
Prepared by



Edmonton Trolley Coalition
www.trolleycoalition.org

Transcript of July 27, 2004 City Council Meeting
Item G.1.d "Future Trolley Operations in Edmonton"

Members of Council

Mayor Bill Smith
Councillor Stephen Mandel, Ward 1
Councillor Karen Leibovici, Ward 1
Councillor Alan Bolstad, Ward 2
Councillor Ron Hayter, Ward 2
Councillor Ed Gibbons, Ward 3
Councillor Janice Melnychuk, Ward 3
Councillor Jane Batty, Ward 4
Councillor Michael Phair, Ward 4
Councillor Bryan Anderson, Ward 5
Councillor Larry Langley, Ward 5
Councillor Terry Cavanagh, Ward 6
Councillor Dave Thiele, Ward 6

Others Present

Al Maurer, City Manager
Rick Millican, General Manager, Transportation and Streets
Wayne Mandryk, Manager, Edmonton Transit System
Ken Koropeski, Director, ETS Service Development
Alex Lee, Manager, Mobile Equipment Services
Bob Kreeb, Consultant, Booz Allen Hamilton Inc.

Table of Contents

Motion from July 20, 2004 Transportation and Public Works Committee	3
Councillor Bolstad	3
Councillor Cavanagh.....	4
Councillor Batty	5
Councillor Mandel.....	6
Councillor Leibovici.....	8
Councillor Phair.....	10
Councillor Gibbons	11
Councillor Thiele	12
Councillor Hayter	13
Councillor Anderson.....	14
Mayor Smith.....	15
 Amendments introduced (Councillor Leibovici).....	 17
Councillor Bolstad	17
Councillor Cavanagh.....	18
Councillor Mandel.....	19
Councillor Batty	19
Councillor Phair.....	19
Councillor Hayter	20
Councillor Langley	20
Councillor Cavanagh.....	21
Councillor Melnychuk.....	21
Councillor Gibbons	22
Councillor Thiele	22
Councillor Anderson.....	23
Mayor Smith.....	23
 Vote on amendments.....	 23
 Vote on motion, as amended	 24
Part 1 – Continue trolley operation until 2008.....	24
Part 2 - APUs.....	24
Part 3 – Demonstrator units.....	25
Part 4 – Consider extension to Northgate.....	25
Part 5 – Report in 2008.....	25
Amendment to Part 5.....	25
 Motion to maximize cost-benefit introduced	 25
Councillor Mandel.....	26
Councillor Thiele	26
Councillor Hayter	27
Councillor Anderson.....	27
 Vote on motion.....	 28

July 27, 2004

Mayor Smith: Madam Clerk, it's kind of...interesting...that we had a situation last week where the recommendation of the administration was on the report, conveniently. And I notice today the recommendation from the administration is not on the report.

Clerk: Well, if you turn the...

Mayor Smith: No, I'm talking about the blue report...

Clerk: The reason is that...it was originally at council with a recommendation...it was a motion on the floor referred down to the committee and then it's coming back up. So the committee...the combination of the two reports make up the full history. So the history that's shown on the report had the motion on the floor changed and then the report coming back up is just the report from the committee. It was dealing with the motion on the floor; there wasn't an administration recommendation before the committee. If I follow that properly, I think. Because the committee, the committee...

Mayor Smith: We had the same situation that came from council too. But anyway, I don't want to belabour that, but we need to be consistent if we're going to do it, and I'll raise it with the city clerk later. Thank you. And, could somebody move the recommendation? The chair?

Coun. Langley: I move the recommendation, Mr. Mayor.

MOVED L. Langley – D. Thiele:

1. That Edmonton Transit continue to operate trolleys.
2. That auxiliary propelled units (APUs) be added to the existing units to free up diesel buses currently used as back-up.
3. That Administration arrange to have a demonstration of low-floor trolley buses to be utilized within the system for information gathering.
4. That expansion of the trolley fleet to Northgate be considered in the 2006 budget.

Mayor Smith: Councillor Langley, thank you. Okay, Councillor Bolstad:

Coun. Bolstad: All right, well, I believe we've had our...

Mayor Smith: Presentations.

Coun. Bolstad: We've had our presentations pretty much on all that at committee and stuff.

Al Maurer: Mr. Mayor, just before we do get started: for those members of council who did not have a chance to participate in the hearing, I'd just like to introduce Mr. Bob Kreeb, who is from Booz Allen, and was the man that did the work to assess the trolleys and he's here to answer the questions that council may have.

Mayor Smith: Does anybody want to? Presentation? No. Okay. Councillor Bolstad.

Coun. Bolstad: All right, thank you. Yes, I do have a couple questions still. The second part of the recommendation, where it talks about the APUs, that we get some more of those, or whatever. Could you describe what the APU is able to do, this auxiliary propelled unit? How far can a trolley go on that? How fast? Can you describe them?

Alex Lee: Mr. Mayor, Councillor Bolstad, the APU is an auxiliary power unit. Essentially, it is a battery pack that is configured to drive the drive unit. The battery pack is charged by the overhead wires as the vehicle...as the trolley is hooked up to the wires. When a trolley is encountering a disruption in the road, he has to go off-wire, then the power is supplied by the battery. Now, what can it do? The Vancouver one can go 5...uh...1 kilometre at 15 km/h, and it can also go up a ten degree grade...0.1 of a kilometre only, but it slows down to 5 km/h. Now this particular APU can certainly work when you encounter such things such as small construction, accidents, auto accidents; but when you have a large construction, where it takes more than a kilometre, or if there's a power outage or a wire break, you still cannot use the APU for that purpose.

Coun. Bolstad: Okay, could it be used then on a regular basis when there's a detour on a particular trolley line that might be two or three blocks, a road under construction. Could it be used, like, every day, for this trolley to drop its wires and go two or three blocks around and get back on the wires later? Could we do that day after day with these APUs?

Alex Lee: Yes, we can; however it may need some extra manpower to pull the wires down, or pull the trolley poles down.

Coun. Bolstad: Isn't it possible for the driver just to disconnect from where he sits?

Alex Lee: No.

Coun. Bolstad: He has to get out of the bus and unhook the wires?

Alex Lee: Yes.

Coun. Bolstad: The cables, etcetera? And then of course you have to do it again, hook it up later.

Alex Lee: That's correct. In Vancouver they actually have...they employ pole-pullers that are stationed there for every single bus that passes through that same position and then the pole-puller will just pull the poles.

Coun. Bolstad: Okay, and what do these cost?

Alex Lee: The cost approximately five...uh, fifty thousand dollars per bus.

Coun. Bolstad: Fifty thousand? How many of them do we have?

Alex Lee: We have one installed—it has still got some glitches on it—so it's not being used. We still have five in storage. We need 59 of them in order for it to work.

Coun. Bolstad: We need 59?

Alex Lee: For the whole system to work. It doesn't make a lot of sense to have one or a few having APUs, because all trolleybuses are attached to the same wires. So you can't have just one bypassing the obstruction and the next one has to be supplemented by a diesel bus.

Coun. Bolstad: All right, I'm just quickly doing the math. That's about three million bucks then; is that not correct?

Alex Lee: That's absolutely correct.

Coun. Bolstad: All right. So if we pass Number Two, we're authorising...well, basically directing you to spend three million bucks. Is that how you read it?

Alex Lee: Yes sir.

Coun. Bolstad: Where would we get the three million dollars?

Al Maurer: You would have to look to reallocate funding...bring it forward as part of the CPP, councillor.

Coun. Bolstad: Yeah, all right. And the other question: I'm sure you know it's coming, Mr. Millican. I'd asked a couple times to see if you would be able to put together some information on how we would use the trolley savings if they were to be reallocated to transit service, if council was not to support this recommendation, but to discontinue trolleys. What would we do?

Rick Millican: Councillor Bolstad, there's approximately fifty thousand hours of off-peak service in the communities that meet the criteria for expanded off-peak service: off-peak, weekend, evening service. If council were to decide to not continue with trolleys, and the option was there to take the \$1.9 million of operating savings associated with not having to look after the overhead, and apply to it to those communities that do meet the criteria for expanded off-peak service, we estimate that basically all the communities that meet the criteria for weekday midday and Saturday midday service would get that service; all communities that qualify for weekday early evening and Sunday midday service would qualify...would be able to get their service; and about 40% of those that qualify for weekday late night and weekend early morning would qualify to get that. And basically we've identified communities and routes in virtually every ward of the city that would meet that.

Coun. Bolstad: Just to finish that up, Mr. Mayor. Do you have anything written out? I was...

Rick Millican: Yes, certainly we can. We can get copies made of the requirements here that can be distributed.

Coun. Bolstad: All right. I'd appreciate that, Mr. Mayor, to keep up with the whole...

Mayor Smith: Thank you. Councillor Cavanagh:

Coun. Cavanagh: Thank you, Mr. Mayor. Approximately a month ago, Councillors Langley and Leibovici and I went on a trolley bus ride at the noon hour, and one of the trolleys jumped the lines when we were there. But, we're talking about the costs of diesel bus vs. a trolley bus. I think a diesel bus costs about 86 cents compared with 90 cents for a trolley. Is that correct?

Alex Lee: That's in the range.

Coun. Cavanagh: Pardon?

Alex Lee: It is in the range. You're correct.

Coun. Cavanagh: It's in that range. But then we also heard, with what the dollars they have to spend on the power systems, it brings the cost of operating a trolley bus to approximately \$1.70 per click, with all those costs that go on throughout the year.

Alex Lee: You're right.

Coun. Cavanagh: So over a period of time, and there's about 32 million clicks, I think they said, and only 3% of the kilometres are on trolley buses.

Alex Lee: That's correct.

Coun. Cavanagh: And here what we're spending \$1.72 per click, versus 86 cents per click. So that's the approximate figures. Are those pretty close?

Alex Lee: Those figures are reported by Booz Allen's report and you're quite close.

Coun. Cavanagh: So, now if we...I think you've got some figures in here, where we're just going to spend more money on the overheads as well.

Alex Lee: There are several million dollars in the long range financial plan in 2013, I believe, that is required to upgrade the overhead wires. So, the overhead system.

Coun. Cavanagh: Okay. But at the present time, we're saying...4 million dollars projected from...yeah, 4 million additional costs from 2004 to 2008, then another 4.5 million is projected from 2009 to 2013. So those are costs that we'll have to pay if we retain the trolleys.

Rick Millican: Councillor, I believe you're referring to the work again that we do in the road rehab.

Coun. Cavanagh: Yep, planned funded in the report.

Rick Millican: That's the road rehab type of work where we are rehabbing the trolley system.

Coun. Cavanagh: All right. Well, Mr. Mayor, I am not going to support the motion that is before us, when we're spending that kind of dollars for buses that are only 3% of our transportation in the city. It...I know they're...we've had them for a long time. I think I even rode one of the first ones in about 1939. But, again, the money...It's great to keep, but we can't just keep something that we've had for a long time just to...and spend all this money on it. So I just can't support this, Mr. Mayor, when it's \$1.70 per click for a trolley bus versus 86 cents for a diesel bus. I think we're spending far too much money that way.

Mayor Smith: Thank you. Councillor Batty:

Coun. Batty: Thank you very much. Mr. Millican, as you know, I did not support the motion that's in front of us that came from the Transportation Committee which I sit on. So I do want to ask a couple of questions about the motion that's there. And I want to go to number two: 'that the auxiliary propelled units be added to free up diesel buses'. You said they're \$50,000 per bus. What does an APU run on?

Rick Millican: It's batteries.

Coun. Batty: It's batteries. And so...

Rick Millican: It's providing your electric power...temporary electric power, to put it that way.

