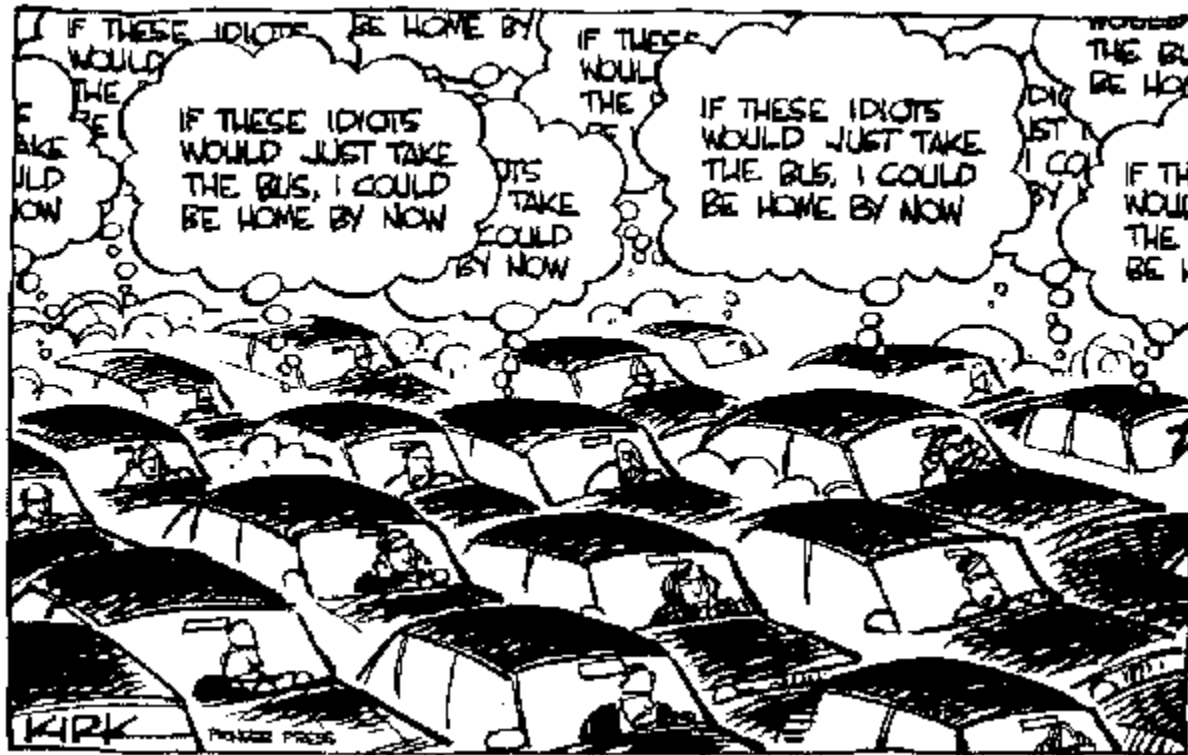


Transit Service to Acheson Business Park

Patrick Inglis
Senior Sustainability Advisor
City of Spruce Grove


Transit is a good thing!



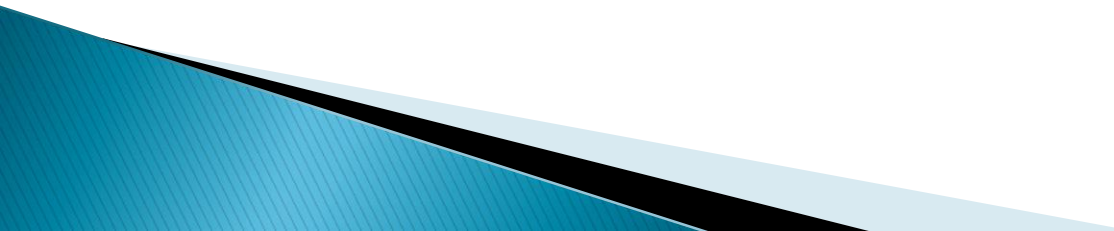
Transit – Not easy or cheap!

- ▶ Make one change and the result may affect many other aspects (number of buses required, connection time, etc.)
- ▶ Transit in Canada is subsidized (few break even) (Average Revenue/Cost Ratio)
 - Cities with populations 400,000 – 2 million = 47%
 - Cities with populations 150,000 to 50,000 = 43%
 - Cities with populations < 50,000 = 36%

Proposal – Start Simple

- ▶ Start Service September 2015
 - ▶ One stop North Acheson
 - ▶ Companies that want to participate provide van pickup.
 - ▶ Stop suggested (Truck Stop) anywhere else may affect time and cost.
 - ▶ All estimates are subject to route testing with a bus and reflect current price no inflation is added.
 - ▶ Proposal will not affect Spruce Grove Service
- 

