Application Process

- Applications will be accepted after December 1, 2017 and before 5:01 pm (EST) on February 28, 2018.

- Applicants must review the Community Transportation Grant Program – Municipal Stream Application Guidelines and Requirements 2017 (Guide) prior to submitting their applications. The Guide is available through the Grants Ontario portal www.grants.gov.on.ca.

- All applicants will receive a decision regarding their application subject to Government decision making.

Submitting the Application

Applicants must be registered on the Grants Ontario System to apply. The CT Program consists of two levels of funding for two types of projects: local and long-distance projects. This application form can be used for both.

The full application package consists of the following:

- Grants Ontario Application Form – basic organization and contact information;

- Community Transportation Grant Program (CT) Form – Municipal Stream – project proposal description and details;

- Project Work Plan;

- Project Budget;

- Letters of support from municipalities (required only for long-distance CT Projects).

This completed form, the Project Work Plan and the Project Budget, and letters of municipal support, if applicable must be attached to the Grants Ontario submission, in Step 3 of the Grants Ontario application process. Do not attach scanned documents. Please refer to the Program Guidelines for full instructions.

For More Information

For technical assistance and more information about the Grants Ontario Application Form or process, contact:

- Grants Ontario Customer Service at 1-855-216-3090 or at

- GrantsOntarioCS@ontario.ca.

For more information about the CT Program or the CT Program Form, contact:

- 416-585-7362 or at

- CTProgram@ontario.ca.

Freedom of Information and Protection of Privacy Act

All applications submitted to the Ministry are subject to the *Freedom of Information and Protection of Privacy Act*. Applicants are advised that the names of funding applicants and recipients, the amount of funding awarded, and the purpose for which Community Transportation Program grants are awarded is information that the Ministry can make available to the public.

Section 1. Applicant Information

Applicant Name and Contact Information

Name of the Municipality
County of Perth

Municipal Contact

Last Name		First Name
Pullia		Renato

Position	Phone number	Email Address
CAO	519-271-0531	rpullia@perthcounty.ca

1. Project was previously funded by the Community Transportation Pilot Grant Program

   ☐ Yes   ☑ No

2. Indicate the level of funding requested. Applicants may apply for both levels of funding in one application.

   ☐ Maximum of $500,000 for local CT Project

   ☑ Maximum of $1,500,000 for long-distance CT Project

   Indicate the amount of funding requested. If applying for both levels of funding indicate the amount for each level. (Each application may not receive the full amount requested.)

   Local CT Project ▶

   Long-distance CT Project ▶ **$1,449,345.00**

3. Does the municipality (applicant) operate or contract with a third party to provide transit services? (Applicants are not required to operate a public transit system to be eligible for CT Funding.)

   ☐ Yes   ☑ No

   If yes, name of transit agency ▼

4. What region of Ontario will the project serve? See Figure One for regional boundaries.

   ☐ Northwest

   ☐ Northeast

   ☐ Central

   ☑ Southwest

   ☐ East

5. For local CT Projects: what is the approximate population of the service area the proposed project will serve?

   ☐ Less than 10,000

   ☐ 10,001 to 50,000

   ☐ 50,001 to 100,000

   ☐ 100,001 to 500,000

   ☐ Greater than 500,000

The CT Program requires the participation of a community organization or support of other municipalities. See Part 4: General Eligibility Requirements of the Guide for details.

6. **For local CT Project applications**, list the partner community organization(s) and indicate type of organization: health service agency, social service agency, District Social Service Administrative Board, seniors' organization, registered charity, Friendship Centre, school bus operator, other municipality, public transit agency (serving another municipality).

Name of Community Organization	Type of Organization	Contact for Community Organization (Name, telephone, email)	Address

For long distance CT Project applications, list the municipalities to be served by the proposed route. Attach letters of support from municipalities in Step 3 of the Grants Ontario application process.

Municipality	Contact for Municipality (Name, telephone, email)
Municipality of West Perth	Jeff Brick, CAO 519.348.8429 jbrick@westperth.ca
Municipality of North Perth	Kriss Snell, CAO 519.291.2950 krisssnell@northperth.ca
Township of Perth South	Rebecca Clouthier, CAO 519-271-0619 RClouthier@perthsouth.ca
Township of Perth East	Glenn Schwendinger, CAO 519-595-2800 gschwendinger@pertheast.ca
Town of St. Marys	Brent Kittmer, CAO 519-284-2340 bkittmer@town.stmarys
County of Perth	Renato Pullia 519.276.3450 rpullia@perthcounty.ca

Section 2A. Project Proposal for Local CT Projects. (For Long-distance CT Projects complete Section 2B)

7. Describe the transportation challenges facing the community and the mobility needs of residents that are not currently being met by conventional forms of public transportation service (for example, municipal transit, intercommunity coach or rail, regional transit systems). **Include in the description**:

   a. Any data and/or research that support the identified mobility needs, and

   b. How unmet transportation needs affect individuals, and the community/region.

