Information Requests from Task Force Members at 4/20/10 Meeting

Request #	Page (s)	Slide # Reference	Request
1	1	24 – Transit Now	How many new hours got deployed; how much was backfill of hours?
2	-	28 – Annual Boardings and Platform Hours, 1973-2009	Compare the annual operating budget with annual ridership to understand how the two have grown proportionally
3	2	32 – Overall Rider Satisfaction	What is rider satisfaction by subarea?
4	3	32 – Overall Rider Satisfaction	Any comparison of rider satisfaction in other US metro areas or other transit in the Puget Sound region
5	-	36 & 37 – Population Density, Population Growth and Density	List of neighborhoods (especially in Seattle) from most dense to least dense. Where are the neighborhoods/communities that reach the 12/13 people per acre "sweet spot"?
6	-	36 & 37 - Population Density, Population Growth and Density	Can Metro demonstrate a change in ridership at the 12/13 people per acre density?
7	-	36, 38, 43 – Population Density, Employment Density, Aging Population	Overlay population density, employment, demographics, and land use patterns with data on ridership (stop-level)
8	-	36, 38, 43 – Population Density, Employment Density, Aging Population	Can we model future growth patterns (i.e. pop density, employment, demographics, ridership), using Sound Transit and/or PSRC modeling tool
9	-	(environment and policy charts)	Overlay transit corridors with growth management projections
10	4	(performance charts)	Is data available for a fare cost-recovery rate comparison chart?
11	5-11	(performance charts)	Comparison chart of King County Metro, and transit systems in Pierce Co., Community Transit, Kitsap
12	12-26	(performance charts)	What systems are most comparable to Metro?
13	27-29	(performance charts)	Provide the State report on performance measures comparing in-state transit systems
14	-	(performance charts)	Would like to see Metro trends for these measures over time to see changes
15	30	(performance charts)	Chart that shows Metro performance indicators over time, and the impact of changes in policy
16	31-32	62 & 63 – Operating Program Revenues, Metro One-Zone Adult Fare	Fares for the other transit agencies on the performance charts
17	33-59	73-75 – 2009 Performance Audit, Examples of Recommendations	Would like to review the audit report and speak with the auditor about the findings and recommendations
18	60	74-75 Examples of Recommendations	Savings the auditor estimated for each of the recommendations
19	-	77 – Service Reductions and Referrals	How would projected level of service hour reductions translate into actual service loss?
Task Force Requests from Previous Emails			
20	61-70	--	Receive spreadsheet data regarding Metro Route List and Performance
21	71-79	--	Hourly ridership for the Metro Route List and Performance table

Request 1: New service hours* that were deployed, 2002-2009

*New hours after 2007 were a result of the Transit Now initiative

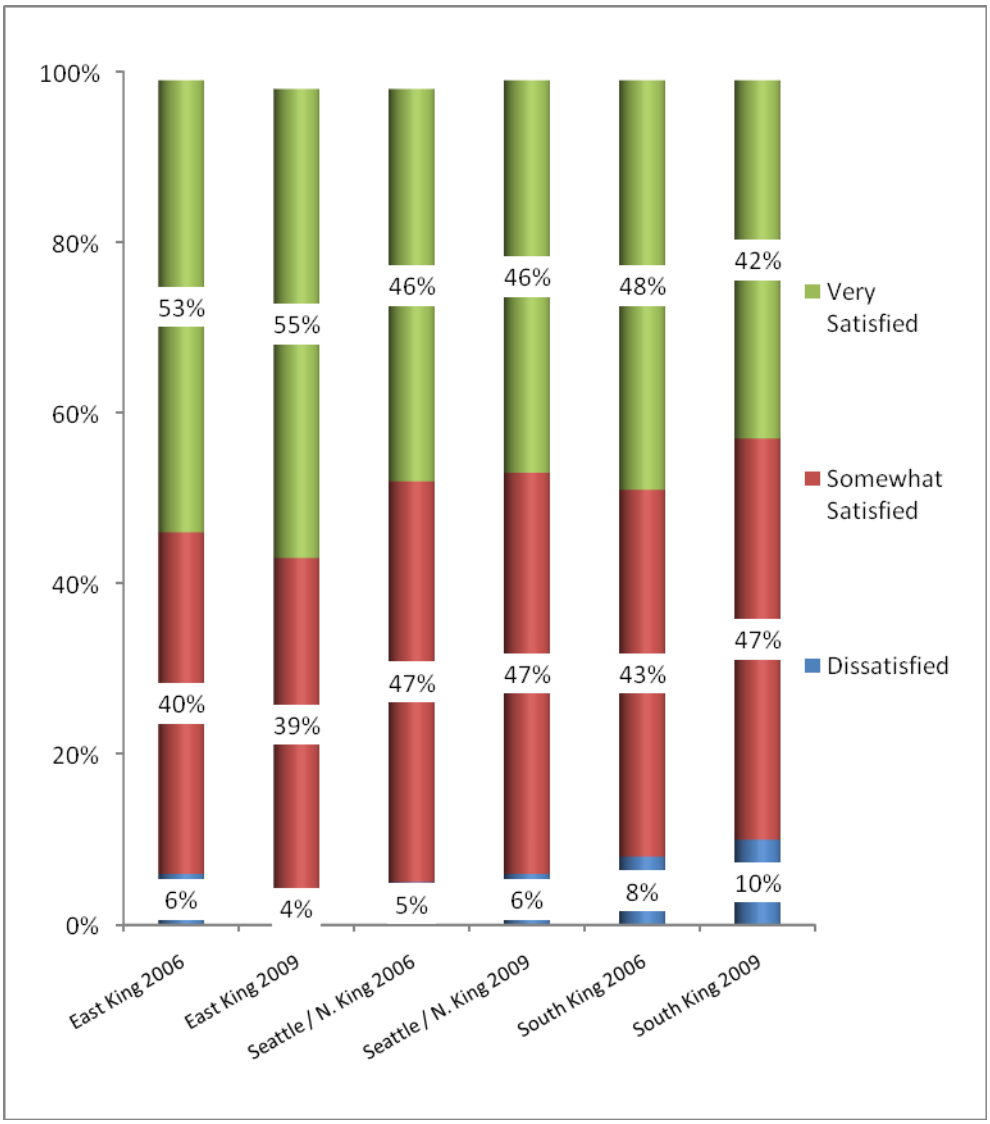
Six Year Plan Changes in Service Hours, By Year, Summer 2002 - Fall 2009

	Six-Year Plan			
Year	East	South	West	All
2002 Summer and Fall	-25	-15	5,117	5,078
2003 Spring, Summer and Fall	7,371	7,707	14,967	30,045
2004 Spring, Summer, and Fall	3,157	5,541	-1,382	7,316
2005 Spring, Summer, and Fall	126	2,894	-57	2,963
2006 Spring, Summer, and Fall	12,717	12,891	-190	25,418
2007 Spring, Summer, and Fall	10,886	16,254	4,783	31,923
2008 Spring, Summer, and Fall	26,432	11,471	1,459	39,361
2009 Spring, Summer, and Fall*	362	5,654	4,765	10,781
All Years	61,025	62,397	29,461	152,884
Subarea Split	39.9%	40.8%	19.3%	

* Includes Transit Community Connections Restructure Inplemented Spring 2010

Request 3: Rider satisfaction by subarea

Overall Satisfaction with Metro by Planning Subarea



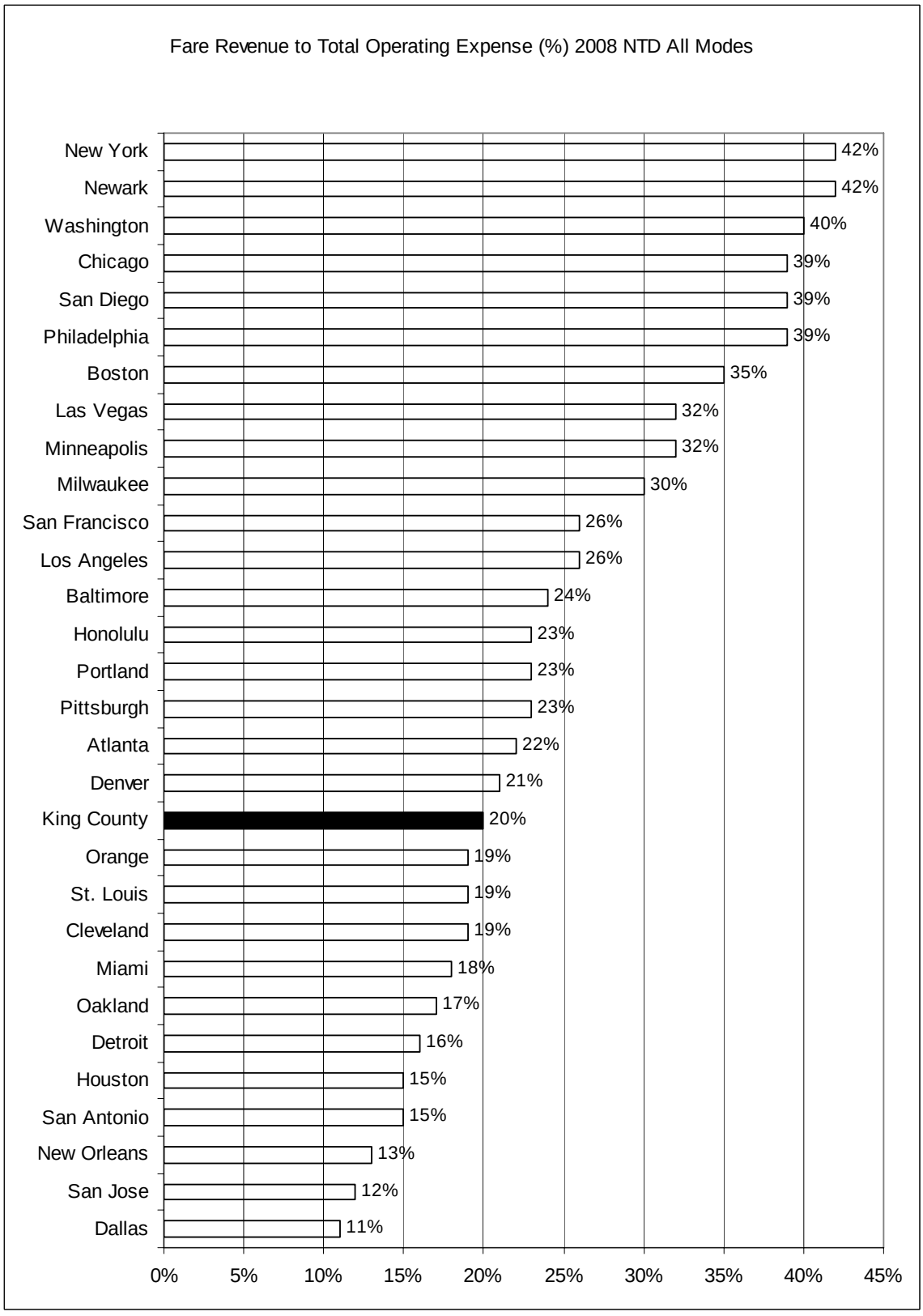
Question SAT1X-*Overall how satisfied are you with Metro Transit?*

Base: *All Regular & Infrequent Riders: 2009 (n = 1,417; n_w = 712) ; 2006 (n = 1,373; n_w = 714)*

Request 4: Comparison of rider satisfaction in other US metro areas

Transit Agency Customer Satisfaction Data			
May 7, 2010			
		Overall Rider Satisfaction Measure	
Agency/Date	**City**	**% Satisfied**	**Average Rating**
King County Metro, 2009	Seattle	92% Satisfied	4.31 of 5
Bi-State Development Agency, 2009	St. Louis	NA	4.1 of 5
SEPTA, 2008	Philadelphia	70% Satisfied	8 of 10
Washington Metropolitan Area Transit Authority, 2007	Washington DC	81% Satisfied	NA
Alameda-Contra Costa Transit District, 2003	Oakland	72% Good to Excellent	NA
San Francisco Municipal Railway, 2007	San Francisco	55% Good to Excellent	NA
Regional Transportation District, 2008	Denver	86% Good to Excellent	4.2 of 5
Orange County Transportation Authority, 2007	Orange	82% Satisfied	NA
Port Authority of Allegheny County, 2007	Pittsburgh	38% Satisfied	NA
Chicago Transit Authority, 2003	Chicago	75% Satisfied	3.9 of 5
Metro Transit	Minneapolis	90% Satisfaction Rating	NA
Data sources:			
KC Metro 2009 Rider Non-Rider			
Peer transit agencies information from: 1) website searches, 2) email, and 3) telephone			
Proposed Bus Procurement Performance Measures and Targets			

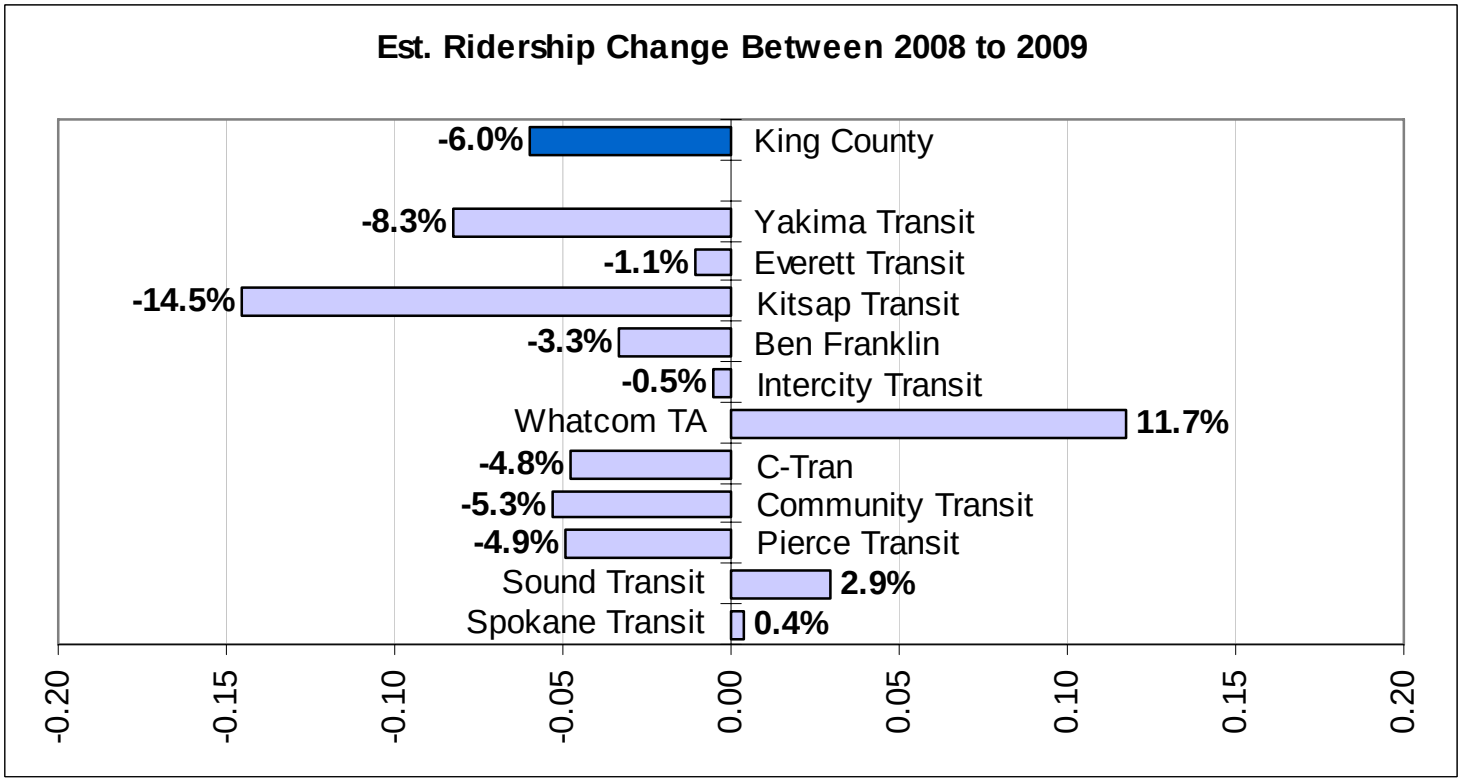
Request 10: Fare cost-recovery rate comparison chart



Ridership Change

Est. Percent Change in Ridership Between 2008-2009,

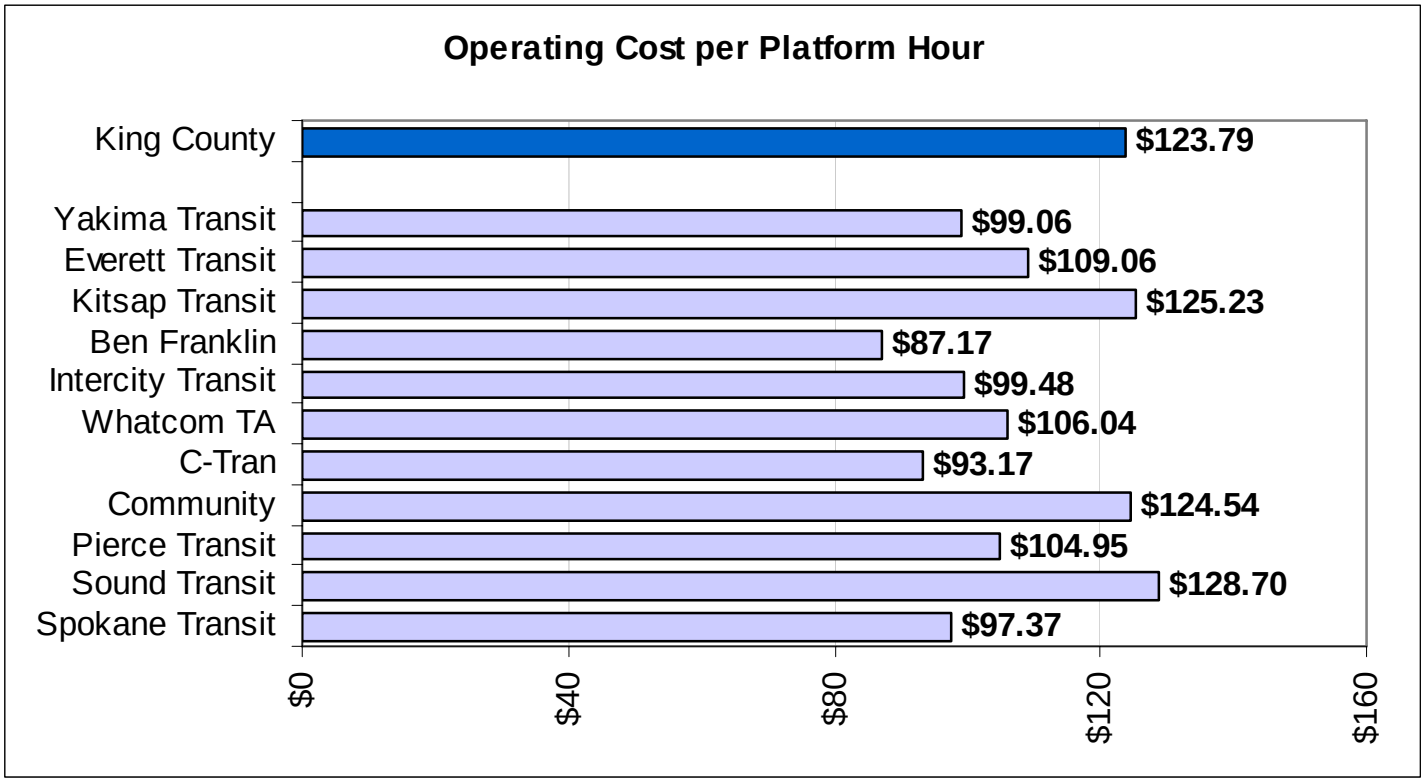
Motorbus & Trolley Bus, NTD Monthly Reports



