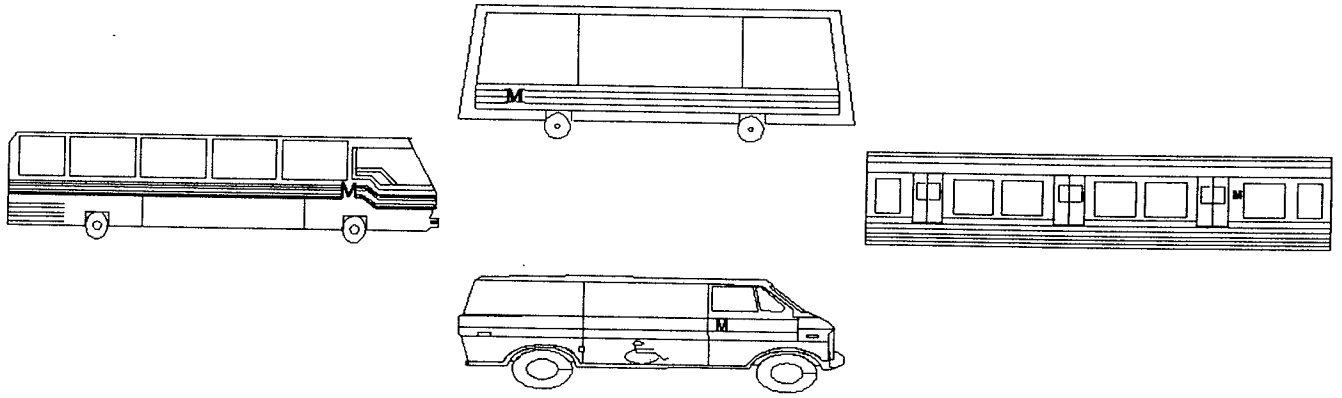
# MIAMI-DADE TRANSIT

## RIDERSHIP TECHNICAL REPORT

## METROBUS, METRORAIL, METROMOVER, & PARATRANSIT



JANUARY 2002

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# RIDERSHIP TECHNICAL REPORT

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## SYSTEM PERFORMANCE SUMMARY

## JANUARY 2002

| TRAVEL MODE | TOTAL WEEKDAY RIDERSHIP | TOTAL SATURDAY RIDERSHIP | TOTAL SUNDAY RIDERSHIP | TOTAL RIDERSHIP |
|---|---|---|---|---|
| METROBUS | 4,523,805 (1) | 495,158 | 407,082 (2) | 5,426,045 |
| METRORAIL | 1,034,096 (1) | 80,352 | 70,238 (2) | 1,184,686 |
| METROMOVER | 316,990 (1) | 25,459 | 24,817 (2) | 367,266 |
| PARATRANSIT | | | | |
| STS | N/A | N/A | N/A | 73,705 |
| MEDICAID | N/A | N/A | N/A | 28,588 |
| **TOTAL** | **5,874,891** | **600,969** | **502,137** | **7,080,290** |

(1) Total Weekday Ridership includes MLK's B- Day Boardings (January 21, 2002).
Rridership for that day was as follows:
Metrobus = 155,621
Metrorail = 27,218
Metromover = 7,217

(2) Total Sunday Ridership includes New Years Day Boardings (January 01, 2002). Ridership for that day is as follows:
Metrobus = 75,929
Metrorail = 9,984
Metromover = 4,984

# METROBUS
## Boardings By Route
## JANUARY 2002

| ROUTES | Average Weekday | Boardings By Day of Week | | | TOTAL Monthly Boardings |
|---|---|---|---|---|---|
| | | Weekdays | Saturdays | Sundays | |
| A | 662 | 13,903 | 1,018 | 928 | 16,596 |
| B | 1,521 | 31,945 | 3,220 | 3,181 | 39,961 |
| C | 3,577 | 75,114 | 12,541 | 11,119 | 101,946 |
| E | 1,026 | 21,552 | 2,274 | 2,534 | 27,100 |
| G | 3,225 | 67,732 | 8,563 | 6,208 | 84,963 |
| H | 4,459 | 93,641 | 16,499 | 14,277 | 128,052 |
| J | 4,640 | 97,444 | 11,317 | 8,466 | 121,096 |
| K | 4,600 | 96,602 | 10,211 | 12,847 | 123,548 |
| L | 10,616 | 222,939 | 31,783 | 26,995 | 290,347 |
| M | 1,909 | 40,082 | 3,090 | 3,116 | 47,668 |
| R | 372 | 7,818 | - | - | 8,148 |
| S | 13,252 | 278,288 | 49,296 | 51,865 | 392,455 |
| T | 2,151 | 45,169 | 3,532 | 4,145 | 54,182 |
| V | 243 | 5,111 | - | - | 5,357 |
| W | 454 | 9,534 | 2,212 | 911 | 13,021 |
| 1 | 1,692 | 35,542 | 2,992 | 2,035 | 41,601 |
| 2 | 3,811 | 80,037 | 7,954 | 5,309 | 95,583 |
| 3 | - | - | 36,460 | 27,469 | 63,929 |
| 3/16 | 12,790 | 268,590 | - | - | 278,655 |
| 6 | 359 | 7,532 | - | - | 7,751 |
| 7 | 3,522 | 73,969 | 11,867 | 8,481 | 96,958 |
| 8 | 7,441 | 156,261 | 19,512 | 12,437 | 193,785 |
| 9 | 4,713 | 98,970 | - | 6,762 | 109,072 |
| 9/10 | - | - | 16,788 | - | 16,788 |
| 10 | 2,470 | 51,867 | - | 2,911 | 56,480 |

# METROBUS
## Boardings By Route
## JANUARY 2002

| ROUTES | Average Weekday | Boardings By Day of Week | | | TOTAL Monthly Boardings |
|---|---|---|---|---|---|
| | | Weekdays | Saturdays | Sundays | |
| 11 | 12,314 | 258,596 | 40,672 | 31,782 | 340,519 |
| 12 | 3,214 | 67,495 | - | - | 69,398 |
| 12/21 | - | - | 9,139 | 8,670 | 17,809 |
| 16 | - | - | 9,952 | 7,919 | 17,870 |
| 17 | 5,369 | 112,744 | 10,873 | 6,965 | 135,084 |
| 21 | 2,600 | 54,604 | - | - | 55,966 |
| 22 | 4,101 | 86,127 | 8,894 | 5,499 | 102,907 |
| 24 | 4,015 | 84,309 | 9,654 | 7,257 | 104,163 |
| 27 | 8,559 | 179,742 | 20,010 | 16,080 | 221,186 |
| 28 | 696 | 14,616 | - | - | 14,902 |
| 29 | 315 | 6,622 | - | - | 7,015 |
| 31 | 1,013 | 21,277 | - | - | 21,955 |
| 32 | 3,584 | 75,255 | 6,848 | 4,379 | 88,975 |
| 33 | 2,019 | 42,406 | 3,544 | 2,156 | 49,270 |
| 35/52 | - | - | 5,410 | 5,037 | 10,447 |
| 35/70 | 1,962 | 41,199 | - | - | 42,379 |
| 36 | 3,215 | 67,524 | 6,913 | 5,444 | 82,271 |
| 37 | 3,695 | 77,589 | - | - | 80,731 |
| 37/72 | - | - | 8,979 | 8,460 | 17,440 |
| 38 | 3,740 | 78,532 | 12,827 | 12,809 | 107,150 |
| 40 | 2,049 | 43,028 | 4,582 | 2,920 | 52,195 |
| 42 | 979 | 20,559 | 2,675 | 2,329 | 26,166 |
| 48 | 387 | 8,127 | - | - | 9,104 |
| 51-FLAGLER MAX | 1,637 | 34,376 | - | - | 35,373 |
| 52 | 1,092 | 22,942 | - | - | 23,630 |
| 54 | 3,187 | 66,931 | 5,376 | 4,917 | 79,346 |
| 56 | 1,412 | 29,654 | - | - | 30,675 |
| 57/72 | 1,914 | 40,203 | - | - | 41,464 |
| 62 | 4,895 | 102,797 | 10,732 | 10,645 | 127,863 |

# METROBUS
## Boardings By Route
## JANUARY 2002

| ROUTES | Average Weekday | Boardings By Day of Week | | | TOTAL Monthly Boardings |
|---|---|---|---|---|---|
| | | Weekdays | Saturdays | Sundays | |
| 65EX | 211 | 4,440 | - | - | 4,620 |
| 70 | - | - | 2,706 | 2,449 | 5,156 |
| 71 | 1,232 | 25,862 | 3,221 | 1,586 | 31,441 |
| 73 | 2,000 | 42,007 | 3,233 | 1,233 | 48,010 |
| 75 | 3,887 | 81,618 | 2,235 | 1,637 | 87,115 |
| 77 | 9,201 | 193,222 | 19,806 | 13,710 | 232,633 |
| 83 | 4,474 | 93,964 | 9,497 | 5,664 | 111,545 |
| 87 | 1,473 | 30,941 | 1,647 | 1,237 | 34,867 |
| 88 | 2,517 | 52,854 | 8,358 | 7,096 | 70,281 |
| 91 | 1,165 | 24,468 | 2,896 | 2,206 | 30,310 |
| BISC MAX | 2,237 | 46,970 | - | - | 48,530 |
| 95EX | 1,708 | 35,869 | - | - | 36,448 |
| 27 MAX | 685 | 14,375 | - | - | 14,717 |
| 104 | 1,443 | 30,300 | - | - | 30,999 |
| TR-36 ST | 80 | 1,683 | - | - | 1,717 |
| TR-MIA | 379 | 7,964 | 691 | 809 | 9,640 |
| 134 - RIVERSIDE SHUTTLE | 19 | 402 | - | - | 421 |
| 137-WEST DADE CONN | 779 | 16,354 | 2,652 | 2,091 | 21,856 |
| 231-BUSWAY LOCAL | 493 | 10,349 | 2,432 | 3,332 | 16,945 |
| 236-AIRPORT OWL | 138 | 2,904 | 1,313 | 1,316 | 5,754 |
| 238-EAST/WEST CONN | 404 | 8,492 | 1,218 | 1,296 | 11,331 |
| 240-BIRD MAX | 505 | 10,608 | - | - | 11,214 |
| 241-NORTH DADE CONN | 502 | 10,535 | - | - | 10,717 |
| 242-DORAL CONN | 533 | 11,189 | - | - | 11,686 |

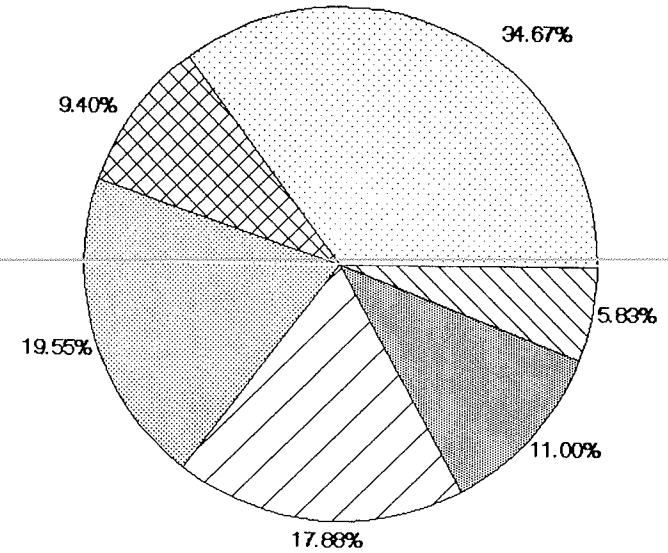
**METRO BUS**
**Boardings By Route**
**JANUARY 2002**

| ROUTES | Average Weekday | Boardings By Day of Week | | | TOTAL Monthly Boardings |
|---|---|---|---|---|---|
| | | Weekdays | Saturdays | Sundays | |
| 243-SEAPORT CONN | 150 | 3,149 | 757 | 572 | 4,691 |
| 245-OKEECHOBEE CONN | 236 | 4,954 | - | - | 5,119 |
| 246-NIGHT OWL | 244 | 5,129 | 1,893 | 2,719 | 9,951 |
| 248-BRICKELL KEY SHUTTLE | 270 | 5,670 | 357 | - | 6,160 |
| 252-CORAL REEF | 692 | 14,527 | 2,037 | 2,224 | 19,493 |
| 267-LUDLUM MAX | 261 | 5,490 | - | - | 5,624 |
| 287-SAGA BAY | 312 | 6,550 | - | - | 6,815 |
| 300 | 45 | 362 | - | - | 362 |
| KAT-KILLIAN | 906 | 19,019 | - | - | 20,290 |
| KAT-SUNSET | 721 | 15,138 | - | - | 16,252 |
| KAT-KENDALL | 605 | 12,705 | - | - | 13,105 |
| GREEN HILLS SHUTTLE | 12 | 93 | - | - | 101 |
| KINGS CREEK SHUTTLE | 19 | 74 | - | - | 83 |
| SIERRA LAKES SHUTTLE | 19 | 74 | - | - | 93 |
| ROBERT SHARPE SHUTTLE | 13 | 79 | - | - | 113 |
| 302-AHEPA APT | 46 | 182 | - | - | 182 |
| 303-SIERA LAKE | 63 | 251 | - | - | 251 |
| Special | - | 0 | - | - | 0 |
| Park n Ride | - | 471 | - | 643 | 1,114 |
| **TOTALS** | **208,149** | **4,368,184** | **495,157** | **407,082** | **5,426,045** * |

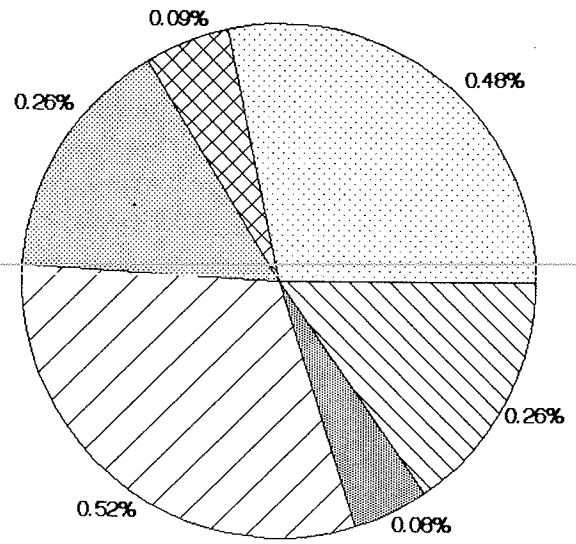
* Total Monthly Boardings include MLK'S B-DAY Boardings.