8. Provide a description of the proposed CT Project. **Include in the description**:

   a. The overall coordinated transportation service proposed to be in place within one year, for example, type of passengers served; hours and frequency of service, vehicle(s) used, destinations, the type of service (on-demand, fixed route, flex-route) the approach to coordinated service, etc. (If the project is implemented in phases, describe the phases of service.)

   b. Indicate how the CT Project meets the objectives of the program in Part 3 of the Guide. Applications that include service to Indigenous communities or connect to intercommunity service or local transportation hubs will score higher.

   c. If applying for both local and long-distance project funding, describe how each component aligns with the other.

9. Describe how the CT project addresses the mobility needs and service gaps identified in Q7. If the project was previously funded by the Community Transportation Pilot Program, describe how this proposed project will improve on the previous project or meet other mobility needs.

10. Describe how partner community organizations will collaborate on the project and service. Include in your description:

   a. Partner roles in the project or service, any shared resources, shared service delivery;

   b. How partners' existing transportation service and/or transportation needs will fit into the coordinated service; and

   c. How the community organization(s) and its clients will benefit from CT service.

11. Indicate the coordination approaches your project will employ (check all that apply)

Centralized Functions	Sharing of Resources	Joint Procurement
☐ Information and referral	☐ Vehicles	☐ Insurance
☐ Intake, registration	☐ Paid drivers	☐ Vehicles
☐ Trip bookings	☐ Volunteers	☐ Fuel
☐ Scheduling, dispatching	☐ Trip booking, scheduling technology	☐ Consultant services
☐ One number to call	☐ Facilities	☐ Computer hardware, software
☐ Integrated website	☐ Staff, administration	☐ Technology (automated vehicle location, GPS)
☐ Other: _____	☐ Training	☐ Training
	☐ Vehicle storage	☐ Transportation provider
	☐ Vehicle Maintenance	☐ Other: _____

Section 2B. Project Proposal for Long-distance CT Projects

12. Describe the transportation needs for long-distance intercommunity transportation service in your community that are not currently being met by intercommunity transportation services, such as passenger rail, commuter rail, or intercommunity coach bus. **Include in the description:**

   a. Any data and/or research that support the identified mobility needs, and

   b. The impact of unmet transportation needs on the community/region.

   The demand for community transportation arises primarily from Seniors (enables them to age at home by supporting them in accessing medical appointments and social activities), Youth (access to after school activities and employment, Low Income and Unemployed (affordable access to skills training, employment, shopping and social activities), and Families with only one vehicle. The lack of affordable community transportation creates financial and social hardships for our rural population and, in some cases, restrains local business expansion because workers cannot easily travel to and from work.

   RESEARCH REPORTS REVIEWED (available upon request)
   • 'Financial Feasibility Assessment of Cost-Shared Transportation Models' (Dillon Consulting Limited, June 2014)
   • 'Towards Co-ordinated Rural Transportation' (Rural Ontario Institute, August 2014)
   • 'Perth4Youth Community Engagement Strategic Plans' (one plan for each of the four Perth County lower tier municipalities, January 2018 – facilitated by OMAFRA)

• 'Opportunity 2020: Transforming the Labour Market in Perth County, Stratford and St. Marys' (The DEEP Centre, September 2015)
• 'New Directions: Advancing Southwestern Ontario's Public Transportation Opportunities' (Oxford County, April 2016)
• 'The Road Ahead: A Study of Transportation Needs Across Huron and Perth Counties' (Social Research and Planning Council, March 2012)
• Notes from 'Transportation Future' conference (Canadian Federation of University Women, November 2017)
• 'Stratford Master Transportation Plan', 2010
• 'Case Study: Ride Norfolk' (Rural Ontario Institute, June 2014)
• 'Huron County Transportation Demand Management' (County of Huron, May 2011)

As well, consultation with more than forty stakeholders updated information and developments since the publication dates of the reports listed. Here is a summary of existing transportation challenges and how these challenges are impacting individuals and Perth County, the Town of St. Marys, and the City of Stratford.

EasyRide - EasyRide is a collaborative network of transportation services involving six service agencies: OneCare, Community Outreach & Perth East Transportation, Mitchell & Area Community Outreach & Mobility Bus, St. Marys & Area Home Support Services, St. Marys & Area Mobility Services, and VON Perth-Huron. The EasyRide areas of focus are medical appointments for seniors without access to transportation, and transportation for those with physical or cognitive limitations. When scheduling permits, the local partners will also provide trips to registered, qualifying clients for non-emergency medical appointments, shopping, errands and social occasions. Users must not require the assistance of the driver (other than to operate the wheelchair ramp or lift).

