



BRIEFING NOTE FOR INFORMATION

DATE: DRAFT August 9, 2017
PREPARED FOR: Honourable Claire Trevena, Minister of Transportation and Infrastructure
ISSUE: Greyhound Canada

SUMMARY

- **The inter-city bus industry is economically regulated in British Columbia (B.C.). An inter-city bus (ICB) operates under the authority of a special authorization (SA) licence approved by the Passenger Transportation Board (Board).**
- **Greyhound is seeking “regulatory liberalization” of the inter-city bus industry**
- **Greyhound indicates they are experiencing multi-million dollar year-over-year losses due to insufficient ridership, which are not sustainable for a private sector business.**

BACKGROUND

ICB services are regulated to maintain sound economic conditions in the passenger transportation sector. Applications from private companies are adjudicated by the Board in accordance with the *Passenger Transportation Act* (PTA). The Board must balance the public's need for a service with a private operator's ability to remain financially viable. The terms and conditions of an ICB licence set minimum route frequencies serving specified route points, but does not set the specific routes or ticket prices. The Board has streamlined internal processes for ICB service reduction applications, in order to make decisions in a more timely manner.

Transit services, as well as services operated by a municipality or regional district, are exempt from provisions of the PTA. Regional transit operations that provide commuter services and Health Connections programs are examples of inter-city services requiring no passenger transportation (PT) licence.

Greyhound has complained that they must compete with connector buses which operate with GA licences and are not economically regulated. A connector bus provides services for passengers travelling by airplane or ferry. All passengers must be dropped off only at the airport or ferry terminal. Travelling in the opposite direction, the bus carries passengers who were picked up at the airport or ferry terminal and drops them off at designated locations along the route. Currently, 20 licensees in B.C. operate with GA licences providing connector bus services.

Since 2004/05, the Ministry of Health has provided \$6 million annually to health authorities for bus services to deliver patients to larger centers for medical appointments. Funding is cost-shared between a health authority and local government. Northern Health Connections is provided by Diversified Transportation Ltd. under contract with Northern Health, and eight routes overlap with Greyhound services. BC Transit operates under contract with Interior Health.

Other Canadian jurisdictions have moved away from economic regulation. Economic regulation has been eliminated in Alberta, Manitoba, and Ontario, but vehicle safety regulations remain. Manitoba carriers must provide adequate public notice of changes in schedules, fares and service discontinuances. In Alberta, partnerships have developed to maintain services in areas where routes were abandoned. In Manitoba, local entrepreneurs are providing new scheduled services on routes abandoned by Greyhound.



DISCUSSION

Recent Service Reductions

- January 2013 - Greyhound eliminated one route and reduced service levels on 15 other routes in B.C.
- September 2013 – Greyhound's eliminated 30 route points (stops) on 11 routes in B.C.
- September 2015 – Greyhound eliminated service between Cranbrook and the Alberta border, Nanaimo and Campbell River, and Campbell River and Port Hardy.
 - Cranbrook to Alberta service was not picked up by another carrier however the route is serviced by a combination of public and private service providers.
 - Tofino Bus Services Inc. took over all Vancouver Island bus routes north of Nanaimo and expanded service on established routes from Campbell River to Victoria.
- Highway 16 - Greyhound is currently operating one bus per day, the minimum allowed.

Recent Consultation

- July 2016 - Stuart Kendrick, Senior Vice President and Peter Hamel, Regional Vice-President Western Canada for Greyhound Canada met with ministry staff to advise that despite service reductions and internal cost cutting, Greyhound remained unprofitable on most routes.
- Greyhound noted that less regulated connector buses operating with GA licences, subsidized transit, and Health Connector programs take potential passengers away.

