



The Future of Trolley Operations

Public Meeting Presentation

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ETS

Edmonton Transit System

Owned and Operated by The City of Edmonton

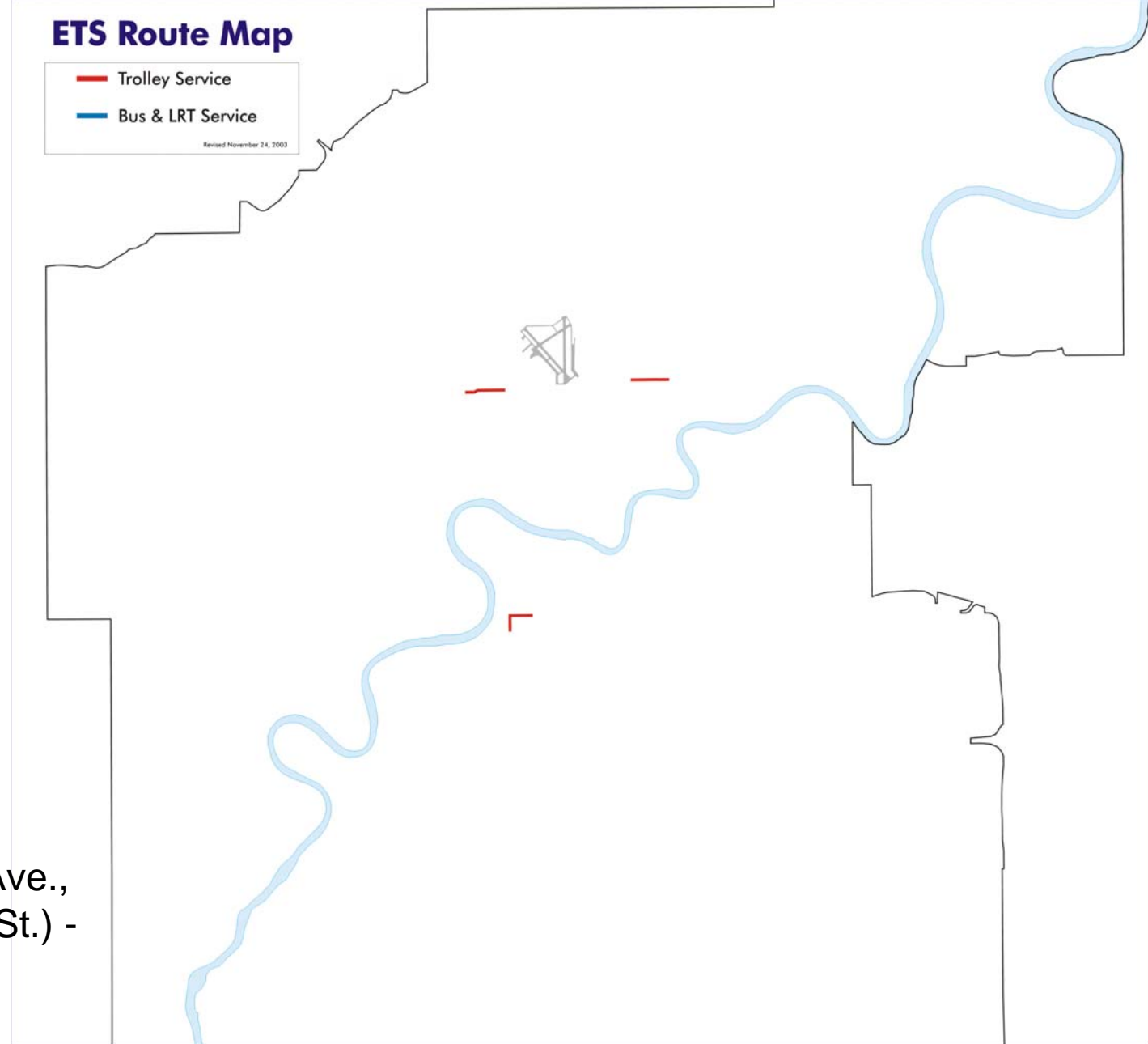


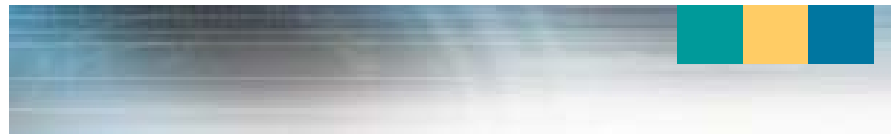
History - Future Trolley Operations

Date	Activity
Mid-2003	<ul style="list-style-type: none">• City Administration identifies trolley operations as potential cost savings
January 2004	<ul style="list-style-type: none">• Consultant delivers report on analysis of Edmonton trolley operations
March 2004	<ul style="list-style-type: none">• City Administration recommends to TPW Committee of Council to discontinue trolley operations in 2004