Proposal – Schedule 2015

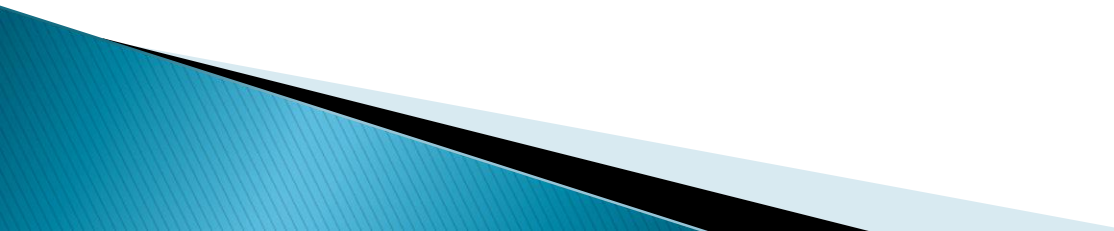
- ▶ 3 buses in Morning – 5:19, 6:13 & 6:28
 - ▶ 3 buses in the afternoon – 16:41, 17:25 & 17:45
 - ▶ Morning pick up at NAIT – LRT Station
 - ▶ Evening drop off at NAIT – LRT station
 - ▶ Option could be West Edmonton Mall, Lewis Farms
 - ▶ Each bus has a capacity of 37 with 15 standing
- 

Proposal – Cost (Acheson North) 2015

- ▶ Monday to Friday Service (Start September)
- ▶ Daily Bus cost = \$149.43/bus
- ▶ Operating cost per hour = \$106.99/hr

Operating hours – Spruce Grove, Acheson – City (3 trips)	37.8 /day
Operating hours – Spruce Grove – City	35.7/day
Difference – additional hours for Acheson Service	2.1 /day
Common time – Split 50%	2.7/ day
Total time	4.8
Estimated cost for service to Acheson 2015 (Sept – Dec)	\$52,170
Estimated total cost for service to Acheson North 2016	\$159,264

Proposal – 2016

- ▶ Service to Acheson South (based on South Campus)
 - ▶ 3 buses in the morning – 6:09, 6:54, 7:35
 - ▶ 3 buses in the afternoon – 16:33, 17:33, 18:33
 - ▶ Morning Pickup South Campus LRT and/or WEM or Lewis Farms
 - ▶ Afternoon drop same
 - ▶ Costs are higher to go to LRT
 - ▶ West Edmonton mall is congested (afternoon)
 - ▶ Lewis Farms good connections (furthest away)
- 

Proposal – Cost (Acheson South) 2016

- ▶ Monday to Friday Service (Start September)
- ▶ Daily Bus cost = \$155.75/bus
- ▶ Operating Cost = \$11.51/hr

Operating hours – Spruce Grove, Acheson & City (3 trips)	14.96/day
Operating hours – Spruce Grove to City	11.34/day
Difference – additional hours for Acheson Service	3.62/ day
Common time Hours	2.96/day
Total hours related to Acheson service	6.58/day
Total route operating cost/year (2016)	\$67,052
Estimated total cost for service to Acheson South (2017)	\$213,532

Additional costs

- ▶ ETS Admin Cost – Inspection fees, daily administration, insurance & registration

2015 = \$2,401

2016 = \$8,601

2017 = \$11,840

- ▶ Spruce Grove Admin Cost – 10% Managing system, bus passes, calls, etc.

