

HALIFAX

P.O. Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

Item No. 6
Budget Committee
February 16, 2022

TO: Chair and Members of Budget Committee
(Standing Committee of the Whole on Budget)

SUBMITTED BY:

Original Signed by 

Jacques Dubé, Chief Administrative Officer

DATE: February 9, 2022

SUBJECT: Proposed 2022/23 Halifax Transit Budget and Business Plan

ORIGIN

As per Administrative Order 1 and the Budget and Business Plan consultation schedule presented to Regional Council on October 26, 2021, staff are required to present the draft 2022/23 Business Unit Budget and Business Plans to the Budget Committee for review and discussion prior to consideration by Regional Council.

At the May 22, 2012 meeting of Regional Council, the following motion was put and passed:

Request that Metro Transit come to Regional Council one month prior to budget presentations to present any proposed changes to Metro Transit service so that Council has ample time to debate the proposed changes before the budget comes to Council.

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 the Budget Committee direct the Chief Administrative Officer to incorporate the Halifax Transit proposed 2022/23 Budget and Business Plan, as set out and discussed in the accompanying report dated February 9, 2022 and supporting presentation, into the Draft 2022/23 Operating Budget.

BACKGROUND

On January 12, 2021, Regional Council adopted a Strategic Planning Framework, establishing priority outcomes for their term, and directed staff to develop multi-year plans to advance these outcomes.

As part of the design of the 2022/23 Budget and Business Plan development process, the Budget Committee is reviewing each business unit's budget and proposed plans, in advance of completing detailed HRM Budget and Business Plan preparation.

DISCUSSION

Staff has prepared the proposed 2022/23 Halifax Transit Budget and Business Plan consistent with the 2021- 2025 Strategic Priorities Plan approved on December 1, 2020 as well as fiscal direction provided on November 23, 2021.

Following direction from the Budget Committee, staff will proceed to prepare the detailed Budget and Business Plan for inclusion in the proposed 2022/23 HRM Budget and Business Plan documents to be presented to Regional Council's Budget Committee, as per the process and schedule approved on October 26, 2021.

As part of the budget process, Regional Council will be provided with a list of possible service increases and decreases that will allow them to more fully direct changes to the budget.

2022/23 Annual Service Plan

Regional Council has previously directed Halifax Transit to bring Annual Service Plans to Regional Council a minimum of one month ahead of final budget deliberation. Therefore, the Halifax Transit 2022/23 Annual Service Plan is included as an attachment to this report. In the upcoming year, the intent is to implement the remaining routes to complete the *Moving Forward Together Plan*, with the exception of the Regional Express route planned to service Margeson Drive. This includes two corridor routes, changes in Burnside/Dartmouth Crossing, and changes to express service in the Bedford area.

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 that time period cannot be easily incorporated into public facing data and can lead to public confusion. Furthermore, depending on the extent of the changes, they may have budget and resource impacts, limiting the ability to implement them, and/or resulting 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, and not be further modified mid-year.

FINANCIAL IMPLICATIONS

The recommendations in this report will lead to the development of a proposed 2022/23 Budget. There are no immediate financial implications from this recommendation. The broader financial implications will be discussed and debated as the budget is developed in more detail.

RISK CONSIDERATION

Although there is no immediate risk related to financial decisions, there may be risks associated with individual decisions during the budget debate that could favour short- term results over longer term strategic outcomes. Individual decisions made during budget debate will however, be considered for both short- and long-term impacts to levels of service, asset condition, and cost.

In addition, the administration seeks to reduce these risks in three ways: by providing Regional Council with several fiscal options to assist in the achievement of longer-term strategic outcomes, by assessing both corporate and capital project risk, and by providing the opportunity to draw Regional Council's attention to project or program related risks when reports are presented for consideration.

HRM implemented Enterprise Risk Management in 2015. Corporate and operational risks are evaluated annually during the business planning process and mitigating strategies are implemented to reduce the overall risk to the organization. Project related risk is evaluated during the capital planning process. Project managers use the same risk assessment tools as those used to assess corporate risk to rate each discrete project.

COMMUNITY ENGAGEMENT

The 2021 Resident Survey was conducted from September 1 – 24, 2021. This invitation-based survey was mailed to 20,000 randomly selected households across all districts and received 1,766 responses to a variety of budget, planning, and priorities questions. The results of the 2021 Resident Survey were provided in an information report presented to Reginal Council on November 23, 2021.

The 2022/23 budget consultation process also seeks to solicit public comment by inviting members of the public to provide feedback following each business unit budget and business plan presentation.

ENVIRONMENTAL IMPLICATIONS

No environmental implications were identified.

ALTERNATIVES

The Budget Committee could choose to amend the Budget and Business Plan as proposed in the supporting presentation through specific motion, and direct the Chief Administrative Officer to proceed to prepare the Budget and Business Plan for inclusion in the proposed 2022/23 HRM Budget and Business Plan documents.

ATTACHMENTS

Attachment 1 - 2022/23 Halifax Transit Proposed Budget and Business Plan
Attachment 2 – 2022/23 Annual Service Plan

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

Report Prepared by: William (Bill) Moore, Coordinator, Halifax Transit, 902.943.0207

Financial Approval by: Original Signed
Jerry Blackwood, CFO, Executive Director of Finance & Asset Management,
902.490.6308

Report Approved by: Original Signed
Dave Reage, Executive Director, Halifax Transit, 902.490.5138

Report Approved by: Original Signed
Denise Schofield, Deputy Chief Administrative Officer, Citizen Services, 902.490.4078

HALIFAX

HALIFAX TRANSIT

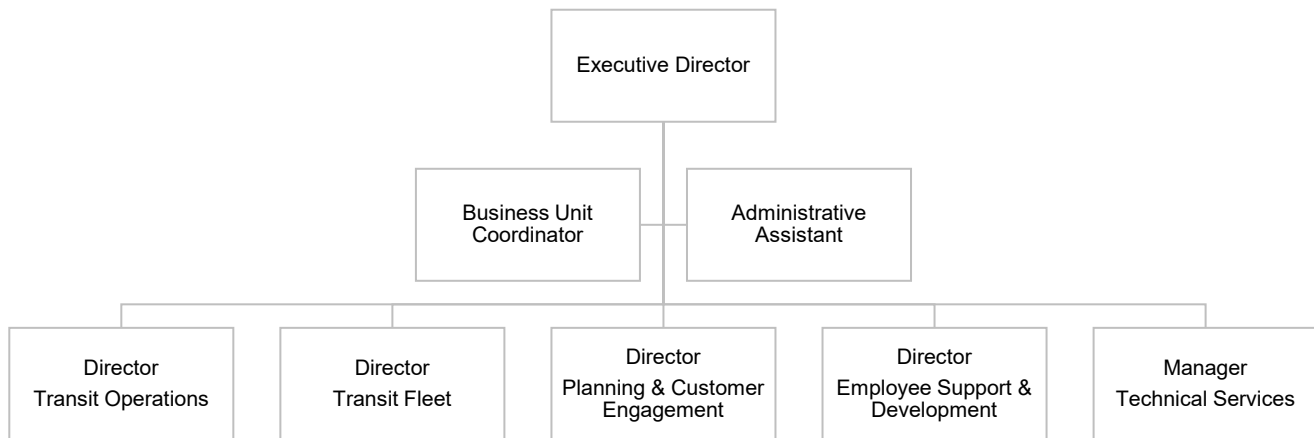
2022/23 BUDGET AND BUSINESS PLAN

MISSION WORKING TOGETHER TO PROVIDE A SAFE, RELIABLE, AND SUSTAINABLE TRANSIT SYSTEM

HALIFAX TRANSIT OVERVIEW

Halifax Transit is committed to advancing Regional Council's priority outcomes through the operation of 369 conventional buses, 5 ferries, and 47 Access-A-Bus vehicles. Halifax Transit employs a workforce of more than 1000 employees and operates two transit maintenance and storage centres, three ferry terminals, 11 bus terminals, and 14 Park & Ride lots.

HALIFAX TRANSIT ORG CHART



FUNDED FULL TIME EQUIVALENTS (FTES)

Full Time Equivalent	2021/22 Budget FTE	Transfers (+/-)	Changes (+/-)	2022/23 Budget FTE	\$ Budget Change
Operating	1,066.6	-	(9.1)	1,057.5	(759,900)
Capital	-	-	-	-	-
Total	1,066.6	-	(9.1)	1,057.5	\$ (759,900)

Changes: (13.4) FTE removed for temporary Hostlers (relates to 3/4 of the year for 2022/2023)
(3.0) FTEs removed
2.0 FTEs added for Mobile Supervisors in Conventional Services
1.0 FTE added for Administrative Assist in Ferry Services
1.0 FTE added for Fleet Supervisor in Conventional Services
1.0 FTE added for Project Manager - Electrification in Conventional Services
1.0 FTE added for Coordinator Project Planning in Conventional Services
1.0 FTE added for Team Lead, Employee Services in Conventional Services
0.8 FTE added for Outreach Intern in Conventional Services
(0.5) FTE removed for Conventional Transit Operator in Conventional Services (FTE from 1.0 to 0.5)
Net Changes of (9.1) FTEs

Service expansion will require 34 additional operators and 4 mechanics to be funded from OCC included in the 2022-23 budget proposal.

STRATEGIC INITIATIVES

INITIATIVES SUPPORTING REGIONAL COUNCIL PRIORITIES

Transit Asset & Infrastructure Renewal

To create an enhanced and more accessible experience for its customers, Halifax Transit will continue investment in the renewal of on-street infrastructure including construction of stop locations as well as replacement of conventional and Access-A-Bus vehicles.

Transit Accessibility

Halifax Transit is committed to improving the accessibility of Halifax Transit services in Halifax Regional Municipality (the municipality). This includes improvements to the conventional service to make it an inclusive, viable option, as well as improvements to the Access-A-Bus system to ensure it is meeting the needs of people who rely on that service. This includes physical infrastructure, policy and process improvements, engagement with the community, staff training, and vehicle improvements.

