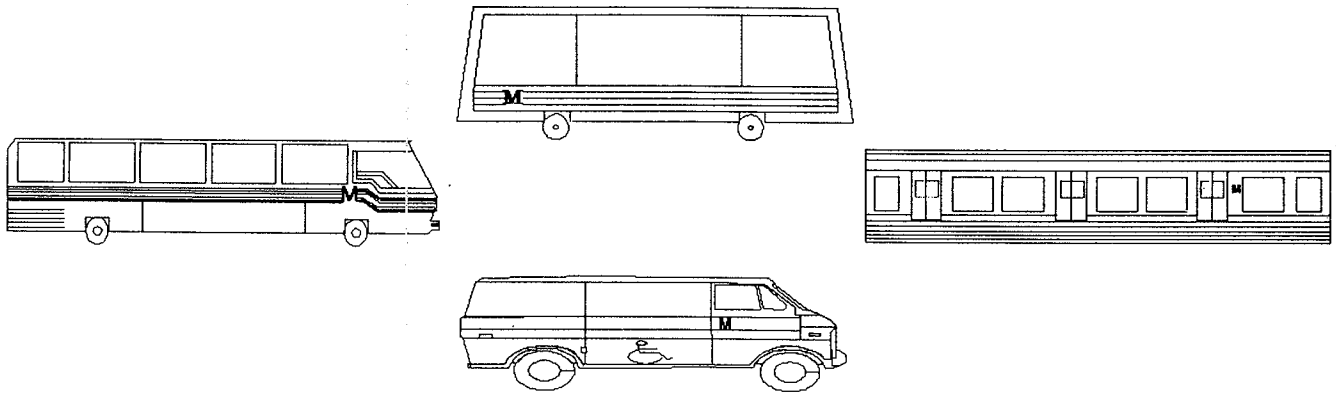
# MIAMI-DADE TRANSIT

## RIDERSHIP TECHNICAL REPORT

## METROBUS, METRORAIL, METROMOVER, & PARATRANSIT



MAY 2002

Prepared by: MDT, Management Services

# RIDERSHIP TECHNICAL REPORT

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# SYSTEM PERFORMANCE SUMMARY

## MAY 2002

| TRAVEL MODE | TOTAL WEEKDAY RIDERSHIP | TOTAL SATURDAY RIDERSHIP | TOTAL SUNDAY RIDERSHIP | TOTAL RIDERSHIP |
|---|---|---|---|---|
| METROBUS | 4,538,501 | 498,951 | 399,993 (1) | 5,437,445 |
| METRORAIL | 1,027,178 | 77,333 | 72,493 (1) | 1,177,004 |
| METROMOVER | 359,200 | 27,445 | 23,805 (1) | 410,450 |
| PARATRANSIT | | | | |
| STS | N/A | N/A | N/A | 87,139 |
| MEDICAID | N/A | N/A | N/A | 35,241 |
| **TOTAL** | **5,924,879** | **603,729** | **496,291** | **7,147,279** |

1. Total Sunday Ridership includes Memorial Day (May 27, 2002) boardings. Ridership for that day was as follows:
   Metrobus = 86,329
   Metrorail = 13,156
   Metromover = 5,001

**METROBUS**
**Boardings By Route**
**MAY 2002**

| ROUTES | Average Weekday | Boardings By Day of Week | | | TOTAL Monthly Boardings |
|---|---|---|---|---|---|
| | | Weekdays | Saturdays | Sundays | |
| A | 409 | 8,998 | 626 | 763 | 10,387 |
| B | 1,405 | 30,918 | 3,001 | 3,266 | 37,185 |
| C | 3,257 | 71,656 | 12,989 | 9,473 | 94,118 |
| E | 1,008 | 22,170 | 2,150 | 1,922 | 26,242 |
| G | 3,052 | 67,154 | 9,284 | 6,275 | 82,713 |
| H | 4,175 | 91,844 | 17,725 | 14,060 | 123,629 |
| J | 4,843 | 106,547 | 11,557 | 7,679 | 125,783 |
| K | 4,696 | 103,306 | 11,628 | 13,231 | 128,165 |
| L | 10,439 | 229,658 | 28,694 | 24,580 | 282,932 |
| M | 1,976 | 43,475 | 2,847 | 2,270 | 48,592 |
| R | 354 | 7,793 | - | - | 7,793 |
| S | 11,625 | 255,755 | 44,448 | 44,603 | 344,806 |
| T | 2,137 | 47,016 | 3,567 | 4,100 | 54,683 |
| V | 219 | 4,824 | - | - | 4,824 |
| W | 326 | 7,183 | 1,062 | 974 | 9,219 |
| 1 | 1,608 | 35,375 | 3,253 | 1,551 | 40,179 |
| 2 | 4,053 | 89,158 | 8,040 | 5,303 | 102,501 |
| 3 | - | - | 36,212 | 27,988 | 64,200 |
| 3/16 | 13,002 | 286,052 | - | - | 286,052 |
| 6 | 229 | 5,037 | - | - | 5,037 |
| 7 | 3,590 | 78,973 | 10,743 | 10,532 | 100,248 |
| 8 | 7,194 | 158,276 | 22,234 | 13,487 | 193,997 |
| 9 | 4,964 | 109,213 | - | 6,782 | 115,995 |
| 9/10 | - | - | 18,753 | - | 18,753 |
| 10 | 2,664 | 58,613 | - | 4,368 | 62,981 |

# METROBUS
## Boardings By Route
## MAY 2002

| ROUTES | Average Weekday | Boardings By Day of Week | | | TOTAL Monthly Boardings |
|---|---|---|---|---|---|
| | | Weekdays | Saturdays | Sundays | |
| 11 | 12,314 | 270,913 | 41,687 | 36,571 | 349,171 |
| 12 | 2,997 | 65,942 | - | - | 65,942 |
| 12/21 | - | - | 9,998 | 8,234 | 18,232 |
| 16 | - | - | 10,543 | 10,815 | 21,358 |
| 17 | 5,256 | 115,626 | 10,778 | 6,281 | 132,685 |
| 21 | 2,409 | 52,988 | - | - | 52,988 |
| 22 | 4,189 | 92,169 | 9,296 | 5,516 | 106,981 |
| 24 | 4,081 | 89,789 | 10,401 | 8,390 | 108,580 |
| 27 | 8,201 | 180,430 | 18,346 | 13,225 | 212,001 |
| 28 | 705 | 15,510 | - | - | 15,510 |
| 29 | 222 | 4,894 | - | - | 4,894 |
| 31 | 964 | 21,202 | - | - | 21,202 |
| 32 | 3,453 | 75,968 | 6,484 | 3,661 | 86,113 |
| 33 | 1,961 | 43,142 | 3,519 | 2,192 | 48,853 |
| 35/52 | - | - | 5,835 | 5,058 | 10,893 |
| 35/70 | 1,845 | 40,590 | - | - | 40,590 |
| 36 | 3,544 | 77,973 | 6,480 | 5,841 | 90,294 |
| 37 | 3,771 | 82,965 | - | - | 82,965 |
| 37/72 | - | - | 9,444 | 7,705 | 17,149 |
| 38 | 3,539 | 77,866 | 14,259 | 12,334 | 104,459 |
| 40 | 2,067 | 45,484 | 5,415 | 3,248 | 54,147 |
| 42 | 1,010 | 22,213 | 2,748 | 2,557 | 27,518 |
| 48 | 452 | 9,955 | - | - | 9,955 |
| 51-FLAGLER MAX | 1,750 | 38,500 | - | - | 38,500 |

# METROBUS
## Boardings By Route
## MAY 2002

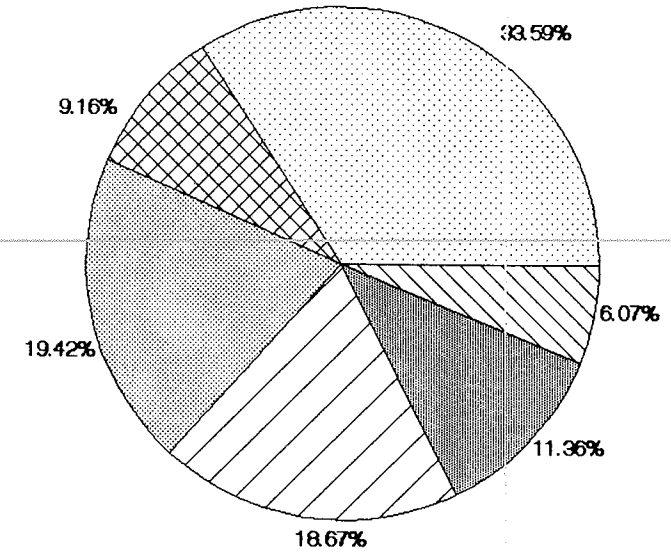
| ROUTES | Average Weekday | Boardings By Day of Week | | | TOTAL Monthly Boardings |
|---|---|---|---|---|---|
| | | Weekdays | Saturdays | Sundays | |
| 52 | 1,591 | 35,004 | - | - | 35,004 |
| 54 | 3,135 | 68,972 | 5,578 | 4,167 | 78,717 |
| 56 | 972 | 21,382 | - | - | 21,382 |
| 57/72 | 1,868 | 41,092 | - | - | 41,092 |
| 62 | 4,979 | 109,539 | 10,233 | 8,752 | 128,524 |
| 65EX | 215 | 4,725 | - | - | 4,725 |
| 70 | - | - | 1,931 | 1,914 | 3,845 |
| 71 | 1,097 | 24,139 | 3,159 | 1,663 | 28,961 |
| 73 | 2,118 | 46,591 | 3,721 | 1,327 | 51,639 |
| 75 | 3,819 | 84,021 | 2,087 | 1,339 | 87,447 |
| 77 | 9,537 | 209,822 | 20,773 | 13,903 | 244,498 |
| 83 | 4,205 | 92,504 | 9,287 | 5,621 | 107,412 |
| 87 | 1,565 | 34,428 | 1,186 | 1,376 | 36,990 |
| 88 | 2,467 | 54,272 | 8,485 | 6,281 | 69,038 |
| 91 | 1,283 | 28,236 | 2,847 | 2,424 | 33,507 |
| BISC MAX | 2,329 | 51,249 | - | - | 51,249 |
| 95EX | 1,482 | 32,601 | - | - | 32,601 |
| 27 MAX | 623 | 13,707 | - | - | 13,707 |
| 104 | 1,383 | 30,427 | - | - | 30,427 |
| TR-36 ST | 55 | 1,205 | - | - | 1,205 |
| TR-MIA | 445 | 9,783 | 526 | 488 | 10,797 |
| 134 - RIVERSIDE SHUTTLE | 39 | 850 | - | - | 850 |
| 137-WEST DADE CONN | 1,048 | 23,051 | 1,883 | 1,891 | 26,825 |
| 231-BUSWAY LOCAL | 719 | 15,819 | 2,856 | 2,797 | 21,472 |
| 236-AIRPORT OWL | 269 | 5,916 | 1,103 | 1,372 | 8,391 |

