

# HALIFAX

P.O. Box 1749  
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**Item No. 11.1.3**  
**Halifax Regional Council**  
**May 4, 2021**

**TO:** Mayor Savage and Members of Halifax Regional Council

**SUBMITTED BY:** Original Signed by   
\_\_\_\_\_  
Jacques Dubé, Chief Administrative Officer

**DATE:** April 27, 2021

**SUBJECT:** Proposed 2021/22 Budget and Business Plan

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## **ORIGIN**

Fiscal direction established during presentation of the Fiscal Framework on January 13<sup>th</sup>, 2021.

Budget committee debates on the Capital and Operating Budget(s) in 2021.

## **LEGISLATIVE AUTHORITY**

Halifax Charter, section 35 (1) The Chief Administrative Officer shall (b) ensure that an annual budget is prepared and submitted to the Council.

## **RECOMMENDATION**

It is recommended that Halifax Regional Council adopt the resolution approving the Operating Budget, Amended Capital Budget and Tax Rates for Fiscal 2021/22 as set out in Schedule 1 of the staff report dated April 27<sup>th</sup>, 2021.

## **BACKGROUND**

After reviewing individual Business Unit Budgets and debating the Budget Adjustment List (BAL), the Budget Committee approved final proposed spending on April 21<sup>st</sup>. This includes budgeted municipal expenditures of \$833<sup>1</sup> million and gross capital spending of \$177.9 million. The average single-family home tax bill will rise 1.0 per cent to \$2,036. The average commercial property tax bill will also rise 1.0 per cent to \$43,270. These increases are in line or below forecasted key economic indicators including inflation (Halifax-CPI), and real income growth.

## **DISCUSSION**

Preparing and finalizing a budget for the municipality is an extensive exercise which includes many iterative steps. With growth comes increased demand for municipal services in addition to the on-going maintenance of municipal buildings, roads, buses and other tangible and intangible assets.

Budgeted expenditures are returning to their pre-pandemic trend. While HRM has not had to make use of short-term loans through Nova Scotia Municipal Finance Corporation (NSMFC), it has made use of federal safe-restart funds to smooth pressure from non-tax revenue recoveries.

Municipalities and localities in advanced economies rely on property taxation as their major source of revenue. Demand for service changes and improvements have to be balanced against appropriate tax levies on residential and commercial properties. The proposed tax levy must be balanced against the ability of taxpayers to pay for those items and the broad competitiveness that the mix of services and taxes will support. While property tax is a visible tax, it is less responsive to short-run changes in economic conditions, making it a steady source of revenue for local governments.

The impact and uncertainty of COVID-19 has produced and exacerbated changes in government expenditure levels and behavior of firms and consumers. HRM's fiscal position has improved since the onset of COVID-19, in part due to unprecedented federal support to the household and business sectors, its robust financial position and a strong public health response to Covid-19 from Governments and citizens.

Medium-term impacts on the regional labour market and business productivity are unknown, but external shocks like a severe pandemic tend to produce long-lasting changes in product and labour markets across the economy, according to the Parliamentary Budget Office (PBO).

### **Financial and Budget Approach**

Regional Council's Fiscal Framework is designed to look out over the longer term with a one-year budget, a three - year overview as well as 20-year estimates. It focuses on balancing economic growth with four key inter-related areas: the operating budget and taxes; the capital budget; the municipality's debt stock and servicing costs; and reserve balances. This adopted framework is illustrated in Figure 1.

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<sup>1</sup> Figures have been rounded for presentation purposes

Figure 1 – 2021/22 Four Key Areas of Financial Management



During the Committee of the Whole on Budget meetings, each business unit presented proposed budgets to meet required fiscal direction. Combined with the fiscal services budget and provincial mandatory costs (\$173.8 million), total expenditures are **\$1,006.8 million**. In preparing proposed budgets, business units incorporated direction from Council, addressed inflation on goods and services, considered the ongoing recovery from and impact of the pandemic and identified cost reductions where practical. In the interest of full transparency, all changes included in proposed budgets were identified in each business unit presentation.

During the debate on the Budget Adjustment List (BAL), the Budget Committee added nearly \$11M in net expenditures (See Schedule 2). These adjustments consisted of ongoing, capital and one-time operating items. It also included savings. The one-time items were funded through a one-time withdrawal from the General Contingency Reserve (Q421). The remaining costs were funded through higher Deed Transfer Tax revenues, which resulted from stronger than anticipated economic growth. These higher revenues allowed not only for the funding of the ongoing and capital items but for lower than expected property tax rates.

<b>BAL Items and Funding</b>	
Ongoing and Capital Items	\$8,496,700
One-Time Items from Reserves	2,782,350
Savings	(308,500)
<b>Sub-Total</b>	<b>10,970,550</b>
Reserve Withdrawals	(2,782,350)
Deed Transfer Tax	(13,500,000)
<b>Sub-Total</b>	<b>(16,282,350)</b>
<b>Total</b>	<b>(5,311,800)</b>

The final average tax bill impacts for residential and commercial properties, including the impact of the higher Deed Transfer Taxes, are detailed below in Figure 2.

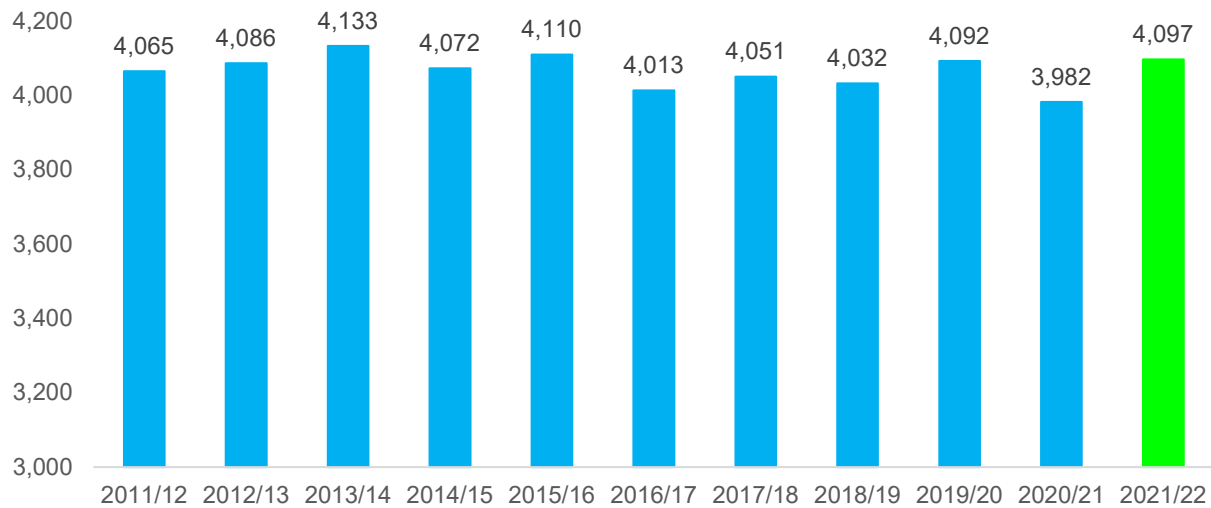
Figure 2 - Average Assessments, Tax Rates and Tax Bills

Residential	2020/21	2021/22	Δ 2020/21-2021/22	Δ% 2020/21-2021/22
<b>Average Assessment (Single Family Home)</b>	<b>\$247,200</b>	<b>\$250,400</b>	<b>\$3,200</b>	<b>1.3%</b>
Urban Tax Rate (Including Transit Rates)	0.815	0.813	(0.002)	-0.3%
<b>Average Tax Bill</b>	<b>\$2,015</b>	<b>\$2,036</b>	<b>\$21</b>	<b>1.0%</b>
Change in Average Tax Bill	1.4%	1.0%		

Commercial	2020/21	2021/22	Δ 2020/21-2021/22	Δ% 2020/21-2021/22
<b>Average Assessment</b>	<b>\$1,427,800</b>	<b>\$1,465,300</b>	<b>\$37,500</b>	<b>2.6%</b>
Urban Tax Rate	3.000	2.953	(0.047)	-1.6%
<b>Average Tax Bill</b>	<b>\$42,834</b>	<b>\$43,270</b>	<b>\$436</b>	<b>1.0%</b>
Change in Average Tax Bill	1.4%	1.0%		

Following formal adoption of the budget by Regional Council, business units have legal authority to spend resources as authorized in the Budget. Similar to previous fiscal years, expenditure and revenue growth are set to track regional economic forecasts. For historical context, real (inflation adjusted) municipal expenditures closely track Halifax-CPI (core-inflation).

Figure 3- Historic Real Per Dwelling Unit Municipal Expenditures (2021 dollars) 2011/12-2021/22



The upcoming Capital Budget allocates \$178 million in resources for 2021/22. Given federal policy changes to cost sharing programs and available reserve funding, new capital investment can fluctuate from year to year. As part of the Budget process, Regional Council has approved a \$177.9M Capital Budget. This budget is funded partly through \$52.6M in Capital from Operating, a direct transfer from the operating budget and \$45M in additional debt.

Figure 4 - 2021/22 Capital Budget

	2020/21	2021/22
Buildings/Facilities	\$40,255	\$34,811
Business Systems	14,702	19,637
District Capital Funds	754	1,504
Outdoor Recreation	3,980	10,010
Roads, Active Transportation & Bridges	50,645	61,334
Traffic & Streetlights	1,100	3,712
Vehicles, Vessels & Equipment	36,330	42,550
Other Assets	2,060	4,335
<b>Total</b>	<b>\$149,826</b>	<b>\$177,913</b>

In 2021/22 principal and interest payments supported through property tax total 4.7 per cent of Total Expenditures, well below the 15 per cent ceiling established for municipalities by the Province as an indicator of financial health. HRM's tax supported debt is estimated at \$241.2M at the end of 2021/22.

The municipality classifies its reserves into three main categories, each designed to reflect intended uses of reserves:

- Contingency funds for unforeseen financial risk such as emergencies or economic events;
- Savings funds for future obligations that the municipality expects to make such as a specific asset or other commitment; and,
- Contingency funds for opportunities, such as federally cost shared programs or strategic initiatives

Reserve balances are projected to be \$311.7M at the end of 2021/22.

Figure 5 - Reserve Budget

	2020/21	2021/22	2022/23	2023/24	2024/25
Risk Reserves	48.0	15.1	15.4	15.7	16.0
Obligation Reserves	86.5	59.5	40.5	38.6	38.4
Opportunity Reserves	154.2	237.1	271.1	285.7	325.6
<b>Total</b>	<b>288.7</b>	<b>311.7</b>	<b>327.0</b>	<b>340.0</b>	<b>380.0</b>

Development of "Strategic Initiative" reserves is underway. This is for projects that are tied to an approved Council strategy and are significant enough to lead to a discernable increase in the tax rate or special funding that is outside the normal budget process.

## **FINANCIAL IMPLICATIONS**

This report provides aggregate figures from proposed Operating, Capital and Reserve budgets. Formal budget approval complies with relevant provincial legislation and regulation, upon adoption of the 2021/22 budget, HRM will have legal authority to expend resources for the 2021/22 fiscal year.

## **RISK CONSIDERATION**

Risks related to the recommendations in this report are related to divergences in economic conditions from the forecast. These risks are considered moderate probability in nature due to the current state of COVID-19 and the correlation between short-term economic recovery and public health data.

## **COMMUNITY ENGAGEMENT**

Citizen engagement has been conducted to gauge citizen attitudes towards services and taxes. Budget Consultations included an opportunity for the Public to virtually attend the Business Unit draft budget presentations to Committee of the Whole and provide their comments.

The 2020 Municipal Budget Survey intended to inform the 2021/2022 planning cycle was conducted online and in local newspapers between November 5th and December 14th, 2020. The survey was available to all HRM residents and received 4,312 responses to a variety of budget, planning, and priorities questions. The full results of the 2020 Municipal Budget Survey was provided in an information report presented to Regional Council on January 26, 2021.

## **ENVIRONMENTAL IMPLICATIONS**

No environmental implications were identified.

## **ALTERNATIVES**

The Committee of the Whole can choose to amend the Proposed Budget and Business Plan through specific motion, and direct staff to proceed to prepare the 2021/22 Budget and Business Plan based on that amended direction. As the Budget Committee has had considerable debate on various budget options, this alternative is not recommended.

## **ATTACHMENTS**

Schedule One                      Resolution for Approval of Operating and Capital Budget and  
Tax Rates for Fiscal 2021/22

Schedule Two                      Approved Budget Adjustment List

Attachment A Tax Area Map

Attachment B Regional Transportation Area

Attachment C    Schedule of Multi-Year Projects

Attachment D Schedule of Withdrawals from Reserves – 2021/22

Attachment E 2021/22 Annual service Plan Halifax Transit

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A copy of this report can be obtained online at [halifax.ca](http://halifax.ca) or by contacting the Office of the Municipal Clerk at 902.490.4210.

