

Calculation of Non-Recurrent Costs, based on 2002 \$

Costs of Recurrent Congestion (original study)

Wasted Fuel				
Location	Year	at 50%	at 60%	at 70%
Vancouver	2003	\$25.3	\$34.4	\$38.0
Edmonton	2000	—	—	—
Calgary	2001	—	—	—
Winnipeg	1992	\$4.8	\$7.8	\$8.4
Hamilton	2001	\$1.1	\$1.4	\$1.4
Hamilton	2001	\$0.9	\$1.1	\$1.2
Toronto	2001	\$92.2	\$100.8	\$102.3
Ottawa-Gatineau	1995	\$5.1	\$6.8	\$7.0
Ottawa-Gatineau	1995	\$5.0	\$6.2	\$6.7
Montreal	1998	\$43.9	\$47.8	\$49.1
Quebec City	2001	\$3.9	\$5.6	\$6.5
Total, base		\$176.2	\$204.2	\$212.7
Total, Old H & No rural O-G		\$175.9	\$203.7	\$212.2

Non-recurrent as % of Recurrent

Non-Recurrent Congestion / Costs as Proportion of Recurrent				
Location	Year	at 50%	at 60%	at 70%
Vancouver	2003	0.91	0.76	0.67
Edmonton	2000	—	—	—
Calgary	2001	—	—	—
Winnipeg	1992	1.18	0.80	0.88
Hamilton	2001	1.80	2.38	1.67
Hamilton	2001	1.80	2.38	1.67
Toronto	2001	0.72	0.71	0.68
Ottawa-Gatineau	1995	1.48	2.10	1.98
Ottawa-Gatineau	1995	1.48	2.10	1.98
Montreal	1998	0.47	0.45	0.45
Quebec City	2001	0.98	1.00	0.98

Increment of Non-Recurrent Costs

Costs of Non-Recurrent Congestion				
Location	Year	at 50%	at 60%	at 70%
Vancouver	2003	\$23.1	\$28.1	\$25.4
Edmonton	2000	—	—	—
Calgary	2001	—	—	—
Winnipeg	1992	\$5.0	\$6.1	\$7.3
Hamilton	2001	\$2.0	\$3.2	\$2.3
Hamilton	2001	\$1.6	\$2.7	\$2.0
Toronto	2001	\$60.3	\$71.3	\$67.1
Ottawa-Gatineau	1995	\$7.5	\$13.8	\$13.8
Ottawa-Gatineau	1995	\$7.4	\$13.1	\$13.3
Montreal	1998	\$20.5	\$21.5	\$22.2
Quebec City	2001	\$3.8	\$5.6	\$6.4
Total, base		\$128.8	\$147.8	\$144.4
Total, Old H & No rural O-G		\$128.4	\$146.6	\$143.6

Recurrent + Non-Recurrent = Total Costs

Total - Costs of Recurrent + Non-Recurrent Congestion				
Location	Year	at 50%	at 60%	at 70%
Vancouver	2003	\$48.3	\$62.5	\$63.4
Edmonton	2000	—	—	—
Calgary	2001	—	—	—
Winnipeg	1992	\$10.4	\$13.7	\$15.7
Hamilton	2001	\$3.1	\$4.6	\$3.6
Hamilton	2001	\$2.5	\$3.8	\$3.1
Toronto	2001	\$172.1	\$186.4	—
Ottawa-Gatineau	1995	\$12.5	\$20.3	\$20.8
Ottawa-Gatineau	1995	\$12.4	\$19.4	\$20.0
Montreal	1998	\$64.4	\$68.5	\$71.3
Quebec City	2001	\$7.7	\$11.2	\$12.9
Total, base		\$305.0	\$352.0	\$357.1
Total, Old H & No rural O-G		\$304.3	\$350.2	\$355.7