Coun. Batty: And...so, it's temporary power. So what upkeep do the batteries require and what do they weigh?

Alex Lee: Mr. Mayor, Councillor Batty, the APU system consists of a generator, using the overhead wire electricity to charge up the batteries, and then when the trolley gets to a point where you have to operate off-wire, then the battery is applying the power to propel the bus forward. The cost of the battery is essentially...just about...I'm estimating at half the cost of that \$50,000 and the maintenance of these batteries will probably need replacement within...seven years?

Coun. Batty: So it's a much less period of time that we would utilise the battery than we would if it was a diesel bus? Where do you come in...When I look at...If it runs on batteries, that must be quite large. Where does it fit on the bus itself, and what is the weight of this?

Alex Lee: It certainly adds a lot of weight. I can't give you an estimate of how much it weighs. Probably in the several hundred pounds range.

Coun. Batty: I heard it was two thousand pounds, but I don't know.

Alex Lee: We would have to find room in the old trolley buses to...

Coun. Batty: So it would take up passenger space.

Alex Lee: It may not take up passenger space, but we'd need to reinforce some area to put the batteries on that area...

Coun. Batty: So when it runs on the APU, then, with our extreme weather conditions, from -40 below to +32 in the summer, does it have heat and...heat and air at that point in time?

Alex Lee: First of all, battery power actually decreases by half when it gets down to -15. In Vancouver, their battery power APUs are specified for -10 operation. For us, probably we'll need to look at the APU that goes down to -25. That means more battery or a better battery, a higher quality battery: more expensive. As far as the battery operation...APU operated buses goes, during that time you will not get any bus heating or ventilation in the passenger area, because all the power is just focussed on propelling the bus forward.

Coun. Batty: So, if in the winter time when we have a—and I'll use what your figure was, -25, which...we probably have more -30 days—and the bus has to go onto the APU then we would not have any heat in the bus for a short or possibly an extended period of time.

Alex Lee: You're correct.

Coun. Batty: Thank you. And then, so, how do the brakes work on that? Are they air brake powered when you're with an APU, or does it make any difference? Is there an issue there with brake power?

Alex Lee: The brake power is not so much an issue as the air-operated doors. We can only operate the doors so many times before the air is used up.

Coun. Batty: So, they're really not for our climate, the best use of our money for our transportation system.

Alex Lee: Our climate, certainly, is working against a battery power unit; however, you know, we...I think you can specify whatever type of APU that would work in our climate. But it's going to be a little bit more expensive and the maintenance is going to be a little bit higher.

Coun. Batty: Okay, thank you, then. On the number three there: 'that administration arrange to have a demonstration of a low floor trolley bus'. I had yesterday the opportunity to look at your hybrid diesel and I wonder...I have 33 seconds, so I'll ask the question and then leave you to answer. If you could tell me, what makes that hybrid diesel bus that I looked at yesterday as good as if not better than what the trolleys that we have now and might be looking at replacing, whether we can take more passengers, whether we can go into more parts of the community with the...whether it's an articulated or not articulated trolley, and just generally tell us about that hybrid trolley and the advantages of it? Hybrid bus, pardon me, not hybrid trolley.

Alex Lee: Maybe...this question I'll turn over to Bob Kreeb, our consultant, since he is an expert in this area.

Coun. Batty: Thank you.

Bob Kreeb: Briefly, the...I'm not sure I'm saying in terms of advantages or disadvantages, but the difference is: one is the price. The bus you saw yesterday was an articulated bus, so it has a seating capacity of, I think, 64 people; a standing room capacity over, I think, about 110. So it's roughly one-and-two-thirds capacity of a conventional bus, diesel or trolley. But it's the same price; in other words it's a 60-foot bus for the price of a 40-foot trolley. That particular bus is equipped with an engine called ACER technology; it stands for advanced combustion emission reduction technology. So it is virtually meeting—the Caterpillar can't quite claim it—meeting the 2007 emission standards that was referred to in our report. They're almost doing that right now. So, you asked for advantages. I think the main advantage is you get more transit capacity for the same amount of money. You can also, because it's not limited to the on-wire operation, as routes change or as a route needs to get extended, or as just demographics change, that bus can accommodate those changes and go where people want to go.

Mayor Smith: Thank you. Councillor Mandel:

Coun. Mandel: Thank you Mr. Mayor. I'd like to go to number...it would help me a bit to understand this...so on page 305 you've got \$1.9 million savings in the operating budget. That's an annual savings.

Rick Millican: Right.

Coun. Mandel: That's annually, for, let's say for...you're kind of going out here to 2013, so it's ten years, so it's 19...18 million dollars.

Rick Millican: Yes.

Coun. Mandel: Thank you. Then you've got on capital planned funding, you've got \$4 million in capital costs to 2007...is that annually, or is that just for the five years. '04 to '08?

Rick Millican: That, I believe, is spread over the five years, and then \$4.5 million over the next five years.

Coun. Mandel: So that's \$8.5 million. So that's about \$26, 27 million. Right? Close enough?

Rick Millican: Yes.

Coun. Mandel: Okay. Then the \$2.16, the \$2.4 are, again, just expenditures over those capital periods?

Rick Millican: Yes.

Coun. Mandel: That's \$5 million, so \$30 million. And we'll leave the expenditure of the decommissioning. \$30 million, and then there are some additional estimated short-term refurbishing, at \$1.5 million. Again, is that an annual or is that over a period of time?

Rick Millican: One time.

Coun. Mandel: [Indecipherable mumbling about unfunded shortfalls] And then you're saying you're going to save about \$26.5 million on buying...is it that much cheaper to buy diesel buses?

Rick Millican: The diesel buses are estimated to be about half a million dollars less expensive than a trolley and about \$300 thousand less than a hybrid.

Coun. Mandel: Okay, then, beyond 2010, major overhead infrastructure upgrades valued at \$14 million would not be required. Okay. And does that get you the \$43.2 million?

Rick Millican: Yes.

Coun. Mandel: You've played with all those numbers, up and down, over and out?

Rick Millican: The...what we've also done is saying that the money that we can take the trolley lines down and fund it using the money that we've identified...

Coun. Mandel: We'll get to that in a minute. What I want to know is: all those and then we slip back in the \$13 million to get those lines out, does that get you the \$43.2 million?

Rick Millican: Yes.

Coun. Mandel: Yes. All right, so we've got that now, the \$43.2 million that's available. So you've got \$2 million a year on servicing, which you said to Councillor Bolstad—you're going to increase service.

Rick Millican: Yes.

Coun. Mandel: Okay. So the service is now increased. Are the...just out of curiosity—I haven't taken a trolley bus in a number of years (I've taken the regular buses)—are they articulated, where you can get a wheelchair on?

Rick Millican: Our trolleys are not. Ours are still the high floor 40 foot buses.

Coun. Mandel: So someone...

Rick Millican: You can get them. Today's trolley market...

Coun. Mandel: We know. But right now we don't have them?

Rick Millican: No.

Coun. Mandel: So if we're going to replace, we're going to have to buy.

Rick Millican: Yes.

Coun. Mandel: So if someone's handicapped and they live on that line, they have to skip the trolley bus because they...how would they get on?

Rick Millican: Well...with great difficulty.

Coun. Mandel: Okay. So that's something that should be considered when we're doing this: people who are using transit who are handicapped because they're going to use our DATS, which is a whole bunch more expensive.

Rick Millican: Yes.

Coun. Mandel: I just want to be sure that when you've gone through these things—and I fully respect your position, but this is the number savings. There's not—because I've heard from different people saying "well, it really isn't a savings, you know, it's a this and a that." You've gone through the numbers, and you've looked at this, and it's \$43.2 between now and 2013 by switching to diesel buses? Does that take into account that—I'm guessing—operating a new electric bus might be cheaper because you don't have to buy gas. I'm just assuming. Would that be fair to say, electric buses are cheaper to run than a gas bus—a diesel bus?

Alex Lee: You have to pay for the electricity. At this point in time...

Coun. Mandel: Oh, electricity's not cheap, is it? I forgot about that.

Alex Lee: Yeah. So at this point in time, the fuel cost is basically equivalent between a diesel and electricity...

Coun. Mandel: Really?

Alex Lee: ...electricity paid to power these buses.

Coun. Mandel: My electric power's cheaper than my gas bill.

[Laughter]

Coun. Mandel: I'm just going to speak to that, Mr. Mayor, my last 44 seconds. I will not be supporting the motion. I think we're going to ask our administration to come forward with some creative ways to do things--it's going to improve our transit service, give greater service to people in the city, because we all know that we have to improve the service in order to get people on it. If we're not going to get people on it, they're not going to use it—and just because of—you know, it's nice to have history, it's nice to have tradition, but I think in this we're talking about delivering service to our citizens, and I really believe that the people around the city would much prefer to have more bus service than ride a trolley. I know it's got great significance to people and I respect that, but I think our job here is to try to make sure that we can deliver the best service to the most citizens in Edmonton. And I think—Mr. Maurer, I'm sure these numbers are correct. And so I will not be supporting, Mr. Mayor, because administration came forward and did a good job—great communication to a bunch of people. Not everybody liked it, but in the end we'll see what happens. Thank you.

Mayor Smith: Thank you. Councillor Leibovici:

Coun. Leibovici: Thank you. The information that you've provided to us, Mr. Millican, I just want to double-check that I understood it correctly. So the 2005 New Offpeak Service Requirements—all this adds up to \$1.9 million?

Ken Koropeski: It actually adds up to \$2.2 million. Mr. Millican did identify that of the late night service that's identified there with the \$1.9 million we would only be able to get about 40% of that. The remainder of the service we could provide with that \$1.9 million.

Coun. Leibovici: Okay. Yeah. So the 40% will get the weekday late night and the weekday early morning. 60% will not. But everything else—everything else.

Ken Koropeski: Yes.

Coun. Leibovici: And this is...

Rick Millican: Councillor Leibovici, just to be perfectly clear: this is what meet the criteria. So, for example, a community that gets peak period service this year would not be getting any more because they haven't met the criteria to go to the next level. Do you understand what I? So if you got peak period service, say, two years ago, you've grown, so you meet the population and the criteria for the other service. So if you're just starting your service this year, you're probably going to be too small—not have met these levels.

Coun. Leibovici: So we have certain standards, and these are all the communities, throughout the city, that meet those standards, that we never have money for.

Rick Millican: Absolutely.

Coun. Leibovici: Okay. What capital costs do you need to provide this extra service? Extra buses?

Rick Millican: Basically none because it's off-peak service. We have the buses. It's the peak that always drives the capital program.

Coun. Leibovici: Okay. I'm keeping this for the budget of 2005 if I'm back. Just so you know. (Laughter)

Rick Millican: Those are already prepared for the budget, Councillor.

Coun. Leibovici: Good. Excellent. If we were to continue trolleys only in the downtown area, is that possible? I don't know if we ask Mr. Kreeb this, or do we ask Mr. Millican this?

Rick Millican: I think you'd be into a wiring issue, Councillor. You know, the buses do run out...I doubt that the wiring is set up to just run around the downtown, sort of in a downtown loop, if that's what you're asking. I'm not sure that we are set-up for that.

Coun. Leibovici: Wouldn't you just turn them around?

Rick Millican: I can't answer the question specifically. The wires are setup for routes coming into the downtown, passing through the downtown, say going the other way.

Coun. Leibovici: Nobody has the answer to that question? We can't just turn around and come back? Turn around somewhere, instead of going all the way to the west end?

Ken Koropeski: If you're just talking about the downtown core area, we already have the LRT which provides service—more or less shuttle service along the Jasper Ave. corridor.

