The Regional Fleet Assessment

Feasibility Study

Final Report

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Submitted by:

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1. Executive Summary

BSD is conducting a feasibility study on the potential to establish a Regional Fleet transit service which would connect the communities of Bathurst, Beresford, Petit Rocher, Pointe Verte, Nigadoo and Belledune and provide affordable and environmentally friendly daily bus service to commuters wishing to travel to shops, college, public services and work within those communities, in the neighbouring communities and in the City of Bathurst. Currently the only motorized modes of transportation options are the high priced personal automobile or taxis.

The majority of the working residents of these communities commute to the City of Bathurst daily for work, to attend the two college campuses, to go to the hospital, and other appointments. Other citizens travel in the opposite direction to go to work at the major employers in Belledune and to the smaller employers in between Pointe- Verte and Beresford. This major economic and traffic corridor which is designated as provincial highway 134, transports on average 7,891,373 mixed vehicle trips per day which produce 28,961 tonnes of CO2. This does not include heavy commercial trucks and interprovincial vehicle trips.

Significant reductions in greenhouse gas emissions potentially as much 35% from business as usual could be attained if an efficient public transit bus service is established and working commuters switch to using the bus to get back and forth to their work place in the City.

The time is optimum for the service to be implemented. Provincial and Federal sources of infrastructure and climate change funding are available to the Municipalities to assist with start up costs. A request to the Province from the 6 Municipalities for a permanent increase in Provincial transfers specifically to be used to provide a Municipal subsidy to support the transit service could result in the Municipalities receiving the necessary funds from the Province for transit each year without cutting into the existing budgets and revenue sources of the Municipalities. This support from the Province would fit in with the goals of the Province to assist the North stimulate its economy and address Provincial Climate Change targets. New Brunswick's energy-related greenhouse gas emissions in 2004 were 22.3 million tonnes compared to 14.7 million tonnes in 1990.

The advantage of the Regional Fleet scenario is also that there is strength in numbers and that the Municipal Subsidy needed to assist the service to operate can be shared between the 6 Municipal governments.

The total operating cost of the service is expected to be between $299,715 and $391,660 depending on if Saturday service and a 6th the mid day run Northward is provided or not. Depending on what service frequency option, bus selection and other choices the service finally agrees upon will determine the level of Municipal subsidy which is expected to range between $25,952 to $41,726 per year per Municipality. The subsidy required could be much lower as ridership increases to as little as $11,812 if 2383 citizens purchased a monthly Universal Zone pass at $122 per month or 233 citizens purchased a yearly pass at $1244 each.

1.1 Background

In 2003-2004 Bathurst Sustainable Development assisted the City of Bathurst to complete a feasibility study on the potential for an urban transit bus service to provide an affordable and environmentally friendly transportation option for city residents. Support for the study was obtained from the Moving on Sustainable Transportation Program (M.O.S.T.), the Federation of Canadian Municipalities (FCM).

From June 6, 2005 to March 15, 2006 Bathurst Sustainable Development and the City of Bathurst conducted the Urban Transit Test Project. Our goal was to test the options and potential to provide an efficient, financially sustainable, reliable transit system for a small urban center with a fare structure and revenue based to cover the total cost of the service provided without the need for Municipal subsidy. Yearly advertising revenues, HST rebates, fuel tax rebates were also part of the yearly revenue. The 9 month test project was completed in March 2006 with a total of 32,800 riders being recorded. Support for the test project was obtained from the Moving on Sustainable Transportation Program (M.O.S.T.), the Federation of Canadian Municipalities (FCM) and the National Homelessness Initiative (NHI). The test project showed that at least for the first 3-5 years the service would require either external funding support or a Municipal subsidy of approximately $100,000 per year from the City of Bathurst or external operating funding from other partnership sources.

During the test project $100,000 in free transit passes were distributed to Family and Community Services and the local National Homelessness Association as the cash contribution from the City towards the project. If these passes had not been distributed the rest of the funding for the project would not have been approved since the funding agencies required that the City make a financial contribution to the project. Of course, this volume of free passes meant that the test project generated a much lower amount of revenue than could have been attained. If all 32,000 riders during the test project had in fact paid for their rides revenues would have totaled close to $96,000 over nine months.

At the end of the field test project the City of Bathurst chose not to provide the necessary $100,000 in Municipal subsidy that would be required to maintain the service for the first three years and was unsuccessful in obtaining enough external funding to cover all of the Municipal subsidy. They also choose not to accept the $187,500 in Infrastructure Canada Transit Funding they were eligible for which would have provided the necessary funds for them to purchase 2 transit buses.

It is interesting to note that 17 years ago, the Province of NB went to both the City of Moncton and the City of Bathurst and offered to assist both Cities start a transit bus service. Moncton said yes and started and Bathurst said no. The population, prosperity and employment opportunities in Moncton have continued to grow ever since. The population of the Northern Region and the hub City of Bathurst has continued to decline by 1% per year over the past 10 years. The other 5 Municipalities in the region are also experiencing similar decline.

1.2 Transit History in the Region

The region has a history of having bus service available to its citizens. At the time when transit services were operating in the region the population was stable at twice the level within the City and 30% higher outside the City. A private bus service operating in the region in the past called North Shore Transit operated from 1947 until 1973. In 1947 Samuel Branch started North Shore Transport in Bathurst. The fleet of 10 buses of various types serviced four main routes: East, South and West and with the fourth route servicing Tetagouche Crossroads to Vallée Lourdes Sanitarium. Other routes were also provided which linked a medley of other communities. One led South to Beaubois, Veniot, Allardville, St. Saveur, another linked Bathurst with Carron Point and St. Mary's while still one more linked Bathurst with Youghall Beach and followed the shore to Petit-Rocher. In 1956, North Shore Transport acquired the bus business of Jed Blackmore whose route led about 37 km north to St.- Thérèse, St. Louise, St. Rosette, St-Lawrence, Upper Nigadoo, Tremblay, LaPlant and Madran. It stopped operating when the owner fell seriously ill.

The golden rule of business is that it takes between 3-5 years to establish a new business. The same rule should be applied to public transit. Public transit is the fastest, most economically efficient and easiest

way for vast reductions in both air quality pollutants, the greenhouse gases that are threatening our planet, to address the needs of the vulnerable, assist low to middle income citizens with energy and transportation cost relief, stimulate the economic growth, entice new businesses to come to the area, increase population and improve quality of life in communities.

Canadians have reported to a survey conducted for Infrastructure Canada in 2004 that it is the opinion of Canadians that the four areas that make up a desirable community, and where performance falls short of the ideal, are affordable housing, modern infrastructure, public transit and quality educational institutions.

The National trend which has existed for several years of the outward migration of Canadian citizens to urban centers is strongly evident in Bathurst and Northern NB in general. The larger urban centers in the Provice are benefiting greatly from this trend through an increase in their population which leads to an increase in their per capita transfers and higher tax base which contributes to a stronger local economy which in turn leads to more employment opportunities and lower unemployment. Some citizens are flocking to the larger urban centers for reasons such as employment, the availability of universities for achieving higher learning, to have greater access to concerts, theatre, events and to have a higher quality of life for themselves and their children.

Families and youth are very vulnerable to the soaring energy/ vehicle costs and cost of living impacts and in Bathurst and Northern NB in general many are slipping further down the scale in terms of disposable household income due to the cost of goods and services, food, energy and transportation and debt. Therefore we are seeing them repositioning and relocating themselves to urban areas to attempt to lower their cost of living while increasing their quality of life. This would include equal opportunities to be able to work and have access to affordable transportation to and from the work place. Rental prices in the southern NB cities are comparable to the prices in the Northern region of the Province.

The availability of affordable public transit is a pivotal key to the success of the other NB urban centers. St. John, Moncton and Fredericton, NB for example, established public transit bus services in the 70's and 80's and St. John had less formal but efficient public transit as early as the 1800's. The existence and availability of public transit is part of the foundation services of urbanization and growth. In order to reap the rewards of population growth a community needs to lay the foundation required to encourage it to happen. This would mean ensuring that public transit bus service is available.

For the centers that are facing the impact of the outward migration and need to achieve a "turn around", systemic change is required and an upgrading of services to include affordable public transit is critical in assisting the region to reach its goals. Things must progress and keep par with basic fundamental public services or risk falling behind in their competitiveness to attract and retain their population.

Governments are now attempting to assist cities to expand their transit capacity to help cushion the "energy price shock" that is happening, that is expected to last for years and as a means of reducing greenhouse gas emissions. Bathurst is very fortunate that both the Federal and Provincial governments recognized the transit initiative in the City last year and although the City turned the funds away if a request was again made it may be possible that Bathurst could once again be eligible for some funds from the Infrastructure Gas Tax Transit Agreement.

During the Feasibility Study and the Test Project BSD documented and recorded as part of our M.O.S.T. project, both the history of the previous feasibility study experience as well as the start up of the new service prototype during the pilot project and is writing this information in a booklet entitled: Public Transit: A How to Guide for Small Urban Centers. This booklet, along with all of our reports, can be read on the Bathurst Sustainable Development web site at: www.bathurstsustainabledevelopment.com.

2. Description of the Feasibility Study

2.1 Goals and Objectives of the Study

Our goals were to present the data and information about our target user group's critical information pertaining to the financial operations of the service, population size, leasing options of the buses and energy options for the buses (diesel, natural gas, hydrogen, electric, and hybrids).

To establish the proposed the main bus routes, location of park and ride facilities, some bus stops, hours of operation, necessary signage, and schedules and the requirements and laws of all Provincial, Federal and Municipal transportation policies.

To establish the proposed the various options for operating the Regional service and potential organizational structure and the financial costs of the system based on the “real time” costs as compared to data collected during the Bathurst Urban Transit Test Project last year.