EasyCare owns 15 vehicles (vans and mini-buses, equipped with either ramps or wheelchair lifts) with each partner agency also owning vehicles (average of three per partner agency). Vehicles are shared by the partners as needed. EasyRide operates a centralized booking service - registered clients can call 1.877.500.9875 from anywhere in the region to book transportation. The minimum fee per trip is $5. Funding for EasyRide, while unique for each partner agency, is provided largely through municipal and gas tax dollars, the South West LHIN, the United Way of Perth-Huron, the farebox, and donors. Some of the EasyRide partners (Milverton Community Outreach/Perth East Transportation, Mitchell & Area Community Outreach, St. Marys & Area Mobility Services, and VON Perth-Huron) offer social and shopping transportation to non-EasyRide clients when the vehicles are not required for EasyRide mobility services.

Milverton Community Outreach/Perth East Transportation (an EasyRide partner) offers family rates because the large Anabaptist population it serves. There are many trips involving Anabaptist mothers and children attending Perth District Health Unit or early literacy/ESL programs as well as medical trips to Stratford, Listowel, London, and Kitchener-Waterloo.

VIA Rail - At one time, there was extensive rail service to Perth County communities. However, most of those services ended during the 1970s. Today, only Stratford and St. Marys are served by Via Rail on the Toronto/Sarnia line. This service is restricted to two trips daily, seven days a week. Fares range from $29 to $75 round-trip.

Intercommunity Bus Service - In July 2011, Greyhound Bus discontinued service on the Kitchener to London route, which had stops in Stratford and St. Marys, due to low ridership. At the same time, Aboutown Transportation agreed to take over the Greyhound routes plus the line route operated by Cherrey Bus Lines from Listowel to Kitchener-Waterloo. Aboutown Northlink closed its doors in 2013 and all scheduled intercommunity bus services ceased. Today, the only intercommunity bus service available is through the Stratford Airporter which picks up and delivers people between their homes and Toronto Pearson Airport on a demand basis.

Taxi Services – There are taxi companies operating in Stratford, Mitchell, Listowel and St. Marys. Service in Stratford and Listowel is available 24 hours daily. In Mitchell and St. Marys, service is available 7 a.m. to midnight Sunday to Thursday and from 7 a.m. to 3 a.m. on Fridays and Saturdays. None of the Perth County taxi companies has a restricted area of service. All of them report serious challenges in finding drivers – this is hampering service delivery. Taxi fares are expensive for low income individuals, even with a flat rate system such as the one used in Stratford ($11.50 per ride within the City boundaries, effective 1 January 2018). A r/t taxi ride

between Listowel and Stratford costs $100.

Seniors: The area's age structure is older than that of the Provincial average. The 2016 Census shows that of the 76,796 people who reside in the County of Perth, the Town of St. Marys and the City of Stratford, 14,330 are ages 65 and older. Seniors now represent nearly 19% of the area's population, an increase of 6% from the 2011 census. Expansion of the seniors age group will persist as the baby-boom population continues to age. In order to permit seniors to age in their homes, services such as community transportation and mobile health care are essential.

Youth and Young Single Parents: Surveys done in 2017 in connection with the Perth4Youth initiative showed that:
• over 40% of respondents ages 15-29 would use improved commuter transit at least once every two weeks
• the most desired regional destination is Kitchener Waterloo - however nearly 25% also identified a desire to travel locally between Sebringville, Mitchell and St. Marys as well as to London
• the top three reasons to use intercity community transportation were recreation, visiting family, and employment. Many youth express frustration with the difficulties in travelling to job interviews.

Young, single parents with small children often face considerable hardship in accessing services or being able to join support groups, particularly if living outside of Stratford. Most cannot afford their own vehicles so rely heavily on friends, family or taxis. This frequently leads to social isolation or the re-direction of money from nutritional food and warmer clothing to transportation needs.

Healthcare - The Huron Perth Healthcare Alliance (HPHA) was formed in 2003 among four hospitals: two in Perth County - Stratford General Hospital and St. Marys Memorial - and two in Huron County - Seaforth Community Hospital and Clinton General Hospital. The goal was to share resources and improve cost effectiveness and service. Therefore, when HPHA undertook its 2013 visioning plan, there was a redistribution of beds among the four hospitals and creation of a different 'Centre of Excellence' at each site.

Stratford offers surgeries and some tertiary services, such as chemotherapy (satellite of the London Regional Cancer Centre), dialysis, and critical care while also serving as the referral hospital for other HPHA members. Seaforth specializes in occupational therapy and St. Marys and Clinton offer acute and complex long-term care. While this arrangement is operationally efficient, it frequently creates situations where a resident of one community is in care in another community. Older spouses with restricted driving abilities and low-income families with limited access to vehicles are often unable to visit their loved ones easily or frequently. This leads to patients refusing to be transferred from a home community hospital to a neighbouring treatment hospital. HPHA staff state that the lack of affordable and convenient community transportation among the hospital sites contributes directly to inefficient use of the healthcare system.

Listowel Memorial Hospital and the Fisher Family Primary Care Centre provide healthcare services to the north end of the County with many of their Anabaptist patients coming from Perth East. North Perth patients needed more specialized care are frequently sent to medical facilities in Waterloo. Because North Perth's overall income is the lowest in Perth County and because there is a high percentage of seniors in Perth County, older spouses with restricted driving abilities and low-income families with limited access to vehicles are often unable to visit their loved ones easily or frequently. *The median single person household after-tax income in North Perth is $30,349 (Perth County average is $31,563; the provincial average is $33,219) while the median two person household after-tax income is $74,767 (Perth County average is $76,494; the provincial average is $79,528).

