

## **Appendix B:**

# **Transit Route Statistics and Historical Data**



# FY 2024 Operating Plans and Statistics

## MTS Operating Plan

### Operating Plan

Route	Type of Route	Days of Operation	Base Vehicles	Peak Vehicles	One Way Length (Miles)
1	Urban Freq	7 Days/Wk	10	11	11.5
2	Urban Freq	7 Days/Wk	6	6	5.9
3	Urban Freq	7 Days/Wk	12	12	9.4
4	Urban Std	7 Days/Wk	4	7	11.1
5	Urban Freq	7 Days/Wk	5	5	4.8
6	Urban Freq	7 Days/Wk	4	4	4.5
7	Urban Freq	7 Days/Wk	11	14	8.4
8	Urban Freq	7 Days/Wk	6	7	8.5
9	Urban Freq	7 Days/Wk	4	4	6.5
10	Urban Freq	7 Days/Wk	9	9	9.2
11	Urban Freq	7 Days/Wk	6	7	10.5
12	Urban Freq	7 Days/Wk	8	10	9.9
13	Urban Freq	7 Days/Wk	13	13	12.5
14	Urban Std	Mon-Fri	2	2	10.1
18	Circulator	Mon-Fri	1	1	7.5
20	Express	7 Days/Wk	6	10	29.2
25	Circulator	Mon-Fri	2	2	12.9
27	Urban Std	7 Days/Wk	4	4	8.9
28	Urban Std	7 Days/Wk	2	4	3.5
30	Urban Freq	7 Days/Wk	11	12	17.8
31	Urban Std	Mon-Fri	---	3	7.9
35	Urban Freq	7 Days/Wk	5	5	4
41	Urban Freq	7 Days/Wk	8	12	12
43	Urban Freq	7 Days/Wk	5	6	7.1
44	Urban Freq	7 Days/Wk	7	10	8.9
60	Express	Mon-Fri	---	3	18.1
83	Circulator	Mon-Fri	1	1	4.9
84	Circulator	Mon-Fri	1	1	6.4
88	Circulator	Mon-Sat	1	1	2.9
105	Urban Std	7 Days/Wk	3	3	10.4
110	Express	Mon-Fri	---	---	19.9
115	Urban Std	7 Days/Wk	4	5	11.7

Route	Type of Route	Days of Operation	Base Vehicles	Peak Vehicles	One Way Length (Miles)
120	Urban Freq	7 Days/Wk	7	7	12.8
201/202	Rapid	7 Days/Wk	8	12	5.8
204	Rapid	Mon-Fri	1	1	3.4
215	Rapid	7 Days/Wk	11	11	9.9
225	Rapid	7 Days/Wk	5	8	24.8
227	Rapid	7 Days/Wk	8	15	13.3
235	Rapid	7 Days/Wk	13	14	38.4
237	Rapid	Mon-Fri	---	7	10.3
280	Rapid Express	Mon-Fri	---	4	33.7
290	Rapid Express	Mon-Fri	---	4	25.1
510	Light Rail	7 Days/Wk	20	21	30.3
520	Light Rail	7 Days/Wk	8	8	16.8
530	Light Rail	7 Days/Wk	9	9	20.4
535	Light Rail	7 Days/Wk	2	2	3.7
540	Light Rail	Limited	1	1	3.1
701	Urban Freq	7 Days/Wk	5	5	8.5
704	Urban Std	7 Days/Wk	5	5	13.5
705	Urban Std	Mon-Sat	2	3	9.3
707	Urban Std	Mon-Fri	2	3	6.7
709	Urban Freq	7 Days/Wk	7	9	9.2
712	Urban Freq	7 Days/Wk	4	6	7.5
815	Urban Freq	7 Days/Wk	4	4	3.9
816	Urban Std	Mon-Fri	3	3	7.1
832	Urban Std	7 Days/Wk	1	1	5.5
833	Urban Std	7 Days/Wk	2	2	7.5
834	Urban Std	Mon-Fri	---	1	7.5
838	Urban Std	7 Days/Wk	2	2	14.5
848	Urban Std	7 Days/Wk	3	3	8.2
851	Circulator	Mon-Fri	1	1	6.4
852	Urban Std	7 Days/Wk	3	3	6.9
854	Urban Std	Mon-Fri	2	2	5.6
855	Urban Std	7 Days/Wk	2	2	5
856	Urban Std	7 Days/Wk	5	5	13.3
864	Urban Std	7 Days/Wk	3	3	6.9
872	Urban Std	Mon-Fri	1	1	3.5

Route	Type of Route	Days of Operation	Base Vehicles	Peak Vehicles	One Way Length (Miles)
874/875	Urban Std	7 Days/Wk	4	4	9.8
888	Rural	Mon and Fri	1	1	88.4
891	Rural	Thurs only	1	1	88.2
892	Rural	Fri only	1	1	84.6
894	Rural	Mon-Fri	2	3	57.4
901	Urban Freq	7 Days/Wk	6	10	19.4
904	Urban Std	7 Days/Wk	1	1	2.7
905	Urban Std	7 Days/Wk	3	5	9.1
906/907	Urban Freq	7 Days/Wk	8	8	7.5
909	Circulator	Mon-Fri	1	1	7.1
916/917	Urban Std	Mon-Sat	2	3	11.6
921	Urban Std	7 Days/Wk	4	4	9
923	Urban Std	Mon-Fri	4	4	9.1
928	Urban Std	7 Days/Wk	4	4	10.5
929	Urban Freq	7 Days/Wk	14	15	15.7
932	Urban Freq	7 Days/Wk	9	9	10.7
933/934	Urban Freq	7 Days/Wk	11	12	15.3
936	Urban Std	7 Days/Wk	4	4	8
944	Urban Std	Mon-Sat	2	2	5.5
945	Urban Std	Mon-Sat	3	3	10.6
945A	Urban Std	Mon-Fri	---	1	13.9
955	Urban Freq	7 Days/Wk	9	9	10
961	Urban Freq	7 Days/Wk	5	5	9.5
962	Urban Freq	7 Days/Wk	6	6	7.5
963	Urban Std	7 Days/Wk	2	2	4.3
964	Circulator	Mon-Fri	3	3	7.5
965	Circulator	Mon-Sat	1	1	6
967	Urban Std	Mon-Fri	1	1	8.9
968	Urban Std	Mon-Fri	1	1	5.4
985	Circulator	Mon-Fri	---	2	5.5
992	Urban Freq	7 Days/Wk	4	4	7.8

## Weekday Operating Plan

Route	Weekday First Departure	Weekday Peak Frequency (Minutes)	Weekday Early Frequency (Minutes)	Weekday Midday Frequency (Minutes)	Weekday Evening Frequency (Minutes)	Weekday Late Night Frequency (Minutes)	Weekday Last Departure
1	4:46 a.m.	15	30	15	30	30	11:37 p.m.
2	4:17 a.m.	15	30	15	15	30	12:41 a.m.
3	4:39 a.m.	12	30	12	30	30	11:38 p.m.
4	4:43 a.m.	15	30	30	30	60	11:12 p.m.
5	4:46 a.m.	15	30	15	30	30	10:59 p.m.
6	5:24 a.m.	20	30	20	30	30	11:05 p.m.
7	4:23 a.m.	12	20	12	15	30	13:35 a.m.
8	5:05 a.m.	15	30	15	30	30	11:57 p.m.
9	5:46 a.m.	20	30	20	30	30	10:20 p.m.
10	4:36 a.m.	15	30	15	15	30	11:47 p.m.
11	4:37 a.m.	20	30	20	30	30	10:27 p.m.
12	4:29 a.m.	7.5	30	15	15	30	11:35 p.m.
13	4:34 a.m.	12	15	12	30	30	11:37 p.m.
14	6:21 a.m.	60	60	60	60	---	6:22 p.m.
18	7:08 a.m.	30	30	30	30	---	5:08 p.m.
20	4:56 a.m.	15	30	30	30	---	9:12 p.m.
25	6:30 a.m.	60	60	60	60	---	5:10 p.m.
27	5:33 a.m.	30	30	30	30	---	9:24 p.m.
28	5:26 a.m.	15	30	30	30	60	10:34 p.m.
30	4:45 a.m.	15	30	15	15	30	12:17 a.m.
31	5:39 a.m.	30	30	---	30	---	6:33 p.m.
35	5:13 a.m.	15	30	15	30	30	11:04 p.m.
41	5:21 a.m.	7.5	15	15	15	30	11:07 p.m.
43	4:35 a.m.	15	30	20	30	30	10:43 p.m.
44	4:28 a.m.	7.5	30	15	30	30	11:34 p.m.
60	5:04 a.m.	15	30	---	30	---	6:05 p.m.
83	6:11 a.m.	60	60	60	60	---	6:29 p.m.
84	6:13 a.m.	60	60	60	60	---	6:00 p.m.
88	6:08 a.m.	30	30	30	30	---	8:43 p.m.
105	5:15 a.m.	30	30	30	30	60	10:26 p.m.
110	6:02 a.m.	20	20	---	---	---	5:21 p.m.
115	6:02 a.m.	30	30	30	60	---	9:57 p.m.
120	4:59 a.m.	15	30	15	30	30	11:36 p.m.

Route	Weekday First Departure	Weekday Peak Frequency (Minutes)	Weekday Early Frequency (Minutes)	Weekday Midday Frequency (Minutes)	Weekday Evening Frequency (Minutes)	Weekday Late Night Frequency (Minutes)	Weekday Last Departure
201/202	5:45 a.m.	7.5	15	10	15	15	11:50 p.m.
204	5:58 a.m.	30	30	30	30	30	10:01 p.m.
215	4:26 a.m.	12	30	12	15	30	1:10 a.m.
225	4:23 a.m.	20	20	30	30	30	11:08 p.m.
227	4:07 a.m.	7.5	15	15	15	30	11:52 p.m.
235	4:41 a.m.	15	15	15	30	30	10:36 p.m.
237	5:52 a.m.	15	30	---	30	---	8:01 p.m.
280	5:03 a.m.	30	30	---	---	---	5:59 p.m.
290	5:15 a.m.	30	30	---	---	---	5:51 p.m.
510	4:18 a.m.	7.5	7.5	7.5	7.5	15	12:49 a.m.
520	4:33 a.m.	15	15	15	15	30	12:18 a.m.
530	4:23 a.m.	15	15	15	15	30	11:59 p.m.
535	4:57 a.m.	15	15	15	15	30	11:12 p.m.
540	---	---	---	---	---	---	---
701	5:33 a.m.	20	30	20	30	45	10:30 p.m.
704	5:22 a.m.	30	30	30	60	---	9:05 p.m.
705	6:10 a.m.	30	30	30	30	60	10:24 p.m.
707	5:49 a.m.	30	30	60	60	---	7:23 p.m.
709	4:52 a.m.	7.5	15	15	30	60	10:29 p.m.
712	5:03 a.m.	15	15	20	30	60	10:11 p.m.
815	4:45 a.m.	15	15	15	30	30	10:13 p.m.
816	5:45 a.m.	30	30	30	30	---	6:42 p.m.
832	6:05 a.m.	45	45	60	60	---	7:21 p.m.
833	5:44 a.m.	45	60	45	---	---	5:48 p.m.
834	6:36 a.m.	60	60	60	60	---	6:48 p.m.
838	5:03 a.m.	60	60	60	60	---	8:06 p.m.
848	4:23 a.m.	30	30	30	60	---	9:52 p.m.
851	5:23 a.m.	60	60	60	60	---	6:50 p.m.
852	5:02 a.m.	30	30	30	30	30	10:49 p.m.
854	5:42 a.m.	20	60	20	30	45	10:10 p.m.
855	5:01 a.m.	30	30	30	60	60	10:35 p.m.
856	4:30 a.m.	30	30	30	30	60	10:23 p.m.
864	5:11 a.m.	30	30	30	30	60	10:11 p.m.
872	6:49 a.m.	30	30	30	30	---	7:26 p.m.

Route	Weekday First Departure	Weekday Peak Frequency (Minutes)	Weekday Early Frequency (Minutes)	Weekday Midday Frequency (Minutes)	Weekday Evening Frequency (Minutes)	Weekday Late Night Frequency (Minutes)	Weekday Last Departure
874/875	5:10 a.m.	30	30	30	60	---	9:41 p.m.
888	9:40 a.m.	1 round trip					4:10 p.m.
891	7:45 a.m.	1 round trip					2:30 p.m.
892	7:50 a.m.	1 round trip					2:30 p.m.
894	5:39 a.m.	4 round trips + 1 tripper					5:35 p.m.
901	4:18 a.m.	20	20	30	30	60	1:20 a.m.
904	9:52 a.m.	60	60	60	60	---	6:30 p.m.
905	4:13 a.m.	15	30	30	30	---	9:38 p.m.
906/907	3:52 a.m.	15	20	15	30	60	2:53 a.m.
909	4:58 a.m.	60	60	60	60	---	7:33 p.m.
916/917	5:10 a.m.	30	60	60	60	---	9:46 p.m.
921	5:35 a.m.	30	30	30	30	---	7:07 p.m.
923	5:19 a.m.	30	30	30	30	---	6:42 p.m.
928	4:47 a.m.	30	30	30	60	---	9:37 p.m.
929	4:30 a.m.	15	30	15	30	60	1:47 a.m.
932	4:22 a.m.	15	30	15	30	60	11:44 p.m.
933/934	4:44 a.m.	15	20	15	30	60	12:06 a.m.
936	4:53 a.m.	30	30	30	60	---	9:53 p.m.
944	5:04 a.m.	30	30	30	30	---	7:15 p.m.
945	5:09 a.m.	30	30	30	45	---	7:47 p.m.
945A	6:30 a.m.	4 round trips					5:03 p.m.
955	4:43 a.m.	15	20	15	20	30	10:56 p.m.
961	5:00 a.m.	15	30	15	30	60	10:45 p.m.
962	5:05 a.m.	15	30	15	30	45	10:22 p.m.
963	5:27 a.m.	30	30	30	45	---	9:52 p.m.
964	5:35 a.m.	30	45	30	30	---	7:58 p.m.
965	5:00 a.m.	35	35	35	35	---	8:30 p.m.
967	6:07 a.m.	60	60	60	60	---	7:54 p.m.
968	4:54 a.m.	60	60	60	60	---	9:01 p.m.
985	6:12 a.m.	15	15	---	30	---	7:08 p.m.
992	4:49 a.m.	15	20	15	30	30	12:27 a.m.