Coun. Leibovici: That's a north-south. You don't have an east-west. The LRT. I know.

Ken Koropeski: That is east-west in the downtown area. The other area where a shuttle service in the downtown area could potentially be of assistance is from the Downtown Core over to Grant MacEwan, where we do not have trolley wires available.

Coun. Leibovici: Okay. So you've got 37 trolleys that run every day, supposedly, except for this summer, and 59 are actually in service.

Alex Lee: We have a total of 59 and 37 are booked out every day. The other ones are either in for repairs or just standing there for backup.

Coun. Leibovici: And if we were to look at a replacement program for them, because they're all old, and I don't know if we want to spend a lot of money putting APUs on old trolleys, what would that replacement program look like?

Rick Millican: We have in the long-range financial plan, Councillor, identified replacement of the trolleys in 2010.

Coun. Leibovici: So our trolleys are still good for another six years?

Rick Millican: We've identified a capital cost to make some repairs to get them to go to 2010 and obviously then, if a decision is made to keep them...for APUs, is that the best use of a six-year investment?

Coun. Leibovici: So we could keep these, test the hybrid buses over the next 2-3 years to see how they work in terms of emissions and quality and noise and keep the trolleys the way they are for the next couple of years before we actually decide which mode of transportation is the best.

Rick Millican: You probably wouldn't be able to get a hybrid until 2006, so you'd virtually be operating the trolley system until 2010.

Coun. Leibovici: My last question, because I'm just...I'm out of time here, is that if the emission standards are not going to be met by the new diesel buses until 2007 why are we continuing to buy new buses in 2005 and 2006?

Alex Lee: Councillor Leibovici, the buses that new buses are replacing are the old GM diesels—they are about 25 to 28 years old. They are really dirty diesel pollution, the polluting type. While the 2006 and 2007 diesel buses may not be as clean as after 2007, they are 10 times cleaner than the old buses we are trying to replace. Plus we are trying to maintain the buses in such a manner that we have a defined life cycle for them. If we postpone replacement of diesel buses until 2008, then the maintenance cost of the existing fleet will go up and the reliability will go down.

Mayor Smith: Thank you. Councillor Phair:

Coun. Phair: Thanks. I do sense a red herring or two in here. With the hybrid that was here, which I also had a chance to look at on Sunday, the cost of one of those is what?

Alex Lee: For a 40 foot bus, it would be about \$700 to \$750 thousand. The one that you're seeing is an articulated 60 footer and that one is about \$900 thousand.

Coun. Phair: So a regular 40 foot is about \$700, which is about twice what a regular diesel is now. Is that right—diesel is about \$350?

Alex Lee: Our present diesels are about \$380.

Coun. Phair: 380. So it's just about...close to twice.

Alex Lee: A little bit less than twice.

Coun. Phair: Yeah, a little bit less than twice. We have none of these on order.

Alex Lee: No we don't.

Coun. Phair: And we've made no attempt to order, have we? And no decision to order any of them?

Alex Lee: With the existing capital budget that we have defined, we're trying to replace 35 buses at a time. At about \$15 million, we cannot afford these new types of...

Coun. Phair: We had this brought in, which I appreciate. But there is no plan in our capital budget to purchase any of these?

Alex Lee: At the present, no.

Coun. Phair: All right. In terms of the \$1.9 million savings in operating costs that you're projecting, the recommendation of the administration is that would reduce our budget overall for the city—it's our bottom line, is it not?

Rick Millican: That was identified as a savings and certainly any use of that money would have to be directed by council. The question that councillor Bolstad asked is...

Coun. Phair: I appreciate that. But the report from the administration was showing how this was going to save and be part of the savings for the overall city budget. It did not recommend in any way that this money would go back into providing transit service.

Rick Millican: No.

Coun. Phair: No. And that isn't the recommendation of administration, is it? That the \$1.9 would go into additional transit service?

Rick Millican: At this moment in time it is simply identified as a savings. The budget for Edmonton Transit, if this was approved, could be reduced by \$1.9 million from the tax levy.

Coun. Phair: Okay. And that was already talked about as a possibility for next year's budget, for the 2005 budget.

Al Maurer: That was in the guidelines that you set and we put this in the \$3.5 million of savings that we will come up with as a separate line item and ultimately it's council's decision whether to deal with the budget...

Coun. Phair: And this \$1.9 was going to be part of the \$3.5.

Al Maurer: That is correct.

Coun. Phair: It was not going to go back in to adding additional transit service.

Al Maurer: That wasn't the recommendation of the administration.

Coun. Phair: Okay. I just wanted to make sure that that was clarified, to what was going on with that. I think that...the other thing that I wish to ask is if we were to add the APU Units—whatever those units are called—that we'd be putting on those—would we need to have the number of backup units, in either trolleys or diesels?

Alex Lee: Councillor Phair, the APU will work for short distances.

Coun. Phair: Yes, I appreciate that.

Alex Lee: Yeah. But when you have a power outage you will suffer without backup diesel buses. You will suffer a lack of service.

Coun. Phair: I've got to ask. How does this work in major cities in Europe and the U.S. and that, where they can't have that many backups, where their trolley systems are even bigger than ours? How is that they can make it work and not have all of that?

Alex Lee: I'll ask Mr. Bob Kreeb to answer that, since he probably knows a lot more than I do.

Bob Kreeb: It's a variety of strategies, ranging from the transit agency trying to work cooperatively with the other city departments to do work on the weekends, at night, those sort of things.

Coun. Phair: Those are all minor things, and an APU will take you around, if there's some construction that's going on, unless there's miles and miles of it. That we can do. What we're being told is the whole system goes down, because of electrical outage, and you've got to back up. And I just can't believe that this happens all over these cities, all the time, that you'd need this kind of backup.

Bob Kreeb: For whole blocks to go down or for parts of the city to go down, you know, in terms of the electricity, you're correct. That's fairly rare. So the kind of obstructions that other cities have to deal with tend to be the construction, the street kinds of issues. And so...I can't speak authoritatively to exactly why that's more prevalent here other than perhaps the extreme cold. This is a fairly cold city.

Coun. Phair: But in Northern European cities. I mean, good grief! Norway and Sweden and Russia...

[tape break]

[Ed Gibbons asking questions]

Rick Millican: Mr. Kreeb, just to add on a little bit more, at the public meeting we had, I asked you to go back and look at the fact that Alberta is ahead of any other province up to and above California—you based your study in California. Did you do that?

Bob Kreeb: Yeah. We did. And the report, the original and existing report that we submitted used the very latest numbers that CASA had and we programmed in the kind of emission reductions for both NOx and PM that was recommended or factored in by CASA. So we're using the very latest CASA numbers. And I...It might be interesting to point out that since I think you asked the question about 'what are the future emission reductions from power plants' and so forth...we programmed in these planned emission reductions from power plants because such a report existed. On the diesel side we didn't do the same thing. In other words, the emissions from diesels that are going to happen in 2007—and that we know are going to happen—we kept them as constant from that point on out. We didn't try and—in reality, I suspect that in 2010 or 2012 or 2115 there'll be further reductions in emissions from diesel engines. We didn't try and take credit for that.

Coun. Gibbons: But are you saying that electricity isn't an important alternative to fuel? We see all through Europe, where they're paying so much per gallon or per litre more than we are, they've gone to electricity. They've gone to electricity because it's a much cheaper mode of transportation.

Bob Kreeb: Well, it was a little out of our scope to look at price relationships. I do know that in general, the majority of the price of electricity is driven by—and certainly in this area—it is driven by the price of fossil fuels. So roughly 60-80% of the price of electricity will follow—the two will tend to follow each other. Electricity does have the advantage of being—you can shift the kind of input fuels that you need to make it. So in that regard, some consider it a more flexible fuel in that, you know, if coal goes down natural gas can substitute and so forth. Perhaps that's what you're speaking about.

Coun. Gibbons: Okay, but the whole study on CASA is to go away from gas for power generation to coal, and to come up with a clean burning coal to be able to do that. And they've gotten there except for the greenhouse gas, and they feel that the only thing that could be done is somewhere in between 2010 and 2014. That'll happen. But, you know, we—Mr. Millican, between different public hearings we've had and so on on this, there's been people presenting different alternatives: from New Zealand, from France, all have trolleys. Other cities are going back to it. Why are we—we've been driving one direction for so long, and Coun. Phair brought up the fact that what we're trying to do is save the \$3.5 million from last year's budget, and the \$1.9 of it is all coming out of the trolley. We're not looking progressive; we're just looking like we're trying to save money to satisfy a vote.

Rick Millican: I'm not sure—and certainly Mr. Kreeb could comment—in North America it may be at a standstill in terms of trolleys. Certainly there is a very significant amount of interest in the hybrid bus because of combining the best—what people perceive to be the best of electric and the best of diesel. And a lot of systems both in Canada—Canada's just starting—and in the States are starting to make significant orders for hybrid buses.

Coun. Gibbons: Okay, but we're 2006 before the hybrid's coming in totally.

Rick Millican: And that's just an estimate of whether or not—usually it's a two year advance in terms of getting an order.

Coun. Gibbons: Okay, so maybe what Coun. Leibovici was saying: why are we moving ahead right now when in two years from now we might have something on the scene that we can actually sink our teeth into and say "this is better." I've got an email in front of me starting off—and I won't even read all of it—but the first sentence is "it was foolish to abandon electricity, non polluting infrastructure at a time like Los Angeles and all these other cities are being totally polluted" to come up with just trying to drive for [cost savings]. Because our trolleys haven't been upgraded in how many years? We've got old trolleys. They don't cut the mustard. So no wonder the unions are against them and everything.

Rick Millican: Well, we've got old trolleys, and we've got old diesels. In fact, actually, the trolleys—the diesels are older than the trolleys. And that's why—you've got—we identified 2010 in our replacement schedule to replace the trolleys.

Mayor Smith: Thank you. Councillor Thiele.

Coun. Thiele: Thank you, Mr. Mayor. Well, to start—at the end there, in regards to the earlier direction in the 80s was to utilise the trolley system to the fullest extent, I believe. Some kind of direction like that. We really haven't done that at all, in my opinion, those number of years. Is the Highlands line even being utilised any more?

Rick Millican: I can't speak for what occurred back in the 80s, Councillor, but in the early 90s you'll know that the direction was to maintain, not to expand. I think there was a motion to expand and it was defeated, but we were directed to maintain.

Coun. Thiele: So Highlands is being maintained right now and utilised on a regular basis, then?

Rick Millican: Councillor Thiele, no, the line in the Highlands area along 112 Ave is not being utilised for trolleys.

Coun. Thiele: That goes against the direction that the department backed?

Ken Koropeski: If you go back to the Horizon 2000 plan, in 1996 we did stakeholder input regarding the system changes that we made in...

Coun. Thiele: So you just took out a trolley line even though there was...

Ken Koropeski: We made service changes based on input from our customers where they suggested that they wanted to go and in that particular case at the stakeholder meetings in the area there was a desire to have transit service run along 50 St to the north from that area. The trolley infrastructure is not there; it was replaced with diesel operation.

Coun. Thiele: So I guess you didn't go with the direction of council; you went with the direction of an advisory group that was out there.

Ken Koropeski: The entire Horizon 2000 plan was approved by city council in 1996.

Coun. Thiele: [Inaudible] earlier direction to utilise and maintain the system that was in place? Or did you have difficulty with that part?

Ken Koropeski: There certainly are some conflicting goals in terms of the direction that we received in the early 90s compared to the Horizon 2000 plan in 1996—that was approved in 1996.

