

MEMORANDUM

TO: Committee of the Whole

FROM: Daniel Kostopoulos, P.Eng.
Commissioner of Transportation and Community Planning

DATE: May 1, 2014

RE: York Region Transit (YRT/Viva) Ridership Statistics - March 2014

This memorandum provides an overview of YRT/Viva ridership statistics for March 2014. YRT/Viva's March revenue ridership was 1.88 million, representing a decrease of approximately 5,200 revenue riders, or a decrease of 0.3 per cent compared to March 2013.

Weather

Heavy snowfalls and colder temperatures contributed to the lower ridership in March 2014 as ridership decreased during days with extreme cold temperatures and heavy snowfalls. Between March 3 and 6, 2014, York Region experienced four consecutive days with mean temperature below -10° Celsius and one day of snow. During this period, ridership showed a seven per cent decrease when compared to the same time period in 2013. The mean temperature in March 2014 was -4.8° Celsius, compared to -0.3° Celsius in March 2013^[1]. Total snowfall accumulation was 29.1 cm in March 2014^[1] compared to only 10.2 cm in the same month last year. There were seven days requiring winter maintenance in York Region compared with three days in March 2013.

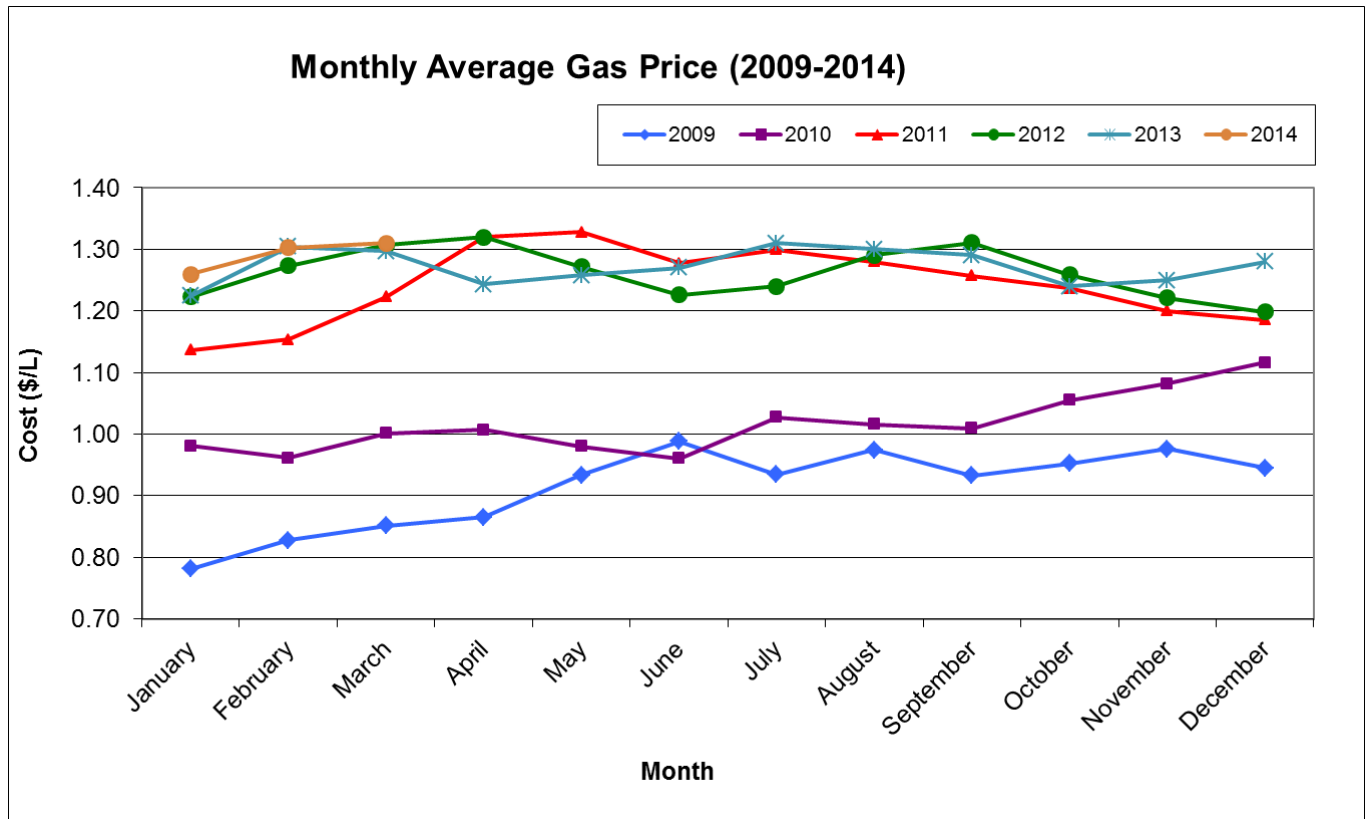
Employment

The national unemployment rate in March 2014 was 6.9 per cent, a decrease of 0.3 per cent from the 7.2 per cent rate in March 2013^[2]. York Region is located within the Employment Insurance Economic Region of Toronto which recorded an unemployment rate of 8.3 per cent in March 2014, a decrease of 0.2 per cent as compared to the 8.5 per cent rate in March 2013^[3].

Gas Prices

Average gasoline prices increased from \$1.30 per litre in March 2013^[4] to \$1.31 per litre in March 2014^[5], an increase of \$0.01 per litre. This information is reflected in **Figure 1** which depicts historical gasoline prices since 2009.

Figure 1
Gas Prices between January 2009 and March 2014



Mobility Plus

Mobility Plus ridership decreased 3.3 per cent from 29,858 riders in March 2013 to 28,863 in March 2014, resulting in 995 fewer rides. This can be attributed to colder temperatures and more cold weather alerts. As a result, in March 2014 there was a total of 765 “no shows”, representing an increase of 102 per cent over March 2013.

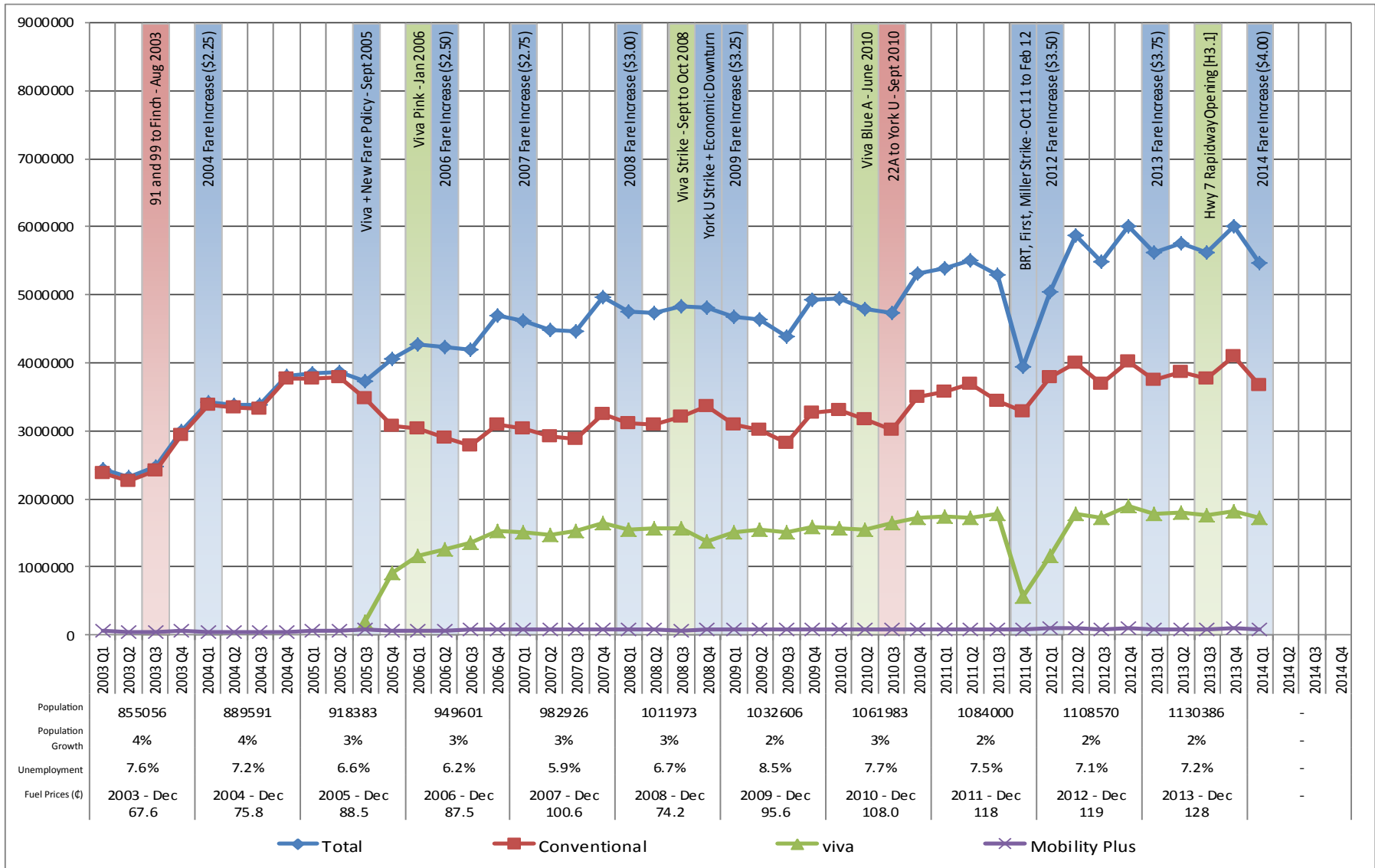
Daniel Kostopoulos, P.Eng.
 Commissioner of Transportation and Community Planning

