

MEMORANDUM

TO: Transportation Services Committee

FROM: Kathleen Llewellyn-Thomas, Commissioner of Transportation and Community Planning

DATE: September 18, 2012

RE: August 2012 York Region Transit/Viva Ridership Statistics

This memorandum provides an overview of the monthly York Region Transit/Viva (YRT/Viva) ridership statistics for August 2012. YRT/Viva revenue ridership in August reached 1.73 million, representing an increase of approximately 120,000 revenue riders, or 7.4 per cent more, compared with August 2011.

On Sunday July 1, 2012, YRT/Viva implemented schedule adjustments throughout the system to accommodate summer travel patterns, reflect actual travel times, and improve service reliability during the summer months.

Increase in ridership observed on Route 7 – Martin Grove, Route 10 – York U – Woodbridge, Route 57/57A – Mulock can be attributed to the route restructuring implemented in July. Due to low ridership observed on Viva blue services on Sundays and Holidays, YRT/Viva started utilizing a combination of 60 and 40 foot buses to better match passenger demand and maintain current frequency.

YRT/Viva staff reviewed August 2012 ridership and note ridership on routes operated by all contractors have increased when compared to last year. The ridership decrease shown on GO Route 69 is the result of riders utilizing the new Route 50 – The Queensway implemented on July 1, 2012.

Table 1 below shows the revenue ridership by contractor for August 2012 compared with August 2011.

Table 1 – Revenue Ridership in August 2012 vs August 2011 by Contractors

Division	August 2011 (Revenue Ridership)	August 2012 (Revenue Ridership)	Percentage Change (’12 vs ’11)
Miller Transit	296,356	302,935	2.2%
TOK Transit	83,266	83,232	0.0%
Veolia Southwest	451,054	497,321	10.3%
TTC	236,458	276,163	16.8%
GO Route 69	4,323	2,851	-34.1%
York BRT (Viva)	545,082	573,604	5.2%
Revenue Ridership	1,616,538	1,736,106	7.4%

Note: As of July 1, 2012, Community bus routes were reassigned

Employment

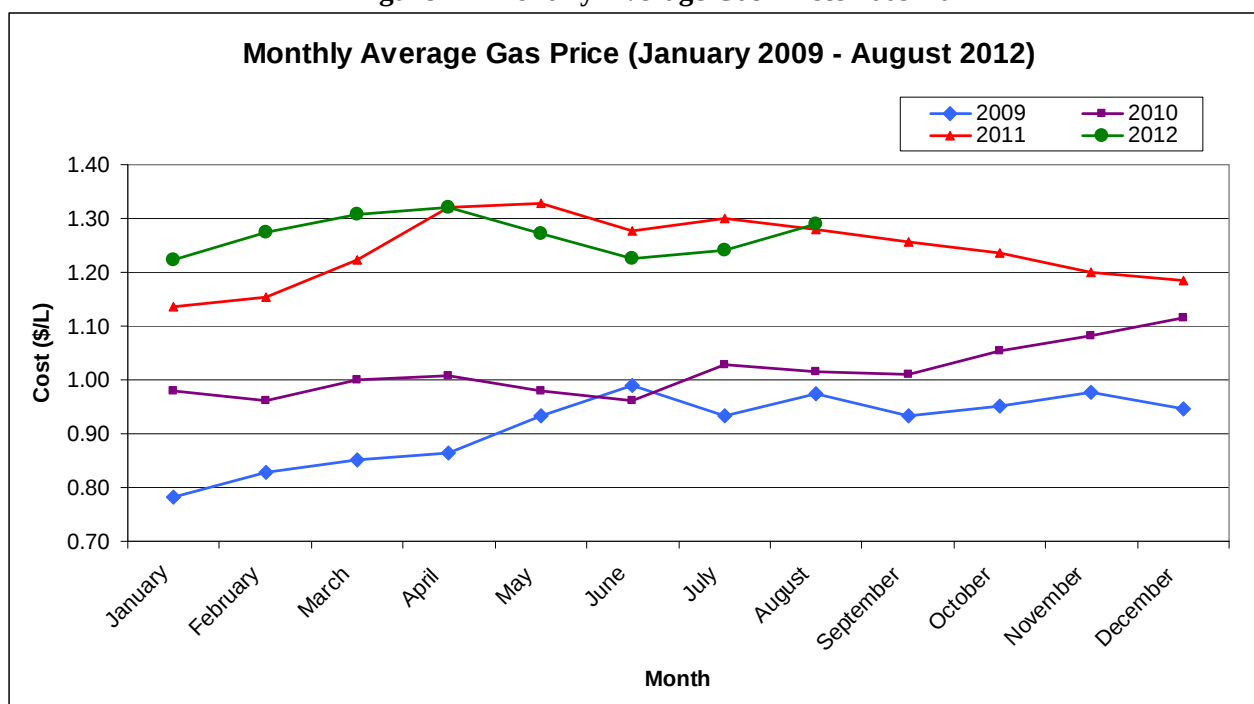
The national unemployment rate held steady at 7.3 per cent^[1] in August 2012 compared to August 2011. At a local level, York Region is located within the Employment Insurance Economic Region of Toronto which recorded an unemployment rate of 8.5 per cent; an increase of 0.2 per cent from August 2011^[2].

