



Alameda-Contra Costa Transit District

STAFF REPORT

TO: AC Transit Board of Directors
FROM: Michael A. Hursh, General Manager
SUBJECT: 2018 Annual Ridership and Route Performance Report

BRIEFING ITEM

RECOMMENDED ACTION(S):

Consider receiving the FY17-18 Annual Ridership and Route Performance Report in accordance with Board Policy 545 – Service Standards and Design Policy.

BUDGETARY/FISCAL IMPACT:

There are no budgetary/fiscal impacts associated with this report.

BACKGROUND/RATIONALE:

Introduction

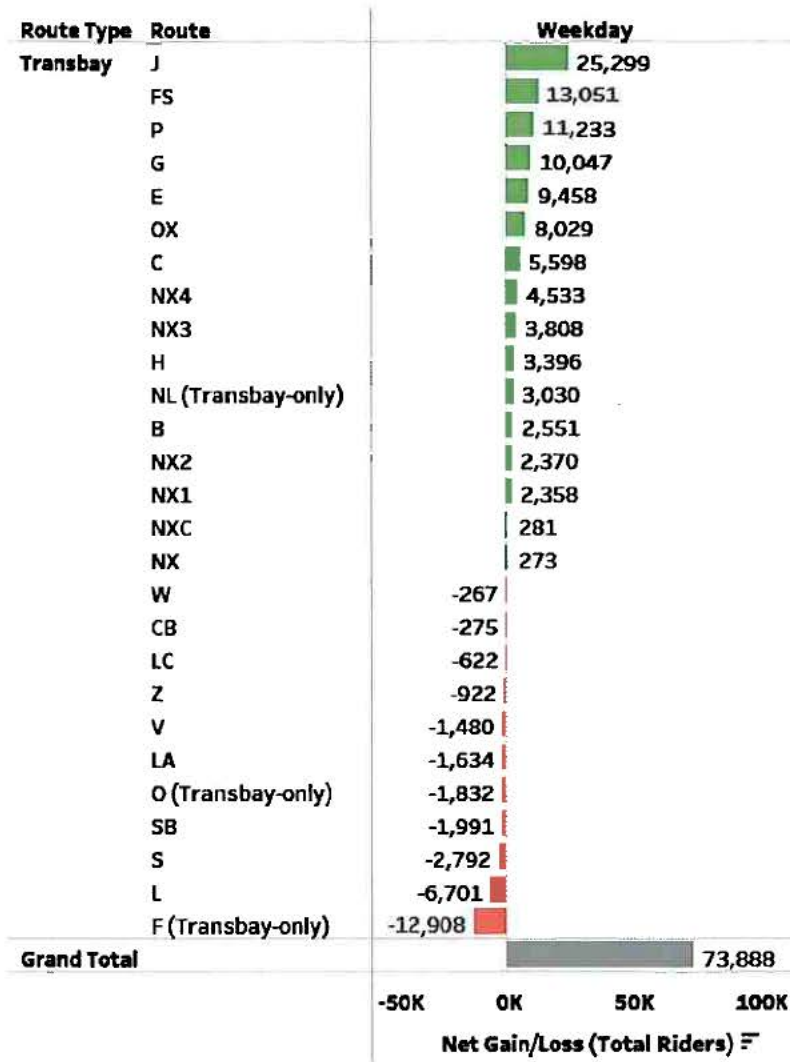
The 2018 Annual Ridership and Route Performance Report provides a summary and assessment of the District’s service performance with respect to ridership, productivity, vehicle load, frequency, and on-time performance.

For the fiscal year, ending June 30, 2018, system-wide ridership totaled 51,760,000 annual riders, reflecting a 1.3% year-over-year (Y-Y) decline. Weekday ridership accounted for 82% of annual ridership, with the remaining 18% split between Saturdays (9.2%) and Sundays (8.6%). Average weekday ridership declined 1.4% Y-Y, while average weekend ridership declined 0.3% for Saturday, and gained 1.0% for Sunday.

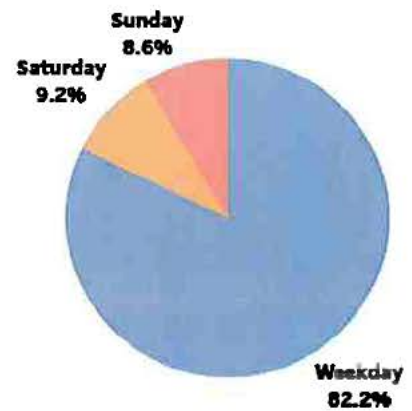
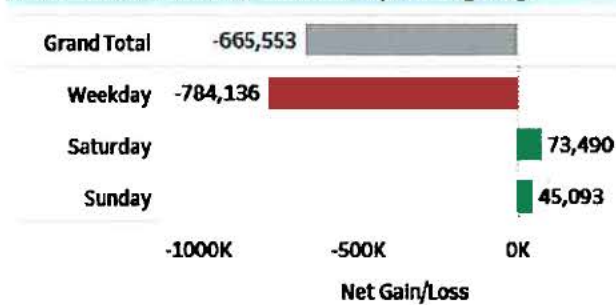
Transbay ridership which represents 10% of total weekday ridership, gained 1.8% year-over-year (excluding the local portions on Lines F, NL, and O). The local portion of Line F however, saw a steep drop in average weekday riders exceeding 20% Y-Y. When viewing only San Francisco-bound Transbay ridership (excludes Lines M and U), the overall gain was 2.2% Y-Y shown in the chart below.

These figures translated to an estimated net loss of 784,000 riders on Weekdays, a net gain of 73,500 riders on Saturdays (gain resulting from one extra day), and a net gain of 45,000 riders on Sundays, resulting in a system-wide loss of 665,000 riders.

San Francisco Transbay-only Ridership +2.2% [Net Gain +73,888] (*excludes local portions of F, NL, O, and Lines M, U)



Annual Ridership Net Gain/Loss [Y-Y]



	Avg Daily	Avg Daily (Y-Y%)	Total Ridership Net Gain/Loss	% of Total Ridership
Weekday	168,875	-1.4%	-784,136	82.2%
Saturday	89,841	-0.3%	73,490	9.2%
Sunday	74,026	1.0%	45,093	8.6%

The table below summarizes the total ridership and percentage breakdown by service type. Attachments 1 and 2 provide a full ridership profile and service performance summary by route-level and service type.

Route Type	FY17-18 Total Ridership			% of Ridership		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Trunk	15,965,531	2,235,607	2,038,775	37.52%	46.95%	45.90%
Urban Crosstown	10,584,943	1,106,943	1,015,890	24.87%	23.25%	22.87%
Major Corridor	4,857,491	648,680	619,742	11.41%	13.62%	13.95%
Transbay	4,474,400	163,983	158,472	10.51%	3.44%	3.57%
Suburban Crosstown	2,103,621	180,435	175,296	4.94%	3.79%	3.95%
Rapid	1,379,458	187,986	167,614	3.24%	3.95%	3.77%
Very Low Density	994,751	96,870	96,331	2.34%	2.03%	2.17%
Supplemental	1,262,682			2.97%		
Contract Shuttle	550,924	4,168		1.29%	0.09%	
Owl	365,248	117,272	155,657	0.86%	2.46%	3.50%
Feeder	17,576	19,649	13,753	0.04%	0.41%	0.31%
Grand Total	42,556,626	4,761,592	4,441,531	100.00%	100.00%	100.00%

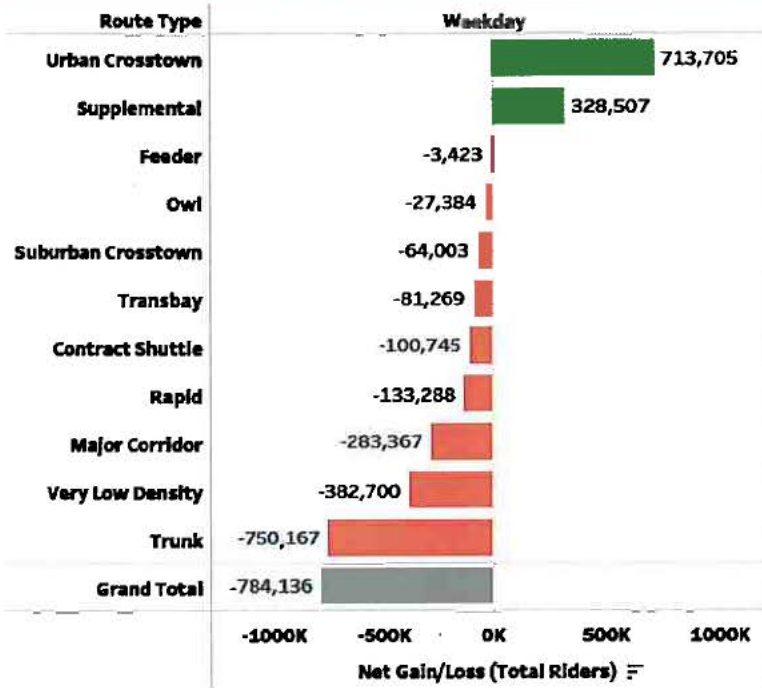
Service Type Analysis

The following charts summarize the estimated net ridership gains/losses across service types. Positive year-over-year gains (green bars) are offset by any ridership losses (red bars). Weekdays saw net ridership gains across Urban Crosstown and Supplemental service, with net losses across the remaining service types. Transbay also saw positive gains (+2.2%) when excluding local portions on the F, NL, and O, and Lines M and U, which do not operate into San Francisco. (The net loss reflected for Transbay in the following graphs reflects the local portions of F, NL, and O to accurately calculate the net gain/loss in riders across all service types.

Newly introduced routes with no prior year service comparison (e.g., AC Go service implementation) added to positive gains, but may be offset by ridership loss from discontinued routes. The individual routes with net gain/losses within each service type are provided in Attachment 1. Top routes with net gains included Lines 33, 79, 36, 96, 29, 80, and 19, all of which were improved under AC Go. Routes with the most net loss included lines 18, 26, 11, 49, 31, 217. The largest estimated losses come from discontinued routes as expected. Existing

routes with the largest net loss include Lines 18 (Trunk), 217 (Low Density), F (Transbay – local portion), 72R (Rapid), 1 (Trunk), 40 (Trunk), and 210 (Major Corridor).

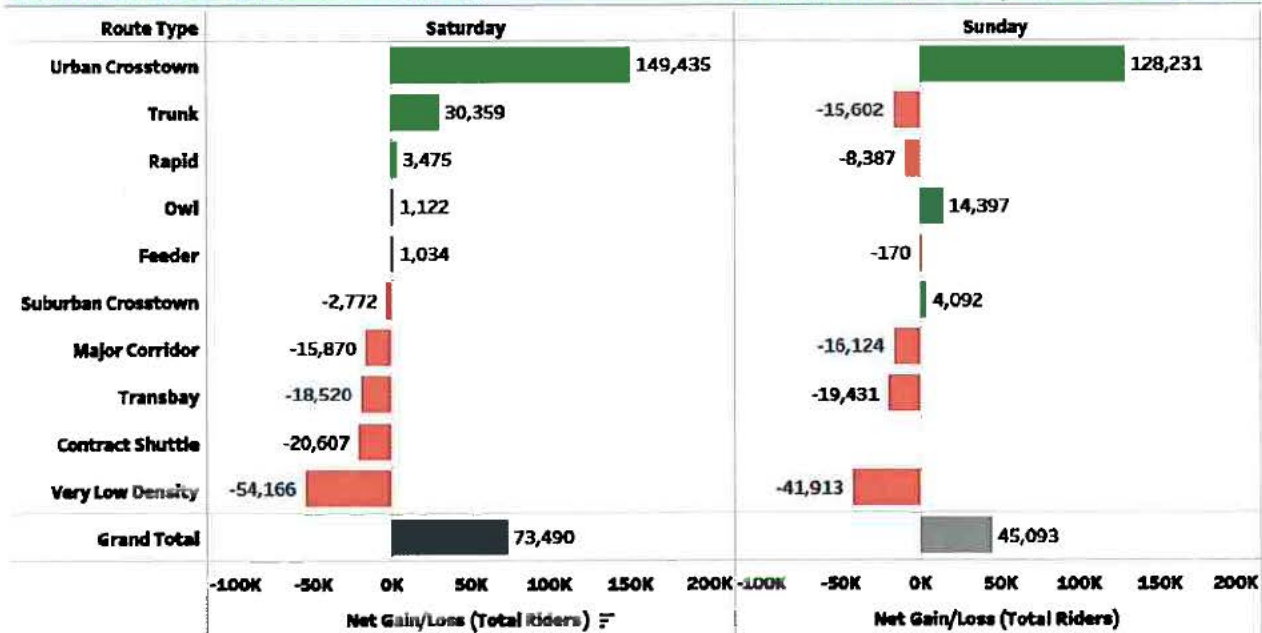
Weekday Net Loss: -784,136 riders



Weekend ridership saw ridership net gains across Urban Crosstown, Trunk, and Owl services. Net gains from top routes within Urban Crosstown service included: Lines 44, 79, 36, 96, 29, 80, 19, 14, 12, 81. Low density service saw the most net ridership loss across weekend service, led by routes 217 and 212.

SATURDAY Net Gain: +73,490 riders

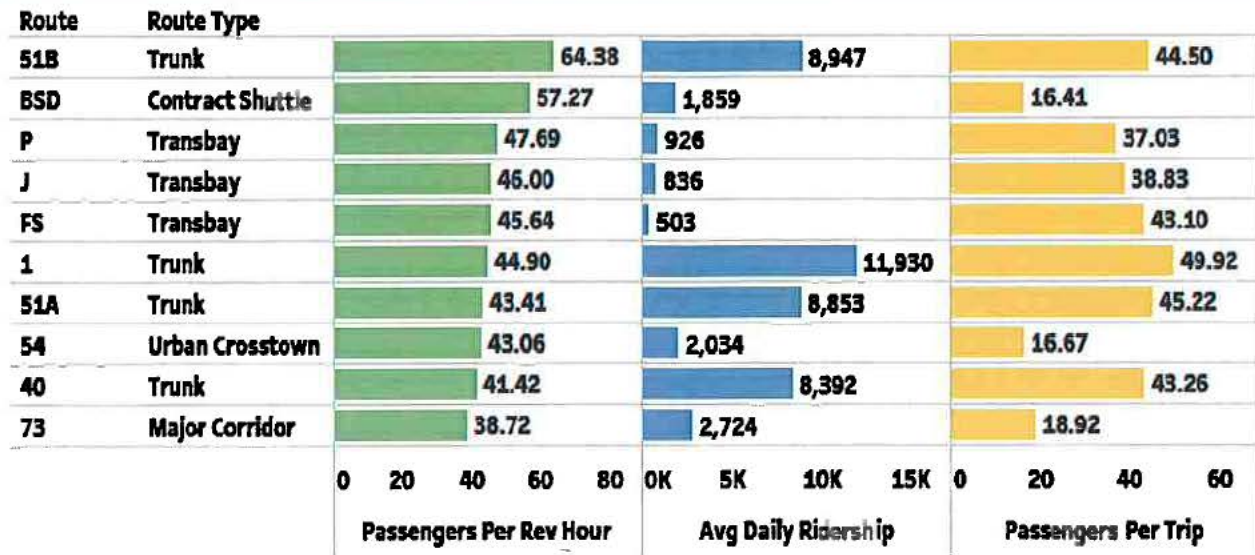
SUNDAY Net Gain: +45,093 riders



Top Performing Routes (Productivity)

The top 10 weekday performing routes are ordered by productivity (passengers per revenue hour) and by average daily ridership below. The most productive routes on a passenger per hour basis carry between 38 - 64 passengers per hour. The most productive routes on an average daily ridership basis carry between 3800 – 12,000 riders per day.

Top 10 Routes [Passengers Per Hour]



Top 10 Routes [Avg Daily Ridership]

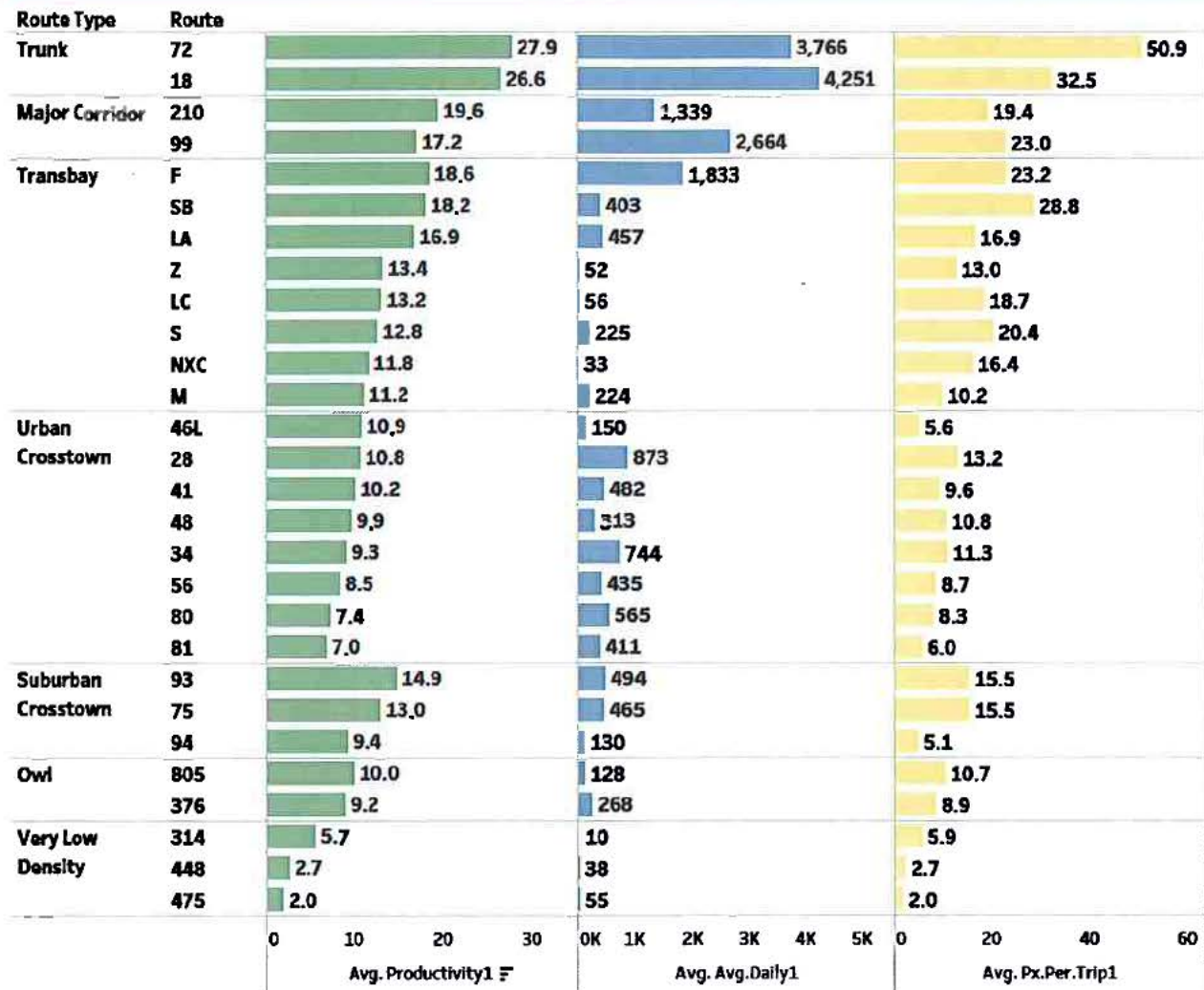


Bottom Performing Routes

In accordance with Policy 545, staff assessed the routes performing in the bottom quarter of each service type as measured by productivity (passengers per hour) for weekday service. These routes are listed below. Based on Policy 545, the options for remedial action include: 1)

frequency adjustments, 2) running time adjustments or minor route changes, 3) route efficiency improvements, 4) route discontinuance, and 5) other actions such as grant-funding opportunities or additional marketing. Staff will review and continue to monitor the performance of these routes in conjunction with ongoing service route changes. Proposed changes and adjustments to these routes are provided in Attachment 3. In addition, Attachment 3 also discusses individual routes that experienced a greater than 10% Y-Y change.