Transit Efficiency

Operating Cost per Platform Hour

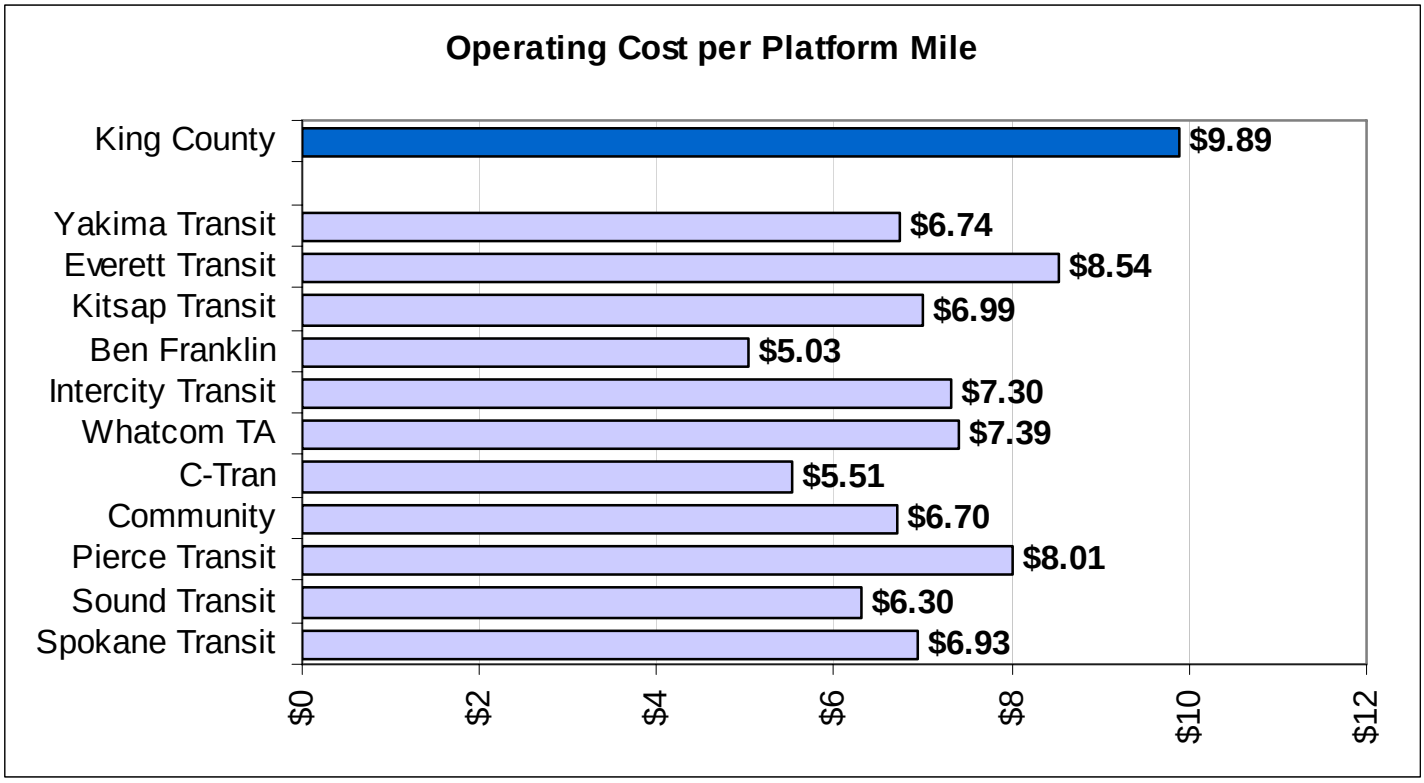
Motorbus & Trolley Bus, 2008 NTD



Transit Efficiency

Operating Cost per Platform Mile

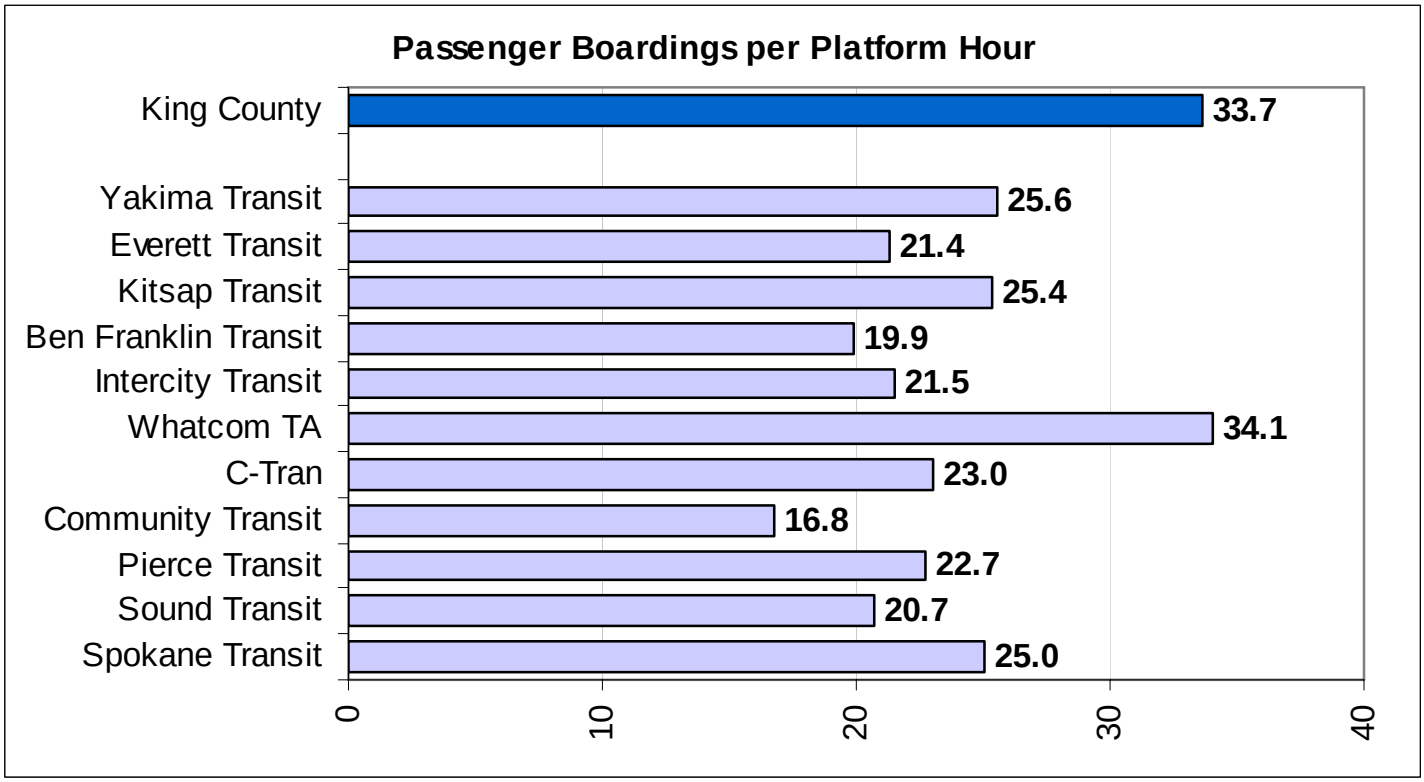
Motorbus & Trolley Bus, 2008 NTD



Transit Productivity

Boardings per Platform Hour

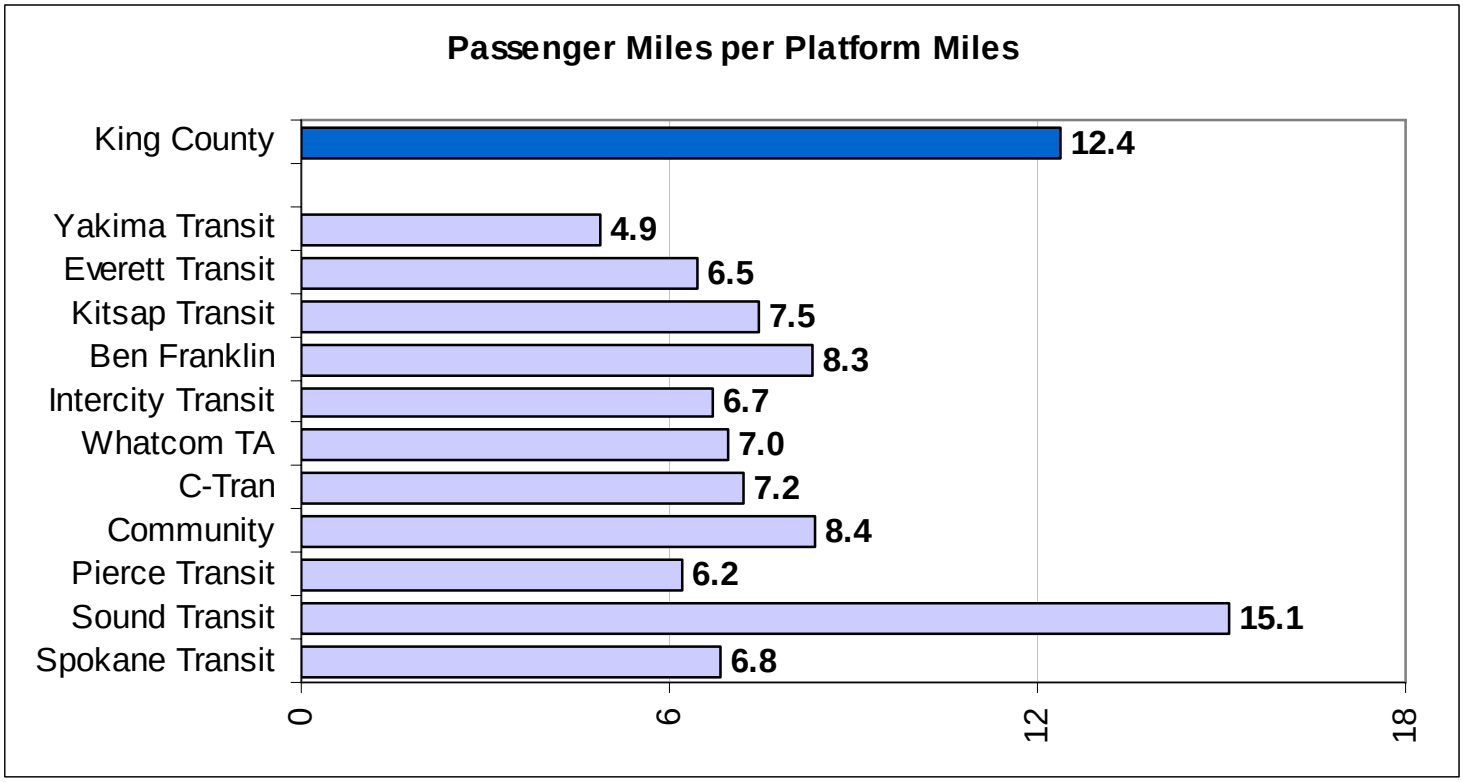
Motorbus & Trolley Bus, 2008 NTD



Transit Productivity

Passenger Miles per Platform Mile

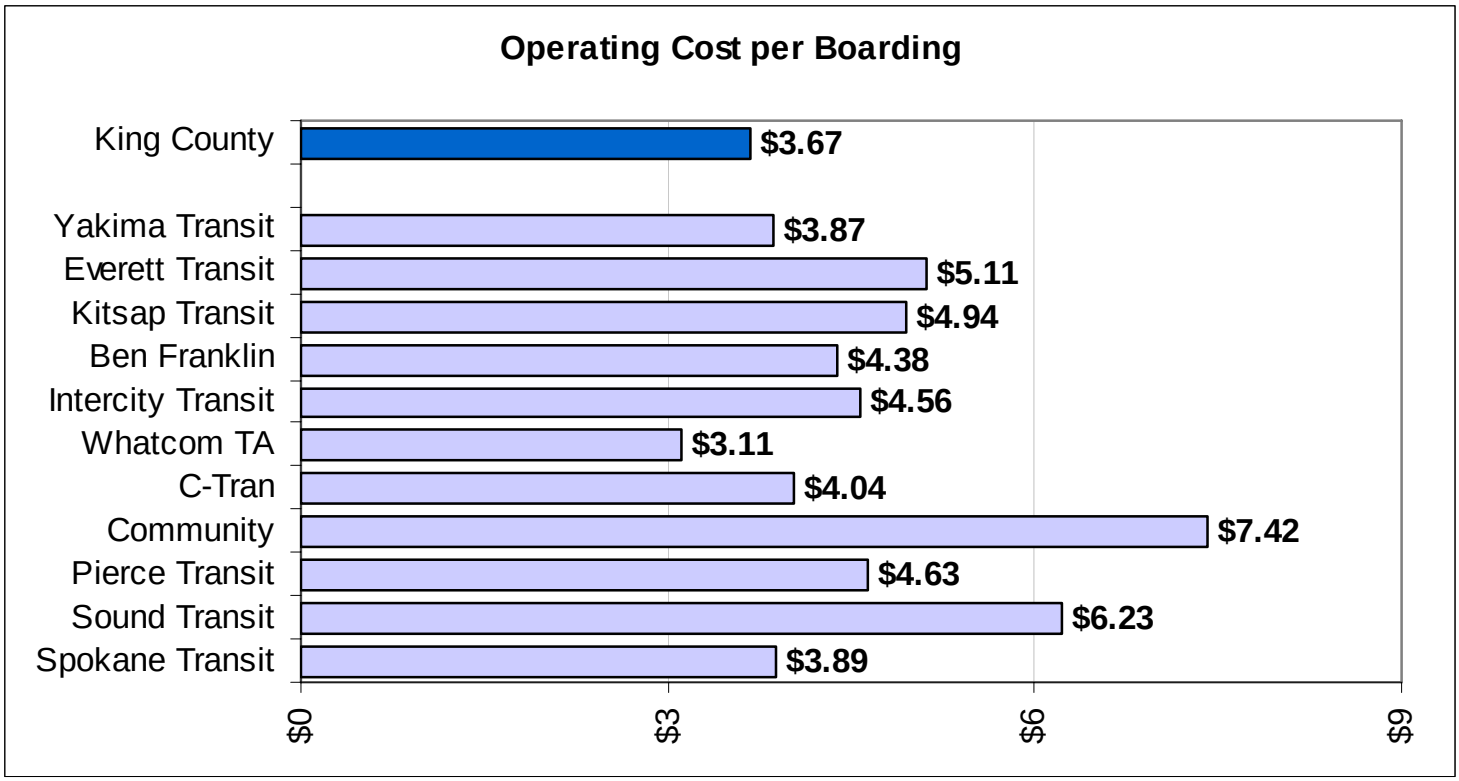
Motorbus & Trolley Bus, 2008 NTD



Transit Cost Effectiveness

Operating Cost per Boarding

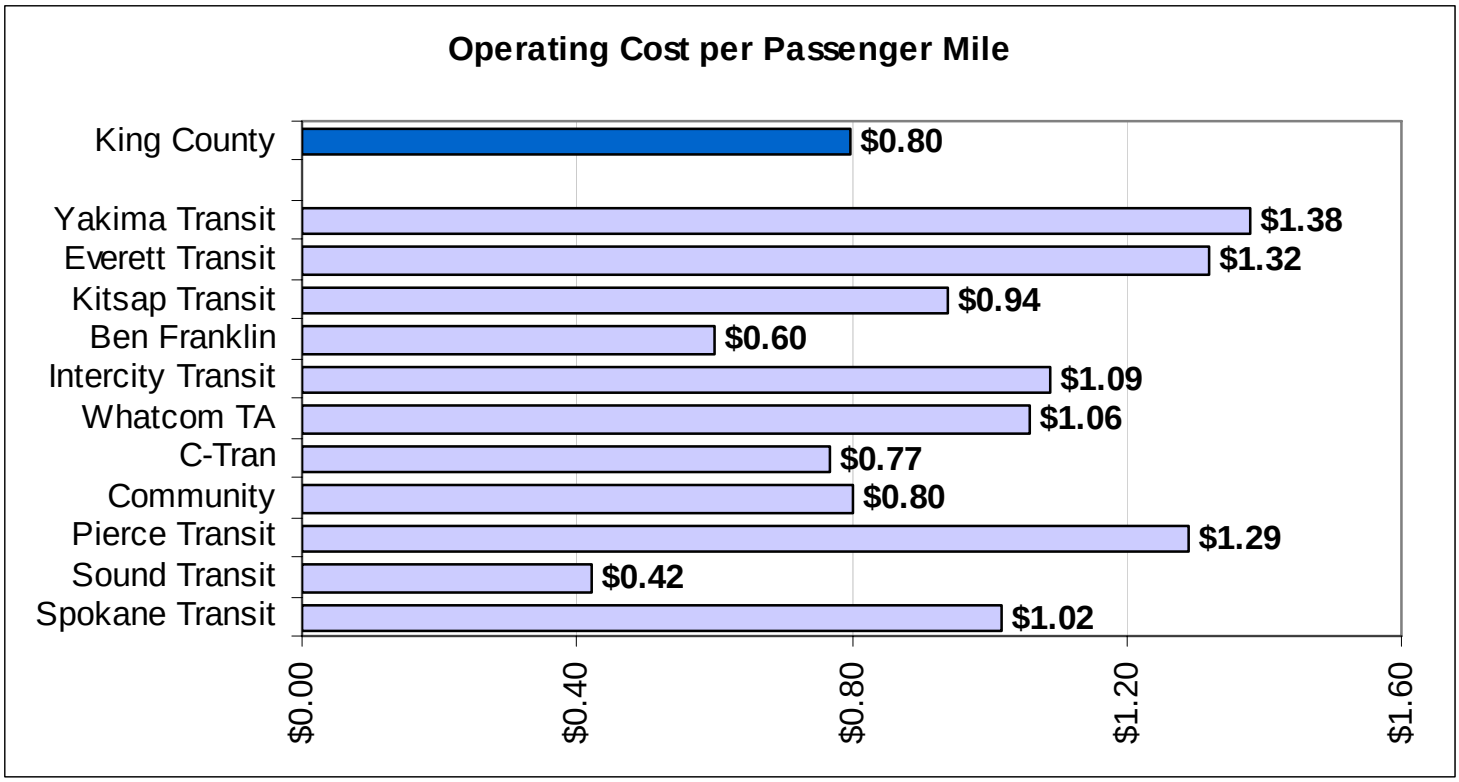
Motorbus & Trolley Bus, 2008 NTD



Transit Cost Effectiveness

Operating Cost per Passenger Mile

Motorbus & Trolley Bus, 2008 NTD



Request 12: Systems that are most comparable to Metro

Transit Peer Agency Comparisons—Analysis and Recommendations

Research and Management Information
King County Transit Division
August 2006

Introduction

Strategy M-3 of the "2002-2007 Six-Year Transit Development Plan" directed the Transit Division to "develop and recommend to the RTC a new process for reviewing and reporting performance against a peer group, using the National Transit Database's standard measures of performance in effectiveness, efficiency, cost-effectiveness and the four-part structure recommended by the 1999 Transit Management Audit." Pursuant to this direction, Transit submitted the report "Comparing King County Metro Transit with Peer Agencies," in May 2003. After considerable review and discussion, the Regional Transit Committee (RTC) directed the Transit Division to expand the list of peer agencies beyond the 12 in Transit's report to provide a more comprehensive comparison with national industry trends. In response, Transit provided a comparison of King County Metro with 27 of the largest transit agencies in the U.S., excluding from these comparisons those agencies serving Los Angeles and New York City. These comparisons focused on three measures: (1) percent change in boardings per hour; (2) percent change in operating cost per hour; and (3) percent change in boardings per capita. (September 17, 2003 Regional Transit Committee meeting.)

In 2004, the Regional Transit Committee recommended, and the King County Council adopted, an amendment to the Six-Year Transit Development Plan directing the Transit Division to develop and recommend "an approach to peer agency comparison that identifies:

- the appropriate measures of performance;
- the major factors, internal and external, that vary among transit agencies and affect performance;
- the extent to which those factors can be tracked for a small group of peer agencies to inform the performance comparisons, and
- a list of five peer agencies considered to be most comparable to King County Metro Transit based on agency characteristics and the ability to track major performance-related factors." (King County Metro Six-Year Transit Development Plan September 2002, updated November 2004)

In 2005, a report by the King County Auditor also recommended changes to Transit's peer comparison reporting. In particular, this report recommended that the Transit Division:

- Enhance the efficiency measures used in its peer review report by breaking down costs into labor and non-labor costs and by adjusting labor costs to reflect regional differences in average wages.
- Include peer comparison information for buses only, in addition to its current practice of providing information that combines buses and trolley buses. (Report No. 2005-03, Performance Audit Capital Planning and Management, September 13, 2005, page 29)

This report summarizes analysis conducted pursuant to the most recent RTC direction and Auditor's recommendations, and provides Transit's recommendations for peer agency comparisons. This report is organized into three sections: (1) a summary of Transit's

recommendations for peer comparisons; (2) a summary of the analysis conducted for determining peer agencies; and (3) a discussion of the variables to be used in the peer comparisons.

Transit's Peer Comparison Recommendations

Peer Agencies

The Transit Division continues to recommend that Metro Transit's performance be compared against the larger list of 27 peer agencies established pursuant to the RTC's review and direction in 2003. The analysis of economic, demographic and service characteristics data reported in following sections resulted in two possible alternative peer groups, one with three and a second with six peer agencies (not including Metro). The recommendation to continue comparing Metro Transit with the larger group of peer agencies is based on two factors. First, a comparison with this group of peers provides a comprehensive picture of industry trends among the large transit agencies in the U.S., excluding the very large (over 300 million in annual ridership) and smaller (under 25 million in annual ridership in 2004) transit agencies. Second, peer indicator averages calculated for the larger group are more stable than those for a smaller group. Although our analysis shows the peer indicator averages for this expanded group of peers were generally close to the averages for the smaller groups examined here, changes in reporting conventions may result in dramatic changes in a given agency's indicators as reported in the National Transit Database. While such a change would not have much effect on an average calculated for 28 agencies, it would have a much greater effect on an average calculated for a group of four or seven agencies.

For a smaller group of peers, Transit recommends the following six agencies as peers based on the analysis reported in the following section: Atlanta, Detroit, Honolulu, Milwaukee, Pittsburgh and Portland. Since this group of six agencies is a subset of the larger group, Transit will report comparisons for both a 7-agency and a 28-agency peer group, including Metro (see Figure 1.)

Performance Indicators for Peer Comparison

Transit recommends that Transit's peer comparisons continue to focus on the three performance indicators used in the 2004 and 2005 reports to the RTC: (1) Percent Change in Operating Costs per Platform Hour; (2) Percent Change in Boardings per Platform Hour; and (3) Percent Change in Boardings per Capita.

These indicators show changes in the measures identified in Table 3-1 "Six-Year Plan Progress Target," (p. 3-12) of the Six-Year Plan itself, and are the only measures among these that allow for comparisons with peer agencies based on the National Transit Database. Cost per platform hour is identified as the "Cost" measure, and Boardings per Platform Hour the "Service Effectiveness" measure in the "Cost and Efficiency" Policy Area. Boardings per Capita is the measure of "Overall Use" in the "Mobility" Policy Area.

These are the same indicators as reviewed by the RTC in the 2003 review with one minor modification. Revenue hours, excluding deadhead hours, were used in the 2003 submittal reviewed by the RTC. A subsequent examination of NTD data indicated that there is

considerably less year-to-year variation in the reporting of Platform Hours than Revenue Hours, and Platform Hours were used in subsequent peer comparison reporting.

The Auditor's recommendation that Transit control for regional variation in labor costs, and look at labor costs separately, underscores the significance of labor costs in Transit's overall cost equation, and the importance of taking regional variations in labor costs into account for peer comparisons. There are a number of data issues, noted below, involved in controlling for, or "standardizing," labor costs using regional wage rates and regional cost of living indexes. Transit's recommended approach recognizes the issue of regional cost variations, and addresses it by focusing on percentage changes in cost per hour, thus controlling for underlying differences in labor costs.

The auditors also recommended that peer comparisons include a comparison of Motor Bus alone, as well as a comparison of Motor Bus and Trolley Bus combined. While Motor Bus comparisons may improve some of King County's rankings, removing Trolley Bus would not reflect the mix of transit modes King County and other agencies have chosen for a variety of reasons over the years. Transit recommends continuing to report peer comparisons for Motor Bus Trolley Bus combined.

Peer Selection

Staff examined two different approaches in analyzing the selection of peer agencies. Each approach limited the initial list of potential peers to large transit agencies with at least 35 million boardings per year in 2001, while excluding agencies in the New York and Los Angeles metropolitan areas. Figure 1 displays the annual boardings on Motor Buses and Trolley Buses for all the agencies in 2004. Some of the agencies no longer have 35 million boardings.

The first approach compared King County Metro Transit with potential peer agencies on four variables. These variables capture transit agency service characteristics that are influenced by the operating environment and are readily available from published sources.

1. Revenue Miles per Square Mile of Service Area,
2. Revenue Miles Per Capita,
3. Speed,
4. Trip Length.

Request 12: Systems that are most comparable to Metro

Two criteria were used for selecting peers with these variables. A transit agency was considered a potential peer if it was either within one standard deviation or was within1/6 of the range for potential peers from King County Transit. Results of this analysis are summarized in Table 1.

Table 1
Peer Selection Analysis*

Properties Meeting Criteria	Revenue Miles per Sq. Mile Service Area	Revenue Miles per Capita	Speed	Trip Length
Atlanta	The variable was not helpful in creating a small group of peers. Over 80 percent of the properties were include.			With 1/6 of range
Denver				Both
Detroit				Both
Honolulu				Both
Houston				Both
Minneapolis				With 1/6 of range
New Orleans		Both		
Newark			1 Std. Dev.	
Pittsburgh				With 1/6 of range
San Francisco		Both		
San Jose				With 1/6 of range
Washington		Both		

*Both means the potential peer was within 1 standard deviation of the mean on the variable and within 1/6 of the range.

This method did not result in a consistent set of peers across these variables.

The second approach to identifying peers involved the use of a statistical technique, cluster analysis, to simultaneously compare transit agencies on a set of variables. This analysis "clusters" agencies into groups that are similar to each other and relatively different from agencies in the other groups, based on the identified variables. Two cluster analyses were conducted. One cluster is based on characteristics that are descriptive of the city or region served by the transit agency. The second cluster analysis uses variables that are descriptive of the transit agency characteristics that are shaped by the environment in which the agency operates. These variables were chosen based, in part, on the King County Auditor's *Performance Audit* report (September 13, 2005) and are:

Area Characteristics

- Density
- Service Area
- Population in Service Area
- Average Weekly Salary
- Cost of Living from ACCRA (American Chamber of Commerce Research Association)
- Housing Cost based on HUD's Fair Market Rent

Request 12: Systems that are most comparable to Metro

Transit Agency Characteristics

- Peak to Base Ratio
- Platform Miles per Capita
- Platform Hours per Capita
- Platform Hours per Revenue Hour
- Platform Hours per Revenue Mile
- Speed

The number of clusters must be selected prior to performing a cluster analysis. Selecting a large number of clusters typically results in clusters with fewer members, while selecting a small number of clusters will result in clusters with more members. Cluster analyses were performed for three through seven clusters. After examining the clusters, two sets of peers were chosen, one containing seven peers including King County Metro Transit and the other containing four peers including Metro. The chosen peers were in both the cluster for area characteristics and transit characteristics. The peer groups by cluster size are:

7 Peer Cluster

- Atlanta
- Detroit
- Honolulu
- Milwaukee
- Pittsburgh
- Portland
- Seattle

(Note: While New Orleans normally would be in this cluster, it was dropped since Hurricane Katrina has changed the characteristics of the city and transit agency.)

