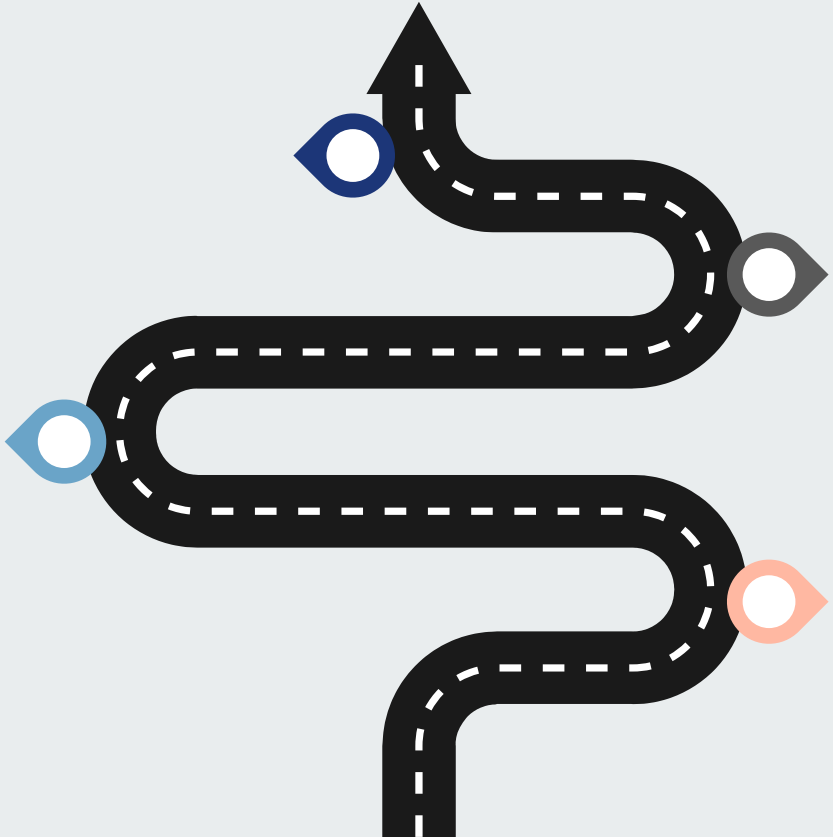
Sou'West Nova Transit Roadmap

Planning Our Path Forward



Sou'West Nova Transit

We are a nonprofit, door-to-door, scheduled transit alternative for all residents in Shelburne County, placing a priority on helping those with transportation barriers related to age, health, mobility, finances and lack of support structures accessing essential services.

We facilitate connections for essential needs, from medical appointments and grocery shopping to community programs and social interaction

