

December 8, 2025



# **First Quarter 2025/26 Report**

Transportation Standing Committee

# Q1 2025/25

- Q1 includes April, May and June 2025
- On May 19, 2025, nine additional trips that had been temporarily suspended in February 2023 were reinstated on Routes 65, 68, 84, 165, 168A, 168B, 182 and 185.

HALIFAX

# Ridership

↓ **2%** Q1 2025/2026: **8.1 m**  
Q1 2024/2025: **8.3 m**  
**Overall Boardings**



Weekday  
**104,700** ↑ **1%**  
Saturday  
**63,000** ↓ **5%**  
Sunday  
**46,100** ↓ **11%**

↓ **2%** Q1 2025/2026: **7.6 m**  
Q1 2024/2025: **7.8 m**  
**Conventional Bus Boardings**

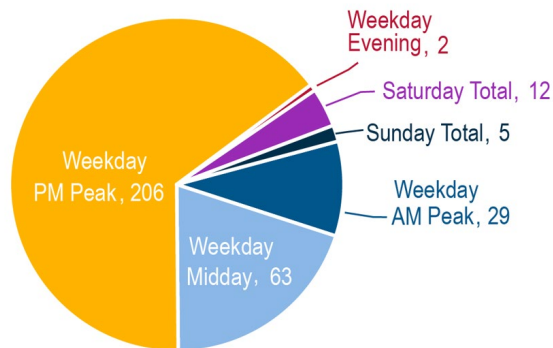
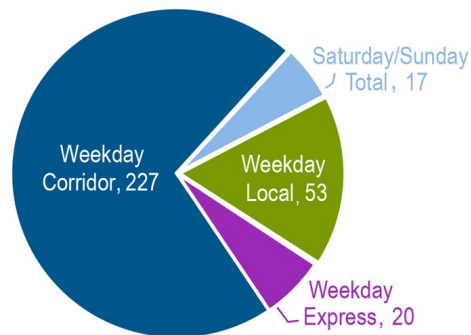
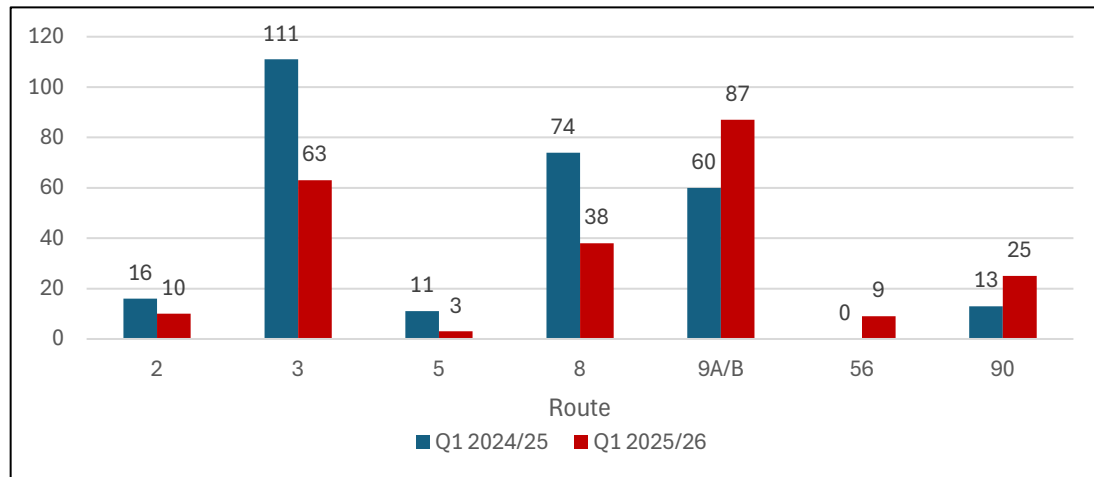
↑ **7%** Q1 2025/2026: **449k**  
Q1 2024/2025: **419k**  
**Ferry Boardings**

↓ **5%** Q1 2025/2026: **43.3k**  
Q1 2024/2025: **45.6k**  
**Access-A-Bus Boardings**