% Non-recurrent of total

Non-recurrent congestion / costs as % of total costs				
Location	Year	at 50%	at 60%	at 70%
Vancouver	2003	48%	43%	40%
Edmonton	2000	—	—	—
Calgary	2001	—	—	—
Winnipeg	1992	54%	44%	46%
Hamilton	2001	64%	70%	63%
Hamilton	2001	64%	70%	63%
Toronto	2001	42%	41%	40%
Ottawa-Gatineau	1995	60%	68%	66%
Ottawa-Gatineau	1995	60%	68%	66%
Montreal	1998	32%	31%	31%
Quebec City	2001	49%	50%	50%
Total, base		42%	42%	40%
Total, Old H & No rural O-G		42%	42%	40%

GHG

GHG Costs (2002 \$m)				
Location	Year	at 50%	at 60%	at 70%
Vancouver	2003	\$5.3	\$7.2	\$8.0
Edmonton	2000	—	—	—
Calgary	2001	—	—	—
Winnipeg	1992	\$1.0	\$1.8	\$1.8
Hamilton	2001	\$0.2	\$0.3	\$0.3
Hamilton	2001	\$0.2	\$0.3	\$0.3
Toronto	2001	\$19.6	\$21.4	\$21.7
Ottawa-Gatineau	1995	\$1.1	\$1.4	\$1.5
Ottawa-Gatineau	1995	\$1.1	\$1.4	\$1.5
Montreal	1998	\$10.0	\$11.0	\$11.2
Quebec City	2001	\$0.8	\$1.2	\$1.4
Total, base		\$38.0	\$44.1	\$45.9
Total, Old H & No rural O-G		\$38.0	\$44.0	\$45.8

GHG Costs (2002 \$m)				
Location	Year	at 50%	at 60%	at 70%
Vancouver	2003	0.91	0.76	0.67
Edmonton	2000	—	—	—
Calgary	2001	—	—	—
Winnipeg	1992	1.18	0.80	0.88
Hamilton	2001	1.80	2.38	1.67
Hamilton	2001	1.80	2.38	1.67
Toronto	2001	0.72	0.71	0.68
Ottawa-Gatineau	1995	1.48	2.10	1.98
Ottawa-Gatineau	1995	1.48	2.10	1.98
Montreal	1998	0.47	0.45	0.45
Quebec City	2001	0.98	1.00	0.98

GHG Costs (2002 \$m)				
Location	Year	at 50%	at 60%	at 70%
Vancouver	2003	\$4.8	\$5.5	\$5.3
Edmonton	2000	—	—	—
Calgary	2001	—	—	—
Winnipeg	1992	\$1.2	\$1.3	\$1.6
Hamilton	2001	\$0.4	\$0.7	\$0.5
Hamilton	2001	\$0.4	\$0.6	\$0.4
Toronto	2001	\$14.1	\$15.1	\$14.2
Ottawa-Gatineau	1995	\$1.6	\$3.0	\$3.0
Ottawa-Gatineau	1995	\$1.6	\$2.8	\$2.8
Montreal	1998	\$4.7	\$5.0	\$5.1
Quebec City	2001	\$0.8	\$1.2	\$1.4
Total, base		\$27.8	\$31.8	\$31.1
Total, Old H & No rural O-G		\$27.5	\$31.5	\$30.9

GHG Costs (2002 \$m)				
Location	Year	at 50%	at 60%	at 70%
Vancouver	2003	\$10.1	\$12.7	\$13.3
Edmonton	2000	—	—	—
Calgary	2001	—	—	—
Winnipeg	1992	\$2.2	\$2.9	\$3.3
Hamilton	2001	\$0.7	\$1.0	\$0.8
Hamilton	2001	\$0.6	\$0.8	\$0.7
Toronto	2001	\$33.6	\$36.5	\$35.9
Ottawa-Gatineau	1995	\$2.7	\$4.4	\$4.5
Ottawa-Gatineau	1995	\$2.7	\$4.2	\$4.3
Montreal	1998	\$14.7	\$16.0	\$16.3
Quebec City	2001	\$1.6	\$2.4	\$2.8
Total, base		\$65.6	\$75.9	\$76.9
Total, Old H & No rural O-G		\$65.5	\$75.8	\$76.7