Employers – Many local employers urgently need more general labour and production workers, but some workers/former workers state that the lack of affordable community transportation options hinders accessing the employment opportunities available. People seek to car pool with fellow workers or friends when possible. Stratford Transit has adjusted its transit routing and times twice in recent years in order to better meet the stated needs of large employers in its two industrial parks, but employers and employees outside of Stratford remain challenged.

Ontario Works/Ontario Disability Support Program (ODSP) – A survey conducted by United Way Perth-Huron in 2015 among its supported agencies indicates that transportation is often the missing link for delivering cost-effective social services. When clients were asked "How do you currently get to where you need to go?", there

were 433 responses. Only 94 said 'personal vehicle' – 227 stated 'taxi', 'paid transportation through community agency', 'ride provided by family or friend for a charge', 'subsidized transportation' or 'hitchhike'.

OW, ODSP and other social agencies often pay for costly taxi rides in order to permit rural clients to attend medical appointments or employment training. Social Housing experiences problems with clients refusing to accept social housing outside of Stratford due to the lack of transportation options. Social Services has stated that a County transit system would be very valuable to their clients, and that they would be pleased to evaluate the purchase of monthly transit passes for their clients.

Women - Many women in rural areas are consistently without access to transportation because men need the household vehicle to go to work. This makes the women dependent on alternative forms of transport, if available. Women's transportation needs are also often related to household needs and caring roles (for example, medical appointments for older parents or children or attending childhood literacy and ESL programs), requiring the women to travel to different places at different times than men. Without reliable, affordable community transportation, being employed outside of the home, developing stronger English-speaking skills, and/or being able to respond to caregiving needs becomes very complicated.

Anabaptist Community – Some of the Anabaptist communities in North Perth and Perth East rely largely on horse and buggy for transportation. While members of the community can use the buggy to travel into Milverton or Millbank for shopping, this option is impossible for longer trips to access specialized medical services available only in London, Stratford, or Kitchener. Because there is no scheduled community transportation, Old Order/ Amish families must hire a driver. A round trip to London can cost from $100 to $175. Even a relatively short trip to a local centre can cost $25. Even if the Anabaptist family does own a vehicle, usually the Anabaptist mother doesn't drive so if there is a medical appointment, often the father must take a day off work to provide the needed transportation. When surveyed, 72% of Anabaptist respondents said they would use public transit, if available. Affordable cost is the most important criterion, followed by 'easy to book'.

Stratford Transit - The only community within Perth County operating public transit is the City of Stratford, which has six bus routes within the City, operating seven days a week: from 6 a.m. to 9:30 p.m. on weekdays, from 6 a. m. to 7:30 p.m. on Saturdays, and from 10 am until 7 pm on Sundays. Fares are $2.75 for adults, $2.50 for seniors, students and "special" riders (those on Ontario Works and Ontario Disability Support Benefit, who show required identification). Monthly passes are $65 for adults and $55 for seniors, students, and special riders.

Stratford Parallel Transit - Stratford also operates Parallel Transit, which serves clientele only within the City of Stratford (except for paid charter trips). Its clients are restricted to physically challenged individuals who cannot use regular transit. Parallel Transit has five buses, two of which are on the road at any one time. They operate 6 days/week from 6:20 a.m. to 9:40 p.m. (7:40 p.m on Saturdays) and from 9 a.m until 4 pm on Sundays. Fares are consistent with those charged by Stratford Transit.

Volunteer Drivers – Several organizations use volunteer drivers who are usually compensated on a mileage basis. These organizations have specific areas of focus (for example, driving cancer patients to treatments). All the organizations report being challenged to maintain or to expand their volunteer driver lists.

Ride Share/Car Share – A Ride Share program was implemented in 2013/14 due to recommendations in the 2012 SRPC 'Report on Transportation'. The service has not been widely adopted, partly due to safety concerns, partly due to lack of promotion, and partly due to the inability of Ride Share to move people where they want to go, when they want to go within limited waiting times and with few additional stops. Significant research suggests that a Car Share program would not be feasible anywhere in Perth County other than the City of Stratford.

Average Income and Age – The 2016 Census shows that a combined total of 76,796 people reside in the County of Perth, the Town of St. Marys and the City of Stratford. Of this number, 9,535 are ages 15-24 and 14,330 are ages 65 and older. There are 2,830 single parent families. The median single person household after-tax income is $31,563 (provincial average is $33,219) while the median two person household after-tax income is $76,494 (provincial average is $79,528). The lower tier municipalities of West Perth and Perth South have declined in population over the past five years (0.6% and 4.6% respectively) while North Perth and Perth East have grown (4.0% and 2.1% respectively).

