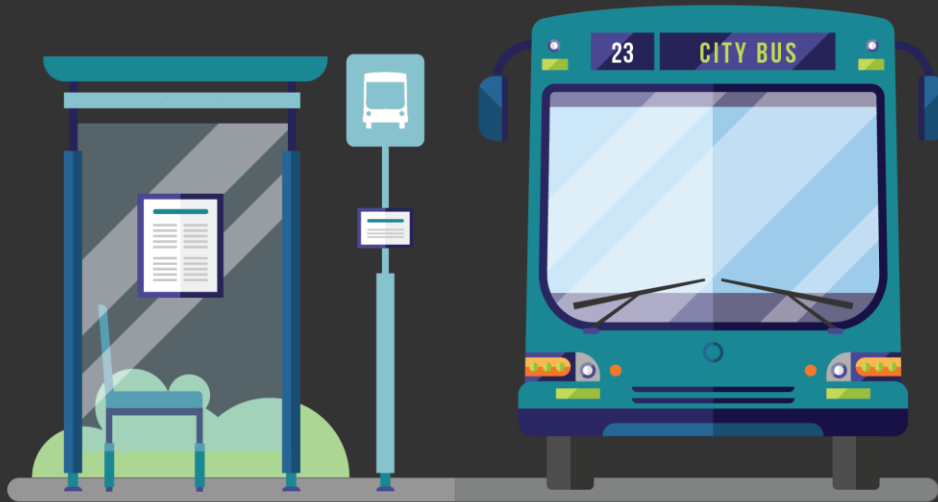


# TRANSIT



## 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*



### Vehicle Standards & Legislation

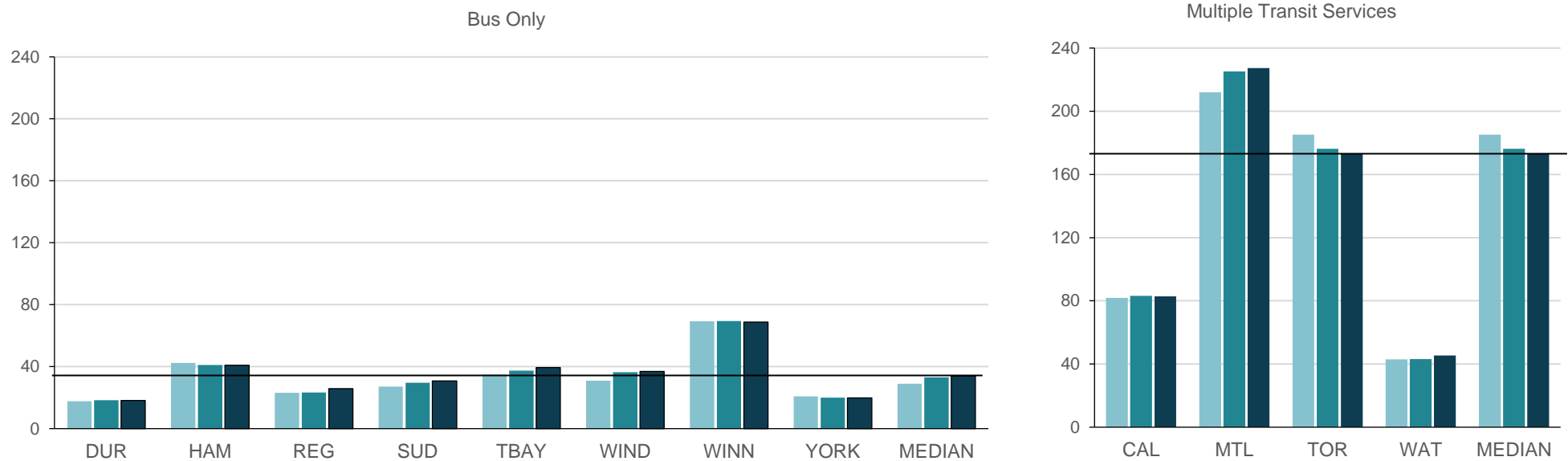
*Composition of transit vehicle fleet*

*For a full description of influencing factors, please go to: [www.mbncanada.ca](http://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.



2017	17.7	42.4	23.1	27.1	35.0	30.9	69.3	20.8	29.0	81.8	212.1	185.2	42.9	185.2
2018	18.3	41.1	23.4	29.6	37.4	36.5	69.5	20.0	33.1	83.1	225.2	176.2	43.1	176.2
2019	18.1	40.9	25.8	30.8	39.4	37.0	68.8	19.9	33.9	82.8	227.3	173.0	45.4	173.0