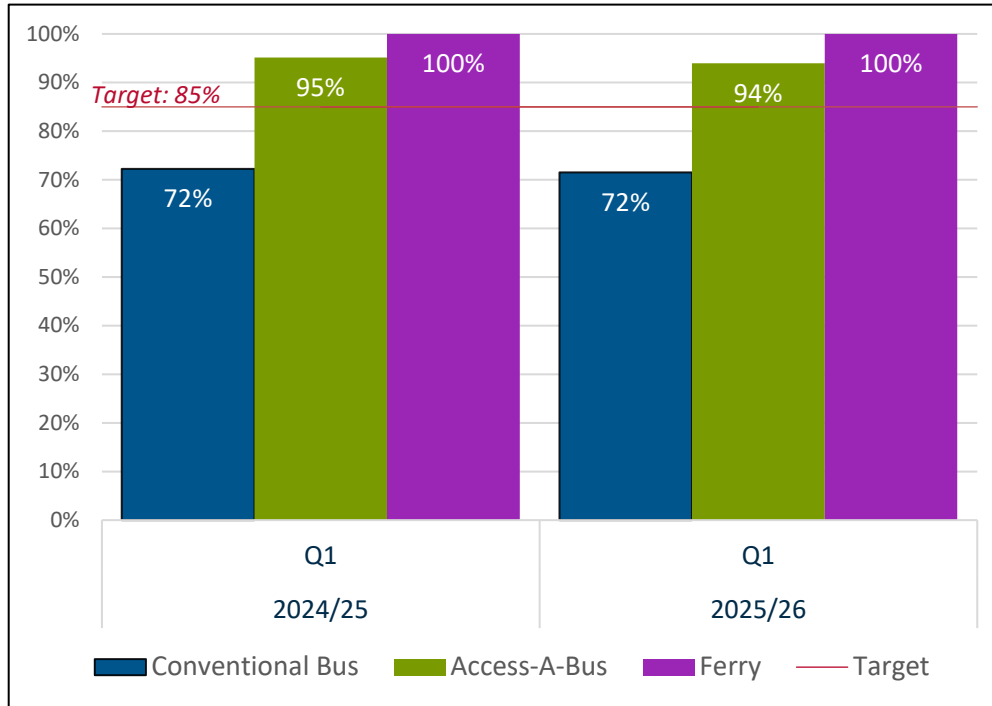
# Passenger Overloads

↓ 12%

Total passenger overloads for Q1 2025/26 was 317 which was a 12% decrease from the same time last year.



# On-Time Performance



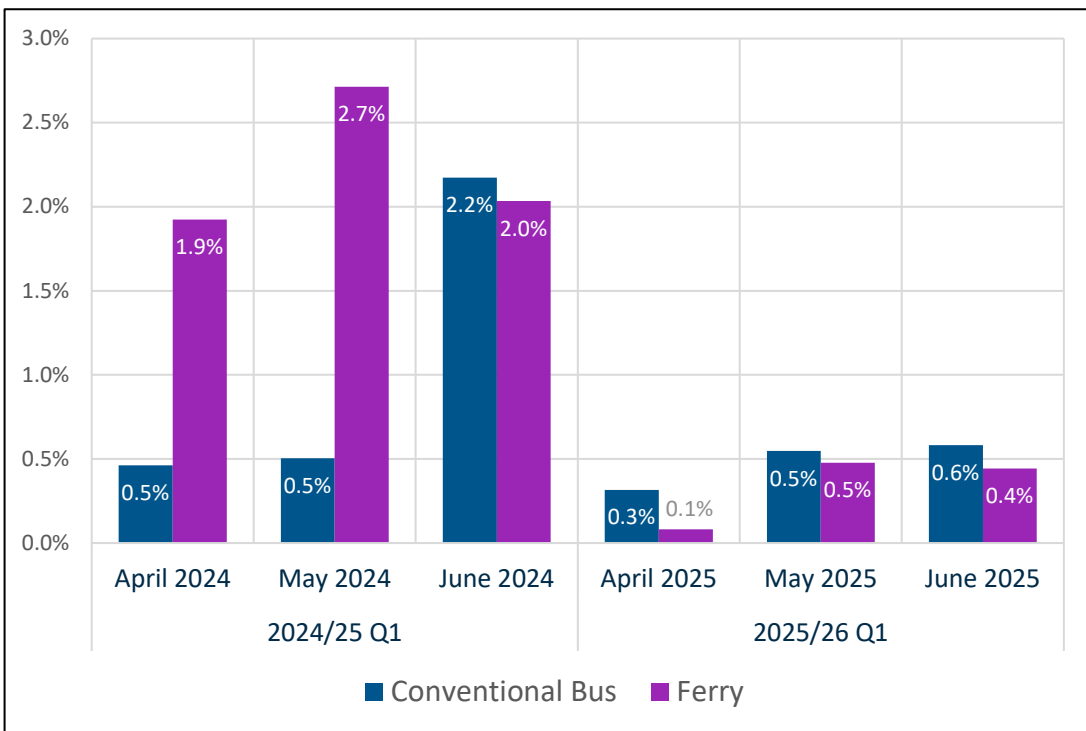
Routes with significant improvements in on-time performance:

7A/B, 64, 84, 90, 182, 183, and 185

Routes with significantly lower on-time performance:

4, 6A/B/C, 22, 28, 30A/B, 55, 58/158, 59/159, 61/161, and 65/165.

# Loss of Service



## Conventional Bus

↓1,001

**Loss of Service (LOS)**  
Total number of scheduled hours not completed.  
(Last year: 4098 hours)

0.5%

**LOS: Percentage of Scheduled Service**  
(Last year: 1.0%)

## Ferry

↓50

**Cancelled Trips**  
(Last year: 336)

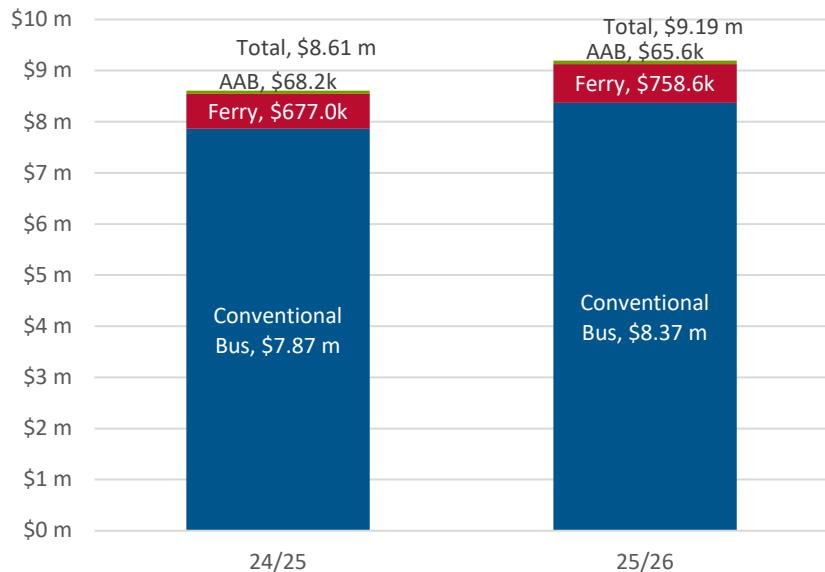
0.3%

**LOS: Percentage of Scheduled Service**  
(Last year: 2.2%)

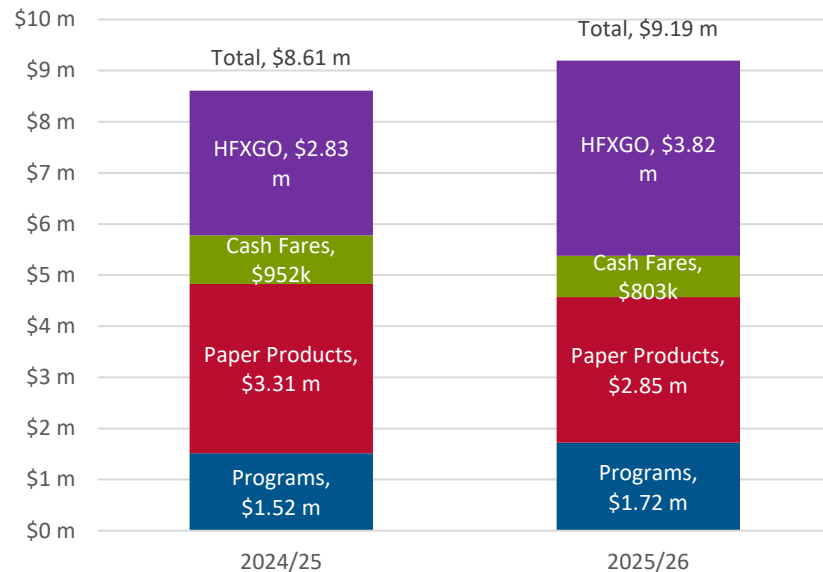
# Revenue

↑ **7%** Total revenue for all services for Q1 2025/2026 was **\$9.19 m** up from **\$8.61 m** in Q1 2024/25