Bottom 25% Performing Routes by Service Type (Weekday)



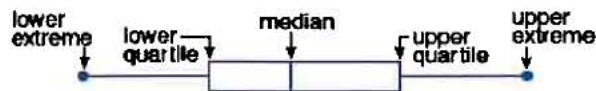
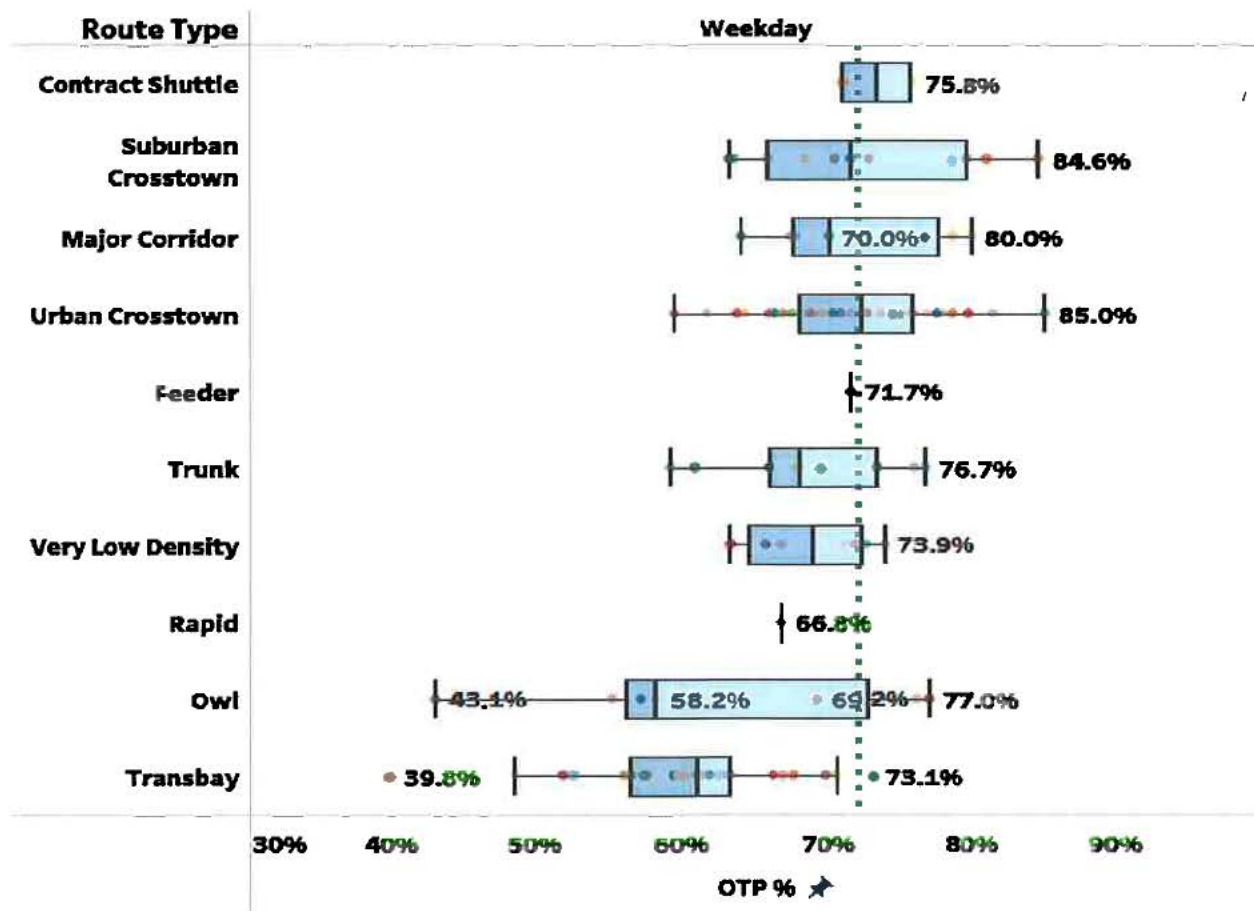
On-Time Performance

Overall system-wide on-time performance (OTP) saw minor changes with significant variations at the individual route-level. Weekday and Saturday OTP changed less than 1% Y-Y, while Sunday saw a 4% drop Y-Y.

	FY17-18	FY16-17	% Change
Weekday	69.7%	68.9%	0.8%
Saturday	70.6%	70.7%	-0.1%
Sunday	69.6%	73.7%	-4.1%

On-time performance variations across service types are illustrated in the boxplots below. This graph depicts the variation in OTP across the different routes in each service type. The center of the box is where most routes perform with respect to the District target of 72% marked by the vertical dotted line. The wider the box, the greater the variation in OTP performance across different routes within the service type. As shown, Transbay service averages around 60% OTP, reaching as high as 73% OTP (Line C), but falling as low as 40% (Lines NX1, NX2). Detailed OTP by route performance is provided in the OTP charts of Attachment 1. Overall, ridership remains correlated to OTP ($r = 0.21^*$, Attachment 4). While significant, the coefficient remains small, as many other factors affect OTP (route type, frequency, congestion by service area, etc.)

OTP by Service Type



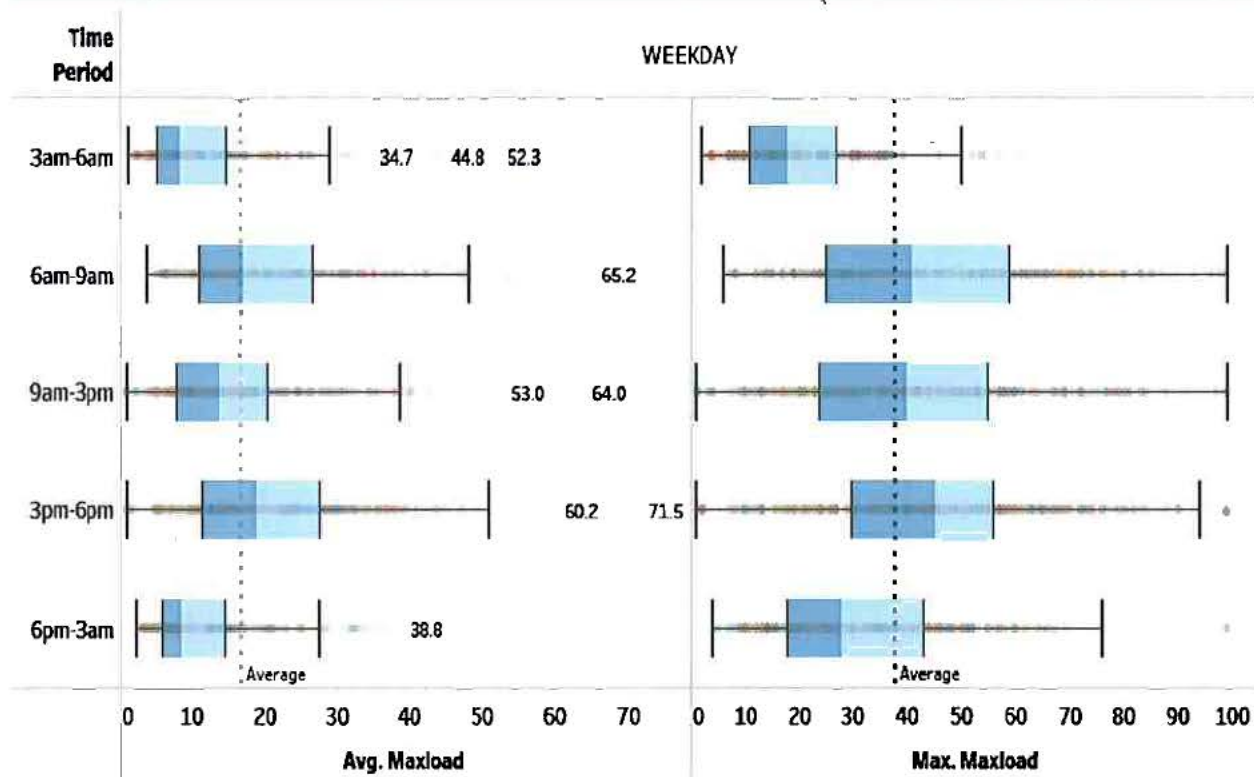
*boxplot key: points outside the extremes are deemed outliers.

Passenger Load (Load, Max. Load)

Maxload analysis is important for ensuring fleet type assignments can provide the seating capacity necessary to handle service periods with peak passenger loads. Board Policy 545 provides level of service guidelines with respect to load factors. Average and maximum vehicle loads are summarized for all sampled route trips by time period in the boxplot chart below.

Average loads reflect typical passenger loads experienced on a given route. Average loads are viewed alongside maximum maxloads to ensure fleet type assignments can accommodate peak load demands to minimize overcrowding or pass up conditions. Travel demands vary by time periods, and as expected, in the AM Peak (6am-9am) and PM Peak (3pm-6pm) commute periods have maxloads shifted to the right. The max maxload values reflect the distribution of trips carrying the highest passenger loads sampled across all routes.

Maxloads by Time Period



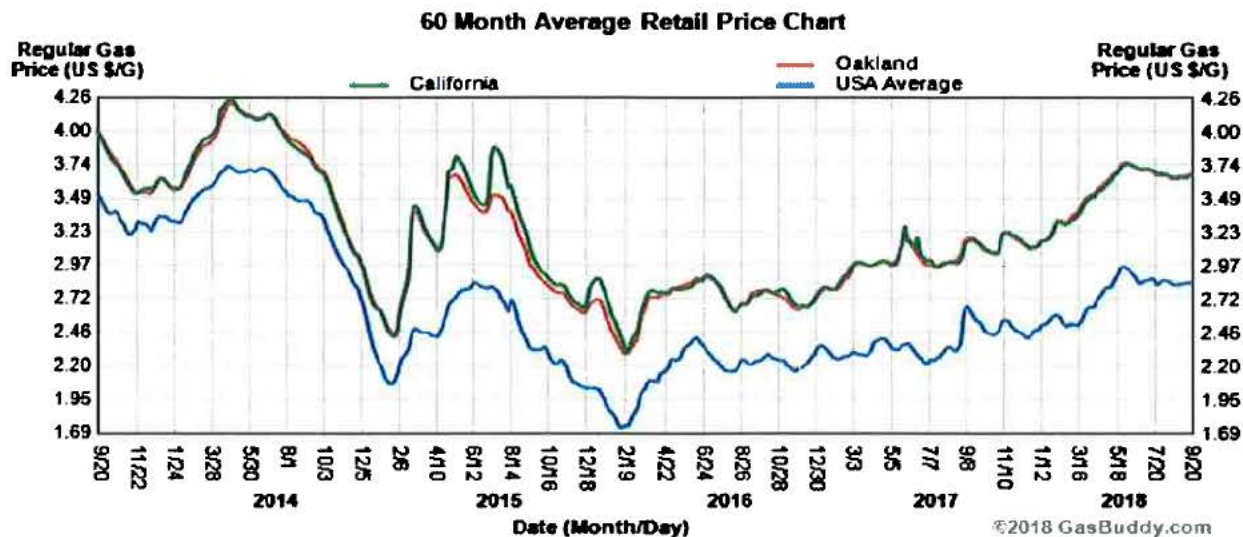
Frequency/Trips/Hours

Service frequencies vary by service type and by peak/off-peak time periods. Service changes included improvements to frequencies and overall increases in service hours and revenue trips, provided in Attachment 2 – Service type Analysis. Weekdays saw an overall 7% increase in revenue trips, and 9.7% increase in service hours over the previous year. Weekends saw an increases in trips (12% Saturdays, 14% Sundays), and an increase in revenue hours (14% Saturdays, 16% Sundays). The increases are due to the implementation of AC Go.

Industry and emerging trends

Prior staff reports (SR 16-082, SR 17-268) reviewed broader macro-economic trends impacting regional and national transit ridership. In the graph below, recent data from APTA reported a year-over-year decline of 4.5% (Jan-17 to Dec-17) among the largest bus agencies in urbanized areas of one million or more population size, with the majority of agencies experiencing much greater ridership declines. At the national level, ridership declines have continued, with broad declines from 2014 – 2017 across the largest urban areas. Within the region and state, Santa

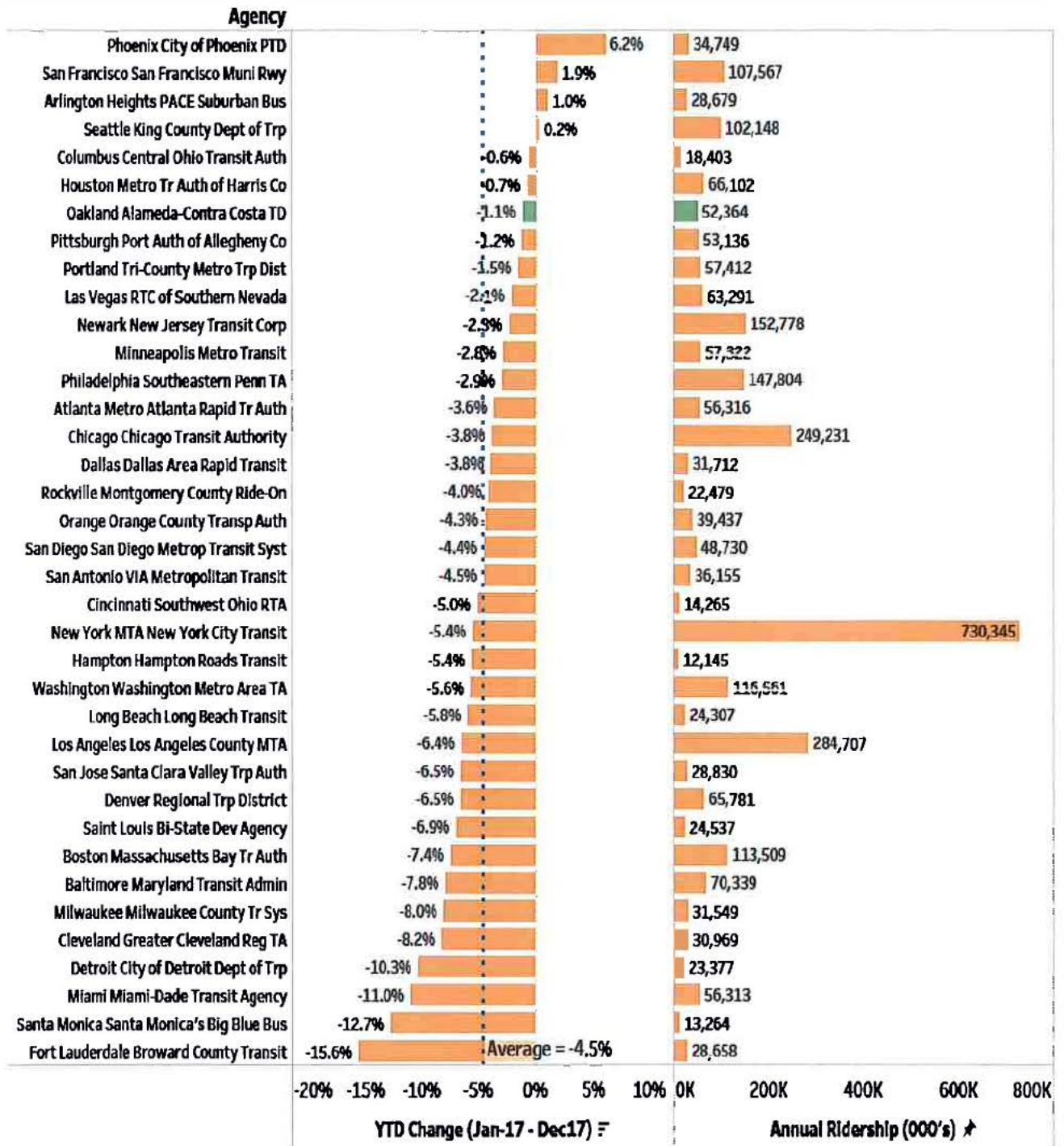
Clara VTA and LA Metro saw ridership declines of around 6.5%. Amidst the multitude of factors that can play a part in declining ridership trends, the often cited ones relate to declining investments in transit infrastructure, reduction in service, low gas prices, weather, job locations/unemployment levels, changing demographics and travel demand patterns, and impacts from the growth of private ride-sharing services.



The likely effects and impacts from car and other ride-sharing services/TNC's (Transportation Network Companies) on ridership levels continue to emerge. Recent studies have shown the negative impacts in terms of increased congestion in urban areas from operating TNC vehicles. The landscape has continued to change at a rapid pace, with the introduction of newer services within the competitive landscape (i.e., bike-share, e-scooters, app-based vanpool services). These services can attract away our rider base by offering added conveniences through on-demand app-based interfaces at low costs that traditional transit agencies do not have the resources to match. Many of these services compete directly with our service offerings and thus require close monitoring and development of new strategies to maintain and expand our ridership base.

Internal metrics and other impacts from external conditions were modeled and analyzed in Attachment 4. General findings continue to support improvements and enhancements to existing revenue service levels to combat industry trends of declining transit ridership. This is most strongly seen in the relatively small decline of 1-1.5% in the District's ridership each of the last 2 years compared to the average decline of 4.5-5% within the transit industry each of the last 2 years. These statistical results can further be used for modeling ridership trends and monitoring other variables impacting ridership.

Industry Trends - Peer comparison (Jan-17 to Dec-17 Y-Y %)



ADVANTAGES/DISADVANTAGES:

There are no advantages or disadvantages associated with this report as it solely reports on service and route performance as required by Board Policy 545.

ALTERNATIVES ANALYSIS:

There are no alternatives associated with this report.