Where People Work and Commute - Statistics Canada 2016 data on place of work shows that most residents work locally, but that there is some significant movement among Perth County communities:
• top commuting destinations for Stratford residents are Kitchener (305), Perth East (320), St. Marys (280), and Waterloo (270)
• St. Marys workers most often commute to Stratford (630) and to London (215)
• 410 Perth South residents commute daily to St. Marys
• North Perth employees most frequently commute to Minto/Palmerston (350), Woolwich (275), and Perth East (170)
• the top three destinations for Perth East commuters are Stratford (320), North Perth (170), and West Perth (155)
• 1,040 workers commute from West Perth to Stratford daily for employment.
A total of 3,075 residents commute from locations in Perth County to Stratford for employment.

"A limited public transportation network was also raised as a significant challenge for newcomers willing and able to work, but unable to provide their own transportation." Opportunity 2020, page 27

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13. Indicate the service coverage of proposed route(s). Routes that cover priority areas score higher:

[✓] Covers a priority area indicated in Appendix A of the Guide

[ ] Covers other areas outside of the priority areas indicated in Appendix A of the Guide.

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14. Describe the proposed intercommunity bus route(s) by providing the following information:

a. The route the service will take, identifying the highways and the start location and final destination of a one-way trip. Describe the return trip if it takes a different route.
b. The distance of a one-way trip in kilometers.
c. The location of regular stops, the municipalities the service connects, and any connections to local transportation services that would support the route.
d. The major destinations to be served, such as hospitals, employment areas, transportation hubs, colleges, etc.
e. The vehicle(s) to be used, indicating number of passenger seats and whether it is wheel-chair accessible.
f. The service level proposed and how it meets travel needs indicated in Q12 (service is 5 days/week, 2 return trips per day where feasible within business hours.)
g. Service is available to the general public.
h. The means for customers to purchase fares.
i. Whether the proposed route is being regularly served by other transportation services (e.g, Greyhound, ONTC, or other services). The CT Program will not fund duplicated services. If other services are being provided on the proposed route, describe how the proposed service provides more convenience and meets unmet mobility needs. This answer should tie in with answers to Q12.

The proposed project is creation of a Perth County Transit System.

Using a scheduled route approach with some flexibility for on-route stops possible, the proposed Perth County Transit System will link the communities of Stratford, St. Marys, Mitchell, Sebringville, Monkton, Atwood, Milverton, Listowel, and Millbank so that seniors, youth, low income individuals (which can include New Canadians), and families with limited transportation options can access services and opportunities now blocked due to the lack of affordable community transportation.

The Perth County Transit System will operate from Monday to Friday, using two mini-buses.

Two routes are proposed. The first route will be a four hour cycle with stops in Stratford, Gads Hill, Brunner, Milverton, Newton, Millbank, Listowel, Atwood and Monkton. This route will offer two round trips daily from Monday to Friday. The second route will be a three hour cycle with stops in Mitchell, Sebringville, Stratford, and St. Marys. This route will offer four round trips daily from Monday to Friday. A sample schedule for both routes is attached.

A total of twenty service hours will be offered each day over an average of 252 service days each year. With an estimated operating cost of $75 per hour, the annual operating total will be $378,000.

It is calculated that the proposed Perth County Transit System project will deliver approximately 28,380 rides annually. This number was developed as follows:

• Data from other rural transit systems indicates that usually 1% of commuters use Community Transit. Therefore, using Statistics Canada data, we can extrapolate that St. Marys to Stratford ridership will be about 6 riders r/t daily and West Perth to Stratford ridership will be about 10 riders r/t daily. Perth East commuters to Stratford and from Stratford to Perth East are estimated at a total of 6 r/t daily. Twenty-two commuters x 5 days x 48 weeks = 5,280 rides
• Data from other rural transit systems indicates an average of 30-40 general users daily. Two routes x 30 users x 5 days x 52 weeks = 15,600 rides
• Estimated 7,500 annual referrals/transfers from EasyRide.

The system will complement, but not overlap, the existing EasyRide and Parallel Transit systems.

Fares will be consistent with those charged by Stratford Transit - $2.75 for adults, $2.50 for seniors, students and "special" riders (those on Ontario Works and Ontario Disability Support Benefit, who show required identification). Books of ten tickets will be offered for $25 (cost of nine rides). There will be no charge for children under the age of four. Any rider can travel a single route for $2.75 or $2.50 each, but when crossing over to a second route or to Stratford Transit, an additional $2.75/$2.50 will be charged. A monthly pass will also be developed for OW/ODSP/LICO users. It will cost 50% more than the monthly pass cost charged by Stratford Transit (currently $55 for special users), but allow holders to use both systems without limit.

Using an average fare realized of $2.60 per ride, annual farebox revenue of $73,788 is projected. It is suggested that a modest amount of additional revenue could be realized by selling advertising or by having local business sponsors place logos on the vehicles.

