

## TRIMET FIXED ROUTE SERVICE AND RIDERSHIP INFORMATION

Audited

Key Indicator	FY87 <sup>5</sup>	FY88	FY89	FY90	FY91	FY92	FY93	FY94	FY95	FY96	FY97
<b>Vehicle Hours</b>											
Bus	1,486,500	1,490,052	1,488,924	1,512,934	1,545,168	1,584,658	1,641,050	1,734,180	1,778,568	1,821,120	1,819,320
Rail	<u>42,636</u>	<u>55,404</u>	<u>55,848</u>	<u>57,144</u>	<u>57,036</u>	<u>58,560</u>	<u>59,076</u>	<u>59,112</u>	<u>59,268</u>	<u>59,544</u>	<u>59,748</u>
<b>System</b>	<b>1,529,136</b>	<b>1,545,456</b>	<b>1,544,772</b>	<b>1,570,078</b>	<b>1,602,204</b>	<b>1,643,218</b>	<b>1,700,126</b>	<b>1,793,292</b>	<b>1,837,836</b>	<b>1,880,664</b>	<b>1,879,068</b>
<b>Revenue Hours</b>											
Bus	1,120,632	1,126,188	1,124,796	1,141,726	1,160,316	1,188,802	1,232,462	1,296,444	1,323,528	1,345,428	1,341,564
Rail	<u>34,368</u>	<u>43,728</u>	<u>43,596</u>	<u>43,584</u>	<u>43,428</u>	<u>44,832</u>	<u>45,420</u>	<u>45,468</u>	<u>46,080</u>	<u>46,596</u>	<u>47,112</u>
<b>System</b>	<b>1,155,000</b>	<b>1,169,916</b>	<b>1,168,392</b>	<b>1,185,310</b>	<b>1,203,744</b>	<b>1,233,634</b>	<b>1,277,882</b>	<b>1,341,912</b>	<b>1,369,608</b>	<b>1,392,024</b>	<b>1,388,676</b>
<b>Vehicle Miles</b>											
Bus	20,943,960	20,970,240	20,935,200	21,251,985	21,672,522	22,074,852	22,736,640	24,053,640	24,255,960	24,657,000	24,707,280
Rail	<u>662,640</u>	<u>840,720</u>	<u>842,760</u>	<u>852,600</u>	<u>852,000</u>	<u>871,680</u>	<u>885,720</u>	<u>885,720</u>	<u>886,440</u>	<u>865,920</u>	<u>893,520</u>
<b>System</b>	<b>21,606,600</b>	<b>21,810,960</b>	<b>21,777,960</b>	<b>22,104,585</b>	<b>22,524,522</b>	<b>22,946,532</b>	<b>23,622,360</b>	<b>24,939,360</b>	<b>25,142,400</b>	<b>25,522,920</b>	<b>25,600,800</b>
<b>Revenue Miles</b>											
Bus	18,423,600	18,379,996	18,339,235	18,616,739	18,638,369	18,984,373	19,655,825	20,698,157	20,872,254	21,217,349	21,260,614
Rail	<u>656,014</u>	<u>832,313</u>	<u>834,332</u>	<u>844,074</u>	<u>843,480</u>	<u>862,963</u>	<u>876,597</u>	<u>876,597</u>	<u>877,310</u>	<u>857,001</u>	<u>884,317</u>
<b>System</b>	<b>19,079,614</b>	<b>19,212,309</b>	<b>19,173,567</b>	<b>19,460,813</b>	<b>19,481,849</b>	<b>19,847,336</b>	<b>20,532,422</b>	<b>21,574,754</b>	<b>21,749,563</b>	<b>22,074,350</b>	<b>22,144,931</b>
<b>Passenger Miles</b>											
Bus	156,967,800	136,663,200	144,460,800	159,406,315	168,696,000	165,930,912	167,742,624	193,471,920	199,657,200	208,480,320	216,393,840
Rail	<u>35,046,300</u>	<u>38,214,000</u>	<u>35,934,000</u>	<u>40,118,400</u>	<u>43,598,400</u>	<u>45,637,680</u>	<u>45,215,760</u>	<u>44,307,000</u>	<u>46,538,760</u>	<u>48,704,880</u>	<u>52,971,480</u>
<b>System</b>	<b>192,014,100</b>	<b>174,877,200</b>	<b>180,394,800</b>	<b>199,524,715</b>	<b>212,294,400</b>	<b>211,568,592</b>	<b>212,958,384</b>	<b>237,778,920</b>	<b>246,195,960</b>	<b>257,185,200</b>	<b>269,365,320</b>
<b>Originating Rides</b>											
Bus	30,654,000	30,240,000	32,280,000	34,261,200	36,311,100	37,708,200	37,781,600	39,060,000	40,296,000	42,036,000	43,596,000
Rail	<u>4,746,000</u>	<u>5,280,000</u>	<u>5,160,000</u>	<u>5,400,000</u>	<u>6,000,000</u>	<u>6,288,000</u>	<u>6,240,000</u>	<u>6,552,000</u>	<u>6,888,000</u>	<u>7,212,000</u>	<u>7,836,000</u>
<b>System</b>	<b>35,400,000</b>	<b>35,520,000</b>	<b>37,440,000</b>	<b>39,661,200</b>	<b>42,311,100</b>	<b>43,996,200</b>	<b>44,021,600</b>	<b>45,612,000</b>	<b>47,184,000</b>	<b>49,248,000</b>	<b>51,432,000</b>
<b>Boarding Rides</b>											
Bus	41,970,000	39,960,000	42,240,000	44,821,200	47,591,100	49,384,200	49,481,600	51,048,000	52,680,000	55,008,000	57,096,000
Rail	<u>5,910,000</u>	<u>6,600,000</u>	<u>6,360,000</u>	<u>6,720,000</u>	<u>7,440,000</u>	<u>7,788,000</u>	<u>7,716,000</u>	<u>8,100,000</u>	<u>8,508,000</u>	<u>8,904,000</u>	<u>9,684,000</u>
<b>System</b>	<b>47,880,000</b>	<b>46,560,000</b>	<b>48,600,000</b>	<b>51,541,200</b>	<b>55,031,100</b>	<b>57,172,200</b>	<b>57,197,600</b>	<b>59,148,000</b>	<b>61,188,000</b>	<b>63,912,000</b>	<b>66,780,000</b>