PRIOR RELEVANT BOARD ACTION/POLICIES:

SR 17-268 – 2017 Annual Ridership and Route Performance Report

ATTACHMENTS:

1. FY17-18 Ridership Performance Summary
2. Service Type Performance
3. Bottom quarter (25% routes) – proposed adjustments
4. Statistical modeling and correlation analysis
5. Route Performance (Weekday, Saturday, Sunday)

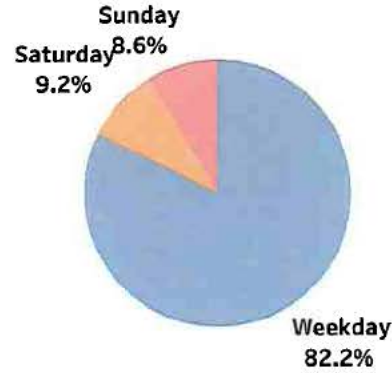
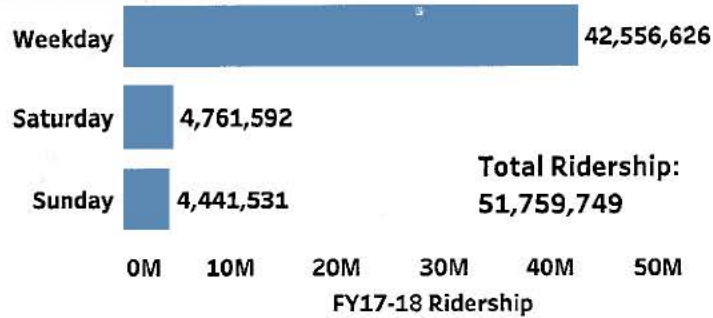
Approved by: Rama Pochiraju, Executive Director of Planning & Engineering

Reviewed by: Robert del Rosario, Director of Service Development and Planning
William Tonis, Director of Project Controls and Systems Analysis

Prepared by: Campbell Jung, Manager of Systems Analysis
Michael Eshleman, Service Planning Manager
Howard Der, Planning Data Administrator
Zaric Wong, Statistical Data & Information Analyst

SR 18-241 Attachment 1 - FY17-18 Ridership Performance Summary

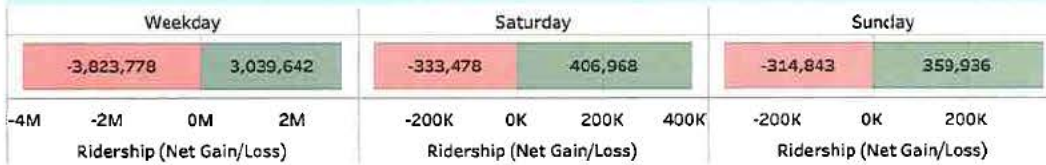
Total Ridership by Day



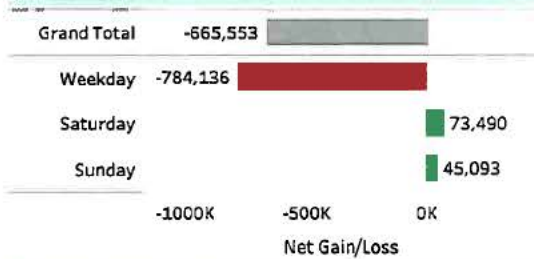
Total Ridership by Service Type

Route Type	Weekday % of Ridership					Saturday % of Ridership					Sunday % of Ridership				
	0%	10%	20%	30%	40%	0%	10%	20%	30%	40%	0%	10%	20%	30%	40%
Trunk	15,965,531 (37.5%)					2,235,607 (47.0%)					2,038,775 (45.9%)				
Urban Crosstown	10,584,943 (24.9%)					1,106,943 (23.2%)					1,015,890 (22.9%)				
Major Corridor	4,857,491 (11.4%)					648,680 (13.6%)					619,742 (14.0%)				
Transbay	4,474,400 (10.2%)					163,983 (3.4%)					158,472 (3.6%)				
Suburban Crosstown	2,103,621 (4.9%)					180,435 (3.8%)					175,296 (3.9%)				
Rapid	1,379,458 (3.2%)					187,986 (3.9%)					167,614 (3.8%)				
Very Low Density	994,751 (2.3%)					96,870 (2.0%)					96,331 (2.2%)				
Supplemental	1,262,682 (3.0%)					4,168 (0.1%)					195,657 (3.5%)				
Contract Shuttle	550,924 (1.3%)					147,272 (3.0%)					13,753 (0.3%)				
Owl	365,248 (0.9%)					19,649 (0.4%)									
Feeder	17,576 (0.04%)														
	0M	5M	10M	15M		0M	5M	10M	15M		0M	5M	10M	15M	
	FY17-18 Total Ridership					FY17-18 Total Ridership					FY17-18 Total Ridership				

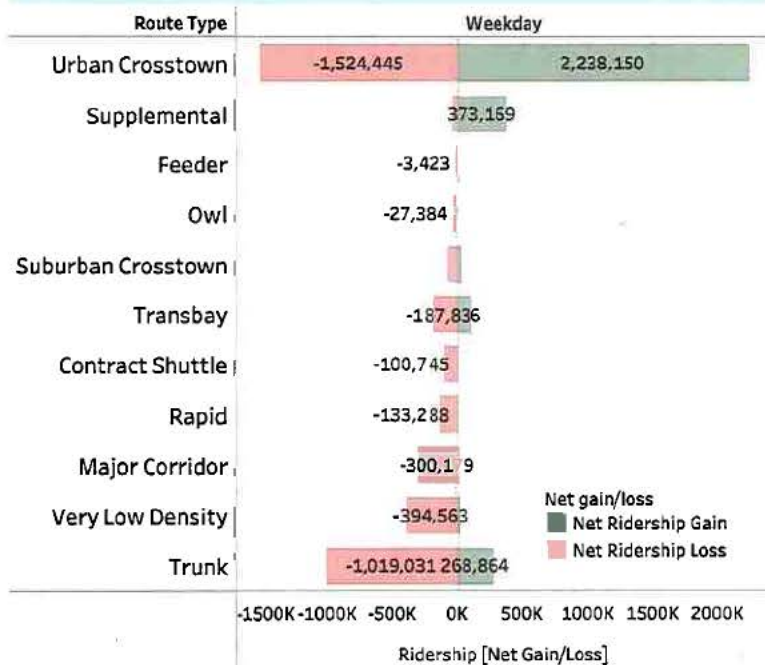
Ridership [Net Gain/Loss] by Day



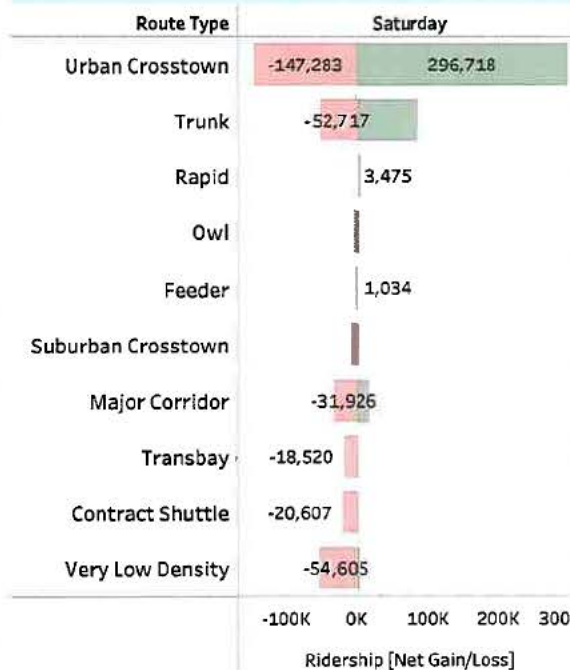
Annual Ridership Net Gain/Loss [Y-Y]



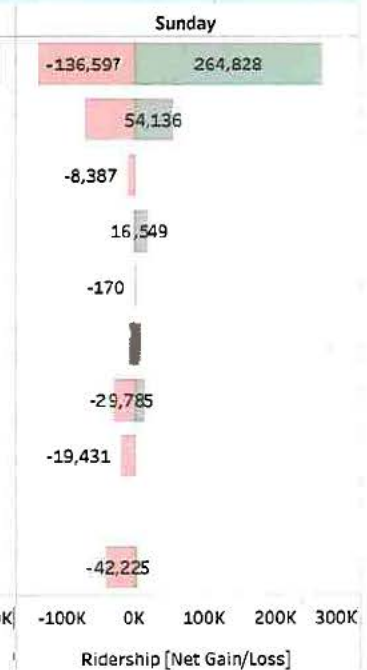
WEEKDAY Net Loss: -784,136 riders



SATURDAY Net Gain: +73,490



SUNDAY Net Gain: +45,093



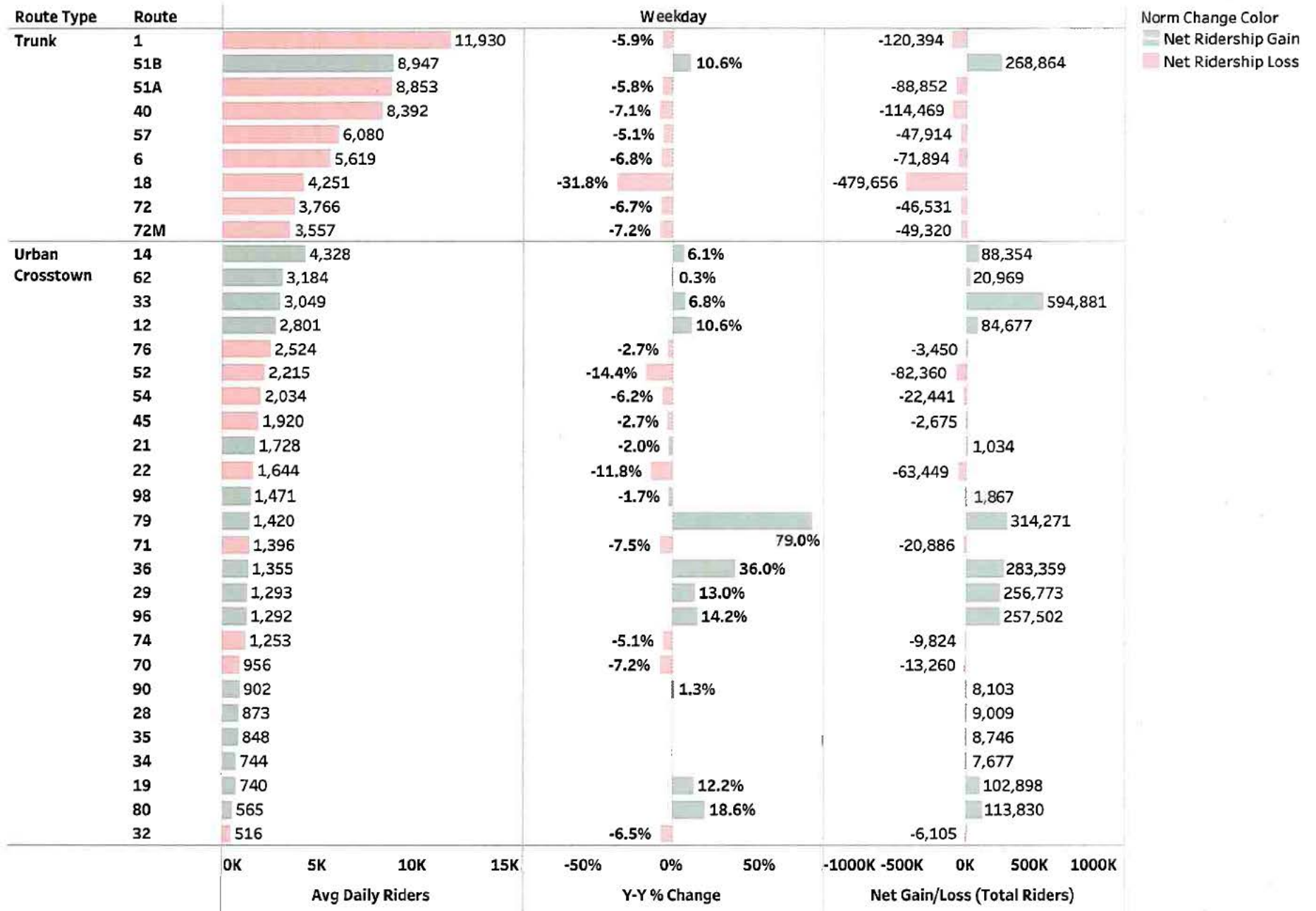
Service Type - Ridership Net Gain/Loss by Minority Route Status

Route Type	Minority Route	Weekday	
		Net Ridership Gain	Net Ridership Loss
Urban Crosstown	No	33 79 80 12	52
	Yes	36 96 29 19 14 62 28 35 90 34 41 56 98 21 39	46L 45 47 76 74 46 70 71 54
Feeder	Yes		339
Owl	No		851
	Yes		802 840 800 376 805 801
Suburban Crosstown	No	67	94 7 60 65
	Yes	83 95 93	89 86 200 85
Transbay	No	J FS P G E C NX4 H B NX1 NXC NX	W CB Z V F
	Yes	OX NX3 NX2	O LC LA SB S U M L NL
Contract Shuttle	Yes		BSN BSD
Rapid	Yes		72R
Major Corridor	Yes	88	73 20 97 10 99 210
Very Low Density	n/a	475 448	
	Yes	232	314 251 216 215 239 212 217
Trunk	No	51B	51A
	Yes		72 57 72M 6 40 1 18

Norm Change Color
■ Net Ridership Gain
■ Net Ridership Loss

Route broken down by Day Type and Norm Change Color vs. Route Type and Minority Route. Color shows details about Norm Change Color. Details are shown for Route. The view is filtered on Day Type, Route Type and Exclusions (Day Type, Minority Route, Norm Change Color, Route, Route Type). The Day Type filter keeps Weekday. The Route Type filter excludes Supplemental. The Exclusions (Day Type, Minority Route, Norm Change Color, Route, Route Type) filter keeps 316 members.

Weekday: Avg Daily Ridership (Y-Y % change)

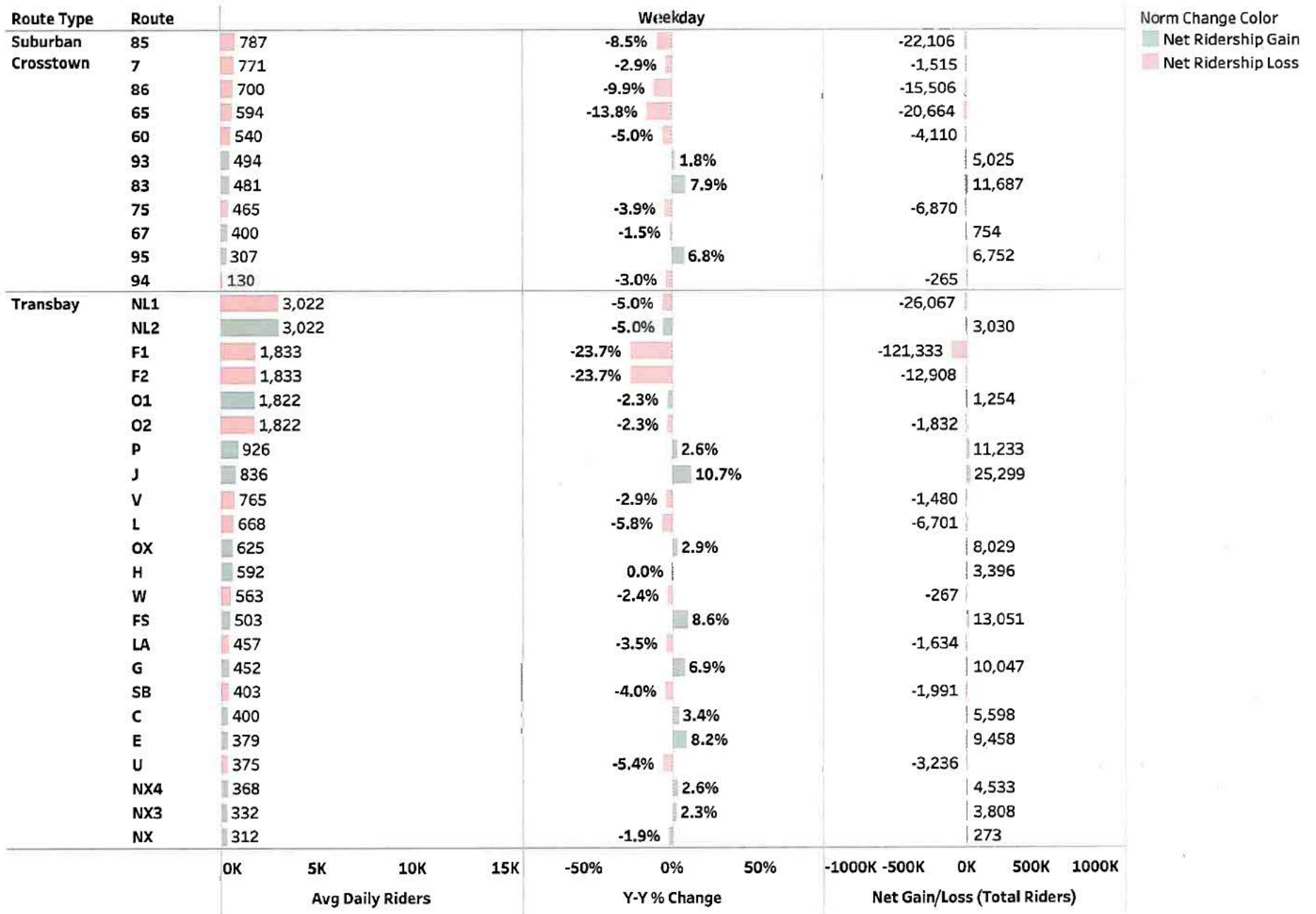


Weekday: Avg Daily Ridership (Y-Y % change)

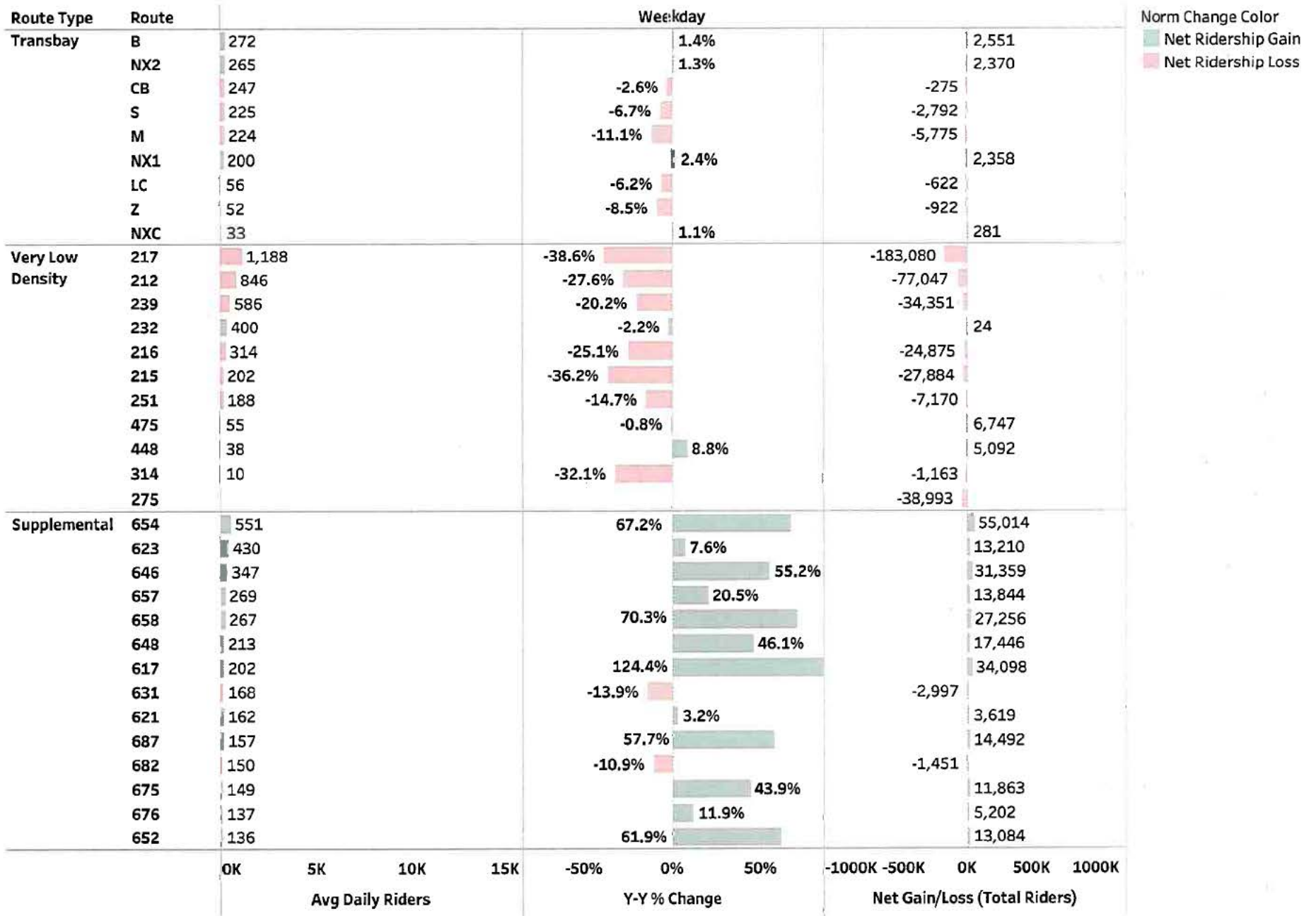
Route Type	Route	Avg Daily Riders	Y-Y % Change	Net Gain/Loss (Total Riders)	
Urban	39	484	-1.6%	732	
	Crosstown	41	482		4,974
		56	435		4,489
	81	411	-0.6%	74,006	
	37	369	-10.3%	-8,703	
	48	313	-4.3%	-5,026	
	46	250	-15.4%	-10,120	
	46L	150	-5.9%	-1,531	
	47	101	-12.1%	-2,949	
	11			-282,023	
	25			-129,587	
	26			-352,083	
	31			-250,571	
49			-257,402		
Rapid	72R	5,305	-10.8%	-133,288	
Contract	BSD	1,859	-12.5%	-56,759	
Shuttle	BSN	260	-40.8%	-43,986	
Feeder	339	68	-18.2%	-3,423	
Major Corridor	97	3,856	-5.2%	-31,284	
	10	2,916	-7.3%	-42,020	
	73	2,724	-4.4%	-16,435	
	20	2,677	-5.2%	-22,089	
	99	2,664	-12.2%	-78,702	
	88	2,504	0.4%	16,811	
	210	1,339	-25.6%	-109,649	
Owl	801	396	-7.9%	-6,324	
	800	286	-7.1%	-3,868	
	376	268	-7.8%	-4,237	
	805	128	-16.2%	-5,552	
	851	123	-9.2%	-2,469	
	840	114	-10.7%	-2,821	
	802	89	-10.4%	-2,113	
Suburban	200	1,337	-6.6%	-16,464	
Crosstown	89	1,180	1.6%	-721	

