

TRI-MET FIXED ROUTE SERVICE AND RIDERSHIP INFORMATION

Key Indicator	FY87 ⁵	FY88	FY89	FY90	FY91	FY92	FY93	FY94	FY95	FY96	FY97
Vehicle Hours											
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>
System	1,529,136	1,545,456	1,544,772	1,570,078	1,602,204	1,643,218	1,700,126	1,793,292	1,837,836	1,880,664	1,879,068
Revenue Hours											
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>
System	1,155,000	1,169,916	1,168,392	1,185,310	1,203,744	1,233,634	1,277,882	1,341,912	1,369,608	1,392,024	1,388,676
Vehicle Miles											
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>
System	21,606,600	21,810,960	21,777,960	22,104,585	22,524,522	22,946,532	23,622,360	24,939,360	25,142,400	25,522,920	25,600,800
Revenue Miles											
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>
System	19,079,614	19,212,309	19,173,567	19,460,813	19,481,849	19,847,336	20,532,422	21,574,754	21,749,563	22,074,350	22,144,931
Passenger Miles											
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>
System	192,014,100	174,877,200	180,394,800	199,524,715	212,294,400	211,568,592	212,958,384	237,778,920	246,195,960	257,185,200	269,365,320
Originating Rides											
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>
System	35,400,000	35,520,000	37,440,000	39,661,200	42,311,100	43,996,200	44,021,600	45,612,000	47,184,000	49,248,000	51,432,000
Boarding Rides											
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>
System	47,880,000	46,560,000	48,600,000	51,541,200	55,031,100	57,172,200	57,197,600	59,148,000	61,188,000	63,912,000	66,780,000

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Key Indicator	FY87 ⁵	FY88	FY89	FY90	FY91	FY92	FY93	FY94	FY95	FY96	FY97
Avg. Wkd. Originating Rides											
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>
System	(*)120,300	121,000	128,900	136,400	145,800	149,800	149,500	152,900	158,200	164,500	171,500
Avg. Wkd. Boarding Rides											
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>
System	(*)162,500	158,800	167,900	177,700	189,800	195,100	194,700	198,900	205,800	214,100	223,300
Boarding Rides/Vehicle Hour											
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
System	31.3	30.1	31.5	32.8	34.3	34.8	33.6	33.0	33.3	34.0	35.5
Passenger Revenue (1)											
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>
System	\$19,532,670	\$21,224,604	\$21,420,339	\$22,272,167	\$25,591,723	\$26,281,298	\$27,387,385	\$27,905,335	\$30,228,148	\$31,843,133	\$34,627,104
System Costs (2)											
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>
System	\$68,727,451	\$74,093,968	\$79,327,302	\$85,149,627	\$89,421,999	\$96,890,971	\$107,605,799	\$114,645,166	\$126,485,820	\$129,290,301	\$135,741,848
Fare Recovery Ratio (System Costs)											
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%
System	28.4%	28.6%	27.0%	26.2%	28.6%	27.1%	25.5%	24.3%	23.9%	24.6%	25.5%
Operations Costs (3)											
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>
System	\$58,423,315	\$62,512,375	\$66,333,873	\$69,537,883	\$73,446,839	\$78,572,913	\$85,472,999	\$90,831,698	\$99,379,418	\$102,818,174	\$109,251,763

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

TRI-MET FIXED ROUTE SERVICE AND RIDERSHIP INFORMATION

Key Indicator	FY87 ⁵	FY88	FY89	FY90	FY91	FY92	FY93	FY94	FY95	FY96	FY97
<i>Fare Recovery Ratio (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%
System	33.4%	34.0%	32.3%	32.0%	34.8%	33.4%	32.0%	30.7%	30.4%	31.0%	31.7%
<i>Operating Cost/Vehicle Hour</i>											
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
System	\$38.21	\$40.45	\$42.94	\$44.29	\$45.84	\$47.82	\$50.27	\$50.65	\$54.07	\$54.67	\$58.14
<i>Operating Cost/Boarding Ride</i>											
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
System	\$1.22	\$1.34	\$1.36	\$1.35	\$1.33	\$1.37	\$1.49	\$1.54	\$1.62	\$1.61	\$1.64
<i>Passenger Rev./Boarding Ride</i>											
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
System	\$0.41	\$0.46	\$0.44	\$0.43	\$0.47	\$0.46	\$0.48	\$0.47	\$0.49	\$0.50	\$0.52
<i>Subsidy/Boarding Ride (4)</i>											
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
System	\$0.81	\$0.89	\$0.92	\$0.92	\$0.87	\$0.91	\$1.02	\$1.06	\$1.13	\$1.11	\$1.12
<i>Average Vehicle Speed</i>											
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.

