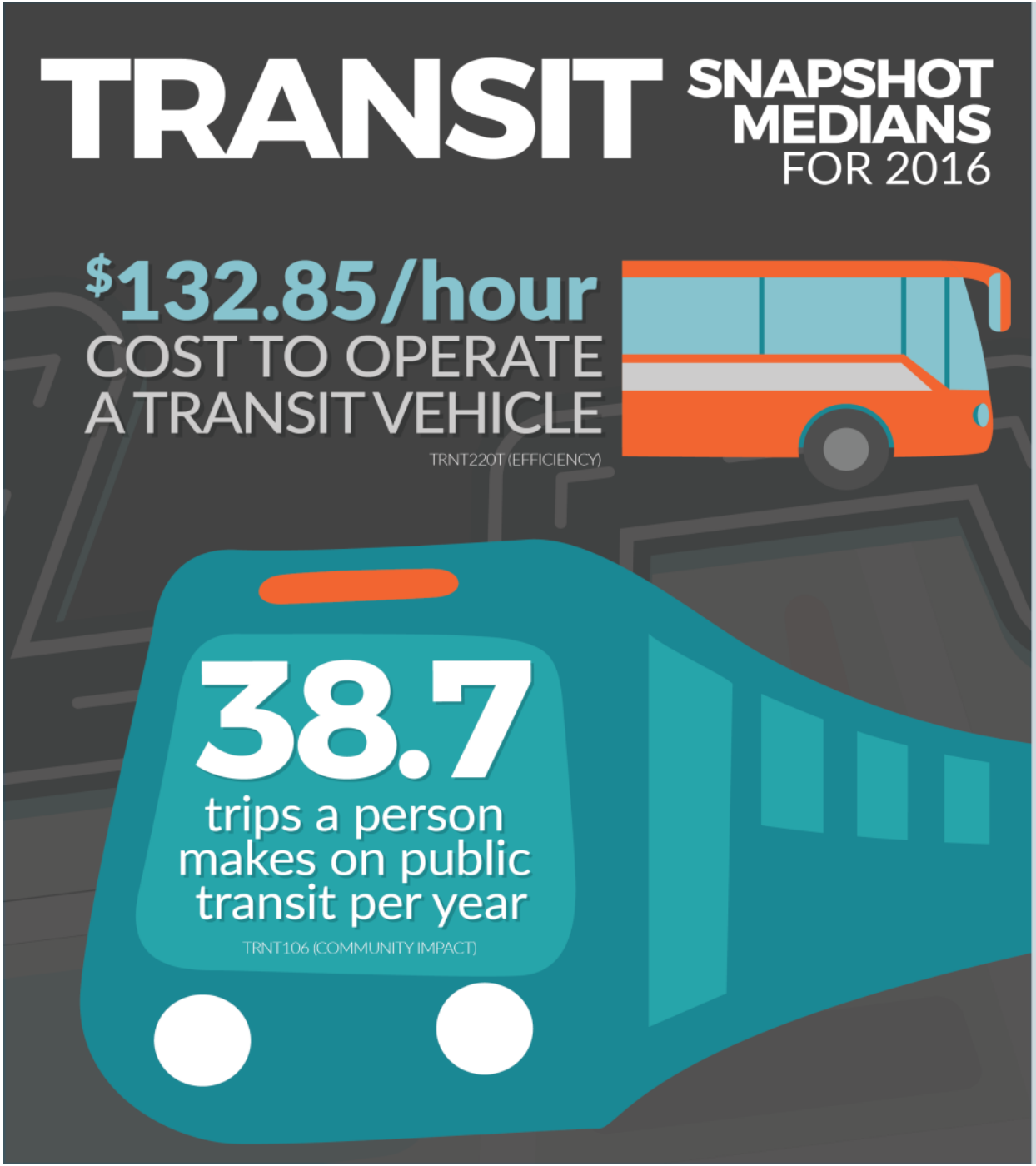
TRANSIT SNAPSHOT MEDIANS FOR 2016



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

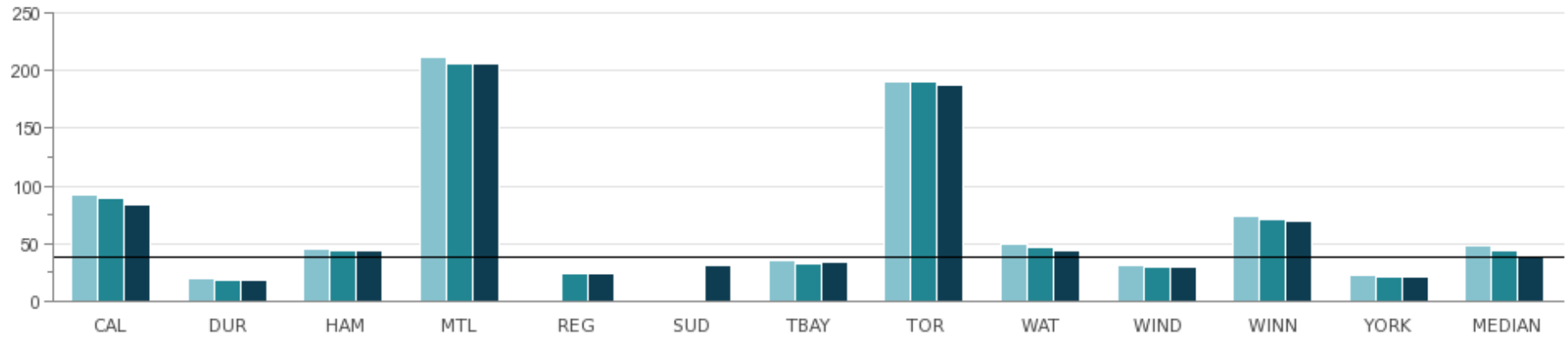
Size of Service Area
Population and geographic area contribute to differing costs per capita

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.