# METROBUS
## Boardings By Route
## MAY 2002

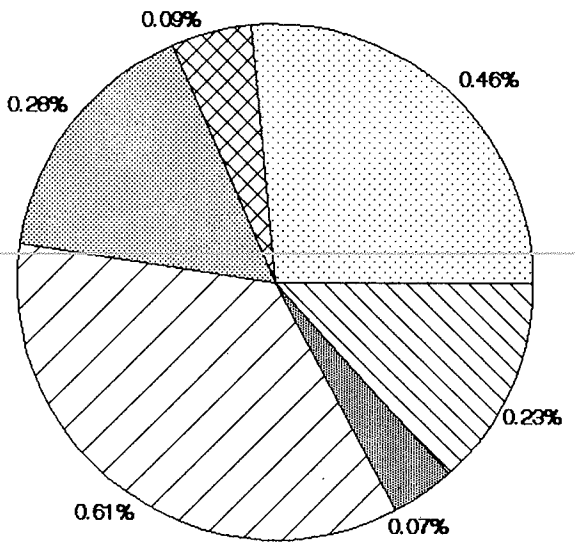
| ROUTES | Average Weekday | Boardings By Day of Week | | | TOTAL Monthly Boardings |
|---|---|---|---|---|---|
| | | Weekdays | Saturdays | Sundays | |
| 237-DOUGLAS BRIDGE | 36 | 499 | 59 | - | 558 |
| 238-EAST/WEST CONN | 441 | 9,702 | 1,552 | 1,511 | 12,765 |
| 240-BIRD MAX | 485 | 10,667 | - | - | 10,667 |
| 241-NORTH DADE CONN | 302 | 6,638 | - | - | 6,638 |
| 242-DORAL CONN | 413 | 9,092 | - | - | 9,092 |
| 243-SEAPORT CONN | 201 | 4,423 | 338 | 176 | 4,937 |
| 245-OKEECHOBEE CONN | 185 | 4,077 | - | - | 4,077 |
| 246-NIGHT OWL | 345 | 7,584 | 3,065 | 2,995 | 13,644 |
| 248-BRICKELL KEY SHUTTLE | 322 | 7,076 | 607 | - | 7,683 |
| 252-CORAL REEF | 999 | 21,976 | 2,319 | 2,416 | 26,711 |
| 267-LUDLUM MAX | 427 | 9,394 | - | - | 9,394 |
| 287-SAGA BAY | 262 | 5,757 | - | - | 5,757 |
| KAT-KILLIAN | 1,209 | 26,609 | 579 | 499 | 27,687 |
| KAT-SUNSET | 801 | 17,619 | - | - | 17,619 |
| KAT-KENDALL | 594 | 13,061 | - | - | 13,061 |
| GREEN HILLS SHUTTLE | 11 | 33 | - | - | 33 |
| KINGS CREEK SHUTTLE | 10 | 29 | - | - | 29 |
| SIERRA LAKES SHUTTLE | 12 | 59 | - | - | 59 |
| ROBERT SHARPE SHUTTLE | 10 | 48 | - | - | 48 |
| 302-AHEPA APT | 31 | 154 | - | - | 154 |
| 303-SIERA LAKE | 17 | 87 | - | - | 87 |
| 304-FED GARD | - | - | 69 | - | 69 |
| Special | - | 1,469 | 662 | 2,246 | 4,377 |
| Park n Ride | - | - | - | - | - |
| **TOTALS** | **206,311** | **4,538,501** | **498,951** | **399,993** | **5,437,445** |

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

LOCAL ROUTES




EXPRESS ROUTES




| | LOCAL ROUTES % OF TOTAL BOARDINGS |
|---|---|
| $1.25 Full Fare | 33.59% |
| $0.60 Discount Fare | 9.16% |
| Transfers Received | 19.42% |
| Pass Boardings | 18.67% |
| Golden Pass Boarding | 11.36% |
| Token Boardings | 6.07% |

| | EXPRESS ROUTES % OF TOTAL BOARDINGS |
|---|---|
| $1.50 Full Fare | 0.46% |
| $0.75 Discount Fare | 0.09% |
| Transfers Received | 0.28% |
| Pass Boardings | 0.61% |
| Golden Pass Boarding | 0.07% |
| Token Boardings | 0.23% |

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.

# METROBUS
## Total Holiday Boardings

| ROUTES | MEMORIAL DAY BOARDINGS 2002 | ROUTES | MEMORIAL DAY BOARDINGS 2002 | ROUTES | MEMORIAL BOARDINGS 2002 |
|---|---|---|---|---|---|
| A | 105 | 24 | 1,717 | BISC MAX | - |
| B | 787 | 27 | 2,738 | 95 EX | - |
| C | 1,919 | 28 | - | 27 MAX | - |
| E | 498 | 29 | - | 104 | - |
| G | 1,433 | 31 | - | TR -36 ST | - |
| H | 2,912 | 32 | 720 | TRI-MIA | |
| J | 1,651 | 33 | 501 | 134 - RIVERSIDE SHUTTLE | - |
| K | 3,334 | 35/52 | 1,000 | 137-WEST DADE CONN | 454 |
| L | 5,437 | 35/70 | - | 231-BUSWAY LOCAL | 677 |
| M | 606 | 36 | 1,482 | 236-AIRPORT OWL | 173 |
| R | - | 37 | - | 238-EAST/WEST CONN | 236 |
| S | 9,641 | 37/72 | 1,837 | 240-BIRD ROAD MAX | - |
| T | 801 | 38 | 2,731 | 241-NORTH DADE CONN | - |
| V | - | 40 | 896 | 242-DORAL CONN | - |
| W | 210 | 42 | 505 | 243 | 89 |
| 1 | 319 | 48 | - | 245 | - |
| 2 | 1,254 | 51- FLAGLER MAX | - | 246 | 540 |
| 3 | 5,619 | 52 | - | 248 | - |
| 3/16 | - | 54 | 951 | 252-CORAL REEF MAX | 345 |
| 6 | - | 56 | - | 267 | - |
| 7 | 2,168 | 57/72 | - | 287-SAGA BAY MAX | - |
| 8 | 2,731 | 62 | 1,960 | KAT-KILLIAN (104) | 116 |
| 9 | 1,743 | 65 EX | - | KAT-SUNSET | - |
| 9/10 | - | 70 | 197 | KAT-KENDALL | - |
| 10 | 1,139 | 71 | 329 | GREEN HILLS SHUTTLE | - |
| 11 | 8,177 | 73 | 366 | KINGS CREEK SHUTTLE | - |
| 12 | - | 75 | 326 | SIERRA LAKES SHUTTLE | - |
| 12/21 | 1,509 | 77 | 3,200 | ROBERT SHARPE SHUTTLE | - |
| 16 | 2,164 | 83 | 1,091 | 302-AHEPA APT | - |
| 17 | 1,737 | 87 | 277 | 303-SIERA LAKE | - |
| 21 | - | 88 | 1,138 | | |
| 22 | 1,315 | 91 | 528 | | |

**MEMORIAL DAY 2002**

**TOTAL BOARDINGS = 86,329**

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

| ROUTE | Apr/02 | May/02 | %DIFF | ROUTE | Apr/02 | May/02 | %DIFF |
|---|---|---|---|---|---|---|---|
| 248-BRICKELL KEY | 86 | 322 | 274.4% | 21 | 2,398 | 2,409 | 0.5% |
| 237-DOUGLAS BRIDGE | 19 | 36 | 89.5% | 246-NIGHT OWL | 344 | 345 | 0.3% |
| 231-BUSWAY LOCAL | 428 | 719 | 68.0% | 17 | 5,244 | 5,256 | 0.2% |
| 241-NO DADE CONN | 181 | 302 | 66.9% | 95EX | 1,483 | 1,482 | -0.1% |
| 52 | 1,087 | 1,591 | 46.4% | 1 | 1,615 | 1,608 | -0.4% |
| 242-DORAL CONN | 307 | 413 | 34.5% | L | 10,511 | 10,439 | -0.7% |
| A | 311 | 409 | 31.5% | 3/16 | 13,095 | 13,002 | -0.7% |
| TR-MIA | 341 | 445 | 30.5% | E | 1,016 | 1,008 | -0.8% |
| 240-BIRD ROAD MAX | 374 | 485 | 29.7% | 37 | 3,802 | 3,771 | -0.8% |
| 243-SEAPORT CONN | 155 | 201 | 29.7% | 75 | 3,855 | 3,819 | -0.9% |
| 252-CORAL REEF | 786 | 999 | 27.1% | 245-OKEECHOBEE CONN | 188 | 185 | -1.6% |
| SIERRA LAKES SHUT | 10 | 12 | 20.0% | 40 | 2,102 | 2,067 | -1.7% |
| 48 | 385 | 452 | 17.4% | 24 | 4,180 | 4,081 | -2.4% |
| KINGS CREEK SHUT | 9 | 10 | 11.1% | R | 363 | 354 | -2.5% |
| ROBERT SHARPE SHU | 9 | 10 | 11.1% | B | 1,441 | 1,405 | -2.5% |
| KAT KILLIAN | 1,097 | 1,209 | 10.2% | 54 | 3,220 | 3,135 | -2.6% |
| GREEN HILLS SHUT | 10 | 11 | 10.0% | 27 | 8,429 | 8,201 | -2.7% |
| V | 201 | 219 | 9.0% | 35/70 | 1,912 | 1,845 | -3.5% |
| 267-LUDLUM MAX | 393 | 427 | 8.7% | 32 | 3,592 | 3,453 | -3.9% |
| 87 | 1,448 | 1,565 | 8.1% | 11 | 12,845 | 12,314 | -4.1% |
| M | 1,854 | 1,976 | 6.6% | 287-SAGA BAY | 274 | 262 | -4.4% |
| 36 | 3,332 | 3,544 | 6.4% | 7 | 3,760 | 3,590 | -4.5% |
| 42 | 958 | 1,010 | 5.4% | 51-FLAG MAX | 1,842 | 1,750 | -5.0% |
| 77 | 9,059 | 9,537 | 5.3% | 236-AIRPORT OWL | 286 | 269 | -5.9% |
| 2 | 3,853 | 4,053 | 5.2% | G | 3,246 | 3,052 | -6.0% |
| K | 4,476 | 4,696 | 4.9% | S | 12,384 | 11,625 | -6.1% |
| 10 | 2,546 | 2,664 | 4.6% | 8 | 7,671 | 7,194 | -6.2% |
| 62 | 4,796 | 4,979 | 3.8% | 238-EAST/WEST CONN | 472 | 441 | -6.6% |
| 22 | 4,058 | 4,189 | 3.2% | TR-36 ST | 59 | 55 | -6.8% |
| 9 | 4,820 | 4,964 | 3.0% | KAT SUNSET | 860 | 801 | -6.9% |
| 91 | 1,246 | 1,283 | 3.0% | 88 | 2,675 | 2,467 | -7.8% |
| 134-RIVERSIDE SHUT | 38 | 39 | 2.6% | T | 2,319 | 2,137 | -7.8% |
| 57/72 | 1,823 | 1,868 | 2.5% | KAT KENDALL | 649 | 594 | -8.5% |
| J | 4,728 | 4,843 | 2.4% | 27 MAX | 681 | 623 | -8.5% |
| 65EX | 210 | 215 | 2.4% | 6 | 252 | 229 | -9.1% |
| 33 | 1,918 | 1,961 | 2.2% | 31 | 1,066 | 964 | -9.6% |
| 137-WEST DADE CONN | 1,027 | 1,048 | 2.0% | H | 4,635 | 4,175 | -9.9% |
| 28 | 691 | 705 | 2.0% | C | 3,648 | 3,257 | -10.7% |
| 104 | 1,359 | 1,383 | 1.8% | 71 | 1,275 | 1,097 | -14.0% |
| BISC MAX | 2,289 | 2,329 | 1.7% | 302-AHEPA APT | 37 | 31 | -16.2% |
| 83 | 4,143 | 4,205 | 1.5% | 29 | 267 | 222 | -16.9% |
| 73 | 2,090 | 2,118 | 1.3% | W | 420 | 326 | -22.4% |
| 38 | 3,512 | 3,539 | 0.8% | 303-SIERA LAKE | 24 | 17 | -29.2% |
| 12 | 2,981 | 2,997 | 0.5% | 56 | 1,447 | 972 | -32.8% |

