

TRANSIT SNAPSHOT MEDIAN FOR 2015

\$132.95/hour
COST TO OPERATE
A TRANSIT VEHICLE

fig. TRNT220T (EFFICIENCY)



45.5

trips a person
makes on public
transit per year

fig. TRNT106 (COMMUNITY IMPACT)



KEEP IN MIND:

Influencing Factors

Influencing factors can create variances in comparison data from year-to-year and from municipality-to-municipality.



Demographics

Local population household income, auto ownership rates, age and higher immigrant levels impact transit market share



Economic Conditions

Fluctuations in fares, external contractors and energy rates



Environment Factors

Topography and climate



Nature of Transit

Services, operations and traffic can differ per municipality



Non-Residents

Catchment area for transit riders may extend beyond municipal boundaries



Size of Service Area

Population and geographic area contribute to deferring costs per capita



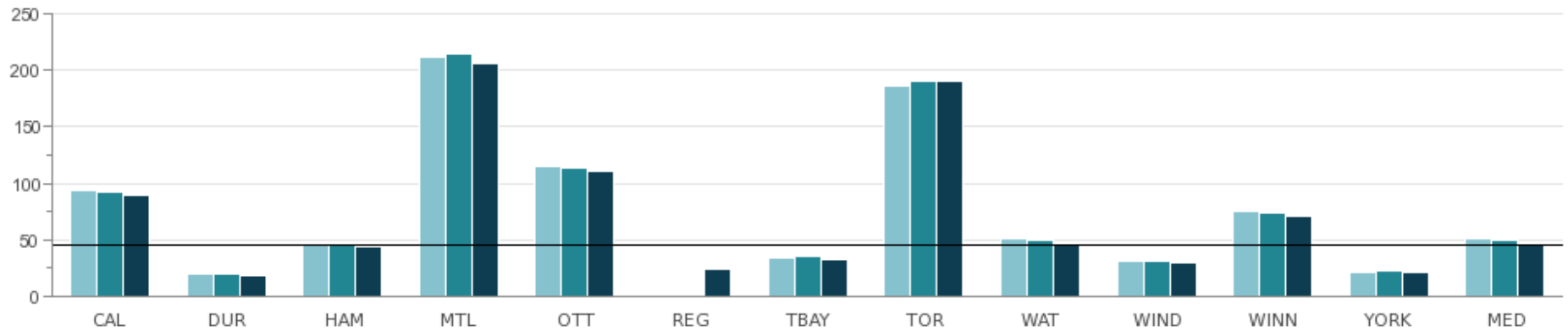
Transit System & Vehicles

Composition of transit vehicle fleet

For a full description of influencing factors, please go to: www.mbncanada.ca

Fig. 33.1 Number of Regular Service Passenger Trips per Capita in Service Area

The population used in this measure is based on the service area population as per CUTA (Canadian Urban Transit Association) and represents all passenger trips for which the fare system applies.