4 Peer Cluster

- Atlanta
- Pittsburgh
- Portland
- Seattle

Of these two alternatives, it is recommended that the six other agencies in the seven-peer cluster be used to form the peer group rather than just the three other agencies in the four-cluster group. The larger group contains the agencies in the smaller group and the rankings are not as susceptible to a fluctuation in one agency's statistics. (See Table 3 for a summary of the cluster analysis.)

Table 4 displays the values of the three measures used in past peer comparisons. Agencies that are in each of the smaller clusters are shaded appropriately.

Peer Indicators

The Auditor's report recommends that Transit should:

- Enhance the efficiency measures used in its peer review report by breaking down costs into labor and non-labor costs and by adjusting labor costs to reflect regional differences in average wages.

- Include peer comparison information for buses only, in addition to its current practice of providing information that combines buses and trolleys. (Report No. 2005-03, Performance Audit Capital Planning and Management, September 13, 2005, p. 29)

While controlling for regional differences in average wages is appealing, there are a number of problems. It is difficult to define the labor market because many transit agencies encompass more than one county and use of an average wage based on one county may not be appropriate. In addition, the average does not take into consideration the differences in wage rates between different wage groups within a labor market. Consider a labor market with a high average wage but a large low-income labor force. In this case, the average wage may be misleading.

Adjusting costs by using the Consumer Price Index has additional problems. The CPI standardizes the nation to the same number in 1981-1982. As such, all communities had the same value at the time regardless of the cost of living. The CPI measures change for the communities but cannot be used to compare costs of living between communities.

The ACCRA cost of living index is an alternative measure prepared by volunteer organizations such as local Chambers of Commerce. However, the ACCRA index does not measure the cost of living for all workers. Rather:

> "The question the *ACCRA Cost of Living Index* is designed to answer is: *How do urban areas compare in the cost of maintaining a standard of living appropriate for* ***moderately affluent professional and managerial households?*** (*ACCRA Cost of Living Index Manual*, December 2005, p. 1.2)

Another issue with the ACCRA data is that volunteers are not always available to collect the data. Data for market areas are not always updated at the same time. This lack of standardization results in missing data for some market areas and peers.

There is an advantage to using measures of percent change rather than trying to control for differences in regional wages rates or cost of living. In this case differences in labor costs are controlled for by measuring percent change in costs without having to estimate relative wage rates or CPIs. Given the problems with wage data, the CPI, and the ACCRA index, Transit recommends the use of the percentage change in cost per hour for peer comparisons.

Transit also examined the use of platform hours per labor hour. Labor hours is a consistent measure and is not influenced by difference in regional labor rates. Platform hours are measured more consistently than revenue hours. This measure would measure the efficiency of producing transit service without being influenced by differing wage rates. The one drawback of this measure is that labor costs and labor hours are not reported for purchased transportation in the National Transit Database, and therefore purchased transportation must be excluded from this comparison. For this reason, Transit is not recommending this as a measure for peer comparisons.

The auditors also recommended that peer comparisons include a comparison of Motor Bus alone, as well as a comparison of Motor Bus and Trolley Bus combined. Table 2 provides a comparison of percentage changes in cost per hour for motorbus only, excluding trolley bus, as recommended in the County Auditor's report. The County Auditor's recommendation is based on the fact that there is a different cost structure for trolley bus than for motorbus. However, trolley bus service is a significant component of Metro's overall mix of service, serving high

ridership routes in densely populated, highly congested areas, and exclusion of trolley bus service provides only a limited picture of Metro's bus service. Transit recommends continuing to focus peer comparisons on motorbus and trolley bus combined.

Table 2
Percent Change Operating Cost per Platform Hour for Motor Bus [(2004-2001)/2001]

Transit Agency	Operating $ per Platform Hour
Detroit	-2.6%
Atlanta	-0.3%
Denver	-0.1%
San Francisco	1.7%
Cleveland	3.6%
Baltimore	5.1%
Philadelphia	5.6%
Dallas	7.0%
Miami	9.6%
San Jose	10.7%
Washington	10.7%
Orange	11.3%
King County	11.9%
St. Louis	12.4%
San Antonio	12.9%
Pittsburgh	14.5%
Newark	15.5%
Honolulu	15.7%
Oakland	16.7%
Boston	16.9%
Portland	17.3%
Milwaukee	18.0%
Chicago	21.2%
New Orleans	21.2%
Minneapolis	23.1%
Las Vegas	27.9%
Houston	29.5%
San Diego	33.8%
Average	13.2%
Average 4 peers	10.9%
Average 7 peers	10.6%
4 peer cluster =	
7 peer cluster includes 4 peer cluster =	

The indicators for combined Motor Bus and Trolley Bus are displayed in Figures 2-4 in the appendix. Figures 5 and 6 display the percent change for Motor Bus only.

Table 3
Summary of Cluster Analysis

Variables	Number of Clusters 3	4	5	6	7
Cluster Analysis using Transit Variables from 2004 NTD					
	Atlanta, GA	Atlanta, GA		Atlanta, GA	Atlanta, GA
	Detroit, MI	Detroit, MI			
Peak to Base Ratio	Honolulu	Honolulu			
Platform miles per capita	Milwaukee, WI	Milwaukee, WI			
Platform hrs per capita	New Orleans, LA	New Orleans, LA			
Platform Hrs per Rev Hrs	Pittsburgh, PA	Pittsburgh, PA		Pittsburgh, PA	Pittsburgh, PA
Platform Miles per Rev Mi	Portland, OR-WA	Portland, OR-WA		Portland, OR-WA	Portland, OR-WA
SPEED	Seattle, WA	Seattle, WA	Seattle, WA	Seattle, WA	Seattle, WA
		Cleveland, OH		Cleveland, OH	Cleveland, OH
		Chicago, IL-IN			
			Las Vegas, NV	Las Vegas, NV	Las Vegas, NV
			Miami, FL	Miami, FL	
			Minneapolis-St. Paul, MN	Minneapolis-St. Paul, MN	Minneapolis-St. Paul, MN
			Oakland, CA		
				San Antonio, TX	San Antonio, TX
				St. Louis, MO-IL	St. Louis, MO-IL
				Washington, DC-VA-MD	Washington, DC-VA-MD
Cluster Analysis Using Area Characteristics					
DENSITY	Atlanta, GA	Atlanta, GA	Atlanta, GA	Atlanta, GA	Atlanta, GA
ACCURA05_Consumer $ Index			Chicago, IL-IN		
SERVICE Area	Cleveland, OH	Cleveland, OH	Cleveland, OH		
POPULATION	Detroit, MI	Detroit, MI	Detroit, MI	Detroit, MI	Detroit, MI
CONGESTION	Honolulu	Honolulu	Honolulu	Honolulu	Honolulu
SALARY per WeeK	Las Vegas, NV	Las Vegas, NV			
Fair Market Rent - HUD 05	Miami, FL	Miami, FL			
	Milwaukee, WI	Milwaukee, WI	Milwaukee, WI	Milwaukee, WI	Milwaukee, WI
	Minneapolis-St. Paul, MN	Minneapolis-St. Paul, MN			
	New Orleans, LA	New Orleans, LA	New Orleans, LA	New Orleans, LA	New Orleans, LA
	Oakland, CA				
	Pittsburgh, PA	Pittsburgh, PA	Pittsburgh, PA	Pittsburgh, PA	Pittsburgh, PA
	Portland, OR-WA	Portland, OR-WA	Portland, OR-WA	Portland, OR-WA	Portland, OR-WA
	San Antonio, TX	San Antonio, TX			
	San Diego, CA	San Diego, CA			
	San Francisco-Oakland, CA	San Francisco-Oakland, C	San Francisco-Oakland, CA		
	Seattle, WA	Seattle, WA	Seattle, WA	Seattle, WA	Seattle, WA
	St. Louis, MO-IL	St. Louis, MO-IL			
	Washington, DC-VA-MD	Washington, DC-VA-MD			

Shaded Properties in both Clusters

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20

Request 12: Systems that are most comparable to Metro

Table 4
Percent Change Motor Bus & Trolley Bus [(2004-2001)/2001]

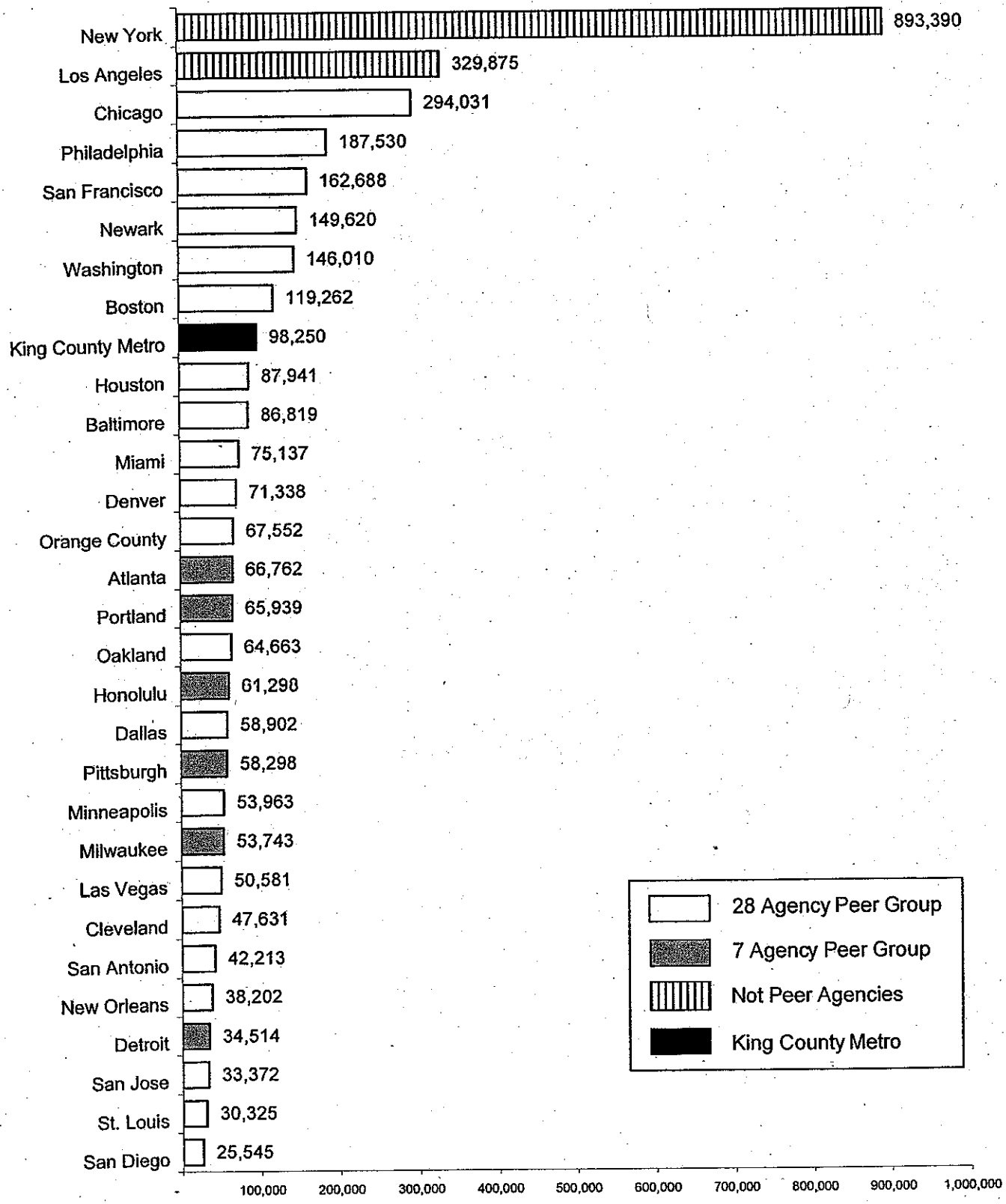
Transit Agency	Oper $ / Plat Hr	Transit Agency	Boardings per Platform Hr	Transit Agency	Boarding per capita*
Detroit	-2.6%	Cleveland	11.6%	Washington	163.6%
Atlanta	-0.3%	Boston @	10.9%	St. Louis	47.3%
Denver	-0.1%	Philadelphia	6.0%	Philadelphia	27.9%
Cleveland	3.6%	Dallas	0.7%	Orange	14.4%
San Francisco @	3.8%	Las Vegas	-0.5%	Boston @	6.2%
Baltimore	5.1%	Portland	-0.9%	Baltimore	4.4%
Philadelphia	5.6%	St. Louis	-2.6%	Cleveland	1.1%
Dallas	7.0%	Baltimore	-3.2%	King County @	-0.4%
Miami	9.6%	San Antonio	-3.3%	Portland	-1.8%
San Jose	10.7%	Honolulu	-4.6%	Chicago	-2.5%
Washington	10.7%	Newark	-4.7%	Denver	-4.5%
King County @	11.2%	King County @	-4.9%	Detroit	-6.2%
Orange	11.3%	Denver	-5.7%	Dallas	-6.5%
St. Louis	12.4%	Washington	-5.8%	Miami	-7.0%
San Antonio	12.9%	Orange	-6.2%	San Francisco @	-7.9%
Pittsburgh	14.5%	Oakland	-6.7%	Oakland	-9.0%
Newark	15.5%	Chicago	-7.8%	San Antonio	-11.2%
Honolulu	15.8%	Pittsburgh	-8.4%	Pittsburgh	-12.5%
Oakland	16.7%	Minneapolis	-9.8%	Honolulu	-16.3%
Portland	17.3%	Miami	-11.2%	Houston	-16.6%
Boston @	18.0%	Houston	-11.4%	Atlanta	-18.1%
Milwaukee	18.3%	San Francisco @	-12.2%	Milwaukee	-19.4%
Chicago	21.2%	New Orleans	-12.4%	New Orleans	-22.8%
New Orleans	21.2%	Atlanta	-12.7%	San Diego	-25.4%
Minneapolis	23.1%	Milwaukee	-13.3%	San Jose	-32.2%
Las Vegas	27.9%	San Jose	-17.9%	Minneapolis	-32.5%
Houston	29.5%	San Diego	-22.8%	Las Vegas	-32.8%
San Diego	33.8%	Detroit	-24.4%	Newark	-58.8%
Average	13.3%		-6.6%		-2.8%
Average for 4 peers	10.7%		-6.7%		-8.2%
Aerage for 7 peers	10.5%		-9.9%		-10.7%

* Population numbers changed for the 2004 NTD
@ Has MT and TB
4 peer cluster =
7 peer cluster (include the 4 peer cluster) =

21

Request 12: Systems that are most comparable to Metro

Figure 1
Boardings for Motorbus and Trolley Bus in Thousands, 2004



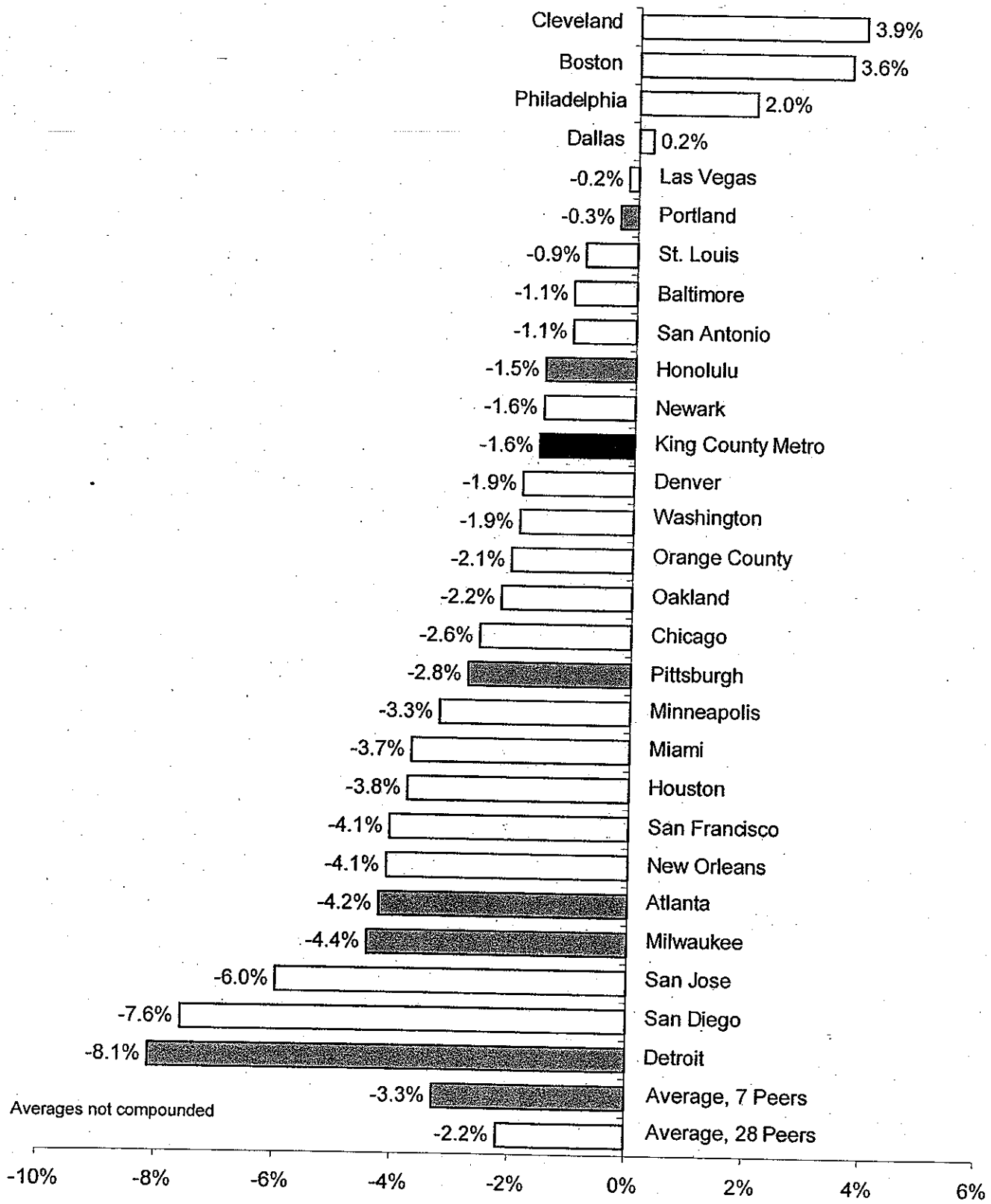
NOTE: Agencies in the 7 Agency Peer Group are also included in the 28 Agency Peer Group

22

Request 12: Systems that are most comparable to Metro

Figure 2

Average Annual Percent Change in Boardings per Platform Hour 2001-2004 (Motorbus and Trolley Bus)

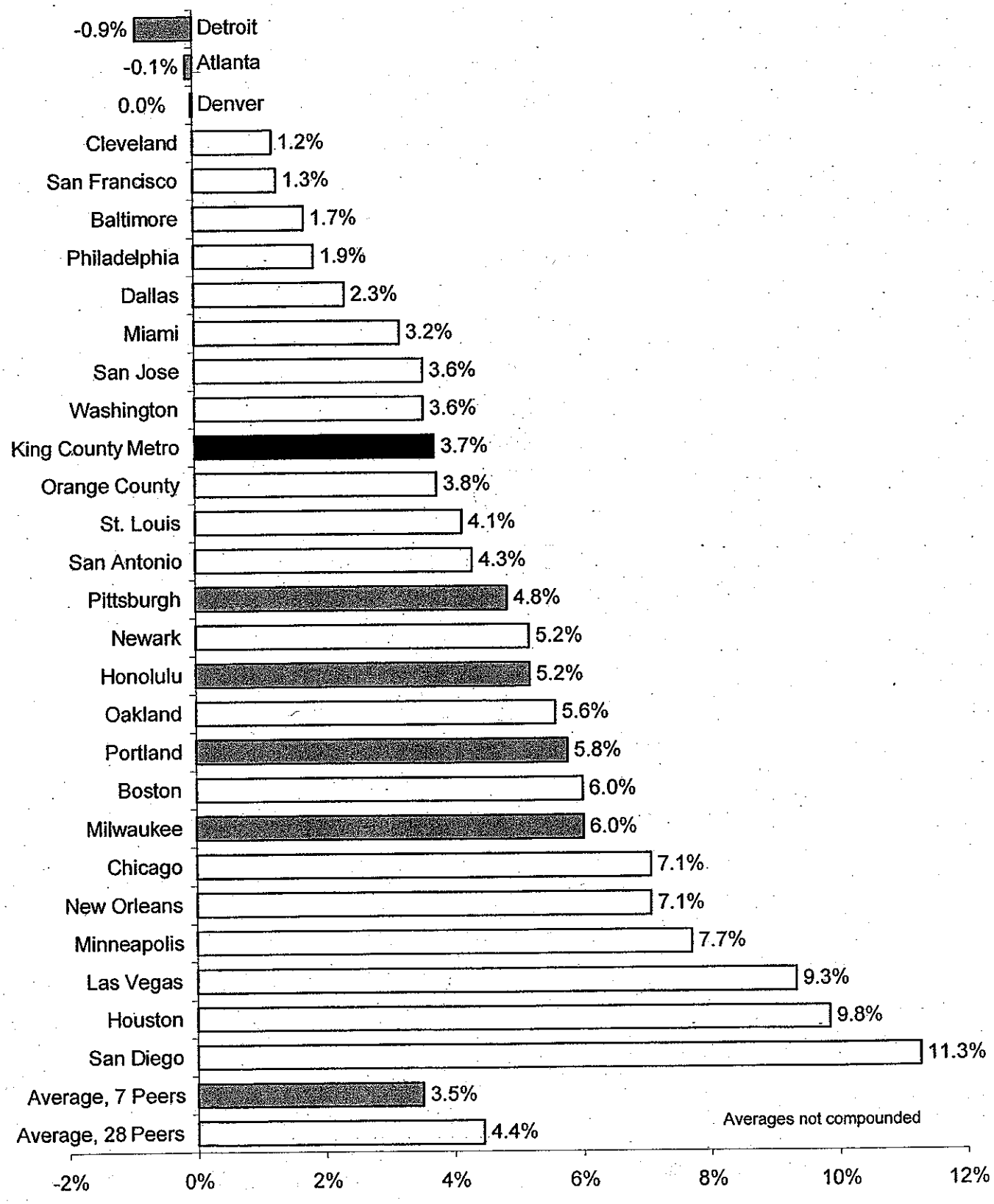


23

Request 12: Systems that are most comparable to Metro

Figure 3

Average Annual Percent Change in Operating Cost per Platform Hour 2001-2004 (Motorbus and Trolley Bus)