GHG Costs (2002 \$m)				
Location	Year	at 50%	at 60%	at 70%
Vancouver	2003	48%	43%	40%
Edmonton	2000	—	—	—
Calgary	2001	—	—	—
Winnipeg	1992	54%	44%	46%
Hamilton	2001	64%	70%	63%
Hamilton	2001	64%	70%	63%
Toronto	2001	42%	41%	40%
Ottawa-Gatineau	1995	60%	68%	66%
Ottawa-Gatineau	1995	60%	68%	66%
Montreal	1998	32%	31%	31%
Quebec City	2001	49%	50%	50%
Total, base		42%	42%	40%
Total, Old H & No rural O-G		42%	42%	40%

Delay

Total Delay Costs (2002 \$m)				
Location	Year	at 50%	at 60%	at 70%
Vancouver	2003	\$372.2	\$475.2	\$582.7
Edmonton	2000	\$49.4	\$62.1	\$74.1
Calgary	2001	\$94.6	\$112.4	\$121.4
Winnipeg	1992	\$42.6	\$67.9	\$93.8
Hamilton	2001	\$5.2	\$9.7	\$15.2
Hamilton	2001	\$4.3	\$8.5	\$9.5
Toronto	2001	\$777.9	\$1,145.2	\$1,507.7
Ottawa-Gatineau	1995	\$33.4	\$53.5	\$60.1
Ottawa-Gatineau	1995	\$32.1	\$51.8	\$57.6
Montreal	1998	\$648.0	\$795.2	\$926.5
Quebec City	2001	\$32.7	\$45.5	\$60.9
Total, base		\$2,055.0	\$2,768.8	\$3,462.0
Total, Old H & No rural O-G		\$2,053.7	\$2,761.7	\$3,453.8

Total Delay Costs (2002 \$m)				
Location	Year	at 50%	at 60%	at 70%
Vancouver	2003	0.92	0.89	0.83
Edmonton	2000	1.25	0.91	0.92
Calgary	2001	1.05	0.97	0.92
Winnipeg	1992	1.69	1.36	1.21
Hamilton	2001	2.39	2.00	2.00
Hamilton	2001	2.39	2.00	2.00
Toronto	2001	1.26	1.09	1.00
Ottawa-Gatineau	1995	1.69	1.90	1.91
Ottawa-Gatineau	1995	1.69	1.90	1.91
Montreal	1998	0.79	0.73	0.70
Quebec City	2001	1.06	1.09	1.14

Total Delay Costs (2002 \$m)				
Location	Year	at 50%	at 60%	at 70%
Vancouver	2003	\$342.7	\$424.8	\$481.7
Edmonton	2000	\$50.8	\$62.0	\$74.2
Calgary	2001	\$99.3	\$109.0	\$111.7
Winnipeg	1992	\$72.1	\$92.3	\$113.7
Hamilton	2001	\$12.4	\$19.4	\$30.6
Hamilton	2001	\$10.2	\$13.0	\$19.0
Toronto	2001	\$980.4	\$1,242.6	\$1,510.9
Ottawa-Gatineau	1995	\$56.6	\$101.5	\$153.0
Ottawa-Gatineau	1995	\$54.4	\$98.2	\$146.3
Montreal	1998	\$510.4	\$578.3	\$644.4
Quebec City	2001	\$34.6	\$49.6	\$69.1
Total, base		\$2,160.3	\$2,677.7	\$3,183.2
Total, Old H & No rural O-G		\$2,155.8	\$2,668.1	\$3,167.0