## TRIMET FIXED ROUTE SERVICE AND RIDERSHIP INFORMATION

**Audited**

Key Indicator	FY87 <sup>5</sup>	FY88	FY89	FY90	FY91	FY92	FY93	FY94	FY95	FY96	FY97
<b>Avg. Wkd. Originating Rides</b>											
Bus	107,600	105,400	113,200	120,100	127,300	130,500	130,600	133,300	137,400	143,000	148,100
Rail	<u>15,600</u>	<u>15,600</u>	<u>15,700</u>	<u>16,300</u>	<u>18,500</u>	<u>19,300</u>	<u>18,900</u>	<u>19,600</u>	<u>20,800</u>	<u>21,500</u>	<u>23,400</u>
<b>System</b>	<b>(*)120,300</b>	<b>121,000</b>	<b>128,900</b>	<b>136,400</b>	<b>145,800</b>	<b>149,800</b>	<b>149,500</b>	<b>152,900</b>	<b>158,200</b>	<b>164,500</b>	<b>171,500</b>
<b>Avg. Wkd. Boarding Rides</b>											
Bus	146,600	139,200	148,200	157,200	166,600	170,800	171,000	174,300	179,700	187,100	193,900
Rail	<u>19,500</u>	<u>19,600</u>	<u>19,700</u>	<u>20,500</u>	<u>23,200</u>	<u>24,300</u>	<u>23,700</u>	<u>24,600</u>	<u>26,100</u>	<u>27,000</u>	<u>29,400</u>
<b>System</b>	<b>(*)162,500</b>	<b>158,800</b>	<b>167,900</b>	<b>177,700</b>	<b>189,800</b>	<b>195,100</b>	<b>194,700</b>	<b>198,900</b>	<b>205,800</b>	<b>214,100</b>	<b>223,300</b>
<b>Boarding Rides/Vehicle Hour</b>											
Bus	28.2	26.8	28.4	29.6	30.8	31.2	30.2	29.4	29.6	30.2	31.4
Rail	138.6	119.1	113.9	117.6	130.4	133.0	130.6	137.0	143.6	149.5	162.1
<b>System</b>	<b>31.3</b>	<b>30.1</b>	<b>31.5</b>	<b>32.8</b>	<b>34.3</b>	<b>34.8</b>	<b>33.6</b>	<b>33.0</b>	<b>33.3</b>	<b>34.0</b>	<b>35.5</b>
<b>Passenger Revenue (1)</b>											
Bus	\$16,726,360	\$17,686,391	\$18,160,977	\$18,653,541	\$21,406,461	\$21,947,849	\$23,029,963	\$23,425,540	\$25,316,550	\$26,724,756	\$28,591,611
Rail	<u>\$2,806,310</u>	<u>\$3,538,213</u>	<u>\$3,259,362</u>	<u>\$3,618,626</u>	<u>\$4,185,262</u>	<u>\$4,333,449</u>	<u>\$4,357,422</u>	<u>\$4,479,795</u>	<u>\$4,911,598</u>	<u>\$5,118,377</u>	<u>\$6,035,493</u>
