



TRANSIT CAPE BRETON



Government of Canada

Gouvernement du Canada



- 2015 – CBRM Council Decision re Transit CB cuts
 - Ridership <300,000 / Budget \$3million
- 2016 – 2019 Significant ridership increases
 - In less than three years, between 2016 and 2019, Transit Cape Breton’s ridership increased by over 260%.
- Covid-19 Pandemic - 80% reduction of ridership
- 2023 Ridership 1,300,000 Budget \$8.5million
 - Ridership is up over 300% compared to just six (6) years ago.



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- Where has the growth originated?
 - CBU – Thousands of additional international students moving to CBRM to attend CBU.
 - 44% increase in Enrollment 2018
 - Largest one year growth of Canadian University in 40 years.
- Direct Community Benefits?...Many!
 - Population increase...
 - Tuition, rental and Expenses over \$60million annual increase to local economy.
 - Service expansions provide opportunities for new users and formerly unserved geographic coverage

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- Any negative effects?
 - Additional pressure on current Housing Crisis.
 - (Rental increases, limited student housing, less available affordable housing)
 - Transit Growing pains (staffing/equipment/budget)
- How are we working through these challenges?
 - Constant interaction with CBU, Student Union, Faculty
 - Cooperative approaches with United Way
 - Formation of TESI



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- Transportation for Economic and Social Inclusion TESI
 - Partnerships
 - United Way Cape Breton
 - Common Good Solutions
 - Cape Breton Partnership
 - NS Dept of Community Services
 - CBRM
 - Local taxi providers



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Transit Electrification EV Maintenance Facility Detailed Design & Construction ICIP

- Federal Government has set targets for no new medium to heavy-duty diesel vehicles such as buses by 2040
- Provincial Government's goals to reduce greenhouse GHG emissions by 53% below 2005 levels by 2030 and to achieve net zero emissions in Nova Scotia by 2050
- Comprehensive Transit Plan towards Electrification of Fleet and supporting EV Maintenance Facility.
- Emissions from Maintenance Facility go to zero by 2050, based on assumption that NS energy grid is 100% renewable.



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Emissions from Diesel Buses for current fleet
2214 Tonnes CO₂e / yr (BEB's).

Increased Service and Alternative Service Options for Rural Areas

- Rural Areas representing ~11,000 residents, currently identified for expanded transit service.
 - Development densities 1.2 – 2.7 dwelling units per acre vs recommended 3 or greater for fixed route service.
- Evaluating alternatives
 - On-Demand Transit Service, and
 - Fixed Route Shared-Ride Service
- On-Demand ride booking software to supplement our existing accessible-transit service will make the expansion of On-Demand service for regular transit users more attractive.



Increased Service and Alternative Service Options for Rural Areas

- Rural Pilot Participants 2022
 - Daily transportation cost savings
 - 29% saving over \$40 daily
 - 43% saving \$21 to \$40 daily
 - 28% saving \$0 to \$20 daily
 - Significant savings provides money staying in the hands of low-income participants each day.
 - 58% identified as youth (under 30 years old)





Municipalities own the core infrastructure assets that are critical to the quality of life of Canadians and the competitiveness of our country.

“Municipalities own over 60% of the country’s infrastructure but collect just eight cents of every tax dollar paid in Canada, with the other 92 cents going to Federal, Provincial and Territorial Governments”

- 1800 jobs generated per \$100million invested in infrastructure
- \$160million economic growth generated per \$100million invested

**Federation of Canadian Municipalities (FCM)
Canada Infrastructure Report Card**



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Cape Breton