## Saturday Operating Plan

Route	Saturday First Departure	Saturday Peak Frequency (Minutes)	Saturday Early Frequency (Minutes)	Saturday Midday Frequency (Minutes)	Saturday Evening Frequency (Minutes)	Saturday Late Night Frequency (Minutes)	Saturday Last Departure
1	5:22 a.m.	30	30	30	30	30	11:37 p.m.
2	4:17 a.m.	30	30	30	30	30	12:41 a.m.
3	5:18 a.m.	20	30	20	30	60	11:38 p.m.
4	5:43 a.m.	30	30	30	30	60	10:34 p.m.
5	5:03 a.m.	30	30	30	30	---	9:26 p.m.
6	6:30 a.m.	20	30	20	30	30	10:10 p.m.
7	5:05 a.m.	15	30	15	15	30	12:58 a.m.
8	5:42 a.m.	20	30	20	30	30	11:57 p.m.
9	6:27 a.m.	30	30	30	30	30	10:20 p.m.
10	5:13 a.m.	20	30	20	30	30	11:47 p.m.
11	5:37 a.m.	30	30	30	30	---	9:57 p.m.
12	4:30 a.m.	20	30	20	30	30	11:35 p.m.
13	5:11 a.m.	20	30	20	30	30	11:07 p.m.
14	---	---	---	---	---	---	---
18	---	---	---	---	---	---	---
20	5:41 a.m.	30	30	30	30	---	8:13 p.m.
25	---	---	---	---	---	---	---
27	6:02 a.m.	30	30	30	30	---	7:52 p.m.
28	6:11 a.m.	30	30	30	30	30	10:34 p.m.
30	5:42 a.m.	30	30	30	30	30	12:17 a.m.
31	---	---	---	---	---	---	---
35	6:11 a.m.	30	30	30	30	30	11:04 p.m.
41	6:07 a.m.	30	30	30	30	60	10:09 p.m.
43	5:58 a.m.	30	30	30	30	30	10:19 p.m.
44	5:31 a.m.	30	30	30	30	60	11:19 p.m.
60	---	---	---	---	---	---	---
83	---	---	---	---	---	---	---
84	---	---	---	---	---	---	---
88	5:54 a.m.	30	30	30	30	---	8:26 p.m.
105	5:46 a.m.	60	60	60	60	---	8:26 p.m.
110	---	---	---	---	---	---	---
115	6:33 a.m.	60	60	60	60	---	8:39 p.m.
120	5:45 a.m.	30	30	30	30	---	9:55 p.m.

Route	Saturday First Departure	Saturday Peak Frequency (Minutes)	Saturday Early Frequency (Minutes)	Saturday Midday Frequency (Minutes)	Saturday Evening Frequency (Minutes)	Saturday Late Night Frequency (Minutes)	Saturday Last Departure
201/202	5:45 a.m.	15	15	15	15	15	10:05 p.m.
204	---	---	---	---	---	---	---
215	4:48 a.m.	15	30	15	15	30	1:11 a.m.
225	4:46 a.m.	30	30	30	30	60	10:39 p.m.
227	4:23 a.m.	15	15	15	15	30	11:52 p.m.
235	4:41 a.m.	30	30	30	30	30	10:06 p.m.
237	---	---	---	---	---	---	---
280	---	---	---	---	---	---	---
290	---	---	---	---	---	---	---
510	4:25 a.m.	15	15	15	15	15	12:49 a.m.
520	4:59 a.m.	15	30	15	15	30	12:18 a.m.
530	4:38 a.m.	15	30	15	15	30	11:59 p.m.
535	5:12 a.m.	15	30	15	15	30	11:12 p.m.
540	9:07 a.m.	60	60	60	---	---	5:07 p.m.
701	6:59 a.m.	60	60	60	60	---	9:04 p.m.
704	5:57 a.m.	60	60	60	60	---	8:35 p.m.
705	7:41 a.m.	30	30	30	30	---	7:29 p.m.
707	---	---	---	---	---	---	---
709	5:43 a.m.	30	60	30	60	---	9:59 p.m.
712	6:24 a.m.	30	30	30	30	---	8:36 p.m.
815	5:45 a.m.	30	60	30	60	60	10:13 p.m.
816	---	---	---	---	---	---	---
832	8:21 a.m.	60	60	60	---	---	4:21 p.m.
833	8:51 a.m.	60	---	60	---	---	4:41 p.m.
834	---	---	---	---	---	---	---
838	6:51 a.m.	60	60	60	60	---	7:03 p.m.
848	5:49 a.m.	60	60	60	60	---	9:41 p.m.
851	---	---	---	---	---	---	---
852	6:23 a.m.	30	30	30	30	30	10:01 p.m.
854	---	---	---	---	---	---	---
855	6:31 a.m.	60	60	60	60	---	9:05 p.m.
856	5:27 a.m.	60	60	60	60	---	9:32 p.m.
864	6:04 a.m.	60	60	60	60	---	9:57 p.m.
872	---	---	---	---	---	---	---

Route	Saturday First Departure	Saturday Peak Frequency (Minutes)	Saturday Early Frequency (Minutes)	Saturday Midday Frequency (Minutes)	Saturday Evening Frequency (Minutes)	Saturday Late Night Frequency (Minutes)	Saturday Last Departure
874/875	6:16 a.m.	60	60	60	60	---	9:11 p.m.
888	---	---	---	---	---	---	---
891	---	---	---	---	---	---	---
892	---	---	---	---	---	---	---
894	---	---	---	---	---	---	---
901	5:18 a.m.	30	60	30	60	60	1:21 a.m.
904	9:52 a.m.	60	60	60	60	---	6:30 p.m.
905	5:16 a.m.	60	60	60	60	---	8:44 p.m.
906/907	4:18 a.m.	15	30	15	30	60	2:53 a.m.
909	---	---	---	---	---	---	---
916/917	6:09 a.m.	60	60	60	60	---	9:14 p.m.
921	7:19 a.m.	60	60	60	60	---	7:22 p.m.
923	---	---	---	---	---	---	---
928	6:25 a.m.	60	60	60	60	---	9:37 p.m.
929	4:45 a.m.	20	30	20	30	60	1:48 a.m.
932	4:44 a.m.	20	30	20	30	60	11:44 p.m.
933/934	4:59 a.m.	20	60	20	30	60	12:06 a.m.
936	5:12 a.m.	30	60	30	60	---	9:54 p.m.
944	6:03 a.m.	60	60	60	60	---	6:36 p.m.
945	6:41 a.m.	45	45	45	60	---	6:58 p.m.
945A	---	---	---	---	---	---	---
955	5:37 a.m.	20	30	20	30	60	10:56 p.m.
961	6:15 a.m.	30	30	30	60	---	9:16 p.m.
962	5:27 a.m.	30	60	30	45	---	8:37 p.m.
963	5:50 a.m.	60	60	60	60	---	7:22 p.m.
964	---	---	---	---	---	---	---
965	7:00 a.m.	35	35	35	35	---	7:15 p.m.
967	---	---	---	---	---	---	---
968	---	---	---	---	---	---	---
985	---	---	---	---	---	---	---
992	4:49 a.m.	15	20	15	30	30	12:27 a.m.

## Sunday Operating Plan

Route	Sunday First Departure	Sunday Peak Frequency (Minutes)	Sunday Early Frequency (Minutes)	Sunday Midday Frequency (Minutes)	Sunday Evening Frequency (Minutes)	Sunday Late Night Frequency (Minutes)	Sunday Last Departure
1	5:39 a.m.	30	30	30	30	---	8:12 p.m.
2	5:17 a.m.	30	60	30	30	60	10:01 p.m.
3	5:48 a.m.	30	30	30	30	---	8:06 p.m.
4	5:43 a.m.	30	60	30	30	---	8:04 p.m.
5	5:33 a.m.	30	60	30	60	---	8:26 p.m.
6	7:34 a.m.	30	30	30	60	---	8:07 p.m.
7	5:32 a.m.	15	30	15	15	30	10:58 p.m.
8	5:56 a.m.	20	30	20	30	---	9:57 p.m.
9	7:20 a.m.	30	30	30	30	---	9:12 p.m.
10	5:13 a.m.	30	30	30	30	---	9:47 p.m.
11	6:20 a.m.	30	60	30	60	---	7:54 p.m.
12	4:55 a.m.	30	60	30	30	60	10:05 p.m.
13	5:26 a.m.	30	30	30	30	---	8:37 p.m.
14	---	---	---	---	---	---	---
18	---	---	---	---	---	---	---
20	5:41 a.m.	60	60	60	60	---	7:39 p.m.
25	---	---	---	---	---	---	---
27	7:07 a.m.	30	60	30	30	---	6:22 p.m.
28	6:26 a.m.	60	60	60	60	---	7:26 p.m.
30	5:42 a.m.	30	30	30	30	30	11:13 p.m.
31	---	---	---	---	---	---	---
35	6:26 a.m.	30	30	30	30	---	9:26 p.m.
41	6:27 a.m.	30	30	30	30	---	9:27 p.m.
43	6:28 a.m.	30	30	30	30	---	9:47 p.m.
44	6:01 a.m.	30	30	30	30	---	9:49 p.m.
60	---	---	---	---	---	---	---
83	---	---	---	---	---	---	---
84	---	---	---	---	---	---	---
88	---	---	---	---	---	---	---
105	6:53 a.m.	60	60	60	60	---	8:26 p.m.
110	---	---	---	---	---	---	---
115	6:33 a.m.	60	60	60	60	---	6:23 p.m.
120	6:13 a.m.	30	60	30	60	---	9:25 p.m.

Route	Sunday First Departure	Sunday Peak Frequency (Minutes)	Sunday Early Frequency (Minutes)	Sunday Midday Frequency (Minutes)	Sunday Evening Frequency (Minutes)	Sunday Late Night Frequency (Minutes)	Sunday Last Departure
201/202	5:45 a.m.	15	15	15	15	15	10:05 p.m.
204	---	---	---	---	---	---	---
215	4:48 a.m.	15	30	15	15	30	1:11 a.m.
225	4:46 a.m.	30	30	30	30	60	10:39 p.m.
227	4:23 a.m.	15	15	15	15	30	11:52 p.m.
235	4:41 a.m.	30	30	30	30	30	10:06 p.m.
237	---	---	---	---	---	---	---
280	---	---	---	---	---	---	---
290	---	---	---	---	---	---	---
510	4:25 a.m.	15	15	15	15	15	12:49 a.m.
520	4:59 a.m.	15	30	15	15	30	12:18 a.m.
530	4:38 a.m.	15	30	15	15	30	11:59 a.m.
535	5:12 a.m.	15	30	15	15	30	11:12 p.m.
540	9:07 a.m.	60	60	60	---	---	5:07 p.m.
701	7:09 a.m.	60	60	60	60	---	7:28 p.m.
704	7:13 a.m.	60	60	60	60	---	6:21 p.m.
705	---	---	---	---	---	---	---
707	---	---	---	---	---	---	---
709	6:43 a.m.	60	60	60	60	---	7:58 p.m.
712	6:39 a.m.	60	60	60	60	---	6:51 p.m.
815	5:45 a.m.	30	60	30	60	---	8:13 p.m.
816	---	---	---	---	---	---	---
832	8:21 a.m.	60	60	60	---	---	4:21 p.m.
833	8:51 a.m.	60	---	60	---	---	4:41 p.m.
834	---	---	---	---	---	---	---
838	6:51 a.m.	60	60	60	60	---	7:03 p.m.
848	6:44 a.m.	60	60	60	60	---	8:41 p.m.
851	---	---	---	---	---	---	---
852	6:23 a.m.	30	30	30	30	---	9:01 p.m.
854	---	---	---	---	---	---	---
855	7:31 a.m.	60	60	60	60	---	6:03 p.m.
856	6:26 a.m.	60	60	60	60	---	6:32 p.m.
864	6:04 a.m.	60	60	60	60	---	8:11 p.m.
872	---	---	---	---	---	---	---

Route	Sunday First Departure	Sunday Peak Frequency (Minutes)	Sunday Early Frequency (Minutes)	Sunday Midday Frequency (Minutes)	Sunday Evening Frequency (Minutes)	Sunday Late Night Frequency (Minutes)	Sunday Last Departure
874/875	6:39 a.m.	60	60	60	60	---	8:11 p.m.
888	---	---	---	---	---	---	---
891	---	---	---	---	---	---	---
892	---	---	---	---	---	---	---
894	---	---	---	---	---	---	---
901	5:18 a.m.	60	60	60	60	60	11:13 p.m.
904	9:52 a.m.	60	60	60	60	---	6:30 p.m.
905	5:30 a.m.	60	60	60	60	---	8:30 p.m.
906/907	5:16 a.m.	15	30	15	30	60	11:24 p.m.
909	---	---	---	---	---	---	---
916/917	---	---	---	---	---	---	---
921	7:19 a.m.	60	60	60	60	---	7:22 p.m.
923	---	---	---	---	---	---	---
928	8:30 a.m.	60	60	60	60	---	6:04 p.m.
929	5:03 a.m.	20	60	20	30	60	11:18 p.m.
932	5:44 a.m.	30	60	30	60	---	7:58 p.m.
933/934	5:15 a.m.	30	60	30	60	---	8:59 p.m.
936	5:12 a.m.	30	60	30	60	---	7:08 p.m.
944	---	---	---	---	---	---	---
945	---	---	---	---	---	---	---
945A	---	---	---	---	---	---	---
955	5:57 a.m.	30	60	30	60	---	8:55 p.m.
961	6:52 a.m.	60	60	60	60	---	6:52 p.m.
962	6:11 a.m.	30	60	30	45	---	7:52 p.m.
963	5:50 a.m.	60	60	60	60	---	7:22 p.m.
964	---	---	---	---	---	---	---
965	---	---	---	---	---	---	---
967	---	---	---	---	---	---	---
968	---	---	---	---	---	---	---
985	---	---	---	---	---	---	---
992	4:49 a.m.	15	20	15	30	30	12:27 a.m.

## FY 2024 NCTD Operating Plan

### Weekday Operating Plan

Route	Type of Route	Days of Operation	Weekday First Departure	Weekday Peak Frequency (Minutes)	Weekday Early Frequency (Minutes)	Weekday Midday Frequency (Minutes)	Weekday Evening Frequency (Minutes)	Weekday Late Night Frequency (Minutes)	Weekday Last Departure
302	BREEZE Core Route	7 Days/Wk	4:36 AM	30	20	20	20	30	11:06 PM
303	BREEZE Core Route	7 Days/Wk	4:05 AM	30	20	20	20	30	11:39 PM
332	BREEZE Core Route	7 Days/Wk	4:26 AM	30	30	20	30	--	9:12 PM
350	BREEZE Core Route	7 Days/Wk	4:32 AM	20	20	20	20	20	10:42 PM
351	BREEZE Core Route	7 Days/Wk	5:00 AM	30	20	20	20	45	10:33 PM
352	BREEZE Core Route	7 Days/Wk	4:04 AM	60	20	20	25	---	8:31 PM
301	BREEZE Corridor Route	7 Days/Wk	5:08 AM	30	30	30	60	60	9:49 PM
304	BREEZE Corridor Route	Mon-Sat	4:52 AM	30	25	60	60	---	8:27 PM
305	BREEZE Corridor Route	7 Days/Wk	4:21 AM	30	30	30	30	30	11:12 PM
308	BREEZE Corridor Route	7 Days/Wk	5:00 AM	60	60	60	60	---	8:32 PM
309	BREEZE Corridor Route	7 Days/Wk	4:09 AM	30	30	30	30	60	9:46 PM
315	BREEZE Corridor Route	7 Days/Wk	4:05 AM	60	60	60	60	---	8:45 PM
313	BREEZE Local Route	Mon-Fri	5:48 AM	60	60	60	---	---	6:33 PM
318	BREEZE Local Route	Mon-Sat	4:33 AM	60	60	60	60	---	7:06 PM
354	BREEZE Local Route	7 Days/Wk	5:23 AM	30	25	30	30	---	8:02 PM
355	BREEZE Local Route	7 Days/Wk	6:02 AM	---	60	60	60	---	8:02 PM
356	BREEZE Local Route	7 Days/Wk	5:02 AM	30	30	30	30	---	9:02 PM
357	BREEZE Local Route	7 Days/Wk	6:32 AM	---	60	60	---	---	5:32 PM
358	BREEZE Local Route	Mon-Fri	6:02 AM	---	120	120	120	---	8:02 PM
359	BREEZE Local Route	Mon-Fri	5:02 AM	120	120	120	120	---	7:02 PM
323	BREEZE Circulator Route	Mon-Fri	5:45 AM	60	60	60	---	---	6:18 PM
325	BREEZE Circulator Route	Mon-Sat	6:14 AM	---	60	60	---	---	6:10 PM
334	BREEZE Circulator Route	Mon-Sat	4:27 AM	30	30	45	45	---	7:36 PM
347	BREEZE Circulator Route	Mon-Sat	5:16 AM	30	30	30	30	---	7:23 PM

