The City of SPRUCE GROVE

INFORMATION REQUEST

INFORMATION REQUEST #: IR-018-26

REQUESTED BY: **Councillor Tokar**

TOPIC: **Increase Community Transit Peak Capacity Business Case**

DATE OF REQUEST: **November 3, 2026**

DATE OF RESPONSE: November 3, 2026

QUESTION:

For the Increase Commuter Transit Peak Capacity business case (p. 242):

- Please share what the 75,500 "purchases from other governments" is?
- Do we need additional buses to accommodate this?
- Are there additional operational costs (e.g. driver salary, insurance, etc) to providing more service? Or is this all contained in the "purchases from other governments" line?
- Is there an opportunity to utilize other bus form factors (e.g. double-decker or longer buses) to help address this demand?

Response

- The $75,500 Purchases from Other Governments is the contract cost charged by Edmonton Transit to operate the three additional commuter trips proposed in the business case.
- This Business Case does not require an additional commuter bus from Spruce Grove. Edmonton Transit will be operating this additional service with their own bus fleet.
- All operational costs are included in the Purchases from Other Governments.
- It would not be possible to operate double-decker buses or articulated buses in 2027. Edmonton Transit does not own or operate double-decker buses, and they do not have spare articulated buses that could be used on Spruce Grove's service. These types of buses could be considered in the longer term, subject to the outcome of the upcoming Transit Strategy report. Any future decision to consider these types of buses would require an in-

depth study of the pros and cons of each.

Background

The proposed business case would add three commuter transit trips during the fall and winter service period, consisting of:

- One additional AM peak trip;
- One additional PM peak trip; and
- One additional early afternoon trip.

The additional service is intended to address increasing ridership demand and reduce overcrowding on existing commuter routes. Without additional capacity, peak-period buses may experience passenger standees and pass-ups when buses reach capacity, negatively impacting customer experience and the attractiveness of transit as a transportation option.

Financial Implications / Taxation Impact

The proposed 2027 business case has a net operating cost of $39,200 in 2027, increasing to $80,200 in 2028 and $82,100 in 2029 as the service operates for a full year.

Contact: Bill Sabey, Manager of Transit