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

| | ROUTE | May/01 | May/02 | %DIFF |
|---|---|---|---|---|
| **10% INCREASE TO PREVIOUS YEAR** | GREEN HILLS SHUT | 0 | 11 | 2500.0% |
| | SIERRA LAKES SHUT | 0 | 12 | 1900.0% |
| | KINGS CREEK SHUT | 0 | 10 | 1400.0% |
| | 267-LUDLUM MAX | 119 | 427 | 258.8% |
| | 248-BRICKELL KEY | 108 | 322 | 198.1% |
| | 231-BUSWAY LOCAL | 391 | 719 | 83.9% |
| | TR-36 ST | 32 | 55 | 71.9% |
| | TR-MIA | 259 | 445 | 71.8% |
| | ROBERT SHARPE SHU | 6 | 10 | 66.7% |
| | 52 | 1,065 | 1,591 | 49.4% |
| | 246-NIGHT OWL | 268 | 345 | 28.7% |
| | 243-SEAPORT CONN | 168 | 201 | 19.6% |
| | 134 - RIVERSIDE SHUT | 34 | 39 | 14.7% |
| | KAT KENDALL | 520 | 594 | 14.2% |
| | 1 | 1,422 | 1,608 | 13.1% |
| | 2 | 3,650 | 4,053 | 11.0% |
| | R | 321 | 354 | 10.3% |
| **10% DECREASE TO PREVIOUS YEAR** | 27 MAX | 695 | 623 | -10.4% |
| | 6 | 256 | 229 | -10.5% |
| | 33 | 2,200 | 1,961 | -10.9% |
| | H | 4,700 | 4,175 | -11.2% |
| | A | 461 | 409 | -11.3% |
| | 35/70 | 2,084 | 1,845 | -11.5% |
| | 252-CORAL REEF | 1,138 | 999 | -12.2% |
| | S | 13,250 | 11,625 | -12.3% |
| | 240-BIRD RD MAX | 570 | 485 | -14.9% |
| | C | 3,965 | 3,257 | -17.9% |
| | 29 | 286 | 222 | -22.4% |
| | V | 289 | 219 | -24.2% |
| | W | 435 | 326 | -25.1% |
| | 287-SAGA BAY | 351 | 262 | -25.4% |
| | 88 | 3,401 | 2,467 | -27.5% |
| | 56 | 1,393 | 972 | -30.2% |

# METRORAIL
# BOARDINGS BY STATION
# MAY 2002

| STATIONS | AVERAGE WEEKDAY | WEEKDAY BOARDINGS | SATURDAY BOARDINGS | SUNDAY BOARDINGS | MEMORIAL DAY BOARDINGS | TOTAL BOARDINGS |
|---|---|---|---|---|---|---|
| Dadeland South | 4,797 | 105,540 | 8,384 | 6,612 | 1,372 | 121,908 |
| Dadeland North | 5,663 | 124,588 | 8,294 | 5,669 | 1,437 | 139,988 |
| South Miami | 2,908 | 63,980 | 5,444 | 4,458 | 990 | 74,872 |
| University | 1,488 | 32,744 | 1,472 | 1,123 | 193 | 35,532 |
| Douglas | 2,387 | 52,512 | 4,371 | 3,033 | 762 | 60,678 |
| Coconut Grove | 1,247 | 27,424 | 2,514 | 1,949 | 392 | 32,279 |
| Vizcaya | 1,012 | 22,271 | 1,785 | 1,359 | 352 | 25,767 |
| Brickell | 2,356 | 51,824 | 3,916 | 2,758 | 759 | 59,257 |
| Government Center | 7,673 | 168,788 | 12,157 | 9,503 | 2,204 | 192,652 |
| Overtown/Arena | 950 | 20,904 | 2,305 | 3,403 | 320 | 26,932 |
| Culmer | 801 | 17,619 | 1,877 | 1,182 | 287 | 20,965 |
| Civic Center | 4,607 | 101,346 | 3,267 | 2,745 | 724 | 108,082 |
| Santa Clara | 463 | 10,190 | 899 | 610 | 154 | 11,853 |
| Allapattah | 1,534 | 33,751 | 2,897 | 2,139 | 473 | 39,260 |
| Earlington Heights | 1,063 | 23,382 | 2,541 | 1,552 | 425 | 27,900 |
| Brownsville | 682 | 15,009 | 1,726 | 1,284 | 283 | 18,302 |
| Martin Luther King | 963 | 21,184 | 2,085 | 1,364 | 344 | 24,977 |
| Northside | 1,531 | 33,688 | 4,163 | 2,459 | 438 | 40,748 |
| Tri-Rail | 966 | 21,250 | 1,372 | 2,352 | 259 | 25,233 |
| Hialeah | 1,470 | 32,350 | 2,854 | 2,279 | 502 | 37,985 |
| Okeechobee | 2,129 | 46,834 | 3,010 | 1,504 | 486 | 51,834 |
| **Total** | **46,690** | **1,027,178** | **77,333** | **59,337** | **13,156** | **1,177,004** |

# METRORAIL
# BOARDINGS BY FARE TYPE
# MAY 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 | 16 | 46,244 | 35,731 | 24,014 | 729 | 779 | 3 | 137 | 263 | 13 | 13,979 | 121,908 |
| Dadeland North | 4 | 29,955 | 56,224 | 33,592 | 430 | 949 | 4 | 196 | 144 | 0 | 18,490 | 139,988 |
| South Miami | 4 | 8,768 | 27,883 | 25,129 | 324 | 525 | 0 | 268 | 312 | 0 | 11,659 | 74,872 |
| University | 25 | 3,562 | 11,004 | 11,607 | 109 | 170 | 0 | 197 | 1,174 | 0 | 7,684 | 35,532 |
| Douglas | 5 | 19,517 | 14,523 | 17,221 | 185 | 1,017 | 0 | 349 | 131 | 0 | 7,730 | 60,678 |
| Coconut Grove | 13 | 5,525 | 5,235 | 14,088 | 22 | 373 | 2 | 108 | 159 | 1 | 6,753 | 32,279 |
| Vizcaya | 4 | 8,309 | 8,839 | 4,761 | 37 | 506 | 0 | 42 | 233 | 0 | 3,036 | 25,767 |
| Brickell | 269 | 13,757 | 15,119 | 16,956 | 38 | 1,389 | 0 | 216 | 436 | 8 | 11,069 | 59,257 |
| Government Center | 999 | 38,053 | 67,857 | 53,663 | 2,038 | 2,281 | 15 | 510 | 2,205 | 17 | 25,014 | 192,652 |
| Overtown/Arena | 227 | 3,374 | 4,913 | 11,062 | 1 | 106 | 0 | 65 | 112 | 0 | 7,072 | 26,932 |
| Culmer | 312 | 5,660 | 5,690 | 6,641 | 3 | 49 | 3 | 193 | 74 | 31 | 2,309 | 20,965 |
| Civic Center | 227 | 6,275 | 39,800 | 35,590 | 179 | 1,388 | 0 | 605 | 1,206 | 13 | 22,799 | 108,082 |
| Santa Clara | 3 | 788 | 2,785 | 5,672 | 20 | 105 | 0 | 60 | 119 | 0 | 2,301 | 11,853 |
| Allapattah | 6 | 11,727 | 12,192 | 9,990 | 15 | 381 | 0 | 89 | 54 | 0 | 4,806 | 39,260 |
| Earlington Heights | 24 | 9,281 | 7,364 | 7,905 | 12 | 209 | 0 | 48 | 32 | 0 | 3,025 | 27,900 |
| Brownsville | 1 | 3,613 | 4,532 | 7,138 | 26 | 191 | 0 | 65 | 227 | 0 | 2,509 | 18,302 |
| Martin Luther King | 1 | 10,897 | 7,640 | 4,943 | 15 | 227 | 0 | 27 | 45 | 0 | 1,182 | 24,977 |
| Northside | 1 | 11,053 | 12,386 | 12,386 | 40 | 226 | 0 | 109 | 168 | 0 | 4,379 | 40,748 |
| Tri-Rail | 2 | 5,157 | 6,726 | 5,320 | 1 | 162 | 330 | 26 | 3,887 | 0 | 3,622 | 25,233 |
| Hialeah | 2 | 14,617 | 6,282 | 10,718 | 33 | 1,062 | 0 | 57 | 166 | 0 | 5,048 | 37,985 |
| Okeechobee | 8 | 17,750 | 12,630 | 13,145 | 161 | 860 | 0 | 29 | 204 | 0 | 7,047 | 51,834 |
| **TOTAL BOARDING** | **2,153** | **273,882** | **365,355** | **331,541** | **4,418** | **12,955** | **357** | **3,396** | **11,351** | **83** | **171,513** | **1,177,004** |
| **MOVER-RAIL** | | **35,388** | **47,450** | **34,910** | **2,014** | **1,961** | **7** | **379** | **1,250** | **12** | **5,319** | **128,690** |
| **METRORAIL (tota** | **2,153** | **238,494** | **317,905** | **296,631** | **2,404** | **10,994** | **350** | **3,017** | **10,101** | **71** | **166,194** | **1,048,314** |