Total Delay Costs (2002 \$m)				
Location	Year	at 50%	at 60%	at 70%
Vancouver	2003	\$714.8	\$899.9	\$1,064.4
Edmonton	2000	\$103.3	\$122.3	\$142.5
Calgary	2001	\$103.9	\$221.4	\$233.1
Winnipeg	1992	\$114.7	\$160.2	\$207.5
Hamilton	2001	\$17.6	\$29.1	\$45.9
Hamilton	2001	\$14.4	\$19.5	\$29.5
Toronto	2001	\$1,758.3	\$2,387.8	\$3,018.6
Ottawa-Gatineau	1995	\$90.0	\$155.0	\$233.1
Ottawa-Gatineau	1995	\$86.5	\$150.0	\$225.0
Montreal	1998	\$1,158.4	\$1,373.5	\$1,570.9
Quebec City	2001	\$67.4	\$95.1	\$129.6
Total, base		\$4,216.3	\$5,444.4	\$6,645.3
Total, Old H & No rural O-G		\$4,200.7	\$5,429.8	\$6,620.8

Total Delay Costs (2002 \$m)				
Location	Year	at 50%	at 60%	at 70%
Vancouver	2003	48%	47%	45%
Edmonton	2000	51%	49%	45%
Calgary	2001	51%	49%	46%
Winnipeg	1992	63%	58%	55%
Hamilton	2001	70%	67%	67%
Hamilton	2001	70%	67%	67%
Toronto	2001	56%	52%	50%
Ottawa-Gatineau	1995	63%	65%	66%
Ottawa-Gatineau	1995	63%	65%	66%
Montreal	1998	44%	42%	41%
Quebec City	2001	51%	52%	53%
Total, base		51%	49%	48%
Total, Old H & No rural O-G		51%	49%	48%

Total

Total, All Costs (2002 \$)				
Location	Year	at 50%	at 60%	at 70%
Vancouver	2003	\$402.8	\$516.8	\$628.7
Edmonton	2000	\$49.4	\$62.1	\$74.1
Calgary	2001	\$94.6	\$112.4	\$121.4
Winnipeg	1992	\$48.4	\$77.2	\$104.0
Hamilton	2001	\$6.6	\$11.3	\$16.9
Hamilton	2001	\$5.4	\$9.7	\$10.9
Toronto	2001	\$889.6	\$1,267.3	\$1,631.7
Ottawa-Gatineau	1995	\$38.6	\$61.5	\$86.6
Ottawa-Gatineau	1995	\$39.2	\$61.5	\$86.6
Montreal	1998	\$701.5	\$854.1	\$986.3
Quebec City	2001	\$37.4	\$62.3	\$68.4
Total, Old H & No	total	\$2,270.2	\$3,015.0	\$3,720.6
Total, Old H & Total	base	\$2,267.6	\$3,009.4	\$3,711.8

Deflated to 2000 \$ / Calculate costs per VKT

Costs of Recurrent Congestion (original study)				
Location	at 50%	at 60%	at 70%	Threshold
Vancouver	\$355	\$453	\$556	
Edmonton	\$47	\$58	\$71	
Calgary	\$91	\$107	\$115	
Winnipeg	\$41	\$65	\$90	
Hamilton	\$6	\$10	\$14	
Hamilton (old)	\$4	\$6	\$9	
Toronto	\$741	\$1,091	\$1,437	
Ottawa-Gatineau	\$31	\$51	\$76	
Ottawa-Gatineau (nc)	\$30	\$50	\$74	
Montreal	\$618	\$758	\$882	
Quebec City	\$31	\$43	\$52	
Total, base	\$1,659	\$2,630	\$3,298	
Total, Old H & No rural O-G	\$1,957	\$2,630	\$3,291	

Non-recurrent as % of Recurrent				
Location	at 50%	at 60%	at 70%	Threshold
Vancouver	0.92	0.89	0.83	
Edmonton	1.05	0.97	0.92	
Calgary	1.01	0.97	0.92	
Winnipeg	1.69	1.36	1.21	
Hamilton	2.39	2.00	2.00	
Hamilton (old)	2.39	2.00	2.00	
Toronto	1.26	1.09	1.00	
Ottawa-Gatineau	1.69	1.90	1.91	
Ottawa-Gatineau (nc)	0.69	0.90	1.01	
Montreal	0.78	0.73	0.70	
Quebec City	1.06	1.09	1.14	