Gas Prices

Gas prices in August 2012 averaged \$1.29 per litre^[3], including Harmonized Sales Tax (HST). In August 2011, gas prices were lower at \$1.28 per litre^[4], including HST.

Figure 1 below illustrates historical gas prices between January 2009 and August 2012.

Figure 1 – Monthly Average Gas Prices 2009-2012



Mobility Plus

In August 2012, Mobility Plus carried approximately 1,800 additional passengers, an increase of 6.5 per cent over August 2011. This increase is primarily attributed to the warmer and dryer weather and an increase in mid day trips taken by our customers. During August 2012, Mobility Plus is operating approximately 82 additional trips per day.

Kathleen Llewellyn-Thomas, P.Eng.
Commissioner of Transportation Services

Notes:

[1] August 6, 2012. Latest Release from the Labour Force Survey. *Statistics Canada*. Retrieved from <http://www.statcan.gc.ca/subjects-sujets/labour-travail/lfs-epa/lfs-epa-eng.htm>. Retrieved date: Sept 10, 2012.

[2] EI Economic Region of Toronto – Unemployment Rates for the EI Economic Regions. *Human Resources and Skills Development Canada*. Retrieved from <http://srv129.services.gc.ca/rbin/eng/rates.aspx?id=2012#data>. Retrieved date Sept 10, 2012.

[3] Fuel Price Data. (2012). *Ministry of Energy*. Retrieved from <http://www.energy.gov.on.ca/en/fuel-prices/fuel-price-data/?fuel=reg&yr=2012>. Retrieved date Sept 10, 2012.

[4] Fuel Price Data. (2011). *Ministry of Energy*. Retrieved from <http://www.energy.gov.on.ca/en/fuel-prices/fuel-price-data-historical/?fuel=rg&yr=2011>. Retrieved date Sept 10, 2012.