To establish the proposed rider fares, to complete a survey of in these Municipalities to identify the areas of the communities where demand is highest and identified the most popular street destinations requested.

To identify what barriers may exist to the service succeeding and they can be over come.

To consult with a broad and diverse representation of the population to obtain their input on the subject of this proposed initiative.

To design a small municipal transit system that is both cost effective and beneficial to residents.

To show how citizens can be encouraged to participate in addressing climate change if they have the option of making the transition from using their personal automobiles to using public transit service for commuting to and from their workplace.

2.2 Market Potential- Transit Demand

Ridership potential was based on a survey conducted in the Feasibility Study.

We surveyed 4400 of the 22,000 residents to identify the areas where demand is highest, what are the demographics of our users and what their accessibility needs. Lastly, we have written about the barriers in this region that exist to the service succeeding and getting started and how can we over come these. Total consultations conducted were 30, number of groups consulted 74. We distributed 4400 paper copies of the survey which totals 20% of the 22,000.

Survey/ Consultation forms were randomly distributed to community organizations, businesses, large employers, Churches, individual citizens and local governments in each of the 6 Municipalities. Consultation Summary

The results of the consultation process completed by BSD show positive signs for the overall success of the system within the community. The summaries of the sessions were examined to identify key information in three areas:

- specific issues of concern, or features to be included;
- potential markets for the service; and
- specific destinations to be served.

24% of the consultation/ survey forms were returned for a total of 1045.

- 79% reporting they would use the bus
- 21% saying they would not use it
- 94% stated they believe bus service is beneficial to the regions workforce and our communities
- 98% of respondents said yes when asked if local governments should take action on reducing greenhouse gas emissions.
- 68% of those reporting said they have a car, 31% have no car, 1% did not respond.
- Preferred Hours of operation 6- 7 and evenings until 11pm
- Preferred fare is $2.00
- Reasons why the service is needed: Keep people in the region, reduce travel costs
- Top streets reported as work destinations were 96% in the City of Bathurst and 3% in Beresford, 1% in Belledune.
- The top 26 work destination streets requested were: 193 Main, 189 St. Peter Ave, 114 Vanier, 78 Cunard (Nicolas Deny Federal Building), 74 Sunset, 69 Harbourview, 45 King Ave., 44 Mines Road, 31 Principal- Beresford, 28 St. Anne St, 15 College, 14 St. Andrew, 13 Big River Rd, 13 Belledune, 12 St. George, 11 Douglas, 11 Youghall, 9 Miriamichi Ave, 7 St. Patrick, 7 Vallée Lourdes, 5 MacDonald, Murray, 4 Champlain, 4 Dumaresque and 4 Connonly.
- Annual Rides generated from survey respondents: 204,360
- Conservative estimate of annual rides generated 28% or 57,220 each of the first two years and then growing to 81,744 or higher within 5 years.

- **Servicing Call Centers:** We have problems servicing Client Logic, TNS call centers since the majority of their employees need evening service in order to get home from work. For employees living outside the City it is no use them if we can get them to work but cannot also get them home from work. If they cannot take the bus both ways then they must either use their car or commit to a seat in a car pool since it is almost impossible to car pool only one way since car owners are looking for someone to car pool both ways they tell us. In order to service Client Logic employees as they get off work in the late evenings we would need a buses operating later that our 7:00 pm shut down and until midnight every hour with the last bus arriving in Belledune at 1:30 am. Pick ups at Client Logic would have to be at 8pm, 9, 10pm, 11pm and 12 am. This would cost approximately $402 per day for driver's wages, fuel and maintenance costs for a total of $146,906 per year over 365 days since the Call Centers operate 365 days per year.

The survey and consultation results indicated a total of approximately 204,360 annual trips from just the survey respondents. The respondents total only 5% of the total population in the region. If the survey respondents were representative of the population at large, the sample size would factor these results to approximately 398,502 annual trips. Because of the propensity of survey respondents to over-estimate their actual use of transit, the total number of anticipated single rides in the start up year was reduced to 28% of the total rides generated by the survey respondents. We chose to be this conservative because from our survey conducted during the previous test project feasibility study we did in fact attain 22% of the total potential annual trips. Since the City and region are now more familiar with the transit subject,

have had an opportunity to debate the issue with friends and neighbours, have had many questions answered and have gained rider experience in the City we expect a higher percentage of riders if the regional Fleet is implemented. A conservative 28% of rides generated by the survey respondents totals 57,200 annual single rides in year one of the service.

The average fare required to achieve sustainability at the start up first year ridership level is $6.84 per ride based on 57,200 annual rides. The average fare required to achieve sustainability at the mature third year ridership levels is approximately $3.42 per trip. Based on publicly demanded $2.00 cash fare per zone Municipal subsidy will be required for the first thee years of between $11,000 and $41,000 per municipality depending on the service level provided.

Total population for these combined Municipalities is a 22, 227 according to the Municipalities. 11,900 live in the City of Bathurst with the remainder living in the other 5 Municipalities. If all 6 of the Municipalities were serviced it is approximately a 90.95 km round trip route from the Bathurst Mall to the Belledune Municipal Hall. Inside the City of Bathurst the route is 17.8 km round trip. The majority of the working residents of these communities commute to the City of Bathurst daily for work, shopping and appointments and the only means of transportation is by personal automobile, individual taxi ride or the occasional car pool.

Average fuel cots to travel to and from the City range between $10- $40 per round trip to per round trip in fuel costs depending on the distance traveled and vehicle fuel efficiency and between $20- $80 taxis fare one way depending on which Municipality you live in. One way taxi fare from Belledune is $80. One way taxi fare from areas in East Bathurst in the proposed transit service areas ranges between $10 to $25 one way to the hospital. There are several large major industrial employers in the Belledune community with average of 1200 personal cars and trucks used to transport employees to these facilities each day. Small to medium employers are located between Pointe- Verte to Beresford and employers of all sizes in the City of Bathurst. The population has been in decline in the region on average by 1% per year according to Statistics Canada 2001 report.

Tourism and Hospitality Markets

Tourism and hospitality markets are not typically transit-oriented markets, and are often only considered for ‘specialty’ services such as tours. However, a significant component of the Bathurst tourist market is non-auto oriented, with tourists arriving by coach and snowmobile. While not expected to be a significant portion of the stable transit ridership, this market could still be an important part of the overall service. The regional transit bus route connects with many of the local attractions such as museums, art galleries, and recreational facilities, shopping areas, restaurants, theatres, outdoor picnic areas and local festivals.

Another, more stable, component of the market related to the hospitality industry is employees. Typically among the lower paid workers in a community, hospitality industry employees often depend on unreliable or inconsistent transportation options, or devote an inordinately large portion of their wage to reliable transportation. Providing a transit option can reduce personal expense for the employee and improve attendance and productivity among staff.

Seniors

Seniors are typically considered a mainstay of transit ridership, though their important as a ridership component is often overestimated. Seniors have challenges getting onto buses that are not low floor and to carrying packages, standing waiting for the buses and disembarking. The service must be designed so that the schedule is slow enough to allow the bus to wait for seniors to get into their seats before advancing the bus. Merchants in the communities need to reposition benches so that they are close to the

doors of the buildings where the bus stop is located. In the mid-day seniors are more frequently out for shopping, medical and recreational trips and form an important market base. In the consultation meetings, shopping centres such as Bathurst Place, Chaleur Centre, St. Peter Ave. merchants were receptive both in terms of accommodating passenger amenities at stop locations and recognizing the value of their customers.

Key Destinations

Based on a review of the consultation summary, the key destinations in the City have been identified as:

~ Nicholas Deny Building, hospital, downtown, St. Peter Avenue retail, East Bathurst and Vanier Blvd.

Students

Student trips are also very similar to work trips, but typically much easier to attract to transit since many do not have access to a car. The total in-town full-time student population of 850 students would generate approximately 250,000 school trips (based on 15 percent absence, 200 high school days and 150 college days). The ability to penetrate this market is not clear, since we do not have accurate data on home locations and busing eligibility. Also, the College has not participated strongly in the last two surveys and consultations. However, from demand estimation purposes, we have established a conservative range of 10 percent to 20 percent resulting in 25,000 to 50,000 annual trips.

2.3 Demographics

Demographics of Municipalities	**Population (2001 Census)**	**Population density per square km**
Petit-Rocher population	1966	438.2
Beresford population	4414	231.4
Belledune population	1923	10.2
Pointe-Verte population	1041	75.5
Nigadoo population	983	125.7
Bathurst	11,900	141.2
Total	**22,227**	

Employed Labour Force Having a Usual Place of Work or No Fixed Workplace Address by Mode of Transportation[1],2001 Counts for Both Sexes, for Canada, Census Metropolitan Areas, Census Agglomerations and Census Subdivisions (Municipalities) - 20% Sample Data

Name	Type	Mode of Transportation					Total
		Car, truck or van, as driver	Car, truck or van, as passenger	Public transit	Walked	Other	
Canada !		**9,929,470**	**923,970**	**1,406,585**	**881,085**	**309,750**	**13,450,855**
Bathurst	**CA**	**7,790**	**1,050**	**50**	**590**	**225**	**9,715**
Bathurst	PAR	1,975	250	10	50	35	2,315
Bathurst	C	3,705	545	30	465	160	4,900
Beresford	T	1,750	240	0	80	30	2,100
Nigadoo	VL	345	20	10	10	0	380
Pabineau 11	R	20	0	0	0	0	15

3. The Final Report and Results

3.1 Service Types, Routes and Options

During our timing and option assessments we took into consideration the following items:

- *Potential revenues, costs and expected rider counts.*
- *Seasonal variations in driving times of the schedule.*
- *Variations of printed schedule formats.*
- *Best options for hours of service.*
- *Physical and social barriers for potential riders.*
- *Fuel efficiency and maintenance requirements of specific vehicles,*
- *Realistic growth rates.*
- *Driver and public policies required.*
- *Optimum positioning and direction of buses to peek work force locations.*
- *Vendor Sales Locations and formats.*
- *Public opinion about bus options.*
- *Accounting requirements.*
- *Public safety issues.*

Having the opportunity during the test project to actually be able to operate provides you with the “reality check” needed so that when actually implementing the service can be designed so that it reflects what works, available funding, peek routes, scheduling needs and realistic targets. During the test project we tested service options based on the premise that riders “will walk 500 meters to the nearest bus stop" and it has been determined that most will but many will not.