Notes:

- ^[1] Historical Climate Data, Toronto Buttonville Airport, Ontario. Retrieved from <http://climate.weather.gc.ca/>. Retrieved date April 10, 2014.
- ^[2] Labour Force Survey. February 2014, Statistics Canada. Retrieved from <http://www.statcan.gc.ca/subjects-sujets/labour-travail/lfs-epa/lfs-epa-eng.htm>. Retrieved date: April 10, 2014
- ^[3] 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=2014#data>. Retrieved date: April 10, 2014
- ^[4] Fuel Price Data. (2013). Ministry of Energy. Retrieved from <http://www.energy.gov.on.ca/en/fuel-prices/fuel-price-data/?fuel=reg&yr=2013>. Retrieved date: April 10, 2014
- ^[5] Fuel Price Data. (2014). Ministry of Energy. Retrieved from <http://www.energy.gov.on.ca/en/fuel-prices/fuel-price-data/?fuel=reg&yr=2014>. Retrieved date: April 10, 2014

Revenue Boardings by Quarter

2003 to 2014

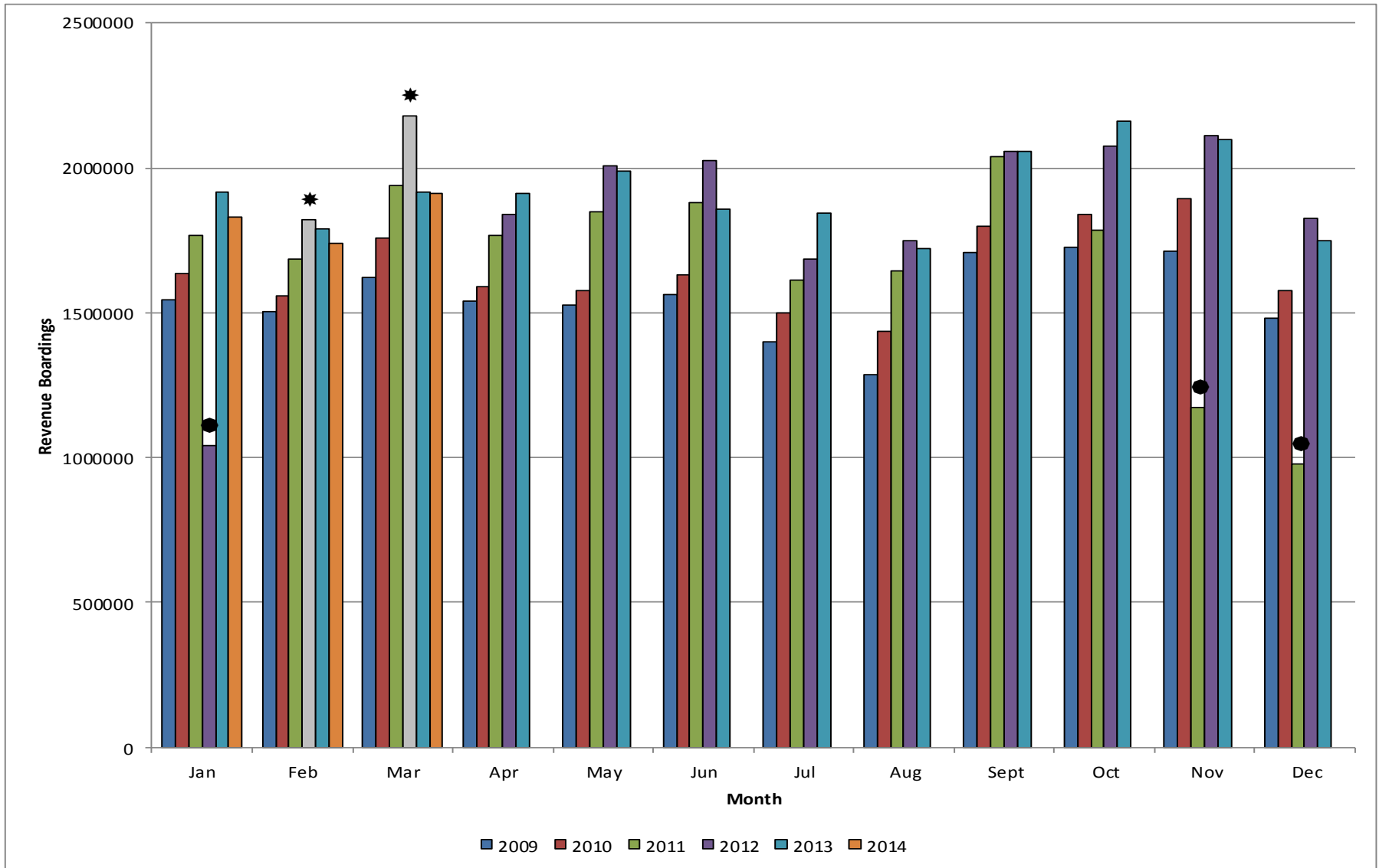


Notes:

- Population figures are for year-end. Source: York Region Long Range Planning, based on Statistics Canada and CMHC Housing Completion Data
- Fuel price source: Ministry of Energy and Infrastructure (<http://www.energy.gov.on.ca/en/fuel-prices/>)
- Unemployment rate source: Statistics Canada (<http://www.statcan.gc.ca/start-debut-eng.html>)