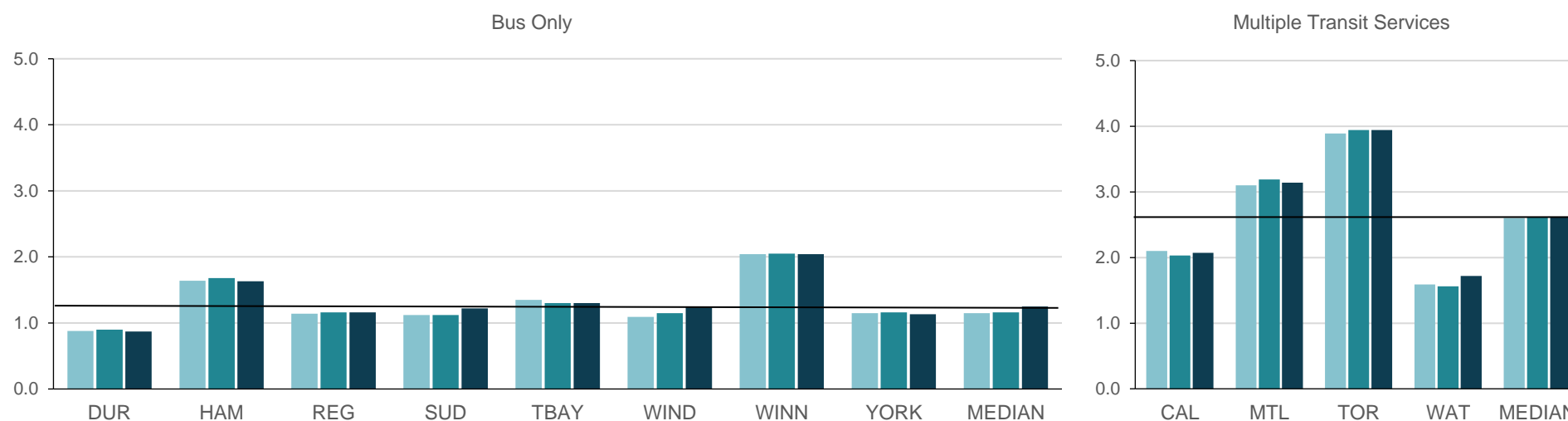
Source: TRNT106 (Community Impact)

Regina: This increased in 2019 due to fares being lowered at the start of the year. There was also a service increase to popular routes to the University and ridership surged among post-secondary students as U-Pass program completed its 3rd year.

# 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.



2017	0.88	1.64	1.14	1.12	1.35	1.09	2.04	1.15	1.15	2.10	3.10	3.89	1.59	2.60
2018	0.90	1.68	1.16	1.12	1.30	1.15	2.05	1.16	1.16	2.03	3.19	3.94	1.56	2.61
2019	0.87	1.63	1.16	1.22	1.30	1.25	2.04	1.13	1.24	2.07	3.14	3.94	1.72	2.61

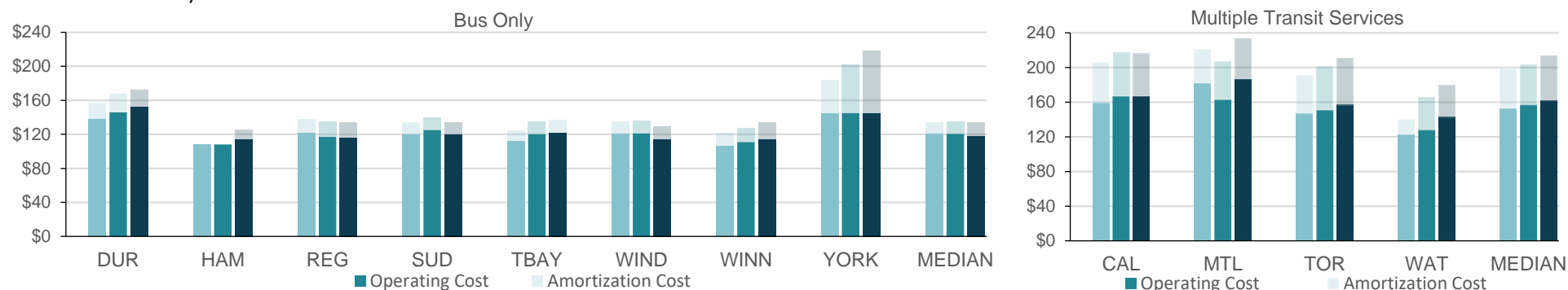
Source: TRNT210 (Service Level)

Waterloo: The new ION LRT service was launched on July 1, 2019. Conventional transit service was realigned to support the new service and expanded in September 2019.

# Transit

**Figure 33.3 Operating and Total Cost (Expenses) per Revenue Vehicle Hour**

This measure reflects the operating and total costs to operate the conventional transit system over the revenue vehicle 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.



Operating Cost										Source: TRNT220 (Efficiency)				
2017	\$138	\$108	\$122	\$120	\$112	\$121	\$106	\$145	\$121	\$159	\$182	\$147	\$123	\$159
2018	\$146	\$108	\$117	\$125	\$120	\$121	\$111	\$145	\$121	\$167	\$163	\$151	\$128	\$151
2019	\$152	\$114	\$116	\$120	\$122	\$114	\$114	\$145	\$120	\$167	\$187	\$157	\$143	\$167
Total Cost										Source: TRNT220T (Efficiency)				
2017	\$157	\$108	\$138	\$134	\$125	\$135	\$122	\$184	\$135	\$206	\$221	\$191	\$140	\$206
2018	\$168	\$108	\$135	\$140	\$135	\$136	\$127	\$202	\$136	\$217	\$207	\$201	\$166	\$20
2019	\$173	\$125	\$134	\$134	\$137	\$129	\$134	\$218	\$134	\$216	\$234	\$211	\$180	\$216

Montreal: The increase in 2019 over 2018 is mainly due to lower social security charges in 2018, as a result of a pension plan agreement.

Waterloo: Operating costs in 2019 increased by approximately 22% compared to 2018. This increase is related to the implementation of the new LRT line and subsequent redesign of the conventional bus transit network.

York: The reported Total Cost includes the amortization cost of capital assets. Amortization cost has increased significantly in recent years due to new rapidways and subway coming on board.