Option 1

One is a mix of 60 minute and 90 minute service operating 13 hours per day from 6:30 am to 7pm within the City with Saturday service. Transit link service to Beresford, Nigadoo, Petit Rocher, Pointe Verte and Belledune would be provided 6 times per day Monday to Saturday from 5:30 am to 7:00pm. Transfers are required for all passengers traveling to the City at the Bathurst Mall. For City riders they also must transfer at the Bathurst Mall if they are continuing to travel onto the hospital, Vanier or on the transit link bus heading north to the other five Municipalities. The City route is known as running East and West and the transit link route to the other Municipalities is known as running North and South. Three shuttle buses with a capacity of 24 seated and 15 standing passengers are required to operate this service with a fourth bus as a spare. Operating on this schedule requires 1 full-time driver and 3 part-time drivers 6 days per week and total operating costs of $391,660. Replacement drivers will be needed to replace drivers who work full-time weekdays and on holidays and are already included in the total for wages.

Option 2

Same service hours as above but no service on Saturday. Operating on this schedule requires 1 full-time driver and 3 part-time drivers 5 days per week and a total operating costs of $354,808. Replacement drivers will be needed to replace drivers who work full-time weekdays and on holidays and are already included in the total for wages.

Option 3

A mix of 60 minute and 90 minute service operating 13 hours per day from 6:30 am to 7pm within the City with no Saturday service. Transit link service to Beresford, Nigadoo, Petit Rocher, Pointe Verte and Belledune would be provided 5 times per day Monday to Friday 5:30 am to 7:00pm with no service on Saturday. Operating on this schedule requires 1 full-time driver and 3 part-time drivers 5 days per week and a total operating costs of $299,715. Replacement drivers will be needed to replace drivers who work full-time weekdays and on holidays and are already included in the total for wages.

3.2 Operating Costs Comparisons

			Belledune and Pointe Verte				
	Trips					**Daily**	**Annual**
Driver	5:30- 8:30		3 hrs	x $15 x 5 x 52 + 4%=		$46.86	$12,186
	11:00- 2:30	*	3.5 hrs			$54.60	$14,196
	2:30 -7:00		4.5 hrs			$70.20	$18,252
			11 hrs		**Total wages**	$171.66	**$44,634**
Fuel	5:30- 8:30		82 km	/ 2 x 0.86		$35.26	$8,991
	11:00- 2:30	*	99.8 km			$42.91	$10,943
	2:30 -7:00		99.8 km			$42.91	$10,943
			281	**(71,655 km per yr)**		$121.08	**$30,877**
Maintenance	5:30- 8:30		82 km	x 0.35	rate	$28.70	$7,319
	11:00- 2:30	*	99.8 km			$34.93	$8,880
	2:30 -7:00		99.8 km			$34.93	$8,880
			281	**(71,655 km per yr)**		**$98.56**	**$25,079**
Insurance							$2,665
Management							$9,333
Administration (printing, communications, etc…)							$4,166
Annual Cost to Operate							**$116,754**
Total hours of service		2805		$41.62 per hr			

	Petit Rocher , Nigadoo and Beresford				
	Trips			**Daily**	**Annual**
Driver	6:30- 9:30	3 hrs	x $15 x 5 x 52 + 4%=	$46.80	$12,186
	9:35- 1:30	4 hrs		$62.40	$16,224
	1:30- 6:30	5 hrs		$78.00	$20,280
		12 hrs	**Total wages**	$187.20	**$48,690**
Fuel	6- 7:30	82 km	2 km per litre x 0.86	$35.26	$8,991
	9:35- 1:30	99.8 km		$42.91	$10,943
	1:30- 6:30	99.8 km		$42.91	$10,943
		281	**(71,655 km per yr)**	**$121.08**	**$30,877**
Maintenance	5:30- 8:30	82 km	x 0.35 rate	$28.70	$7,319
	11:00-2:30	99.8 km		$34.93	$8,880
	2:30 -7:00	99.8 km		$34.93	$8,880
		281	**(71,655 km per yr)**	**$98.56**	**$25,079**
Insurance					**$2,665**
Management					**$9,333**
Administration (printing, communications, etc…)					**$4,166**
Annual Cost to Operate					**$120,810**
Total hours of service:		3060	$39.48 per hr		

Bathurst

		Trips					Daily	Annual
Driver		6:20- 7:40	1 hr	Shift 1 6am-				
		7:40- 8:45	1 hr	1pm	7 hrs x $15 per hr x 5 days		$109.20	$28,392
		8:45-10:25	2 hrs		x 52 wks + 4%			
		10:25-11:50	1.5 hr					
		11:50-1:10	1 hr	Shift 2 1pm-	6 hrs x $15 per hr x 5 days			
		1:10- 2:35	1.5 hr	7pm	x 52 wks + 4%		$93.60	$23,400
		2:35- 3:10	1 hr					
		4:35- 5:35	1 hr					
		5:35- 6:20	1 hr					
	*	6:20- 7:10	1 hr	($3900 per year)				
			13 hrs			**Total wages**	$202.80	**$51,792**
				km per day			**Daily**	**Annual**
Fuel		6:20- 7:40		17.8	2 km per litre x 0.86		$8	$1,951
		7:40- 8:45		17.8	2 km per litre x 0.86		$8	$1,951
		8:45-10:25		17.8	2 km per litre x 0.86		$8	$1,951
		10:25- 11:50		17.8	2 km per litre x 0.86		$8	$1,951
		11:50-1:10		17.8	2 km per litre x 0.86		$8	$1,951
		1:10- 2:35		17.8	2 km per litre x 0.86		$8	$1,951
		2:35- 3:10		8.9	2 km per litre x 0.86		$4	$975
		4:35- 5:35		8.9	2 km per litre x 0.86		$4	$975
		5:35- 6:20		8.9	2 km per litre x 0.86		$4	$975
	*	6:20- 7:10		8.9	2 km per litre x 0.86		$4	$975
				142 km	(36,210 km per yr)		$64	**$16,640**
							Daily	**Annual**
Maintenance		6:20- 7:40		17.8	x 0.35	rate	$6	$1,560
		7:40- 8:45		17.8			$6	$1,560
		8:45-10:25		17.8			$6	$1,560
		10:25- 11:50		17.8			$6	$1,560
		11:50-1:10		17.8			$6	$1,560
		1:10- 2:35		17.8			$6	$1,560
		2:35- 3:10		8.9			$3	$780
		4:35- 5:35		8.9			$3	$780
		5:35- 6;20		8.9			$3	$780
	*	6:20- 7:10		8.9			$3	$780
				142 km	(36,920 per yr)		**$48**	**$12,480**
Contingency Fund								**$4321**
Insurance								**$5330**
Management								**$9,333**
Administration (printing, communications, etc…)								**$4,166**
Compound Rental							*	**$13004**
Training, Dues, Uniforms								**$2,000**
Annual Cost to Operate								**$119,066**

Total Cost to Provide Service

Expenses	***Total hours of operation***		***Total km***	***Rates***	***Cost per hr***		**Total Cost**
	Weekdays	9180	179,520	1.84 km per litre	$38.66		$354,868
	Saturdays	663		fuel rate 0.852	$55.49		$36,792
				Maintenance 0.35			
Total Operating Costs		**9843**			$39.78		**$391,660**
Revenues							
Advertising Revenues							$30,000
Riderfares							$114,000
Total Revenue Year 1 and 2							**$144,000**
Municipal Subsidy Required			**$41,276 per Municipality per year**				$247,660
Municipal Subsidy (no Saturday Service)			**$35,144 per Municipality**			*$36,792* *	$210,868
Municipal Subsidy (no Saturday/ less 1 trip)			**$25,952 per Municipality per year**			*$55,153*	$155,715

Sources of Municipal Subsidy

1) **Request Province of NB Municipal Transfer Increase**
2) **Federal Eco Trust Provincial Transfer Fund**
3) **Parking Fee Rate Increases**
4) **Northern Initiative Fund** (Bus Purchase- $200,000- $300,000 to purchase buses and $224,868 for first year implementation costs (operating)
5) **Infrastructure Canada** (Bus purchase: $225- $300,000 for three or four buses)
6) **Federal Gas Tax Agreement**
7) **Sale of Carbon Credits** $2.00 per tonne of CO2 reduced from rider counts
   To the Carbon Exchange x 57,000 riders per year $114,000

Municipal Subsidy required after Carbon Credit: $9,255

		Saturday Service		
Hours of service	6am-7 pm	13 hrs	*Petit Rocher and Bathurst Buses only*	
	Daily		**Annual**	**(51 Saturdays)**
Wages	$187		$9,537	
Wages	$202.80		$10,342.00	
Fuel	$121.08		$6,175.00	
Fuel	$64.00		$3,264	
Maintenance	$98.56		$5,026.00	
Maintenance	$48.00		$2,448.00	
Total costs:	$721.44		**$36,792**	

3.3 Ridership

All transit systems in Canada are experiencing steady, sustained growth in rider numbers by as much as 2.5- 5 % per year.