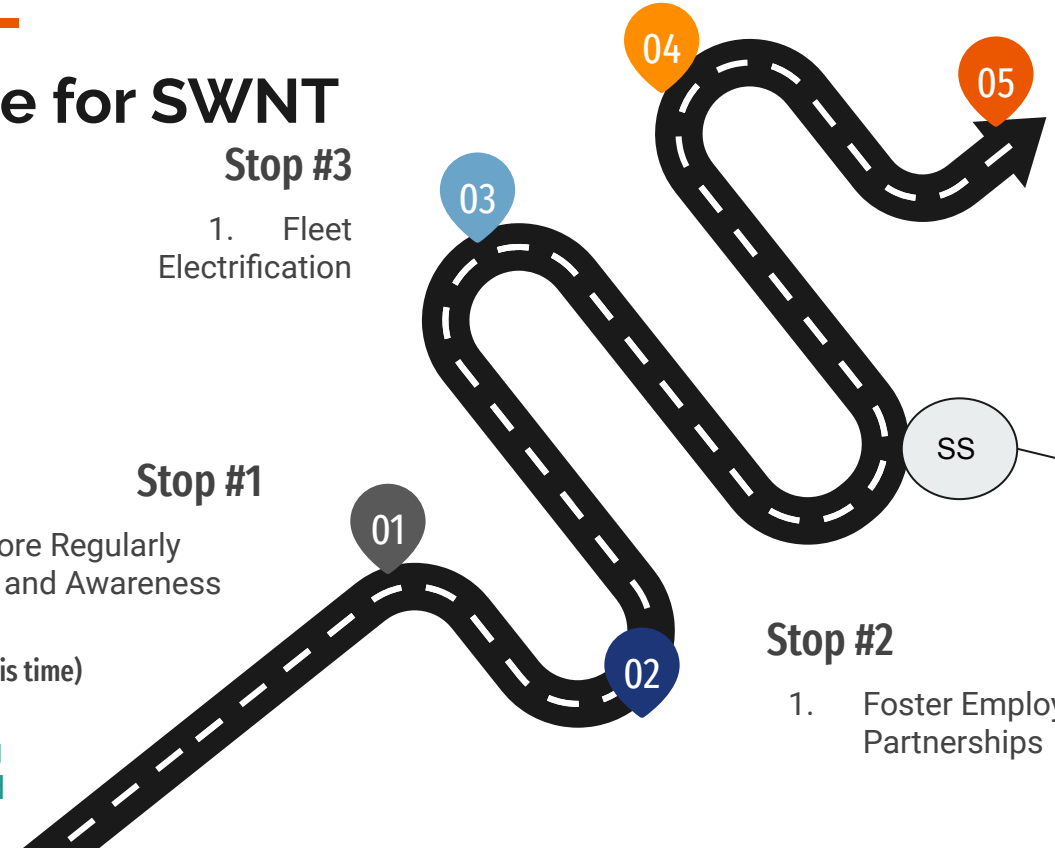
We were formed in 2009 and our first trips were in 2012.

Our ridership has gone from 1,484 trips in our first year to a projected 5,944 this year.

We will drive over 300,000kms this year (7.5 times around the earth) making sure our residents get to where they need to go, such as, but not limited to Halifax, Yarmouth, Kentville, Bridgewater as well as anywhere in-county.

We have a fleet of 5 non-accessible vehicles and two accessible ones.

Route for SWNT



Stop #1

1. Engage more Regularly
2. Education and Awareness

Stop #2

1. Foster Employer Partnerships

Stop #3

1. Fleet Electrification

Stop #4

1. 103 Flex/Fix

Stop #5

1. Transit Plan
2. Regional Connector

Supply Stop

1. Extended Capacity / Hours

Inadvisable (at this time)

1. Carpooling
2. Car Sharing
3. On-Demand
4. Taxi

INADVISABLE

1. Carpooling
2. Car sharing
3. ON-Demand
4. Taxi

1. We currently don’t see a role for SWNT in carpooling or car sharing as these are predominantly individual vehicle based options.
2. On-Demand and Taxi services would potentially require 24/7 operations and dedicated fleet/drivers.This would also change our purpose and Provincial designation.

Stop #1
- Already in Motion

1. Engage more regularly
2. Education and Awareness

1. Part of my mandate is to engage our government, community and business leaders/partners. This is currently underway and feedback has been very positive
2. As part of our engagement mandate, we are looking to make ourselves available to attend events, do presentations. We are also leveraging social media via Facebook to ensure the SWNT name is more widely recognized
3. Work with various local groups to determine opportunities to provide information sessions.

Costs: Minor cost for promotional material. Other cost is ED time
Timeline: In motion

Stop #2 Initiated

1. Foster Employer Relations

1. We are currently working on a business list in order to engage the business community about providing transit solutions for their staff.
   a. This includes employer sponsored activities as well as employee ones.