Policy Options

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FINANCIAL IMPLICATIONS:

- None

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BRIEFING NOTE FOR INFORMATION

DATE: August 14, 2017
PREPARED FOR: The Honourable Claire Trevena, Minister of Transportation and Infrastructure
ISSUE: Greyhound Canada

SUMMARY

- **The inter-city bus industry is economically regulated in British Columbia (B.C.). An inter-city bus (ICB) operates under the authority of a special authorization (SA) licence approved by the Passenger Transportation Board (Board).**
- **Greyhound indicates they are experiencing multi-million dollar year-over-year losses due to insufficient ridership, which are not sustainable for a private sector business.**
- **Greyhound is seeking “regulatory liberalization” of the inter-city bus industry and has advised Government they intend to apply for further service reductions throughout B.C.**

BACKGROUND

ICB services are regulated to maintain sound economic conditions in the passenger transportation sector. Applications from private companies are adjudicated by the Board in accordance with the *Passenger Transportation Act* (PTA). The Board must balance the public's need for a service with a private operator's ability to remain financially viable. The terms and conditions of an ICB licence set minimum route frequencies serving specified route points, but does not set the specific routes or ticket prices. The Board has streamlined internal processes for ICB service reduction applications, in order to make decisions in a more timely manner.

Transit services, as well as services operated by a municipality or regional district, are exempt from provisions of the PTA. Regional transit operations that provide commuter services and Health Connections programs are examples of inter-city services requiring no passenger transportation (PT) licence.

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DISCUSSION

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- Greyhound noted that less regulated connector buses operating with GA licences, subsidized transit, and Health Connector programs take potential passengers away.

Policy Options

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Ministry of
Transportation
and Infrastructure

FINANCIAL IMPLICATIONS:

- None

PREPARED BY:

Sandy Evans, Manager
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REVIEWED BY:

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Greyhound Estimates Note

Ministry of Transportation and Infrastructure

Date: August 24, 2017

ISSUE

- Greyhound indicates that they are experiencing multi-million dollar losses due to insufficient ridership and market competition.

ADVICE AND RECOMMENDED RESPONSE

- The Minister's Office has been contacted by Greyhound regarding their services in B.C.
- No information about any application to the Passenger Transportation Board (Board) is available at this time and any questions about Greyhound's plans to make an application are best directed to the company.
- As a private company in a regulated industry, Greyhound must make decisions based on customer demand in compliance with the terms of their licence.

If asked about possible service reductions and what B.C. would do:

- At this time, the Board has not posted any application details so it is premature to speculate on possible service changes.
- We are committed to finding ways to ensure there are safe transportation options for British Columbians.
- We work with communities across British Columbia to identify transportation services that work for the needs of their region and we will continue with this approach for those that may be affected by changing services.

If asked: What if Greyhound stops operating its routes along Highway 16 in the North?

- We must remember that Greyhound is a private company that may seek to eliminate or reduce their long haul services if they are not economically feasible.
- In other provinces and here in B.C., we have seen smaller bus companies step up to fill the gaps left by Greyhound.
- Smaller companies are able to develop service models that more efficiently meet local needs and are cheaper to operate.
- BC Transit has been working with local governments and First Nations to introduce new safe, reliable, affordable inter-community transit service along the Highway 16 corridor.

BACKGROUND

- Transit services, as well as services operated by a municipality or regional district, are exempt from provisions of the *Passenger Transportation Act* (PTA). Regional transit operations that provide commuter services and Health Connections programs are examples of inter-city services requiring no passenger transportation (PT) licence.
- July 2016 – Stuart Kendrick, Senior Vice President and Peter Hamel, Regional Vice-President Western Canada for Greyhound Canada met with ministry staff to advise that despite service reductions and internal cost cutting, Greyhound remained

unprofitable on most routes and that less regulated connector buses operating with GA licences, subsidized transit, and Health Connector programs take potential passengers away.

- Other Canadian jurisdictions have moved away from economic regulation - Alberta, Manitoba, and Ontario have eliminated regulation and retained vehicle safety regulations. Manitoba carriers must provide adequate public notice of changes in schedules, fares and service discontinuances and local entrepreneurs are providing new scheduled services on routes abandoned by Greyhound. In Alberta, partnerships have developed to maintain services in areas where routes were abandoned.
- In 2013 and 2015 Greyhound reduces service based on low ridership. Often these routes have seen smaller bus companies step up to fill the gaps left by them.