Trolleys are a small part of transit network

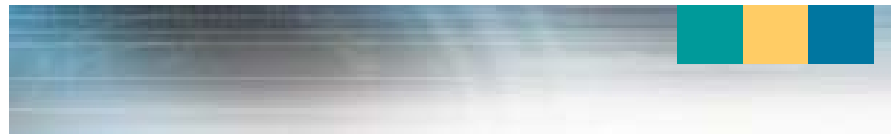
- All bus route network - 4.2% active trolley service in red
- Diesel overlaying trolley lines 2.8% turned blue
- Diesel routes removed, trolley only lines 1.4% remain
- Arterial roads removed (118 Ave., 107 Ave., 156 St., 124 St., 95 St.) - Belgravia, Inglewood and Alta Ave areas remain.





Why is Administration recommending discontinuing trolleys

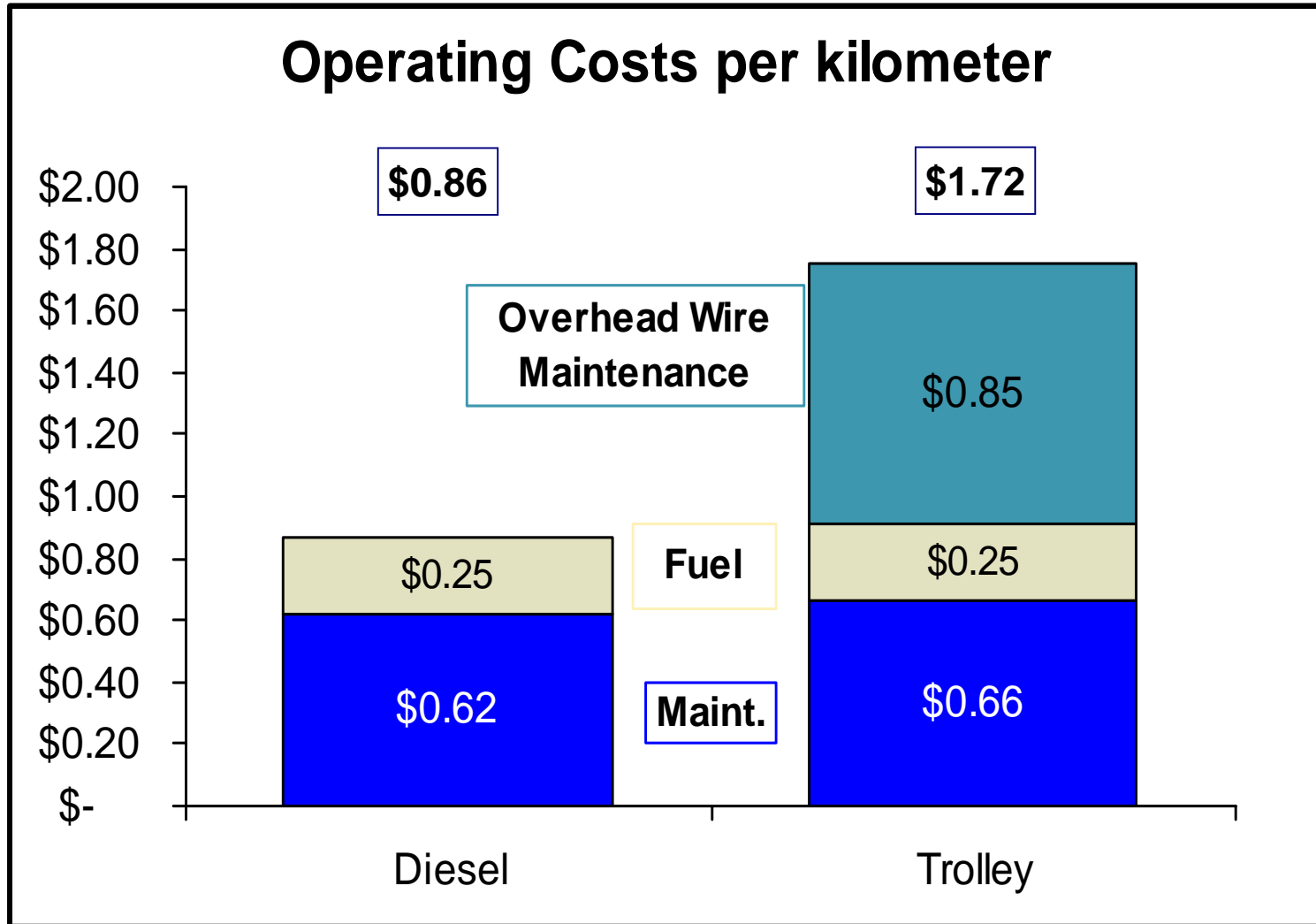
- Strong financial reasons;
- Environmental benefits are smaller than before and getting smaller after 2007;
- Operational benefits - more reliable and accessible service.



