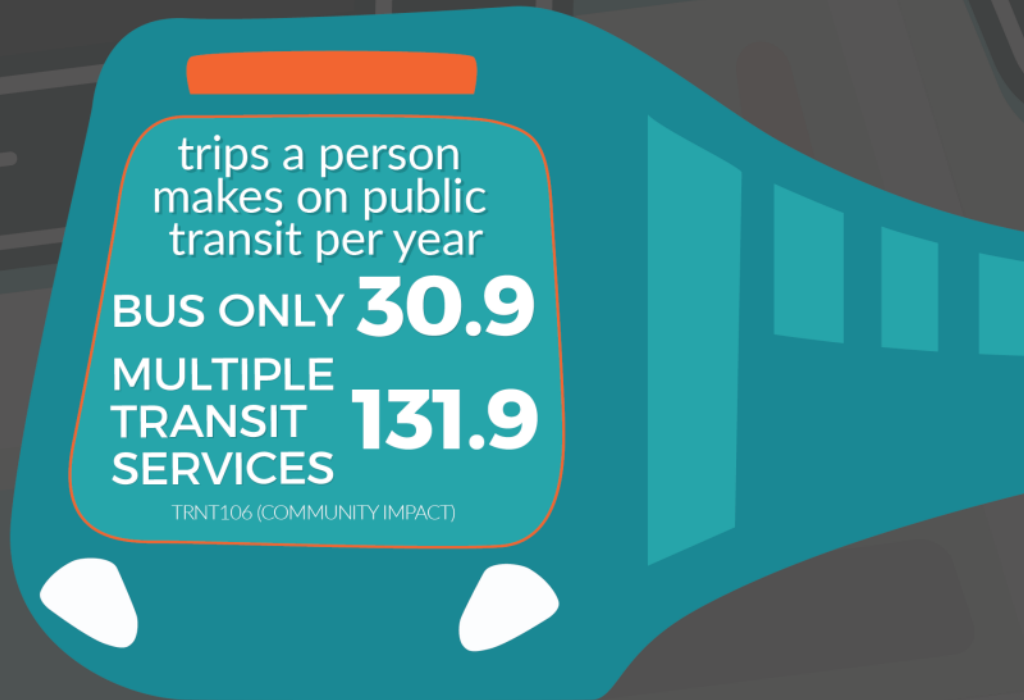


# TRANSIT SNAPSHOT MEDIAN FOR 2017

**\$134/hour**  
cost to operate bus  
service only

**\$195/hour**  
cost to operate multiple  
transit services

TRNT220T (EFFICIENCY)