Highway 16 Corridor

- Greyhound services currently run along the Highway 16 corridor in the North, between Prince Rupert and Prince George, one trip in each direction per day. There are concerns that Greyhound may reduce services, or else eliminate services all together.
- The information on current Greyhound services, as well as transit, inter-city bus, medical transportation, rail, and community-based transportation services has been put into one place – the web-based Highway 16 portal www.gov.bc.ca/Highway16Corridor.
- For residents who don't have access to a computer, Service BC offices along Highway 16 can provide access to view the website.
- BC Transit is introducing inter-community transit service between several communities along the Highway 16 corridor. The province has committed \$800,000 per year for five years towards operating costs (2/3 funded by BC Transit; 1/3 by local governments). The province is covering 100% of vehicle costs.
- To provide an alternative to inter-city bus services, the Community Transportation Grant Program is providing \$2 million over three years to 12 applicant communities along the Highway 16 corridor to establish community-based transportation services, operated by First Nations and community organizations. Many of the services funded include neighbouring communities, thereby extending the impact of the program.

PROGRAM CONTACT

Kristin Vanderkuip, Director and Registrar, Passenger Transportation Branch
Transportation Policy and Programs Division – Cell: 604-992-9140

APPROVALS:

Deborah Bowman, ADM

Date

Pat Marsh, CFO

Date

Carol Bishop, ED, Crown Agencies

Date

ADVICE TO MINISTER

CONFIDENTIAL ISSUES NOTE	Greyhound Bus Service Changes
Ministry: Transportation and Infrastructure Date: August 29, 2017 Minister Responsible: Claire Trevena	

ADVICE AND RECOMMENDED RESPONSE:

- My office has been contacted by Greyhound regarding their services in B.C.
- No information about any application to the Passenger Transportation **(PT)** Board is available at this time and any questions about Greyhound's plans to make an application are best directed to the company.
- ~~As a private company in a regulated industry, Greyhound must make decisions based on customer demand in compliance with the terms of their license.~~
Greyhound is a private company operating in a regulated industry. It has flexibility to increase its service on routes; however, any service reductions must be approved by the PT Board

If asked about possible service reductions and what B.C. would do....

- ~~At this time, the PT Board has not posted any application details~~application from Greyhound so it is premature to speculate on possible service changes.
- That said, we are committed to finding ways to ensure there are safe transportation options for British Columbians.
- We work with communities across British Columbia to identify transportation services that work for the needs of their region and we will continue with this approach ~~for those that may be affected by changing services.~~

BACKGROUND REGARDING THE ISSUE:

Greyhound has signalled that ~~they-it~~ may make an application to amend ~~their-its~~ license to the Passenger Transportation Board. ~~It's possible this~~The application ~~would-may~~ be to amend their license with possible reductions ~~reduce~~ or eliminations ~~eliminate~~ of service on some routes.

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On August 29, 2017, Greyhound was contacted by the media regarding the application because Greyhound had recently met with its union.

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Comment [BJT1]: It's best to refer to the PT Board, rather than the acronym PTB, as that could also apply to the PT Branch.

Comment [BJT2]: I'm not sure what this is saying. Greyhound must abide by its terms and condition of licence re: routes and minimum route frequencies.

Communications Contact:

Reviewer:

Program Area Contact:

File Created:

File Updated:

Minister's Office	Program Area	Deputy	Communications

ADVICE TO MINISTER

<p style="text-align: center;">CONFIDENTIAL ISSUES NOTE</p> <p>Ministry: Transportation and Infrastructure Date: September 1, 2017 Minister Responsible: Claire Trevena</p>	<h3>Greyhound Bus Service Changes</h3>
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ADVICE AND RECOMMENDED RESPONSE:

- My office is aware that Greyhound has made an application to the Passenger Transportation Board that includes service reduction on their routes in Northern B.C.
- Greyhound is a private company operating in a regulated industry. It has flexibility to increase its service on routes.
- However, any service reductions must be approved by the independent PT Board. The independent PT Board makes these decisions based on whether there's a public need for the service, whether the applicant is capable of providing the service and whether the application supports sound economic conditions in the industry.
- I expect the PT Board will do its due diligence to ensure that people can access safe and reliable transportation in the region.
- That said, we are committed to finding ways to ensure there are safe transportation options for British Columbians across the province.
- We work with communities across British Columbia to identify transportation services that work for the needs of their region and we will continue with this approach.