2015 = \$5,217

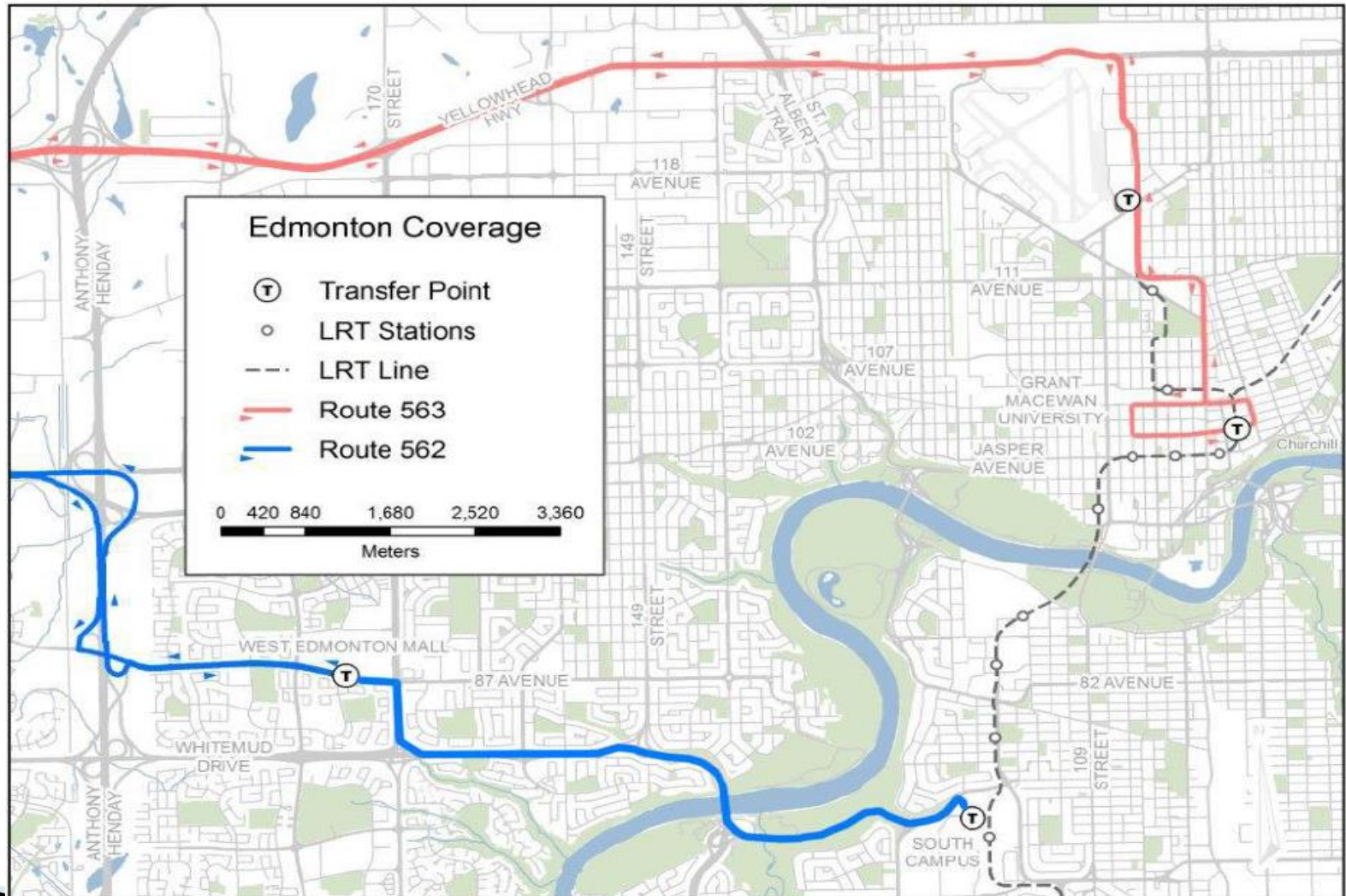
2016 = \$22,632

2017 = \$36,967

Total Estimated Cost

	2015	2016	2017
Total – Operations plus Admin fees	\$59,788	\$257,549	\$418,473

Routes



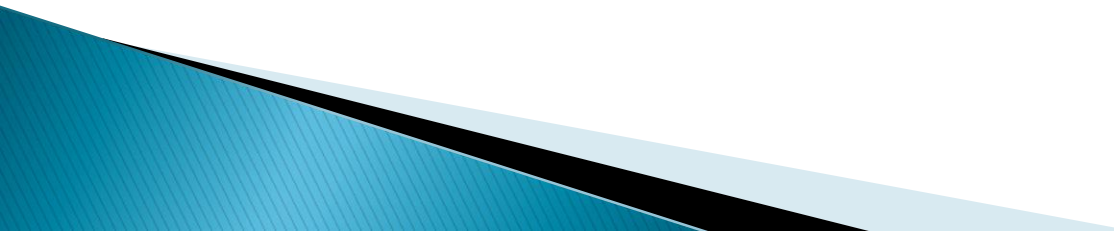
Ridership Projections

	2015	2016	2017	2018
Number of trips	3	3 & 6	6	6
Service days per year	83	83 & 251	252	252
Projected ridership	2,764	11,122	16,783	18,038

Assumptions:

- Acheson Employee population 9,000
- 2/3 of Employees are Edmonton based
- Model split estimate for Edmonton passengers 1%
- Split between Acheson North and South use is 50%

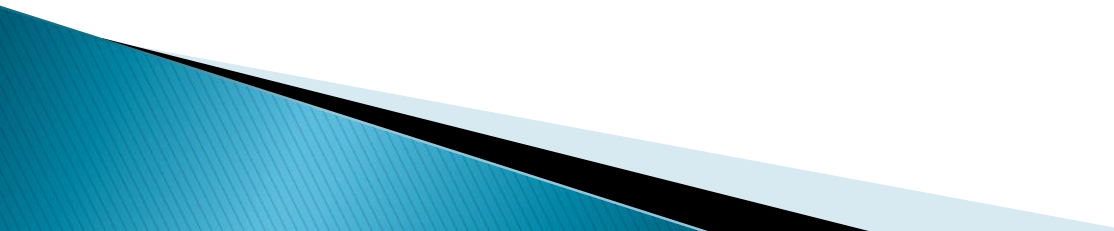
Conditions

- ▶ Contract would be between City of Spruce Grove, Parkland County and City of Edmonton (Transit). One year contract.
 - ▶ 2016/18 Spruce Grove bus purchase *may* affect costs.
 - ▶ If service is discontinued – 120 days notice is required, plus communications costs.
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Timeframe

- ▶ For service start in September 2015 – Need agreement by the *end January* so that ETS Operating Permit can be amended.

Conclusion

- ▶ Seamless service that does not affect Spruce Grove.
 - ▶ Utilizes existing buses, no additional buses are required – until 2016 but part of Spruce Grove expansion.
 - ▶ If service is successful additional buses will be required – may affect Spruce Grove schedule adding an incremental cost increase.
 - ▶ The most efficient utilization of buses (we both win)
- 

Thank You!

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