# METROBUS
## Total Boardings By Fare Type Per Category
## JANUARY 2002

LOCAL ROUTES




EXPRESS ROUTES




| | LOCAL ROUTES % OF TOTAL BOARDINGS |
|---|---|
| $1.25 Full Fare | 34.67% |
| $0.60 Discount Fare | 9.40% |
| Transfers Received | 19.55% |
| Pass Boardings | 17.88% |
| Golden Pass Boarding | 11.00% |
| Token Boardings | 5.83% |

| | EXPRESS ROUTES % OF TOTAL BOARDINGS |
|---|---|
| $1.50 Full Fare | 0.48% |
| $0.75 Discount Fare | 0.09% |
| Transfers Received | 0.26% |
| Pass Boardings | 0.52% |
| Golden Pass Boarding | 0.08% |
| Token Boardings | 0.26% |

Please note that the combination of the two graphs and corresponding tables comprise total Metrobus boardings. Not included in the fare breakdown are Special Event and Park-n-Ride services.

## METRO BUS
## Total Holiday Boardings

| ROUTES | NEW YEARS DAY BOARDINGS 2002 | ROUTES | NEW YEARS DAY BOARDINGS 2002 | ROUTES | NEW YEARS DAY BOARDINGS 2002 |
|---|---|---|---|---|---|
| A | 310 | 24 | 883 | BISC MAX | - |
| B | 439 | 27 | 3,088 | 95 EX | - |
| C | 2,418 | 28 | - | 27 MAX | - |
| E | 304 | 29 | - | 104 | - |
| G | 1,178 | 31 | - | TR -36 ST | - |
| H | 2,216 | 32 | 1,264 | TRI-MIA | 160 |
| J | 2,582 | 33 | 363 | 134 - RIVERSIDE SHUTTLE | - |
| K | 2,170 | 35/52 | 830 | 137-WEST DADE CONN | 234 |
| L | 6,054 | 35/70 | | 231-BUSWAY LOCAL | 1,153 |
| M | 1,031 | 36 | 674 | 236-AIRPORT OWL | 455 |
| R | - | 37 | - | 238-EAST/WEST CONN | 119 |
| S | 12,562 | 37/72 | 1,222 | 240-BIRD ROAD MAX | - |
| T | 878 | 38 | 2,316 | 241-NORTH DADE CONN | - |
| V | - | 40 | 395 | 242-DORAL CONN | - |
| W | 227 | 42 | 332 | 243 | 23 |
| 1 | 133 | 48 | - | 245 | - |
| 2 | 891 | 51- FLAGLER MAX | - | 246 | 410 |
| 3 | 4,657 | 52 | - | 248 | - |
| 3/16 | - | 54 | 683 | 252-CORAL REEF MAX | 257 |
| 6 | - | 56 | - | 267 | - |
| 7 | 1,041 | 57/72 | - | 287-SAGA BAY MAX | - |
| 8 | 2,030 | 62 | 2,928 | KAT-KILLIAN | - |
| 9 | 1,165 | 65 EX | - | KAT-SUNSET | - |
| 9/10 | - | 70 | 220 | KAT-KENDALL | - |
| 10 | 535 | 71 | 112 | GREEN HILLS SHUTTLE | - |
| 11 | 4,238 | 73 | 178 | KINGS CREEK SHUTTLE | - |
| 12 | - | 75 | 254 | SIERRA LAKES SHUTTLE | - |
| 12/21 | 2,031 | 77 | 2,454 | ROBERT SHARPE SHUTTLE | - |
| 16 | 1,212 | 83 | 1,136 | 303 | - |
| 17 | 1,085 | 87 | 102 | 302-AHEPA APT | - |
| 21 | - | 88 | 924 | 303-SIERA LAKE | - |
| 22 | 974 | 91 | 399 | | |

**NEW YEARS DAY 2002**

**TOTAL BOARDINGS = 75,929**

## METROBUS
## Total Holiday Boardings

| ROUTES | MLK'S BIRTHDAY BOARDINGS 2002 |
|---|---|
| A | 747 |
| B | 1,615 |
| C | 3,171 |
| E | 740 |
| G | 2,461 |
| H | 3,635 |
| J | 3,869 |
| K | 3,888 |
| L | 8,630 |
| M | 1,380 |
| R | 330 |
| S | 13,006 |
| T | 1,336 |
| V | 246 |
| W | 365 |
| 1 | 1,032 |
| 2 | 2,283 |
| 3 | - |
| 3/16 | 10,065 |
| 6 | 219 |
| 7 | 2,642 |
| 8 | 5,575 |
| 9 | 3,341 |
| 9/10 | - |
| 10 | 1,702 |
| 11 | 9,468 |
| 12 | 1,903 |
| 12/21 | - |
| 16 | - |
| 17 | 4,502 |
| 21 | 1,362 |
| 22 | 2,387 |

| ROUTES | MLK'S BIRTHDAY BOARDINGS 2002 |
|---|---|
| 24 | 2,943 |
| 27 | 5,354 |
| 28 | 286 |
| 29 | 393 |
| 31 | 678 |
| 32 | 2,493 |
| 33 | 1,164 |
| 35/52 | - |
| 35/70 | 1,180 |
| 36 | 2,389 |
| 37 | 3,142 |
| 37/72 | - |
| 38 | 2,982 |
| 40 | 1,665 |
| 42 | 603 |
| 48 | 977 |
| 51- FLAGLER MAX | 997 |
| 52 | 688 |
| 54 | 2,123 |
| 56 | 1,021 |
| 57/72 | 1,261 |
| 62 | 3,689 |
| 65 EX | 180 |
| 70 | - |
| 71 | 771 |
| 73 | 1,537 |
| 75 | 1,625 |
| 77 | 5,895 |
| 83 | 2,420 |
| 87 | 1,042 |
| 88 | 1,973 |
| 91 | 740 |

| ROUTES | MLK'S BIRTHDAY BOARDINGS 2002 |
|---|---|
| BISC MAX | 1,560 |
| 95 EX | 579 |
| 27 MAX | 342 |
| 104 | 699 |
| TR -36 ST | 34 |
| TRI-MIA | 176 |
| 134 - RIVERSIDE SHUTTLE | 19 |
| 137-WEST DADE CONN | 758 |
| 231-BUSWAY LOCAL | 832 |
| 236-AIRPORT OWL | 221 |
| 238-EAST/WEST CONN | 325 |
| 240-BIRD ROAD MAX | 606 |
| 241-NORTH DADE CONN | 182 |
| 242-DORAL CONN | 497 |
| 243 | 213 |
| 245 | 165 |
| 246 | 210 |
| 248 | 133 |
| 252-CORAL REEF MAX | 705 |
| 267 | 134 |
| 287-SAGA BAY MAX | 265 |
| KAT-KILLIAN | 1271 |
| KAT-SUNSET | 1114 |
| KAT-KENDALL | 400 |
| GREEN HILLS SHUTTLE | 8 |
| KINGS CREEK SHUTTLE | 9 |
| SIERRA LAKES SHUTTLE | 19 |
| ROBERT SHARPE SHUTTLE | 34 |
| 300 | - |
| 302-AHEPA APT | - |
| 303-SIERA LAKE | - |

**MLK'S BIRTHDAY 2002**
**TOTAL BOARDINGS = 155,621**

# METROBUS
## Average Weekday Boardings
## Comparison To Previous Month

| ROUTE | Dec/01 | Jan/02 | %DIFF |
|---|---|---|---|
| 302-AHEPA APT | 12 | 46 | 283.3% |
| 248-BRICKELL KEY | 127 | 270 | 112.6% |
| 303-SIERA LAKE | 33 | 63 | 90.9% |
| 245-OKEECHOBEE CONN | 135 | 236 | 74.8% |
| 243-SEAPORT CONN | 101 | 150 | 48.5% |
| 241-NO DADE CONN | 348 | 502 | 44.3% |
| 242-DORAL CONN | 390 | 533 | 36.7% |
| SIERRA LAKES SHUT | 14 | 19 | 35.7% |
| 238-EAST/WEST CONN | 310 | 404 | 30.3% |
| 287-SAGA BAY | 244 | 312 | 27.9% |
| TR-36 ST | 64 | 80 | 25.0% |
| V | 190 | 243 | 22.1% |
| KAT SUNSET | 615 | 721 | 17.2% |
| 6 | 307 | 359 | 16.9% |
| 57/72 | 1,649 | 1,914 | 16.1% |
| 95EX | 1,492 | 1,708 | 14.5% |
| R | 326 | 372 | 14.1% |
| W | 398 | 454 | 14.1% |
| TR-MIA | 335 | 379 | 13.1% |
| 240-BIRD ROAD MAX | 449 | 505 | 12.5% |
| 1 | 1,508 | 1,692 | 12.2% |
| 104 | 1,288 | 1,443 | 12.0% |
| 21 | 2,324 | 2,600 | 11.9% |
| KAT KILLIAN | 815 | 906 | 11.2% |
| 28 | 637 | 696 | 9.3% |
| H | 4,133 | 4,459 | 7.9% |
| 27 MAX | 639 | 685 | 7.2% |
| 73 | 1,876 | 2,000 | 6.6% |
| G | 3,032 | 3,225 | 6.4% |
| 65EX | 199 | 211 | 6.0% |
| 75 | 3,667 | 3,887 | 6.0% |
| 83 | 4,222 | 4,474 | 6.0% |
| T | 2,035 | 2,151 | 5.7% |
| 32 | 3,404 | 3,584 | 5.3% |
| 267 | 248 | 261 | 5.2% |
| A | 631 | 662 | 4.9% |
| K | 4,389 | 4,600 | 4.8% |
| 37 | 3,533 | 3,695 | 4.6% |
| 38 | 3,587 | 3,740 | 4.3% |
| 40 | 1,967 | 2,049 | 4.2% |
| 52 | 1,049 | 1,092 | 4.1% |
| 7 | 3,391 | 3,522 | 3.9% |
| B | 1,465 | 1,521 | 3.8% |
| C | 3,455 | 3,577 | 3.5% |

| ROUTE | Dec/01 | Jan/02 | %DIFF |
|---|---|---|---|
| 10 | 2,386 | 2,470 | 3.5% |
| L | 10,262 | 10,616 | 3.4% |
| S | 12,818 | 13,252 | 3.4% |
| 17 | 5,202 | 5,369 | 3.2% |
| 91 | 1,134 | 1,165 | 2.7% |
| 11 | 11,998 | 12,314 | 2.6% |
| 77 | 8,996 | 9,201 | 2.3% |
| 54 | 3,117 | 3,187 | 2.2% |
| 42 | 958 | 979 | 2.2% |
| 62 | 4,797 | 4,895 | 2.0% |
| 12 | 3,152 | 3,214 | 2.0% |
| M | 1,876 | 1,909 | 1.8% |
| J | 4,562 | 4,640 | 1.7% |
| 35/70 | 1,930 | 1,962 | 1.7% |
| BISC MAX | 2,214 | 2,237 | 1.0% |
| 36 | 3,198 | 3,215 | 0.5% |
| 2 | 3,819 | 3,811 | -0.2% |
| 8 | 7,482 | 7,441 | -0.5% |
| 51-FLAG MAX | 1,647 | 1,637 | -0.6% |
| 9 | 4,753 | 4,713 | -0.8% |
| E | 1,036 | 1,026 | -1.0% |
| 22 | 4,145 | 4,101 | -1.1% |
| 56 | 1,430 | 1,412 | -1.3% |
| 71 | 1,249 | 1,232 | -1.4% |
| 88 | 2,552 | 2,517 | -1.4% |
| 87 | 1,501 | 1,473 | -1.9% |
| 24 | 4,096 | 4,015 | -2.0% |
| 31 | 1,064 | 1,013 | -4.8% |
| 27 | 9,012 | 8,559 | -5.0% |
| 33 | 2,134 | 2,019 | -5.4% |
| KINGS CREEK SHUT | 21 | 19 | -9.5% |
| 236-AIRPORT OWL | 161 | 138 | -14.3% |
| 29 | 372 | 315 | -15.3% |
| 231-BUSWAY LOCAL | 591 | 493 | -16.6% |
| 3/16 | 15,531 | 12,790 | -17.6% |
| 246-NIGHT OWL | 306 | 244 | -20.3% |
| 48 | 509 | 387 | -24.0% |
| 252-CORAL REEF | 947 | 692 | -26.9% |
| 137-WEST DADE CONN | 1,098 | 779 | -29.1% |
| ROBERT SHARPE SHU | 19 | 13 | -31.6% |
| 134-RIVERSIDE SHUT | 32 | 19 | -40.6% |
| GREEN HILLS SHUT | 28 | 12 | -57.1% |
| KAT KENDALL | 554 | 605 | n/a |
| 300 | n/a | 45 | n/a |