If asked whether BC Transit service is taking Greyhound's business away:

- There's a difference between the service being offered by BC Transit and by Greyhound.
- BC Transit connects communities with frequent stops along a designated route within a region while Greyhound offers long-haul service between major Canadian cities.
- BC Transit's new service on Highway 16 has been established as part of our Highway 16 Action Plan, providing a safe and accessible transportation option along the Highway 16 corridor. People travelling between these remote communities likely wouldn't be seeking this service from Greyhound.
- It is also important to note the BC Transit service on Highway 16 was designed to cover segments rather than travel the entire corridor, connecting people from smaller communities along Highway 16 to their nearest larger community for same day return travel.

- **BC Transit's services complement, not compete, with private carriers, which have buses equipped for long distance travel (ie. washrooms, luggage storage, etc.)**
- **In cases where a bus company has been approved to reduce or discontinue service, we have seen other companies step in to serve those routes. For example, when Greyhound eliminated service up Vancouver Island in 2015, the Tofino Bus picked up those routes.**

BACKGROUND REGARDING THE ISSUE:

Greyhound has made an application to the Passenger Transportation Board to amend its license to reduce or eliminate service on some routes. s.13

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On September 13, 2017, the PT Board published Greyhound's application to its website, meaning the application is now public. The Board has extended the time for public comment to 30 days from the usual 14. The public comment period will close on October 14th. s.13

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particulars of the application are as follows:

Amendment of Licence - Eliminate the routes listed below:

- Dawson Creek - Fort Nelson
- Fort Nelson - Yukon Border & Highway 97
- Dawson Creek - Prince George
- Prince George - Fort St James
- Prince Rupert - Prince George
- Prince George - Alberta Border & Highway 16
- University Endowment Lands (UBC) - Whistler
- Victoria - Nanaimo
- Victoria – Vancouver

On all other routes, as listed below, reduce minimum route frequency to two trips weekly in each direction and eliminate some route points:

- Alberta Border - Vancouver
- Kamloops - Kelowna
- Kelowna - Penticton
- Vancouver - Osoyoos
- Kelowna - Alberta Border & Highway 3
- Prince George – Vancouver
- Alberta Border & Highway 2 - Dawson Creek
- Alberta Border & Highway 16 - Vancouver
- Kelowna - Vancouver
- Vancouver – Pemberton / Mt. Currie

Since the introduction of the Passenger Transportation Act in 2004, the Passenger

ADVICE TO MINISTER

Transportation Board has regulated routes and minimum route frequency of private inter-city buses. Inter-city bus operators may not go below their minimum route frequency on an individual route without Board approval. Operators must not eliminate routes or route points without Board approval. Operators may increase route frequency on their own initiative. The Board does not regulate fares or fleet size.

Between 2005-06 and 2017, the Passenger Transportation Board has received and decided a total 10 applications from Greyhound. Through these applications, Greyhound had been seeking minimum route reductions, route eliminations and route point eliminations. Of these applications:

Between 2005-06 and 2017, the Passenger Transportation Board has received and decided on a total of 10 applications from Greyhound to reduce, eliminate or make changes to routes. Each of these applications included a number of requests to make changes. Of these applications, the board approved:

6 route cancellations
37 route reductions
30 stops eliminated on 11 routes in B.C.

For details on previous applications re: Greyhound Service Reductions/Eliminations in BC, see Appendix 1 at the end of this note.