Norm Change Color
■ Net Ridership Gain
■ Net Ridership Loss

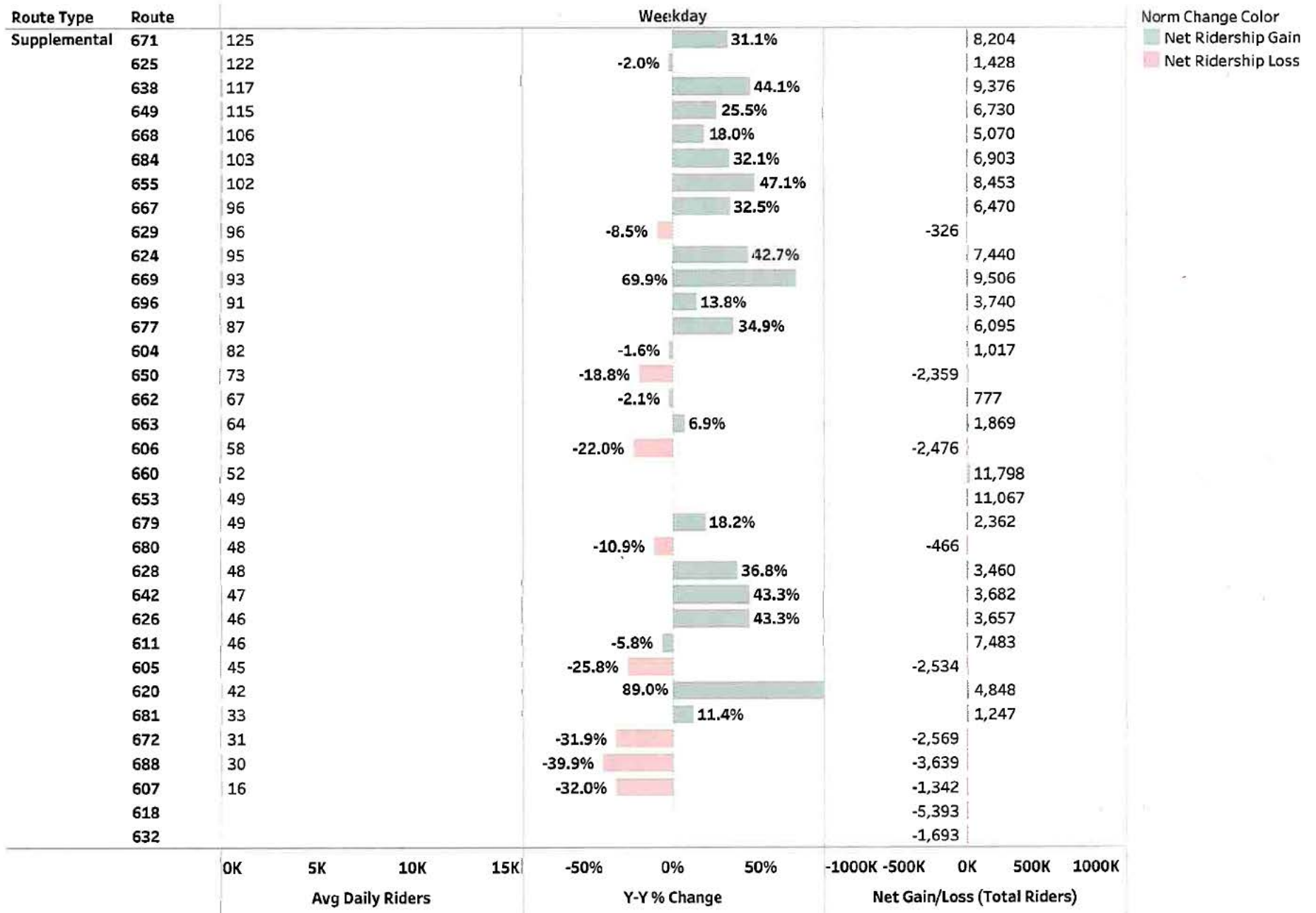
Weekday: Avg Daily Ridership (Y-Y % change)



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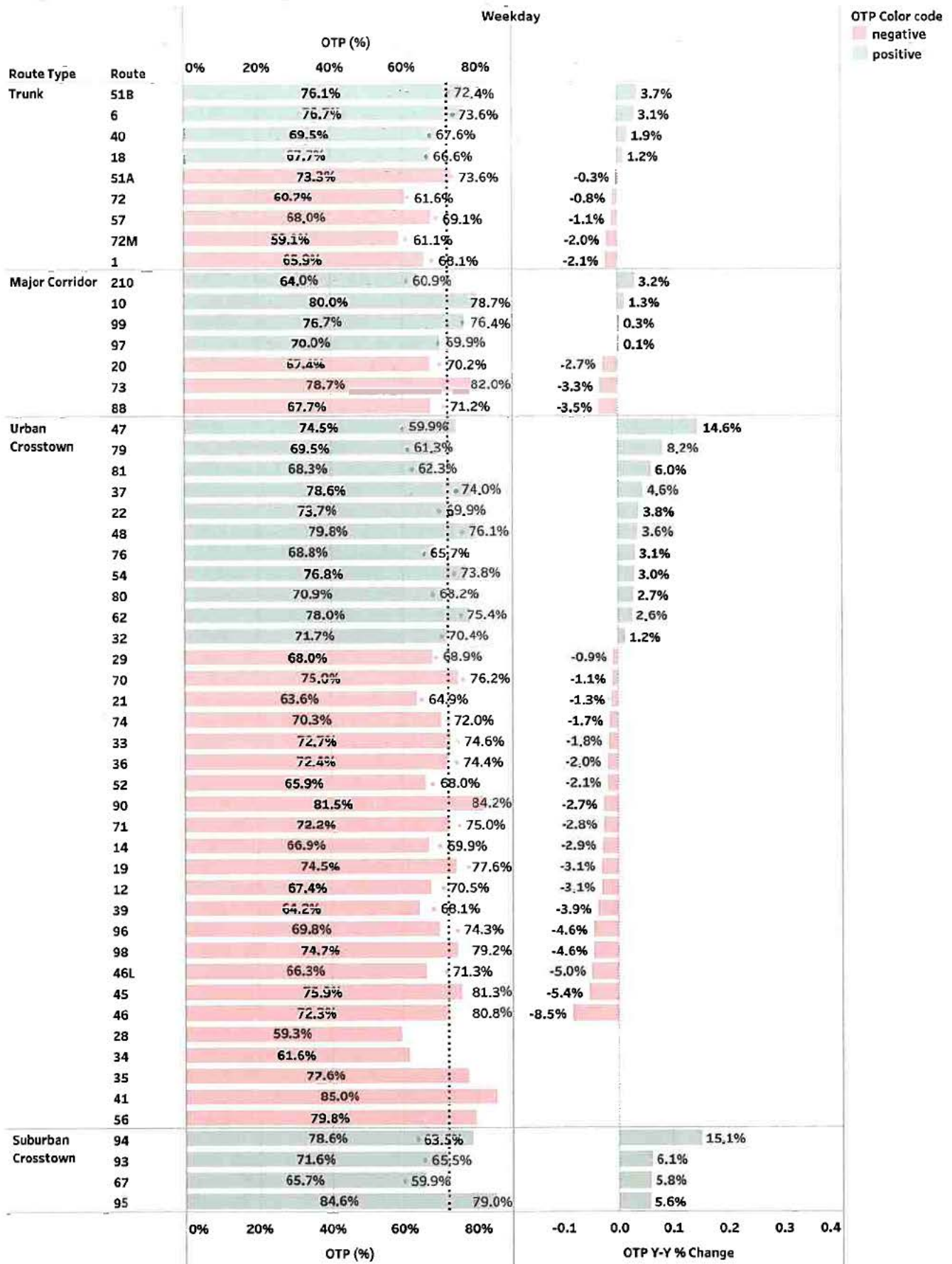


Weekday: Avg Daily Ridership (Y-Y % change)

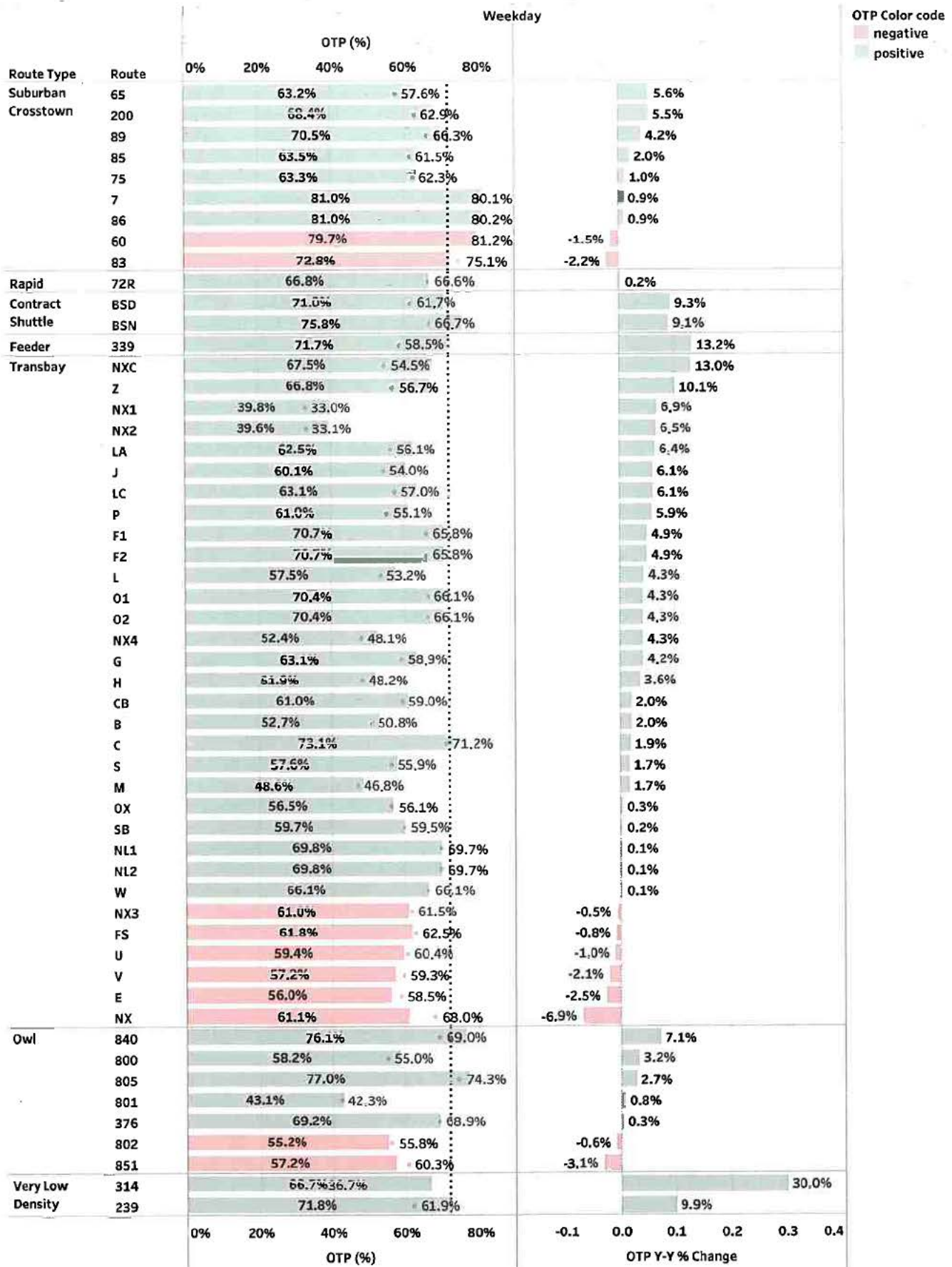
Route Type	Route	Weekday											
Supplemental	641											-2,832	
	643											-9,560	
	651											-3,634	
	691											-1,390	
		0K	5K	10K	15K	-50%	0%	50%	-1000K	-500K	0K	500K	1000K
		Avg Daily Riders				Y-Y % Change			Net Gain/Loss (Total Riders)				

Norm Change Color
■ Net Ridership Gain
■ Net Ridership Loss

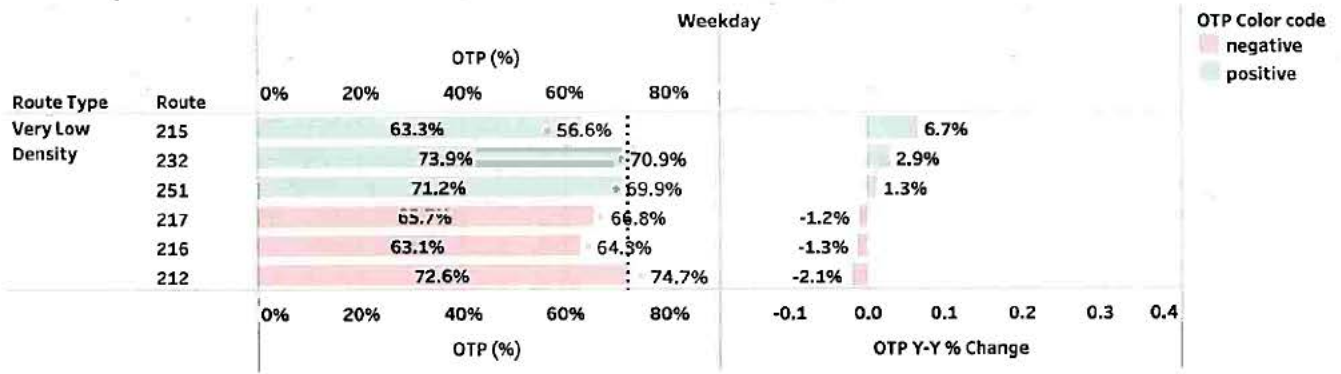
FY17-18 On-Time Performance Y-Y%



FY17-18 On-Time Performance Y-Y%



FY17-18 On-Time Performance Y-Y%



WEEKDAY	FY 2017/2018 EFFECTIVENESS						FY 2016/2017 EFFECTIVENESS						FY 2017/2018 VS FY 2016/2017 COMPARISON				
	Service Type	Avg Daily Trips	Avg Daily Revenue Hours	Avg Daily Pass	Ridership % Split	Pass per Rev Hour	Pass per Trip	Avg Daily Trips	Avg Daily Revenue Hours	Avg Daily Pass	Ridership % Split	Avg Pass per Rev Hour	Avg Pass per Trip	Trips	Revenue Hours	Avg Daily Pass	Pass per Rev Hour
Rapid	134	179.1	5,305	3.2%	29.6	39.6	134	175.1	5,949	3.3%	34.0	44.4	0.0%	2.2%	-10.8%	-12.8%	-10.8%
Trunk (Trunk/MC)	2,241	2,328.5	80,075	47.7%	34.4	35.7	2,242	2,358.6	85,953	47.9%	36.4	38.3	0.0%	-1.3%	-6.8%	-5.6%	-6.8%
Local (Urban/Suburban)	3,078	2,720.2	52,232	31.1%	19.2	17.0	2,550	2,135.2	55,208	30.8%	25.9	21.6	20.7%	27.4%	-5.4%	-25.7%	-21.6%
Community (VLD/Feeder/Shuttle)	523	414.5	6,011	3.6%	14.5	11.5	564	425.8	8,162	4.6%	19.2	14.5	-7.2%	-2.7%	-26.3%	-24.3%	-20.6%
Supplementary	139	95.4	5,613	3.3%	58.9	40.3	173	103.4	4,545	2.5%	44.0	26.2	-19.7%	-7.8%	23.5%	33.9%	53.7%
Owl	99	101.6	1,405	0.8%	13.8	14.2	97	101.2	1,544	0.9%	15.3	15.9	2.1%	0.4%	-9.0%	-9.4%	-10.9%
Transbay	637	700.2	17,206	10.3%	24.6	27.0	626	663.9	17,916	10.0%	27.0	28.6	1.6%	5.5%	-4.0%	-8.9%	-5.5%
Totals	6,851	6,539.4	167,847	100.0%	26.6	25.0	6,386	5,963.2	179,277	100.0%	30.1	32.1	7.3%	9.7%	-6.4%	-11.5%	-22.2%

SATURDAY	FY 2017/2018 EFFECTIVENESS						FY 2016/2017 EFFECTIVENESS						FY 2017/2018 VS FY 2016/2017 COMPARISON				
	Service Type	Avg Daily Trips	Avg Daily Revenue Hours	Avg Daily Pass	Ridership % Split	Pass per Rev Hour	Pass per Trip	Avg Daily Trips	Avg Daily Revenue Hours	Avg Daily Pass	Ridership % Split	Pass per Rev Hour	Pass per Trip	Trips	Revenue Hours	Avg Daily Pass	Pass per Rev Hour
Rapid	98	135.2	3,418	3.8%	25.3	34.9	96	127.7	3,690	3.7%	28.9	38.4	2.0%	5.9%	-7.4%	-12.5%	-9.2%
Trunk (Trunk/MC)	1,834	1,887.6	52,439	59.0%	27.8	28.6	1,793	1,853.7	57,392	57.7%	31.0	32.0	2.3%	1.8%	-8.6%	-10.3%	-10.6%
Local (Urban/Suburban)	1,886	1,687.5	25,215	28.4%	14.9	13.4	1,458	1,221.9	28,513	28.7%	23.3	19.6	29.4%	38.1%	-11.6%	-36.0%	-31.6%
Community (VLD/Feeder/Shuttle)	356	235.2	2,714	3.1%	11.5	7.6	349	230.2	3,888	3.9%	16.9	11.1	2.0%	2.2%	-30.2%	-31.7%	-31.5%
Owl	158	183.6	2,132	2.4%	11.6	13.5	153	175.2	2,323	2.3%	13.3	15.2	3.2%	4.8%	-8.2%	-12.4%	-11.0%
Transbay	184	188.8	2,981	3.4%	15.8	16.2	180	178.3	3,650	3.7%	20.5	20.3	2.3%	5.9%	-18.3%	-22.8%	-20.2%
Totals	4,516	4,317.0	68,899	100.0%	21.1	20.4	4,030	3,787.1	99,456	100.0%	29.1	28.3	12.1%	14.0%	-16.6%	-27.4%	-27.8%

SUNDAY	FY 2017/2018 EFFECTIVENESS						FY 2016/2017 EFFECTIVENESS						FY 2017/2018 VS FY 2016/2017 COMPARISON				
	Service Type	Avg Daily Trips	Avg Daily Revenue Hours	Avg Daily Pass	Ridership % Split	Pass per Rev Hour	Pass per Trip	Avg Daily Trips	Avg Daily Revenue Hours	Avg Daily Pass	Ridership % Split	Pass per Rev Hour	Pass per Trip	Trips	Revenue Hours	Avg Daily Pass	Pass per Rev Hour
Rapid	98	126.0	2,677	3.7%	21.2	27.3	95	121.9	3,049	3.8%	25.0	32.2	3.4%	3.4%	-12.2%	-15.1%	-15.1%
Trunk (Trunk/MC)	1,834	1,827.0	42,453	58.6%	23.2	23.2	1,765	1,760.2	46,603	57.6%	26.5	26.4	3.9%	3.8%	-8.9%	-12.2%	-12.3%
Local (Urban/Suburban)	1,885	1,686.4	20,476	28.3%	12.1	10.9	1,428	1,196.1	23,118	28.6%	19.3	16.2	31.9%	41.0%	-11.4%	-37.2%	-32.9%
Community (VLD, Feeder)	250	200.3	1,797	2.5%	9.0	7.2	242	189.9	2,636	3.3%	13.9	10.9	3.4%	5.5%	-31.8%	-35.4%	-34.1%
Owl	164	190.8	2,486	3.4%	13.0	15.2	158	180.0	2,447	3.0%	13.6	15.5	3.9%	6.0%	1.6%	-4.2%	-2.3%
Transbay	184	188.8	2,531	3.5%	13.4	13.8	177	176.0	3,082	3.8%	17.5	17.4	3.8%	7.3%	-17.9%	-23.5%	-20.9%
Totals	4,414	4,219.3	72,419	100.0%	17.6	16.8	3,865	3,624.1	60,935	100.0%	24.6	23.6	14.2%	16.4%	-10.5%	-28.3%	-28.8%