Financial Considerations

- Significant operating and capital costs savings -
 - Overhead wire system - costly infrastructure to maintain
 - New buses - \$900,000 for trolleys vs \$400,000 for diesels

Financial Analysis - Operating Costs





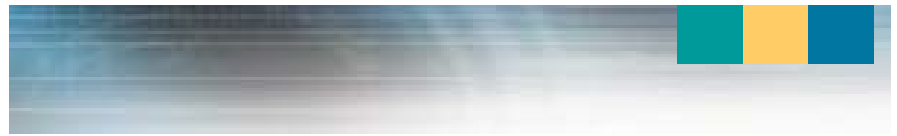
Annual Operating Program Savings - 2005

Item	Dollars
Overhead wire/poles/sub station maintenance	\$1.63 m
Less maintenance costs during decommission	- \$.26 m
Net Savings from overhead maintenance	\$1.37 m
Reduced bus maintenance	\$0.33 m
Reduced operator training / deadheading, etc.	\$0.16 m
Total Annual Savings	\$1.86 m



Capital Program Savings 2004 – 2013 and Future

Item	2004-2013	2014 +
Roadway projects reductions (assoc. with street rehab on trolley routes)	\$8.8 m	\$0.9 m
Trolley overhead infrastructure cost avoidance (overhead wire system rehab)	\$19.5 m	\$0.5 m
Diesel vs trolley bus purchase	\$26.5 m	
Trolley refurbishment costs	\$1.5 m	
Sub total	\$56.3 m	
Less trolley overhead wire removal cost	- \$13.2 m	
Net Savings	\$43.1 m	\$1.4 m/yr