<b>System</b>	<b>\$19,532,670</b>	<b>\$21,224,604</b>	<b>\$21,420,339</b>	<b>\$22,272,167</b>	<b>\$25,591,723</b>	<b>\$26,281,298</b>	<b>\$27,387,385</b>	<b>\$27,905,335</b>	<b>\$30,228,148</b>	<b>\$31,843,133</b>	<b>\$34,627,104</b>
<b>System Costs (2)</b>											
Bus	\$62,507,451	\$66,486,588	\$71,692,655	\$75,909,829	\$79,329,157	\$85,631,948	\$95,072,461	\$101,050,143	\$112,073,440	\$113,685,006	\$119,619,171
Rail	<u>\$6,220,000</u>	<u>\$7,607,380</u>	<u>\$7,634,647</u>	<u>\$9,239,798</u>	<u>\$10,092,842</u>	<u>\$11,259,023</u>	<u>\$12,533,338</u>	<u>\$13,595,023</u>	<u>\$14,412,380</u>	<u>\$15,605,295</u>	<u>\$16,122,677</u>
<b>System</b>	<b>\$68,727,451</b>	<b>\$74,093,968</b>	<b>\$79,327,302</b>	<b>\$85,149,627</b>	<b>\$89,421,999</b>	<b>\$96,890,971</b>	<b>\$107,605,799</b>	<b>\$114,645,166</b>	<b>\$126,485,820</b>	<b>\$129,290,301</b>	<b>\$135,741,848</b>
<b>Fare Recovery Ratio (System Costs)</b>											
Bus	26.8%	26.6%	25.3%	24.6%	27.0%	25.6%	24.2%	23.2%	22.6%	23.5%	23.9%
Rail	45.1%	46.5%	42.7%	39.2%	41.5%	38.5%	34.8%	33.0%	34.1%	32.8%	37.4%
<b>System</b>	<b>28.4%</b>	<b>28.6%</b>	<b>27.0%</b>	<b>26.2%</b>	<b>28.6%</b>	<b>27.1%</b>	<b>25.5%</b>	<b>24.3%</b>	<b>23.9%</b>	<b>24.6%</b>	<b>25.5%</b>
<b>Operations Costs (3)</b>											
Bus	\$54,130,313	\$57,073,123	\$60,440,345	\$62,639,697	\$65,838,814	\$70,152,863	\$76,222,760	\$80,913,873	\$89,152,720	\$91,300,618	\$97,219,598
Rail	<u>\$4,293,002</u>	<u>\$5,439,252</u>	<u>\$5,893,528</u>	<u>\$6,898,186</u>	<u>\$7,608,025</u>	<u>\$8,420,050</u>	<u>\$9,250,239</u>	<u>\$9,917,825</u>	<u>\$10,226,698</u>	<u>\$11,517,556</u>	<u>\$12,032,165</u>
<b>System</b>	<b>\$58,423,315</b>	<b>\$62,512,375</b>	<b>\$66,333,873</b>	<b>\$69,537,883</b>	<b>\$73,446,839</b>	<b>\$78,572,913</b>	<b>\$85,472,999</b>	<b>\$90,831,698</b>	<b>\$99,379,418</b>	<b>\$102,818,174</b>	<b>\$109,251,763</b>

(\*) Due to the method of calculating averages, the total is correct (12 months of bus ridership plus ten months of rail ridership).