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**HALIFAX REGIONAL MUNICIPALITY****Proposed 2021/22 Operating & Capital Budget****RESOLUTION for Approval of Operating & Capital Budget and Tax Rates for Fiscal  
2021/22**

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It is hereby resolved that:

- a) the Operating Budget in the amount of **\$1,006,782,700** gross expenditures (which includes **\$833,026,200** in municipal expenditures including the reserve withdrawals specified in the Operating and Capital Budget); **\$773,880,100** in property tax revenues (including area rate revenues) and **\$232,902,600** in other revenues be approved;
- b) the Capital Budget in the amount of **\$177,912,850** be approved;
- c) the general rates of taxation on residential and resource property be set at
  - (i) **\$0.667** for the urban area
  - (ii) **\$0.634** for the suburban area; and
  - (iii) **\$0.634** for the rural areaper \$100 of taxable assessment;
- d) the general rates of taxation on commercial property be set at
  - (i) **\$2.953** for the urban area;
  - (ii) **\$2.953** for the suburban area; and
  - (iii) **\$2.616** for the rural areaper \$100 of taxable assessment;
- e) the Halifax Transit Annual Service Plan and the tax rates associated with Transit Taxation be set at
  - (i) **\$0.047** for the Regional Transportation tax rate;
  - (ii) **\$0.099** for the Local Transit tax rateper \$100 of taxable assessment;
- f) (i) the boundaries of the urban, suburban and rural areas are delineated in Attachment A, the "Tax Area Map";  
(ii) the boundary of the Regional Transportation Area includes all properties within communities included within Attachment B, the "Regional Transportation Area"; and,  
(iii) the boundary for the Local Transit area includes all properties within 1km walking distance of any HRM transit stop;

- g) **Fire Protection** rates shall be set at the rate of **\$0.013** per \$100 for all residential and resource assessment and at **\$0.037** per \$100 of the commercial assessment for properties which are within 1,200 feet of a hydrant that is designed and operated for public fire protection purposes;
- h) the **Provincial Area Rate for Mandatory Education** on residential and resource property be set at the rate of **\$0.305**; and at a rate of **\$0.305** for all commercial assessment;
- i) the **Provincial Area Rate for Property Valuation Services** on residential and resource property be set at the rate of **\$0.014**; and at a rate of **\$0.014** for all commercial assessment;
- j) the **Provincial Area Rate for Corrections Services** on residential and resource property be set at the rate of **\$0.013**; and at a rate of **\$0.013** for all commercial assessment;
- k) the **Provincial Area Rate for Metro Regional Housing Authority** on residential and resource property be set at the rate of **\$0.009**; and at a rate of **\$0.009** for all commercial assessment;
- l) **Supplementary Education**, under Section 80 of the *Halifax Regional Municipality Charter*, shall be set at the rate of **\$0.022** per \$100 of the residential and resource assessment and at **\$0.063** per \$100 of the commercial assessment;
- m) the final tax bills will become due on **Friday, October 29, 2021**;
- n) the interest rate on the Special Reserve Funds, designated as requiring interest under Section 121(2) of the Halifax Charter, be set at the rate of return on funds invested by HRM for the period April 1, 2021 to March 31, 2022;
- o) the interest rate on all reserves except for those identified in (n) above will be set at the rate of return on funds invested by HRM for the period April 1, 2021 to March 31, 2022;
- p) Withdrawals from Reserves (capital and operating) in the amount of **\$111,119,950** are approved, as detailed in Attachment D "Schedule of Withdrawals from Reserves - 2021-22"; and,
- q) Multi-Year Projects are approved in the amount of **\$539,543,000** from 2021/22 to 2028/29, found in the "Schedule of Multi-Year Projects" in Attachment C are approved.

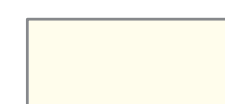
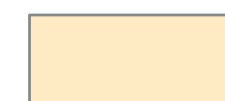




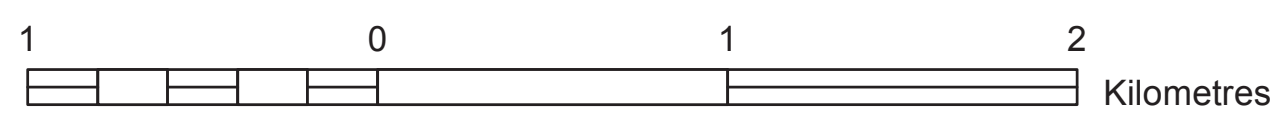
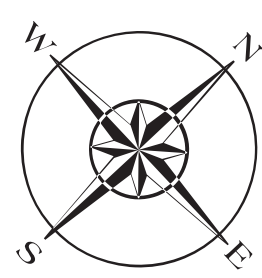
## Approved Budget Adjustment List Summary

Adjustment Item	21/22 Amount	Recurrence	Capital / Operating	Funding Source
Anti-Black Racism Project	\$ 72,500	On-going	Operating	Deed Transfer
Council Newsletter Funding	\$ 56,000	On-going	Operating	Deed Transfer
Contract Expert For IT Audit	\$ 71,100	One-time	Operating	Deed Transfer
Increase non-profit tax rebate for affordable housing from 25% to 50% starting in fiscal 21/22	\$ 446,000	On-going	Operating	Deed Transfer
Body Worn Video Project Coordinator (12 month term)	\$ 85,000	One-time	Operating	Deed Transfer
Journey to Change Training	\$ 60,000	On-going	Operating	Deed Transfer
Court Disposition Clerk	\$ 85,800	On-going	Operating	Deed Transfer
Library Food Program	\$ 50,000	On-going	Operating	Deed Transfer
Library Electronic Resources	\$ 100,000	On-going	Operating	Deed Transfer
Traffic Calming Budget Increase	\$ 1,000,000	One-time	Capital	Capital From Operating
Weekly Organics Collection: Reduce to bi-weekly	\$ -	On-going	Operating	Deed Transfer
Bi-Weekly Recycling (Blue Bag) Collection: Service Impact: Reduce to bi-weekly service (\$308,500 in year 1, \$850,000 in year 2)	\$ (308,500)	On-going	Operating	Deed Transfer
Mobile Household Special Waste Events (x6)	\$ 115,000	On-going	Operating	Deed Transfer
Enhanced Transit Stop Clearing (48 to 24 hrs)	\$ 2,000,000	On-going	Operating	Deed Transfer
Non-Accepted Streets (land title search - Capital)	\$ 400,000	One-time	Capital	Capital From Operating
COVID Event Grant Program & Recovery Event Program	\$ 750,000	One-time	Operating	Reserve Funding (Q421)
Discover Halifax – Destination Management-Integrated Tourism Master Plan/COVID Recovery	\$ 250,000	On-going	Operating	Deed Transfer
Multi-District Facility Subsidy Request – COVID impacts to Revenue Shortfall/Expense	\$ 1,757,350	One-time	Operating	Reserve Funding (Q421)
Public Art at Queen's Marquee	\$ 125,000	One-time	Operating	Reserve Funding (Q421)
Multi Service Youth Centre - Future Commitment	\$ 85,000	On-going	Operating	Deed Transfer
Report on E.coli Microbial analysis in First Lake	\$ 150,000	One-time	Operating	Reserve Funding (Q421)
Heritage Conservation District Grant Funding	\$ 250,000	On-going	Operating	Deed Transfer
All positions as outlined in the P&D Presentation: - 3 Planner I Positions \$241,800 - 3 Assistant Building Officials \$227,400 - 3 Compliance Officer I Positions \$227,400 - 1 Senior Program Engineer \$108,700	\$ 805,300	On-going	Operating	Deed Transfer
Costs associated with in-year staffing requirements (2.25 in year 2)	\$ 1,250,000	On-going	Operating	Deed Transfer
Measures necessary to achieve 75% of the goals established in the Urban Forestry Plan over next 3 years and financial implications (BN008)	\$ 1,315,000	One-time	Capital	Capital From Operating

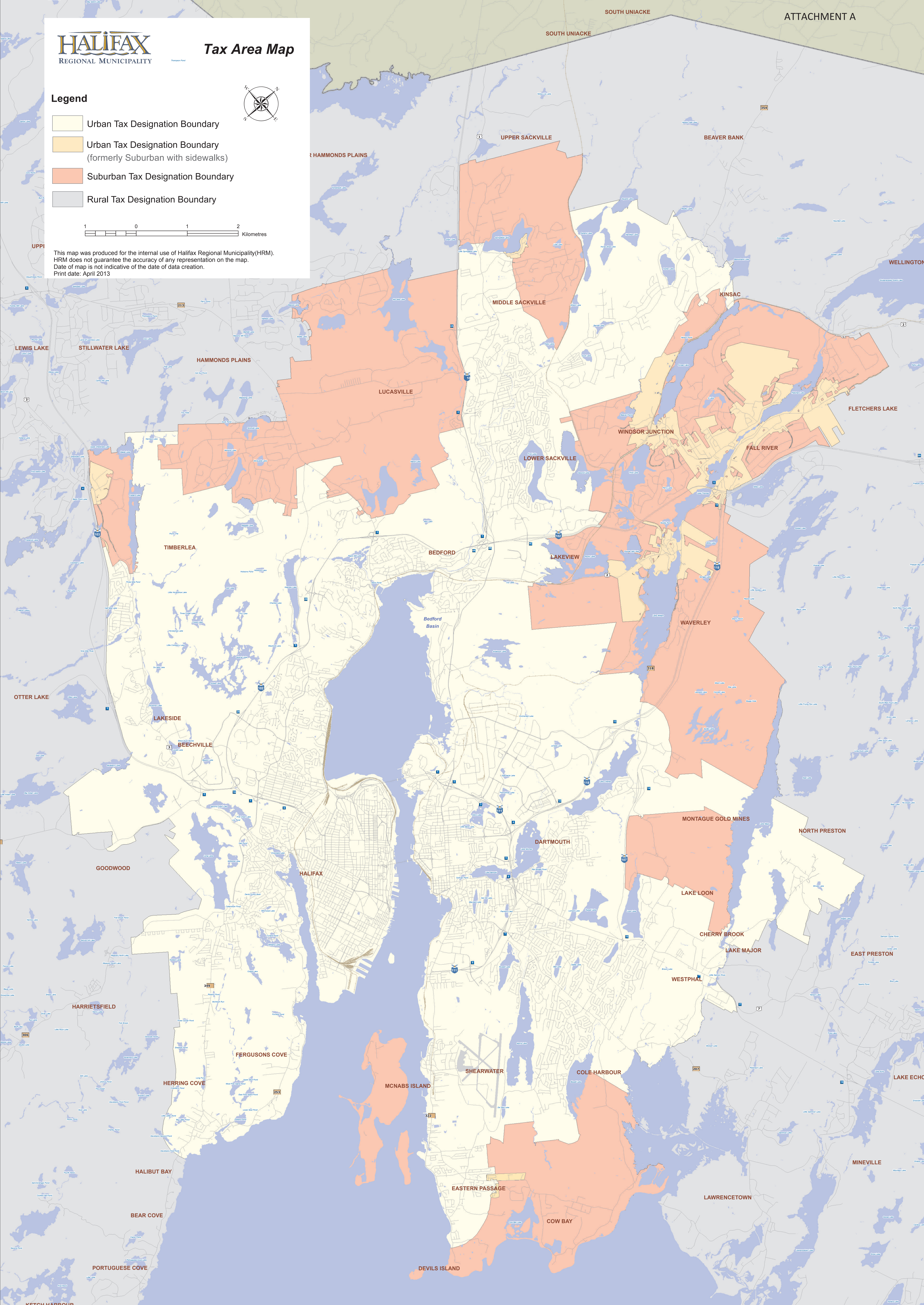
**TOTAL OF ALL ADJUSTMENTS**
**\$ 10,970,550**

**Legend**

-  Urban Tax Designation Boundary
-  Urban Tax Designation Boundary (formerly Suburban with sidewalks)
-  Suburban Tax Designation Boundary
-  Rural Tax Designation Boundary



This map was produced for the internal use of Halifax Regional Municipality (HRM). HRM does not guarantee the accuracy of any representation on the map. Date of map is not indicative of the date of data creation. Print date: April 2013





## ATTACHMENT C

### 2021/22 Capital Multi-Year Projects

Project Account #	Project Name	Previous Yrs' Gross Budget	2020/21 Capital Budget	2021/22 Capital Budget	2022/23 Capital Budget	2023/24 Capital Budget	2024/25 Capital Budget	2025/26 Capital Budget	2026/27 Capital Budget	2027/28 Capital Budget	2028/29 Capital Budget	Grand Total
CV210011	Beechville Lakeside Timberlea Recreation Centre Recap	-	-	500,000	4,000,000	4,750,000	2,500,000	-	-	-	-	11,750,000
CT000007	Cogswell Interchange Redevelopment	19,410,000	-	-	16,030,000	36,285,000	18,275,000	5,000,000	-	-	-	95,000,000
CI990020	CRM Software Replacement	929,000	-	-	-	800,000	2,800,000	1,500,000	-	-	-	6,029,000
CV210011	Electric Bus Procurement	-	-	900,000	55,218,000	40,687,000	-	-	-	-	-	96,805,000
CI200002	Finance & HR Business Transformation	14,869,000	7,893,000	11,990,000	1,575,000	-	-	-	-	-	-	36,327,000
CB210020	Halifax Common Pool Reconstruction	-	-	900,000	7,500,000	7,300,000	-	-	-	-	-	15,700,000
CI210014	Identity & Access Management	-	-	250,000	1,250,000	250,000	-	-	-	-	-	1,750,000
CB000089	Mackintosh Depot Replacement	3,000,000	6,500,000	4,500,000	7,100,000	-	-	-	-	-	-	21,100,000
CT200002	Major Strategic Multi Modal Corridor: Bayers Road	3,500,000	200,000	2,700,000	2,500,000	-	-	-	-	-	-	8,900,000
CV210013	Mill Cove Ferry Service	-	-	2,900,000	3,500,000	-	3,200,000	12,400,000	23,100,000	56,400,000	33,000,000	134,500,000
CM180008	Moving Forward Together Plan	12,612,000	3,470,000	8,000,000	5,350,000	-	-	-	-	-	-	29,432,000
CB000125	Ragged Lake Transit Centre Expansion	2,000,000	3,500,000	2,000,000	8,000,000	-	-	-	-	-	-	15,500,000
CB210018	Sheet Harbour Fire Station	-	-	400,000	4,600,000	500,000	-	-	-	-	-	5,500,000
CB000080	Sheet Harbour Recreation Centre	700,000	3,000,000	700,000	9,000,000	550,000	-	-	-	-	-	13,950,000
CT190010	Windsor Street Exchange	500,000	1,800,000	-	3,400,000	-	-	26,100,000	15,500,000	-	-	47,300,000
	<b>Grand Total 2021/22 Multi-Year Projects</b>	<b>57,520,000</b>	<b>26,363,000</b>	<b>35,740,000</b>	<b>129,023,000</b>	<b>91,122,000</b>	<b>26,775,000</b>	<b>45,000,000</b>	<b>38,600,000</b>	<b>56,400,000</b>	<b>33,000,000</b>	<b>539,543,000</b>