Coun. Thiele: Mr. Millican, looking at the recommendation that's in front of us, the key part of the recommendation is #1, "that Edmonton Transit continue to operate trolleys".

Rick Millican: Yes.

Coun. Thiele: The #2, #3 and #4—I would think that to fill those directions you'd come back with some kind of report saying what's feasible: what makes sense, what doesn't make sense, that kind of thing. For instance, in #2, maybe you don't want to do 59 buses; maybe you want to do the six or maybe you want to do ten, or fifteen, or an optimal number that would work within our system.

Rick Millican: Certainly I would want to go back and look and say "if we're trying to achieve sustainability...if we're putting the money into the APUs, can the technological issues...[interjection]...be addressed?"

Coun. Thiele: If you're buying a new bus, if you go to #3 and try out some and we decide to buy a couple of them, they have all that new technology...

Rick Millican: Yes. That's why I'm saying: is this a good investment for a six-year life, so to speak?

Coun. Thiele: Yeah. That's why maybe it's just ten that we want to use, or maybe the six that we have that we could utilise, or something like that. And the expansion of the trolley fleet—the #4—when I made the original motion I picked 2006 just as a couple years out when we could maybe have a look at that time at expansion. Because there currently is a significant infrastructure in place going toward Northgate. Am I not correct in that?

Rick Millican: Part of the infrastructure is in...

Coun. Thiele: The poles, that kind of stuff are in place along 97 St in that area. Mr. Kreeb, when we're talking about pollution—and Coun. Gibbons talked about air quality. Diesels still emit—even the 2007 diesel and the one that was here yesterday still emit pollution of various types: NOx and what-have-you—and the more of them that we have in a given area the more people are breathing those kinds of things. As evidence, I guess, that's why many large cities across North America, Europe and Asia have gone toward trolleys, especially in their downtown area for all kinds of reasons. Would that be correct to say?

Bob Kreeb: Well, let's see. I think it's mostly correct, meaning North America...

Coun. Thiele: Less pollution with trolleys than diesel regardless of...

Bob Kreeb: Certainly the pollution coming from even the 2007 engines—with a trolley bus there's obviously zero from the tailpipe. With regard to the use of trolleys in different parts of the world, I think it's fair to say in North America it's stagnant. And in other parts of the world--I can't speak authoritatively—I think there are some cities that are continuing and increasing use of trolley buses.

Coun. Thiele: Thank you.

Mayor Smith: Thank you. Councillor Hayter.

Coun. Hayter: If #1 was approved was approved in this recommendation to continue to operate trolleys, what impact would that have on the peak services that are needed. Not—you've given us this sheet that says 'new off-peak service requirements' but—continuing to operate the trolleys—what impact would that have on providing peak services in the areas that are needed?

Rick Millican: There would be no impact on them. If I understand the question, Councillor, they've already got their service and there would be no impact.

Coun. Hayter: But if we were looking at the off-peak service requirements in 2005, which is quite an extensive list of needs, if the trolley operations were discontinued, what impact would it have on that list we've been provided with of off-peak service requirements?

Rick Millican: You would have the opportunity—if we shut down the trolleys, and there's a transit budget reduction of \$1.9 million for 2005, Council has an opportunity if it wishes, as was pointed out by Coun. Phair and Coun. Bolstad, to allocate \$1.9 million to provide the off-peak service--except for the small portion of late evening--to that service. Capital requirements for that are zero. The fleet currently of diesel buses could accommodate the peak and the off-peak service.

Coun. Hayter: So this list—if we discontinue the trolley service we'd be able to implement this list of off-peak service?

Rick Millican: As I indicated earlier, about 40% of our late night service could be implemented. What you've got there is about \$2.2 million worth of service. So \$1.9 million, as I indicated, all the services for weekday midday, so many others...it's just the late night you would only get to about 40% of that.

Coun. Hayter: The figure you've quoted seems to add up to about 90% of the service that's on here.

Rick Millican: And that would only be, as I say, the late night, weekend night type of service that could not be funded from the \$1.9 million.

Coun. Hayter: Now, when you talk about these off-peak service requirements, are those services that are really necessary; are they imperative, or are they just providing that level of service in those areas? Is there a real need for these off-peak service requirements listed here?

Rick Millican: They do—there are council-approved guidelines on thresholds for service—so at a certain level we would be recommending to council to provide—start with peak period service, get to a higher threshold; we would be recommending to you funding for off-peak services, et cetera. So, those ones that meet both criteria--that's what that list is about.

Coun. Hayter: So you don't know whether these are priorities or not?

Rick Millican: They all meet the criteria, but...

Coun. Hayter: Okay. It doesn't mean we're going to have buses running around empty at night, which is a common complaint that we get...

Rick Millican: Well, at lower demand, you will always see buses running around that people believe are running around late. We've also got people that don't have an option, and it's an important service. So then these are priorities. They would, as we say, be presented to you regardless of this whole debate. That package—you'd be seeing it in next year's budget proposal—unfunded, but the trolleys are. So we'd have to find the money for that.

Coun. Hayter: Okay, now, in the motion that's before us here we're talking about the expansion of the trolley fleet to Northgate. Where does that stand in your priorities if we in fact continued with the trolley system?

Rick Millican: If the direction of Council were to simply continue with trolleys, we wouldn't be doing it. We would just continue the operation as is. If council approves this recommendation we'd have to be looking at it in terms of bringing it forward. So it's not a high...it would not be a priority in terms of just maintaining the status quo.

Coun. Hayter: Thank you.

Mayor Smith: Thank you. Councillor Anderson.

Coun. Anderson: Thank you. Looking at the four items on the motion, would I be correct in assuming that #1 would be provided at the standard level of expenditure—or I'd call it neutral: it wouldn't cost us more, and it wouldn't cost us less. That's what we're currently doing.

Rick Millican: That's correct. We would—the capital we may have to...we'd have to find room for the fix-up, but in terms of operating...

Coun. Anderson: We do that with the old diesel fleet. And #2, #3 and #4 all represent additional costs.

Rick Millican: Yes. #3 would be minimal, but we'd have to negotiate with the owner to be able to have it stop off.

Coun. Anderson: Second question. With regard to hybrids, you indicated that they wouldn't be available purchase until 2007, 2006 or later. Could you compare—any one of you—the additional costs of the hybrid bus and what kind of—how many buses would we be able to buy above what we are currently buying with the money that you would save [inaudible] in your 20-year list [of] operation and capital? How much of that money? How many hybrid buses could we purchase with that money?

Rick Millican: Eighty? Eighty.

Coun. Anderson: So just on the \$26 million savings—with that money you're looking at 3 buses per million dollars, roughly.

Rick Millican: Just in terms of the extra money. Oh, extra money.

Coun. Anderson: For every \$1 million in savings, you could purchase two hybrids. Is that a guess, a general statement?

Rick Millican: Yeah. Again, if you're looking at a trolley versus a hybrid, then...

Coun. Anderson: I was thinking of the upgrading of a diesel to a hybrid.

Rick Millican: Yeah.

Coun. Anderson: Hopefully I'll have better luck phrasing this third question than I did with the second one. It took me a little bit of time to get that out, and I'm not sure I did a good job of it. Is there an advantage to either compartmentalising trolley service—and by that I mean confining it to the downtown, not crossing the river, doing certain routes, using the buses that we've got which would reduce the number that we need and we could provide better, more consistent trolley service on a smaller [inaudible]. That's point number one. Point number two: is there any ridership advantage—more for the standard dollar—by expanding trolley use, making maximum use out of it. Could you react to those two situations? If we want to keep, can we compartmentalise—use a lot of trolley buses on a smaller area, get away from having to buy and maintain a wide variety of wires, focus our operation of the wire system on a smaller area, for example Downtown—I don't know what the smaller area would be. But is there a way to look at the trolley system and maximise the number of buses we've got, continue them for a longer period of time, not spend as much money on replacement, not spend as much money on wire maintenance by bringing down what we're trying to do with the trolleys into a smaller area or a smaller number of routes? And then the other side of that question is: is there any advantage, ridership or getting more for the same buck, by expanding trolley service?

Rick Millican: Okay. I guess you can do anything you want in terms of corridors or loops in the downtown, et cetera. Going back to an earlier question about one of the councillors had said, you know, could we set up a downtown system? And the answer is yes, but you have to string wire. So you haven't got the infrastructure to do it downtown. Could you concentrate on one corridor? Yes you could. It would have to be looked at, councillor. That's the safest answer I can give you. Whether it's cost-effective, I'm not sure.

Bob Kreeb: Perhaps I can elaborate.

Coun. Anderson: I would assume that it would require thinking and planning.

Bob Kreeb: You're exactly right. It would require very careful planning. I can speak there of the configuration of trolley systems in some other cities, and I think what you're describing is in the right direction relative to system efficiency, meaning you're maximising the utilisation of the overhead wire. And that's a wonderful thing to do. The problem is, depending on the geography and, again, the demographics of the city, it may not be where people want to go, and specifically they may end up increasing transfers. And for most transit planners, that's just the biggest no-no is—you really want to have people get on the bus and get off where they want to be, where they ultimately want to be. So it depends on all the detailed trip studies. In general, though, concentrating trolleys in a downtown area: it's what you want to do from an engineering perspective. The problem is that customers may not really want it.

Mayor Smith: Thank you. Councillor Phair, you had a protocol item.

[Introduction of visiting flower garden judges to the council chambers]

[Applause, followed by underwhelming joke about the weather from Mayor Smith]

[Trolley debate continued]

Mayor Smith: Thank you. Councillor Langley.

Coun. Langley: Thank you, Mr. Mayor. I was going to close, but I see that there are other lights...

Coun. Bolstad: I'm moving a second round.

[Interjections, as councillors fight over who gets to be the seconder]

MOVED B. Anderson – D. Thiele:

That any Members of Council who may wish to do so be allowed to speak for an additional five minutes.

FOR THE MOTION: B. Anderson, A. Bolstad, T. Cavanagh, E. Gibbons, K. Leibovici, J. Melnychuk, M. Phair, D. Thiele.

OPPOSED: B. Smith; J. Batty, R. Hayter, L. Langley, S. Mandel.

LOST (Requires 2/3 Majority)

Mayor Smith: Okay, Deputy Mayor, would you take the chair? Thank you.

Okay, some questions. Mr. Millican, the issue around the Rossdale Burial Ground. If we keep the trolleys, do we keep the road?

Rick Millican: Yes. We've been investigating, and we're carrying forward on the basis of it.

Mayor Smith: And what would happen? The roadway still stays the same?

Rick Millican: We would continue with the plan that we've got for there. With the closure and the realignment with the right-turn bay, there's about 22 trolley poles we'd be putting if we keep trolleys; if not we get down to about 10 streetlights.

Mayor Smith: Mr. Lee, the cost of maintaining two systems—I'm not sure that ever came out in the report. You know, when we look at airlines that had a number of different types of aircraft, where they had different pilots checked out on them, or different mechanics operating, different crews. And I know they've tried to go to a uniform—have you ever estimated the cost of maintaining two systems?

Alex Lee: Yes, Mr. Mayor, I think in the \$1.9 million we did factor in the cost of maintaining two separate types of buses, the extra training for the bus drivers, extra training for the mechanics and also for parts standardisation or non-standardisation.

Mayor Smith: And that's factored in the \$1.9 million? Okay. Now, the cost of the trolley bus itself versus the diesel bus is how much, again?

Alex Lee: The Vancouver bid is \$900,000 Canadian and the diesel bus that we're buying today is approximately \$380,000.

Mayor Smith: So, the difference is...

Alex Lee: A little bit over twice.

Mayor Smith: \$500,000?

Alex Lee: Yeah.