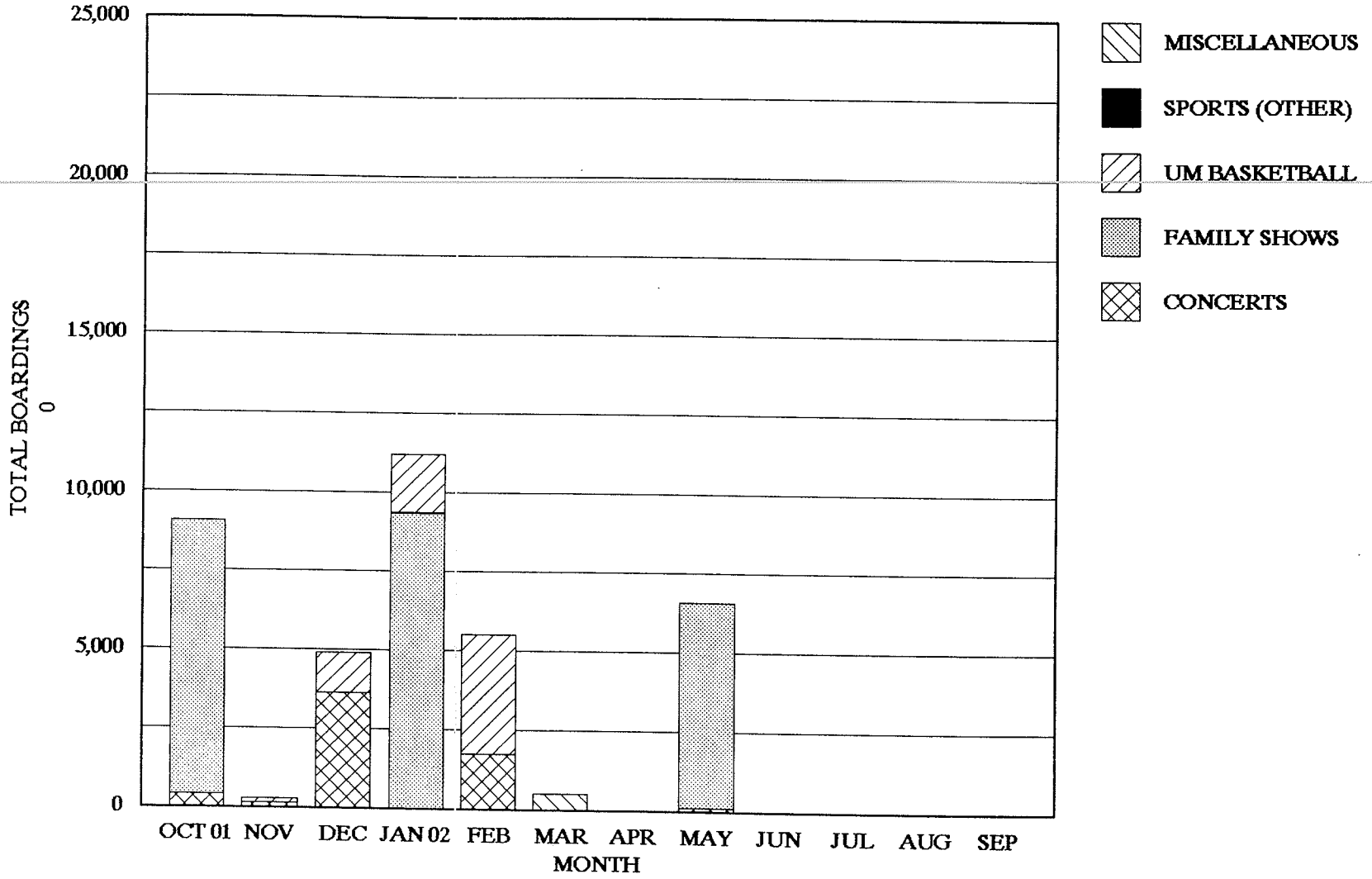
# METRORAIL
# HOLIDAY BOARDINGS BY STATION
# MAY 2002

| STATIONS | MEMORIAL DAY 2001 | MEMORIAL DAY 2002 |
|---|---|---|
| Dadeland South | 1,558 | 1,372 |
| Dadeland North | 1,470 | 1,437 |
| South Miami | 957 | 990 |
| University | 254 | 193 |
| Douglas | 836 | 762 |
| Coconut Grove | 574 | 392 |
| Vizcaya | 391 | 352 |
| Brickell | 686 | 759 |
| Government Center | 2,433 | 2,204 |
| Overtown/Arena | 313 | 320 |
| Culmer | 248 | 287 |
| Civic Center | 714 | 724 |
| Santa Clara | 160 | 154 |
| Allapattah | 466 | 473 |
| Earlington Heights | 367 | 425 |
| Brownsville | 188 | 283 |
| Martin Luther King | 358 | 344 |
| Northside | 378 | 438 |
| Tri-Rail | 288 | 259 |
| Hialeah | 503 | 502 |
| Okeechobee | 314 | 486 |
| **TOTAL** | **13,456** | **13,156** |