## METROBUS
## Average Weekday Boardings
## Comparison to Previous Year

| | ROUTE | Jan/01 | Jan/02 | %DIFF |
|---|---|---|---|---|
| **10% INCREASE TO PREVIOUS YEAR** | KINGS CREEK SHUT | 1 | 19 | 1800.0% |
| | SIERRA LAKES SHUT | 2 | 19 | 850.0% |
| | GREEN HILLS SHUT | 2 | 12 | 500.0% |
| | TR-36 ST | 46 | 80 | 73.9% |
| | 242-DORAL CONN | 316 | 533 | 68.7% |
| | 65EX | 126 | 211 | 67.5% |
| | A | 453 | 662 | 46.1% |
| | 56 | 993 | 1,412 | 42.2% |
| | 241-NO DADE CONN | 356 | 502 | 41.0% |
| | 243 | 116 | 150 | 29.3% |
| | 71 | 976 | 1,232 | 26.2% |
| | KAT KENDALL | 506 | 605 | 19.6% |
| | 95EX | 1,453 | 1,708 | 17.5% |
| | 6 | 323 | 359 | 11.1% |
| | R | 336 | 372 | 10.7% |
| **10% DECREASE TO PREVIOUS YEAR** | S | 14,719 | 13,252 | -10.0% |
| | H | 5,021 | 4,459 | -11.2% |
| | 52 | 1,237 | 1,092 | -11.7% |
| | 246 | 278 | 244 | -12.2% |
| | 137-WEST DADE CONN | 890 | 779 | -12.5% |
| | 36 | 3,798 | 3,215 | -15.4% |
| | KAT SUNSET | 879 | 721 | -18.0% |
| | 27 MAX | 838 | 685 | -18.3% |
| | 88 | 3,202 | 2,517 | -21.4% |
| | 240-BIRD RD MAX | 644 | 505 | -21.6% |
| | TR-MIA | 525 | 379 | -27.8% |
| | 29 | 446 | 315 | -29.4% |
| | 252-CORAL REEF | 1,006 | 692 | -31.2% |
| | 48 | 583 | 387 | -33.6% |
| | 134 - RIVERSIDE SHUT | 36 | 19 | -47.2% |
| | 231-BUSWAY LOCAL | 940 | 493 | -47.6% |

# METRORAIL

## BOARDINGS BY STATION

## JANUARY 2002

| STATIONS | AVERAGE WEEKDAY | WEEKDAY BOARDINGS | SATURDAY BOARDINGS | SUNDAY BOARDINGS | NEW YEAR'S DAY BOARDINGS | MLK BOARDINGS | TOTAL BOARDINGS |
|---|---|---|---|---|---|---|---|
| Dadeland South | 5,363 | 112,632 | 9,634 | 7,138 | 1,169 | 2,962 | 133,535 |
| Dadeland North | 5,610 | 117,803 | 7,747 | 6,321 | 888 | 2,759 | 135,518 |
| South Miami | 2,895 | 60,805 | 5,106 | 3,896 | 589 | 1,673 | 72,069 |
| University | 1,704 | 35,791 | 2,309 | 1,468 | 191 | 666 | 40,425 |
| Douglas | 2,487 | 52,220 | 4,808 | 3,344 | 510 | 1,694 | 62,576 |
| Coconut Grove | 1,261 | 26,471 | 2,713 | 2,761 | 412 | 834 | 33,191 |
| Vizcaya | 999 | 20,980 | 1,964 | 1,350 | 240 | 655 | 25,189 |
| Brickell | 2,298 | 48,259 | 3,240 | 2,823 | 412 | 1,315 | 56,049 |
| Government Center | 8,099 | 170,084 | 13,014 | 9,858 | 1,796 | 4,063 | 198,815 |
| Overtown/Arena | 1,173 | 24,637 | 4,019 | 2,148 | 345 | 550 | 31,699 |
| Culmer | 765 | 16,067 | 1,490 | 1,392 | 262 | 507 | 19,718 |
| Civic Center | 4,694 | 98,576 | 4,433 | 2,792 | 482 | 1,312 | 107,595 |
| Santa Clara | 473 | 9,939 | 832 | 694 | 90 | 269 | 11,824 |
| Allapattah | 1,500 | 31,492 | 2,792 | 1,978 | 366 | 890 | 37,518 |
| Earlington Heights | 1,117 | 23,466 | 2,269 | 1,749 | 332 | 698 | 28,514 |
| Brownsville | 734 | 15,407 | 1,409 | 1,286 | 198 | 1,141 | 19,441 |
| Martin Luther King | 993 | 20,851 | 2,270 | 1,566 | 390 | 1,059 | 26,136 |
| Northside | 1,560 | 32,753 | 3,669 | 2,638 | 417 | 957 | 40,434 |
| Tri-Rail | 870 | 18,262 | 1,731 | 1,559 | 297 | 1,135 | 22,984 |
| Hialeah | 1,361 | 28,574 | 2,648 | 1,927 | 360 | 944 | 34,453 |
| Okeechobee | 1,991 | 41,809 | 2,255 | 1,566 | 238 | 1,135 | 47,003 |
| **Total** | **47,947** | **1,006,878** | **80,352** | **60,254** | **9,984** | **27,218** | **1,184,686** |

# METR( AIL
# BOARDINGS BY FARE TYPE
# JANUARY 2002

| STATIONS | RAIL COUPONS | BUS-RAIL XFER (REG 4) | MONTHLY PASSES (REG 5) | FULL FARES (REG 6) | SIGN. PASSES (REG 9) | GOLDEN PASS (REG 11) | E/H PERMIT (REG 13) | STUDENT PERMIT (REG 15) | SPECIAL DAY PASSES (REG 16) | WEEKLY PASSES (REG 17) | TOKENS | TOTAL BOARDINGS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Dadeland South | 36 | 47,616 | 42,815 | 25,734 | 357 | 970 | 0 | 160 | 254 | 0 | 15,593 | 133,535 |
| Dadeland North | 112 | 29,989 | 48,826 | 35,051 | 322 | 869 | 6 | 211 | 154 | 1 | 19,977 | 135,518 |
| South Miami | 326 | 8,213 | 25,503 | 25,096 | 292 | 476 | 0 | 243 | 277 | 0 | 11,643 | 72,069 |
| University | 70 | 4,353 | 11,260 | 13,625 | 144 | 203 | 0 | 268 | 1,280 | 0 | 9,222 | 40,425 |
| Douglas | 119 | 20,874 | 13,725 | 17,949 | 158 | 891 | 0 | 448 | 132 | 1 | 8,279 | 62,576 |
| Coconut Grove | 0 | 5,404 | 6,502 | 13,775 | 12 | 286 | 11 | 122 | 133 | 0 | 6,946 | 33,191 |
| Vizcaya | 316 | 8,401 | 7,706 | 5,379 | 19 | 228 | 0 | 18 | 183 | 0 | 2,939 | 25,189 |
| Brickell | 120 | 14,269 | 10,091 | 18,461 | 31 | 1,123 | 0 | 119 | 323 | 3 | 11,509 | 56,049 |
| Government Center | 0 | 39,054 | 63,936 | 59,011 | 2,351 | 2,749 | 10 | 477 | 2,437 | 4 | 28,786 | 198,815 |
| Overtown/Arena | 102 | 3,873 | 5,977 | 12,321 | 4 | 306 | 0 | 63 | 244 | 0 | 8,809 | 31,699 |
| Culmer | 36 | 5,487 | 5,074 | 6,226 | 0 | 130 | 0 | 136 | 55 | 3 | 2,569 | 19,718 |
| Civic Center | 1,036 | 5,867 | 39,156 | 35,242 | 174 | 1,376 | 0 | 342 | 1,104 | 5 | 23,293 | 107,595 |
| Santa Clara | 28 | 770 | 2,631 | 5,360 | 14 | 144 | 0 | 86 | 39 | 0 | 2,752 | 11,824 |
| Allapattah | 209 | 11,481 | 10,492 | 10,052 | 12 | 460 | 0 | 91 | 66 | 0 | 4,655 | 37,518 |
| Earlington Heights | 147 | 9,545 | 7,044 | 7,902 | 56 | 274 | 0 | 87 | 23 | 0 | 3,436 | 28,514 |
| Brownsville | 39 | 3,449 | 4,844 | 7,852 | 25 | 158 | 0 | 71 | 29 | 0 | 2,974 | 19,441 |
| Martin Luther King | 48 | 11,530 | 7,305 | 5,507 | 11 | 188 | 0 | 77 | 47 | 0 | 1,423 | 26,136 |
| Northside | 126 | 11,986 | 10,894 | 12,576 | 22 | 234 | 0 | 112 | 118 | 0 | 4,366 | 40,434 |
| Tri-Rail | 77 | 5,349 | 4,795 | 4,547 | 6 | 125 | 267 | 25 | 4,284 | 0 | 3,509 | 22,984 |
| Hialeah | 86 | 12,613 | 5,292 | 10,302 | 20 | 1,017 | 0 | 16 | 78 | 0 | 5,029 | 34,453 |
| Okeechobee | 57 | 9,627 | 15,382 | 13,400 | 299 | 688 | 0 | 70 | 66 | 5 | 7,409 | 47,003 |
| **TOTAL BOARDINGS** | **3,090** | **269,750** | **349,250** | **345,368** | **4,329** | **12,895** | **294** | **3,244** | **11,326** | **22** | **185,118** | **1,184,686** |
| **MOVER-RAIL** | | **36,416** | **41,125** | **41,022** | **2,332** | **2,413** | **9** | **358** | **1,502** | **4** | **7,846** | **133,028** |
| **METRORAIL (total)** | **3,090** | **233,334** | **308,125** | **304,346** | **1,997** | **10,482** | **285** | **2,886** | **9,824** | **18** | **177,272** | **1,051,658** |

# METRORAIL
# HOLIDAY BOARDINGS BY STATION
# JANUARY 2002

| STATIONS | NEW YEARS DAY 2001 | NEW YEARS DAY 2002 |
|---|---|---|
| Dadeland South | 753 | 1,169 |
| Dadeland North | 1,066 | 888 |
| South Miami | 595 | 589 |
| University | 243 | 191 |
| Douglas | 649 | 510 |
| Coconut Grove | 375 | 412 |
| Vizcaya | 202 | 240 |
| Brickell | 343 | 412 |
| Government Center | 1,321 | 1,796 |
| Overtown/Arena | 318 | 345 |
| Culmer | 171 | 262 |
| Civic Center | 386 | 482 |
| Santa Clara | 120 | 90 |
| Allapattah | 440 | 366 |
| Earlington Heights | 237 | 332 |
| Brownsville | 185 | 198 |
| Martin Luther King | 371 | 390 |
| Northside | 424 | 417 |
| Tri-Rail | 202 | 297 |
| Hialeah | 320 | 360 |
| Okeechobee | 156 | 238 |
| **TOTAL** | **8,877** | **9,984** |

