

TRANSIT



VALUE PROPOSITION

I expect affordable and accessible transit services that consistently operate as scheduled and are easy and safe to use.

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

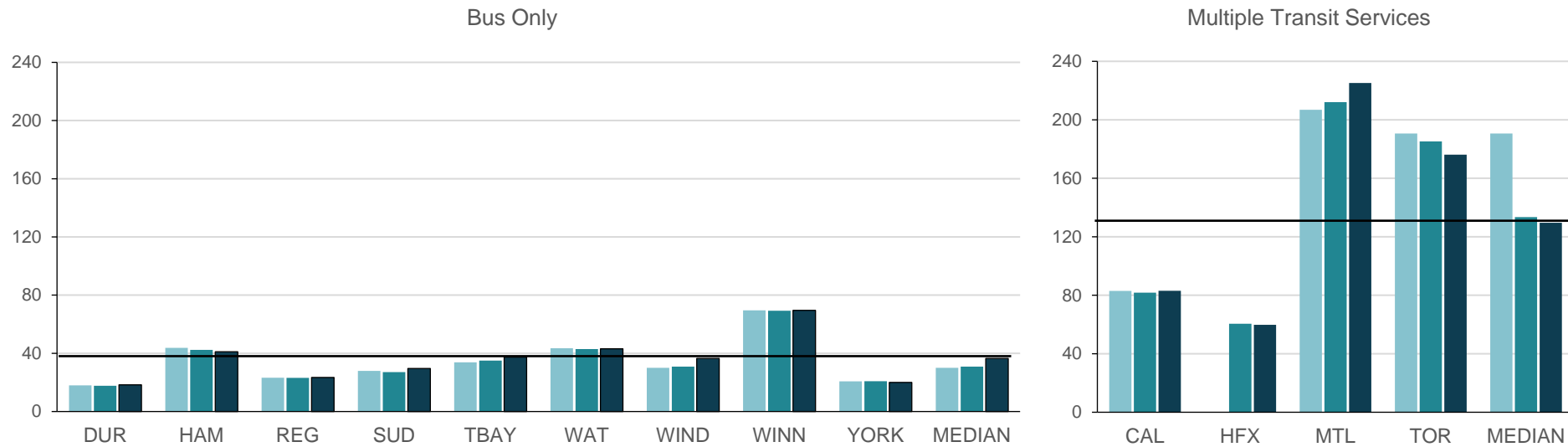
For a full description of influencing factors, please go to: www.mbncanada.ca

Transit

Figure 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.



| | | | | | | | | | | | | | | | |
|------|------|------|------|------|------|------|------|------|------|------|------|------|-------|-------|-------|
| 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 | 190.6 | 190.6 |
| 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 | 185.2 | 133.5 |
| 2018 | 18.3 | 41.1 | 23.4 | 29.6 | 37.4 | 43.1 | 36.5 | 69.5 | 20.0 | 36.5 | 83.1 | 59.8 | 225.2 | 176.2 | 129.7 |

Source: TRNT106 (Community Impact)

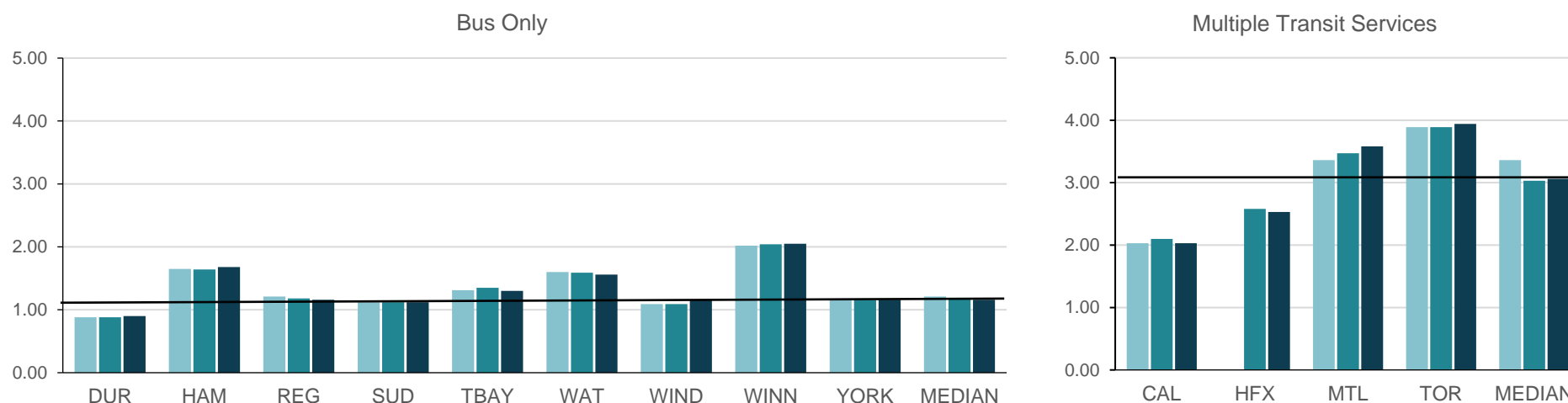
Halifax: Halifax adjusted its methodology for calculating service area population which has resulted in a more accurate and greatly increased population estimate than in previous years. As a result, per capita measures for 2018 are showing a decrease although both passenger trips and revenue vehicle hours have increased. Halifax offers only bus and ferry service and does not offer any street car or rail services.