Bottom quarter routes; Routes (greater than 10% change)

Bottom quarter (25%) performing routes – adjustments

Service Type	Route	Productivity (Passengers Per Hr)	Bottom 25% performing routes - proposed adjustments
Major Corridor	99	17.2	Reduced weekend frequency but this remains one of the most productive south county routes.
	210	19.6	Service Planning is looking at a comprehensive set of changes in South County in FY 2020
Owl	376	9.2	Grant-funded lifeline service
	805	10.0	Regional lifeline service
Suburban Crosstown	75	13.0	Eliminated in June 2018, replaced with Line 34
	93	14.9	Re-routed and service improved in June 2018
	94	9.4	Lifeline route to Hayward hills
Transbay	F	18.6	Looking at plan to increase frequency, opened STC which should improve ridership
	LA	16.9	Re-route down San Pablo in December 2019 to pick up more riders.
	LC	13.2	Transbay tomorrow will reduce number of trips.
	M	11.2	Regional transbay link
	NXC	11.8	Transbay Tomorrow will reduce number of trips.
	S	12.8	Transbay Tomorrow trimmed segment south of Winton with low productivity
	SB	18.2	STC opening should improve ridership
Z	13.4	Reverse-commute service built from deadheads.	
Trunk	18	26.6	Terminal moved constantly in 2017/18, new terminal is significant improvement.
	72	27.9	Route is crucial to combined 72/M/R service on San Pablo
Urban Crosstown	28	10.8	New line only since June 2018
	34	9.3	New line only since June 2018
	41	10.2	New line only since June 2018
	48	9.9	Eliminated in June 2018, replaced with Line 28
	56	8.5	New line only since June 2018
	80	7.4	Improved frequency in June 2018.
	81	7.0	Eliminated in June 2018, replaced with Line 80.
46L	10.9	Working with City on plan to improve service when new developments come online.	
Very Low Density	215	7.0	Service Planning is looking at a comprehensive set of changes in South County in FY 2020
	314	5.7	Shopper shuttle, Service Planning will evaluate need for this service.
	448	2.7	Flex
	475	2.0	Flex

Bottom quarter routes; Routes (greater than 10% change)

Routes with greater than 10% Y-Y Change						
Route Type	Route	Avg Daily Ridership	Y-Y Change			Analysis (Greater than 10%)
			Weekday	Saturday	Sunday	
Contract Shuttle	BSD	1,859	-12.5%			Weekday service hours were trimmed.
	BSN	260	-40.8%			Service was trimmed, evening now shorter.
Feeder	339	68	-18.2%			Infrequent service subject to high swings.
Major Corridor	99	1,554			-14.4%	Weekend service was trimmed
		1,720		-15.9%		Weekend service was trimmed
		2,664	-12.2%			Major construction along Mission shut down multiple stops
	210	632			-40.3%	Closure of Northwestern Polytechnic has led to reduced ridership in South County
		691		-44.5%		Closure of Northwestern Polytechnic has led to reduced ridership in South County
		1,339	-25.6%			Closure of Northwestern Polytechnic has led to reduced ridership in South County
Owl	376	249			-10.5%	Very few trips on the line so small ridership changes result in larger swings.
		281		-11.0%		
		1,055			11.1%	
	802	70		-11.7%		These are hourly OWL service so small ridership losses lead to significant swings.
		77			-13.4%	
		89	-10.4%			
		97		-17.4%		
		114			-18.4%	
		128	-16.2%			
	840	99		-11.2%		
		114	-10.7%			
	851	107			-13.6%	
118			-13.1%			
Rapid	72R	2,677			-12.2%	Bus bunching and poor reliability may be leading to declines.
		5,305	-10.8%			
Suburban Crosstown	7	321			-16.9%	Low ridership service subject to high swings.
		153			-14.7%	
		198	-13.7%			
	65	594	-13.8%			
		234		-11.2%		
	67	244			12.8%	
	86	120		48.5%		Significant weekend service improvements.
95	154			22.1%	Better network integration on weekends with significant weekend service additions as part of Acgo.	
200	915		-13.7%		Low frequency and poor service spans in Fremont and Newark are not meeting mobility needs. AC Transit Service Planning is kicking off an effort to look at restructuring service to improve ridership and service quality.	
Transbay	F	1,036			-25.2%	Transbay Fare Increase is most plausible reason.
		1,239		-25.9%		
		1,833	-23.7%			
	J	836	10.7%			BART is over-capacity and trips were added to the J.
	M	224	-11.1%			Removed some stops in Foster City
	NL	1,067			-11.0%	Transbay Fare Increase is most plausible reason.
		1,240		-12.6%		
	O	428			-14.1%	
503			-10.1%			
Trunk	6	2,540			-11.4%	Reliability issues and constrained streets in uptown, Northern terminal moved multiple times across the past year.
		2,147			-31.6%	
		2,649		-32.5%		
	18	4,251	-31.8%			
	72	2,594			-10.1%	Weekend ridership shift to TNCs.
	51A	3,656			-11.1%	Weekend ridership shift to TNCs.
	51B	8,947	10.6%			Line 51 project improved running time and Acgo improved connections.
72M	2,305			-10.3%	Weekend ridership shift to TNCs.	

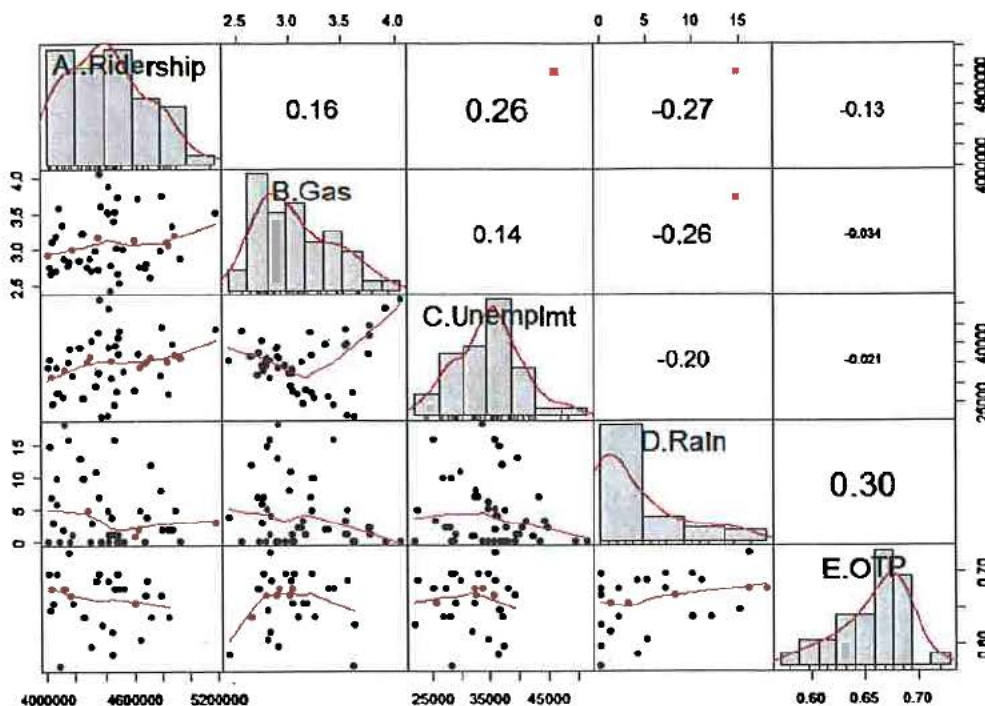
Bottom quarter routes; Routes (greater than 10% change)

Routes with greater than 10% Y-Y Change								
Route Type	Route	Avg Daily Ridership	Y-Y% Change			Analysis (Greater than 10%)		
			Weekday	Saturday	Sunday			
Urban Crosstown	12	2,801	10.6%			Line was extended and ACgo improved connections.		
	19	740	12.2%			New developments came on-line with Easypasses along Buena Vista.		
	22	548				-13.9%	Route eliminated in June 2018.	
		709				-13.6%		
		1,644		-11.8%				
	29	1,293		13.0%			Significant employment and residential increases in Emeryville and West Oakland.	
	32	323				-10.0%	Route eliminated in June 2018.	
	33	1,131					Weekend ridership shift to TNCs.	
		1,428					-13.3%	Weekend ridership shift to TNCs.
	36	682					-39.2%	Weekend ridership shift to TNCs.
		872					-29.4%	Weekend ridership shift to TNCs.
		1,355		36.0%				Significant employment and residential increases in Emeryville and West Oakland.
	37	369					-10.3%	Route eliminated in June 2018.
	46	250					-15.4%	Infrequent service subject to high swings.
	47	101					-12.1%	Infrequent service subject to high swings.
	52	641						Western terminal moved multiple times across the past year.
		763					-30.1%	
		2,215					-14.4%	
	62	1,298						Weekend ridership shift to TNCs.
		1,547					-11.7%	
						-13.5%		
79	911						ACgo route, has better connections and improved frequency and span. Riders are now used to the service and using it more often.	
	1,420					14.9%		
80	314						Increased frequency and eliminated Line 81 in June 2018.	
	565					12.8%		
						18.6%	Increased frequency and eliminated Line 81 in June 2018.	
81	269						Eliminated in June 2018.	
96	1,292						Eliminated in June 2018.	
Very Low Density	212	363					Low frequency and poor service spans in Fremont and Newark are not meeting mobility needs. AC Transit Service Planning is kicking off an effort to look at restructuring service to improve ridership and service quality.	
		515						-29.0%
		846						-32.4%
	215	202						-27.6%
		168						
	216	193						-36.7%
		314						
	217	572						-25.1%
		596						
		1,188						-56.9%
	239	586						-38.6%
	251	88						-20.2%
		188						
314	10						-14.7%	
							-32.1%	Low ridership service subject to high swings.

Bottom quarter routes; Routes (greater than 10% change)

Routes with greater than 10% Y-Y Change						
Route Type	Route	Avg Daily Ridership	Y-Y% Change			Analysis (Greater than 10%)
			Weekday	Saturday	Sunday	
Supplemental	605	45	-25.8%			Changes in school enrollment.
	606	58	-22.0%			
	607	15	-32.0%			
	617	202	124.4%			
	620	42	89.0%			
	624	95	42.7%			
	626	46	43.3%			
	628	48	36.8%			
	631	168	-13.9%			
	638	117	44.1%			
	642	47	43.3%			
	646	347	55.2%			
	648	213	46.1%			
	649	115	25.5%			
	650	73	-18.8%			
	652	136	61.9%			
	654	551	67.2%			
	655	102	47.1%			
	657	269	20.5%			
	658	267	70.3%			
	667	96	32.5%			
	668	106	18.0%			
	669	93	69.9%			
	671	125	31.1%			
	672	31	-31.9%			
	675	149	43.9%			
	676	137	11.9%			
	677	87	34.9%			
	679	49	18.2%			
	680	48	-10.9%			
681	33	11.4%				
682	150	-10.9%				
684	103	32.1%				
687	157	57.7%				
688	30	-39.9%				
696	91	13.8%				

Correlation Matrix (1 of 2)



The correlation matrix (1 of 2) is used to assess whether external factors such as gas prices, unemployment levels, and weather have any impact on ridership levels. Correlations are computed and range from -1.0 to +1.0, where an asterisk level 1-3 signifies a statistically significant correlation. The variables are labeled as follows:

A – Ridership, B – Gas prices, C – Unemployment, D – Weather (Rain), E- OTP

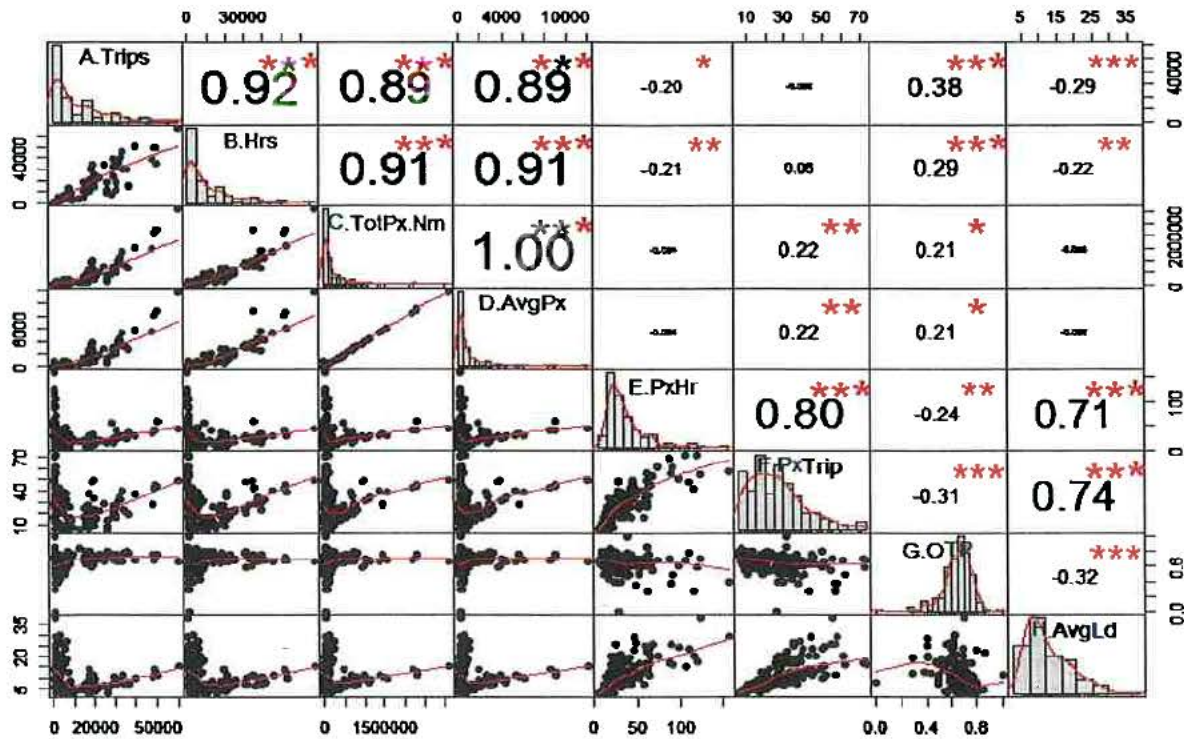
General findings:

- A--/--- B Gas prices were not correlated to ridership
- A--/--- C Unemployment levels show near but not significant correlation to ridership
- A--/--- D Weather (rain) shows near but not significant correlation to ridership

Key correlations from prior year analysis (Ridership related to gas prices and weather impacts) did not produce significant correlations this year. The past 12-months have seen average gas prices steadily rise from historic lows likely resulting in weaker general correlations that do not manifest at the aggregate data level. The same appears for the effects of inclement weather where prior 12-months of minimal rainfall data collected removes the overall effects on the variable.

[Data source: FY14-15 – FY17-18 data]

Correlation Matrix (2 of 2)



The correlation matrix (2 of 2) assesses the relationship between ridership and other internal performance metrics. The variables are labeled as follows:

- A – Revenue Trips, B – Revenue Hours, C = Annualized Ridership, D – Avg Daily Ridership
- E – Passengers Per Hour, F – Passengers Per Trip, G – OTP (on-time performance), H – maxload

General Key findings:

- A----C Ridership is positively correlated *** to overall revenue trips
- B----C Ridership is positively correlated *** to revenue hours
- G----C Ridership is positively correlated * to OTP

The analysis establishes the correlations and validations between ridership levels and other internal data metrics. While most of the correlations are expected, the general findings as supported by transit research findings, find that service levels (hours, trips, frequencies) tend to be the best predictor of bus ridership (0.89, 0.91***). This can be seen from the expanded revenue service trips and hours in the past 2 years which have buffered the effects of more severe ridership declines experienced across the general transit industry amidst the changing transit landscape.

[Data source: FY17-18 annualized ridership and performance data]