## TRIMET FIXED ROUTE SERVICE AND RIDERSHIP INFORMATION

**Audited**

Key Indicator	FY87 <sup>5</sup>	FY88	FY89	FY90	FY91	FY92	FY93	FY94	FY95	FY96	FY97
<b>Fare Recovery Ratio</b>											
<i>(Operations Costs)</i>											
Bus	30.9%	31.0%	30.0%	29.8%	32.5%	31.3%	30.2%	29.0%	28.4%	29.3%	29.4%
Rail	65.4%	65.0%	55.3%	52.5%	55.0%	51.5%	47.1%	45.2%	48.0%	44.4%	50.2%
<b>System</b>	<b>33.4%</b>	<b>34.0%</b>	<b>32.3%</b>	<b>32.0%</b>	<b>34.8%</b>	<b>33.4%</b>	<b>32.0%</b>	<b>30.7%</b>	<b>30.4%</b>	<b>31.0%</b>	<b>31.7%</b>
<b>Operating Cost/Vehicle Hour</b>											
Bus	\$36.41	\$38.30	\$40.59	\$41.40	\$42.61	\$44.27	\$46.45	\$46.66	\$50.13	\$50.13	\$53.44
Rail	\$100.69	\$98.17	\$105.53	\$120.72	\$133.39	\$143.79	\$156.58	\$167.78	\$172.55	\$193.43	\$201.38
<b>System</b>	<b>\$38.21</b>	<b>\$40.45</b>	<b>\$42.94</b>	<b>\$44.29</b>	<b>\$45.84</b>	<b>\$47.82</b>	<b>\$50.27</b>	<b>\$50.65</b>	<b>\$54.07</b>	<b>\$54.67</b>	<b>\$58.14</b>
<b>Operating Cost/Boarding Ride</b>											
Bus	\$1.29	\$1.43	\$1.43	\$1.40	\$1.38	\$1.42	\$1.54	\$1.59	\$1.69	\$1.66	\$1.70
Rail	\$0.73	\$0.82	\$0.93	\$1.03	\$1.02	\$1.08	\$1.20	\$1.22	\$1.20	\$1.29	\$1.24
<b>System</b>	<b>\$1.22</b>	<b>\$1.34</b>	<b>\$1.36</b>	<b>\$1.35</b>	<b>\$1.33</b>	<b>\$1.37</b>	<b>\$1.49</b>	<b>\$1.54</b>	<b>\$1.62</b>	<b>\$1.61</b>	<b>\$1.64</b>
<b>Passenger Rev./Boarding Ride</b>											
Bus	\$0.40	\$0.44	\$0.43	\$0.42	\$0.45	\$0.44	\$0.47	\$0.46	\$0.48	\$0.49	\$0.50
Rail	\$0.47	\$0.54	\$0.51	\$0.54	\$0.56	\$0.56	\$0.56	\$0.55	\$0.58	\$0.57	\$0.62
<b>System</b>	<b>\$0.41</b>	<b>\$0.46</b>	<b>\$0.44</b>	<b>\$0.43</b>	<b>\$0.47</b>	<b>\$0.46</b>	<b>\$0.48</b>	<b>\$0.47</b>	<b>\$0.49</b>	<b>\$0.50</b>	<b>\$0.52</b>
<b>Subsidy/Boarding Ride (4)</b>											
Bus	\$0.89	\$0.99	\$1.00	\$0.98	\$0.93	\$0.98	\$1.08	\$1.13	\$1.21	\$1.17	\$1.20
Rail	\$0.25	\$0.29	\$0.41	\$0.49	\$0.46	\$0.52	\$0.63	\$0.67	\$0.62	\$0.72	\$0.62
<b>System</b>	<b>\$0.81</b>	<b>\$0.89</b>	<b>\$0.92</b>	<b>\$0.92</b>	<b>\$0.87</b>	<b>\$0.91</b>	<b>\$1.02</b>	<b>\$1.06</b>	<b>\$1.13</b>	<b>\$1.11</b>	<b>\$1.12</b>
<b>Average Vehicle Speed</b>											
Bus	16.4	16.3	16.3	16.3	16.1	16.0	15.9	16.0	15.8	15.8	15.8
Rail	19.1	19.0	19.1	19.4	19.4	19.2	19.3	19.3	19.0	18.4	18.8