The results indicated a total of approximately 204,360 annual trips from just the survey respondents. The respondents total only 5% of the total population in the region. If the survey respondents were representative of the population at large, the sample size would factor these results to approximately 398,502 annual trips. Because of the propensity of survey respondents to over-estimate their actual use of transit, the total number of anticipate single rides in the start up year was reduced to 28% of the total rides generated by the survey respondents. We chose to be this conservative because from our survey conducted during the previous test project feasibility study we did in fact attain 22% of the total potential annual trips. Since the City and region are now more familiar with the transit subject, have had an opportunity to public debate the issue with friends and neighbours, have had many questions answered and have gained rider experience in the City we expect a higher percentage of riders if the regional Fleet is implemented. A conservative 28% of rides generated by the survey respondents totals 57,200 annual single rides in year one of the service.

Transit Survey and Regional Fleet Feasibility Study Results:

Survey Respondents reply that they would total:

Total Rides Generated Per Week: 3930

Total Rides Generated per year: 204,360

Conservative Estimate Total Rides during start up 28% of 204,360 which is 57,200 per year

Total Rides Generated first year: 57,200

Growth Rate: 4% annually

3.3 Revenues

Cash Fares per Zone (Municipality)		$2.00 per ride
Monthly Passes/ Unlimited Rides	Price per pass Belledune to Beresford	$68.00
	City Pass- Bathurst only	$48.00
Universal Monthly Zone Pass (U-Pass)	Belledune to Bathurst	$122.00
Universal Yearly Zone Pass (U-Pass)	Unlimited travel within, to and from all 6 Municipalities for 12 months	$1244.00
Students and Seniors: (15% discount off of monthly and annual passes)		$1057.00
Day Pass: All zones		$18

Fare within each community	**Cash or Pass**	**Cost to Provide**	**Subsidy Per Ride**	**Annual # of Rides**	**Annual Fare Revenue**	**Advertising Revenue**	**Cost of Service**	**Annual Municipal Subsidy Required**
Belledune to Pointe Verte	$2.00	$6.84	$4.84	2600	$5,200			
Petit Rocher to Nigadoo	$2.00	$6.84	$4.84	2600	$5,200			
Nigidoo to Beresford	$2.00	$6.84	$4.84	2600	$5,200			
Within Beresford	$2.00	$6.84	$4.84	7800	$15,600			
Within Bathurst	$2.00	$6.84	$4.84	39,000	$78,000			
Total Revenue:				57,200	$114,400	$30,000	$391,600	**$41,200 per Municipality**

Monthly Passes/ Unlimited Rides	**Price per pass**	**Passes Sold**	**Annual Fare Revenue**	**Advertising Revenue**		
Belledune to Beresford	$68.00	758	$51,544			
City Pass- Bathurst only	$48.00	1625	$78,000			
Total Revenue:		2383	$129,544	$30,000	$391,600	**$38,676 per Municipality**

Universal Monthly Zone Pass (U-Pass) - Unlimited travel within, to and from all 6 Municipalities

			Annual Fare Revenue	**Advertising Revenue**		
Belledune to Bathurst	$122.00	2383	$290,726	$30,000	$391,600	**$11,812 per Municipality**

Universal Yearly Zone Pass (U-Pass): Unlimited travel within, to and from all 6 Municipalities for 12 months

			Annual Fare Revenue	**Advertising Revenue**		
	$1244.00	199	$247,037	$30,000	$391,600	**$19,007 per Municipality**
			Annual Fare Revenue	**Advertising Revenue**		
Students and Seniors: (15% discount off of monthly and annual passes)	$1057.00	199	$210,343	$30,000	$391,600	**$25,209 per Municipality**

Day Pass: $18

Children Under 10 ride free

Day Care Rates: All children and Supervisors from day care pay $1.00 per trip per person

Annual Traffic Counts City of Bathurst- Belledune

***Methodology**: weighted average traffic= AADT count x km between AADT counters along transit route / total distance of transit route x 365 days*

		AADT
Turgeon Rd Counter: Belledune Industrial Loop	1690 x 2 km/ 41km	82
Henry Brook- Shannon	1240 x 5km/ 41	151
Mill Stream and Park Ave(Petit Rocher-Pointe- Verte)	12,430 x 6 km/ 41	1819
Nigadoo to Petit Rocher	9430 x 7 km/ 41	1610
Peter's River- Kent Lodge- Beresford to Nigadoo	11,180x 10km/ 41	2726
St. Cameil- Vanier Bathurst, St. Peter Ave.	24,000 x 5km/ 17.8	6741
St. Peter's Ave., Bathurst	20,400 x 5km/ 17.8	5730
Bridge Street, Bathurst	5190 x 5km/ 17.8	1457
Main Street, Bathurst Mill Intersection	11,600 x 5km/ 17.8	3258
Miriamichi Ave., Bathurst	3730 x 5km/ 17.8	1047
Total		24,621
** Less 5% for daily commercial truck traffic		- 1231
Total Daily Car Traffic		23,390
x 365 days per year		8,537,350
Total annual traffic count/ trips		8,537,350
Less 20% for interprovincal traffic		- 645,977
Total annual local traffic count/ trips by car		**7,891,373**
Annual tons of CO2		*** 28,961 tonnes of CO2)**

***DOT Interview: Permanent 365 counter on rt 134 in Dalhousie- 40 trucks per day out of 1600 vehicles= 4% trucks*

**Truck Traffic Averages: 5% in Municipalities, 3 % on Provincial Highways*

4. The Recommended and the Preferred Options

Option 1 is recommended for the Regional Fleet. It provides the most service to the citizens and is able to connect employees with major employers in the City during the main working shifts.

Partial funding from various external sources in Year 1-3 will be needed to help the service while it grows. Sources of yearly partnership funding could come from the Municipalities choosing to assist transit by providing Municipal subsidy of riderfares, from Family and Community Services guaranteeing to purchase a specific number of passes and from advertising. Other sources could be the Federation of Canadian Municipalities Green Municipal Fund, The National Homelessness Initiative and the Northern NB Initiative Fund established by the Province.

The anticipated 15.5 tax credit on monthly transit passes is expected to generate an increase in rider counts and revenues however it is impossible to anticipate how much of an increase would be achieved.

The benefits of transit are huge to commercial businesses, health and wellness programs, in terms of jobs that transit creates, the stimulation to the local economy, economic spin offs and population growth. Often, transit is a deciding factor in weather or not a new business decides to locate in your City which means if they do the Municipality will reap the rewards of the increase in business taxes and levies. Some communities partially fund their transit systems through business levies.

Some Cities still tend to do everything they can to make more and more parking lots and uses these as sources of revenue for the Municipality. Cities with public transit often use this money to obtain sustained support for public transit by placing a tax on these parking spaces.

4.1 Financing Options

Sources of Municipal Subsidy

1)	**Province of NB Municipal Transfer Increase**	(Request)	
2)	**Federal Eco Trust Provincial Transfer Fund**	Climate Change	
3)	**king Fees Rate Increases**		
4)	**Northern Initiative Fund**	(Bus Purchase- $200,000- $300,000 to purchase buses and $224,868 for first year implementation costs (operating)	
5)	**Infrastructure Canada**	(Bus purchase: $225- $300,000 for three or four buses)	
6)	**Federal Gas Tax Agreement**		
7)	**Sale of Carbon Credits**	$2.00 per tonne of CO2 reduced from rider counts	
	To the Carbon Exchange	x 57,000 riders per year	$114,000
Municipal Subsidy required after Carbon Credit:			$9,255

Structure

The service could be operated in house by the Municipalities forming a Regional Transit Commission or Association and operated by the Municipalities or the service could be 100% contracted out.

A not for profit Community Transit Association, could incorporate and operate the service with some assistance from the Municipality. In this way the Municipality can then still access and be eligible for any major funding programs for transit and can assist the Community Transit Association to obtain lower rates for such large and high cost items as public liability insurance, purchasing or leasing costs of buses and offering access to Municipal fuel rates.

Another option is for the partnering NGO community environmental group to resume transit operations for the City and again be contracted to manage the service.

The benefit of the service remaining not for profit and under the umbrella of the Municipalities is that the transit service is eligible for certain funding that a private profit orientated transit business is not eligible to receive.

4.2 Selection of Vehicles

Many of the Bathurst citizens all said that we should have smaller buses this time. They are concerned about the amount of pollution, fuel and maintenance costs of the larger buses. They suggest using smaller buses until the service grows. We explained to them the issue of the difficulty of getting buses during the pervious test project since we could only rent and were not able to purchase buses. Many people did not realize we were only renting them last time and that we were only able to find one company that would rent buses for just nine months. We discussed the prices to purchase the various buses which range from approximately $50,000 for a 2000 year MCI Classic from Dupont to $75,000 for a new Crestline Coach bus that seats 24 to $350,000 for a new full size transit bus. These prices may be higher depending on the "extras" you negotiate in your purchase. Many people recommended we get renewable energy buses and were shocked to learn that they range in price from $350,000- $600,000.

Rarely do transit bus companies lease buses for just a one year period. Most bus companies either want you to purchase the buses or finance the purchase through the Municipality over a 5 to 10 year period. For the test project, we were in no position, nor did we want to purchase the necessary buses. We were fortunate to find Dupont Trolley's Inc. who is willing to lease buses by the month. The buses we used for our test project were 1995 Classics which had been semi refurbished by Dupont. They seat 42 passengers and allow for another 20 standing and were 42 feet in length.

The public transit system will be called upon to meet the transportation needs of the full cross-section of Bathurst and area residents, including the elderly and physically challenged, as well as those living in the older, more compact residential neighbourhoods. The vehicles ultimately used to provide this service most appropriately should be fully accessible and easy to navigate on narrow streets even those without curb and sidewalks. Therefore, vehicles must be small, low floor, accessible buses for the fixed route and zone bus component of the service.