YORK REGION TRANSIT / VIVA - MONTHLY RIDERSHIP SUMMARY											Aug-12			22 weekdays, 4 Saturdays, 5 Sunday/Holidays	
AUGUST 2012											Aug-11			22 weekdays, 4 Saturdays, 5 Sunday/Holidays	
rev. Sept 13, 2012			2011 ^[3]			TOTAL BOARDINGS (MONTH)			TOTAL BOARDINGS (YEAR TO DATE)			2012 ^[3]			
	YRT Route #	Route Name	Avg Wkdy Boardings	Avg Sat Boardings	Avg Sn/Hol Boardings	2011	2012	Percentage ('12 vs '11)	2011	2012	Percentage ('12 vs '11)	Avg Wkdy Boardings	Avg Sat Boardings	Avg Sn/Hol Boardings	Notes
Markham, Stouffville	1 ^[1]	Highway 7	1,702	794	377	42,895	49,631	15.7%	307,429	353,201	14.9%	2,015	709	450	General corridor growth; Viva purple ridership migration to Route 1 due to temporary detour via High Tech Road
	2 ^[1]	Milliken	1,686	785	395	42,825	39,658	-7.4%	391,156	352,344	-9.9%	1,561	742	395	Ridership decline: strike impact
	2A	14th Ave	518	0	0	11,581	11,062	-4.5%	137,713	110,983	-19.4%	499	0	0	Stable ridership
	3 ^[1]	Thornhill - York U.	1,026	398	346	26,186	28,252	7.9%	280,598	381,723	36.0%	1,124	432	291	Stable ridership
	8	Kennedy Rd	1,242	541	387	31,870	31,585	-0.9%	257,546	264,714	2.8%	1,183	624	561	Stable ridership
	9 ^[1]	Ninth Line	147	0	0	3,305	3,655	10.6%	28,718	25,427	-11.5%	163	0	0	Route restructured July 1, 2012; Ridership migration from Route 15
	15	Stouffville Local	55	0	0	1,238	0	-100.0%	15,229	13,840	-9.1%	0	0	0	Route discontinued July 1, 2012; Ridership migration to Route 9
	18	Bur Oak	541	112	0	12,467	8,710	-30.1%	153,228	131,034	-14.5%	374	98	0	Decreased employment travel
	40	Unionville Local	263	106	103	6,846	7,962	16.3%	93,170	90,007	-3.4%	320	110	85	General corridor growth
	41	Markham Local	204	65	64	5,148	4,450	-13.6%	63,867	49,687	-22.2%	175	64	65	Ridership decline: strike impact
	42	Berczy South Unionville	147	0	0	3,260	1,428	-56.2%	29,252	17,959	-38.6%	64	0	0	Decreased employment travel
	45	Mingay	49	0	0	1,098	958	-12.8%	11,885	12,563	5.7%	43	0	0	Ridership decline: strike impact
	201	Markham GO Shuttle	80	0	0	1,772	718	-59.5%	16,335	8,701	-46.7%	32	0	0	Ridership decline: strike impact
	202	Unionville GO Shuttle	158	0	0	3,497	848	-75.8%	25,369	11,796	-53.5%	38	0	0	Ridership decline: strike impact
	203	Milliken GO Shuttle	56	0	0	1,263	566	-55.2%	12,645	6,620	-47.6%	25	0	0	Ridership decline: strike impact
	300 ^[1]	Business Express	257	0	0	5,753	8,096	40.7%	43,362	47,145	8.7%	367	0	0	Viva pink ridership migration to Route 300 due to vivaNext construction
	301 ^[1]	Markham Express	312	0	0	6,991	3,334	-52.3%	59,975	37,399	-37.6%	150	0	0	Route restructured July 1, 2012; Ridership migrate to New Route 304
	302 ^[1]	Unionville Express	153	0	0	3,419	4,294	25.6%	31,764	28,371	-10.7%	194	0	0	Correction in data collection method. Markham express routes restructured July 1, 2012
	303 ^[1]	Bur Oak Express	263	0	0	5,898	6,553	11.1%	46,594	43,988	-5.6%	296	0	0	Route restructured July 1, 2012; ridership migrate to New Route 304
	304	Mount Joy Express	n/a	n/a	n/a	0	5,566	n/a	0	5,566	n/a	253	0	0	New route introduced on July 1, 2012; Ridership migrate from Route 301 & Route 303
	522	Markham Community Bus	82	61	0	2,051	1,663	-18.9%	15,685	15,967	1.8%	40	41	0	Rider migration from conventional service to community bus service
	TTC	Markham Total	8,941	2,862	1,672	219,363	218,989	-0.2%	2,021,520	2,009,035	-0.6%	8,916	2,820	1,847	
	TTC 17A ^[1]	Birchmount	223	0	0	4,895	4,884	-0.2%	37,992	34,992	-7.9%	222	0	0	Stable ridership
	TTC 24D, 224B/C/D ^[1]	Vic Park North (Woodbine)	847	86	52	19,264	25,662	33.2%	152,846	188,295	23.2%	1,129	106	68	General corridor growth