**Notes and Definition of Terms:**

- 1) Passenger Revenue = Cash, ticket, and pass fares. Does not include fares from SNT.
- 2) System Costs = Operations cost plus general administrative costs shared by both bus and rail(i.e. finance, planning, scheduling, etc.). Does not include SNT program costs, Westside maintenance training programs, or Vintage Trolley costs.
- 3) Operations Costs = Transportation costs + maintenance costs (all related staff and materials). No general administrative, SNT, LRT Projects, & Vintage Trolley costs included.
- 4) Subsidy per Boarding Ride - The difference between the passenger revenue per ride and the operating cost per ride. This represents the portion of the cost of each ride that must be subsidized(primarily by taxes).
- 5) FY87 - figures are based on 12 months of bus and 10 months of rail operation.
- 6) All financial information are based on audited statement.

## TRIMET FIXED ROUTE SERVICE AND RIDERSHIP INFORMATION

<b>Audited</b>									
<b>Key Indicator</b>	<b>FY98</b>	<b>FY99</b>	<b>FY00</b>	<b>FY01</b>	<b>FY02</b>	<b>FY03</b>	<b>FY04</b>	<b>FY05</b>	<b>FY06</b>
<b>Vehicle Hours</b>									
Bus	1,869,324	1,938,048	2,009,148	2,032,944	2,048,484	2,049,156	2,047,932	2,033,544	1,953,420
Rail (Train)	<u>66,708</u>	<u>130,236</u>	<u>143,100</u>	<u>144,672</u>	<u>183,648</u>	<u>192,516</u>	<u>201,240</u>	<u>245,256</u>	<u>238,704</u>
<b>System</b>	<b>1,936,032</b>	<b>2,068,284</b>	<b>2,152,248</b>	<b>2,177,616</b>	<b>2,232,132</b>	<b>2,241,672</b>	<b>2,249,172</b>	<b>2,278,800</b>	<b>2,192,124</b>
<b>Revenue Hours</b>									
Bus	1,365,948	1,400,112	1,443,948	1,467,660	1,497,564	1,515,648	1,527,228	1,516,296	1,458,564
Rail (Train)	<u>52,248</u>	<u>109,932</u>	<u>121,476</u>	<u>123,192</u>	<u>152,724</u>	<u>161,508</u>	<u>171,264</u>	<u>204,324</u>	<u>194,616</u>
<b>System</b>	<b>1,418,196</b>	<b>1,510,044</b>	<b>1,565,424</b>	<b>1,590,852</b>	<b>1,650,288</b>	<b>1,677,156</b>	<b>1,698,492</b>	<b>1,720,620</b>	<b>1,653,180</b>
<b>Vehicle Miles</b>									
Bus	25,148,160	25,705,092	26,671,308	26,741,844	27,306,636	27,571,152	27,487,428	27,408,948	26,336,856