Mayor Smith: So if we maintain trolleys, you're talking about paying \$500,000 per unit for a trolley?

Alex Lee: That's correct. And that's part of the capital savings we are offering up.

Mayor Smith: If you total out the \$43 million, or whatever it is, it's included in there. Okay, 102 Ave that runs here—if we were to close that road, of course, there's trolley wires. Is that operational, the trolley wires there?

Rick Millican: Yes.

Mayor Smith: It's operational now. So if we were to close that in the future.

Rick Millican: They would have to come down.

Mayor Smith: We wouldn't be able to close it.

Rick Millican: Right. We'd have to re-string it.

Mayor Smith: We'd have to make a decision to close just that particular route. Okay, and these APUs that we're talking about, that are \$50,000 apiece, this is if we want to go around a construction site.

Alex Lee: That's correct.

Mayor Smith: So not only are we going to pay \$500,000 for this bus, it's going to be another \$50,000...

Alex Lee: Mr. Mayor, the new buses—the \$900,000 order from Vancouver—the specification included the new APUs and the new...

Mayor Smith: Okay. That's included, then. Okay, thank you. Thanks, Deputy Mayor.

Coun. Leibovici: Mr. Mayor, I've got some amendments.

[Procedural interjections and banter. What a circus.]

Coun. Leibovici: [Introduces amendments:]

1. That Edmonton Transit continue to operate trolleys until 2007.
2. That auxiliary propelled units (APUs) be added to the existing units to free up diesel buses currently used as back-up.
3. That Administration arrange to have a demonstration of low-floor trolley, natural gas, and hybrid buses to be utilized within the system for information gathering.
4. That expansion of the trolley fleet to Northgate be considered in the 2006 budget.
5. That a report be provided to Council in 2007 regarding continuation of trolleys based on:
 - service levels.
 - environmental concerns in light of the demonstration of low-floor trolley, natural gas and hybrid buses.

If I could just get a question to the administration, in terms of a date of 2007—and the reason I picked that date as opposed to 2010 is I heard you say that it'll take a couple of years to get the hybrid buses in to do a demonstration, a couple years to get the low floor trolley buses in, and in six years' time we need to start replacing our current stock of buses. So, is 2007 a realistic time to continue with the service until we see what the real options are out there to address a lot of the concerns?

Rick Millican: Coun. Leibovici, I think 2008 might be better in that—you could order a hybrid right now. Tomorrow, we could place an order. The question is when would we get them delivered. The lead time, normally, is about 18 months to two years.

Coun. Leibovici: Okay, I'll make it 2008, then.

Rick Millican: The other question is where natural gas is, in fact, going, and I don't know whether Mr. Lee or Mr. Kreeb might have some comments.

Alex Lee: Councillor Leibovici, as far as natural gas is concerned, Toronto has just gone back to diesel; they have discontinued their natural gas bus fleet. Mississauga did the same. The reliability of natural gas has not proven to be good—in fact, they are carrying much higher than 20% backups. And maybe Mr. Kreeb has got more to add on that.

Bob Kreeb: No, I just would concur that the purchases of natural gas buses have completely levelled off, at least in the U.S., so I...

Coun. Leibovici: I'll just then deal with the low-floor trolley buses and the hybrid buses. I think that that seems to be the way of the future.

Mayor Smith: Okay, then we've got that.

AMENDMENT MOVED K. Leibovici – B. Anderson: (Motion as amended)

1. That Edmonton Transit continue to operate trolleys until 2008.
2. That auxiliary propelled units (APUs) be added to the existing units to free up diesel buses currently used as back-up.
3. That Administration arrange to have a demonstration of low-floor trolley and hybrid buses to be utilized within the system for information gathering.
4. That expansion of the trolley fleet to Northgate be considered in the 2006 budget.
5. That a report be provided to Council in 2008 regarding continuation of trolleys based on:
 - service levels.
 - environmental concerns in light of the demonstration of low-floor trolley and hybrid buses.

Mayor Smith: Councillor Bolstad. This'll be on the amendment now, from which natural gas has been removed.

Coun. Bolstad: I was going to try to speak to the whole thing, and, you know, the whole situation, and I thought it might be a little quicker than getting too tangled up but parts of the motion that this amendment has...[interjection]

Well, Mr. Mayor, I'd like to address the whole issue, and no question this is a tough one. I can see a number of members of council are sitting back, debating, trying to decide, because there's a lot of pros and cons on both sides. I've been sitting here trying to add them up, and I'm sure everybody has: whether it's best to stick with the trolleys, or to go to the one system with diesel or some sort of hybrid bus. You know, and certainly when you look at the trolleys there are advantages to it. I can't concentrate, I'm sorry, Mr. Mayor. When you look at the trolleys, the system has advantages to it—you know, when you look at the environmental side of it—nobody's really assessed that entirely, but that's that. It's certainly my feeling that the trolleys are more environmentally friendly, when you consider how much it takes to produce gas, et cetera, the water that's being used to produce gasoline, et cetera, et cetera; I mean, there's a whole variety of things we didn't really get into, even, in this analysis. So they're environmentally friendly, they're quieter, there's an historical connection to them that some people feel nostalgic about. Over on the other side of it, there's some strong arguments for trying to go to one system. You know, there's no question that the trolleys have service disruptions, you know, there's an issue. Drivers aren't particularly happy with them, and I think we have to pay some attention to that. The drivers are pretty unanimous about not being happy with trolleys in terms of the difficulty of trying to manage them and drive them and get out and fix the wires, you know, fix the poles from time to time, et cetera, et cetera.

I guess my biggest concern about it is our city trying to operate two systems, trying to ride two horses at the same time here—and what complicates that for me—makes it more difficult—is the fact that we've got a very big city. You know, we've got a very spread out city. Despite some of the recent efforts, it's continuing to spread out a whole bunch. And so to try to have two systems; trying to somehow upgrade trolleys so they can be brought into the twenty-first century, et cetera. And at the same time I would hope that we would upgrade our main system, our diesel, to some sort of diesel-electric, or whatever. Boy, this is going to be a challenge. And I've seen for all too many years a struggle to find money to fund transit properly. So I really wonder how we're going to be able to ride these two horses and do a good job of it over the long time. Not to mention: we've also got the Bus Rapid Transit thing and High Speed Transit proposal before us. Are we going to have trolleys and diesels on our high speed bus routes? The answer's pretty obvious. You have to stick with one system here to make any sense out of this.

It was also mentioned before that you want to try to eliminate transfers. The trolleys only go so far, so you obviously have to transfer if you want to go into some other part, and that doesn't help in terms of attracting riders. Service is the key, you know, in terms of attracting riders.

So I guess what tips the balance for me, Mr. Mayor, is I'm looking at all of these routes that we haven't been able to fund for years and years, and we've had those debates, and I think to myself: "Well, if we would economise, if we would stick to one system, we would apply those savings to improving the transit service." And if this motion, and

all its amendments, are not approved, and I won't be supporting them, then I'll certainly make an amendment that this savings from discontinuing trolley service would be directed to improve transit service. Should that pass, then I think we'd be doing the citizens of Edmonton a much better favour by improving transit service throughout the city, getting more people on the buses, running them to more areas on a consistent basis and have a better system altogether. And over the long term, we'd be able to operate a more efficient service that worked better for more people—hopefully with improved equipment, being hybrid-electric gas buses and up-to-date, modern buses, et cetera, including all of the capital challenges we've got with no transit garage and buses sitting outside all night and all sorts of things. So that's what it boils down to for me, Mr. Mayor.

Mayor Smith: Thank you. Councillor Cavanagh on the amendment.

Coun. Cavanagh: Thank you. Just a question, Mr. Millican. Going to 2008, do you have to buy new trolley buses or what are the repairs going to be to keep another four years?

Rick Millican: Well, you're carrying on the operation. We'd identified a million and a half dollars for refurbishment of the trolley buses. We'd have to look at whether it could be put off or whether it could be put forward, I don't know at this moment.

Coun. Cavanagh: So what you're getting on the cost of keeping these until the end of 2008.

Rick Millican: Well, you've got your \$1.9 million per year, so there's four years of that.

Coun. Cavanagh: But we also have approximately \$860,000 per year between the cost of a diesel and a trolley.

Rick Millican: No.

Coun. Cavanagh: Well, you go a million clicks.

Rick Millican: You've got your operating costs more or less to \$1.9 million.

Coun. Cavanagh: But it's \$1.70 a click for trolleys, is it not?

Alex Lee: Councillor Cavanagh, the \$1.9 million is accumulation of all the savings from operating a diesel bus versus a trolley. And if you go and take a look at the number of, for example, the overhead maintenance portion of it that we've identified in the report, that costs 81 cents. That constitutes \$1.3 million. That's part of the \$1.9 million.

Coun. Cavanagh: So that would be for 2005, 2006, 2007 and 2008. Four more years, so that's another \$8 million right there.

Alex Lee: That's correct, yes. And in order to go to 2008, we need some refurbishment dollars. It may not be the whole \$1.5 million that's identified, but we'll certainly have to fix up the worst ones.

Coun. Cavanagh: Now, if we pass this, the Rosedale Road Realignment—when that goes into place we have to put all the new poles in.

Rick Millican: Yes.

Coun. Cavanagh: Well, Mr. Mayor, I'm not going to support it. All it is saying: that Edmonton Transit continue to operate trolleys until 2008. So we're saying we'll stop them in 2008. Why would we spend all that money? Why not stop them in 2004, put the money into the budget for other projects, and more transit throughout the city? So I just don't see us going...We may as well go until 2028 if we're going to 2008. So I just don't support it at all. Thank you.

Mayor Smith: Thank you. Councillor Mandel, on the amendment.

Coun. Mandel: Yes, Mr. Mayor, I'll just speak very quickly. [Interjection. Microphone issues.] First of all, I think the motion is well-meaning, but we've spent unending amounts of time, consultant dollars, we're trying to come to a conclusion and [inaudible] lengthy time. Committee debated it. They made some decisions, made some recommendations. I think we need to move ahead to make a decision: (a) whether we want to have trolleys, rather than delaying another four or five years; (b) make a decision as to how we can improve our current transit system. Coun. Bolstad was talking about delivering a better service. The service, in my estimation, when I hear from people, not the services downtown or the service across the city, going north and south deliver people, industrial areas where they're working. So we need to do some different things. There's a lot of challenge ahead for our transit. We need to move ahead in certain areas and move behind in others. With trolleys it's something I think it's time we move ahead with—we don't bother with anymore. It was a good thing to have many years ago, but times have changed.

And I think the idea of waiting another four years really improves nothing. To find out—the reports we've got now are probably just as accurate as in four years—maybe there'll be some variation. The fact is, let's make a

decision...if we decide to keep the trolleys, move ahead with it. The fact of the matter is it's time to make a decision one way or the other, and as to make a decision whether to keep them or not. I've already indicated my position, which is that we shouldn't keep them, we should move on and deliver better service in a more fundamentally fundamental way. And, also, as a city—and I think Councillor Bolstad rightly said—two systems are expensive. Two systems are not necessarily ideal. We're not—some people said Boston. Boston's a little bigger than we are. We're not Los Angeles. We're not San Francisco. We're not Dresden. We need to start dealing with issues that face Edmonton, not issues that face other cities. Now we can handle them better. People talked about the cold weather, and the problems it causes with trolleys. I encourage councillors not to support this, because I think it does delay when a decision needs to be made one way or the other. And to deal with the motion when it comes forward. And as Coun. Leibovici asked, to have those split up. When it does come, the next motion, I would like them split up—I'll vote against all of them anyway, but just making sure councillors are given an opportunity to take a look at each one individually. You know, I appreciate all the work that's been done, all the input that's been given, but it's time now for us to make a decision as a council rather than give it a delay until the next council and the next council. So I would encourage councillors not to support this, and let's get on. With what the committee's been dealing and council's been dealing with this for the last number of months, which is to make a decision on the future of trolleys in Edmonton. Thank you, Mr. Mayor.