This list supercedes the 2020/21 Multi-Year Projects schedule in Attachment C, June 9, 2020

## Statement of Reserve Withdrawals

Reserve	Withdrawals	Amount	Total	
Q416	Operating Stabilization Reserve	Operating - Rent for Police space	258,400	258,400
Q421	General Contingency Reserve	Operating - Bus Stop Theatre Grant	125,000	
		Operating - Insurance	1,800,000	
		Operating - Federal Safe Restart	31,000,000	
		Operating - COVID Event Grant Program & Recovery Event Program	750,000	
		Operating - Multi-District Facility Subsidy Request – COVID impacts to Revenue Shortfall/Expense	1,757,350	
		Public Art at Queen's Marque	125,000	
		Operating - Report on E.coli Microbial analysis in First Lake	150,000	35,707,350
Q506	Landfill Closure & Post Closure Reserve	Operating - Mengoni Environmental Monitoring	22,000	
		Capital - Environmental Monitoring Site Work 101 Landfill	40,000	62,000
Q521	Convention Centre Reserve	Operating - Convention Centre Annual Rent & Operating Costs	9,567,000	9,567,000
Q526	Capital Fund Reserve	Capital - Energy Efficiency Initiatives	2,000,000	
		Capital - Bedford West Road Oversizing	1,800,000	
		Capital - Bedford Outdoor Pool	100,000	
		Capital - Conventional Bus Replacement	871,500	
		Capital - Ferry Overhaul and Capital Upgrades	500,000	
		Capital - Fire Station 2, University Ave Recap	1,000,000	
		Capital - Fort Needham Washrooms	875,000	
		Capital - Halifax City Hall/Grand Parade Restore	150,000	
		Capital - Municipal Fleet Expansion	2,870,000	
		Capital - Park Recapitalization	4,940,000	
		Capital - Sheet Harbour Fire Station	400,000	
		Capital - Moving Forward Together Plan	5,000,000	
		Capital - Wharf Recapitalization	3,000,000	
		Capital - Mackintosh Depot Replacement	4,500,000	
		Capital - Access-A-Bus Replacement	1,370,000	
		Operating - Real Estate Costs	146,000	
		Operating - Legal costs for real estate	10,000	29,532,500
Q531	Fleet Vehicles & Equipment Reserve	Capital - Opticom Signalization	72,000	
		Capital - Police Fleet Replacement	45,000	
		Capital - Police Services Equipment Replacement	76,000	193,000
Q541	Building Recapitalization and Replacement Reserve	Operating - Spencer House Renovations	30,000	30,000
Q546	Multi-District Facilities Reserve	Capital - BMO Centre	250,000	
		Capital - RBC Centre	150,000	
		Capital - Scotiabank Centre	1,000,000	
		Capital - Cole Harbour Place	165,000	
		Capital - Multi-District Facilities-Upgrades	225,000	1,790,000
Q556	Solid Waste Facilities Reserve	Capital - Burnside Composting Facility Repairs	301,000	
		Capital - Replacement Green Carts	410,000	
		Capital - Materials Recovery Facility Repairs	330,000	
		Capital - Ragged Lake Transit Centre Expansion	270,000	
		Capital - Regional /Wilderness Park Development	1,100,000	2,411,000
Q606	Strategic Capital Reserve	Capital - Halifax North Memorial Public Library	500,000	500,000
Q611	Parkland Development Reserve	Capital - Parkland Acquisition	500,000	500,000
Q616	Business/Industrial Park Expansion	Operating - Real Estate Cost	45,500	
		Operating - Real Estate Salary Recovery	200,000	245,500
Q621	Community and Events Reserve	Operating - Cultural Events & Showcase Program	200,000	
		Operating - Public Art operating and program costs	90,000	
		Operating - Program Grant Costs	60,000	
		Operating - Hallmark, Tourism and Sporting events grant	558,000	
		Operating - Hosting	200,000	
		Operating - Hakkodate Xmas Tree	9,000	
		Operating - Policy & Strategic Plan	-	1,117,000
Q626	Gas Tax Reserve	Capital - project funding	26,265,000	26,265,000
Q631	Debt Principle and Interest Repayment	Operating - LED	2,741,200	2,741,200
Q640	Density Bonus Reserve	Operating - Social & Economic Research	200,000	200,000
<b>Total Withdrawals</b>				<b>\$ 111,119,950</b>

2021/22

Annual Service Plan

**HALIFAX**  
TRANSIT



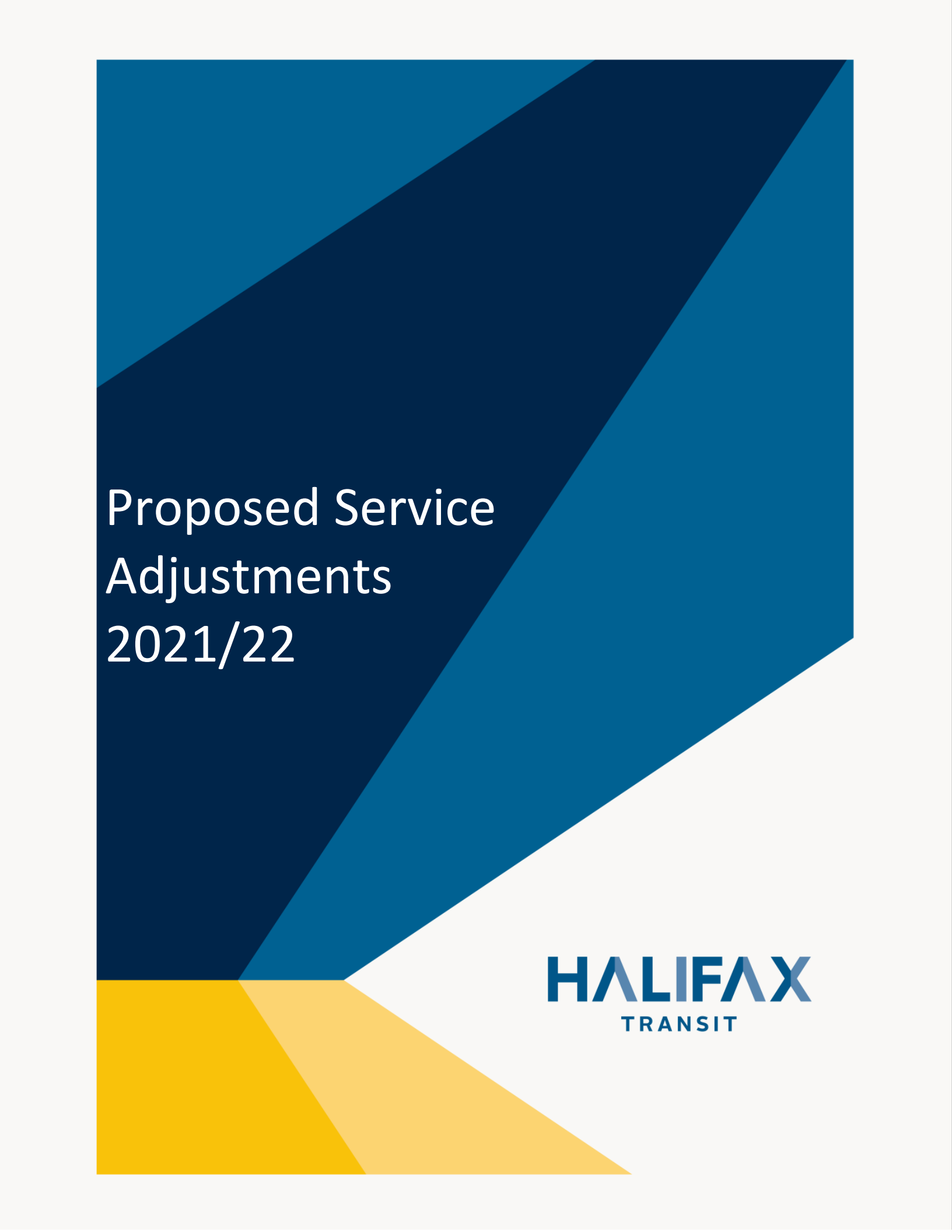


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The background features a large, abstract geometric design. It consists of several overlapping shapes in shades of blue and yellow. A dark blue shape is on the left, a medium blue shape is on the right, and a yellow shape is at the bottom. The shapes are arranged in a way that creates a sense of depth and movement.

# Proposed Service Adjustments 2021/22

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## Proposed Service Adjustments 2021/22

This *Annual Service Plan* outlines upcoming adjustments for Halifax Transit's *Moving Forward Together Plan* in the fiscal year 2021/22. This redesigned transit network represents a significant improvement to existing transit service in Halifax, prioritizing service to areas with high ridership and areas with higher ridership potential. The plan proposes new service in growth areas and reduces inefficient, low ridership services. It describes a network which is easier to understand and easier to navigate for existing and potential transit users and identifies a clear need for the introduction of Transit Priority Measures to make transit service faster and more competitive with private vehicles. It also provides a more consistent and cohesive approach to service provision, designed to better meet the needs of residents today and into the future.



Service changes described in the *Moving Forward Together Plan* are being implemented over several years. The implementation of the redesigned network, on an annual basis, is contingent on resource availability and is subject to change. The 2020/21 *Annual Service Plan* proposed service changes to seven routes however due to the Covid-19 pandemic, the planned *Moving Forward Together Plan* service changes were not completed. Those route changes planned for the 2020/21 year are included in the proposed changes for the 2021/22 fiscal year as outlined.

The focus of the changes in this upcoming year will be the 16 routes that surround the Portland Hills Terminal, resulting in significant changes in Cole Harbour, Dartmouth, and surrounding communities. Although these routes originate at Portland Hills Terminal, they travel throughout the municipality, and the service changes will result in impacts to passengers in Halifax and Spryfield as well. In addition, the seven route adjustments being carried forward from 2020/21 include restructuring of service in Eastern Passage/Woodside, changes to two routes impacting Halifax, two in Dartmouth/Port Wallace/Waverley area, and changes to a Spryfield/Cowie Hills express route. Halifax Transit also anticipates the opening of the West Bedford Park & Ride will align with the service changes and therefore is making minor modifications to four routes in West Bedford to have them service the Park & Ride. Combined, this is more *Moving Forward Together Plan* changes being implemented than in any other year. Several other factors, including a major project to implement new scheduling software, and the ongoing Covid-19 pandemic have the potential to significantly reduce available staff resources for 2021/22.

### Variability of this Plan

As the number of routes impacted by service changes increases, the more difficult it becomes to accurately anticipate the resources required to make the changes. As multiple routes undergo changes in service, not only is the service provided to customers impacted, but the changes also impact the underlying operational structure of the schedules, including interlining opportunities for routes, layovers, and deadheading. These operational elements can be more accurately estimated for smaller scale service

changes, but the level of efficiencies that can be achieved when modifying multiple routes is less predictable. As a result, when service adjustments are operationalized, they may require more, or less resources than anticipated.

Groupings of potential service adjustments have been proposed for 2021/22, which could largely be implemented independently of one another. The groupings represent those changes that must be made together. Halifax Transit aims to implement both service adjustment groupings on November 22, 2021; however, this is subject to resource availability, detailed schedule adherence data and the status of the ongoing pandemic. Should it not be possible to implement all the adjustments outlined below, any deviations from this plan will be outlined in the 2020/21 Q4 Report scheduled for presentation to the Transportation Standing Committee on July 22, 2021.

### **Modifications to this Plan**

There is a long lead time required to implement routing and schedule changes and these are typically finalized six to twelve months prior to the launch date. Any changes that occur after this time period cannot be easily incorporated into public facing data and information and can lead to passenger confusion. Furthermore, depending on the extent of the changes, they may not be achievable within the allotted running time, having budget and resource impacts, or may result in unnecessary bus stop infrastructure costs. As such, it is critical that the *Annual Service Plan*, including the routing changes contained within, be approved by Regional Council as part of the budget approval process.

### **Detailed Service Adjustments**

The following service adjustments are planned for implementation in 2021/22. Maps for all new routes can be found in Appendix A.