Rail (Train)	<u>964,440</u>	<u>2,237,688</u>	<u>2,558,112</u>	<u>2,590,668</u>	<u>3,171,780</u>	<u>3,271,824</u>	<u>3,497,868</u>	<u>4,035,924</u>	<u>3,825,588</u>
<b>System</b>	<b>26,112,600</b>	<b>27,942,780</b>	<b>29,229,420</b>	<b>29,332,512</b>	<b>30,478,416</b>	<b>30,842,976</b>	<b>30,985,296</b>	<b>31,444,872</b>	<b>30,162,444</b>
<b>Revenue Miles</b>									
Bus	21,375,936	22,119,232	22,950,661	23,011,357	23,497,360	23,890,403	24,114,721	24,023,943	23,047,383
Rail (Train)	<u>954,506</u>	<u>2,214,640</u>	<u>2,531,763</u>	<u>2,563,984</u>	<u>3,139,111</u>	<u>3,251,866</u>	<u>3,434,207</u>	<u>3,960,856</u>	<u>3,782,741</u>
<b>System</b>	<b>22,330,442</b>	<b>24,333,871</b>	<b>25,482,424</b>	<b>25,575,341</b>	<b>26,636,471</b>	<b>27,142,269</b>	<b>27,548,927</b>	<b>27,984,799</b>	<b>26,830,124</b>
<b>Passenger Miles</b>									
Bus	222,078,840	221,555,820	227,672,880	237,510,204	239,561,352	223,993,224	232,925,328	230,061,600	236,736,000
Rail	<u>56,647,320</u>	<u>100,859,280</u>	<u>119,585,640</u>	<u>125,877,480</u>	<u>144,919,080</u>	<u>142,094,976</u>	<u>158,275,716</u>	<u>172,368,000</u>	<u>169,553,280</u>
<b>System</b>	<b>278,726,160</b>	<b>322,415,100</b>	<b>347,258,520</b>	<b>363,387,684</b>	<b>384,480,432</b>	<b>366,088,200</b>	<b>391,201,044</b>	<b>402,429,600</b>	<b>406,289,280</b>
<b>Originating Rides</b>									
Bus	44,724,000	44,798,400	45,956,400	47,905,200	48,148,800	47,790,000	48,394,800	48,373,200	47,732,400
Rail	<u>8,376,000</u>	<u>14,848,800</u>	<u>17,652,000</u>	<u>18,579,600</u>	<u>21,218,400</u>	<u>21,801,600</u>	<u>22,890,000</u>	<u>26,641,200</u>	<u>27,214,800</u>
<b>System</b>	<b>53,100,000</b>	<b>59,647,200</b>	<b>63,608,400</b>	<b>66,484,800</b>	<b>69,367,200</b>	<b>69,591,600</b>	<b>71,284,800</b>	<b>75,014,400</b>	<b>74,947,200</b>
<b>Boarding Rides</b>									
Bus	58,596,000	58,458,000	60,072,000	62,667,600	63,208,800	62,743,200	63,640,800	63,906,000	63,129,600
Rail	<u>10,356,000</u>	<u>17,851,200</u>	<u>21,165,600</u>	<u>22,279,200</u>	<u>25,424,400</u>	<u>26,120,400</u>	<u>27,430,800</u>	<u>31,920,000</u>	<u>32,606,400</u>
<b>System</b>	<b>68,952,000</b>	<b>76,309,200</b>	<b>81,237,600</b>	<b>84,946,800</b>	<b>88,633,200</b>	<b>88,863,600</b>	<b>91,071,600</b>	<b>95,826,000</b>	<b>95,736,000</b>