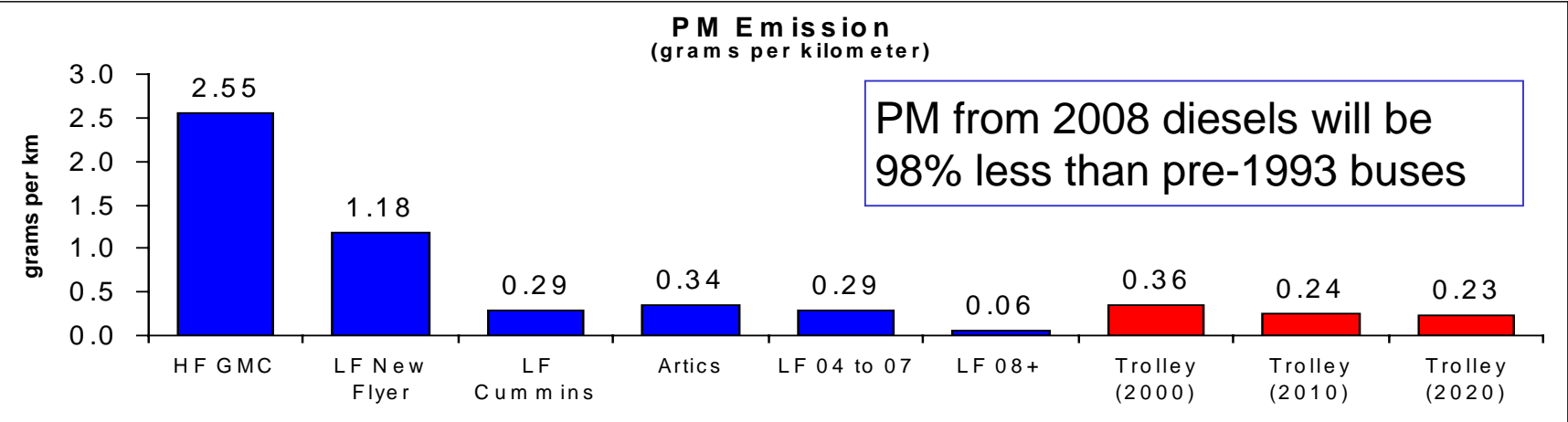
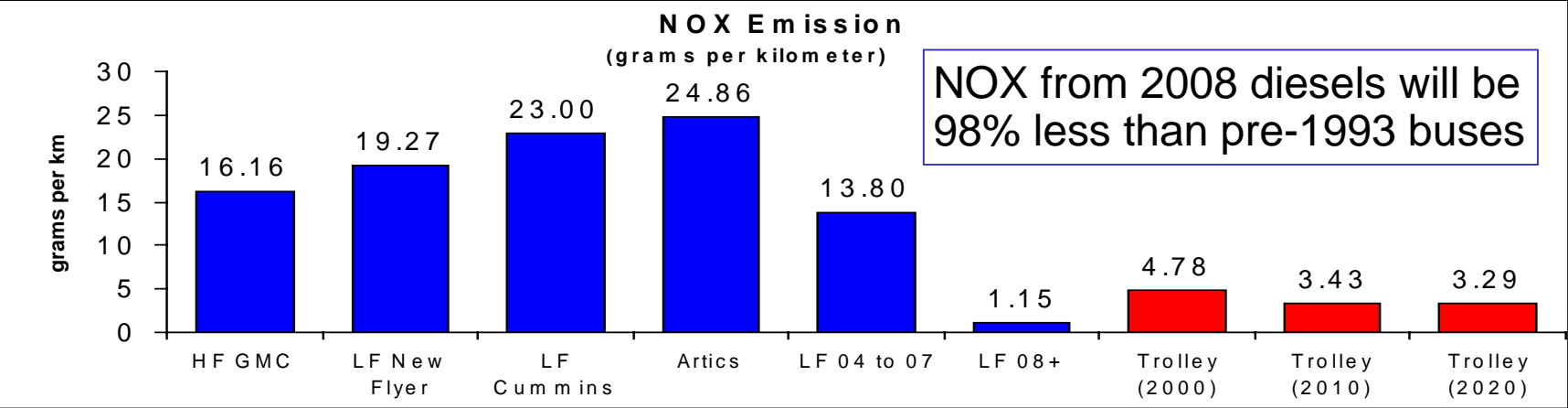


