

MEMORANDUM

TO: Transportation Services Committee

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

DATE: October 31, 2012

RE: September 2012 York Region Transit/Viva Ridership Statistics

This memorandum provides an overview of the monthly York Region Transit/Viva (YRT/Viva) ridership statistics for September 2012. YRT/Viva revenue ridership in September reached 2.01 million, representing an increase of approximately 2,070 revenue riders, or 0.1 per cent more, compared with September 2011. This is the highest September ridership since amalgamation in 2001.

On Sunday September 2, 2012, YRT/Viva implemented schedule adjustments throughout the system to reflect actual travel times, and improve service reliability. School specials and school deviations were also reinstated for the academic year.

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

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

Division	September 2011 (Revenue Ridership)	September 2012 (Revenue Ridership)	Percentage Change (’12 vs ’11)
Miller Transit	395,903	366,049	-7.5%
TOK Transit	122,096	134,410	10.1%
Veolia Southwest	549,305	586,241	6.7%
TTC	238,793	266,610	11.6%
GO Route 69	4,456	0	-100.0%
York BRT (Viva)	698,324	657,639	-5.8%
Revenue Ridership	2,008,877	2,010,949	0.1%

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

As of September 2, 2012, GO Route 69 – Sutton was discontinued, Route 50 – Queensway assumed service between Newmarket and Pefferlaw

Employment

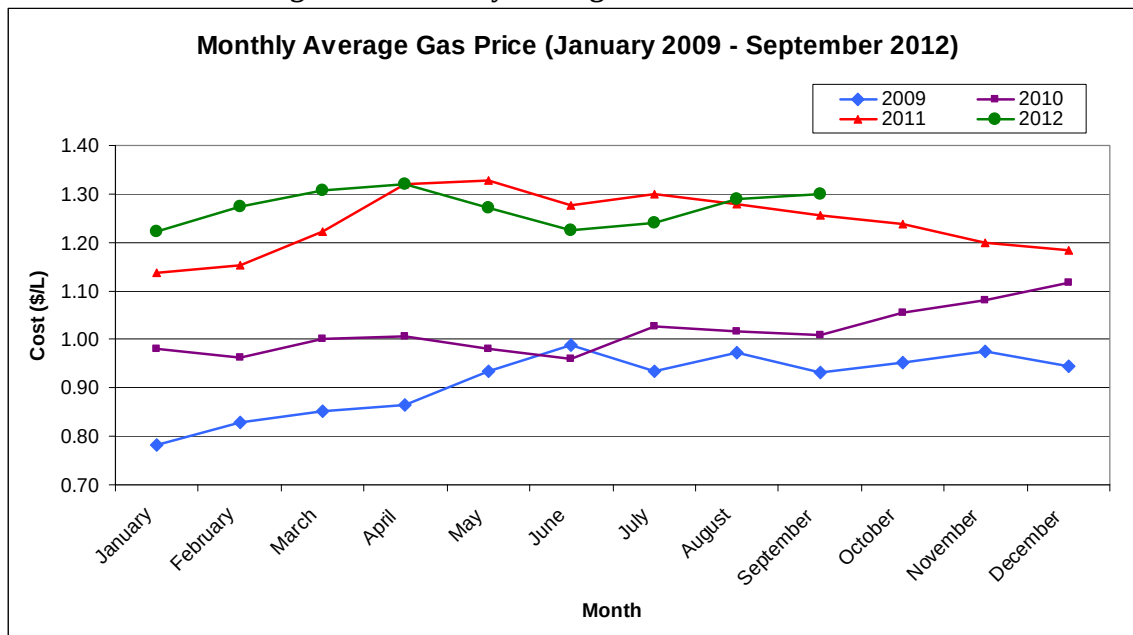
The national unemployment rate rose 0.1 per cent to 7.4 per cent^[1] in September 2012 compared to September 2011. At a local level, York Region is located within the Employment Insurance Economic Region of Toronto which recorded an unemployment rate of 8.5 per cent; an increase of 0.4 per cent from September 2011^[2].

Gas Prices

Gas prices in September 2012 averaged \$1.30 per litre^[3], including Harmonized Sales Tax (HST). In September 2011, gas prices were lower at \$1.25 per litre^[4], including HST.

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

Figure 1 – Monthly Average Gas Prices 2009-2012



Mobility Plus

In September 2012, Mobility Plus carried approximately 2,300 additional passengers, an increase of 8.6 per cent over September 2011. This increase is primarily attributed to the warmer and dryer weather and an increase in mid day trips taken by our customers. During September 2012, Mobility Plus is operating approximately 120 additional trips per day.

In addition to the monthly ridership statistics, attached is the Quarterly Performance Report.

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

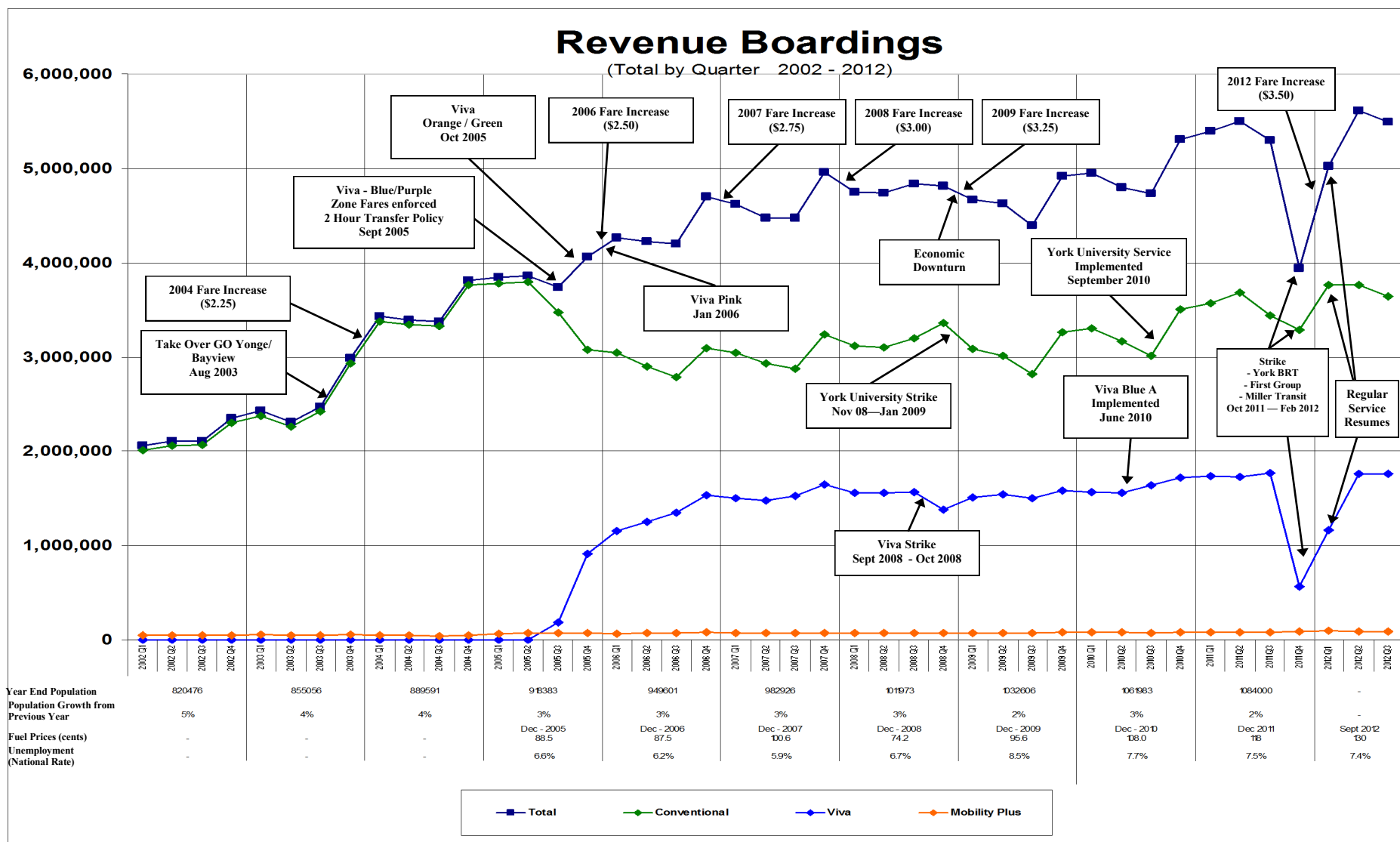
Notes:

[1] October 5, 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: October 12, 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: October 12, 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 October 12, 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 October 12, 2012.



Note:

- All population figures are year-end: Source: York Region Planning Department based on Statistics Canada and CMHC Housing Completion data
- Quarterly fuel price source: Minister of Energy (<http://www.mei.gov.on.ca/en/energy/oilandgas/?page=fuel-prices>)
- Unemployment Rates : (<http://www.statscan.gc.ca/subjects-sujets/labour-travail/lfs-epa/lfs-epa-eng.htm>)

YORK REGION TRANSIT / VIVA - MONTHLY RIDERSHIP SUMMARY											Sep-12			19 weekdays, 5 Saturdays, 6 Sunday/Holidays		
SEPTEMBER 2012											Sep-11			21 weekdays, 4 Saturdays, 5 Sunday/Holidays		
rev. 12oct2012			2011 ^[a]			TOTAL BOARDINGS (MONTH)			TOTAL BOARDINGS (YEAR TO DATE)			2012 ^[a]				
YRT		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	2,027	667	465	44,911	47,273	5.3%	352,340	400,474	13.7%	2,126	809	431	General corridor growth; Viva purple ridership migration to Route 1 due to temporary detour via High Tech Road	
	2 ^[1]	Milliken	2,114	767	565	47,898	41,605	-13.1%	439,054	393,949	-10.3%	1,822	855	392	Ridership decline: strike impact	
	2A	14th Ave	922	0	0	17,635	16,597	-5.9%	155,348	127,580	-17.9%	870	0	0	Decreased employment travel	
	3 ^[1]	Thornhill - York U.	1,918	463	352	41,208	41,238	0.1%	321,806	422,961	31.4%	1,983	438	173	Stable ridership	
	8	Kennedy Rd	1,550	518	529	35,518	35,412	-0.3%	293,064	300,126	2.4%	1,458	850	541	Stable ridership	
	9 ^[1]	Ninth Line	193	0	0	3,708	5,623	51.6%	32,426	31,050	-4.2%	293	0	0	Route restructured July 1, 2012; Ridership migration from Route 15	
	15	Stouffville Local	116	0	0	2,246	0	n/a	17,475	13,840	-20.8%	0	0	0	Route discontinued July 1, 2012; Ridership migration to Route 9	
	18	Bur Oak	960	123	0	18,954	16,297	-14.0%	172,182	147,331	-14.4%	824	115	0	Decreased employment travel	
	40	Unionville Local	575	147	100	12,350	11,836	-4.2%	105,520	101,843	-3.5%	553	135	94	Stable ridership	
	41	Markham Local	332	81	85	7,294	6,317	-13.4%	71,161	56,004	-21.3%	290	84	58	Decreased employment travel	
	42	Berczy South Unionville	164	0	0	3,137	2,216	-29.4%	32,389	20,175	-37.7%	116	0	0	Decreased employment travel	
	45	Mingay	77	0	0	1,470	1,451	-1.3%	13,355	14,014	4.9%	76	0	0	Stable ridership	
	201	Markham GO Shuttle	95	0	0	1,819	538	-70.4%	18,154	9,239	-49.1%	28	0	0	Ridership decline: strike impact	
	202	Unionville GO Shuttle	130	0	0	2,485	621	-75.0%	27,854	12,417	-55.4%	32	0	0	Ridership decline: strike impact	
	203	Milliken GO Shuttle	77	0	0	1,484	589	-60.3%	14,129	7,209	-49.0%	30	0	0	Ridership decline: strike impact	
	300 ^[1]	Business Express	280	0	0	5,440	8,341	53.3%	48,802	55,486	13.7%	436	0	0	Viva pink ridership migration to Route 300 due to vivaNext construction	
	301 ^[1]	Markham Express	341	0	0	6,573	2,335	-64.5%	66,548	39,734	-40.3%	122	0	0	Route restructured July 1, 2012; Ridership migrate to New Route 304	
	302 ^[1]	Unionville Express	196	0	0	3,786	3,480	-8.1%	35,550	31,851	-10.4%	182	0	0	Decreased employment travel	
	303 ^[1]	Bur Oak Express	257	0	0	5,007	5,844	16.7%	51,601	49,832	-3.4%	306	0	0	Route restructured July 1, 2012; Ridership migrate to New Route 304; General growth	
	304	Mount Joy Express	n/a	0	0	0	4,424	n/a	0	4,424	n/a	232	0	0	New route introduced on July 1, 2012; Ridership migrate from Route 301 & Route 303	
	522	Markham Community Bus	84	51	0	1,880	1,626	-13.5%	17,565	17,593	0.2%	70	57	0	Rider migration from conventional service to community bus service	
	TTC		Markham Total	12,408	2,817	2,096	264,803	253,663	-4.2%	2,286,323	2,257,132	-1.3%	11,849	3,343	1,689	