The goal is to provide community transportation access to the following types of services:
• Hospital & Medical
• Social Service Agencies
• Community Centres/Libraries/Special Events/Attractions
• Grocery Stores
• Post Offices
• Industry/Employment

Proposed Routes with distances, locations of stops, and major service points accessed:

Route A – Two round trips operated daily, Monday to Friday. Four hour cycle.
o Stratford community loop
o Hospital - 46 General Hospital Drive
o Transit Hub – corner of Downie St. and Milton St. (connections to shopping, recreation and employment areas)
o Stratford – Gads Hill 10 km One stop at postal outlet
o Gads Hill – Brunner 11 km   One stop at postal outlet
o Brunner – Milverton 7 km   One stop – Kindred Credit Union/downtown 12 Mill St
o Milverton – Newton 6 km   One stop downtown
o Newton – Millbank 5 km One stop at Zehrs Country Market - 6979 Main St
o Millbank – Listowel via Perth Road 121 and Perth Line 86 and 25 km
o Listowel community loop
• Listowel Memorial Hospital/Municipal building – 255 Elizabeth St E
• Library/downtown - 260 Main St W
• Recreation Complex - 965 Binning St W
• Zehrs/Canadian Tire/Industrial corridor – Mitchell Road S
o Listowel – Atwood 10 km One stop at Elma Community Centre – Highway #23
o Atwood – Monkton 11 km One stop at Elma-Logan Arena & Community Centre – 200 Nelson St.
Return

Route B – Four round trips operated daily, Monday to Friday. Three hour cycle.

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o Mitchell community loop
- Post Office
- Municipal building/Recreation complex

o Mitchell – Sebringville 13 km One stop at Community Centre - 302 Huron Rd

o Sebringville – Stratford 8 km

o Stratford community loop

o Transit Hub – corner of Downie St. and Milton St. (connections to shopping, recreation and employment areas)
- Hospital - 46 General Hospital Drive

o Stratford – St. Marys 20 km

o St. Marys community loop
- VIA Rail station – 5 James St N
- Pyramid Community and Rec Centre/industrial corridor - 317 James St S
- Library / Municipal Building (Downtown) - 175 Queen St E
- Hospital – 267 Queen St. W

Return

The Perth County Transit System will conform to the transportation segment of the Accessibility for Ontarians with Disabilities Act (AODA, 2005). Vehicles will be accessible and all appropriate policies created. For example, drivers will ensure that anyone using a walker stores it in a safe way while riding the bus.

The Perth County Transit System will be promoted through vehicle wraps, signage, a website, social media/an app, direct mailings to seniors' organizations and OW and ODSP clients, Stratford Tourism materials, and posters at such locations as doctors' offices, healthcare centres, businesses, government and service agency offices, arenas and community centres, secondary schools, and shopping centres.

The new Perth County Transit System will:
o Improve mobility options for individuals who need access
The proposed Perth County Transit System service would be operated so as to avoid conflict with EasyRide and Parallel Transit's operating parameters. The Perth County Transit System will focus on general users, particularly low income and youth. EasyRide will focus on medical appointments for seniors without access to transportation, and transportation for those with physical or cognitive limitations. This collaborative effort will enable EasyRide to refer users who need less specialized service to the Perth County Transit System which, it is estimated, will create capacity for up to 7,500 more rides annually within EasyRide's system.

o Build or enhance capacity to meet local, regional and/or intercommunity transportation demands
The Perth County Transit System will enable users from more isolated Perth County communities (e.g. Monkton, Mitchell, Milverton) to connect to Via Rail and to proposed regional bus services in St. Marys, Listowel, and Stratford. From St. Marys and Stratford, passengers will be able to use the proposed inter-regional bus system to connect with London and Kitchener (and Toronto). From Listowel, passengers will be able to connect to Kitchener-Waterloo (and Toronto). When surveyed, 65% of County respondents stated that they would use public transit if it was available.

o Create or contribute to networks of transportation services
The municipalities of Perth County, St. Marys and Stratford will have their first local network of transportation services should the proposed Perth County Transit System be approved.

Creating scheduled transit between West Perth and Stratford will also facilitate future Highway #8 connections with Goderich/Huron County and position Mitchell/Stratford to be collection points for passengers flowing to intermodal services in London and Kitchener as well as to future high speed rail service in Woodstock, London and Kitchener. Similarly, Listowel will be positioned as a connecting hub for regional bus passengers flowing from Wingham, Kincardine, Walkerton, Hanover, and Harriston to Kitchener-Waterloo.

o Improve service delivery and efficiency
The Perth County Transit System will complement the existing EasyRide system and the use of taxis by Ontario Works and ODSP by permitting riders who do not require specialized mobility services to use more affordable community transit. This will reduce transportation costs for the local social service agencies and permit EasyRide to focus on the growing numbers of Perth County seniors who do require specialized services. It is estimated that

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to 7,500 rides annually could be transferred to the proposed Perth County Transit System.

The impression from the first trip taken will directly impact the willingness of the riders to take future trips. The service plan developed will include creating a welcoming atmosphere for riders and an ongoing, active education program for drivers and all front-line staff associated with the Perth County Transit System.