[Lunch Break]

Mayor Smith: Councillor Batty, we're on the amendment still.

Coun. Batty: Yes, and I'm actually speaking against the amendment and I'm speaking against the main motion and I think that we've come to a crossroads here between the city and trolleys, and over the past number of days we've heard twice that it was at the actual council committee and now here at council. And certainly they have lots of good things to say about a trolley and I think they've served their time in Edmonton and are really no longer viable. And I won't go into a tirade of why I'm not supporting it. As I've said before, they're a luxury that this city can no longer afford. And I will not be supporting the motion that's on the floor nor the original motion. And should the amendment...should they both fail I will be moving the recommendation. Thank you.

Mayor Smith: Thank you. Councillor Phair.

Coun. Phair: Thank you, Mr. Mayor. Well, Mr. Mayor, I will speak to both as well. I will support the amendment that's on the floor as well as the first motion that was there. And let me explain first of all: in terms of the amendment that Coun. Leibovici has put on the floor, there are elements of it that I think make a great deal of sense. I do think that we are seeing some kind of changes in technology that may become more viable and may speak of a direction that we may wish to be going in the future. It may be that we won't be buying diesel buses at all anymore in the future if we see hybrid or hydrogen fuel buses coming into existence over a period of time. And I think that, looking at where we are in 2007 or 2008, and if we do it in 2008 we'll have a better understanding of what all of those may or may not be and what they say to the future. And so that's why I'm prepared to support the amendment.

The other things that I wish to say have to do with the current trolley system which certainly is underutilised, and has not been kept up to date as it should have been. Some of that is actions of council, some is...there are a variety of reasons, perhaps, why that hasn't been done. But certainly that's the case. However, I do think that it does serve a variety of kinds of things that are important to us. The environmental is one of them; certainly the noise is another significant one—and there's no question in my mind as I stand on corners around major parts of the city, certainly in major parts of Ward 4, or even if I happen to be in my own vehicle with the window down as it goes past, the diesel bus. And certainly if there are a number of them, it's very difficult; the noise is fairly constant and fairly loud and I appreciate that that's a by-product of them.

I'm also not willing to go at all in the direction the administration has suggested, because first of all that \$1.9 million that they indicate would be saved would go to reducing our budget; it is not going to go to additional—nor has it ever been suggested by the administration that that would go to increase resources for transit. And I think that to think that somehow that's going to happen, knowing how we dealt with this last year at budget time and the rest, I think it's deceiving ourselves. There were not the votes last year to increase the service to transit when these things were brought up then, and to think that somehow now we're going to do that—I just don't trust that in any manner that that will actually take place.

I think, second of all, that although one can say that it may sound like it would be simpler to go to one system, I would suggest to you that as a big city that is not practical at all, that in fact as the City of Edmonton we are providing transportation services that include roads, include bicycle paths, it includes sidewalks, it includes the LRT system, it includes a diesel bus system and it currently includes a trolley system. And I think that those are characteristics of all major cities, that there are a variety of ways that we provide for people to be able to move around a municipality. It would be nice to say that somehow that would be cheaper. But I say to myself: I watched when there was this notion that somehow health services could all be consolidated in Edmonton in two hospitals. Well, we now have an emergency centre up in the northwest, we have the other two functioning, we have talk about other centres that have opened in local areas to make it work. We have an ambulance service that has been amalgamated in there.

I think that there is no such thing, when you're a large city, that somehow you have one unified system that makes that work. I just don't think that that's possible, nor do I think that's practical or best. Some of it is a history of the times, that you bring certain things in and they work and they still work over a long period of time and in to the future. Yes, you update them and you change them somewhat, and yes you have to have stocks to repair those things and the rest of that. But I don't see that as being particularly unique or atypical of the way that cities currently operate. So I think that most major cities have a variety of ways of moving people around and they find ways that they work in tandem to do an excellent job. And I think that's where we need to be going. Thanks, Mr. Mayor.

Mayor Smith: Thank you. And Councillor Hayter, we're kind of speaking to the amendment and the new motion, if you like.

Coun. Hayter: Sorry I'm late, Mr. Mayor. I had another meeting.

Mayor Smith: Your timing was perfect.

Coun. Hayter: You know, I've always been a supporter of trolley operations in Edmonton, but I think this latest review has convinced me that the days of trolleys on a city-wide basis are passed. They may be used, say, in the downtown area, things of that nature, but to serve the growing needs of a city like Edmonton, I just don't think that they have that capacity. There's too much restriction when you're dealing with trolleys. However, when you look at the report from the administration, they indicate that the trolley service would be eliminated in 2010 under the recommendations that the administration made. So it's not going to happen overnight in any event. And this motion indicates that...

Mayor Smith: No, I think that's incorrect. Mr. Millican, could you just...?

Coun. Hayter: Well, that's my understanding. It says here the city could save if it eliminated its trolley service in 2010 and replaced with diesel buses. The process is not going to happen immediately.

Rick Millican: No. If you pass the amendment, you will carry on with the status quo; the administration will report back to council in 2008 assessing a variety of options. If the original motion of the administration is ultimately approved, the trolley operations would cease immediately, which would account for the \$1.9 million tax savings beginning in 2005. If you accept the committee's motion, you are then looking at the limited expansion and with no timeline on re-assessing the situation.

Coun. Hayter: Oh, I misread it. I thought the administration's plan was that we were going to get rid of it but it would take time get rid of it.

Rick Millican: It would take time to get the overhead wires down. That would take the time. But the operations would cease immediately.

Coun. Hayter: Well, okay, that clarifies it. I don't think we can get rid of them immediately. I think it's going to take time to do that so I will be supporting the motion of Councillor Leibovici. I would have preferred it to be 2006, because in your remarks you indicated that that would probably be a better timing. But I do think that the idea that we can spread out trolleys all over the city, I think that day is gone. Particularly when you see the options that are available with the hybrid vehicles. So I do think it's going to take some time to do this particular process of winding down the trolleys, so I'm prepared...I would have preferred 2006, but I'm not going to move an amendment—it's just going to clutter up the situation—because council will either be supporting trolleys or not supporting them. And it really doesn't matter what date you put in there. And my view is that I believe that we should continue to operate the trolleys until such time as we have a clear understanding of the new hybrid vehicles that are available. And I think the consultant said those vehicles would be available...when?

Rick Millican: Councillor Hayter, you could order hybrids today. It's just...I'm going on the basis of saying it's usually an 18-month, 24-month lead time. So if you place the order tomorrow, you're likely not going to get them until 2006. You might get them in 2005, but you can't order them immediately.

Coun. Hayter: 2006. That's why I kind of favoured that figure, but oh well. Again I think that the extra time will lead to the improvement of the alternatives, in my view. And we see every time we're discussing this matter, we see new advantages to the vehicles that are the option to trolleys. So I'm going to support the motion. I know that eventually they're going to go. There's no way that they can serve the city as a whole. They can serve maybe a specific area of the city, but other than that I think we have to rely on the more energy-efficient options. Thank you.

Mayor Smith: Thank you. Councillor Langley.

Coun. Langley: Thank you, Mr. Mayor. Speaking to the amendment, I think that for me the information that I received from the Edmonton Transit Service Advisory Board and the extensive survey that that group did on behalf of this particular issue has really brought the idea home that there hasn't been enough done at this point to make that determination of letting the trolleys go. As I look at the amendment, "that Edmonton continue to operate trolleys until 2008" [tape break] [...] that at that point we will know more about that which is becoming the future.

Consider this one today "that auxiliary propelled units be added to the existing units to free up diesel buses currently used as back-up." That's not, I don't think, being amended at this time; however, I would just say that it doesn't mean that we need a backup for every unit that we have. And so diligence in the consideration of what has to be done there, I think, would be paramount. And "that the administration arrange to have a demonstration of low-floor trolley buses, hybrid buses, to be utilised within the system for information gathering" is good because, for me, that was missing in that which has been presented to us. And "that expansion of the trolley fleet to Northgate be considered in the 2006 budget." "Be considered" doesn't mean saying yes or no; it means let's take a look at it and see what can be done; is it practical; is it not? And #5, "that a report be provided to the council of 2008 regarding continuation of trolleys based on, et cetera." So I'm going to support this as it stands; I think it makes sense; there's just enough to make this effective and at the same time there is room for options to be exercised. So I'll certainly support it. Thank you.

Mayor Smith: Thank you. Councillor Cavanagh.

Coun. Cavanagh: Thank you, Mr. Mayor. Mr. Millican, the last...

Mayor Smith: You've already asked questions on the amendment.

Coun. Cavanagh: Well, no, I want to know how long the money's going to be...

Mayor Smith: No, no, but you've already asked questions, Councillor, on the amendment.

Coun. Cavanagh: I haven't spoken since the amendment came on the floor, Mr. Mayor.

Mayor Smith: And you have already spoken to it.

Coun Cavanagh: Not on the amendment, I haven't spoken. Amendment came on, I didn't get a chance before...my name was on the sheet here. But we didn't have time.

Mr. Millican, if we go the four years, how much does that cost us in the City of Edmonton by keeping the trolleys on until 2008?

Rick Millican: You're continuing to spend the \$1.9 million a year in the operating budget.

Coun. Cavanagh: Okay, so we're looking at roughly \$8 million it's going to cost us.

Rick Millican: Yes.

Coun. Cavanagh: So something else: we could take out in 2008 and some one said: well, we'll get rid of them. And somebody also mentioned that 'well, it's nice to move people around in maybe two buses, two different buses;' well, to me, a bus is a bus is a bus, and we don't need two kinds of buses that are costing us that kind of dollars, and only 3% of the bus system in the City of Edmonton is trolleys. That's all it is, is 3%, and certainly we can fill that in very easily with the other kind of buses.

Mayor Smith: Thank you. Councillor Melnychuk.

Coun. Melnychuk: Thank you, Mr. Mayor. Well, I think it's important to again...it's all about context, and how you review the information that we have in front of us. And it has been a challenging issue, and I do think that I appreciate very much the wealth of information that came across the world on this issue. We had emails from people speaking to us directly from around the world—many engineers, many people who have been involved in these issues—trying to tell us as a City Council to be very, I guess, careful and very measured in our approach to this issue. And, for instance, on the issue just of saying that there's only 3%--that this only represents 3% of our business—that may be in terms of kilometres travelled, but it isn't true in terms of the amount of people served. Because trolleys are often within your most dense populations, and we're talking of city intensification. The trolley system now is handling 10% of the volume of our ridership. But during the discussions at Transportation and Public Works, we know that this system used to carry—Mr. Millican said to me—25 or more per cent of the bus travel in this city was based on the trolleys. So, in my opinion, we should be expanding the trolley system and not shutting it down. Truly, if we wanted to be environmentally cognizant, that would be the way we would go. But I do agree that we do not know within four years, five years or ten years what the dominant technology will be. We don't know, actually, whether the hybrid bus will be the alternative of choice, because we will have to see whether that technology proves itself to be low-maintenance, medium-maintenance, or high-maintenance--as the new diesels that we have are. And comparing the cost of the trolley system to the diesel system, as if those are apples and apples, I think was really very much a disappointing comparison that I saw in the reports that we had come to council.