Communications Contact:
Program Area Contact:
File Created:
File Updated:

Reviewer:

Minister's Office	Program Area	Deputy	Communications

Questions and Answers:

1) Would government look at denying the application from Greyhound?

- Decisions on an application from Greyhound will be made by the Passenger Transportation Board, an independent tribunal responsible for making decisions on applications relating to the licensing of passenger directed vehicles, which includes inter-city buses in BC.
- We can't speculate on how the PT Board will rule on this application.
- On any application, the PT Board must consider whether there's a public need for the service, whether the applicant is capable of providing the service and whether the application promotes sound economic conditions in the industry.

2) Would government look at subsidizing them (Greyhound).

- BC Transit's new service on Highway 16 has been established as part of our Highway 16

Action Plan, providing a safe and accessible transportation option along the Highway 16 corridor. People travelling between these remote communities likely wouldn't be seeking this service from Greyhound.

- This valuable transit service is in place because the communities along Highway 16 identified a need for a public transit service that can safely connect smaller and more remote communities along the corridor.

ADVICE TO MINISTER

Appendix 1

Summary of Application and Passenger Transportation Board Decision on Route Elimination or Minimum Route Frequency (MRF) Reductions from 2005-2017

MRF = Minimum Route Frequency

Summary of Application	Decision in Brief	Date Published
<p>Reduce MRF on some or all route points on 7 routes:</p> <ul style="list-style-type: none"> • Alberta – Salmon Arm (Revelstoke; Sicamous); • Kamloops-Kelowna (Vernon-Kelowna, Kelowna-Penticton) • Vancouver – Rock Creek; • Dawson Creek-Yukon; Prince Rupert-Prince George • Prince George-Alberta (Hwy 16) 	<p>Approved MRF on 5 routes in whole</p> <p>Van-Rock Creek approved most daily MRFs; modified weekly MRF and established some scheduling requirements.</p> <p>Prince Rupert –Prince George – accepted a revised proposal submitted by GCTC</p>	<p>July 27, 2005 (preliminary) March 15, 2006 (Final)</p>
<p>Reduce MRF on route from Smithers to Prince George</p>	<p>Approved</p>	<p>August 2, 2006</p>
<p>Eliminate</p> <ul style="list-style-type: none"> • Nanaimo -Tofino route <p>Reduce MRF on</p> <ul style="list-style-type: none"> • Victoria-Nanaimo • Nanaimo-Campbell River • Campbell River- Port Hardy 	<p>Approved deletion of Nan – Tofino</p> <p>Approved Campbell River to Pt. Hardy MRF reduction</p> <p>Varied other 2 MRF reductions to require greater MRF than applied for</p>	<p>September 26, 2006 (preliminary) December 6, 2006 (final)</p>
<p>Reduce MRF Vancouver to Mt. Currie & eliminate some flag drops and route points</p>	<p>Approved</p>	<p>July 2008</p>
<p>Reduce MRF on 4 routes</p> <ul style="list-style-type: none"> • Penticton-Vancouver • Cache Creek – Vancouver • Dawson Creek-Prince George • Prince George-Albert border) <p>Eiminate</p> <ul style="list-style-type: none"> • Winfield and Peachland as route points on some of its routes. 	<p>Approved</p>	<p>July 22, 2009</p>