Some of the EasyRide partners (Milverton Community Outreach/Perth East Transportation, Mitchell & Area Community Outreach, St. Marys & Area Mobility Services, and VON Perth-Huron) which currently offer social and shopping transportation to non-EasyRide clients when the vehicles are not required for EasyRide mobility services will continue this service as long as possible but it is forecast that as Baby Boomer numbers increase, this capacity will disappear and all shopping and social requests will be referred to the Perth County Transit System. If a rider is in a position of not being able to do both legs of a trip using PCTS, then the applicable EasyRide partner would collaborate for one leg. Each organization would charge its own fare.

Affordability
Fares will be consistent with those charged by Stratford Transit - $2.75 for adults, $2.50 for seniors, students and "special" riders (those on Ontario Works and Ontario Disability Support Benefit, who show required identification). Books of ten tickets will be offered for $25 (cost of nine rides). There will be no charge for children under the age of four. A monthly pass will also be developed for OW/ODSP/LICO users. It will cost 50% more than the monthly pass cost charged by Stratford Transit (currently $55 for special users), but permit holders to use both systems without limit. It is anticipated that the Perth County Transit System will become eligible for provincial Gas Tax revenues which will assist with its ongoing sustainability and affordability.

Consistency
Scheduled, consistent daily runs will operate from Monday-Friday. Flex on-route stops will be accepted. A sample schedule is attached.

Access to Hospitals
Scheduled runs will stop at Listowel Memorial, Stratford General, and St. Marys Memorial Hospitals. This will also permit easy transfers to the Seaforth, Wingham, and Clinton Hospitals should the County of Huron adopt a community transit program.

Access to Post-Secondary Education and Skills Training
Conestoga College in Stratford is located adjacent to Stratford General Hospital so one stop will serve both points. The University of Waterloo-Stratford campus is located adjacent to the main Stratford Transit terminal so one stop will also serve the university campus. Regional skills training provided by agencies in Stratford will also become more accessible through the Perth County Transit System.

Connections to Intermodal Transportation Hubs
The Perth County Transit System will enable users from isolated Perth County communities (e.g. Monkton, Mitchell, Milverton) to connect to Via Rail and to proposed regional bus services in St. Marys, Listowel and Stratford.

Reduced Social Isolation
Many people live in rural locations because accommodation is less expensive, but the removal from volunteering, social activities and support groups frequently makes life socially isolated. Affordable community transportation will have significant impact in the lives of many rural users.

Improved Access for Tourists
By providing Community Transit throughout Perth County, visitors and locals alike will more easily access the Stratford-Perth Museum, the Stratford Festival, and Perth County special events. Lengthened visitor stays increase tourism revenues. Stratford receives nearly 500,000 tourists annually, many of whom are seeking to explore the surrounding area of Perth County in addition to attending theatre.

There are no Greyhound, ONTC, etc transportation services on the proposed routes.

Section 3. Project Implementation – Complete for both local and long-distance CT Projects

15. Indicate who (or which community organization, if not the applicant) will be leading the implementation of the CT Project. Describe the qualifications of the lead coordinator, and other team members (as applicable): their experience in leading and managing projects and in collaborating with community partners to undertake initiatives (if applicable).

The County of Perth will be the lead applicant, supported by the Town of St. Marys and the lower tier County municipalities (West Perth, Perth South, Perth East, and North Perth).

The County of Perth will establish a Community Transportation Steering Committee with representatives from each of the municipal partners and the City of Stratford so as to provide overall Project guidance. The County will prepare and issue required RFPs, contract a Community Transit co-ordinator to establish the Perth County Transit System, and then work with the successful provider(s) to monitor the system and encourage efficiencies, awareness, and collaborations. Operating a Transit system will be new territory for the County so professional advice from an experienced consultant will be key.

All six project partners will dedicate resources (cash and in-kind) to assist with branding and marketing, communications, creating safe bus stops, creating printed materials and signs, installing signs and, when feasible/needed, bus shelters.

The project leader is the Perth County CAO, Renato Pullia. Mr. Pullia has been with the County of Perth since 2004, initially as Director of Corporate Services and Treasurer, and since 2016, as CAO. He has extensive project management experience, ranging from economic development initiatives to capital installations.

16. Create a Work Plan detailing the following:

   a. Project milestones and major tasks to implement the project with start and end dates.
   b. The transportation service that will be in place within one year from the effective date of the Agreement. (Assume April 1, 2018 as the effective date.)
   c. Indicate any other phases of implementation and services.
   d. Incorporate the tasks of performance monitoring and reporting over the five-year period.
   e. If applying for both local and long-distance project funding, provide separate work plans.

   Use the Work Plan template in the Grants Ontario "Apply for Grant" tab. Attach the Work Plan in Step 3 of the Grants Ontario process.

   See the Workplan attached which includes Performance Monitoring.

Section 4. Funding Requirements/Budget – Complete for both local and long-distance CT Projects

17. Indicate the amount of funding required for the first program year to fund upfront implementation costs. (Funding in the first year may not exceed 25% of total funding request. The remainder of funding will be allocated in equal amounts over the next four years.) Funding may also be requested in equal amounts over the five-year period.