	TTC 68B ^[1]	Warden North	918	377	223	22,808	25,827	13.2%	175,851	194,916	10.8%	1,031	450	269	General corridor growth
	TTC 102D ^[1]	Markham Rd	898	312	184	21,913	27,474	25.4%	173,685	202,695	16.7%	1,094	489	290	General corridor growth
	TTC 129A ^[1]	McCowan North	2,491	1,203	851	63,869	69,495	8.8%	511,742	536,002	4.7%	2,699	1,547	788	General corridor growth
		TTC (Markham) Total	5,376	1,978	1,310	132,749	153,342	15.5%	1,052,116	1,156,900	10.0%	6,174	2,592	1,415	
		Markham & TTC Total	14,317	4,840	2,982	352,112	372,331	5.7%	3,073,636	3,165,935	3.0%	15,090	5,412	3,262	
Vaughan, King	4/4A ^[1]	Major Mackenzie	3,395	1,966	1,236	90,358	101,544	12.4%	653,357	855,966	31.0%	3,806	2,197	1,562	Increased ridership to Canada's Wonderland
	5 ^[1]	Clark	1,137	463	0	27,256	28,779	5.6%	258,904	308,026	19.0%	1,199	539	0	Stable ridership
	7 ^[1]	Martin Grove	592	253	0	14,427	16,295	12.9%	136,735	154,943	13.3%	692	162	0	Route restructured July 1, 2012; increased employment travel
	10 ^[1]	York U. (Woodbridge)	181	76	76	4,865	5,932	21.9%	62,492	68,384	9.4%	236	46	88	Route restructured July 1, 2012; ridership migration from Route 11
	11	Woodbridge	38	0	0	881	0	-100.0%	12,545	8,948	-28.7%	0	0	0	Route discontinued July 1, 2012
	12	Pine Valley	404	145	0	9,701	10,697	10.3%	65,892	75,924	15.2%	429	201	0	Increased employment travel, general corridor growth
	13	Islington Ave	277	126	0	6,929	8,681	25.3%	63,134	83,164	31.7%	359	145	0	Increased employment travel, general corridor growth
	20 ^[1]	Jane	2,976	1,923	1,331	82,163	83,179	1.2%	546,725	648,518	18.6%	3,010	2,097	1,373	Stable ridership
	22/22A ^[1]	King City	350	44	0	7,964	8,477	6.4%	96,700	87,714	-9.3%	369	53	0	General corridor growth
	23 ^[1]	Thornhill Woods	800	0	0	17,916	16,036	-10.5%	154,190	153,843	-0.2%	722	0	0	Decreased employment travel
	27	Highway 27	57	16	8	1,365	0	-100.0%	13,911	0	-100.0%	0	0	0	Route discontinued (Sept 2011); Route 28 service available
	28	Zenway-Hwy.27	25	0	0	578	1,289	123.0%	6,248	10,457	67.4%	57	0	0	Ridership migration from Route 27
	77 ^[1]	Hwy 7 - Centre St	3,743	1,554	783	93,856	102,441	9.1%	711,405	929,203	30.6%	4,084	1,764	924	Increased employment travel; ridership migration from Viva orange due to strike
	99 ^[1]	Yonge South	3,063	1,832	1,875	85,058	84,480	-0.7%	705,233	864,943	22.6%	3,089	1,695	1,825	Stable ridership
	360 ^[1]	Maple Express	318	0	0	7,432	5,266	-29.1%	62,993	56,366	-10.5%	232	0	0	Decreased employment travel
	760	Vaughan Mills/Wonderland	0	0	0	0	3,279	n/a	0	3,279	n/a	0	401	321	Seasonal service reinstated May 6, 2012
	TTC	Vaughan Total	17,356	8,398	5,309	450,749	476,375	5.7%	3,550,464	4,309,677	21.4%	18,284	9,300	6,093	
	TTC 35-D ^[1]	Jane	1,218	300	0	27,996	33,704	20.4%	216,294	264,567	22.3%	1,480	286	0	Increased employment travel
	TTC 37-D ^[1]	Islington	118	0	0	2,596	2,717	4.7%	19,163	21,230	10.8%	124	0	0	Stable ridership
	TTC 105/105-B ^[1]	Dufferin North	1,807	617	471	44,566	46,846	5.1%	348,146	372,810	7.1%	1,848	829	577	Stable ridership
	TTC 107-C/D/B/F ^[1]	Keele North	2,844	729	345	67,209	70,836	5.4%	521,464	558,961	7.2%	2,986	760	423	Stable ridership
	TTC 160 ^[1]	Bathurst North	821	499	466	22,377	21,809	-2.5%	171,632	176,457	2.8%	745	700	526	Stable ridership
	TTC 165-D/F ^[1]	Weston Road North	1,561	701	518	39,736	49,231	23.9%	315,082	394,692	25.3%	1,825	1,199	857	Increased employment travel
		TTC (Vaughan) Total	8,368	2,846	1,800	204,480	225,143	10.1%	1,591,781	1,788,717	12.4%	9,006	3,774	2,383	
		Vaughan & TTC Total	25,724	11,244	7,109	655,229	701,518	7.1%	5,142,245	6,098,394	18.6%	27,290	13,074	8,476	

