



Ridership Growth Strategy and Asset Management Plan

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York Region Transit/Viva

Ridership Growth Strategy and Asset Management Plan

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York Region Transit (YRT) / York Region Rapid Transit Corporation (YRRTC)

Ridership Growth Strategy and Asset Management Plan

SUMMARY REPORT

1. INTRODUCTION

York Region has developed a comprehensive strategy for service development, expansion and ridership growth. To meet the requirements of the Provincial submission of a Ridership Growth Strategy and Asset Management Plan document, York Region has reviewed each of these documents comprising our current plans to ensure that each remains relevant to our short- and long-term needs. In some cases, these documents are updated on a regular basis (such as the Annual Service Plans and Five-Year Service Plans).

This report provides an overview of the Ridership Growth Strategy and Asset Management Plan, drawing on the content of each of the relevant plans/studies that comprise YRT's / YRRTC's comprehensive planning process, with examples and references to the complete documents to illustrate the details of the plan.

In its comprehensive approach to planning and ridership growth management, YRT and the Region of York prepare and update the following planning documents:

- York Region Transit (YRT)/Viva 5-Year Service Plan (2002 – Update 2006)
- York Rapid Transit Business Plan (2004)
- York Rapid Transit Network Configuration Report (2003)
- YRT/Viva Marketing and Communication Plan 2006 (December 2005)
- York Region Transportation Master Plan (2002 – Update 2007)
- Vision 2026, York Region Official Plan (2004) and Regional Centres and Corridors Strategy
- York Region Great Regional Streets Study (Draft December 2005)
- York Region Employee Trip Reduction Program (September 2005)
York Region Accessibility Plan (2005-2006)
- Smart Commute Initiative, Transportation Demand Management and TMAs in York Region

2. CONTEXT

On January 1, 2001, The Regional Municipality of York assumed responsibility for the funding and operation of public transit (conventional and specialized transit services) throughout York Region. With the assumption of public transit, York Region began an aggressive program of transit supportive strategic initiatives, all of which contribute to the future growth of transit ridership and transit market share. Furthermore, in 2002, York Region formed the York Region Rapid Transit Corporation (YRRTC) with a mandate for strategic planning, design and construction of the Region's new rapid transit service – Viva.

The following referenced materials all represent critical planning milestones in terms of developing a framework for the future success of a balanced transportation network and public transit ridership growth in York Region. York Region is one of the fastest growing areas in North America, with a population of 1.3 million expected by 2026. The employment level is forecast to grow by 70%, to reach almost 700,000 over that same time period. Most of this growth is planned in the southern half of the Region, with the two main transportation corridors, Yonge Street and Highway 7, being the primary conduits for development.

The Region's last Transportation Master Plan (TMP) was completed in 2002. The Plan presented a long term transportation vision for all types of travel including automobile, public transit and pedestrians/cyclists. The TMP integrates transportation and land use planning in the Region, but also recognizes that York Region is part of the Greater Toronto Area, thus reflects and supports efforts underway in adjacent jurisdictions. The Plan looks at the next 30 years with one of the primary goals being an increase in the transit market share from the current 8% (am peak) to approximately 17% by 2031.

The TMP included a Five Year Action Plan, along with 10 and 20 year staging strategies. The framework for an aggressive public transit expansion program was clearly laid out, along with complementary transportation demand management and parking strategies. Future road improvements are strategically identified and staged, with the inclusion of transit priority initiatives such as a HOV lane network and traffic signal priority.

In 2006, an update to this Plan will begin which builds on the 2002 work and will take the long range planning to 2036. The vision of the original Plan is still considered valid, however, now that the Region has made substantial progress toward the development of the transit plan and other sustainable transportation projects (e.g. Viva Phase 1, Smart Commute), the update will validate decisions from the original plan to ensure an integrated and balanced transportation network in the Region.

The local municipalities, surrounding Regions, the Province and Federal governments have recognized and supported the Region's Plan. The first Transportation Master Plan defined policies and long-term infrastructure needs to meet future transportation demands and provided a context and framework for future transportation decisions. It is a living document, which will continue to be reviewed every five years and revised to adjust to changing circumstances.

3. RIDERSHIP GROWTH STRATEGY

3.1 Growth Management Initiatives and Urban Planning

The Region's Vision 2026 is an overall strategic blueprint for York. It outlines key areas of focus for the Region and its partners in the future. It sets the context and provides the framework for more detailed corporate and business plans that will be undertaken by the Region. Vision 2026 includes a vision statement, eight goals, and action areas within each goal that describe what people have said they want the Region to be.

One of those eight goals refers to the provision of high quality, accessible transit systems. The action statements relating to this goal include the development of an integrated transit network and having accessible transit by:

- Continuing to improve service and infrastructure for successfully integrated transit service
- Enhancing the provision of specialized transit service
- Developing an optimal mix of transit service types
- Promoting transit usage as a practical and wise alternative to private vehicle use
- Planning for high-level transit services to employment areas of the Region
- Investigating alternative fuel technologies to reduce emissions

York Region's Official Plan (ROP) is a broad based strategic plan which provides a set of policies, land-use designations and establishes criteria to guide economic, environmental and community-building decisions affecting the use of land. Since there are nine local municipalities within the Region with differing growth aspirations, the ROP leaves considerable latitude for a municipality to provide detailed planning policies within the overall framework contained in the ROP. In addition to the Plan, there are other Regional strategies, plans and guidelines that will also provide a framework for public-sector decisions in the Region. Other initiatives must comply with the overall intent of the ROP.

The ROP is based on the three themes of Sustainable Natural Environment, Healthy Communities and Economic Vitality. These three concepts, which are closely interrelated, must be balanced with each other in order to ensure a continued high quality of life in York Region. Policies and land use designations for each of the theme areas is contained in the Plan as follows: Sustainable Natural Environment (Chapter 2), Economic Vitality (Chapter 3) and Healthy Communities (Chapter 4). These themes form the basis for the Regional Structure and Growth Management (Chapter 5) and Regional Infrastructure (Chapter 6) components of the Plan.

As part of the Regional Infrastructure component, the Region's public transit system is identified as a critical element for the Region's future success. An expanded, well-integrated public transit system is required not only to help manage traffic congestion, but also to provide access to employment and services and provide accessibility for all who choose or cannot drive or those who support public transit's role in energy conservation and environmental stewardship. One of the objectives in the ROP is to provide transit service that is convenient, accessible and equitable to all residents of York. A number of

related policies support this objective, including the planning of communities on the basis of significantly increasing public transit use. While the potential for transit usage varies across the Region, in the urban areas the 30-year target will be one-third of all peak period trips by transit. This aggressive target will, in part, be achieved by the planned implementation of a Regional rapid transit network which includes expanded GO rail and bus services and bus rapid transit facilities in the Hwy 407 corridor, extension of TTC subway lines (Spadina and Yonge), a network of HOV lanes, and the expansion of the Region's conventional public transit services. The amalgamation of public transit services to one Regional system (YRT) and the recent launch of the Viva bus rapid transit service are exactly the types of initiatives that will ensure the success of the Regional Official Plan objectives.

The ROP sets the framework for a comprehensive transit network that is the connecting link for travel throughout York Region. A recent amendment to the Plan (ROPA 43), better articulates and more fully guides the implementation of the Region's planned urban structure of Regional Centres linked by Region Corridors, all served by rapid transit.

3.2 Initiatives to Increase Service Quality and System Capacity

3.2.1 Five Year Service Planning Process

As part of the transit amalgamation process, a Five-Year Service Plan (2002-2006) was developed and finalized in 2002. The original Five-Year Plan included the development of standards, strategies and processes to guide YRT/YRRTC through its first five years.

The new Five-Year Plan is an update to the original Plan along with a more detailed service strategy for the 2006/07 period. The new Five-Year Plan examines current application of standards and practices, provides direction for future service assessment and identifies key areas for service development within the Region over the next five years. The new Plan includes a review of gaps or opportunities for service improvements including route extensions, frequency improvements, and unmet or untapped markets, with the main objective of growing transit ridership and services in York Region.

The following major components are included in the Plan:

- Analysis of existing conventional and rapid transit services
- Review of current service standards and major planning processes with the intent to update and improve
- Development of a Transit Service Guidelines Summary Report
- Review of planning and consultation process with local area municipalities, stakeholders, Transportation Management Associations (TMAs), and general public
- Review of existing and future committed vehicle fleet and infrastructure from an accessibility standpoint
- Development of strategies for alternative and innovative service delivery
- Review of fare structure, fare integration, and future GTA Smart Card impacts
- Review of intelligent transit technologies and integration issues

- Development of a detailed phasing plan for both capital (fleet) and operating budget requirements for each of the next five years (2006-2010)

A series of more detailed technical Background Papers accompany the Summary Report and cover the following topics:

- Service Standards Technical Analysis
- Existing Service Review Details
- Consultation and Communication Plan
- Transit Service Guidelines – A Customer's Perspective
- Fare Technology and Integration
- Fleet and System Accessibility
- Transit Technology Applications

The York Region Transit Five-Year Service Plan (2006-2010) will serve as the framework document for guiding the direction of transit operations in York Region over the next five years with the ultimate goal of increasing ridership and, more importantly, increasing overall transit market share.

Appendix A to this summary report includes a summary of route and service recommendations, designed to increase service quality and system capacity in response to ridership demand and demographic change.

3.2.2 Travel Demand Management

In addition to comprehensive transit planning policies and processes, York Region is actively engaged in programs to reduce overall travel demands on the transportation network we share with other modes.

York Region is an active participant in the Federal Urban Transportation Showcase Program, through the Smart Commute Initiative (originally called the Greater Toronto Area Travel Demand Management Program). This Smart Commute Initiative is an ambitious GTA-wide program of Transportation Demand Management (TDM) initiatives and Transportation Management Association (TMA) creations. At the core of this proposal are the establishment of GTA-wide carpooling, vanpooling and car sharing programs along with the development of a string of TMAs across the GTA. The Region's Transportation Master Plan (June, 2002) recognized TMAs as an important component in the Region's development over the next 30 years and a key element in the Region's centres and corridors policies report titled "Making it Happen - York Region Centres and Corridors Study" (November, 2002).

The contributing partners in the Smart Commute Initiative include the Region of York, Peel, Halton and Durham; the cities of Toronto, Hamilton, Mississauga, Vaughan, Brampton and Burlington and Towns of Newmarket and Markham.

TRANSPORTATION MANAGEMENT ASSOCIATIONS (TMA)

TMAs are non-profit, member-controlled organizations aimed at providing sustainable transportation solutions as well as improved mobility and accessibility in a specific

development area. The institutional nature of TMAs provides a framework from which travel demand management (TDM) programs are promoted, applied and managed. The central objective of the TDM program is to change travel behaviour by reducing single-occupant vehicle (SOV) trips. This is achieved by promoting a variety of transportation services that encourage more efficient use of the existing transportation infrastructure and services, including:

- Transit improvements such as convenient transit routings and transit stops with shelters
- Rideshare matching (carpool) and vanpool programs
- Guaranteed-ride-home programs
- Shared parking co-ordination
- Marketing and promotion of alternative transportation modes and services
- Pedestrian and bicycle network and facility planning
- Shuttle services

THE SMART COMMUTE INITIATIVE

Over the next 20 years, the population in the Greater Toronto Area (GTA) and the City of Hamilton will grow to seven million people. A 55% growth in auto travel is expected over the same period, burdening the region's strained transportation systems.

The Smart Commute Initiative would implement a system of regional and local transportation demand management (TDM) measures to reduce our dependency on autos by:

- Improving alternatives to single-occupant vehicle (SOV) use
- Encouraging use of less-congested travel times and routes
- Enabling reductions in trip volumes and lengths

Based on recent GTA experience with a Transportation Management Association (TMA) pilot project in the Black Creek area of north-west Toronto and the City of Vaughan, the Black Creek Regional TMA recognized the vital role that employers, developers, institutions, community groups and individuals play in creating a more sustainable transportation system. With the Black Creek Regional TMA acting as the prototype, the Smart Commute Initiative called for the establishment of GTA-wide carpooling/ride-matching, vanpooling and car sharing programs along with the creation of a network of nine additional TMAs across the GTA.

The GTA Smart Commute Association oversees TDM initiatives in the GTA and provides support to the day-to-day administration and delivery of TDM initiatives throughout the GTA and the City of Hamilton. The broad mandate of the Smart Commute Association is supported by the Transportation Management Associations (TMAs), and Regional and Local TDM initiatives such as ride matching, commuter incentives, special events, and working with employers to offer and support TDM measures.

TMAS IN YORK REGION

Two new TMAs are proposed for York Region as part of the Smart Commute Initiative. Due to the close proximity of the major employment areas of the Town of Markham and southern Richmond Hill, and based on the experience of the Black Creek Regional TMA, it is expected that one TMA (Smart Commute 404-7) would be sufficient to serve this employment area.

The other proposed York Region TMA is to be centred in the Towns of Newmarket and Aurora. Representatives from the Towns of Markham, Richmond Hill, Newmarket and Aurora, along with support from York Region staff, are actively involved in the development of these two TMAs. With the Black Creek Regional TMA already operating, the City of Vaughan is benefiting from TDM programs offered through the Smart Commute – Black Creek today. It will also benefit from additional services that are part of the GTA wide TDM Program proposed.

With growth and development in York Region continuing to be the strongest in the GTA, alternative modes of travel must be made available to reduce single occupant vehicle (SOV) trips. The Smart Commute Initiative provides an opportunity to increase travel mode choices while potentially:

- Increasing overall transit market share
- Reducing SOV trips by up to 15% when fully implemented
- Estimated reduction in greenhouse gas emissions of 20,000 tonnes annually
- Reduced congestion and delay for people and goods movement
- Improved public safety
- Enhanced accessibility and mobility options
- Resource conservation and support for efficient land use through reduced infrastructure costs and space requirements
- Reduced parking facility costs for participating business, and improved employee recruitment, retention and productivity.

3.3 Rapid Transit Initiatives

3.3.1 York Rapid Transit Business Plan

To prevent urban sprawl, York Region is committed to building compact, mixed-use communities in designated urban centres with higher densities and pedestrian friendly environments. The urban centres are to be linked by efficient rapid transit services that improve mobility, travel times and inter-regional connections within the Greater Toronto Area. Investment in public transit infrastructure is critical to sustain the development pressures facing the Region. In 2003, both the Government of Canada and the Province of Ontario confirmed their support of the Region's Rapid Transit Business Plan.

The York Rapid Transit Business Plan laid the foundation for the implementation of rapid transit along the four transportation corridors with connections to the TTC Yonge, Spadina and Sheppard subway lines.

The first phase of the Plan, referred to as Quick Start, was seen as an early initiative to provide an integrated package of rapid transit elements. These elements include bus rapid transit vehicles, intersection improvements (queue jump lanes, transit signal priority, improved pedestrian amenities, etc), transit stops/stations, intermodal terminals, intelligent transportation system (ITS) applications to enable real-time customer information, off-board fare collection and vehicle tracking. Quick Start corridors, branded under the Viva name, were successfully launched in September 2005, with the final stage being implemented in January 2006.

Phase 2, the Full Build System, is to be implemented over an eight-year period following the completion of the environmental assessments for each of the rapid transit corridors. The advances from the Quick Start to the Full Build system include dedicated transitways, increased investment in stations and terminals, vehicles maintenance and storage facilities, park-and-ride facilities, additional vehicles and expanded ITS applications.

Phase 3, Growth-Related Expansion, will increase services and facilities to support growth in population and employment, changing travel patterns and evolving land use. Future light rail could be considered, along with subway extensions.

The York Rapid Transit Business Plan is a comprehensive document which provides detailed network configuration plans, ridership projections, costing estimates and financing plans.

3.3.2 York Rapid Transit Network Configuration Report

As part of the planning and development of Viva services, York Region completed the York Rapid Transit Network Configuration report, which examined six alternatives for the short and long-term development of rapid transit in the Region.

The initial stage of Viva service comprised those elements that did not require environmental assessments, such as transit signal priority, queue jump lanes, new vehicles, off-board fare collection and upgraded passenger facilities.

The network configuration report identifies the four major corridors for rapid transit service, including Yonge Street, Highway 7 and the east and west north-south connectors to the TTC system, and developed and evaluated 6 network configurations for these corridors, determining the best options to serve ridership demands most effectively and efficiently.

3.3.3 Transit Network Road Elements

The Regional Municipality of York is on the threshold of widening approximately thirteen sections of Regional streets to six lane cross-sections between 2005 and 2014, as part of its 10-Year Road Construction Program. Before doing so, this study presents an opportune time to review the Region's existing six lane cross-sections, as well as the best practices of other jurisdictions in this regard.

This study commenced with a thorough review of all relevant policies, guidelines and practices to understand the planned function of the major Regional streets as corridors supporting land use intensification and public transit. Regional streets are also an integral

element in promoting high quality urban design, serving as gateways to communities and encouraging the development of pedestrian-friendly, transit-oriented neighbourhoods.

Recognizing the strong relationship between land use and transportation planning, five typologies were developed. These five typologies represent different contexts, reflecting various land use/transportation characteristics which need to be considered when applying the preferred cross-section to actual situations. Besides the need to accommodate HOV or transit lanes, there are in the order of 20 cross-sectional elements that are needed, or desirable for inclusion within a preferred right-of-way alternative, which includes a six metre wide median and an exclusive on-street bikeway as well as exclusive HOV/Transit Lanes, is recommended as the preferred alternative.

3.4 Accessibility Initiatives to Improve Ridership

3.4.1 Transit Services and Facilities

To make it easier for people to move around the Region, York Region Transit also took the first step in developing a travel training program for registered users of its Mobility Plus service. This involved completing a review of best practices and issuing a request for proposals for a consultant to help develop an education program.

The transit service is also testing specifications for changes to the software used to schedule Mobility Plus trips, which will make it easier for Mobility Plus riders to plan trips that cross regional boundaries.

In its first 5-Year Service Plan, York Region Transit identified the need for a strategy to investigate and designate accessible routes (i.e., routes served by accessible conventional vehicles, with accessible stops, accessible sidewalks and streets, and easy access to buildings). As part of that strategy, York Region Transit has hired a consultant to help define an accessible bus stop, prepare an inventory of accessible bus stops in the Region, and identify ways to give riders better access to transit facilities.

3.4.2 Vehicles and Equipment

Over the past year, York Region Transit continued its efforts to make it easier for people with disabilities to travel and move within the Region easier.