Environmental Considerations

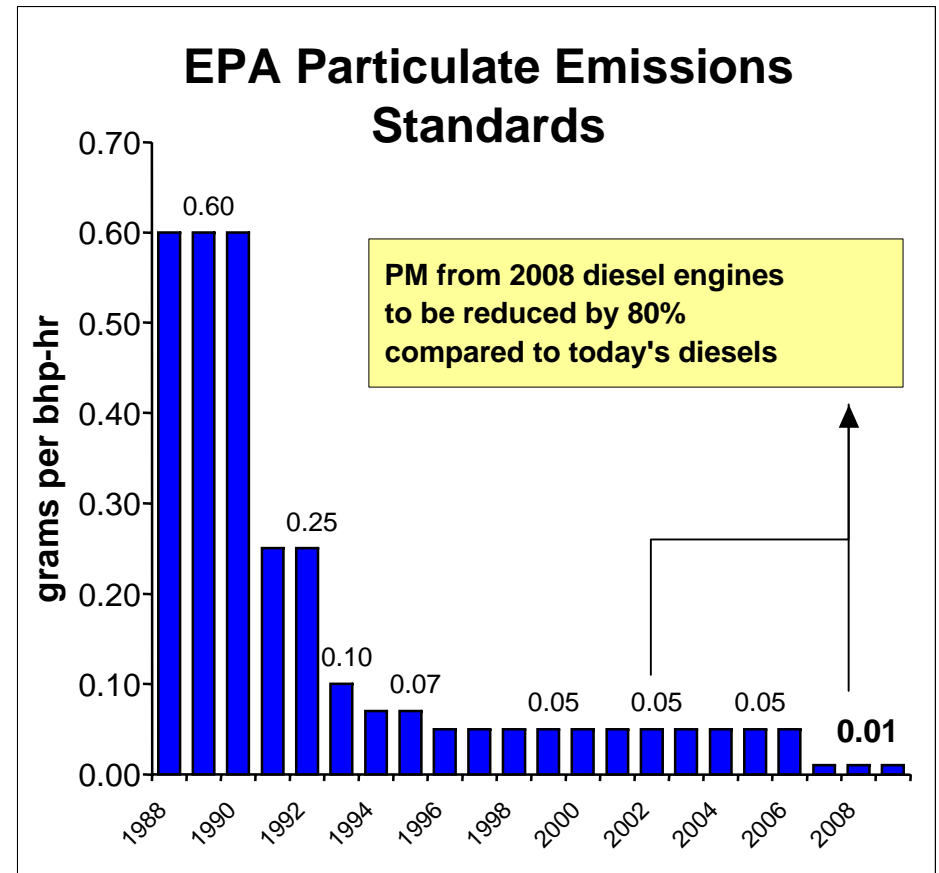
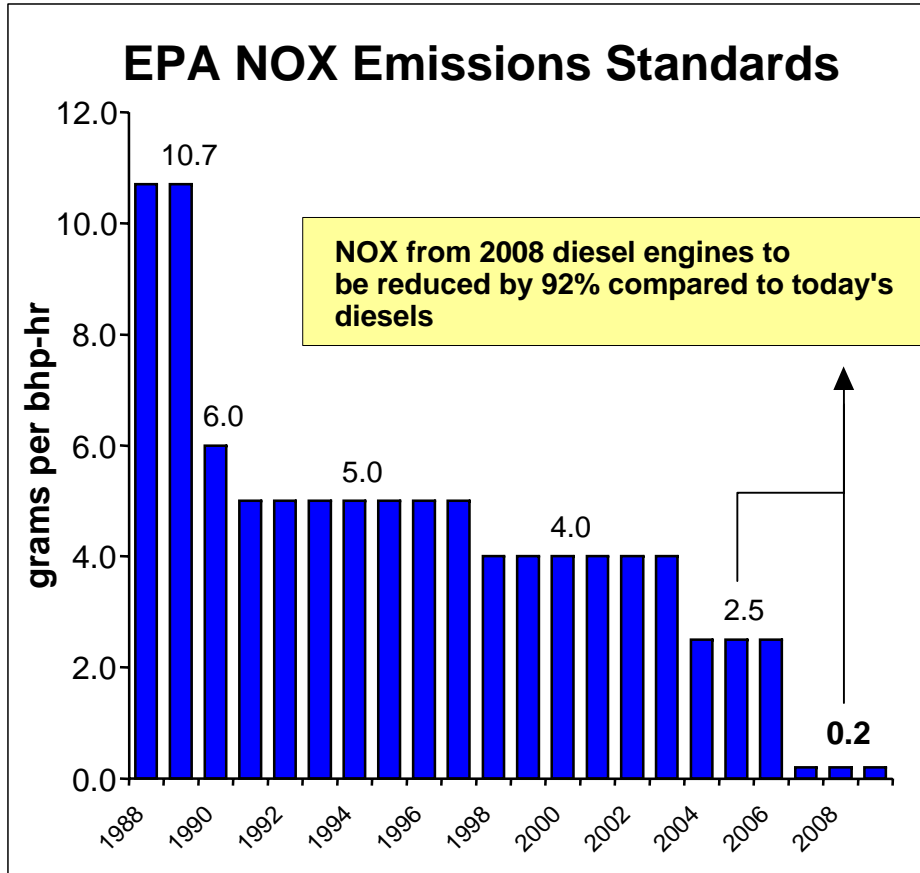
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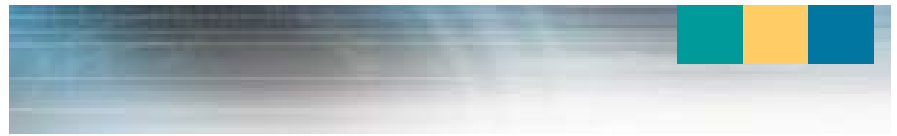