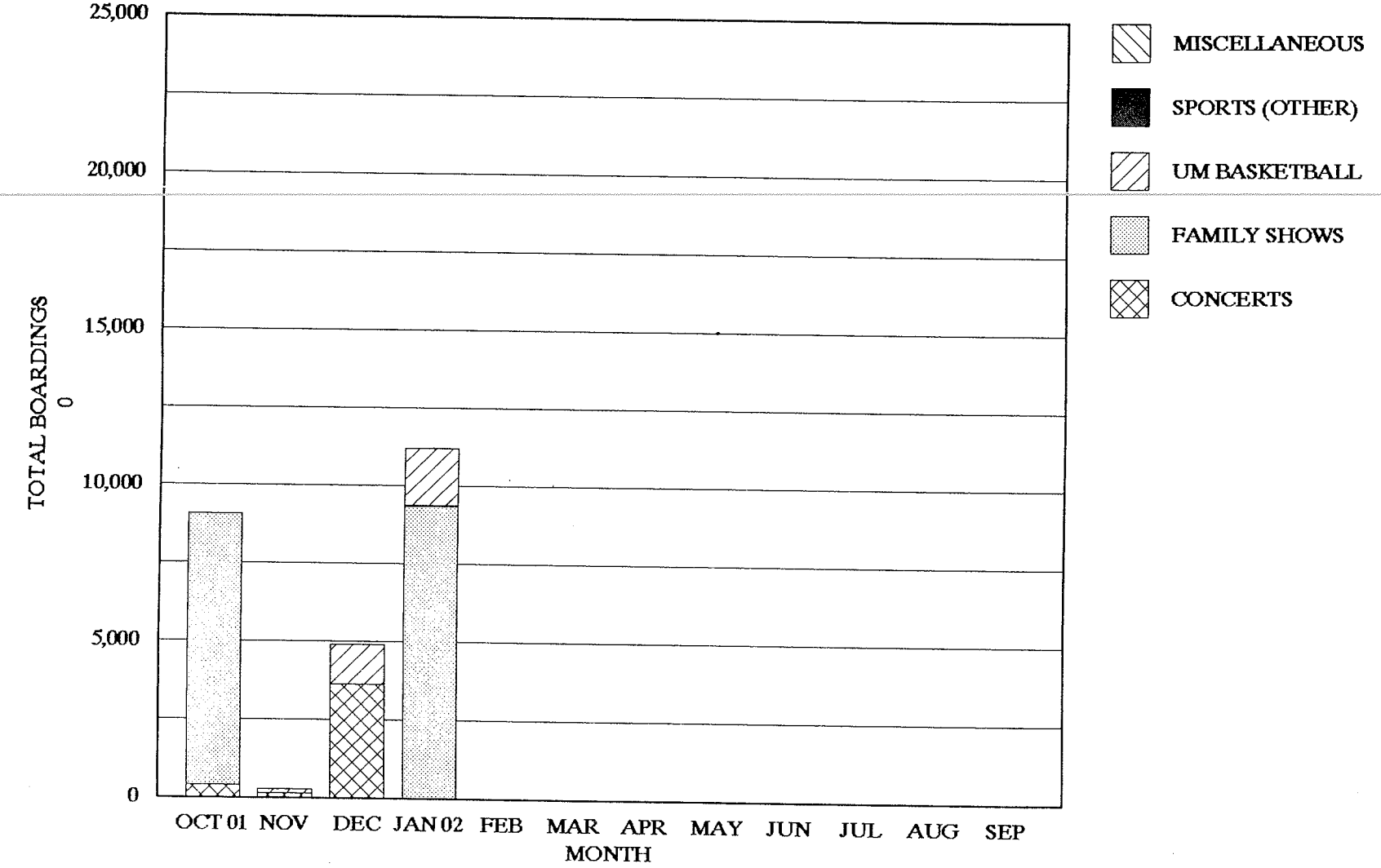
# METRORAIL
# HOLIDAY BOARDINGS BY STATION
# JANUARY 2002

| STATIONS | MLK'S BIRTHDAY 2001 | MLK'S BIRTHDAY 2002 |
|---|---|---|
| Dadeland South | 1,997 | 2,962 |
| Dadeland North | 2,599 | 2,759 |
| South Miami | 1,701 | 1,673 |
| University | 681 | 666 |
| Douglas | 1,265 | 1,694 |
| Coconut Grove | 922 | 834 |
| Vizcaya | 619 | 655 |
| Brickell | 1,260 | 1,315 |
| Government Center | 3,442 | 4,063 |
| Overtown/Arena | 987 | 550 |
| Culmer | 418 | 507 |
| Civic Center | 1,036 | 1,312 |
| Santa Clara | 248 | 269 |
| Allapattah | 587 | 890 |
| Earlington Heights | 551 | 698 |
| Brownsville | 586 | 1,141 |
| Martin Luther King | 783 | 1,059 |
| Northside | 925 | 957 |
| Tri-Rail | 805 | 1,135 |
| Hialeah | 1,153 | 944 |
| Okeechobee | 1,048 | 1,135 |
| **TOTAL** | **23,613** | **27,218** |