Transit Technology

Through the implementation of improved transit technology including Electronic Fare Management Systems, Halifax Transit is transforming the way customers interact with the transit system. In addition to providing improved service reliability and enhanced customer experience, new technology will provide data and management opportunities to inform increased efficiency of the transit system.

Transit Service Plan

Halifax Transit is continuously evolving to offer its residents a significantly improved transit service. Guided by principles of integrated mobility, high ridership opportunity, and future sustainability, Halifax Transit is undertaking a multi-year initiative that includes a holistic and comprehensive review of the transit system and implementation of approved recommendations.

Rapid Transit Strategy (Bus)

Approved in 2020, describes a network of four bus rapid transit (BRT) lines that cover approximately 50km, connecting peninsular Halifax and Downtown Dartmouth with developing suburbs on both sides of the harbour. Halifax Transit will continue to pursue potential funding opportunities to advance the BRT project and will work with other business units on functional designs in key corridors to further refine transit priority information and costs.

Rapid Transit Strategy (Ferry)

Approved in 2020, proposes three new ferry routes from three new terminals: Mill Cove, Larry Uteck, and Shannon Park. In 2022/23, Halifax Transit aims to Plan, design, implement, and launch a new Mill Cove Ferry Service.

INITIATIVES SUPPORTING HALIFACT

HalifACT Electrification of Transportation – Decarbonize Public Transit (Environment – Net-Zero Emissions)

Halifax Transit will initiate the conversion from a fully diesel-powered fleet to zero emission buses. This initially includes the procurement of electric buses and charging infrastructure, transit facility renovations to accommodate electric buses, planning and routing considerations for electric buses, and staff training.

INITIATIVES SUPPORTING ADMINISTRATIVE PRIORITIES

Diversity & Inclusion Framework

Halifax Transit is undertaking initiatives to advance diversity and inclusion to foster innovation and support of our workplace and communities. Over the next year, Halifax Transit will focus on awareness campaigns and diversity training, along with improved equitable employment and accessible information.

HALIFAX TRANSIT BUDGET

OPERATING - BUDGET BY SERVICE AREA

Service Area	2020/21	2021/22	2021/22	2022/23		
	Actual	Budget	Projections	Budget	Δ 21/22 Budget	Δ %
Access-A-Bus Service	\$ 6,109,635	\$ 7,003,300	\$ 7,241,900	\$ 6,926,300	\$ (77,000)	(1.1)
Conventional Service	75,939,625	72,533,600	79,285,900	73,985,200	1,451,600	2.0
Ferry Service	5,025,345	5,070,100	5,619,000	4,944,800	(125,300)	(2.5)
Transit Facilities	4,250,335	4,548,500	4,377,400	4,403,700	(144,800)	(3.2)
Fiscal Transit	(49,646,115)	(50,671,000)	(51,878,600)	(56,633,100)	(5,962,100)	11.8
Net Total	\$ 41,678,825	\$ 38,484,500	\$ 44,645,600	\$ 33,626,900	\$ (4,857,600)	(12.6)

OPERATING - SUMMARY OF CHANGES

Change Description / Service Impact	Amount
Approved 2021/22 Budget	\$ 38,484,500
Compensation Changes:	
Contractual salary increases offset partially by position changes	1,214,000
Removal of Hostler positions	(1,132,000)
Moving Forward Together Plan - Service Expansion	1,090,000
Revenue Adjustments:	
Increase to fare revenue	(4,900,000)
Area rate revenue	(5,962,100)
Other revenue adjustments	(104,500)
Other Budget Adjustments:	
Fuel price and usage increase	4,423,200
Funding for Accessible Taxis	380,000
Snow Removal	132,700
Janitorial services, cleaning supplies & PPE	119,200
Security personnel	82,300
Equipment and building expenses	(268,800)
Materials	30,200
Advertising and recruiting	57,500
Other expenses - Services/Supplies	(19,300)
Total Changes	\$ (4,857,600)
2022/23 Budget	\$ 33,626,900

OPERATING- SUMMARY OF EXPENDITURE & REVENUE

Expenditures	2020/21	2021/22	2021/22	2022/23		Δ %
	Actual	Budget	Projections	Budget	Δ 21/22 Budget	
Compensation and Benefits	\$ 81,684,481	\$ 86,925,600	\$ 87,167,900	\$ 88,097,600	\$ 1,172,000	1.3
Office	939,842	1,125,100	1,154,000	1,105,800	(19,300)	(1.7)
External Services	2,424,145	2,823,400	2,919,200	3,451,500	628,100	22.2
Supplies	1,379,691	1,451,700	1,478,000	1,537,800	86,100	5.9
Materials	128,076	147,000	197,300	177,200	30,200	20.5
Building Costs	2,124,347	2,409,000	2,010,300	2,178,200	(230,800)	(9.6)
Equipment & Communications	1,004,158	1,111,500	1,192,900	1,073,500	(38,000)	(3.4)
Vehicle Expense	17,796,958	19,799,900	23,379,900	24,223,100	4,423,200	22.3
Other Goods & Services	792,108	1,342,000	1,416,700	1,399,500	57,500	4.3
Interdepartmental	9,129	(95,500)	(8,800)	(95,500)	-	-
Other Fiscal	237,022	470,000	470,000	470,000	-	-
Total Expenditures	108,519,957	117,509,700	121,377,400	123,618,700	6,109,000	5.2

Revenues	2020/21	2021/22	2021/22	2022/23		Δ %
	Actual	Budget	Projections	Budget	Δ 21/22 Budget	
Area Rate Revenue	\$ (49,883,137)	\$ (51,141,000)	\$ (52,348,600)	\$ (57,103,100)	\$ (5,962,100)	11.7
Fee Revenues	(15,933,927)	(26,812,200)	(23,472,500)	(31,712,200)	(4,900,000)	18.3
Other Revenue	(1,024,069)	(1,072,000)	(910,700)	(1,176,500)	(104,500)	9.7
Total Revenues	(66,841,132)	(79,025,200)	(76,731,800)	(89,991,800)	(10,966,600)	13.9
Net Total	\$ 41,678,825	\$ 38,484,500	\$ 44,645,600	\$ 33,626,900	\$ (4,857,600)	(12.6)

HALIFAX TRANSIT SERVICE AREA PLANS (2022/2023)

ACCESS-A-BUS SERVICE

The Access-A-Bus Service supports Regional Council priorities through the provision of a specialized shared ride, demand-based, door-to-door transit service for persons who are unable to use the conventional transit system due to physical or cognitive disabilities and declared eligible through a registration process. The Access-A-Bus service supplements the Halifax Transit fixed-route system. The service area coverage includes locations that are within 1000 metres of an existing conventional route. Access-A-Bus utilizes 47 vehicles, traveling more than 2,000,000 kilometers annually.

SERVICES DELIVERED

Paratransit Service

Paratransit service for persons who are unable to use the conventional transit system.

SERVICE DELIVERY MEASURES

Performance Measures Access-A-Bus	2019/20 Actual	2020/21 Actual	2021/22 Projected	2022/23 Planned
Ridership	170,434	70,084	120,034	162,785
Total Cost (Expenses) per Revenue Vehicle Hour	\$76.83	\$91.57	\$91.08	\$83.06
Operating Expense per Passenger	\$40.90	\$92.11	\$64.04	\$49.23
Average Fare per Passenger	\$1.72	\$1.31	\$1.39	\$1.39
Revenue/Cost Ratio	4.2%	1.4%	2.2%	2.8%
Customer Service (requests addressed within standard)	88%	91%	85%	90%

PERFORMANCE ANALYSIS

Access-A-Bus ridership decreased significantly in 2020/21 as a result of the COVID-19 pandemic. In 2021/22, ridership was varied, and was close to pre-pandemic levels between waves of the pandemic. Ridership is anticipated to be more consistent in 2021/22, but still fall slightly short of previous levels. Prior to the pandemic, ridership had been increasing, largely due to the approval of the Access-A-Bus Continuous Improvement Service Plan and scheduling system software upgrades. There is a potential for further growth in late 2022/23 following the completion of the Mobile Data Terminals project.

ACCESS-A-BUS TRANSIT SERVICE KEY DELIVERABLES (2022/23)

Integrated Mobility – Safe & Accessible Mobility Network
<p>Review of Access-A-Bus Eligibility Criteria (Est. Completion: Q4 2022/23)</p> <p>To ensure service offerings are focused on client’s abilities, the Access-A-Bus (AAB) client eligibility criteria will be reviewed and better matched to functional abilities, aligning the availability of AAB services to those who require it. This alignment is anticipated to create capacity for those who cannot use the services of the now fully accessible conventional fleet.</p>
<p>Installation of Mobile Data Terminals on Access-A-Bus Vehicles (Est. Completion: Q2 2022/23)</p> <p>To improve service delivery through the introduction of new technology, mobile data computers will be installed on all Access-A-Bus vehicles. The implementation of the new technology will include physical hardware installation, compatibility software integration, current-state process documentation, process updating, testing, user-training, and adoption.</p>

On-Demand Private Accessible Transportation (Target: Q4 2022/23)

Halifax Transit will work with an external vendor to launch private accessible taxi service for residents and will monitor and report on service availability and usage.

Est. Completion applies to deliverables carried over from previous business plans and is the estimated date of completion

Target applies to new deliverables and is the original target completion date

CONVENTIONAL TRANSIT SERVICE

The Conventional Transit Service supports Regional Council priorities through the provision of a network of routes that operate throughout the defined service area. This service provides over 20 million passenger trips annually and travels more than 19,000,000 kilometres.

SERVICES DELIVERED

Operating Conventional Transit Routes

Consisting of 72 fixed-route services and 3 Regional Express routes to rural areas.

Employee Support

Providing employee training and development, along with support related to administration and technology.

Transit Planning and Scheduling

Planning short, medium, and long term service changes and strategies and creating all Bus Operator schedules.

Sustainable Transportation Programs

Developing, delivering, and managing a variety of programs to encourage use of sustainable forms of transportation.

Bus Fleet Planning, Acquisition, and Disposal

Strategic and tactical bus fleet planning, related analysis and reporting, supporting bus procurement, readying buses for service once they arrive, and preparing buses for disposal when they are no longer suitable for use by the municipality.