Route	Type of Route	Days of Operation	Weekday First Departure	Weekday Peak Frequency (Minutes)	Weekday Early Frequency (Minutes)	Weekday Midday Frequency (Minutes)	Weekday Evening Frequency (Minutes)	Weekday Late Night Frequency (Minutes)	Weekday Last Departure
353	BREEZE Circulator Route	7 Days/Wk	5:33 AM	60	60	60	60	---	8:06 PM
306	BREEZE Rural Route	7 Days/Wk	5:08 AM	30	30	60	60	---	11:17 AM
388	BREEZE Rural Route	7 Days/Wk	4:33 AM	30	120	120	120	---	9:15 PM
311	BREEZE Commuter Route	Mon-Fri	5:00 AM	60	60	35	---	---	5:27 PM
444	BREEZE Commuter Route	Mon-Fri	7:36 AM	---	60	---	---	---	5:51 PM
445	BREEZE Commuter Route	Mon-Fri	6:34 AM	---	60	---	---	---	6:36 PM
604	BREEZE Supplemental Route	Mon-Fri	6:53 AM	---	---	---	---	---	5:23 PM
608	BREEZE Supplemental Route	Mon-Fri	8:02 AM	---	---	---	---	---	3:42 PM
609	BREEZE Supplemental Route	Mon-Fri	7:45 AM	---	---	---	---	---	3:45 PM
623	BREEZE Supplemental Route	Mon-Fri	7:15 AM	---	---	---	---	---	3:45 PM
632	BREEZE Supplemental Route	Mon-Fri	7:50 AM	---	---	---	---	---	3:40 PM
634	BREEZE Supplemental Route	Mon-Fri	8:23 AM	---	---	---	---	---	3:45 PM
645	BREEZE Supplemental Route	Mon-Fri	7:50 AM	---	---	---	---	---	3:30 PM
651	BREEZE Supplemental Route	Mon-Fri	7:52 AM	---	---	---	---	---	3:14 PM
652	BREEZE Supplemental Route	Mon-Fri	7:45 AM	---	---	---	---	---	3:10 PM
371	FLEX Route	Mon-Fri	4:46 AM	105	120	---	---	---	6:35 PM
392	FLEX Route	7 Days/Wk	4:54 AM	50	60	60	60	---	7:48 PM
395	FLEX Route	7 Days/Wk	7:08 AM	---	180	180	---	---	6:01 PM
471	COASTER Connection Route	Mon-Fri	6:30 AM	---	40	---	---	-	5:59 PM
472	COASTER Connection Route	Mon-Fri	6:30 AM	---	40	---	---	-	6:10 PM
473	COASTER Connection Route	Mon-Fri	6:30 AM	---	40	---	---	-	6:01 PM



Route	Type of Route	Days of Operation	Weekday First Departure	Weekday Peak Frequency (Minutes)	Weekday Early Frequency (Minutes)	Weekday Midday Frequency (Minutes)	Weekday Evening Frequency (Minutes)	Weekday Late Night Frequency (Minutes)	Weekday Last Departure
478	COASTER Connection Route	Mon-Fri	6:30 AM	---	40	---	---	-	6:02 PM
479	COASTER Connection Route	Mon-Fri	6:30 AM	---	40	---	---	-	5:57 PM
398	COASTER Commuter Rail	7 Days/Wk	5:16 AM	40	40	60	90	---	11:40 PM
399	SPRINTER Hybrid Rail	7 Days/Wk	4:03 AM	30	30	30	30	30	11:33 PM
LIFT	LIFT Paratransit	7 Days/Wk	4:04 AM	---	---	---	---	---	11:39 PM

## Saturday Operating Plan

Route	Saturday First Departure	Saturday Peak Frequency (Minutes)	Saturday Early Frequency (Minutes)	Saturday Midday Frequency (Minutes)	Saturday Evening Frequency (Minutes)	Saturday Late Night Frequency (Minutes)	Saturday Last Departure
302	5:11 AM	30	20	20	30	60	11:06 PM
303	4:33 AM	30	20	20	30	30	11:35 PM
332	6:06 AM	---	90	90	120	---	7:22 PM
350	5:33 AM	30	30	30	30	60	10:11 PM
351	6:58 AM	---	30	30	60	---	9:32 PM
352	5:14 AM	60	30	30	60	---	9:01 PM
301	5:11 AM	30	30	30	60	60	9:50 PM
304	6:53 AM	---	60	60	60	---	8:27 PM
305	5:16 AM	30	30	30	30	30	11:12 PM
308	7:03 AM	---	60	60	60	---	8:12 PM
309	4:58 AM	60	30	30	75	120	10:22 PM
315	6:21 AM	---	60	60	60	---	8:53 PM
313	---	---	---	---	---	---	---
318	5:35 AM	60	60	60	60	---	7:06 PM
354	8:32 AM	---	60	60	---	---	6:02 PM
355	6:33 AM	---	120	120	---	---	6:33 PM
356	7:32 AM	---	30	30	---	---	5:32 PM
357	7:33 AM	---	120	120	120	---	9:33 PM
358	---	---	---	---	---	---	---
359	---	---	---	---	---	---	---
323	---	---	---	---	---	---	---
325	8:28 AM	---	---	120	---	---	4:16 PM
334	5:26 AM	30	30	45	---	---	6:06 PM
347	7:20 AM	---	60	60	60	---	6:49 PM
353	5:33 AM	60	60	60	60	---	8:07 PM
306	5:14 AM	60	60	60	60	---	8:12 PM
388	4:33 AM	60	150	120	120	---	9:09 PM
311	---	---	---	---	---	---	---
444	---	---	---	---	---	---	---
445	---	---	---	---	---	---	---
604	---	---	---	---	---	---	---
608	---	---	---	---	---	---	---
609	---	---	---	---	---	---	---

Route	Saturday First Departure	Saturday Peak Frequency (Minutes)	Saturday Early Frequency (Minutes)	Saturday Midday Frequency (Minutes)	Saturday Evening Frequency (Minutes)	Saturday Late Night Frequency (Minutes)	Saturday Last Departure
623	---	---	---	---	---	---	---
632	---	---	---	---	---	---	---
634	---	---	---	---	---	---	---
645	---	---	---	---	---	---	---
651	---	---	---	---	---	---	---
652	---	---	---	---	---	---	---
371	---	---	---	---	---	---	---
392	5:36 AM	120	120	120	---	---	5:40 PM
395	7:08 AM	---	180	180	---	---	6:01 PM
471	---	---	---	---	---	---	---
472	---	---	---	---	---	---	---
473	---	---	---	---	---	---	---
478	---	---	---	---	---	---	---
479	---	---	---	---	---	---	---
398	7:36 AM	---	100	60	80	---	11:40 PM
399	4:33 AM	30	30	30	30	30	11:33 PM
LIFT	4:33 AM	---	---	---	---	---	11:35 PM

## Sunday Operating Plan

Route	Sunday First Departure	Sunday Peak Frequency (Minutes)	Sunday Early Frequency (Minutes)	Sunday Midday Frequency (Minutes)	Sunday Evening Frequency (Minutes)	Sunday Late Night Frequency (Minutes)	Sunday Last Departure
302	5:11 AM	30	20	20	30	60	11:06 PM
303	4:33 AM	30	20	20	30	30	11:35 PM
332	6:06 AM	---	90	90	120	---	7:22 PM
350	5:33 AM	30	30	30	30	60	10:11 PM
351	6:58 AM	---	30	30	60	---	9:32 PM
352	5:14 AM	60	30	30	60	---	9:01 PM
301	5:11 AM	30	30	30	60	60	9:50 PM
304	---	---	---	---	---	---	---
305	5:16 AM	30	30	30	30	30	11:12 PM
308	7:03 AM	---	60	60	60	---	8:12 PM
309	4:58 AM	60	60	60	75	120	10:22 PM
315	6:21 AM	---	60	60	60	---	8:53 PM
313	---	---	---	---	---	---	---
318	---	---	---	---	---	---	---
354	8:32 AM	---	60	60	---	---	6:02 PM
355	6:33 AM	---	120	120	---	---	6:33 PM
356	7:32 AM	---	30	30	---	---	5:32 PM
357	7:33 AM	---	120	120	120	---	9:33 PM
358	---	---	---	---	---	---	---
359	---	---	---	---	---	---	---
323	---	---	---	---	---	---	---
325	---	---	---	---	---	---	---
334	---	---	---	---	---	---	---
347	---	---	---	---	---	---	---
353	5:33 AM	60	60	60	60	---	8:07 PM
306	5:14 AM	60	60	60	60	---	8:12 PM
388	4:33 AM	60	150	120	120	---	9:09 PM
311	---	---	---	---	---	---	---
444	---	---	---	---	---	---	---
445	---	---	---	---	---	---	---
604	---	---	---	---	---	---	---
608	---	---	---	---	---	---	---
609	---	---	---	---	---	---	---

Route	Sunday First Departure	Sunday Peak Frequency (Minutes)	Sunday Early Frequency (Minutes)	Sunday Midday Frequency (Minutes)	Sunday Evening Frequency (Minutes)	Sunday Late Night Frequency (Minutes)	Sunday Last Departure
623	---	---	---	---	---	---	---
632	---	---	---	---	---	---	---
634	---	---	---	---	---	---	---
645	---	---	---	---	---	---	---
651	---	---	---	---	---	---	---
652	---	---	---	---	---	---	---
371	---	---	---	---	---	---	---
392	5:36 AM	120	120	120	---	---	5:40 PM
395	7:08 AM	---	180	180	---	---	6:01 PM
471	---	---	---	---	---	---	---
472	---	---	---	---	---	---	---
473	---	---	---	---	---	---	---
478	---	---	---	---	---	---	---
479	---	---	---	---	---	---	---
398	7:36 AM	---	100	60	80	---	9:20 PM
399	4:33 AM	30	30	30	30	30	8:33 PM
LIFT	4:33 AM	---	---	---	---	---	11:35 PM

FY 2024 MTS Operating Statistics

Route	Total Operating Cost	Fare Revenue	Subsidy Amount	Total Passengers	Total Miles	Revenue Miles	Revenue Hours	Farebox Recovery Rate	Operating Cost/Revenue Mile
1	\$3,356,505	\$997,371	\$2,359,134	800,263	463,425	377,126	41,365	29.7%	\$8.90
2	\$4,640,276	\$614,692	\$4,025,584	565,812	277,631	244,510	31,101	13.2%	\$18.98
3	\$3,642,961	\$1,291,378	\$2,351,583	980,436	495,399	409,311	51,825	35.4%	\$8.90
4	\$3,673,273	\$539,725	\$3,133,548	585,467	306,760	259,511	24,620	14.7%	\$14.15
5	\$1,541,584	\$539,732	\$1,001,852	444,575	214,282	173,207	22,608	35.0%	\$8.90
6	\$2,274,460	\$258,785	\$2,015,675	228,240	146,470	130,262	15,245	11.4%	\$17.46
7	\$9,703,293	\$1,843,486	\$7,859,806	1,878,600	582,390	504,551	65,036	19.0%	\$19.23
8	\$5,069,239	\$677,180	\$4,392,059	585,420	396,810	351,639	33,976	13.4%	\$14.42
9	\$2,614,127	\$256,645	\$2,357,481	244,211	177,499	157,171	17,521	9.8%	\$16.63
10	\$5,970,327	\$1,099,668	\$4,870,659	946,198	437,795	349,162	40,016	18.4%	\$17.10
11	\$4,669,189	\$575,917	\$4,093,271	476,835	338,332	308,059	31,295	12.3%	\$15.16
12	\$6,415,327	\$814,460	\$5,600,867	931,667	520,393	415,528	42,999	12.7%	\$15.44
13	\$8,637,243	\$1,677,188	\$6,960,055	1,768,479	644,019	578,492	57,891	19.4%	\$14.93
14	\$530,912	\$49,799	\$481,113	44,440	74,473	64,713	6,417	9.4%	\$8.20
18	\$216,667	\$20,377	\$196,289	15,172	43,449	39,560	2,619	9.4%	\$5.48
20	\$5,130,498	\$427,799	\$4,702,699	373,704	707,009	651,252	34,387	8.3%	\$7.88
25	\$513,055	\$55,370	\$457,685	49,382	81,871	77,607	6,201	10.8%	\$6.61
27	\$1,618,647	\$310,018	\$1,308,628	246,442	225,010	181,604	20,741	19.2%	\$8.91
28	\$744,670	\$261,500	\$483,170	237,800	133,168	83,669	12,236	35.1%	\$8.90
30	\$8,493,076	\$1,396,824	\$7,096,252	1,141,683	802,975	718,751	56,925	16.4%	\$11.82
31	\$709,194	\$103,194	\$606,000	82,306	71,692	58,841	4,753	14.6%	\$12.05
35	\$1,047,306	\$432,553	\$614,753	321,526	166,679	117,672	19,600	41.3%	\$8.90
41	\$5,451,388	\$849,899	\$4,601,489	776,587	546,925	462,488	36,538	15.6%	\$11.79
43	\$3,658,010	\$439,890	\$3,218,120	431,665	263,907	247,900	24,518	12.0%	\$14.76
44	\$5,114,612	\$751,564	\$4,363,048	769,307	393,830	356,926	34,281	14.7%	\$14.33
60	\$501,763	\$61,798	\$439,965	51,922	98,726	58,959	3,363	12.3%	\$8.51
83	\$264,672	\$23,118	\$241,554	17,221	30,084	25,814	3,199	8.7%	\$10.25
84	\$245,600	\$19,813	\$225,787	13,989	40,602	35,305	2,968	8.1%	\$6.96
88	\$463,990	\$110,130	\$353,860	80,297	66,501	50,720	7,243	23.7%	\$9.15
105	\$2,252,528	\$191,075	\$2,061,453	192,808	198,689	181,908	15,098	8.5%	\$12.38
110	\$289,537	\$24,582	\$264,955	19,781	62,746	40,035	1,941	8.5%	\$7.23
115	\$1,776,556	\$204,718	\$1,571,838	196,537	206,078	195,017	16,695	11.5%	\$9.11
120	\$4,987,298	\$559,365	\$4,427,933	486,196	366,811	346,437	33,427	11.2%	\$14.40
201/202	\$6,282,389	\$3,388,187	\$2,894,202	2,481,832	444,029	382,510	42,108	53.9%	\$16.42
204	\$609,819	\$89,186	\$520,633	67,905	34,326	28,387	4,087	14.6%	\$21.48
215	\$8,308,162	\$1,492,351	\$6,815,811	1,411,297	580,579	536,859	55,685	18.0%	\$15.48
225	\$6,244,038	\$754,598	\$5,489,440	568,654	786,843	719,776	37,338	12.1%	\$8.67
227	\$4,361,089	\$502,915	\$3,858,174	516,191	611,051	528,443	30,557	11.5%	\$8.25
235	\$9,734,280	\$1,308,181	\$8,426,099	1,136,314	1,675,004	1,537,301	65,244	13.4%	\$6.33
237	\$1,749,975	\$233,511	\$1,516,464	181,095	203,976	144,798	11,729	13.3%	\$12.09
280	\$1,132,004	\$158,200	\$973,804	50,397	269,200	118,992	3,792	14.0%	\$9.51