Summary of Application	Decision in Brief	Date Published
<p>Reduce MRF on 5 routes:</p> <ul style="list-style-type: none"> • Kelowna and the Alta border via Hwy #3 • Kamloops and Kelowna via Falkland, Chase, Vernon • Kamloops and Vancouver via Highway #5 Vancouver and Nanaimo via Horseshoe Bay ferry • Victoria and Nanaimo • Nanaimo and Campbell River-eliminate routes or route points. 	<p>Approved all MRF reductions, except for Kelowna t-Alberta border, where the board required an increased weekly frequency.</p> <p>Approved elimination of Coquitlam as a route point</p> <p>Approved elimination of Coquitlam-Whistler/Pemberton route; however, modifications to Van-Whistler route were required between Squamish and Whistler.</p>	<p>October 7, 2009 (preliminary) October 14, 2009 (preliminary-Kamloops-Kelowna) December 3, 2009 (Final)</p>
<p>Eliminate Horseshoe Bay – Nanaimo route via BC Ferries.</p>	<p>Approved</p>	<p>March 2, 2011</p>
<p>Reduce Minimum Route Frequency on 15 Routes:</p> <ul style="list-style-type: none"> • Alberta – Vancouver (Highway 1) • Kelowna – Penticton • Vancouver to Rock Creek • Kelowna – Alberta (Highway 3) • Prince George – Vancouver • Alberta – Dawson Creek (Highway 2) • Dawson Creek – Fort Nelson • Dawson Creek – Prince George • Prince George – Ft. St. James • Prince Rupert – Prince George • Alberta – Vancouver (Highway 16) • Kelowna – Vancouver • Vancouver – Mt. Currie • Victoria – Nanaimo • Nanaimo – Campbell River <p>Eliminate 1 Route:</p> <ul style="list-style-type: none"> • Victoria – Mt. Washington Alpine Resort 	<p>Approved the MRF reductions</p> <p>Approved the elimination of the Victoria to Mt. Washington route.</p>	<p>June 16, 2013</p>

ADVICE TO MINISTER

<p><i>Eliminate 30 route points on 11 routes in B.C. and reduce minimum service frequency for 1 route point as noted below:</i></p> <p>Salmon Arm / Sorrento – Vancouver</p> <ul style="list-style-type: none"> • Remove route point Monte Creek • Reduce minimum service frequency at Chilliwack <p>Kamloops – Kelowna</p> <ul style="list-style-type: none"> • Remove route point Monte Creek • Remove route point Kelowna Airport <p>Vancouver – Osoyoos</p> <ul style="list-style-type: none"> • Remove Allison Pass as a route point <p>Kelowna – Alberta border & Hwy 3</p> <ul style="list-style-type: none"> • Remove the following route points: <ul style="list-style-type: none"> ○ Junction 3 & 6 ○ Summit ○ Crowsnest Junction <p>Prince George – Cache Creek</p> <ul style="list-style-type: none"> • Remove route point Prince George Airport (and modify a related service limitation) <p>Cranbrook – Alberta border & Highway 93</p> <ul style="list-style-type: none"> • Remove the following route points: <ul style="list-style-type: none"> ○ Vermillion Crossing ○ Kootenay Park (West Gate) ○ Marysville <p>Dawson Creek – Prince George</p> <ul style="list-style-type: none"> • Remove the following route points: <ul style="list-style-type: none"> ○ Commotion Creek ○ Kennedy ○ Windy Point <p>Vancouver – Mount Currie</p> <ul style="list-style-type: none"> • Remove the following route points: <ul style="list-style-type: none"> ○ Horseshoe Bay and Sunset Beach ○ Lions Bay ○ Furry Creek ○ Dentville, Garibaldi Highlands and Brackendale ○ Function Junction, Twin Lakes, Whistler Creek, Whistler Village, Alpine Meadows, Emerald Estates (to be replaced with a minimum service frequency for the Resort Municipality of Whistler) • Modify footnote for Terminating Point 2 to reflect route S1 changes <p>Victoria – Nanaimo</p> <ul style="list-style-type: none"> • Remove route point Malahat Lookout <p>Nanaimo – Campbell River</p> <ul style="list-style-type: none"> • Remove route point Craig’s Crossing <p>Campbell River – Port Hardy</p> <ul style="list-style-type: none"> • Remove route point Nimpkish Camp 	<p>Approved</p>	<p>September 11, 2013</p>
<p><i>Eliminate 3 routes</i></p>	<p>Approved</p>	

<ul style="list-style-type: none">• Cranbrook – Alberta border & Highway 93• Nanaimo – Campbell River• W – Campbell River – Port Hardy		
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BRIEFING NOTE FOR INFORMATION

DATE: September 20, 2017
PREPARED FOR: Honourable Claire Trevena, Minister of Transportation and Infrastructure
ISSUE: Availability of bus service connecting communities in rural British Columbia