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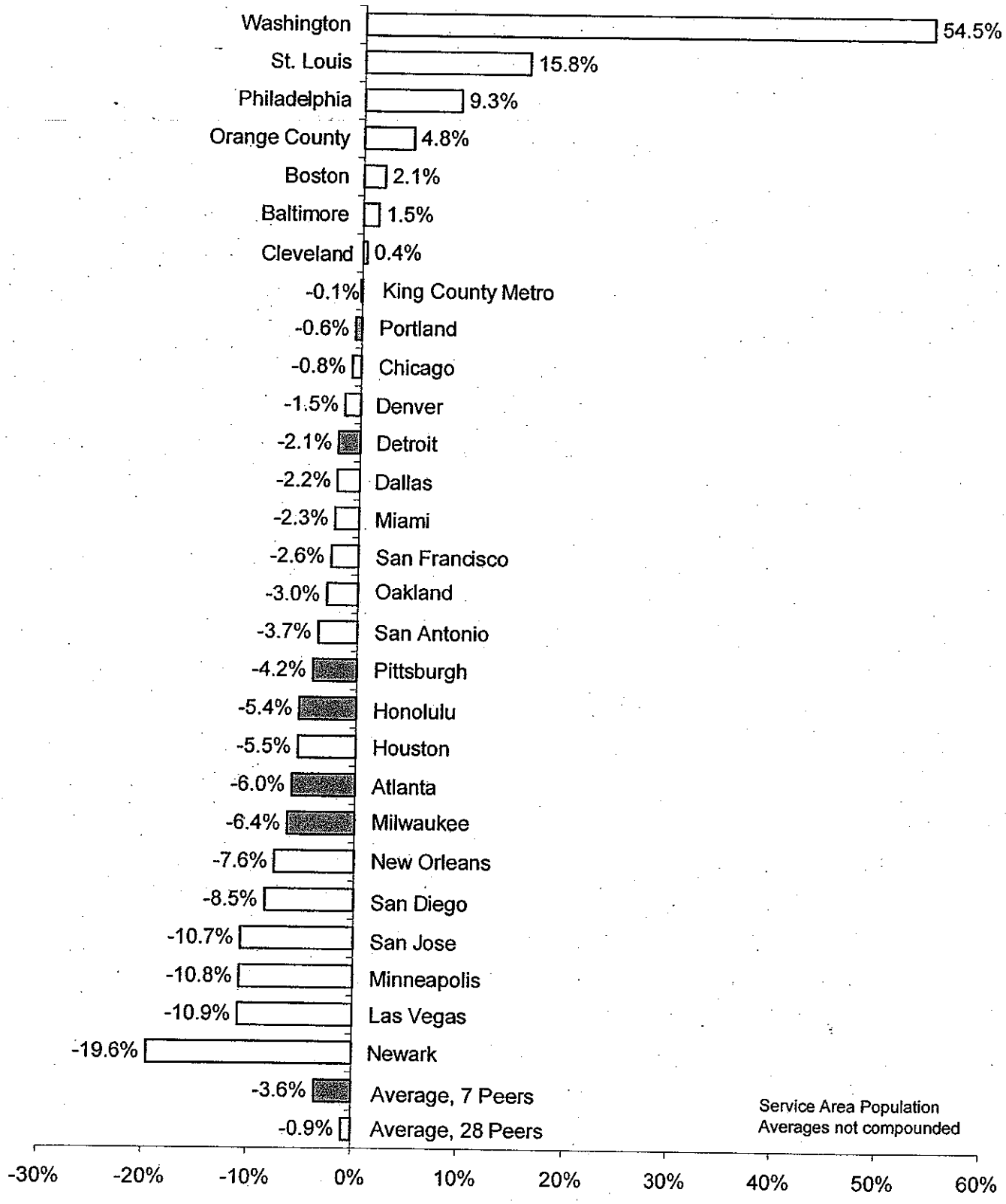
Request 12: Systems that are most comparable to Metro

Figure 4
Average Annual Percent Change in Boardings per Capita 2001-2004 (Motorbus and Trolley Bus)



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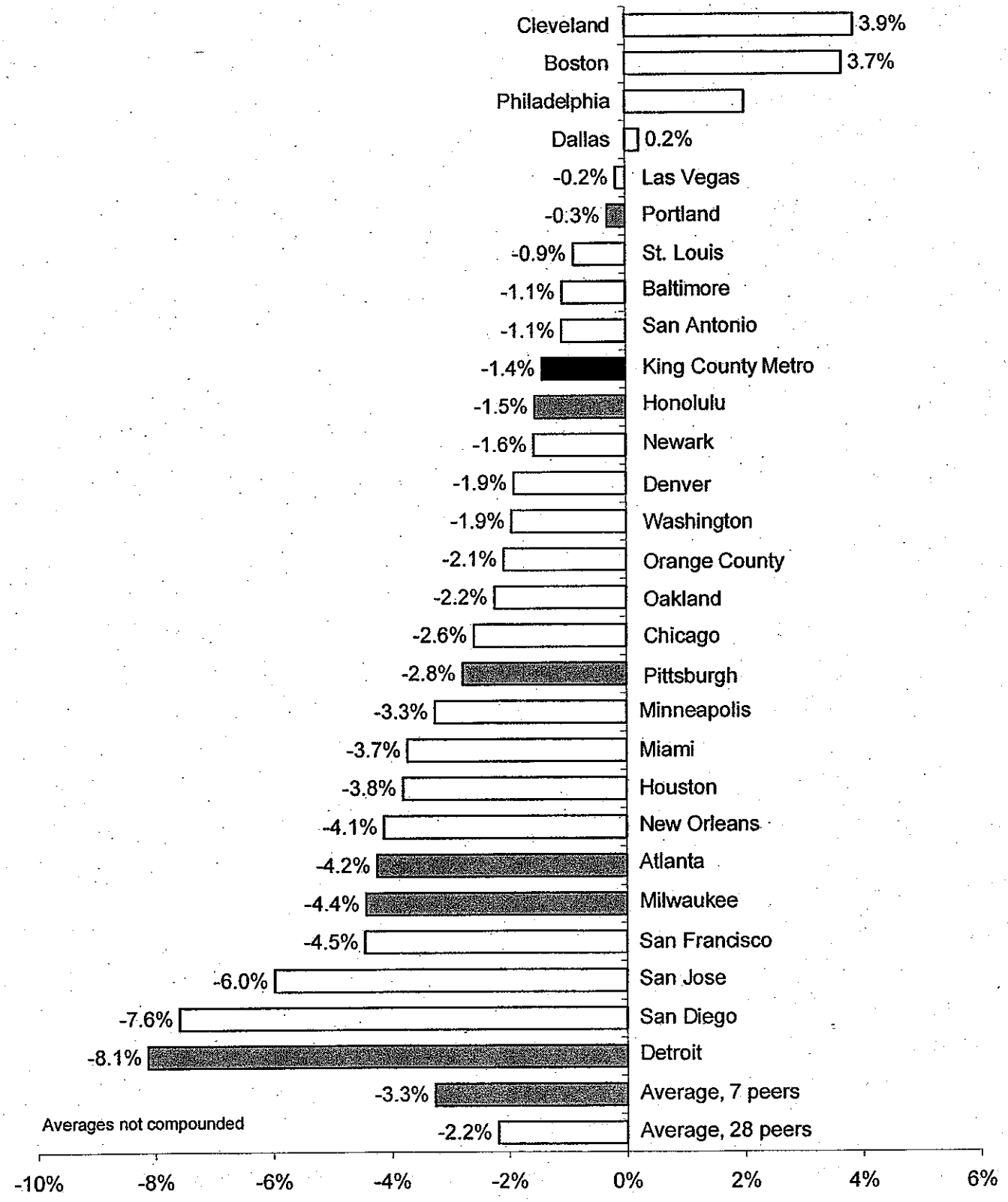
Request 12: Systems that are most comparable to Metro

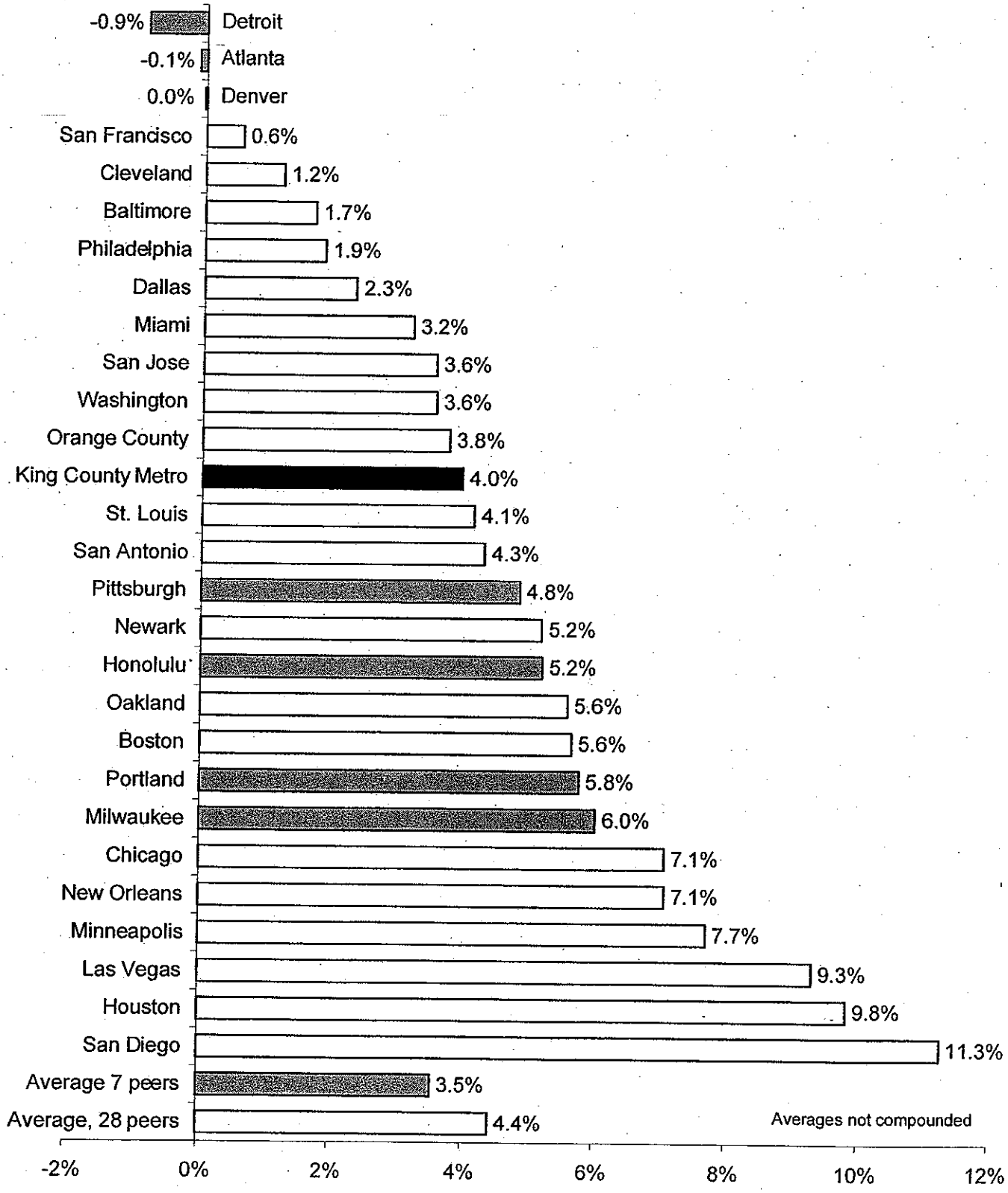
Figure 5
Average Annual Percent Change in Boardings Per Platform Hour 2001-2004 (Motorbus Only)



26

Request 12: Systems that are most comparable to Metro

Figure 6
Average Annual Percent Change in Operating Cost Per Platform Hour 2001-2004 (Motorbus Only)



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Appendix 4

Statewide Operating Statistics

2007 Fixed Route	System Category	Service Area Population	Revenue Vehicle Hours	Total Vehicle Hours	Revenue Vehicle Miles	Total Vehicle Miles	Passenger Trips	Employees (FTE)	Passenger Trips/ Revenue Hour	Passenger Trips/ Revenue Mile	Revenue Hours/ FTE	Operating Costs/ Revenue Hour	Operating Costs/ Total Hour	Operating Costs/ Passenger Trip	Farebox Recovery Ratio
Asotin County Transit	Rural	21,300	5,604	6,169	92,619	94,124	25,922	2.0	4.6	0.28	2,802	$40.85	$37.11	$9.83	7.27%
Ben Franklin Transit	Sm Urban	206,490	149,014	155,930	2,488,567	2,668,798	3,358,198	139.4	22.7	1.35	1,062	$94.86	$90.10	$4.18	7.22%
Clallam Transit System	Rural	68,500	46,453	50,828	992,699	1,143,426	917,952	64.5	19.8	0.93	720	$117.98	$107.93	$5.97	9.44%
Community Transit	Urban	485,665	567,697	755,095	10,785,446	14,392,103	11,126,332	950.8	19.6	1.03	667	$140.90	$112.70	$7.65	19.99%
Cowlitz Transit Authority	Sm Urban	47,500	16,960	16,955	214,693	214,734	341,029	14.0	20.2	1.59	1,204	$82.30	$82.33	$4.07	7.75%
C-TRAN	Urban	345,110	247,323	267,173	3,845,014	4,373,912	5,506,506	260.2	22.3	1.43	993	$114.25	$105.76	$5.13	19.92%
Everett Transit	Urban	102,300	105,598	113,110	1,301,937	1,442,420	2,229,193	114.8	21.1	1.71	920	$83.40	$77.96	$3.95	12.01%
Grays Harbor	Rural	70,800	61,361	67,490	1,131,993	1,243,838	1,109,771	52.0	18.1	0.98	1,180	$80.10	$72.99	$4.43	5.18%
Intercity Transit	Sm Urban	144,350	174,404	181,611	2,351,959	2,400,245	3,639,433	192.0	20.9	1.55	909	$96.14	$92.33	$4.61	9.71%
Island Transit	Rural	78,400	36,422	49,089	1,072,045	1,136,509	597,690	42.0	16.4	0.56	867	$107.55	$79.90	$6.55	N.A.
Jefferson Transit Authority	Rural	28,600	17,702	17,965	286,540	290,101	254,960	24.8	14.4	0.66	714	$112.60	$111.58	$7.82	4.56%
King County Metro Transit	Urban	1,861,300	3,097,698	3,533,103	35,097,649	44,193,939	110,185,406	3062.7	35.6	3.14	1,011	$131.19	$115.03	$3.69	19.64%
Kitsap Transit	Sm Urban	244,900	136,062	168,535	2,494,394	3,018,998	3,975,175	196.2	29.5	1.56	731	$127.96	$111.39	$4.84	14.70%
Link Transit	Sm Urban	101,115	54,329	58,476	930,499	1,122,229	706,691	61.0	13.0	0.76	891	$87.93	$81.60	$6.75	7.28%
Pacific Transit	Rural	21,600	12,096	12,394	311,762	319,756	96,076	9.0	7.9	0.31	1,511	$62.29	$60.79	$7.84	5.30%
Pierce Transit	Urban	732,435	699,561	799,709	10,570,601	12,840,397	15,402,204	955.0	22.0	1.46	733	$108.37	$94.92	$4.92	13.17%
Pullman Transit	Rural	26,960	22,274	23,293	310,917	325,311	1,236,990	21.5	55.5	3.98	1,036	$89.57	$85.63	$1.61	61.27%
Skagit Transit	Sm Urban	100,720	34,935	37,330	657,945	709,209	422,258	23.2	12.1	0.64	1,503	$95.85	$89.45	$7.91	6.58%
Spokane Transit Authority	Urban	393,490	406,008	433,459	5,592,942	6,036,019	9,436,662	373.4	23.2	1.69	1,087	$91.88	$86.07	$3.95	16.31%
Valley Transit	Rural	48,730	25,190	26,227	273,442	282,987	681,178	25.1	27.0	2.49	1,003	$79.39	$76.25	$2.94	4.95%
Whatcom Transportation Authority	Sm Urban	189,015	127,437	133,005	1,738,466	1,890,546	3,946,135	172.2	31.0	2.27	740	$115.94	$111.09	$3.74	7.39%
Yakima Transit	Sm Urban	82,940	54,500	55,073	791,587	799,132	1,279,642	53.0	23.5	1.62	1,029	$92.94	$91.97	$3.96	6.54%
Urbanized (excl. Sound Transit)	Totals/Averages	3,920,300	5,123,965	5,900,648	67,193,489	83,338,749	153,985,304	5636.8	24.0	1.74	894	$113.17	$98.72	$4.98	16.66%
Small Urban	Totals/Averages	1,115,920	746,441	906,715	11,657,989	12,903,779	17,567,560	941.0	21.5	1.42	1,009	$100.48	$93.78	$5.01	9.39%
Rural	Totals/Averages	364,790	227,092	253,291	4,561,915	4,936,141	4,920,479	239.9	20.5	1.27	1,229	$96.29	$78.99	$5.75	12.23%
Statewide Fixed Route	**Totals/Averages**	**5,401,010**	**6,097,399**	**6,960,654**	**83,413,193**	**101,178,669**	**176,373,343**	**6717.7**	**21.8**	**1.46**	**1,055**	**$99.78**	**$89.75**	**$5.24**	**12.62%**

Request 13: State Report on Performance Measures

Statewide Operating Statistics

Appendix 4

2007 Route Deviated	System Category	Service Area Population	Revenue Vehicle Hours	Total Vehicle Hours	Revenue Vehicle Miles	Total Vehicle Miles	Passenger Trips	Employees (FTE)	Passenger Trips/ Revenue Hour	Passenger Trips/ Revenue Mile	Revenue Hours/ FTE	Operating Costs/ Revenue Hour	Operating Costs/ Total Hour	Operating Costs/ Passenger Trip	Farebox Recovery Ratio
Grant Transit	Rural	92,500	35,261	39,093	1,019,011	1,056,247	207,399	26.0	5.9	0.20	1,356	$79.89	$71.15	$13.41	3.42%
Island Transit	Rural	79,400	26,633	43,119	637,254	743,537	346,348	39.0	13.0	0.54	701	$99.06	$60.57	$7.54	N.A.
Jefferson Transit Authority	Rural	29,600	6,467	6,559	277,868	280,522	46,331	9.8	7.2	0.17	657	$117.16	$115.51	$16.35	2.11%
Link Transit	Sm Urban	101,115	24,750	27,494	523,209	599,325	102,265	27.0	4.1	0.20	917	$97.49	$79.77	$21.17	3.29%
Mason County Transportation Authority	Rural	54,600	29,053	29,053	536,644	536,644	311,346	14.0	10.7	0.58	2,080	$93.22	$93.22	$8.70	8.43%
Twin Transit	Rural	22,565	25,002	25,542	359,224	365,431	291,926	22.9	11.7	0.81	1,092	$50.72	$49.65	$4.34	5.55%
Valley Transit	Rural	49,730	2,926	3,641	31,312	32,160	31,307	1.8	10.7	1.0	1,594	$67.92	$54.50	$6.34	2.25%
Statewide Route Deviated	**Totals/Averages**	**416,510**	**160,092**	**174,491**	**3,384,521**	**3,613,866**	**1,336,912**	**139.6**	**9.0**	**0.60**	**1,198**	**$84.76**	**$74.77**	**$11.12**	**4.19%**

2007 Demand Response	System Category	Service Area Population	Revenue Vehicle Hours	Total Vehicle Hours	Revenue Vehicle Miles	Total Vehicle Miles	Passenger Trips	Employees (FTE)	Passenger Trips/ Revenue Hour	Passenger Trips/ Revenue Mile	Revenue Hours/ FTE	Operating Costs/ Revenue Hour	Operating Costs/ Total Hour	Operating Costs/ Passenger Trip	Farebox Recovery Ratio
Asotin County Transit	Rural	21,300	2,398	2,671	32,889	33,561	9,494	2.0	4.0	0.29	1,199	$79.12	$70.13	$19.75	2.95%
Ben Franklin Transit	Sm Urban	206,490	176,220	199,856	3,099,552	3,351,471	661,416	103.8	3.8	0.21	1,698	$60.93	$53.72	$16.23	2.99%
Clallam Transit System	Rural	69,500	27,145	27,940	470,798	484,596	60,474	22.0	2.2	0.13	1,234	$46.49	$45.16	$20.87	12.47%
Columbia County Public Transportation	Rural	4,100	7,200	7,500	164,000	166,000	36,720	8.0	5.1	0.22	900	$59.96	$57.47	$11.74	9.77%
Community Transit	Urban	495,665	100,254	111,397	1,695,505	2,092,217	212,263	120.5	2.1	0.13	832	$79.01	$70.20	$36.94	3.01%
Cowlitz Transit Authority	Sm Urban	47,500	15,355	15,491	154,053	156,302	44,174	10.0	2.9	0.29	1,536	$49.00	$48.57	$17.03	1.17%
C-TRAN	Urban	345,110	91,773	92,641	1,269,496	1,443,921	230,409	64.4	2.8	0.18	1,270	$99.66	$97.09	$35.01	2.91%
Everett Transit	Urban	102,300	43,644	46,441	495,990	552,963	103,302	41.0	2.4	0.21	1,064	$67.67	$63.59	$28.59	1.27%
Garfield County Public Transportation	Rural	930	2,910	2,922	29,809	29,257	10,626	3.5	12.1	0.37	251	$29.67	$29.05	$7.85	3.47%
Grant Transit	Rural	92,500	11,673	15,794	233,336	292,262	26,649	5.5	2.3	0.11	2,122	$66.94	$49.43	$29.29	.99%
Grays Harbor	Rural	70,900	39,601	39,601	553,020	553,020	139,765	30.0	3.5	0.25	1,320	$72.89	$72.89	$20.90	5.19%
Intercity Transit	Sm Urban	144,350	59,936	64,251	753,023	823,966	139,939	70.0	2.4	0.19	842	$79.99	$73.37	$33.71	2.41%
Island Transit	Rural	79,400	14,692	16,020	219,224	271,354	35,423	14.0	2.4	0.16	1,049	$32.79	$30.07	$13.60	N.A.
Jefferson Transit Authority	Rural	29,600	9,822	9,551	100,983	110,794	22,196	11.6	2.5	0.22	762	$93.31	$86.19	$37.10	8.75%
King County Metro Transit	Urban	1,961,300	634,996	643,290	7,621,224	10,298,002	1,119,400	620.4	2.0	0.15	901	$76.05	$75.06	$43.17	1.57%
Kitsap Transit	Sm Urban	244,900	122,574	136,998	2,069,291	2,279,943	439,943	109.0	3.6	0.21	1,125	$79.19	$69.95	$21.94	3.32%
Link Transit	Sm Urban	101,115	23,529	25,425	359,442	391,725	74,455	25.0	3.2	0.21	941	$93.51	$77.29	$26.39	2.90%
Mason County Transportation Authority	Rural	54,600	23,995	26,934	294,171	365,395	57,594	12.9	2.4	0.20	1,859	$90.46	$80.86	$37.67	.47%
Pacific Transit	Rural	21,600	7,349	8,006	93,523	104,612	16,635	4.0	2.3	0.18	1,837	$66.04	$60.62	$29.19	N.A.
Pierce Transit	Urban	732,435	199,325	239,506	2,979,242	3,441,432	423,294	65.0	2.1	0.14	3,067	$79.31	$66.29	$37.34	2.0%
Pullman Transit	Rural	26,960	7,932	8,392	61,930	64,715	19,434	6.9	2.5	0.31	1,150	$72.23	$68.27	$29.49	1.95%
Skagit Transit	Sm Urban	100,720	21,797	25,966	319,303	316,661	55,046	15.0	2.5	0.17	1,451	$102.07	$85.69	$40.42	.43%
Spokane Transit Authority	Urban	393,490	172,776	204,681	2,675,985	3,029,761	506,710	92.1	2.9	0.19	1,876	$63.03	$53.21	$21.49	1.99%
Twin Transit	Rural	22,565	2,825	2,890	40,799	43,392	12,169	2.4	4.3	0.30	1,177	$59.49	$58.34	$13.91	1.70%
Valley Transit	Rural	49,730	11,551	12,412	137,176	140,090	38,580	10.1	3.3	0.28	1,145	$69.65	$63.89	$20.55	.69%
Whatcom Transportation Authority	Sm Urban	199,015	54,239	59,823	715,059	918,601	170,952	46.4	3.2	0.24	1,170	$116.37	$105.51	$36.92	2.26%
Yakima Transit	Sm Urban	92,940	20,507	21,015	287,666	295,121	92,931	32.0	4.0	0.29	641	$56.00	$54.64	$13.96	6.77%
Urbanized	Totals/Averages	3,920,300	1,232,659	1,336,956	16,725,432	20,937,196	2,594,369	1003.4	2.4	0.17	1,502	$77.12	$69.24	$33.74	2.11%
Small Urban	Totals/Averages	1,115,920	403,156	548,825	7,756,399	8,433,690	1,667,555	411.2	3.2	0.23	1,175	$79.26	$71.09	$25.80	2.77%
Rural	Totals/Averages	529,395	169,093	178,479	2,429,646	2,659,039	494,739	132.9	3.1	0.23	1,231	$69.39	$64.41	$22.44	3.70%
Statewide Demand Response	**Totals/Averages**	**5,565,615**	**1,893,897**	**2,143,075**	**28,177,783**	**31,909,543**	**4,746,662**	**1621.1**	**3.0**	**0.21**	**1,270**	**$71.28**	**$64.74**	**$25.96**	**3.31%**