Transit

Figure 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 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.



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|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 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 | 3.89 | 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 | 3.89 | 3.03 |
| 2018 | 0.90 | 1.68 | 1.16 | 1.12 | 1.30 | 1.56 | 1.15 | 2.05 | 1.16 | 1.16 | 2.03 | 2.53 | 3.58 | 3.94 | 3.06 |

Source: TRNT210 (Service Level)

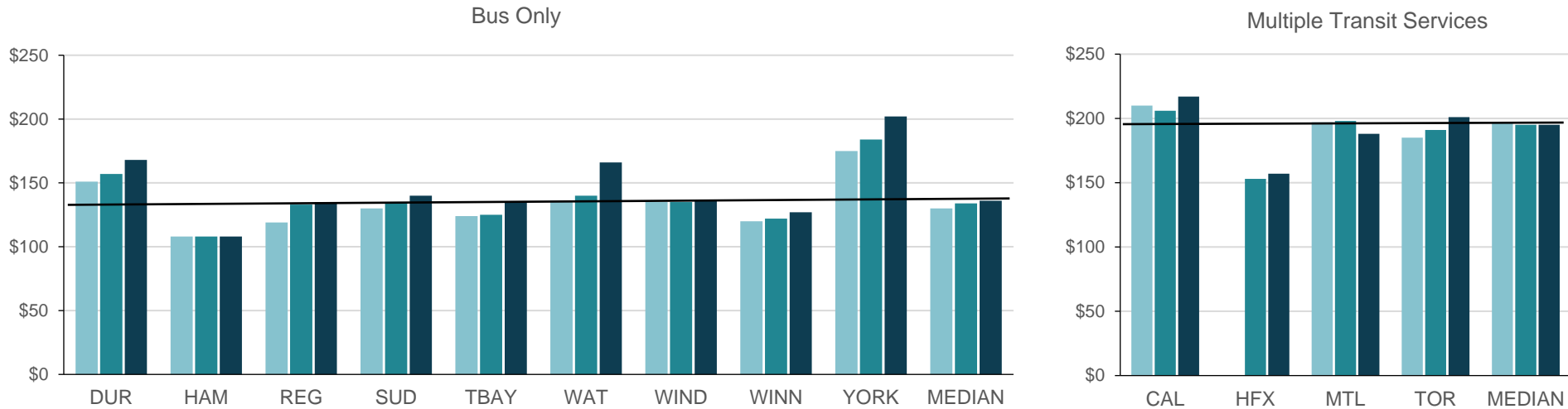
Halifax: Halifax has adjusted its methodology for calculating service area population which has resulted in a more accurate and greatly increased population estimate than in previous years. As a result, per capita measures for 2018 are showing a decrease although both passenger trips and revenue vehicle hours have increased. Halifax offers only bus and ferry service and does not offer any street car or rail services.

Transit

Figure 33.3 Total Cost (Expenses) per Revenue Vehicle Hour

This measure reflects the total cost to operate 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 and the variations 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.



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|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 2016 | \$151 | \$108 | \$119 | \$130 | \$124 | \$136 | \$135 | \$120 | \$175 | \$130 | \$210 | N/A | \$197 | \$185 | \$197 |
| 2017 | \$157 | \$108 | \$133 | \$134 | \$125 | \$140 | \$135 | \$122 | \$184 | \$134 | \$206 | \$153 | \$198 | \$191 | \$195 |
| 2018 | \$168 | \$108 | \$135 | \$140 | \$135 | \$166 | \$136 | \$127 | \$202 | \$136 | \$217 | \$157 | \$188 | \$201 | \$195 |

Source: TRNT220T (Efficiency)

Halifax: Halifax offers only bus and ferry service and does not offer any street car or rail services.

Waterloo: In 2018, amortization costs include light rail transit (LRT) costs which resulted in increase. This is a new cost to the Region and was not included in previous years.