Revenue Boardings by Month

Rolling Five Year Count—2009 to 2014

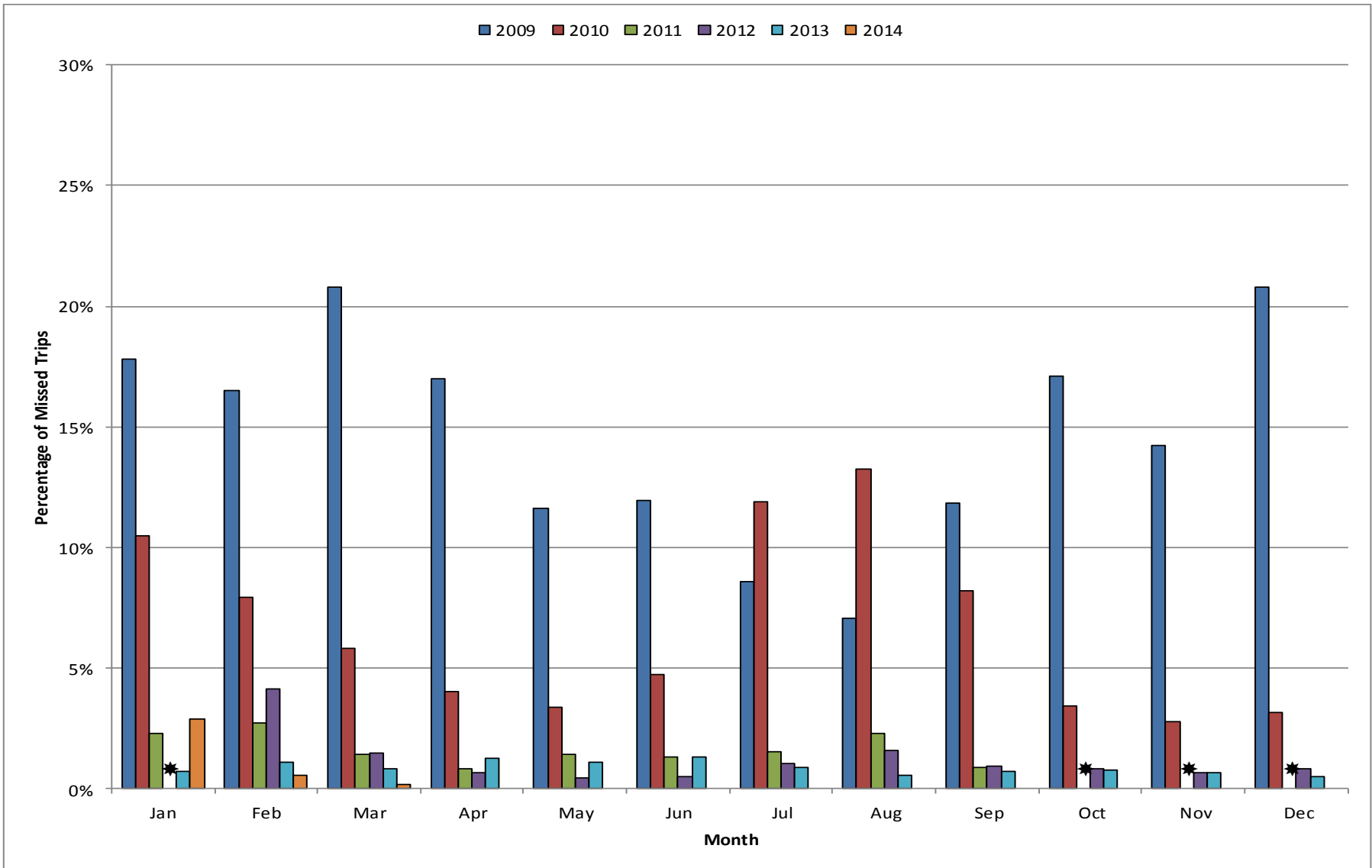


Notes:

- Due to operator strike from Oct 24, 2011 to Feb 3, 2012, monthly ridership numbers from Nov 2011 to Jan 2012 are based on Veolia Transportation (SW Division), TTC, and Dial-a-Ride services.
- * Forecasted revenue ridership due to free transit service, offered February and March 2012.

System-Wide Percentage Missed Trips by Month

2009 to 2014

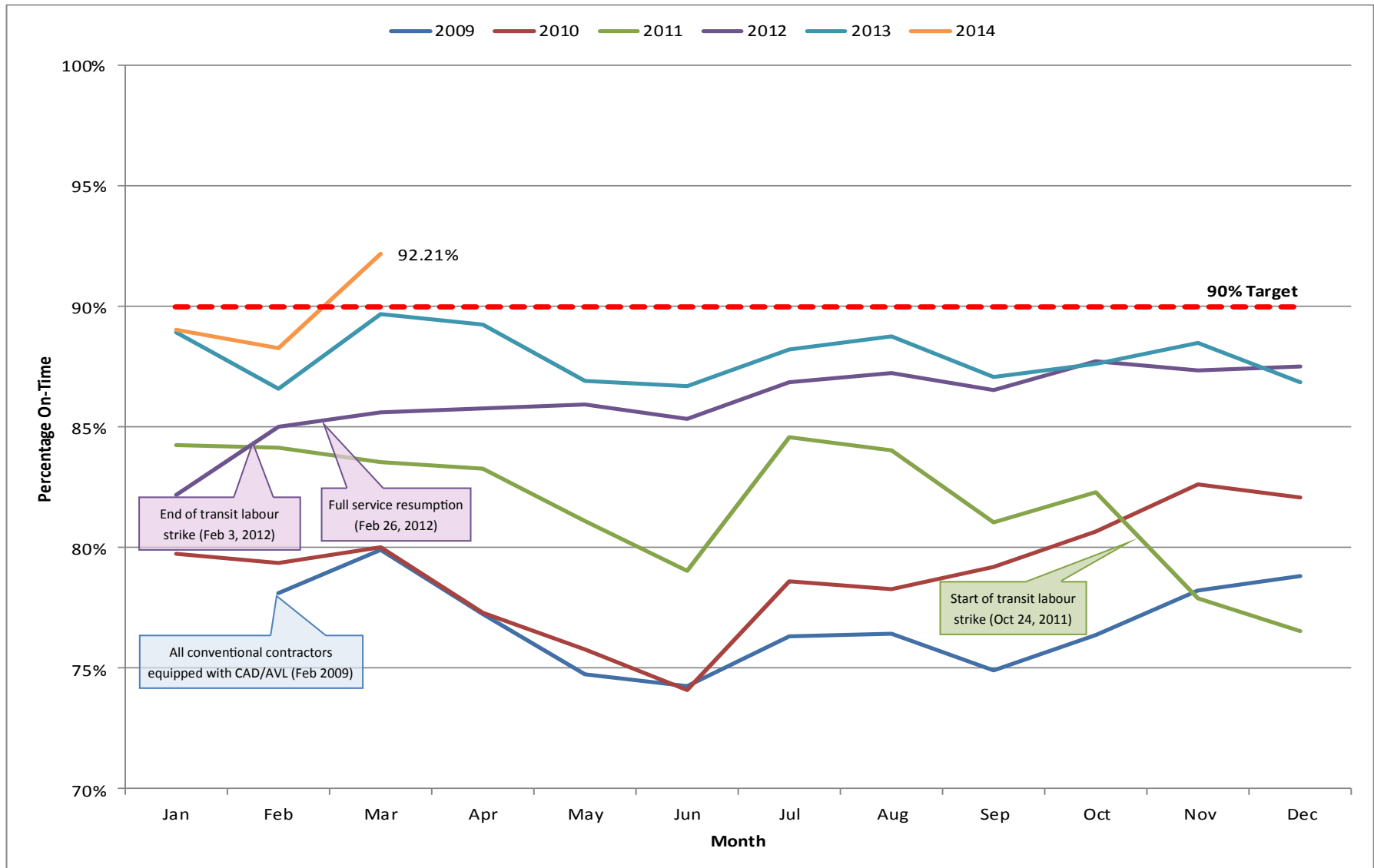


Notes:

* Missed trips from October 2011 to January 2012 are excluded from this chart due to bus operator strike.