	TTC 17A ^[1]		Birchmount	223	0	0	4,228	4,218	-0.2%	42,220	39,210	-7.1%	222	0	0	Stable ridership
	TTC 24D, 224B/C/D ^[1]		Vic Park North (Woodbine)	847	98	57	16,949	22,387	32.1%	169,795	210,682	24.1%	1,129	107	66	General corridor growth
	TTC 68B ^[1]		Warden North	918	377	223	20,656	23,453	13.5%	196,507	218,369	11.1%	1,031	450	269	General corridor growth
	TTC 102D ^[1]		Markham Rd	898	312	184	19,717	24,971	26.7%	193,402	227,666	17.7%	1,094	489	290	General corridor growth
	TTC 129A ^[1]		McCowan North	2,491	1,203	851	58,450	63,735	9.0%	570,192	599,736	5.2%	2,699	1,547	788	General corridor growth
			TTC (Markham) Total	5,376	1,990	1,315	119,999	138,763	15.6%	1,172,115	1,295,663	10.5%	6,174	2,593	1,413	
			Markham & TTC Total	17,784	4,807	3,411	384,802	392,426	2.0%	3,458,438	3,552,795	2.7%	18,023	5,936	3,102	
Vaughan, King	4/4A ^[1]	Major Mackenzie	3,808	1,893	1,409	91,416	101,445	11.0%	744,773	957,411	28.6%	4,364	2,063	1,177	General corridor growth	
	5 ^[1]	Clark	1,441	457	0	30,019	35,492	18.2%	288,923	343,518	18.9%	1,725	493	0	Increased employment travel.	
	7 ^[1]	Martin Grove	1,091	178	0	22,224	23,923	7.6%	158,959	178,866	12.5%	1,186	131	0	Service adjusted Sept 24th to provide service on Martin Grove Road	
	10 ^[1]	York U. (Woodbridge)	483	52	81	10,102	8,964	-11.3%	72,594	77,348	6.5%	424	82	65	Route restructured July 1, 2012; ridership migration from Route 11	
	11	Woodbridge	70	0	0	1,369	0	-100.0%	13,914	8,948	-35.7%	0	0	0	Route discontinued July 1, 2012	
	12	Pine Valley	447	189	0	9,656	9,204	-4.7%	75,548	85,128	12.7%	426	180	0	Stable Ridership	
	13	Islington Ave	435	132	0	9,196	10,877	18.3%	72,330	94,041	30.0%	524	137	0	Ridership migration from Route 10	
	20 ^[1]	Jane	2,982	2,031	1,514	77,814	73,358	-5.7%	624,539	721,876	15.6%	2,885	1,868	1,323	Decreased employment travel	
	22/22A ^[1]	King City	780	76	0	15,347	20,769	35.3%	112,047	108,483	-3.2%	1,072	53	0	Restructured in September to provide additional service York University	
	23 ^[1]	Thornhill Woods	841	0	0	16,223	15,745	-2.9%	170,413	169,588	-0.5%	820	0	0	Stable ridership	
	27	Highway 27	0	0	0	34	0	-100.0%	13,945	0	-100.0%	0	0	0	Route discontinued (Sept 2011); Route 28 service available	
	28	Zenway-Hwy.27	39	0	0	764	970	27.0%	7,012	11,427	63.0%	51	0	0	Ridership migration from Route 27; Increased in employment travel	
	77 ^[1]	Hwy 7 - Centre St	4,222	1,688	1,115	96,632	96,004	-0.6%	808,037	1,025,207	26.9%	4,241	1,806	1,062	Stable ridership	
	99 ^[1]	Yonge South	3,218	1,704	1,614	80,046	111,862	39.7%	785,279	976,805	24.4%	4,486	2,381	2,453	General corridor growth	
	360 ^[1]	Maple Express	306	0	0	6,165	5,966	-3.2%	69,158	62,332	-9.9%	314	0	0	Stable ridership	
	760	Vaughan Mills/Wonderland	0	0	0	0	3,801	n/a	0	3,801	n/a	0	321	366	Seasonal service reinstated May 6, 2012	
	TTC		Vaughan Total	20,163	8,400	5,733	467,007	518,380	11.0%	4,017,471	4,820,977	20.0%	22,518	9,194	6,080	
	TTC 35-D ^[1]		Jane	1,218	300	0	24,642	29,550	19.9%	240,936	294,117	22.1%	1,480	286	0	Increased employment travel
	TTC 37-D ^[1]		Islington	118	0	0	2,242	2,347	4.7%	21,405	23,576	10.1%	124	0	0	Stable ridership
	TTC 105/105-B ^[1]		Dufferin North	1,807	617	471	40,235	42,710	6.2%	388,381	415,520	7.0%	1,848	829	577	Stable ridership
	TTC 107-C/D/B/F ^[1]		Keele North	2,844	729	345	59,751	63,063	5.5%	581,215	622,024	7.0%	2,986	760	423	Stable ridership
	TTC 160 ^[1]		Bathurst North	821	499	466	20,881	20,802	-0.4%	192,513	197,259	2.5%	745	700	526	Stable ridership
	TTC 165-D/F ^[1]		Weston Road North	1,561	701	518	36,272	45,812	26.3%	351,354	440,504	25.4%	1,825	1,199	857	Increased employment travel
			TTC (Vaughan) Total	8,368	2,846	1,800	184,022	204,282	11.0%	1,775,803	1,992,999	12.2%	9,006	3,774	2,383	
			Vaughan & TTC Total	28,531	11,246	7,533	651,029	722,662	11.0%	5,793,274	6,813,976	17.6%	31,524	12,968	8,463	