Customer Support

Providing communication, customer service and engagement

Bus Cleaning, Servicing, Repair and Maintenance

Servicing and cleaning of Halifax Transit buses and providing maintenance and repair to keep buses in good running order, compliant with legislation, and fit for use.

Bus Stop Improvements

Maintaining the condition of existing bus stops, identifying the need for new bus stops, and making improvements for accessibility, including installing hard surfaces and bus stop amenities such as benches and shelters.

Capital Projects

Strategic and capital planning for Halifax Transit as well as for acquiring and/or construction of new assets including vehicles, buildings, and land. This service is also responsible for implementation of new transit service.

SERVICE DELIVERY MEASURES

Performance Measures CONVENTIONAL	2019/20 Actual	2020/21 Actual	2021/22 Projected	2022/23 Planned
Ridership	19,817,901	7,968,184	12,440,799	16,777,139
Number of Regular Service Passenger Trips per Capita in Service Area	57.8	23.1	35.2	46.4
Passengers per Service Hour	21.2	8.9	12.9	17.1
Revenue Vehicle Hour per Capita in Service Area	2.7	2.6	2.7	2.7
Total Cost (Expenses) per Revenue Vehicle Hour	\$104.16	\$106.70	\$109.49	\$110.52
Operating Expense per Passenger	\$4.92	\$12.04	\$8.48	\$6.46
Average Fare per Passenger	\$1.68	\$2.03	\$1.80	\$1.80
Revenue/Cost Ratio	34%	17%	21%	28%
Requests Addressed within Standard	93%	93%	91%	90%

PERFORMANCE ANALYSIS

Ridership growth during the first few years of the Moving Forward Together Plan (MFTP) implementation exceeded expectations, however, in 2020/21, the conventional transit system was greatly impacted by the COVID-19 pandemic. In 2021/22, there were periods of recovery that saw as many as 70% of passengers return to the system, but these were coupled with periods of high COVID-19 cases and province-wide restrictions that impacted ridership. A large service change was implemented in November 2021, which was expected to simulate new ridership, but it was followed less than a month later by shutdowns and restrictions related to the Omicron variant of COVID-19, so it is expected to take some time before the potential benefits are realized. A final MFTP implementation is planned for November 2022, which is also expected to stimulate some new ridership.

CONVENTIONAL TRANSIT SERVICE KEY DELIVERABLES (2022/23)

Integrated Mobility – Connected & Healthy Long-Range Mobility Planning

Implementation of Moving Forward Together Plan Transit Network Changes (Est. Completion: Q4 2022/23)

Continuation of the MFTP transit network changes. The final large route network change is targeted to take place in November 2022, resulting in changes to approximately 15% of the Halifax Transit network.

Transit Priority Corridors (Target: Q4 2022/23)

Halifax Transit will continue to pursue the implementation of transit priority measures on major strategic multimodal corridors. In 2022/23, this will include collaborating with other business units to tender Phase 2 of the Bayers Road project, launch a Spring Garden Road pilot project, prepare a functional plan for Portland Street/Cole Harbour Road, and prepare a preliminary design for Robie Street/Young Street.

Integrated Mobility – Safe & Accessible Mobility Network

Bus Stop Accessibility Improvements (Target: Q4 2022/23)

A consultant was engaged in 2021/22 to create an inventory and recommendations regarding required bus stop upgrades. In 2022/23, modifications will be made to over 50 bus stops to improve their accessibility. A multi-year work plan to guide upgrades to the remaining non-accessible stops will be completed as well.

Passenger Conduct Campaign (Target: Q4 2022/23)

The Transit Code will continue the transition to an ongoing program, with new campaigns launching quarterly in 2022/23 that address topics related to safety, courtesy, and respect on public transit.

HalifACT – Electrification of Transportation (Environment – Net Zero Emissions)

Procurement and Implementation of Battery Electric Buses (Target: Q4 2022/23)

The Request for Proposals (RFP) for the procurement of battery electric buses (BEBs) has been completed and focus will now shift to closing procurement activities and implementation.

Assessment for the Elimination of Internal Combustion Engine Vehicles (Est. Completion: Q4 2022/23)

To determine sustainable alternatives for the future, Halifax Transit will begin to assess the elimination of internal combustion engine vehicles across the entire fleet.

Service Excellence – Innovative Performance Excellence

Fare Management Project – Phase 2 (Est. Completion: Q3 2022/23)

To increase boarding efficiency and to improve fare payment options, Halifax Transit will begin work to install fare payment application validators, removing the need for validation by the operators. Consideration of additional payment options (such as smart cards and open payments) will also be included in Phase 2.

Fixed Route Planning, Scheduling and Operations - Complete Implementation (Est. Completion: Q1 2023/24)

To improve operational efficiency, Halifax Transit will begin to enhance functionality in the newly implemented planning, scheduling, and operations software solution.

FERRY SERVICE

Halifax Transit's Ferry Services supports Regional Council priorities through the operation of two ferry routes providing public transit services within Halifax Harbour. The Ferry Service has passenger terminals located in Dartmouth (Alderney and Woodside) and Downtown Halifax. Halifax Transit supports ferry service operations through the provision of repair and preventative maintenance services.

SERVICES DELIVERED

Ferry Service

Responsible for a network of fixed routes providing public transit services within Halifax Harbour. There are currently 2 fixed routes.

Ferry Service Maintenance

Responsible for maintaining and repairing ferry boats and dock pontoons to keep them in good order, fit for use, and compliant with Federal legislation and regulations.

SERVICE DELIVERY MEASURES

Performance Measures	2019/20 Actual	2020/21 Actual	2021/22 Projected	2022/23 Planned
Ridership	1,601,516	313,856	713,805	963,313
Passengers per Capita within Service Area	4.7	0.9	2.0	2.7
Passengers per Service Hour	109.7	22.1	49.6	64.7
Cost to Operate a Ferry for Each In-service Hour	\$448.40	\$416.13	\$534.51	\$505.84
Operating Expense per Passenger	\$4.09	\$18.83	\$10.78	\$7.81
Average Fare per Passenger	\$1.86	\$2.08	\$2.52	\$2.52

Performance Measures	2019/20 Actual	2020/21 Actual	2021/22 Projected	2022/23 Planned
Revenue/Cost Ratio	45%	11%	23%	32%
Requests Addressed within Standard	80%	66%	90%	90%

PERFORMANCE ANALYSIS

Of the three service types, ferry ridership has decreased the most significantly because of the COVID-19 pandemic. Ridership is expected to increase in 2022/23 but is expected to take longer to rebound than Access-A-Bus or conventional bus service. This is in part due to a portion of ferry trips being recreational/optional, for both residents and tourist. The rehabilitation of the Woodside Ferry Terminal will be complete in early 2022, which provides an opportunity to celebrate and welcome back some passengers.

FERRY SERVICE KEY DELIVERABLES (2022/23)

Integrated Mobility – Connected & Healthy Long-Range Mobility Planning
<p>Rapid Transit Strategy - Complete Technical Studies & Design for Ferry Service (Est. Completion: Q2 2022/23)</p> <p>In 2022/23, technical and design work related to the Mill Cove will be complete and inform a funding application for the implementation of the service.</p>