Increment of Non-Recurrent Costs				
Location	at 50%	at 60%	at 70%	Threshold
Vancouver	\$320	\$435	\$559	
Edmonton	\$50	\$57	\$65	
Calgary	\$94	\$104	\$107	
Winnipeg	\$69	\$108	\$169	
Hamilton	\$11	\$18	\$30	
Hamilton (old)	\$10	\$12	\$18	
Toronto	\$634	\$1,195	\$1,440	
Ottawa-Gatineau	\$54	\$97	\$146	
Ottawa-Gatineau (nc)	\$51	\$93	\$141	
Montreal	\$496	\$551	\$614	
Quebec City	\$33	\$48	\$56	
Total, base	\$2,058	\$2,562	\$3,034	
Total, Old H & No rural O-G	\$2,054	\$2,543	\$3,018	

Recurrent + Non-Recurrent = Total Costs				
Location	at 50%	at 60%	at 70%	Threshold
Vancouver	\$681	\$888	\$1,014	
Edmonton	\$98	\$116	\$135	
Calgary	\$185	\$211	\$222	
Winnipeg	\$110	\$152	\$198	
Hamilton	\$17	\$28	\$44	
Hamilton (old)	\$13	\$18	\$27	
Toronto	\$1,675	\$2,276	\$2,877	
Ottawa-Gatineau	\$86	\$148	\$222	
Ottawa-Gatineau (nc)	\$83	\$143	\$215	
Montreal	\$1,104	\$1,308	\$1,497	
Quebec City	\$64	\$91	\$124	
Total, base	\$4,018	\$5,197	\$6,334	
Total, Old H & No rural O-G	\$4,011	\$5,173	\$6,310	

% Non-recurrent of total				
Location	at 50%	at 60%	at 70%	Threshold
Vancouver	48%	47%	45%	
Edmonton	51%	49%	48%	
Calgary	51%	49%	46%	
Winnipeg	63%	58%	55%	
Hamilton	67%	66%	67%	
Hamilton (old)	71%	68%	68%	
Toronto	62%	52%	50%	
Ottawa-Gatineau	63%	66%	66%	
Ottawa-Gatineau (nc)	62%	65%	65%	
Montreal	44%	42%	41%	
Quebec City	52%	53%	53%	
Total, base	51%	49%	48%	
Total, Old H & No rural O-G	51%	49%	48%	

Deflator: 0.953

Costs of Recurrent Congestion (original study)				
Location	50%	60%	70%	Threshold
Vancouver	\$24	\$32	\$36	
Edmonton	--	--	--	
Calgary	--	--	--	
Winnipeg	\$5	\$8	\$8	
Hamilton	\$1	\$1	\$1	
Hamilton (old)	\$1	\$1	\$1	
Toronto	\$88	\$96	\$97	
Ottawa-Gatineau	\$5	\$7	\$7	
Ottawa-Gatineau (nc)	\$5	\$6	\$7	
Montreal	\$42	\$46	\$47	
Quebec City	\$4	\$6	\$7	
Total, base	\$168	\$192	\$202	
Total, Old H & No rural O-G	\$168	\$194	\$202	

Non-recurrent as % of Recurrent				
Location	50%	60%	70%	Threshold
Vancouver	0.91	0.76	0.67	
Edmonton	--	--	--	
Calgary	--	--	--	
Winnipeg	1.18	0.80	0.86	
Hamilton	1.80	2.38	1.67	
Hamilton (old)	1.80	2.38	1.67	
Toronto	0.72	0.71	0.66	
Ottawa-Gatineau	1.48	2.10	1.98	
Ottawa-Gatineau (nc)	1.48	2.10	1.98	
Montreal	0.47	0.45	0.45	
Quebec City	0.98	1.00	0.98	
Total, base				
Total, Old H & No rural O-G				