* 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	193	0	0	3,677	3,583	-2.6%	32,807	26,985	-17.7%	188	0	0	Stable ridership
	82	Valleymede-Spadina	560	36	0	10,846	7,055	-35.0%	96,322	61,421	-36.2%	370	0	0	Ridership decline: strike impact
	83	Trench	1,121	179	0	22,318	18,991	-14.9%	200,777	167,573	-16.5%	974	88	0	Ridership decline: strike impact. Route restructured July 1, 2012. Route 83A services converted to rush hour service only
	84A/84C	Oak Ridges	220	19	0	4,293	4,003	-6.8%	41,342	24,052	-41.8%	204	24	0	Stable ridership
	85/85A/85B ^[1]	16th Ave/Rutherford	4,910	2,691	1,705	118,198	115,440	-2.3%	1,008,748	960,335	-4.8%	4,822	2,682	1,607	Stable ridership
	86	Weldrick-Newkirk	814	132	0	16,206	14,033	-13.4%	137,875	121,358	-12.0%	690	171	0	Ridership decline: strike impact. Route restructured July 1, 2012
	87 ^[1]	Langstaff Local	1,019	130	0	20,173	14,111	-30.1%	186,990	142,974	-23.5%	718	82	0	Ridership decline: strike impact. Route restructured July 1, 2012
	88/88A/88E ^[1]	Bathurst/Bathurst Express	4,302	1,824	1,644	102,240	114,568	12.1%	816,752	962,415	17.8%	4,791	2,349	1,795	Ridership migrate from Route 22 during midday due to Route 22 restructuring
	589/590	RH Community Bus	164	170	132	4,774	2,890	-39.5%	34,009	25,150	-26.0%	117	81	43	Rider migration from conventional service to community bus service
	90/90B ^[1]	Leslie	3,817	970	510	81,126	86,475	6.6%	671,455	660,324	-1.7%	4,060	1,073	576	General corridor growth
	91/91A/91B/91E ^[1]	Bayview South/Express	4,120	1,665	1,195	94,875	97,063	2.3%	804,208	973,428	21.0%	4,138	1,878	1,351	General corridor growth
	240	Mill Pond GO Shuttle	139	0	0	2,664	1,178	-55.8%	27,813	13,522	-51.4%	61	0	0	Ridership decline: strike impact
	241	Bev Acres GO Shuttle	81	0	0	1,553	554	-64.3%	18,415	7,564	-58.9%	29	0	0	Ridership decline: strike impact
Aurora	242	N Richvale GO Shuttle	52	0	0	994	289	-70.9%	9,582	4,728	-50.7%	15	0	0	Ridership decline: strike impact
	243	Redstone GO Shuttle	155	0	0	2,970	1,228	-58.7%	31,575	17,549	-44.4%	64	0	0	Ridership decline: strike impact
		Richmond Hill Total	21,667	7,816	5,186	486,907	481,461	-1.1%	4,118,670	4,169,378	1.2%	21,241	8,428	5,372	
	31 ^[1]	Aurora North	85	0	0	1,629	1,714	5.2%	14,072	10,071	-28.4%	90	0	0	Stable ridership
	32	Aurora South	512	23	0	9,904	11,309	14.2%	84,275	68,790	-18.4%	586	27	0	General corridor growth
Newmarket, East Gwill., Georgina	33/33A	Wellington	575	117	0	11,615	11,116	-4.3%	95,009	83,295	-12.3%	543	143	0	Stable ridership
	34	Industrial Parkway	32	0	0	613	0	-100.0%	6,038	2,413	-60.0%	0	0	0	Route discontinued July 1, 2012 due to low ridership
		Aurora Total	1,204	140	0	23,761	24,139	1.6%	199,394	164,569	-17.5%	1,219	170	0	
	44	Bristol - London	237	77	0	4,925	5,309	7.8%	40,109	32,391	-19.2%	265	48	0	Route restructured July 1, 2012, merged with previous Route 53 north of Davis Drive
	50	Queensway	n/a	n/a	n/a	0	21,259	n/a	0	21,259	n/a	858	512	305	New all day service introduced as of September 2, 2012 to replace GO Route 69
	51	Keswick Local	236	31	0	4,682	3,976	-15.1%	41,889	35,489	-15.3%	197	43	0	Stable ridership
	52 ^[1]	Holland Landing Local	306	122	0	6,521	6,793	4.2%	58,815	49,119	-16.5%	326	106	0	Stable ridership
	53	Woodspring-Clearmeadow	299	95	86	6,730	0	-100.0%	64,726	30,074	-53.5%	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	376	129	0	7,978	7,814	-2.1%	71,429	61,921	-13.3%	380	106	0	Stable ridership
	55/55B	Davis Dr.	1,267	616	422	29,946	24,054	-19.7%	286,771	236,532	-17.5%	1,020	564	270	Ridership decline: strike impact. Route restrucutred in April. Route 55B services converted to rush hour service only
	56	Gorham-Eagle	470	197	134	10,823	9,882	-8.7%	100,690	79,205	-21.3%	440	135	127	Ridership decline: strike impact
	57/57A	Mulock Dr.	767	221	80	16,287	20,040	23.0%	134,596	125,722	-6.6%	924	286	157	Route restructured July 1, 2012; Route merged with previous Route 53 south of Davis Drive
	58/58A	Leslie North	87	0	0	1,681	2,000	19.0%	15,061	18,639	23.8%	104	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	5,662	0	-100.0%	49,969	40,606	-18.7%	0	0	0	Ridership migration to Route 50 - Queensway
Viva	98 (incl. 98E & 98/99)	Yonge North	747	695	422	20,377	21,699	6.5%	211,406	177,234	-16.2%	748	510	601	Increased employment travel
	220	Keswick GO	16	0	0	306	0	-100.0%	2,638	839	-68.2%	0	0	0	Route discontinued July 1, 2012
	222	Aurora-Nmkt GO Shuttle	56	0	0	1,076	659	-38.8%	12,343	5,077	-58.9%	34	0	0	Ridership decline: strike impact
	223	Newmarket GO Shuttle	21	0	0	405	192	-52.6%	3,947	2,183	-44.7%	10	0	0	Ridership decline: strike impact
	520/521	Newmarket Community Bus	58	14	22	1,322	1,560	18.0%	13,255	17,671	33.3%	71	24	12	Ridership migration from conventional service to community bus service
		Newmarket Total	5,179	2,315	1,264	118,721	125,237	5.5%	1,107,644	933,961	-15.7%	5,377	2,334	1,472	
		YRT SUB-TOTAL	74,365	26,324	17,394	1,665,220	1,745,925	4.8%	14,677,419	15,634,678	6.5%	77,384	29,836	18,409	
Viva	blue (incl. blueA) ^[1]	Yonge Corridor	16,493	10,317	6,981	489,026	518,091	5.9%	4,209,876	4,177,021	-0.8%	21,219	12,200	8,144	General corridor growth
	purple ^[1]	Highway 7 Corridor	9,467	5,507	3,651	241,342	203,683	-15.6%	1,896,377	1,460,047	-23.0%	8,544	4,328	3,260	Ridership decline: strike impact. Temporary detour via High Tech Road, ridership migration to Route 1, 3 and 300
	green ^[1]	Markham North-South Link	816	0	0	16,391	14,787	-9.8%	147,215	107,282	-27.1%	750	0	0	Ridership decline: strike impact.
	orange (incl. Züm) ^[1]	Vaughan North-South Link	3,583	1,935	1,528	89,909	68,018	-24.3%	677,004	524,408	-22.5%	2,748	1,479	1,005	Ridership decline: strike impact. Ridership migration to Route 77
	pink ^[1]	Finch - Unionville	2,604	0	0	50,638	39,854	-21.3%	499,235	324,572	-35.0%	2,010	0	0	Ridership decline: strike impact. Temporary detour via High Tech Road, ridership migration to Route 1 and 300
		Viva SUB-TOTAL	32,963	17,759	12,160	887,306	844,433	-4.8%	7,429,707	6,593,329	-11.3%	35,271	18,007	12,409	