Route Information (as of June 2018)					FY 17/18 Totals		FY 16/17 Effectiveness						FY 17/18 Effectiveness						FY 17/18 vs FY 16/17 Comparison											
Route	Route Type	Peak Frequency	Off Peak Frequency	Minority Route	Revenue Trips	Total Revenue Hours	Average Daily Ridership	Productivity (Pax/RevHr)	Passengers per Trip	On Time Performance	Average Load Factor	Average Maximum Load Factor	Average Daily Ridership	Productivity (Pax/RevHr)	Passengers per Trip	On Time Performance	Average Load Factor	Average Maximum Load Factor	Average Daily Ridership	Productivity (Pax/RevHr)	Passengers per Trip	On Time Performance	Average Load Factor	Average Maximum Load Factor						
1	Trunk	8	10-15	Yes	60,228	66,953	12,674	48.6	53.0	68.1%	16.99	27.94	11,930	44.9	49.9	65.92%	15.38	25.87	11,930	44.9	49.9	65.92%	15.38	25.87	-5.9%	-7.6%	-5.9%	-2.1%	-9.5%	-7.4%
6	Trunk	10	10-20	Yes	48,384	39,043	6,029	39.8	31.4	73.6%	11.35	19.16	5,619	36.3	29.3	76.69%	10.46	17.89	5,619	36.3	29.3	76.69%	10.46	17.89	-6.8%	-8.9%	-6.8%	3.1%	-7.8%	-6.6%
7	Suburban Crosstown	30	30	No	14,868	12,370	794	16.1	13.5	80.1%	6.18	10.52	771	15.7	13.1	81.03%	5.74	9.96	771	15.7	13.1	81.03%	5.74	9.96	-2.9%	-2.5%	-2.9%	0.9%	-7.1%	-5.3%
10	Major Corridor	15	15-20	Yes	36,036	30,318	3,148	24.6	21.2	78.7%	8.13	13.17	2,916	24.2	20.4	80.00%	7.59	12.38	2,916	24.2	20.4	80.00%	7.59	12.38	-7.3%	-1.7%	-4.0%	1.3%	-6.6%	-6.0%
11	Urban Crosstown	Discontinued						1,525	25.9	25.0	71.3%	6.95	16.04	Discontinued								Discontinued								
12	Urban Crosstown	20	20-30	No	24,628	35,430	2,531	22.1	26.4	70.5%	6.70	14.56	2,801	19.9	28.7	67.45%	6.29	14.38	2,801	19.9	28.7	67.45%	6.29	14.38	10.6%	-9.7%	8.7%	-3.1%	-6.1%	-1.2%
14	Urban Crosstown	15	15-30	Yes	31,752	36,958	4,079	30.7	33.0	69.9%	9.41	19.18	4,328	29.5	34.4	66.93%	8.90	18.14	4,328	29.5	34.4	66.93%	8.90	18.14	6.1%	-3.7%	4.2%	-2.9%	-5.4%	-5.4%
18	Trunk	15	15-30	Yes	33,012	40,268	6,234	32.1	45.8	66.6%	9.46	20.13	4,251	26.6	32.5	67.74%	8.01	16.47	4,251	26.6	32.5	67.74%	8.01	16.47	-31.8%	-17.2%	-29.2%	1.2%	-15.3%	-18.2%
19	Urban Crosstown	20	30	Yes	20,160	13,923	660	10.5	8.3	77.6%	3.30	6.32	740	13.4	9.2	74.51%	3.46	6.89	740	13.4	9.2	74.51%	3.46	6.89	12.2%	27.6%	10.8%	-3.1%	4.8%	9.0%
20	Major Corridor	30	30	Yes	19,152	20,110	2,824	35.5	37.2	70.2%	9.37	17.43	2,677	33.5	35.2	67.44%	8.96	16.60	2,677	33.5	35.2	67.44%	8.96	16.60	-5.2%	-5.5%	-5.2%	-2.7%	-4.4%	-4.8%
21	Urban Crosstown	30	30	Yes	15,876	17,207	1,763	25.7	28.0	64.9%	8.63	15.82	1,728	25.3	27.4	63.62%	8.44	15.39	1,728	25.3	27.4	63.62%	8.44	15.39	-2.0%	-1.6%	-2.0%	-1.3%	-2.2%	-2.7%
22	Urban Crosstown		n/a		16,940	18,183	1,864	25.7	26.6	69.9%	8.25	15.32	1,644	21.9	23.5	73.68%	7.23	13.51	1,644	21.9	23.5	73.68%	7.23	13.51	-11.8%	-14.9%	-11.8%	3.8%	-12.4%	-11.8%
25	Urban Crosstown	Discontinued						701	17.8	17.5	62.7%	5.66	10.96	Discontinued								Discontinued								
26	Urban Crosstown	Discontinued						1,904	23.2	23.5	59.2%	5.51	11.64	Discontinued								Discontinued								
28	Urban Crosstown	30	30	Yes	660	809	new route in FY17-18						873	10.8	13.2	59.34%	4.45	7.90	new route in FY17-18											
29	Urban Crosstown	20	30	Yes	20,664	20,440	1,144	14.3	14.3	68.9%	3.42	8.55	1,293	15.9	15.8	68.03%	4.15	9.56	1,293	15.9	15.8	68.03%	4.15	9.56	13.0%	11.6%	10.6%	-0.9%	21.3%	11.8%
31	Urban Crosstown	Discontinued						1,355	20.7	20.5	69.1%	5.59	10.64	Discontinued								Discontinued								
32	Urban Crosstown		n/a		7,744	8,620	552	16.1	17.2	70.4%	5.04	9.48	516	15.1	16.8	71.65%	4.95	9.25	516	15.1	16.8	71.65%	4.95	9.25	-6.5%	-6.0%	-2.6%	1.2%	-1.8%	-2.4%
33	Urban Crosstown	15	20	No	30,430	30,888	2,855	26.2	26.6	74.6%	7.27	16.22	3,049	24.9	25.3	72.75%	7.22	16.54	3,049	24.9	25.3	72.75%	7.22	16.54	6.8%	-4.9%	-5.1%	-1.8%	-0.7%	2.0%
34	Urban Crosstown	30	30	Yes	660	801	new route in FY17-18						744	9.3	11.3	61.55%	3.98	7.58	new route in FY17-18											
35	Urban Crosstown	30	30	Yes	660	648	new route in FY17-18						848	13.1	12.8	77.60%	4.87	9.01	new route in FY17-18											
36	Urban Crosstown	30	30	Yes	18,648	18,439	997	13.6	13.5	74.4%	3.73	8.00	1,355	18.5	18.3	72.37%	5.49	12.26	1,355	18.5	18.3	72.37%	5.49	12.26	36.0%	36.0%	36.0%	-2.0%	47.2%	53.3%
37	Urban Crosstown		n/a		7,502	7,417	412	13.7	13.3	74.0%	4.58	8.38	369	12.5	12.4	78.64%	4.19	7.97	369	12.5	12.4	78.64%	4.19	7.97	-10.3%	-8.5%	-6.6%	4.6%	-8.5%	-4.9%
39	Urban Crosstown	60	60	Yes	7,308	3,586	492	34.9	17.2	68.1%	7.95	13.44	484	34.0	16.7	64.18%	8.36	13.68	484	34.0	16.7	64.18%	8.36	13.68	-1.6%	-2.6%	-3.2%	-3.9%	5.2%	1.8%
40	Trunk	10	10-20	Yes	48,888	51,058	9,033	44.2	46.6	67.6%	15.39	25.34	8,392	41.4	43.3	69.49%	14.03	23.60	8,392	41.4	43.3	69.49%	14.03	23.60	-7.1%	-6.3%	-7.1%	1.9%	-8.8%	-6.9%
41	Urban Crosstown	40	40	Yes	500	472	new route in FY17-18						482	10.2	9.6	85.02%	3.67	6.57	new route in FY17-18											
45	Urban Crosstown	15	30	Yes	21,924	21,965	1,974	23.1	22.9	81.3%	5.62	11.94	1,920	22.0	22.1	75.91%	5.95	12.42	1,920	22.0	22.1	75.91%	5.95	12.42	-2.7%	-4.4%	-3.7%	-5.4%	5.9%	4.0%
46	Urban Crosstown	60	60	Yes	7,056	3,553	295	21.2	10.5	80.8%	4.37	8.70	250	17.7	8.9	72.30%	3.86	7.76	250	17.7	8.9	72.30%	3.86	7.76	-15.4%	-16.3%	-15.4%	-8.5%	-11.7%	-10.8%
46L	Urban Crosstown	60	60	Yes	6,804	3,465	159	11.7	5.9	71.3%	2.35	5.03	150	10.9	5.6	66.32%	2.49	5.05	150	10.9	5.6	66.32%	2.49	5.05	-5.9%	-7.0%	-5.9%	-5.0%	6.0%	0.4%
47	Urban Crosstown	60	n/a	Yes	4,788	2,211	115	14.7	5.8	59.9%	3.20	5.39	101	11.5	5.3	74.50%	2.39	4.59	101	11.5	5.3	74.50%	2.39	4.59	-12.1%	-21.4%	-7.8%	14.6%	-25.3%	-14.8%
48	Urban Crosstown		n/a		7,018	7,671	327	10.9	11.3	76.1%	4.25	7.40	313	9.9	10.8	79.76%	4.22	7.18	313	9.9	10.8	79.76%	4.22	7.18	-4.3%	-9.2%	-4.3%	3.6%	-0.7%	-3.0%
49	Urban Crosstown	Discontinued						1,392	21.0	25.8	66.9%	5.75	14.43	Discontinued								Discontinued								
51A	Trunk	10	12-20	No	49,333	51,391	9,403	46.2	47.9	73.6%	12.56	23.75	8,853	43.4	45.2	73.32%	12.49	23.65	8,853	43.4	45.2	73.32%	12.49	23.65	-5.8%	-6.1%	-5.6%	-0.3%	-0.6%	-0.4%
51B	Trunk	10	15-20	No	50,662	35,020	8,092	57.8	41.7	72.4%	11.78	23.53	8,947	64.4	44.5	76.08%	11.25	21.52	8,947	64.4	44.5	76.08%	11.25	21.52	10.6%	11.3%	6.7%	3.7%	-4.5%	-8.5%
52	Urban Crosstown	15	20	No	30,240	18,492	2,589	34.8	21.7	68.0%	8.82	15.58	2,215	30.2	18.5	65.91%	7.81	13.08	2,215	30.2	18.5	65.91%	7.81	13.08	-14.4%	-13.2%	-14.8%	-2.1%	-11.5%	-16.0%
54	Urban Crosstown	10	15-60	Yes	30,744	11,902	2,168	45.8	17.8	73.8%	9.30	14.93	2,034	43.1	16.7	76.78%	8.58	13.94	2,034	43.1	16.7	76.78%	8.58	13.94	-6.2%	-5.9%	-6.2%	3.0%	-7.7%	-6.6%
56	Urban Crosstown	40	40	Yes	500	511	new route in FY17-18						435	8.5	8.7	79.76%	3.91	6.16	Discontinued											
57	Trunk	15	15	Yes	39,312	52,384	6,406	31.1	41.3	69.1%	10.73	19.97	6,080	29.2	39.0	68.04%	10.03	18.81	6,080	29.2	39.0	68.04%	10.03	18.81	-5.1%	-6.0%	-5.7%	-1.1%	-6.5%	-5.8%
60	Suburban Crosstown	20	20	No	26,228	9,017	568	16.4	5.4	81.2%	3.03	5.15	564	15.1	5.2	79.68%	3.05	5.57	568	16.4	5.4	81.2%	3.03	5.15	-5.0%	-8.2%	-4.5%	-1.5%	0.7%	8.2%
62	Urban Crosstown	15	15-20	Yes	34,524	29,842	3,174	28.8	24.9	75.4%	7.64	14.60	3,180	26.9	23.2	77.98%	7.18	14.12	3,174	28.8	24.9	75.4%	7.64	14.60	0.3%	-6.6%	-6.8%	2.6%	-6.0%	-3.3%
65	Suburban Crosstown	30	30	No	15,120	7,472	689	23.2	11.5	57.6%	5.45	9.71	594	20.0	9.9	63.18%	4.92	8.46	689	23.2	11.5	57.6%	5.45	9.71	-13.8%	-13.8%	-13.8%	5.6%	-9.7%	-12.9%
67	Suburban Crosstown	30	30	No	14,364	5,667	406	18.3	7.2	59.9%	4.41	6.96	400	17.8	7.0	65.74%	4.15	6.55	406	18.3	7.2	59.9%	4.41	6.96	-1.5%	-3.0%	-2.5%	5.8%	-5.9%	-5.9%
70	Urban Crosstown	30	30	Yes	14,616	10,833	1,030	24.0	17.8	76.2%	7.61	11.98	956	22.2	16.5	75.03%	7.03	11.30	956	22.2	16.5	75.03%	7.03	11.30	-7.2%	-7.2%	-7.2%	-1.1%	-7.6%	-5.7%
71	Urban Crosstown	30	30	Yes	14,616	17,933	1,510	21.2	26.0	75.0%	7.70</																			

Weekday

SR 18-241 Attachment 5_Route Performance (Weekday)

Table with 25 columns: Route, Route Type, Peak Frequency, Off Peak Frequency, Minority Route, Revenue Trips, Total Revenue Hours, Average Daily Ridership, Productivity (Pax/RevHr), Passengers per Trip, On Time Performance, Average Load Factor, Average Maximum Load Factor, Average Daily Ridership, Productivity (Pax/RevHr), Passengers per Trip, On Time Performance, Average Load Factor, Average Maximum Load Factor, Average Daily Ridership, Productivity (Pax/RevHr), Passengers per Trip, On Time Performance, Average Load Factor, Average Maximum Load Factor. Rows include routes 99 through 691 with various performance metrics.

Weekday

SR 18-241 Attachment 5_Route Performance (Weekday)

Route	Route Type	Peak Frequency	Off Peak Frequency	Minority Route	Revenue Trips	Total Revenue Hours	Average Daily Ridership	Productivity (Pax/RevHr)	Passengers per Trip	On Time Performance	Average Load Factor	Average Maximum Load Factor	Average Daily Ridership	Productivity (Pax/RevHr)	Passengers per Trip	On Time Performance	Average Maximum Load Factor	Average Load Factor	Average Daily Ridership	Productivity (Pax/RevHr)	Passengers per Trip	On Time Performance	Average Load Factor	Average Maximum Load Factor
696	Supplemental	3 trips	n/a	No	624	451	80	37.8	26.6	67.3%	15.27	25.38	91	43.8	31.7	60.37%	12.19	22.82	13.8%	16.0%	19.3%	-7.0%	-20.2%	-10.1%
800	Owl	n/a	60	Yes	3,024	4,027	308	19.2	25.6	55.0%	8.63	14.17	286	17.9	23.8	58.20%	8.46	13.79	-7.1%	-7.1%	-7.1%	3.2%	-2.0%	-2.7%
801	Owl	n/a	60	Yes	3,024	5,703	430	18.9	35.8	42.3%	13.42	21.67	396	17.5	33.0	43.10%	12.20	20.12	-7.9%	-7.6%	-7.9%	0.8%	-9.1%	-7.2%
802	Owl	n/a	60	Yes	2,772	1,348	99	18.6	9.0	55.8%	4.02	7.19	89	16.6	8.1	55.20%	3.37	6.22	-10.4%	-10.4%	-10.4%	-0.6%	-16.2%	-13.5%
805	Owl	n/a	60	Yes	3,024	3,216	153	12.4	12.7	74.3%	5.32	8.99	128	10.0	10.7	76.98%	4.19	7.74	-16.2%	-18.9%	-16.2%	2.7%	-21.2%	-13.9%
840	Owl	n/a	60	Yes	3,024	1,472	128	22.0	10.6	69.0%	6.24	9.08	114	19.5	9.5	76.12%	5.52	8.24	-10.7%	-11.0%	-10.7%	7.1%	-11.5%	-9.3%
851	Owl	n/a	60	No	2,520	2,444	136	14.0	13.6	60.3%	4.69	8.09	123	12.7	12.3	57.20%	4.20	7.39	-9.2%	-9.1%	-9.2%	-3.1%	-10.4%	-8.7%
B	Transbay	20-70	n/a	No	3,276	2,357	268	26.8	20.6	50.8%	13.55	19.81	272	29.1	20.9	52.71%	13.90	20.28	1.4%	8.7%	1.4%	2.0%	2.6%	2.4%
BSD	Contract Shuttle	12	12-17	Yes	28,539	8,178	2,124	65.7	18.2	61.7%	7.81	12.53	1,859	57.3	16.4	70.97%	6.92	11.50	-12.5%	-12.9%	-9.6%	9.3%	-11.4%	-8.2%
BSN	Contract Shuttle	n/a	12	Yes	9,486	2,758	439	24.1	7.2	66.7%	3.11	5.51	260	23.8	6.9	75.77%	2.87	5.43	-40.8%	-1.5%	-4.0%	9.1%	-7.7%	-1.5%
C	Transbay	20-70	n/a	No	3,276	3,077	387	35.3	32.1	71.2%	15.70	26.24	400	32.7	30.7	73.06%	16.66	28.70	3.4%	-7.3%	-4.3%	1.9%	6.1%	9.4%
CB	Transbay	20-40	n/a	No	2,268	2,284	254	28.4	28.2	59.0%	16.35	26.68	247	27.3	27.5	60.99%	17.08	28.23	-2.6%	-4.0%	-2.6%	2.0%	4.5%	5.8%
E	Transbay	30-60	n/a	No	4,788	2,671	351	30.4	18.4	58.5%	12.68	17.99	379	35.8	20.0	56.02%	13.35	19.47	8.2%	17.7%	8.2%	-2.5%	5.3%	8.2%
F	Transbay	30	30	No	19,942	24,873	2,402	26.7	30.8	65.8%	10.67	19.35	1,833	18.6	23.2	70.66%	9.43	16.63	-23.7%	-30.4%	-24.7%	4.9%	-11.6%	-14.1%
FS	Transbay	20-55	n/a	No	2,942	2,778	463	46.0	41.4	62.5%	27.31	40.63	503	45.6	43.1	61.76%	29.58	43.59	8.6%	-0.8%	4.2%	-0.8%	8.3%	7.3%
G	Transbay	30-60	n/a	No	2,990	3,642	423	34.3	38.5	58.9%	20.80	36.50	452	31.3	38.1	63.09%	21.01	38.05	6.9%	-8.6%	-0.9%	4.2%	1.0%	4.2%
H	Transbay	20-35	n/a	No	4,318	5,457	592	30.1	34.7	48.2%	19.11	32.09	592	27.3	34.5	51.85%	18.54	32.54	0.0%	-9.2%	-0.6%	3.6%	-3.0%	1.4%
J	Transbay	20-60	n/a	No	5,427	4,582	756	58.1	46.7	54.0%	26.97	42.78	836	46.0	38.8	60.12%	23.76	38.25	10.7%	-20.8%	-16.8%	6.1%	-11.9%	-10.6%
L	Transbay	15-50	n/a	Yes	5,409	7,261	709	25.8	32.2	53.2%	18.48	31.73	668	23.2	31.1	57.49%	18.23	30.91	-5.8%	-10.0%	-3.5%	4.3%	-1.4%	-2.6%
LA	Transbay	15-30	n/a	Yes	6,804	6,789	473	20.6	17.5	56.1%	14.24	20.63	457	16.9	16.9	62.47%	12.65	18.98	-3.5%	-17.6%	-3.5%	6.4%	-11.2%	-8.0%
LC	Transbay	n/a	3 trips	Yes	756	1,071	60	12.5	19.9	57.0%	6.65	16.45	56	13.2	18.7	63.06%	5.95	14.19	-6.2%	5.8%	-6.2%	6.1%	-10.5%	-13.7%
M	Transbay	35-40	n/a	Yes	5,544	5,013	251	12.6	11.4	46.8%	7.50	10.02	224	11.2	10.2	48.56%	6.87	9.12	-11.1%	-11.1%	-11.1%	1.7%	-8.4%	-9.0%
NL	Transbay	15	20-30	Yes	28,728	32,528	3,182	24.7	27.9	69.7%	10.58	18.18	3,022	23.4	26.5	69.80%	10.17	17.32	-5.0%	-5.2%	-5.0%	0.1%	-3.9%	-4.7%
NX	Transbay	8-20	n/a	No	2,520	2,340	318	36.3	31.8	68.0%	17.57	30.34	312	33.6	31.2	61.06%	17.71	30.76	-1.9%	-7.4%	-1.9%	-6.9%	0.8%	1.4%
NX1	Transbay	15-20	n/a	No	1,764	1,648	195	39.7	27.9	33.0%	21.04	27.54	200	30.6	28.6	39.82%	19.75	26.62	2.4%	-22.9%	2.4%	6.9%	-6.1%	-3.3%
NX2	Transbay	10-25	n/a	Yes	2,520	2,789	262	29.3	26.2	33.1%	19.67	25.32	265	24.0	26.5	39.65%	20.08	25.91	1.3%	-18.2%	1.3%	6.5%	2.1%	2.3%
NX3	Transbay	15-30	n/a	Yes	3,276	3,762	324	22.6	24.9	61.5%	15.76	24.24	332	22.2	25.5	61.05%	15.76	24.93	2.3%	-1.8%	2.3%	-0.5%	0.0%	2.8%
NX4	Transbay	15-35	n/a	No	3,528	4,809	358	19.5	25.9	48.1%	15.06	25.28	368	19.3	26.3	52.42%	15.72	26.47	2.6%	-0.9%	1.6%	4.3%	4.4%	4.7%
NXC	Transbay	n/a	2 trips	No	504	701	32	10.6	16.2	54.5%	6.39	15.14	33	11.8	16.4	67.55%	6.90	16.32	1.1%	11.3%	1.1%	13.0%	8.0%	7.8%
O	Transbay	10-30	60	Yes	17,068	18,283	1,866	26.9	28.3	66.1%	14.35	24.14	1,822	25.1	26.9	70.41%	13.97	23.49	-2.3%	-6.5%	-4.8%	4.3%	-2.6%	-2.7%
OX	Transbay	10-30	n/a	Yes	5,544	6,085	607	25.1	27.6	56.1%	17.15	25.66	625	25.9	28.4	56.49%	16.75	25.25	2.9%	3.0%	2.9%	0.3%	-2.3%	-1.6%
P	Transbay	8-30	n/a	No	6,300	4,892	903	46.0	36.1	55.1%	26.94	35.21	926	47.7	37.0	60.97%	26.73	34.64	2.6%	3.7%	2.6%	5.9%	-0.8%	-1.6%
S	Transbay	15-60	n/a	Yes	2,772	4,442	241	15.1	21.9	55.9%	12.03	19.27	225	12.8	20.4	57.64%	10.70	17.70	-6.7%	-15.7%	-6.7%	1.7%	-11.1%	-8.1%
SB	Transbay	10-30	n/a	Yes	3,528	5,580	420	19.8	30.0	59.5%	20.53	28.52	403	18.2	28.8	59.70%	19.98	28.23	-4.0%	-7.9%	-4.0%	0.2%	-2.7%	-1.0%
U	Transbay	30-60	n/a	Yes	2,772	3,778	396	28.1	36.0	60.4%	25.10	34.11	375	25.0	34.1	59.44%	26.35	34.69	-5.4%	-10.9%	-5.4%	-1.0%	5.0%	1.7%
V	Transbay	10-30	n/a	No	6,048	6,580	788	31.3	32.8	59.3%	18.09	30.10	765	29.3	31.9	57.24%	18.64	30.66	-2.9%	-6.4%	-2.9%	-2.1%	3.0%	1.9%
W	Transbay	15-40	n/a	No	4,788	5,399	577	27.4	30.4	66.1%	17.85	29.24	563	26.3	29.6	66.14%	16.80	27.45	-2.4%	-4.1%	-2.4%	0.1%	-5.9%	-6.1%
Z	Transbay	2 trips each way	n/a	No	1,008	974	57	14.2	14.2	56.7%	7.14	12.56	52	13.4	13.0	66.80%	7.48	12.74	-8.5%	-5.3%	-8.5%	10.1%	4.8%	1.4%
TOTALS					1,646,661	1,562,962		28.7	26.8	68.9%				26.6	25.0	69.68%				-12.9%	-6.9%	1.1%		