Grouping	Route	Details	Hours	Cost
A	60 & 63 / 6+	Routes 60 Eastern Passage and 63 Woodside will be replaced by a new corridor route; Route 6 A/B/C Eastern Passage	0	\$88,000
	7/7+	Route 7 Robie will be replaced by a new corridor route; Route 7 A/B Peninsula	6,500	\$432,000
	5/26	Route 5 Chebucto will be replaced by Route 26 Springvale and undergo routing and scheduling adjustments	-300	(\$20,000)
	54	Route 54 Montebello will be replaced by the new Route 54 Montebello	2,400	\$185,000
	55	Route 55 Port Wallace will be replaced by Route 55 Waverley	400	\$3,000
	32/127	Route 32 Cowie Hill Express will be replaced by Route 127 Cowie Hill Express	0	\$0
	<b>Grouping A Total</b>			<b>9,000</b>
B	5	New Corridor route; Route 5 Portland	35,900	\$2,445,000
	14/24	Route 14 Leibling Park will be replaced by Route 24 Leibling Park	12,700	\$705,000
	53	Route 53 Notting Park will be replaced by Route 53 Highfield	1,900	\$129,000
	57	Route 57 Russell Lake will be replaced by Route 57 Portland Estates	-13,400	(\$956,000)
	62	Route 62 Wildwood will be replaced by Route 62 Grahams Grove	-2,700	(\$185,000)
	63	New Route 63 Mount Edward	8,800	\$654,000
	66/67	Route 66 Penhorn will be replaced by Route 67 Baker	-1,900	(\$24,000)
	58/158	Route 58 Woodlawn will be replaced by the new Route 58 Woodlawn and Route 158 Woodlawn Express	-1,600	(\$78,000)
	59/159	Route 59 Colby will be replaced by the new Route 59 Colby and Route 159 Colby Express	-16,400	(\$1,051,000)
	61/161	Route 61 North Preston will be replaced by the new Route 61 North Preston and Route 161 North Preston Express	-12,200	(\$919,000)
	65/165	Route 65 Caldwell will be replaced by the new Route 65 Caldwell and Route 165 Caldwell Express	1,200	\$100,000
	68/168+	Route 68 Cherry Brook will be replaced by the new Route 68 Cherry Brook and Routes 168A Auburn/168B Cherry Brook Express	0	\$103,000
	78/178	Route 78 Mount Edward Express will be replaced by Route 178 Mount Edward Express	-700	(\$53,000)
	79/179	Route 79 Cole Harbour Express will be replaced by Route 179 Cole Harbour Express	-700	(\$53,000)
159	Route 159 Portland Hills Link will be removed, the service will be replaced by a combination of other routes listed here.	-11,500	(\$865,000)	
401	Rural Route 401 Porters Lake will be adjusted to undergo schedule adjustments	0	\$0	
<b>Grouping B Total</b>			<b>-800</b>	<b>(\$47,000)</b>
C	90 91 433	Routes 90, 91, and 433 will undergo minor routing adjustments to service the West Bedford Park & Ride.	0	\$0
	194	Route 194 will undergo minor routing adjustments to service the West Bedford Park & Ride. Resources have been retained to allow for four additional trips as required, in both the AM and PM peak periods to align with the launch of the Park & Ride.	2,426	\$217,716
	<b>Grouping C Total</b>			<b>2,400</b>
<b>Grand Total</b>			<b>10,600</b>	<b>\$858,000</b>

## Grouping A

### Corridor

#### Routes 60 Eastern Passage and 7 Robie

- These existing routes will be discontinued and replaced with new corridor routes.

#### Route 6A Woodside/6B Eastern Passage/6C Heritage Hills

- This new corridor route will be introduced.
- This route will be a branched route, with three branches, A, B and C, serving Woodside, Eastern Passage and Heritage Hills respectively. This will reduce the amount of service on the Cow Bay Road, Caldwell Road, Shore Road loop and will increase service to Heritage Hills, which currently only receives weekday peak hour service, providing more equitable service to these two areas.
- Routes 60 Eastern Passage/Heritage Hills and 63 Woodside will be removed with this service change. No service will be provided on Irving Street, Franklyn Street or Everette Street.

#### Route 7 Peninsula

- The Route 7 Peninsula will provide corridor level service between the north and south of the peninsula.
- This route will travel a similar routing and provide similar level of service as the existing Route 7. It will operate as a two-way loop to simplify the routing; Route 7A will travel clockwise and Route 7B with travel counter clockwise, enabling frequent transfer connections with other routes.
- Routing and bus stops will be adjusted in the north end of the Peninsula to accommodate this change.

### Local

#### Routes 5 Chebucto and 63 Woodside

- These existing routes will be discontinued and replaced with new routes.

#### Route 26 Springvale

- This new route will provide service between Springvale and Mumford Terminal.
- This route will follow the same routing as the existing Route 5 Chebucto, but will not continue beyond Mumford Terminal to downtown Halifax, to reduce redundancy with the abundance of other available routes serving Mumford Terminal to downtown.

#### Route 54 Montebello

- The new Route 54 Montebello will provide service between Montebello, Alderney Ferry Terminal and the Bridge Terminal.

- This route will follow the same routing between Montebello and Alderney Ferry Terminal as the existing Route 54 Montebello but will be extended to provide a connection to the Bridge Terminal.
- In order to provide additional service to the Keystone Village/Montebello area, the route will travel Breeze Drive, Columbo Drive and Appian Way, and therefore will not be travelling along small portions of Breeze Drive and Appian Way on which the existing route currently operates.

#### **Route 55 Waverley**

- The new route 55 will follow the same routing between Craighburn Drive and Ochterloney Street but will be adjusted to service both the Alderney Ferry Terminal and Bridge Terminal by travelling Wyse Road, Alderney Drive, King Street, Queen Street and Ochterloney Street.
- Service to the Portobello turning loop will be discontinued, due to low ridership. The new route will travel Waverley Road only as far as Charles Keating Drive/Montague Road and will travel Charles Keating Drive and a portion of Craighburn Drive along its new route.

#### *Express*

##### **Route 32 Cowie Hill Express**

- This existing route will be discontinued and replaced by new Route 127.

##### **Route 127 Cowie Hill Express**

- This new route will provide peak hour express service from Cowie Hill and surrounding areas to downtown Halifax in the AM peak and in the opposite direction at PM peak.
- This new route will have the same level of service and follow similar routing as Route 32 Cowie Hill Express, but travelling on Chebucto Road instead of Quinpool Road to be consistent with other express service routing, this route was shown on Quinpool Road in the *Moving Forward Together Plan*.
- Routing will be adjusted slightly to provide service to Long Lake Village, removing service from Old Sambro Road east of Dunbrack Street.

#### *Grouping B*

#### *Corridor*

##### **Route 5 Portland**

- This new route will provide corridor level service between Portland Hills Terminal and downtown Halifax 7 days/week.
- The route will not have a peak extension to Summer Street as outlined in the *Moving Forward Together Plan* and will instead terminate at Scotia Square, as recommended in the *Moving Forward Together Plan - Corridor Review Report*, prepared by Stantec.



*Local***Routes 14 Leiblin Park, 53 Notting Park, 57 Russell Lake, 62 Wildwood, 66 Penhorn, 58 Woodlawn, 59 Colby, 61 North Preston, 65 Caldwell and 68 Cherry Brook**

- These existing routes will be discontinued or modified, and for simplification will be considered replaced with new routes.

**Route 24 Leiblin Park**

- This new route will provide local service 7 days/week between Leiblin Park and the universities in the south end of Halifax Peninsula.
- The new route will terminate near Saint Mary's University and will not provide service between Saint Mary's University and Scotia Square.
- Route 24 Leiblin Park will follow the same routing between Leiblin Park and South Street as the existing Route 14 Leiblin Park. Routing on the loop that is proposed in the *Moving Forward Together Plan* will be reversed to improve the layover location and to mitigate turning conflicts with new bike lane infrastructure.

**Route 53 Highfield**

- This new route will provide local service 7 days/week between Highfield Terminal and Alderney Gate, via the Bridge Terminal.
- This route will follow a similar routing as the existing Route 53 Notting Park. To provide two-way service along the entire route, this new route will not service Victoria Road.

**Route 57 Portland Estates**

- This new route will provide weekday local service between Portland Hills Terminal and Penhorn Terminal via Portland Estates during the peak period only, discontinuing existing service in the off peak period.
- This route will follow a similar routing as the existing 57 Russell Lake but will not service the portion between the Woodside Ferry Terminal and Penhorn Terminal.

**Route 58 Woodlawn**

- The new Route 58 Woodlawn will provide local service 7 days/week between Portland Hills Terminal and Penhorn Terminal via Woodlawn.
- This route will follow a similar routing in the local area to the existing Route 58 Woodlawn. To provide two way service along the entire route and provide a connection to Portland Hills Terminal, the route has been removed from the northern portion of Spring Avenue and will instead travel the southern portion of Spring Avenue, as well as Collins Grove and Regal Road to connect to Portland Street.
- This route will terminate at Penhorn Terminal however it will be replaced during peak hours in the peak travel direction by the route 158 Woodlawn Express to provide direct trips from the local area to downtown Halifax.

**Route 59 Colby**

- The new Route 59 Colby will provide local service 7 days/week between Colby Village and Portland Hills Terminal.
- This route will follow the same routing east of Portland Hills Terminal as the existing route 59 Colby.
- This route will terminate at Portland Hills Terminal however it will be replaced at peak in the peak travel direction by the route 159 Colby Express to provide direct trips from the local area to downtown Halifax.

**Route 61 North Preston**

- The new Route 61 North Preston will provide local service 7 days/week between North Preston and Portland Hills Terminal.
- This route will follow the same routing as the existing Route 61 North Preston between Highway 7 and North Preston; between Highway 7 and Portland Hills Terminal it will travel Forest Hills Parkway and Cole Harbour Road.
- Route 61 will terminate at Portland Hills Terminal however it will be replaced at peak in the peak travel direction by the route 161 North Preston Express to provide direct trips from the local area to downtown Halifax.
- This route was referred to as Route 68 in the *Moving Forward Together Plan*.

**Route 62 Grahams Grove**

- This new local route will provide local service 7 days/week from Bridge Terminal to Gaston Road via Manor Park and Penhorn Terminal.
- Route 62 will travel the same routing as the existing Route 62 Wildwood between the Bridge Terminal and Penhorn Terminal but will also replace the portion of the existing Route 66 between Penhorn Terminal and the Gaston Road Turning Loop.

**Route 63 Mount Edward**

- This new local route will provide service 7 days/week between Penhorn Terminal and Portland Hills Terminal via Mount Edward Road.
- Route 63 will travel the same routing as the existing Route 62 Wildwood between Penhorn Terminal and Forest Hills Parkway however in order to provide two-way service along the entire route, and provide a connection to Portland Hills Terminal, the route will not service the southern portion of Flying Cloud Drive and will instead travel the southern portion of Forest Hills Parkway and Cole Harbour Road.

**Route 65 Caldwell**

- The new Route 65 Caldwell will provide local service 7 days/week between Portland Hills Terminal and Caldwell Road/Astral Drive area.
- Route 65 will provide service along Caldwell Road, Astral Drive, Sherwood Street and Brookfield Avenue.

- Route 65 will terminate at Portland Hills Terminal however it will be replaced at peak in the peak travel direction by the Route 165 Caldwell Express to provide direct trips from the local area to downtown Halifax.

#### **Route 67 Baker**

- This new route will provide local service 7 days/week between Woodside Ferry Terminal and Micmac Terminal via Baker Drive and Tacoma Centre.
- Route 67 will replace the portion of existing Route 57 Russell Lake between Penhorn Terminal and Woodside Ferry Terminal and will also connect Micmac Terminal and Penhorn Terminal via Portland Street, Woodlawn Road, Spikenard Street, Valleyfield Road, Tacoma Drive, Hartlen Street, Main Street, the Circumferential Highway 111, and Mic Mac Boulevard.

#### **Route 68 Cherry Brook**

- The new Route 68 will provide local service between Portland Hills Terminal and Cherry Brook.
- This route will travel the same routing as the existing Route 68 Cherry Brook north of Hillsboro Drive; south of Hillsboro Drive it will follow the same routing as the existing Route 61 Auburn/North Preston.
- Route 68 will terminate at Portland Hills Terminal however it will be replaced at peak in the peak travel direction by the route 168B Cherry Brook Express to provide direct trips from the local area to downtown Halifax.
- Route 168A Auburn Express will operate at peak between Auburn and downtown maintaining the frequency of peak service to this area.
- This route was referred to as Route 61 in the *Moving Forward Together Plan*.

### *Express*

#### **Routes 78 Mount Edward Express and 79 Cole Harbour Express**

- These existing routes will be renumbered 178 and 179 respectively.

#### **Route 178 Mount Edward Express**

- Two trips in both the AM peak and PM peak will be discontinued due to the low ridership on these trips. This is two fewer round trips than is offered today on Route 78 and is a reduction of two trips from what was proposed in the *Moving Forward Together Plan*.
- Route 178 will provide service along the same routing as the existing Route 78 Mount Edward Express.

#### **Route 179 Cole Harbour Express**

- Two trips in both the AM peak and PM peak will be discontinued due to the low ridership on these trips. This would be two fewer round trips than is offered today on

Route 79 and is a reduction of two trips from what was proposed in the *Moving Forward Together Plan*.

- Route 179 will provide service along the same routing as the existing Route 79 Cole Harbour Express

The following routes will provide service in their own local area and will provide peak trips to downtown.

#### **Route 158 Woodlawn Express**

- This new route will provide peak hour express service from Portland Hills Terminal to downtown Halifax via Woodlawn in the AM peak and in the opposite direction at PM peak.
- This new route will follow the same routing, in the local area, as the new Route 58 Woodlawn, before continuing its routing from the Penhorn Terminal to downtown.

#### **Route 159 Colby Express**

- This new route will provide peak hour express service from Colby Village to downtown Halifax in the AM peak and in the opposite direction at PM peak.
- This new route will follow the same routing, in the local area, as the new Route 59 Colby, before continuing its routing from the Portland Hills Terminal to downtown.

#### **Route 161 North Preston Express**

- This new route will provide peak hour express service from North Preston to downtown Halifax in the AM peak and in the opposite direction at PM peak.
- This new route will follow the same routing, in the local area, as the new Route 61 North Preston, before continuing its routing from the Portland Hills Terminal to downtown.
- This route was referred to as Route 168 in the *Moving Forward Together Plan*.