Increment of Non-Recurrent Costs				
Location	50%	60%	70%	Threshold
Vancouver	\$22	\$25	\$24	
Edmonton	--	--	--	
Calgary	--	--	--	
Winnipeg	\$8	\$8	\$7	
Hamilton	\$2	\$3	\$2	
Hamilton (old)	\$2	\$3	\$2	
Toronto	\$63	\$68	\$64	
Ottawa-Gatineau	\$7	\$13	\$13	
Ottawa-Gatineau (nc)	\$7	\$12	\$12	
Montreal	\$20	\$21	\$21	
Quebec City	\$4	\$6	\$6	
Total, base	\$123	\$141	\$136	
Total, Old H & No rural O-G	\$123	\$140	\$135	

Recurrent + Non-Recurrent = Total Costs				
Location	50%	60%	70%	Threshold
Vancouver	\$46	\$58	\$60	
Edmonton	--	--	--	
Calgary	--	--	--	
Winnipeg	\$10	\$13	\$15	
Hamilton	\$3	\$4	\$4	
Hamilton (old)	\$3	\$4	\$3	
Toronto	\$152	\$164	\$161	
Ottawa-Gatineau	\$12	\$19	\$20	
Ottawa-Gatineau (nc)	\$11	\$18	\$19	
Montreal	\$61	\$66	\$68	
Quebec City	\$8	\$10	\$12	
Total, base	\$291	\$332	\$340	
Total, Old H & No rural O-G	\$290	\$334	\$338	

% Non-recurrent of total				
Location	50%	60%	70%	Threshold
Vancouver	48%	43%	40%	
Edmonton	--	--	--	
Calgary	--	--	--	
Winnipeg	60%	43%	44%	
Hamilton	67%	60%	50%	
Hamilton (old)	67%	73%	67%	
Toronto	42%	41%	40%	
Ottawa-Gatineau	54%	70%	67%	
Ottawa-Gatineau (nc)	58%	68%	65%	
Montreal	33%	32%	31%	
Quebec City	50%	55%	46%	
Total, base	42%	42%	40%	
Total, Old H & No rural O-G	42%	42%	40%	

Costs of Recurrent Congestion (original study)				
Location	50%	60%	70%	Threshold
Vancouver	\$5	\$7	\$8	
Edmonton	--	--	--	
Calgary	--	--	--	
Winnipeg	\$1	\$2	\$2	
Hamilton	\$0	\$0	\$0	
Hamilton (old)	\$0	\$0	\$0	
Toronto	\$19	\$20	\$21	
Ottawa-Gatineau	\$1	\$1	\$1	
Ottawa-Gatineau (nc)	\$1	\$1	\$1	
Montreal	\$10	\$10	\$10	
Quebec City	\$1	\$1	\$1	
Total, base	\$36	\$41	\$44	
Total, Old H & No rural O-G	\$36	\$41	\$43	

Non-recurrent as % of Recurrent				
Location	50%	60%	70%	Threshold
Vancouver	0.91	0.76	0.67	
Edmonton	--	--	--	
Calgary	--	--	--	
Winnipeg	1.18	0.80	0.86	
Hamilton	1.80	2.38	1.67	
Hamilton (old)	1.80	2.38	1.67	
Toronto	0.72	0.71	0.66	
Ottawa-Gatineau	1.48	2.10	1.98	
Ottawa-Gatineau (nc)	1.48	2.10	1.98	
Montreal	0.47	0.45	0.45	
Quebec City	0.98	1.00	0.98	
Total, base				
Total, Old H & No rural O-G				

Increment of Non-Recurrent Costs				
Location	50%	60%	70%	Threshold
Vancouver	\$5	\$5	\$5	
Edmonton	--	--	--	
Calgary	--	--	--	
Winnipeg	\$1	\$1	\$2	
Hamilton	\$0	\$1	\$1	
Hamilton (old)	\$0	\$1	\$0	
Toronto	\$15	\$14	\$13	
Ottawa-Gatineau	\$2	\$3	\$3	
Ottawa-Gatineau (nc)	\$2	\$3	\$3	
Montreal	\$5	\$5	\$5	
Quebec City	\$1	\$1	\$1	
Total, base	\$27	\$30	\$30	
Total, Old H & No rural O-G	\$27	\$30	\$29	