TRI-MET FIXED ROUTE SERVICE AND RIDERSHIP INFORMATION

Key Indicator	FY98	FY99	FY00	FY01	FY02	FY03	FY04	FY05	FY06	FY07	FY08
<i>Vehicle Hours</i>											
Bus	1,869,324	1,938,048	2,009,148	2,032,944	2,048,484						
Rail	<u>66,708</u>	<u>130,236</u>	<u>143,100</u>	<u>144,672</u>	<u>183,648</u>						
System	1,936,032	2,068,284	2,152,248	2,177,616	2,232,132						
<i>Revenue Hours</i>											
Bus	1,365,948	1,400,112	1,443,948	1,467,660	1,497,564						
Rail	<u>52,248</u>	<u>109,932</u>	<u>121,476</u>	<u>123,192</u>	<u>152,724</u>						
System	1,418,196	1,510,044	1,565,424	1,590,852	1,650,288						
<i>Vehicle Miles</i>											
Bus	25,148,160	25,705,092	26,671,308	26,741,844	27,306,636						
Rail	<u>964,440</u>	<u>2,237,688</u>	<u>2,558,112</u>	<u>2,590,668</u>	<u>3,171,780</u>						
System	26,112,600	27,942,780	29,229,420	29,332,512	30,478,416						
<i>Revenue Miles</i>											
Bus	21,375,936	22,119,232	22,950,661	23,011,357	23,497,360						
Rail	<u>954,506</u>	<u>2,214,640</u>	<u>2,531,763</u>	<u>2,563,984</u>	<u>3,139,111</u>						
System	22,330,442	24,333,871	25,482,424	25,575,341	26,636,471						
<i>Passenger Miles</i>											
Bus	222,078,840	221,555,820	227,672,880	237,510,204	239,561,352						
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>						
System	278,726,160	322,415,100	347,258,520	363,387,684	384,480,432						
<i>Originating Rides</i>											
Bus	44,724,000	44,798,400	45,956,400	47,905,200	48,148,800						
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>						
System	53,100,000	59,647,200	63,608,400	66,484,800	69,367,200						
<i>Boarding Rides</i>											
Bus	58,596,000	58,458,000	60,072,000	62,667,600	63,208,800						
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>						
System	68,952,000	76,309,200	81,237,600	84,946,800	88,633,200						

TRI-MET FIXED ROUTE SERVICE AND RIDERSHIP INFORMATION

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<i>Avg. Wkd. Originating Rides</i>											
Bus	152,400	151,900	153,600	159,900	160,100						
Rail	<u>25,000</u>	<u>45,000</u>	<u>53,800</u>	<u>57,700</u>	<u>64,500</u>						
System	177,400	196,900	207,400	217,600	224,600						
<i>Avg. Wkd. Boarding Rides</i>											
Bus	199,600	198,100	200,200	208,700	209,400						
Rail	<u>31,400</u>	<u>54,600</u>	<u>65,100</u>	<u>69,800</u>	<u>78,000</u>						
System	231,000	252,700	265,300	278,500	287,400						
<i>Boarding Rides/Vehicle Hour</i>											
Bus	31.3	30.2	29.9	30.8	30.9						
Rail	155.2	137.1	147.9	154.0	138.4						
System	35.6	36.9	37.7	39.0	39.7						
<i>Passenger Revenue (1)</i>											
Bus	\$29,159,613	\$29,569,132	\$31,909,054	\$35,562,919	\$35,101,063						
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>						
System	\$35,518,635	\$40,611,332	\$45,907,371	\$51,164,532	\$52,628,203						
<i>System Costs (2)</i>											
Bus	\$133,560,632	\$125,888,449	\$142,516,600	\$148,755,186	\$156,871,889						
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>						
System	\$155,168,852	\$165,370,827	\$188,765,964	\$197,370,414	\$211,681,993						
<i>Fare Recovery Ratio (System Costs)</i>											
Bus	21.8%	23.5%	22.4%	23.9%	22.4%						
Rail	29.4%	28.0%	30.3%	32.1%	32.0%						
System	22.9%	24.6%	24.3%	25.9%	24.9%						
<i>Operations Costs (3)</i>											
Bus	\$99,243,759	\$103,330,407	\$117,315,569	\$122,335,119	\$128,672,116						
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>						
System	\$114,112,130	\$131,397,442	\$149,986,086	\$156,719,572	\$166,973,479						

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<i>Fare Recovery Ratio (Operations Costs)</i>											
Bus	29.4%	28.6%	27.2%	29.1%	27.3%						
Rail	42.8%	39.3%	42.8%	45.4%	45.8%						
System	31.1%	30.9%	30.6%	32.6%	31.5%						
<i>Operating Cost/Vehicle Hour</i>											
Bus	\$53.09	\$53.32	\$58.39	\$60.18	\$62.81						
Rail	\$222.89	\$215.51	\$228.31	\$237.67	\$208.56						
System	\$58.94	\$63.53	\$69.69	\$71.97	\$74.80						
<i>Operating Cost/Boarding Ride</i>											
Bus	\$1.69	\$1.77	\$1.95	\$1.95	\$2.04						
Rail	\$1.44	\$1.57	\$1.54	\$1.54	\$1.51						
System	\$1.65	\$1.72	\$1.85	\$1.84	\$1.88						
<i>Passenger Rev./Boarding Ride</i>											
Bus	\$0.50	\$0.51	\$0.53	\$0.57	\$0.56						
Rail	\$0.61	\$0.62	\$0.66	\$0.70	\$0.69						
System	\$0.52	\$0.53	\$0.57	\$0.60	\$0.59						
<i>Subsidy/Boarding Ride (4)</i>											
Bus	\$1.20	\$1.26	\$1.42	\$1.38	\$1.48						
Rail	\$0.82	\$0.95	\$0.88	\$0.84	\$0.82						
System	\$1.14	\$1.19	\$1.28	\$1.24	\$1.29						
<i>Average Vehicle Speed</i>											
Bus	15.6	15.8	15.9	15.7	15.7						
Rail	18.3	20.1	20.8	20.8	20.6						

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- 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).
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