# MIAMI ARENA EVENTS

## TOTAL RAIL BOARDINGS PER TYPE OF EVENT

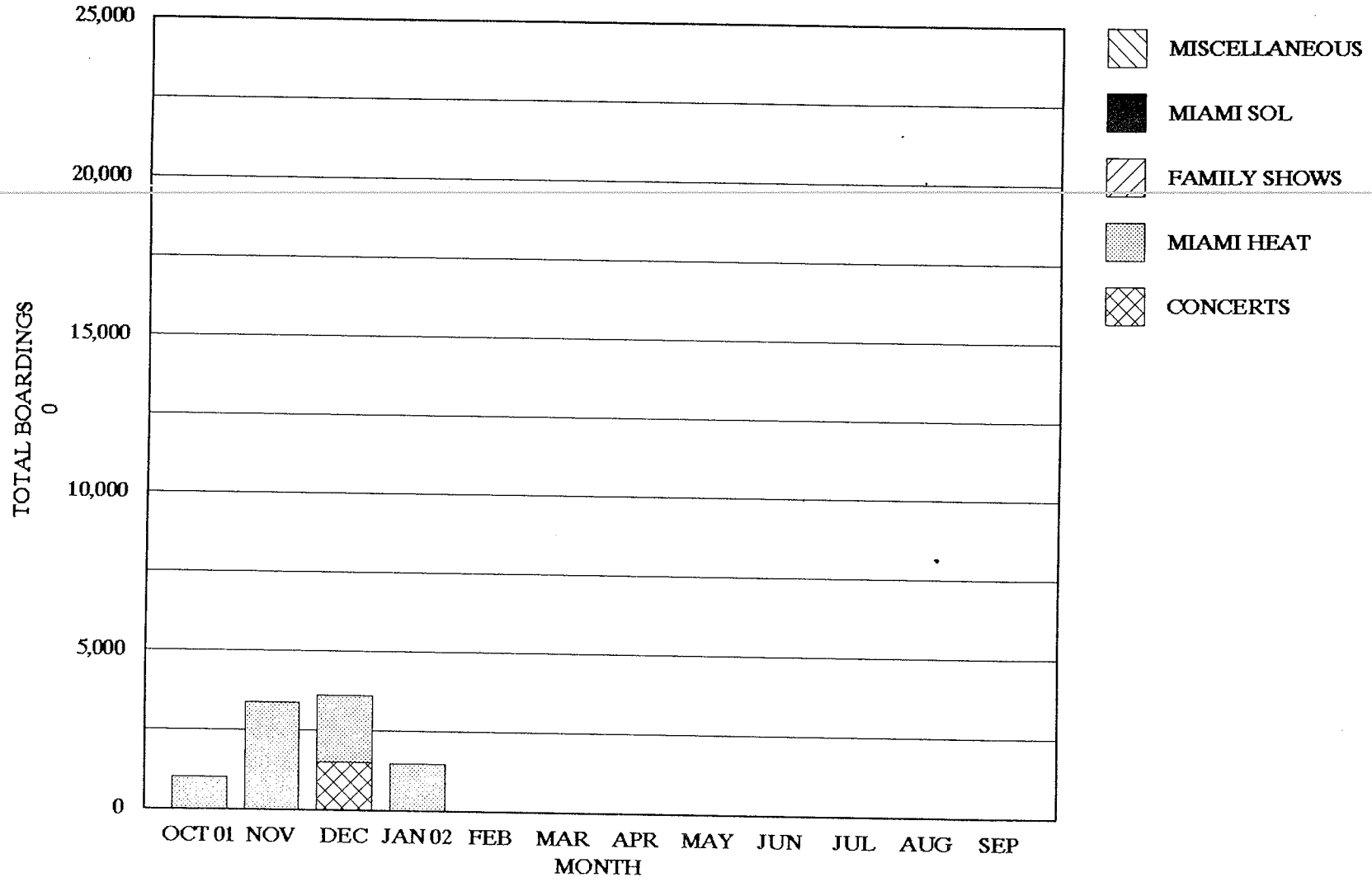
FY 2002



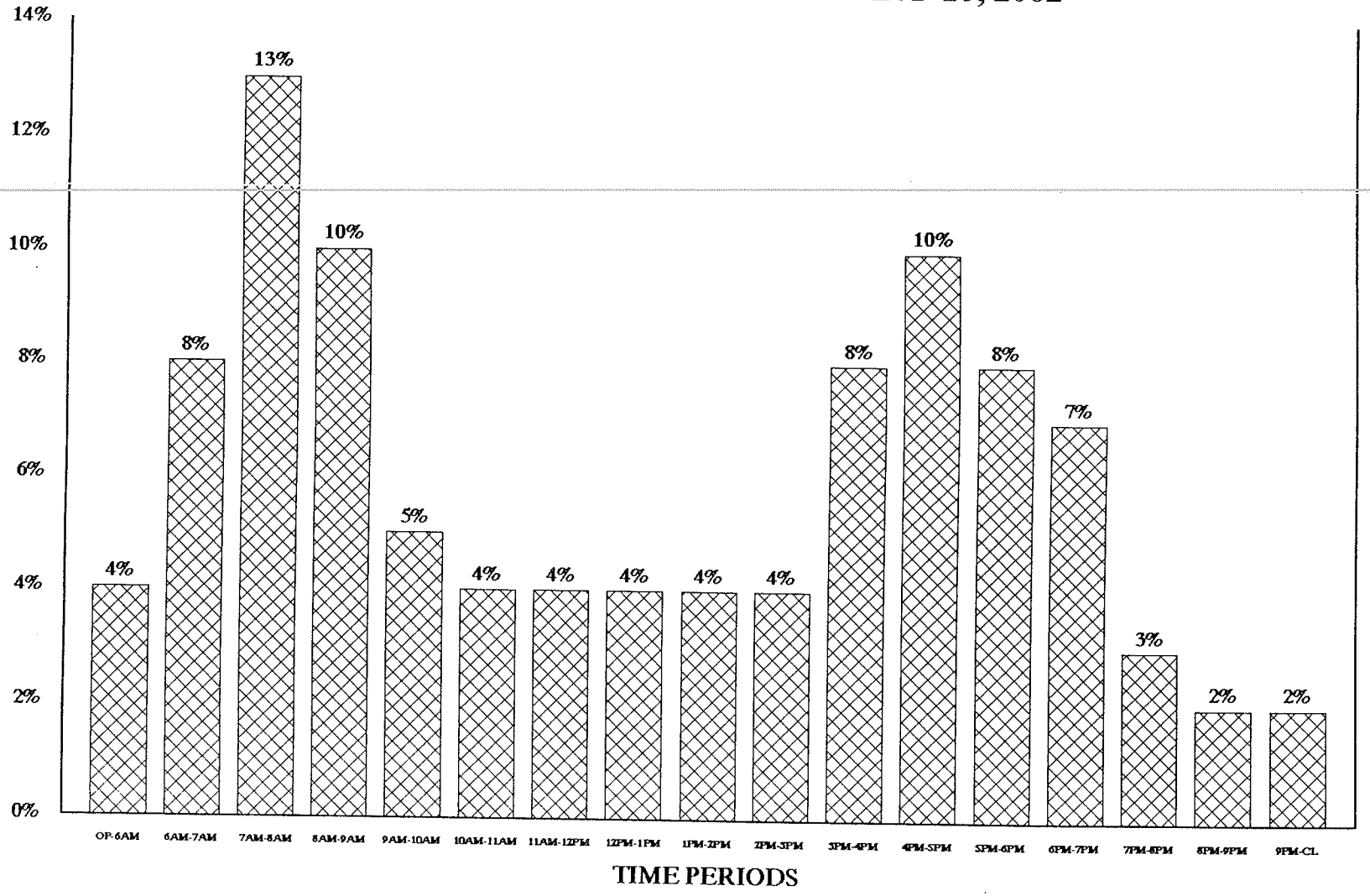
# AMERICAN AIRLINES ARENA EVENTS

## TOTAL RAIL BOARDINGS PER TYPE OF EVENT

FY 2002



# MIAMI-DADE TRANSIT
## PERCENTAGE OF WEDNESDAY METRORAIL BOARDINGS BY TIME PERIODS FOR JANUARY 16, 2002



**METROI /ER**
**BOARDINGS BY STATION**
**JANUARY 2002**

| STATIONS | AVERAGE WEEKDAY | WEEKDAY BOARDINGS | SATURDAY BOARDINGS | SUNDAY BOARDINGS | NEW YEAR'S DAY BOARDINGS | MLK BOARDINGS | TOTAL BOARDINGS |
|---|---|---|---|---|---|---|---|
| School Board | 176 | 3,701 | 543 | 469 | 112 | 127 | 4,952 |
| Omni | 849 | 17,829 | 2,155 | 1,676 | 457 | 574 | 22,691 |
| Bicentennial Park | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eleventh Street | 41 | 858 | 141 | 122 | 32 | 34 | 1,187 |
| Park West | 59 | 1,230 | 166 | 95 | 9 | 53 | 1,553 |
| Freedom Tower | 56 | 1,180 | 221 | 249 | 93 | 43 | 1,786 |
| Government Center | 5,681 | 119,295 | 10,835 | 7,888 | 2,167 | 2,196 | 142,381 |
| Miami Avenue | 519 | 10,899 | 731 | 291 | 75 | 240 | 12,236 |
| Third Street | 124 | 2,610 | 248 | 136 | 38 | 60 | 3,092 |
| Knight Center | 504 | 10,594 | 732 | 572 | 74 | 456 | 12,428 |
| Bayfront Park | 1,798 | 37,761 | 1,900 | 1,619 | 369 | 697 | 42,346 |
| First Street | 387 | 8,132 | 1,065 | 959 | 248 | 377 | 10,781 |
| College/Bayside | 883 | 18,547 | 1,567 | 1,546 | 437 | 452 | 22,549 |
| College North | 435 | 9,138 | 652 | 585 | 46 | 140 | 10,561 |
| Arena/State Plaza | 168 | 3,535 | 421 | 303 | 58 | 78 | 4,395 |
| Riverwalk | 100 | 2,100 | 179 | 268 | 41 | 93 | 2,681 |
| Fifth Street | 152 | 3,192 | 81 | 73 | 26 | 49 | 3,421 |
| Eighth Street | 373 | 7,823 | 422 | 315 | 85 | 165 | 8,810 |
| Tenth Street | 222 | 4,656 | 192 | 129 | 31 | 102 | 5,110 |
| Brickell | 1,763 | 37,014 | 2,540 | 1,939 | 506 | 823 | 42,822 |
| Financial District | 461 | 9,679 | 668 | 599 | 80 | 458 | 11,484 |
| **Total** | **14,751** | **309,773** | **25,459** | **19,833** | **4,984** | **7,217** | **367,266** |

# METRO. .VER
# BOARDINGS BY FARE TYPE
# JANUARY 2002

| STATIONS | RAIL XFER | BUS-RAIL XFER (REG 4) | MONTHLY PASSES (REG 5) | FULL FARES (REG 6) | SIGN. PASSES (REG 9) | E/H PERMIT (REG 11/13) | STUDENT PERMIT (REG 15) | SPECIAL DAY PASSES (REG 16) | WEEKLY PASSES (REG 17) | BUS-MOVER XFER (REG 26) | TOTAL BOARDINGS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| School Board | | 23 | 954 | 3,944 | 2 | 14 | 14 | 1 | 0 | 0 | 4,952 |
| Omni | | 461 | 6,439 | 15,728 | 8 | 29 | 18 | 8 | 0 | 0 | 22,691 |
| Bicentennial Park | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eleventh Street | | 4 | 201 | 973 | 4 | 4 | 1 | 0 | 0 | 0 | 1,187 |
| Park West | | 11 | 238 | 1,304 | 0 | 0 | 0 | 0 | 0 | 0 | 1,553 |
| Freedom Tower | | 2 | 73 | 1,706 | 1 | 4 | 0 | 0 | 0 | 0 | 1,786 |
| Government Center | 44,189 | 7,191 | 53,669 | 34,238 | 691 | 898 | 896 | 609 | 0 | 0 | 142,381 |
| Miami Avenue | | 164 | 4,983 | 6,601 | 56 | 161 | 62 | 209 | 0 | 0 | 12,236 |
| Third Street | | 11 | 334 | 2,715 | 0 | 17 | 12 | 3 | 0 | 0 | 3,092 |
| Knight Center | | 50 | 3,232 | 8,954 | 60 | 39 | 33 | 60 | 0 | 0 | 12,428 |
| Bayfront Park | | 58 | 17,079 | 24,697 | 50 | 38 | 117 | 307 | 0 | 0 | 42,346 |
| First Street | | 50 | 2,296 | 8,287 | 6 | 99 | 39 | 4 | 0 | 0 | 10,781 |
| College/Bayside | | 62 | 4,713 | 17,187 | 27 | 103 | 95 | 362 | 0 | 0 | 22,549 |
| College North | | 17 | 4,022 | 6,282 | 22 | 88 | 63 | 67 | 0 | 0 | 10,561 |
| Arena/State Plaza | | 10 | 628 | 3,639 | 12 | 104 | 2 | 0 | 0 | 0 | 4,395 |
| Riverwalk | | 7 | 169 | 2,498 | 0 | 4 | 0 | 3 | 0 | 0 | 2,681 |
| Fifth Street | | 1 | 111 | 3,177 | 7 | 49 | 68 | 8 | 0 | 0 | 3,421 |
| Eigth Street | | 9 | 2,567 | 6,221 | 2 | 2 | 0 | 9 | 0 | 0 | 8,810 |
| Tenth Street | | 5 | 1,157 | 3,899 | 0 | 24 | 6 | 19 | 0 | 0 | 5,110 |
| Brickell | 21,930 | 51 | 1,213 | 19,393 | 1 | 84 | 128 | 22 | 0 | 0 | 42,822 |
| Financial District | | 14 | 4,543 | 6,708 | 1 | 90 | 67 | 61 | 0 | 0 | 11,484 |
| **TOTAL** | **66,119** | **8,201** | **108,621** | **178,151** | **950** | **1,851** | **1,621** | **1,752** | **0** | **0** | **367,266** |

# METROMOVER
# HOLIDAY BOARDINGS BY STATION
# JANUARY 2002

| STATIONS | NEW YEARS DAY 2001 | NEW YEARS DAY 2002 |
|---|---|---|
| School Board | 92 | 112 |
| Omni | 434 | 457 |
| Bicentennial Park | - | - |
| Eleventh Street | 28 | 32 |
| Park West | 19 | 9 |
| Freedom Tower | 33 | 93 |
| Government Center | 2,318 | 2,167 |
| Miami Avenue | 59 | 75 |
| Third Street | 12 | 38 |
| Knight Center | 97 | 74 |
| Bayfront Park | 266 | 369 |
| First Street | 137 | 248 |
| College/Bayside | 369 | 437 |
| College North | 101 | 46 |
| Arena/State Plaza | 51 | 58 |
| Riverwalk | 39 | 41 |
| Fifth Street | 19 | 26 |
| Eighth Street | 50 | 85 |
| Tenth Street | 18 | 31 |
| Brickell | 468 | 506 |
| Financial District | 69 | 80 |
| **TOTAL** | **4,679** | **4,984** |

# METROMOVER
# HOLIDAY BOARDINGS BY STATION
# JANUARY 2002

| STATIONS | MLK'S BIRTHDAY 2001 | MLK'S BIRTHDAY 2002 |
|---|---|---|
| School Board | 183 | 127 |
| Omni | 531 | 574 |
| Bicentennial Park | - | - |
| Eleventh Street | 36 | 34 |
| Park West | 31 | 53 |
| Freedom Tower | 32 | 43 |
| Government Center | 3,494 | 2,196 |
| Miami Avenue | 337 | 240 |
| Third Street | 37 | 60 |
| Knight Center | 241 | 456 |
| Bayfront Park | 528 | 697 |
| First Street | 160 | 377 |
| College/Bayside | 793 | 452 |
| College North | 128 | 140 |
| Arena/State Plaza | 88 | 78 |
| Riverwalk | 78 | 93 |
| Fifth Street | 53 | 49 |
| Eighth Street | 118 | 165 |
| Tenth Street | 24 | 102 |
| Brickell | 776 | 823 |
| Financial District | 188 | 458 |
| **TOTAL** | **7,856** | **7,217** |

# MIAMI-DADE TRANSIT
# BUS PRODUCTIVITY ANALYSIS
# JANUARY 2002

**WEEKDAY SERVICE, AM PEAK HEADWAY 0 - 15 MINUTES**

| ROUTE | REVENUE MILES | TOTAL MILES | REVENUE HOURS | TOTAL HOURS | DIRECT OP. COST | AVERAGE REVENUE | DIRECT OP. REC. RATIO | EST BDGS | NET COST /BDG | BDGS/ REV HR | REV/ T MILE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| S | 3,721.5 | 4,177.1 | 285.0 | 302.3 | $17,031 | $11,005 | 64.6% | 13,241 | $0.46 | 46.5 | $2.63 |
| 11 | 2,555.2 | 2,876.8 | 241.3 | 258.9 | $13,653 | $8,508 | 62.3% | 12,185 | $0.42 | 50.5 | $2.96 |
| L | 2,791.6 | 3,033.7 | 240.0 | 251.4 | $13,864 | $8,179 | 59.0% | 10,526 | $0.54 | 43.9 | $2.70 |
| 3/16 | 3,683.6 | 3,901.9 | 299.8 | 309.8 | $17,586 | $10,126 | 57.6% | 12,666 | $0.59 | 42.2 | $2.60 |
| 77 | 2,461.8 | 2,560.5 | 197.4 | 202.5 | $11,796 | $6,588 | 55.9% | 9,051 | $0.58 | 45.9 | $2.57 |
| 27 | 2,259.5 | 2,442.1 | 197.6 | 205.1 | $11,309 | $6,006 | 53.1% | 8,413 | $0.63 | 42.6 | $2.46 |
| 62 | 1,330.0 | 1,439.9 | 125.5 | 131.0 | $7,126 | $3,535 | 49.6% | 4,840 | $0.74 | 38.6 | $2.46 |
| 9 | 1,499.6 | 1,639.0 | 123.7 | 130.7 | $7,380 | $3,543 | 48.0% | 4,651 | $0.82 | 37.6 | $2.16 |
| 2 | 987.1 | 1,155.2 | 103.4 | 112.3 | $5,653 | $2,700 | 47.8% | 3,742 | $0.79 | 36.2 | $2.34 |
| 88 | 848.1 | 1,011.5 | 67.0 | 73.9 | $4,076 | $1,922 | 47.2% | 2,492 | $0.86 | 37.2 | $1.90 |
| 8 | 2,037.8 | 2,158.6 | 179.0 | 185.7 | $10,367 | $4,822 | 46.5% | 7,356 | $0.75 | 41.1 | $2.23 |
| 17 | 1,771.8 | 1,961.7 | 138.7 | 146.6 | $8,359 | $3,615 | 43.2% | 5,329 | $0.89 | 38.4 | $1.84 |
| 36 | 1,156.8 | 1,283.1 | 101.0 | 106.2 | $5,924 | $2,415 | 40.8% | 3,178 | $1.10 | 31.5 | $1.88 |
| 24 | 1,698.5 | 1,769.3 | 159.1 | 162.5 | $8,931 | $2,762 | 30.9% | 3,966 | $1.56 | 24.9 | $1.56 |
| B | 985.6 | 1,132.9 | 57.3 | 64.0 | $3,907 | $1,108 | 28.4% | 1,525 | $1.83 | 26.6 | $0.98 |
| 40 | 1,335.1 | 1,469.0 | 98.4 | 104.7 | $6,078 | $1,357 | 22.3% | 2,032 | $2.32 | 20.6 | $0.92 |
| **TOTAL** | **31,124** | **34,012** | **2,614** | **2,748** | **$153,040** | **$78,191** | **51.1%** | **105,193** | **$0.71** | **40.2** | **$2.30** |