On-Time Performance Based on Trip Start Time

Conventional Transit Routes—2009 to 2014

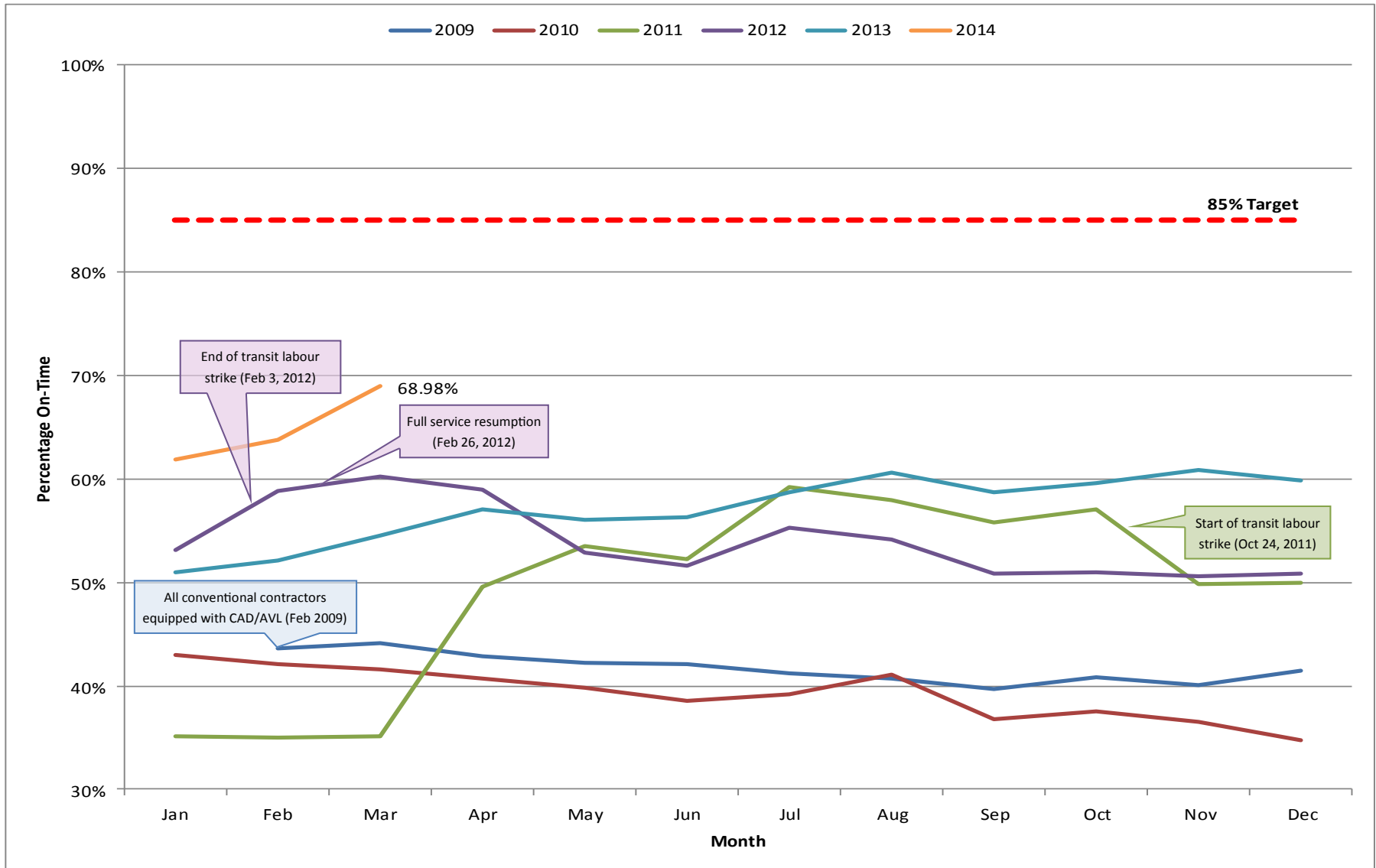


Notes:

- On-Time Performance from October 24, 2011 to February 3, 2012 only includes Veolia Transportation Services (SW Division) due to operator strike.

On-Time Performance Based on Arrival Time at Last Stop

Conventional Transit Routes—2009 to 2014

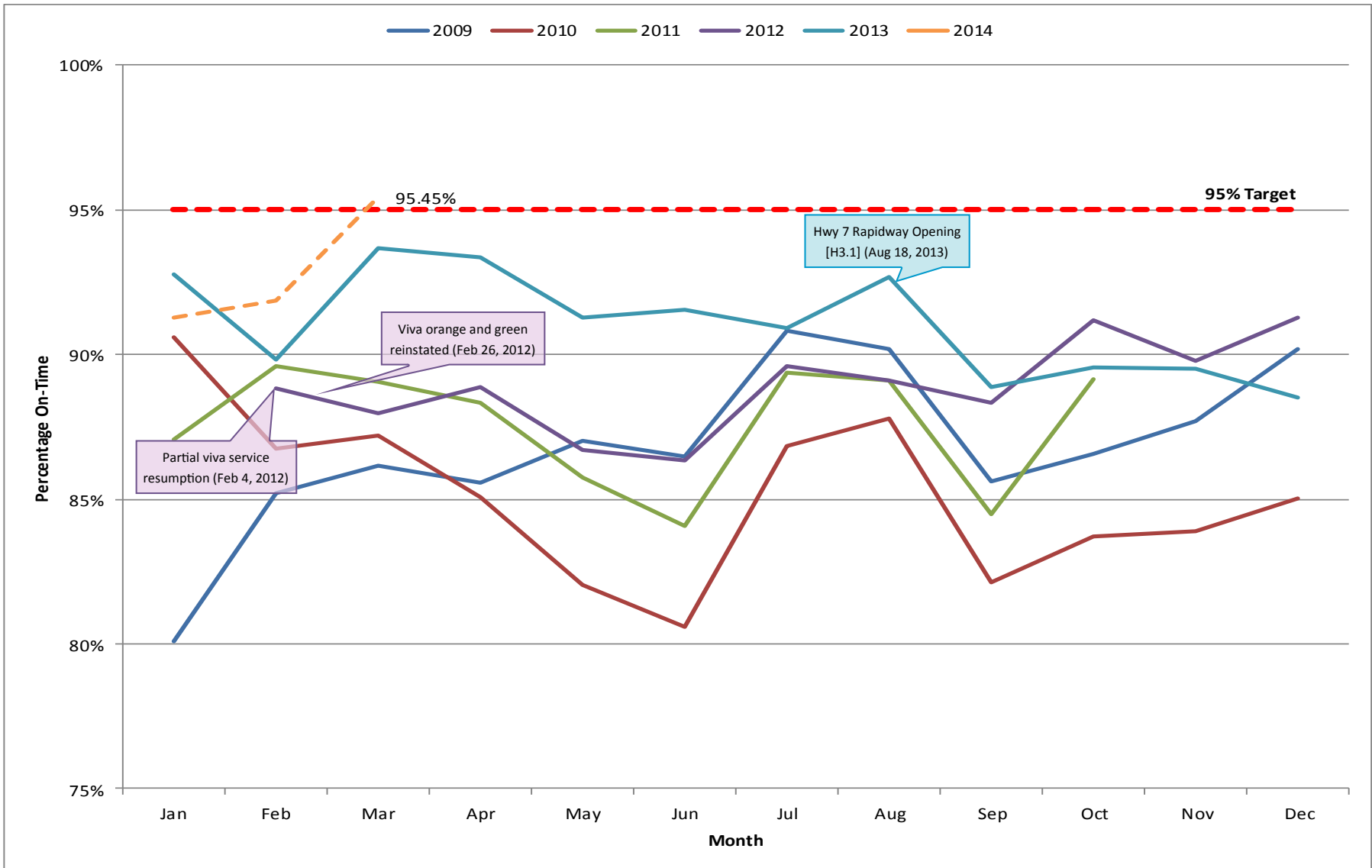


Notes:

- On-Time Performance from October 24, 2011 to February 3, 2012 only includes Veolia Transportation Services (SW Division) due to operator strike.