* Route crosses municipal boundaries.

			2011 [3]			TOTAL BOARDINGS (MONTH)			TOTAL BOARDINGS (YEAR TO DATE)			2012 [3]			
			Avg Wkdy Boardings	Avg Sat Boardings	Avg Sn/Hol Boardings	2011	2012	Percentage ('12 vs '11)	2011	2012	Percentage ('12 vs '11)	Avg Wkdy Boardings	Avg Sat Boardings	Avg Sn/Hol Boardings	
Richmond Hill	YRT Route #	Route Name													
	81	Inspiration	111	0	0	2,467	1,944	-21.2%	29,130	23,402	-19.7%	88	0	0	Ridership decline: strike impact. Route restructured July 1, 2012
	82	Valleymede-Spadina	236	40	0	5,395	3,348	-37.9%	85,476	54,366	-36.4%	151	0	0	Ridership decline: strike impact
	83	Trench	408	138	0	9,664	7,634	-21.0%	178,459	148,582	-16.7%	334	63	0	Ridership decline: strike impact. Route restructured July 1, 2012. Route 83A services converted to rush hour service only
	84A/84C	Oak Ridges	73	24	0	1,710	1,751	2.4%	37,049	20,049	-45.9%	76	18	0	Stable ridership
	85/85A/85B ^[1]	16th Ave/Rutherford	4,322	2,393	1,348	113,255	119,708	5.7%	890,550	844,895	-5.1%	4,589	2,525	1,513	
	86	Weldrick-Newkirk	435	137	0	10,239	7,575	-26.0%	121,669	107,325	-11.8%	316	143	0	Ridership decline: strike impact. Route restructured July 1, 2012
	87 ^[1]	Langstaff Local	529	114	0	12,256	9,063	-26.1%	166,817	128,863	-22.8%	393	87	0	Ridership decline: strike impact. Route restructured July 1, 2012
	88/88A/88E ^[1]	Bathurst/Bathurst Express	3,028	2,027	1,469	83,308	89,461	7.4%	714,512	847,847	18.7%	3,331	2,189	1,482	Stable ridership
	589	RH Community Bus	145	98	97	4,102	3,140	-23.5%	29,235	22,260	-23.9%	119	89	31	
	90/90B ^[1]	Leslie	2,804	819	448	68,096	70,006	2.8%	590,329	573,849	-2.8%	2,859	943	554	General corridor growth
	91/91A/91B/91E ^[1]	Bayview South/Express	3,192	1,238	1,175	82,139	91,457	11.3%	709,333	876,365	23.5%	3,488	2,005	1,190	General corridor growth
	240	Mill Pond GO Shuttle	105	0	0	2,331	953	-59.1%	25,149	12,344	-50.9%	43	0	0	Ridership decline: strike impact
	241	Bev Acres GO Shuttle	82	0	0	1,815	384	-78.8%	16,862	7,010	-58.4%	17	0	0	Ridership decline: strike impact
Aurora	242	N Richvale GO Shuttle	49	0	0	1,101	621	-43.6%	8,588	4,439	-48.3%	28	0	0	Ridership decline: strike impact
	243	Redstone GO Shuttle	160	0	0	3,548	1,601	-54.9%	28,605	16,321	-42.9%	72	0	0	Ridership decline: strike impact
		Richmond Hill Total	15,679	7,028	4,537	401,426	408,646	1.8%	3,631,763	3,687,917	1.5%	15,904	8,062	4,770	
Aurora	31 ^[1]	Aurora North	27	0	0	600	560	-6.7%	12,443	8,357	-32.8%	25	0	0	Ridership decline: strike impact. Route restructured July 1, 2012
	32	Aurora South	168	25	0	3,836	3,337	-13.0%	74,371	57,481	-22.7%	145	22	0	Ridership decline: strike impact
	33/33A	Wellington	291	134	0	7,021	7,059	0.5%	83,394	72,179	-13.4%	296	104	0	Stable ridership
	34	Industrial Parkway	18	0	0	405	0	-100.0%	5,425	2,413	-55.5%	0	0	0	Route discontinued July 1, 2012 due to low ridership
Newmarket, East Gwill., Georgina		Aurora Total	504	159	0	11,862	10,956	-7.6%	175,633	140,430	-20.0%	466	126	0	
	44	Bristol - London	119	76	0	2,949	3,130	6.1%	35,184	27,082	-23.0%	131	52	0	Route restructured July 1, 2012, merged with previous Route 53 north of Davis Drive
	50	Queensway	n/a	n/a	n/a	0	1,558	n/a	0	1,558	n/a	69	0	0	New peak period service introduced July 1, 2012