Route	Total Operating Cost	Fare Revenue	Subsidy Amount	Total Passengers	Total Miles	Revenue Miles	Revenue Hours	Farebox Recovery Rate	Operating Cost/ Revenue Mile
290	\$843,813	\$178,487	\$665,326	55,293	207,370	88,698	3,560	21.2%	\$9.51
701	\$1,850,342	\$325,132	\$1,525,210	326,143	216,504	207,898	20,174	17.6%	\$8.90
704	\$2,003,564	\$407,804	\$1,595,760	342,559	233,539	225,114	20,980	20.4%	\$8.90
705	\$895,107	\$199,332	\$695,775	166,041	109,725	100,571	11,145	22.3%	\$8.90
707	\$604,601	\$97,124	\$507,477	93,669	85,268	67,931	6,847	16.1%	\$8.90
709	\$2,968,469	\$703,463	\$2,265,006	629,505	379,052	333,528	30,353	23.7%	\$8.90
712	\$2,005,453	\$506,825	\$1,498,628	504,334	246,527	225,326	21,808	25.3%	\$8.90
815	\$962,250	\$372,728	\$589,522	281,329	120,312	105,463	14,367	38.7%	\$9.12
816	\$864,730	\$107,837	\$756,893	93,763	101,613	94,526	8,785	12.5%	\$9.15
832	\$244,471	\$38,940	\$205,531	35,864	36,079	27,910	2,677	15.9%	\$8.76
833	\$605,273	\$81,654	\$523,620	71,704	87,955	72,689	7,316	13.5%	\$8.33
834	\$225,459	\$23,279	\$202,180	21,871	25,410	24,645	2,418	10.3%	\$9.15
838	\$854,086	\$138,275	\$715,812	101,602	216,799	155,186	10,323	16.2%	\$5.50
848	\$1,399,732	\$292,653	\$1,107,079	243,493	177,836	153,399	15,766	20.9%	\$9.12
851	\$371,657	\$48,115	\$323,543	55,502	45,577	40,627	3,494	12.9%	\$9.15
852	\$1,531,048	\$265,267	\$1,265,781	226,001	188,913	167,998	18,545	17.3%	\$9.11
854	\$580,652	\$58,542	\$522,109	52,284	68,630	63,472	5,796	10.1%	\$9.15
855	\$782,118	\$168,134	\$613,984	184,924	101,006	85,660	9,084	21.5%	\$9.13
856	\$2,244,718	\$454,055	\$1,790,662	413,027	278,335	245,797	22,487	20.2%	\$9.13
864	\$1,207,898	\$327,543	\$880,355	252,786	144,718	132,361	15,016	27.1%	\$9.13
872	\$207,763	\$44,815	\$162,948	34,985	23,178	22,711	3,375	21.6%	\$9.15
874/875	\$1,508,363	\$321,662	\$1,186,701	244,176	177,499	165,047	17,172	21.3%	\$9.14
888	\$152,909	\$5,955	\$146,955	734	18,509	16,620	618	3.9%	\$9.20
891	\$85,241	\$2,702	\$82,539	299	10,094	9,265	330	3.2%	\$9.20
892	\$82,122	\$2,101	\$80,021	235	9,660	8,926	315	2.6%	\$9.20
894	\$919,756	\$150,728	\$769,028	36,858	112,299	99,970	4,083	16.4%	\$9.20
901	\$4,507,251	\$728,001	\$3,779,250	548,256	554,177	506,420	38,828	16.2%	\$8.90
904	\$262,773	\$18,196	\$244,577	43,772	42,522	29,524	5,930	6.9%	\$8.90
905	\$2,237,684	\$352,619	\$1,885,065	286,691	293,957	251,419	17,254	15.8%	\$8.90
906/907	\$2,703,483	\$1,249,741	\$1,453,742	1,033,771	351,733	303,755	42,584	46.2%	\$8.90
909	\$411,211	\$51,583	\$359,628	38,601	49,222	46,202	3,810	12.5%	\$8.90
916/917	\$1,181,121	\$138,953	\$1,042,168	118,045	953,788	132,707	11,690	11.8%	\$8.90
921	\$1,404,909	\$290,889	\$1,114,021	204,994	202,298	154,431	15,835	20.7%	\$9.10
923	\$1,091,002	\$168,045	\$922,957	132,010	154,755	122,581	13,429	15.4%	\$8.90
928	\$1,526,289	\$184,229	\$1,342,060	139,834	195,542	167,057	14,682	12.1%	\$9.14
929	\$5,742,620	\$1,594,578	\$4,148,042	1,367,194	724,939	645,222	66,782	27.8%	\$8.90
932	\$2,918,809	\$828,922	\$2,089,886	690,568	346,294	327,948	33,890	28.4%	\$8.90
933/934	\$5,279,075	\$1,189,987	\$4,089,089	1,207,652	611,357	593,140	52,513	22.5%	\$8.90
936	\$1,484,640	\$402,949	\$1,081,691	321,598	191,634	162,786	20,263	27.1%	\$9.12
944	\$584,000	\$55,735	\$528,265	42,691	90,614	76,009	7,058	9.5%	\$7.68
945	\$988,560	\$114,632	\$873,928	93,008	192,442	166,584	11,948	11.6%	\$5.93
945A	\$82,357	\$2,420	\$79,936	9,099	29,408	14,011	995	2.9%	\$5.88

Route	Total Operating Cost	Fare Revenue	Subsidy Amount	Total Passengers	Total Miles	Revenue Miles	Revenue Hours	Farebox Recovery Rate	Operating Cost/ Revenue Mile
950	\$340,001	\$84,175	\$255,826	70,219	77,345	38,201	2,245	24.8%	\$8.90
955	\$3,318,006	\$997,810	\$2,320,196	922,205	440,886	372,800	41,041	30.1%	\$8.90
961	\$2,132,724	\$481,435	\$1,651,288	445,373	266,258	239,626	23,551	22.6%	\$8.90
962	\$2,093,428	\$507,738	\$1,585,690	409,509	274,833	235,211	22,751	24.3%	\$8.90
963	\$690,185	\$147,514	\$542,672	117,439	90,980	77,547	9,400	21.4%	\$8.90
964	\$773,100	\$111,645	\$661,455	97,166	104,171	88,145	9,344	14.4%	\$8.77
965	\$387,777	\$47,416	\$340,361	42,310	53,128	47,720	4,687	12.2%	\$8.13
967	\$284,209	\$38,101	\$246,109	30,922	36,485	31,933	3,588	13.4%	\$8.90
968	\$370,997	\$50,537	\$320,460	46,472	45,867	41,684	4,176	13.6%	\$8.90
972	\$95,636	\$2,235	\$93,401	2,936	19,898	13,211	1,237	2.3%	\$7.24
973	\$96,795	\$5,513	\$91,282	7,241	22,605	16,199	1,252	5.7%	\$5.98
974	\$87,607	\$5,106	\$82,500	6,707	18,171	10,607	1,133	5.8%	\$8.26
978	\$93,655	\$3,351	\$90,304	4,401	20,356	12,827	1,212	3.6%	\$7.30
979	\$91,390	\$5,192	\$86,198	6,820	16,506	10,343	1,182	5.7%	\$8.84
985	\$280,503	\$41,264	\$239,239	28,471	57,942	38,439	3,390	14.7%	\$7.30
992	\$1,633,725	\$448,422	\$1,185,304	315,225	224,189	183,560	23,241	27.4%	\$8.90
Blue Line	\$69,405,507	\$18,381,107	\$51,024,400	24,389,986	2,239,836	2,184,487	119,650	26.5%	\$31.77
Orange Line	\$28,760,548	\$4,997,469	\$23,763,079	6,631,168	854,661	844,164	49,581	17.4%	\$34.07
Green Line	\$36,501,093	\$6,501,821	\$29,999,272	8,627,300	1,217,207	1,186,059	62,925	17.8%	\$30.78
Silver Line	\$31,498	\$450	\$31,047	1,031	261	257	54	1.4%	\$122.76
MTS Access	\$14,864,999	\$902,227	\$13,962,772	200,622	2,906,237	2,208,817	133,141	6.1%	\$6.73
Access Taxi	\$4,356,194	\$541,597	\$3,814,597	113,477	1,554,463	1,058,713	39,017	12.4%	\$4.11



Route	Operating Cost/ Revenue Hour	Revenue Miles/ Revenue Hours	Total Passengers/ Revenue Mile	Subsidy per Boarding	Weekday Average Trip Lenth (miles)	Passenger Miles	Operating Cost/ Passenger	Total Passengers/ Revenue Hour
1	\$81.14	9.1	2.1	\$2.95	3.0	2,479,240	\$4.19	19.3
2	\$149.20	7.9	2.3	\$7.11	2.1	1,182,525	\$8.20	18.2
3	\$70.29	7.9	2.4	\$2.40	2.4	2,397,625	\$3.72	18.9
4	\$149.20	10.5	2.3	\$5.35	2.6	1,567,152	\$6.27	23.8
5	\$68.19	7.7	2.6	\$2.25	2.1	913,834	\$3.47	19.7
6	\$149.20	8.5	1.8	\$8.83	1.8	425,744	\$9.97	15.0
7	\$149.20	7.8	3.7	\$4.18	2.4	4,585,242	\$5.17	28.9
8	\$149.20	10.3	1.7	\$7.50	3.6	2,073,613	\$8.66	17.2
9	\$149.20	9.0	1.6	\$9.65	3.3	773,575	\$10.70	13.9
10	\$149.20	8.7	2.7	\$5.15	3.1	2,915,458	\$6.31	23.6
11	\$149.20	9.8	1.5	\$8.58	3.0	1,417,673	\$9.79	15.2
12	\$149.20	9.7	2.2	\$6.01	2.8	2,634,759	\$6.89	21.7
13	\$149.20	10.0	3.1	\$3.94	3.0	5,249,824	\$4.88	30.5
14	\$82.74	10.1	0.7	\$10.83	3.6	157,824	\$11.95	6.9
18	\$82.74	15.1	0.4	\$12.94	3.1	47,300	\$14.28	5.8
20	\$149.20	18.9	0.6	\$12.58	8.5	3,233,629	\$13.73	10.9
25	\$82.74	12.5	0.6	\$9.27	5.5	272,608	\$10.39	8.0
27	\$78.04	8.8	1.4	\$5.31	3.3	831,958	\$6.57	11.9
28	\$60.86	6.8	2.8	\$2.03	2.1	506,189	\$3.13	19.4
30	\$149.20	12.6	1.6	\$6.22	5.4	6,181,571	\$7.44	20.1
31	\$149.20	12.4	1.4	\$7.36	4.3	353,350	\$8.62	17.3
35	\$53.43	6.0	2.7	\$1.91	2.2	728,961	\$3.26	16.4
41	\$149.20	12.7	1.7	\$5.93	4.0	3,112,202	\$7.02	21.3
43	\$149.20	10.1	1.7	\$7.46	2.9	1,264,916	\$8.47	17.6
44	\$149.20	10.4	2.2	\$5.67	3.4	2,660,375	\$6.65	22.4
60	\$149.20	17.5	0.9	\$8.47	11.6	601,952	\$9.66	15.4
83	\$82.74	8.1	0.7	\$14.03	2.3	38,849	\$15.37	5.4
84	\$82.74	11.9	0.4	\$16.14	2.7	38,339	\$17.56	4.7
88	\$64.06	7.0	1.6	\$4.41	1.8	149,085	\$5.78	11.1
105	\$149.20	12.0	1.1	\$10.69	3.8	717,757	\$11.68	12.8
110	\$149.20	20.6	0.5	\$13.39	14.0	276,497	\$14.64	10.2
115	\$106.41	11.7	1.0	\$8.00	4.9	969,262	\$9.04	11.8
120	\$149.20	10.4	1.4	\$9.11	3.3	1,564,612	\$10.26	14.5
201/202	\$149.20	9.1	6.5	\$1.17	1.9	4,612,848	\$2.53	58.9
204	\$149.20	6.9	2.4	\$7.67	1.7	117,925	\$8.98	16.6
215	\$149.20	9.6	2.6	\$4.83	3.6	5,075,570	\$5.89	25.3
225	\$167.23	19.3	0.8	\$9.65	12.9	7,406,480	\$10.98	15.2
227	\$142.72	17.3	1.0	\$7.47	5.7	2,946,606	\$8.45	16.9
235	\$149.20	23.6	0.7	\$7.42	20.3	23,763,219	\$8.57	17.4

Route	Operating Cost/ Revenue Hour	Revenue Miles/ Revenue Hours	Total Passengers/ Revenue Mile	Subsidy per Boarding	Weekday Average Trip Length (miles)	Passenger Miles	Operating Cost/ Passenger	Total Passengers/ Revenue Hour
237	\$149.20	12.3	1.3	\$8.37	5.6	1,005,927	\$9.66	15.4
280	\$298.50	31.4	0.4	\$19.32	29.2	1,472,390	\$22.46	13.3
290	\$237.01	24.9	0.6	\$12.03	20.6	1,137,324	\$15.26	15.5
701	\$91.72	10.3	1.6	\$4.68	2.6	872,977	\$5.67	16.2
704	\$95.50	10.7	1.5	\$4.66	3.7	1,275,562	\$5.85	16.3
705	\$80.31	9.0	1.7	\$4.19	3.6	591,113	\$5.39	14.9
707	\$88.30	9.9	1.4	\$5.42	2.9	273,616	\$6.45	13.7
709	\$97.80	11.0	1.9	\$3.60	4.4	2,747,782	\$4.72	20.7
712	\$91.96	10.3	2.2	\$2.97	3.3	1,657,539	\$3.98	23.1
815	\$66.98	7.3	2.7	\$2.10	1.8	516,398	\$3.42	19.6
816	\$98.44	10.8	1.0	\$8.07	3.8	353,304	\$9.22	10.7
832	\$91.33	10.4	1.3	\$5.73	3.0	107,951	\$6.82	13.4
833	\$82.74	9.9	1.0	\$7.30	3.4	242,601	\$8.44	9.8
834	\$93.26	10.2	0.9	\$9.24	3.8	83,388	\$10.31	9.0
838	\$82.74	15.0	0.7	\$7.05	9.8	999,015	\$8.41	9.8
848	\$88.78	9.7	1.6	\$4.55	4.0	996,587	\$5.75	15.4
851	\$106.38	11.6	1.4	\$5.83	2.6	146,572	\$6.70	15.9
852	\$82.56	9.1	1.3	\$5.60	2.7	604,847	\$6.77	12.2
854	\$100.18	11.0	0.8	\$9.99	3.1	164,466	\$11.11	9.0
855	\$86.09	9.4	2.2	\$3.32	2.3	421,529	\$4.23	20.4
856	\$99.82	10.9	1.7	\$4.34	3.9	1,632,979	\$5.43	18.4
864	\$80.44	8.8	1.9	\$3.48	3.9	1,015,594	\$4.78	16.8
872	\$61.56	6.7	1.5	\$4.66	1.9	65,473	\$5.94	10.4
874/875	\$87.84	9.6	1.5	\$4.86	3.4	824,183	\$6.18	14.2
888	\$247.56	26.9	0.0	\$200.21	58.1	42,621	\$208.32	1.2
891	\$258.64	28.1	0.0	\$276.05	43.1	12,874	\$285.09	0.9
892	\$260.32	28.3	0.0	\$340.51	40.7	9,575	\$349.46	0.7
894	\$225.28	24.5	0.4	\$20.86	28.2	1,040,128	\$24.95	9.0
901	\$116.08	13.0	1.1	\$6.89	7.4	4,093,240	\$8.22	14.1
904	\$44.31	5.0	1.5	\$5.59	1.2	51,618	\$6.00	7.4
905	\$129.69	14.6	1.1	\$6.58	4.9	1,429,241	\$7.81	16.6
906/907	\$63.49	7.1	3.4	\$1.41	1.7	1,800,766	\$2.62	24.3
909	\$107.93	12.1	0.8	\$9.32	3.7	142,257	\$10.65	10.1
916/917	\$101.04	11.4	0.9	\$8.83	3.3	397,632	\$10.01	10.1
921	\$88.72	9.8	1.3	\$5.43	4.6	956,831	\$6.85	12.9
923	\$81.24	9.1	1.1	\$6.99	4.4	585,575	\$8.26	9.8
928	\$103.96	11.4	0.8	\$9.60	5.0	687,110	\$10.92	9.5
929	\$85.99	9.7	2.1	\$3.03	3.9	5,483,064	\$4.20	20.5
932	\$86.13	9.7	2.1	\$3.03	2.7	1,859,381	\$4.23	20.4
933/934	\$100.53	11.3	2.0	\$3.39	3.1	3,791,057	\$4.37	23.0