Recurrent + Non-Recurrent = Total Costs				
Location	50%	60%	70%	Threshold
Vancouver	\$10	\$12	\$12	
Edmonton	--	--	--	
Calgary	--	--	--	
Winnipeg	\$2	\$3	\$3	
Hamilton	\$1	\$1	\$1	
Hamilton (old)	\$1	\$1	\$1	
Toronto	\$32	\$33	\$34	
Ottawa-Gatineau	\$3	\$4	\$5	
Ottawa-Gatineau (nc)	\$3	\$4	\$4	
Montreal	\$14	\$15	\$15	
Quebec City	\$2	\$2	\$3	
Total, base	\$64	\$72	\$73	
Total, Old H & No rural O-G	\$64	\$72	\$72	

% Non-recurrent of total				
Location	50%	60%	70%	Threshold
Vancouver	50%	38%	38%	
Edmonton	--	--	--	
Calgary	--	--	--	
Winnipeg	50%	33%	67%	
Hamilton	0%	100%	100%	
Hamilton (old)	0%	100%	0%	
Toronto	41%	41%	39%	
Ottawa-Gatineau	67%	75%	60%	
Ottawa-Gatineau (nc)	67%	75%	75%	
Montreal	33%	31%	31%	
Quebec City	50%	50%	33%	
Total, base	42%	41%	40%	
Total, Old H & No rural O-G	42%	41%	39%	

Costs of Recurrent Congestion (original study)				
Location	50%	60%	70%	Threshold
Vancouver	\$384	\$493	\$599	
Edmonton	\$47	\$59	\$71	
Calgary	\$91	\$107	\$115	
Winnipeg	\$46	\$73	\$99	
Hamilton	\$7	\$10	\$16	
Hamilton (old)	\$5	\$8	\$10	
Toronto	\$848	\$1,207	\$1,655	
Ottawa-Gatineau	\$38	\$58	\$85	
Ottawa-Gatineau (nc)	\$38	\$56	\$82	
Montreal	\$669	\$814	\$941	
Quebec City	\$59	\$80	\$95	
Total, base	\$2,164	\$2,871	\$3,540	
Total, Old H & No rural O-G	\$2,160	\$2,867	\$3,538	

Non-recurrent as % of Recurrent				
Location	50%	60%	70%	Threshold
Vancouver	0.91	0.76	0.67	
Edmonton	--	--	--	
Calgary	--	--	--	
Winnipeg	1.18	0.80	0.86	
Hamilton	1.80	2.38	1.67	
Hamilton (old)	1.80	2.38	1.67	
Toronto	0.72	0.71	0.66	
Ottawa-Gatineau	1.48	2.10	1.98	
Ottawa-Gatineau (nc)	1.48	2.10	1.98	
Montreal	0.47	0.45	0.45	
Quebec City	0.98	1.00	0.98	
Total, base				
Total, Old H & No rural O-G				

Increment of Non-Recurrent Costs				
Location	50%	60%	70%	Threshold
Vancouver	\$354	\$435	\$559	
Edmonton	\$50	\$57	\$65	
Calgary	\$94	\$104	\$107	
Winnipeg	\$75	\$95	\$117	
Hamilton	\$14	\$22	\$31	
Hamilton (old)	\$11	\$15	\$20	
Toronto	\$1,011	\$1,287	\$1,517	
Ottawa-Gatineau	\$63	\$112	\$162	
Ottawa-Gatineau (nc)	\$60	\$109	\$156	
Montreal	\$611	\$677	\$640	
Quebec City	\$37	\$53	\$73	
Total, base	\$2,209	\$2,722	\$3,201	
Total, Old H & No rural O-G	\$2,203	\$2,711	\$3,184	

Recurrent + Non-Recurrent = Total Costs				
Location	50%	60%	70%	Threshold
Vancouver	\$727	\$927	\$1,087	
Edmonton	\$98	\$116	\$135	
Calgary	\$185	\$211	\$222	
Winnipeg	\$121	\$169	\$216	
Hamilton	\$20	\$33	\$48	
Hamilton (old)	\$17	\$23	\$30	