[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.

"Total Boardings" do not include PRESTO values.

Total Boardings	YRT/VIVA SYSTEM TOTAL	107,328	44,083	29,554	2,552,526	2,590,358	1.5%	22,107,126	22,228,008	0.5%	112,655	47,843	30,818
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Rev. Boardings	YRT/VIVA SYSTEM TOTAL				2,008,877	2,010,949	0.1%	15,997,292	15,837,718	-1.0%	87,456
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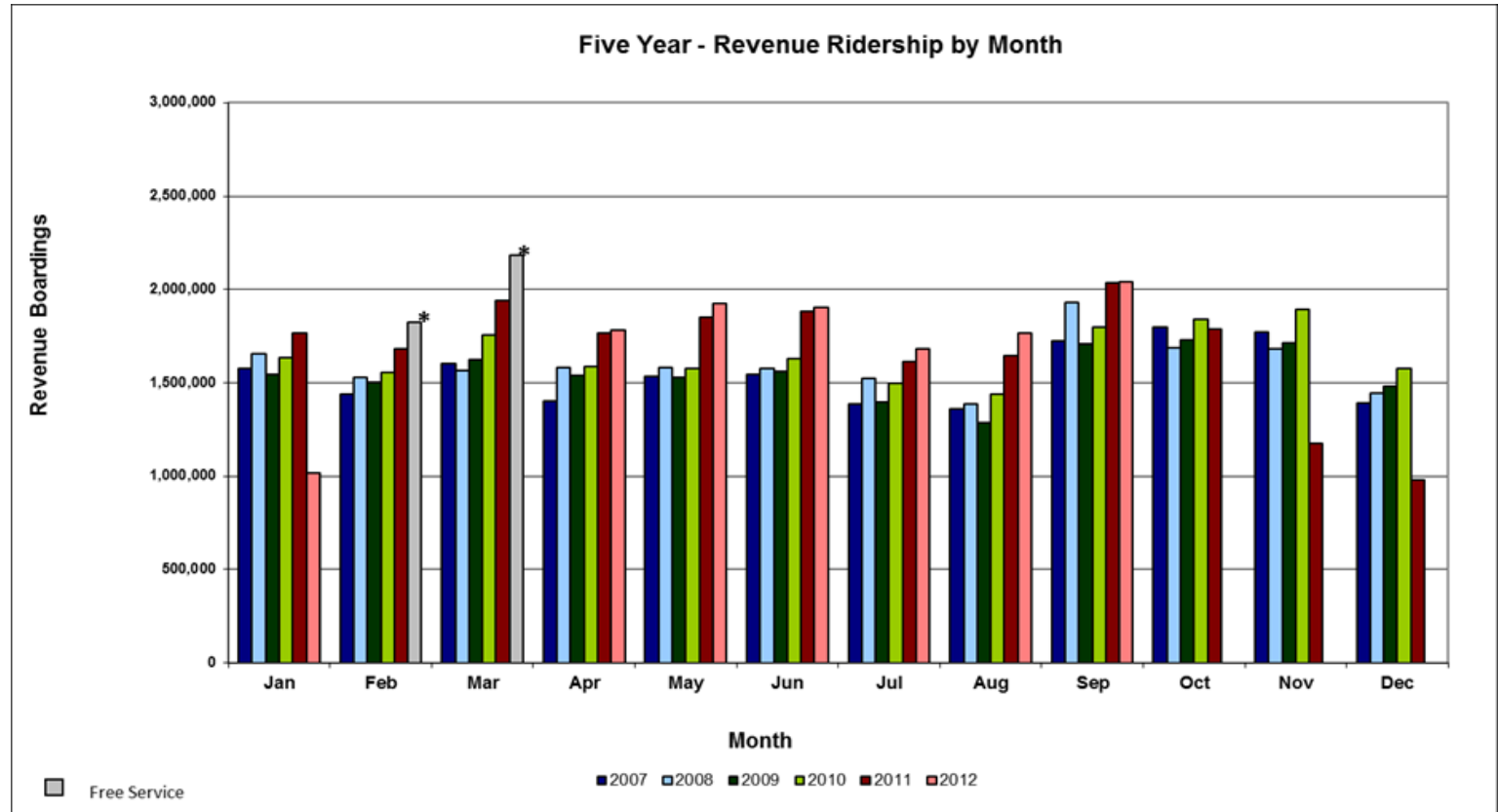
Notes: 1. System-wide transfer rate = Revenue Boardings / Total Boardings = 22.4 %

By Route Class	Base Routes (incl. Viva)	89,696	41,498	28,562	2,194,516	2,261,571	3%	18,947,708	19,401,878	2%	96,431	45,739	30,246
	Local Routes	15,124	2,350	838	307,307	282,673	-8%	2,656,480	2,441,729	-8%	14,072	1,942	517
	Express Routes	1,380	0	0	26,971	30,390	13%	271,659	243,659	-10%	1,592	0	0
	Community Bus Routes	306	235	154	7,976	6,076	-24%	64,829	60,414	-7%	258	162	55
	Seasonal Routes	0	0	0	0	3,801	n/a	0	3,801	n/a	0	321	366
	GO Shuttle Routes	822	0	0	15,756	5,848	-63%	166,450	80,327	-52%	303	0	0
	TOTAL, by Route Class	107,328	44,083	29,554	2,552,526	2,590,358	1.5%	22,107,126	22,231,809	0.6%	112,655	48,164	31,184

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	2,010,949	0.1%	-1.0%	87,332
October	1,757,737 ^[1]				
November	1,142,577 ^[1]				
December	951,948 ^[1]				
YTD Total	19,849,554	15,837,718			

^[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.

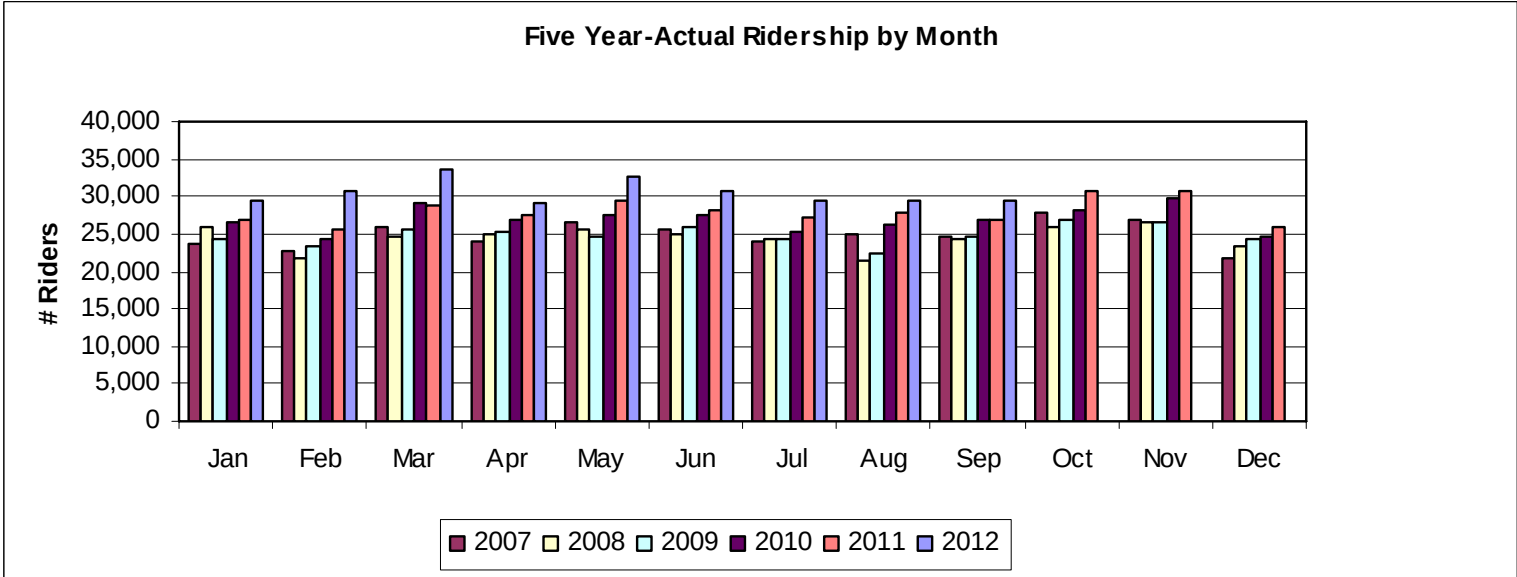
* Projections based on total boardings and transfer rate.