# MIAMI-DADE TRANSIT
# BUS PRODUCTIVITY ANALYSIS
# JANUARY 2002

**WEEKDAY SERVICE, AM PEAK HEADWAY 16 - 30 MINUTES**

| ROUTE | REVENUE MILES | TOTAL MILES | REVENUE HOURS | TOTAL HOURS | DIRECT OP. COST | AVERAGE REVENUE | DIRECT OP. REC. RATIO | EST BDGS | NET COST /BDG | BDGS/ REV HR | REV/ T MILE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 83 | 1,397.6 | 1,526.5 | 110.0 | 115.3 | $6,597 | $3,195 | 48.4% | 4,381 | $0.78 | 39.8 | $2.09 |
| 21 | 793.5 | 851.9 | 74.7 | 77.1 | $4,180 | $1,974 | 47.2% | 2,544 | $0.87 | 34.1 | $2.32 |
| G | 1,226.5 | 1,460.9 | 94.5 | 104.3 | $5,719 | $2,673 | 46.7% | 3,191 | $0.95 | 33.8 | $1.83 |
| 75 | 1,377.3 | 1,501.0 | 108.6 | 113.7 | $6,470 | $2,971 | 45.9% | 3,784 | $0.92 | 34.9 | $1.98 |
| A | 251.1 | 361.7 | 27.5 | 31.1 | $1,034 | $472 | 45.7% | 666 | $0.84 | 24.2 | $1.31 |
| 10 | 777.8 | 823.4 | 66.2 | 68.5 | $3,892 | $1,738 | 44.6% | 2,435 | $0.88 | 36.8 | $2.11 |
| 12 | 873.6 | 928.4 | 88.2 | 91.0 | $4,837 | $2,099 | 43.4% | 3,154 | $0.87 | 35.8 | $2.26 |
| J | 1,757.5 | 1,982.2 | 138.8 | 149.0 | $8,297 | $3,577 | 43.1% | 4,605 | $1.02 | 33.2 | $1.80 |
| C | 1,086.0 | 1,190.3 | 108.7 | 113.6 | $5,960 | $2,485 | 41.7% | 3,558 | $0.98 | 32.7 | $2.09 |
| 33 | 710.4 | 969.1 | 62.1 | 71.0 | $3,634 | $1,505 | 41.4% | 1,980 | $1.08 | 31.9 | $1.55 |
| 7 | 1,288.7 | 1,552.5 | 113.7 | 126.0 | $6,511 | $2,627 | 40.3% | 3,482 | $1.12 | 30.6 | $1.69 |
| 22 | 1,617.5 | 1,738.7 | 127.2 | 132.4 | $7,653 | $3,070 | 40.1% | 4,023 | $1.14 | 31.6 | $1.77 |
| K | 1,955.4 | 2,256.8 | 148.4 | 159.1 | $9,006 | $3,568 | 39.6% | 4,568 | $1.19 | 30.8 | $1.58 |
| 54 | 1,035.8 | 1,194.8 | 99.9 | 107.9 | $5,648 | $2,204 | 39.0% | 3,139 | $1.10 | 31.4 | $1.84 |
| H | 2,123.7 | 2,224.7 | 162.4 | 166.9 | $9,740 | $3,612 | 37.1% | 4,422 | $1.39 | 27.2 | $1.62 |
| 37 | 1,478.3 | 1,609.0 | 126.5 | 132.0 | $7,277 | $2,538 | 34.9% | 3,670 | $1.29 | 29.0 | $1.58 |
| T | 1,119.9 | 1,271.4 | 84.4 | 90.4 | $5,140 | $1,733 | 33.7% | 2,114 | $1.61 | 25.1 | $1.36 |
| 32 | 1,811.7 | 2,081.6 | 136.0 | 145.3 | $8,285 | $2,674 | 32.3% | 3,534 | $1.59 | 26.0 | $1.28 |
| 57/72 | 905.5 | 1,030.8 | 65.2 | 70.6 | $4,062 | $1,279 | 31.5% | 1,885 | $1.48 | 28.9 | $1.24 |
| 87 | 696.9 | 825.9 | 56.7 | 62.6 | $3,418 | $999 | 29.2% | 1,454 | $1.66 | 25.7 | $1.21 |
| 73 | 990.9 | 1,160.0 | 83.2 | 90.1 | $4,890 | $1,367 | 28.0% | 1,979 | $1.78 | 23.8 | $1.18 |
| 71 | 639.1 | 802.9 | 57.9 | 64.3 | $3,325 | $904 | 27.2% | 1,211 | $2.00 | 20.9 | $1.13 |
| M | 965.7 | 1,025.0 | 89.6 | 93.2 | $5,038 | $1,354 | 26.9% | 1,885 | $1.95 | 21.0 | $1.32 |
| W | 152.9 | 227.3 | 23.4 | 26.4 | $1,171 | $135 | 11.5% | 450 | $2.30 | 19.3 | $0.59 |
| **TOTAL** | **27,033** | **30,597** | **2,253** | **2,402** | **$131,785** | **$50,753** | **38.5%** | **68,114** | **$1.19** | **30.2** | **$1.66** |

# MIAMI-DADE TRANSIT
# BUS PRODUCTIVITY ANALYSIS
# JANUARY 2002

**WEEKDAY SERVICE, AM PEAK HEADWAY 31+ MINUTES**

| ROUTE | REVENUE MILES | TOTAL MILES | REVENUE HOURS | TOTAL HOURS | DIRECT OP. COST | AVERAGE REVENUE | DIRECT OP. REC. RATIO | EST BDGS | NET COST /BDG | BDGS/ REV HR | REV/ T MILE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 104 | 471.2 | 551.4 | 32.1 | 35.3 | $2,000 | $1,236 | 61.8% | 1,409 | $0.54 | 44.0 | $2.24 |
| 28 | 386.4 | 432.2 | 26.7 | 28.6 | $1,669 | $518 | 31.0% | 677 | $1.70 | 25.4 | $1.20 |
| 91 | 721.9 | 776.0 | 47.2 | 49.4 | $3,034 | $914 | 30.1% | 1,146 | $1.85 | 24.3 | $1.18 |
| E | 784.4 | 854.7 | 56.6 | 59.2 | $3,472 | $776 | 22.3% | 1,013 | $2.66 | 17.9 | $0.91 |
| 42 | 774.8 | 851.3 | 58.2 | 61.1 | $3,515 | $755 | 21.5% | 962 | $2.87 | 16.5 | $0.89 |
| 48 | 429.8 | 517.8 | 44.1 | 47.3 | $1,656 | $322 | 19.4% | 414 | $3.22 | 9.4 | $0.62 |
| 6 | 306.0 | 349.4 | 26.5 | 28.6 | $1,525 | $274 | 18.0% | 352 | $3.55 | 13.3 | $0.78 |
| R | 431.9 | 474.8 | 26.1 | 27.8 | $1,722 | $249 | 14.4% | 370 | $3.98 | 14.2 | $0.52 |
| 29 | 303.2 | 415.8 | 26.7 | 30.8 | $2,113 | $275 | 13.0% | 319 | $5.76 | 11.9 | $0.66 |
| V | 348.3 | 379.5 | 26.3 | 27.7 | $1,635 | $182 | 11.1% | 244 | $5.97 | 9.3 | $0.48 |
| **TOTAL** | **4,958** | **5,603** | **370** | **396** | **$22,341** | **$5,501** | **24.6%** | **6,906** | **$2.44** | **18.6** | **$0.98** |

# MIAMI-DADE TRANSIT
# BUS PRODUCTIVITY ANALYSIS
# JANUARY 2002

**WEEKDAY SERVICE, EXPRESS/LIMITED SERVICE**

| ROUTE | REVENUE MILES | TOTAL MILES | REVENUE HOURS | TOTAL HOURS | DIRECT OP. COST | AVERAGE REVENUE | DIRECT OP. REC. RATIO | EST BDGS | NET COST /BDG | BDGS/ REV HR | REV/ T MILE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| BISC MAX | 805.2 | 1,050.0 | 54.4 | 64.6 | $3,637 | $1,830 | 50.3% | 2,206 | $0.82 | 40.6 | $1.74 |
| KAT - KENDALL | 432.4 | 556.8 | 23.2 | 29.1 | $1,087 | $493 | 45.3% | 596 | $1.00 | 25.7 | $0.88 |
| ~~95EX~~ | ~~1,069.6~~ | ~~1,977.8~~ | ~~56.7~~ | ~~89.2~~ | $4,609 | $1,678 | 36.4% | 1,657 | $1.77 | 29.2 | $0.85 |
| KAT - SUNSET | 709.8 | 901.6 | 42.0 | 51.1 | $1,721 | $558 | 32.4% | 739 | $1.57 | 17.6 | $0.62 |
| FLAG MAX | 1,059.3 | 1,588.7 | 71.9 | 98.1 | $4,888 | $1,318 | 27.0% | 1,608 | $2.22 | 22.4 | $0.83 |
| 27 MAX | 443.8 | 559.4 | 27.1 | 31.6 | $1,904 | $489 | 25.7% | 669 | $2.11 | 24.7 | $0.87 |
| KAT - KILLIAN | 1,020.0 | 1,311.6 | 49.4 | 61.1 | $2,718 | $681 | 25.0% | 922 | $2.21 | 18.7 | $0.52 |
| 240-BIRD ROAD MAX | 664.6 | 809.2 | 43.2 | 50.6 | $2,061 | $438 | 21.2% | 510 | $3.18 | 11.8 | $0.54 |
| 267-LUDLUM MAX | 255.6 | 447.6 | 23.5 | 32.4 | $1,184 | $241 | 20.3% | 256 | $3.69 | 10.9 | $0.54 |
| 246-NIGHT OWL M-TH | 550.3 | 675.9 | 28.2 | 32.3 | $1,174 | $226 | 19.2% | 262 | $3.62 | 9.3 | $0.33 |
| 246-NIGHT OWL FRI | 708.2 | 918.2 | 40.3 | 47.1 | $1,565 | $247 | 15.8% | 287 | $4.60 | 7.1 | $0.27 |
| 236-AIRPORT OWL | 381.5 | 448.7 | 26.0 | 27.7 | $989 | $144 | 14.6% | 142 | $5.95 | 5.5 | $0.32 |
| 300 | 91.6 | 192.8 | 7.2 | 3.9 | $348 | $14 | 4.1% | 45 | $7.38 | 6.3 | $0.07 |
| TRI-MIA | 55.5 | 69.1 | 15.4 | 16.5 | $684 | $0 | 0.0% | 370 | $1.85 | 24.1 | $0.00 |
| 303-SIERA LAKE | 24.0 | 67.2 | 3.9 | 5.3 | $220 | $0 | 0.0% | 63 | $3.51 | 16.2 | $0.00 |
| 302-AHEPA APT | 17.6 | 55.2 | 4.0 | 5.2 | $219 | $0 | 0.0% | 46 | $4.81 | 11.3 | $0.00 |
| TR-36 ST | 65.2 | 84.6 | 5.5 | 6.8 | $346 | $0 | 0.0% | 78 | $4.43 | 14.1 | $0.00 |
| **TOTAL** | **8,354** | **11,714** | **522** | **653** | **$29,354** | **$8,357** | **28.5%** | **10,456** | **$2.01** | **20.0** | **$0.71** |

# MIAMI-DADE TRANSIT
# BUS PRODUCTIVITY ANALYSIS
# JANUARY 2002

**WEEKDAY SERVICE, SHUTTLE/CONNECTOR SERVICE**

| ROUTE | REVENUE MILES | TOTAL MILES | REVENUE HOURS | TOTAL HOURS | DIRECT OP. COST | AVERAGE REVENUE | DIRECT OP. REC. RATIO | EST BDGS | NET COST /BDG | BDGS/ REV HR | REV/ T MILE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 242-DORAL CONN | 393.9 | 532.5 | 38.2 | 45.0 | $1,615 | $390 | 24.2% | 531 | $2.31 | 13.9 | $0.73 |
| 248-BRICKELL KEY | 245 | 308.2 | 23.5 | 26.2 | $943 | $220 | 23.3% | 264 | $2.74 | 11.2 | $0.71 |
| 137-WEST DADE CONN | 1,049.2 | 1,323.5 | 63.3 | 72.4 | $2,809 | $653 | 23.3% | 778 | $2.77 | 12.3 | $0.49 |
| NORTH DADE CONN | 702.8 | 978.0 | 45.5 | 55.4 | $2,025 | $322 | 15.9% | 487 | $3.50 | 10.7 | $0.33 |
| 243-SEAPORT CONN | 220.8 | 317.6 | 22.6 | 25.6 | $902 | $127 | 14.1% | 153 | $5.07 | 6.8 | $0.40 |
| 238-EAST/WEST CONN | 585.0 | 805.5 | 50.1 | 60.7 | $2,145 | $298 | 13.9% | 401 | $4.61 | 8.0 | $0.37 |
| 245-OKEE CONN | 312.8 | 440.2 | 29.5 | 36.3 | $1,245 | $172 | 13.8% | 233 | $4.61 | 7.9 | $0.39 |
| 134 - RIVERSIDE SHUT | 18.0 | 66.6 | 4.4 | 5.9 | $227 | $0 | 0.0% | 19 | $11.87 | 4.3 | $0.00 |
| **TOTAL** | **3,528** | **4,772** | **277** | **328** | **$11,911** | **$2,182** | **18.3%** | **2,866** | **$3.39** | **10.3** | **$0.46** |