	51	Keswick Local	85	31	0	2,037	2,269	11.4%	37,207	31,513	-15.3%	96	32	0	Stable ridership
	52 ^[1]	Holland Landing Local	239	125	0	5,834	5,646	-3.2%	52,294	42,326	-19.1%	226	135	0	Ridership decline: strike impact
	53	Woodspring-Clearmeadow	211	122	107	5,726	0	-100.0%	57,996	30,074	-48.1%	0	0	0	Route merged with Route 44 north of Davis Drive and with 57/57A south of Davis Drive as of July 1, 2012;
	54 ^[1]	Bayview North	327	139	0	7,886	6,663	-15.5%	63,451	54,107	-14.7%	282	90	0	Ridership decline: strike impact
	55/55B	Davis Dr.	1,095	604	375	28,713	24,730	-13.9%	256,825	212,478	-17.3%	935	584	292	Ridership decline: strike impact. Route restrucutred in April. Route 55B services converted to rush hour service only
	56	Gorham-Eagle	391	212	100	10,044	8,877	-11.6%	89,867	69,323	-22.9%	340	182	104	Ridership decline: strike impact
	57/57A	Mulock Dr.	437	171	30	10,609	13,706	29.2%	118,309	105,682	-10.7%	531	242	162	Route restructured July 1, 2012; Route merged with previous Route 53 south of Davis Drive
	58/58A	Leslie North	80	0	0	1,781	2,486	39.6%	13,380	16,639	24.4%	111	0	0	Increased passenger volume due to Route 58A restrucutred to service Newmarket GO Bus Terminal during midday.
	GO Rte 69 ^[1]	Sutton GO Bus	236	118	98	6,154	3,899	-36.6%	44,307	40,606	-8.4%	146	103	55	Ridership migration to Route 50 - Queensway
	98 (incl. 98E & 98/99)	Yonge North	653	559	444	18,962	20,662	9.0%	191,029	155,535	-18.6%	735	442	488	Increased employment travel
	220	Keswick GO	15	0	0	340	0	-100.0%	2,332	839	-64.0%	0	0	0	Route discontinued July 1, 2012
	222	Aurora-Nmkt GO Shuttle	75	0	0	1,694	700	-58.7%	11,267	4,418	-60.8%	31	0	0	Ridership decline: strike impact
	223	Newmarket GO Shuttle	19	0	0	428	223	-47.9%	3,542	1,991	-43.8%	10	0	0	Ridership decline: strike impact
	520/521	Newmarket Community Bus	63	18	16	1,557	2,006	28.8%	11,933	16,111	35.0%	82	30	14	Ridership migration from conventional service to community bus service
		Newmarket Total	4,045	2,175	1,170	104,714	96,555	-7.8%	988,923	810,282	-18.1%	3,725	1,892	1,115	
		YRT SUB-TOTAL	60,269	25,446	15,798	1,525,343	1,590,006	4.2%	13,012,200	13,902,957	6.8%	62,475	28,566	17,623	
Viva															
	blue (incl. blue'A) ^[1]	Yonge Corridor	12,019	7,257	5,212	427,342	499,945	17.0%	3,720,850	3,658,930	-1.7%	18,702	12,024	8,081	General corridor growth
	purple ^[1]	Highway 7 Corridor	6,767	4,260	3,390	198,478	161,966	-18.4%	1,655,035	1,256,364	-24.1%	5,923	3,990	3,140	Ridership decline: strike impact. Temporary detour via High Tech Road, ridership migration to Route 1, 3 and 300
	green ^[1]	Markham North-South Link	751	0	0	17,653	14,850	-15.9%	130,824	92,495	-29.3%	675			Stable ridership
	orange (incl. Züm) ^[1]	Vaughan North-South Link	2,663	1,822	1,326	76,664	67,456	-12.0%	587,095	456,390	-22.3%	2,478	1,725	1,208	Ridership decline: strike impact. Ridership migration to Route 77
	pink ^[1]	Finch - Unionville	2,336	0	0	55,851	40,326	-27.8%	448,597	284,718	-36.5%	1,833			Ridership decline: strike impact. Temporary detour via High Tech Road, ridership migration to Route 1 and 300
		Viva SUB-TOTAL	24,536	13,339	9,928	775,988	784,543	1.1%	6,542,401	5,748,896	-12.1%	29,611	17,739	12,429	