Request 13: State Report on Performance Measures

2007 Vanpool	System Category	Service Area Population	Revenue Vehicle Miles	Total Vehicle Miles	Passenger Trips	Employees (FTE)	Passenger Trips/ Revenue Mile	Operating Costs/ Passenger Trip	Revenue Recovery Ratio*
Ben Franklin Transit	Sm Urban	206,480	3,216,436	3,259,230	859,119	8.7	0.27	$1.85	96.92%
Clallam Transit System	Rural	68,500	403,906	403,906	62,106	0.5	0.15	$2.44	101.57%
Columbia County Public Transportation	Rural	4,100	110,000	113,654	21,000	0.3	0.19	$2.33	133.31%
Community Transit	Urban	485,665	4,129,623	4,129,623	740,451	17.1	0.18	$4.50	49.81%
Grant Transit	Rural	82,500	54,429	54,429	11,386	N.A.	0.21	$1.65	121.21%
Grays Harbor	Rural	70,800	60,246	60,246	16,770	N.A.	0.28	$1.81	84.34%
Intercity Transit	Sm Urban	144,350	2,607,213	2,705,847	432,644	6.0	0.17	$2.63	83.55%
Island Transit	Rural	78,400	918,152	919,958	182,796	2.0	0.20	$1.11	176.64%
Jefferson Transit Authority	Rural	28,600	63,803	63,803	6,382	N.A.	0.10	$5.36	104.32%
King County Metro Transit	Urban	1,861,300	10,439,375	10,598,269	2,322,012	28.1	0.22	$3.56	83.24%
Kitsap Transit	Sm Urban	244,800	1,345,160	1,351,216	300,035	8.5	0.22	$4.50	43.09%
Link Transit	Sm Urban	101,115	66,555	66,555	7,650	0.1	0.11	$2.29	48.77%
Mason County Transportation Authority	Rural	54,600	160,479	160,479	33,364	1.5	0.21	$9.14	31.41%
Pierce Transit	Urban	732,435	4,040,101	4,040,101	788,868	28.0	0.20	$4.57	57.44%
Skagit Transit	Sm Urban	100,720	624,789	628,428	82,796	0.5	0.13	$3.94	63.97%
Spokane Transit Authority	Urban	393,490	686,661	696,407	166,996	2.5	0.24	$2.91	78.03%
Whatcom Transportation Authority	Sm Urban	185,015	567,685	571,701	101,501	0.3	0.18	$2.44	42.19%
Yakima Transit	Sm Urban	82,940	393,239	398,682	71,705	0.5	0.18	$1.80	108.51%
Statewide Vanpool Totals	**Totals/Averages**	**4,926,810**	**30,046,749**	**30,220,160**	**6,202,917**	**104.6**	**0.19**	**$3.31**	**83.80%**

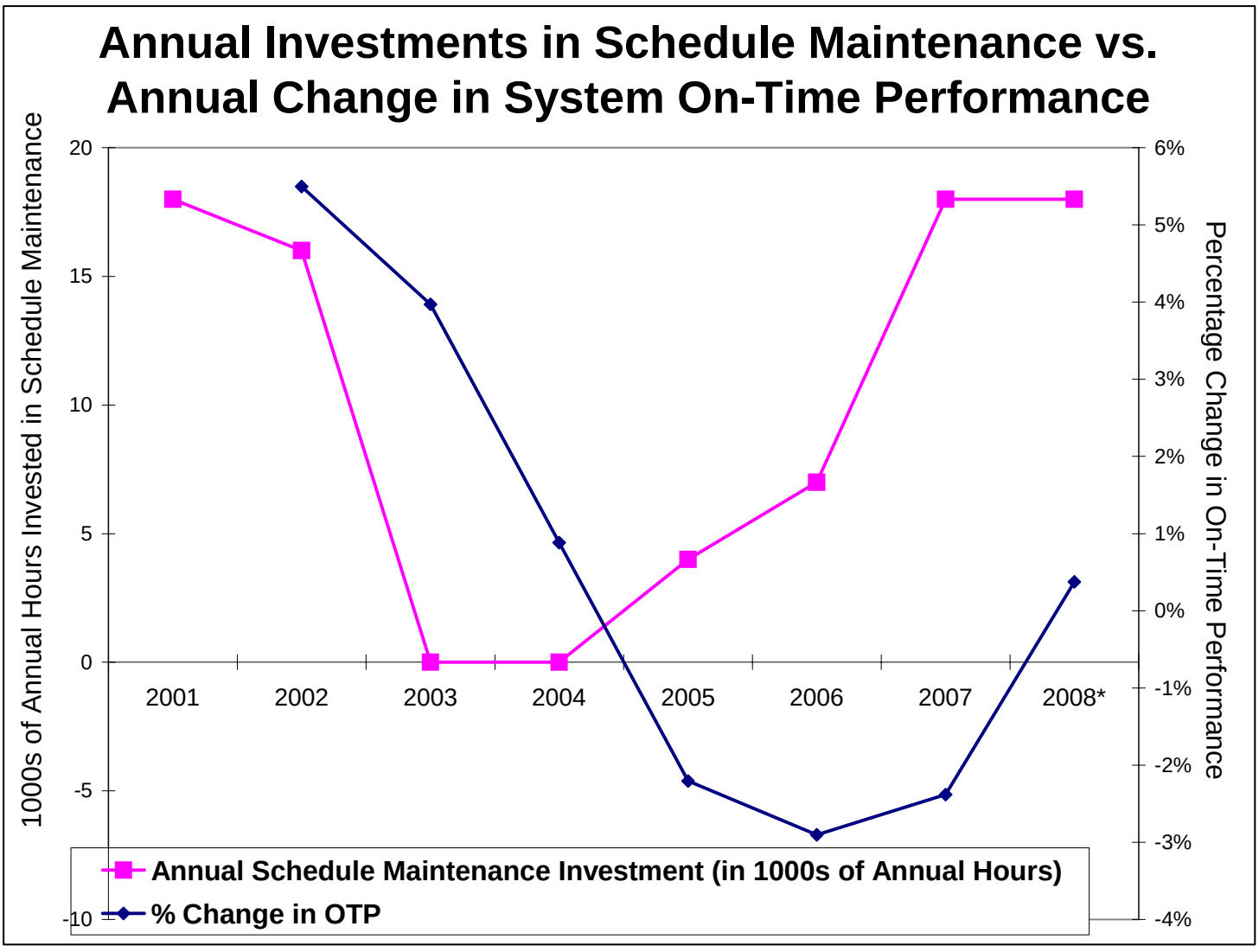
*Caution should be used when comparing vanpool recovery ratios. Vanpool recovery policy is determined by the governing boards of individual transit agencies. Differences in recovery results from cost models that reflect vanpool policy.

Request 15: Impact of policy changes on performance

Example –

Policy Change: No schedule maintenance if no new hours are being added to the transit system

Affect on Performance Indicators: On-Time performance decreased



Request 16: Fares for other agencies on the performance charts

		Adult Minimum Fare						
Transit System Name	City	2010	2009	2008	2007	2006	Date of Fare Increase	Notes
King County Dept. of Transportation	Seattle	2.00	1.75	1.50	1.25	1.25	01/01/10	
Metropolitan Atlanta Rapid Transit Authority	Atlanta	2.00	1.75	1.75	1.75	1.75	10/01/09	
City of Detroit Department of Transportation	Detroit	1.50	1.50	1.50	1.50	1.50		Service Standards document 04/10
Milwaukee County Transit System	Milwaukee	2.25	2.00	2.00	1.75	1.75	01/03/10	
Port Authority of Allegheny County	Pittsburgh	2.00	1.75	1.75	1.75	1.75		
City & County of Honolulu Dept of Transportation Services	Honolulu	2.25	2.00	2.00	2.00	2.00		
Tri-County Metropolitan Transportation District of Oregon	Portland	2.00	2.00	2.00	1.75	1.65		
Golden Gate Bridge, Highway and Transportation District	San Francisco	3.45	3.30	3.30	3.15	3.10		07/01/10, fare increase of 5%
San Francisco Municipal Railway	San Francisco	2.00	1.50	1.50	1.50	1.50		
New Jersey Transit Corporation	Newark	1.50	1.35	1.35	1.35	1.10		
Washington Metropolitan Area Transit Authority	Washington	1.45	1.35	1.35	1.25	1.25		Pass/card (non-cash) fare is $1.35.
Massachusetts Bay Transportation Authority	Boston	1.50	1.50	1.50	1.50	0.90		
Metropolitan Transit Authority of Harris County	Houston	1.25	1.25	1.00	1.00	1.00		
Maryland Transit Administration	Baltimore	1.60	1.60	1.60	1.60	1.60		
Miami-Dade Transit Agency	Miami	2.00	2.00	1.50	1.50	1.50	10/01/08	
Regional Transportation District	Denver	2.00	2.00	1.75	1.50	1.50		
Orange County Transportation Authority	Orange	1.50	1.50	1.25	1.25	1.25		
MTA New York City Transit	New York	2.25	2.00	2.00	2.00	2.00		
Los Angeles County Metropolitan Transportation Authority	Los Angeles	1.25	1.25	1.25	1.25	1.25		07/01/10, fare increase to $1.50/
Chicago Transit Authority	Chicago	2.25	2.25	2.00	1.75	1.75	01/01/09	Fare increase proposed for 02/10/10 of $.25 not implemented.
Southeastern Pennsylvania Transportation Authority	Philadelphia	2.00	2.00	2.00	2.00	2.00		
Alameda-Contra Costa Transit District	Oakland	2.00	1.75	1.75	1.75	1.75		
Dallas Area Rapid Transit Authority	Dallas	1.75	1.50	1.50	1.50	1.25	09/14/09	
Metro Transit	Minneapolis	1.75	1.75	1.75	1.50	1.50		
Regional Transportation Commission of Southern Nevada	Las Vegas	2.00	1.75	1.25	1.25	1.25		
Greater Cleveland Regional Transit Authority	Cleveland	2.25	2.00	1.75	1.50	1.50	09/01/09	
VIA Metropolitan Transit	San Antonio	1.10	1.10	1.00	1.00	0.80		
Santa Clara Valley Transportation Authority	San Jose	2.00	1.75	1.75	1.75	1.75	10/01/09	2005 Ridership Survey
Bi-State Development Agency	Saint Louis	2.00	2.00	1.75	1.75	1.65		

Request 16: Fares for other agencies on the performance charts

Adult Minimum Fare

Transit System Name	City	2010	2009	2008	2007	2006	Date of Fare Increase	Notes
San Diego Transit Corporation	San Diego	2.25	2.25	2.00	2.00	2.25		
New Orleans Regional Transit Authority	New Orleans	1.25	1.25	1.25	1.25	0.00		
Greater Vancouver Transportation Authority	Vancouver	2.50	2.50	2.50	2.25	2.25		
Clark County Public Transportation Benefit Area Authority	Vancouver	1.50	1.50	1.30	1.25	1.25		
Spokane Transit Authority	Spokane	1.25	1.00	1.00	1.00	1.00	01/01/10	
Everett Transit (Local Routes)	Everett	0.75	0.50	0.50	0.50	0.50		
Everett Transit (Commuter Routes)	Everett	1.75	1.50				06/01/10	
Pierce Transit	Tacoma	1.75	1.75	1.50	1.50	1.50	01/01/09	
Intercity Transit	Olympia	1.00	1.00	0.75	0.75	0.75		
Clallam Transit System	Port Angeles	0.75	0.75	0.75	0.75	0.75		
Kitsap Transit	Bremerton	2.00	2.00	1.50	1.25	1.25		
Chelan-Douglas PTBA (Link)	Wenatchee	1.00	1.00	0.75	0.75	0.50	01/02/09	
Central Puget Sound Regional Transit Authority (Bus)	Seattle	2.00	1.50	1.50	1.50	1.50	06/01/10	
Ben Franklin Transit	Richland	1.00	1.00	1.00	1.00	0.85		
Community Transit	Everett	1.75	1.50	1.50	1.25	1.25	06/01/10	
Skagit Transit	Burlington	1.00	1.00	1.00	0.75	0.50		
Whatcom Transit Authority	Bellingham	1.00	0.75	0.75	0.75	0.75	10/01/09	

Notes:

* Agency has routes that cross state lines; the maximum distance covers 39 zones.

** We didn't track maximum fares in 2006 or these agencies, will need to contact the transit agency for 2006 data.

5/6/2010 7:46

Request 17: Executive Response to audit findings

The full audit report can be found at: http://www.kingcounty.gov/operations/auditor/Reports/Dept/DOT.aspx

King County

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September 9, 2009

Cheryle Broom
King County Auditor
King County Courthouse
516 Third Ave., Room 1033
Seattle, WA 98104

Dear Ms. Broom:

I want to thank you for the opportunity to respond to your proposed final report on the Performance Audit of Transit dated August 24, 2009. The cooperative and collaborative approach used by the audit team resulted in a generally positive experience. Many Metro Transit staff hours have been devoted to supporting the audit team and reviewing and commenting on findings and recommendations. We appreciate the quality of the audit team and their consultant experts.

As you know, Metro Transit is facing perhaps its gravest financial crisis in its history. Identifying more efficient business practices is, and will continue to be, a high priority. I am very pleased that in many cases, the audit team found that Metro Transit performs its duties with a high degree of professionalism and purpose.

I am also happy to report that Metro Transit is already moving to implement various elements of the audit recommendations. As part of my nine-point budget plan, we are proposing to use $100 million from the Revenue Fleet Replacement Fund to sustain service over the next four years. Metro Transit planners are already working to implement initial scheduling efficiencies as early as the next service change in February, 2010, and are actively seeking training support for the enhanced scheduling tools. Metro Transit has been working throughout the year to develop and implement numerous improvements to service emergency communications before the winter season consistent with the audit recommendations. And, earlier this year, we submitted to council a proviso response that addressed fare policies and discounted fares that is consistent with several audit findings.

Request 17: Executive Response to audit findings

FINDINGS AND RECOMMENDATIONS

General Overview:

The audit findings and recommendations, which touch on many areas of Metro Transit's business, have a consistent theme: that Metro Transit can and should perform more rigorous business and strategic planning to assure the most cost effective business practices are followed, whether in daily operations or longer term capital planning. At a fundamental level, we agree that a large, complex organization such as Metro Transit should maintain a robust business planning and analysis structure. These enhanced analytical "best practices" require additional skilled resources. This need was acknowledged by the audit team, and the audit report identifies the need to commit resources to comply with many of the recommendations.

However, it must be acknowledged that over the years, Metro Transit has cut back on resources that could have been devoted to non-direct service activities such as planning and analysis. As recently as the 2009 supplemental budget, positions associated with activities such as organizational development, succession planning and research and analysis were eliminated. Since 2000, a total of more than $40 million has been eliminated from the organization in efforts to respond to economic and other factors. Given the priority to maintain and improve services, these reductions have disproportionally impacted the 'administrative' activities of the organization. Further, similar reductions will be included in my proposed 2010/11 budget.

The audit report often cites best general practices and then suggests that better, more cost effective results would follow if additional time was spent on planning and analysis. These better results were often not quantified by the audit team. In short, the audit recommends that Metro Transit invest in many enhanced practices to pursue what might be a more cost effective program. Many of these enhanced practices cannot be accomplished without additional resources or a profound shift in elements of Metro Transit's work program. My 2010/11 budget proposal will include a request for resources to implement audit recommendations. I look forward to working with council during the budget process to prioritize the resources necessary to address improvements to current planning and analysis efforts.

Service Scheduling Efficiencies

My staff was impressed with the depth and quality of the audit work in this area. We have already begun to move forward with some of the recommendations associated with scheduling efficiencies. The audit report clearly acknowledges that to fully implement the recommendations, staff will need training in advanced elements of our scheduling software, HASTUS.

Request 17: Executive Response to audit findings

We estimate, and your report confirms, that it will likely take two or more years to develop, implement, evaluate changes to our scheduling processes and fully realize the benefits of these recommendations. During this time we will be confirming the theoretical analyses performed by the audit team. We have serious concerns about the potential impact on service quality for our customers as well as operator job satisfaction. As a result, great care will be taken during the implementation process to strike the appropriate balance between service quality and efficiency. While we will implement some changes this coming February, until this work is further along, we cannot confirm the potential ongoing savings identified in the report. I expect that Metro Transit's planners will have a much better sense of the possibilities later next year, perhaps after the June service change.

Financial and Capital Planning

We appreciate the support for considering revisions to the financial policies and will be working with the Regional Transit Committee during 2010 to make needed revisions. With respect to the Revenue Fleet Replacement Fund, the 2010/2011 budget includes a plan to reduce reserve funds over the next 4 years to help sustain service.

We do have concerns about the recommendations for development of a comprehensive Asset Maintenance Guidebook and implementation of a Facility Condition Index. With respect to the Asset Maintenance Guidebook, we do not dispute the need for policies and practices, but rather are concerned about the redundancy with existing reporting to Washington State and the Federal Transit Administration. For the Facility Condition Index, rather than develop something that would be unique to Metro Transit we believe it would be more effective to implement emerging FTA standards associated with "state of good repair." Metro has been selected to serve on an expert panel to develop these standards. Implementing industry-consistent methods would enable comparison and benchmarking against our peers, something that an independent Facility Condition Index would not.

Accessible Services

Paratransit service is very expensive to operate, so finding savings is something that we are always pursuing, which was confirmed by the audit. The audit acknowledges that Metro Transit has successfully concentrated on multiple, industry-leading cost containment efforts aimed at "mainstreaming" people who might be Access eligible but could use bus service. Similarly, our Community Access Transportation (CAT) program is acknowledged by the audit team as being a cost-effective alternative to paratransit service. These programs combined are yielding more than $3 million in annual savings. Increasing productivity, generally measured as "passengers per hour," has been and will continue to be a focus of management attention. However, we must avoid creating planned trips for Access customers that are too long and arduous in an effort to increase passengers per hour through more aggressive group riding.

Request 17: Executive Response to audit findings

Trolley Replacement

Metro Transit is currently planning to replace the existing trolley fleets in the 2013-2014 timeframe. Prior to developing a recommendation regarding the replacement of this fleet, Metro Transit will complete a comprehensive review and analysis. While this will include fleet and infrastructure life cycle cost and economic replacement analyses, it will also consider the environmental factors that are associated with the operation of this fleet, including of zero emissions and quiet vehicles. In light of the costs as well as the history of trolley service in the City of Seattle, reaching a decision on trolley replacement will have to be approached with great care and consideration.

Fare Strategies

The audit makes a number of important observations about Metro Transit's fares and fare policies. Metro Transit's fare system is complex and has over the years evolved to accommodate many specific policy, market and rider interests. As a result, Metro Transit's fares are complicated and provide a number of deep discounts. Many of the proposals made in the audit would increase fares for various different user groups including youth, seniors, people with disabilities and customers who must transfer to complete their transit trips. It therefore comes as no surprise that opportunities exist to generate additional farebox revenue by increasing the price of transit trips for all Metro Transit customers.

I agree with the audit finding that where and how such fare increases are implemented must be accomplished in the context of a clear set of policy objectives that align fare policy with revenue, ridership and equity considerations. Further, I believe it is time to simplify Metro Transit's fare policies and make maximum use of the new ORCA smart card technology. For this reason, I recommend that the Executive, Council and Regional Transit Committee convene a joint effort in 2010, in collaboration with our regional transit partners, to study fare policy with the aim of improving our fare structure.

I have mentioned only a few areas of the audit report. The attached matrix provides our feedback on each of the 34 recommendations contained in the document.

Again, I want to thank you for the opportunity to respond to the draft audit report and to commend both your audit team as well as Metro Transit staff for their work on this audit.

Request 17: Executive Response to audit findings

If you have any questions, please contact Kevin Desmond, General Manager, Metro Transit Division, at 206-684-1619.

Sincerely,

Kurt Triplett
King County Executive

Enclosure

cc: Harold S. Taniguchi, Director, Department of Transportation (DOT)
Laurie Brown, Deputy Director, (DOT)
Caroline McShane, Deputy Director, Finance and Business Operations
Beth Goldberg, Deputy Director, Office of Management and Budget

Request 17: Executive response to audit findings

Recommendation	Agency Position	Schedule for Implementation	Comments
S1: Transit should address opportunities to enhance and expand the use of planning across the organization, especially those practices which would lead to increased efficiency and revenue generation. This planning should utilize a strategic approach that includes clear problem identification, goals for outcomes, and methods to measure progress.	Concur	Ongoing	This recommendation outlines a process rather than a specific deliverable. Revising business processes will require commitment of resources that have been depleted over the past several years.
S2: Transit should ensure that systematic, effective data analysis drives operational choices. When decision-makers are determining Transit policy, Transit should provide thorough data analysis to inform deliberations.	Concur	Ongoing	This recommendation outlines a process rather than a specific deliverable. Revising business processes will require commitment of resources that have been depleted over the past several years. We believe that we have been very responsive to RTC and Council policy review requests.
A1: Transit should create an updated version of the financial model that facilitates sensitivity analysis and has complete documentation and explicitly	Concur	3rd Quarter 2011 for use with the 2012/2013 biennial budget.	A revised model will be developed.

Request 17: Executive response to audit findings

Recommendation	Agency Position	Schedule for Implementation	Comments
identified assumptions. This model should be made available to external parties such as the Office of Management and Budget (OMB) and Council committee staff.			
A2: Transit should propose updated financial policies; particularly those related to sales tax distribution and cost growth for consideration by the Regional Transit Committee and the King County Council.	Concur	Propose in 3Q 2010	Proposed changes will be submitted to the Regional Transit Committee (RTC). Implementation of changes will be dependent on RTC action.
A3: Transit should revise its assumptions to improve the accuracy of projections for capital expenditures and capital grant revenue.	Concur	3rd Quarter 2011 for use in the 2012/2013 biennial budget	This is an ongoing effort with steps taken annually to evaluate and revise the projections. A revised approach to estimating project under expenditures will be reflected in the 2010/2011 proposed budget. Grants are exclusively reimbursements, so future awards are dependent on the availability of eligible project costs. As evidenced with the 2010/2011 proposed budget, grant awards are increased commensurate with new project costs. Similarly when capital expenditures are not incurred in a given year, projected grant revenue will not be received. Additional refinements will be implemented for the 2012/2013 biennial budget.