# MIAMI-DADE TRANSIT
# BUS PRODUCTIVITY ANALYSIS
# JANUARY 2002

**WEEKDAY SERVICE, SOUTH DADE CORRIDOR**

| ROUTE | REVENUE MILES | TOTAL MILES | REVENUE HOURS | TOTAL HOURS | DIRECT OP. COST | AVERAGE REVENUE | DIRECT OP. REC. RATIO | EST BDGS | NET COST /BDG | BDGS/ REV HR | REV/ T MILE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 31 | 414.0 | 599.8 | 27.2 | 33.8 | $1,859 | $671 | 36.1% | 998 | $1.19 | 36.7 | $1.12 |
| 65EX | 107.1 | 145.9 | 6.8 | 8.8 | $459 | $154 | 33.5% | 210 | $1.45 | 31.0 | $1.06 |
| 38 | 2,393.5 | 3,241.2 | 137.5 | 163.3 | $9,324 | $3,027 | 32.5% | 3,705 | $1.70 | 26.9 | $0.93 |
| 231-BUSWAY LOCAL | 333.0 | 444.0 | 21.1 | 24.7 | $1,079 | $339 | 31.5% | 508 | $1.46 | 24.0 | $0.76 |
| 1 | 927.4 | 1,116.8 | 68.0 | 74.9 | $4,197 | $1,024 | 24.4% | 1,662 | $1.91 | 24.5 | $0.92 |
| 35/70 | 1,912.5 | 2,391.5 | 103.0 | 117.9 | $7,094 | $1,679 | 23.7% | 1,926 | $2.81 | 18.7 | $0.70 |
| 252-CORAL REEF MAX | 797.1 | 951.2 | 46.7 | 52.2 | $2,243 | $514 | 22.9% | 692 | $2.50 | 14.8 | $0.54 |
| 287-SAGA BAY MAX | 268.5 | 377.9 | 18.0 | 21.9 | $959 | $212 | 22.1% | 310 | $2.41 | 17.2 | $0.56 |
| 52/56 | 1,842.7 | 2,130.3 | 137.8 | 148.4 | $8,441 | $1,774 | 21.0% | 2,468 | $2.70 | 17.9 | $0.83 |
| **TOTAL** | **8,996** | **11,399** | **566** | **646** | **$35,655** | **$9,394** | **26.3%** | **12,479** | **$2.10** | **22.0** | **$0.82** |
| **GRAND TOTAL** | **83,992** | **98,097** | **6,603** | **7,171** | **$384,087** | **$154,377** | **40.2%** | **206,014** | **$1.12** | **31.2** | **$1.57** |

Note: Route 57 is not included in corridor analysis because it is interlined with the Route 72 (which is not part of the South Dade Corridor) and unable to extract data

# MIAMI-DADE TRANSIT
# BUS PRODUCTIVITY ANALYSIS
# JANUARY 2002

**SATURDAY SERVICE**

| ROUTE | REVENUE MILES | TOTAL MILES | REVENUE HOURS | TOTAL HOURS | DIRECT OP. COST | AVERAGE REVENUE | DIRECT OP. REC. RATIO | EST BDGS | NET COST /BDG | BDGS/ REV HR | REV/ T MILE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 11 | 2,159.8 | 2,371.4 | 189.4 | 199.0 | $10,895 | $6,713 | 61.6% | 10,168 | $0.41 | 53.7 | $2.83 |
| L | 2,012.4 | 2,162.4 | 174.0 | 181.2 | $10,020 | $6,143 | 61.3% | 7,946 | $0.49 | 45.7 | $2.84 |
| S | 3,714.7 | 4,186.2 | 276.7 | 293.7 | $16,677 | $10,069 | 60.4% | 12,324 | $0.54 | 44.5 | $2.41 |
| 77 | 1,385.9 | 1,420.8 | 101.3 | 103.2 | $6,180 | $3,567 | 57.7% | 4,952 | $0.53 | 48.9 | $2.51 |
| 88 | 613.6 | 683.6 | 48.9 | 51.7 | $2,876 | $1,643 | 57.1% | 2,090 | $0.59 | 42.8 | $2.40 |
| 3 | 3,000.1 | 3,526.5 | 220.8 | 243.3 | $13,469 | $7,270 | 54.0% | 9,115 | $0.68 | 41.3 | $2.06 |
| 2 | 524.6 | 636.6 | 54.1 | 60.2 | $2,961 | $1,467 | 49.5% | 1,989 | $0.75 | 36.8 | $2.30 |
| 27 | 1,647.3 | 1,883.0 | 120.5 | 130.0 | $7,337 | $3,634 | 49.5% | 5,003 | $0.74 | 41.5 | $1.93 |
| 8 | 1,322.2 | 1,361.7 | 119.6 | 121.9 | $6,817 | $3,200 | 46.9% | 4,878 | $0.74 | 40.8 | $2.35 |
| 16 | 937.2 | 991.2 | 71.2 | 74.5 | $4,287 | $1,991 | 46.4% | 2,488 | $0.92 | 35.0 | $2.01 |
| 62 | 874.9 | 951.1 | 76.7 | 80.0 | $4,383 | $1,994 | 45.5% | 2,683 | $0.89 | 35.0 | $2.10 |
| A | 124.0 | 182.0 | 13.2 | 15.1 | $503 | $228 | 45.2% | 255 | $1.08 | 19.3 | $1.25 |
| 9/10 | 1,580.2 | 1,766.6 | 120.4 | 128.5 | $7,224 | $3,184 | 44.1% | 4,197 | $0.96 | 34.9 | $1.80 |
| 7 | 1,048.5 | 1,272.5 | 85.0 | 94.0 | $5,049 | $2,131 | 42.2% | 2,967 | $0.98 | 34.9 | $1.67 |
| 36 | 658.9 | 671.3 | 53.1 | 53.6 | $3,142 | $1,271 | 40.4% | 1,728 | $1.08 | 32.6 | $1.89 |
| C | 1,089.8 | 1,309.8 | 108.3 | 118.9 | $5,952 | $2,360 | 39.7% | 3,135 | $1.15 | 29.0 | $1.80 |
| J | 1,307.0 | 1,393.6 | 89.2 | 93.1 | $5,577 | $2,208 | 39.6% | 2,829 | $1.19 | 31.7 | $1.58 |
| 12/21 | 808.4 | 851.2 | 80.9 | 83.1 | $4,429 | $1,701 | 38.4% | 2,285 | $1.19 | 28.2 | $2.00 |
| 54 | 467.2 | 545.8 | 43.6 | 47.7 | $2,449 | $915 | 37.4% | 1,344 | $1.14 | 30.8 | $1.68 |
| G | 1,063.5 | 1,176.0 | 82.7 | 88.1 | $4,947 | $1,846 | 37.3% | 2,141 | $1.45 | 25.9 | $1.57 |
| 83 | 1,078.7 | 1,143.4 | 83.0 | 85.6 | $4,984 | $1,826 | 36.6% | 2,374 | $1.33 | 28.6 | $1.60 |
| 71 | 525.5 | 651.9 | 42.4 | 48.0 | $1,812 | $661 | 36.4% | 805 | $1.43 | 19.0 | $1.01 |
| H | 2,123.7 | 2,272.4 | 157.2 | 164.7 | $9,553 | $3,396 | 35.5% | 4,125 | $1.49 | 26.2 | $1.49 |
| E | 397.2 | 548.9 | 27.1 | 32.1 | $1,260 | $448 | 35.5% | 569 | $1.43 | 21.0 | $0.82 |
| 33 | 412.4 | 508.8 | 31.9 | 35.1 | $1,899 | $674 | 35.5% | 886 | $1.38 | 27.8 | $1.32 |

# MIAMI-DADE TRANSIT
# BUS PRODUCTIVITY ANALYSIS
# JANUARY 2002

**SATURDAY SERVICE**

| ROUTE | REVENUE MILES | TOTAL MILES | REVENUE HOURS | TOTAL HOURS | DIRECT OP. COST | AVERAGE REVENUE | DIRECT OP. REC. RATIO | EST BDGS | NET COST /BDG | BDGS/ REV HR | REV/ T MILE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| K | 1,403.8 | 1,725.4 | 103.6 | 114.8 | $6,291 | $2,139 | 34.0% | 2,553 | $1.63 | 24.7 | $1.24 |
| 24 | 1,023.8 | 1,075.1 | 86.2 | 88.3 | $5,007 | $1,675 | 33.5% | 2,414 | $1.38 | 28.0 | $1.56 |
| 17 | 1,397.5 | 1,445.2 | 92.0 | 94.1 | $5,823 | $1,903 | 32.7% | 2,718 | $1.44 | 29.6 | $1.32 |
| B | 512.6 | 563.8 | 28.1 | 30.4 | $1,924 | $619 | 32.2% | 805 | $1.62 | 28.7 | $1.10 |
| 37/72 | 1,039.3 | 1,181.4 | 75.0 | 79.9 | $4,590 | $1,475 | 32.1% | 2,245 | $1.39 | 29.9 | $1.25 |
| 22 | 1,300.9 | 1,407.5 | 86.2 | 91.5 | $5,458 | $1,752 | 32.1% | 2,224 | $1.67 | 25.8 | $1.24 |
| 236-AIRPORT OWL | 381.5 | 448.7 | 26.0 | 27.7 | $989 | $282 | 28.5% | 328 | $2.15 | 12.6 | $0.63 |
| 246-NIGHT OWL | 708.2 | 918.2 | 40.3 | 47.1 | $1,565 | $433 | 27.6% | 473 | $2.39 | 11.7 | $0.47 |
| 32 | 1,039.8 | 1,099.4 | 71.7 | 74.0 | $4,470 | $1,232 | 27.6% | 1,712 | $1.89 | 23.9 | $1.12 |
| 87 | 240.2 | 258.0 | 19.1 | 20.0 | $1,159 | $315 | 27.2% | 412 | $2.05 | 21.6 | $1.22 |
| 137-WEST DADE | 780.8 | 948.0 | 46.1 | 51.2 | $1,983 | $501 | 25.3% | 663 | $2.23 | 14.4 | $0.53 |
| T | 682.8 | 767.7 | 45.4 | 49.2 | $2,865 | $723 | 25.2% | 883 | $2.43 | 19.4 | $0.94 |
| 75 | 366.0 | 386.4 | 29.4 | 30.1 | $1,733 | $422 | 24.3% | 559 | $2.35 | 19.0 | $1.09 |
| 91 | 568.8 | 636.2 | 39.8 | 42.9 | $2,478 | $553 | 22.3% | 724 | $2.66 | 18.2 | $0.87 |
| 40 | 938.2 | 1,005.4 | 54.8 | 58.4 | $3,658 | $787 | 21.5% | 1,146 | $2.51 | 20.9 | $0.78 |
| 238-EAST/WEST CON | 435.0 | 566.9 | 36.2 | 42.7 | $1,488 | $315 | 21.2% | 305 | $3.85 | 8.4 | $0.56 |
| 73 | 574.0 | 621.8 | 40.8 | 42.5 | $2,521 | $506 | 20.1% | 808 | $2.49 | 19.8 | $0.81 |
| M | 558.6 | 633.4 | 51.3 | 55.2 | $2,873 | $567 | 19.8% | 773 | $2.98 | 15.1 | $0.90 |
| 42 | 666.5 | 731.9 | 48.3 | 51.0 | $2,982 | $516 | 17.3% | 669 | $3.69 | 13.9 | $0.70 |
| 243-SEAPORT CONN | 153.6 | 202.0 | 15.8 | 17.3 | $583 | $91 | 15.5% | 189 | $2.60 | 12.0 | $0.45 |
| W | 152.9 | 227.3 | 23.4 | 26.4 | $1,171 | $172 | 14.7% | 553 | $1.81 | 23.7 | $0.76 |
| 248-BRICKELL KEY | 240.0 | 271.6 | 12.3 | 13.6 | $578 | $77 | 13.3% | 89 | $5.62 | 7.3 | $0.28 |
| TRI-MIA | 28.5 | 42.1 | 10.6 | 11.8 | $469 | $1 | 0.2% | 173 | $2.71 | 16.3 | $0.02 |
| **TOTAL** | **46,071** | **51,632** | **3,553** | **3,786** | **$207,342** | **$87,595** | **42.2%** | **116,689** | **$1.03** | **32.8** | **$1.70** |