Updated: October 12, 2012

YRT/Viva

2012 Ridership Summary

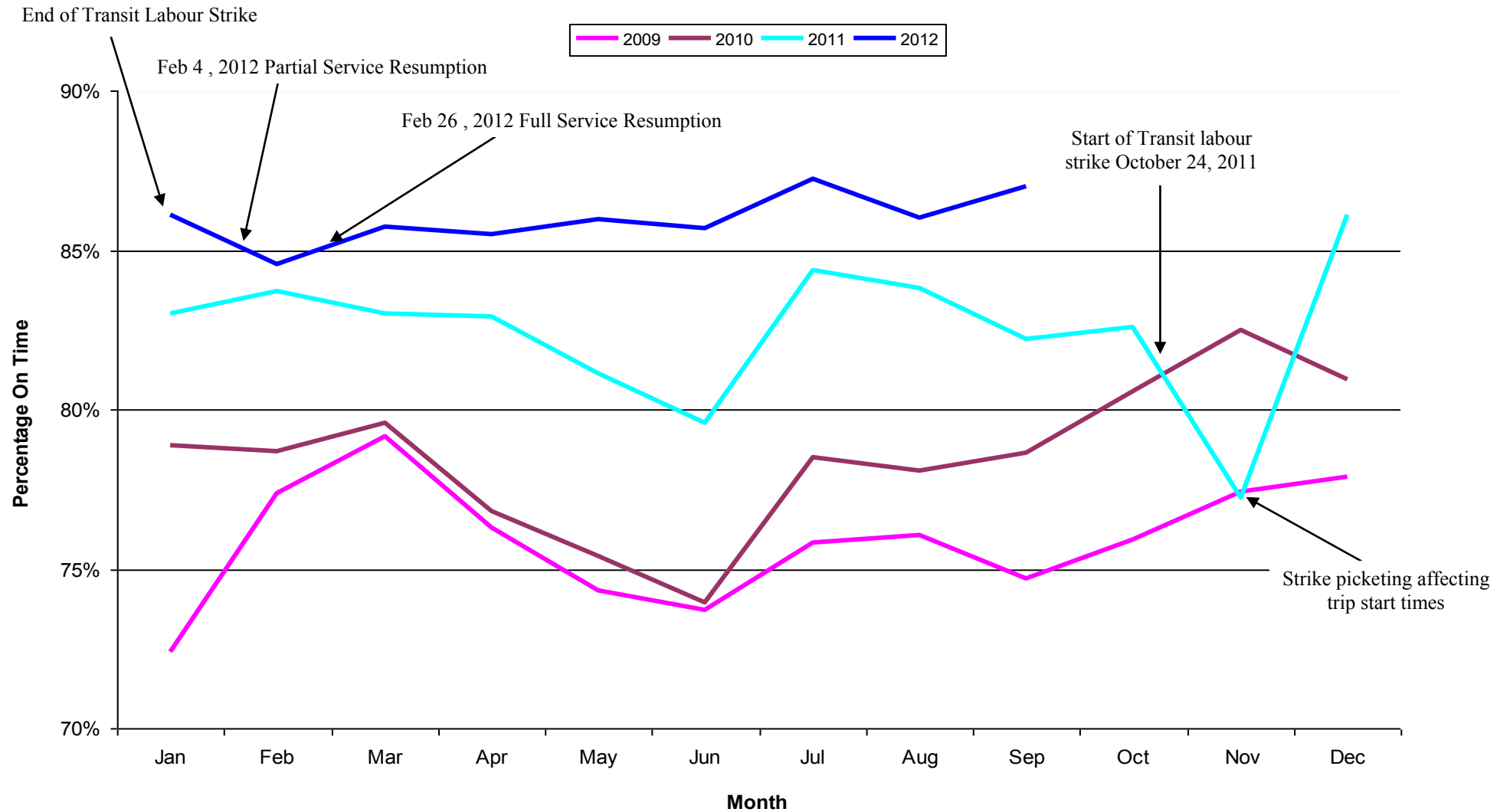
Specialized Services – Mobility Plus



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	29,301	8.6%	10.3%	1310
October	30,738				
November	30,874				
December	26,069				
YTD	336,360	274,382			