Route	Operating Cost/ Revenue Hour	Revenue Miles/ Revenue Hours	Total Passengers/ Revenue Mile	Subsidy per Boarding	Weekday Average Trip Length (miles)	Passenger Miles	Operating Cost/ Passenger	Total Passengers/ Revenue Hour
936	\$73.27	8.0	2.0	\$3.36	2.8	921,286	\$4.62	15.9
944	\$82.74	10.8	0.6	\$12.37	3.8	160,825	\$13.68	6.0
945	\$82.74	13.9	0.6	\$9.40	4.3	401,541	\$10.63	7.8
945A	\$82.74	14.1	0.6	\$8.79	5.8	52,821	\$9.05	9.1
950	\$151.44	17.0	1.8	\$3.64	8.2	573,090	\$4.84	31.3
955	\$80.85	9.1	2.5	\$2.52	2.9	2,702,629	\$3.60	22.5
961	\$90.56	10.2	1.9	\$3.71	3.1	1,418,867	\$4.79	18.9
962	\$92.02	10.3	1.7	\$3.87	3.5	1,444,307	\$5.11	18.0
963	\$73.42	8.2	1.5	\$4.62	2.0	236,528	\$5.88	12.5
964	\$82.74	9.4	1.1	\$6.81	2.2	209,504	\$7.96	10.4
965	\$82.74	10.2	0.9	\$8.04	1.9	80,034	\$9.17	9.0
967	\$79.21	8.9	1.0	\$7.96	3.0	91,230	\$9.19	8.6
968	\$88.83	10.0	1.1	\$6.90	2.5	117,737	\$7.98	11.1
972	\$77.29	10.7	0.2	\$31.81	3.0	8,837	\$32.57	2.4
973	\$77.29	12.9	0.4	\$12.61	3.7	27,009	\$13.37	5.8
974	\$77.29	9.4	0.6	\$12.30	3.3	22,212	\$13.06	5.9
978	\$77.29	10.6	0.3	\$20.52	3.1	13,553	\$21.28	3.6
979	\$77.29	8.7	0.7	\$12.64	3.1	21,313	\$13.40	5.8
985	\$82.74	11.3	0.7	\$8.40	2.5	70,790	\$9.85	8.4
992	\$70.30	7.9	1.7	\$3.76	3.4	1,101,670	\$5.18	13.6
Blue Line	\$580.07	18.3	11.2	\$2.09	8.0	199,093,975	\$2.85	203.8
Orange Line	\$580.07	17.0	7.9	\$3.58	6.8	34,741,846	\$4.34	133.7
Green Line	\$580.07	18.8	7.3	\$3.48	5.3	56,878,295	\$4.23	137.1
Silver Line	\$580.07	4.7	4.0	\$30.11	0.0	1,031	\$30.55	19.0
MTS Access	\$111.65	16.6	0.1	\$69.60	n/a	2,463,247	\$74.09	1.5
Access Taxi	\$111.65	27.1	0.1	\$33.62	n/a	1,131,430	\$38.39	2.9

FY 2024 NCTD Operating Statistics

Route	Total Operating Cost	Fare Revenue	Subsidy Amount	Total Passengers	Total Miles	Revenue Miles	Revenue Hours	Farebox Recovery Rate	Operating Cost/ Revenue Mile
301	\$7,540,060	\$681,668	\$6,858,392	565,633	764,576	632,823	49,141	9.0%	\$11.91
302	\$4,953,475	\$386,493	\$4,566,982	320,703	446,026	406,939	34,595	7.8%	\$12.17
303	\$5,748,718	\$911,376	\$4,837,343	756,239	516,720	472,270	42,746	15.9%	\$12.17
304	\$2,131,470	\$168,530	\$1,962,940	139,842	235,629	175,105	13,736	7.9%	\$12.17
305	\$4,026,574	\$498,859	\$3,527,715	413,942	352,311	330,792	26,997	12.4%	\$12.17
306	\$2,519,019	\$204,334	\$2,314,685	169,552	257,420	206,943	14,256	8.1%	\$12.17
308	\$2,418,376	\$108,319	\$2,310,057	89,881	201,474	198,675	10,862	4.5%	\$12.17
309	\$6,134,685	\$405,145	\$5,729,540	336,180	575,290	503,978	38,439	6.6%	\$12.17
311	\$571,062	\$47,979	\$523,083	39,812	60,455	46,914	4,070	8.4%	\$12.17
313	\$848,291	\$84,141	\$764,150	69,818	88,063	69,689	6,526	9.9%	\$12.17
315	\$2,796,321	\$138,200	\$2,658,121	114,675	273,121	229,724	19,569	4.9%	\$12.17
318	\$1,629,000	\$156,299	\$1,472,702	129,693	150,337	133,826	11,775	9.6%	\$12.17
323	\$537,965	\$20,730	\$517,235	17,201	55,202	44,195	4,069	3.9%	\$12.17
325	\$911,734	\$44,109	\$867,625	36,601	91,347	74,901	8,752	4.8%	\$12.17
332	\$2,546,334	\$242,488	\$2,303,846	201,211	232,797	209,187	17,148	9.5%	\$12.17
334	\$546,705	\$40,259	\$506,446	33,406	51,158	44,913	4,895	7.4%	\$12.17
347	\$1,070,221	\$60,429	\$1,009,791	50,143	108,554	87,921	10,006	5.6%	\$12.17
350	\$2,475,271	\$378,252	\$2,097,019	313,865	212,814	203,349	20,206	15.3%	\$12.17
351	\$925,587	\$185,605	\$739,981	154,011	76,527	76,039	7,894	20.1%	\$12.17
352	\$911,345	\$193,042	\$718,303	160,182	75,841	74,869	8,947	21.2%	\$12.17
353	\$659,690	\$55,020	\$604,670	45,654	56,324	54,195	5,886	8.3%	\$12.17
354	\$1,274,463	\$199,315	\$1,075,148	165,387	107,732	104,700	10,412	15.6%	\$12.17
355	\$548,117	\$68,553	\$479,563	56,884	44,863	45,029	4,655	12.5%	\$12.17
356	\$586,460	\$120,573	\$465,887	100,049	48,890	48,179	5,645	20.6%	\$12.17
357	\$442,045	\$66,320	\$375,725	55,031	37,673	36,315	3,556	15.0%	\$12.17
358	\$243,219	\$28,392	\$214,827	23,559	19,972	19,981	1,954	11.7%	\$12.17
359	\$243,560	\$25,095	\$218,465	20,823	20,015	20,009	2,065	10.3%	\$12.17
388	\$2,891,023	\$221,762	\$2,669,261	184,013	236,028	237,504	13,178	7.7%	\$12.17
444	\$207,517	\$6,167	\$201,350	5,117	33,261	17,048	1,542	3.0%	\$12.17
445	\$491,892	\$21,133	\$470,758	17,536	62,737	40,410	3,344	4.3%	\$12.17
604	\$221,077	\$12,237	\$208,840	10,154	39,269	18,162	1,491	5.5%	\$12.17
608	\$14,144	\$8,790	\$5,354	7,294	2,645	1,162	197	62.1%	\$12.17
609	\$48,982	\$10,273	\$38,710	8,524	16,726	4,024	342	21.0%	\$12.17
623	\$111,926	\$9,121	\$102,806	7,568	20,154	9,195	827	8.1%	\$12.17
632	\$19,013	\$11,409	\$7,604	9,467	8,901	1,562	231	60.0%	\$12.17
634	\$23,250	\$11,054	\$12,196	9,172	7,647	1,910	339	47.5%	\$12.17
645	\$11,515	\$3,386	\$8,129	2,810	7,522	946	211	29.4%	\$12.17
651	\$41,228	\$13,909	\$27,320	11,541	3,621	3,387	601	33.7%	\$12.17
652	\$40,924	\$13,976	\$26,948	11,597	3,597	3,362	657	34.2%	\$12.17
Relief Routes	\$28,666	\$4,055	\$24,611	3,365	5,590	2,355	88	14.1%	\$12.17

Route	Total Operating Cost	Fare Revenue	Subsidy Amount	Total Passengers	Total Miles	Revenue Miles	Revenue Hours	Farebox Recovery Rate	Operating Cost/ Revenue Mile
FLEX 371	\$590,671	\$28,677	\$561,994	10,972	59,514	55,312	2,549	4.9%	\$10.68
FLEX 392	\$2,639,706	\$68,841	\$2,570,865	26,339	192,187	185,366	10,245	2.6%	\$14.24
FLEX 395	\$1,037,748	\$25,530	\$1,012,218	9,768	75,764	72,873	4,090	2.5%	\$14.24
FLEX 471	\$22,981	\$685	\$22,297	262	2,190	1,614	114	3.0%	\$14.24
FLEX 472	\$15,816	\$452	\$15,363	173	1,687	1,111	82	2.9%	\$14.24
FLEX 473	\$23,434	\$1,132	\$22,302	433	2,222	1,646	108	4.8%	\$14.24
FLEX 478	\$20,629	\$672	\$19,957	257	2,025	1,449	105	3.3%	\$14.24
FLEX 479	\$22,489	\$1,200	\$21,289	459	2,155	1,579	120	5.3%	\$14.24
SPRINTER 399	\$32,149,820	\$1,379,347	\$30,770,473	1,822,849	516,671	512,781	23,296	4.3%	\$62.70
COASTER 398	\$29,889,345	\$3,877,529	\$26,011,816	852,993	425,483	399,732	2,440	13.0%	\$74.77
LIFT	\$12,566,826	\$753,470	\$11,813,356	105,244	995,221	903,563	53,654	6.0%	\$13.91

Route	Operating Cost / Revenue Hour	Revenue Miles/ Revenue Hours	Total Passenger /Revenue Mile	Subsidy per Boarding	Average Trip Length	Passenger Miles	Operating Cost/ Passenger	Total Passengers/ Revenue Hour
301	\$153.44	12.9	0.9	\$12.13	1.1	632,823	\$13.33	11.5
302	\$143.18	11.8	0.8	\$14.24	1.3	406,939	\$15.45	9.3
303	\$134.49	11.0	1.6	\$6.40	0.6	472,270	\$7.60	17.7
304	\$155.17	12.7	0.8	\$14.04	1.3	175,105	\$15.24	10.2
305	\$149.15	12.3	1.3	\$8.52	0.8	330,792	\$9.73	15.3
306	\$176.70	14.5	0.8	\$13.65	1.2	206,943	\$14.86	11.9
308	\$222.65	18.3	0.5	\$25.70	2.2	198,675	\$26.91	8.3
309	\$159.60	13.1	0.7	\$17.04	1.5	503,978	\$18.25	8.7
311	\$140.31	11.5	0.8	\$13.14	1.2	46,914	\$14.34	9.8
313	\$129.99	10.7	1.0	\$10.94	1.0	69,689	\$12.15	10.7
315	\$142.90	11.7	0.5	\$23.18	2.0	229,724	\$24.38	5.9
318	\$138.34	11.4	1.0	\$11.36	1.0	133,826	\$12.56	11.0
323	\$132.21	10.9	0.4	\$30.07	2.6	44,195	\$31.28	4.2
325	\$104.17	8.6	0.5	\$23.70	2.0	74,901	\$24.91	4.2
332	\$148.49	12.2	1.0	\$11.45	1.0	209,187	\$12.66	11.7
334	\$111.69	9.2	0.7	\$15.16	1.3	44,913	\$16.37	6.8
347	\$106.96	8.8	0.6	\$20.14	1.8	87,921	\$21.34	5.0
350	\$122.50	10.1	1.5	\$6.68	0.6	203,349	\$7.89	15.5
351	\$117.25	9.6	2.0	\$4.80	0.5	76,039	\$6.01	19.5
352	\$101.86	8.4	2.1	\$4.48	0.5	74,869	\$5.69	17.9
353	\$112.08	9.2	0.8	\$13.24	1.2	54,195	\$14.45	7.8
354	\$122.40	10.1	1.6	\$6.50	0.6	104,700	\$7.71	15.9
355	\$117.75	9.7	1.3	\$8.43	0.8	45,029	\$9.64	12.2
356	\$103.89	8.5	2.1	\$4.66	0.5	48,179	\$5.86	17.7
357	\$124.31	10.2	1.5	\$6.83	0.7	36,315	\$8.03	15.5
358	\$124.47	10.2	1.2	\$9.12	0.8	19,981	\$10.32	12.1
359	\$117.95	9.7	1.0	\$10.49	1.0	20,009	\$11.70	10.1
388	\$219.38	18.0	0.8	\$14.51	1.3	237,504	\$15.71	14.0
444	\$134.58	11.1	0.3	\$39.35	3.3	17,048	\$40.55	3.3
445	\$147.10	12.1	0.4	\$26.85	2.3	40,410	\$28.05	5.2
604	\$148.27	12.2	0.6	\$20.57	1.8	18,162	\$21.77	6.8
608	\$71.80	5.9	6.3	\$0.73	0.2	1,162	\$1.94	37.0
609	\$143.22	11.8	2.1	\$4.54	0.5	4,024	\$5.75	24.9
623	\$135.34	11.1	0.8	\$13.58	1.2	9,195	\$14.79	9.2
632	\$82.31	6.8	6.1	\$0.80	0.2	1,562	\$2.01	41.0
634	\$68.58	5.6	4.8	\$1.33	0.2	1,910	\$2.53	27.1
645	\$54.57	4.5	3.0	\$2.89	0.3	946	\$4.10	13.3
651	\$68.60	5.6	3.4	\$2.37	0.3	3,387	\$3.57	19.2
652	\$62.29	5.1	3.4	\$2.32	0.3	3,362	\$3.53	17.7
Relief Routes	\$325.75	26.8	1.4	\$7.31	0.7	2,355	\$8.52	38.2

Route	Operating Cost / Revenue Hour	Revenue Miles/ Revenue Hours	Total Passenger /Revenue Mile	Subsidy per Boarding	Average Trip Length	Passenger Miles	Operating Cost/ Passenger	Total Passengers/ Revenue Hour
FLEX 371	\$231.73	21.7	0.2	\$51.22	6.0	65,997	\$53.83	4.3
FLEX 392	\$257.66	18.1	0.1	\$97.61	6.0	158,561	\$100.22	2.6
FLEX 395	\$253.73	17.8	0.1	\$103.63	6.0	58,803	\$106.24	2.4
FLEX 471	\$201.24	14.1	0.2	\$85.10	6.2	1,614	\$87.71	2.3
FLEX 472	\$193.82	13.6	0.2	\$88.81	6.2	1,066	\$91.42	2.1
FLEX 473	\$216.18	15.2	0.3	\$51.51	6.2	2,667	\$54.12	4.0
FLEX 478	\$195.72	13.7	0.2	\$77.65	6.2	1,583	\$80.27	2.4
FLEX 479	\$187.09	13.1	0.3	\$46.38	6.2	2,827	\$48.99	3.8
SPRINTER 399	\$1,380.06	22.0	3.6	\$16.88	7.2	13,139,984	\$17.64	78.2
COASTER 398	\$12,249.73	163.8	2.1	\$30.49	27.7	23,659,153	\$35.04	349.6
LIFT	\$234.22	16.8	0.1	\$112.25	9.9	1,409,295	\$119.41	2.0