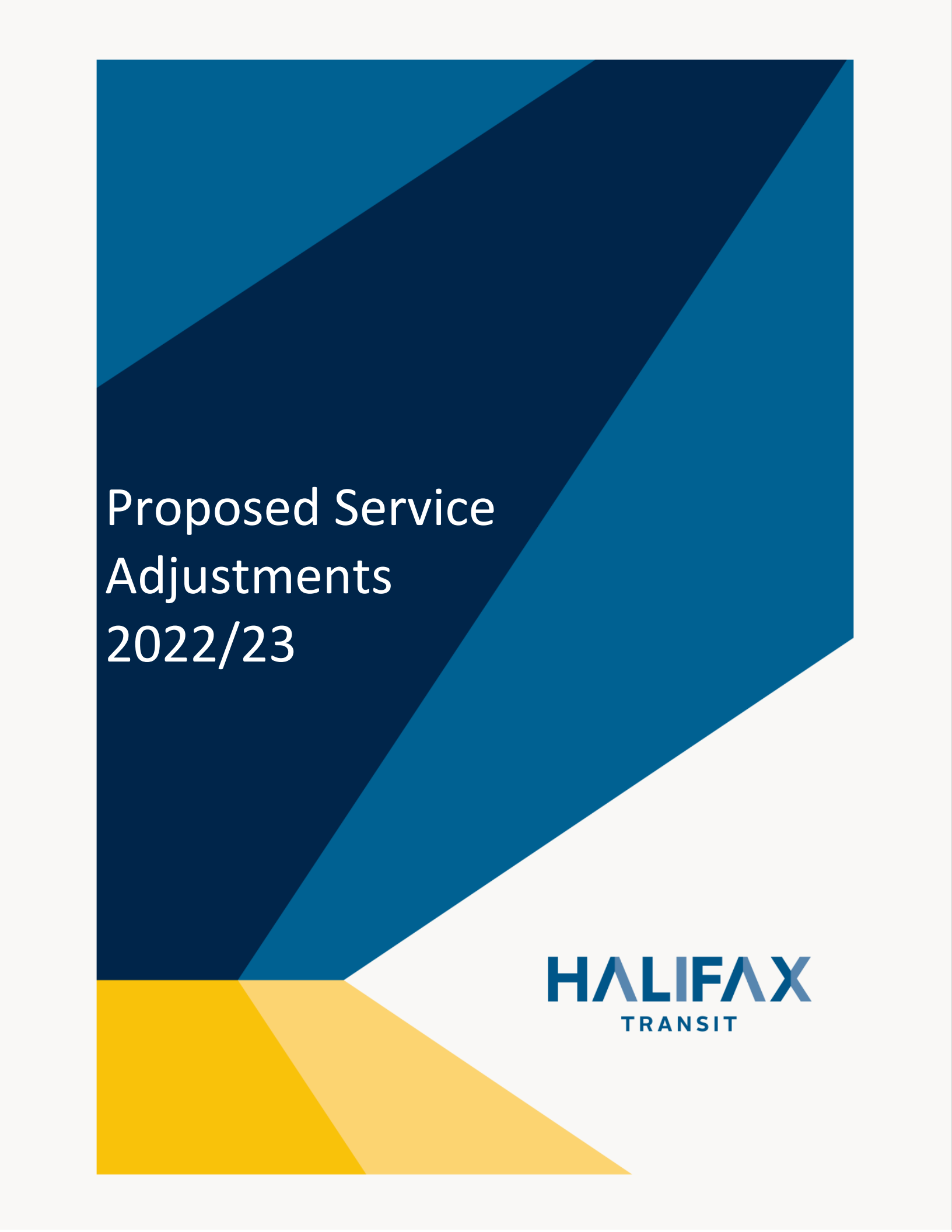
2022/23
Annual Service Plan

HALIFAX
TRANSIT



Contents

- Proposed Service Adjustments 2022/23..... 3
 - Modifications to this Plan 3
 - Moving Forward Together Plan – Subsequent Revisions 4
 - Burnside/Dartmouth Crossing 4
 - Bedford Express Routes 6
 - Detailed Service Adjustments..... 7
 - Service Quality & Reliability..... 10
- Appendix A: 2022/23 New Route Maps..... 13
 - Route 1 Spring Garden 14
 - Route 10 A/B/C Dalhousie 15
 - Route 50 Dockyard..... 16
 - Route 51 A/B Windmill 17
 - Route 56 Dartmouth Crossing..... 18
 - Route 72 Crosstown..... 19
 - Route 192 Hemlock Ravine Express..... 20
 - Route 196 Basinview Express..... 21
- Appendix B: Route Implementation Progress..... 23
 - Route Implementation Chart..... 24

The background features a large, abstract geometric design. It consists of several overlapping triangular and quadrilateral shapes in various shades of blue (from light to dark) and yellow. The shapes are arranged in a way that creates a sense of depth and movement, with some shapes appearing to recede into the background while others come forward.

Proposed Service Adjustments 2022/23

HALIFAX
TRANSIT

Proposed Service Adjustments 2022/23

This *Annual Service Plan* outlines upcoming adjustments for Halifax Transit's *Moving Forward Together Plan* in the fiscal year 2022/23. 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* have been implemented over several years. The implementation of the redesigned network, on an annual basis, is contingent on resource availability and is subject to change. This *Annual Service Plan* outlines the final changes to be made to complete the *Moving Forward Together Plan*, with the exception of the Regional Express service to Margeson Drive.

Changes proposed for 2022/23 include major corridor routes 1 Spring Garden and 10 Dalhousie, as well as several routes serving Burnside/Dartmouth Crossing, and Express service in Bedford.

Modifications to this Plan

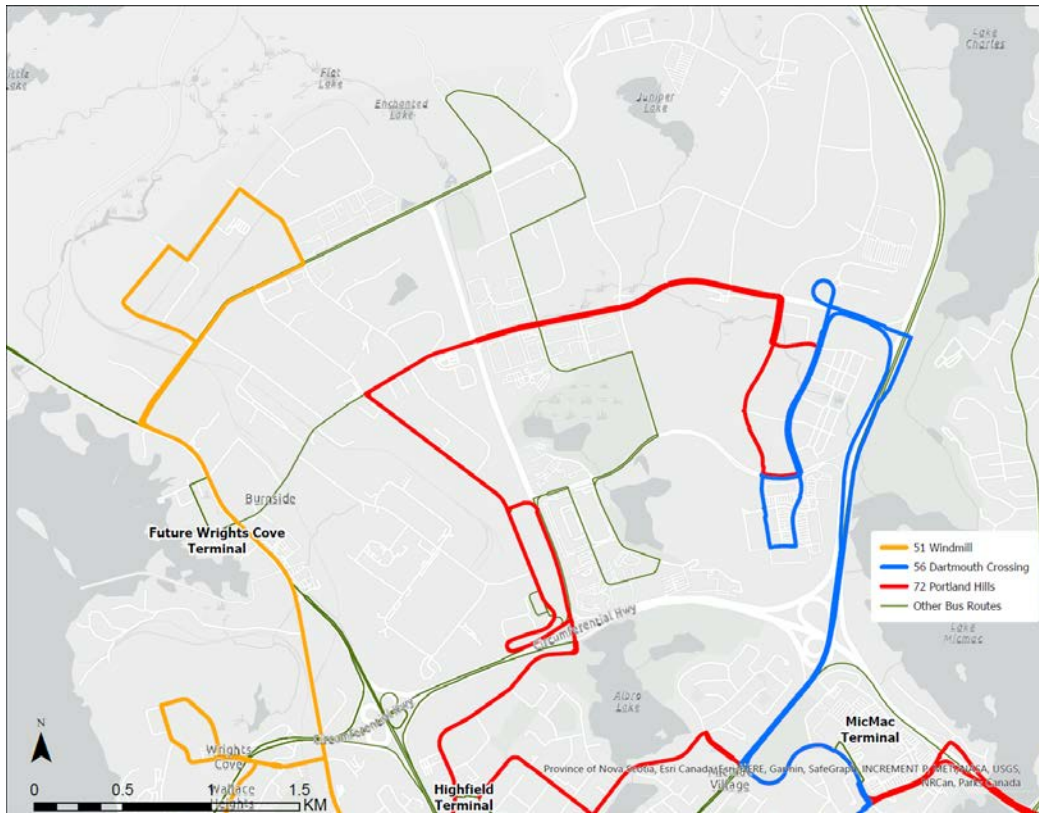
There is a long lead time required to implement routing and schedule changes and these are typically finalized six to twelve months prior to the launch date. Any changes that occur after this time period cannot be easily incorporated into public facing data and information and can lead to passenger confusion. 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.

Moving Forward Together Plan – Subsequent Revisions

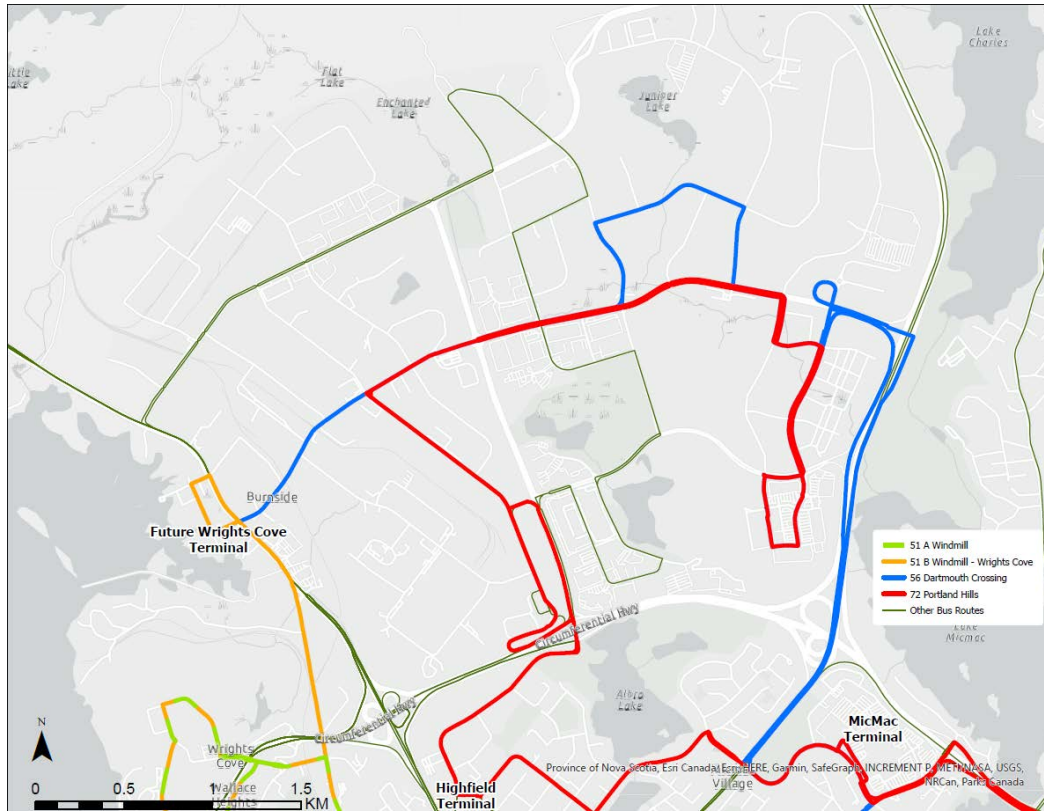
Burnside/Dartmouth Crossing

Significant development has occurred in the Burnside/Dartmouth Crossing region since the adoption of the *Moving Forward Together Plan*, including the opening of several large employers north of Wright Avenue in the Culter Avenue area. The routing approved in the plan did not anticipate this development, and readjustments are being proposed to better serve the area. As part of determining the modifications, in Fall 2021, Halifax Transit conducted public consultation regarding transit service in Burnside and Dartmouth Crossing. Based on the new developments, and the results of the consultation, modifications to the Route 56 Dartmouth Crossing and Route 72 Portland Hills from that proposed in the *Moving Forward Together Plan*, are proposed, as shown in the maps below. These adjustments are intended to improve coverage, providing better options for passengers in the area, and are consistent with the Moving Forward Principals.