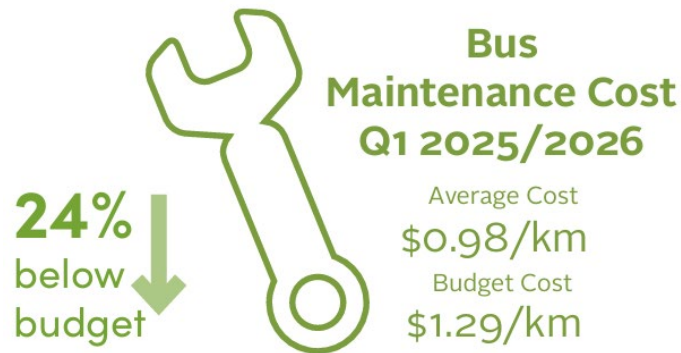
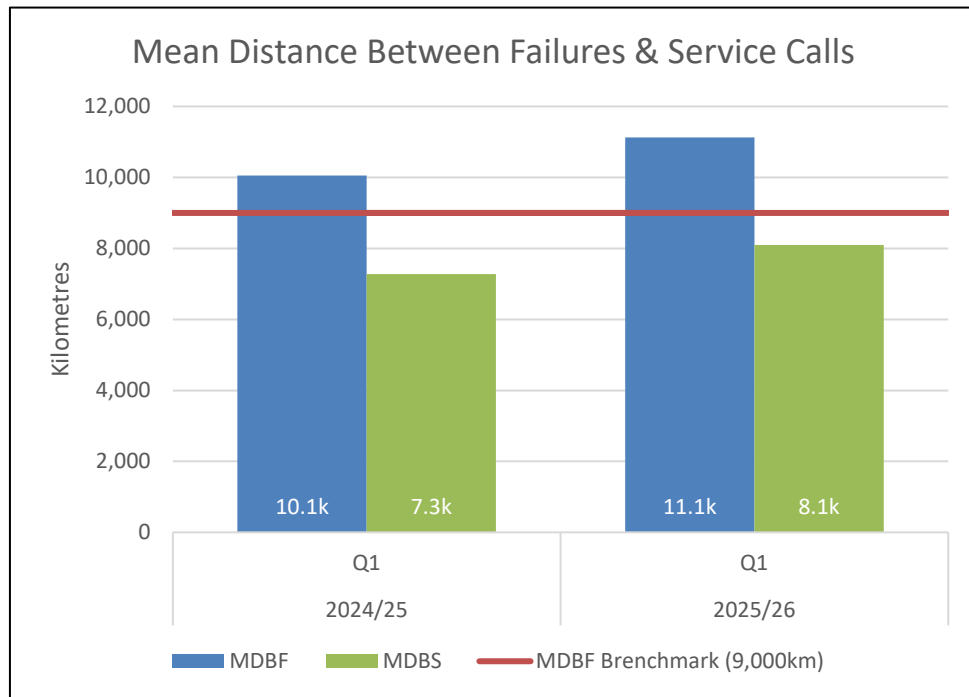
Revenue by Service Type - Q1