#### **Route 165 Caldwell Express**

- This new route will provide peak hour express service from the Caldwell Road/Astral Drive Area to downtown Halifax in the AM peak and in the opposite direction at PM peak.
- This new route will follow the same routing, in the local area, as the new Route 65 Caldwell, before continuing its routing from the Portland Hills Terminal to downtown.

#### **Route 168A/B Auburn/Cherry Brook Express**

- This new route will provide peak hour express service from Cherry Brook to downtown Halifax in the AM peak and in the opposite direction at PM peak.
- Route 168A Auburn Express will provide trips at peak in the peak travel direction between Auburn and downtown Halifax by travelling the same routing as trips on the existing Route 61 which only travel as far as Auburn.

- Route 168B Cherry Brook will follow the same routing, in the local area, as the new Route 68 Cherry Brook, before continuing its routing from the Portland Hills Terminal to downtown.
- These routes were referred to as Route 161A and 161B in the *Moving Forward Together Plan*.

### *MetroLink*

#### **159 Portland Hills Link**

- As described in the *Moving Forward Together Plan*, new express routes are a hybrid of the successful MetroLink and the former Urban Express services. As new express routes are implemented, they will replace existing express routes and MetroLink service in communities, and these former route categories will be phased out. This is the last MetroLink to be phased out. New express routes are being numbered between 100 and 199 and will cost the regular fare.
- Express Routes 159, 161A, 161B, 165 and 168 will replace the existing Route 159 MetroLink operating along the same routing providing service between Portland Hills Terminal and Downtown Halifax. These five new express routes will have a combined frequency approximating that of the MetroLink service at peak. The new Route 5 will operate all day corridor level service between the Portland Hills Terminal and Downtown Halifax providing a consistent, easy to understand service along the corridor.

### *Rural Routes*

#### **Route 401 Porters Lake**

- Route 401 Porters Lake will be adjusted to extend service to the Porters Lake Park & Ride and will discontinue service to Seaforth.
- This route will introduce limited weekend service, providing three new trips on both Saturdays and Sundays.

### *Grouping C*

#### *Local*

#### **Route 90 Larry Uteck**

- This route will be re-routed slightly in the West Bedford area, to serve the new West Bedford Park & Ride that will be located on Innovation Drive.
- Route 90 will be removed from Gary Martin Drive north of Innovation Drive, Hammonds Plains Road and Innovation Drive east of the Park & Ride instead the route will travel along Gary Martin Drive as far as Innovation Drive, using the wester portion of Innovation Drive to enter the terminal and returning via Innovation Drive to Gary Martin Drive for the return trip.

#### **Route 91 Hemlock Ravine**

- This route will be re-routed slightly in the West Bedford area, to serve the new West Bedford Park & Ride that will be located on Innovation Drive.

- Route 91 will be removed from Hammonds Plains Road west of Innovation Drive, Gary Martin Drive and Innovation Drive west of the Park & Ride, instead the route will travel between Hammonds Plains Road and the Park & Ride via Innovation Drive.

### *Express*

#### **Route 194 West Bedford Express**

- This route will be re-routed slightly in the West Bedford area, to serve the new West Bedford Park & Ride that will be located on Innovation Drive.
- Although additional trips are not being scheduled at this time, resources will be deployed to provide additional capacity to align with the launch of the Park & Ride. This will provide flexibility to adjust service levels/schedules in the future, once travel patterns are established.
- Route 194 will be removed from Gary Martin Drive north of Innovation Drive, Hammonds Plains Road and Innovation Drive east of the Park & Ride instead the route will travel along Gary Martin Drive as far as Innovation Drive, using the wester portion of Innovation Drive to enter the terminal and returning via Innovation Drive to Gary Martin Drive for the return trip.

### *Rural Express*

#### **Route 433 Tantallon**

- This route will be diverted to the West Bedford area, an amendment to the *Moving Forward Together Plan*, and will serve the new West Bedford Park & Ride that will be located on Innovation Drive.
- Route 433 will continue to serve all stops along its existing routing and will be diverted to also serve stops along Hammonds Plains Road, Gary Martin Drive and Innovation Drive including the Park & Ride.
- Passengers travelling between Tantallon and Lacewood Terminal will experience an increase in travel time due to this deviation, however will have increased opportunities to transfer to other routes at the West Bedford Park & Ride.

## **Service Quality & Reliability**

When implementing the service adjustments found in this *Annual Service Plan*, Halifax Transit will analyze automated vehicle location (AVL) data, including schedule adherence and running time data, to ensure that the resultant routes have a high level of reliability. After implementation, quarterly route performance reports will be analyzed to identify schedules that require further adjustments.



# Appendices

- A. 2021/22 New Route Maps
- B. Route Implementation Progress

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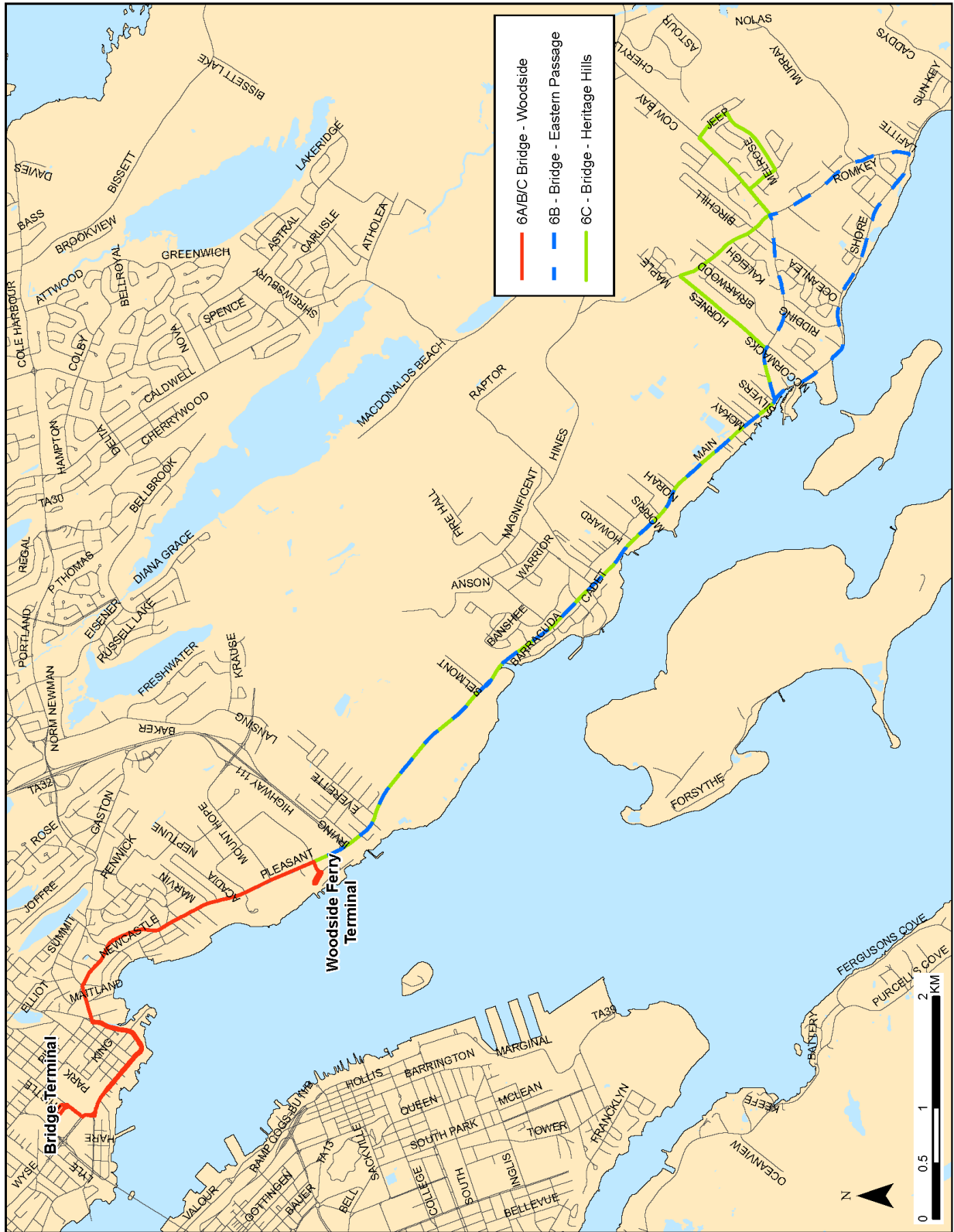
**Appendix A: 2021/22 New Route Maps**