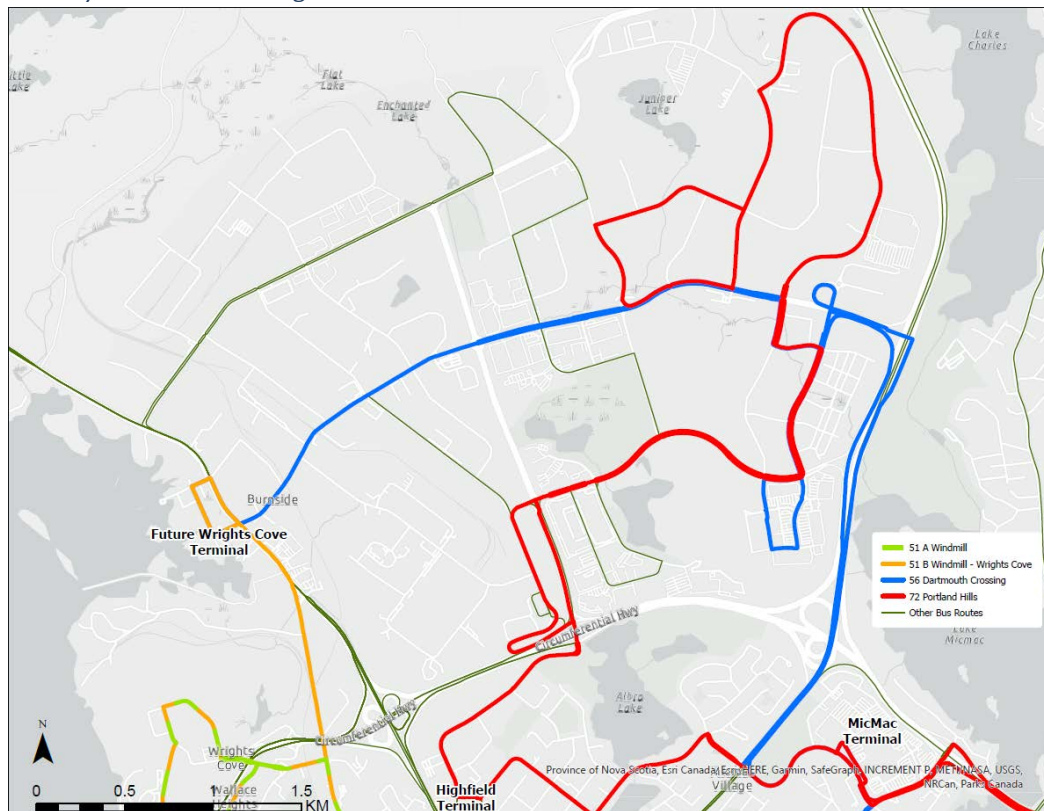
Current Existing Service:



Moving Forward Together Plan:



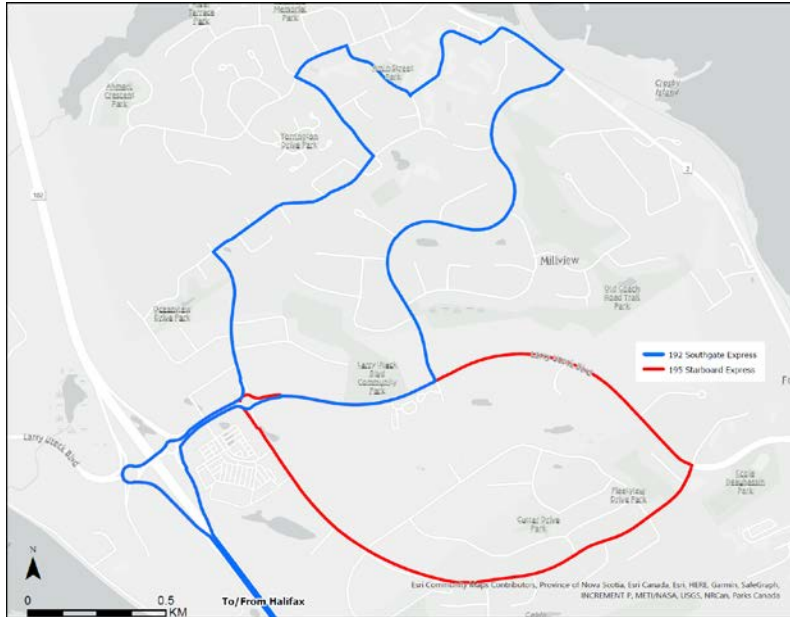
Proposed 2022/23 Service Change:



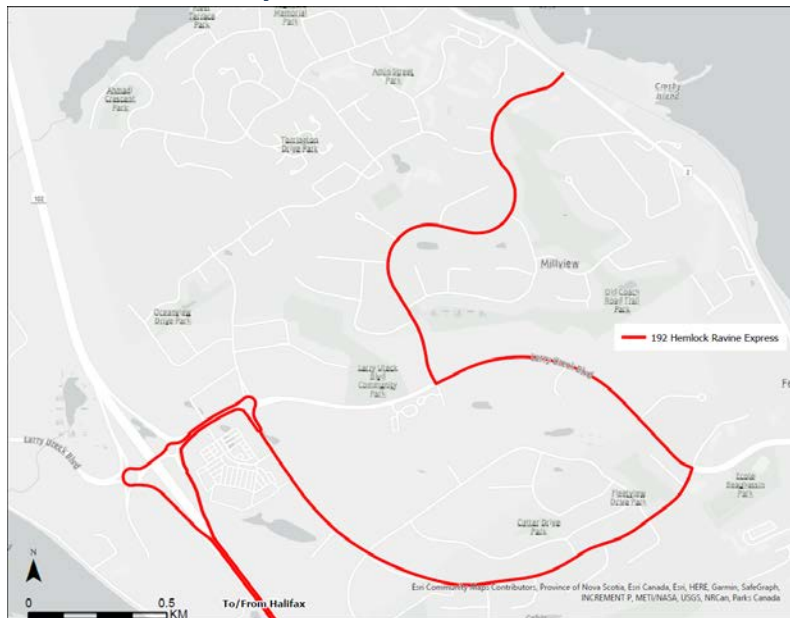
Bedford Express Routes

Two express routes were proposed in the *Moving Forward Together Plan* to service neighbourhoods near Larry Uteck Boulevard east of Highway 102. Route 192 Southgate Express was proposed to service north of Larry Uteck (Oceanview Drive and Southgate Drive), while Route 195 Starboard Express would service areas south of Larry Uteck (Starboard Drive). Due to concerns about operating on Oceanview Drive, these two routes are proposed to be consolidated into one route as the 192 Hemlock Ravine Express, which will service both side of Larry Uteck Boulevard via Southgate Drive and Starboard Drive.

Moving Forward Together Plan- Routes 192 Southgate Express and 195 Starboard Express:



Proposed Route 192 Hemlock Ravine Express:



Detailed Service Adjustments

The following service adjustments are planned for implementation in 2022/23. Maps for all new routes can be found in Appendix A.

Route	Details	Hours	Cost
1	Route 1 Spring Garden will be adjusted to service Gottingen Street in both direction	15,600	\$893,000
10/10+	Route 10 Dalhousie and 41 Dartmouth-Dalhousie will be replaced by new Corridor Route 10A/B/C Dalhousie	29,000	\$1,762,000
11/50	Route 11 Dockyard will be replaced by new Route 50 Dockyard	100	\$14,000
51/51+	Route 51 Windmill will be replaced by the new Route 51A/B Windmill	300	\$18,000
56	Route 56 Dartmouth Crossing will be extended to the future Wrights Cove Terminal via Wright Avenue	8,200	\$708,000
72	Route 72 Crosstown will be replaced by the new Route 72 Crosstown	2,300	\$275,000
192	New 192 Hemlock Ravine Express route to service communities near Larry Uteck Blvd east of Highway 102	2,400	\$335,000
196	Two trips will be added to Route 196 Basinview Express in each AM peak and PM Peak	1,500	\$126,000
Total		59,400	\$4,131,000

*Corridor***Routes 1 Spring Garden**

- This new corridor route will be introduced, providing similar routing and service levels to the existing Route 1 Spring Garden.
- This new route will travel via Gottingen Street in both directions between the MacDonald Bridge and Cogswell Street.
- This route will require significant schedule adjustments to address poor on-time performance of the existing Route 1 Spring Garden.

Route 10 A/B/C Dalhousie

- This new corridor route will be introduced.
- This will be a branched route with three branches, A, B, and C, serving from Dalhousie to Bridge Terminal, Micmac Terminal and Caledonia respectively.
- Existing Route 41 Dartmouth-Dalhousie will be discontinued, Route 10A will operate similarly, but will not service South Street.
- Route 10A/B/C will travel via Robie Street and South Street between SMU and Dalhousie, there will no longer be service on Inglis Street west of Robie Street, or on Beaufort Avenue.

*Local***Route 50 Dockyard**

- This new route will provide local service between Bridge Terminal and the Dockyard and Irving Shipyard in Halifax, during peak hours on weekdays only.
- Existing Route 11 Dockyard will be discontinued, this new route will provide similar levels of service.
- It is expected that Cogswell Interchange construction will require this route to operate under a detour until it is completed.

Route 51 A/B Windmill

- This new route will provide local service between Bridge Terminal and BIO and Oceanbreeze Estates, as well as the future Wrights Cove Terminal during peak hours.
- During non-peak hours this route will operate as the 51A operating between Bridge Terminal and BIO/Oceanbreeze Estates.
- During peak hours this route will operate as the 51B and service the future Wrights Cove Terminal as well as BIO/Oceanbreeze Estates.
- The existing Route 51 Windmill operates many variations, servicing different combinations of BIO, Oceanbreeze Estates and Burnside Industrial Park. This adjustment will consolidate those branches by using the new Hudson Way connection. This allows provision of service throughout the service day to BIO, though with slightly longer walking distance.

Route 56 Dartmouth Crossing

- This route will be extended through Burnside Industrial Park via Wright Avenue to service the future Wrights Cove Terminal.
- The proposed routing is similar to that shown in the *Moving Forward Together Plan*, but is slightly more direct.

Route 72 Crosstown

- This new route will provide service between Portland Hills Terminal and Dartmouth Crossing, similar to the existing Route 72 Crosstown.
- This route will be extended to service recent development in Dartmouth Crossing north of Wright Avenue. (IKEA, Kent, etc.)
- This route will no longer provide service in Ilsley Avenue north of Ronald Smith Avenue, or on Wright Avenue between Ilsley Avenue and John Savage Avenue. Alternatively, service will be provided on Commodore Drive, re-introducing weekend and late night service to an area currently only served by the Route 64 Burnside during weekdays.

*Express***Route 192 Hemlock Ravine Express**

- This new express route will provide service for communities near Larry Uteck Blvd east of Highway 102 direct to Downtown Halifax.
- This route is a combination Route 192 Southgate Express and 196 Starboard Express as proposed in the *Moving Forward Together Plan*.