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

On - Time Performance Conventional Bus Routes, Trip Start

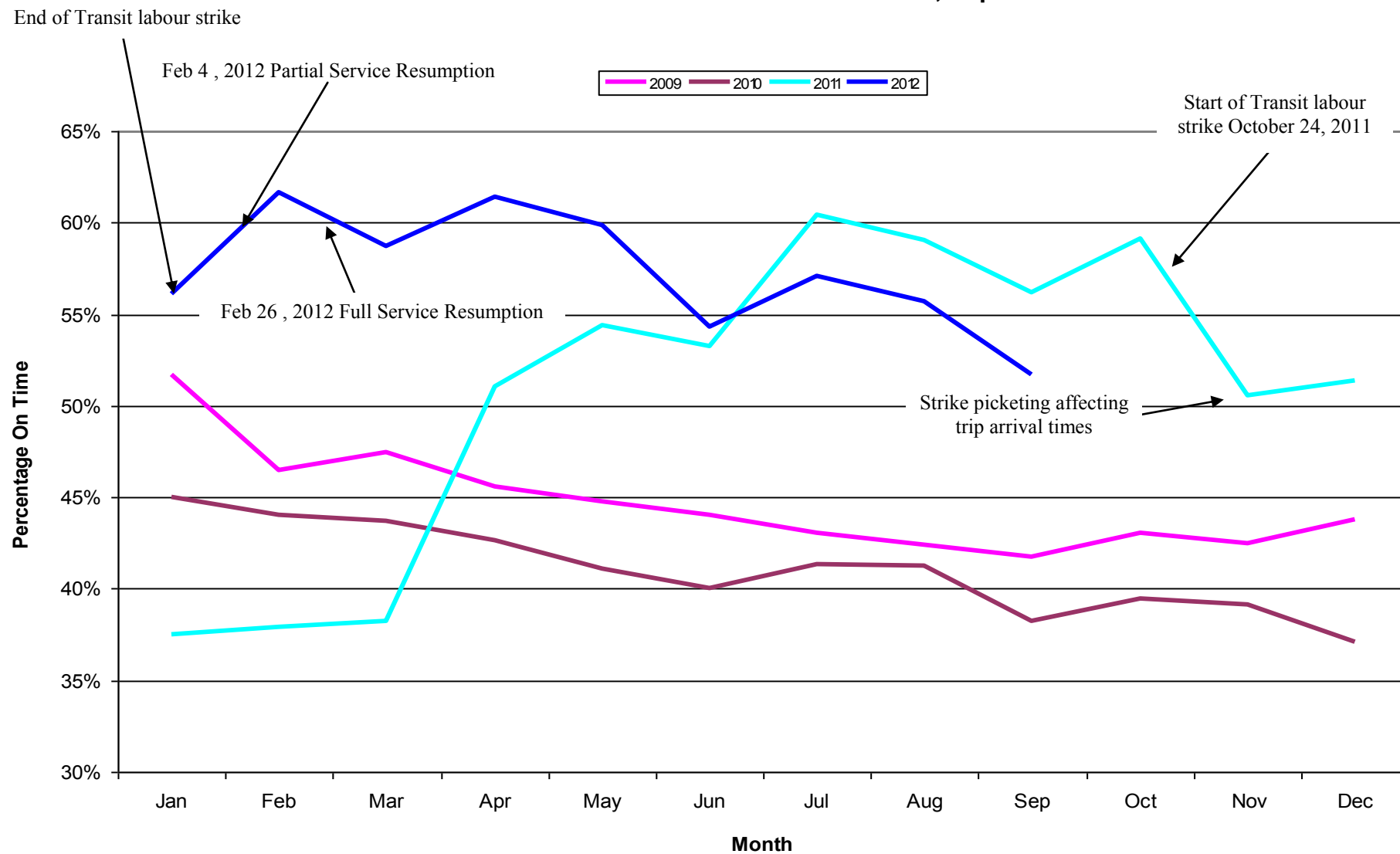


On - Time Performance Criteria: On - Time = 59 seconds before scheduled time and less than or equal to 5 minutes after scheduled time

Note:

- On - Time Performance from October 24, 2011 to February 3, 2012 is for Veolia Southwest only due to the bus operator strike

On - Time Performance Conventional Bus Routes, Trip Arrival

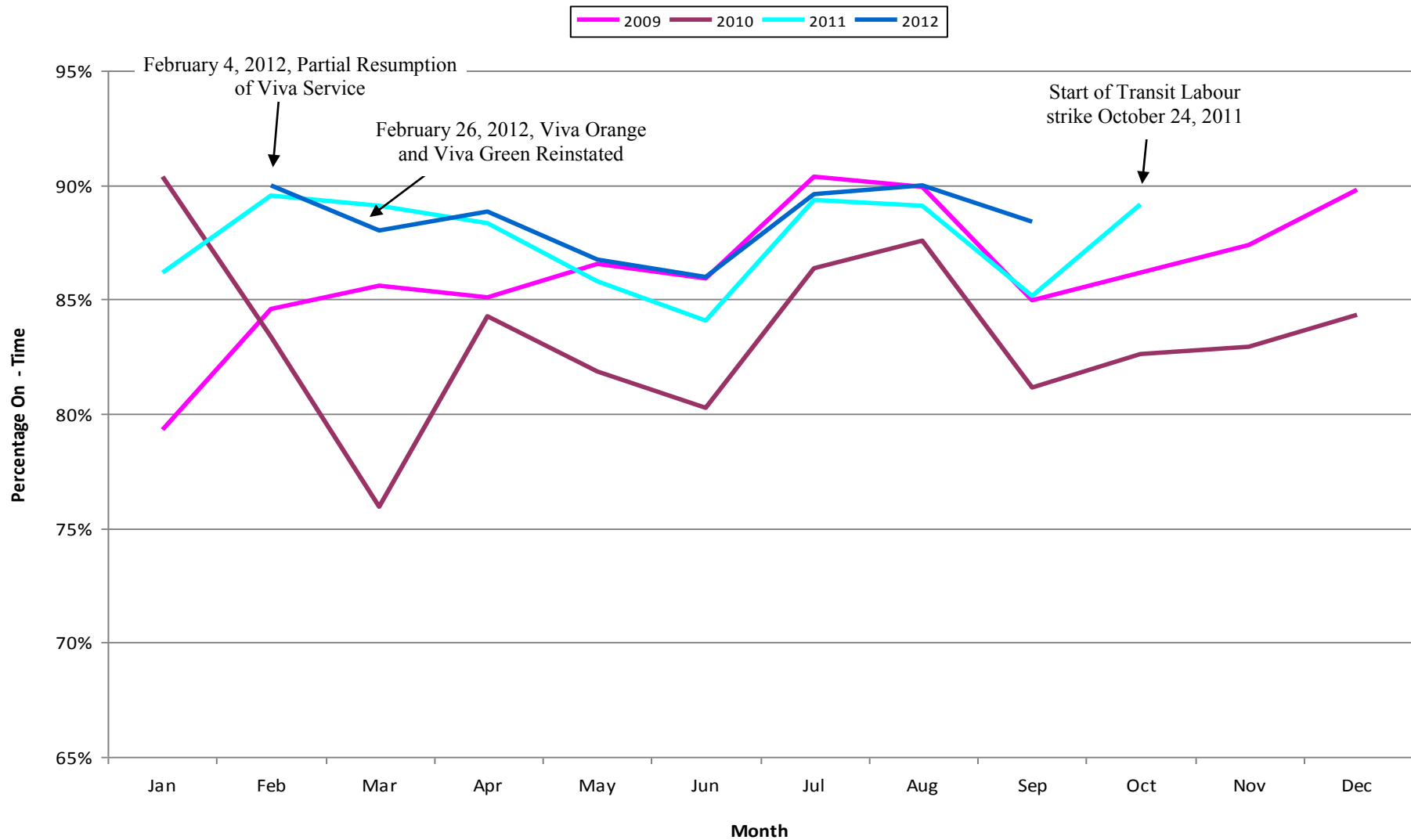


On - Time Performance Criteria: On - Time = 59 seconds before scheduled time and less than or equal to 5 minutes after scheduled time

Note:

- On - Time Performance from October 24, 2011 to February 3, 2012 is for Veolia Southwest only due to the bus operator strike