On-Time Performance Based on Trip Start Time

Rapid Transit Routes—2009 to 2014

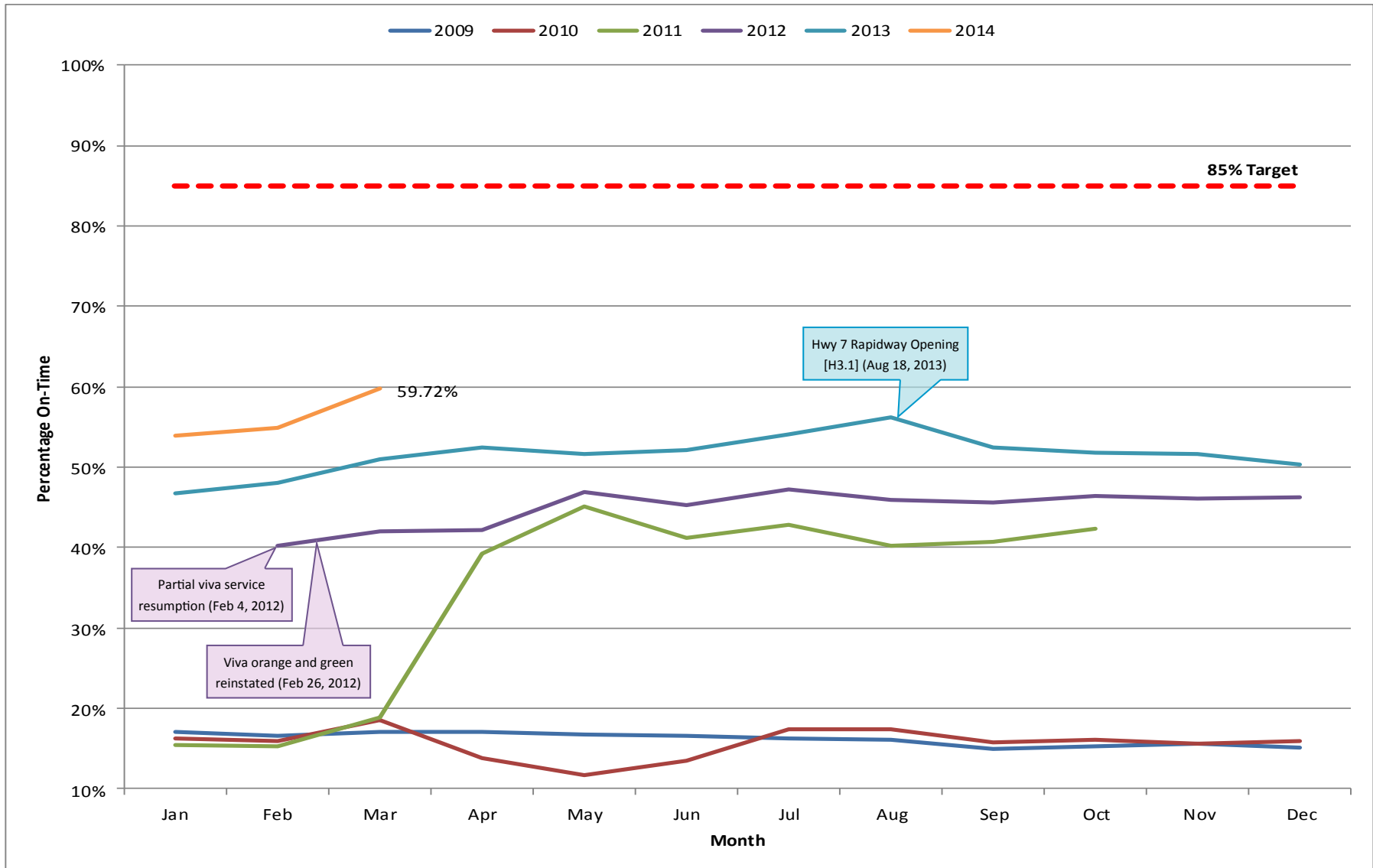


Notes:

- On-Time Performance from October 24, 2011 to February 3, 2012 not available for York BRT Services LP due to operator strike.
- All York BRT Services LP resumed on February 26, 2012 after operator strike October 24, 2011 to February 3, 2012.

On-Time Performance Based on Arrival Time at Last Stop

Rapid Transit Routes—2009 to 2014



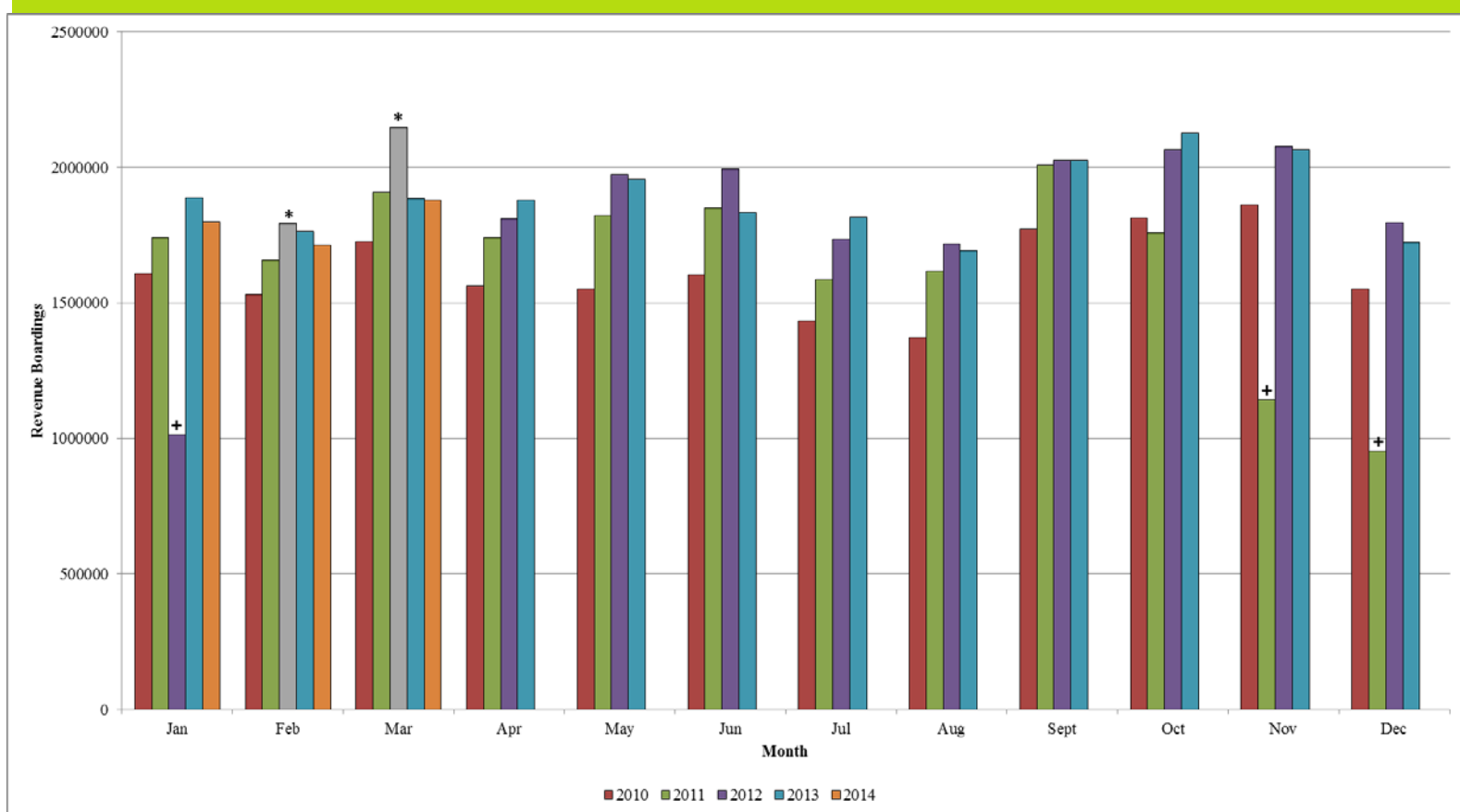
Notes:

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YRT/Viva

2014 Revenue Ridership Summary (Actual)

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



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

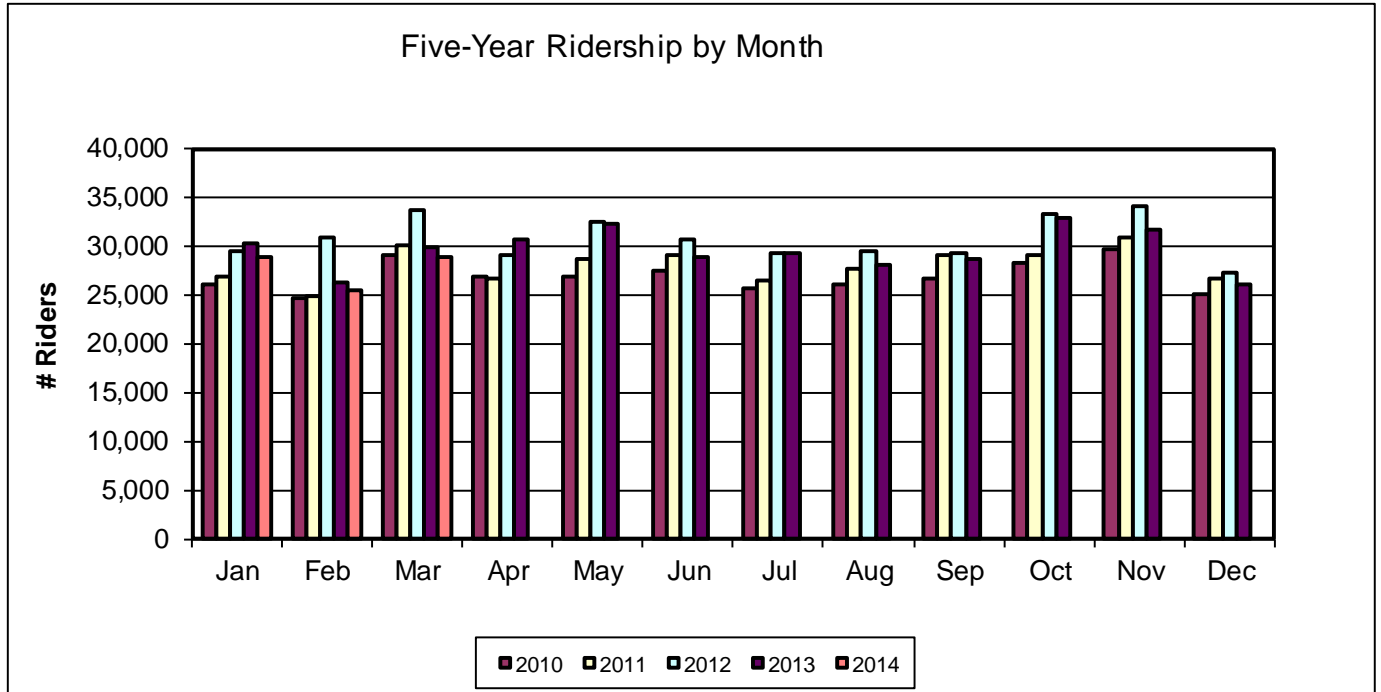
+ Monthly ridership numbers from November 2011 to January 2012 are based on Veolia Transportation, TTC, and Dial-a-Ride services, due to operator strike from October 24, 2011 to February 3, 2012.

Month	2013	2014	Monthly Change ['14 vs '13]	Year to Date (YTD) Change	Average Weekday Revenue Ridership 2014
January	1,934,722	1,799,396	-7.0	-7.0	71,683
February	1,765,195	1,712,612	-3.0	-5.1	77,499
March	1,886,106	1,880,873	-0.3	-3.5	75,947
April	1,879,088				
May	1,957,405				
June	1,832,425				
July	1,816,294				
August	1,692,340				
September	2,027,509				
October	2,126,852				
November	2,067,646				
December	1,724,030				
YTD Total	22,709,612	5,392,881			

YRT/Viva

2014 Ridership Summary (Actual)

Specialized Services – Mobility Plus



Month	2013 Ridership	2014 Ridership	Monthly Change ('14 vs. '13)	Year to Date (YTD) Change	Average Weekday Revenue Ridership 2014
January	30,327	28,972	-4.5%	-4.5%	1,182
February	26,199	25,419	-3.0%	-3.8%	1,147
March	29,858	28,863	-3.3%	-3.6%	1,198
April	30,708				
May	32,308				
June	28,984				
July	29,357				
August	28,111				
September	28,689				
October	32,847				
November	31,636				
December	25,998				
YTD	355,022	83,254			

YORK REGION TRANSIT / VIVA - MONTHLY RIDERSHIP SUMMARY
MARCH 2014

rev. 15apr2014

Mar-14	21 weekdays, 5 Saturdays, 5 Sunday/Holidays
Mar-13	20 weekdays, 5 Saturdays, 6 Sunday/Holidays