# Historical Operating Statistics

## San Diego Transit Corporation/MTS Bus

Fiscal Year	Operating Cost	Farebox Revenue	Total Passengers	Revenue Passengers	Revenue Miles	Revenue Hours	Farebox Recovery Ratio	Operating Cost Per Rev-Mile	Total Passenger Rev-Mile	Subsidy Per Passenger
67-68	\$4,930,985	\$4,834,937	19,610,000	15,997,968	6,130,000	440,000	98.1%	\$0.80	\$3.20	\$0.00
68-69	\$5,852,529	\$5,283,796	21,566,000	17,781,911	6,980,000	500,000	90.3%	\$0.84	\$3.09	\$0.03
69-70	\$5,898,675	\$4,706,687	18,913,000	15,515,751	6,290,000	450,000	79.8%	\$0.94	\$3.01	\$0.06
70-71	\$8,005,800	\$5,301,324	16,295,592	13,601,050	6,840,000	490,000	66.2%	\$1.17	\$2.38	\$0.17
71-72	\$8,299,628	\$4,937,983	15,382,606	13,015,770	6,390,000	460,000	59.5%	\$1.30	\$2.41	\$0.22
72-73	\$11,199,107	\$4,642,071	22,689,656	18,519,042	8,640,000	620,000	41.5%	\$1.30	\$2.63	\$0.29
73-74	\$13,600,652	\$5,728,459	29,511,549	24,567,011	8,910,100	640,000	42.1%	\$1.53	\$3.31	\$0.27
74-75	\$18,552,121	\$6,370,606	33,475,895	27,629,963	10,720,000	771,000	34.3%	\$1.73	\$3.12	\$0.36
75-76	\$23,173,785	\$7,793,339	35,964,036	29,316,157	12,990,000	935,000	33.6%	\$1.78	\$2.77	\$0.43
76-77	\$25,632,894	\$7,941,986	36,942,743	30,067,931	13,402,375	1,043,471	31.0%	\$1.91	\$2.76	\$0.48
77-78	\$27,030,538	\$8,443,753	36,666,768	29,920,024	13,082,989	1,003,191	31.2%	\$2.07	\$2.80	\$0.51
78-79	\$28,262,505	\$9,157,016	33,581,655	27,282,980	11,085,172	700,429	32.4%	\$2.55	\$3.03	\$0.57
79-80	\$30,335,825	\$12,190,300	34,619,632	27,913,111	11,550,395	892,888	40.2%	\$2.63	\$3.00	\$0.52
80-81	\$33,913,545	\$13,991,103	33,141,011	26,306,208	11,568,481	885,135	41.3%	\$2.93	\$2.86	\$0.60
81-82	\$32,429,860	\$13,645,922	25,412,056	21,118,678	9,678,495	775,042	42.1%	\$3.35	\$2.63	\$0.74
82-83	\$32,556,104	\$12,429,875	22,699,831	18,525,895	9,566,069	748,929	38.2%	\$3.40	\$2.37	\$0.89
83-84	\$33,218,582	\$12,813,029	23,538,734	19,188,394	9,612,275	758,159	38.6%	\$3.46	\$2.45	\$0.87
84-85	\$34,470,383	\$13,417,760	24,141,287	19,649,835	9,497,756	756,760	38.9%	\$3.63	\$2.54	\$0.87
85-86	\$37,038,091	\$13,965,802	24,943,358	20,228,754	9,710,703	766,939	37.7%	\$3.81	\$2.57	\$0.92
86-87	\$37,190,262	\$14,538,504	24,834,207	20,750,689	10,074,338	788,755	39.1%	\$3.69	\$2.47	\$0.91
87-88	\$40,307,840	\$16,183,029	25,898,552	20,121,180	10,782,693	840,843	40.1%	\$3.74	\$2.40	\$0.93
88-89	\$41,181,434	\$17,527,970	27,908,880	22,817,198	10,862,764	867,026	42.6%	\$3.79	\$2.57	\$0.85
89-90	\$45,496,406	\$19,168,856	30,833,877	25,011,134	10,946,559	894,437	42.1%	\$4.16	\$2.82	\$0.85
90-91	\$51,008,649	\$20,352,242	32,813,590	27,098,104	11,417,566	932,923	39.9%	\$4.47	\$2.87	\$0.93
91-92	\$55,412,234	\$24,031,292	34,021,076	28,152,608	13,088,481	1,003,820	43.4%	\$4.23	\$2.60	\$0.92
92-93	\$55,965,573	\$24,441,827	33,911,607	28,290,897	12,275,744	1,063,160	43.7%	\$4.56	\$2.76	\$0.93
93-94	\$54,735,950	\$25,296,731	32,626,464	27,559,463	11,514,167	964,012	46.2%	\$4.75	\$2.83	\$0.90
94-95	\$54,458,716	\$24,890,870	32,290,301	27,217,166	11,116,676	973,416	45.7%	\$4.90	\$2.90	\$0.92
95-96	\$52,844,641	\$24,665,544	32,991,673	27,899,925	10,699,631	889,979	46.7%	\$4.94	\$3.08	\$0.85
96-97	\$53,729,910	\$23,716,433	32,288,816	25,967,672	10,105,048	877,196	44.1%	\$5.32	\$3.20	\$0.93
97-98	\$55,471,259	\$24,355,780	33,511,770	26,380,190	10,297,247	909,839	43.9%	\$5.39	\$3.25	\$0.93
98-99	\$57,972,520	\$24,485,192	34,469,298	28,252,834	10,869,345	935,273	42.2%	\$5.33	\$3.17	\$0.97
99-00	\$60,925,000	\$24,100,000	34,884,263	26,569,249	11,146,854	961,674	39.6%	\$5.47	\$3.13	\$1.06
00-01	\$67,257,730	\$24,572,000	33,677,068	26,267,395	11,130,210	963,217	36.5%	\$6.04	\$3.03	\$1.27
01-02	\$71,944,000	\$25,914,000	31,923,576	25,349,612	11,285,546	958,032	36.0%	\$6.37	\$2.83	\$1.44
02-03	\$71,209,003	\$23,758,460	28,966,424	23,028,411	10,867,305	913,322	33.4%	\$6.55	\$2.67	\$1.64
03-04	\$75,526,059	\$22,500,657	25,545,374	20,385,481	10,348,010	851,415	29.8%	\$7.30	\$2.47	\$2.08



Fiscal Year	Operating Cost	Farebox Revenue	Total Passengers	Revenue Passengers	Revenue Miles	Revenue Hours	Farebox Recovery Ratio	Operating Cost Per Rev-Mile	Total Passenger Rev-Mile	Subsidy Per Passenger
04-05	\$78,216,331	\$21,383,099	24,425,117	20,057,566	10,087,350	829,743	27.3%	\$7.75	\$2.42	\$2.33
05-06	\$125,906,217	\$41,457,861	48,134,101	38,928,793	20,245,177	1,728,020	32.9%	\$6.22	\$2.38	\$1.75
06-07	\$124,679,338	\$41,862,215	49,070,997	39,515,214	19,776,866	1,756,170	33.6%	\$6.30	\$2.48	\$1.69
07-08	\$135,300,449	\$45,956,569	52,386,315	50,706,986	21,001,543	1,805,932	34.0%	\$6.44	\$2.49	\$1.71
08-09	\$131,413,658	\$53,488,306	54,616,583	53,266,055	20,304,394	1,744,790	40.7%	\$6.47	\$2.69	\$1.43
09-10	\$130,190,727	\$52,526,774	51,834,008	50,520,860	18,036,878	1,662,899	40.3%	\$7.22	\$2.87	\$1.50
10-11	\$131,757,955	\$51,067,181	52,655,500	51,434,853	17,297,604	1,600,218	38.8%	\$7.62	\$3.04	\$1.53
11-12	\$142,182,218	\$53,857,526	55,362,710	54,180,306	17,457,951	1,614,349	37.9%	\$8.14	\$3.17	\$1.60
12-13	\$151,887,552	\$55,932,101	55,076,228	53,996,250	17,911,071	1,659,373	36.8%	\$8.48	\$3.07	\$1.74
13-14	\$147,513,329	\$54,380,739	54,776,421	45,827,231	18,269,427	1,690,004	36.9%	\$8.07	\$3.00	\$1.70
14-15	\$153,841,356	\$55,536,295	55,984,529	46,734,108	19,372,508	1,742,298	36.8%	\$8.48	\$3.07	\$1.74
15-16	\$157,047,673	\$54,992,617	51,945,396	50,985,943	20,017,474	1,814,426	35.0%	\$7.85	\$2.60	\$1.96
16-17	\$157,411,683	\$51,432,876	49,917,091	48,849,717	19,920,844	1,816,419	32.7%	\$7.90	\$2.51	\$2.12
17-18	\$162,562,881	\$48,195,106	47,817,832	46,903,220	19,968,534	1,818,214	29.6%	\$8.14	\$2.39	\$2.39
18-19	\$167,892,692	\$47,222,603	47,487,075	46,359,188	20,812,716	1,891,770	28.1%	\$8.07	\$2.28	\$2.54
19-20	\$180,928,495	\$31,626,625	38,877,093	34,793,995	20,418,119	1,847,574	17.5%	\$8.86	\$1.90	\$3.84
20-21	\$185,025,464	\$21,259,557	19,591,318	18,624,839	21,038,676	1,908,064	11.5%	\$8.79	\$0.93	\$8.36
21-22	\$190,947,803	\$22,455,444	27,684,586	24,006,002	20,732,476	1,891,905	11.8%	\$9.21	\$1.34	\$6.09
22-23	\$208,760,287	\$27,477,353	32,214,341	25,824,604	18,759,943	1,751,166	13.2%	\$11.13	\$1.72	\$5.63
23-24	\$215,816,656	\$41,078,828	35,698,834	27,922,775	20,349,963	1,856,944	19.0%	\$10.61	\$1.75	\$4.89

Notes: Beginning in FY 05-06, data includes Contract Services, East County Suburban, Express Bus, and Poway Suburban. Beginning in FY07-08, data includes Chula Vista Transit and National City Transit. Beginning in FY11-12, data includes Rural. FY17-FY19 exclude Sorrento Valley Coaster Connection (included with Access). FY23-24 operating cost and farebox revenue are preliminary numbers.

## San Diego Trolley Incorporated

Fiscal Year	Operating Cost	Farebox Revenue	Total Passengers	Revenue Passengers	CAR Revenue Miles	CAR Revenue Hours	Farebox Recovery Ratio	Operating Cost Rev-Mile	Total Passenger Rev-Mile	Subsidy Per Boarding
81-82	\$3,453,804	\$2,787,175	3,893,073	3,659,185	1,004,861	27,776	80.7%	\$3.44	\$3.87	\$0.17
82-83	\$4,101,325	\$3,037,204	4,177,010	4,044,989	1,266,319	30,376	74.1%	\$3.24	\$3.30	\$0.25
83-84	\$4,950,481	\$3,976,264	5,401,091	4,801,126	1,612,697	34,038	80.3%	\$3.07	\$3.35	\$0.18
84-85	\$5,516,600	\$4,753,300	5,973,965	5,392,345	1,600,228	34,438	86.2%	\$3.45	\$3.73	\$0.13
85-86	\$6,116,199	\$5,560,148	6,995,674	6,294,555	1,795,735	41,371	90.9%	\$3.41	\$3.90	\$0.08
86-87	\$7,379,527	\$6,336,741	7,776,166	6,805,374	2,044,831	53,495	85.9%	\$3.61	\$3.80	\$0.13
87-88	\$8,280,085	\$7,362,028	9,280,616	8,506,381	2,129,521	53,631	88.9%	\$3.89	\$4.36	\$0.10
88-89	\$9,003,936	\$8,480,826	10,716,454	9,849,208	2,237,206	57,404	94.2%	\$4.02	\$4.79	\$0.05
89-90	\$13,320,475	\$12,411,220	16,005,726	15,370,145	4,014,744	82,033	93.2%	\$3.32	\$3.99	\$0.06
90-91	\$16,833,128	\$13,453,473	18,029,989	17,092,017	4,454,978	91,028	79.9%	\$3.78	\$4.05	\$0.19
91-92	\$18,843,438	\$13,972,888	17,162,550	16,430,786	,507,494	99,648	74.2%	\$4.18	\$3.81	\$0.28
92-93	\$19,878,005	\$12,999,123	16,961,838	15,772,460	4,410,636	99,769	65.4%	\$4.51	\$3.85	\$0.41
93-94	\$19,396,557	\$12,839,279	14,887,952	12,450,989	4,175,656	99,315	66.2%	\$4.65	\$3.57	\$0.44
94-95	\$19,927,498	\$12,896,511	15,624,411	12,292,790	4,098,876	97,650	64.7%	\$4.86	\$3.81	\$0.45
95-96	\$20,842,211	\$14,119,409	16,770,356	13,387,730	4,215,284	100,761	67.7%	\$4.94	\$3.98	\$0.40
96-97	\$23,150,851	\$15,641,407	18,286,616	14,955,548	5,059,054	95,308	67.6%	\$4.58	\$3.61	\$0.41
97-98	\$26,480,208	\$18,589,024	22,969,209	18,751,507	6,186,987	108,685	70.2%	\$4.28	\$3.71	\$0.34
98-99	\$29,340,950	\$20,132,617	24,567,479	20,477,711	6,990,998	126,960	68.6%	\$4.20	\$3.51	\$0.37
99-00	\$32,154,689	\$20,940,891	28,743,326	22,972,488	7,090,499	124,861	65.1%	\$4.53	\$4.05	\$0.39
00-01	\$37,282,268	\$22,244,487	28,885,554	22,697,993	7,070,019	126,740	59.7%	\$5.27	\$4.09	\$0.52
01-02	\$37,358,997	\$22,157,906	25,432,952	20,676,990	7,046,660	138,821	59.3%	\$5.30	\$3.61	\$0.60
02-03	\$38,985,869	\$22,071,207	25,174,788	23,256,229	6,921,657	137,298	56.6%	\$5.63	\$3.64	\$0.67
03-04	\$41,830,450	\$24,196,943	26,538,239	24,543,606	6,983,370	137,383	57.8%	\$5.99	\$3.80	\$0.66
04-05	\$47,661,707	\$25,855,241	29,333,350	24,579,512	7,060,503	137,932	54.2%	\$6.75	\$4.15	\$0.74
05-06	\$55,014,600	\$27,933,766	33,829,833	27,646,268	8,317,250	468,830	50.8%	\$6.61	\$4.07	\$0.80
06-07	\$55,951,561	\$27,401,733	35,114,185	29,394,096	7,932,153	438,168	49.0%	\$7.05	\$4.43	\$0.81
07-08	\$56,133,210	\$31,120,170	37,858,533	33,981,819	7,932,153	439,377	55.4%	\$7.08	\$4.77	\$0.66
08-09	\$58,485,590	\$33,453,632	36,928,284	33,309,312	7,932,153	409,515	57.2%	\$7.37	\$4.66	\$0.68
09-10	\$59,693,575	\$33,004,891	30,468,981	28,080,868	3,188,216	444,256	55.3%	\$18.72	\$9.56	\$0.88
10-11	\$58,877,300	\$34,672,428	31,612,877	30,479,012	3,167,484	416,527	58.9%	\$18.59	\$9.98	\$0.77
11-12	\$63,309,242	\$35,216,408	32,654,613	30,401,616	7,544,239	427,603	55.6%	\$8.39	\$4.33	\$0.86
12-13	\$66,350,716	\$35,553,838	29,699,366	27,531,761	7,495,760	471,679	53.6%	\$8.85	\$3.96	\$1.04
13-14	\$71,592,168	\$40,187,908	39,694,632	36,772,202	8,516,212	511,648	56.1%	\$8.41	\$4.66	\$0.79
14-15	\$73,101,951	\$41,140,175	40,082,461	37,200,214	8,596,143	509,243	56.3%	\$8.50	\$4.66	\$0.80
15-16	\$74,316,002	\$41,113,382	39,578,290	35,983,352	8,669,350	493,586	55.3%	\$8.57	\$4.57	\$0.81
16-17	\$76,779,808	\$38,968,409	37,607,474	34,757,583	8,724,092	489,519	50.8%	\$8.80	\$4.31	\$0.85
17-18	\$79,283,844	\$39,353,822	36,995,201	34,669,613	8,758,506	478,175	49.6%	\$9.05	\$4.22	\$1.08
18-19	\$81,399,846	\$42,005,528	37,293,757	35,268,015	8,820,704	487,132	51.6%	\$9.23	\$4.23	\$1.06