## TRIMET FIXED ROUTE SERVICE AND RIDERSHIP INFORMATION

<b>Audited</b>									
<b>Key Indicator</b>	<b>FY98</b>	<b>FY99</b>	<b>FY00</b>	<b>FY01</b>	<b>FY02</b>	<b>FY03</b>	<b>FY04</b>	<b>FY05</b>	<b>FY06</b>
<b><i>Avg. Wkd. Originating Rides</i></b>									
Bus	152,400	151,900	153,600	159,900	160,100	157,900	159,000	159,000	157,600
Rail	<u>25,000</u>	<u>45,000</u>	<u>53,800</u>	<u>57,700</u>	<u>64,500</u>	<u>65,800</u>	<u>69,300</u>	<u>80,200</u>	<u>82,500</u>
<b>System</b>	<b>177,400</b>	<b>196,900</b>	<b>207,400</b>	<b>217,600</b>	<b>224,600</b>	<b>223,700</b>	<b>228,300</b>	<b>239,200</b>	<b>240,100</b>
<b><i>Avg. Wkd. Boarding Rides</i></b>									
Bus	199,600	198,100	200,200	208,700	209,400	206,600	208,400	209,200	207,400
Rail	<u>31,400</u>	<u>54,600</u>	<u>65,100</u>	<u>69,800</u>	<u>78,000</u>	<u>79,600</u>	<u>83,800</u>	<u>97,000</u>	<u>99,800</u>
<b>System</b>	<b>231,000</b>	<b>252,700</b>	<b>265,300</b>	<b>278,500</b>	<b>287,400</b>	<b>286,200</b>	<b>292,200</b>	<b>306,200</b>	<b>307,200</b>
<b><i>Boarding Rides/Vehicle Hour</i></b>									
Bus	31.3	30.2	29.9	30.8	30.9	30.6	31.1	31.4	32.3
Rail	155.2	137.1	147.9	154.0	138.4	135.7	136.3	130.1	136.6
<b>System</b>	<b>35.6</b>	<b>36.9</b>	<b>37.7</b>	<b>39.0</b>	<b>39.7</b>	<b>39.6</b>	<b>40.5</b>	<b>42.1</b>	<b>43.7</b>
<b><i>Passenger Revenue (1)</i></b>									
Bus	\$29,159,613	\$29,569,132	\$31,909,054	\$35,562,919	\$35,101,063	\$33,958,045	\$35,156,470	\$35,490,842	\$41,393,274
Rail	<u>\$6,359,022</u>	<u>\$11,042,200</u>	<u>\$13,998,317</u>	<u>\$15,601,613</u>	<u>\$17,527,140</u>	<u>\$18,135,251</u>	<u>\$19,822,219</u>	<u>\$23,249,374</u>	<u>\$26,149,540</u>
<b>System</b>	<b>\$35,518,635</b>	<b>\$40,611,332</b>	<b>\$45,907,371</b>	<b>\$51,164,532</b>	<b>\$52,628,203</b>	<b>\$52,093,296</b>	<b>\$54,978,689</b>	<b>\$58,740,216</b>	<b>\$67,542,814</b>
<b><i>System Costs (2)</i></b>									
Bus	\$133,560,632	\$125,888,449	\$142,516,600	\$148,755,186	\$156,871,889	\$165,171,236	\$173,769,030	\$188,444,944	\$197,597,326
Rail	<u>\$21,608,220</u>	<u>\$39,482,378</u>	<u>\$46,249,364</u>	<u>\$48,615,228</u>	<u>\$54,810,104</u>	<u>\$57,387,685</u>	<u>\$59,940,508</u>	<u>\$71,501,151</u>	<u>\$73,537,962</u>
<b>System</b>	<b>\$155,168,852</b>	<b>\$165,370,827</b>	<b>\$188,765,964</b>	<b>\$197,370,414</b>	<b>\$211,681,993</b>	<b>\$222,558,921</b>	<b>\$233,709,538</b>	<b>\$259,946,095</b>	<b>\$271,135,288</b>
<b><i>Fare Recovery Ratio (System Costs)</i></b>									
Bus	21.8%	23.5%	22.4%	23.9%	22.4%	20.6%	20.2%	18.8%	20.9%
Rail	29.4%	28.0%	30.3%	32.1%	32.0%	31.6%	33.1%	32.5%	35.6%
<b>System</b>	<b>22.9%</b>	<b>24.6%</b>	<b>24.3%</b>	<b>25.9%</b>	<b>24.9%</b>	<b>23.4%</b>	<b>23.5%</b>	<b>22.6%</b>	<b>24.9%</b>
<b><i>Operations Costs (3)</i></b>									
Bus	\$99,243,759	\$103,330,407	\$117,315,569	\$122,335,119	\$128,672,116	\$135,040,219	\$141,306,763	\$155,655,461	\$162,693,203
Rail	<u>\$14,868,371</u>	<u>\$28,067,035</u>	<u>\$32,670,517</u>	<u>\$34,384,453</u>	<u>\$38,301,363</u>	<u>\$39,788,407</u>	<u>\$40,645,892</u>	<u>\$49,303,590</u>	<u>\$49,538,132</u>
<b>System</b>	<b>\$114,112,130</b>	<b>\$131,397,442</b>	<b>\$149,986,086</b>	<b>\$156,719,572</b>	<b>\$166,973,479</b>	<b>\$174,828,626</b>	<b>\$181,952,655</b>	<b>\$204,959,051</b>	<b>\$212,231,335</b>