On - Time Performance Viva BRT Routes, Trip Start

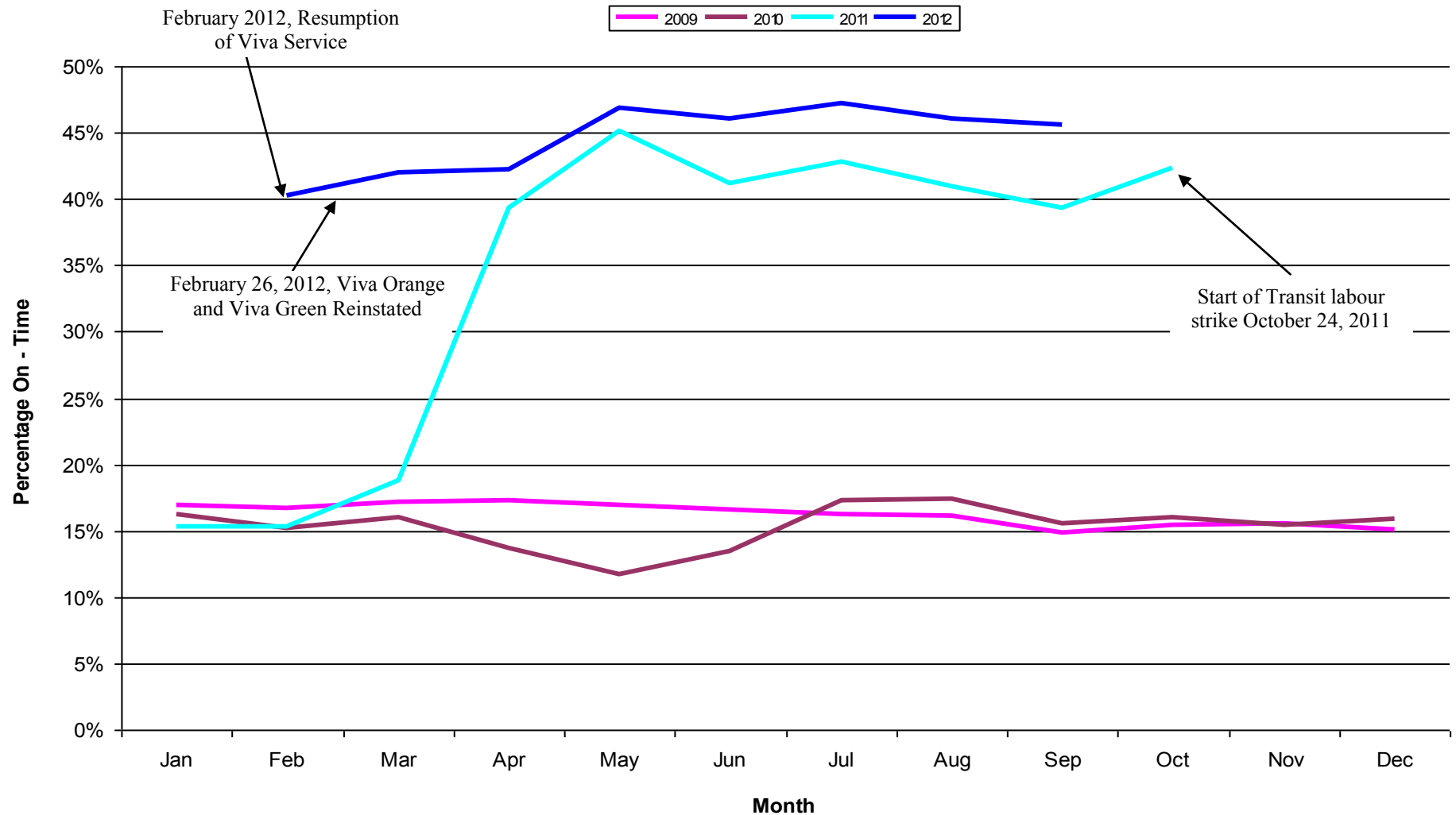


On - Time Performance Criteria: On - Time = 59 seconds before scheduled time and less than or equal to 5 minutes after scheduled time

Note:

- On - Time performance numbers for Viva BRT from October 24, 2011 to February 3, 2012 are not available due to the bus operator strike.
- Full regular service for BRT resumed February 26, 2012

On - Time Performance Viva BRT Routes, Trip Arrival



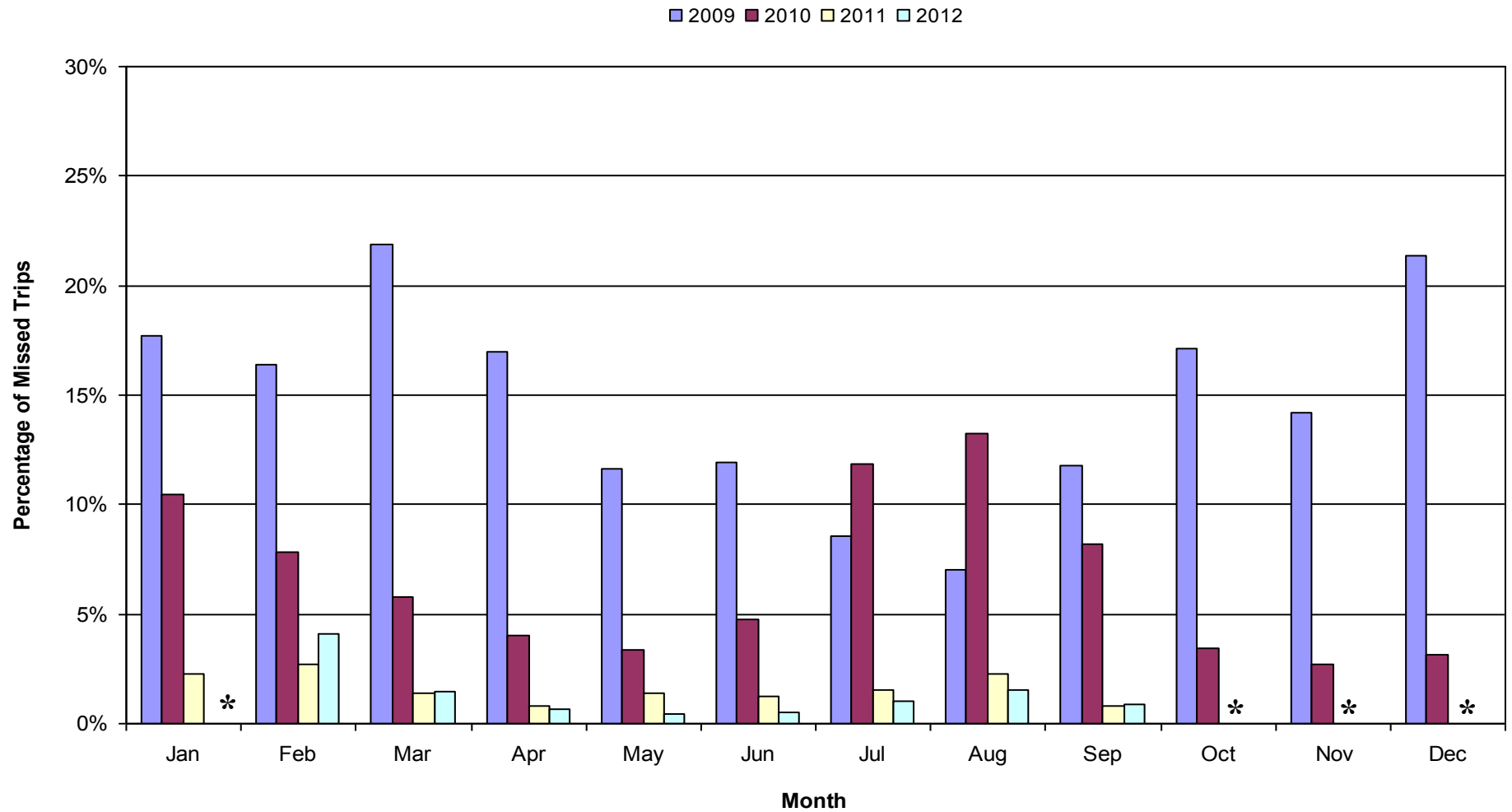
On - Time Performance Criteria: On - Time = 59 seconds before scheduled time and less than or equal to 5 minutes after scheduled time

Note:

- On - Time performance numbers for Viva BRT from October 24, 2011 to February 3, 2012 are not available due to the bus operator strike.
- Full regular service for BRT resumed February 26, 2012

Viva/YRT Percentage Missed Trips by Month 2009 to 2012

Conventional Bus and BRT Routes



Note

- Trips operated by GO, TTC and Dial-A-Ride are not accounted for in this analysis
- * Missed trips from October 2011 to January 2012 are excluded due to the bus operator strike