Route 5 Portland



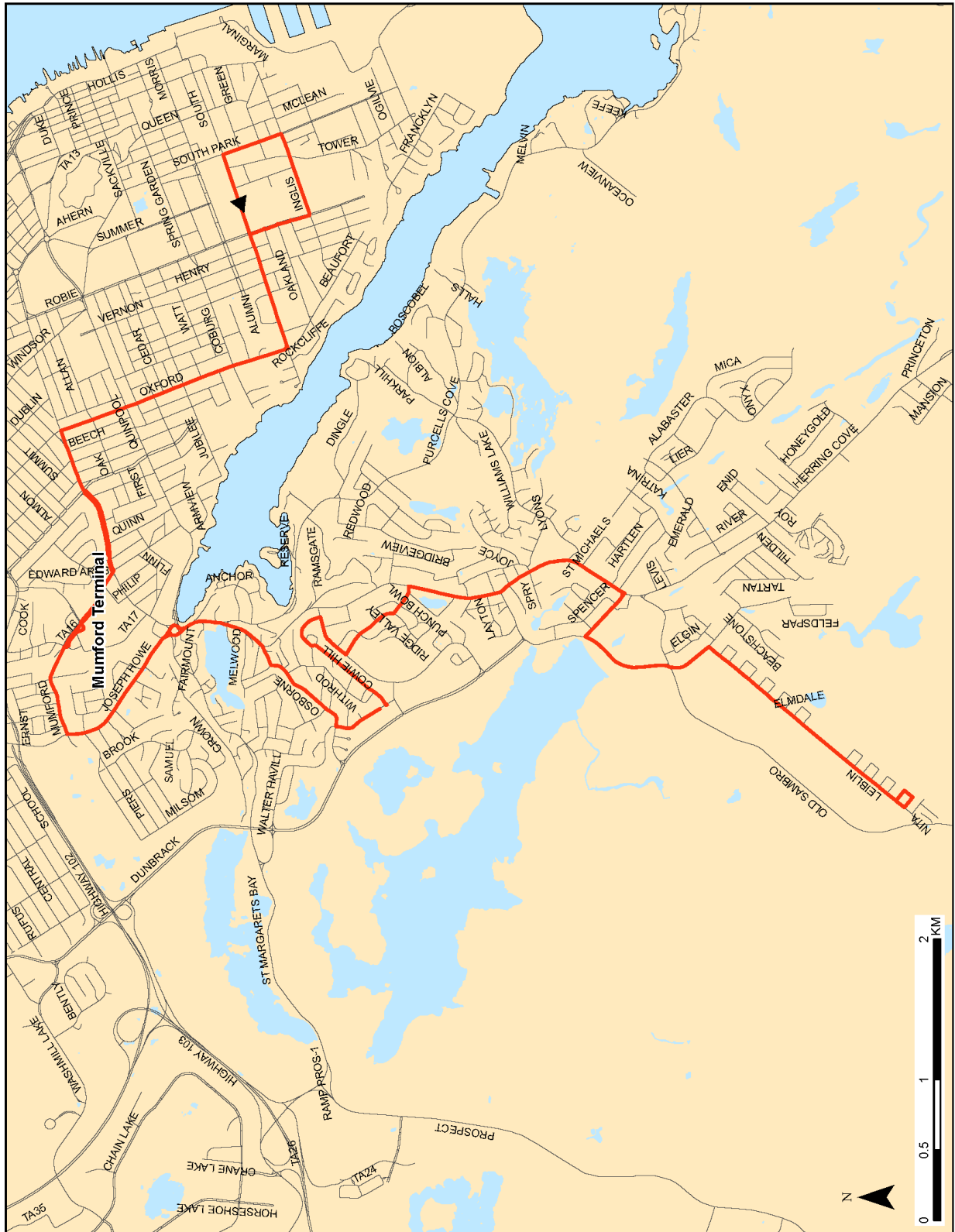
Route 6 Eastern Passage



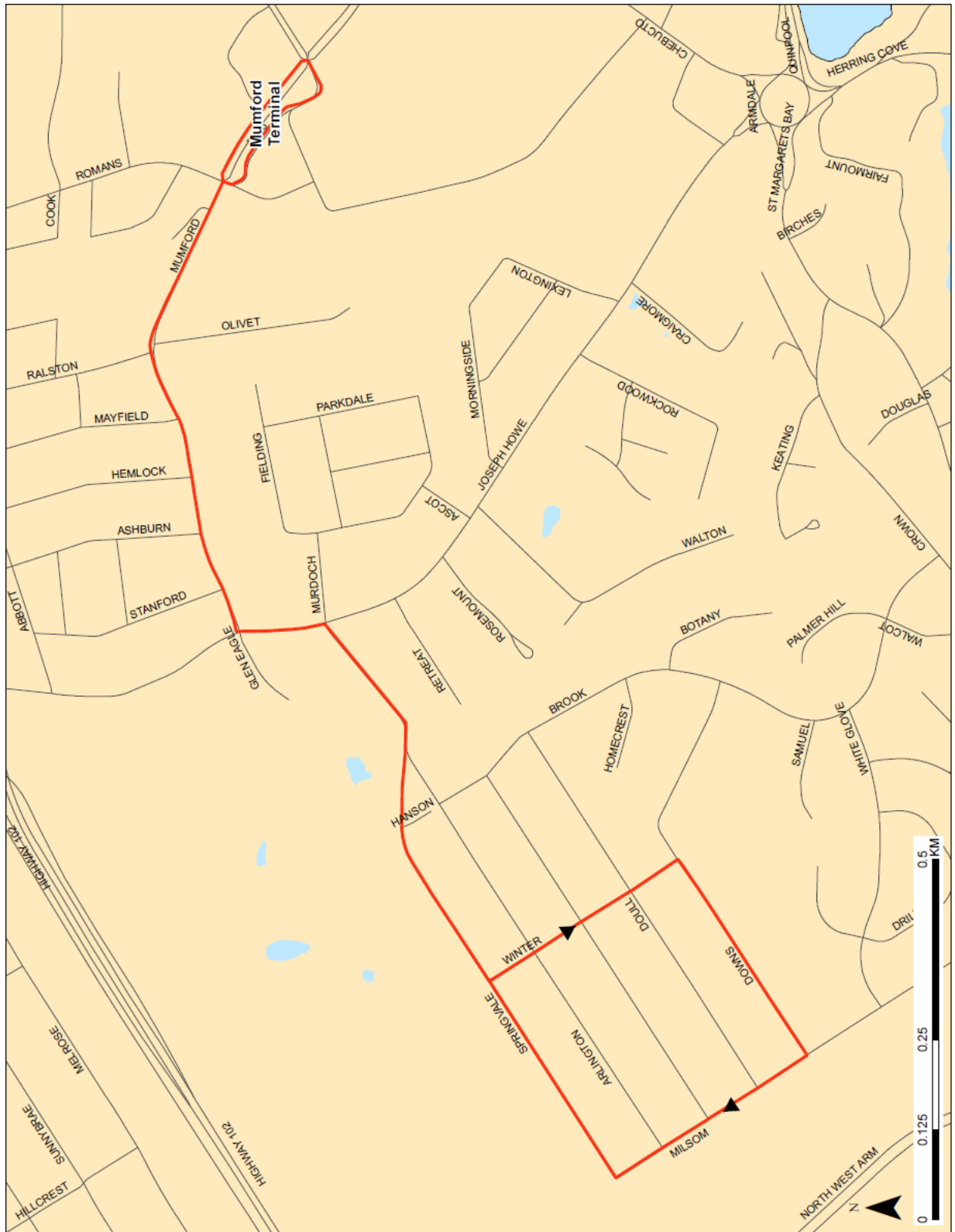
*Route 7 Peninsula*



Route 24 Leiblin Park



Route 26 Springvale

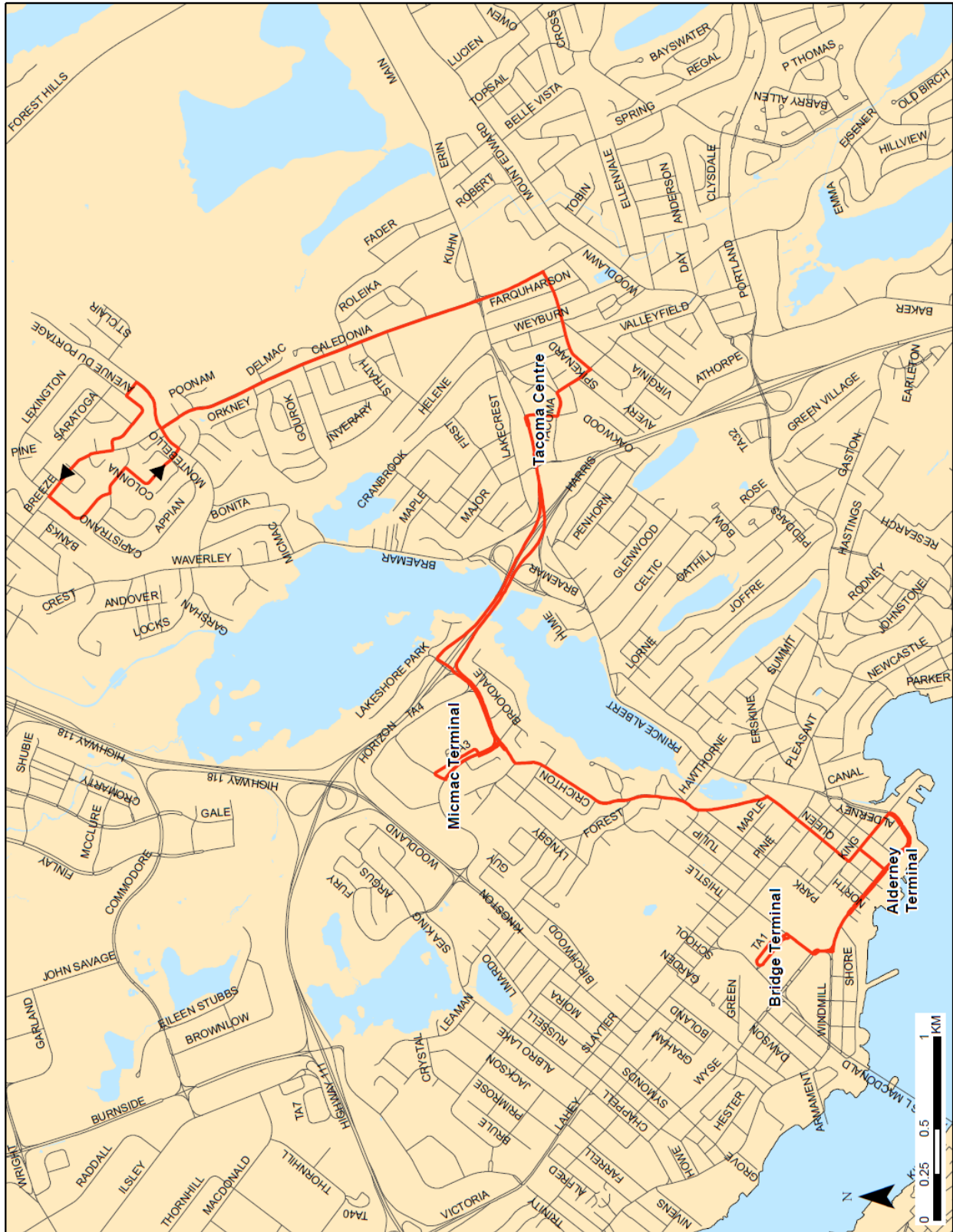




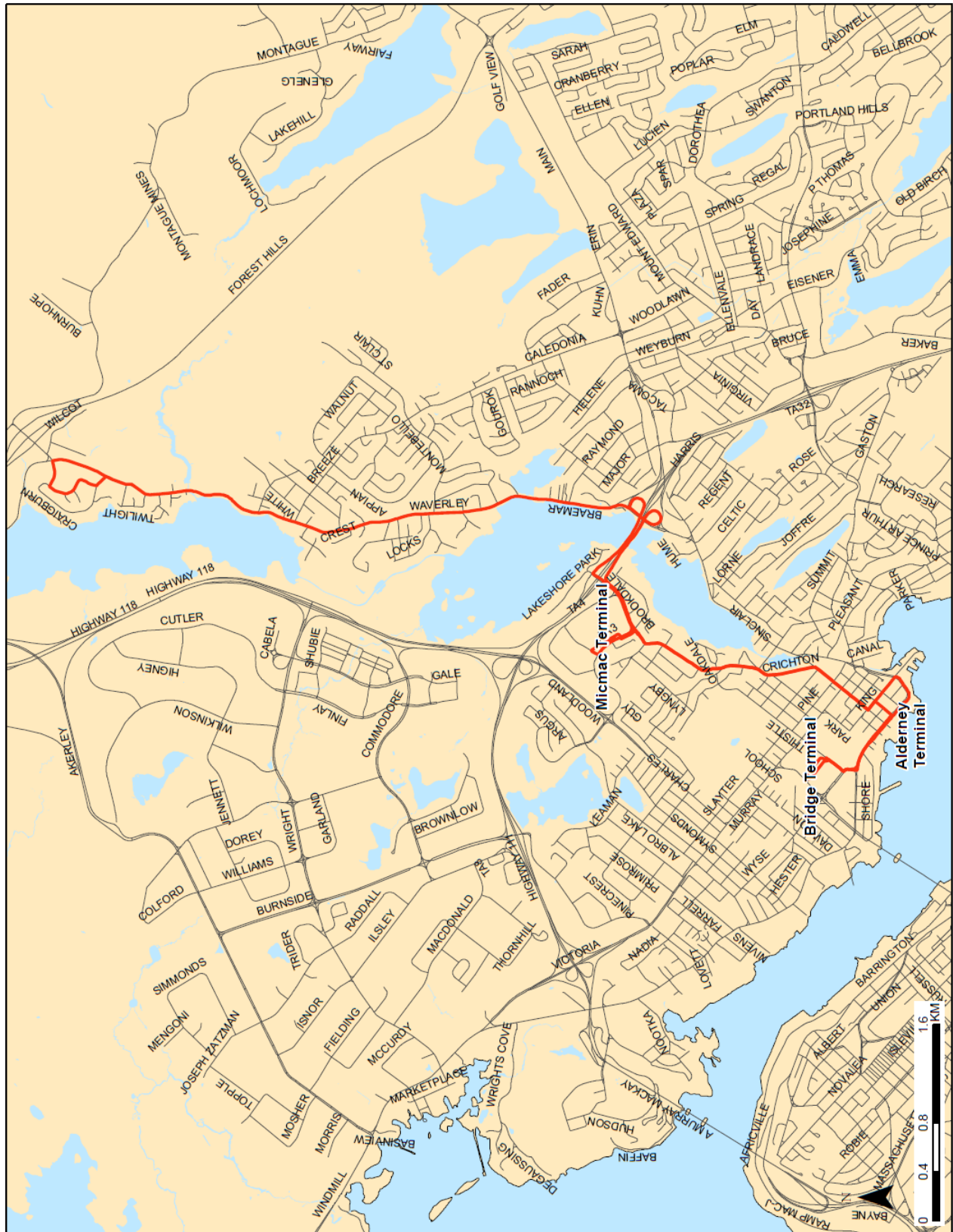