## TRIMET FIXED ROUTE SERVICE AND RIDERSHIP INFORMATION

**Audited**

Key Indicator	FY98	FY99	FY00	FY01	FY02	FY03	FY04	FY05	FY06
<b>Fare Recovery Ratio</b>									
<i>(Operations Costs)</i>									
Bus	29.4%	28.6%	27.2%	29.1%	27.3%	25.1%	24.9%	22.8%	25.4%
Rail	42.8%	39.3%	42.8%	45.4%	45.8%	45.6%	48.8%	47.2%	52.8%
<b>System</b>	<b>31.1%</b>	<b>30.9%</b>	<b>30.6%</b>	<b>32.6%</b>	<b>31.5%</b>	<b>29.8%</b>	<b>30.2%</b>	<b>28.7%</b>	<b>31.8%</b>
<b>Operating Costs/Vehicle Hour</b>									
Bus	\$53.09	\$53.32	\$58.39	\$60.18	\$62.81	\$65.90	\$69.00	\$76.54	\$83.29
Rail	\$222.89	\$215.51	\$228.31	\$237.67	\$208.56	\$206.68	\$201.98	\$201.03	\$207.53
<b>System</b>	<b>\$58.94</b>	<b>\$63.53</b>	<b>\$69.69</b>	<b>\$71.97</b>	<b>\$74.80</b>	<b>\$77.99</b>	<b>\$80.90</b>	<b>\$89.94</b>	<b>\$96.82</b>
<b>Operating Costs/Boarding Ride</b>									
Bus	\$1.69	\$1.77	\$1.95	\$1.95	\$2.04	\$2.15	\$2.22	\$2.44	\$2.58
Rail	\$1.44	\$1.57	\$1.54	\$1.54	\$1.51	\$1.52	\$1.48	\$1.54	\$1.52
<b>System</b>	<b>\$1.65</b>	<b>\$1.72</b>	<b>\$1.85</b>	<b>\$1.84</b>	<b>\$1.88</b>	<b>\$1.97</b>	<b>\$2.00</b>	<b>\$2.14</b>	<b>\$2.22</b>
<b>Passenger Rev./Boarding Ride</b>									
Bus	\$0.50	\$0.51	\$0.53	\$0.57	\$0.56	\$0.54	\$0.55	\$0.56	\$0.66
Rail	\$0.61	\$0.62	\$0.66	\$0.70	\$0.69	\$0.69	\$0.72	\$0.73	\$0.80
<b>System</b>	<b>\$0.52</b>	<b>\$0.53</b>	<b>\$0.57</b>	<b>\$0.60</b>	<b>\$0.59</b>	<b>\$0.59</b>	<b>\$0.60</b>	<b>\$0.61</b>	<b>\$0.71</b>
<b>Subsidy/Boarding Ride (4)</b>									
Bus	\$1.20	\$1.26	\$1.42	\$1.38	\$1.48	\$1.61	\$1.67	\$1.88	\$1.92
Rail	\$0.82	\$0.95	\$0.88	\$0.84	\$0.82	\$0.83	\$0.76	\$0.82	\$0.72
<b>System</b>	<b>\$1.14</b>	<b>\$1.19</b>	<b>\$1.28</b>	<b>\$1.24</b>	<b>\$1.29</b>	<b>\$1.38</b>	<b>\$1.39</b>	<b>\$1.53</b>	<b>\$1.51</b>
<b>Average Vehicle Speed</b>									
Bus	15.6	15.8	15.9	15.7	15.7	15.8	15.8	15.8	15.8
Rail	18.3	20.1	20.8	20.8	20.6	20.1	20.1	19.4	19.4

**Notes and Definition of Terms:**

- 1) Passenger Revenue = Cash, ticket, and pass fares. Does not include fares from SNT.
- 2) System Costs = Operations cost plus general administrative costs shared by both bus and rail(i.e. finance, planning, scheduling, etc.). Does not include SNT program costs, and Streetcar costs.
- 3) Operations Costs = Transportation costs + maintenance costs (all related staff and materials). No general administrative, SNT, & Streetcar costs included.
- 4) Subsidy per Boarding Ride - The difference between the passenger revenue per ride and the operating cost per ride. This represents the portion of the cost of each ride that must be subsidized(primarily by taxes).
- 5) All financial information are based on audited statement.