By the end of 2005, 100% of the Region's rapid transit vehicles and 67% of its conventional vehicles were accessible (up from 60% in 2004). All new buses purchased since 2004 have one rear facing and one forward facing mobility aid position, which makes it easier for riders who have problems with upper body mobility to use transit.

York Region Transit completed an accessibility assessment of many aspects of its operations. Based on the findings:

- fare media and ticket vending machines meet the physical access requirements of the Americans with Disabilities Act, but require more study to ensure they can be used by people with visual or hearing impairments
- all accessible buses and new buses have stop buttons or pull cords that can be reached by people with reduced mobility

- all York Region Transit, GO Transit and Toronto Transit Commission terminals in the Region are accessible to people with physical disabilities
- the phone booth at the Promenade Bus Terminal will be replaced with an accessible unit.

3.5 Price and Fare Media Initiatives

The following elements define YRT's current fare structure and policy:

- identical fares for conventional buses and Viva;
- interoperability of fare media and transfers between conventional bus and Viva;
- identical cash fares for all passenger classifications;
- discounted fares for pre-purchased ten-ride "ticket books" and monthly passes;
- discounted fares for pre-purchased tickets and passes for concession classifications;
- flat fares for travel in each of three zones with supplement for travel across a zone boundary;
- mix of "Pay-on-Boarding" on conventional buses and "Proof-of-Payment" on Viva;
- cross-acceptance of fare media with Brampton Transit on common route(s) without settlement;
- acceptance by TTC of YRT fare media for contracted services in York Region with subsequent settlement;
- Co-fare agreement with GO Transit for travel on YRT to and from GO Transit rail stations;
- time-based transfers (recently extended from 90 to 120 minutes); and
- fare structure that is reviewed and authorized annually.

York Region is participating in the planning and development of a GTA Smart Farecard system, designed to integrate fare payment and settlement throughout the GTA, with pilot implementation expected in late-2007. YRT is expected to implement the GTA Smart Farecard system in 2008/2009.

In the final year of the current Five-Year Service Plan, YRT will operate with the new GTA Smart Farecard system technology and will coordinate with GO Transit and both Brampton Transit and TTC.

In the farecard environment, all paper-based prepaid tickets and passes will be replaced by a smart card-based common electronic purse fare payment and smart card-based local period passes. Cash will still be accepted at on-board fareboxes and at off-board bus stop-located Ticket Vending Machines for single journey fare purchases, and limited cash purchase fare transaction data will be collected.

A local progressive discounted fare loyalty system based on frequency of use will be established and may be implemented by York Region.

York Region expects several benefits from the GTA farecard system:

- York Region's current transit fare structure will be fully enabled by the GTA Smart Farecard system and therefore, inadvertent negative impacts on ridership and revenue should be avoided.
- enriched ridership and fare purchase information available from the GTA Smart Farecard system will enable YRT to tune its service capacity finely to meet increased ridership demands with its current service fleet.
- simplified fare payment, eliminating the overt requirement to pay a second fare for travel across the Toronto boundary, should increase cross-boundary travel.

Implementation of the GTA farecard will also give York Region's transit services a variety of fare structure options that may be used to promote transit ridership among specific markets. Towards the end of the five-year service plan, other options will be considered such as:

- time-of-day pricing – considering off-peak discounts to build ridership during slow periods;
- implementation of loyalty program tied to increased use of the smart card for fare purchases - these loyalty program should be designed to drive both ridership and revenue (this function is planned within the GTA Farecard structure);
- establish a discounted large employer pass program similar to a U-Pass program – designed to drive ridership and revenue if employees are not current riders;
- increase penetration of secondary student pass program;
- special fares for special events; and
- replace the multiple zone system with a simplified fare-by-distance fare structure that would require tagging out when alighting from a conventional bus or Viva.

3.6 Marketing and Education Initiatives

In December 2005, Regional Council endorsed the detailed "Connecting York – Marketing, Communication and Public Education Plan 2006 – YRT/Viva. The \$2.5 million program is a comprehensive marketing and communications strategy that is aimed to build and retain ridership. Through an ongoing marketing, communications and education campaign, the Region will highlight the positive aspects of public transit services in York Region and convert an increasing number of residents from automobile use to public transit.

The key objectives of the Plan include:

- Attracting new riders to public transit
- To motivate occasional riders to make more trips
- To change public attitudes towards public transit

- To position transit services in York Region as a viable choice by leveraging the individual and distinct strengths of YRT and the new Viva services in terms of system connectivity

The Marketing, Communication and Public Education Plan includes both an emotive role that will create a desire to ride the system, and an informative role that will help people understand how public transit works and what it can do for them. The benefits of public transit may be obvious, but it is essential that marketing and communications continue for the future success of public transit.

Exhibit 1 shows a summary of current marketing initiatives designed to increase ridership.

Exhibit 1

Marketing Program

Target	Viva	YRT	Connectivity
Hi-Potential Rider Groups - Women - Office Workers - Students	New Rider Acquisition Campaign; Trip Planning; Hop on-Hop off	Trip Planning; Image Refresh	Board Changes and information updates
Office Workers	Viva Wednesday; e- Holiday promotion; e- Tell a friend and win	Express 407; 50¢ to GO	Board Changes and information updates
Students	University Special; e-Holiday promotion; e- Tell a friend and win; e-Game	High school special; BusIT;	Board Changes and information updates
New Canadians	Ethnic campaign: New Rider acquisition; Trip Planning; Hop on Hop Off		Board Changes and information updates
Community Relations	Community outreach- community events; programs, festivals	Mobility Plus; Wonderbus;	Advertorials; Loyalty Card; Board Changes and information updates
Business Relations	Viva Wednesday; Chambers of Commerce activities Pitch to business in the region		Business Volume Incentive program
Stakeholder Relations	Newsletter; Reports		

3.7 Evaluation and Performance Measures

Each year, YRT prepares a comprehensive analysis of both its conventional and mobility services, assessing these services against performance evaluation measures, and comparing to similar systems. This year YRT will also be measuring the performance of the newly introduced Viva rapid transit services.

These annual reports are used by staff for identifying particular strengths and weaknesses in the system, as well as for reporting on progress in system and peer performance to Transit Committee and Regional Council.

For conventional transit, services are assessed in terms of:

- Revenue Hours:
 - total revenue hours
 - hours per capita
- Ridership:
 - total ridership;
 - ridership per capita; and
 - ridership per revenue hour
- Financial performance:
 - R/C ratio;
 - net cost per capita;
 - net cost per passenger
 - total cost per passenger; and
 - total cost per hour.

In addition to these measures, individual routes, route segments and operating periods are assessed in terms of boardings per vehicle-hour, based on the recommendations of the 2006-2010 Service Plan. This measure allows comparison of individual routes against each other and against performance thresholds to ensure the most effective use of resources.

YRT's Mobility Plus service for persons with transportation mobility limitations is assessed against similar relevant indicators, and also includes:

- trips per registrant
- trips per hour; and
- kilometres per trip.

Exhibit 2 shows a portion of a report to Council comprising a comparison of YRT's performance measures to previous years and to similar systems.

Exhibit 2

Performance Comparison Report

PERFORMANCE COMPARISON of YORK REGION TRANSIT and OTHER TRANSIT SYSTEMS																			
System	Fleet Size	Service Area Pop	Ridership (Rev Passeng)	Revenue	Cost	Rev/ Cost	Net Operat Cost	Net Cost/ Capita	Net Cost/ Pass	Revenue Veh Hrs	Total Veh Hrs ¹	Hrs/ Capita	Pass/ Capita	Pass/ Rev Hr	Avg Fare	Cost/ Pass	Cost/ Rev Hr	Cost/ Total Hr	
York Region Transit (2001)	145	687,500	7,601,969	\$ 13,842,099	\$ 25,540,019	54%	\$ 11,697,920	\$ 17.02	\$ 1.54	352,997	394,733	0.51	11.1	21.5	\$ 1.72	\$ 3.36	\$ 74.76	\$ 64.70	
York Region Transit (2002)	165	801,865	8,432,384	\$ 15,568,000	\$ 35,892,566	43%	\$ 20,324,566	\$ 25.35	\$ 2.41	452,787	505,180	0.56	10.52	18.62	\$ 1.77	\$ 4.26	\$ 81.19	\$ 71.05	
York Region Transit (2003)	231	842,416	10,258,613	\$ 20,017,626	\$ 45,773,763	44%	\$ 25,756,137	\$ 30.57	\$ 2.51	555,395	621,010	0.66	12.18	18.47	\$ 1.84	\$ 4.46	\$ 82.42	\$ 73.71	
York Region Transit (2004)	240	884,554	13,815,517	\$ 26,115,816	\$ 51,972,434	50%	\$ 25,856,618	\$ 29.23	\$ 1.87	620,366	693,728	0.70	15.62	22.27	\$ 1.84	\$ 3.76	\$ 83.78	\$ 74.92	
York Region Transit (2005)	348	922,000	14,805,543	\$ 30,511,022	\$ 71,829,055	42%	\$ 41,318,033	\$ 44.81	\$ 2.79	733,421	825,947	0.80	16.06	20.19	\$ 2.00	\$ 4.85	\$ 97.94	\$ 86.97	
York Region Transit (2006)	378	953,000	19,390,000	\$ 41,126,410	\$ 106,617,088	39%	\$ 65,490,678	\$ 68.72	\$ 3.38	997,929	1,130,770	1.05	20.35	19.43	\$ 2.07	\$ 5.50	\$ 106.84	\$ 94.29	
Brampton Transit (2004)	150	380,917	8,381,335	\$ 16,890,468	\$ 30,526,473	55%	\$ 13,636,005	\$ 35.80	\$ 1.63	382,291	420,929	1.00	22.00	21.92	\$ 1.97	\$ 3.64	\$ 79.85	\$ 72.52	
Grand River Transit (2004)	181	405,623	11,996,048	\$ 15,285,681	\$ 37,084,792	41%	\$ 21,799,111	\$ 53.74	\$ 1.82	434,418	456,171	1.07	29.57	27.61	\$ 1.23	\$ 3.09	\$ 85.37	\$ 81.30	
STL Laval (2004)	229	364,800	18,675,046	\$ 25,104,935	\$ 59,177,915	42%	\$ 34,072,980	\$ 93.40	\$ 1.82	410,706	752,332	1.13	51.19	45.47	\$ 1.31	\$ 3.17	\$ 150.68	\$ 82.26	
BC Transit-Victoria (2004)	207	334,448	19,612,722	\$ 24,563,324	\$ 45,799,108	54%	\$ 21,235,784	\$ 63.50	\$ 1.08	560,428	560,428	1.68	58.64	35.00	\$ 1.21	\$ 2.34	\$ 81.72	\$ 81.72	
Mississauga Transit (2004)	345	695,000	25,433,107	\$ 48,438,486	\$ 82,226,212	59%	\$ 33,787,726	\$ 48.62	\$ 1.33	838,290	1,012,976	1.21	36.59	30.34	\$ 1.80	\$ 3.23	\$ 98.09	\$ 81.17	
Calgary Transit (2004)	890	933,495	79,510,800	\$ 92,340,000	\$ 191,462,000	48%	\$ 99,122,000	\$ 106.18	\$ 1.25	1,721,983	1,983,673	1.84	85.18	46.17	\$ 1.11	\$ 2.41	\$ 111.19	\$ 96.52	
OC Transpo (2004)	898	751,000	88,779,641	\$ 108,034,697	\$ 207,075,344	52%	\$ 99,040,647	\$ 131.88	\$ 1.12	1,727,089	2,328,686	2.30	118.22	51.40	\$ 1.19	\$ 2.33	\$ 119.90	\$ 88.92	
TTC (2004)	2434	2,481,494	418,099,000	\$ 710,075,977	\$ 901,149,495	79%	\$ 191,073,518	\$ 77.00	\$ 0.46	8,710,954	8,842,311	3.51	168.49	48.00	\$ 1.63	\$ 2.16	\$ 104.94	\$ 103.38	
CANADA (2004)	15236	20,341,779	1,592,018,272	\$ 2,386,173,177	\$ 3,908,723,084	61%	\$ 1,526,538,653	\$ 75.04	\$ 0.96	35,395,864	39,243,267	1.83	78.26	43.21	\$ 1.45	\$ 2.46	\$ 91.71	\$ 91.71	

Notes:

York Region 2005 data as per approved budget, 2006 preliminary budget as of October 3, 2005

Peer Group statistics based on 2004 CUTA data

2003 data includes assumption of GO Yonge C and Bayview services

Avg fare based on farebox revenues only - does not include advertising revenues

¹Total Vehicle Hours Include 15% Deadhead (Excluding TTC)

3.8 Specialized Services (Mobility Plus)

The Regional Municipality of York assumed both conventional and specialized transit services on January 1, 2001. Specialized Transit (YRT Mobility Plus) is an accessible public transit service for those persons who are disabled and unable to use accessible conventional transit and who meet specific eligibility requirements. Mobility Plus is a share-ride, escorted door-to-door transportation service provided by contracted accessible buses, accessible minivans and sedan vehicles to address the various registrant mobility requirements. Eligibility and applicant processing, route/trip scheduling, trip booking, customer service, marketing/information, contract auditing and compliance functions are carried out by in-house staff.

Ridership growth on Mobility Plus continues at an impressive rate and is a direct reflection of population growth within the Region (changing demographic profile i.e. more seniors) and increased travel use by existing and new registrants. For example, ridership growth in 2002 was 13.8% over 2001, 10.2% in 2003 over 2002, 19.1% in 2004 over 2003, and 5% 2005 over 2004. Year end ridership for 2005 is projected to be 263,500 trips. A further 10% increase in ridership is projected in 2006.

The existing specialized transit service provides a significant benefit to persons with disabilities, but because of increasing trip demands and high trip costs (\$18.00 a gross cost per passenger trip compared to \$4.00 a gross cost for a conventional transit passenger trip), it is important that the service be designed and operated to provide an effective and efficient service while maintaining a high standard of service quality.

As such, ridership growth initiatives within the context of specialized transit will focus on four main objectives:

1. Enhancing and expanding capacity of the system to accommodate trip demand.
2. Enhancing the quality of service for customers.
3. Undertaking initiatives to improve the efficiency and cost structure of the service.
4. Improving conventional system accessibility for easier access by persons with disabilities

To that end, the 2006 Mobility Plus initiatives include:

- the continued expansion of the accessible bus fleet to meet growing mobility aid and capacity requirements.
- expanded large capacity vehicle allocation on weekends and evenings to meet customer trip demands.
- the introduction of performance-based service contracts to maximize service efficiencies.
- the enhancement of the scheduling, dispatching and booking systems through automation upgrades, improved centralization of functions and improved on-road monitoring.

- the conversion of current customers to use the accessible conventional transit system through the introduction of a formal travel training program.
- the introduction of improved customer service training for employees and contractors.
- the building of community and agency partnerships to improve the access to information.
- the introduction of vehicle system automation (a global positioning system(GPS)) to monitor vehicle on-time system performance thereby improving schedule adherence and ability to address same-day trip requests
- the undertaking of changes associated with the setting of accessibility standards through the Accessibility for Ontarians with Disabilities Act, 2005.

The delivery of specialized public transit, such as that provided by Mobility Plus, creates strategic planning challenges and financial pressures. In 2006, it is planned to address these challenges and financial realities through the various initiatives mentioned above directed at improving the quality and the efficient delivery of the service.

4. ASSET MANAGEMENT PLAN

Transit assets are managed through a number of mediums including both capital and operating components. They complement the various transit initiatives listed earlier with respect to addressing the needs, strategies, plans, targets and goals.

4.1 Current Environment

4.1.1 Fleet Roster and Assignments

An up-to-date list including fleet number, vehicle identification number, make, model, license plate number, passenger seat capacity, etc. is maintained including assignments to specific contractor divisions. Vehicle types are targeted for specific routes and applications and for each schedule change or Board Period, vehicle requirements to meet the schedule service in each division are reviewed and adjusted if necessary. A spare ratio of 18% (i.e. the number of buses over and above the weekday rush hour peak in service vehicle demand) is targeted. This component provides a contingency for breakdowns, preventative and reactive maintenance, specified programmed work such as refurbishment and contingency for unforeseen emergency demand. It should be noted that a spare ratio of 15% had been in effect in the past, however, vehicles today have more complex subsystems and new components than transit buses in the Province did a few decades ago (e.g. air conditioning, lifts and ramps for accessibility, air conditioning, emission controls, power steering, auxiliary heaters, etc.).

In addition to the revenue fleet, YRT maintains a fleet of Service Vehicles (13 sedans, 2 vans) with an average age of approximately 2.5 years, purchased between 1999 and 2005.

Appendix B to this report contains a complete inventory of revenue vehicles.

4.1.2 Garage and Vehicle Related Facilities

In all but one case, the private contractors performing the Region's transit service operate from their own garage and yard facilities. Costs associated with capital or operating upkeep are entirely the responsibility of the contractors and are blended into the hourly rate charged for revenue transit service hours performed. The Performance Based Contracts have components from a risk management perspective included that protects the Region's assets (i.e. buses) that are stored and maintained on the contractor's premises. At present, the radio communications systems for these contractors are also the responsibility and property of the contractors. In the one exception, the Region recently acquired a garage property for use by its Rapid Transit Service contractor for a portion of that service. Terms in this Performance Based Contract govern the tenancy arrangement of the contractor. The communications system on the Rapid Transit Buses is owned by the Region and is under warranty at present.

4.1.3 BRT - Intelligent Transportation Systems (ITS)

The Region's bus rapid transit service, Viva, serves the customers through a network of 119 "stations" comprising stops and has the following assets at stops and terminals:

- Automated Fare Collection System
 - multiRide Machines - 16

- oneRide Machines - 104
- vivaNow Machines - 124
- INIT System
 - Variable Message Signs (VMS) - 122

All the hardware equipment is maintained through maintenance contracts.

4.1.4 Shelters and stops

In addition to the 119 Viva stations, YRT maintains a series of regular route stops, shelters and associated equipment including:

Conventional Stops	3766
Shelters	771
Benches	603
Info Posts	108
Map Frames	93

The condition of these facilities is closely monitored and the annual capital plan addresses replacement and renewal requirements

4.2 Maintenance Program

YRT's vehicle and equipment assets are maintained and managed by the various contractors responsible for the service delivery, and performance is managed under the provisions of the performance-based contracts.

Non-revenue vehicles, such as inspectors' vehicles and such, are maintained by the Region of York Fleet Services department.

Shelters and stops are maintained under a third-party contract.