When acquiring transit vehicles, smaller buses (30 feet or less) should be considered as they are able to negotiate the street network of residential areas and are deemed non-intrusive in most residential communities. In transit use, these vehicles are powered by either diesel or natural gas engines and are expected to be operational for twelve to fifteen years if purchased new. The cost of these vehicles new,

range from $250,000 to $350,000 new although used equipment is frequently found offered for sale at much lower prices. Some estimates of available used vehicles have been found to be in the order of $100,000 or less. Life-cycle costs of new versus used vehicles often favour used vehicles, but need to be evaluated on a case-by-case basis.

Vans have a much shorter life span, ranging three to five years, and costs for new vehicles are between $20,000 to $70,000, depending on the intended use for the vehicles. Vans required to transport those individuals with physical and mobility disabilities, are subject to Federal regulations. These regulations would require that the vehicle meet Federal safety standards for lifts, wheelchair tie downs and van bodies mounted on heavy-duty chassis.

Ownership versus Lease

Vehicles can be purchased or leased. Leases are available both as an alternative financing option for new vehicles (lease to own), and as a long-term rental option. In this latter alternative, the lessee must select from available supply of used vehicles, but the costs are typically much lower than lease financing rates. If the Municipality owns the vehicles and allows the private sector contractor to use and maintain the vehicles to specific standards, the Municipality will have greater control over the performance and monitoring of the service delivery. As well, there is the opportunity to attract funding, from community sources and particularly from the other levels of government for infrastructure that currently includes vehicles.

However, purchasing used vehicles requires a considerable capital investment, which may not be affordable depending on capital funds available. Leasing permits improved cash flow by eliminating the capital investment requirement. If a private sector contractor were to supply the vehicles, the opportunity to attract funding would likely be lost and the costs for the acquisition of the vehicles and capital equipment would certainly be included in the contractor's higher operating costs.

In this case, two options are recommended: 1) that the Municipalities lease 3- 4 used vehicles for the introductory phase or 2) that the Municipalities apply to the Northern Initative Fund and Infrastructure Canada to purchase new buses at $75,000 each. A longer-term decision to buy or lease vehicles should be based on the availability of subsidy support from upper levels of government that may be available at the time.

To our great surprise, the size of the buses used during the test project stirred complaints from non riders in our City. Public perception was that these buses were too big. The public seemed to be very troubled about the fact that they could only see a few riders at the front of the bus and that the rest of the bus appeared to be empty. Most of these complaints were coming from citizens who had never used the bus or ever viewed the inside of the bus. It is apparent that these complaints were coming from citizens who were unaware of the capacity of the Family Section at the front of the bus to hold 9 riders plus when just the first two regular rows of seats are added in the total count in this front section is 18 riders, yet from the outside of the bus the length of this section is only as long as the first window on the bus. Also, when two riders are sitting side by side in the same row, from outside the bus the passenger in the isle seat becomes a silhouette of the passer sitting in the window seat so the person on the outside looking into the bus only sees one passenger in that row, the one sitting in the window seat.

Codiac Transit in Moncton conducted a test a few years ago on using smaller buses. They discovered that the smaller buses, when used for the regular daily routes required 3 times the level of maintenance and maintenance costs and that these smaller buses simply cannot sustain the heavy work load and impacts when compared to the larger full size transit buses.

Each bus, once we reach maturity, has the potential to remove as many as 45 cars off of the roads per hour resulting in a major reduction in greenhouse gas emissions and air pollutants produced than if each of those citizens had traveled by individual car in the form of a personal automobile or taxi.

Other comments included that the buses were blocking traffic, were frightening pedestrians, slowing traffic and were generally taking up too much space on the roads and in the parking lots of commercial buildings.

We explained that we could purchase and install diesel oxidation catalysts or after market exhaust emissions control equipment (such as Engelhard regenerative particulate trap mufflers). These two additional items cost $15,000 per unit.

New buses are also available from many suppliers however other transit authorities tell us that there is a three year waiting list for new buses.

During the test project when we were providing 30 minute service during the last 5 months, we carried an average of between 100-125 riders per day with the highest number in any given day during the test project being 190. During the Free Ride month in June the highest number attained on a single day was 406. Peek rider numbers during the day, particularly in the afternoons is 18- 20 riders on the bus at the same time and were higher of course and more in the 30 to 35 range during the Free Ride month.

Our concern with the smaller buses is capacity during the morning and late afternoon peek commute periods. People would reply that if the buses are full then just put on another bus. We explained that putting on another bus means paying another driver, fuel and maintenance costs plus purchasing another buses and would drive operating costs up. Some people to us that we would need larger buses to handle the North/ South loads if we are going to service that area.

With the road conditions in our region, citizens standing while riding the bus, is a liability risk. After seeing the riders on the buses, if they were forced to stand there would be injuries. This would result in soaring insurance costs increases if claims had to be made. It is a matter of public safety then that all passengers have an available seat.

Without the additional 15- 20 seats of the Classic buses, the only way to be able to accommodate future growth, profits and additional riders would be to have to have the additional operating cost of purchasing and putting a second bus into service.

Low floor buses with no steps would provide better accessibility for seniors and physically challenged adults and would increase riders from these categories; however, these buses are substantially more expensive than 1995 Classic refurbished buses. The Rotary operates a para transit dial a ride service in the City on a user pay service.

We have tried to design a schedule where we have a bus departing or arriving at workplaces at each of the peek working shifts such as 7:10 at the hospital, 8:00am and 8:30am at the Nicholas Deny Federal Government Building, Main Street, City Hall and then return shifts of 3:30, 4pm and 4:30pm. It is very difficult to also be there at the right time for the 5pm shift with only three buses.

If the buses seat 24 passengers and have overhand rails to allow for another 11 to comfortable stand this totals 35 per trip one way x three buses servicing the three shifts. If the average fare each rider heading North pays is $4.00 per ride this would total annual revenue of $107,100 or 94% of our anticipated annual revenues the first year.

5. The Economic Benefits of Moving Forward

Selling support for public transit to some Municipal Council's can be quite a challenge. Moving from the test project implementing the service may take some convincing. The other transit providers, the Chamber of Commerce, Health Authorities, Municipalities and such national groups as the Canadian Urban Transit Association and the Federation of Canadian Municipalities can provide great assistance in helping a Municipality in their decision by providing the information on understanding the economic gains experienced by other Cities who implemented the critical service. They have experienced that property values increase when transit services are present in a City and a region. They also are aware that Cities are in direct competition with each other and that transit is no longer considered to be a luxury but instead is considered to be simple modern basic services the same as recycling programs.

Public transit is a carrier of commercial shoppers and workers. It pumps and stimulates the economic diversity of a City and region. The electronic customer counters that so many stores and businesses now have on their front doors shows an increase in customer counts and sales when transit is present in a City. Our stores noticed this and also noted a drop in the customer counts once the bus service was interrupted in Bathurst in March.

As a City and region we must ensure that our existing population has equal opportunity to have quality of life. This would include equal opportunities to be able to work and have access to affordable transportation to and from the work place.

Transit is now widely viewed by most Municipalities as a real opportunity to grow! Transit should be a very high priority and many opportunities for our City to reap the benefits of having transit will come our way if we can all just help it through its infancy.

The ability of middle and low wage earners to afford to pay for vehicle payments, maintenance, fuel and provide insurance for a personal car has quickly outpaced the incomes of many citizens. There are also many citizens who have challenges that prevent them from being able to drive. The growing concern by the population concerning how to address and find solutions for climate change and air quality are also convincing many to turn to the option of using public transit. The quickly escalating energy crisis is driving up the cost of all goods and services. Families are being forced to move to Cities where they do not require owning a personal automobile and where they can find financial relief form the energy costs by using public transit and only renting a car when they have out of town trips or on special occasions.

In Canada the poverty level in 2006 is identified as earning a total family income of $30,000 or less and $31,126 for an urban family of three.

There can be no economic growth without addressing economic poverty.

There is great need for public transit in our region. We entrenched ourselves with the public and learned first hand the challenges of our citizens to maintain quality of life, access employment and deal with the soaring cost of living.

The gap between low income workers and their ability to support themselves and their families well on this income is widening. The gap between the low income families and the high income families is also widening. There is a lack of understanding of the link between the regions economic prosperiety/ population growth and increasing poverty and living costs among many leaders in our region.

Soaring fuel prices, the addition of service fees, energy costs have driven the cost of goods, services, housing and transportation costs to a level where the low income citizens are struggling to maintain housing and care for themselves without financial assistance.

Our region is now arranged so that major employers and commercial outlets, the hospital, community services and educational institutions are centrally located in the City. The citizens who live outside of this central "hub" are forced to use the only means of transportation available which is either pay the high cost of owning a car or use taxi's. More and more citizens including youth can no longer afford a car. Taxi fares from some of these out skirting areas to the "hub" can range from $10- $80 (from Belledune) one way. This poses a huge financial burden for people having to go to and from the hospital, work and other services.

Equal opportunity cannot be fully attained in our region if there is not equal access to employment. In order to be an equal opportunity community basic services must be available to all citizens. This includes the availability of affordable transportation. In our region, citizens who want to work can easily spend 30-50% of their take home wages on their transportation costs. For some citizens, the cost of owning and operating a car has become unsustainable.

With a yearly bus pass costing only $1200, citizens could save between $3000 per year to $4800 per year in their transportation costs when compared to owning and operating a car. This additional saved income would then be put back into the local economy through their purchase of additional goods, food, home efficiency improvements and higher participate rates in community events and recreational activities. We estimate that once the transit system reaches maturity, citizens would be able to divert as much as $20.3 million dollars per year from their transportation costs and instead could be spend this amount in the local economy. If we assume that they would put 50% of this amount into retirement savings then the figure would be reduced to $10.15 million per year injected into the local economy.