SUMMARY:

- Greyhound has applied to the Passenger Transportation Board (PTB) to reduce services throughout the province and eliminate nine established routes. This application will be considered by the PTB over the coming months, along with public/industry input and any applications from other operators wishing to assume the abandoned routes.
- Should any of these proposed reductions or eliminations be approved, residents (especially those in remote northern communities) will have reduced options when it comes to traveling between cities (inter-city travel).
- BC Transit’s current services typically operate within a community or region and not between regions. However, BC Transit currently operates some regional services, and in 2016 started offering a new inter-community service connecting the communities along Highway 16.
- Inter-city transit (including services connecting different regions) becomes more difficult for a local government to support as there is often a reluctance to use municipal property taxes to fund this type of service. Providing long haul inter-city services would be a departure from BC Transit’s current operating model.
- Until the PTB renders its decision on the Greyhound application, which could include approving none, some or all of the requested reductions and eliminations, and considers any additional applications for other carriers, it is premature to make decisions on next steps with respect to transportation options in the north.
- However, if there is a desire to consider publicly-provided service in some of these areas, the Province could look at an expanded role for BC Transit in providing inter-city / regional services.

BACKGROUND:

British Columbia has a population of 4.7 million with over half living in the Metro Vancouver area. Large centres such as the Capital Regional District, Kelowna, Nanaimo and Prince George account for almost 1 million people, leaving about 1.5 million scattered across smaller communities in rural British Columbia. Not all live near major highway corridors. Current bus services (public and private) in BC are outlined below.

BC Transit (publicly funded)

BC Transit provides services in over 130 communities. All B.C. communities with populations of 10,000 or more have BC Transit service. Local governments set the service levels, fares and receive the fare revenue. Funding for public transit is cost-shared between the Province and local governments.

Provincial Funding			
Regional / Local Transit Systems		Victoria Regional Transit System	
Conventional transit	46.69%	Conventional transit	31.70%
Custom transit	66.69%	Custom transit	63.00%



The types of BC Transit services can be generally categorized as:

Local transit – Generally operating within the limits of a single municipality or regional district as a single transit system (i.e. Comox Transit, Victoria Regional Transit, Kamloops Transit, etc.). BC Transit provides local transit service to all B.C. communities with populations of 10,000 or more. BC Transit operates on a cost-shared model based on partnerships between the Province and local government with the Province providing 47 percent and local governments contributing 53 percent of annual capital and operating costs (which are typically raised through property tax).

Regional transit service – Connects two or more separately funded transit systems that are not primarily funded by a third party (i.e. Pemberton - Whistler, Kelowna - Vernon). There are currently 15 routes that are considered to be regional transit service (see Appendix 1). The funding model is the same as for local transit.

Highway 16 'inter-community' service - The new transit service along Highway 16 is akin to a regional service in that it connects two or more separately funded transit systems, however this service is being primarily funded by the Province – the provincial share of costs is 100% of capital and two thirds of operating. (Additional service segments from Terrace to the Hazeltons are planned for this fall, and although Prince Rupert has opted out of the service at this time, that community is able to join in the future if desired).

The *BC Transit Act* requires that BC Transit enter into service agreements with municipalities or regional districts prior to establishing new transit services.

Inter-city (Long haul) Commercial Bus Services (privately funded)

Inter-city bus services, such as Greyhound, Tofino Bus, and the Sunshine Coast Connector, allow people to travel to another city, and are tailored to customers who wish to travel longer distances with a potential future return date. The service is generally provided with a large highway coach, equipped with washroom amenities and the capacity to carry luggage. Customers will typically book their travel in advance. Commercial inter-city buses are regulated by the BC Passenger Transportation Board under the *Passenger Transportation Act*.

Health Connections (publicly funded)

Health Connections is a health authority-based regional travel assistance program that offers subsidized transportation options to help defray costs for rural residents who must travel to obtain non-emergency, physician-referred medical care outside their home communities.