Details other replacement and renewal plan for all equipment and facilities is detailed in the next section

4.3 Capital Program and Financial Plan

The ten-year capital plan includes provision for acquisition of new assets including revenue and non-revenue vehicles. Revenue vehicles (both conventional and specialized) are identified for expansion or replacement. Quantities and type of expansion buses are determined by the Five Year and Annual Service Plans, the latter being approved by Council each year in tandem with Capital and Operating Budgets. Replacement buses are determined by identifying the amount and type of older vehicles which are approaching the end of their feasible service design life. Although there are targeted retirements projected for the long term based on chronologic age, potential retirement candidates are reviewed to confirm either suitability for retirement in the targeted year or adjusted with other units more suitable for retirement at the time, based on actual vehicle condition and

operating requirements. Acquisitions of both vehicle types are currently supported by the Ontario Transit Replacement Program.

It should be noted that historically, conventional transit buses in Ontario have had a planned service life of 18 years although there has been some more recent deviations to this norm. Mid-life structural refurbishment of conventional buses is also included in this plan to achieve the targeted 18 years of service. Eligibility for funding this work is also part of the Province's program noted above and detailed submissions are forwarded annually. The manufacturing and technical marketplace is constantly being investigated for new or innovative products. Comparison with peer groups is another tool used. Fleet average age and percentages of the fleet equipped with certain features are used as benchmarks against the industry. Statistics from the Canadian Urban Transit Association's fact book are one source of comparison. As an example, the average age of the Region's conventional bus fleet at present is just over seven years and over two-thirds of the fleet is air-conditioned and accessible to persons with mobility aid devices The Plan is reviewed annually and amended as necessary.

Exhibit 3 shows the current 10-year capital plan for YRT services, with proposed funding sources.

Exhibit 4 shows the current 10-year capital plan for Viva services, with proposed funding sources.

Exhibit 3

Current YRT 10-Year Capital Plan



Transportation & Works Department Transit Services - YRT - 2006 to 2015 10 Year Capital Plan - by Need Category

		Approved to Dec 31/04	Approved 2005	(Cash Flow in \$000's)																	Balance To Complete	Total Project
Number	Description			2005 CF into 2006	2004 CF into 2006	Total CF into 2006	2006	Total 2006	2005 CF into 2007	2007	Total 2007	2008	2009	2010	2011	2012	2013	2014	2015			
York Region Transit																						
Gross Expenditures																						
Rehabilitation /Replacement																						
80830	Conventional Buses Replacement	39,902	7,617	3,583	0	3,583	8,964	12,547		6,459	6,459	5,064	4,044	5,109	5,109	5,109	5,109	5,109	7,659	0	105,256	
82130	Specialized Buses Replacement	2,123	155	0	0	0	242	242		7	7	7	477	947	1,182	1,417	1,182	712	712	0	9,158	
82770	Inspector's Vehicles	29	61	70	0	70	30	100		0	0	30	0	30	0	30	0	0	30	0	240	
82140	Structural Refurbishing of Buses	2,617	192	456	0	456	262	718		422	422	422	982	982	982	982	982	982	1,222	0	11,030	
82780	Bus Repainting	222	82	84	0	84	83	167		683	683	0	0	0	0	0	0	0	0	0	1,070	
82800	Auxiliary Heaters	380	91	15	0	15	0	15		0	0	0	0	0	0	0	0	0	0	0	471	
82190	Bus Terminals, Loops & Stops-Replacement	0	701	60	0	60	811	871		686	686	436	436	436	436	436	436	436	386	0	5,633	
82180	Farebox System	2,236	1,141	0	0	0	52	52		520	520	220	220	220	220	220	220	220	220	0	5,709	
Total Rehabilitation / Replacement		47,509	10,041	4,268	0	4,268	10,443	14,711		8,776	8,776	6,178	6,158	7,723	7,928	8,193	7,928	7,458	10,228	0	138,567	
Growth /Expansion																						
82100	Conventional Bus Expansion-X Boundary	17,727	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	17,727	
82110	Conventional Buses Expansion - Internal Only	7,311	4,647	2,290	0	2,290	2,559	4,849		21,398	21,398	9,054	9,054	9,054	9,054	9,054	9,054	8,919	8,919	0	108,078	
82120	Specialized Buses Expansion	2,234	0	285	0	285	476	761		946	946	711	711	711	946	946	1,181	1,181	1,181	0	11,227	
81580	Transit Vehicle Garages	100	3	0	0	0	6,127	6,127		25,877	25,877	25,002	2	8,002	20,002	20,002	2	9,002	21,002	21,000	156,121	
83570	South Services Centre Space Expansion	0	100	0	0	0	337	337		0	0	0	0	0	0	0	0	0	0	0	437	
82150	Bus Terminals, Loops & Stops-Expansion	1,507	1,704	1,290	0	1,290	536	1,826		686	686	536	536	536	1,536	436	436	436	386	0	9,273	
82160	GO Rail Station Improvements	231	251	325	0	325	0	325		0	0	0	0	0	0	0	0	0	0	0	482	
82170	GTA Smart Card	119	151	150	0	150	0	150		3,400	3,400	5,800	0	0	0	0	0	0	0	0	9,470	
83510	Finch Station Signalization	0	100	100	0	100	0	100		0	0	0	0	0	0	0	0	0	0	0	100	
83960	Hybrid Buses	0	0	0	0	0	2,530	2,530		0	0	0	0	0	0	0	0	0	0	0	2,530	
83970	Bike Racks	0	0	0	0	0	100	100		600	600	0	0	0	0	0	0	0	0	0	700	
Total Growth / Expansion		29,230	6,956	4,440	0	4,440	12,665	17,105	0	52,907	52,907	41,103	10,303	18,303	31,538	30,438	10,673	19,538	31,488	21,000	316,146	
Service Improvement / Enhancement																						
82790	ITS / Computer Systems	975	1,946	1,483	0	1,483	5,784	7,267		6,969	6,969	1,619	219	219	219	219	219	219	219	0	18,828	
83980	Security Equipment	0	0	0	0	0	1,010	1,010		725	725	500	0	0	0	0	0	0	0	0	2,235	
Total Service Improvement / Enhancement		975	1,946	1,483	0	1,483	6,794	8,277	0	7,694	7,694	2,119	219	219	219	219	219	219	219	0	21,063	
Completed 2004 Projects		830	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	830	
Total Gross Expenditures		78,544	18,943	10,191	0	10,191	29,903	40,094	0	69,378	69,378	49,401	16,681	26,246	39,686	38,851	18,821	27,216	41,936	21,000	476,606	
Financing Sources																						
Regional Sources																						
	Reserve Transit - Current Tax Levy	10,621	4,200	1,387	0	1,387	4,200	5,587		7,800	7,800	7,501	8,500	9,500	10,500	11,500	12,186	13,500	14,500	0	114,508	
	Development Charge	10,974	1,015	401	0	401	1,737	2,138		8,972	8,972	7,569	1,410	2,476	4,308	4,088	802	2,295	4,685	2,800	53,129	
	D.C. Previously Committed	2,967	30	376	0	376	0	376		0	0	0	0	0	0	0	0	0	0	0	2,997	
	Developer Up - Front Direct Contribution	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	
	Transit Reserves - Prior Tax Levy	5,101	0	928	0	928	0	928		0	0	0	0	0	0	0	0	0	0	0	5,101	
	Debentures	40,826	9,511	2,710	0	2,710	18,956	21,666		42,864	42,864	29,247	1,685	6,005	12,457	10,764	0	5,791	16,192	11,200	205,498	
	Donations	647	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	647	
Sub - Total Regional Sources		71,135	14,755	5,802	0	5,802	24,893	30,695		59,636	59,636	44,317	11,595	17,981	27,265	26,352	12,988	21,586	35,377	14,000	381,880	
External Sources																						
	Federal Funding	0	0	0	0	0	0	0		0	0	0	0	2,667	6,667	6,667	0	0	0	7,000	23,002	
	Federal Funding (Gas Tax)	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	
	Provincial Funding (OTVP)	6,833	4,188	1,441	0	1,441	5,010	6,451		9,742	9,742	5,084	5,086	5,598	5,754	5,832	5,833	5,630	6,560	0	71,149	
	Provincial Funding (Gas Tax)	0	0	2,948	0	2,948	0	2,948		0	0	0	0	0	0	0	0	0	0	0	0	
	Municipal/ Local	576	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	576	
Sub - Total External Sources		7,409	4,188	4,389	0	4,389	5,010	9,399		9,742	9,742	5,084	5,086	8,265	12,421	12,499	5,833	5,630	6,560	7,000	94,726	
Total Financing		78,544	18,943	10,191	0	10,191	29,903	40,094		69,378	69,378	49,401	16,681	26,246	39,686	38,851	18,821	27,216	41,936	21,000	476,606	
Debenture Repayment Sources																						
	Tax Levy	40,826	9,511	2,710	0	2,710	18,956	21,666		42,864	42,864	29,247	1,685	6,005	12,457	10,764	0	5,791	16,192	11,200	205,498	
	Development Charges																				0	
	Other (specify)																				0	
Total Debenture Requirements		40,826	9,511	2,710	0	2,710	18,956	21,666		42,864	42,864	29,247	1,685	6,005	12,457	10,764	0	5,791	16,192	11,200	205,498	
Notes:																						
* Estimated available Gas Tax Funding to replace Transit Capital (YRT and Rapid Transit) Debentures:																						
- Provincial Gas Tax			7,700			0		0		0	0	0								0	7,700	
- Federal Gas Tax			0				11,960	11,960		9,460	9,460	11,760								0	33,180	

Exhibit 4

Current VIVA 10-Year Capital Plan



Rapid Transit - 2006 to 2015 10 Year Capital Plan

10-Nov-05

Project		Costs to Dec 31/04	Approved 2005 Budget	To Be Spent in 2005	Carry Forward into 2006	(Cash Flow in \$000's)														Balance To Complete	Total Project
Number	Description					2006	Total 2006	CF into 2007	2007	Total 2007	2008	2009	2010	2011	2012	2013	2014	2015			
Rapid Transit																					
1. Service Improvement / Enhancement																					
81540	Steeles to Vaughan Center Rapid Transit (Bus Rapid Transit)	0	0	0	0	0	0	2,480	2,480	2,560	20,724	20,724	0	0	0	0	0	0	46,488		
81550	Steeles to Markham Center Rapid Transit (Bus Rapid Transit)	0	0	0	0	0	0	2,720	2,720	2,810	22,678	22,688	0	0	0	0	0	0	50,895		
81570	Property Acquisition for Transit Improvements	5,654	0	1,633	0	7,060	7,060	7,060	7,060	13,440	13,440	13,440	0	0	0	0	0	0	61,727		
81730	Public Private Partnership - Rapid Transit	12,248	4,500	6,000	688	0	688	0	0	0	0	0	0	0	0	0	0	0	18,936		
81900	Quick Start Program	45,096	57,022	99,835	5,069	0	5,069	0	0	0	0	0	0	0	0	0	0	0	150,000		
82760	Rapid Transit Vehicles	0	0	0	0	2,500	2,500	0	24,500	24,500	20,000	20,000	20,000	19,875	18,750	18,750	18,750	16,875	180,000		
82810	Enterprise Dr Grade Separation	0	0	1,200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,200		
82820	Future Expansion	0	0	0	0	0	0	0	0	0	0	0	0	0	0	150,000	150,000	150,000	450,000		
83540	Spadina EA	0	100	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100		
83550	YRTP Maintenance Facilities	0	6,000	1,500	0	21,107	21,107	0	12,633	12,633	22,380	7,240	5,000	10,000	0	0	0	0	84,360		
83560	York Region Rapid Transit Corporation	0	1,531	1,531	0	2,426	2,426	0	2,474	2,474	2,524	2,574	2,626	2,678	2,732	2,786	2,842	2,899	28,090		
99751	Viva Service – Minor Capital Improvements	0	0	0	0	2,500	2,500	0	2,500	2,500	0	0	0	0	0	0	0	0	5,000		
99750	GTA Farecard Project & ITS	0	0	0	0	0	0	0	0	0	5,000	5,000	5,000	0	0	0	0	0	15,000		
99753	Yonge St- Steeles to Highway 7 (Bus Rapid Transit)	0	0	0	0	3,990	3,990	0	58,312	58,312	56,963	518	0	0	0	0	0	0	119,783		
99754	Yonge St- Hwy 7 to Bernard (19th) (Bus Rapid Transit)	0	0	0	0	5,160	5,160	0	74,201	74,201	72,594	657	0	0	0	0	0	0	152,612		
99755	Yonge St, from Bernard (19th) to Newmarket (Bus Rapid Transit)	0	0	0	0	0	0	0	0	0	18,400	18,450	158,864	158,864	0	0	0	0	354,578		
99756	Hwy 7, Hwy 50 to Vaughan Corporate Centre/Jane (Bus Rapid Transit)	0	0	0	0	0	0	0	0	0	10,940	10,970	94,495	94,495	0	0	0	0	210,899		
99757	Hwy 7 from Vaughan Corporate Centre to Yonge Street (Bus Rapid Transit)	0	0	0	0	0	0	0	11,510	11,510	11,870	96,040	96,050	0	0	0	0	0	215,470		
99758	Hwy 7 – Yonge Street to Markham Centre (Bus Rapid Transit)	0	0	0	0	6,390	6,390	0	91,975	91,975	89,871	825	0	0	0	0	0	0	189,060		
99752	Hwy 7- Markham Centre to Reesor Road	0	0	0	0	0	0	0	0	0	7,970	7,990	68,830	68,830	0	0	0	0	153,620		
99761	Cornell/East Markham Terminal	0	0	0	0	6,000	6,000	0	0	0	0	0	0	0	0	0	0	0	6,000		
99762	North Yonge Environmental Assessment	0	0	0	0	770	770	0	150	150	0	0	0	0	0	0	0	0	920		
99763	Additional VIVA Buses	0	0	0	0	3,260	3,260	0	0	0	0	0	0	0	0	0	0	0	3,260		
	Sub-Total Service Improvement/Enhancement	62,998	69,153	111,799	5,757	61,162	66,919	0	290,515	290,515	300,011	227,005	222,937	354,742	343,670	171,536	171,592	169,774	2,498,000		
Total Gross Expenditures		62,998	69,153	111,799	5,757	61,162	66,919	0	290,515	290,515	300,011	227,005	222,937	354,742	343,670	171,536	171,592	169,774	2,498,000		
Financing Sources																					
Regional Sources																					
	Reserve Transit - Current Tax Levy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Development Charge																				
	D.C. Previously Committed																				
	Developer Front-end Direct Contribution																				
	Transit Reserves - Prior Tax Levy																				
	Debentures	32,934	31,138	44,242	2,378	41,296	43,673	0	111,717	111,717	125,566	91,171	88,356	126,699	116,378	59,036	59,092	58,524	962,889		
	Donations																				
Sub - Total Regional Sources		32,934	31,138	44,242	2,378	41,296	43,673	0	111,717	111,717	125,566	91,171	88,356	126,699	116,378	59,036	59,092	58,524	962,889		
External Sources																					
	Federal Funding	15,032	19,007	33,778	1,690	9,933	11,623	0	89,399	89,399	87,223	67,917	67,290	114,021	113,646	56,250	56,250	55,625	767,555		
	Provincial Funding	15,032	19,007	33,778	1,690	9,933	11,623	0	89,399	89,399	87,223	67,917	67,290	114,021	113,646	56,250	56,250	55,625	767,555		
	Provincial Funding (Gas Tax)																				
	Municipal/ Local	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Sub - Total External Sources		30,064	38,015	67,557	3,379	19,867	23,246	0	178,799	178,799	174,445	135,834	134,581	228,043	227,293	112,500	112,500	111,250	1,535,111		
Total Financing		62,998	69,153	111,799	5,757	61,162	66,919	0	290,515	290,515	300,011	227,005	222,937	354,742	343,670	171,536	171,592	169,774	2,498,000		
Debenture Repayment Sources																					
	Tax Levy (80%)	26,347	24,911	35,394	1,902	33,036	34,939	0	89,373	89,373	100,453	72,937	70,685	101,359	93,102	47,229	47,274	46,819	770,311		
	Development Charges (20%)	6,587	6,228	8,848	476	8,259	8,735	0	22,343	22,343	25,113	18,234	17,671	25,340	23,276	11,807	11,818	11,705	192,578		
	Other (specify)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total Debenture Requirements		32,934	31,138	44,242	2,378	41,296	43,673	0	111,717	111,717	125,566	91,171	88,356	126,699	116,378	59,036	59,092	58,524	962,889		

4.4 Risk Management and Performance Measures

4.4.1 Risk Management

Risk is effectively managed through the performance-based contract provisions between YRT and the contractors. Performance-based contracts contain specific provision for items such as:

- kilometres between road calls
- wheelchair lift/ramp failures
- ventilation system failures
- maintenance inspection timing performance
- accidents
- CVOR records
- training
- reporting requirements

Each of these elements service to reduce the risk involved with service delivery, as well as vehicle related elements such as:

- expected vehicle life
- vehicle safety
- regulatory requirements
- safety-related operator performance

4.4.2 Performance Measures

Unlike most municipal transit operations in the Province which are entirely “in-house”, the Region’s conventional and bus rapid transit services are managed by a different manner of governance. The planning, marketing, administration, financial and operational management/monitoring components are contained within a Regional Department. Included in these duties are route and schedule development, customer service, fare establishment, policies and procedures, specification development, etc. Actual transit service, while overseen by the Region, is executed by private contractors under operations and maintenance contracts. These contracts contain performance standards and corresponding financial incentives for compliance/attainment. Conversely, there are disincentives for shortfalls in performance. A similar arrangement for specialized services is imminent.

The Region assigns buses to various contractors based on route and service level requirements and all operating and mechanical maintenance is the responsibility of each respective contractor. Each weekday, every contractor is required to provide to the Region a status report of all vehicles (i.e. in service, available for service, undergoing repairs, off property for refurbishment, etc.). The Performance Based Contracts includes prescriptive standards of inspection and maintenance routines as well as record management and compliance to original equipment manufacturer specifications and all

related legislated mandates. In addition, standards of training and other requirements for contractors' personnel (bus operators, mechanics, etc.) are also prescribed to ensure that the Region's assets are in the care, custody and control of competent and qualified individuals.

As part of each order of new vehicles, the Region requires the bus manufacturer to supply a minimum number of training hours on the model of bus being purchased. These hours provide both contractor and selected Regional staff instruction in diagnosis and maintenance of the buses. Performance standards relating to the fleet are measured in such areas as kilometres per vehicles operated annually, average kilometres operated between road calls, etc. The conventional service contractors are also responsible for routine maintenance of on-board fareboxes which like the fleet are capital assets acquired by the Region. The activities, programs, standards and records of contractors are subject to periodic and random audit by the Region's staff.