Route 53 Highfield



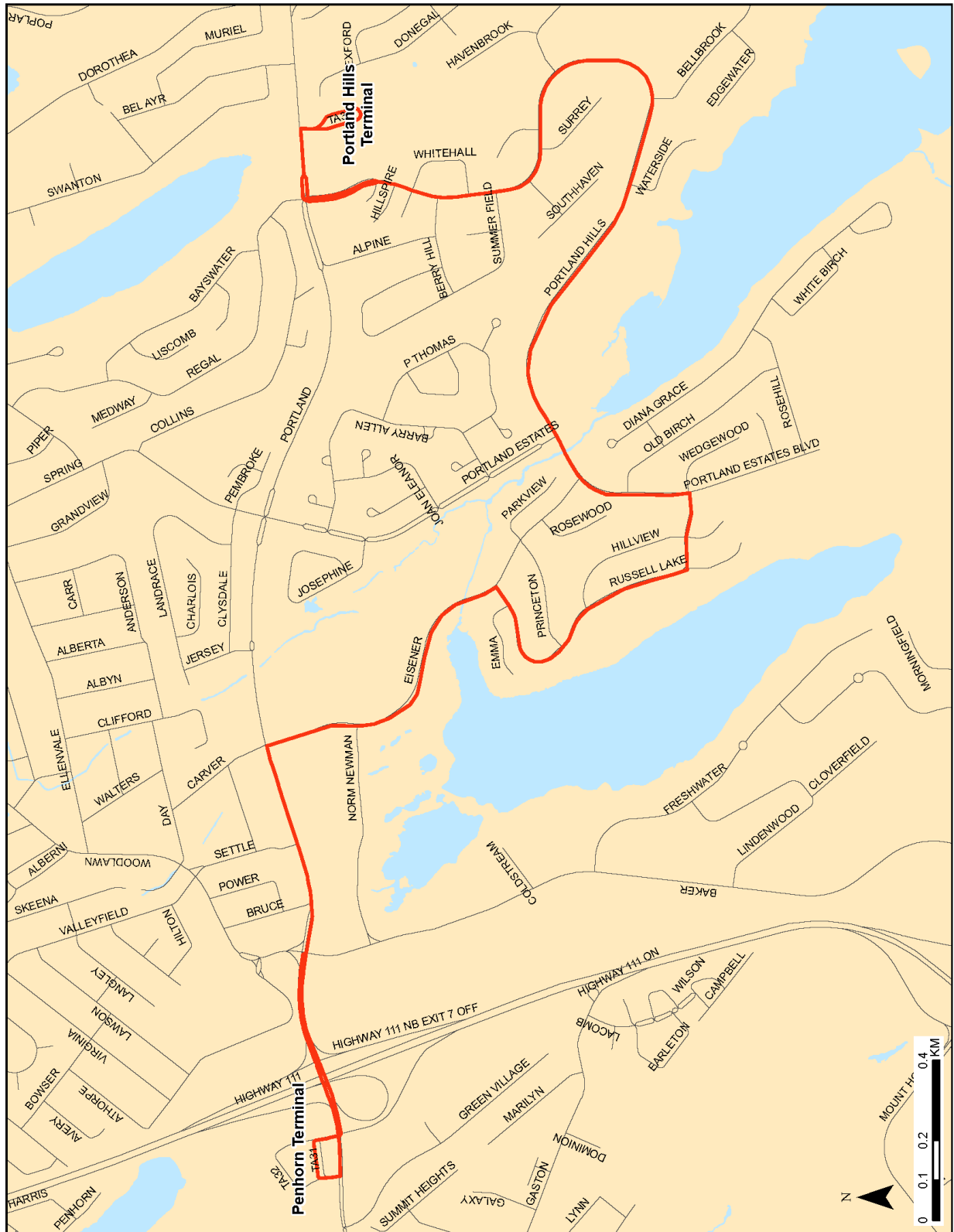
Route 54 Montebello



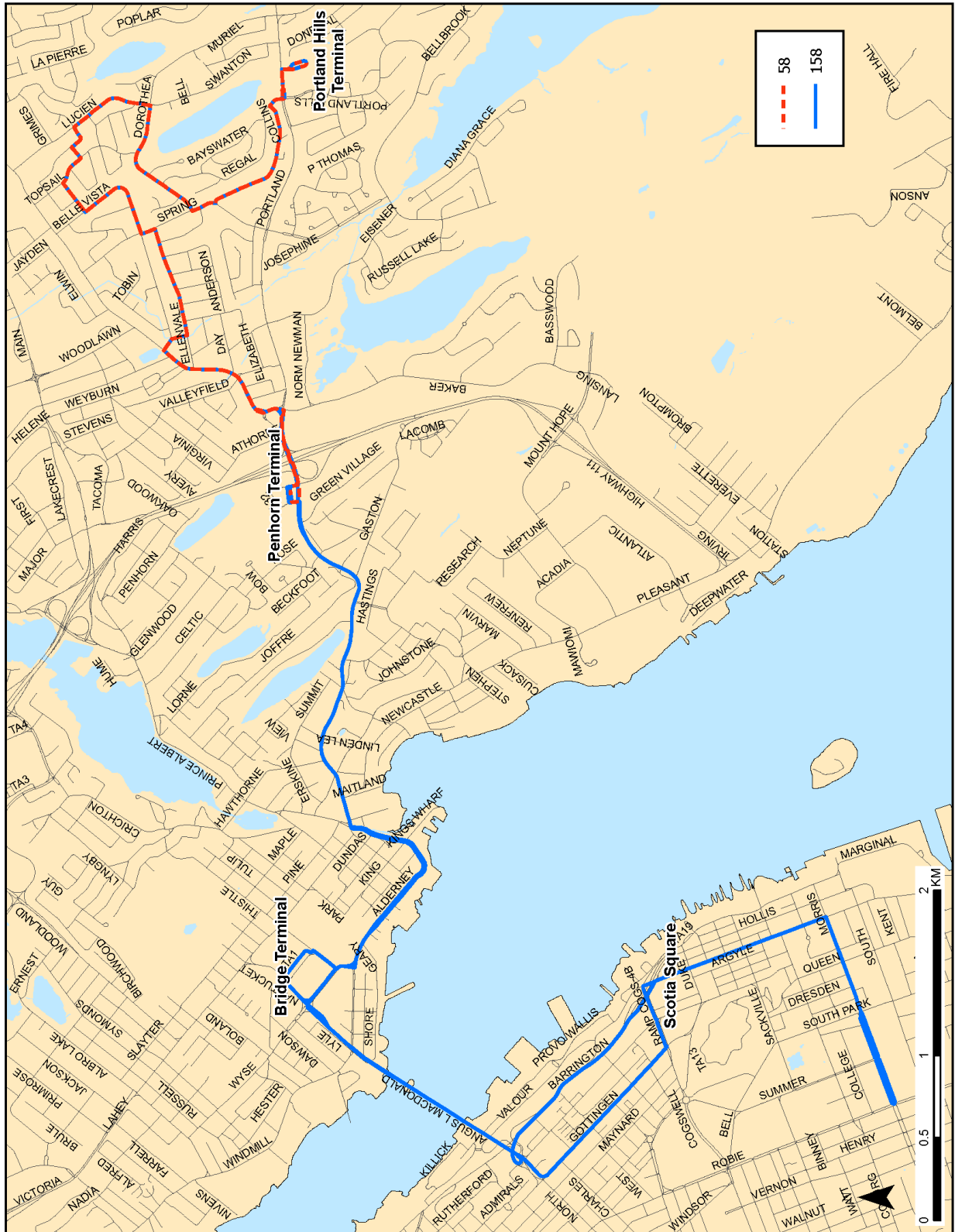
Route 55 Waverley



Route 57 Portland Estates



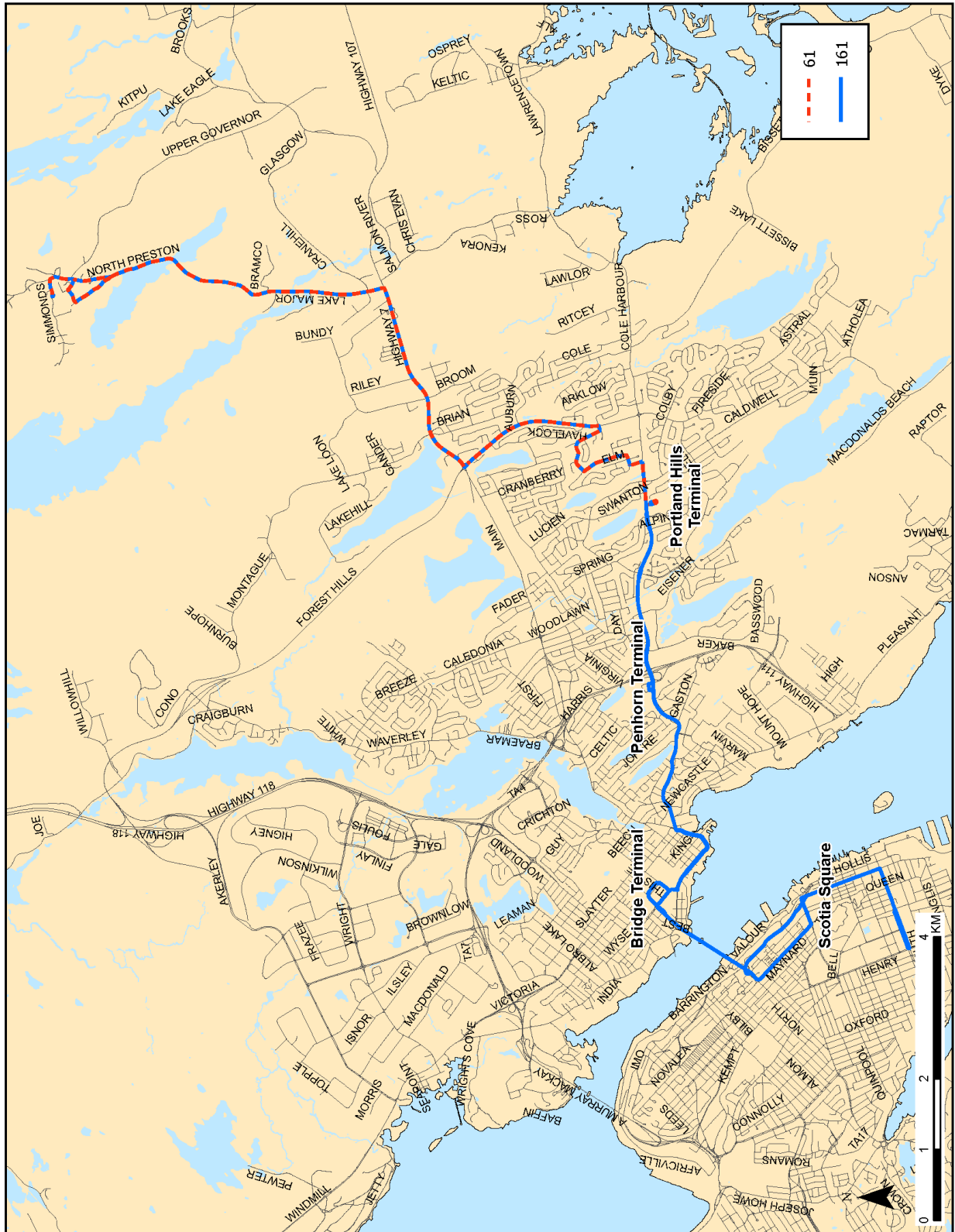
**Route 58 Woodlawn / 158 Woodlawn Express**