trips a person  
makes on public  
transit per year

**BUS ONLY 30.9**

**MULTIPLE  
TRANSIT  
SERVICES 131.9**

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 differing costs per capita



#### Transit System & Vehicles

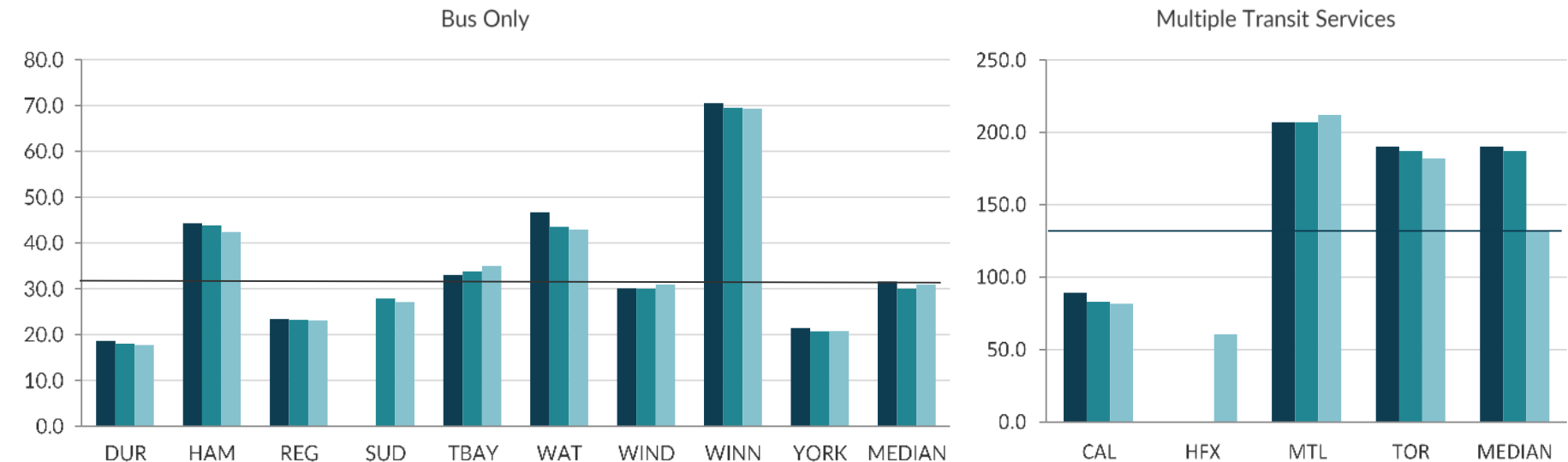
Composition of transit vehicle fleet

For a full description of influencing factors, please go to: [www.mbncanada.ca](http://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 reported to CUTA (Canadian Urban Transit Association).

The first graph shows the municipalities with Bus only; and the second graph shows the municipalities with multiple services including Bus, Streetcar, Light Rail (LRT, ALRT, DMU, etc.), Heavy Rail, Commuter Rail, and Ferry.



2015	18.6	44.3	23.4	N/A	33.0	46.7	30.1	70.5	21.4	31.6	89.3	N/A	206.9	190.2	190.2
2016	18.0	43.8	23.2	27.9	33.8	43.5	30.0	69.5	20.7	30.0	83.0	N/A	206.9	187.1	187.1
2017	17.7	42.4	23.1	27.1	35.0	42.9	30.9	69.3	20.8	30.9	81.8	60.5	212.1	182.0	131.9

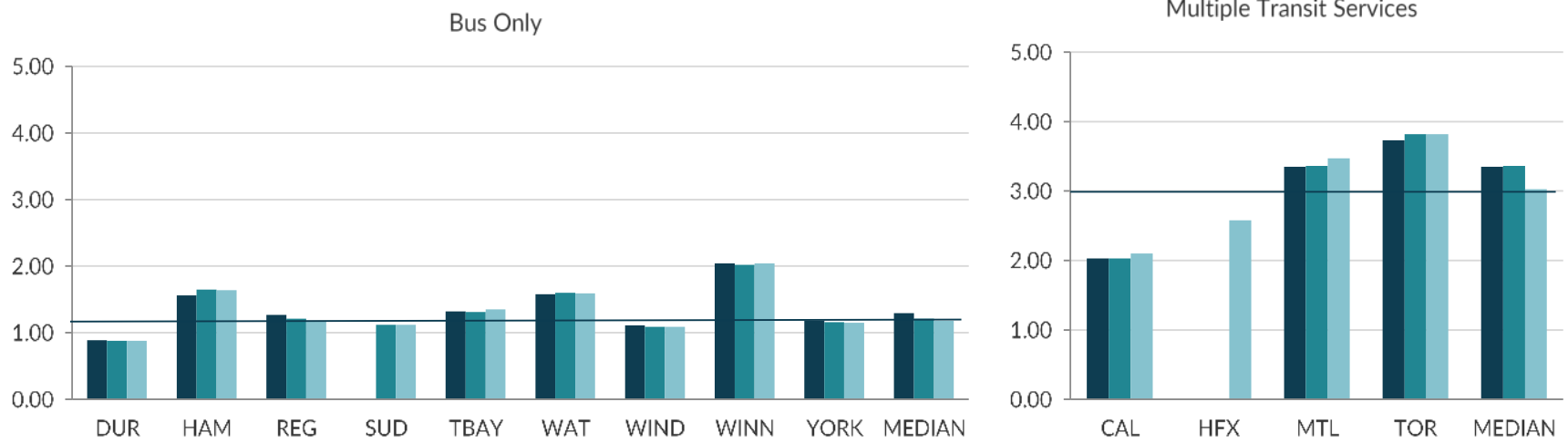
Source: TRNT106 (Community Impact)

Toronto: Based on Toronto service area population only. Does not include York Region service area population related to Toronto-York Spadina Subway Extension (TYSSE) as revenue service began December 17, 2017.

**Fig. 33.2 Revenue Vehicle Hours per Capita in Service Area**

This measure shows 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 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).

The first graph shows the municipalities with Bus only; and the second graph shows the municipalities with multiple services including Bus, Streetcar, Light Rail (LRT, ALRT, DMU, etc.), Heavy Rail, Commuter Rail, and Ferry.