Appendices

APPENDIX A: 5-YEAR SERVICE PLAN

The Five-Year plan for 2006 to 2010 includes a number of service initiatives. These have been identified separately for the Short-Term, covering a period of one to two years and Medium-Term, covering a period of three to five years.

Generally, as the system matures, YRT should plan to expand its system and service levels in line with population increases. Both new routes and additional vehicle-hours of service should be added at a minimum level equivalent to the population increase. In the short-term, higher levels of service increases may still be required to serve new areas and to support Viva service.

Short-Term (1 to 2 Years)

Route Modifications To Improve Service

In concert with on-going analysis by YRT staff, a series of route and service improvements has been identified for 2006 and 2007 to:

- extend service to new areas;
- complete the base grid expansion; and
- improve service frequency and span of service to meet growth needs.

Table 1 shows a summary of these route and service changes for 2006. Bolded entries depict elements that contribute to achieving the Base Grid service.

Table 2 shows the recommend services for 2007, including service expansions and base grid development. Table 3 shows recommended service expansions for 2007.

The new route elements are not specifically recommended, but presented as potential changes for the purpose of identifying required resources.

Table 1
2006 Recommended Service Improvements¹

<i>Route</i>	<i>New Route or Service Extension</i>	<i>New Period of Operation</i>	<i>Frequency Improvement</i>	<i>Span of Service Improvement</i>
1 - Highway 7		Late Evening	Reduce for VIVA	
13 - Islington			Peak to Kleinburg	
2 - Miliken			Branch improvement	
2 - Miliken			Peak	
2 - Miliken / 2A 14th Avenue	Fairtree Extension		Saturday/Sunday	Late Evening
20 - Jane			Sunday	
22 - King City		Sunday Service		
224 - Woodbine		Midday/Evening to Cathedral		
224 - Woodbine		Saturday/Sunday to Cathedral		
23 - Thornhill Woods	New Route to Finch Stn			
301 - Markham Express			AM/PM peak	
302 - Unionville Express			PM peak	
303 - Cornell Express			AM/PM peak	
31 - Aurora North		Sunday Service	Weekday Late evening	
32 - Aurora South		Sunday Service		
33 - State Farm	Service to State Farm			
40/41 - Unionville/Markham	New 40A branch-peak		AM/PM Peak/Sat/Sun	Weekday late Evening
42 - BridleWalk	New Route AM/PM peak			
45 - Mingay	New Route AM/PM peak			
4A - Major Mackenzie	4A Branch			
5 - Clark		Saturday Evening/Sunday		
50 - Queensway	Keswick peak Extension			
52 - Holland Landing			Saturday Late Evening	
54 - Bayview North		Sunday Service	Saturday Late Evening	
58 - Leslie North	Mount Albert Weekday/Saturday			
7 - Martin Grove		Sat/Sun to Humber		
8 - Kennedy			Saturday	Sunday Late Evening
82 - Valleymede/Spadina		Sunday Service		
83 - Trench		Sunday Service	Saturday Late Evening	
84 - Oak Ridges		Sunday Service		
85 - Rutherford	New 85c to Beaver Creek			Sat/Sun Late Evening
86 - Weldrick/Newkirk		Sunday Service		
87 - Langstaff		Sunday Service		
98 - Yonge North	extension to E.G. GO			
Airport Link	New route			
Aspen Ridge Local	New route			
R.H. Inspiration	New route Weekday/Sat			
TTC - 130 - Middlefield	Peak to 14th			
TTC - 21 - Brimley	Peak to 14th			
TTC 102D - Markham Rd			Saturday	
TTC 102D - Markham Rd.			Weekday midday	
TTC 105 Dufferin			Sunday	
TTC 165 - Weston				Sunday Evening
TTC 68B - Warden North			Saturday	

Service changes will be assessed annually according to the service standards and in consultation with stakeholders.

¹ Pending 2006 budget approval – recommended services not approved for implementation will be deferred to the following year, which may result in further deferrals from that year.

Table 2
2007 Recommended Service Improvements to Complete Base Grid²

Base Grid Route	New Route or Service Extension	New periods of Operation	Span Of Service Change	Frequency Improvements
Route 7			Saturday AM	Saturday All periods
Route 8		-	Saturday AM Saturday PM	Late Evening
Route 13		Sunday all day	Weekday Late Evening	Weekday All periods Saturday All periods
Route 54			Saturday AM	Weekday midday/evening Saturday All periods
Route 68b		-	-	Weekday Late Evening Saturday Late Evening
Route 85		-	-	Weekday Late Evening
Route 88		-	Weekday Late Evening	Weekday Evening Saturday All periods
Route 102d		-	Saturday AM	Weekday Evening
Route 129d		-	-	Weekday Late Evening
Route 24/224d				All periods

Service changes will be assessed annually according to the service standards and in consultation with stakeholders.

² Pending 2006 budget approval – recommended services not approved for implementation will be deferred to the following year, which may result in further deferrals from that year.

Table 3
New Routes to Serve Development Areas - 2007³

Map Area	Potential Route	Operating Periods	Connections
Vaughan			
1	Extend Route 27	Weekday AM/PM Peak	TTC
6	Re-configure Route 12	Weekday AM/PM peak/midday	TTC - Viva
7/9	Reconfigure Route 87	Weekday AM/PM peak/midday	Viva
10/11	Extend Route 23	Weekday AM/PM peak/midday	Viva
Markham			
42	Extend Route 2a	All Weekday Periods	TTC-Viva
Newmarket, Aurora, East Gwillimbury			
13	Extend Route 57a	All Weekday Periods	Viva
15	Reconfigure Route 31	All Weekday periods	Viva
32	Reconfigure Route 84	All Weekday Periods	Viva

Service changes will be assessed annually according to the service standards and in consultation with stakeholders.

Route Modifications To Support Viva

HIGHWAY 7 CORRIDOR

With the implementation of Viva service in Fall 2005 and completion of the first stages in January 2006, most routes have been reconfigured to enhance connections to the Viva network, and frequency changes implemented to support the service.

The exceptions to this are Route 1 – Highway 7 and Route 77 – Highway 7-Centre Street, which are still operating at their pre-Viva service levels, though short-turn trips were eliminated in September 2005. Staff have proposed service reductions for Route 1 – Highway 7, to be implemented in March 2006.

In addition to this service change, YRT should complete a full evaluation of the impacts of Viva service on Route 77 – Highway 7-Centre Street, in conjunction with Brampton Transit staff. The workshop format developed by staff for major route reviews should be applied in early 2006 to review this route and recommend appropriate changes. This review will need to consider continuing demand levels from Brampton, as well as emerging rapid transit plans in the Brampton portion of the corridor.

³ Pending 2006 budget approval – recommended services not approved for implementation will be deferred to the following year, which may result in further deferrals from that year.

Medium-Term (3-5 Years)

Base Grid Improvements

With the span of service and frequency recommendations of the Short-Term bringing the existing Base Grid to service standards levels, the Medium-Term step for the Base Grid includes expansion of the Grid to keep pace with new development areas.

Route extensions required to maintain service coverage at service standard levels include:

- Route 4/4A easterly to Highway 7/Ninth Line in all operating periods;
- Route 4/4A westerly to Martin Grove in all operating period; and
- Route 105 Dufferin extension northerly to Elgin Mills in all operating periods.

As Base Grid routes, these routes will operate in all operating periods, seven days per week at minimum standard levels of service.

Continued Expansion Into New Development Areas

Table 4

New Routes to Serve Development Areas - 2008⁴

Map Area	Potential Route	Operating Periods	Connections
Vaughan			
4	Reconfigure Route 4a	Weekday AM/PM Peak	Viva
8	Extend Route 23	Weekday AM/PM peak/midday	Viva
Markham			
43	Extend Route 2a	All Weekday Periods	TTC-Viva
Newmarket, Aurora, East Gwillimbury			
14	Reconfigure Route 31	All Weekday periods	Viva

Service changes will be assessed annually according to the service standards and in consultation with stakeholders.

4.4.3 Integration With Brampton Rapid Transit Initiatives

Brampton Transit is planning the implementation of an initial BRT service (AcceleRide) in the Queen Street/Highway 7 corridor, beginning in 2008. This service will allow further integration of YRT and Brampton Transit services in this corridor, and may require rationalization of service for Route 77 – Highway 7-Center Street.

⁴ Pending 2006 budget approval – recommended services not approved for implementation will be deferred to the following year, which may result in further deferrals from that year.

YRT staff should monitor the BRT developments in Brampton closely, and seek regular updates from Brampton Transit staff.

Potential Integration With Expanding Durham Services

Durham Region Transit (DRT) begins regional service in Durham on January 1, 2006. The initial five-year development plan for DRT includes connections from Durham to the Highway 7 corridor in York Region and the Steeles corridor (to TTC) in 2009 or 2010.

In the development of the transit terminal in east Markham, YRT staff will consider the needs of DRT to access the terminal and coordinate with both Viva and local services in the Highway 7 corridor.

APPENDIX B – FLEET ROSTER

York Region Transit Fleet Inventory

21-Nov-05

G:\Administration\A00 - Administration General\Service Planning\MTOR\RG - Ridership Growth Strategy\Feb 06 YRT Report Elements\YRT-Viva Fleet List - Nov 05.xls\Sheet1

	Division	Unit No.	Model Year	Bus Length	Bus Make	Bus Model	Bus Type * SEE NOTES	Lifecycle	Pass. Seating Capacity	Vehicle Identification Number	License Plate #	Gross Vehicle Weight (kg)	Year of Major refurbishment	pojected Retirement date	Comments
1	Tokmakjian Inc.-Vaughan	516	1986	30'	Orion	I (01.502)	C	18	31	2B1119275G5001310	BK2 379	11,558		2006	retirement imminent
2	Tokmakjian Inc.-Vaughan	517	1987	30'	Orion	I (01.502)	C	18	31	2B1119279H5001523	BK2 380	11,594	2003	2006	retirement imminent
3	Tokmakjian Inc.-Vaughan	518	1987	30'	Orion	I (01.502)	C	18	31	2B1119278H5001755	BK1 392	15,358		2007	TEMP. LOAN TO LAIDLAW Sept./05 for up to 30 days
4	Tokmakjian Inc.-Vaughan	519	1987	40'	Orion	I (01.508)	C	18	42	2B1169779H5051757	BK1 393	16,771	2003	2009	
5	Tokmakjian Inc.-Vaughan	520	1987	40'	Orion	I (01.508)	C	18	42	2B1169777H5001756	BK2 376	16,771	2003	2009	
6	Tokmakjian Inc.-Vaughan	521	1987	40'	Orion	I (01.508)	C	18	42	2B1169770H5001758	BK2 377	16,771		2005	
7	Tokmakjian Inc.-Vaughan	522	1989	40'	Orion	I (01.508)	C	18	42	2B1169774K5002175	BK2 382	16,771	2002	2005	
8	Tokmakjian Inc.-Vaughan	523	1989	40'	Orion	I (01.508)	C	18	42	2B1169776K5002176	BK2 383	16,771		2008	
9	Tokmakjian Inc.-Vaughan	524	1989	40'	Orion	I (01.508)	C	18	42	2B1169778K5002177	BK2 384	16,771		2008	
10	Tokmakjian Inc.-Vaughan	525	1989	40'	Orion	I (01.508)	C	18	42	2B116977XU5002178	BK2 385	16,771	2003	2009	
11	Tokmakjian Inc.-Vaughan	526	1989	40'	Orion	V (05.501)	C	18	42	2B1569775K5030049	BE4 025	13,978		2007	
12	Tokmakjian Inc.-Vaughan	527	1989	40'	Orion	V (05.501)	C	18	42	2B1569771K5030050	BE4 024	13,978	2004	2010	
13	Tokmakjian Inc.-Vaughan	528	1989	40'	Orion	V (05.501)	C	18	42	2B1569773K5030051	BK2 381	13,978		2007	
14	Tokmakjian Inc.-Vaughan	529	1989	40'	Orion	V (05.501)	C	18	42	2B1569775K5030052	BE4 022	13,978		2007	
15	Tokmakjian Inc.-Vaughan	530	1989	40'	Orion	V (05.501)	C	18	42	2B1569777K5030053	BE4 026	13,978		2007	
16	Tokmakjian Inc.-Vaughan	1006	1998	30'	Champion	SoLo (50-304TZ)	C (LF/WC) AC	7	25	4VZNN0491WC025821	BJ6 369	14,060		2005	
17	Tokmakjian Inc.-Vaughan	1008	1998	30'	Champion	SoLo (50-304TZ)	C (LF/WC) AC	7	25	4VZNN0496WC025823	BJ6 370	14,060		2005	
18	Tokmakjian Inc.-Vaughan	1045	1999	40'	Orion	VI (06.501)	C (LF/WC) AC	18	32	1VH669P73X6040357	BJ7 978	18,887	2008	2017	
19	Tokmakjian Inc.-Vaughan	1046	1999	40'	Orion	VI (06.501)	C (LF/WC) AC	18	32	1VH669875X6040358	BJ7 979	18,887	2008	2017	
20	Tokmakjian Inc.-Vaughan	101	2002	30'	Thomas-Dennis	SLF-230	C (LF/WC) AC	18	24	5DF230DA72JA02253	BK6 930	11,498	2010	2019	BUILT 2001
21	Tokmakjian Inc.-Vaughan	103	2002	30'	Thomas-Dennis	SLF-230	C (LF/WC) AC	18	24	5DF230DA12JA02250	BK6 931	11,498	2010	2019	BUILT 2001
22	Tokmakjian Inc.-Vaughan	104	2002	30'	Thomas-Dennis	SLF-230	C (LF/WC) AC	18	24	5DF230DA52JA02252	BK6 932	11,498	2010	2019	BUILT 2001
23	Tokmakjian Inc.-Vaughan	113	2002	30'	Thomas-Dennis	SLF-230	C (LF/WC) AC	18	24	5DF230DA32JA02265	BK9 224	11,498	2010	2019	BUILT 2001
24	Tokmakjian Inc.-Vaughan	114	2002	30'	Thomas-Dennis	SLF-230	C (LF/WC) AC	18	24	5DF230DA52JA02266	BK9 225	11,498	2010	2019	BUILT 2001
25	Tokmakjian Inc.-Vaughan	115	2002	30'	Thomas-Dennis	SLF-230	C (LF/WC) AC	18	24	5DF230DA52JA02268	BK9 223	11,498	2010	2019	BUILT 2001
26	Tokmakjian Inc.-Vaughan	8301	1983	40'	GMC	TC40102N Classic	C	18	46	2GHYT82J4D3500458	BL2 306	13,057		2006	Acq'd 07/03 from Transit Sales Inc. EX SALT LAKE CITY
27	Tokmakjian Inc.-Vaughan	8302	1983	40'	GMC	TC40102N Classic	C	18	46	2GHYT82J2D3500460	BL2 305	13,057		2006	Acq'd 07/03 from Transit Sales Inc. EX SALT LAKE CITY
28	Tokmakjian Inc.-Vaughan	8303	1983	40'	GMC	TC40102N Classic	C	18	46	2GHYT82J4D3500461	BL2 304	13,057		2006	Acq'd 07/03 from Transit Sales Inc. EX SALT LAKE CITY
29	Tokmakjian Inc.-Vaughan	8304	1983	40'	GMC	TC40102N Classic	C	18	46	2GHYT82JXD3500464	BL2 303	13,057		2006	Acq'd 07/03 from Transit Sales Inc. EX SALT LAKE CITY
30	Tokmakjian Inc.-Vaughan	311	2003	40'	New Flyer	D40LF	C (LF/WC) AC	18	39	2FYD2LV103U025493	BL1 649	18,200	2012	2021	
31	Tokmakjian Inc.-Vaughan	314	2003	40'	New Flyer	D40LF	C (LF/WC) AC	18	39	2FYD2LV163U025496	BL2 298	18,200	2012	2021	
32	Tokmakjian Inc.-Vaughan	318	2003	40'	New Flyer	D40LF	C (LF/WC) AC	18	39	2FYD2LV143U025500	BL2 301	18,200	2012	2021	
33	Tokmakjian Inc.-Vaughan	320	2003	40"	New Flyer	D40LF	C (LF/WC) AC	18	39	2FYD2LV183U025502	BL6 920	18,200	2012	2021	
34	Tokmakjian Inc.-Vaughan	322	2003	40'	New Flyer	D40LF	C (LF/WC) AC	18	39	2FYD2LV113U025504	BL6 935	18,200	2012	2021	
35	Tokmakjian Inc.-Vaughan	326	2003	40'	New Flyer	D40LF	C (LF/WC) AC	18	39	2FYD2LV193U025508	BL6 910	18,200	2012	2021	
36	Tokmakjian Inc.-Vaughan	328	2003	40'	New Flyer	D40LF	C (LF/WC) AC	18	39	2FYD2LV173U025510	BL6 919	18,200	2012	2021	
37	Tokmakjian Inc.-Vaughan	329	2003	40'	New Flyer	D40LF	C (LF/WC) AC	18	39	2FYD2LV193U025511	BL6 918	18,200	2012	2021	
38	Tokmakjian Inc.-Vaughan	8505	1985	40"	Orion	I (01.508)	C AC	18	46	2B1169771F5001135	BL6 907	17,234		2007	ACQ'D 08/03 FROM GO TRANSIT
39	Tokmakjian Inc.-Vaughan	8506	1985	40'	Orion	I (01.508)	C AC	18	46	2B1169773F5001136	BL6 906	17,234		2007	ACQ'D 08/03 FROM GO TRANSIT
40	Tokmakjian Inc.-Vaughan	8710	1987	40'	Orion	I (01.508)	C AC	18	46	2B1169775H5001710	BH6 598	17,234		2007	ACQ'D 08/03 FROM GO TRANSIT
41	Tokmakjian Inc.-Vaughan	8711	1987	40'	Orion	I (01.508)	C AC	18	46	2B1169777H5001711	BH7 002	17,234		2007	ACQ'D 08/03 FROM GO TRANSIT
42	Tokmakjian Inc.-Vaughan	8712	1987	40'	Orion	I (01.508)	C AC	18	46	2B1169779H5001712	BH7 003	17,234		2007	ACQ'D 08/03 FROM GO TRANSIT
43	Tokmakjian Inc.-Vaughan	8713	1987	40'	Orion	I (01.508)	C AC	18	46	2B1169770H5001713	BH7 004	17,234		2008	ACQ'D 08/03 FROM GO TRANSIT
44	Tokmakjian Inc.-Vaughan	8714	1987	40'	Orion	I (01.508)	C AC	18	46	2B1169772H5001714	BH7 160	17,234		2008	ACQ'D 08/03 FROM GO TRANSIT
45	Tokmakjian Inc.-Vaughan	8715	1987	40'	Orion	I (01.508)	C AC	18	46	2B1169774H5001715	BH7 006	17,234		2008	ACQ'D 08/03 FROM GO TRANSIT
46	Tokmakjian Inc.-Vaughan	8716	1987	40'	Orion	I (01.508)	C AC	18	46	2B1169776H5001716	BH7 007	17,234		2008	ACQ'D 08/03 FROM GO TRANSIT
47	Tokmakjian Inc.-Vaughan	8717	1987	40'	Orion	I (01.508)	C AC	18	46	2B1169778H5001717	BH7 008	17,234		2008	ACQ'D 08/03 FROM GO TRANSIT
48	Tokmakjian Inc.-Vaughan	8722	1987	35'	Orion	I (01.507)	C, AC	18	37	2B1139E76H6001575	BL6 903				acq'd dec. 2004 from Miss. Truck & Bus; ex Indiana Pa.
49	Tokmakjian Inc.-Vaughan	001	2000	40'	Orion	V (05.501)	C WC AC	18	42	1VH5H3B25Y6500733	BK1 682	18,414	2010	2018	ACQ'D 08/03 FROM GO TRANSIT
50	Tokmakjian Inc.-Vaughan	002	2000	40'	Orion	V (05.501)	C WC AC	18	42	1VH5H3B27Y6500734	BK1 679	18,414	2010	2018	ACQ'D 08/03 FROM GO TRANSIT
51	Tokmakjian Inc.-Vaughan	003	2000	40'	Orion	V (05.501)	C WC AC	18	42	1VH5H3B29Y6500735	BK1 678	18,414	2010	2018	ACQ'D 08/03 FROM GO TRANSIT
52	Tokmakjian Inc.-Vaughan	004	2000	40'	Orion	V (05.501)	C WC AC	18	42	1VH5H3B20Y6500736	BK1 681	18,414	2010	2018	ACQ'D 08/03 FROM GO TRANSIT
53	Tokmakjian Inc.-Vaughan	005	2000	40'	Orion	V (05.501)	C WC AC	18	42	1VH5H3B22Y6500737	BK3 930	18,414	2010	2018	ACQ'D 08/03 FROM GO TRANSIT