# MIAMI ARENA EVENTS

## TOTAL RAIL BOARDINGS PER TYPE OF EVENT

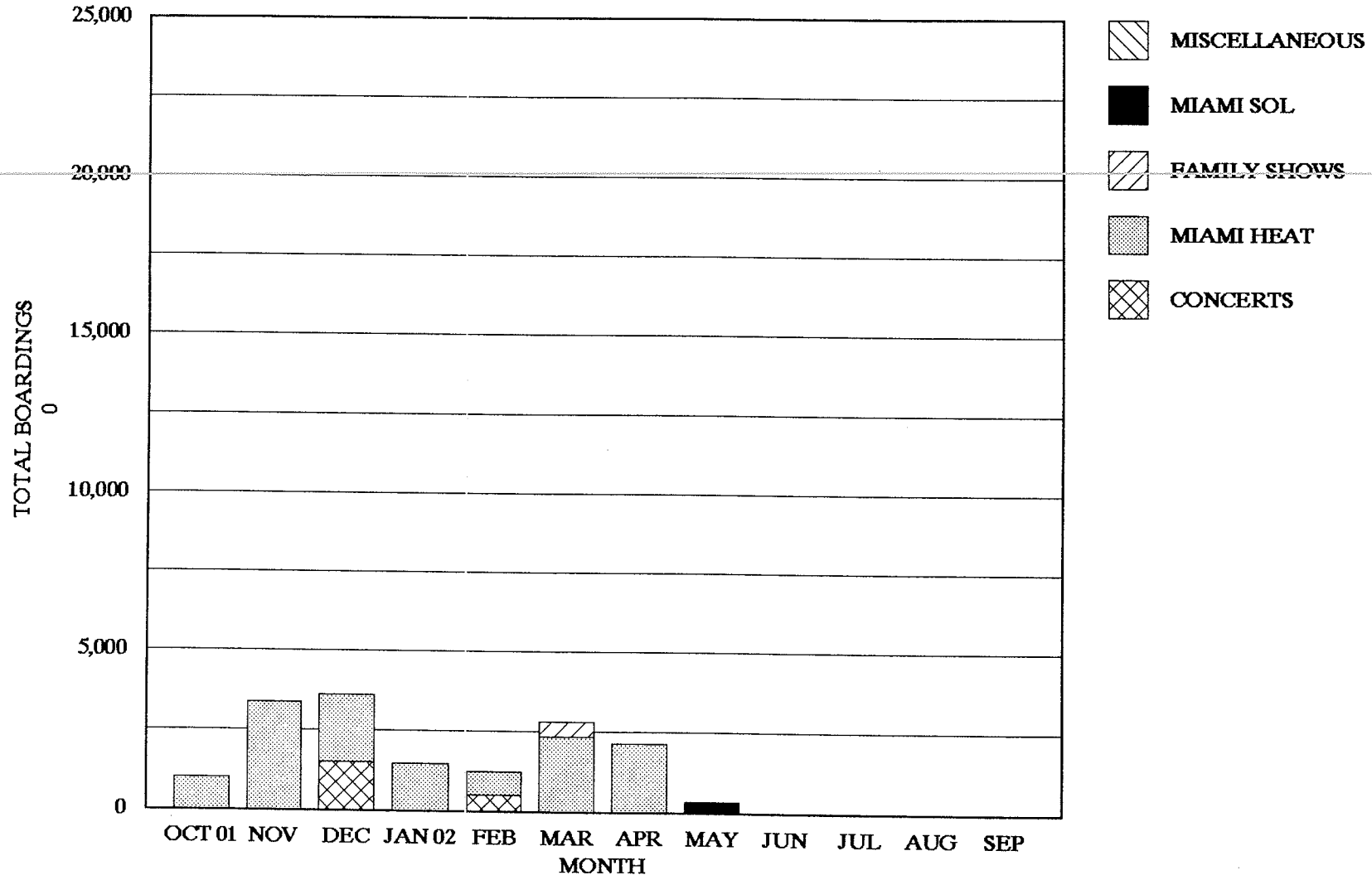
FY 2002



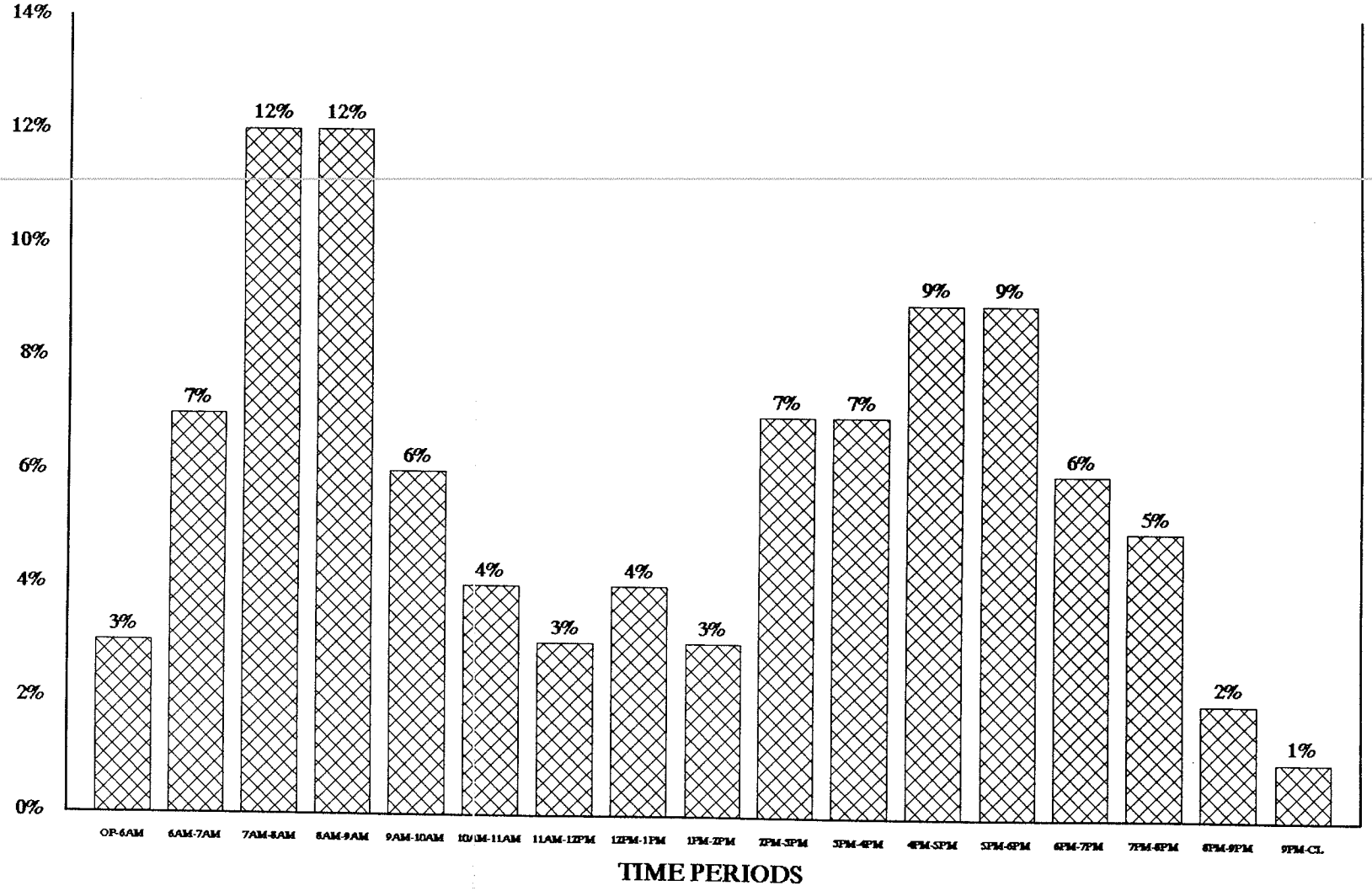
# AMERICAN AIRLINES ARENA EVENTS

## TOTAL RAIL BOARDINGS PER TYPE OF EVENT

FY 2002



# MIAMI-DADE TRANSIT
## PERCENTAGE OF WEDNESDAY METRORAIL BOARDINGS BY TIME PERIODS FOR MAY 22, 2002



# METROMOVER
# BOARDINGS BY STATION
# MAY 2002

| STATIONS | AVERAGE WEEKDAY | WEEKDAY BOARDINGS | SATURDAY BOARDINGS | SUNDAY BOARDINGS | MEMORIAL DAY BOARDINGS | TOTAL BOARDINGS |
|---|---|---|---|---|---|---|
| School Board | 250 | 5,492 | 918 | 693 | 175 | 7,278 |
| Omni | 810 | 17,816 | 2,041 | 1,333 | 397 | 21,587 |
| Bicentennial Park | - | - | - | - | - | - |
| Eleventh Street | 42 | 932 | 156 | 111 | 18 | 1,217 |
| Park West | 55 | 1,210 | 150 | 64 | 17 | 1,441 |
| Freedom Tower | 50 | 1,093 | 207 | 98 | 22 | 1,420 |
| Government Center | 7,458 | 164,087 | 13,873 | 9,748 | 2,163 | 189,871 |
| Miami Avenue | 507 | 11,158 | 541 | 199 | 99 | 11,997 |
| Third Street | 143 | 3,157 | 164 | 107 | 54 | 3,482 |
| Knight Center | 512 | 11,264 | 746 | 313 | 48 | 12,371 |
| Bayfront Park | 1,774 | 39,025 | 1,974 | 1,431 | 364 | 42,794 |
| First Street | 362 | 7,959 | 753 | 658 | 188 | 9,558 |
| College/Bayside | 750 | 16,508 | 2,674 | 1,437 | 668 | 21,287 |
| College North | 477 | 10,491 | 316 | 219 | 60 | 11,086 |
| Arena/State Plaza | 188 | 4,143 | 437 | 257 | 59 | 4,896 |
| Riverwalk | 71 | 1,557 | 110 | 60 | 16 | 1,743 |
| Fifth Street | 171 | 3,751 | 83 | 26 | 10 | 3,870 |
| Eighth Street | 359 | 7,907 | 223 | 204 | 60 | 8,394 |
| Tenth Street | 206 | 4,527 | 84 | 55 | 34 | 4,700 |
| Brickell | 1,786 | 39,289 | 1,658 | 1,542 | 465 | 42,954 |
| Financial District | 356 | 7,834 | 337 | 249 | 84 | 8,504 |
| **Total** | **16,327** | **359,200** | **27,445** | **18,804** | **5,001** | **410,450** |

# METROMOVER
# BOARDINGS BY FARE TYPE
# MAY 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 | | 34 | 3,311 | 3,886 | 3 | 21 | 21 | 2 | 0 | 0 | 7,278 |
| Omni | | 439 | 7,181 | 13,908 | 7 | 28 | 17 | 7 | 0 | 0 | 21,587 |
| Bicentennial Park | | - | - | - | - | - | - | - | - | - | - |
| Eleventh Street | | 5 | 705 | 497 | 5 | 5 | 0 | 0 | 0 | 0 | 1,217 |
| Park West | | 10 | 747 | 684 | 0 | 0 | 0 | 0 | 0 | 0 | 1,441 |
| Freedom Tower | | 1 | 763 | 652 | 0 | 4 | 0 | 0 | 0 | 0 | 1,420 |
| Government Center | 47,471 | 11,062 | 95,759 | 30,817 | 1,064 | 1,382 | 1,378 | 938 | 0 | 0 | 189,871 |
| Miami Avenue | | 160 | 6,249 | 5,109 | 54 | 158 | 61 | 206 | 0 | 0 | 11,997 |
| Third Street | | 12 | 1,504 | 1,931 | 0 | 19 | 12 | 4 | 0 | 0 | 3,482 |
| Knight Center | | 50 | 6,700 | 5,431 | 59 | 39 | 32 | 60 | 0 | 0 | 12,371 |
| Bayfront Park | | 59 | 18,352 | 23,868 | 51 | 38 | 117 | 309 | 0 | 0 | 42,794 |
| First Street | | 44 | 1,933 | 7,451 | 5 | 87 | 35 | 3 | 0 | 0 | 9,558 |
| College/Bayside | | 64 | 7,720 | 12,900 | 27 | 106 | 97 | 373 | 0 | 0 | 21,287 |
| College North | | 18 | 4,983 | 5,830 | 23 | 92 | 66 | 74 | 0 | 0 | 11,086 |
| Arena/State Plaza | | 11 | 1,786 | 2,967 | 12 | 118 | 2 | 0 | 0 | 0 | 4,896 |
| Riverwalk | | 5 | 636 | 1,098 | 0 | 2 | 0 | 2 | 0 | 0 | 1,743 |
| Fifth Street | | 1 | 1,054 | 2,670 | 6 | 57 | 75 | 7 | 0 | 0 | 3,870 |
| Eigth Street | | 9 | 3,526 | 4,846 | 2 | 2 | 0 | 9 | 0 | 0 | 8,394 |
| Tenth Street | | 4 | 782 | 3,869 | 0 | 23 | 5 | 17 | 0 | 0 | 4,700 |
| Brickell | 22,542 | 50 | 1,974 | 18,161 | 0 | 85 | 123 | 19 | 0 | 0 | 42,954 |
| Financial District | | 11 | 4,259 | 4,067 | 4 | 66 | 51 | 46 | 0 | 0 | 8,504 |
| **Total Boardings** | **70,013** | **12,049** | **169,924** | **150,642** | **1,322** | **2,332** | **2,092** | **2,076** | **0** | **0** | **410,450** |

# METROMOVER
# HOLIDAY BOARDINGS BY STATION
# MAY 2002

| STATIONS | MEMORIAL DAY 2001 | MEMORIAL DAY 2002 |
|---|---|---|
| School Board | 112 | 175 |
| Omni | 299 | 397 |
| Bicentennial Park | - | - |
| Eleventh Street | 37 | 18 |
| Park West | 24 | 17 |
| Freedom Tower | 41 | 22 |
| Government Center | 2,649 | 2,163 |
| Miami Avenue | 118 | 99 |
| Third Street | 30 | 54 |
| Knight Center | 54 | 48 |
| Bayfront Park | 398 | 364 |
| First Street | 359 | 188 |
| College/Bayside | 355 | 668 |
| College North | 28 | 60 |
| Arena/State Plaza | 66 | 59 |
| Riverwalk | 32 | 16 |
| Fifth Street | 7 | 10 |
| Eighth Street | 78 | 60 |
| Tenth Street | 37 | 34 |
| Brickell | 568 | 465 |
| Financial District | 98 | 84 |
| **TOTAL** | **5,390** | **5,001** |

# MIAMI-DADE TRANSIT
# BUS PRODUCTIVITY ANALYSIS
# MAY 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 11 | 2,555.2 | 2,876.8 | 240.0 | 258.9 | $13,981 | $8,991 | 64.3% | 12,314 | $0.41 | 51.3 | $3.13 |
| 77 | 2,461.8 | 2,560.5 | 196.6 | 202.5 | $12,097 | $7,459 | 61.7% | 9,537 | $0.49 | 48.5 | $2.91 |
| 3/16 | 3,683.6 | 3,901.9 | 299.3 | 309.9 | $18,062 | $10,926 | 60.5% | 13,002 | $0.55 | 43.4 | $2.80 |
| L | 2,791.6 | 3,033.7 | 239.3 | 251.4 | $14,226 | $8,581 | 60.3% | 10,439 | $0.54 | 43.6 | $2.83 |
| S | 3,721.5 | 4,177.0 | 284.4 | 302.3 | $17,493 | $10,342 | 59.1% | 11,625 | $0.62 | 40.9 | $2.48 |
| 27 | 2,250.6 | 2,433.2 | 197.2 | 205.3 | $11,596 | $6,260 | 54.0% | 8,201 | $0.65 | 41.6 | $2.57 |
| 62 | 1,330.0 | 1,439.9 | 125.0 | 131.0 | $7,305 | $3,891 | 53.3% | 4,979 | $0.69 | 39.8 | $2.70 |
| 2 | 988.5 | 1,171.6 | 103.3 | 113.4 | $5,805 | $3,086 | 53.2% | 4,053 | $0.67 | 39.2 | $2.63 |
| 9 | 1,499.6 | 1,639.0 | 123.3 | 130.9 | $7,568 | $3,907 | 51.6% | 4,964 | $0.74 | 40.3 | $2.38 |
| 8 | 2,037.8 | 2,158.6 | 178.4 | 185.7 | $10,630 | $5,235 | 49.3% | 7,194 | $0.75 | 40.3 | $2.43 |
| 88 | 848.1 | 1,011.5 | 66.6 | 73.9 | $4,174 | $1,972 | 47.2% | 2,467 | $0.89 | 37.0 | $1.95 |
| 36 | 1,147.7 | 1,273.9 | 100.4 | 106.2 | $6,051 | $2,833 | 46.8% | 3,544 | $0.91 | 35.3 | $2.22 |
| 17 | 1,771.8 | 1,961.7 | 138.2 | 146.6 | $8,575 | $3,907 | 45.6% | 5,256 | $0.89 | 38.0 | $1.99 |
| 33 | 710.4 | 969.1 | 61.7 | 71.0 | $3,720 | $1,551 | 41.7% | 1,961 | $1.11 | 31.8 | $1.60 |
| 91 | 721.9 | 779.8 | 47.0 | 49.5 | $3,115 | $1,061 | 34.1% | 1,283 | $1.60 | 27.3 | $1.36 |
| 24 | 1,698.5 | 1,769.3 | 158.9 | 162.6 | $9,175 | $2,986 | 32.5% | 4,081 | $1.52 | 25.7 | $1.69 |
| B | 985.6 | 1,132.9 | 56.9 | 64.0 | $4,006 | $1,144 | 28.5% | 1,405 | $2.04 | 24.7 | $1.01 |
| **TOTAL** | **31,204** | **34,290** | **2,616** | **2,765** | **$157,579** | **$84,132** | **53.4%** | **106,305** | **$0.69** | **40.6** | **$2.45** |