Route 59 Colby / 159 Colby Express



Route 61 North Preston / 161 North Preston Express

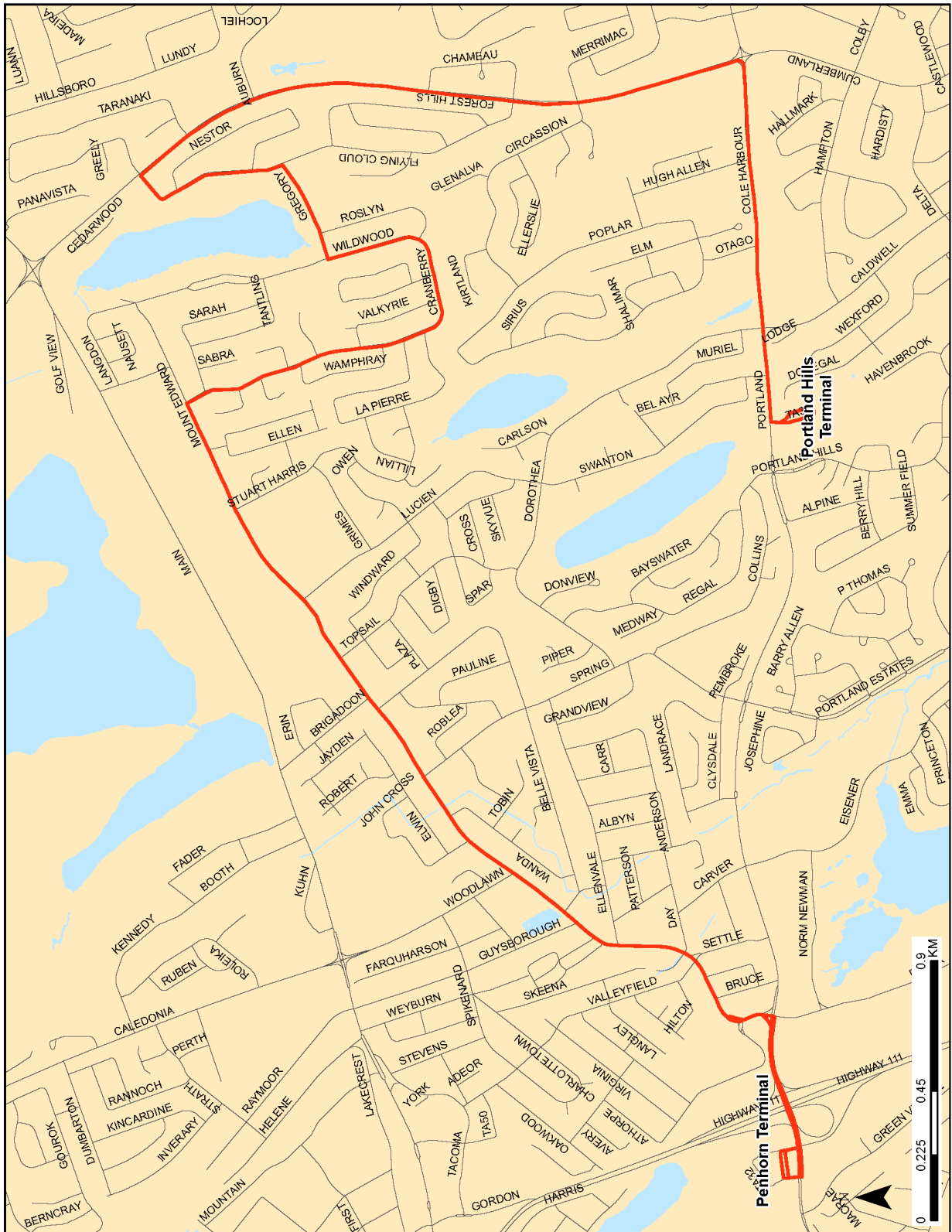


Route 62 Grahams Grove

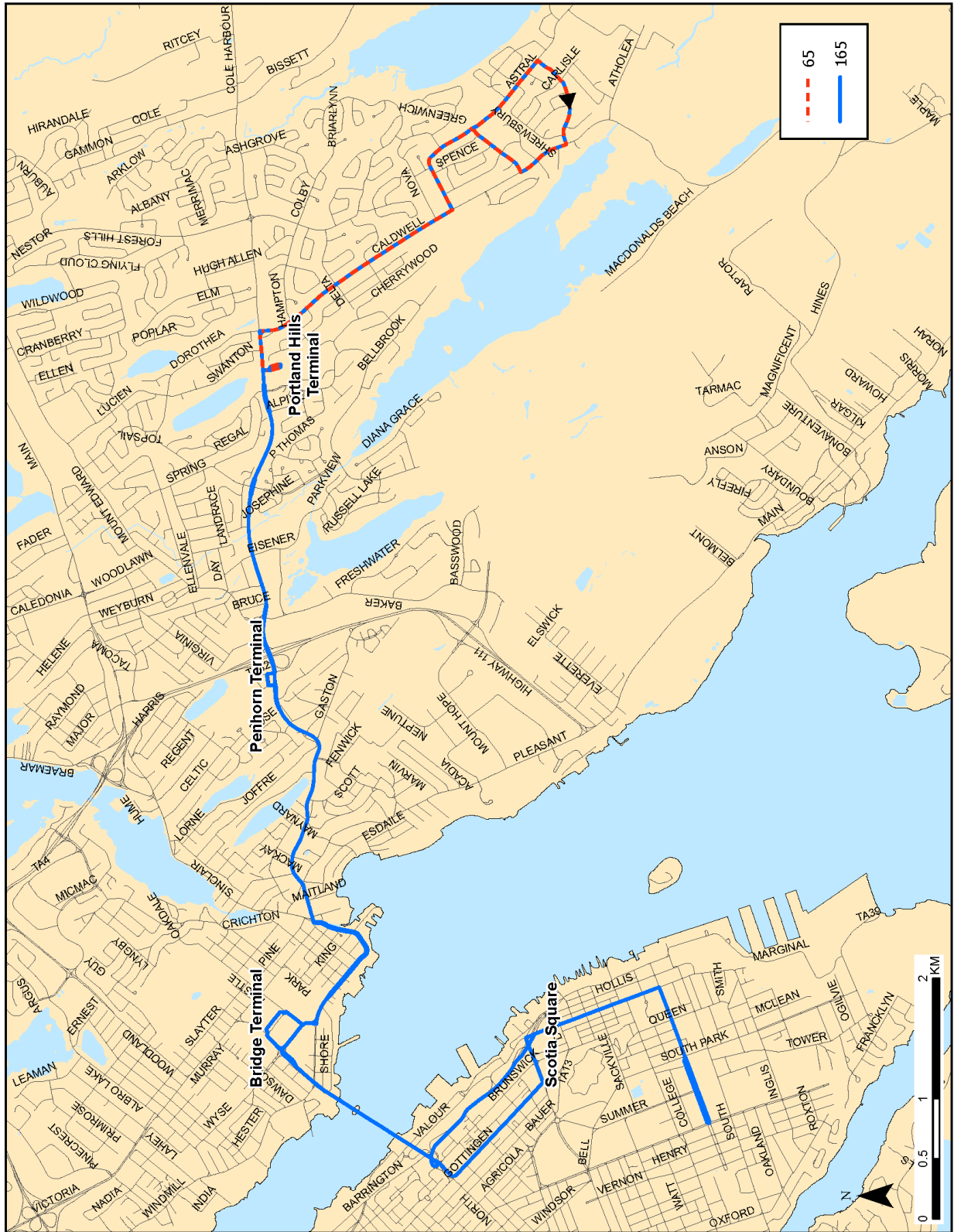




Route 63 Mount Edward



Route 65 Caldwell / 165 Caldwell Express



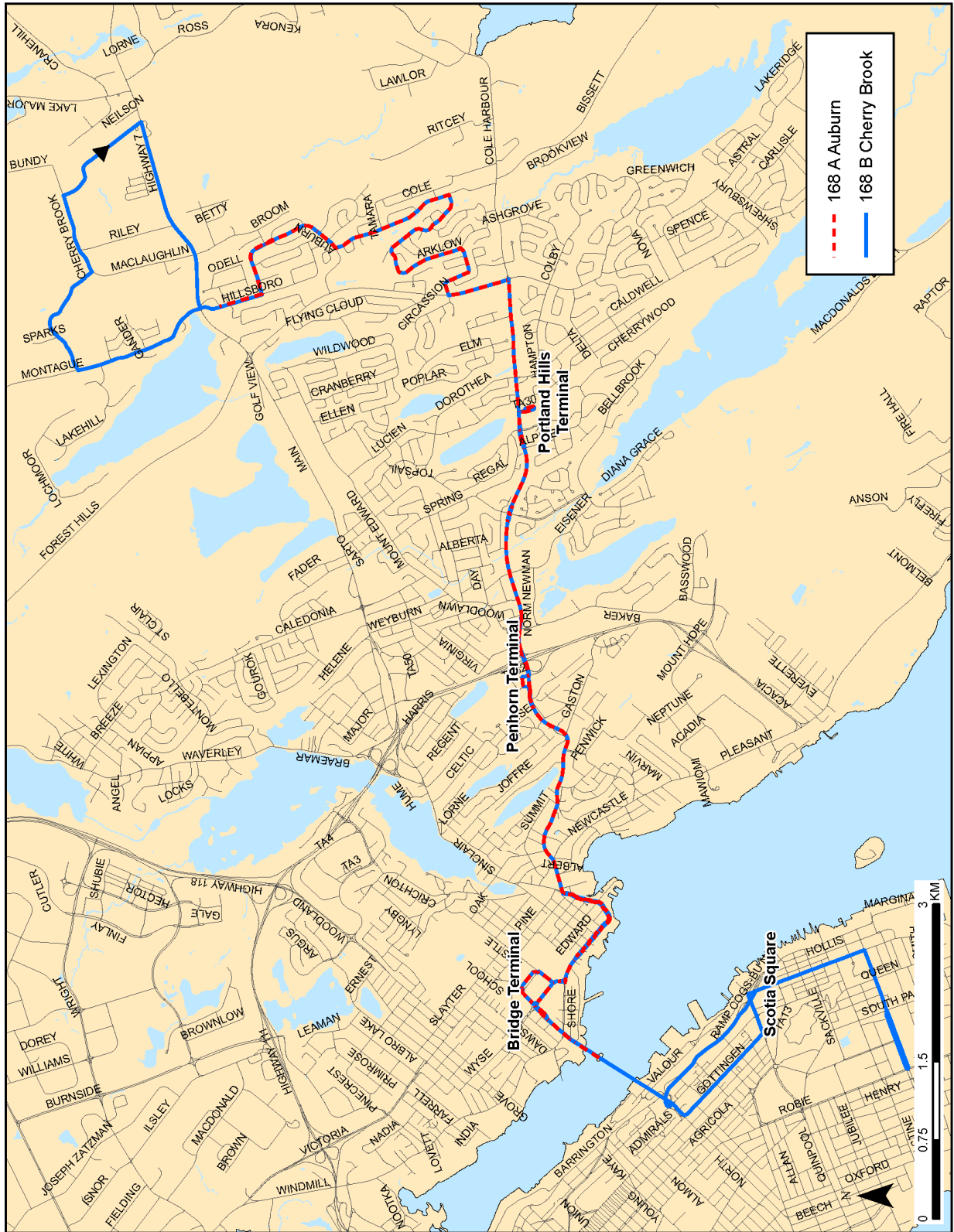
Route 67 Baker



Route 68 Cherry Brook



168A Auburn Express/ 168B Cherry Brook Express



**Route 90 Larry Uteck**



Route 91 Hemlock Ravine



Route 127 Cowie Hill Express

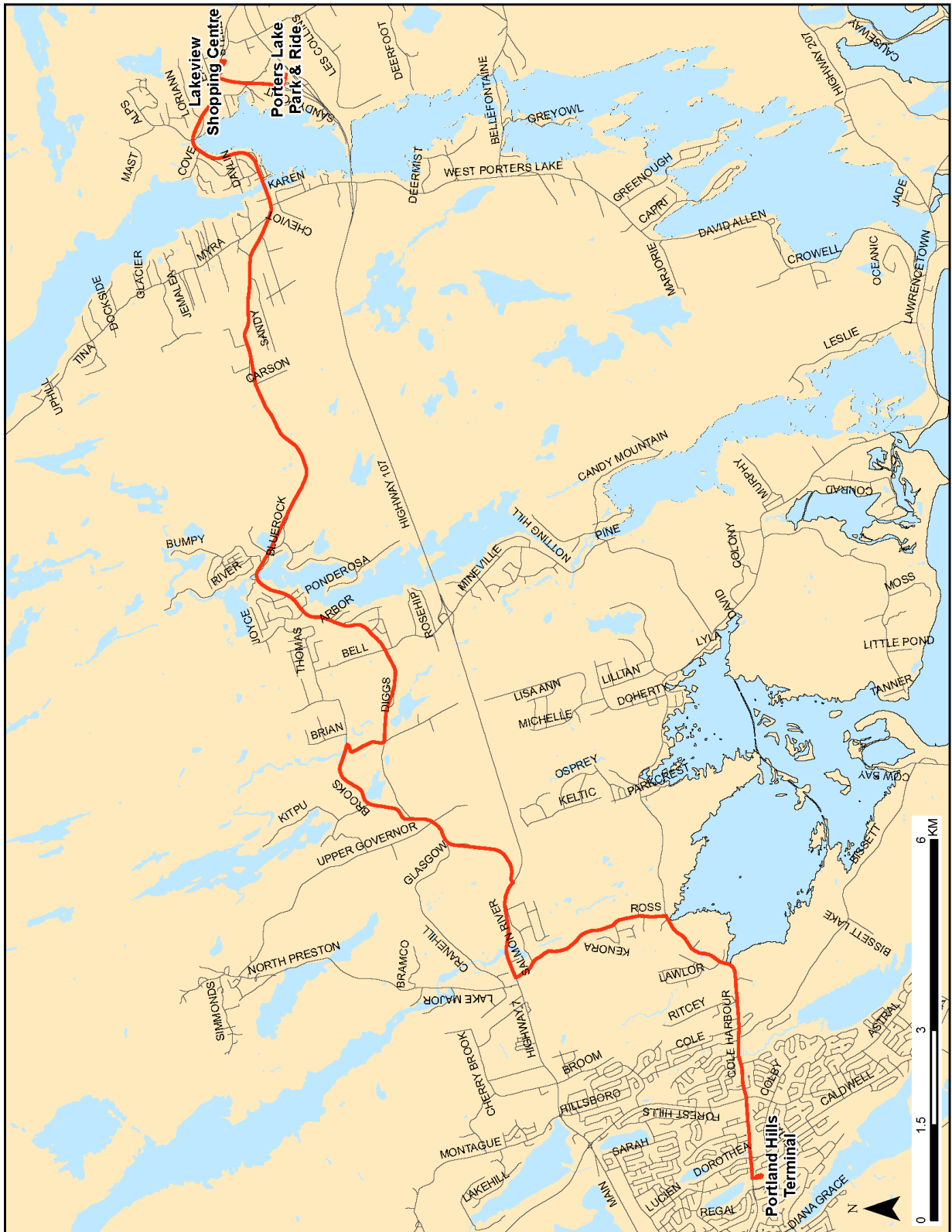




**Route 194 West Bedford Express**



Rural Route 401 Porters Lake



Rural Route 433 Tantallon



**Appendix B: Route Implementation Progress**



### Route Implementation Chart

Service Type	Route #	Route Name	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	
Corridor	1	Spring Garden	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	2	Fairview	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Aug. 20, 2018	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	3	Crosstown	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Aug. 20, 2018	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	4	Universities	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Aug. 20, 2018	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	5	Portland	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	6	Eastern Passage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	7	Peninsula	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	8	Sackville	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	9	Herring Cove	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov. 27, 2017	<input checked="" type="checkbox"/>	Nov. 25, 2019	<input checked="" type="checkbox"/>	
	10	Micmac	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Local	21	Timberlea	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Aug. 20, 2018	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	22	Armdale	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov. 27, 2017	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	24	Leiblin Park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	25	Governors Brook	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov. 25, 2019	<input checked="" type="checkbox"/>	
	26	Springvale	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	28	Bayers Lake	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Aug. 20, 2018	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	29	Barrington	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov. 27, 2017	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	30	Clayton Park West	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Aug. 20, 2018	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	39	Flamingo	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Aug. 20, 2018	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	50	Dockyard/Shipyard	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	51	Windmill	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	53	Highfield	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	54	Montebello	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	55	Waverley	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	56	Dartmouth Crossing *	<input checked="" type="checkbox"/>	Feb. 20, 2017 (phase 1)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Phase 2
	57	Portland Estates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	58	Woodlawn	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	59	Colby	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	61	North Preston	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	62	Grahams Grove	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	63	Mount Edward	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	64	Burnside	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov. 25, 2019	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	65	Caldwell	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	67	Baker Drive	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	68	Cherry Brook	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	72	Portland Hills	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	82	First Lake	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov. 25, 2019	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	83	Springfield	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov. 25, 2019	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	84	Glendale	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov. 25, 2019	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	85	Millwood	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov. 25, 2019	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
86	Beaver Bank	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov. 25, 2019	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
87	Sackville - Dartmouth	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov. 25, 2019	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
88	Bedford Commons	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov. 25, 2019	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
90	Larry Uteck	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov. 25, 2019	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
91	Hemlock Ravine	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov. 25, 2019	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
93	Bedford Highway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov. 25, 2019	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Express	123	Timberlea Express	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Aug. 20, 2018	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	127	Cowie Hill Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	135	Flamingo Express	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Aug. 20, 2018	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	136	Farnham Gate Express	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Aug. 20, 2018	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	137	Clayton Park Express	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Aug. 20, 2018	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	138	Parkland Express	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Aug. 20, 2018	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	158	Woodlawn Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	159	Colby Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	161	North Preston Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	165	Caldwell Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	168	Cherry Brook Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	178	Mount Edward to Ferry Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	179	Cole Harbour to Ferry Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	182	First Lake Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov. 25, 2019	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	183	Springfield Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov. 25, 2019	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
185	Millwood Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov. 25, 2019	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
186	Beaver Bank Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov. 25, 2019	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
192	Southgate Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
194	West Bedford Express	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov. 27, 2017	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
195	Starboard Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
196	Basinview Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Regional Express	310	Middle Sackville Regional Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	320	Airport MetroX	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Jan. 12, 2021	
	330	Tantallon Regional Express	<input checked="" type="checkbox"/>	Aug. 22, 2016	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
370	Porters Lake Regional Express	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov. 27, 2017	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		
Rural	401	Porters Lake	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	415	Purcells Cove	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov. 25, 2019	<input checked="" type="checkbox"/>	
	433	Tantallon	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Aug. 20, 2018	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
School	701	Halifax West	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	726	Citadel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	735	Clayton Park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



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