

- The procurement process to implement the first phase of Halifax Transit's alternative fare payment strategy, a mobile app, has begun. An RFP was prepared with input and feedback on requirements obtained from all HRM stakeholders.
- The Paratransit project team continued work on the second phase of the Paratransit project – the addition of mobile data terminals (MDTs) to all Access-A-Bus vehicles. Halifax Transit Technical Services is working with the vendor of the conventional fleet CAD/AVL system to plan for the implementation of the same MDTs in the Access-A-Bus fleet.

b) Interconnected and Strategic Growth

Multi Year Initiative – *“Transit Service Plan - Halifax Transit intends to offer its residents a significantly improved transit service. Guided by principles of integrated mobility, high ridership opportunity, and future sustainability, Halifax Transit is undertaking a multi-year initiative that includes a holistic and comprehensive review of the transit system and implementation of approved recommendations.”*

Interconnected and Strategic Growth	
Business Plan Deliverables	Status
Transit Priority Measures - Bayers Road, Young Street/Robie Street	Complete
West Bedford Park & Ride - Design	Complete
Ragged Lake Transit Centre Expansion – Begin Construction	Delayed
Electric Bus Pilot - Establish a project management office	In Progress

Q3 Highlights

Implementation of the Moving Forward Together Plan service changes for 2020/21 have been deferred to 2021/22 due to the impact of COVID-19 on the municipal budget.

Stakeholder engagement and detailed design for the West Bedford Park & Ride were completed in Q4 of 2020/21, and it is anticipated that an earthworks tender will be issued in early Q1 2021/22 to complete site preparation. The facility is on track for construction in summer/fall 2021.

The conceptual plan and analysis of designing the Ragged Lake Transit Centre Expansion has been revised due to additional scope and requirements. It is anticipated that an RFP for the design of the facility will be issued in spring 2021.

The Sustainable Fleet Analyst position was filled in February 2021. Halifax Transit continues to study and analyze the various sustainable alternatives and products that are applicable on a daily basis, to ensure readiness to purchase, operate and maintain BEBs and the related charging system once the funding is secured.

c) A Well-maintained Transportation Network

Multi Year Initiative – *“Transit Asset & Infrastructure Renewal - Halifax Transit will continue to promote transit as a key component of an integrated transportation system, as a competitor to the single occupant vehicle. To create an enhanced and more accessible experience for its customers, Halifax Transit will continue investment in the renewal of on-street infrastructure including construction of stop locations as well as replacement of Conventional and Access-A-Bus vehicles.”*

A Well Maintained Transportation Network	
Business Plan Deliverables	Status
Woodside Ferry Terminal Renovation – Phase 2 Construction	In Progress

Q3 Highlights

Phase 2 construction at the Woodside Ferry Terminal began in October 2020 and will continue into 2021/22. Once complete, passengers will see significantly improved passenger facilities, including new escalators, stairs, and washrooms.

Q3 Performance Measures Highlights

Please see Attachment B, *Halifax Transit 2020/21 Q3 Performance Measures Report* for additional performance measures and detailed route level statistics.

- Overall boardings decreased 40.7% this quarter from last year, while revenue decreased 43.5%.
- Average daily boardings in Q3 were 51,707 (weekday), 33,028 (Saturday) and 23,597 (Sundays).
- System wide on-time performance was 87%, an improvement of 8% from Q3 last year.
- The Departures Line received over 2000 passenger calls on a typical weekday this quarter.
- Access-A-Bus operated 38% fewer trips this quarter when compared to Q3 the previous year.
- This quarter 95% of customer feedback was resolved within service standards.
- The average fuel cost to date in Q3 was 52 cents/litre, 3 cents higher than the budgeted cost.
- The Mean Distance Between Failures (MDBF) for conventional service was 8,420 km, a 17% decrease from Q3 last year.
- The Mean Distance Between Service Calls (MDBS) for conventional service was 4,484kms, an improvement of 16% from Q3 last year.
- The MDBS for Access-A-Bus was 67,801 kms.
- The maximum daily number of buses that could not complete their scheduled service due to a mechanical defect was 20, while the daily average was 6.4.
- Maintenance cost was \$1.24/km, 1 cent higher than the budgeted cost of \$1.23/km.

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

COMMUNITY ENGAGEMENT

No community engagement took place as part of this report.

ATTACHMENTS

Attachment A: Halifax Transit 2020/21 Business Plan Deliverables

Attachment B: Halifax Transit 2020/21 Q3 Performance Measures Report

A copy of this report can be obtained online at halifax.ca or by contacting the Office of the Municipal Clerk at 902.490.4210.

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