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Recommendation	Agency Position	Schedule for Implementation	Comments
A4: Transit should develop a plan for reducing the size of the Revenue Fleet Replacement Fund balance and submit the plan for Council approval.	Concur	3rd Quarter 2010 (with other financial policies above)	While questions remain about the implications of the auditors calculations (e.g. does this change the fund to a 'pay as you go' model), the 2010/2011 budget will include a reduction in the fund balances held in the RFRF. New methodology/policy will be developed and proposed.
A5: Transit should address technical issues with its economic analysis model and provide it to the Auditor's Office to confirm its accuracy.	Concur	1st Quarter 2010	The majority of the issues revolved around the use of inflated cost and revenue estimates. As acknowledged by the audit team, when inflation is included in the underlying numbers, the discount rate needs to be revised to reflect inflation as well. This will be more clearly documented in future analyses. Use of life cycle costing has been expanded within Transit over the past two years. As more project managers utilize this approach, we need to continue to provide education on the proper use of the tool.
A6: Transit should create economic replacement analysis model to inform its vehicle replacement decisions, starting with a model for the Revenue Fleet.	Concur	4th Quarter 2010	Transit's Finance and Budget group will establish a framework and work with each group to create economic replacement and lifecycle cost models associated with each type of revenue fleet purchased. The purpose of the framework/models will be to inform both the timing as well as alternatives for replacement.
A7: If Transit wishes to continue to use	Concur	2012/2013 biennial budget proposal	This recommendation from earlier audits was delayed while Fleet Administration provided their

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Recommendation	Agency Position	Schedule for Implementation	Comments
Fleet Administration's replacement criteria for its Non Revenue Vehicle (NRV) Fleet, it should complete its review of Fleet Administration's operations and maintenance data. If Transit chooses not to use Fleet Administration's replacement criteria, economic replacement analysis should be used for non-revenue vehicles. Note: This recommendation is comparable to the 2006 County Vehicle Replacement performance audit recommendation.			model. Fleet's model is currently being evaluated. If it is determined that replacement criteria will be revised; changes will be incorporated into the 2012/2013 biennial budget.
A8: In 2005 we recommended that Transit complete its comprehensive Asset Management Guidebook, including all Asset Management efforts currently underway within the division. We continue to recommend that the comprehensive Asset Management Guidebook be completed.	Do not concur	2nd Quarter 2010	Transit currently complies with both Washington State and Federal requirements for asset maintenance and will continue this compliance. Compliance is evidenced by the fact that the Asset Maintenance information provided to Washington State has been certified more than once and our programs have been recognized as models for others during routine FTA Triennial audits. In addition, Metro Transit staff are actively involved in a Federal Transit Administration working group which is defining

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Recommendation	Agency Position	Schedule for Implementation	Comments
			how to measure, and sustain a "state of good repair" for transit facilities and infrastructure including buildings, systems, equipment and components. This working group consists of core members from seven representative Transit systems (including KCMetro), the American Public Transportation Association, industry consultants and FTA staff working together to develop appropriate facility condition measures, evaluation criteria and appropriate reporting mechanisms. Creation of a stand alone Asset Management Guidebook has limited value to the organization and is likely to be redundant with State and Federal reporting.
A9: Transit should implement a Facilities Condition Index and system wide targets for condition ratings for the Transit Facilities Condition Report.	Do not concur	4th Quarter 2010 ; dependent upon FTA process	As mentioned in A8 above, Metro Transit staff are participating in an effort led by the Federal Transit Administration to develop 'state of good repair' standards for the transit industry. As these standards will likely become a reporting and audit requirement for the FTA, Metro Transit's adherence may be required. Implementation of the audit recommendation on top of this would be duplicative and could require more resources.
A10: In its 2010 update to the Transit Comprehensive Plan, Transit should ensure that it fully incorporates all	Concur	4th Quarter 2010 (or with Comprehensive Plan review and adoption schedule)	

Recommendation	Agency Position	Schedule for Implementation	Comments
elements of facility master planning. This is comparable to a recommendation made in 2005.			
A11: Transit and the Council should consider all relevant factors, including costs, when determining an appropriate fleet replacement for the trolley buses.	Concur	The later of 2nd Quarter 2011 or by the time that a decision is required to meet fleet procurement requirements.	The model provided needs to be modified to reflect industry standard useful lives for alternative vehicles and to include environmental factors such as emissions and noise impacts. Transit will perform a full scale review in advance of Trolley retirement and procurement.
12a: Transit should develop and propose fare policy goals to the Regional Transit Committee and King County Council that are clearly tied to Transit's strategic plan and are representative of Transit's agency wide goals and objectives. These goals should be used as a basis for making fare policy decisions.	Concur	4th Quarter 2010	Transit agrees that a full review should be undertaken to align fare policy with revenue, ridership and equity considerations and that our fare policy can be simplified. Will be recommending that the Council and the RTC convene a joint effort with our regional partners to study fare policy with an aim of reforming our fare structure. Transit would note that, while perhaps not in the form of policy goals, adopted fare policies do exist.
12b: As part of adopting fare policy goals, Transit should define and monitor a target farebox recovery ratio. This ratio should include only bus fares	Concur	4th Quarter 2010	Historic ratios will not be comparable. Financial policies will also need to be modified to reflect this change.

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Recommendation	Agency Position	Schedule for Implementation	Comments
and bus fare related revenues divided by only bus operating expenses.			
12c: Transit and policy makers should consider further utilizing fare policy changes to generate additional revenues to assist in funding Transit operations.	Concur	4th Quarter 2010	Transit agrees that a full review should be undertaken to align fare policy with revenue, ridership and equity considerations and that our fare policy can be simplified. Will be recommending that the Council and the RTC convene a joint effort with our regional partners to study fare policy with an aim of reforming our fare structure.
12d: Transit should reintroduce senior/disabled/youth fare discounts in line with peers and peg discounted fares to base fares by specifying a percentage discount.	Concur	Completed	Transit has proposed changes to these discounts as required per Ordinance # 16310; Section 4; proviso # 3. At this point, implementation is dependent on actions by policy makers.
A13: Transit should update and fully document the formula used to assess the City of Seattle's payment for the Downtown Seattle Ride Free Area to reflect current ridership and operating conditions including trips that are attracted by virtue of free fares. Transit and the Council should then consider revising the agreement with the City of	Concur	3rd Quarter 2010	Efforts to evaluate and/or revise the methodology will need to be done in cooperation with the City of Seattle. Resources will be required to conduct additional research to support revising the existing methodology.

Request 17: Executive response to audit findings

Recommendation	Agency Position	Schedule for Implementation	Comments
Seattle.			
B1 a-j:Transit should develop a plan to implement the schedule efficiency tools related to service development in recommendations B1 a-j. The plan should identify efficiency targets and propose a timeline for putting each tool into operation.	See a-j below	1st Quarter 2010 for plan and 1st Quarter 2012 for efficiency tools (see dates for individual recommendations a-j below)	See a-j below
a. Transit should expand its set of efficiency indicators as noted in Technical Report B: Service Development, Appendix A and goals and use them as targets when developing schedules. These goals should be used by management to monitor the performance of the service development group and regularly communicated to decision makers.	Concur	3rd Quarter 2010 although some elements can be implemented sooner	All of the metrics can be assembled and reported on for each service change using existing data sources. Transit agrees that using these types of cost efficiency metrics have not taken priority over other metrics that focus more on customer satisfaction in making service decisions. More frequent review of these types of metrics may result in some different decision-making with regard to future service decisions.
b. Transit's planned standards/guidelines document should be completed, formally adopted, and	Concur	2nd Quarter 2011	Transit believes that the consolidation of identified service and passenger facility standards, best practices, and service guidelines used by planners and schedulers should be

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Recommendation	Agency Position	Schedule for Implementation	Comments
published, providing a policy guide for Transit staff and reference document for external stakeholders.			consolidated into one single document. Transit believes that this would strengthen the system development processes, promote consistency, and improve outcomes. Transit also agrees that a standards and guidelines document would improve stakeholder awareness of design tradeoffs, and improve the accountability and transparency of the planning and decision making process. As the Audit describes, Transit was about to offer an update of the 10 Year Strategic Plan for Public Transportation when the national recession changed the conditions that were the basis of the update. The draft update included a work program action to develop a service and facility guidelines document by 2011. This document would compile existing guidance and engineering standards for transit service and facilities, and where existing guidance was missing or obsolete, prepare new guidance based on industry best practices and input from stakeholders.
c. Transit should develop a process and procedures for periodic global optimization of its bus system schedule. This should include reviewing and completing the	Concur	Initiate 3rd Quarter 2010 and continue with each service change thereafter	While Transit essentially agrees with the recommendation concerns exist with some of the assumptions that support the recommendation. Transit agrees that more can and will be done to review the potential for finding new scheduling efficiencies in the system by performing routine global optimization efforts.

Request 17: Executive response to audit findings

Recommendation	Agency Position	Schedule for Implementation	Comments
deadhead matrix.			The audit correctly notes that Transit already makes great use of “interlining” to more cost effectively deliver transit service. More recently, Transit has identified some of these interlined services as some of their worst performers in “on time performance”, so Transit is hesitant to assume that there are many more efficient interlines available that will produce efficiencies without the sacrifice of poorer “on time” performance. Transit disagrees that the decision-making process behind placing routes at various bases is “mostly manual”, as there is a good deal of both careful thought and base capacity modeling that goes into the proper distribution of both service and buses to the 7 transit bases. Transit also is obliged to point out that there are added operational costs not mentioned in this audit document that come from running routes out of multiple bases (something that might occur more frequently with this proposed approach). These costs include, but are not limited to, training operators so that they qualify on more routes and providing the right vehicle mix to maintain system flexibility and meet service needs. Nonetheless, Transit agrees that using its scheduling software to more powerfully review the proper placement of routes is an effort that should be undertaken. This includes reviewing and updating the deadhead matrix (something

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Recommendation	Agency Position	Schedule for Implementation	Comments
			Transit is already beginning to do in light of preliminary audit findings).
d. Transit should employ a systematic percentile-based cycle time analysis process system-wide. This system should consider both the variation of trip times within a time period (runtime) and time gaps between busses (headways) to determine a minimum round trip cycle time that can be used with confidence for scheduling purposes.	Concur with caution	Initially in February 2010 and continuing with service changes thereafter.	As the auditor suggests, using Cycle Time Analysis will result in shorter "layover"/"recovery" times for Operators. It follows that the use of Cycle Time Analysis will result in cultural change for Operators, and it may also impact customers' perceptions of the timeliness of transit service. While the audit team consistently suggested that a transit agency must determine for itself whether using a 90th and 95th percentile approach to cycle time analysis (because either is appropriate) all of the costing/savings estimates used in the audit report are based on the more aggressive, 90th percentile approach. Since, as the audit points out, Transit's current layover to in service ratios are not in line with other transit agencies mentioned in the report, using the 90th percentile approach is likely to be more problematic to some of Transit's operators, and customers as well. Transit is concerned that the use of Cycle Time could produce transit schedules that are far less convenient for customers. By shifting the scheduled arrival and departure times of transit trips, Cycle Time Analysis could introduce more risk of loss of ridership as some customers find it increasingly difficult to transfer and make their needed

Request 17: Executive response to audit findings

Recommendation	Agency Position	Schedule for Implementation	Comments
			connections. Transit will continue to monitor the effectiveness of this approach as it is implemented.
e. Transit should utilize HASTUS' Minbus module to implement scheduling procedures that assign vehicles to service trips most efficiently.	Concur	Initially in February 2010 and continuing with service changes thereafter.	This may lead to more efficient use of resources; however, costs of operator qualification must be included via a parameter or calculated separately to adequately address total costs. Scheduled costs alone are not the only agency cost. Once Minbus is functioning, a parameter needs to be added to prevent the program from assuming no operator cost in relocating a trip.
f. To develop the most efficient run cut, Transit's HASTUS CrewOpt module should be utilized rather than the current manual runcutting process.	Concur	Initially in February 2010 and continuing with service changes thereafter.	
g. Transit should ensure full calibration of HASTUS to support schedule efficiency and to reduce the time required to produce schedules.	Concur	Initially in February 2010 and continuing with service changes thereafter.	Consistent with responses to recommendations B1e and B1f, Metro agrees that along with using Minbus and CrewOpt tools, they must also be calibrated to produce useful results.
h. Transit should develop a systematic process for ensuring that accurate costs are programmed into HASTUS and ensure that it is updated on a regular basis.	Concur	4th Quarter 2009	

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Recommendation	Agency Position	Schedule for Implementation	Comments
i. Transit should maintain accurate data in HASTUS data fields, including restoring algorithm-related data fields to their intended use and creating new user-defined fields as needed for external systems; populating minimum recovery durations for each trip with performance-driven minimum recovery (using the results of cycle time analysis described in Chapter 4); and populating allowed vehicle groups for each trip.	Concur	3rd Quarter 2010	As Schedulers begin to train and effectively use Minbus (per recommendations B1e and B1g), populating these fields becomes a necessary requirement for getting the best scheduling results.
j. Transit should ensure that Service Development staff have the knowledge to fully utilize the HASTUS system.	Concur	Initially in February 2010 and continuing with service changes thereafter.	
C1: Transit should capture additional data and modify current data sources to aid in the analysis of the relationship of staffing levels and staffing resource utilization to performance.	Concur	4th Quarter 2010	We will outline specific activities associated with implementing this recommendation. Any resolution of this recommendation will likely be subject to collective bargaining.
C2: In order to more effectively	Concur	For next bargaining agreement negotiations –	

Request 17: Executive response to audit findings

Recommendation	Agency Position	Schedule for Implementation	Comments
manage the costs of planned and unplanned operator leave, the following issues should be addressed: • Transit should quantify the cost impacts of leave procedures, and the county's representatives should take these costs into consideration when negotiating the next labor agreement. • Transit should adjust its payroll procedures so that operators who run out of sick leave do not automatically default to unpaid leave of absence in conformance with the labor agreement; and • Transit should utilize data available in HASTUS to monitor sick leave usage in accordance with the collective bargaining agreement.		contract expires October 2010	

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Recommendation	Agency Position	Schedule for Implementation	Comments
C3: Transit should further investigate opportunities and incentives for more extensive use of overtime in lieu of full-time staff, when such use would be cost-effective, and more extensive use of part-time operators to provide backfill in lieu of using the Extra Board.	Concur	For next bargaining agreement negotiations – contract expires October 2010	This will become part of the objectives for 2010 labor negotiations.
C4: Transit and Metro Transit Police management should identify opportunities to use lower cost staffing options and implement them when they are consistent with security objectives.	Concur	3rd Quarter 2010	Metro Transit Police will continue to examine shared cost models, particularly with the ST transit police unit. In addition, any future procurement of contract security services will consider this recommendation.
C5: The Metro Transit Police should strengthen it staffing management practices by employing a more statistically sound approach to planning its staffing needs and by regularly updating its employee absences to reflect actual absences and backfill	Concur	1st Quarter 2010	The KCSO Contracting Unit will conduct a test of the MTP staffing plan using an analysis that reflects actual absences and backfill needs of Metro Transit Police Officers. The results of this work will determine the need to modify staffing practices.

Recommendation	Agency Position	Schedule for Implementation	Comments
needs of Transit Police Officers.			
C6: The Metro Transit Police should work with its employees to schedule their comp time absences and avoid the need to backfill whenever possible.	Concur within constraints of the labor agreement	3rd Quarter 2010	The KCSO will examine the amount of backfill required in recent months, work with Sergeants to review comp time rules, provide training as appropriate, and then measure the amount of MTP backfill required due to comp time in a similar period in 2010. Efficiencies associated with this recommendation may be constrained by the labor agreement which states that backfill cost is not an allowable reason for management to deny comp time.
C7: Transit should develop a more precise approach to calculating and charging for Sound Transit's portion of tunnel-related police costs.	Concur	1st Quarter 2010	KCSO will track DSTT police responses for a 3 month period and determine if MTP's current method of calculating and charging for DSTT police costs needs adjustment.
C8: Transit should develop a long term vision and plan for the Metro Transit Police that includes a vision, goals and objectives, as well as measures and targets to track progress towards achieving these goals and objectives. This should be integrated with Transit's	Concur	3rd Quarter 2010	As part of the KCSO, Special Operations Division, the Metro Transit Police share the KCSO's vision statement and are regularly required to identify and track progress on a myriad of department and division goals and objectives. Within Metro Transit Police, there are additional goals and objectives that are monitored and tracked. Transit will review the KCSO's vision statement in the context of Transit's System Safety and Security Plan to

Request 17: Executive response to audit findings

Recommendation	Agency Position	Schedule for Implementation	Comments
strategic plan.			ensure consistency, and make changes as necessary.
D1: Transit should adopt a comprehensive, fully documented strategic plan and approach to address how productivity goals are to be met and should regularly reassess its paratransit productivity goal, based on historical trends and the anticipated future service environment.	Concur	2nd Quarter 2010	Transit concurs with the recommendation, however, the underlying cost savings may be overstated We have taken steps to begin this work. An evaluation of the cost savings will be included in our analysis.
D2: Transit should continue Access' cost containment efforts and monitor their effectiveness while expanding CAT and other alternative service programs proven to effectively offset the cost of the more expensive Access services.	Concur	1st Quarter 2012	Transit concurs with the recommendation, however, as was pointed out during the technical review, the savings associated with this recommendation may be overstated. e will be including an evaluation of these impacts in our analysis.
D3: Transit should submit a plan to Council detailing the potential savings and impacts on customer service if Transit adjusts paratransit service and	Partially Concur	3rd Quarter 2010	While we generally concur with this recommendation more information is required on the implications of Washington State law (WAC 162-26-070) associated with fare levels. Recent rulings have indicated that raising the fare for Access service to the level suggested by the

Recommendation	Agency Position	Schedule for Implementation	Comments
fares to levels allowed by the ADA.			audit team may not be legal.
D4: Transit should develop a thorough staffing model that incorporates workload factors and processes, efficiency benchmarks, impacts of workload changes on staffing needs, and effects of staffing changes on Access performance.	Concur	3rd Quarter 2010	
D5: Transit/Access should monitor and enforce its contract incentives and penalties for a period of one year, and then re-evaluate their usefulness as a tool for improving productivity and performance.	Concur	1st Quarter 2011	
E1: Transit should initiate a pilot program to extend the preventive maintenance interval to +600/-200 miles on a control fleet at Bellevue Base.	Concur	3rd Quarter 2010 initiate; evaluation of impacts may require up to 3 years to fully assess.	Changing the window from +/-400 miles for performing preventative maintenance to +600/-200 miles for a single base can be accomplished; however, it may be necessary to choose an alternative base in order to determine the effects on a broader spectrum of the fleets and service type. In order to determine the

Recommendation	Agency Position	Schedule for Implementation	Comments
			longer term effects on both preventative maintenance and reactive repairs resulting from this change will probably take at least three years as there will only be a marginal change (less than 1 inspection per bus) in the number of inspections performed annually.
E2: Transit should track and monitor planned and unplanned vehicle maintenance work and formulate a strategic approach to manage unplanned work.	Concur	1st Quarter 2011	VM recognizes the value of monitoring unplanned work. The existing coding structure in M5 (VM maintenance mgmt system) was designed to identify the source of the work but was not intended to track and report the manner in which it was performed (planned v/s unplanned). The auditor and KCM agreed that the percentages of planned versus unplanned work is different than what is portrayed in the raw data. To more clearly report the differences, VM will establish a basis for identifying planned v/s unplanned work within the M5 structure and create standards against the definition. Transit will develop a plan for implementing this recommendation.
E-3: a: Transit should regularly monitor adherence to vehicle maintenance productivity standards and work to ensure consistency in the standards	Concur	1st Quarter 2011	VM has already begun the process of establishing productivity standards. 533 performance standards already exist for PMIs and defined standard preventive maintenance jobs. With increased resources, VM could expand the use of standards to routine repairs not already included in the preventive

Recommendation	Agency Position	Schedule for Implementation	Comments
across bases b: Transit should expand vehicle maintenance productivity standards beyond preventive maintenance inspections (PMIs) to other routine jobs. c: Transit should establish a system-wide vehicle maintenance productivity program, expanding on current productivity standards and performance measures.			maintenance program. It is anticipated that this could create between 3,000 and 5000 additional standards to review, prioritize, analyze, establish, report on, and monitor. Transit will develop an implementation plan for this recommendation.
F1: Transit should develop a detailed implementation plan and timeline for integrating new on-board and central communications systems (OBS/CCS) data with the existing data processing tools and data streams as the new system comes online.	Concur – in place	Ongoing and with system implementations in 2010-2012	Detailed implementation plans and timelines are updated on an ongoing basis noting the interdependencies between the systems data. As designed, the new systems will enhance the data available for analysis.
F2: Transit should continue to improve its customer communications during emergencies. Their efforts should	Concur	4th Quarter 2010 (all elements; some may be implemented sooner)	Metro's "After Action Report" issued 2/6/09 following last winter's unusual snow storms identifies many of the actions being recommended by the audit. Consequently,

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Recommendation	Agency Position	Schedule for Implementation	Comments
include: a. Ensuring that the update to its strategic plan includes elements related to effective customer communication, standards for Transit's communication of changes in bus schedules or reroutes to customers, and metrics for measuring Transit's performance that include customer feedback. b. Completing analysis of the communications options and developing a prioritized implementation plan. The analysis should assess how each option would meet Transit's communications goals and the potential costs and benefits of each option. c. Updating the website so			many of the improvements are already underway or planned for the upcoming winter season. Other elements noted by the auditors will require more time and technical resources to develop, whether directly by Metro or in partnership with application developers. We agree that the strategic plan should reference effective public and customer communications during emergencies.

Request 17: Executive response to audit findings

Recommendation	Agency Position	Schedule for Implementation	Comments
applications customer use during adverse weather are accessible and easy to use; implement a route specific e-mail notification system; and finally, implement alter information via text messaging to rider cell phones and make key website pages available to customer in a format compatible with mobile devices.			