Fiscal Year	Operating Cost	Farebox Revenue	Total Passengers	Revenue Passengers	CAR Revenue Miles	CAR Revenue Hours	Farebox Recovery Ratio	Operating Cost Rev-Mile	Total Passenger Rev-Mile	Subsidy Per Boarding
19-20	\$95,660,861	\$32,915,918	32,003,027	29,878,610	9,210,076	508,259	34.4%	\$10.39	\$3.47	\$1.96
20-21	\$99,668,853	\$17,903,882	19,516,337	17,508,019	10,077,479	555,064	18.0%	\$9.89	\$1.94	\$4.19
21-22	\$102,639,042	\$22,052,236	29,739,499	26,153,508	11,626,878	638,562	21.5%	\$8.83	\$2.56	\$2.71
22-23	\$130,286,437	\$18,959,268	36,047,360	29,266,476	12,700,555	692,826	14.6%	\$10.26	\$2.84	\$3.09
23-24	\$134,698,646	\$29,880,848	39,649,485	32,345,105	12,156,157	668,844	22.2%	\$11.08	\$3.26	\$2.64

Notes: Figure for San Diego Trolley, Inc. is in car miles and train hours (except FY 05-06 which begins the reporting of car hours). FY17-FY19 Trolley uses car miles and car hours. FY23-24 operating cost and farebox revenue are preliminary numbers.

## Coronado Ferry

Fiscal Year	Operating Cost	Farebox Revenue	Total Passengers	Revenue Passengers	Revenue Miles	Revenue Hours	Farebox Recovery Ratio	Operating Cost Rev-Mile	Total Passenger Rev-Mile	Subsidy Per Boarding
99-00	\$120,000	N/A	45,810	N/A	6,985	1,778	N/A	\$17.18	\$6.56	N/A
00-01	\$120,000	N/A	48,420	N/A	7,440	1,984	N/A	\$16.13	\$6.51	N/A
01-02	\$120,000	N/A	73,590	N/A	7,470	1,992	N/A	\$16.06	\$9.85	N/A
02-03	\$123,600	N/A	83,680	N/A	7,500	1,992	N/A	\$16.48	\$11.16	N/A
03-04	\$127,308	N/A	88,862	N/A	7,500	N/A	N/A	\$16.97	\$11.85	N/A
04-05	\$131,124	N/A	88,750	N/A	7,560	N/A	N/A	\$17.34	\$11.74	N/A
05-06	\$135,060	N/A	72,238	N/A	7,470	N/A	N/A	\$18.08	\$9.67	N/A
06-07	\$139,116	N/A	77,536	N/A	7,440	N/A	N/A	\$18.70	\$10.42	N/A
07-08	\$143,285	N/A	74,386	N/A	7,500	N/A	N/A	\$19.10	\$9.92	N/A
08-09	\$147,584	N/A	N/A	N/A	7,500	N/A	N/A	\$19.68	N/A	N/A
09-10	\$147,584	N/A	N/A	N/A	7,500	N/A	N/A	\$19.68	N/A	N/A
10-11	\$147,584	N/A	N/A	N/A	7,500	N/A	N/A	\$19.68	N/A	N/A
11-12	\$160,911	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
12-13	\$128,262	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
13-14	\$173,708	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
14-15	\$189,914	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
15-16	\$199,834	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
16-17	\$206,828	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
17-18	\$211,990	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
18-19	\$216,663	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
19-20	\$223,163	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
20-21	\$234,170	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
21-22	\$242,595	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
22-23	\$313,435	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
23-24	\$323,313	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Notes: Figures for Ferry not included in fixed-route totals. No fare is collected on the ferry. Miles and hours are counted as revenue miles/hours for Quarterly Operations Report purposes. FY17-FY19 shows Subsidy Amounts (under Operating Costs). FY23-24 operating cost and farebox revenue are preliminary numbers.

## MTS Access

Fiscal Year	Operating Cost	Farebox Revenue	Total Passengers	Revenue Passengers	Revenue Miles	Revenue Hours	Farebox Recovery Ratio	Operating Cost Rev-Mile	Total Passenger Rev-Mile	Subsidy Per Boarding
95-96	\$1,256,685	\$146,785	56,443	55,416	555,325	33,684	11.7%	\$2.26	\$0.10	\$19.66
96-97	\$1,655,357	\$336,413	106,479	103,618	953,257	59,061	20.3%	\$1.74	\$0.11	\$12.39
97-98	\$2,279,790	\$417,247	130,483	125,007	1,126,692	80,841	18.3%	\$2.02	\$0.12	\$14.27
98-99	\$2,274,675	\$472,690	139,034	129,463	1,283,892	75,889	20.8%	\$1.77	\$0.11	\$12.96
99-00	\$2,629,497	\$510,342	149,175	137,011	1,613,818	82,279	19.4%	\$1.63	\$0.09	\$14.21
00-01	\$4,415,169	\$703,907	192,847	172,443	1,957,277	118,084	15.9%	\$2.26	\$0.10	\$19.24
01-02	\$4,448,575	\$816,510	218,094	203,255	2,017,476	123,868	18.4%	\$2.21	\$0.11	\$16.65
02-03	\$5,597,299	\$867,193	220,840	212,006	2,177,621	128,264	15.5%	\$2.57	\$0.10	\$21.42
03-04	\$5,389,153	\$1,025,386	207,708	190,382	1,929,552	106,519	19.0%	\$2.79	\$0.11	\$21.01
04-05	\$4,963,453	\$884,325	186,253	169,648	1,811,809	95,185	17.8%	\$2.74	\$0.10	\$21.90
05-06	\$8,630,214	\$1,557,544	339,257	307,567	2,926,242	158,976	18.0%	\$2.95	\$0.12	\$20.85
06-07	\$9,712,026	\$1,576,577	362,779	329,523	2,997,919	166,851	16.2%	\$3.24	\$0.12	\$22.43
07-08	\$10,915,383	\$1,617,490	366,727	330,810	3,120,661	166,852	14.8%	\$3.50	\$0.12	\$25.35
08-09	\$11,292,690	\$1,640,857	372,373	333,318	3,244,550	185,080	14.5%	\$3.48	\$0.11	\$25.92
09-10	\$11,143,651	\$1,723,531	353,986	317,007	2,998,678	80,732	15.5%	\$3.72	\$0.12	\$26.61
10-11	\$12,887,421	\$1,754,731	358,646	319,895	2,988,874	171,829	13.6%	\$4.31	\$0.12	\$31.04
11-12	\$13,411,424	\$1,690,932	474,854	328,409	3,010,274	176,543	12.6%	\$4.46	\$0.16	\$24.68
12-13	\$14,504,905	\$2,007,302	511,158	349,250	3,289,876	188,761	13.8%	\$4.41	\$0.16	\$24.45
13-14	\$15,470,712	\$2,093,488	545,167	377,358	3,637,888	206,325	13.5%	\$4.25	\$0.15	\$24.54
14-15	\$17,464,953	\$2,437,551	593,860	422,225	4,150,107	237,066	14.0%	\$4.21	\$0.14	\$25.30
15-16	\$19,043,271	\$2,493,060	623,008	464,981	4,637,423	262,168	13.1%	\$4.11	\$0.13	\$26.57
16-17	\$20,062,257	\$2,878,169	636,374	482,216	4,848,980	269,885	14.3%	\$4.14	\$0.13	\$26.01
17-18	\$20,432,246	\$2,686,880	596,699	465,742	4,672,273	256,632	13.2%	\$4.37	\$0.13	\$29.74
18-19	\$19,951,896	\$2,997,040	576,663	450,201	4,592,322	236,208	15.0%	\$4.34	\$0.13	\$29.40
19-20	\$14,964,122	\$687,011	343,960	313,358	3,302,698	171,399	4.6%	\$4.53	\$0.10	\$41.51
20-21	\$6,907,458	\$364,682	107,193	92,681	1,558,475	73,654	5.3%	\$4.43	\$0.07	\$61.04
21-22	\$12,658,346	\$576,939	193,166	170,494	2,368,513	121,756	4.6%	\$5.34	\$0.08	\$62.54
22-23	\$14,169,374	\$737,740	249,662	227,017	2,635,451	129,217	5.2%	\$5.38	\$0.09	\$53.80
23-24	\$19,221,193	\$1,443,824	314,099	287,629	3,267,530	172,158	7.5%	\$5.88	\$0.10	\$56.60

Notes: Starting in FY11-12, data includes Sorrento Valley Coaster Connection (SVCC). FY17-FY19 includes SVCC (excluded from Bus) and Access Taxi (FY19). FY23-24 operating cost and farebox revenue are preliminary numbers.

## NCTD BREEZE

Fiscal Year	Operating Cost	Farebox Revenue	Total Passengers	Revenue Passengers	Revenue Miles	Revenue Hours	Farebox Recovery Ratio	Operating Cost Per Rev-Mile	Total Passenger Rev-Mile	Subsidy Per Passenger
96-97	\$28,093,133	\$7,785,795	11,043,967	8,915,190	8,501,735	478,939	27.7%	\$3.30	\$1.30	\$1.84
97-98	\$28,265,848	\$8,452,623	11,246,332	9,162,314	8,510,252	481,210	29.9%	\$3.32	\$1.32	\$1.76
98-99	\$28,761,060	\$8,448,589	11,123,629	8,813,141	8,189,269	471,730	29.4%	\$3.51	\$1.36	\$1.83
99-00	\$30,828,650	\$8,434,395	11,197,183	9,256,262	8,159,269	477,197	27.4%	\$3.78	\$1.37	\$2.00
00-01	\$35,153,704	\$8,256,259	10,905,917	9,056,074	8,194,433	477,548	23.5%	\$4.29	\$1.33	\$2.47
01-02	\$36,754,780	\$8,455,657	10,456,545	8,694,417	7,921,430	486,318	23.0%	\$4.64	\$1.32	\$2.71
02-03	\$40,896,704	\$8,228,640	10,177,834	8,506,750	7,391,751	488,659	20.1%	\$5.53	\$1.38	\$3.21
03-04	\$39,660,424	\$8,753,422	10,330,762	10,330,762	6,954,651	493,838	22.1%	\$5.70	\$1.49	\$2.99
04-05	\$40,956,942	\$9,037,231	10,104,823	9,671,619	6,826,695	488,533	22.1%	\$6.00	\$1.48	\$3.16
05-06	\$43,466,653	\$9,374,184	10,162,000	9,725,032	6,915,721	495,834	21.4%	\$6.28	\$1.47	\$3.35
06-07	\$45,262,279	\$9,654,799	10,160,477	9,733,737	7,062,209	497,389	21.3%	\$6.41	\$1.44	\$3.50
07-08	\$47,241,886	\$9,278,344	9,744,558	9,317,746	6,650,337	475,848	21.3%	\$7.10	\$1.47	\$3.90
08-09	\$41,045,798	\$8,518,025	8,747,458	8,364,319	5,745,711	425,029	21.3%	\$7.14	\$1.52	\$3.72
09-10	\$41,987,277	\$8,351,830	7,825,176	7,564,511	5,339,331	396,072	19.8%	\$7.86	\$1.47	\$4.30
10-11	\$39,370,689	\$7,896,229	7,722,646	7,478,525	5,244,849	381,842	20.0%	\$7.51	\$1.47	\$4.08
11-12	\$40,912,136	\$7,993,869	7,904,516	7,700,975	5,198,156	390,144	19.5%	\$7.87	\$1.52	\$4.16
12-13	\$40,895,911	\$8,777,553	8,339,239	8,057,791	5,672,303	445,718	21.4%	\$7.21	\$1.47	\$3.85
13-14	\$41,897,048	\$8,240,099	8,124,839		5,521,843	437,239	19.7%	\$7.59	\$1.47	\$4.14
14-15	\$42,453,876	\$8,273,998	8,018,531	7,843,336	5,626,355	462,662	19.5%	\$7.55	\$1.43	\$4.26
15-16	\$45,455,871	\$7,451,679	7,547,119		5,560,572	461,971	16.4%	\$8.17	\$1.36	\$5.04
16-17	\$48,572,548	\$6,396,151	6,731,930		5,589,959	478,130	13.2%	\$8.69	\$1.20	\$6.27
17-18	\$47,949,156	\$6,464,872	6,482,912		5,222,538	448,656	13.5%	\$9.18	\$1.24	\$6.40
18-19	\$43,122,264	\$6,523,572	6,372,715		5,076,177	424,004	15.1%	\$8.50	\$1.26	\$5.74
19-20	\$43,939,539	\$5,286,126	5,135,360	5,135,360	5,090,269	424,698	12.0%	\$8.63	\$1.01	\$7.53
20-21	\$44,451,667	\$2,526,843	2,990,643	2,990,643	5,056,999	420,426	5.7%	\$8.79	\$0.59	\$14.02
21-22	\$47,922,285	\$4,261,828	3,918,669	3,918,669	4,937,883	404,761	8.9%	\$9.71	\$0.79	\$11.14
22-23	\$53,408,936	\$4,846,655	4,502,866	4,502,866	4,688,468	376,817	9.1%	\$11.39	\$0.96	\$10.78
23-24*	\$58,293,784	\$5,866,796	4,868,135	4,868,135	4,892,488	411,851	10.1%	\$11.91	\$1.00	\$10.77

Notes: FY23-24 operating cost and farebox revenue are preliminary numbers.