York Region Transit Fleet Inventory

21-Nov-05

G:\Administration\A00 - Administration General\Service Planning\MTOR\GRS - Ridership Growth Strategy\Feb 06 VRT Report Elements\VRT-Viva Fleet List - Nov 05.xls(Sheet1)

	Division	Unit No.	Model Year	Bus Length	Bus Make	Bus Model	Bus Type * SEE NOTES	Lifecycle	Pass. Seating Capacity	Vehicle Identification Number	License Plate #	Gross Vehicle Weight (kg)	Year of Major refurbish ment	pojected Retirement date	Comments
54	Tokmakjian Inc.-Vaughan	006	2000	40'	Orion	V (05.501)	C WC AC	18	42	1VH5H3B24Y6500738	BK1 677	18,414	2010	2018	ACQ'D 08/03 FROM GO TRANSIT
55	Tokmakjian Inc.-Vaughan	007	2000	40'	Orion	V (05.501)	C WC AC	18	42	1VH5H3B26Y6500739	BK3 929	18,414	2010	2018	ACQ'D 08/03 FROM GO TRANSIT
56	Tokmakjian Inc.-Vaughan	008	2000	40'	Orion	V (05.501)	C WC AC	18	42	1VH5H3B22Y6500740	BK3 928	18,414	2010	2018	ACQ'D 08/03 FROM GO TRANSIT
57	Tokmakjian Inc.-Vaughan	009	2000	40'	Orion	V (05.501)	C WC AC	18	42	1VH5H3B24Y6500741	BK3 927	18,414	2010	2018	ACQ'D 08/03 FROM GO TRANSIT
58	Tokmakjian Inc.-Vaughan	010	2000	40'	Orion	V (05.501)	C WC AC	18	42	1VH5H3B23Y6500746	BK1 680	18,414	2010	2018	ACQ'D 08/03 FROM GO TRANSIT
59	Tokmakjian Inc.-Vaughan	224	2002	40'	Orion	V (05.501)	C WC AC	18	43	1VH5H3K2726501891	BL4 451	15,880	2012	2020	ACQ'D 08/03 FROM GO TRANSIT
60	Tokmakjian Inc.-Vaughan	225	2002	40'	Orion	V (05.501)	C WC AC	18	43	1VH5H3K2026501893	BL4 453	15,880	2012	2020	ACQ'D 08/03 FROM GO TRANSIT
61	Tokmakjian Inc.-Vaughan	226	2002	40'	Orion	V (05.501)	C WC AC	18	43	1VH5H3K2226501894	BL4 744	15,880	2012	2020	ACQ'D 08/03 FROM GO TRANSIT
62	Tokmakjian Inc.-Vaughan	227	2002	40'	Orion	V (05.501)	C WC AC	18	43	1VH5H3K2426501895	BL4 457	15,880	2012	2020	ACQ'D 08/03 FROM GO TRANSIT
63	Tokmakjian Inc.-Vaughan	228	2002	40'	Orion	V (05.501)	C WC AC	18	43	1VH5H3K2826501897	BL4 456	15,880	2012	2020	ACQ'D 08/03 FROM GO TRANSIT
64	Tokmakjian Inc.-Vaughan	229	2002	40'	Orion	V (05.501)	C WC AC	18	43	1VH5H3K2X26501898	BL4 455	15,880	2012	2020	ACQ'D 08/03 FROM GO TRANSIT
65	Tokmakjian Inc.-Vaughan	230	2002	40'	Orion	V (05.501)	C WC AC	18	43	1VH5H3K2126501899	BL4 458	15,880	2012	2020	ACQ'D 08/03 FROM GO TRANSIT
66	Tokmakjian Inc.-Vaughan	307	2003	40'	Orion	V (05.501)	C WC AC	18	43	1VH5H3H2X26502069	BL6 925	15,880	2013	2021	
67	Tokmakjian Inc.-Vaughan	308	2003	40'	Orion	V (05.501)	C WC AC	18	43	1VH5H3H2626502070	BL6 923	15,880	2013	2021	
68	Tokmakjian Inc.-Vaughan	309	2003	40'	Orion	V (05.501)	C WC AC	18	43	1VH5H3H2826502071	BL6 922	15,880	2013	2021	
69	Tokmakjian Inc.-Vaughan	310	2003	40'	Orion	V (05.501)	C WC AC	18	43	1VH5H3H2X26502072	BL6 921	15,880	2013	2021	
70	Tokmakjian Inc.-Vaughan	409	2004	40'	New Flyer	D40LF	C(LF/WC)/A/C	18	38	2FYD2LV104U026998	BL9 462	18,200	2013	2022	
71	Tokmakjian Inc.-Vaughan	410	2004	40'	New Flyer	D40LF	C(LF/WC)/A/C	18	38	2FYD2LV124U026999	BL9 461	18,200	2013	2022	
72	Tokmakjian Inc.-Vaughan	411	2004	40'	New Flyer	D40LF	C(LF/WC)/A/C	18	38	2FYD2LV134U027000	BL9 460	18,200	2013	2022	
73	Tokmakjian Inc.-Vaughan	412	2004	40'	New Flyer	D40LF	C(LF/WC)/A/C	18	38	2FYD2LV154U027001	BL9 470	18,200	2013	2022	
74	Tokmakjian Inc.-Vaughan	545	2005	30'	Eldorado Nation	E Z Rider II	C(LF/WC)/A/C	18	26	1N9FLAC635C084215	BM4 057	14,218	2014	2023	
75	Tokmakjian Inc.-Vaughan	546	2005	30'	Eldorado Nation	E Z Rider II	C(LF/WC)/A/C	18	26	1N9FLAC655C084216	BM4 058	14,218	2014	2023	
76	Tokmakjian Inc.-Vaughan	547	2005	30'	Eldorado Nation	E Z Rider II	C(LF/WC)/A/C	18	26	1N9FLAC675C084217	BM4 059	14,218	2014	2023	
77	Tokmakjian Inc.-Vaughan	548	2005	30'	Eldorado Nation	E Z Rider II	C(LF/WC)/A/C	18	26	1N9FLAC695C084218	BM4 062	14,218	2014	2023	
78	Tokmakjian Inc.-Vaughan	567	2005	30'	Eldorado Nation	E Z Rider II	C(LF/WC)/A/C	18	26	1N9FNAC626C084041	BM4 101	14,218	2014	2023	delivery imminent
79	Tokmakjian Inc.-Vaughan	568	2005	30'	Eldorado Nation	E Z Rider II	C(LF/WC)/A/C	18	26	1N9FNAC646C084042	BM4 104	14,218	2014	2023	delivery imminent
80	Tokmakjian Inc.-Vaughan	579	2005	40'	New Flyer	D40LF	C(LF/WC)/A/C	18	38	2FYD4FV165C028872	BM3 395	14,218	2014	2023	
81	Tokmakjian Inc.-Vaughan	580	2005	40'	New Flyer	D40LF	C(LF/WC)/A/C	18	38	2FYD4FV165C028873	BM3 396	14,218	2014	2023	
82	Tokmakjian Inc.-Vaughan	581	2005	40'	New Flyer	D40LF	C(LF/WC)/A/C	18	38	2FYD4FV165C028874	BM3 397	14,218	2014	2023	
83	Tokmakjian Inc.-Vaughan	582	2005	40'	New Flyer	D40LF	C(LF/WC)/A/C	18	38	2FYD4FV165C028875	BM3 398	14,218	2014	2023	
84	Tokmakjian Inc.-Vaughan	583	2005	40'	New Flyer	D40LF	C(LF/WC)/A/C	18	38	2FYD4FV135C028876	BM3 399	14,218	2014	2023	
85	Tokmakjian Inc.-Vaughan	584	2005	40'	New Flyer	D40LF	C(LF/WC)/A/C	18	38	2FYD4FV155C028877	BM3 306	14,218	2014	2023	
86	Tokmakjian Inc.-Vaughan	585	2005	40'	New Flyer	D40LF	C(LF/WC)/A/C	18	38	2FYD4FV155C028878	BM3 307	14,218	2014	2023	
87	Tokmakjian Inc.-Vaughan	605	2005	40'	New Flyer	D40LF	C(LF/WC)/A/C	18	38	2FYD4FV105C028933	BM3 315	14,218	2014	2023	
88	Tokmakjian Inc.-Vaughan	606	2005	40'	New Flyer	D40LF	C(LF/WC)/A/C	18	38	2FYD4FV125C028934	BM3 328	14,218	2014	2023	delivery imminent
89	Tokmakjian Inc.-Vaughan	607	2005	40'	New Flyer	D40LF	C(LF/WC)/A/C	18	38	2FYD4FV145C028935	BM3 326	14,218	2014	2023	delivery imminent
90	Tokmakjian Inc.-Vaughan	608	2005	40'	New Flyer	D40LF	C(LF/WC)/A/C	18	38	2FYD4FV165C028936	BM3 327	14,218	2014	2023	delivery imminent
91	Tokmakjian Inc.-Vaughan	609	2005	40'	New Flyer	D40LF	C(LF/WC)/A/C	18	38	2FYD4FV185C028937	BM3 325	14,218	2014	2023	delivery imminent
1	Miller Transit Ltd. - Richmond Hill	8911	1989	40'	New Flyer	D40	C	18	44	2FYD2AG19KP013504	BK9 287	17,109		2004	was 511 retirement imminent
2	Miller Transit Ltd. - Richmond Hill	8912	1989	40'	New Flyer	D40	C	18	44	2FYD2AG10KP013505	BK9 288	17,109	2002	2008	was 512
3	Miller Transit Ltd. - Richmond Hill	8913	1989	40'	New Flyer	D40	C	18	44	2FYD2AG12KP013506	BE9 006	17,109		2004	was 513 retirement imminent
4	Miller Transit Ltd. - Richmond Hill	8914	1989	40'	New Flyer	D40	C	18	44	2FYD2AG14KP013507	BE9 007	17,109	2003	2009	was 514
5	Miller Transit Ltd. - Richmond Hill	8915	1989	40'	New Flyer	D40	C	18	44	2FYD2AG16KP013508	BE9 008	17,109		2004	was 515 retirement imminent
6	Miller Transit Ltd. - Richmond Hill	8916	1989	40'	New Flyer	D40	C	18	44	2FYD2AG18KP013509	BE9 009	17,109		2004	was 516 retirement imminent
7	Miller Transit Ltd. - Richmond Hill	8917	1989	40'	New Flyer	D40	C	18	44	2FYD2AG14KP013510	BE9 017	17,109	2003	2009	was 517
8	Miller Transit Ltd. - Richmond Hill	8918	1989	40'	New Flyer	D40	C	18	44	2FYD2AG16KP013511	BE9 010	17,109	2003	2009	was 518
9	Miller Transit Ltd. - Richmond Hill	8919	1989	40'	New Flyer	D40	C	18	44	2FYD2AG18KP013512	BE9 011	17,109	2002	2008	was 519
10	Miller Transit Ltd. - Richmond Hill	8920	1989	40'	New Flyer	D40	C	18	44	2FYD2AG1XKP013513	BK4 988	17,109		2004	was 520 retirement imminent
11	Miller Transit Ltd. - Richmond Hill	8921	1989	40'	New Flyer	D40	C	18	44	2FYD2AG11KP013514	BE9 015	17,109	2004	2010	was 521
12	Miller Transit Ltd. - Richmond Hill	8922	1989	40'	New Flyer	D40	C	18	44	2FYD2AG13KP013515	BE9 012	17,109	2003	2009	was 522
13	Miller Transit Ltd. - Richmond Hill	8923	1989	40'	New Flyer	D40	C	18	44	2FYD2AG15KP013516	BE9 013	17,109	2004	2010	was 523
14	Miller Transit Ltd. - Richmond Hill	8924	1989	40'	New Flyer	D40	C	18	44	2FYD2AG17KP013517	BE9 014	17,109	2004	2010	was524
15	Miller Transit Ltd. - Richmond Hill	9828	1998	30'	Champion	SoLo (50-304TZ)	C (LF/WC) AC	7	23	4VZNN0493WC025627	BJ5 680	14,060		2005	was 528 retirement imminent
16	Miller Transit Ltd. - Richmond Hill	9829	1998	30'	Champion	SoLo (50-304TZ)	C (LF/WC) AC	7	23	4VZNN0495WC025626	BJ5 681	14,060		2005	was 529 retirement imminent