YRT Route #	Route Name	2013			TOTAL BOARDINGS (MONTH)			TOTAL BOARDINGS (YEAR TO DATE)			2014			Notes
		Avg Wkdy Boardings	Avg Sat Boardings	Avg Sn/Hol Boardings	2013	2014	Percentage ('14 vs '13)	2013	2014	Percentage ('14 vs '13)	Avg Wkdy Boardings	Avg Sat Boardings	Avg Sn/Hol Boardings	
1 ^[1]	Highway 7	1,939	831	474	45,986	41,556	-9.6%	130,215	112,348	-13.7%	1,747	613	333	Route restructured June 30, 2013; Rapidway opening (Bayview to Hwy 404) August 18, 2013; ridership migration to Viva services
2 ^[1]	Milliken	1,949	826	395	45,815	45,286	-1.2%	131,815	134,723	2.2%	1,854	802	422	Stable ridership
3 ^[1]	Thornhill - York U.	1,894	766	214	43,255	45,850	6.0%	127,976	115,996	-9.4%	1,943	372	538	Ridership migration to Viva purple; fewer students travelling to York University
8	Kennedy Rd	1,412	514	372	33,263	33,379	0.3%	96,441	94,512	-2.0%	1,354	593	368	Stable ridership
9 ^[1]	Ninth Line	299	-	-	6,040	6,557	8.6%	17,945	17,597	-1.9%	310	-	-	Stable ridership
14	14th Avenue	697	-	-	13,998	13,419	-4.1%	42,910	34,532	-19.5%	637	-	-	Route restructured June 30, 2013; Services to Markham Stouffville Hospital discontinued
15	Stouffville	-	-	-	-	199	-	-	234	-	8	2	4	New route implemented February 23, 2014
16	16th Ave	-	-	-	-	34,117	-	-	96,466	-	1,304	839	484	Route implemented June 30, 2013; Ridership migration from Route 85
18	Bur Oak	871	107	0	18,042	16,369	-9.3%	55,240	50,841	-8.0%	755	92	0	Decreased employment travel; Impact due to colder temperature
25	Major Mackenzie	-	-	-	-	11,403	-	-	35,032	-	541	-	-	Route implemented June 30, 2013; Ridership migration from Route 4/4A
40	Unionville Local	492	133	70	11,057	9,154	-17.2%	32,594	32,320	-0.8%	382	127	85	Decreased employment travel; Impact due to colder temperature
41	Markham Local	297	64	65	6,717	5,714	-14.9%	20,660	17,435	-15.6%	243	72	41	Decreased employment travel; Impact due to colder temperature
42	Berczy	143	-	-	2,869	2,569	-10.5%	8,783	8,415	-4.2%	122	-	-	Decreased employment travel; Impact due to colder temperature
45	Mingay	68	-	-	1,364	1,582	16.0%	4,222	4,717	11.7%	75	-	-	Potential ridership migration from Route 18
201	Markham GO Shuttle	91	-	-	1,839	1,828	-0.6%	5,323	5,557	4.4%	87	-	-	Stable ridership
202	Unionville GO Shuttle	136	-	-	2,733	2,923	7.0%	8,269	8,864	7.2%	139	-	-	Stable ridership
203	Milliken GO Shuttle	72	-	-	1,443	1,353	-6.2%	4,426	3,866	-12.7%	64	-	-	Decreased employment travel
300 ^[1]	Business Express	382	-	-	7,708	8,135	5.5%	23,135	23,791	2.8%	385	-	-	Stable ridership
301 ^[1]	Markham Express	160	-	-	3,230	3,945	22.1%	11,050	11,646	5.4%	187	-	-	General corridor growth
302 ^[1]	Unionville Express	205	-	-	4,111	4,476	8.9%	12,626	13,537	7.2%	212	-	-	Stable ridership
303 ^[1]	Bur Oak Express	326	-	-	6,563	9,508	44.9%	20,010	28,401	41.9%	451	-	-	Two additional morning trips and one afternoon trip added in September 2013
304 ^[1]	Mount Joy Express	292	-	-	5,871	6,106	4.0%	17,623	17,880	1.5%	290	-	-	Stable ridership
522	Markham Community Bus	76	56	-	1,813	2,109	16.3%	4,958	5,328	7.5%	80	84	-	Stable ridership; Increased service to 2 Raymerville Drive effective September 2013
	Markham Total	11,801	3,297	1,590	263,717	307,537	16.6%	776,221	874,038	12.6%	13,170	3,596	2,275	
TTC 17A ^[1]	Birchmount	197	-	-	3,940	3,675	-6.7%	12,017	10,850	-9.7%	175	-	-	Decreased employment travel
TTC 24D, 224B/C/D ^[1]	Vic Park North (Woodbine)	1,141	98	55	23,640	24,265	2.6%	71,687	71,643	-0.1%	1,123	86	49	TTC 24D restructured June 23, 2013; 224B restructured June 30, 2013
TTC 68B ^[1]	Warden North	975	554	276	23,926	24,378	1.9%	71,093	71,422	0.5%	1,018	347	253	Stable ridership
TTC 102D ^[1]	Markham Rd	1,037	383	352	24,767	28,126	13.6%	73,868	82,406	11.6%	1,156	408	362	Increased employment travel
TTC 129A ^[1]	McCowan North	2,781	1,429	985	68,675	69,433	1.1%	203,978	202,774	-0.6%	2,733	1,396	1,012	Stable ridership
	TTC (Markham) Total	6,131	2,464	1,668	144,948	149,877	3.4%	432,643	439,095	1.5%	6,205	2,237	1,676	
	Markham & TTC Total	17,932	5,761	3,258	408,665	457,414	11.9%	1,208,864	1,313,133	8.6%	19,375	5,833	3,951	
4/4A ^[1]	Major Mackenzie	3,862	1,732	716	90,761	82,126	-9.5%	274,807	220,397	-19.8%	3,218	1,618	1,081	Ridership migration to Routes 25 & 26; Route restructured June 30, 2013
5 ^[1]	Clark	1,405	553	-	31,002	33,918	9.4%	104,238	100,945	-3.2%	1,510	347	-	Stable ridership
7 ^[1]	Martin Grove	1,088	138	-	22,718	22,632	-0.4%	66,193	63,100	-4.7%	998	200	-	Decreased student travel to Humber College
10 ^[1]	York U. (Woodbridge)	430	87	43	9,386	10,403	10.8%	27,152	26,600	-2.0%	450	96	73	Route restructured July 2012; Ridership migration from Route 11
12	Pine Valley	454	184	-	10,142	11,093	9.4%	27,725	28,841	4.0%	472	159	-	Stable ridership
13	Islington	491	144	-	10,653	10,948	2.8%	29,960	29,526	-1.4%	473	121	-	Stable ridership
20 ^[1]	Jane	2,831	1,651	1,438	74,325	82,882	11.5%	203,391	222,164	9.2%	3,260	1,395	1,164	Increased travel to Vaughan Mills Mall; Ridership migration from TTC Route 35D; Improved midday frequency in September 2013
21	Vellore Local	-	-	-	-	3,323	-	-	10,425	-	156	-	-	Route implemented June 30, 2013
22/22A ^[1]	King City	1,445	67	-	29,425	39,458	34.1%	84,393	110,441	30.9%	1,851	79	-	Ridership migration from TTC Route 107F; Improved weekday frequency in September 2013; Increased travel to York University
23 ^[1]	Thornhill Woods	739	-	-	14,938	17,011	13.9%	49,270	47,341	-3.9%	797	-	-	General growth
26	Maple Local	-	-	-	-	11,643	-	-	31,359	-	505	92	73	Route implemented June 30, 2013; Ridership migration from Route 4/4A and Route 360; One additional AM trip in September 2013
28	Zenway	60	-	-	1,211	721	-40.5%	3,924	2,940	-25.1%	34	-	-	Decreased employment travel; Dial-a-ride service introduced February 23, 2014
61	King Local	43	-	-	860	283	-67.1%	1,544	798	-48.3%	13	-	-	Route implemented January 2013; Impact due to colder temperature
77 ^[1]	Highway 7	4,232	1,771	1,031	100,374	104,671	4.3%	298,549	297,360	-0.4%	4,282	1,756	885	Route travels through vivaNext construction zone
99 (incl. 98E, 98/99) ^[1]	Yonge	2,695	1,574	1,908	73,575	61,055	-17.0%	194,794	166,299	-14.6%	2,325	812	1,514	General corridor decrease
360 ^[1]	Vaughan Express	336	-	-	6,867	5,854	-14.8%	20,774	16,157	-22.2%	271	-	-	Route restructured June 30, 2013; Ridership migration to Route 26; Impact due to colder temperature
760	Vaughan Mills/Wonderland	-	-	-	-	-	-	1,096	1,053	-3.9%	0	-	-	Seasonal route suspended after January 5th; Service will resume in May
	Vaughan Total	20,111	7,901	5,136	476,237	498,021	4.6%	1,387,810	1,375,746	-0.9%	20,615	6,675	4,790	
TTC 35-D ^[1]	Jane	1,426	356	0	30,300	21,399	-29.4%	91,614	63,178	-31.0%	1,019	-	-	Non-rush hour and Saturday service discontinued June 23, 2013; Ridership migration to Route 20
TTC 37-D ^[1]	Islington	144	-	-	2,880	-	-	8,784	-	-	-	-	-	Route discontinued June 23, 2013; Ridership migration to Route 12
TTC 105/105-B ^[1]	Dufferin North	2,208	780	612	51,732	53,914	4.2%	154,620	158,057	2.2%	2,209	738	767	Stable ridership
TTC 107-C/D/B/F ^[1]	Keele North	3,065	708	528	68,008	67,600	-0.6%	204,617	198,425	-3.0%	2,955	710	399	Route 107F branch discontinued June 23, 2013; Ridership migration to Route 22/22A
TTC 160 ^[1]	Bathurst North	762	413	325	19,255	18,374	-4.6%	57,051	53,713	-5.9%	729	340	273	Ridership migration to Route 88
TTC 165-D/F ^[1]	Weston Road North	1,738	1,132	846	45,496	50,244	10.4%	134,270	146,719	9.3%	1,989	1,012	683	General corridor growth; New development at Weston Road and Major Mackenzie Drive
	TTC (Vaughan) Total	9,343	3,389	2,311	217,671	211,531	-2.8%	650,956	620,092	-4.7%	8,901	2,800	2,122	
	Vaughan & TTC Total	29,454	11,290	7,447	693,908	709,552	2.3%	2,038,766	1,995,838	-2.1%	29,516	9,475	6,912	

* Route crosses municipal boundaries.