Route 196 Basinview Express

- This existing express route will have two trips added in each direction during AM Peak and PM Peak.
- Routing may be adjusted to use Highway 102 and Bayers Road in both directions to take advantage of bus only lanes on Bayers Road, subject to schedule adherence monitoring.

*Bus Lanes***Bayers Road Bus Lanes**

- As bus lanes on Bayers Road are becoming operational Halifax Transit will monitor schedule adherence data and explore the possibility of routing existing express services including route 194, 196 and 330 to utilize these lanes.
- Services will only be rerouted to use these bus lanes if travel time improvements can be made and service reliability improved.
- Rerouting routes 194 and 196 would impact some customers currently accessing these routes between Kearney Lake Road and Halifax, where in most cases other express services are available.

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.

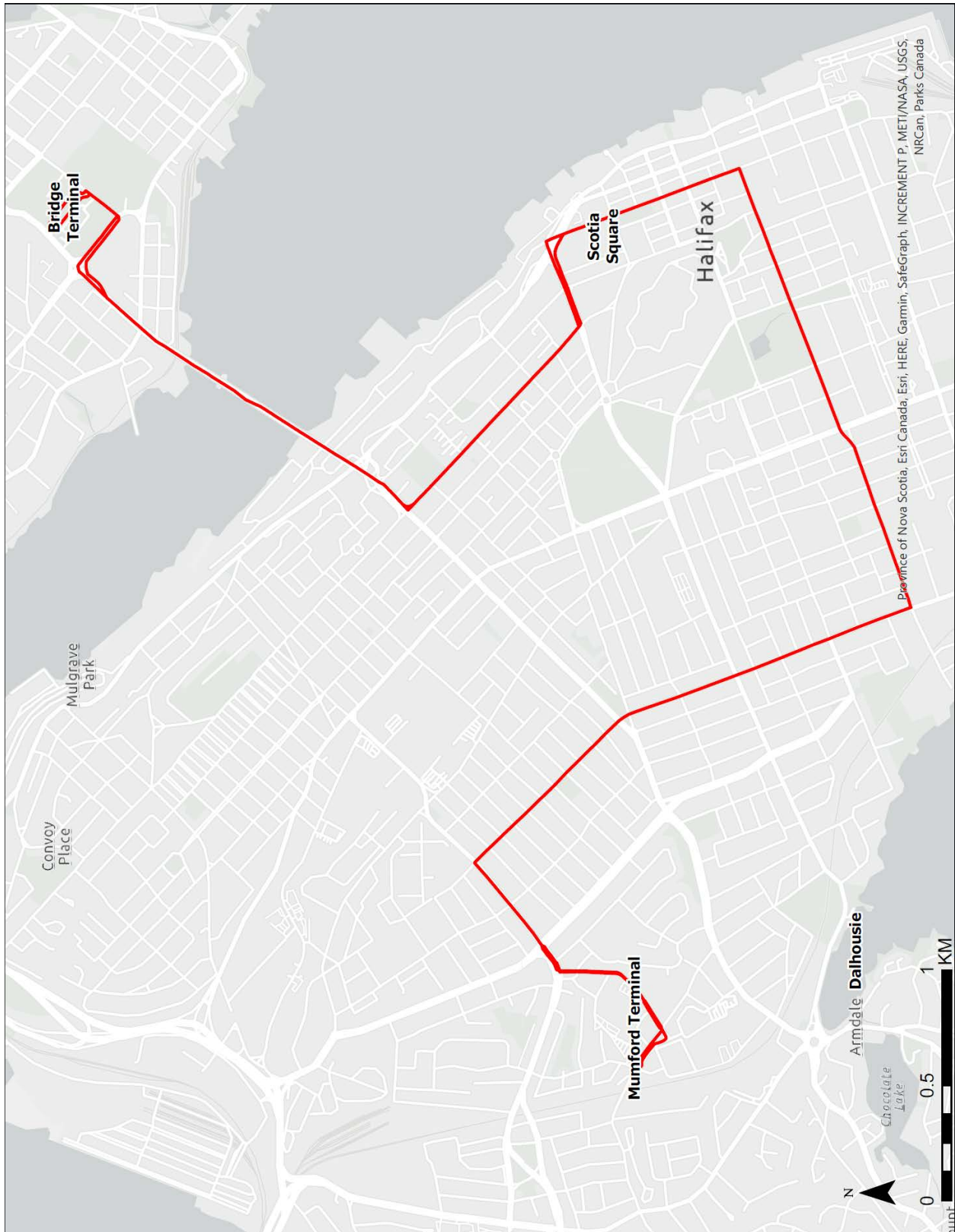
Appendices

- A. 2022/23 New Route Maps
- B. Route Implementation Progress

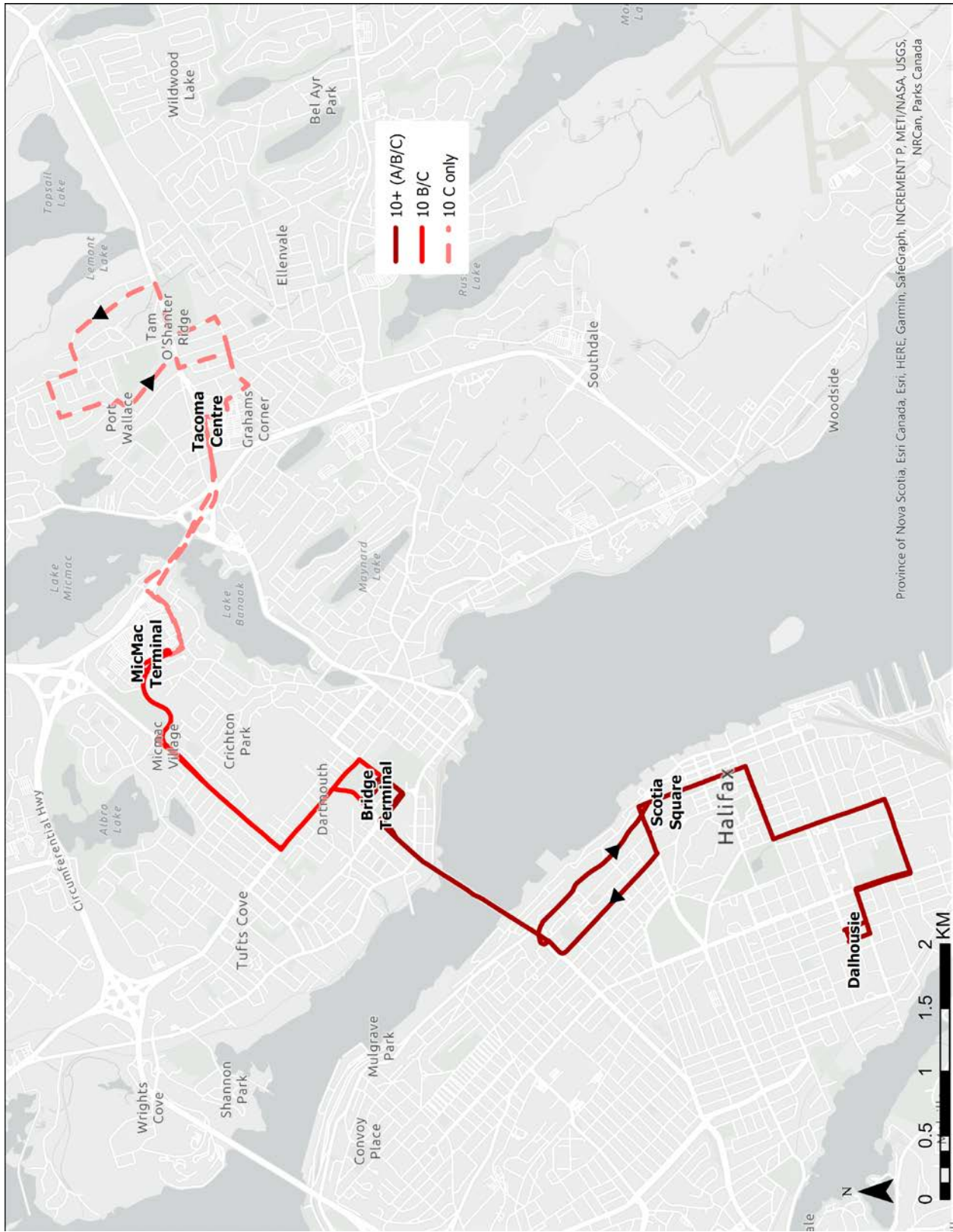
HALIFAX
TRANSIT

Appendix A: 2022/23 New Route Maps

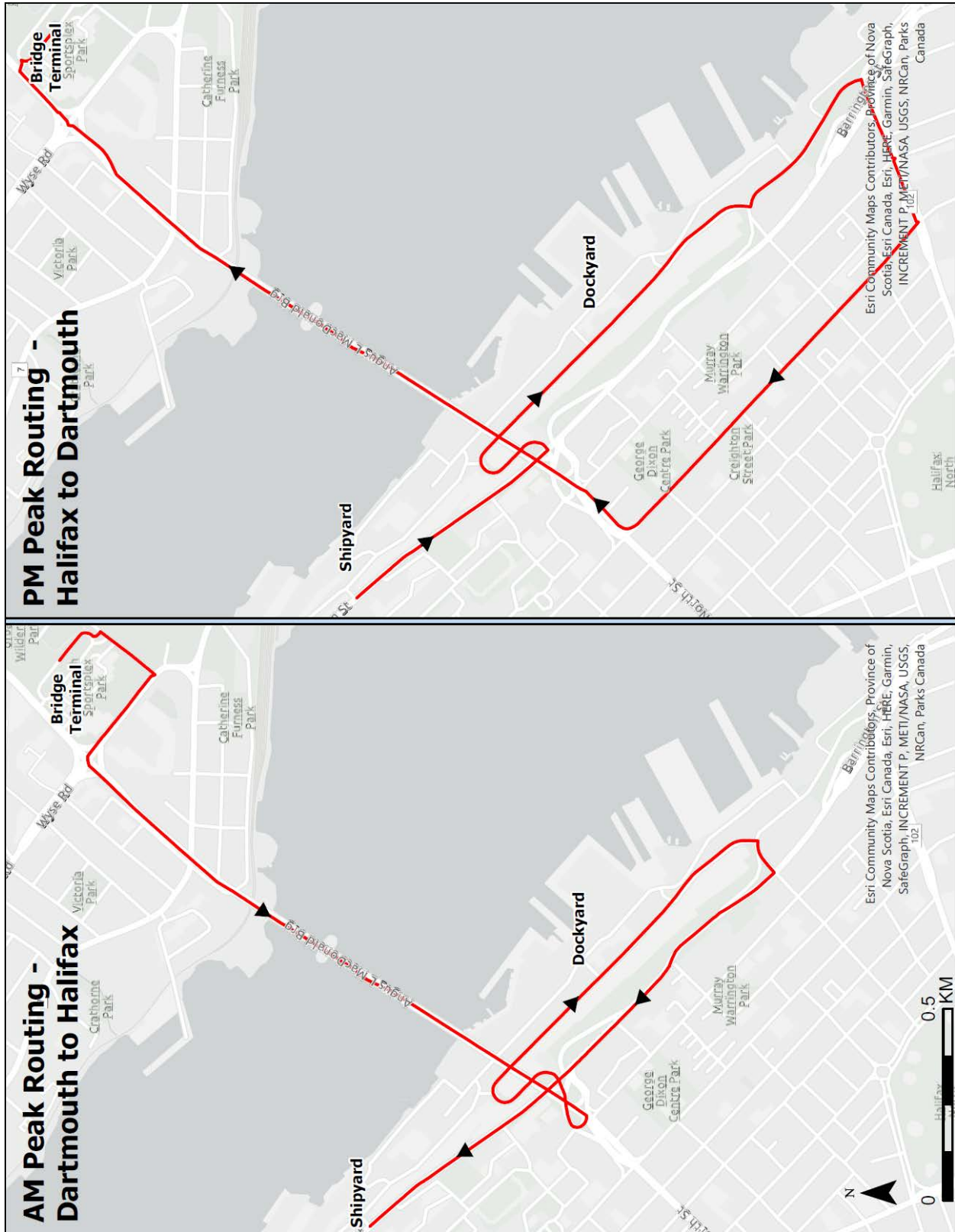
Route 1 Spring Garden



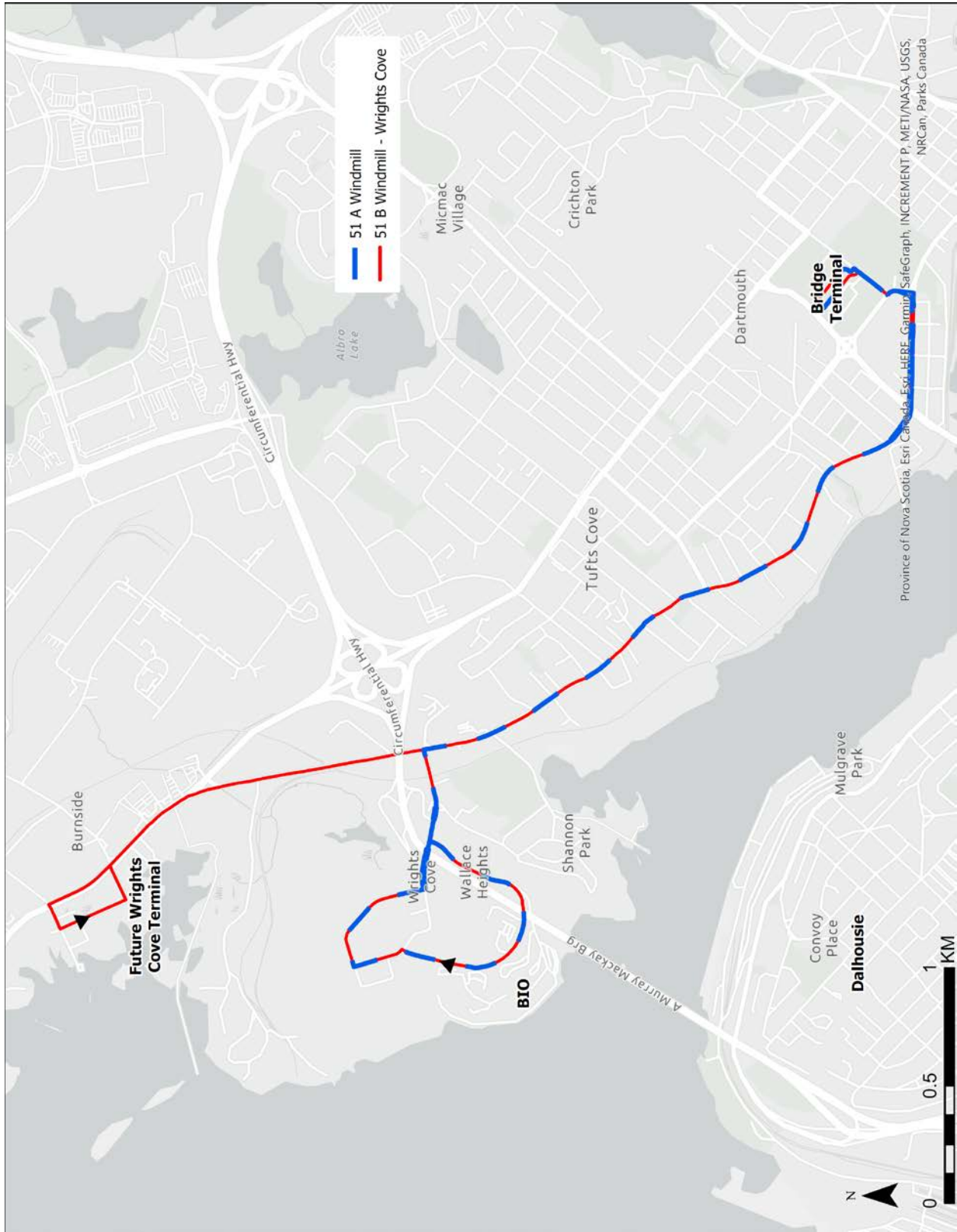
Route 10 A/B/C Dalhousie



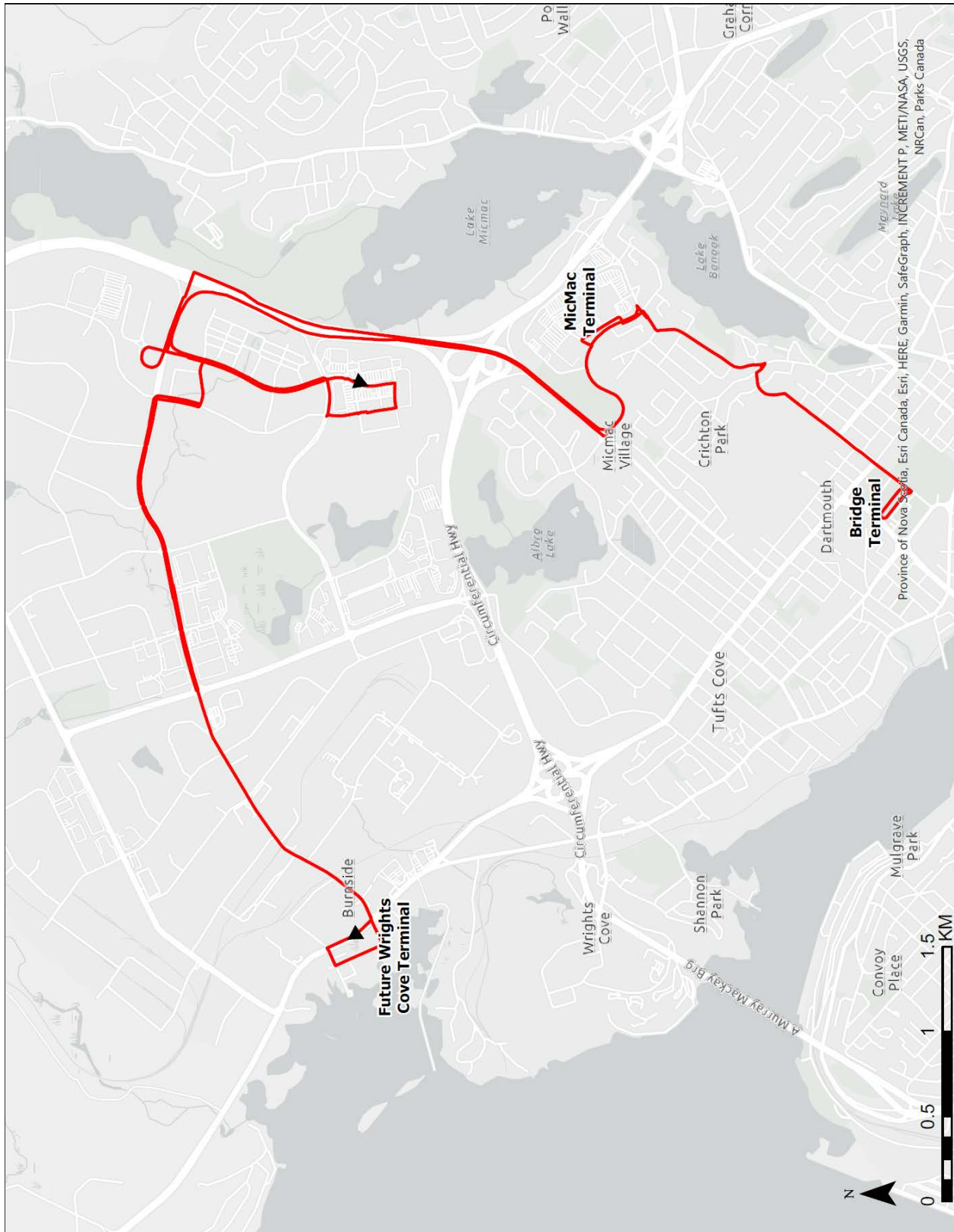
Route 50 Dockyard



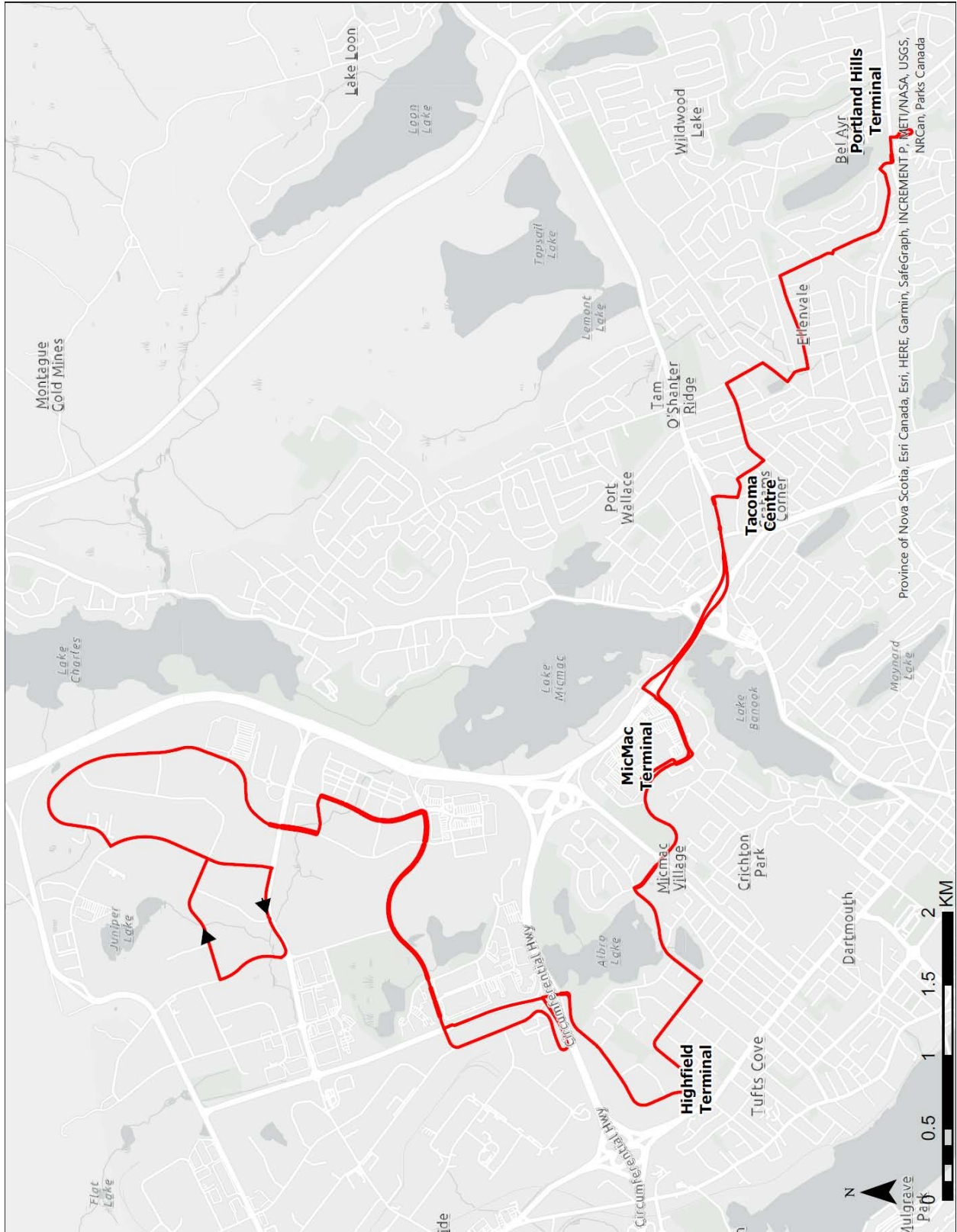
Route 51 A/B Windmill



Route 56 Dartmouth Crossing



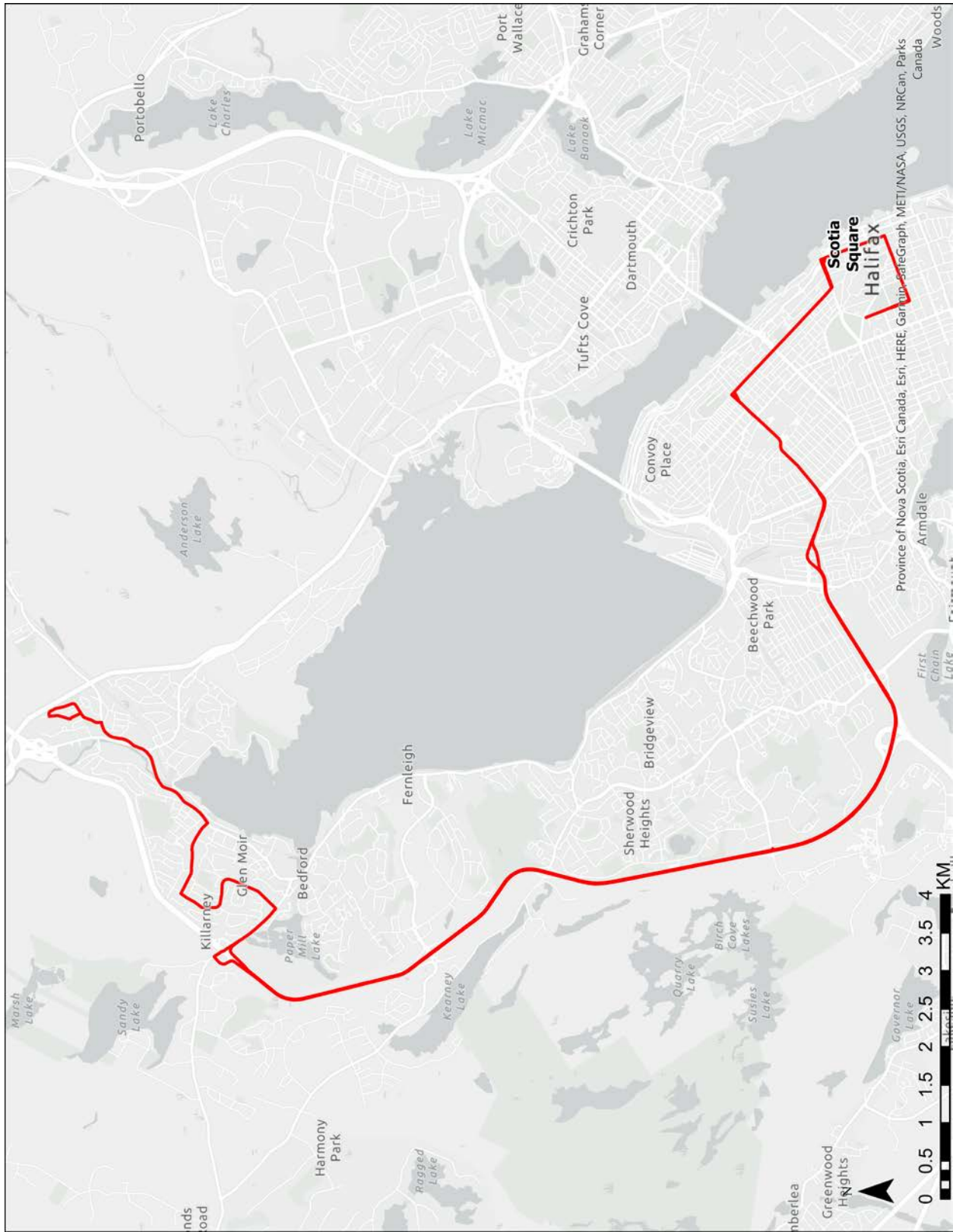
Route 72 Crosstown



Route 192 Hemlock Ravine Express



Route 196 Basinview Express



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	2022/23
Corridor	1	Spring Garden	<input type="checkbox"/>	<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"/>	<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"/>	<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"/>	<input checked="" type="checkbox"/>
	5	Portland	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov 22, 2021
	6	Eastern Passage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov 22, 2021