York Region Transit Fleet Inventory

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	Division	Unit No.	Model Year	Bus Length	Bus Make	Bus Model	Bus Type * SEE NOTES	Lifecycle	Pass. Seating Capacity	Vehicle Identification Number	License Plate #	Gross Vehicle Weight (kg)	Year of Major refurbish ment	pojected Retirement date	Comments
17	Miller Transit Ltd. - Richmond Hi	9830	1998	30'	Champion	SoLo (50-304TZ)	C (LF/WC) AC	7	23	4VZNN049XWC025820	BJ5 679	14,060		2005	was 530 retirement imminent
18	Miller Transit Ltd. - Richmond Hi	9931	1999	40'	Orion	VI (06.501)	C (LF/WC) AC	18	32	1VH669P78X6040354	BJ5 913	14,723	2008	2017	was 531
19	Miller Transit Ltd. - Richmond Hi	9932	1999	40'	Orion	VI (06.501)	C (LF/WC) AC	18	32	1VH669P7XX6040355	BJ5 914	14,723	2008	2017	was 532
20	Miller Transit Ltd. - Richmond Hi	9933	1999	40'	Orion	VI (06.501)	C (LF/WC) AC	18	32	1VH669P71X6040356	BJ5 915	14,723	2008	2017	was 533
21	Miller Transit Ltd. - Richmond Hi	1200	1998	26'	Orion	II (02.501)	C (LF/WC) AC	18	20	1VH249X78W6006045	BK2 787	8,550		2010	sq'd 2000 from London/TR'D from Vaughan 29/08/03 from Newm't 07/09/04
22	Miller Transit Ltd. - Richmond Hi	8526	2000	26'	Orion	II	CB (LF/WC) AC	18	23	1VH2B5D26Y6Z00177	BK4 985	11,583		2012	
23	Miller Transit Ltd. - Richmond Hi	8527	1991	21'	Orion	II	CB (LF/WC) AC	18	16	2B125877M5005581	BF3 408	7,707		2005	
24	Miller Transit Ltd. - Richmond Hi	102	2002	30'	Thomas-Dennis	SLF-230	C (LF/WC) AC	18	24	5DF230DA32JA02251	BL6 904	11,498	2010	2019	BUILT 2001
25	Miller Transit Ltd. - Richmond Hi	105	2002	30'	Thomas-Dennis	SLF-230	C (LF/WC) AC	18	24	5DF230DA92JA02254	BK3 741	11,498	2010	2019	BUILT 2001 trans'd from Markham 12/04
26	Miller Transit Ltd. - Richmond Hi	106	2002	30'	Thomas-Dennis	SLF-230	C (LF/WC) AC	18	24	5DF230DA02JA02255	BK3 743	11,498	2010	2019	BUILT 2001Trans'd from Markham May 13/02
27	Miller Transit Ltd. - Richmond Hi	107	2002	30'	Thomas-Dennis	SLF-230	C (LF/WC) AC	18	24	5DF230DA22JA02256	BK6 078	11,498	2010	2019	BUILT 2001
28	Miller Transit Ltd. - Richmond Hi	108	2002	30'	Thomas-Dennis	SLF-230	C (LF/WC) AC	18	24	5DF230DA42JA02257	BK6 079	11,498	2010	2019	BUILT 2001
29	Miller Transit Ltd. - Richmond Hi	116	2002	30'	Thomas-Dennis	SLF-230	C (LF/WC) AC	18	24	5DF230DA02JA02269	BK9 226	11,498	2010	2019	BUILT 2001
30	Miller Transit Ltd. - Richmond Hi	117	2002	30'	Thomas-Dennis	SLF-230	C (LF/WC) AC	18	24	5DF230DA72JA02270	BK9 222	11,498	2010	2019	BUILT 2001, TRANS'D FROM MARKHAM 09/03
31	Miller Transit Ltd. - Richmond Hi	203	2002	35'	Thomas-Dennis	SLF-235	C (LF/WC) AC	18	31	5DF235DA82JA28308	BK6 967	11,930	2011	2020	
32	Miller Transit Ltd. - Richmond Hi	204	2002	35'	Thomas-Dennis	SLF-235	C (LF/WC) AC	18	31	5DF235DAX2JA28309	BM2 473	11,930	2011	2020	
33	Miller Transit Ltd. - Richmond Hi	205	2002	35'	Thomas-Dennis	SLF-235	C (LF/WC) AC	18	31	5DF235DAX2JA28310	BL1 640	11,930	2011	2020	
34	Miller Transit Ltd. - Richmond Hi	206	2002	35'	Thomas-Dennis	SLF-235	C (LF/WC) AC	18	31	5DF235DAX2JA28311	BL1 757	11,930	2011	2020	
35	Miller Transit Ltd. - Richmond Hi	207	2002	35'	Thomas-Dennis	SLF-235	C (LF/WC) AC	18	31	5DF235DAX2JA28312	BL1 756	11,930	2011	2020	
36	Miller Transit Ltd. - Richmond Hi	208	2002	35'	Thomas-Dennis	SLF-235	C (LF/WC) AC	18	31	5DF235DAX2JA28313	BL3 201	11,930	2011	2020	
37	Miller Transit Ltd. - Richmond Hi	209	2002	35'	Thomas-Dennis	SLF-235	C (LF/WC) AC	18	31	5DF235DAX2JA28314	BL1 758	11,930	2011	2020	
38	Miller Transit Ltd. - Richmond Hi	210	2002	35'	Thomas-Dennis	SLF-235	C (LF/WC) AC	18	31	5DF235DAX2JA28315	BL1 759	11,930	2011	2020	
39	Miller Transit Ltd. - Richmond Hi	211	2002	35'	Thomas-Dennis	SLF-235	C (LF/WC) AC	18	31	5DF235DAX2JA28316	BL3 202	11,930	2011	2020	
40	Miller Transit Ltd. - Richmond Hi	212	2002	35'	Thomas-Dennis	SLF-235	C (LF/WC) AC	18	31	5DF235DAX2JA28317	BL1 760	11,930	2011	2020	
41	Miller Transit Ltd. - Richmond Hi	213	2002	35'	Thomas-Dennis	SLF-235	C (LF/WC) AC	18	31	5DF235DAX2JA28318	BL3 203	11,930	2011	2020	
42	Miller Transit Ltd. - Richmond Hi	214	2002	35'	Thomas-Dennis	SLF-235	C (LF/WC) AC	18	31	5DF235DAX2JA28319	BL3 204	11,930	2011	2020	
43	Miller Transit Ltd. - Richmond Hi	215	2002	35'	Thomas-Dennis	SLF-235	C (LF/WC) AC	18	31	5DF235DAX2JA28320	BL3 205	11,930	2011	2020	
44	Miller Transit Ltd. - Richmond Hi	220	2002	35'	Thomas-Dennis	SLF-235	C (LF/WC) AC	18	33	5DF235DA62JA34687	BL4 255	10,850	2011	2020	
45	Miller Transit Ltd. - Richmond Hi	221	2002	35'	Thomas-Dennis	SLF-235	C (LF/WC) AC	18	33	5DF235DA82JA34688	BL3 200	10,850	2011	2020	
46	Miller Transit Ltd. - Richmond Hi	8504	1985	30'	Orion	I (01.502)	C(W/C) AC	18	31	2B111977XF6001126	BL1 648	13,800		2008	EX XAN DIEGO FROM TSI 08/03.TEMP. LOAN TO LAIDLAW SEPT. /05 FOR UP TO 30 DAYS
47	Miller Transit Ltd. - Richmond Hi	8718	1987	40'	Orion	I(01.508)	C AC	18	46	2B116977XH5001718	BH7 009	17,234		2008	ACQ'D 08/03 FROM GO TRANSIT
48	Miller Transit Ltd. - Richmond Hi	8719	1987	40'	Orion	I(01.508)	C AC	18	46	2B1169778H5001720	BH7 010	17,234		2008	ACQ'D 08/03 FROM GO TRANSIT
49	Miller Transit Ltd. - Richmond Hi	8720	1987	40'	Orion	I(01.508)	C AC	18	46	2B116977XH5001721	BH7 011	17,234		2008	ACQ'D 08/03 FROM GO TRANSIT
50	Miller Transit Ltd. - Richmond Hi	8721	1987	40'	Orion	I(01.508)	C AC	18	46	2B1169771H5001722	BH7 012	17,234		2008	ACQ'D 08/03 FROM GO TRANSIT
51	Miller Transit Ltd. - Richmond Hi	011	2000	40'	Orion	V(05.501)	C WC AC	18	42	1VH5H3B25Y6500747	BK3 926	18,414	2010	2018	ACQ'D 08/03 FROM GO TRANSIT
52	Miller Transit Ltd. - Richmond Hi	012	2000	40'	Orion	V(05.501)	C WC AC	18	42	1VH5H3B27Y6500748	BK1 685	18,414	2010	2018	ACQ'D 08/03 FROM GO TRANSIT
53	Miller Transit Ltd. - Richmond Hi	013	2000	40'	Orion	V(05.501)	C WC AC	18	42	1VH5H3B29Y6500749	BK1 684	18,414	2010	2018	ACQ'D 08/03 FROM GO TRANSIT
54	Miller Transit Ltd. - Richmond Hi	014	2000	40'	Orion	V(05.501)	C WC AC	18	42	1VH5H3B25Y6500750	BK1 683	18,414	2010	2018	ACQ'D 08/03 FROM GO TRANSIT
55	Miller Transit Ltd. - Richmond Hi	231	2002	40'	Orion	V(05.501)	C WC AC	18	43	1VH5H3K2426501900	BL4 475	15,880	2012	2020	ACQ'D 08/03 FROM GO TRANSIT
56	Miller Transit Ltd. - Richmond Hi	232	2002	40'	Orion	V(05.501)	C WC AC	18	43	1VH5H3K2826501902	BL4 746	15,880	2012	2020	ACQ'D 08/03 FROM GO TRANSIT
57	Miller Transit Ltd. - Richmond Hi	233	2002	40'	Orion	V(05.501)	C WC AC	18	43	1VH5H3K2X26501903	BL4 459	15,880	2012	2020	ACQ'D 08/03 FROM GO TRANSIT
58	Miller Transit Ltd. - Richmond Hi	315	2003	40'	New Flyer	D40LF	C (LF/WC) AC	18	39	2FYD2LV183U02497	BL2 299	18,200	2012	2021	trans'd from Markham 12/04
59	Miller Transit Ltd. - Richmond Hi	316	2003	40'	New Flyer	D40LF	C (LF/WC) AC	18	39	2FYD2LV1X3U025498	BL2 311	18,200	2012	2021	trans'd from Markham 12/04
60	Miller Transit Ltd. - Richmond Hi	317	2003	40'	New Flyer	D40LF	C (LF/WC) AC	18	39	2FYD2LV113U025499	BL2 300	18,200	2012	2021	
61	Miller Transit Ltd. - Richmond Hi	319	2003	40'	New Flyer	D40LF	C (LF/WC) AC	18	39	2FYD2LV163U025501	BL2 308	18,200	2012	2021	
62	Miller Transit Ltd. - Richmond Hi	321	2003	40'	New Flyer	D40LF	C (LF/WC) AC	18	39	2FYD2LV1X3U025503	BL2 310	18,200	2012	2021	
63	Miller Transit Ltd. - Richmond Hi	323	2003	40'	New Flyer	D40LF	C (LF/WC) AC	18	39	2FYD2LV133U025505	BL6 926	18,200	2012	2020	
64	Miller Transit Ltd. - Richmond Hi	324	2003	40'	New Flyer	D40LF	C (LF/WC) AC	18	39	2FYD2LV153U025506	BL6 927	18,200	2012	2020	
65	Miller Transit Ltd. - Richmond Hi	325	2003	40'	New Flyer	D40LF	C (LF/WC) AC	18	39	2FYD2LV173U025507	BL6 911	18,200	2012	2020	
66	Miller Transit Ltd. - Richmond Hi	327	2003	40'	New Flyer	D40LF	C (LF/WC) AC	18	39	2FYD2LV103U025509	BL6 909	18,200	2012	2020	
67	Miller Transit Ltd. - Richmond Hi	330	2003	40'	New Flyer	D40LF	C (LF/WC) AC	18	39	2FYD2LV103U025512	BL6 917	18,200	2012	2020	
68	Miller Transit Ltd. - Richmond Hi	331	2003	40'	New Flyer	D40LF	C (LF/WC) AC	18	39	2FYD2LV123U025513	BL6 912	18,200	2012	2020	
69	Miller Transit Ltd. - Richmond Hi	332	2003	40'	New Flyer	D40LF	C (LF/WC) AC	18	39	2FYD2LV143U025514	BL6 913	18,200	2012	2020	
70	Miller Transit Ltd. - Richmond Hi	333	2003	40'	New Flyer	D40LF	C (LF/WC) AC	18	39	2FYD2LV163U025515	BL6 914	18,200	2012	2021	trans'd from Vaughan 12/04
71	Miller Transit Ltd. - Richmond Hi	334	2003	40'	New Flyer	D40LF	C (LF/WC) AC	18	39	2FYD2LV183U025516	BL6 915	18,200	2012	2020	

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Fleet Inventory

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	Division	Unit No.	Model Year	Bus Length	Bus Make	Bus Model	Bus Type * SEE NOTES	Lifecycle	Pass. Seating Capacity	Vehicle Identification Number	License Plate #	Gross Vehicle Weight (kg)	Year of Major refurbish ment	pojected Retirement date	Comments
72	Miller Transit Ltd. - Richmond Hi	335	2003	40'	New Flyer	D40LF	C (LF/WC) AC	18	39	2FYD2LV1X3U025517	BL6 916	18,200	2012	2021	trans'd from Vaughan 12/04
73	Miller Transit Ltd. - Richmond Hi	574	2005	40'	New Flyer	D40LF	C (LF/WC) AC	18	38	2FYD4FV125C028867	BM3 390	18,200	2014	2023	
74	Miller Transit Ltd. - Richmond Hi	575	2005	40'	New Flyer	D40LF	C (LF/WC) AC	18	38	2FYD4FV125C028868	BM3 391	18,200	2014	2023	
75	Miller Transit Ltd. - Richmond Hi	576	2005	40'	New Flyer	D40LF	C (LF/WC) AC	18	38	2FYD4FV125C028869	BM3 392	18,200	2014	2023	
76	Miller Transit Ltd. - Richmond Hi	577	2005	40'	New Flyer	D40LF	C (LF/WC) AC	18	38	2FYD4FV125C028870	BM3 393	18,200	2014	2023	
77	Miller Transit Ltd. - Richmond Hi	578	2005	40'	New Flyer	D40LF	C (LF/WC) AC	18	38	2FYD4FV145C028871	BM3 394	18,200	2014	2023	
1	Miller Transit Ltd.-Markham	2001	1977	35'	GMC	T6H 4523N	C	18	43	C503	BB1 132	11,680		2004	retired
2	Miller Transit Ltd.-Markham	2003	1977	35'	GMC	T6H 4523N	C	18	43	C505	BB1 134	11,680		2004	retired
3	Miller Transit Ltd.-Markham	2005	1978	35'	GMC	T6H 4523N	C	18	43	C536	BB1 136	11,680		2004	retired
4	Miller Transit Ltd.-Markham	2019	1983	30'	Orion	I (01.502)	C	18	31	2B1119773D5525821	BA9 539	10,600		2005	retirement imminent
5	Miller Transit Ltd.-Markham	2020	1984	30'	Orion	I (01.502)	C	18	31	2B1119279E5001016	BA9 555	11,123		2007	TEMP. LOAN TO LAIDLAW SEPT. /05 FOR UP TO 30 DAYS
6	Miller Transit Ltd.-Markham	2024	1985	40'	Orion	I (01.508)	C	18	48	2B1169778F5001231	BJ8 433	13,984		2004	
7	Miller Transit Ltd.-Markham	2027	1986	40'	Orion	I (01.508)	C	18	48	2B1169775G5001401	BJ8 434	13,820		2005	
8	Miller Transit Ltd.-Markham	2028	1986	40'	Orion	I (01.508)	C	18	48	2B1169776G5001407	BJ8 435	14,002		2005	
9	Miller Transit Ltd.-Markham	2029	1986	40'	Orion	I (01.508)	C	18	48	2B1169771G5001413	BJ8 436	14,002		2005	
10	Miller Transit Ltd.-Markham	2030	1986	40'	Orion	I (01.508)	C	18	48	2B1169772G5001419	BJ8 437	14,002		2005	
11	Miller Transit Ltd.-Markham	2033	1988	40'	Orion	I (01.508)	C	18	48	2B1169774J5001946	BC6 104	16,450		2006	
12	Miller Transit Ltd.-Markham	2034	1988	40'	Orion	I (01.508)	C	18	48	2B1169776J5001947	BC6 103	16,450		2006	
13	Miller Transit Ltd.-Markham	2035	1988	40'	Orion	I (01.508)	C	18	48	2B1169778J5001948	BF4 023	13,450		2006	
14	Miller Transit Ltd.-Markham	2036	1988	40'	Orion	I (01.508)	C	18	48	2B116977XJ5001949	BC6 105	13,450		2006	
15	Miller Transit Ltd.-Markham	2044	1989	40'	MCI	Classic	C	18	49	2AUYT82J9K3000356	BC6 118	15,400	2004	2010	
16	Miller Transit Ltd.-Markham	2045	1989	40'	MCI	Classic	C	18	49	2AUYT82JOK3000357	BC6 119	15,400	2004	2010	
17	Miller Transit Ltd.-Markham	2046	1989	40'	MCI	Classic	C	18	49	2AUYT82J2K3000358	BC6 120	15,400	2004	2010	
18	Miller Transit Ltd.-Markham	2047	1989	40'	MCI	Classic	C	18	49	2AUYT82J4K3000359	BA9 802	15,400	2003	2009	
19	Miller Transit Ltd.-Markham	2048	1990	40'	MCI	Classic	C	18	47	2AUYT82JXL3000402	BE9 966	15,400	2002	2008	
20	Miller Transit Ltd.-Markham	2049	1990	40'	MCI	Classic	C	18	47	2AUYT82J1L3000403	BE9 967	15,400	2002	2008	
21	Miller Transit Ltd.-Markham	2050	1990	40'	MCI	Classic	C	18	47	2AUYT82J3L3000404	BE9 969	15,400	2002	2008	
22	Miller Transit Ltd.-Markham	2051	1990	40'	MCI	Classic	C	18	47	2AUYT82J5L3000405	BE9 968	15,400	2002	2008	
23	Miller Transit Ltd.-Markham	2052	1990	40'	MCI	Classic	C	18	47	2AUYT82J7L3000406	BE9 970	15,400	2002	2008	
24	Miller Transit Ltd.-Markham	2053	1991	40'	Orion	V (05.501)	C AC	18	45	2B1569776M5030872	BF4 022	17,524	2004	2010	
25	Miller Transit Ltd.-Markham	2054	1991	40'	Orion	V (05.501)	C AC	18	45	2B1569773M5030876	BF4 021	17,524	2004	2010	
26	Miller Transit Ltd.-Markham	2055	1998	30'	Champion	SoLo (50-304TZ)	C (LF/WC) AC	7	23	4VZNN0492WC025620	BJ5 604	14,060		2006	retirement imminent
27	Miller Transit Ltd.-Markham	2056	1998	30'	Champion	SoLo (50-304TZ)	C (LF/WC) AC	7	23	4VZNN0492WC025621	BJ8 438	14,060		2006	retirement imminent
28	Miller Transit Ltd.-Markham	2057	1998	30'	Champion	SoLo (50-304TZ)	C (LF/WC) AC	7	23	4VZNN0496WC025622	BJ5 905	14,060		2006	retirement imminent
29	Miller Transit Ltd.-Markham	2058	1998	30'	Champion	SoLo (50-304TZ)	C (LF/WC) AC	7	23	4VZNN0498WC025623	BJ5 906	14,060		2006	retirement imminent
30	Miller Transit Ltd.-Markham	2060	1998	30'	Champion	SoLo (50-304TZ)	C (LF/WC) AC	7	23	4VZNN0491WC025625	BJ5 908	14,060		2006	retirement imminent
31	Miller Transit Ltd.-Markham	2061	1998	40'	Orion	VI (06.501)	C (LF/WC) AC	18	32	1VH669P72W6040347	BJ5 612	18,887	2007	2016	
32	Miller Transit Ltd.-Markham	2062	1999	40'	Orion	VI (06.501)	C (LF/WC) AC	18	32	1VH669P74W6040348	BJ5 609	18,887	2008	2017	
33	Miller Transit Ltd.-Markham	2063	1998	40'	Orion	VI (06.501)	C (LF/WC) AC	18	32	1VH669P76W6040349	BJ5 607	18,887	2008	2017	
34	Miller Transit Ltd.-Markham	2064	1998	40'	Orion	VI (06.501)	C (LF/WC) AC	18	32	1VH669P72W6040350	BJ5 606	18,887	2008	2017	
35	Miller Transit Ltd.-Markham	2065	1998	40'	Orion	VI (06.501)	C (LF/WC) AC	18	32	1VH669P74W6040351	BJ5 610	18,887	2008	2017	
36	Miller Transit Ltd.-Markham	2066	1998	40'	Orion	VI (06.501)	C (LF/WC) AC	18	32	1VH669P76W6040352	BJ5 611	18,887	2008	2017	
37	Miller Transit Ltd.-Markham	2067	1998	40'	Orion	VI (06.501)	C (LF/WC) AC	18	32	1VH669P78W6040353	BJ5 608	18,887	2008	2017	
38	Miller Transit Ltd.-Markham	2068	1991	40'	New Flyer	D40S	C HC AC	18	49	2FYD2EG15MU014239	BJ5 619	18,427		2005	purchased from GO Transit retirement imminent
39	Miller Transit Ltd.-Markham	2069	1991	40'	New Flyer	D40S	C HC AC	18	49	2FYD2EG10MU014245	BJ5 620	18,427		2005	purchased from GO Transit retirement imminent
40	Miller Transit Ltd.-Markham	2070	1991	40'	New Flyer	D40S	C HC AC	18	49	2FYD2EG12MU014246	BJ5 618	18,427		2005	purchased from GO Transit retirement imminent
41	Miller Transit Ltd.-Markham	2071	1991	40'	New Flyer	D40S	C HC AC	18	49	2FYD2EG14MU014247	BJ5 617	18,427		2005	purchased from GO Transit retirement imminent
42	Miller Transit Ltd.-Markham	2072	1991	40'	New Flyer	D40S	C HC AC	18	49	2FYD2EG16MU014248	BJ5 616	18,427		2005	purchased from GO Transit retirement imminent
43	Miller Transit Ltd.-Markham	109	2002	30'	Thomas-Dennis	SLF-230	C (LF/WC) AC	18	24	5DF230DA62JA02258	BK3 744	11,498	2010	2019	BUILT 2001
44	Miller Transit Ltd.-Markham	110	2002	30'	Thomas-Dennis	SLF-230	C (LF/WC) AC	18	24	5DF230DA82JA02259	BK3 745	11,498	2010	2019	BUILT 2001
45	Miller Transit Ltd.-Markham	111	2002	30'	Thomas-Dennis	SLF-230	C (LF/WC) AC	18	24	5DF230DA42JA02260	BK5 601	11,498	2010	2019	BUILT 2001
46	Miller Transit Ltd.-Markham	112	2002	30'	Thomas-Dennis	SLF-230	C (LF/WC) AC	18	24	5DF230DA62JA02261	BK5 602	11,498	2010	2019	BUILT 2001
47	Miller Transit Ltd.-Markham	301	2003	40'	Orion	V (05.501)	C WC AC	18	43	1VH5H3H2926502063	BL6 929	15,880	2013	2021	
48	Miller Transit Ltd.-Markham	302	2003	40'	Orion	V (05.501)	C WC AC	18	43	1VH5H3H2026502064	BL6 930	15,880	2013	2021	