I'd just mention to members of Council that even a month ago I read an article in *New Scientist* Magazine that talked about diesel motors and their ability to capture particulates, the implications of nitrous oxides, all the NOx and the SOx and all the gases that we can't see with the human eye, and talking about the fact that diesel buses would never have the efficiency of—or get near to the kind of capturing of pollutants that we want within our mature neighbourhoods or downtown—in our inner city, so to speak. And I think this is a decision about science. And I

think within five to ten years we will have come up with new technologies that are going to help us deal with this issue better, but I don't think that the time is now. I think we hedge our bets; we do things that create a sense of insurance in our city--and this morning we talked about the drainage system, and when we passed the Drainage Master Plan just a couple of months ago, and we talked about 200 year storms and our department said, "oh, well, we don't plan for 200 year storms, because we haven't had enough of them to be able to gauge what the impact is." And I see this the same way; we have to try and gauge the impact of this decision if we are to walk away from trolleys now. And I believe that, as a type of insurance, at the very least we must keep the trolleys going until 2008: determine at that time what the cost will be for the new technologies and going in that direction--versus using the system we already have—but we don't use--In the past, we've had over 25% of our ridership was trolley-based. And then we will have made, I believe, a very conservative decision on behalf of our citizens. And I want to thank the Edmonton Transit Advisory Board, and all the many people who did give us advice and information, and I think especially the people who worked for the city in the past, who feel so passionately about the importance of this very old, but tried and true technology that moves people around our city. Thank you, Mr. Mayor.

Mayor Smith: Thank you. Councillor Gibbons.

Coun. Gibbons: Thank you, Mr. Mayor. I will be supporting this. I believe this is the right step—it gives us a few more years to find out what's happening. We're under the threat of Kyoto at every move we make. And the fact is I have sat on a committee for almost three years with the province, and I think this one time we really brag about the province is looking to the future—not just depending on the Mackenzie Pipeline coming down to keep our power in existence by natural gas, but they're looking at coal, which is a cheaper way of keeping within the Kyoto Accord.

This is the direction that we're kind of sitting at the end of the day, from our past council and the direction they gave to our Administration to put ourselves in a position where our trolley buses are antiquated, probably in some cases ill-repaired; the unions have actually contacted us about how they do not like driving them anymore. But the fact is if we would have kept up with the days, we wouldn't have been here today. So I will agree that given a transition until 2008, looking at some of the other hybrid buses and—natural gas is totally out, because I don't believe that what I've read on it, that's the way we should be going. But the hybrid bus is coming in to the future. It keeps our trolley buses on, and maybe we should be re-looking at the fact that why we've stopped trolley buses on 112 Ave, without the direction of council, but on the direction of Administration doing so.

And I do thank the Transit Advisory Board for some of the input they gave, and giving us information from all over the world. I was last year representing Alberta on a Best Practises tour to Europe and the Netherlands, and looking at what they've done with electricity, from biomass to everything. So we have...there's a huge possibility we can do something by 2010 with this and so I will be supporting this throughout the whole thing. I even think that we should even look at the Northgate run, as one of the main, #4, so thank you.

Mayor Smith: Thank you. Councillor Thiele.

Coun. Thiele: Thank you, Mr. Mayor. First of all, I think I have to say that what we're talking about here is a political decision, that we'll make today, and probably again in the future after 2008 by the looks of what's around the table here. But, with that, I'd like to first of all commend the administration, first of all, because we told them time and time again as long as I've been on council—and before—to look for cost-saving measures and look for ways of saving money. And they've done that for so many years there's not many things left to save money. And so they go after some of the arms and legs and blood of much of how the city operates and runs—and that's the thing we have to keep in mind when we're looking at this issue in particular. So I commend them for looking for those cost-saving measures. I disagree with this one in particular, and I think we can flourish with a trolley system.

Looking at 2008, I think, "Well, that's a good target to look at." I would have much preferred to keep trolleys as a viable and ongoing part of our transit system. We have three, not two pieces of our transit system: we do have an LRT system that's an envy to many; there's many larger cities that are themselves looking at providing an LRT system. In Toronto they've...many of the councillors today said that one of the biggest mistakes they did was eliminate their trolley system. They're expanding their streetcar system in many different areas in that city, and they have a subway system, and there's even talk of a light rail system to bits and pieces of that large, metropolitan area at times.

We're talking about—although trolleys, they're a...they don't produce any pollution, they don't produce any noise within our communities that they run through in our city. And I think that's a very important piece and a very important aspect of the trolley system within our city, and I think that's something that the diesels can't offer to us. So the ground-level ozone, it's going to become an increasing difficulty we're going to have to deal with from the pollution of cars, mainly, but a piece of that is our transit system, a piece of that is our factories and parts of our communities, and we have to look at that. And every little bit that we can do to make life better for our citizens is very important.

Within the motion there talks a number of things: the APUs, I put that originally for the--because I think we should at least use our existing APUs that we have. You know, we should put them in the buses and start utilizing our existing buses. I think that there's been some time that we haven't really done as much as we could with what we have today, and I think we need to go back and run that line out to Highlands, and a few other places like that. The Horizon system—and that came into place just before I came on council—and I think that's caused many difficulties

for the stability of the transit system overall, because you don't have set routes. The routes--I had many complaints because routes change regularly, on a yearly basis. Many complaints about that in all of our offices, I'm sure. And I think a trolley system will create at least some semblance of stability in core areas.

Looking at #4, the expansion of the trolley fleet: I threw that in there for the 2006 budget. I think that could and should still be looked at. It gives us something to look at in 2006, instead of 2008. In 2006 we'll have at least something to consider and look at and see if that's a viable thing to look at in that year. And maybe it's going to be 2007 or 2008 or into the future. That is one of our busiest lines, from Southgate to Northgate, one of the busiest pieces of our system that we have currently, on the south side and the north side, and I think that it would be marvellous to have it included in our trolley system at some point in time.

With this one, we also get to look at...a bit of time to look at improvements in other kinds of technology—and that includes trolley technology. Because that's going to improve as well, as we move along. Take the wires off and put them back on, and many other of those kind of things. And there will be improvements in batteries, et cetera, et cetera.

Last of all, I think it's important to commend our Advisory Board. There's a board that we appoint, to overlook our transit system, and they advise us. And all of our appointments advised us that we should maintain and keep our trolley system. Everyone who is a person on the transit advisory board—save for people that work in the system—and, with that, I would encourage members to support our trolley system. Thank you.

Mayor Smith: Thank you. Councillor Anderson.

Coun. Anderson: Thank you. I'll support all of the amendments, and on the amended motion I'll support #1, #3 and #5. And if #1 passes I will make a subsequent motion asking the administration to continue to look at ways to maximise the cost-benefit of running trolleys. Thank you.

Mayor Smith: Thank you. Deputy Mayor, will you take the chair?

Well, Councillor Thiele, you hit the nail right on the head: this is a political decision, no question about that. Because if it was a business decision...if it was a business decision, at \$500,000 per unit, there wouldn't be a business guy in the world even thinking about it. \$43 million, I think, is what you looked at; two systems—yeah, we've got three, but two rubber-tired systems; it's costly, and I don't believe that we've really identified all the costs in there. I also think about the fact that when we refer to all these other places around the world, we've got to come back to Edmonton. This is not 'all over the world'; this is Edmonton where it's cold.

Very few trolleys run on their routes uninterrupted during the construction season; very few. And we know that. Somebody said, "Well, we don't need the backups"—Councillor Phair said that—well, of course you need the backups, because in the summertime the system is operating at 20%. If, god forbid, but once in a while we do have emergencies. Are you going to use your trolleys—no backup—to go to emergencies? I don't think so, unless the emergency occurs along a trolley line.

It looks like—and I'm speaking to the amendment and to the motion—it's an emotional—with this transportation advisory committee, everybody—it's an emotional thing to keep something. But I have a difficult time saying to taxpayers, who continually are upset with us increasing taxes, that now we're going to keep trolleys and buy them in the future with a difference of \$500,000 a unit. I...Councillor Thiele, you're right on the money: it definitely is a political decision. It's certainly not a business decision. I can't support the amendment, nor the motion. I think we have to deal with this; if we put this off until 2006, 2007, 2008, we're just hoping that, being this is a political decision, that we can put this decision off—at a cost.

You know, we—I think Councillor Thiele said it very well—we challenge the Administration to go back and find ways; well, the find some ways and we say "Whoa, don't want to do that. Too political." So, unfortunately—fortunately for people who like trolleys—they'll be here. Unfortunately for people that don't like their taxes being raised, we'll be raising taxes. \$500,000 a copy doesn't make any sense to me. But, however.

Coun. Cavanagh [Deputy Mayor]: I'll return control of the meeting to you, Mr. Mayor.

Mayor Smith: Thank you very much, and we're voting on the amendment. Now, Coun. Leibovici, did you want to split them up on the amendment, or do you want to vote on the amendment as one?

Coun. Leibovici: We can vote on the amendment as one, because then we're going back to the main motion and that's where I'd like to have them separated out, on the main motion.

[Interjections]

Mayor Smith: Okay, we're going to vote on the amendment as one as [proposed by] Coun. Leibovici. Please vote.

FOR THE AMENDMENT: B. Anderson, E. Gibbons, R. Hayter, L. Langley, K. Leibovici, J. Melnychuk, M. Phair, D. Thiele.

OPPOSED: B. Smith; J. Batty, A. Bolstad, T. Cavanagh, S. Mandel.

CARRIED

Mayor Smith: And now on the main motion, as amended, and I'm going to split them...

[Interjections]

Coun. Langley: I should like to close on this. I haven't closed.

Mayor Smith: Okay, so we'll be voting on one to five when we do it, and Councillor Langley, and yes, you'll close.

Coun. Langley: Thank you very much, Mr. Mayor, and members of Council. There has been much, much debate on this issue since it was first raised. Council at one time had asked the Administration to look at ways to save money, as we've heard. Trolleys appear to be dispensable. Why they were chosen was never made absolutely clear, when there must have been other savings identified by other departments. But, nonetheless, if this had not been brought up, Council would not have thought about getting rid of the trolleys—if the savings had been taken, say, from another source.

In any case, much debate—and for me and for some members of the committee, the information that we had was not complete. There was a lack of comparisons between trolleys and diesels regarding, for example, the problems of operation; the lifetime of the units--trolleys last 1/3 longer than the average diesel bus, we've been told more than once. As far as the infrastructure goes, the poles for example do more than simply support trolley infrastructure; they support traffic lights, they support streetlights; and so it's not an isolated, insignificant factor related to trolleys. They want to decommission the trolleys by 2013 at a cost of \$13 million. \$13 million to decommission the trolley infrastructure and, to me, that is not a savings. The city has spent close to \$14 million in recent years on the system, with a new plant and some more infrastructure. We're going to throw that away after just a few years of use? I don't think that's wise to do that.

And I ask the question: why terminate now, if we've been given the option to go to 2010 or if the infrastructure's going to be around until 2013? \$1.9 million is going to be the annual savings in operation, we're told, and that, I think, could be found elsewhere. We're told each year at budget time that the Administration saves \$10 million a year. Now I think within that \$10 million there should be room for the \$1.9 million if indeed that is a problem.

Savings used to fund new routes has been suggested, and to improve the service. Well, we're always trying to improve the service, and we were told that when we shut down the LRT free-ride, that that money was going to be used to improve the service and that has been done in some areas to a relative degree because of course I think that figure was somewhere in the neighbourhood of \$100,000, as I recall. But to improve the service should be a goal of the transit system, should be a goal of Council. So I would ask members of Council to look past the dollar signs--because it's been dollar signs and flexibility, I think have been the key arguments from the beginning, and I don't think it's a convincing argument that we have had—to look past the dollar signs and think vision, and support this particular motion. Thank you.