Interior Health Connections - Currently operates in partnership with BC Transit. ^{s.13,s.16}
s.13,s.16

and these services are incorporated into the overall routing and schedules provided by BC Transit's service providers throughout the region. Seats on the Interior Health Connections services can also be booked by the general public, although medical appointments take priority. Upwards of 75% of Interior Health Connections trips are made by the general public (non-medical). Interior Health Connection routes are as much as three to four hours in each direction and always include a same day return trip.

Northern Health Connections - Operates under a different model than the Interior Health Connections. There is currently no integration with BC Transit, and there is currently no option for non-medical related travel. The routes can be quite long (i.e. Prince George to Vancouver), and as such, utilize highway coaches (equipped with washrooms). Same day return options are not provided.



DISCUSSION:

BC Transit provides a safe, affordable, reliable travel option for most communities in British Columbia, and these services are not regulated by the PTB. Local governments are currently working with BC Transit to expand services along the Sea to Sky corridor and between Ladysmith and Nanaimo. At the request of local governments, including regional districts, BC Transit conducts transit feasibility studies, and is positioned to work with the Province and local governments to expand service if required.

Should Greyhound be successful in its application to reduce / eliminate services (Appendix 2),^{s.13,s.16}
s.13,s.16



s.13,s.16

NEXT STEPS:

s.13,s.16

FINANCIAL IMPLICATIONS:

s.13,s.16

Attachments: Appendix 1 – BC Transit Regional Bus Routes
Appendix 2 – Summary of Routes included in Greyhound's Application



Ministry of
Transportation
and Infrastructure

CLIFF 270613
(X-REF. #XXXXX)

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INITIALS

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Appendix 1 - BC Transit Regional Bus Routes

(As at September 1, 2017)

BC Transit classifies regional bus routes as those connecting two or more separately funded transit systems that are not primarily funded by a third party. For greater clarity, this funding criteria excludes connections supported through the Interior Health.

The following 15 routes would all be classified as "regional" based on this criteria:

- Pemberton <> Whistler Route 99
- Chilliwack <> Abbotsford ("Fraser Valley Express") Route 66
- Abbotsford <> Aldergrove ("Aldergrove Connector") Route 21
- Osoyoos <> Penticton Route 2
- Campbell River <> Comox Route 6
- Cowichan <> Victoria ("Cowichan Valley Commuter") Route 66/99
- Hazelton <> Smithers Route 2
- Skeena <> Terrace <> Kitimat ("Terrace-Kitimat Connector") Route 11
- Kelowna <> Vernon Route 90
- Trail <> Castlegar Route 98
- Nelson <> Castlegar Route 99
- Kimberly <> Cranbrook Route 1
- Summerland <> Penticton Route 1
- Okanagan Falls <> Penticton Route 20
- Port Edward <> Prince Rupert Route 60



Appendix 2 – Summary of Greyhound's Application to reduce / eliminate routes

The application by Greyhound to the Passenger Transportation Board is requesting the following changes to current service levels:

Eliminate the routes listed below:

- I1: Dawson Creek - Fort Nelson
- I2: Fort Nelson - Yukon Border & Highway 97
- J: Dawson Creek - Prince George
- K: Prince George - Fort St James
- L1: Prince Rupert - Prince George
- L2: Prince George - Alberta Border & Highway 16
- S2: University Endowment Lands (UBC) - Whistler
- T: Victoria - Nanaimo
- Y: Victoria - Vancouver

On all other routes, as listed below, reduce minimum route frequency to two trips weekly in each direction and eliminate some route points:

- A: Alberta Border - Vancouver
- B1: Kamloops - Kelowna
- B2: Kelowna - Penticton
- C: Vancouver - Osoyoos
- D: Kelowna - Alberta Border & Highway 3
- E: Prince George – Vancouver
- G: Alberta Border & Highway 2 - Dawson Creek
- N: Alberta Border & Highway 16 - Vancouver
- P: Kelowna - Vancouver
- S1: Vancouver – Pemberton / Mt. Currie