	7	Peninsula	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov 22, 2021
	8	Sackville	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov 25, 2019	<input checked="" type="checkbox"/>
	9	Herring Cove	<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"/>
	10	Micmac	<input type="checkbox"/>	<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"/>	<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"/>	<input checked="" type="checkbox"/>
	24	Leiblin Park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov 22, 2021
	25	Governors Brook	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov 25, 2019	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	26	Springvale	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov 22, 2021
	28	Bayers Lake	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Aug 20, 2018	<input checked="" type="checkbox"/>	<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"/>	<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"/>	<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"/>	<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"/>	<input type="checkbox"/>
	51	Windmill	<input type="checkbox"/>	<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 checked="" type="checkbox"/>	Nov 22, 2021
	54	Montebello	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov 22, 2021
	55	Waverley	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov 22, 2021
	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"/>	<input checked="" type="checkbox"/>
	57	Portland Estates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov 22, 2021
	58	Woodlawn	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov 22, 2021
	59	Colby	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov 22, 2021
	61	North Preston	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov 22, 2021
	62	Grahams Grove	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov 22, 2021
	63	Mount Edward	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov 22, 2021
	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 checked="" type="checkbox"/>	Nov 22, 2021
	67	Baker Drive	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov 22, 2021
	68	Cherry Brook	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov 22, 2021
	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"/>	<input checked="" type="checkbox"/>
	127	Cowie Hill Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov 22, 2021
	135	Flamingo Express	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Aug 20, 2018	<input checked="" type="checkbox"/>	<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"/>	<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"/>	<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"/>	<input checked="" type="checkbox"/>
	158	Woodlawn Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov 22, 2021
	159	Colby Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov 22, 2021
	161	North Preston Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov 22, 2021
	165	Caldwell Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov 22, 2021
	168	Cherry Brook Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov 22, 2021
	178	Mount Edward to Ferry Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov 22, 2021
	179	Cole Harbour to Ferry Express	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov 22, 2021
	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	Hemlock Ravine 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"/>	
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"/>	<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	<input checked="" type="checkbox"/>
	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"/>	<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"/>	<input checked="" type="checkbox"/>
Rural	401	Porters Lake	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov 22, 2021
	415	Purcells Cove	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Nov 25, 2019	<input checked="" type="checkbox"/>	<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"/>	<input checked="" type="checkbox"/>

HALIFAX
TRANSIT

311

halifax.ca/transit

@hfxtransit