6. Quality of Life and Public Transit

The ability to afford to pay for, maintain, fuel and provide insurance for a personal car is quickly outpacing the incomes of many citizens. There are also many citizens who have challenges that prevent them from being able to drive. The growing concern by the population concerning how to address and find solutions for climate change and air quality are also convincing many to turn to the option of using public transit.

Economically, the door to door delivery and pick up of customers to commercial businesses and the work place environments greatly increases daily customer counts, sales and increases the ability of low income citizens to find and participate in the work force. The ability of citizens to access affordable transportation to go to appointments, work and shopping reduces their dependency on social service programs and provides a greater sense of independence, pride, motivation and a general sense of relief and freedom. Mental health, physical health and emotional health all benefit from the citizen participating in using public transit.

Poverty and the risk of becoming homeless is a reality that many Canadians face on a daily bases yet all too often they attempt to hide this fact from the local society that can be unsympathetic or indifferent to the needs of the poor. Especially at risk from the long term effects of poverty are our children. Assisting low income parents to access affordable transportation means an opportunity for the entire family to benefit from such things as more frequent outings, trips to the parks, the library, increased literacy rates, to participate in community events, visit more with family and friends on the other part of town, participate in active living, go to medical appointments or go to see a movie.

Quality of Life Indicators

The Federation of Canadian Municipalities has developed Quality of Life Indicators for Municipalities. They can be obtained at www.fcm.ca. The indicators report that the gap between the low income earners and their ability to afford the basics of everyday life has dramatically worsened in the past few years. The rate of increase of housing, transportation, soaring vehicle insurance rates, food, services, the addition of service fees and energy costs has outpaced any cost of living increase by social services and outpaced the minimum and the low income wages.

In December 2004, Infrastructure Canada, with the principal objective of soliciting Canadians' opinions about their issues and priorities for community life, and coordinated by Infrastructure Canada (the Cities Secretariat) on behalf of an interdepartmental group, contracted the Strategic Counsel to provide a report on the findings of a national survey on Canadians' views of the quality of life in their communities. Other contributing departments and agencies included: Canadian Heritage, Social Development Canada, Human Resources and Skills Development Canada, the Atlantic Canada Opportunities Agency, Western Economic Diversification, Canada Economic Development for Quebec Regions, Transport Canada, the Canada Mortgage and Housing Corporation, Environment Canada and Citizenship and Immigration Canada.

The most surprising finding was how strong the consensus was, across regions, community sizes and demographic groups, as to the characteristics of the ideal community - an important starting point for long term policy development. The ideal town or city has high quality education, a thriving economy, green spaces, good transportation and affordable housing. Other characteristics, such as recreation facilities, an arts community, highly educated people and cultural diversity were viewed as secondary, but important, characteristics.

Four areas surfaced as being of most concern to Canadians:

In order, these are: the environment, the local economy, community services and infrastructure, including public transit. Cultural issues and diversity were viewed as less important to overall quality of life. The four areas that make up a desirable community, and where performance falls short of the ideal, are affordable housing, modern infrastructure, public transit and quality educational institutions.

The study also revealed that Canadians view the contribution of volunteer groups as having the biggest impact on the quality of life in their communities, well ahead of the residents themselves, schools and educators and businesses. Consistent with findings in a later part of the survey, and with growing public cynicism about the efficacy of our elected officials to tackle complex societal issues, governments at all levels were not given terribly high marks with respect to their performance in addressing issues at the local level.

When quality of life declines in Cities, higher numbers of citizens including those citizens who are working at minimum wage or slightly higher live in poverty. In some cases, the Municipality may never agree to operate public transit especially if their City is small, human resources are limited and economic prosperity is uncertain. It will take a deep and fundamental understanding by the Council and City Management of the economic and social benefits that transit is providing to the City in order for them to agree to go into the next stage. Strong public support will be vital.

7. Expected Environmental Benefits

A qualitative summary of climate change benefits/greenhouse gas reductions/pollution reduction projections from the regional fleet transit service is given below. The calculation below includes factoring in the emissions produced by diesel powered buses that are assumed to be full size buses. Even better environmental improvements would be obtained with new more fuel efficient buses.

Environmental Costs if trips are taken by car

* Average GHG emissions by car = **0.367** kg CO2 per vehicle km (typical mix of vehicle types)

7,891,373 trips x 10 km average per trip = 78,913,730 km x 0.367 kg CO2 = 28,961,338 kg CO2

Total GHG emissions annually produced from trips taken by cars: 28,961,338 kg CO2 for a total 28,961 tonnes of CO2 annually.

Environmental Costs if trips were taken by Transit

Average transit GHG = **0.156** kg CO2 per passenger-km.

Multiply this by 1.2 (average vehicle occupancy is 1.2 people per vehicle) = 0.1872

78,913,730 km x 0.1872 = 14,772,650 kg (14,772 tonnes CO2) if **All** trips were taken on transit buses.

Reduction/ Difference in GHG emissions is:

28,961 tonnes (28,961,338 kg) of CO2 annually produced by the cars (total for 365 days)

14,772 tonnes of CO2 annually if trips were taken on transit buses (total for 365 days)

Reduction: 14,189 tonnes of CO2

…….

Environmental Costs of Proposed Regional Transit Fleet Operating 5 days per week and traffic trips based on 5 days per week

Vehicle Trips per day x 5 days per week x 52 weeks per year = 5, 621, 200 trips annually

(21,620 individual trips per day x 260 days transit operates = 5,621,200 trips)

Average GHG emissions by car = **0.367** kg CO2 per vehicle km (typical mix of vehicle types)

5,621,200 trips x 10 km average per trip = 56,212,000 km x 0.367 kg CO2 = 20,629,804 kg CO2

Total GHG emissions annually produced from trips taken by cars: **20,629 tonnes** of CO2)

Environmental Costs if trips were taken by Transit

Average transit GHG = **0.156** kg CO2 per passenger-km.

56,212,000 km x 0.1872 = 10,522,886 kg CO2 if **ALL** trips were taken on transit buses

Total GHG emissions annually produced from trips taken by transit: **10,522 tonnes** of CO2)

Reduction/ Difference in GHG emissions is:

20,620 tonnes of CO2 annually produced by the cars

10,522 tonnes of CO2 annually if All trips were taken on transit buses

Reduction in GHG emissions: 10,098 tonnes of CO2

……

Final Environmental Benefits if transit operated 5 days per week, 52 weeks per year

If 25% of trip generators switched to transit for their transportation needs,
then the GHG reduction is 0.25 x 10,522,886 = 5, 157, 451 kg CO2 or **2630** tons of CO2

If 50% switched to transit for their transportation needs,
then the GHG reduction is 0.50 x 10,522,886 = 5,261,433 kg CO2 or **5261** tons of CO2

If 75% switched to transit for their transportation needs,
then the GHG reduction is 0.75 x 10,522,886 = 7,892,164 kg CO2 or 7892 tons of CO2

If 100% switched to transit for their transportation needs,
then the GHG reduction is **10,098** tons of CO2

Distances:

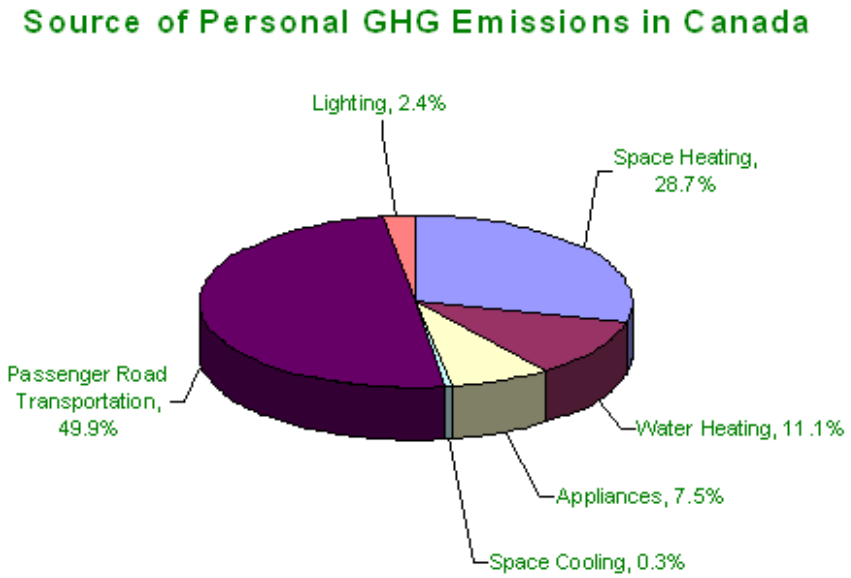
Bathurst to Belledune Transit Route 82 km round trip
Bathurst Transit Route 17.8 km round trip

Average distance transit ride round trip from outside Bathurst to the City of Bathurst: 10 km
Average distance of transit ride round trip within City of Bathurst: 10 km

Challenge for Canadians

YOUR CHOICES MAKE A DIFFERENCE

Most of the energy we use each day produces greenhouse gas (GHG) emissions from the burning of fossil fuels. On average, each Canadian generates just over five tonnes of greenhouse gases per year by driving vehicles, heating and cooling homes, washing and drying clothes and using other appliances. By making choices that reduce our GHG emissions, we are doing our part to address climate change.



There are many practical things you can do right away to reduce greenhouse gas emissions at home and on the road. Drive less often. Take the bus to work. Plant a tree in your yard. Use a push mower instead of a power mower. Make recycling a priority. Let your friends and family know what they can do. Simple things can make a big difference.

"Canadian motorists idle their vehicles an average of five to 10 minutes per day," said a Natural Resources news release. "A recent study suggests that in the peak of winter, Canadians voluntarily idle their vehicles for a combined total of more than 75 million minutes a day - equivalent to one vehicle idling for 144 years."