Request 18: Savings the auditor estimated for each of the recommendations

EXHIBIT A

Summary of Potential Annual Savings, Revenue Opportunities, and One-Time Savings or Available Funds From Audit Recommendations

Tools to Achieve Schedule Efficiency	Possible Annual Cost Savings	Opportunities for Increased Annual Revenue	One-Time Available Fund Balance
Revenue Fleet Replacement Fund Overfunding (Ch. 3)			$105 million
Replace Trolley With Hybrids (Ch. 4)	$8.7 million		
Fare Increases (Ch. 5)		Up to $51 million	
Conduct Round Trip Cycle Time Analysis (Ch. 6)	$12 to $19 million		
Implement Advanced Blocking Techniques (Ch. 6)	$0.7 million		
Implement Advanced Runcutting Techniques (Ch. 6)	$3 million		
Reduce Access Services to ADA Requirements (Ch. 8)	$1 million		
Increase Access Fares to ADA Levels (Ch. 8)		Up to $2.8 million	
Meet Access Productivity Goal (Ch. 8)	$2.8 million		
Access CAT Program Expansion (Ch. 8)	$2 million		
TOTAL	**$30.2 to $37.2 million**	**Up to $53.8 million**	**$105 million**

Source: King County Auditor's Office

Request 20: Spreadsheet data for 2008 Metro route performance report (annualized data from Fall 2008)

Prod Sub area	Guide Time	Route	Part	Key Type	Neighborhood	Rides/ RevHr	FR/OE	AnnPass Mi / Ann RevHrs	Ann Pass Mi / Sum of Seat Mi	Rides/ Trip	Ann Rides	Ann Trips	RevHrs/ PlatHrs	AnnHrs	Rides/ PlatHr	Seats/ Trip	Allday Commuter	NewSub	Ann RevHrs	Pass Miles/ Plat Miles	Ann Rev Mile	Ann PassMi	Sum of Seat Miles	Load byMi	ZoneFare	Ann PlatMile	Ann OpCost	Ann FareRev	Signup
EAST	Night	209			North Bend	6.23	2.4%	83.96	10.3%	5.15	6,051	1,176	53.6%	1,811	3.34	30.0	AllDay	EAST	971	1.87	26,390	81,492	791,699	3.09	One-Zone	43,558	$254,867	$5,995	2008.3
EAST	Night	221			Redmond	17.13	8.8%	66.43	9.8%	13.54	52,577	3,882	60.9%	5,042	10.43	37.1	AllDay	EAST	3,069	3.06	56,163	203,853	2,073,963	3.63	One-Zone	66,554	$594,070	$52,088	2008.3
EAST	Night	222			Overlake	14.94	7.1%	60.58	9.6%	7.71	21,612	2,804	55.0%	2,628	8.22	34.4	AllDay	EAST	1,446	2.83	26,661	87,632	916,147	3.29	One-Zone	31,007	$300,090	$21,411	2008.3
EAST	Night	230	E		Redmond P&R	43.36	24.2%	192.44	24.6%	24.76	103,014	4,160	67.5%	3,518	29.28	42.0	AllDay	EAST	2,376	9.50	44,227	457,243	1,857,551	10.34	One-Zone	48,133	$421,643	$102,056	2008.3
EAST	Night	230	W		Kingsgate P&R	26.09	13.9%	126.81	17.8%	16.31	69,634	4,270	61.8%	4,319	16.12	42.0	AllDay	EAST	2,669	6.81	45,148	338,426	1,896,224	7.50	One-Zone	49,693	$495,357	$68,986	2008.3
EAST	Night	234			Northshore P&R	13.65	6.9%	79.37	14.5%	11.88	23,810	2,005	60.8%	2,868	8.30	30.0	AllDay	EAST	1,744	3.32	31,810	138,439	954,308	4.35	One-Zone	41,637	$342,746	$23,589	2008.3
EAST	Night	236			Woodinville	9.53	4.6%	41.94	7.3%	6.38	12,047	1,889	62.1%	2,035	5.92	30.0	AllDay	EAST	1,264	1.46	24,068	52,991	722,052	2.20	One-Zone	36,253	$258,179	$11,935	2008.3
EAST	Night	238			Bothell	8.59	4.4%	46.11	7.7%	6.45	13,832	2,144	62.6%	2,573	5.38	30.0	AllDay	EAST	1,610	1.87	32,069	74,228	962,059	2.31	One-Zone	39,703	$312,716	$13,703	2008.3
EAST	Night	240			Bellevue	21.53	11.9%	158.66	21.7%	21.97	98,127	4,467	67.1%	6,791	14.45	42.0	AllDay	EAST-SOUTH	4,557	7.76	79,176	723,028	3,325,392	9.13	One-Zone	93,233	$814,650	$97,214	2008.3
EAST	Night	245			Kirkland	24.09	12.9%	97.65	12.8%	19.78	109,803	5,550	65.0%	7,009	15.67	42.0	AllDay	EAST	4,558	4.64	82,844	445,066	3,479,427	5.37	One-Zone	95,969	$840,185	$108,782	2008.3
EAST	Night	248			Kirkland	16.67	8.2%	54.75	7.9%	8.03	49,658	6,182	57.7%	5,161	9.62	38.9	AllDay	EAST	2,978	2.60	53,149	163,069	2,069,085	3.07	One-Zone	62,707	$597,222	$49,196	2008.3
EAST	Night	253		TB	Redmond	55.07	29.0%	171.04	23.6%	31.80	126,018	3,963	64.4%	3,553	35.47	42.0	AllDay	EAST	2,289	7.77	39,503	391,422	1,659,125	9.91	One-Zone	50,372	$429,964	$124,846	2008.3
EAST	Night	255			Kingsgate	23.95	12.1%	257.81	22.4%	25.56	128,706	5,035	66.9%	8,037	16.01	58.0	AllDay	EAST-WEST	5,373	11.34	106,705	1,385,190	6,188,890	12.98	Two-Zone	122,146	$1,051,846	$127,509	2008.3
EAST	Night	271			Issaquah P&R	27.02	14.2%	187.85	25.1%	36.80	107,444	2,920	64.6%	6,158	17.45	42.0	AllDay	EAST-WEST	3,977	8.36	70,844	747,076	2,975,465	10.55	Two-Zone	89,355	$750,098	$106,445	2008.3
EAST	Night	280			Bellevue TC	20.74	9.8%	344.79	31.6%	11.67	17,036	1,460	70.5%	1,165	14.63	34.0	Owl	SOUTH-WEST	821	9.58	26,360	283,161	896,250	10.74	Two-Zone	29,569	$171,883	$16,878	2008.3
EAST	OffPeak	200			Issaquah	11.83	0.0%	39.50	18.5%	6.50	39,780	6,120	69.6%	4,832	8.23	18.0	AllDay	EAST	3,362	3.33	39,872	132,804	717,692	3.33	One-Zone	39,872	$498,500	$0	2008.3
EAST	OffPeak	203			Mercer Island	20.57	16.3%	42.11	11.9%	2.71	12,636	4,657	100.0%	614	20.57	18.0	AllDay	EAST	614	2.14	12,111	25,875	217,996	2.14	One-Zone	12,111	$76,860	$12,518	2008.3
EAST	OffPeak	204			Mercer Island	19.13	11.5%	64.95	20.4%	4.98	54,789	11,012	66.2%	4,331	12.65	18.0	AllDay	EAST	2,865	3.29	50,676	186,072	912,176	3.67	One-Zone	56,534	$486,560	$56,190	2008.3
EAST	OffPeak	209			North Bend	12.12	6.3%	141.68	17.5%	10.07	43,847	4,355	70.1%	5,164	8.49	30.0	AllDay	EAST	3,618	4.84	97,813	512,613	2,934,399	5.24	One-Zone	105,993	$686,149	$43,439	2008.3
EAST	Peak	211		EX	Eastgate P&R	25.43	9.0%	207.25	26.5%	19.49	49,085	2,518	47.1%	4,099	11.97	42.0	AllDay	EAST-WEST	1,930	5.17	35,957	400,080	1,510,196	11.13	Two-Zone	77,459	$541,942	$48,629	2008.3
EAST	OffPeak	213			Mercer Island	28.74	23.0%	80.64	23.4%	3.40	17,105	5,028	100.0%	595	28.74	18.0	AllDay	EAST	595	4.20	11,414	47,991	205,444	4.20	One-Zone	11,414	$73,838	$16,946	2008.3
EAST	OffPeak	221			Redmond	21.83	12.8%	95.67	15.5%	18.92	183,382	9,695	67.7%	12,411	14.78	37.3	AllDay	EAST	8,401	5.62	139,384	803,718	5,185,517	5.77	One-Zone	143,050	$1,414,511	$181,677	2008.3
EAST	OffPeak	222			Overlake	20.69	12.0%	81.01	15.6%	11.36	105,942	9,326	66.6%	7,687	13.78	30.0	AllDay	EAST	5,121	4.52	88,815	414,848	2,664,454	4.67	One-Zone	91,724	$874,574	$104,957	2008.3
EAST	OffPeak	230	E		Redmond P&R	46.58	25.7%	191.29	26.9%	29.27	288,382	9,852	63.4%	9,759	29.55	42.0	AllDay	EAST	6,192	10.92	104,871	1,184,426	4,404,588	11.29	One-Zone	108,464	$1,110,211	$285,700	2008.3
EAST	OffPeak	230	W		Kingsgate P&R	33.81	22.8%	122.39	21.5%	26.01	233,901	8,992	76.7%	9,020	25.93	42.0	AllDay	EAST	6,919	8.82	93,907	846,750	3,944,110	9.02	One-Zone	96,052	$1,016,176	$231,726	2008.3
EAST	OffPeak	233			Bellevue	25.78	13.1%	105.62	20.4%	14.39	115,502	8,029	56.3%	7,957	14.52	30.0	AllDay	EAST	4,481	5.93	77,288	473,216	2,318,630	6.12	One-Zone	79,755	$871,535	$114,428	2008.3
EAST	OffPeak	234			Northshore P&R	24.37	14.8%	139.88	27.4%	22.72	196,527	8,650	70.9%	11,380	17.27	30.0	AllDay	EAST	8,063	7.86	137,327	1,127,837	4,119,810	8.21	One-Zone	143,561	$1,312,030	$194,699	2008.3
EAST	OffPeak	236			Woodinville	15.13	9.6%	70.77	14.1%	11.53	95,817	8,308	74.7%	8,486	11.29	30.0	AllDay	EAST	6,335	4.04	105,844	448,318	3,175,318	4.24	One-Zone	110,847	$986,779	$94,926	2008.3
EAST	OffPeak	238			Bothell	19.00	10.9%	100.03	17.7%	15.11	125,544	8,308	67.6%	9,781	12.84	30.0	AllDay	EAST	6,609	5.13	124,246	661,132	3,727,384	5.32	One-Zone	128,841	$1,139,757	$124,376	2008.3
EAST	OffPeak	240			Bellevue	30.90	19.9%	185.89	28.2%	35.03	344,667	9,840	75.7%	14,727	23.40	42.0	AllDay	EAST-SOUTH	11,155	11.55	174,985	2,073,666	7,349,390	11.85	One-Zone	179,535	$1,713,040	$341,462	2008.3
EAST	OffPeak	245			Kirkland	38.22	22.7%	159.58	23.8%	35.64	393,903	11,052	68.2%	15,116	26.06	42.0	AllDay	EAST	10,307	9.72	164,208	1,644,843	6,896,731	10.02	One-Zone	169,229	$1,722,586	$390,240	2008.3
EAST	OffPeak	248			Kirkland	21.49	12.1%	81.40	14.5%	12.59	146,186	11,614	62.9%	10,805	13.53	36.3	AllDay	EAST	6,801	5.04	104,836	553,629	3,822,934	5.28	One-Zone	109,953	$1,196,568	$144,826	2008.3
EAST	OffPeak	249			Redmond P&R	17.26	10.7%	81.31	26.8%	11.14	57,478	5,161	69.0%	4,825	11.91	18.0	AllDay	EAST	3,330	4.62	56,063	270,764	1,009,136	4.83	One-Zone	58,586	$533,652	$56,943	2008.3
EAST	OffPeak	251			North Creek	9.84	5.3%	67.91	17.0%	7.55	40,896	5,419	64.5%	6,438	6.35	18.0	AllDay	EAST	4,154	2.62	92,441	282,128	1,663,935	3.05	One-Zone	107,678	$768,555	$40,516	2008.3
EAST	OffPeak	253			Bear Creek P&R	50.65	33.2%	168.67	30.5%	47.06	487,103	10,350	73.7%	13,051	37.32	42.0	AllDay	EAST	9,617	12.32	126,685	1,622,098	5,320,763	12.80	One-Zone	131,631	$1,452,976	$482,573	2008.3
EAST	OffPeak	255			Kingsgate	34.42	18.1%	338.89	30.1%	36.98	434,038	11,736	69.7%	18,086	24.00	57.9	AllDay	EAST-WEST	12,608	15.42	244,946	4,272,864	14,189,174	17.44	Two-Zone	277,174	$2,372,713	$430,001	2008.3
EAST	OffPeak	271			Issaquah P&R	35.03	21.8%	249.60	35.1%	48.46	466,783	9,632	75.8%	17,578	26.55	43.3	AllDay	EAST-WEST	13,324	13.78	218,875	3,325,628	9,465,399	15.19	Two-Zone	241,318	$2,119,316	$462,442	2008.3
EAST	OffPeak	921			Eastgate P&R	19.47	13.5%	89.96	27.9%	10.58	36,901	3,487	80.4%	2,356	15.66	19.2	AllDay	EAST	1,896	5.03	32,805	170,543	611,060	5.20	One-Zone	33,934	$271,740	$36,558	2008.3
EAST	OffPeak	925		DART	Newcastle	1.20	1.4%	6.29	46.9%	14.41	3,674	255	100.0%	3,060	1.20	15.0	AllDay	EAST	3,060	7.04	2,736	19,250	41,042	7.04	One-Zone	2,736	$262,866	$3,640	2008.3
EAST	OffPeak	926		DART	Crossroads	11.92	11.1%	36.01	15.9%	4.87	16,160	3,315	81.0%	1,675	9.65	15.0	AllDay	EAST	1,356	2.39	20,431	48,824	306,459	2.39	One-Zone	20,431	$143,846	$16,010	2008.3
EAST	OffPeak	927		DART	E Lake Sammamish	7.76	6.7%	49.24	18.2%	5.59	22,036	3,944	74.5%	3,811	5.78	15.0	AllDay	EAST	2,839	2.73	51,206	139,807	768,096	2.73	One-Zone	51,206	$327,355	$21,831	2008.3
EAST	OffPeak	929			North Bend	4.31	2.2%	59.37	10.9%	4.00	6,120	1,530	65.9%	2,155	2.84	18.0	AllDay	EAST	1,420	1.88	43,070	84,278	775,251	1.96	One-Zone	44,719	$273,847	$6,063	2008.3
EAST	OffPeak	935		DART	Juanita	7.68	5.4%	40.63	13.7%	4.07	15,574	3,825	60.9%	3,328	4.68	15.0	AllDay	EAST-WEST	2,027	2.05	40,117	82,377	601,749	2.05	One-Zone	40,117	$285,867	$15,429	2008.3
EAST	Peak	200			Issaquah	11.34	0.0%	31.78	15.0%	6.36	40,545	6,375	67.7%	5,279	7.68	18.0	AllDay	EAST	3,574	1.84	42,197	113,603	759,553	2.69	One-Zone	61,623	$579,119	$0	2008.3
EAST	Peak	201			Mercer Island	5.14	3.1%	21.34	5.8%	2.00	1,482	741	61.9%	465	3.19	18.0	PeakOnly	EAST	288	0.77	5,913	6,150	106,437	1.04	One-Zone	7,944	$55,846	$1,739	2008.3
EAST	Peak	202			Mercer Island	25.55	12.8%	142.51	20.1%	13.08	68,918	5,267	47.0%	5,740	12.01	42.0	2WayPeak	EAST	2,698	4.34	45,613	384,422	1,915,730	8.43	Two-Zone	88,570	$711,752	$91,363	2008.3
EAST	Peak	203			Mercer Island	28.64	15.5%	61.30	18.6%	4.01	24,996	6,231	53.0%	1,646	15.19	18.0	AllDay	EAST	873	2.32	15,944	53,492	286,989	3.36	One-Zone	23,038	$187,871	$29,060	2008.3
EAST	Peak	205		EX	Mercer Island	32.36	18.7%	173.21	26.5%	30.25	52,672	1,741	61.2%	2,660	19.80	42.0	PeakOnly	EAST	1,628	5.94	25,368	281,892	1,065,464	11.11	Two-Zone	47,484	$345,122	$64,366	2008.3
EAST	Peak	206			Newport Hills	66.09	37.7%	269.57	38.1%	38.00	13,680	360	61.6%	336	40.71	50.0	PeakOnly	EAST	207	10.82	2,930	55,800	146,549	19.04	One-Zone	5,155	$42,540	$16,052	2008.3
EAST	Peak	207			Newport Hills	55.38	36.8%	204.00	24.8%	42.00	15,120	360	74.0%	369	40.98	58.0	PeakOnly	EAST	273	9.97	3,874	55,692	224,669	14.38	One-Zone	5,584	$48,225	$17,742	2008.3
EAST	Peak	208			Newport Hills	54.19	36.3%	192.13	23.5%	42.00	15,120	360	74.4%	375	40.32	58.0	PeakOnly	EAST	279	9.51	3,928	53,604	227,801	13.65	One-Zone	5,638	$48,905	$17,742	2008.3
EAST	Peak	209			North Bend	10.09	5.4%	101.92	13.4%	8.93	34,170	3,825	62.3%	5,440	6.28	30.0	AllDay	EAST	3,387	3.19	85,894	345,245	2,576,826	4.02	One-Zone	108,066	$714,848	$38,604	2008.3
EAST	Peak	210			Issaquah	23.66	12.4%	211.43	24.8%	20.90	51,623	2,470	52.2%	4,183	12.34	42.0	PeakOnly	EAST	2,182	5.05	44,339	461,297	1,862,237	10.40	Two-Zone	91,385	$582,229	$72,154	2008.3
EAST	Peak	212			Eastgate	98.33	36.5%	925.31	62.2%	43.05	443,226	10,295	39.4%	11,450	38.71	58.0	2WayPeak	EAST	4,508	19.45	115,667	4,170,973	6,708,666	36.06	Two-Zone	214,429	$1,612,789	$588,220	2008.3
EAST	Peak	214		TB	Issaquah	35.08	15.5%	494.09	40.0%	28.21	163,208	5,785	47.4%	9,825	16.61	53.6	PeakOnly	EAST	4,652	10.38	107,138	2,298,707	5,747,735	21.46	Two-Zone	221,439	$1,467,296	$227,671	2008.3
EAST	Peak	215			North Bend	32.33	13.6%	642.83	43.0%	38.43	97,384	2,534	51.4%	5,858	16.62	47.4	PeakOnly	EAST	3,012	10.49	94,873	1,936,095	4,503,684	20.41	Two-Zone	184,480	$986,638	$133,998	2008.3
EAST	Peak	216			Sammamish	37.40	19.0%	614.42	47.1%	45.50	137,046	3,012	56.4%	6,499	21.09	54.4	PeakOnly	EAST	3,664	16.35	88,282	2,251,352	4,782,333	25.50	Two-Zone	137,707	$970,219	$184,809	2008.3
EAST	Peak	218			Issaquah	72.33	23.4%	1275.67	70.0%	50.23	338,981	6,749	40.1%	11,700	28.97	63.8	PeakOnly	EAST	4,687	21.18	133,833	5,978,888	8,537,506	44.67	Two-Zone	282,329	$1,982,621	$464,491	2008.3
EAST	Peak	219			Newcastle	9.89	6.2%	33.63	7.8%	7.01	25,017	3,571	66.2%	3,821	6.55	22.3	2WayPeak	EAST	2,530	1.26	52,435	85,083	1,087,275	1.62	One-Zone	67,622	$469,498	$29,129	2008.3
EAST	Peak	221			Redmond	24.57	17.1%	101.88	16.1%	21.81	172,380	7,905	69.3%	10,128	17.02	42.0	AllDay	EAST	7,017	6.21	105,955	714,841	4,450,112	6.75	One-Zone	115,127	$1,158,273	$197,519	2008.3

Request 20: Spreadsheet data for 2008 Metro route performance report (annualized data from Fall 2008)