Revenue by Payment Type - Q1



# Fleet



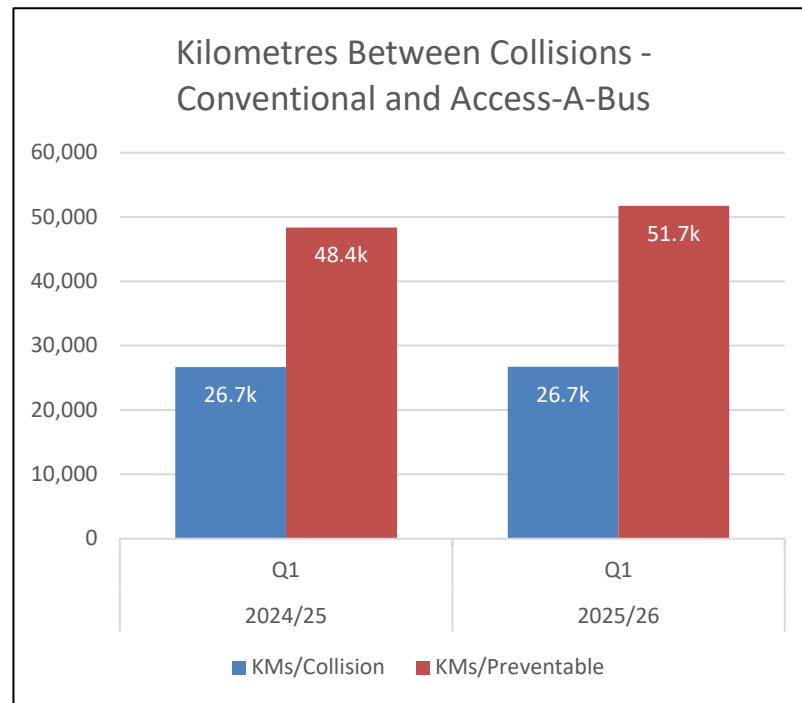
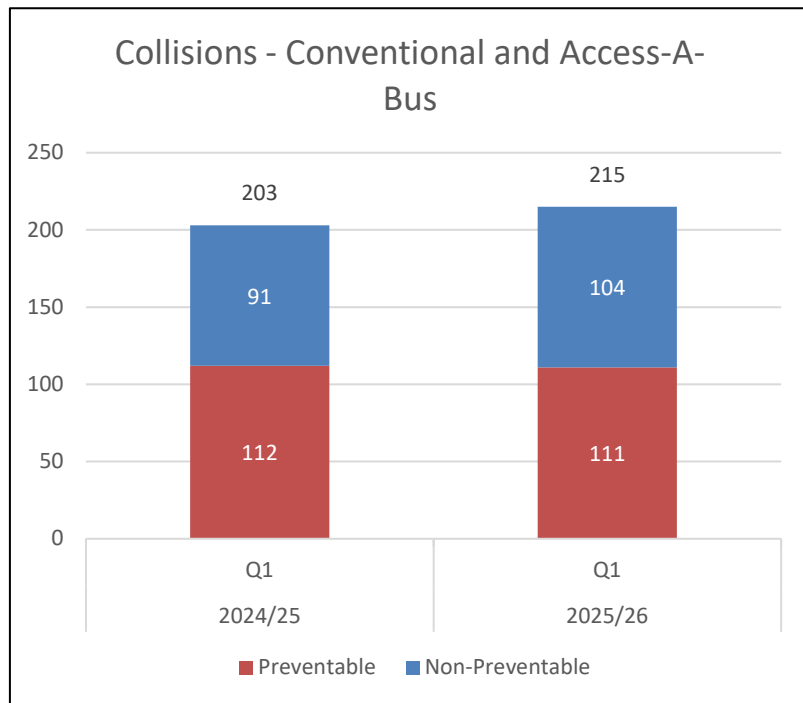
- Conventional Bus MDBF up by 10%
- Conventional Bus MDBS up by 11%
- Access-A-Bus MDBS down by 48%