# MIAMI-DADE TRANSIT
# BUS PRODUCTIVITY ANALYSIS
# MAY 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 | 1,526.4 | 109.7 | 115.3 | $6,769 | $3,328 | 49.2% | 4,205 | $0.82 | 38.3 | $2.18 |
| 21 | 793.5 | 851.9 | 74.5 | 77.1 | $4,288 | $2,054 | 47.9% | 2,409 | $0.93 | 32.4 | $2.41 |
| 75 | 1,377.3 | 1,501.0 | 108.2 | 113.6 | $6,638 | $3,144 | 47.4% | 3,819 | $0.91 | 35.3 | $2.09 |
| J | 1,757.5 | 1,982.2 | 138.3 | 149.0 | $8,512 | $3,880 | 45.6% | 4,843 | $0.96 | 35.0 | $1.96 |
| G | 1,226.5 | 1,460.9 | 94.1 | 104.3 | $5,867 | $2,665 | 45.4% | 3,052 | $1.05 | 32.4 | $1.82 |
| 12 | 873.6 | 928.4 | 88.0 | 91.0 | $4,963 | $2,208 | 44.5% | 2,997 | $0.92 | 34.1 | $2.38 |
| 22 | 1,617.5 | 1,738.7 | 126.7 | 132.4 | $7,851 | $3,377 | 43.0% | 4,190 | $1.07 | 33.1 | $1.94 |
| K | 1,955.4 | 2,256.8 | 148.2 | 159.4 | $9,254 | $3,797 | 41.0% | 4,696 | $1.16 | 31.7 | $1.68 |
| 7 | 1,288.7 | 1,552.5 | 113.1 | 126.1 | $6,672 | $2,735 | 41.0% | 3,590 | $1.10 | 31.7 | $1.76 |
| C | 1,086.0 | 1,190.3 | 108.5 | 113.6 | $6,117 | $2,482 | 40.6% | 3,257 | $1.12 | 30.0 | $2.09 |
| 54 | 1,035.8 | 1,194.8 | 100.1 | 107.9 | $5,809 | $2,300 | 39.6% | 3,135 | $1.12 | 31.3 | $1.93 |
| A | 251.1 | 361.7 | 27.1 | 30.7 | $884 | $332 | 37.5% | 409 | $1.35 | 15.1 | $0.92 |
| H | 2,123.7 | 2,224.7 | 162.1 | 166.8 | $10,005 | $3,615 | 36.1% | 4,175 | $1.53 | 25.8 | $1.63 |
| 37 | 1,478.3 | 1,609.0 | 126.2 | 132.0 | $7,472 | $2,667 | 35.7% | 3,771 | $1.27 | 29.9 | $1.66 |
| T | 1,119.9 | 1,271.4 | 84.1 | 90.4 | $5,276 | $1,875 | 35.5% | 2,137 | $1.59 | 25.4 | $1.47 |
| 57/72 | 905.5 | 1,030.8 | 64.9 | 70.6 | $4,166 | $1,396 | 33.5% | 1,868 | $1.48 | 28.8 | $1.35 |
| 32 | 1,811.7 | 2,081.6 | 135.6 | 145.3 | $8,503 | $2,778 | 32.7% | 3,453 | $1.66 | 25.5 | $1.33 |
| 87 | 696.9 | 825.9 | 56.3 | 62.6 | $3,500 | $1,141 | 32.6% | 1,565 | $1.51 | 27.8 | $1.38 |
| 73 | 990.9 | 1,160.0 | 83.1 | 90.4 | $5,023 | $1,546 | 30.8% | 2,118 | $1.64 | 25.5 | $1.33 |
| M | 965.7 | 1,025.0 | 89.4 | 93.2 | $5,171 | $1,549 | 30.0% | 1,976 | $1.83 | 22.1 | $1.51 |
| 71 | 639.1 | 802.9 | 57.5 | 64.3 | $3,405 | $877 | 25.8% | 1,097 | $2.30 | 19.1 | $1.09 |
| 40 | 1,335.1 | 1,469.0 | 98.0 | 104.7 | $6,234 | $1,481 | 23.8% | 2,067 | $2.30 | 21.1 | $1.01 |
| W | 152.9 | 227.3 | 23.0 | 26.4 | $1,187 | $126 | 10.6% | 327 | $3.25 | 14.2 | $0.55 |
| **TOTAL** | **26,880** | **30,273** | **2,217** | **2,367** | **$133,566** | **$51,353** | **38.4%** | **65,156** | **$1.26** | **29.4** | **$1.70** |

# MIAMI-DADE TRANSIT
# BUS PRODUCTIVITY ANALYSIS
# MAY 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 | 31.9 | 35.3 | $2,052 | $1,163 | 56.7% | 1,383 | $0.64 | 43.3 | $2.11 |
| 10 | 777.8 | 823.4 | 66.0 | 68.5 | $3,993 | $1,951 | 48.9% | 2,664 | $0.77 | 40.4 | $2.37 |
| 28 | 386.4 | 432.2 | 26.5 | 28.6 | $1,711 | $559 | 32.7% | 705 | $1.63 | 26.6 | $1.29 |
| 48 | 429.8 | 517.8 | 44.1 | 47.3 | $1,425 | $365 | 25.6% | 453 | $2.34 | 10.3 | $0.70 |
| E | 784.4 | 854.7 | 56.4 | 59.2 | $3,565 | $807 | 22.6% | 1,008 | $2.74 | 17.9 | $0.94 |
| 42 | 774.8 | 851.3 | 58.1 | 61.1 | $3,610 | $809 | 22.4% | 1,010 | $2.77 | 17.4 | $0.95 |
| 29 | 303.2 | 415.8 | 26.7 | 30.8 | $916 | $186 | 20.4% | 222 | $3.28 | 8.3 | $0.45 |
| 6 | 306.0 | 349.4 | 26.5 | 28.6 | $1,028 | $196 | 19.0% | 229 | $3.64 | 8.7 | $0.56 |
| R | 431.9 | 474.8 | 26.0 | 27.8 | $1,769 | $256 | 14.5% | 354 | $4.27 | 13.6 | $0.54 |
| V | 348.3 | 379.5 | 26.2 | 27.7 | $1,677 | $171 | 10.2% | 219 | $6.87 | 8.4 | $0.45 |
| **TOTAL** | **5,014** | **5,650** | **388** | **415** | **$21,746** | **$6,463** | **29.7%** | **8,247** | **$1.85** | **21.2** | **$1.14** |

# MIAMI-DADE TRANSIT
# BUS PRODUCTIVITY ANALYSIS
# MAY 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 | 53.8 | 64.6 | $3,716 | $1,990 | 53.6% | 2,330 | $0.74 | 43.3 | $1.90 |
| KAT - KENDALL | 432.4 | 556.8 | 23.2 | 29.1 | $1,181 | $552 | 46.8% | 594 | $1.06 | 25.6 | $0.99 |
| KAT - KILLIAN | 1,020.0 | 1,311.6 | 49.4 | 61.1 | $2,761 | $1,151 | 41.7% | 1,210 | $1.33 | 24.5 | $0.88 |
| 246-NIGHT OWL M-TH | 550.3 | 675.9 | 32.3 | 4.1 | $1,082 | $380 | 35.1% | 352 | $1.99 | 10.9 | $0.56 |
| KAT - SUNSET | 709.8 | 901.6 | 42.0 | 51.1 | $2,057 | $719 | 34.9% | 801 | $1.67 | 19.1 | $0.80 |
| 95EX | 1,069.6 | 1,776.4 | 58.1 | 89.1 | $4,782 | $1,616 | 33.8% | 1,482 | $2.14 | 25.5 | $0.91 |
| 267-LUDLUM MAX | 255.6 | 447.6 | 23.5 | 32.4 | $1,054 | $354 | 33.6% | 427 | $1.64 | 18.2 | $0.79 |
| 236-AIRPORT OWL | 381.5 | 448.7 | 26.0 | 27.7 | $848 | $259 | 30.5% | 269 | $2.19 | 10.4 | $0.58 |
| FLAG MAX | 1,059.3 | 1,588.7 | 71.1 | 98.1 | $4,989 | $1,522 | 30.5% | 1,750 | $1.98 | 24.6 | $0.96 |
| 27 MAX | 443.8 | 559.4 | 27.0 | 31.6 | $1,950 | $490 | 25.1% | 623 | $2.34 | 23.1 | $0.88 |
| 240-BIRD ROAD MAX | 664.6 | 809.2 | 43.2 | 50.6 | $1,814 | $436 | 24.0% | 485 | $2.84 | 11.2 | $0.54 |
| 246-NIGHT OWL-FRI | 708.2 | 918.2 | 47.1 | 6.8 | $1,456 | $323 | 22.2% | 319 | $3.56 | 6.8 | $0.35 |
| 237-DOUGLAS BRIDGE | 100.8 | 110.0 | 8.1 | 8.6 | $330 | $8 | 2.5% | 38 | $8.37 | 4.7 | $0.08 |
| TRI-MIA | 55.5 | 69.1 | 15.3 | 16.5 | $699 | $3 | 0.4% | 445 | $1.57 | 29.1 | $0.04 |
| TR-36 ST | 65.2 | 80.8 | 5.6 | 6.8 | $357 | $0 | 0.1% | 55 | $6.51 | 9.8 | $0.00 |
| 302-AHEPA APT | 17.6 | 55.2 | 4.0 | 5.2 | $197 | $0 | 0.0% | 31 | $6.40 | 7.6 | $0.00 |
| 303-SIERA LAKE | 24.0 | 67.2 | 3.9 | 5.3 | $199 | $0 | 0.0% | 17 | $11.44 | 4.5 | $0.00 |
| **TOTAL** | **8,363** | **11,426** | **533** | **589** | **$29,472** | **$9,803** | **33.3%** | **11,228** | **$1.75** | **21.0** | **$0.86** |

# MIAMI-DADE TRANSIT
# BUS PRODUCTIVITY ANALYSIS
# MAY 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 137-WEST DADE CONN | 1,049.2 | 1,323.5 | 63.3 | 72.4 | $2,449 | $875 | 35.7% | 1,048 | $1.50 | 16.5 | $0.66 |
| 248-BRICKELL KEY | 245 | 308.2 | 23.5 | 26.2 | $818 | $194 | 23.7% | 322 | $1.94 | 13.7 | $0.63 |
| 243-SEAPORT CONN | 220.8 | 317.6 | 22.6 | 25.6 | $783 | $173 | 22.1% | 201 | $3.03 | 8.9 | $0.55 |
| 242-DORAL CONN | 393.9 | 532.5 | 38.2 | 45.0 | $1,410 | $298 | 21.2% | 413 | $2.69 | 10.8 | $0.56 |
| 238-EAST/WEST CONN | 585.0 | 805.5 | 50.1 | 60.7 | $1,873 | $373 | 19.9% | 441 | $3.40 | 8.8 | $0.46 |
| NORTH DADE CONN | 702.8 | 978.0 | 45.5 | 55.4 | $1,769 | $244 | 13.8% | 302 | $5.05 | 6.6 | $0.25 |
| 245-OKEE CONN | 312.8 | 440.2 | 29.5 | 36.3 | $1,086 | $144 | 13.3% | 185 | $5.08 | 6.3 | $0.33 |
| 134 - RIVERSIDE SHUT | 18.0 | 66.6 | 4.4 | 5.9 | $204 | $0 | 0.0% | 39 | $5.27 | 8.8 | $0.00 |
| **TOTAL** | **3,528** | **4,772** | **277** | **328** | **$10,392** | **$2,301** | **22.1%** | **2,951** | **$2.74** | **10.6** | **$0.48** |