York Region Transit Fleet Inventory

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	Division	Unit No.	Model Year	Bus Length	Bus Make	Bus Model	Bus Type * SEE NOTES	Lifecycle	Pass. Seating Capacity	Vehicle Identification Number	License Plate #	Gross Vehicle Weight (kg)	Year of Major refurbish ment	pojected Retirement date	Comments
49	Miller Transit Ltd.-Markham	303	2003	40'	Orion	V (05.501)	C WC AC	18	43	1VH5H3H2226502065	BL6 931	15,880	2013	2021	
50	Miller Transit Ltd.-Markham	304	2003	40'	Orion	V (05.501)	C WC AC	18	43	1VH5H3H2426502066	BL6 932	15,880	2013	2021	
51	Miller Transit Ltd.-Markham	305	2003	40'	Orion	V (05.501)	C WC AC	18	43	1VH5H3H2626502067	BL6 933	15,880	2013	2021	
52	Miller Transit Ltd.-Markham	306	2003	40'	Orion	V (05.501)	C WC AC	18	43	1VH5H3H2826502068	BL6 924	15,880	2013	2021	
53	Miller Transit Ltd.-Markham	312	2003	40'	New Flyer	D40LF	C (LF/WC) AC	18	39	2FYD2LV123U025494	BL1 650	18,200	2012	2021	
54	Miller Transit Ltd.-Markham	313	2003	40'	New Flyer	D40LF	C (LF/WC) AC	18	39	2FYD2LV143U025495	BL2 297	18,200	2012	2021	
55	Miller Transit Ltd.-Markham	401	2004	40'	New Flyer	D40LF	C (LF/WC) AC	18	38	2FYD2LV164U026990	BL9 459	18,200	2013	2022	
56	Miller Transit Ltd.-Markham	402	2004	40'	New Flyer	D40LF	C (LF/WC) AC	18	38	2FYD2LV184U026991	BL9 468	18,200	2013	2022	
57	Miller Transit Ltd.-Markham	403	2004	40'	New Flyer	D40LF	C (LF/WC) AC	18	38	2FYD2LV1X4U026992	BL9 469	18,200	2013	2022	
58	Miller Transit Ltd.-Markham	404	2004	40'	New Flyer	D40LF	C (LF/WC) AC	18	38	2FYD2LV114U026993	BL9 467	18,200	2013	2022	
59	Miller Transit Ltd.-Markham	405	2004	40'	New Flyer	D40LF	C (LF/WC) AC	18	38	2FYD2LV134U026994	BL9 466	18,200	2013	2022	
60	Miller Transit Ltd.-Markham	406	2004	40'	New Flyer	D40LF	C (LF/WC) AC	18	38	2FYD2LV154U026995	BL9 465	18,200	2013	2022	
61	Miller Transit Ltd.-Markham	407	2004	40'	New Flyer	D40LF	C (LF/WC) AC	18	38	2FYD2LV174U026996	BL9 464	18,200	2013	2022	
62	Miller Transit Ltd.-Markham	408	2004	40'	New Flyer	D40LF	C (LF/WC) AC	18	38	2FYD2LV194U026997	BL9 463	18,200	2013	2022	
63	Miller Transit Ltd.-Markham	557	2005	30'	Eldorado	E Z Rider II	C (LF/WC) AC	18	26	1N9FNAC666C084043	BM4 106	18,200	2014	2023	delivery imminent
64	Miller Transit Ltd.-Markham	558	2005	30'	Eldorado	E Z Rider II	C (LF/WC) AC	18	26	1N9FNAC616C084032	BM4 096	18,200	2014	2023	delivery imminent
65	Miller Transit Ltd.-Markham	559	2005	30'	Eldorado	E Z Rider II	C (LF/WC) AC	18	26	1N9FNAC636C084033	BM4 092	18,200	2014	2023	delivery imminent
66	Miller Transit Ltd.-Markham	560	2005	30'	Eldorado	E Z Rider II	C (LF/WC) AC	18	26	1N9FNAC656C084034	BM4 093	18,200	2014	2023	delivery imminent
67	Miller Transit Ltd.-Markham	561	2005	30'	Eldorado	E Z Rider II	C (LF/WC) AC	18	26	1N9FNAC676C084035	BM4 091	18,200	2014	2023	delivery imminent
68	Miller Transit Ltd.-Markham	562	2005	30'	Eldorado	E Z Rider II	C (LF/WC) AC	18	26	1N9FNAC696C084036	BM4 090	18,200	2014	2023	delivery imminent
69	Miller Transit Ltd.-Markham	563	2005	30'	Eldorado	E Z Rider II	C (LF/WC) AC	18	26	1N9FNAC606C084037	BM4 095	18,200	2014	2023	delivery imminent
70	Miller Transit Ltd.-Markham	564	2005	30'	Eldorado	E Z Rider II	C (LF/WC) AC	18	26	1N9FNAC626C084038	BM4 098	18,200	2014	2023	delivery imminent
71	Miller Transit Ltd.-Markham	565	2005	30'	Eldorado	E Z Rider II	C (LF/WC) AC	18	26	1N9FNAC646C084039	BM4 100	18,200	2014	2023	delivery imminent
72	Miller Transit Ltd.-Markham	566	2005	30'	Eldorado	E Z Rider II	C (LF/WC) AC	18	26	1N9FNAC606C084040	BM4 102	18,200	2014	2023	delivery imminent
73	Miller Transit Ltd.-Markham	571	2005	40'	New Flyer	D40LF	C (LF/WC) AC	18	38	2FYD4FV175C028864	BM3 387	18,200			
74	Miller Transit Ltd.-Markham	572	2005	40'	New Flyer	D40LF	C (LF/WC) AC	18	38	2FYD4FV195C028865	BM3 388	18,200			
75	Miller Transit Ltd.-Markham	573	205	40'	New Flyer	D40LF	C (LF/WC) AC	18	38	2FYD4FV195C028866	BM3 389	18,200			
76	Miller Transit Ltd.-Markham	601	2005	40'	New Flyer	D40LF	C (LF/WC) AC	18	38	2FYD4FV195C028929	BM3 316	18,200			
77	Miller Transit Ltd.-Markham	602	2005	40'	New Flyer	D40LF	C (LF/WC) AC	18	38	2FYD4FV155C028930	BM3 317	18,200			
78	Miller Transit Ltd.-Markham	603	2005	40'	New Flyer	D40LF	C (LF/WC) AC	18	38	2FYD4FV175C028931	BM3 318	18,200			
79	Miller Transit Ltd.-Markham	604	2005	40'	New Flyer	D40LF	C (LF/WC) AC	18	38	2FYD4FV195C028932	BM3 319	18,200			delivery imminent
80	Miller Transit Ltd.-Markham	8723	1987	30	Orion	I (01.502)	C	18	32	2B1119276H5001639	BM2 412	9,580		2009	
81	Miller Transit Ltd.-Markham	9003	1990	30'	Orion	I (01.502)	C	18	31	2B1119770L5002741	BM2 413	10,025		2010	ex Dallas Coach Lines ex Pembroke pending certification
82	Miller Transit Ltd.-Markham	9401	1994	30'	Orion	V	C AC	18	32	2B1519776R6031858	BM3 357	15,000			ex Lynx Orlando thru Capital Bus Sales Qubec 08/05
1	LaidlawTransit Ltd. - Newr	891	1989	30'	Orion	I (01.502)	C	18	30	2B11977OK5002222	BL1 642	11,743	2002	2010	
2	LaidlawTransit Ltd. - Newr	7526	1975	35'	GMC	T6H 4523N	C	18	35	T6H4523NC279	BH9 513	13,000	2002	2009	
3	LaidlawTransit Ltd. - Newr	8502	1985	30'	Orion	I (01.502)	C	18	30	2B1119270F5001259	BD2 248	11,449		2007	
4	LaidlawTransit Ltd. - Newr	8503	1985	30'	Orion	I (01.502)	C	18	31	2B1119272F5001246	BL3 975	9,572		2007	
5	LaidlawTransit Ltd. - Newr	8602	1986	30'	Orion	I (01.502)	C	18	30	2B1119279G5001424	BD2 246	14,628	2003	2009	
6	LaidlawTransit Ltd. - Newr	8801	1988	30'	Orion	I (01.502)	C	18	30	2B1119271J5001957	BD5 547	11,377	2004	2010	
7	LaidlawTransit Ltd. - Newr	9001	1990	30'	Orion	I (01.502)	C	18	30	2B1119779M5002738	BF4 261	10,846	2004	2010	
8	LaidlawTransit Ltd. - Newr	9002	1990	30'	Orion	I (01.502)	C	18	30	2B1119770M5002739	BF4 262	10,846	2004	2010	
9	LaidlawTransit Ltd. - Newr	9701	1997	40'	Orion	VI (06.501)	C (LF/WC) AC	18	32	2B1669P78V5040035	B33 376	17,946	2005	2015	
10	LaidlawTransit Ltd. - Newr	9702	1997	40'	Orion	VI (06.501)	C (LF/WC) AC	18	32	2B1669P7V5040036	BK3 667	17,946	2005	2015	
11	LaidlawTransit Ltd. - Newr	9703	1997	40'	Orion	VI (06.501)	C (LF/WC) AC	18	32	2B1669P71V5040037	B33 378	17,946	2006	2015	
12	LaidlawTransit Ltd. - Newr	9704	1997	40'	Orion	VI (06.501)	C (LF/WC) AC	18	32	2B1669P73V5040034	B33 375	17,946	2006	2015	
13	LaidlawTransit Ltd. - Newr	9707	1997	26'	Orion	II	C (LF/WC) AC	18	20	1VH249X7XW6006015	B35 656	7,965	2007	2016	
14	LaidlawTransit Ltd. - Newr	9708	1997	26'	Orion	II	C (LF/WC) AC	18	20	1VH249X71W6006016	B35 655	7,965	2007	2016	
15	LaidlawTransit Ltd. - Newr	9801	1998	40'	Orion	VI (06.501)	C (LF/WC) AC	18	32	2B1669P75W5040221	B35 659	17,946	2007	2016	
16	LaidlawTransit Ltd. - Newr	9802	1998	40'	Orion	VI (06.501)	C (LF/WC) AC	18	32	2B1669P73W5040220	B35 658	17,946	2007	2016	
17	LaidlawTransit Ltd. - Newr	9901	1999	30'	Thomas-Dennis	SLF-230	C (LF/WC) AC	18	24	SFD182AL3XGWJ3851	BL4 261	7,704	2008	2017	
18	LaidlawTransit Ltd. - Newr	201	2002	35'	Thomas-Dennis	SLF-235	C (LF/WC) AC	18	31	5DF235DA42JA28306	BL1 636	11,930	2011	2020	transferred 12/03 from Vaughan
19	LaidlawTransit Ltd. - Newr	202	2002	35'	Thomas-Dennis	SLF-235	C (LF/WC) AC	18	31	5DF235DA62JA8307	BK6 968	11,930	2011	2020	
20	LaidlawTransit Ltd. - Newr	216	2002	35'	Thomas-Dennis	SLF-235	C (LF/WC) AC	18	31	5DF235DA02JA8321	BL3 206	11,930	2011	2020	

York Region Transit

Fleet Inventory

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	Division	Unit No.	Model Year	Bus Length	Bus Make	Bus Model	Bus Type * SEE NOTES	Lifecycle	Pass. Seating Capacity	Vehicle Identification Number	License Plate #	Gross Vehicle Weight (kg)	Year of Major refurbish ment	pojected Retirement date	Comments
21	LaidlawTransit Ltd. - Newm	217	2002	35'	Thomas-Dennis	SLF-235	C (LF/WC) AC	18	31	5DF235DA02JA28322	BL3 207	11,930	2011	2020	
22	LaidlawTransit Ltd. - Newm	218	2002	35'	Thomas-Dennis	SLF-235	C (LF/WC) AC	18	31	5DF235DA02JA28323	BL3 208	11,930	2011	2020	
23	LaidlawTransit Ltd. - Newm	219	2002	35'	Thomas-Dennis	SLF-235	C (LF/WC) AC	18	33	5DF235DA42JA34686	BL4 254	10,850	2011	2020	transferred 12/03 from Vaughan
24	LaidlawTransit Ltd. - Newm	222	2002	35'	Thomas-Dennis	SLF-235	C (LF/WC) AC	18	33	5DF235DAX2JA34689	BL4 256	10,850	2011	2020	transferred 12/03 from Vaughan
25	LaidlawTransit Ltd. - Newm	223	2002	35'	Thomas-Dennis	SLF-235	C (LF/WC) AC	18	33	5DF235DA62JA34690	BL4 253	10,850	2011	2020	transferred 12/03 from Vaughan
26	LaidlawTransit Ltd. - Newmk	2066	1978	35'	GMC	T6H 4523N	C	18	43	C537	BB1 137	11,680	2001	2007	transferred from Markham 07/09/04
27	LaidlawTransit Ltd. - Newmk	2021	1985	40'	Orion	I (01.508)	C	18	48	2B116977XF5001229	BJ8 430	14,000		2005	
28	LaidlawTransit Ltd. - Newmk	2022	1985	40'	Orion	I (01.508)	C	18	48	2B1169778F5001228	BJ8 431	13,984		2005	
29	LaidlawTransit Ltd. - Newmk	2023	1985	40'	Orion	I (01.508)	C	18	48	2B1169776F5001230	BJ8 432	13,930		2005	
30	LaidlawTransit Ltd. - Newmk	541	2005	30'	Eldorado Nation	EZ Rider II	C (LF/WC) AC	18	26	1N9FLAC665C084211	BM2 290	14,218			
31	LaidlawTransit Ltd. - Newmk	542	2005	30'	Eldorado Nation	EZ Rider II	C (LF/WC) AC	18	26	1N9FLAC685C084212	BM3 483	14,218			
32	LaidlawTransit Ltd. - Newmk	543	2005	30'	Eldorado Nation	EZ Rider II	C (LF/WC) AC	18	26	1N9FLAC6X5C084213	BM3 487	14,218			
33	LaidlawTransit Ltd. - Newmk	544	2005	30'	Eldorado Nation	EZ Rider II	C (LF/WC) AC	18	26	1N9FLAC615C084214	BM3 490	14,218			
34	LaidlawTransit Ltd. - Newmk	549	2005	30'	Eldorado Nation	EZ Rider II	C (LF/WC) AC	18	26	1N9FNAC665C084252	BM4 065	14,218			
35	LaidlawTransit Ltd. - Newmk	550	2005	30'	Eldorado Nation	EZ Rider II	C (LF/WC) AC	18	26	1N9FNAC685C084253	BM4 068	14,218			
36	LaidlawTransit Ltd. - Newmk	551	2005	30'	Eldorado Nation	EZ Rider II	C (LF/WC) AC	18	26	1N9FNAC6X5C084254	BM4 067	14,218			
37	LaidlawTransit Ltd. - Newmk	552	2005	30'	Eldorado Nation	EZ Rider II	C (LF/WC) AC	18	26	1N9FNAC615C084255	BM4 069	14,218			
38	LaidlawTransit Ltd. - Newmk	553	2005	30'	Eldorado Nation	EZ Rider II	C (LF/WC) AC	18	26	1N9FNAC615C084256	BM4 073	14,218			
39	LaidlawTransit Ltd. - Newmk	554	2005	30'	Eldorado Nation	EZ Rider II	C (LF/WC) AC	18	26	1N9FNAC655C084257	BM4 075	14,218			
40	LaidlawTransit Ltd. - Newmk	555	2005	30'	Eldorado Nation	EZ Rider II	C (LF/WC) AC	18	26	1N9FNAC655C084258	BM4 077	14,218			
41	LaidlawTransit Ltd. - Newmk	556	2005	30'	Eldorado Nation	EZ Rider II	C (LF/WC) AC	18	26	1N9FNAC655C084259	BM4 076	14,218			
42	LaidlawTransit Ltd. - Newmk	569	2005	30'	Eldorado Nation	EZ Rider II	C (LF/WC) AC	18	26	1N9FNAC6X6C084045	BM4 107	14,218			delivery imminent
43	LaidlawTransit Ltd. - Newmk	570	2005	30'	Eldorado Nation	EZ Rider II	C (LF/WC) AC	18	26	1N9FNAC686C084044	BM4 105	14,218			delivery imminent
1	Connex Canada	5101	2005	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B452063477	BM3 337	18,500	2014	2023	
2	Connex Canada	5102	2005	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B652063478	BM2 468	18,500	2014	2023	
3	Connex Canada	5103	2005	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B852063479	BM2 469	18,500	2014	2023	
4	Connex Canada	5104	2005	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B452063480	BM2 470	18,500	2014	2023	
5	Connex Canada	5105	2005	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B652063481	BM2 471	18,500	2014	2023	
6	Connex Canada	5106	2005	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B852063482	BM2 475	18,500	2014	2023	
7	Connex Canada	5107	2005	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26BX52063483	BM2 477	18,500	2014	2023	
8	Connex Canada	5108	2005	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B152063484	BM2 478	18,500	2014	2023	
9	Connex Canada	5109	2005	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B352063485	BM2 479	18,500	2014	2023	
10	Connex Canada	5110	2005	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B552063486	BM2 480	18,500	2014	2023	
11	Connex Canada	5111	2005	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B752063487	BM2 481	18,500	2014	2023	
12	Connex Canada	5112	2005	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B952063488	BM2 482	18,500	2014	2023	
13	Connex Canada	5113	2005	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B052063489	BM2 483	18,500	2014	2023	
14	Connex Canada	5114	2005	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B752063490	BM2 484	18,500	2014	2023	
15	Connex Canada	5115	2005	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B952063491	BM2 485	18,500	2014	2023	
16	Connex Canada	5116	2005	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B052063492	BM2 488	18,500	2014	2023	
17	Connex Canada	5117	2005	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B252063493	BM2 487	18,500	2014	2023	
18	Connex Canada	5118	2005	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B452063494	BM3 364	18,500	2014	2023	
19	Connex Canada	5119	2005	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B652063495	BM2 493	18,500	2014	2023	
20	Connex Canada	5120	2005	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B85063496	BM3 365	18,500	2014	2023	
21	Connex Canada	5121	2005	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26BX52063497	BM2 489	18,500	2014	2023	
22	Connex Canada	5122	2005	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B152063498	BM3 353	18,500	2014	2023	
23	Connex Canada	5123	2005	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B352063499	BM3 380	18,500	2014	2023	
24	Connex Canada	5124	2005	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B652063500	BM2 494	18,500	2014	2023	
25	Connex Canada	5125	2005	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B852063501	BM3 374	18,500	2014	2023	
26	Connex Canada	5126	2005	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26BX52063502	BM3 383	18,500	2014	2023	
27	Connex Canada	5127	2005	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B152063503	BM2 495	18,500	2014	2023	
28	Connex Canada	5128	2005	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B352063504	BM2 496	18,500	2014	2023	
29	Connex Canada	5129	2005	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B552063505	BM3 373	18,500	2014	2023	
30	Connex Canada	5130	2005	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B752063506	BM3 361	18,500	2014	2023	
31	Connex Canada	5131	2005	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B952063507	BM2 497	18,500	2014	2023	
32	Connex Canada	5132	2005	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26R052063508	BM3 366	18,500	2014	2023	