[1] Route crosses municipal boundaries.

[2] Viva ridership data adjustment is derived on a monthly basis, and compensates for temporary malfunctions of on-board automatic passenger counter (APC) equipment, and/or for drivers not logging onto Init APC system.

[3] A "0" ridership value indicates that service is not operated by the route on the day type shown.

[4] Average boardings only reflect prior to October 24th transit labour dispute

"Total Boardings" do not include PRESTO values.

Total Boardings	YRT/VIVA SYSTEM TOTAL	84,805	38,785	25,726	2,301,331	2,374,549	3.2%	19,554,601	19,651,854	0.5%	92,086	46,305	30,052
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Rev. Boardings	YRT/VIVA SYSTEM TOTAL				1,616,538	1,736,106	7.4%	13,988,415	13,826,769	-1.2%	67,327
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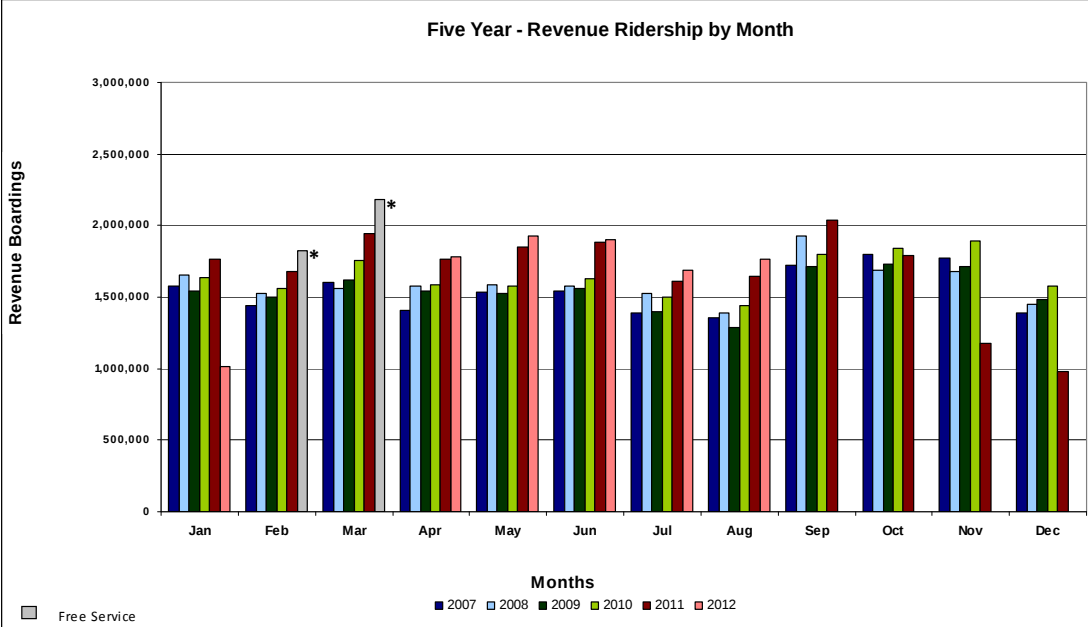
Notes: 1. System-wide transfer rate = Revenue Boardings / Total Boardings = 26.9%

By Route Class	Base Routes	73,879	36,349	24,809	2,042,441	2,141,142	5%	16,753,193	17,141,865	2%	82,323	43,844	29,053
	Local Routes	8,534	2,259	804	203,898	183,596	-10%	2,349,173	2,159,057	-8%	7,735	1,900	633
	Express Routes	1,303	0	0	29,493	33,109	12%	244,688	218,835	-11%	1,492	0	0
	Community Bus Routes	290	177	113	7,710	6,809	-12%	56,853	54,338	-4%	241	160	45
	Seasonal Routes	0	0	0	0	3,279	n/a	0	3,279	n/a	0	401	321
	GO Shuttle Routes	799	0	0	17,789	6,614	-63%	150,694	74,479	-51%	296	0	0
	TOTAL, by Route Class	84,805	38,785	25,726	2,301,331	2,374,549	3.2%	19,554,601	19,651,854	0.5%	92,086	46,305	30,052

YRT/Viva

2012 Revenue Ridership Summary

Conventional and BRT services including contracted TTC services north of Steeles Avenue



* February & March 2012 forecasted revenue ridership due to free transit service.