   Funding for first program year ▶ $300,000.00

18. Indicate the estimated average fare per passenger:

For local CT service (For local CT Projects, fares may be subsidized or waived) ▶

For long-distance service (For long-distance CT Projects, fares may be subsidized, but not be waived) ▶$2.60

Provide information that supports the affordability of the proposed fare to the community.

Fares will be consistent with those charged by Stratford Transit - $2.75 for adults, $2.50 for seniors, students and "special" riders (those on Ontario Works and Ontario Disability Support Benefit, who show required identification). Books of ten tickets will be offered for $25 (cost of nine rides). There will be no charge for children under the age of four. Any rider can travel a single route for $2.75 or $2.50 each, but when crossing over to a second route or to Stratford Transit, an additional $2.75/$2.50 will be charged. A monthly pass will also be developed for OW/ODSP/LICO users. It will cost 50% more than the monthly pass cost charged by Stratford Transit (currently $55 for special users), but allow holders to use both systems without limit.

19. Create a Project Budget for implementing the project and operating service to the end of the program period. Provide costs for each item. Indicate any funding from other sources, including estimate of fare revenues or in-kind contributions. If applying for both local and long-distance project funding, provide separate budgets.

Use the Project Budget template in the Grants Ontario "Apply for Grant" tab. Attach the Project Budget in Step 3 of the Grants Ontario process.

Budget attached.

Section 5. Performance Measurement – Complete for both local and long-distance CT Projects

20. CT Program recipients are required to report annually on the performance of the CT project. The required performance measures to be reported are indicated in Part 8b of the Guide.

Describe the plan for monitoring and reporting on the performance indicators. Address the following in the plan:

a. Project team member responsible for performance measurements and reporting.

b. Process for collecting data, for reviewing service, and for adjusting service to meet changed travel demands or operational needs.

c. Service targets over the five-year period and the steps to achieve targets.

Initially, the contract Project Co-ordinator will be responsible for monitoring and reporting on performance indicators. This task will be shifted to a County staff person (to be identified) at the end of the first year.

Performance Measures (monthly – to be totalled for previous 12 month period for each Annual Report)
• total number of boardings per month
• average number of boardings per one-way trip
• number of one-way trips/round trips
• days per week that service is available
• service schedules
• municipalities/destinations served by each route (could change over five years)
• # of passengers connecting to other transportation services (i.e. Stratford Transit, Via Rail, proposed Perth County Transit Service)
• percentage of trips on time
• cost per trip
• boardings per revenue vehicle hour
• revenue/cost ratio
• others as identified by Transit Steering Committee

Data will be collected through driver records, rider calls, and rider surveys. The Steering Committee will meet monthly to examine data, respond to rider concerns, monitor performance measures & to recommend changes/adjustments to the Perth County Transit System.

Service Target:

It is calculated that the proposed Perth County Transit System project will deliver approximately 28,380 rides annually. This number was developed as follows:

• Data from other rural transit systems indicates that usually 1% of commuters use Community Transit. Therefore, using Statistics Canada data, we can extrapolate that St. Marys to Stratford ridership will be about 6 riders r/t daily and West Perth to Stratford ridership will be about 10 riders r/t daily. Perth East commuters to Stratford and from Stratford to Perth East are estimated at a total of 6 r/t daily. Twenty-two commuters x 5 days x 48 weeks = 5,280 rides

• Data from other rural transit systems indicates an average of 30-40 general users daily. Two routes x 30 users x 5 days x 52 weeks = 15,600 rides

• Estimated 7,500 annual referrals/transfers from EasyRide.

Using an average fare realized of $2.60 per ride, annual farebox revenue of $73,788 is projected. It is suggested that a modest amount of additional revenue could be realized by selling advertising or by having local business sponsors place logos on the vehicles.

If all projections materialize as stated in the Budget template attached, then at the end of March 2023 the County of Perth, the lower tier municipalities, and the Town of St. Marys will be tasked with subsidizing the system with approximately $282,000 annually or about $9.94 per ride. This would be a substantial amount for the municipalities involved. An acceptable subsidy would be approximately $2 per ride. To reach the desired level of subsidy, two actions are planned.

The first involves the rising volume of employee transportation being organized and paid for by large manufacturers in the area. The Steering Committee will meet with employers to determine if an additional transportation service could be provided which would focus on the specific needs of shift workers. If such a service can be developed, the revenues realized would be used to offset Monday-Friday operating costs.

The second action will involve close examination of cost-sharing with One Care/Easy Ride. Such a conversation is difficult until the Perth County Transit System is established and data concerning both costs and ridership available. It is anticipated that by Year 3, such dialogue will be possible.

Section 6. Application Certification

The declaration/certification in Section Z (Declaration/Signing) of the Grants Ontario Application Form also applies to the information provided in this form.

Figure 1. Regional Boundaries Map