Route Information (as of June 2018)				FY 17/18 Totals		FY 16/17 Effectiveness						FY 17/18 Effectiveness						FY 17/18 vs FY 16/17 Comparison					
Route	Route Type	Frequency	Minority Route ¹	Revenue Trips	Total Revenue Hours	Average Daily Ridership	Productivity (Pax/Rev Hr)	Passengers per Trip	On Time Performance	Average Load Factor	Average Maximum Load Factor	Average Daily Ridership	Productivity (Pax/RevHr)	Passengers per Trip	On Time Performance	Average Load Factor	Average Maximum Load Factor	Average Daily Ridership	Productivity (Pax/Rev Hr)	Passengers per Trip	On Time Performance	Average Load Factor	Average Maximum Load Factor
1	Trunk	10	Yes	11,554	12,382	9,330	41.6	42.8	66.1%	13.26	22.01	9,161	39.2	42.0	65.84%	18.19	27.33	-1.8%	-5.8%	-1.8%	-0.3%	37.2%	24.2%
6	Trunk	15	Yes	7,844	5,797	3,604	33.1	24.4	72.5%	8.81	14.47	3,296	30.1	22.3	75.47%	7.94	13.42	-8.5%	-9.0%	-8.6%	3.0%	-9.9%	-7.3%
7	Suburban Crosstown	30	No	2,332	1,776	416	12.4	9.4	77.6%	3.91	6.94	393	11.7	8.9	78.12%	4.08	7.43	-5.4%	-5.5%	-5.4%	0.5%	4.3%	7.1%
10	Major Corridor	20	Yes	5,830	4,756	2,133	23.5	19.4	76.9%	7.49	12.14	1,966	21.9	17.9	73.34%	6.92	11.29	-7.8%	-6.8%	-7.8%	-3.6%	-7.6%	-7.0%
11	Urban Crosstown	Discontinued				257	18.6	9.2	83.1%	4.14	7.19	Discontinued				Discontinued							
12	Urban Crosstown	30	No	3,710	5,409	1,522	18.0	21.7	74.8%	5.87	11.80	1,642	16.1	23.5	69.60%	5.27	11.45	7.9%	-10.5%	7.9%	-5.2%	-10.2%	-3.0%
14	Urban Crosstown	30	Yes	3,445	3,849	2,129	31.9	33.3	69.6%	9.24	17.84	2,075	28.6	31.9	64.26%	8.46	16.42	-2.5%	-10.4%	-4.0%	-5.4%	-8.4%	-8.0%
18	Trunk	20-30	Yes	5,618	6,248	3,924	28.1	37.3	62.4%	7.57	15.19	2,649	22.5	25.0	61.83%	6.13	12.69	-32.5%	-20.1%	-33.0%	-0.6%	-19.0%	-16.5%
19	&[Tab]	30	Yes	3,498	2,566	442	7.7	6.7	81.5%	2.79	5.09	433	9.0	6.6	73.26%	2.22	4.73	-2.1%	15.7%	-2.1%	-8.2%	-20.4%	-7.1%
20	Major Corridor	30	Yes	4,028	4,156	2,262	29.9	29.8	66.8%	8.24	14.87	2,112	26.9	27.8	70.44%	7.60	13.64	-6.6%	-9.9%	-6.6%	3.7%	-7.8%	-8.3%
21	Urban Crosstown	30	Yes	3,074	3,318	1,220	20.3	21.0	67.7%	6.79	11.99	1,220	19.5	21.0	63.40%	6.64	11.76	0.0%	-4.1%	0.0%	-4.3%	-2.2%	-1.9%
22	Urban Crosstown	60	Yes	1,836	1,809	821	23.1	22.8	80.9%	7.27	13.45	709	20.0	19.7	78.89%	6.74	12.20	-13.6%	-13.6%	-13.6%	-2.0%	-7.3%	-9.3%
25	Urban Crosstown	Discontinued				299	13.7	13.6	72.0%	4.91	9.37	Discontinued				Discontinued							
26	Urban Crosstown	Discontinued				1,329	19.5	20.1	57.0%	5.27	10.84	Discontinued				Discontinued							
28	Urban Crosstown	60	Yes	68	76	new route in FY17-18						324	8.6	9.5	43.70%	5.58	5.61	new route in FY17-18					
29	Urban Crosstown	30	Yes	3,498	3,444	828	12.7	12.5	68.2%	2.73	6.59	775	11.9	11.7	63.00%	3.47	7.23	-6.4%	-6.4%	-6.4%	-5.2%	27.1%	9.7%
31	Urban Crosstown	Discontinued				736	18.3	10.5	69.3%	4.09	7.76	Discontinued				Discontinued							
32	Urban Crosstown	60	Yes	1,377	1,358	359	13.5	13.3	70.0%	4.00	7.46	323	12.1	12.0	66.42%	3.79	6.98	-10.0%	-10.0%	-10.0%	-3.6%	-5.3%	-6.4%
33	Urban Crosstown	20	No	5,194	4,261	1,648	20.5	16.8	81.8%	5.20	11.12	1,428	17.8	14.6	75.08%	4.62	9.97	-13.3%	-13.3%	-13.3%	-6.7%	-11.2%	-10.3%
34	Urban Crosstown	60	Yes	68	83	new route in FY17-18						374	9.0	11.0	63.19%	3.34	5.71	new route in FY17-18					
35	Urban Crosstown	60	Yes	68	83	new route in FY17-18						544	13.1	16.0	67.42%	5.55	11.17	new route in FY17-18					
36	Urban Crosstown	30	Yes	3,922	3,885	1,236	16.9	16.7	66.2%	5.48	9.45	872	11.9	11.8	63.77%	3.91	7.43	-29.4%	-29.4%	-29.4%	-2.4%	-28.6%	-21.4%
40	Trunk	15-30	Yes	6,943	6,998	4,938	37.4	37.7	74.0%	11.82	19.84	4,767	36.1	36.4	73.42%	12.20	20.22	-3.5%	-3.5%	-3.5%	-0.6%	3.2%	1.9%
41	Urban Crosstown	60	Yes	68	59	new route in FY17-18						233	7.9	6.8	72.60%	3.21	5.25	new route in FY17-18					
45	Urban Crosstown	40	Yes	2,650	2,596	926	18.9	18.5	84.0%	4.72	9.96	866	17.7	17.3	83.14%	4.83	9.94	-6.5%	-6.5%	-6.5%	-0.8%	2.3%	-0.2%
46	Urban Crosstown	60	Yes	848	432	94	11.8	5.9	77.3%	2.79	5.07	93	11.4	5.8	77.59%	2.85	5.03	-1.2%	-2.7%	-1.2%	0.2%	2.2%	-0.8%
49	Urban Crosstown	Discontinued				670	13.6	17.6	68.5%	4.48	10.02	Discontinued				Discontinued							
51A	Trunk	15-20	No	6,996	7,179	5,349	40.5	40.2	75.3%	11.03	20.25	4,823	35.6	36.5	76.70%	10.39	18.81	-9.8%	-12.0%	-9.2%	1.4%	-5.8%	-7.1%
51B	Trunk	15-20	No	7,257	5,857	5,488	50.0	40.7	77.6%	11.19	21.59	5,303	48.0	38.7	78.03%	10.78	19.73	-3.4%	-4.0%	-4.7%	0.4%	-3.7%	-8.6%
52	Urban Crosstown	20	No	3,657	2,377	1,093	24.4	15.8	68.6%	5.38	10.12	763	17.0	11.1	64.31%	4.12	7.57	-30.1%	-30.3%	-30.1%	-4.3%	-23.4%	-25.2%
54	Urban Crosstown	30	Yes	2,544	1,231	741	31.9	15.4	90.1%	7.06	12.82	675	29.0	14.1	89.49%	6.51	12.17	-9.0%	-9.0%	-9.0%	-0.6%	-7.8%	-5.1%
56	Urban Crosstown	60	Yes	68	67	new route in FY17-18						147	4.4	4.3	77.27%	n/a	n/a	new route in FY17-18					
57	Trunk	15	Yes	7,950	10,592	4,984	25.0	33.2	71.7%	8.67	15.89	4,670	23.4	31.1	72.81%	7.88	14.86	-6.3%	-6.4%	-6.3%	1.2%	-9.1%	-6.5%
60	Suburban Crosstown	40	No	2,250	778	246	17.8	5.9	78.9%	2.96	4.78	232	15.8	5.5	78.52%	2.94	4.98	-6.0%	-11.2%	-7.0%	-0.4%	-0.7%	4.2%
62	Urban Crosstown	30	Yes	3,869	3,240	1,789	28.6	24.0	75.1%	7.92	14.72	1,547	25.3	21.2	71.86%	7.10	13.32	-13.5%	-11.4%	-11.8%	-3.3%	-10.4%	-9.5%
65	Suburban Crosstown	60	No	1,080	531	230	19.5	9.6	76.4%	4.90	7.74	198	16.8	8.3	63.12%	4.50	7.29	-13.7%	-13.7%	-13.7%	-13.3%	-8.2%	-5.8%
67	Suburban Crosstown	30	No	2,332	1,077	264	13.0	6.0	74.0%	2.37	4.27	234	11.5	5.3	74.89%	2.82	5.03	-11.2%	-11.5%	-11.2%	0.9%	19.0%	17.8%
70	Urban Crosstown	60	Yes	1,537	1,110	494	23.6	17.0	68.3%	7.28	11.36	458	21.9	15.8	66.56%	6.65	10.46	-7.3%	-7.3%	-7.3%	-1.8%	-8.7%	-7.9%
71	Urban Crosstown	60	Yes	1,590	1,975	608	16.3	20.3	78.4%	6.34	11.36	551	14.8	18.4	71.97%	5.75	10.26	-9.4%	-9.4%	-9.4%	-6.4%	-9.3%	-9.7%
72	Trunk	30-40	Yes	3,922	6,800	3,440	26.7	46.5	63.9%	10.44	19.12	3,193	24.9	43.1	63.76%	9.77	18.07	-7.2%	-6.8%	-7.2%	-0.1%	-6.4%	-5.5%
72M	Trunk	30-40	Yes	3,975	6,531	3,045	25.2	40.9	63.1%	8.49	16.36	2,782	22.6	37.1	64.78%	7.76	15.04	-8.6%	-10.4%	-9.2%	1.7%	-8.6%	-8.1%
72R	Rapid	15	Yes	5,194	7,165	3,690	28.3	37.7	75.1%	9.64	16.67	3,418	25.3	34.9	73.42%	10.02	16.60	-7.4%	-10.8%	-7.4%	-1.7%	3.9%	-0.4%
73	Major Corridor	15-60	Yes	7,632	3,673	1,996	29.3	14.2	87.7%	5.15	10.07	1,904	27.5	13.2	84.83%	5.02	9.77	-4.6%	-6.1%	-6.5%	-2.9%	-2.5%	-3.0%
74	Urban Crosstown	30	Yes	2,756	2,584	553	12.6	11.2	72.7%	3.59	7.23	544	11.2	10.5	69.11%	3.11	6.39	-1.7%	-11.2%	-6.4%	-3.6%	-13.4%	-11.6%
76	Urban Crosstown	30	Yes	2,862	3,494	1,480	24.5	27.4	62.2%	9.02	14.64	1,477	22.4	27.3	62.90%	9.18	14.85	-0.2%	-8.6%	-0.2%	0.7%	1.8%	1.4%

Route Information (as of June 2018)				FY 17/18 Totals		FY 16/17 Effectiveness						FY 17/18 Effectiveness						FY 17/18 vs FY 16/17 Comparison					
Route	Route Type	Frequency	Minority Route ¹	Revenue Trips	Total Revenue Hours	Average Daily Ridership	Productivity (Pax/Rev Hr)	Passengers per Trip	On Time Performance	Average Load Factor	Average Maximum Load Factor	Average Daily Ridership	Productivity (Pax/RevHr)	Passengers per Trip	On Time Performance	Average Load Factor	Average Maximum Load Factor	Average Daily Ridership	Productivity (Pax/Rev Hr)	Passengers per Trip	On Time Performance	Average Load Factor	Average Maximum Load Factor
79	Urban Crosstown	30	No	3,074	3,003	793	14.0	13.7	66.0%	4.10	8.25	911	16.1	15.7	70.85%	6.08	11.20	14.9%	15.0%	14.9%	4.8%	48.3%	35.8%
80	Urban Crosstown	40	No	2,903	3,348	341	4.8	6.3	75.8%	2.41	4.36	320	5.1	5.8	71.10%	2.15	4.24	-6.1%	4.7%	-7.5%	-4.7%	-10.8%	-2.8%
81	Urban Crosstown	40	No	2,279	1,864	343	6.6	6.5	52.8%	2.75	4.19	269	6.2	5.1	67.47%	2.02	3.66	-21.5%	-5.7%	-21.5%	14.7%	-26.5%	-12.6%
85	Suburban Crosstown	60	Yes	1,326	1,487	431	14.9	16.6	74.8%	5.00	8.86	423	14.5	16.3	75.66%	5.22	8.78	-1.9%	-2.6%	-1.9%	0.9%	4.4%	-0.9%
86	Suburban Crosstown	35	Yes	748	292	81	10.9	3.4	85.3%	2.02	3.10	120	11.5	4.5	88.87%	3.30	5.23	48.5%	5.3%	33.4%	3.6%	63.4%	68.7%
88	Major Corridor	20	Yes	5,300	4,378	1,534	18.6	15.3	71.9%	5.38	9.56	1,487	18.0	14.9	66.53%	5.09	9.29	-3.1%	-3.4%	-3.1%	-5.4%	-5.4%	-2.8%
89	Suburban Crosstown	60	Yes	1,275	1,675	528	16.1	21.1	52.7%	6.26	12.48	514	15.7	20.6	57.09%	6.48	12.93	-2.7%	-2.5%	-2.7%	4.4%	3.5%	3.6%
90	Urban Crosstown	30	Yes	3,498	1,753	512	15.4	7.8	87.9%	3.72	6.48	540	16.3	8.2	89.11%	4.12	7.01	5.4%	6.1%	5.4%	1.2%	10.8%	8.2%
93	Suburban Crosstown	60	Yes	1,394	1,366	257	10.1	9.9	63.1%	3.21	6.36	247	9.6	9.4	68.43%	3.04	5.79	-3.9%	-5.0%	-5.0%	5.3%	-5.3%	-9.0%
95	Suburban Crosstown	30	Yes	1,770	639	178	9.6	3.8	79.9%	2.18	3.38	162	10.4	3.7	85.17%	2.17	3.25	-9.1%	8.5%	-2.2%	5.2%	-0.5%	-3.8%
96	Urban Crosstown	30	Yes	3,498	3,465	934	28.3	14.2	69.3%	4.47	8.07	1,011	15.5	15.3	70.18%	5.06	9.39	8.2%	-45.2%	8.2%	0.9%	13.2%	16.4%
97	Major Corridor	30	Yes	3,763	4,371	2,074	25.2	29.2	77.5%	9.46	15.44	1,913	23.2	26.9	77.86%	8.84	14.74	-7.8%	-7.8%	-7.8%	0.3%	-6.6%	-4.5%
98	Urban Crosstown	30	Yes	3,498	2,534	625	13.1	9.5	83.3%	3.99	6.70	651	13.6	9.9	83.80%	4.27	7.05	4.1%	3.9%	4.1%	0.5%	7.0%	5.2%
99	Major Corridor	20	Yes	5,830	7,616	2,046	14.2	18.6	83.5%	6.31	10.33	1,720	12.0	15.6	83.72%	5.30	8.74	-15.9%	-15.9%	-15.9%	0.2%	-16.0%	-15.4%
200	Suburban Crosstown	30	Yes	3,710	3,958	1,060	14.5	15.1	66.0%	5.66	9.50	915	12.3	13.1	65.34%	5.00	8.17	-13.7%	-15.8%	-13.7%	-0.7%	-11.7%	-14.0%
210	Major Corridor	30	Yes	2,756	2,710	1,245	24.3	23.9	63.9%	7.15	13.67	691	13.5	13.3	67.35%	4.73	8.76	-44.5%	-44.5%	-44.5%	3.4%	-33.8%	-35.9%
212	Very Low Density	30	Yes	3,710	2,145	762	20.0	10.9	72.7%	5.27	8.54	515	12.7	7.4	72.69%	4.14	6.15	-32.4%	-36.4%	-32.4%	0.0%	-21.4%	-28.0%
216	Very Low Density	60	Yes	1,378	1,312	294	11.5	11.3	69.0%	3.48	7.02	193	7.8	7.4	66.19%	2.96	5.75	-34.1%	-31.9%	-34.1%	-2.8%	-14.9%	-18.1%
217	Very Low Density	30	Yes	3,180	3,705	1,382	19.6	23.0	62.9%	9.26	14.25	596	8.5	9.9	56.51%	4.54	6.89	-56.9%	-56.4%	-56.9%	-6.3%	-51.0%	-51.6%
232	Very Low Density	60	Yes	1,378	1,443	267	9.6	10.3	79.4%	3.89	6.87	245	9.0	9.4	77.99%	3.55	5.97	-8.4%	-5.9%	-8.4%	-1.4%	-8.7%	-13.1%
251	Very Low Density	60	Yes	1,378	786	127	8.8	4.9	79.4%	2.79	4.38	122	8.2	4.7	81.05%	2.71	4.22	-4.3%	-6.8%	-4.3%	1.6%	-2.9%	-3.7%
339	Feeder	30	Yes	2,862	1,415	372	13.9	6.9	71.6%	2.64	5.70	357	13.4	6.6	71.62%	2.57	5.58	-4.0%	-3.9%	-4.0%	0.1%	-2.7%	-2.1%
376	Owl	30	Yes	1,590	1,541	316	11.0	11.4	61.3%	4.17	8.09	281	9.7	9.4	63.73%	3.54	6.49	-11.0%	-12.2%	-18.0%	2.4%	-15.1%	-19.8%
386	Very Low Density	53	Yes	624	275	189	17.9	7.9	83.4%	4.63	7.16	184	17.4	7.7	77.64%	4.43	6.69	-2.6%	-2.9%	-2.6%	-5.8%	-4.3%	-6.6%
800	Owl	20	Yes	2,385	3,747	842	12.5	18.5	55.3%	6.89	11.57	780	11.0	17.3	56.76%	6.80	11.29	-7.4%	-11.9%	-6.4%	1.5%	-1.3%	-2.4%
801	Owl	20-60	Yes	2,014	2,625	719	14.5	18.9	55.5%	7.33	11.81	686	13.9	18.1	54.45%	7.51	11.98	-4.6%	-4.7%	-4.6%	-1.1%	2.5%	1.4%
802	Owl	60	Yes	583	284	80	14.9	7.2	55.7%	3.15	5.56	70	13.2	6.4	41.35%	2.71	4.98	-11.7%	-11.7%	-11.7%	-14.3%	-14.0%	-10.4%
805	Owl	60	Yes	636	703	118	9.6	9.8	70.7%	4.67	7.19	97	7.3	8.1	71.39%	3.32	5.99	-17.4%	-23.5%	-17.4%	0.7%	-28.9%	-16.7%
840	Owl	60	Yes	636	316	112	19.1	9.3	63.3%	5.18	7.57	99	16.7	8.3	73.36%	4.64	7.06	-11.2%	-12.9%	-11.2%	10.0%	-10.4%	-6.7%
851	Owl	60	No	530	514	136	14.0	13.6	61.4%	4.30	7.52	118	12.2	11.8	#N/A	3.91	6.77	-13.1%	-13.1%	-13.1%	#N/A	-9.1%	-10.0%
BSN	Contract Shuttle	n/a	Yes	560	166	495	23.9	7.1	73.9%	2.93	5.49	502	24.2	7.2	77.54%	3.10	5.85	1.3%	1.4%	1.3%	3.6%	5.8%	6.6%
F	Transbay	30	No	3,975	4,327	1,671	22.4	22.5	52.6%	7.96	13.26	1,239	15.2	16.5	66.53%	6.47	11.11	-25.9%	-32.2%	-26.5%	13.9%	-18.7%	-16.2%
NL	Transbay	30	Yes	3,975	3,910	1,420	19.2	18.9	59.0%	8.15	13.30	1,240	16.8	16.5	66.43%	7.26	11.78	-12.6%	-12.6%	-12.6%	7.4%	-10.9%	-11.4%
O	Transbay	60	Yes	1,802	1,768	559	16.8	16.4	62.8%	7.68	12.70	503	15.1	14.8	74.18%	6.98	11.78	-10.1%	-10.2%	-10.1%	11.4%	-9.1%	-7.2%
TOTALS				224,762	217,040		29.1	28.3	69.6%				21.1	20.4	70.61%				-27.4%	-27.8%	1.0%		