Month	2011 ^[4]	2012	Monthly Change ['12 vs '11]	Year to Date (YTD) Change	Average Weekday Revenue Ridership 2012
January	1,740,807	977,916 ^[1]	-43.8%	-43.8%	39,845 ^[1]
February	1,731,401	1,792,375 ^{[2]*}	3.5%	-20.2%	85,467
March	1,866,013	2,147,532 ^{[3]*}	15.1%	-7.9%	84,564
April	1,730,828	1,755,264	1.4%	-5.6%	73,849
May	1,872,981	1,890,561	0.9%	-4.2%	73,897
June	1,810,380	1,872,224	3.4%	-2.9%	75,746
July	1,619,467	1,654,791	2.2%	-2.3%	65,703
August	1,616,538	1,736,106	7.4%	-1.2%	67,327
September	2,008,877				
October	1,757,737 ^[1]				
November	1,142,577 ^[1]				
December	951,948 ^[1]				
YTD Total	19,849,554	13,826,769			

^[1] Transit labour strike October 24, 2011 to February 3, 2012

^[2] Free transit service begins February 4, 2012. Projected weekday revenue ridership based on historic transfer rate of 28.1 per cent

^[3] Free transit service begins February 4, 2012. Projected weekday revenue ridership based on 40 per cent transfer rate.

^[4] 2011 revenue ridership adjusted for 2012 comparison.

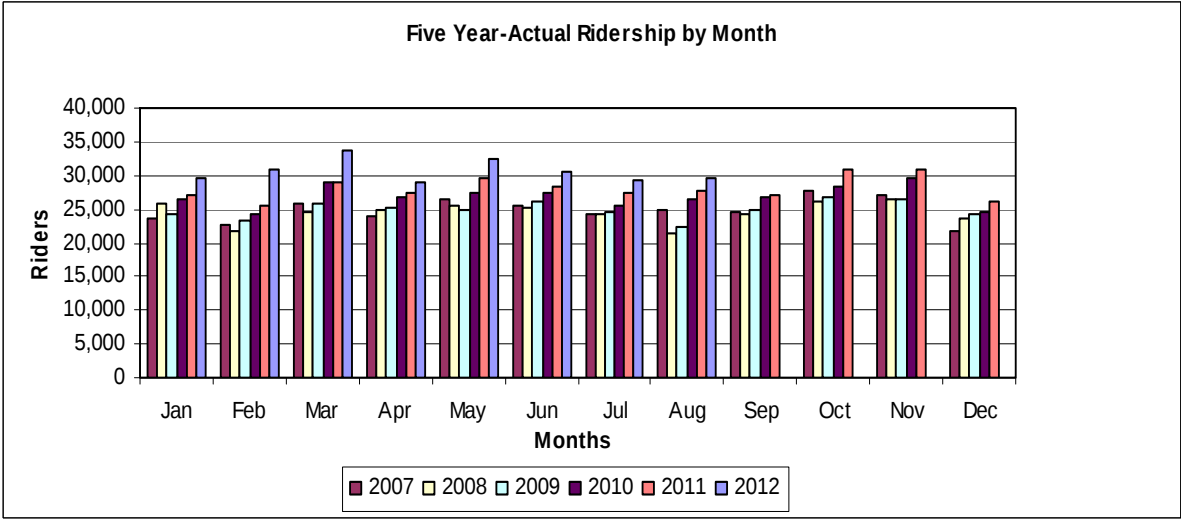
* Projections based on total boardings and transfer rate.

Updated: September 17, 2012

YRT/Viva

2012 Ridership Summary

Specialized Services – Mobility Plus



Month	2011 Ridership	2012 Ridership	Monthly Change ('12 vs. '11)	Year to Date (YTD) Change	Average Weekday Revenue Ridership 2012
January	26,948	29,467	9.3%	9.3%	1237
February	25,612	30,865 ^[1]	20.5%	14.8%	1368
March	28,948	33,661 ^[1]	16.3%	15.3%	1356
April	27,412	29,070	6.0%	13.0%	1207
May	29,553	32,566	10.2%	12.4%	1321
June	28,214	30,667	8.7%	11.8%	1291
July	27,311	29,284	7.2%	11.1%	1293
August	27,701	29,501	6.5%	10.5%	1185
September	26,980				
October	30,738				
November	30,874				
December	26,069				
YTD	336,360	245,081			

^[1] Free transit attributed to high increase in ridership.