## NCTD COASTER

Fiscal Year	Operating Cost	Farebox Revenue	Total Passengers	Revenue Passengers	Revenue Miles	Revenue Hours	Farebox Recovery Ratio	Operating Cost Per Rev-Mile	Total Passenger Rev-Mile	Subsidy Per Passenger
96-97	\$9,106,568	\$2,195,956	909,974	—	210,421	4,986	24.1%	\$43.28	\$4.32	\$7.59
97-98	\$8,580,048	\$2,612,672	1,031,268	—	215,518	5,125	30.5%	\$39.81	\$4.79	\$5.79
98-99	\$7,711,957	\$3,022,646	1,240,225	—	208,854	4,952	39.2%	\$36.93	\$5.94	\$3.78
99-00	\$10,936,233	\$2,890,853	1,187,749	—	207,908	4,825	26.4%	\$52.60	\$5.71	\$6.77
00-01	\$10,331,888	\$3,415,325	1,206,839	—	207,527	4,902	33.1%	\$49.79	\$5.82	\$5.73
01-02	\$10,152,892	\$4,148,329	1,281,124	—	236,604	5,607	40.9%	\$42.91	\$5.41	\$4.69
02-03	\$10,826,109	\$4,748,984	1,345,333	1,345,333	--	6,057	43.9%	--	--	\$4.52
03-04	\$13,985,454	\$5,239,389	1,428,819	1,428,819	261,000	6,194	37.5%	\$53.58	\$5.47	\$6.12
04-05	\$15,474,873	\$5,774,132	1,432,468	1,432,468	257,000	6,103	37.3%	\$60.21	\$5.57	\$6.77
05-06	\$16,148,437	\$6,086,694	1,554,450	1,554,450	260,000	6,200	37.6%	\$62.11	\$5.98	\$6.47
06-07	\$17,783,627	\$6,368,047	1,560,729	1,560,729	254,000	6,100	35.8%	\$70.01	\$6.14	\$7.31
07-08	\$17,821,531	\$6,997,396	1,686,015	1,686,015	256,000	6,200	39.3%	\$69.62	\$6.59	\$6.42
08-09	\$16,439,884	\$6,975,640	1,501,619	1,501,619	257,000	6,400	42.4%	\$63.97	\$5.84	\$6.30
09-10	\$15,387,944	\$6,159,647	1,271,620	1,271,620	259,000	6,500	40.0%	\$59.41	\$4.91	\$7.26
10-11	\$15,850,637	\$6,257,839	1,390,142	1,390,142	263,192	6,565	39.4%	\$60.22	\$5.28	\$6.90
11-12	\$17,602,810	\$6,955,444	1,624,211	1,624,211	278,044	6,932	39.5%	\$63.31	\$5.84	\$6.56
12-13	\$18,766,985	\$7,222,779	1,629,196	1,629,196	277,179	6,969	38.4%	\$67.71	\$5.88	\$7.09
13-14	\$19,549,341	\$7,627,368	1,673,816	1,673,816	276,690	7,012	39.0%	\$70.59	\$6.05	\$7.12
14-15	\$19,741,340	\$7,400,568	1,641,525	1,641,525	276,815	6,995	37.5%	\$71.32	\$5.93	\$7.52
15-16	\$16,745,495	\$6,877,550	1,556,056	1,556,056	273,645	6,913	41.1%	\$61.19	\$5.69	\$6.34
16-17	\$18,114,430	\$6,452,948	1,454,865	1,454,865	271,414	6,861	35.6%	\$66.74	\$5.36	\$8.02
17-18	\$17,242,148	\$5,072,463	1,433,125	1,433,125	272,015	6,857	29.4%	\$63.39	\$5.27	\$8.49
18-19	\$19,820,391	\$5,406,058	1,408,677	1,408,677	270,395	8,473	27.3%	\$73.30	\$5.21	\$10.23
19-20	\$20,594,179	\$4,333,925	944,109	944,109	230,008	7,255	21.0%	\$89.54	\$4.10	\$17.22
20-21	\$23,249,445	\$1,085,678	162,707	162,707	145,927	4,643	4.7%	\$159.32	\$1.11	\$136.22
21-22	\$33,063,038	\$2,743,214	588,409	588,409	363,121	11,566	8.3%	\$91.05	\$1.62	\$51.53
22-23	\$35,632,175	\$3,489,301	813,207	813,207	401,023	12,371	9.8%	\$88.85	\$2.03	\$39.53
23-24*	\$29,889,345	\$3,877,529	852,993	852,993	399,732	12,275	13.0%	\$74.77	\$2.13	\$30.49

Notes: For FY 97 to FY 02, Revenue Miles are measured in train miles. For FY04-Current Reported Year, Revenue Miles are measured in car miles. For FY 96 to FY 05, Revenue Hours in train hours but for FY 05, Revenue Hours in car hours. FY23-24 operating cost and farebox revenue are preliminary numbers.

## NCTD SPRINTER

Fiscal Year	Operating Cost	Farebox Revenue	Total Passengers	Revenue Passengers	Revenue Miles	Revenue Hours	Farebox Recovery Ratio	Operating Cost Per Rev-Mile	Total Passenger Rev-Mile	Subsidy Per Passenger
07-08	\$7,219,771	\$668,047	718,481	718,481	140,347	6,217	9.3%	\$51.44	\$5.12	\$9.12
08-09	\$15,049,550	\$2,272,203	2,195,373	2,195,373	482,000	21,800	15.1%	\$31.22	\$4.55	\$5.82
09-10	\$12,779,915	\$2,076,377	2,117,920	2,117,920	482,000	21,900	16.2%	\$26.51	\$4.39	\$5.05
10-11	\$13,036,488	\$2,388,199	2,219,825	2,219,825	498,717	22,648	18.3%	\$26.14	\$4.45	\$4.80
11-12	\$13,804,726	\$2,650,993	2,417,640	2,417,640	513,514	23,337	19.2%	\$26.88	\$4.71	\$4.61
12-13	\$14,725,284	\$2,280,064	2,000,888	2,000,888	417,973	18,989	15.5%	\$35.23	\$4.79	\$6.22
13-14	\$15,031,520	\$2,763,574	2,551,106	2,551,106	517,858	23,525	18.4%	\$29.03	\$4.93	\$4.81
14-15	\$16,147,811	\$3,002,250	2,769,686	2,769,686	517,911	23,526	18.6%	\$31.18	\$5.35	\$4.75
15-16	\$16,295,393	\$2,975,566	2,677,929	2,677,929	518,836	23,585	18.3%	\$31.41	\$5.16	\$4.97
16-17	\$15,521,078	\$2,692,729	2,549,053	2,549,053	518,894	23,390	17.3%	\$29.91	\$4.91	\$5.03
17-18	\$20,854,239	\$2,750,013	2,532,731	2,532,731	516,894	23,489	13.2%	\$40.35	\$4.90	\$7.15
18-19	\$21,559,748	\$2,702,177	2,408,961	2,408,961	516,745	23,667	12.5%	\$41.72	\$4.66	\$7.83
19-20	\$23,272,686	\$2,385,873	2,066,091	2,066,091	519,131	23,613	10.3%	\$44.83	\$3.98	\$10.11
20-21	\$22,542,955	\$1,448,226	1,225,435	1,225,435	516,818	23,489	6.4%	\$43.62	\$2.37	\$17.21
21-22	\$28,355,668	\$1,116,444	1,322,380	1,322,380	514,468	23,375	3.9%	\$55.12	\$2.57	\$20.60
22-23	\$30,249,214	\$1,007,762	1,684,586	1,684,586	516,006	23,449	3.3%	\$58.62	\$3.26	\$17.36

Notes: Sprinter service was shut down from Mar 9 through May17, 2013. FY23-24 operating cost and farebox revenue are preliminary numbers.



## NCTD FLEX

Fiscal Year	Operating Cost	Farebox Revenue	Total Passengers	Revenue Passengers	Revenue Miles	Revenue Hours	Farebox Recovery Ratio	Operating Cost Per Rev-Mile	Total Passenger Rev-Mile	Subsidy Per Passenger
96-97	\$493,052	\$59,104	108,416	84,144	185,055	13,969	12.0%	\$2.66	\$0.59	\$4.00
97-98	\$510,159	\$53,939	103,245	77,403	180,162	13,944	10.6%	\$2.83	\$0.57	\$4.42
98-99	\$525,309	\$53,428	101,071	77,228	184,666	13,945	10.2%	\$2.84	\$0.55	\$4.67
99-00	\$531,590	\$49,007	100,034	74,894	161,319	13,949	9.2%	\$3.30	\$0.62	\$4.82
00-01	\$605,633	\$43,596	84,306	65,065	158,714	13,849	7.2%	\$3.82	\$0.53	\$6.67
01-02	\$566,085	\$55,808	77,535	60,737	152,792	13,645	9.9%	\$3.70	\$0.51	\$6.58
02-03	\$847,387	\$30,307	109,178	89,241	216,274	19,081	3.6%	\$3.92	\$0.50	\$7.48
03-04	\$1,125,209	\$89,060	140,122	140,122	288,290	24,848	7.9%	\$3.90	\$0.49	\$7.39
04-05	\$932,009	\$76,636	115,747	115,747	239,716	21,497	8.2%	\$3.89	\$0.48	\$7.39
05-06	\$963,000	\$85,109	105,739	105,739	226,838	20,316	9.2%	\$4.08	\$0.47	\$7.95
06-07	\$1,011,950	\$84,089	95,239	95,239	230,053	20,948	8.3%	\$4.40	\$0.41	\$9.74
07-08	\$998,297	\$80,331	87,818	87,818	224,674	20,724	8.0%	\$4.44	\$0.39	\$10.45
08-09	\$102,365	\$7,929	8,205	8,205	21,921	2,012	7.7%	\$4.67	\$0.37	\$11.51
09-10	--	--	--	--	--	--				
10-11	--	--	--	--	--	--				
11-12	\$324,087	\$46,826	4,578	3,506	55,137	2,373	14.4%	\$5.88	\$0.08	\$60.56
12-13	\$510,197	\$76,342	18,690	18,690	80,636	4,282	15.0%	\$6.33	\$0.23	\$23.21
13-14	\$617,128	\$75,698	24,557	24,557	100,160	7,652	12.3%	\$6.16	\$0.25	\$22.05
14-15	\$604,632	\$74,744	25,705	25,705	118,105	8,650	12.4%	\$5.12	\$0.22	\$20.61
15-16	\$635,670	\$66,114	24,890	24,890	119,923	8,476	10.4%	\$5.30	\$0.21	\$22.88
16-17	\$739,753	\$56,329	20,704	20,704	108,648	7,632	7.6%	\$6.81	\$0.19	\$33.01
17-18	\$1,333,775	\$180,945	27,646	27,646	245,191	16,525	13.6%	\$5.44	\$0.11	\$41.70
18-19	\$1,978,578	\$192,637	32,443	32,443	305,832	16,455	9.7%	\$6.47	\$0.11	\$55.05
19-20	\$2,143,632	\$155,713	30,813	30,813	312,485	17,000	7.3%	\$6.86	\$0.10	\$64.52
20-21	\$2,285,288	\$24,268	21,547	21,547	314,171	17,289	1.1%	\$7.27	\$0.07	\$104.93
21-22	\$3,346,495	\$32,436	25,332	25,332	315,831	16,893	1.0%	\$10.60	\$0.08	\$130.83
22-23	\$4,080,085	\$69,748	38,624	38,624	371,621	16,980	1.7%	\$10.98	\$0.10	\$103.83
23-24*	\$3,427,376	\$127,188	48,663	48,663	320,948	17,414	3.7%	\$10.68	\$0.15	\$67.82

Notes: NCTD FAST service discontinued in first quarter of FY 08-09 (8/10/2008) NCTD FLEX service started in FY 12. FY23-24 operating cost and farebox revenue are preliminary numbers.

## NCTD LIFT

Fiscal Year	Operating Cost	Farebox Revenue	Total Passengers	Revenue Passengers	Revenue Miles	Revenue Hours	Farebox Recovery Ratio	Operating Cost Per Rev-Mile	Total Passenger Rev-Mile	Subsidy Per Passenger
96-97	\$1,348,305	\$158,881	74,743	70,096	605,903	35,313	11.8%	\$2.23	\$0.12	\$15.91
97-98	\$1,494,861	\$176,020	81,447	78,953	711,476	39,956	11.8%	\$2.10	\$0.11	\$16.19
98-99	\$1,597,151	\$170,400	84,844	82,946	793,311	42,139	10.7%	\$2.01	\$0.11	\$16.82
99-00	\$1,676,476	\$177,138	84,367	83,042	772,688	41,026	10.6%	\$2.17	\$0.11	\$17.77
00-01	\$1,800,578	\$166,733	80,355	79,449	734,494	39,728	9.3%	\$2.45	\$0.11	\$20.33
01-02	\$1,943,457	\$168,704	83,278	82,640	743,259	41,115	8.7%	\$2.61	\$0.11	\$21.31
02-03	\$2,137,903	\$156,998	83,170	82,941	765,372	42,838	7.3%	\$2.79	\$0.11	\$23.82
03-04	\$2,491,442	\$232,856	84,197	84,197	867,980	46,763	9.3%	\$2.87	\$0.10	\$26.83
04-05	\$2,661,197	\$276,799	86,306	85,696	994,526	47,617	10.4%	\$2.68	\$0.09	\$27.63
05-06	\$2,746,052	\$356,000	88,342	88,342	858,779	42,545	13.0%	\$3.20	\$0.10	\$27.05
06-07	\$3,622,088	\$421,079	98,762	98,762	992,778	48,549	11.6%	\$3.65	\$0.10	\$32.41
07-08	\$3,513,508	\$379,112	101,161	101,161	975,766	48,334	10.8%	\$3.60	\$0.10	\$30.98
08-09	\$3,748,853	\$484,516	115,496	115,496	1,138,108	56,139	12.9%	\$3.30	\$0.10	\$28.26
09-10	\$3,932,079	\$504,631	119,150	119,150	1,122,471	58,000	12.8%	\$3.50	\$0.11	\$28.77
10-11	\$3,642,401	\$492,102	117,734	117,734	1,114,381	56,244	13.5%	\$3.27	\$0.11	\$26.76
11-12	\$3,335,072	\$522,454	130,384	130,384	1,026,212	61,972	15.7%	\$3.25	\$0.13	\$21.57
12-13	\$3,932,232	\$554,330	145,039	145,039	1,175,839	66,345	14.1%	\$3.34	\$0.12	\$23.29
13-14	\$4,789,180	\$567,826	154,162	154,162	1,400,480	75,285	11.9%	\$3.42	\$0.11	\$27.38
14-15	\$7,401,937	\$686,606	184,845	184,845	2,029,182	116,162	9.3%	\$3.65	\$0.09	\$36.33
15-16	\$8,419,934	\$776,194	199,670	199,670	2,027,674	116,439	9.2%	\$4.15	\$0.10	\$38.28
16-17	\$9,544,923	\$788,103	202,173	202,173	1,994,752	119,422	8.3%	\$4.79	\$0.10	\$43.31
17-18	\$10,783,848	\$742,766	186,120	186,120	1,814,488	115,313	6.9%	\$5.94	\$0.10	\$53.95
18-19	\$10,390,882	\$704,931	168,818	168,818	1,593,103	93,997	6.8%	\$6.52	\$0.11	\$57.38
19-20	\$9,283,345	\$680,517	116,437	116,437	1,077,905	62,243	7.3%	\$8.61	\$0.11	\$73.88
20-21	\$9,446,305	\$619,701	57,427	57,427	684,642	37,488	6.6%	\$13.80	\$0.08	\$153.70
21-22	\$8,811,815	\$621,970	72,376	72,376	734,694	39,661	7.1%	\$11.99	\$0.10	\$113.16
22-23	\$10,969,981	\$574,994	93,136	93,136	912,356	52,243	5.2%	\$12.02	\$0.10	\$111.61
23-24*	\$12,566,826	\$753,470	105,244	105,244	903,563	53,654	6.0%	\$13.91	\$0.12	\$112.25

Notes: FY23-24 operating cost and farebox revenue are preliminary numbers.