2015	0.89	1.56	1.27	N/A	1.32	1.58	1.11	2.04	1.18	1.30	2.03	N/A	3.35	3.73	3.35
2016	0.88	1.65	1.21	1.12	1.31	1.60	1.09	2.02	1.16	1.21	2.03	N/A	3.36	3.82	3.36
2017	0.88	1.64	1.18	1.12	1.35	1.59	1.09	2.04	1.15	1.18	2.10	2.58	3.47	3.82	3.03

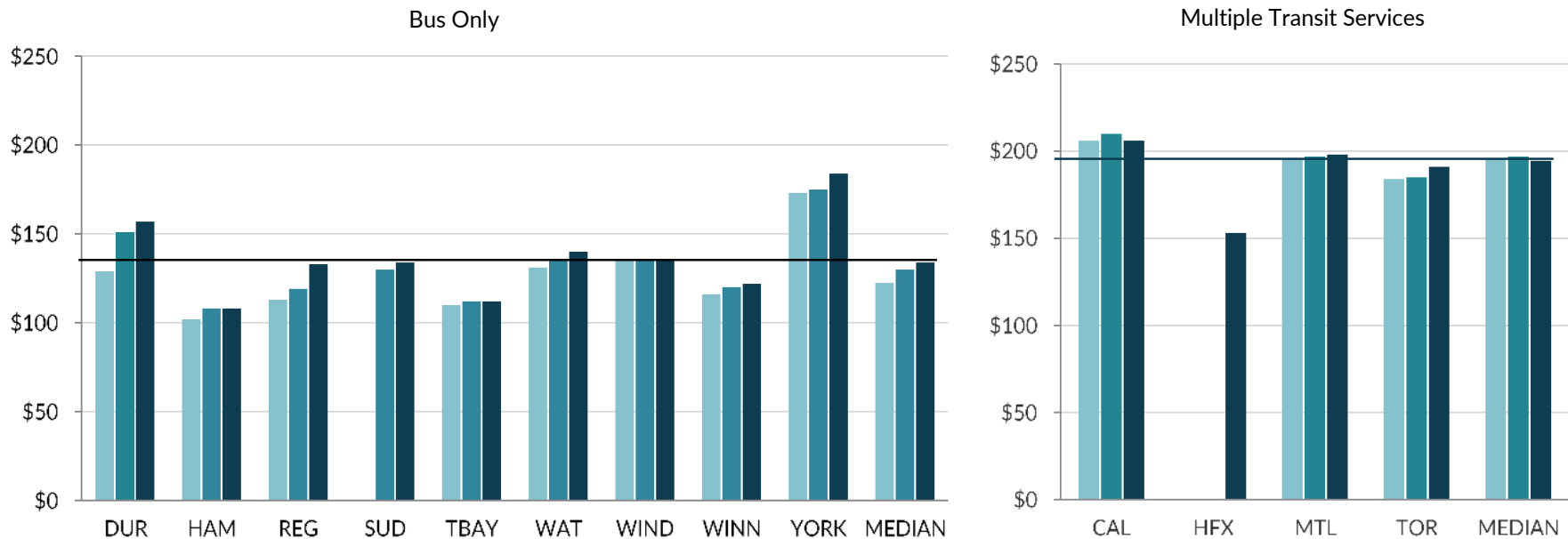
Source: TRNT210 (Service Level)

Toronto: Based on Toronto service area population only. Does not include York Region service area population related to Toronto-York Spadina Subway Extension (TYSSE) as revenue service began December 17, 2017.

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

This measure reflects the total cost to operating the conventional transit system over the revenue vehicle hours. 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.

The first graph shows the municipalities with Bus only; and the second graph shows the municipalities with multiple services including Bus, Streetcar, Light Rail (LRT, ALRT, DMU, etc.), Heavy Rail, Commuter Rail, and Ferry.



2015	\$129	\$102	\$113	N/A	\$110	\$131	\$135	\$116	\$173	\$123	\$206	N/A	\$196	\$184	\$196
2016	\$151	\$108	\$119	\$130	\$112	\$136	\$135	\$120	\$175	\$130	\$210	N/A	\$197	\$185	\$197
2017	\$157	\$108	\$133	\$134	\$112	\$140	\$135	\$122	\$184	\$134	\$206	\$153	\$198	\$191	\$195

Source: TRNT220T (Efficiency)