Costs: <$1,000
We believe we have capacity for these trips as most would occur on the weekend. If demand outstrips supply, we may need to bring on a new vehicle. Costs: $65,000 one time. $13,000 on-going.
Timeline: Initiated

Stop #3
Short Term

1. Extend Business Operation Hours

1. We are looking to add hours to our operating schedule
   a. Weekdays will be 9-5:30PM
   b. Saturdays will be 9-2PM

   Rational:
   - More medical appts/ essential trips are happening until early evening and on Saturdays.

Costs: $45,000
We currently require one dispatcher and two drivers to build out this capacity. Driver costs partially offset by fares and subsidies.

Timeline: Q4 24/25

Stop #4
Medium Term

1. Hwy 103 Flex/Fix Connector
2. Charter Service

1. The Hwy 103 Flex-Fix connector will be a pre-booked door-to-door service via the 103.
   a. This will allow for stops along the way no more than 5kms off the hwy.
   b. We will go to Yarmouth 1 day/week and to Bridgewater another day/week
2. The Charter service would backfill gaps in the Hwy 103 fixed route schedule, allowing us to take advantage of vehicle downtime.

This will require an additional vehicle/driver to ensure we do not impact current activities. As demand grows, so to will our requirement for vehicles/drivers.

Projected Capital Costs: ~$175,000
Projected Annual Costs: ~$45,000
Target Date: Q3 25/26

Stop #4 Medium-Long Term

1. Fleet Electrification

1. We have already started on this journey with 2 Hybrid vehicles and an EV on the way next spring.
2. This is a multi-year journey and therefore it remains on our strategic plan to continue driving this green initiative.

Current costs are supported by RTSF Capital Project. Any future conversions will need to be supported by Government funding, grants, and fundraising.

Costs: SWNT Costs: <$1,200 (mobile chargers)
Timeline: Present>2027

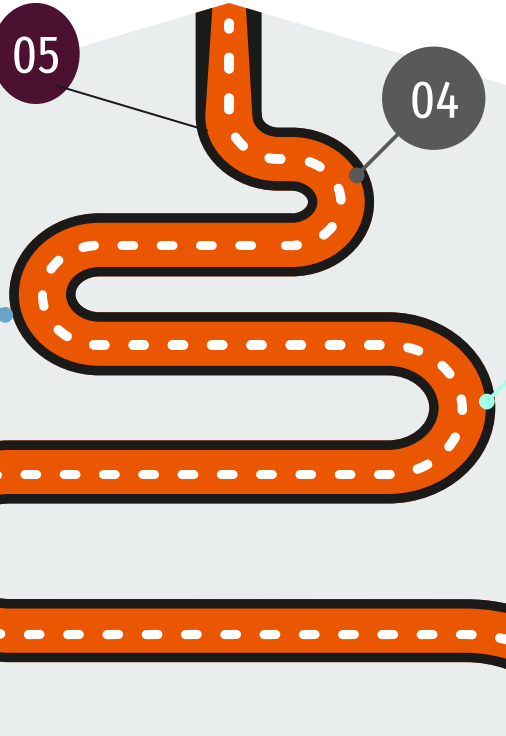
Stop #5
Long Term

1. Transit Plan
2. Regional Connector

1. Transit Plan will need to be a joint effort across local governments as well as regional transit providers. This would be on-going South Shore initiative. SWNT would play a role, TBD.
2. The Regional Connector would require a scheduled point-to-point service running between Yarmouth and Halifax. We would play a role, but this would require collaboration and cooperation from multi partners to work.

These would require significant investment in time and potentially capital depending on SWNT's role.
Costs: Unknown
Timeline: 26/27+

SWNT Roadmap



Long Term (26/27)

Regional Connector

05

Short Term (Q4 24/25)

Extended Hours

03

04

Medium Term (Q3 25/26)

Hwy 103 Flex-Fix
Charter Service
Fleet Electrification

02

Initiated

Foster Employer Partnerships

01

Already in Motion

Engage more Regularly
Education and Awareness

Inadvisable

Car Pooling
Car Sharing
Taxi
On-Demand