Environmental benefits of trolleys are reduced as diesel buses get cleaner



Environmental regulations in 2007 require diesel buses to become even cleaner





Operational benefits

- Able to offer low floor accessible bus service on trolley routes now;
- Less service disruptions from wire breaks, power failures, etc.;
- Less bus deadhead time;
- Reduced operator training.

Bus Stop
7
Bus Line 2770

110 ST

110 ST

Belleville

875

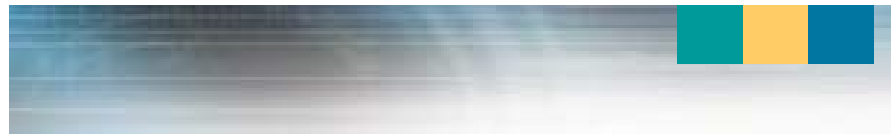
GROVE

It's an Easy as 1-2-3!



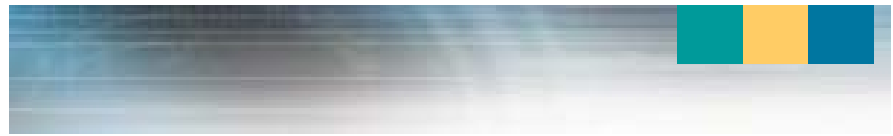
METAL
BRIDGE





Future bus technology

- Hybrid diesel electric - using the best of both technologies without overhead wire infrastructure;
- Significantly reduced fuel consumption and greater emission reductions;
- Bus Rapid Transit (BRT) - extended articulated vehicles with greater capacity.



Conclusion

- City Administration is recommending discontinuing trolley operations because:
 - large financial savings;
 - dramatic reduction in diesel emissions lessen the historic advantages of trolleys;
 - improved service to customers through increased reliability and accessibility.