# MIAMI-DADE TRANSIT
# BUS PRODUCTIVITY ANALYSIS
# MAY 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 231-BUSWAY LOCAL | 333.0 | 444.0 | 21.1 | 24.7 | $957 | $562 | 58.8% | 719 | $0.55 | 34.0 | $1.27 |
| 31 | 414.0 | 599.8 | 26.9 | 33.8 | $1,899 | $728 | 38.3% | 964 | $1.21 | 35.8 | $1.21 |
| 252-CORAL REEF MAX | 797.1 | 951.2 | 46.7 | 52.2 | $1,973 | $747 | 37.9% | 999 | $1.23 | 21.4 | $0.79 |
| 65EX | 107.1 | 145.9 | 6.7 | 8.8 | $470 | $176 | 37.6% | 215 | $1.37 | 32.0 | $1.21 |
| 38 | 2,393.5 | 3,239.2 | 136.6 | 163.2 | $9,561 | $3,164 | 33.1% | 3,539 | $1.81 | 25.9 | $0.98 |
| 287-SAGA BAY MAX | 268.5 | 377.9 | 18.0 | 21.9 | $855 | $232 | 27.1% | 262 | $2.38 | 14.5 | $0.61 |
| 1 | 927.4 | 1,116.8 | 67.6 | 74.9 | $4,301 | $1,064 | 24.7% | 1,608 | $2.01 | 23.8 | $0.95 |
| 52/56 | 1,842.7 | 2,130.3 | 137.2 | 148.4 | $8,656 | $1,996 | 23.1% | 2,563 | $2.60 | 18.7 | $0.94 |
| 35/70 | 1,912.5 | 2,389.5 | 102.7 | 118.0 | $7,293 | $1,674 | 23.0% | 1,845 | $3.05 | 18.0 | $0.70 |
| **TOTAL** | **8,996** | **11,395** | **563** | **646** | **$35,965** | **$10,343** | **28.8%** | **12,714** | **$2.02** | **22.6** | **$0.91** |
| **GRAND TOTAL** | **83,985** | **97,807** | **6,595** | **7,109** | **$388,720** | **$164,395** | **42.3%** | **206,601** | **$1.09** | **31.3** | **$1.68** |

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
# MAY 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 | $11,198 | $7,407 | 66.1% | 10,422 | $0.36 | 55.0 | $3.12 |
| 77 | 1,385.9 | 1,420.8 | 101.3 | 103.2 | $6,356 | $4,054 | 63.8% | 5,193 | $0.44 | 51.3 | $2.85 |
| 88 | 613.6 | 683.6 | 48.9 | 51.7 | $2,958 | $1,719 | 58.1% | 2,121 | $0.58 | 43.4 | $2.51 |
| L | 2,012.4 | 2,162.4 | 174.0 | 181.2 | $10,300 | $5,966 | 57.9% | 7,174 | $0.60 | 41.2 | $2.76 |
| 246-NIGHT OWL | 708.2 | 918.2 | 40.3 | 47.1 | $1,340 | $764 | 57.0% | 766 | $0.75 | 19.0 | $0.83 |
| 8 | 1,322.2 | 1,361.7 | 119.6 | 121.9 | $7,007 | $3,882 | 55.4% | 5,559 | $0.56 | 46.5 | $2.85 |
| S | 3,714.7 | 4,186.2 | 276.7 | 293.7 | $17,153 | $9,438 | 55.0% | 11,112 | $0.69 | 40.2 | $2.25 |
| 3 | 3,000.1 | 3,526.5 | 220.8 | 243.3 | $13,852 | $7,616 | 55.0% | 9,053 | $0.69 | 41.0 | $2.16 |
| 2 | 524.6 | 636.6 | 54.1 | 60.2 | $3,042 | $1,572 | 51.7% | 2,010 | $0.73 | 37.2 | $2.47 |
| 16 | 937.2 | 991.2 | 71.2 | 74.5 | $4,409 | $2,273 | 51.6% | 2,636 | $0.81 | 37.0 | $2.29 |
| 9/10 | 1,580.2 | 1,766.6 | 120.4 | 128.5 | $7,429 | $3,576 | 48.1% | 4,688 | $0.82 | 38.9 | $2.02 |
| 62 | 874.9 | 951.1 | 76.7 | 80.0 | $4,506 | $2,087 | 46.3% | 2,558 | $0.95 | 33.4 | $2.19 |
| 27 | 1,647.3 | 1,883.0 | 120.5 | 130.0 | $7,546 | $3,435 | 45.5% | 4,587 | $0.90 | 38.1 | $1.82 |
| 71 | 525.5 | 651.9 | 42.4 | 48.0 | $1,581 | $716 | 45.3% | 790 | $1.10 | 18.6 | $1.10 |
| C | 1,089.8 | 1,309.8 | 108.3 | 118.9 | $6,117 | $2,637 | 43.1% | 3,247 | $1.07 | 30.0 | $2.01 |
| G | 1,063.5 | 1,176.0 | 82.7 | 88.1 | $5,086 | $2,126 | 41.8% | 2,321 | $1.28 | 28.1 | $1.81 |
| 36 | 649.5 | 661.9 | 53.1 | 53.6 | $3,215 | $1,337 | 41.6% | 1,620 | $1.16 | 30.5 | $2.02 |
| E | 397.2 | 548.9 | 27.1 | 32.1 | $1,108 | $457 | 41.3% | 538 | $1.21 | 19.8 | $0.83 |
| J | 1,307.0 | 1,393.6 | 89.2 | 93.1 | $5,737 | $2,355 | 41.0% | 2,889 | $1.17 | 32.4 | $1.69 |
| 12/21 | 808.4 | 851.2 | 80.9 | 83.1 | $4,552 | $1,842 | 40.5% | 2,500 | $1.08 | 30.9 | $2.16 |
| 54 | 467.2 | 545.8 | 43.6 | 47.7 | $2,517 | $990 | 39.3% | 1,395 | $1.10 | 32.0 | $1.81 |
| H | 2,123.7 | 2,272.4 | 157.2 | 164.7 | $9,825 | $3,811 | 38.8% | 4,431 | $1.36 | 28.2 | $1.68 |
| K | 1,403.8 | 1,725.4 | 103.6 | 114.8 | $6,470 | $2,425 | 37.5% | 2,907 | $1.39 | 28.1 | $1.41 |
| 7 | 1,048.5 | 1,272.5 | 85.0 | 94.0 | $5,191 | $1,922 | 37.0% | 2,686 | $1.22 | 31.6 | $1.51 |
| 33 | 412.4 | 508.8 | 31.9 | 35.1 | $1,953 | $719 | 36.8% | 880 | $1.40 | 27.6 | $1.41 |

# MIAMI-DADE TRANSIT
# BUS PRODUCTIVITY ANALYSIS
# MAY 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 83 | 1,078.7 | 1,143.4 | 83.0 | 85.6 | $5,125 | $1,880 | 36.7% | 2,322 | $1.40 | 28.0 | $1.64 |
| A | 124.0 | 182.0 | 13.2 | 15.1 | $434 | $158 | 36.4% | 157 | $1.76 | 11.9 | $0.87 |
| 24 | 1,023.8 | 1,075.1 | 86.2 | 88.3 | $5,148 | $1,850 | 35.9% | 2,600 | $1.27 | 30.2 | $1.72 |
| 236-AIRPORT OWL | 381.5 | 448.7 | 26.0 | 27.7 | $848 | $293 | 34.6% | 276 | $2.01 | 10.6 | $0.65 |
| 22 | 1,300.9 | 1,407.5 | 86.2 | 91.5 | $5,615 | $1,919 | 34.2% | 2,324 | $1.59 | 27.0 | $1.36 |
| 37/72 | 1,039.3 | 1,181.4 | 75.0 | 79.9 | $4,721 | $1,569 | 33.2% | 2,361 | $1.33 | 31.5 | $1.33 |
| 17 | 1,397.5 | 1,445.2 | 92.0 | 94.1 | $5,991 | $1,991 | 33.2% | 2,695 | $1.48 | 29.3 | $1.38 |
| B | 512.6 | 563.8 | 28.1 | 30.4 | $1,980 | $618 | 31.2% | 750 | $1.82 | 26.7 | $1.10 |
| 32 | 1,039.8 | 1,099.4 | 71.7 | 74.0 | $4,598 | $1,335 | 29.0% | 1,621 | $2.01 | 22.6 | $1.21 |
| T | 682.8 | 767.7 | 45.4 | 49.2 | $2,948 | $835 | 28.3% | 892 | $2.37 | 19.6 | $1.09 |
| 238-EAST/WEST CON | 435.0 | 566.9 | 36.2 | 42.7 | $1,292 | $351 | 27.2% | 388 | $2.43 | 10.7 | $0.62 |
| 137-WEST DADE | 780.8 | 948.0 | 46.1 | 51.2 | $1,722 | $431 | 25.1% | 471 | $2.74 | 10.2 | $0.46 |
| K104-KAT KILLIAN | 280.0 | 328.4 | 13.8 | 15.5 | $562 | $135 | 24.0% | 145 | $2.95 | 10.5 | $0.41 |
| 40 | 938.2 | 1,005.4 | 54.8 | 58.4 | $3,764 | $901 | 23.9% | 1,354 | $2.12 | 24.7 | $0.90 |
| 87 | 240.2 | 258.0 | 19.1 | 20.0 | $1,191 | $284 | 23.8% | 297 | $3.06 | 15.5 | $1.10 |
| 75 | 366.0 | 386.4 | 29.4 | 30.1 | $1,782 | $419 | 23.5% | 522 | $2.61 | 17.8 | $1.08 |
| 73 | 574.0 | 621.8 | 40.8 | 42.5 | $2,593 | $585 | 22.6% | 930 | $2.16 | 22.8 | $0.94 |
| 91 | 568.8 | 636.2 | 39.8 | 42.9 | $2,549 | $557 | 21.9% | 712 | $2.80 | 17.9 | $0.88 |
| M | 558.6 | 633.4 | 51.3 | 55.2 | $2,954 | $539 | 18.2% | 712 | $3.39 | 13.9 | $0.85 |
| 42 | 666.5 | 731.9 | 48.3 | 51.0 | $3,067 | $508 | 16.6% | 687 | $3.72 | 14.2 | $0.69 |
| 248-BRICKELL KEY | 240.0 | 271.6 | 12.3 | 13.6 | $506 | $66 | 13.0% | 152 | $2.90 | 12.4 | $0.24 |
| 243-SEAPORT CONN | 153.6 | 202.0 | 15.8 | 17.3 | $501 | $54 | 10.9% | 85 | $5.29 | 5.4 | $0.27 |
| W | 152.9 | 227.3 | 23.4 | 26.4 | $1,202 | $87 | 7.3% | 266 | $4.20 | 11.4 | $0.38 |
| TRI-MIA | 28.5 | 42.1 | 10.6 | 11.8 | $480 | $0 | 0.0% | 132 | $3.65 | 12.4 | $0.00 |
| 237-DOUGLAS BRIDGE | 100.8 | 110.0 | 8.1 | 8.6 | $330 | $0 | 0.0% | 15 | $22.34 | 1.8 | $0.00 |
| 304-FED GARD | 40.0 | 58.2 | 4.0 | 4.7 | $214 | $0 | 0.0% | 17 | $12.40 | 4.3 | $0.00 |
| **TOTAL** | **46,482** | **52,119** | **3,579** | **3,815** | **$212,565** | **$92,491** | **43.5%** | **116,966** | **$1.03** | **32.7** | **$1.77** |