If idling was avoided - most cars are ready to go after 15 to 30 seconds - Canadians would save 1.8-million litres of fuel per day, preventing 4,500 tonnes of greenhouse-gas emissions from entering the atmosphere. Natural Resources Canada goes on to argue that, beside wasting money, fuel and contributing to pollution, idling damages an engine. That's because an idling engine runs at a cool temperature and does not burn all the fuel that leaves residue on the cylinder walls and can cause damage.

Furthermore, idling an engine does nothing to warm up other parts of the car. Other "myths" include the suggestion that starting and stopping a car causes wear and tear and that it uses up more fuel. "Believe it or not, more than 10 seconds of idling uses more fuel that restarting the engine," Natural Resources found. More frequent use of the starter and battery adds $10 a year to the maintenance of a car, far less than the money saved by using less fuel.

8. Municipal Environmental Performance

a. **"Integrated Community Sustainability Plan"**: needs to be developed. For Municipalities that have accepted the Infrastructure Canada Transit Gas Tax revenues and the general Gas Tax Revenues it is a mandatory criteria for each Municipality to develop submit their Integrated Sustainability Plan before 2010. Each Municipality is required to form a multi- stakeholder, multi- sartorial committee and to conduct consultations with their citizens on the development of this plan.

An "Integrated Community Sustainability Plan" means any existing or new long-term plan, developed in consultation with community members, for the community to realize sustainability objectives it has for the environmental, cultural, social and economic dimensions of its identity. These plans and indicators help Municipalities make decision based on the ***"triple bottom line"*** *principal of including economic, social and environmental targets and considerations in all decisions made by the Municipality to ensure long term sustainability of the community and quality of life of its residents.*

b. Quality of Life Indicators: should be developed. Many Municipalities also have not yet done this exercise. It is a very informative process and provides assistance when developing priorities for sustainability. Our organization, Bathurst Sustainable Development, would like to assist and participate with our City, region and our citizens on the development of the Integrated Community Sustainability Plan. It will be important that a broad spectrum of representation from all walks of life in our community are engaged in the development of the long term vision and plan.

c. Environmental Sustainability Guidelines: need to be developed in terms of future water resources, land use planning and climate change impacts on infrastructure and properties.

d. Transportation Demand Management System: needs to be developed with long term goals and objectives that will assist in supporting the transit initiative and multi- modal transportation options. BSD would like to work with the City and regional transit service on this initiative.

9. Reaching Maturity: Barriers and Challenges

It is expected that it will take three full years to reach maturity. The plan is to synthesise all of the information collected during the test in terms of which times and runs work best and were favoured by riders, allowing for winter driving conditions, which areas are riding well, where the best routes are and then publish one schedule that can be used year round for the coming year.

Winter and Road Conditions

Over the months since the pay per ride service began, we tracked and recorded a drop in rider numbers on storm days, during extreme heat waves and heavy rain days of close to 20%.

The snow storm which brought 70 centimetres of snow to our region and was followed by heavy rain 5 days later left public transit partially parallelized for several days. Many of the side streets where we pick up passengers were not accessible to the bus due to lack of street widening, lack of snow removal, high banks on the corners of the streets and no sidewalks. In many areas along the transit routes there still were no safe sidewalks four days after the storm. It is imperative that the City and Municipalities prioritizes snow removal along the transit routes to not only ensure that transit can safely operate but also to ensure public safety.

10. Bus Shelters

Riders experienced the "reality" of waiting for buses in the winter, with snow, freezing rain, bitter cold, slush and no bus shelters or benches. Shelters, placed along routes, between the naturally occurring shelters at major buildings, might help to increase rider counts in the winter months.

Shelters, which are an eligible expense under the Gas Tax Transit agreement, can provide a steady stream of revenue for transit systems. We had our first contract, slated for May 2006, from Statistics Canada. Unfortunately we had to cancel the contract since our service has been interrupted.

Each shelter, depending on the additional features selected, cost $8,000 installed with electrical included and $5,000 without electrical. There are also options of corner kiosks and benches to hold poster ads. Since several of the Bathurst Transit route streets are also Provincial highways advertisers would be very interested in this "new emerging region". Unfortunately no one would book ads with us until we have confirmation that the service is resuming and that the shelters are installed.

Some advertising companies have an arrangement where they will install and maintain the shelters at their cost in return for unlimited advertising spaces on and in the shelters. In this way a transit system can have shelters available without any capital cost required.

Bus stop sign and shelters will need to be provided by the city regardless of who operates the system. The implementation step includes determining the number of bus stop signs and parts required. Fixed-route stops should be located at major intersections and in front of major origins and destinations such as senior's centres, plazas and such.

Other steps include:

~ determine number and size of transit shelters and accessories required;
~ develop system identification (logos, colour scheme) on buses, shelters, and signage;
~ design and print fare media; and
~ define distribution system.

Maintenance Options

During the Test Project we paid a flat maintenance rate to Dupont of .55 cents per km traveled. The mileage was confirmed by way of a hubometer on each bus. General maintenance was done by Bathurst Heavy Equipment (BHE). When more complicated or electrical items needed to be completed mechanics from Dupont would come down to the City and do the necessary

repairs either at the bus storage building or at the BHE building. Dupont sub- contracted BHE for some of their maintenance agreement work. BHE provided “priority” service to the transit project and their service was excellent.

If smaller new buses are purchased or leased for the Regional Fleet service they will include a three year bumper to bumper warranty. This we believe will reduce maintenance costs to as low as .35 cents per km or less.

If one larger bus is purchased from Dupont, then it would be wise to maintain a maintenance contract with Dupont for as long as we own one of their buses since they are older and may have engine changes or transmission needs and because Dupont has mechanics who not only have a high level of knowledge of the electrical and specific maintenance of the transit buses but also travel around the Maritimes to go and do maintenance for their customers at other transit systems such as the one in P.E.I. They also share their expertise/ training with our local service businesses since they often use their repair bays to work on the Classic buses while in the City. This means we are building local knowledge that will help us to be self sufficient in our maintenance capabilities in the future. During the previous test project Bathurst Heavy Equipment learned a lot about maintaining the buses but for some items, it could take the BHE mechanics three times as long to identify the problem than it would a mechanic from Dupont.

Local service for maintenance for the buses would have to be put to out to contract tender and the tender awarded to the service provider who has the equipment, repair bays and expertise to get the job done.

The bus schedule is designed so that the three buses would rotate with two always spending the night in Petit Rocher and Belledune and one in town. If a spare bus is purchased there would be two in town. If they rotate like this it enables one to go for their servicing. Each driver would be responsible for washing their own buses at the end of their shift or before their shift starts. The smaller buses could be washed at the car washes or at the Nigadoo Truck stop.

Park and Ride Facilties

It is impossible for the system to service all streets and areas along the Northern route unless more buses were used which would increase operating costs. An option of how to provide services to these areas is to establish a few Park and Ride facilities which would increase riders.

For example, we have demand for service on Landry Street in Beresford but no where to turn the bus once in there and no exit route suitable. Laplant is also an area that is requesting service but there is not enough time in the schedule to go into the Laplant subdivision along Rt. 134.

Park and Ride designated areas are a vacant lot out by the bus route near these areas where riders could car pool out together, park there car for the day for free and then take the bus to work. It may be possible to develop a partnership with a near by Municipal building or unused building with a large parking lot that is already paved and designate that as a Park and Ride area.

The establishment of these sites would be a separate initative and would require separate infrastructure funding unless a suitable established parking lot can be designated.

11. Managing the Service

There are several options to managing the service.

Complete Privatization, where the City has absolutely no involvement. There is only one Municipality in Canada today where this format is used.

Partial Municipal Control comes with regulation. This would be similar to the existing taxi system, where operators are completely private ventures, but subject to some degree of municipal control though the regulation of the taxi by-law. Similar to deregulated privatization, no municipal funding is involved at this stage. Again, the absence of funding makes this model non-existent in the transit industry.

Complete Municipal Operation

The other extreme of the continuum is complete operation of the system. In this context, the City takes full responsibility for all aspects of the system. In some settings, external funding may still be acquired, for example, from the Province. In these cases, conditions may be set by the funding agency on the use of those funds. Beyond these conditions, however, the City has full control of all aspects of the service.

Contracted Service

This option involves the Municipality contracting the operation of the services to an external operator, under contract to the City. Within this option, there is also a range of applications, involving different levels of intervention by the city. As in the current case, city involvement in managing the service through contract management and monitoring could be quite passive. In other applications, the city could have considerable active involvement in the non-operating aspects of the service, including planning, complaints handling, revenue management and such. In these cases, responsibility for the management of the system could be delegate to a municipal department, or delegated to a newly formed commission, whose mandate is the effective delivery of transit services. This is a model with some precedent in Bathurst, including the operation of the airport and recreation centre. In the transit industry, contract management is a common model in small systems, particularly in Ontario.

Recommended Management Option

Our recommendation is that the 6 Municipalities form a Regional Transit Commission or Association and then either contract out the operation of the service to a group or an individual business. The Municipalities in this way maintain responsibility with the public, the planning and monitoring role. The contractor will then sub contract maintenance from private contractors in the municipalities.

This provides for the following benefits to the Municipalities and the transit service:

~ maintains accountability through the commission and responsibility to the public for the delivery of an effective transit system according to stated goals and objectives;
~ maintains control over expenditures, performance, policy, direction, resources, fares, and standards;
~ continues to support private sector involvement in service delivery;
~ minimizes costs associated with maintenance, storage and repair of vehicles and related equipment;
~ eliminates long-term commitments beyond contract;
~ minimizes ongoing municipal staff commitment; and

~ allows better monitoring control and service development,
~ allow the Municipal service to remain eligible for Provincial and Municipal funding opportunities.