Mayor Smith: Okay, there's five parts to this, as amended so please vote on #1, and that's continue to 2007, is that correct? Oh, I have 2007 here. 2008. Okay. Please vote.

PART 1 OF MOTION, put:

That Edmonton Transit continue to operate trolleys until 2008.

FOR THE MOTION: B. Anderson, E. Gibbons, R. Hayter, L. Langley, K. Leibovici, J. Melnychuk, M. Phair, D. Thiele.

OPPOSED: B. Smith; J. Batty, A. Bolstad, T. Cavanagh, S. Mandel.

CARRIED

PART 2 OF MOTION, put:

That auxiliary propelled units (APUs) be added to the existing units to free up diesel buses currently used as back-up.

FOR THE MOTION: A. Bolstad, E. Gibbons, L. Langley, J. Melnychuk, M. Phair, D. Thiele.

OPPOSED: B. Smith; B. Anderson, J. Batty, T. Cavanagh, R. Hayter, K. Leibovici, S. Mandel.

LOST

Coun. Batty: Mr. Mayor, just a point of order: could I ask you to read #3, because I believe...

Mayor Smith: #3: "That Administration arrange to have a demonstration of low-floor trolley and hybrid buses to be utilized within the system for information gathering."

Coun. Batty: So is that a hybrid diesel bus, or just a trolley hybrid? [Interjections] Low floor trolley? Thank you.

PART 3 OF MOTION, put:

That Administration arrange to have a demonstration of low-floor trolley and hybrid buses to be utilized within the system for information gathering.

FOR THE MOTION: B. Anderson, A. Bolstad, E. Gibbons, R. Hayter, L. Langley, K. Leibovici, J. Melnychuk, M. Phair, D. Thiele.

OPPOSED: B. Smith; J. Batty, T. Cavanagh, S. Mandel.

CARRIED

PART 4 OF MOTION, put:

That expansion of the trolley fleet to Northgate be considered in the 2006 budget.

FOR THE MOTION: A. Bolstad, E. Gibbons, R. Hayter, L. Langley, J. Melnychuk, M. Phair, D. Thiele.

OPPOSED: B. Smith; B. Anderson, J. Batty, T. Cavanagh, K. Leibovici, S. Mandel.

CARRIED

Coun. Bolstad: [Referring to part 5] Just on that one, you know, it seems to me we might want to compare trolleys to other technologies, rather than...

Coun. Leibovici: That's actually part of this, because hybrid buses are in there.

Coun. Bolstad: But I'm trying to say: why limit it to hybrid buses?

[Interjections]

[Clerk reads motion]

Coun. Bolstad: Well, Mr. Mayor, with the last part there--you know, the hybrid buses—there may be other options we'd want to compare to at that time. So I'm saying, you know...[Interjections]...okay, I'll just say "and other options," then.

Mayor Smith: Okay, we have a vote on the amendment to "and other options." Please vote.

AMENDMENT MOVED A. Bolstad – R. Hayter:

That the words "and other options" be added at the end of the second bullet in part 5.

FOR THE AMENDMENT: B. Anderson, A. Bolstad, T. Cavanagh, E. Gibbons, R. Hayter, L. Langley, K. Leibovici, S. Mandel,

J. Melnychuk, M. Phair, D. Thiele.

OPPOSED: B. Smith; J. Batty.

CARRIED

PART 5 OF MOTION, AS AMENDED, put:

That a report be provided to Council in 2008 regarding continuation of trolleys based on:

- service levels.
- environmental concerns in light of the demonstration of low-floor trolley and hybrid buses, and other options.

FOR THE MOTION AS AMENDED: B. Anderson, A. Bolstad, E. Gibbons, R. Hayter, L. Langley, K. Leibovici, S. Mandel, J. Melnychuk, M. Phair, D. Thiele.

OPPOSED: B. Smith; J. Batty, T. Cavanagh.

CARRIED

Mayor Smith: And that's carried. Thank you. Okay, we're back at the top of the agenda now...Councillor Anderson?

Coun. Anderson: Excuse me. I'll move that the Administration continue to look at ways to maximise the cost-benefit of running the trolley fleet.

Coun. Melnychuk: Seconded.

MOVED B. Anderson – J. Melnychuk:

That Administration continue to look at ways to maximize the cost-benefit of trolleys.

Mayor Smith: What? What? What kind of a motion is that?

[Interjections]

Coun. Anderson: #1 says "that Edmonton Transit continue to operate trolleys." Status quo. Well, the motion says continue to bring to council ways to get more riders, more dollars, more effectiveness out of the dollars spent.

Mayor Smith: Councillor Mandel.

Coun. Mandel: You know, Mr. Mayor, I thought that we just spent all that time going over what you can do with them, and I would hope Administration on an ongoing basis would bring forward ways to do stuff. I mean, the decision was made by council. I respect that, that we're going to keep trolleys, great, but now to say 'come back with new ways'—I would hope they'd do that or they shouldn't be there.

[Interjections]

Mayor Smith: Well, okay, Councillor Mandel...

[Interjections]

Coun. Mandel: ...apple pie and ice cream motion, and I just don't know what...Mr. Maurer, don't you on a normal basis find better ways to do things...[inaudible]?

Al Maurer: Certainly, we will. I understand the intent, I guess, of the motion is to try to...and we will continue to do that, but that doesn't stop in the decision you made. You made a decision, it's going to...and that's fine, and we'll live by that decision, but we certainly will work at efficient ways of doing it. I think that's incumbent on us to try and do that, to try and maximize this use.

Coun. Mandel: Could you, or maybe Mr. Millican, give me one you're not doing now, that you could do?

[Interjections]

Coun. Thiele: Expand it up to Highlands, maybe?

Al Maurer: Well, I'm not sure—I mean, we've got to look at the whole thing of the cost-benefit of over the number of years, of adding to it, there is lines that are there right now that aren't used, maybe if we can use it, use it more. The other is to look at the possibility in the construction season of staging our construction different and so on, like those things, but...

Coun. Mandel: But there's definitely a construction season, if you can't move the trolley buses, efficiency would then maybe be to take them off and put the diesel buses on?

Al Maurer: Well, that's what we have right now. I mean, we have the whole fleet on diesel right now, and all...

Coun. Mandel: Off all summer anyway?

Al Maurer: That's right. But maybe we...you know, you stage your construction differently, that you concentrate on one route one year, and another route another year and so on...

Mayor Smith: Councillor Thiele.

Coun. Thiele: Thank you, Mr. Mayor. This motion here, I guess, would offer the opportunity to look at the AP Units that you purchased already and see if there's something there that you can utilise within that—or sell them, I suppose, if you want to get something else that works more effectively. Would that be something, Mr. Millican, you'd look at with this motion?

Rick Millican: Well, it's something you could certainly look at. Maximise the cost-benefit of the trolley fleet.

[Interjections]

Rick Millican: You're trying...your direction is to continue operating, obviously. We've got...Our challenge is always from council to make efficient and effective use of the tax dollars that we're given. So that's really telling me to go off and do my job, as opposed to change my direction, it's 'do my job'.

Coun. Thiele: We've given you the direction, so this kind of says 'go do your job', but it would also say that maybe you should be looking...giving that second look at Highlands...

Rick Millican: I mean, obviously, we've got to take into account the fact that you have asked now with the previous motion that we would quote back to you before making long-term decisions, which is the direction that we've taken here. And that would have to be factored in to any significant capital expenditures for consideration of council.

Coun. Thiele: But it also would send the message to you not to let this trolley system deteriorate any further than it has, and maybe even improve it.

Rick Millican: We have...It hasn't been allowed to deteriorate. You would know, in comments that have been made here, about the investment in the infrastructure, continuously through the 90s and even up to today.

Coun. Thiele: Yeah, with elimination of some of the routes nonetheless, and not maybe looking at construction in an appropriate fashion to maybe utilize the trolley system more effectively during those...

Rick Millican: Certainly, as was already pointed out, we can look at those sorts of things.

Coun. Thiele: So that's what this motion would do, more than anything, would be to say if you're going to do some construction, "hey, how does this affect trolleys...?"

Al Maurer: Well, well, you know...

Coun. Thiele: I'm just throwing that out there.

Al Maurer: Right. Councillor Thiele, with millions of words all around me, the thing is you can make all the motions you want...

Coun. Thiele: Well, there was a motion...

Al Maurer: The decision has been made, Councillor Thiele, and we will maximise use. The direction has been given to us. And if you want to spend another hour wordsmithing this, fine. But I...we know...

Coun. Thiele: I'm just looking at the motion that's in front of us, Mr. Maurer, and I...

Al Maurer: I understand that...

Coun. Thiele: And the last time when this said to do essentially the same thing, I don't believe that happened.

Al Maurer: Well, I think we spent some \$14 million over the last ten years on trolleys, and if that isn't putting something into the inventory, I don't know what is.

Coun. Thiele: Okay, I'll take that, then. Thank you.

[Inaudible]

Coun Hayter: Well, I think the motion is unnecessary. If the administration is not going to be looking at ways to maximise cost-benefit of the trolley fleet, then they shouldn't be there. You know, we don't have to pass a motion; that's what we hired these people to do. You know, really, in supporting the previous motion, I thought what we were doing is kind of establishing a holding pattern, until we got a better handle on the alternatives. That's the reason I supported it, because I still think there's a place for trolleys, but I see some members of Council that think that trolleys are the answer to all our future needs of public transit in this city; and I don't believe that's true—I just don't think it's true. They do provide a valuable service in certain areas of the city, but in a city the size of Edmonton we have to have a greater flexibility. And having the trolleys in one area and other alternatives in another is not a bad thing. So I don't think this particular motion is necessary; I'm not going to support it.

Mayor Smith: Thank you. Councillor Anderson to close.

Coun. Anderson: To close. Mr. Maurer, just in self-defence here, Council defeated #2, to add APUs. Would that give you direction that you're not to use APUs?

Al Maurer: Well, I think that the basis of that particular motion was the APUs that we had. We had bought six of them and we didn't use and it was indicated that they were not good units to use and they were outdated and so on, so we wouldn't use them. But if something better came along that made in the period that we have to operate and it's going to be a pay-back period, we're going to do it. And if there's a better APU out there that would have a pay-back in two or three years, hey, let's look at it. And we will do that.

Coun. Anderson: That motion, part 2, said that APUs be added to the existing units. Council said no: don't do it. But this motion says continue to look at getting rid of these, if there's something new that might allow you to use diesels more...pardon me, trolleys more often, during construction season, and it was cost-efficient and gave us better bang for our buck, or allowed us to use trolleys through more of our 12-month season, fine. So all this motion does is not construe anything that was defeated earlier—or not mentioned—as a direction.

Coun. Batty: Give me a break.

Coun. Anderson: Get serious, Batty.

Mayor Smith: Councillor, could you hold on, please? Carry on, Councillor.

Coun. Anderson: I'm done. Vote on the motion.

Mayor Smith: Thank you. Sorry, Councillor Batty, he was closing on it. We have the motion in front of us. Please vote.

MOVED B. Anderson – J. Melnychuk:

That Administration continue to look at ways to maximize the cost-benefit of trolleys.

FOR THE MOTION: B. Anderson, A. Bolstad, E. Gibbons, K. Leibovici, J. Melnychuk, M. Phair, D. Thiele.

OPPOSED: B. Smith; J. Batty, T. Cavanagh, R. Hayter, L. Langley, S. Mandel.

CARRIED

Mayor Smith: And it's carried. Thank you. Okay. That's wonderful.