# MIAMI-DADE TRANSIT
# BUS PRODUCTIVITY ANALYSIS
# JANUARY 2002

**SATURDAY SERVICE, SOUTH DADE CORRIDOR**

| ROUTE | REVENUE MILES | TOTAL MILES | REVENUE HOURS | TOTAL HOURS | DIRECT OP. COST | AVERAGE REVENUE | DIRECT OP. REC. RATIO | EST BDGS | NET COST /BDG | BDGS/ REV HR | REV/ T MILE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 38 | 1,709.0 | 2,305.7 | 93.4 | 109.6 | $6,379 | $2,447 | 38.4% | 3,207 | $1.23 | 34.3 | $1.06 |
| 231-BUSWAY LOCAL | 567.0 | 638.4 | 32.1 | 34.5 | $1,390 | $512 | 36.8% | 608 | $1.44 | 18.9 | $0.80 |
| 252-CORAL REEF MAX | 533.0 | 596.8 | 26.2 | 28.3 | $1,351 | $406 | 30.0% | 509 | $1.86 | 19.4 | $0.68 |
| 1 | 569.8 | 682.7 | 40.8 | 44.6 | $1,698 | $468 | 27.6% | 748 | $1.64 | 18.3 | $0.69 |
| 35/52/70 | 2,298.8 | 2,894.1 | 140.7 | 158.6 | $9,200 | $1,659 | 18.0% | 2,029 | $3.72 | 14.4 | $0.57 |
| **TOTAL** | **5,678** | **7,118** | **333** | **376** | **$20,018** | **$5,492** | **27.4%** | **7,101** | **$2.05** | **21.3** | **$0.77** |
| **GRAND TOTAL** | **51,749** | **58,750** | **3,886** | **4,162** | **$227,360** | **$93,088** | **40.9%** | **123,790** | **$1.08** | **31.9** | **$1.58** |

# MIAMI-DADE TRANSIT
# BUS PRODUCTIVITY ANALYSIS
# JANUARY 2002

**SUNDAY SERVICE**

| ROUTE | REVENUE MILES | TOTAL MILES | REVENUE HOURS | TOTAL HOURS | DIRECT OP. COST | AVERAGE REVENUE | DIRECT OP. REC. RATIO | EST BDGS | NET COST /BDG | BDGS/ REV HR | REV/ T MILE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| S | 2,906.3 | 3,284.0 | 209.4 | 222.2 | $12,780 | $8,534 | 66.8% | 10,373 | $0.41 | 49.5 | $2.60 |
| L | 1,528.0 | 1,665.8 | 127.2 | 133.6 | $7,424 | $4,333 | 58.4% | 5,399 | $0.57 | 42.5 | $2.60 |
| 11 | 1,604.9 | 1,745.9 | 136.4 | 143.1 | $7,881 | $4,249 | 53.9% | 6,356 | $0.57 | 46.6 | $2.43 |
| C | 699.9 | 819.9 | 62.8 | 68.6 | $3,558 | $1,702 | 47.8% | 2,224 | $0.83 | 35.4 | $2.08 |
| 3 | 2,222.1 | 2,632.1 | 157.4 | 174.0 | $9,720 | $4,628 | 47.6% | 5,494 | $0.93 | 34.9 | $1.76 |
| J | 744.0 | 789.3 | 50.1 | 51.9 | $3,131 | $1,413 | 45.1% | 1,693 | $1.01 | 33.8 | $1.79 |
| 77 | 1,023.6 | 1,050.7 | 75.4 | 76.9 | $4,579 | $2,007 | 43.8% | 2,742 | $0.94 | 36.4 | $1.91 |
| 27 | 1,273.3 | 1,453.0 | 95.0 | 102.1 | $5,728 | $2,268 | 39.6% | 3,216 | $1.08 | 33.9 | $1.56 |
| 16 | 738.4 | 781.6 | 50.1 | 52.8 | $3,165 | $1,246 | 39.4% | 1,584 | $1.21 | 31.6 | $1.59 |
| E | 397.2 | 548.9 | 27.0 | 32.0 | $1,024 | $395 | 38.6% | 507 | $1.24 | 18.8 | $0.72 |
| G | 617.1 | 671.1 | 47.9 | 50.5 | $2,846 | $1,091 | 38.3% | 1,242 | $1.41 | 25.9 | $1.63 |
| 88 | 613.6 | 683.6 | 48.6 | 51.5 | $2,867 | $1,086 | 37.9% | 1,419 | $1.25 | 29.2 | $1.59 |
| 9 | 631.8 | 682.2 | 45.4 | 47.9 | $2,781 | $1,034 | 37.2% | 1,352 | $1.29 | 29.8 | $1.52 |
| H | 1,475.4 | 1,573.0 | 107.1 | 111.9 | $6,532 | $2,424 | 37.1% | 2,855 | $1.44 | 26.7 | $1.54 |
| 2 | 341.6 | 425.6 | 37.0 | 41.6 | $2,010 | $735 | 36.6% | 1,062 | $1.20 | 28.7 | $1.73 |
| 62 | 874.9 | 951.1 | 76.6 | 79.9 | $4,379 | $1,584 | 36.2% | 2,129 | $1.31 | 27.8 | $1.67 |
| K | 1,358.2 | 1,593.0 | 91.5 | 100.3 | $5,741 | $2,046 | 35.6% | 2,569 | $1.44 | 28.1 | $1.28 |
| 246-NIGHT OWL | 572.9 | 705.7 | 33.5 | 4.3 | $1,191 | $423 | 35.5% | 544 | $1.41 | 16.2 | $0.60 |
| 8 | 904.0 | 923.2 | 76.9 | 78.3 | $4,480 | $1,504 | 33.6% | 2,487 | $1.20 | 32.4 | $1.63 |
| 7 | 728.0 | 931.2 | 64.8 | 70.9 | $3,720 | $1,232 | 33.1% | 1,696 | $1.47 | 26.2 | $1.32 |
| A | 124.0 | 182.0 | 13.1 | 15.2 | $502 | $165 | 32.9% | 186 | $1.81 | 14.1 | $0.91 |
| 17 | 774.0 | 792.2 | 47.7 | 48.7 | $3,096 | $966 | 31.2% | 1,393 | $1.53 | 29.2 | $1.22 |
| B | 488.8 | 540.0 | 26.7 | 29.0 | $1,835 | $536 | 29.2% | 636 | $2.04 | 23.8 | $0.99 |
| 12/21 | 808.4 | 851.2 | 77.6 | 79.8 | $4,309 | $1,248 | 29.0% | 1,734 | $1.77 | 22.4 | $1.47 |
| 10 | 367.9 | 410.5 | 25.3 | 27.3 | $1,590 | $456 | 28.7% | 582 | $1.95 | 23.0 | $1.11 |

# MIAMI-DADE TRANSIT
# BUS PRODUCTIVITY ANALYSIS
# JANUARY 2002

**SUNDAY SERVICE**

| ROUTE | REVENUE MILES | TOTAL MILES | REVENUE HOURS | TOTAL HOURS | DIRECT OP. COST | AVERAGE REVENUE | DIRECT OP. REC. RATIO | EST BDGS | NET COST /BDG | BDGS/ REV HR | REV/ T MILE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 54 | 467.2 | 545.8 | 43.7 | 47.7 | $2,453 | $689 | 28.1% | 983 | $1.79 | 22.5 | $1.26 |
| 83 | 680.1 | 722.5 | 56.1 | 57.6 | $3,285 | $869 | 26.4% | 1,133 | $2.13 | 20.2 | $1.20 |
| 36 | 643.8 | 650.7 | 52.6 | 52.9 | $3,100 | $808 | 26.1% | 1,089 | $2.10 | 20.7 | $1.24 |
| 37/72 | 1,016.4 | 1,150.2 | 62.9 | 67.4 | $4,076 | $1,061 | 26.0% | 1,692 | $1.78 | 26.9 | $0.92 |
| 22 | 772.0 | 820.1 | 48.8 | 51.2 | $3,132 | $813 | 26.0% | 1,100 | $2.11 | 22.5 | $0.99 |
| 236-AIRPORT OWL | 381.5 | 448.7 | 25.4 | 27.1 | $977 | $251 | 25.7% | 263 | $2.76 | 10.4 | $0.56 |
| T | 672.0 | 761.4 | 44.3 | 48.2 | $2,806 | $646 | 23.0% | 829 | $2.61 | 18.7 | $0.85 |
| M | 407.1 | 456.4 | 36.2 | 39.5 | $2,087 | $476 | 22.8% | 623 | $2.59 | 17.2 | $1.04 |
| 24 | 944.8 | 979.6 | 78.0 | 79.6 | $4,585 | $1,026 | 22.4% | 1,451 | $2.45 | 18.6 | $1.05 |
| 33 | 325.0 | 410.6 | 25.0 | 27.7 | $1,509 | $318 | 21.1% | 431 | $2.76 | 17.3 | $0.77 |
| 32 | 766.1 | 796.0 | 48.1 | 49.3 | $3,096 | $636 | 20.5% | 876 | $2.81 | 18.2 | $0.80 |
| 40 | 502.2 | 535.8 | 28.8 | 30.6 | $1,932 | $387 | 20.0% | 584 | $2.65 | 20.3 | $0.72 |
| 71 | 350.1 | 415.5 | 30.6 | 33.0 | $1,299 | $255 | 19.6% | 317 | $3.29 | 10.4 | $0.61 |
| 238-EAST/WEST CON | 435.0 | 566.9 | 36.0 | 42.6 | $1,484 | $225 | 15.2% | 259 | $4.86 | 7.2 | $0.40 |
| 137-WEST DADE | 780.8 | 935.6 | 45.9 | 51.0 | $2,096 | $314 | 15.0% | 418 | $4.26 | 9.1 | $0.34 |
| 91 | 547.2 | 606.7 | 38.5 | 41.4 | $2,396 | $353 | 14.7% | 441 | $4.63 | 11.5 | $0.58 |
| 243-SEAPORT CONN | 153.6 | 202.0 | 17.3 | 1.5 | $617 | $89 | 14.5% | 114 | $4.61 | 6.6 | $0.44 |
| 87 | 240.2 | 258.0 | 19.1 | 20.0 | $1,159 | $167 | 14.4% | 247 | $4.01 | 13.0 | $0.65 |
| 75 | 366.0 | 386.4 | 29.4 | 30.1 | $1,733 | $233 | 13.4% | 327 | $4.58 | 11.1 | $0.60 |
| 42 | 666.5 | 731.9 | 47.8 | 50.5 | $2,967 | $358 | 12.1% | 466 | $5.60 | 9.7 | $0.49 |
| 73 | 369.0 | 416.8 | 26.1 | 27.8 | $1,660 | $151 | 9.1% | 247 | $6.12 | 9.5 | $0.36 |
| W | 121.7 | 177.5 | 18.1 | 20.4 | $972 | $73 | 7.5% | 182 | $4.94 | 10.1 | $0.41 |
| TRI-MIA | 25.5 | 39.1 | 8.6 | 9.8 | $391 | $4 | 1.1% | 162 | $2.39 | 18.9 | $0.11 |
| **TOTAL** | **35,452** | **35,452** | **2,677** | **2,801** | **$156,682** | **$57,508** | **36.7%** | **75,711** | **$1.31** | **11.0** | **$1.45** |

# MIAMI-DADE TRANSIT
# BUS PRODUCTIVITY ANALYSIS
# JANUARY 2002

**SUNDAY SERVICE, SOUTH DADE CORRIDOR**

| ROUTE | REVENUE MILES | TOTAL MILES | REVENUE HOURS | TOTAL HOURS | DIRECT OP. COST | AVERAGE REVENUE | DIRECT OP. REC. RATIO | EST BDGS | NET COST /BDG | BDGS/ REV HR | REV/ T MILE |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 231-BUSWAY LOCAL | 567.0 | 638.4 | 32.1 | 34.5 | $1,390 | $505 | 36.3% | 666 | $1.33 | 20.7 | $0.79 |
| 38 | 1,709.0 | 2,305.7 | 93.3 | 109.4 | $6,375 | $1,962 | 30.8% | 2,562 | $1.72 | 27.5 | $0.85 |
| 252-CORAL REEF | 533.0 | 596.8 | 26.2 | 28.4 | $1,234 | $303 | 24.5% | 445 | $2.09 | 17.0 | $0.51 |
| 1 | 410.8 | 489.1 | 29.0 | 31.6 | $1,196 | $291 | 24.4% | 407 | $2.22 | 14.0 | $0.60 |
| 35/52/70 | 2,155.9 | 2,756.1 | 124.8 | 143.1 | $8,314 | $1,176 | 14.1% | 1,497 | $4.77 | 12.0 | $0.43 |
| **TOTAL** | **5,376** | **6,786** | **305** | **347** | **$18,509** | **$4,237** | **22.9%** | **5,577** | **$2.56** | **18.3** | **$0.62** |
| **GRAND TOTAL** | **40,828** | **42,238** | **2,983** | **3,148** | **$175,191** | **$61,745** | **35.2%** | **81,288** | **$1.40** | **27.3** | **$1.46** |