Schedules

The various methods of presenting the schedules poses a challenge. When introducing transit to a population with various levels of transit knowledge and experience and reading skills the entire concept of how the bus travels and where it goes next will take a substantial amount of time for citizens to grasp onto how to read the schedule is. A great deal of human resource and promotion time is required for assisting new riders understand the schedule. In time, as enough citizens understand the schedule they will tell two friends and then they will tell two friends and so on.

During our consultations we showed citizens three schedule options- one from another transit system, one from our previous test project and a new format we have developed for comparison. The final schedule would be best presented which includes detailed time as in the test project but with stops listed on top this time and separate inserts for greater details of the Northern route from Beresford to Belledune.

The Plant

The full size transit buses need to have indoor shelter from November until March or April. It is simply too difficult to get windshields cleared for road safety, do the necessary cleaning of the buses and driver road checks if they are outdoors in the winter.

Smaller buses can be left outside and plugged in however during extreme cold events buses will be in service faster in the mornings if they are stored inside.

Transit Pass Vendors and Communication

Statistics from the Canadian Urban Transit association show that the more locations transit passes are available for sale the more it encourages rider numbers. It is important to find facilities and or partners in your City who have security at their buildings and who are willing to be transit pass vendors. For the test project we sold our passes at City Hall, the K.C. Irving Civic Center and at Jean Couth. The City had an internal electronic accounting service that is linked by GL code to the financial transactions of their front desk counters at both City Hall and K.C. Irving. When transit passes were sold the sale was entered into the Cities accounting programs. Jean Couth, a local pharmacy also had a coding system so that cashiers could enter the sale of the passes into their electronic sales programs. This provided an enormous assistance to the transit service. They are the only one of the 6 Municipalities with such an accounting service and it would be very beneficial to the Regional Service if they would agree to continue this service.

A Transit Information line where riders can call for basic information such as times of service is critical, but requires a part-time employee. Despite this service being available during the previous test project, the City was inundated with calls and inquiries. Even though we set up a transit information line and published the phone number on all schedules many people still called City Hall seeking information. We did not anticipate the heavy burden that this would place on City reception services. Since none of the City staff had used the service they had some difficulty answering the public’s questions at times.

It would be most helpful if each Municipality could be knowledgeable in how to read the schedule so that they could help citizens. Regular meetings and communications of the Transit Commission will help to

flow information to help improve services and public understanding of the service. Weekly or monthly printing of most frequent questions in the local papers might also help.

Revenue Processing

Cash revenues can be processed by contracting a boned security service however this can cost between $6000 to $10,000 and more per year depending on the amount of revenue that needs to be processed. During the previous test project, teams of two and three Transit Management staff would come together once per week to empty the coin vaults on the buses; roll the coins and make the weekly deposit. We developed weekly deposit sheets that required three verifications by two transit staff and one City employee. In this manner there was a verification, proper accounting and security of all cash revenues. The same system could be applied to the Regional Fleet service.

Marketing and Public Relations

The introduction of an innovative public transit system in Bathurst will require an investment in a marketing program aimed at attracting potential riders onto public transit. It was evident from the community surveys that there is sufficient interest in the community for public transit. However, it is imperative that all the potential market segments identified be made aware of the new service and how to use it.

One of the first tasks the transit marketing plan will be to get support and commitment for the service concept from the City, the business community and the area community and social agencies. A transit route guide is a vital component of an effective marketing plan for the transit system should be developed as a primary component. Flyers, public service announcements on TV and radio, media reports on the progress towards launch, speeches at local gatherings, “name the bus” campaigns, are other examples of low cost, effective marketing components of the overall plan.

For the general public, presenting the new transit system as being simple to understand and to use will require the printing and distribution of easy-to-read ride guides which provide rider information on routings, schedules and fares, and policy information. These guides will need to be accessible to many people with special needs, particularly those with low visual abilities and individuals with developmental disabilities. The guides will also need to be available in various formats, including printed materials, electronic, and web pages. This will encourage potential riders across the whole age spectrum to consider using the new service.

The route guide should also include how to request service, hours of service, frequency of service, a map outlining routes and areas of service, fares, stop locations, location of transit hubs, general information and contact numbers. Advertising on the route guides could also be a generator of revenue for the transit system and could help to offset costs of the marketing initiatives.

Although it's most important contribution to service success will be noted during the introductory phase of the service, a transit marketing program and budget for a less intense program should still be maintained and administered by the Commission. Although the route guide would be available to the general public, it will still be necessary to target specific market groups to make and keep transit in the forefront.

Partnership Opportunities

Federal Infrastructure Program

The 2004 federal budget formalized the Municipal and Rural Infrastructure program (MRIF), intensifying the previously-announced funding program over 5-years. The goal of this program is to provide some balance to the range of large funding announcements for large cities, by establishing a fund specifically for small cities and rural areas to support programs in transit, clean water and waste management. Specific details for this program are still pending.

Federal Tax rebates

The federal government has provides Municipalities a rebate of the current GST (currently 3 percent of municipal purchases), with the intent that these funds be used "for improved roads, better transit, clean water and expanded local services."

Green Municipal Enabling Fund

The Green Municipal Enabling Fund (GMEF) of FCM is funded through Infrastructure Canada and administered by the Federation of Canadian municipalities, and is designed to give municipalities the opportunity to explore opportunities prior to making investment decisions on elements of sustainable communities. Grants cover up to 50 per cent of eligible costs to a maximum grant of $100,000. GMEF is open to Canadian municipalities and their public-sector or private-sector partners. Applications are accepted each spring and autumn.

Green Municipal Investment Fund

The Green Municipal Investment Fund (GMIF) is a permanent revolving fund that supports the implementation of innovative environmental projects. Through GMIF, a municipal government can borrow at a preferred interest rate. Public and private-sector partners of municipal governments are also eligible for loans. GMIF finances up to 15 percent of the capital costs of a qualifying project. GMIF can also provide loan guarantees. Loan payback periods may range from four to ten years.

GMIF also provides grant funding for pilot environmental projects that are highly innovative, but have a loan payback period in excess of 10 years. Pilot projects with the potential for significant impact and replication on a regional or national basis are considered. Grant funding permits these projects to be structured in ways that offer acceptable payback periods and levels of risk.
Projects must improve air, water or soil quality, protect the climate or promote the use of renewable resources. They must also significantly improve environmental performance or energy efficiency in these areas of municipal infrastructure:

~ energy and energy services;
~ water;
~ solid waste management;
~ sustainable transportation services and technologies; and
~ integrated community projects.

Provincial Partnership

Public transit is an eligible expense under the Provincial transfers to Municipalities. The Municipalities could make a special request to the Province for an increase to help cover the Municipal subsidy cost.

Private Sector Partnership

Private sector opportunities can be explored through involvement with the BIA, Chamber of Commerce, visitor and convention bureau and other local agencies. Opportunities such as funding for Rider's Guide production in return for advertising space or commitments to long-term advertising contracts to ensure revenue streams are possibilities. The potential for community funding of the capital cost of public transit equipment such as ticket dispensers, shelters, passenger should also be explored.

Vehicle sponsorship for innovative technologies may be available through Sustainable Development Technology Canada, a group whose mandate includes supporting the introduction of hybrid bus technology in Canadian cities. However, given the costs of the vehicles involved, even with shared contributions, this is likely an avenue that should be reserved for the longer-term stable system.

Special initiative sources of funding such as the National Homeless Initiative sometimes are able to partner on transit projects and pilot projects as part of support service to prevent homelessness and to support employment. .

Municipal Subsidy Comparisons

Canadian Municipalities with Transit Systems	Population	Fleet	Costs	Municipal Contribution	Year Est.
1) Cobourg, Ontario	18,000	3	$331,117	$235,950	1976
2) Stratford	30,000	15	$1,698,660	$997,970	1952
3) Timmins	41,000	21	$2,992,685	$1,870,988	1975
4) Moose Jaw	34,185	8	$884,427	$698,539	1958
5) Prince Albert	35,000	10	$478,000	$337,053	
6) Whitehorse	23,205	9	$1,767,447	$1,499,980	1976
7) Yellowknife	18,000	8	$530,071	$324,000	1990
8) Grand Prairie	42,000	14	$1,300,206	$787,988	1981
9) Brandon	42,000	17	$2,726,922	$1,261,295	1957
10) Charlottown	30,000	6			2006
11) Corner Brook Nfld	20,000	6		Private Operator	
NB Cities:					
Fredericton	50,000	26	$2,718,538	$1,528,956	1975
Moncton	99,837	28	$3,212,175	$1,235,667	1980
Saint John, NB	122,678	49	$5,799,033	$2,123,232	1979

Canadian Urban Transit Fact Book- 2004 Operating Data

13. Summary of Recommendations

As a result of the study we recommend that this region needs an affordable bus service.

It is recommended that Council approve:

1. The implementation of a regional public transit bus system based on Option # 1 as described in this report;

2. That the management of the system is delegated as a Community Regional Transit Municipal Commission or Association established by the Councils and comprised of members from the Municipalities and the various interest groups throughout the community

3. That the Service Features be:

   ~ Hours of Service:
   ~ 6:30am- 7pm Monday to Friday;

   ~ mixed service frequency depending on zone

   ~ That the 6 Municipalities apply for Infrastructure Funding to purchase three transit buses purchase two transit buses with the capacity to seat between 24- riders seated and 15 standing

   ~ That the City consider using some of the gas tax monies to purchase and install 10 – 15 shelters throughout the City to allow for a revenue stream to be developed to support transit from advertising revenues;

   ~ Fare Structure- see fare structure sheet

14. Documents Available

Regional Fleet Transit Schedules
Bathurst Transit Map
Samples of Transit Passes

On behalf of Bathurst Sustainable Development and the citizens of Bathurst we wish to express that we are most grateful for the extensive support given to this project by the Transport Canada!

Public Transit…where ever life takes you!
CUTA

For more Information please contact:

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