York Region Transit Fleet Inventory

21-Nov-05

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	Division	Unit No.	Model Year	Bus Length	Bus Make	Bus Model	Bus Type * SEE NOTES	Lifecycle	Pass. Seating Capacity	Vehicle Identification Number	License Plate #	Gross Vehicle Weight (kg)	Year of Major refurbish ment	pojected Retirement date	Comments
33	Connex Canada	5133	2005	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B252063509	BM2 498	18,500	2014	2023	
34	Connex Canada	5134	2005	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B952063510	BM2 499	18,500	2014	2023	
35	Connex Canada	5135	2005	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B052063511	BM3 362	18,500	2014	2023	
36	Connex Canada	5136	2005	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B252063512	BM3 370	18,500	2014	2023	
37	Connex Canada	5137	2005	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B452063513	BM3 375	18,500	2014	2023	
38	Connex Canada	5138	2006	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B462063514	BM3 363	18,500	2014	2023	
39	Connex Canada	5139	2006	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B662063515	BM3 376	18,500	2014	2023	
40	Connex Canada	5140	2006	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B862063516	BM3 371	18,500	2014	2023	
41	Connex Canada	5141	2006	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26Bx62063517	BM3 308	18,500	2014	2023	
42	Connex Canada	5142	2006	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B162063518	BM3 378	18,500	2014	2023	
43	Connex Canada	5143	2006	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B362063519	BM3 379	18,500	2014	2023	
44	Connex Canada	5144	2006	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26Bx62063520	BM3 384	18,500	2014	2023	
45	Connex Canada	5145	2006	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B162063521	BM3 382	18,500	2014	2023	
46	Connex Canada	5146	2006	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B362063522	BM3 309	18,500	2014	2023	
47	Connex Canada	5147	2006	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B562063523	BM3 310	18,500	2014	2023	
48	Connex Canada	5148	2006	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B762063524	BM3 311	18,500	2014	2023	
49	Connex Canada	5149	2005	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B962063525	BM3 313	18,500	2014	2023	
50	Connex Canada	5150	2005	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B062063526	BM3 314	18,500	2014	2023	
51	Connex Canada	5151	2005	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B262063527	BM3 320	18,500	2014	2023	
52	Connex Canada	5152	2005	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B462063528	BM3 321	18,500	2014	2023	
53	Connex Canada	5153	2005	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B662063529	BM3 323	18,500	2014	2023	
54	Connex Canada	5154	2005	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B262063530	BM3 324	18,500	2014	2023	
55	Connex Canada	5155	2005	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B462063531	BM3 330	18,500	2014	2023	
56	Connex Canada	5156	2005	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B962063718	BM3 331	18,500	2014	2023	
57	Connex Canada	5157	2005	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B062063719	BM3 333	18,500	2014	2023	
58	Connex Canada	5158	2005	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B262063720	BM3 332	18,500	2014	2023	
59	Connex Canada	5159	2005	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B462063721	BM3 334	18,500	2014	2023	
60	Connex Canada	5160	2005	40'	Van Hool	A330	RT (LF/WC) AC	18	36	YE2UF26B662063722	BM3 335	18,500	2014	2023	
61	Connex Canada	5201	2005	60'	Van Hool	AG300	RT (LF/WC) AC	18	54	YE2UE27B752062213	BM3 322	26,200	2014	2023	
62	Connex Canada	5202	2005	60'	Van Hool	AG300	RT (LF/WC) AC	18	54	YE2UE27B452062511	BM2 464	26,200	2014	2023	
63	Connex Canada	5203	2005	60'	Van Hool	AG300	RT (LF/WC) AC	18	54	YE2UE27B652062512	BL9 478	26,200	2014	2023	
64	Connex Canada	5204	2005	60'	Van Hool	AG300	RT (LF/WC) AC	18	54	YE2UE27B852062513	BM3 367	26,200	2014	2023	
65	Connex Canada	5205	2005	60'	Van Hool	AG300	RT (LF/WC) AC	18	54	YE2UE27Bx52062514	BM2 472	26,200	2014	2023	
66	Connex Canada	5206	2005	60'	Van Hool	AG300	RT (LF/WC) AC	18	54	YE2UE27B152062515	BM2 465	26,200	2014	2023	
67	Connex Canada	5207	2005	60'	Van Hool	AG300	RT (LF/WC) AC	18	54	YE2UE27B352062516	BM3 372	26,200	2014	2023	
68	Connex Canada	5208	2005	60'	Van Hool	AG300	RT (LF/WC) AC	18	54	YE2UE27B552062517	BM2 466	26,200	2014	2023	
69	Connex Canada	5209	2005	60'	Van Hool	AG300	RT (LF/WC) AC	18	54	YE2UE27B752062518	BM2 467	26,200	2014	2023	
70	Connex Canada	5210	2005	60'	Van Hool	AG300	RT (LF/WC) AC	18	54	YE2UE27B952062519	BM2 474	26,200	2014	2023	
71	Connex Canada	5211	2005	60'	Van Hool	AG300	RT (LF/WC) AC	18	54	YE2UE27B552062520	BM2 476	26,200	2014	2023	
72	Connex Canada	5212	2005	60'	Van Hool	AG300	RT (LF/WC) AC	18	54	YE2UE27B752062521	BM2 486	26,200	2014	2023	
73	Connex Canada	5213	2005	60'	Van Hool	AG300	RT (LF/WC) AC	18	54	YE2UE27B952062522	BM2 490	26,200	2014	2023	
74	Connex Canada	5214	2005	60'	Van Hool	AG300	RT (LF/WC) AC	18	54	YE2UE27B052062523	BM2 491	26,200	2014	2023	
75	Connex Canada	5215	2005	60'	Van Hool	AG300	RT (LF/WC) AC	18	54	YE2UE27B252062524	BM2 500	26,200	2014	2023	
76	Connex Canada	5216	2005	60'	Van Hool	AG300	RT (LF/WC) AC	18	54	YE2UE27B452062525	BM3 351	26,200	2014	2023	
77	Connex Canada	5217	2005	60'	Van Hool	AG300	RT (LF/WC) AC	18	54	YE2UE27B462062526	BM3 352	26,200	2014	2023	
78	Connex Canada	5218	2005	60'	Van Hool	AG300	RT (LF/WC) AC	18	54	YE2UE27B662062527	BM3 354	26,200	2014	2023	
79	Connex Canada	5219	2006	60'	Van Hool	AG300	RT (LF/WC) AC	18	54	YE2UE27B862062528	BM3 377	26,200	2014	2023	
80	Connex Canada	5220	2006	60'	Van Hool	AG300	RT (LF/WC) AC	18	54	YE2UE27Bx62062529	BM3 381	26,200	2014	2023	
81	Connex Canada	5221	2006	60'	Van Hool	AG300	RT (LF/WC) AC	18	54	YE2UE27B662062530	BM3 312	26,200	2014	2023	
82	Connex Canada	5222	2006	60'	Van Hool	AG300	RT (LF/WC) AC	18	54	YE2UE27B862062531	BM3 385	26,200	2014	2023	
83	Connex Canada	5223	2005	60'	Van Hool	AG300	RT (LF/WC) AC	18	54	YE2UE27Bx62062532	BM3 338	26,200	2014	2023	
84	Connex Canada	5224	2005	60'	Van Hool	AG300	RT (LF/WC) AC	18	54	YE2UE27B262062671	BM3 336	26,200	2014	2023	
85	Connex Canada	5225	2005	60'	Van Hool	AG300	RT (LF/WC) AC	18	54	YE2UE27B462062672	BM3 341	26,200	2014	2023	

York Region Transit

Fleet Inventory

21-Nov-05

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Division	Unit No.	Model Year	Bus Length	Bus Make	Bus Model	Bus Type * SEE NOTES	Lifecycle	Pass. Seating Capacity	Vehicle Identification Number	License Plate #	Gross Vehicle Weight (kg)	Year of Major refurbish ment	pojected Retirement date	Comments
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RETIRED VEHICLES - pending disposition

1	stored at Region Woodbine Ave.	90250 **	1990	36'	International	375	SB	10	44	1HVBAZRPXLH694254	BL3 924	7,100			purchased from Laidlaw 07/03
2	stored at Tokmakjian ya	515	1986	30'	Orion	I (01.502)	C	18	31	2B1119274G5001315	BK2 378	11,558			RETIRED April 1, 2004
3	stored at Miller Transit yard	2015	1981	30'	Orion	I (01.502)	C	18	31	O325	BC6 230	10,730			Retired, in storage
4	stored at Miller Transit yard	2016	1982	30'	Orion	I (01.502)	C	18	31	2B1119574C5356457	BC7 669	10,730	SOLD		Retired, in storage
5	stored at Miller Transit yard	2017	1982	30'	Orion	I (01.502)	C	18	31	2B1119570C537458	BC7 668	10,730	SOLD		Retired, in storage
6	stored at Miller Transit yard	2018	1983	30'	Orion	I (01.502)	C	18	31	2B1119774D5524814	BA9 540	10,600	SOLD		Retired, in storage
7	stored at Tokmakjian ya	1007	1990	20'	Orion	II	M (LF)		8	2B125978L5005524	BE9 965	8,472			
8	stored at Tokmakjian ya	876	1994	-	Ford	ELF	M (LF)		10	1FDJE30M2RHA32985	BH1 109	5,035			
9	stored at Region Woodbine Ave.	8902	1989	21'	Orion	II	M (LF)		16	2B1259870K6005400	BE4 783	7,279			MOBILITY PLUS RETIRED 31/0/04
10	stored at Region Woodbine Ave.	1006	1989	20'	Orion	II	M (LF)		8	2B1259879K5005367	BC6 115	7,290		2005	MOBILITY PLUS RETIRED 31/01/05
11	stored at Tokmakjian ya	1009	1997	25'	Ford	Overland ELF	M (LF)		20	1FDJE30F7VHA72054	BJ2 767	7,256			
12	stored at Region Woodbine Ave.	8709	1987	30'	Orion	I (01.502)	C	18	31	2B1119275H5001759	BA9 728	11,812		2004	was 509
13	stored at Region Woodbine Ave.	8525	1988	21'	Orion	II	CB (LFAWC)-	18	16	2B1259872J35005256	673 LOP			2004	retirement planned for 31/12/04
14	Tokmakjian Inc.-Vaughan	1007	1998	30'	Champion	SoLo (50-304TZ)	C (LFWC) AC	7	25	4VZNN0493WC025822	BJ6 368	14,060		2005	fire damage February 2005 retired
15	LaidlawTransit Ltd. - Newr	90230 **	1990	36'	International	375	SB	10	44	1HVBAZRP6LH694252	BL3 923	7,100		2005	purchased from Laidlaw 07/03
16	LaidlawTransit Ltd. - Newr	90260 **	1990	36'	International	375	SB	10	44	1HVBAZRP1LH694255	BL3 924	7,100		2005	purchased from Laidlaw 07/03 retired June
30	Miller Transit Ltd.-Markham	2059	1998	30'	Champion	SoLo (50-304TZ)	C (LFAWC) AC	7	23	4VZNN049XWC025624	BJ8 439	14,060		2006	fire damaged - out service SOLD
	Mobility Plus	1008	1997	25'	Ford	Overland ELF	M (LF)		20	1FDJE30F2VHA72057	BJ2 766	7,256		2006	

MOBILITY PLUS - all mobility aid accessible

1	Mobility Plus	860 (2nd)	2000	-	Ford	Girardin	M (LF)		6	1FDXE45F7YHA67157	BK6 209			2007	formerly unit 001
2	Mobility Plus	966	1996	-	Ford	BlueBird/Girardin	M		6	1FDKE30F6THA07178	BJ1 785	6,000		2005	
3	Mobility Plus	1018	1997	-	Ford	BlueBird/Girardin	M		7	1FDLE40F7VHA40185	BJ1 820	6,000		2005	
4	Mobility Plus	1010	1999	-	Plymouth	Voyager (Modified)	Van (WC) G		2	1P4GP44L0XB587381	AFAL 538			2005	Leased to AAA Taxi
5	Mobility Plus	1011	2001	-	Dodge	Ram	Van (WC) G		2	2B7KB31K525488	AKED 110			2005	Leased to AAA Taxi
6	Mobility Plus	118	2001	-	Pontiac	Montana	Van (WC) G		2	1GMDX03E31D248351	AKKY 408			2005	Leased to A Quality
7	Mobility Plus	Advance-8520 *	2000	-	Dodge	Caravan	Van (WC) G		3	2B4G82439YR763756	AHNJ 131			2005	Leased to Advance Unique
8	Mobility Plus	381	2003	25'	Ford	Overland ELF	M (LF) AC	10	11	1FDXE45F93HA50434	BL5 216	7368		2013	
9	Mobility Plus	382	2003	25'	Ford	Overland ELF	M (LF) AC	10	11	1FDXE45F13HA56762	BL5 217	7368		2013	
10	Mobility Plus	383	2003	25'	Ford	Overland ELF	M (LF) AC	10	11	1FDXE45F73HA56765	BL5 222	7368		2013	
11	Mobility Plus	384	2003	25'	Ford	Overland ELF	M (LF) AC	10	11	1FDXE45FX3HA56761	BL5 221	7368		2013	
12	Mobility Plus	385	2003	25'	Ford	Overland ELF	M (LF) AC	10	11	1FDXE45F13HA56728	BL5 220	7368		2013	
13	Mobility Plus	391	2003		Chevrolet	Venture	Van (WC) AC	5	4	1GBDX23E53D295615	816 5ME	1749		2008	
14	Mobility Plus	392	2003		Chevrolet	Venture	Van (WC) AC	5	4	1GBDX23E23D292983	816 6ME	1749		2008	DAMAGED BY COLLISION AND DISPOSED OF
15	Mobility Plus	393	2003		Chevrolet	Venture	Van (WC) AC	5	4	1GBDX23E23D295846	816 7ME	1749		2008	
16	Mobility Plus	394	2003		Chevrolet	Venture	Van (WC) AC	5	4	1GBDX23E23D291716	816 8ME	1749		2008	
17	Mobility Plus	395	2003		Chevrolet	Venture	Van (WC) AC	5	4	1GBDX23E73D293980	816 9ME	1749		2008	
18	Mobility Plus	396	2003		Chevrolet	Venture	Van (WC) G	5	4	1GBDX23E33D295984	817 0ME	1749		2008	
19	Mobility Plus	397	2003		Chevrolet	Venture	Van (WC) G	5	4	1GBDX23E03D292962	817 1ME	1749		2008	
20	Mobility Plus	398	2003		Chevrolet	Venture	Van (WC) G	5	4	1GBDX23E43D295010	817 2ME	1749		2008	
21	Mobility Plus	481	2004	25'	Ford	Overland ELF	M (LF) AC	10	11	1FDXE45F13HB74259	BL7 830	7258		2014	
22	Mobility Plus	482	2004	25'	Ford	Overland ELF	M (LF) AC	10	11	1FDXE45F43HB82730	BL7 829	7258		2014	
23	Mobility Plus	483	2004	25'	Ford	Overland ELF	M (LF) AC	10	11	1FDXE45F83HB74260	BL7 831	7258		2014	
24	Mobility Plus	491	2004		GMC	Savana	Van WC AC G		5	1GTGG25V441157685	ATYJ 446	N/A			leased and donated by Octagon Restaurant
25	Mobility Plus	591	2003	25'	Ford	Overland ELF	M (LF) AC	10	11	1FDXE45FX3HB74261	BM 2492	6373		2015	demo acquired 07/05

*NOTES
C - CONVENTIONAL FIXED ROUTE
M - MOBILITY PLUS PARA-TRANSIT
LF - LOW FLOOR
WC - WHEELCHAIR - MOBILITY AID ACCESSIBLE

York Region Transit

Fleet Inventory

21-Nov-05

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Division	Unit No.	Model Year	Bus Length	Bus Make	Bus Model	Bus Type * SEE NOTES	Lifecycle	Pass. Seating Capacity	Vehicle Identification Number	License Plate #	Gross Vehicle Weight (kg)	Year of Major refurbishment	pojected Retirement date	Comments
	SB - MODIFIED SCHOOL (ACTIVITY) BUS													
	AC -AIR CONDITIONED													
	HC - HIGHWAY COACH													
	CB -CONVENTIONAL COMMUNITY BUS													
	RT - RAPID TRANSIT													
	ALL UNITS DIESEL POWERED EXCEPT G - ALL UNITS BUILT 1999 OR NEWER ARE <u>CLEAN DIESEL</u> -													