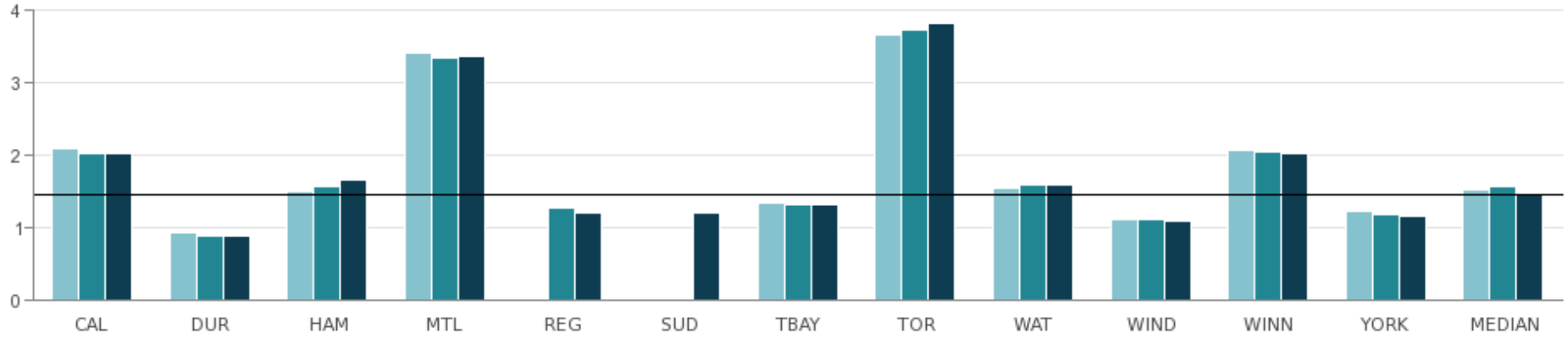
2014	92.3	19.6	45.4	211.3	N/A	N/A	34.9	190.4	49.7	30.2	73.8	22.4	47.6
2015	89.3	18.6	44.3	206.9	23.4	N/A	33.0	190.2	46.7	30.1	70.5	21.4	44.3
2016	83.0	18.0	43.8	206.9	23.2	30.3	33.8	187.1	43.5	30.0	69.5	20.7	38.7

Source: TRNT106 (Community Impact)

Fig. 33.2 Revenue Vehicle Hour per Capita in Service Area

This measure is as the annual vehicle hours operated by active revenue vehicles (buses, trains, etc.) in regular passenger revenue service, including scheduled and non-scheduled service. It does not include layover, auxiliary passenger services (e.g. school contracts, charters, cross-boundary services to adjacent municipalities), deadheading, training, road tests, or maintenance

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

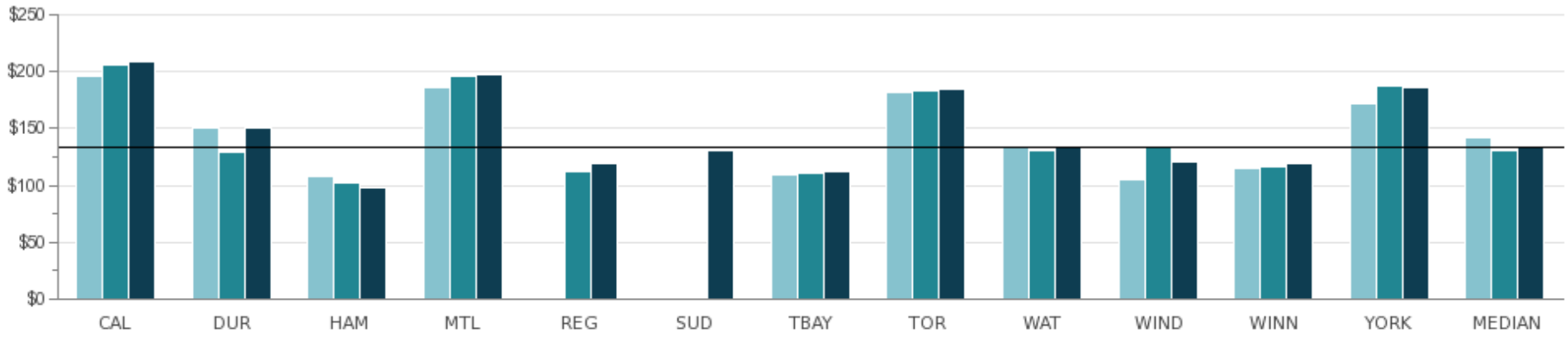


2014	2.10	0.93	1.49	3.42	N/A	N/A	1.33	3.66	1.54	1.10	2.07	1.23	1.52
2015	2.03	0.89	1.56	3.35	1.27	N/A	1.32	3.73	1.58	1.11	2.04	1.18	1.56
2016	2.03	0.88	1.65	3.36	1.21	1.21	1.31	3.82	1.60	1.09	2.02	1.16	1.46

Source: TRNT210 (Service Level)

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

Revenue vehicle hour includes revenue passenger service hours 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.



2014	$195.78	$150.68	$108.51	$186.80	N/A	N/A	$109.84	$182.51	$134.32	$105.16	$114.41	$171.67	$142.50
2015	$206.30	$129.33	$102.45	$196.38	$112.65	N/A	$110.42	$183.75	$131.25	$134.65	$115.96	$187.50	$131.25
2016	$209.66	$151.26	$97.65	$198.37	$119.07	$130.15	$111.92	$185.42	$135.54	$120.27	$119.79	$186.64	$132.85

Source: TRNT220T (Efficiency)