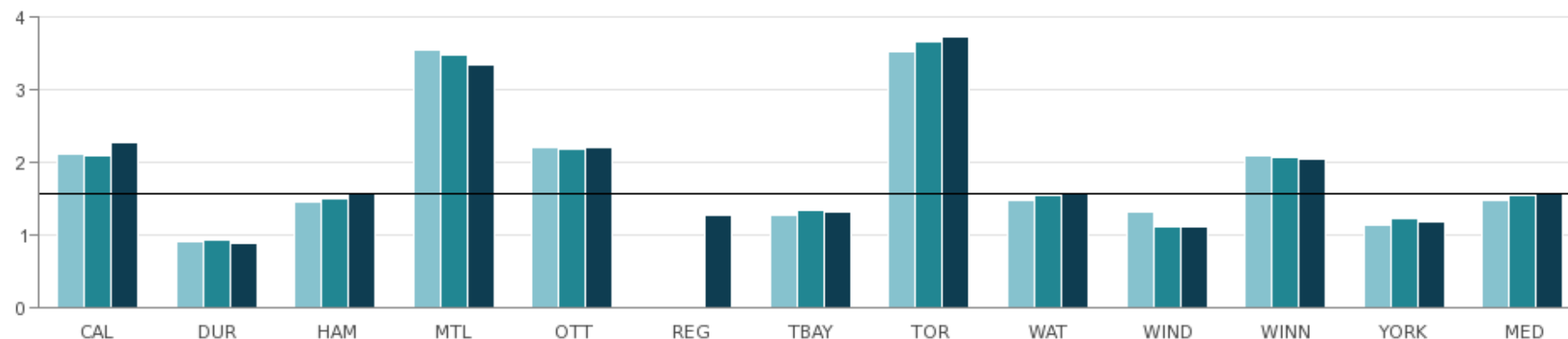


2013	93.5	19.5	44.8	212.5	115.1	N/A	33.6	185.9	50.5	30.4	74.5	21.5	50.5
2014	92.3	19.6	45.4	215.3	113.2	N/A	34.9	190.4	49.7	30.2	73.8	22.4	49.7
2015	89.3	18.6	44.3	206.9	111.3	23.4	33.0	190.2	46.7	30.1	70.5	21.4	45.5

Source: TRNT106 (Community Impact)

Fig. 33.2 Revenue Vehicle Hour per Capita in Service Area

The population used in this measure is based on the service area population as reported to CUTA (Canadian Urban Transit Association).

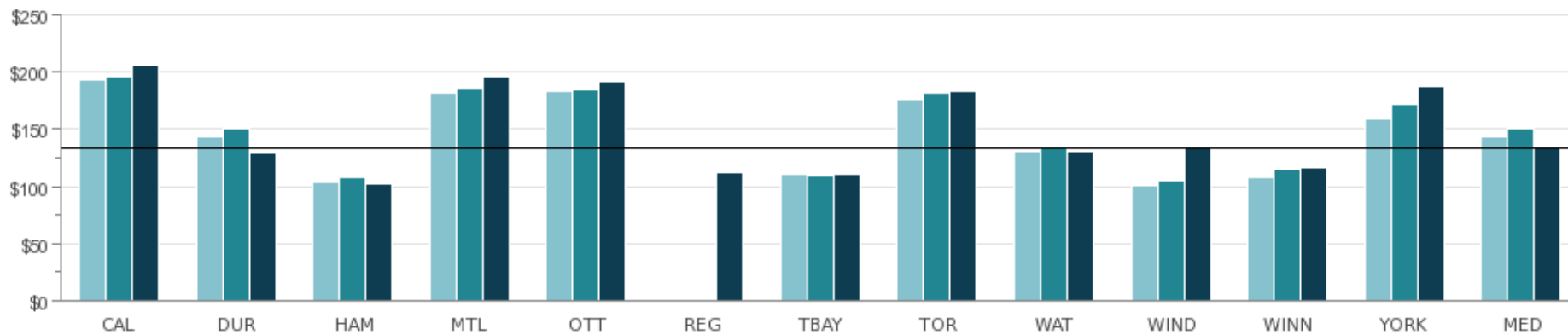


2013	2.12	0.91	1.46	3.56	2.20	N/A	1.28	3.53	1.47	1.32	2.10	1.14	1.47
2014	2.10	0.93	1.49	3.49	2.19	N/A	1.33	3.66	1.54	1.10	2.07	1.23	1.54
2015	2.27	0.89	1.56	3.35	2.21	1.27	1.32	3.73	1.58	1.11	2.04	1.18	1.57

Source: TRNT210 (Service Level)

Fig. 33.3 Total Cost (Expenses) per Revenue Vehicle Hour

Revenue vehicle hour includes revenue passenger service hour and layover hours. Amortization rates and capitalization thresholds are unique to each municipality. The variation in municipal amortization policies partly explains the differences in performance between municipalities.



2013	\$193.97	\$143.94	\$103.64	\$182.35	\$182.86	N/A	\$111.10	\$176.11	\$130.59	\$101.41	\$107.37	\$159.41	\$143.94
2014	\$195.78	\$150.68	\$108.51	\$186.80	\$185.08	N/A	\$109.84	\$182.51	\$134.32	\$105.16	\$114.41	\$171.67	\$150.68
2015	\$206.30	\$129.33	\$102.45	\$196.38	\$192.11	\$112.65	\$110.42	\$183.75	\$131.25	\$134.65	\$115.96	\$187.50	\$132.95

Source: TRNT220T (Efficiency)