Route Information (as of June 2018)				FY 17/18 Totals		FY 16/17 Effectiveness						FY 17/18 Effectiveness						FY 17/18 vs FY 16/17 Comparison					
Route	Route Type	Frequency	Minority Route ¹	Revenue Trips	Total Revenue Hours	Average Daily Ridership	Productivity (Pax/RevHr)	Passengers per Trip	On Time Performance	Average Load Factor	Average Maximum Load Factor	Average Daily Ridership	Productivity (Pax/RevHr)	Passengers per Trip	On Time Performance	Average Load Factor	Average Maximum Load Factor	Average Daily Ridership	Productivity (Pax/RevHr)	Passengers per Trip	On Time Performance	Average Load Factor	Average Maximum Load Factor
1	Trunk	10	Yes	13,020	13,085	7,529	35.1	34.7	72.6%	11.26	18.60	7,156	32.8	33.0	67.47%	10.84	18.08	-5.0%	-6.4%	-4.9%	-5.1%	-3.7%	-2.8%
6	Trunk	15	Yes	8,880	6,543	2,868	26.5	19.4	74.9%	7.10	11.85	2,540	23.3	17.2	76.51%	6.50	11.11	-11.4%	-12.0%	-11.5%	1.6%	-8.5%	-6.2%
7	Suburban Crosstown	30	No	2,640	2,010	386	11.5	8.8	76.8%	3.65	6.52	321	9.6	7.3	75.53%	3.30	6.07	-16.9%	-17.0%	-16.9%	-1.3%	-9.6%	-6.9%
10	Major Corridor	20	Yes	6,600	5,230	1,732	20.3	15.7	81.3%	6.41	10.42	1,638	18.8	14.9	75.08%	6.29	9.93	-5.4%	-7.6%	-5.4%	-6.2%	-1.9%	-4.7%
11	Urban Crosstown	Discontinued				138	10.0	4.9	77.1%	1.70	3.65	Discontinued				Discontinued							
12	Urban Crosstown	30	No	4,200	6,124	1,213	14.4	17.3	74.8%	4.89	9.49	1,257	12.3	18.0	71.41%	4.31	9.30	3.7%	-14.3%	3.7%	-3.3%	-11.9%	-2.0%
14	Urban Crosstown	30	Yes	3,900	4,331	1,654	26.4	25.8	69.2%	7.66	14.41	1,637	22.7	25.2	72.20%	7.02	13.69	-1.1%	-14.0%	-2.5%	3.0%	-8.4%	-5.0%
18	Trunk	20-30	Yes	6,420	6,919	3,137	22.8	30.0	66.9%	6.33	12.71	2,147	18.6	20.1	65.32%	5.18	10.66	-31.6%	-18.4%	-33.0%	-1.5%	-18.2%	-16.1%
19	Urban Crosstown	30	Yes	3,960	2,905	348	6.0	5.3	79.8%	2.23	4.13	372	7.7	5.6	80.74%	2.16	4.13	7.1%	28.0%	7.1%	0.9%	-3.1%	0.0%
20	Major Corridor	30	Yes	4,560	4,705	1,745	23.0	23.0	73.7%	6.42	11.84	1,688	21.5	22.2	76.61%	6.18	11.58	-3.3%	-6.6%	-3.3%	2.9%	-3.7%	-2.2%
21	Urban Crosstown	30	Yes	3,480	3,756	968	16.1	16.7	73.8%	5.51	9.81	970	15.5	16.7	73.21%	5.68	9.94	0.1%	-3.8%	0.1%	-0.6%	3.1%	1.3%
22	Urban Crosstown	60	Yes	2,088	2,057	637	18.0	17.7	81.9%	5.88	10.70	548	15.5	15.2	83.38%	5.29	9.84	-13.9%	-13.9%	-13.9%	1.5%	-10.0%	-8.0%
25	Urban Crosstown	Discontinued				214	9.8	9.7	73.8%	3.53	6.11	Discontinued				Discontinued							
26	Urban Crosstown	Discontinued				1,041	15.2	15.8	66.6%	3.91	8.19	Discontinued				Discontinued							
28	Urban Crosstown	60	Yes	68	76	new route in FY17-18						285	7.6	8.4	55.68%	3.31	6.04	new route in FY17-18					
29	Urban Crosstown	30	Yes	3,960	3,899	601	9.3	9.1	70.3%	2.04	5.01	623	9.6	9.4	61.10%	2.58	5.68	3.7%	3.7%	3.7%	-9.2%	26.5%	13.4%
31	Urban Crosstown	Discontinued				619	15.2	8.8	73.8%	3.77	6.94	Discontinued				Discontinued							
32	Urban Crosstown	60	Yes	1,566	1,545	287	10.8	10.6	78.6%	3.45	6.29	261	9.8	9.7	75.95%	3.35	6.07	-9.1%	-9.1%	-9.1%	-2.7%	-2.9%	-3.5%
33	Urban Crosstown	20	No	5,880	4,826	1,294	16.1	13.2	82.1%	3.81	8.30	1,131	14.1	11.5	75.84%	3.83	8.13	-12.6%	-12.6%	-12.6%	-6.2%	0.5%	-2.0%
34	Urban Crosstown	60	Yes	68	83	new route in FY17-18						283	6.8	8.3	71.29%	1.66	4.25	new route in FY17-18					
35	Urban Crosstown	60	Yes	68	83	new route in FY17-18						399	9.6	11.7	77.33%	2.88	6.67	new route in FY17-18					
36	Urban Crosstown	30	Yes	4,440	4,398	1,123	15.3	15.2	68.4%	4.71	7.86	682	9.3	9.2	68.60%	3.06	6.00	-39.2%	-39.2%	-39.2%	0.2%	-35.0%	-23.7%
40	Trunk	15-30	Yes	7,860	7,305	4,145	32.2	31.6	72.7%	10.41	17.43	3,964	32.6	30.3	70.29%	10.25	17.09	-4.4%	1.1%	-4.4%	-2.4%	-1.5%	-2.0%
41	Urban Crosstown	60	Yes	68	59	new route in FY17-18						229	7.8	6.7	68.12%	3.02	4.92	new route in FY17-18					
45	Urban Crosstown	40	Yes	3,000	2,939	734	15.0	14.7	86.0%	3.84	8.22	696	14.2	13.9	86.41%	4.01	8.20	-5.2%	-5.2%	-5.2%	0.4%	4.4%	-0.2%
46	Urban Crosstown	60	Yes	960	489	75	9.4	4.7	81.7%	2.36	4.12	74	9.1	4.6	75.89%	2.47	4.32	-1.7%	-3.1%	-1.7%	-5.8%	4.7%	4.9%
49	Urban Crosstown	Discontinued				534	10.8	14.1	72.6%	3.46	7.61	Discontinued				Discontinued							
51A	Trunk	15-20	No	7,920	8,021	4,113	32.6	31.0	75.8%	8.70	15.98	3,656	27.4	27.7	81.30%	8.24	15.09	-11.1%	-16.2%	-10.8%	5.5%	-5.3%	-5.6%
51B	Trunk	15-20	No	8,208	6,507	4,380	46.2	32.7	78.4%	8.71	16.82	4,498	41.5	32.9	78.48%	9.27	17.22	2.7%	-10.2%	0.6%	0.0%	6.4%	2.4%
52	Urban Crosstown	20	No	4,140	2,691	955	21.3	13.8	71.3%	4.55	8.61	641	14.3	9.3	67.83%	4.05	7.34	-32.9%	-33.0%	-32.9%	-3.5%	-11.0%	-14.8%
54	Urban Crosstown	30	Yes	2,880	1,394	526	24.9	11.0	80.0%	4.77	9.25	525	22.6	10.9	85.18%	4.84	9.33	-0.1%	-9.2%	-0.1%	5.2%	1.5%	0.9%
56	Urban Crosstown	60	Yes	68	67	new route in FY17-18						154	4.6	4.5	80.08%	new route in FY17-18							
57	Trunk	15	Yes	9,000	11,313	3,961	21.0	26.4	75.8%	6.77	12.69	3,697	19.6	24.6	72.58%	6.56	12.37	-6.7%	-6.7%	-6.7%	-3.2%	-3.1%	-2.5%
60	Suburban Crosstown	40	No	2,544	875	200	14.4	4.8	81.8%	2.58	4.11	186	12.8	4.4	79.70%	2.33	4.07	-6.7%	-11.4%	-7.6%	-2.1%	-9.7%	-1.0%
62	Urban Crosstown	30	Yes	4,380	3,688	1,470	25.0	19.9	73.0%	6.80	12.68	1,298	21.1	17.8	75.26%	6.34	11.79	-11.7%	-15.6%	-10.6%	2.2%	-6.8%	-7.0%
65	Suburban Crosstown	60	No	792	389	179	15.2	7.5	73.6%	4.42	6.51	153	12.9	6.4	63.46%	3.11	5.15	-14.7%	-14.7%	-14.7%	-10.1%	-29.6%	-20.9%
67	Suburban Crosstown	30	No	2,640	1,219	216	10.7	4.9	75.5%	2.40	4.09	244	12.0	5.5	75.25%	3.02	5.04	12.8%	12.4%	12.8%	-0.3%	25.8%	23.2%
70	Urban Crosstown	60	Yes	1,740	1,256	397	18.9	13.7	74.2%	6.05	9.56	369	17.6	12.7	75.02%	5.64	9.00	-7.0%	-7.0%	-7.0%	0.9%	-6.8%	-5.9%
71	Urban Crosstown	60	Yes	1,800	2,236	513	13.8	17.1	78.3%	5.75	9.98	468	12.6	15.6	76.85%	5.13	9.11	-8.7%	-8.7%	-8.7%	-1.5%	-10.8%	-8.7%
72	Trunk	30-40	Yes	4,440	7,485	2,885	23.6	39.0	70.8%	9.00	16.40	2,594	20.8	35.1	69.59%	8.33	15.30	-10.1%	-11.8%	-10.1%	-1.3%	-7.4%	-6.7%
72M	Trunk	30-40	Yes	4,500	6,757	2,570	23.1	34.5	66.6%	8.46	14.62	2,305	20.5	30.7	63.72%	7.01	13.46	-10.3%	-11.4%	-10.9%	-2.8%	-17.1%	-7.9%
72R	Rapid	15	Yes	5,880	7,559	3,049	24.2	31.1	77.5%	8.46	14.62	2,677	21.2	27.3	77.24%	7.87	13.36	-12.2%	-12.2%	-12.2%	-0.2%	-7.0%	-8.6%
73	Major Corridor	15-60	Yes	8,640	4,158	1,681	24.6	11.9	89.3%	4.40	8.58	1,590	22.9	11.0	84.59%	4.32	8.34	-5.4%	-6.8%	-7.2%	-4.8%	-1.8%	-2.8%
74	Urban Crosstown	30	Yes	3,120	2,925	442	10.0	8.9	76.1%	2.76	5.75	416	8.5	8.0	69.66%	2.54	5.27	-5.8%	-14.5%	-10.0%	-6.4%	-8.0%	-8.3%
76	Urban Crosstown	30	Yes	3,240	3,955	1,279	21.1	23.7	66.7%	7.83	12.88	1,172	17.8	21.7	70.12%	7.51	12.43	-8.4%	-15.7%	-8.4%	3.4%	-4.1%	-3.5%
79	Urban Crosstown	30	No	3,480	3,400	726	12.8	12.5	69.3%	3.59	7.18	674	11.9	11.6	69.38%	3.90	7.22	-7.2%	-7.1%	-7.2%	0.1%	8.6%	0.6%

Route Information (as of June 2018)				FY 17/18 Totals		FY 16/17 Effectiveness						FY 17/18 Effectiveness						FY 17/18 vs FY 16/17 Comparison					
Route	Route Type	Frequency	Minority Route ¹	Revenue Trips	Total Revenue Hours	Average Daily Ridership	Productivity (Pax/RevHr)	Passengers per Trip	On Time Performance	Average Load Factor	Average Maximum Load Factor	Average Daily Ridership	Productivity (Pax/RevHr)	Passengers per Trip	On Time Performance	Average Load Factor	Average Maximum Load Factor	Average Daily Ridership	Productivity (Pax/RevHr)	Passengers per Trip	On Time Performance	Average Load Factor	Average Maximum Load Factor
80	Urban Crosstown	40	No	3,274	3,771	278	3.9	5.2	71.5%	2.03	3.37	314	5.0	5.8	70.69%	2.20	4.10	12.8%	26.5%	11.6%	-0.8%	8.4%	21.7%
81	Urban Crosstown	40	No	3,074	2,584	245	4.7	4.6	65.1%	1.43	2.89	256	5.7	4.8	68.68%	2.44	4.32	4.3%	21.9%	4.3%	3.6%	70.6%	49.5%
85	Suburban Crosstown	60	Yes	1,508	1,691	345	11.9	13.3	76.0%	4.23	7.49	350	12.0	13.5	77.64%	4.52	7.73	1.5%	0.8%	1.5%	1.6%	6.9%	3.2%
86	Suburban Crosstown	35	Yes	1,204	433	84	11.3	3.5	85.1%	2.40	3.38	88	9.6	3.4	89.58%	2.74	4.21	5.1%	-15.5%	-1.6%	4.5%	14.2%	24.6%
88	Major Corridor	20	Yes	6,000	4,957	1,274	15.5	12.7	67.7%	4.41	8.00	1,232	14.9	12.3	64.66%	4.42	8.15	-3.3%	-3.6%	-3.3%	-3.1%	0.2%	1.9%
89	Suburban Crosstown	60	Yes	1,450	1,905	383	11.6	15.3	65.3%	4.98	9.60	416	12.7	16.7	65.37%	5.26	10.53	8.8%	9.0%	8.8%	0.1%	5.6%	9.7%
90	Urban Crosstown	30	Yes	3,960	1,986	418	12.5	6.3	88.9%	3.18	5.47	454	13.7	6.9	87.75%	3.58	5.92	8.5%	9.6%	8.5%	-1.1%	12.6%	8.2%
93	Suburban Crosstown	60	Yes	1,576	1,544	222	8.7	8.5	71.5%	3.01	5.78	217	8.4	8.2	71.17%	2.52	4.99	-2.4%	-3.4%	-3.4%	-0.3%	-16.3%	-13.7%
95	Suburban Crosstown	30	Yes	2,568	901	126	7.1	2.7	82.2%	1.82	2.80	154	10.2	3.6	82.37%	2.29	3.41	22.1%	44.9%	31.6%	0.2%	25.8%	21.8%
96	Urban Crosstown	30	Yes	3,960	3,922	886	11.0	13.4	64.8%	3.99	7.45	861	13.2	13.0	71.48%	4.38	8.07	-2.8%	19.6%	-2.8%	6.7%	9.8%	8.3%
97	Major Corridor	30	Yes	4,260	4,936	1,709	20.7	24.1	84.3%	7.70	12.76	1,563	19.0	22.0	82.56%	7.57	12.60	-8.5%	-8.3%	-8.5%	-1.8%	-1.7%	-1.3%
98	Urban Crosstown	30	Yes	3,960	2,862	511	10.8	7.7	85.1%	3.29	5.65	514	10.8	7.8	83.21%	3.37	5.74	0.6%	0.3%	0.6%	-1.9%	2.4%	1.6%
99	Major Corridor	20	Yes	6,600	8,628	1,816	12.6	16.5	84.3%	6.00	9.69	1,554	10.8	14.1	82.05%	5.35	8.46	-14.4%	-14.5%	-14.4%	-2.3%	-10.8%	-12.7%
200	Suburban Crosstown	30	Yes	4,200	4,487	850	13.1	13.6	72.7%	5.23	8.59	784	10.5	11.2	69.09%	4.71	7.51	-7.8%	-20.0%	-17.6%	-3.7%	-9.9%	-12.6%
210	Major Corridor	30	Yes	3,120	3,068	1,059	20.7	20.4	70.5%	5.99	11.53	632	12.4	12.2	69.24%	4.40	8.12	-40.3%	-40.3%	-40.3%	-1.3%	-26.5%	-29.6%
212	Very Low Density	30	Yes	3,240	1,970	511	17.0	9.5	75.1%	4.82	7.74	363	11.0	6.7	71.51%	3.79	5.80	-29.0%	-34.8%	-29.0%	-3.5%	-21.4%	-25.1%
216	Very Low Density	60	Yes	1,560	1,535	265	10.3	10.2	70.4%	3.13	6.21	168	6.6	6.4	72.58%	2.56	4.64	-36.7%	-36.6%	-36.7%	2.2%	-18.2%	-25.3%
217	Very Low Density	30	Yes	3,600	4,200	1,111	15.7	18.5	63.4%	7.72	11.77	572	8.2	9.5	56.32%	4.57	6.87	-48.5%	-47.9%	-48.5%	-7.1%	-40.8%	-41.6%
232	Very Low Density	60	Yes	1,560	1,686	244	9.0	9.4	77.0%	3.46	6.06	230	8.2	8.9	79.84%	3.21	5.57	-5.8%	-9.3%	-5.8%	2.9%	-7.2%	-8.1%
251	Very Low Density	60	Yes	1,560	910	109	7.7	4.2	83.3%	2.39	3.69	88	5.8	3.4	77.26%	2.05	3.19	-18.7%	-24.1%	-18.7%	-6.1%	-14.2%	-13.6%
339	Feeder	30	Yes	2,040	1,080	241	13.4	7.1	77.8%	2.90	5.91	220	12.2	6.5	78.49%	2.72	5.49	-8.9%	-9.3%	-8.9%	0.7%	-6.2%	-7.1%
376	Owl	30	Yes	1,800	1,745	278	9.7	10.0	67.0%	3.56	6.87	249	8.6	8.3	71.23%	3.06	5.85	-10.5%	-11.5%	-16.7%	4.3%	-14.0%	-14.8%
386	Very Low Density	n/a	Yes	1,080	477	156	14.7	6.5	82.8%	4.20	6.08	157	14.8	6.5	80.95%	4.22	6.11	0.8%	0.6%	0.8%	-1.9%	0.5%	0.5%
800	Owl	20	Yes	2,820	4,369	748	10.7	15.5	62.0%	5.49	8.96	768	10.5	16.3	62.02%	5.46	9.20	2.7%	-1.4%	5.8%	0.0%	-0.5%	2.7%
801	Owl	20-60	Yes	2,518	3,277	949	17.5	22.7	58.2%	7.33	13.12	1,055	19.3	25.1	57.97%	7.29	12.61	11.1%	10.4%	10.9%	-0.2%	-0.5%	-3.9%
802	Owl	60	Yes	660	321	89	16.6	8.1	54.1%	3.50	6.03	77	14.3	7.0	54.86%	2.68	5.10	-13.4%	-13.4%	-13.4%	0.7%	-23.4%	-15.4%
805	Owl	60	Yes	720	796	140	11.4	11.7	67.1%	4.94	8.31	114	8.6	9.5	72.56%	3.85	7.05	-18.4%	-24.1%	-18.4%	5.4%	-22.1%	-15.2%
840	Owl	60	Yes	720	358	120	20.5	10.0	66.3%	5.67	8.32	116	19.4	9.6	76.41%	5.65	8.41	-3.2%	-5.1%	-3.2%	10.1%	-0.4%	1.1%
851	Owl	60	No	600	582	124	12.8	12.4	64.2%	4.29	7.36	107	11.0	10.7	68.86%	3.73	6.57	-13.6%	-13.6%	-13.6%	4.7%	-13.1%	-10.7%
F	Transbay	30	No	4,500	4,899	1,385	18.5	18.6	62.4%	6.32	10.87	1,036	12.7	13.8	71.53%	5.61	9.64	-25.2%	-31.3%	-25.8%	9.1%	-11.2%	-11.3%
NL	Transbay	30	Yes	4,500	4,433	1,199	16.2	16.0	71.4%	7.14	11.44	1,067	14.4	14.2	77.21%	6.77	10.79	-11.0%	-11.1%	-11.0%	5.8%	-5.2%	-5.7%
O	Transbay	60	Yes	2,040	1,997	498	15.0	14.7	68.3%	7.20	11.57	428	12.9	12.6	79.63%	6.45	10.56	-14.1%	-14.1%	-14.1%	11.4%	-10.4%	-8.7%
TOTALS				253,330	241,571		24.6	23.6	73.5%				17.6	16.8	72.73%				-28.3%	-28.8%	-0.7%		