	YRT Route #	Route Name	2013			TOTAL BOARDINGS (MONTH)			TOTAL BOARDINGS (YEAR TO DATE)			2014			
			Avg Wkdy Boardings	Avg Sat Boardings	Avg Sn/Hol Boardings	2013	2014	Percentage ('14 vs '13)	2013	2014	Percentage ('14 vs '13)	Avg Wkdy Boardings	Avg Sat Boardings	Avg Sn/Hol Boardings	
Richmond Hill	80	Elgin Mills	-	-	-	-	13,283	0.0%	-	36,406	0.0%	555	179	138	Implemented June 30, 2013 due to Route 90 restructuring
	81	Inspiration	193	-	-	3,869	3,996	3.3%	13,165	12,785	-2.9%	190	-	-	Stable ridership
	82	Valleymede	375	-	-	7,524	6,923	-8.0%	24,229	20,756	-14.3%	329	-	-	Impact due to colder temperature
	83	Trench	966	94	-	19,854	18,424	-7.2%	60,111	58,147	-3.3%	876	-	-	Impact due to colder temperature
	84	Oak Ridges	162	18	-	3,334	3,843	15.3%	11,149	12,192	9.4%	178	19	-	Route restructured February 2013; Route 84A branch discontinued
	85 ^[1]	16th Ave/Rutherford	4,737	2,475	1,351	116,106	83,916	-27.7%	326,913	217,703	-33.4%	3,272	1,793	1,004	Route restructured June 30, 2013; Ridership migration to Route 16 and Route 244
	86	Weldrick-Newkirk	879	194	-	18,631	21,019	12.8%	54,320	59,857	10.2%	937	258	0	General growth in the Red Maple area as a result of route restructuring in July 2012; ridership migration from Route 87
	87 ^[1]	Langstaff Local	838	112	-	17,389	9,020	-48.1%	50,982	26,032	-48.9%	426	-	-	Route restructured June 30, 2013; Ridership migration to Route 26, Route 85 and Route 86
	88/88A/88E ^[1]	Bathurst/Bathurst Express	4,327	1,755	1,153	102,958	113,517	10.3%	301,369	305,473	1.4%	4,336	2,487	1,561	General corridor growth
	589/590	RH Community Bus	137	185	155	4,605	4,159	-9.7%	13,432	11,669	-13.1%	134	131	127	Impact due to colder temperature
	90/90B ^[1]	Leslie	3,873	1,055	523	86,541	68,211	-21.2%	250,133	200,325	-19.9%	2,936	799	470	Route restructured June 30, 2013; Ridership migration to Route 80; Impact due to colder temperature
	91/91A/91B/91E ^[1]	Bayview/Express	3,983	1,781	999	95,009	83,936	-11.7%	285,153	259,156	-9.1%	3,344	1,559	1,118	Decreased employment travel; Impact due to colder temperature
	240	Mill Pond GO Shuttle	105	-	-	2,105	2,376	12.9%	8,188	7,341	-10.3%	113	-	-	Impact due to colder temperature
	241	Bev. Acres GO Shuttle	88	-	-	1,762	1,325	-24.8%	5,363	4,201	-21.7%	63	-	-	Impact due to colder temperature
	242	N. Richvale GO Shuttle	35	-	-	704	672	-4.5%	2,282	2,024	-11.3%	32	-	-	Impact due to colder temperature
	243	Redstone GO Shuttle	193	-	-	3,878	3,810	-1.8%	12,443	11,615	-6.7%	181	-	-	Stable ridership
244	Beaver Creek Shuttle	0	-	-	-	1,115	-	-	3,013	-	53	-	-	Implemented June 30, 2013 as a result of Route 85 restructuring	
	Richmond Hill Total	20,891	7,669	4,181	484,269	439,545	-9.2%	1,419,232	1,248,695	-12.0%	17,955	7,225	4,418		
Aurora	31 ^[1]	Aurora North	111	-	-	2,223	1,892	-14.9%	6,459	5,752	-10.9%	90	-	-	Impact due to colder temperature
	32	Aurora South	501	30	-	10,212	9,472	-7.2%	32,496	28,780	-11.4%	445	18	-	Impact due to colder temperature
	33/33A	Wellington	533	142	-	11,443	10,774	-5.8%	32,343	31,066	-3.9%	483	119	-	Route restructured June 30, 2013; Ridership migration to Route 54
		Aurora Total	1,145	172	0	23,878	22,138	-7.3%	71,298	65,598	-8.0%	1,018	137	0	
Newmarket, East Gwill., Georgina	44	Bristol	281	59	-	5,936	5,721	-3.6%	18,230	17,067	-6.4%	255	67	-	Stable ridership
	50	Queensway	1,027	737	370	26,829	26,694	-0.5%	77,561	75,855	-2.2%	1,038	482	431	Stable ridership
	51	Keswick Local	190	45	-	4,054	3,805	-6.1%	12,315	11,757	-4.5%	171	39	-	Stable ridership
	52 ^[1]	Holland Landing	274	138	-	6,218	5,019	-19.3%	17,271	14,407	-16.6%	215	94	-	Services converted to Dial-a-Ride after 7 p.m. Monday to Saturday effective April 21, 2013
	54 ^[1]	Bayview	415	125	-	9,009	8,753	-2.8%	27,075	24,753	-8.6%	389	104	-	Stable ridership
	55/55B	Davis Drive	999	619	326	25,198	24,760	-1.7%	77,155	70,157	-9.1%	972	511	330	vivaNext construction occurring along Davis Drive
	56	Gorham-Eagle	456	203	164	11,186	11,791	5.4%	31,840	33,599	5.5%	469	225	155	General corridor growth; Ridership migration from Route 55/55B
	57/57A	Mulock	857	297	221	20,067	21,555	7.4%	61,917	60,169	-2.8%	907	272	206	Stable ridership
	58	Mount Albert	117	-	-	2,370	2,383	0.5%	7,349	6,839	-6.9%	112	-	-	Route restructured April 21, 2013 - Sharon branch discontinued; Impact due to colder temperature
	59	The ROC	4	10	3	152	-	-	646	-	-	-	-	-	Route discontinued March 2013
	98 ^[1]	Yonge	723	589	367	19,721	16,157	-18.1%	57,286	49,855	-13.0%	619	345	273	General corridor decrease
	222	Aurora-Nwmkt GO Shuttle	65	-	-	1,305	1,179	-9.7%	3,799	3,574	-5.9%	56	-	-	Impact due to colder temperature
	223	Newmarket GO Shuttle	14	-	-	282	379	34.4%	1,070	1,158	8.2%	18	-	-	General corridor growth
520/521	Newmarket Community Bus	81	29	21	1,919	1,947	1.5%	5,377	5,502	2.3%	83	23	16	Stable ridership	
	Newmarket Total	5,503	2,851	1,472	134,246	130,144	-3.1%	398,891	374,692	-6.1%	5,305	2,162	1,411		
	YRT SUB-TOTAL	74,925	27,743	16,358	1,744,966	1,758,793	0.8%	5,137,051	4,997,956	-2.7%	73,169	24,832	16,692		
Viva	blue (incl. blue'A) ^[1]	Yonge Corridor	19,597	11,591	8,907	513,947	492,783	-4.1%	1,470,908	1,380,088	-6.2%	17,888	11,751	8,612	General corridor decrease; Decreased travel to/from Finch GO Bus Terminal
	purple ^[1]	Highway 7 Corridor	8,501	5,329	3,296	219,695	220,146	0.2%	608,947	624,899	2.6%	8,315	4,739	3,359	Stable ridership; rapidway opening (Bayview to Hwy 404) August 18, 2013; Increased travel to Seneca Markham
	green ^[1]	Markham North-South Link	744	-	-	14,924	14,839	-0.6%	44,984	43,541	-3.2%	673	-	-	General corridor decrease
	orange (incl. Zum) ^[1]	Vaughan North-South Link	3,044	1,237	802	71,990	55,557	-22.8%	203,331	160,742	-20.9%	2,314	686	476	Route restructured June 30, 2013; Service to Downsview Subway Station during non-rush hours discontinued
	pink ^[1]	Finch - Unionville	2,251	-	-	45,046	51,238	13.7%	131,170	150,562	14.8%	2,358	-	-	Rapidway opening (Bayview to Hwy 404) August 18, 2013
	Viva SUB-TOTAL	34,137	18,157	13,005	865,602	834,563	-3.6%	2,459,340	2,359,832	-4.0%	31,548	17,176	12,447		

[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.

Tot. Boardings	YRT/VIVA SYSTEM TOTAL	109,062	45,900	29,363	2,610,568	2,593,356	-0.7%	7,596,391	7,357,788	-3.1%	104,717	42,008	29,139
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Rev. Boardings	YRT/VIVA SYSTEM TOTAL				1,886,106	1,880,873	-0.3%	5,586,023	5,392,941	-3.5%	75,947		
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Notes: 1. System-wide transfer rate = Revenue Boardings / Total Boardings **27.5%**