# Collisions

↓ **2%** Preventable collisions decreased in Q1 2025/2026

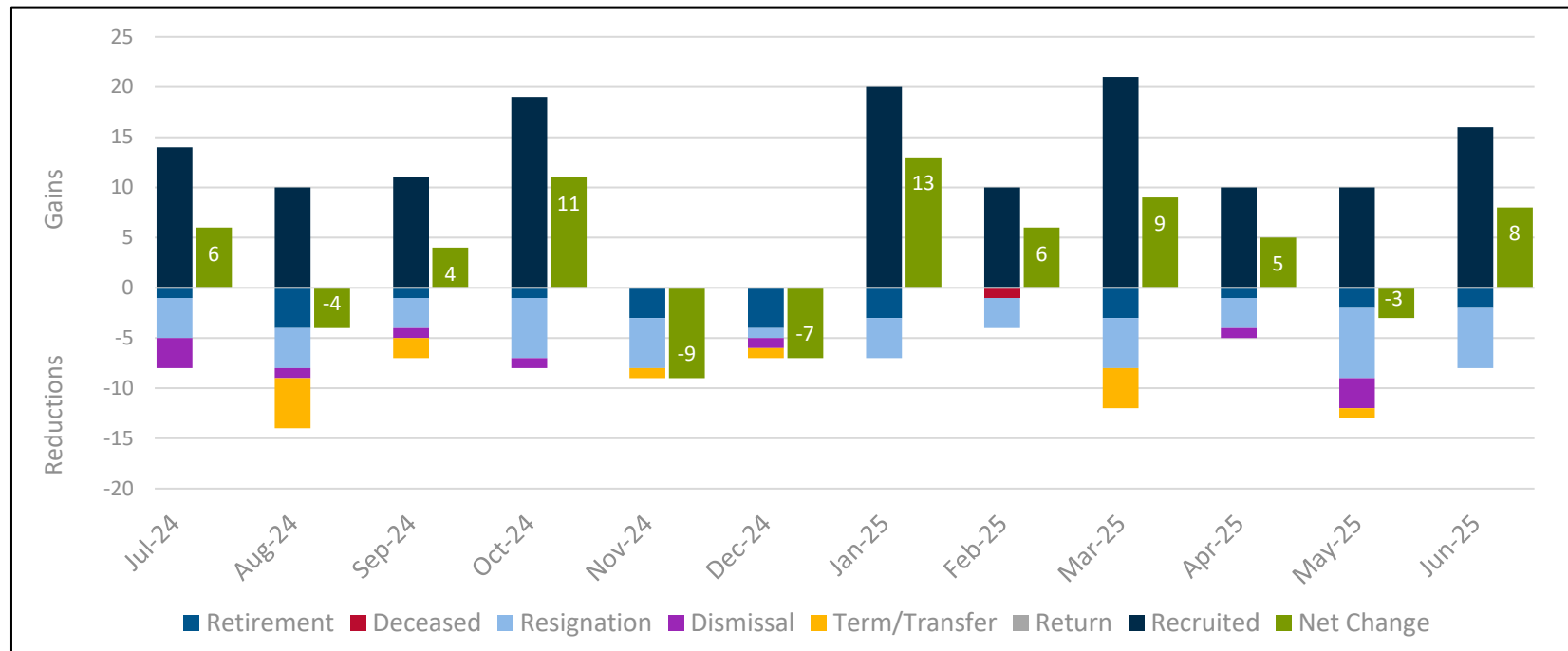
↑ **6%** Total collisions increased in Q1 2025/2026



# Operator Recruitment and Retention

↑10

At the end of Q1 2025/2026 there was a total net increase of 10 Operators on staff.



# Key Takeaways

## Boardings and Revenue

- Boardings and revenue remain strong with a significant increase in revenue this quarter in part due to the fare increase implemented in September 2024. This fare increase also likely contributed to the small decrease in boardings this quarter, though Ferry boardings have continued to increase. This decrease in boardings is not concerning at this time, as Q1 2024/25 had exceptionally high boardings compared to the previous year (15%), which may have been an anomaly, and the Q1 2025/26 boardings are still 13% higher than 2023/24.

## Passenger Overloads

- Passenger overload incidents remain elevated but have decreased this quarter in part due to mitigating measures to limit loss of service and replace lost and late service through service management. Service increases are required in many areas to meet increasing demand and will be proposed in the upcoming Core Service Plan.

## On-time Performance

- On-time performance remains stable, but is well below the target and continues to be concerning, and a key priority to resolve. A Service Reliability Analysis is being conducted and will provide more analysis and actions.

# Key Takeaways

## Bus Fleet

- Conventional bus mean distance between failures was well above the benchmark this quarter, in part due to the phased replacement of older diesel buses with new electric buses. Continued replacement of older diesel buses with new electric buses is expected to further improve metrics in the short term.
- The current fleet of articulated vehicles is reaching the end of their lifespan, replacement of these vehicles is essential to maintain network capacity. As these buses continue to age, this metric may decrease, resulting in challenges with service reliability for passengers.

## Operator Recruitment and Retention

- Operator recruitment trended positively this quarter, and there are significantly fewer Operator vacancies. This is important as it helps to improve the workload of existing staff while also mitigating risks to service reliability. Recruitment and retention will continue to be a priority for Halifax Transit, but staffing levels have moved into a more stable position and are no longer as concerning as they were in previous years.