# MIAMI-DADE TRANSIT
# BUS PRODUCTIVITY ANALYSIS
# MAY 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 569.8 | 682.7 | 40.8 | 44.6 | $1,473 | $700 | 47.5% | 813 | $0.95 | 19.9 | $1.02 |
| 38 | 1,709.0 | 2,305.7 | 93.4 | 109.6 | $6,568 | $2,870 | 43.7% | 3,565 | $1.04 | 38.2 | $1.24 |
| 231-BUSWAY LOCAL | 567.0 | 638.4 | 32.1 | 34.5 | $1,207 | $524 | 43.4% | 714 | $0.96 | 22.2 | $0.82 |
| 252-CORAL REEF MAX | 533.0 | 596.8 | 26.2 | 28.3 | $1,194 | $493 | 41.3% | 580 | $1.21 | 22.1 | $0.83 |
| 35/52/70 | 2,298.8 | 2,894.1 | 140.7 | 158.6 | $9,467 | $1,635 | 17.3% | 1,942 | $4.03 | 13.8 | $0.56 |
| **TOTAL** | **5,678** | **7,118** | **333** | **376** | **$19,909** | **$6,222** | **31.3%** | **7,613** | **$1.80** | **22.8** | **$0.87** |
| **GRAND TOTAL** | **52,160** | **59,237** | **3,912** | **4,191** | **$232,474** | **$98,713** | **42.5%** | **124,579** | **$1.07** | **31.8** | **$1.67** |

# MIAMI-DADE TRANSIT
# BUS PRODUCTIVITY ANALYSIS
# MAY 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 11 | 1,604.9 | 1,745.9 | 136.4 | 143.1 | $8,103 | $5,079 | 62.7% | 7,314 | $0.41 | 53.6 | $2.91 |
| S | 2,906.3 | 3,284.0 | 209.4 | 222.2 | $13,146 | $7,903 | 60.1% | 8,921 | $0.59 | 42.6 | $2.41 |
| 246-NIGHT OWL | 572.9 | 705.7 | 33.5 | 4.3 | $1,007 | $599 | 59.5% | 599 | $0.68 | 17.9 | $0.85 |
| L | 1,528.0 | 1,665.8 | 127.2 | 133.6 | $7,633 | $4,273 | 56.0% | 4,916 | $0.68 | 38.7 | $2.56 |
| 16 | 738.4 | 781.6 | 50.1 | 52.8 | $3,255 | $1,659 | 51.0% | 2,163 | $0.74 | 43.2 | $2.12 |
| 3 | 2,222.1 | 2,632.1 | 157.4 | 174.0 | $9,998 | $4,987 | 49.9% | 5,598 | $0.90 | 35.6 | $1.89 |
| 77 | 1,023.6 | 1,050.7 | 75.4 | 76.9 | $4,710 | $2,164 | 45.9% | 2,781 | $0.92 | 36.9 | $2.06 |
| C | 699.9 | 819.9 | 62.8 | 68.6 | $3,658 | $1,631 | 44.6% | 1,895 | $1.07 | 30.2 | $1.99 |
| J | 744.0 | 789.3 | 50.1 | 51.9 | $3,222 | $1,304 | 40.5% | 1,536 | $1.25 | 30.7 | $1.65 |
| 7 | 728.0 | 931.2 | 64.8 | 70.9 | $3,823 | $1,546 | 40.4% | 2,106 | $1.08 | 32.5 | $1.66 |
| G | 617.1 | 671.1 | 47.9 | 50.5 | $2,927 | $1,163 | 39.7% | 1,255 | $1.41 | 26.2 | $1.73 |
| 8 | 904.0 | 923.2 | 76.9 | 78.3 | $4,605 | $1,820 | 39.5% | 2,697 | $1.03 | 35.1 | $1.97 |
| 9 | 631.8 | 682.2 | 45.4 | 47.9 | $2,860 | $1,107 | 38.7% | 1,356 | $1.29 | 29.9 | $1.62 |
| 2 | 341.6 | 425.6 | 37.0 | 41.6 | $2,065 | $796 | 38.6% | 1,061 | $1.20 | 28.7 | $1.87 |
| E | 397.2 | 548.9 | 27.0 | 32.0 | $877 | $329 | 37.5% | 384 | $1.42 | 14.2 | $0.60 |
| H | 1,475.4 | 1,573.0 | 107.1 | 111.9 | $6,719 | $2,519 | 37.5% | 2,812 | $1.49 | 26.3 | $1.60 |
| 10 | 367.9 | 410.5 | 25.3 | 27.3 | $1,635 | $612 | 37.4% | 874 | $1.17 | 34.5 | $1.49 |
| K | 1,358.2 | 1,593.0 | 91.5 | 100.3 | $5,906 | $2,209 | 37.4% | 2,646 | $1.40 | 28.9 | $1.39 |
| 27 | 1,273.3 | 1,453.0 | 95.0 | 102.1 | $5,891 | $2,076 | 35.2% | 2,645 | $1.44 | 27.9 | $1.43 |
| 88 | 613.6 | 683.6 | 48.6 | 51.5 | $2,948 | $1,011 | 34.3% | 1,256 | $1.54 | 25.9 | $1.48 |
| 236-AIRPORT OWL | 381.5 | 448.7 | 25.4 | 27.1 | $838 | $265 | 31.7% | 274 | $2.09 | 10.8 | $0.59 |
| 62 | 874.9 | 951.1 | 76.6 | 79.9 | $4,502 | $1,401 | 31.1% | 1,750 | $1.77 | 22.9 | $1.47 |
| B | 488.8 | 540.0 | 26.7 | 29.0 | $1,889 | $583 | 30.8% | 653 | $2.00 | 24.5 | $1.08 |
| 36 | 643.8 | 650.7 | 52.6 | 52.9 | $3,187 | $973 | 30.5% | 1,168 | $1.90 | 22.2 | $1.49 |
| 17 | 774.0 | 792.2 | 47.7 | 48.7 | $3,186 | $940 | 29.5% | 1,256 | $1.79 | 26.3 | $1.19 |

# MIAMI-DADE TRANSIT
# BUS PRODUCTIVITY ANALYSIS
# MAY 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 37/72 | 1,016.4 | 1,150.2 | 62.9 | 67.4 | $4,194 | $1,198 | 28.6% | 1,541 | $1.94 | 24.5 | $1.04 |
| 71 | 350.1 | 415.5 | 30.6 | 33.0 | $1,133 | $321 | 28.3% | 333 | $2.44 | 10.9 | $0.77 |
| A | 124.0 | 182.0 | 13.1 | 15.2 | $433 | $122 | 28.2% | 153 | $2.04 | 11.6 | $0.67 |
| 22 | 772.0 | 820.1 | 48.8 | 51.2 | $3,223 | $892 | 27.7% | 1,103 | $2.11 | 22.6 | $1.09 |
| 83 | 680.1 | 722.5 | 56.1 | 57.6 | $3,378 | $933 | 27.6% | 1,124 | $2.17 | 20.1 | $1.29 |
| 12/21 | 808.4 | 851.2 | 77.6 | 79.8 | $4,428 | $1,206 | 27.2% | 1,647 | $1.96 | 21.2 | $1.42 |
| 24 | 944.8 | 979.6 | 78.0 | 79.6 | $4,713 | $1,170 | 24.8% | 1,678 | $2.11 | 21.5 | $1.19 |
| T | 672.0 | 761.4 | 44.3 | 48.2 | $2,887 | $710 | 24.6% | 820 | $2.65 | 18.5 | $0.93 |
| 54 | 467.2 | 545.8 | 43.7 | 47.7 | $2,521 | $582 | 23.1% | 833 | $2.33 | 19.1 | $1.07 |
| 40 | 502.2 | 535.8 | 28.8 | 30.6 | $1,989 | $442 | 22.2% | 650 | $2.38 | 22.6 | $0.82 |
| 33 | 325.0 | 410.6 | 25.0 | 27.7 | $1,551 | $343 | 22.1% | 438 | $2.76 | 17.5 | $0.84 |
| 238-EAST/WEST CON | 435.0 | 566.9 | 36.0 | 42.6 | $1,289 | $282 | 21.9% | 302 | $3.33 | 8.4 | $0.50 |
| 137-WEST DADE | 780.8 | 935.6 | 45.9 | 51.0 | $1,834 | $362 | 19.8% | 378 | $3.89 | 8.2 | $0.39 |
| 32 | 766.1 | 796.0 | 48.1 | 49.3 | $3,186 | $614 | 19.3% | 732 | $3.51 | 15.2 | $0.77 |
| M | 407.1 | 456.4 | 36.2 | 39.5 | $2,145 | $350 | 16.3% | 454 | $3.95 | 12.5 | $0.77 |
| 91 | 547.2 | 606.7 | 38.5 | 41.4 | $2,464 | $389 | 15.8% | 485 | $4.28 | 12.6 | $0.64 |
| 87 | 240.2 | 258.0 | 19.1 | 20.0 | $1,191 | $188 | 15.8% | 275 | $3.65 | 14.4 | $0.73 |
| 42 | 666.5 | 731.9 | 47.8 | 50.5 | $3,051 | $395 | 12.9% | 511 | $5.19 | 10.7 | $0.54 |
| 75 | 366.0 | 386.4 | 29.4 | 30.1 | $1,782 | $219 | 12.3% | 268 | $5.84 | 9.1 | $0.57 |
| K104-KAT KILLIAN | 280.0 | 328.4 | 13.8 | 15.5 | $791 | $95 | 12.1% | 100 | $6.97 | 7.2 | $0.29 |
| 73 | 369.0 | 416.8 | 26.1 | 27.8 | $1,707 | $188 | 11.0% | 265 | $5.72 | 10.2 | $0.45 |
| W | 121.7 | 177.5 | 18.1 | 20.4 | $997 | $94 | 9.4% | 195 | $4.63 | 10.8 | $0.53 |
| 243-SEAPORT CONN | 153.6 | 202.0 | 17.3 | 1.5 | $527 | $28 | 5.3% | 35 | $14.18 | 2.0 | $0.14 |
| TRI-MIA | 25.5 | 39.1 | 8.6 | 9.8 | $401 | $3 | 0.7% | 98 | $4.08 | 11.4 | $0.07 |
| **TOTAL** | **35,732** | **40,029** | **2,691** | **2,816** | **$160,404** | **$60,075** | **37.5%** | **74,335** | **$1.35** | **27.6** | **$1.50** |

# MIAMI-DADE TRANSIT
# BUS PRODUCTIVITY ANALYSIS
# MAY 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 | $1,207 | $456 | 37.8% | 559 | $1.34 | 17.4 | $0.71 |
| 38 | 1,709.0 | 2,305.7 | 93.3 | 109.4 | $6,563 | $2,075 | 31.6% | 2,467 | $1.82 | 26.4 | $0.90 |
| 252-CORAL REEF | 533.0 | 596.8 | 26.2 | 28.4 | $1,080 | $329 | 30.5% | 483 | $1.55 | 18.4 | $0.55 |
| 1 | 410.8 | 489.1 | 29.0 | 31.6 | $1,036 | $246 | 23.8% | 310 | $2.55 | 10.7 | $0.50 |
| 35/52/70 | 2,155.9 | 2,756.1 | 124.8 | 143.1 | $8,557 | $1,151 | 13.5% | 1,394 | $5.31 | 11.2 | $0.42 |
| **TOTAL** | **5,376** | **6,786** | **305** | **347** | **$18,444** | **$4,257** | **23.1%** | **5,214** | **$2.72** | **17.1** | **$0.63** |
| **GRAND TOTAL** | **41,108** | **46,816** | **2,996** | **3,163** | **$178,848** | **$64,332** | **36.0%** | **79,549** | **$1.44** | **26.5** | **$1.37** |