Prod Sub area	Guide Time	Route	Part	Key Type	Neighborhood	Rides/ RevHr	FR/OE	AnnPass Mi / Ann RevHrs	Ann Pass Mi / Sum of Seat Mi	Rides/ Trip	Ann Rides	Ann Trips	RevHrs/ PlatHrs	AnnHrs	Rides/ PlatHr	Seats/ Trip	Allday Commuter	NewSub	Ann RevHrs	Pass Miles/ Plat Miles	Ann Rev Mile	Ann PassMi	Sum of Seat Miles	Load byMi	ZoneFare	Ann PlatMile	Ann OpCost	Ann FareRev	Signup
EAST	Peak	222			Overlake	27.54	20.7%	81.57	17.0%	16.41	112,965	6,885	74.9%	5,478	20.62	30.0	AllDay	EAST	4,101	4.82	65,571	334,535	1,967,121	5.10	One-Zone	69,352	$632,145	$130,783	2008.3
EAST	Peak	225			Overlake	60.00	36.0%	583.92	46.9%	52.00	79,560	1,530	60.0%	2,210	36.00	58.0	PeakOnly	EAST	1,326	18.03	28,486	774,282	1,652,191	27.18	Two-Zone	42,945	$315,680	$113,492	2008.3
EAST	Peak	229			Overlake	73.25	37.7%	753.30	60.6%	60.13	122,655	2,040	53.2%	3,149	38.95	58.0	PeakOnly	EAST	1,675	21.92	35,894	1,261,409	2,081,840	35.14	Two-Zone	57,538	$439,509	$165,489	2008.3
EAST	Peak	230	E		Redmond P&R	51.87	36.6%	178.07	27.2%	35.39	279,735	7,905	72.7%	7,416	37.72	42.0	AllDay	EAST	5,393	10.11	84,081	960,356	3,531,408	11.42	One-Zone	94,972	$873,449	$319,715	2008.3
EAST	Peak	230	W		Kingsgate P&R	40.35	29.3%	149.02	23.6%	28.01	212,160	7,575	74.2%	7,090	29.92	42.0	AllDay	EAST	5,259	8.82	79,155	783,643	3,324,510	9.90	One-Zone	88,847	$830,388	$243,544	2008.3
EAST	Peak	230	W	TB	Kirkland	56.12	34.6%	100.20	16.2%	24.03	121,400	5,052	62.2%	3,476	34.93	42.0	2WayPeak	EAST	2,163	5.07	31,863	216,740	1,338,262	6.80	One-Zone	42,776	$405,263	$140,308	2008.3
EAST	Peak	232			Duvall	26.68	12.7%	246.39	26.0%	25.65	64,599	2,518	58.2%	4,158	15.54	42.0	PeakOnly	EAST	2,421	6.19	54,678	596,625	2,296,492	10.91	One-Zone	96,381	$591,925	$75,148	2008.3
EAST	Peak	232		TB	Redmond	14.89	6.5%	52.82	6.4%	6.83	17,188	2,518	48.3%	2,389	7.19	42.0	PeakOnly	EAST	1,154	1.57	22,544	60,957	946,834	2.70	One-Zone	38,942	$301,154	$19,609	2008.3
EAST	Peak	233			Bellevue	32.00	21.6%	127.61	26.9%	19.48	114,240	5,865	66.5%	5,372	21.27	30.0	AllDay	EAST	3,570	7.00	56,426	455,557	1,692,792	8.07	One-Zone	65,053	$613,319	$132,325	2008.3
EAST	Peak	234			Northshore P&R	24.28	16.7%	132.87	28.7%	24.28	179,520	7,395	71.3%	10,370	17.31	30.0	AllDay	EAST	7,395	6.70	113,965	982,566	3,418,938	8.62	One-Zone	146,594	$1,230,649	$205,571	2008.3
EAST	Peak	236			Woodinville	17.03	12.6%	63.43	13.3%	13.32	103,305	7,755	76.5%	7,936	13.02	30.6	AllDay	EAST	6,068	3.45	95,763	384,877	2,891,462	4.02	One-Zone	111,625	$940,997	$118,423	2008.3
EAST	Peak	237			Woodinville	35.76	12.2%	325.24	33.1%	19.67	29,146	1,482	39.4%	2,071	14.08	42.0	PeakOnly	EAST	815	6.30	19,066	265,105	800,769	13.90	One-Zone	42,072	$280,734	$34,200	2008.3
EAST	Peak	238			Bothell	20.01	13.7%	81.59	15.8%	17.36	123,930	7,140	70.2%	8,823	14.05	30.0	AllDay	EAST	6,192	4.05	106,779	505,206	3,203,361	4.73	One-Zone	124,820	$1,047,271	$143,137	2008.3
EAST	Peak	240			Bellevue	34.71	27.4%	190.15	30.9%	41.26	323,070	7,830	81.3%	11,445	28.23	42.0	AllDay	EAST-SOUTH	9,307	11.76	136,153	1,769,668	5,718,428	13.00	One-Zone	150,458	$1,357,140	$371,543	2008.3
EAST	Peak	244		EX	Kenmore	20.82	8.6%	151.98	24.3%	21.16	53,273	2,518	53.8%	4,758	11.20	42.0	PeakOnly	EAST	2,559	4.72	38,173	388,952	1,603,261	10.19	One-Zone	82,413	$611,305	$52,777	2008.3
EAST	Peak	245			Kirkland	47.01	33.3%	184.57	30.4%	48.86	348,840	7,140	71.9%	10,328	33.78	42.0	AllDay	EAST	7,421	11.08	107,192	1,369,631	4,502,056	12.78	One-Zone	123,624	$1,195,872	$398,474	2008.3
EAST	Peak	247			Overlake P&R	13.23	6.6%	93.87	11.7%	15.83	23,465	1,482	57.7%	3,075	7.63	42.0	PeakOnly	EAST	1,774	2.63	33,975	166,552	1,426,944	4.90	One-Zone	63,239	$418,715	$27,534	2008.3
EAST	Peak	248			Kirkland	23.90	13.9%	79.18	12.7%	14.77	112,965	7,650	56.8%	8,326	13.57	42.0	AllDay	EAST	4,726	4.44	69,898	374,187	2,935,718	5.35	One-Zone	84,278	$927,622	$129,292	2008.3
EAST	Peak	249			Redmond P&R	19.86	14.7%	70.09	24.6%	14.47	94,648	6,542	71.7%	6,650	14.23	18.0	AllDay	EAST	4,767	3.85	75,420	334,100	1,357,557	4.43	One-Zone	86,696	$746,949	$109,440	2008.3
EAST	Peak	250			Redmond P&R	24.85	13.9%	240.83	27.9%	24.92	73,853	2,964	55.6%	5,343	13.82	42.0	PeakOnly	EAST	2,972	6.67	60,999	715,806	2,561,963	11.73	Two-Zone	107,396	$721,665	$100,004	2008.3
EAST	Peak	251			North Creek	9.87	6.2%	71.77	19.0%	8.02	50,656	6,319	65.4%	7,843	6.46	18.0	AllDay	EAST	5,131	2.84	107,762	368,262	1,939,713	3.42	One-Zone	129,653	$933,399	$58,154	2008.3
EAST	Peak	252			Kingsgate P&R	42.96	18.0%	569.75	52.9%	41.15	154,751	3,761	52.6%	6,853	22.58	50.4	PeakOnly	EAST	3,603	14.37	77,020	2,052,568	3,881,866	26.65	Two-Zone	142,846	$994,823	$179,065	2008.3
EAST	Peak	253			Bear Creek P&R	51.25	40.1%	177.04	33.7%	49.90	368,985	7,395	78.5%	9,172	40.23	42.0	AllDay	EAST	7,200	12.21	90,033	1,274,567	3,781,380	14.16	One-Zone	104,369	$1,049,175	$420,807	2008.3
EAST	Peak	255			Kingsgate	44.96	32.2%	427.69	41.3%	51.97	410,805	7,905	71.0%	12,865	31.93	58.0	AllDay	EAST-WEST	9,138	19.57	162,971	3,907,977	9,452,289	23.98	Two-Zone	199,647	$1,695,392	$545,919	2008.3
EAST	Peak	255		TB	Kirkland	63.19	30.5%	583.65	50.3%	42.05	124,984	2,972	54.3%	3,643	34.31	58.0	PeakOnly	EAST	1,978	15.46	39,596	1,154,472	2,296,541	29.16	Two-Zone	74,697	$531,437	$161,915	2008.3
EAST	Peak	257			Kingsgate P&R	33.81	17.9%	450.55	44.8%	36.73	110,618	3,012	56.1%	5,829	18.98	48.3	PeakOnly	EAST	3,272	12.49	68,011	1,474,020	3,287,173	21.67	Two-Zone	118,060	$826,055	$148,171	2008.3
EAST	Peak	260			Juanita	27.78	16.2%	402.37	46.7%	32.33	47,918	1,482	58.1%	2,968	16.14	42.0	PeakOnly	EAST	1,725	10.17	35,420	694,045	1,487,632	19.59	Two-Zone	68,241	$421,210	$68,194	2008.3
EAST	Peak	261			Overlake P&R	30.69	19.3%	216.13	32.4%	33.04	81,618	2,470	59.8%	4,446	18.36	45.8	PeakOnly	EAST	2,659	7.95	38,705	574,770	1,772,269	14.85	Two-Zone	72,294	$575,493	$110,813	2008.3
EAST	Peak	265			Redmond P&R	31.16	14.9%	329.63	39.7%	26.79	92,625	3,458	46.5%	6,393	14.49	42.0	PeakOnly	EAST	2,972	7.78	58,700	979,726	2,465,381	16.69	Two-Zone	125,992	$857,512	$128,192	2008.3
EAST	Peak	266			Bear Creek P&R	34.81	14.1%	340.39	34.9%	28.67	84,968	2,964	42.6%	5,730	14.83	47.8	PeakOnly	EAST	2,441	7.70	49,854	830,957	2,379,544	16.67	Two-Zone	107,934	$780,948	$109,728	2008.3
EAST	Peak	268			E Lake Sammamish	37.48	18.9%	484.31	51.1%	31.99	71,123	2,223	49.6%	3,829	18.58	43.8	PeakOnly	EAST	1,898	11.35	41,029	919,109	1,797,799	22.40	Two-Zone	80,959	$530,355	$100,300	2008.3
EAST	Peak	269			E Lake Sammamish	13.51	7.8%	94.64	12.1%	15.14	125,860	8,311	66.6%	14,003	8.99	42.0	2WayPeak	EAST	9,319	3.69	172,926	881,968	7,262,873	5.10	One-Zone	238,751	$1,790,037	$138,924	2008.3
EAST	Peak	271			Issaquah P&R	37.38	28.6%	232.64	32.6%	51.48	354,450	6,885	74.9%	12,661	28.00	43.4	AllDay	EAST-WEST	9,482	11.15	156,233	2,205,852	6,776,161	14.12	Two-Zone	197,753	$1,586,766	$453,097	2008.3
EAST	Peak	271		TB	Bellevue TC	41.80	25.9%	239.66	38.0%	40.27	239,034	5,936	59.1%	9,678	24.70	42.0	2WayPeak	EAST	5,718	10.35	85,801	1,370,420	3,603,635	15.97	Two-Zone	132,363	$1,159,754	$300,041	2008.3
EAST	Peak	272			Eastgate P&R	28.47	15.7%	221.00	25.5%	30.52	92,866	3,043	61.8%	5,276	17.60	48.7	PeakOnly	EAST	3,262	7.76	58,103	720,972	2,826,019	12.41	Two-Zone	92,855	$711,060	$111,461	2008.3
EAST	Peak	277			Juanita	21.21	12.2%	177.85	23.1%	20.98	56,908	2,712	60.7%	4,420	12.87	42.0	PeakOnly	EAST	2,683	5.53	49,124	477,230	2,063,202	9.71	Two-Zone	86,318	$590,995	$71,917	2008.3
EAST	Peak	291		DART	Redmond	14.49	16.9%	50.87	27.3%	8.33	42,501	5,100	85.6%	3,426	12.41	15.0	2WayPeak	EAST	2,933	4.10	36,366	149,174	545,483	4.10	One-Zone	36,366	$294,264	$49,871	2008.3
EAST	Peak	306		EX	Kenmore	55.53	30.6%	536.84	46.1%	53.09	148,920	2,805	62.5%	4,288	34.73	64.0	PeakOnly	EAST	2,682	19.21	48,833	1,439,679	3,125,280	29.48	Two-Zone	74,950	$632,978	$193,660	2008.3
EAST	Peak	311			Woodinville P&R	32.56	15.1%	572.86	47.5%	41.28	176,979	4,287	50.6%	10,740	16.48	51.3	PeakOnly	EAST	5,436	12.93	126,516	3,114,111	6,556,238	24.61	Two-Zone	240,822	$1,605,396	$242,442	2008.3
EAST	Peak	312		EX	U of W - Bothell	63.35	28.7%	624.38	50.9%	56.58	335,842	5,936	55.9%	9,476	35.44	63.8	PeakOnly	EAST	5,301	17.84	102,092	3,309,818	6,508,073	32.42	Two-Zone	185,514	$1,461,924	$419,942	2008.3
EAST	Peak	312		TEX	Kenmore	54.06	22.0%	512.95	46.8%	43.13	108,249	2,510	43.4%	4,617	23.45	62.8	PeakOnly	EAST	2,002	14.02	34,935	1,027,145	2,193,007	29.40	Two-Zone	73,280	$647,058	$142,322	2008.3
EAST	Peak	342			Bothell	27.92	13.0%	273.61	29.2%	39.04	107,939	2,765	58.5%	6,612	16.32	42.0	PeakOnly	WEST	3,866	6.71	86,282	1,057,819	3,623,845	12.26	One-Zone	157,591	$951,516	$124,044	2008.3
EAST	Peak	885			Bellevue	26.87	14.9%	56.87	7.0%	15.00	5,400	360	62.0%	324	16.67	53.0	PeakOnly	EAST	201	2.25	3,121	11,430	164,315	3.66	One-Zone	5,078	$42,655	$6,336	2008.3
EAST	Peak	886			Clyde Hill	63.00	42.2%	48.97	10.4%	5.25	3,780	720	58.8%	102	37.06	42.0	PeakOnly	EAST	60	4.36	673	2,938	28,274	4.36	One-Zone	673	$10,513	$4,435	2008.3
EAST	Peak	888			Eastgate	61.09	40.7%	282.87	39.2%	56.00	20,160	360	71.4%	462	43.64	50.0	PeakOnly	EAST	330	13.48	4,772	93,348	238,201	19.56	One-Zone	6,925	$58,188	$23,656	2008.3
EAST	Peak	889			Bellevue	44.04	31.9%	157.09	21.4%	34.50	12,420	360	79.0%	357	34.79	42.0	PeakOnly	EAST	282	7.25	4,927	44,298	206,917	8.99	One-Zone	6,113	$45,698	$14,574	2008.3
EAST	Peak	890			Eastgate	35.86	21.3%	159.10	21.9%	26.00	9,360	360	65.4%	399	23.46	42.0	PeakOnly	EAST	261	5.89	4,522	41,526	189,907	9.18	One-Zone	7,054	$51,600	$10,983	2008.3
EAST	Peak	891			Mercer Island	39.04	18.6%	176.89	23.7%	27.00	9,720	360	55.0%	453	21.46	53.0	PeakOnly	EAST	249	5.71	3,562	44,046	185,926	12.36	One-Zone	7,720	$61,160	$11,405	2008.3
EAST	Peak	892			Mercer Island	75.62	34.5%	264.41	40.7%	46.00	16,560	360	52.9%	414	40.00	61.0	PeakOnly	EAST	219	8.90	2,336	57,906	142,250	24.78	One-Zone	6,507	$56,282	$19,432	2008.3
EAST	Peak	921			Eastgate P&R	22.69	16.5%	66.95	21.9%	12.90	74,744	5,793	73.0%	4,511	16.57	18.0	AllDay	EAST	3,294	3.19	56,030	220,515	1,008,542	3.94	One-Zone	69,203	$526,598	$86,643	2008.3
EAST	Peak	926		DART	Crossroads	12.84	14.6%	40.50	17.5%	5.37	36,999	6,885	85.4%	3,375	10.96	15.0	AllDay	EAST	2,882	2.63	44,408	116,691	666,124	2.63	One-Zone	44,408	$289,883	$42,404	2008.3
EAST	Peak	927		DART	E Lake Sammamish	9.21	9.4%	58.15	22.9%	7.02	19,692	2,805	74.5%	2,869	6.86	15.0	AllDay	EAST	2,138	3.43	36,233	124,314	543,494	3.43	One-Zone	36,233	$246,437	$23,106	2008.3
EAST	Peak	929			North Bend	4.34	2.4%	43.78	8.2%	4.14	8,279	2,000	65.6%	2,911	2.84	18.0	AllDay	EAST	1,908	1.17	56,307	83,542	1,013,525	1.48	One-Zone	71,198	$390,588	$9,534	2008.3
EAST	Peak	935		DART	Juanita	9.46	8.6%	50.09	18.0%	5.35	34,093	6,375	68.1%	5,291	6.44	15.0	AllDay	EAST-WEST	3,604	2.70	66,881	180,512	1,003,221	2.70	One-Zone	66,881	$454,539	$38,929	2008.3
EAST	Peak	986		CUST	Kirkland	50.52	77.4%	455.31	43.7%	50.10	17,134	342	59.8%	567	30.21	53.0	PeakOnly	EAST	339	13.62	6,433	154,420	353,515	24.00	Custom	11,339	$82,350	$63,761	2008.3
EAST	Peak	989		CUST	Eastgate	46.60	66.6%	599.91	43.7%	48.15	16,467	342	57.1%	618	26.63	61.0	PeakOnly	EAST	353	15.20	7,969	212,010	485,305	26.61	Custom	13,948	$97,436	$64,893	2008.3
SOUTH	Night	101		TB	Renton CBD	37.79	16.2%	370.24	32.1%	27.59	127,570	4,623	54.5%	6,194	20.60	56.7	AllDay	SOUTH-WEST	3,376	15.02	68,664	1,249,943	3,890,693	18.20	Two-Zone	83,229	$779,863	$126,384	2008.3
SOUTH	Night	105			Renton Highlands	34.38	16.0%	85.10	13.9%	10.25	58,313	5,689	52.9%	3,207	18.18	39.1	AllDay	SOUTH	1,696	4.19	26,599	144,325	1,041,023	5.43	One-Zone	34,481	$360,837	$57,771	2008.3
SOUTH	Night	106			Renton	38.85	20.5%	238.91	25.8%	30.77	224,932	7,311	64.5%	8,977	25.06	53.4	AllDay	SOUTH-WEST	5,790	12.51	100,246	1,383,189	5,355,711	13.80	Two-Zone	110,564	$1,086,217	$222,840	2008.3
SOUTH	Night	107			Renton	20.75	10.0%	66.92	12.8%	6.47	30,004	4,635	55.4%	2,612	11.49	30.0	AllDay	SOUTH-WEST	1,446	3.05	25,127	96,744	753,804	3.85	Two-Zone	31,702	$298,354	$29,725	2008.3

Request 20: Spreadsheet data for 2008 Metro route performance report (annualized data from Fall 2008)

Prod Sub area	Guide Time	Route	Part	Key Type	Neighborhood	Rides/ RevHr	FR/OE	AnnPass Mi / Ann RevHrs	Ann Pass Mi / Sum of Seat Mi	Rides/ Trip	Ann Rides	Ann Trips	RevHrs/ PlatHrs	AnnHrs	Rides/ PlatHr	Seats/ Trip	Allday Commuter	NewSub	Ann RevHrs	Pass Miles/ Plat Miles	Ann Rev Mile	Ann PassMi	Sum of Seat Miles	Load byMi	ZoneFare	Ann PlatMile	Ann OpCost	Ann FareRev	Signup
SOUTH	Night	120			Burien	52.90	23.9%	365.42	33.2%	35.73	290,803	8,140	61.2%	8,989	32.35	58.0	AllDay	SOUTH-WEST	5,497	16.53	104,388	2,008,716	6,054,514	19.24	Two-Zone	121,549	$1,206,966	$288,099	2008.3
SOUTH	Night	125			Shorewood	30.93	13.0%	210.91	28.6%	14.89	20,874	1,402	57.0%	1,184	17.63	35.0	AllDay	SOUTH-WEST	675	6.03	14,236	142,348	498,263	10.00	Two-Zone	23,610	$159,469	$20,680	2008.3
SOUTH	Night	125		NT	Shorewood	34.19	24.7%	244.96	33.3%	21.16	38,486	1,819	100.0%	1,126	34.19	35.0	AllDay	SOUTH-WEST	1,126	11.67	23,629	275,772	827,008	11.67	Two-Zone	23,629	$154,421	$38,128	2008.3
SOUTH	Night	125		TB	White Center	20.44	9.5%	109.94	16.1%	9.46	24,457	2,584	52.3%	2,290	10.68	35.0	AllDay	SOUTH-WEST	1,197	5.62	23,395	131,577	818,815	5.62	Two-Zone	23,395	$255,660	$24,230	2008.3
SOUTH	Night	131			Highline CC	22.17	11.5%	165.33	17.0%	24.22	104,677	4,322	70.9%	6,654	15.73	50.1	AllDay	SOUTH-WEST	4,721	6.66	91,264	780,495	4,579,467	8.55	Two-Zone	117,132	$902,894	$103,704	2008.3
SOUTH	Night	132			Highline CC	20.49	11.1%	168.19	16.1%	23.34	91,149	3,905	73.7%	6,031	15.11	51.2	AllDay	SOUTH-WEST	4,448	7.35	90,581	748,028	4,638,933	8.26	Two-Zone	101,739	$815,443	$90,301	2008.3
SOUTH	Night	139			Gregory Heights	14.21	7.7%	35.92	7.9%	2.47	15,577	6,313	62.1%	1,766	8.82	30.5	AllDay	SOUTH	1,096	1.95	16,270	39,374	496,738	2.42	One-Zone	20,169	$199,266	$15,432	2008.3
SOUTH	Night	140			Burien	43.91	23.1%	229.37	31.7%	34.77	110,410	3,175	62.9%	3,999	27.61	42.0	AllDay	SOUTH	2,514	11.10	43,324	576,727	1,819,616	13.31	One-Zone	51,980	$472,788	$109,384	2008.3
SOUTH	Night	148			Fairwood	28.27	13.1%	107.39	20.9%	12.71	26,587	2,092	51.4%	1,831	14.52	30.0	AllDay	SOUTH	941	5.50	16,109	101,002	483,282	6.27	One-Zone	18,366	$200,579	$26,340	2008.3
SOUTH	Night	150		TB	Kent	31.27	15.0%	408.84	32.4%	28.58	231,214	8,091	64.8%	11,403	20.28	57.5	AllDay	SOUTH-WEST	7,394	16.84	162,351	3,022,894	9,336,933	18.62	Two-Zone	179,540	$1,526,765	$229,064	2008.3
SOUTH	Night	164			Kent	36.70	16.7%	172.85	23.5%	15.47	33,244	2,149	52.7%	1,719	19.34	35.7	AllDay	SOUTH	906	7.60	18,669	156,589	667,339	8.39	One-Zone	20,598	$197,228	$32,935	2008.3
SOUTH	Night	166			Kent P&R,TC	39.73	22.4%	133.45	21.0%	23.03	105,569	4,583	70.0%	3,795	27.82	35.3	AllDay	SOUTH	2,657	5.95	47,731	354,626	1,686,765	7.43	One-Zone	59,599	$467,757	$104,587	2008.3
SOUTH	Night	168			Timberlane	38.60	16.7%	166.95	24.1%	18.53	61,287	3,308	54.4%	2,918	21.00	34.6	AllDay	SOUTH	1,588	5.61	31,665	265,047	1,101,691	8.37	One-Zone	47,269	$363,162	$60,717	2008.3
SOUTH	Night	169			Kent P&R,TC	56.00	27.9%	257.53	32.8%	36.12	203,210	5,626	59.6%	6,086	33.39	42.0	AllDay	SOUTH	3,629	11.63	67,838	934,564	2,849,180	13.78	One-Zone	80,349	$722,475	$201,320	2008.3
SOUTH	Night	174			Federal Way P&R,TC	42.92	21.8%	415.49	37.1%	57.49	629,474	10,950	70.9%	20,695	30.42	60.2	AllDay	SOUTH-WEST	14,667	17.92	272,703	6,094,040	16,429,484	22.35	Two-Zone	339,981	$2,860,119	$623,620	2008.3
SOUTH	Night	180		TB	Auburn	32.36	14.8%	143.12	19.8%	20.91	163,044	7,798	57.1%	8,829	18.47	44.6	AllDay	SOUTH	5,038	5.57	82,401	721,020	3,646,560	8.75	One-Zone	129,493	$1,094,383	$161,528	2008.3
SOUTH	Night	181			Green River CC	29.75	13.2%	136.35	23.2%	25.13	120,984	4,814	55.6%	7,311	16.55	33.1	AllDay	SOUTH	4,066	4.67	72,309	554,428	2,393,459	7.67	One-Zone	118,711	$906,599	$119,859	2008.3
SOUTH	Night	187			Federal Way	27.29	14.5%	86.42	14.3%	9.23	33,548	3,633	67.8%	1,812	18.52	32.5	AllDay	SOUTH	1,229	3.37	22,666	106,224	742,867	4.69	One-Zone	31,557	$229,614	$33,236	2008.3
SOUTH	Night	194			Federal Way	40.15	18.6%	682.10	44.4%	41.70	176,115	4,223	72.0%	6,089	28.92	57.6	AllDay	SOUTH-WEST	4,386	21.07	116,781	2,991,781	6,731,495	25.62	Two-Zone	142,020	$936,711	$174,477	2008.3
SOUTH	Night	901		DART	Dash Point	27.00	20.8%	46.29	19.5%	5.88	10,212	1,738	66.8%	567	18.02	15.0	AllDay	SOUTH	378	2.93	5,979	17,513	89,681	2.93	One-Zone	5,979	$48,679	$10,117	2008.3
SOUTH	Night	903		DART	South Campus	24.31	17.0%	84.47	29.4%	9.07	18,073	1,993	60.8%	1,224	14.77	15.0	AllDay	SOUTH	744	4.42	14,220	62,808	213,296	4.42	One-Zone	14,220	$105,131	$17,905	2008.3
SOUTH	OffPeak	101		TB	Renton CBD	59.14	28.6%	563.97	50.4%	43.62	509,084	11,672	61.5%	14,001	36.36	56.1	AllDay	SOUTH-WEST	8,608	25.70	171,825	4,854,441	9,637,119	28.25	Two-Zone	188,923	$1,765,039	$504,349	2008.3
SOUTH	OffPeak	105			Renton Highlands	71.95	38.7%	202.86	35.1%	21.74	217,476	10,002	59.2%	5,105	42.60	37.3	AllDay	SOUTH	3,023	12.71	46,795	613,171	1,747,551	13.10	One-Zone	48,253	$557,430	$215,453	2008.3
SOUTH	OffPeak	106			Renton	58.18	33.2%	373.58	43.3%	49.85	601,740	12,072	68.4%	15,133	39.76	54.2	AllDay	SOUTH-WEST	10,343	22.58	164,528	3,864,011	8,919,045	23.49	Two-Zone	171,152	$1,793,380	$596,144	2008.3
SOUTH	OffPeak	107			Renton	45.32	25.1%	158.73	30.8%	14.28	122,555	8,585	62.5%	4,325	28.34	30.0	AllDay	SOUTH-WEST	2,704	8.92	46,526	429,235	1,395,773	9.23	Two-Zone	48,110	$484,280	$121,415	2008.3
SOUTH	OffPeak	118			Vashon	10.53	4.8%	43.65	5.0%	6.08	12,468	2,050	59.1%	2,002	6.23	35.0	AllDay	SOUTH	1,184	1.44	29,575	51,662	1,040,127	1.75	One-Zone	35,806	$259,910	$12,352	2008.3
SOUTH	OffPeak	118		TB	Vashon	25.73	10.8%	304.14	33.5%	7.13	13,866	1,946	54.8%	983	14.10	34.0	AllDay	SOUTH	539	9.48	14,381	163,917	488,970	11.40	One-Zone	17,297	$126,946	$13,737	2008.3
SOUTH	OffPeak	119		SH	Vashon	17.18	8.4%	94.69	10.7%	9.34	19,060	2,040	67.4%	1,645	11.59	35.0	AllDay	SOUTH	1,109	3.11	27,736	105,040	978,042	3.79	One-Zone	33,798	$223,889	$18,883	2008.3
SOUTH	OffPeak	120			Burien	67.77	35.9%	388.41	40.9%	53.36	1,106,774	20,742	69.4%	23,527	47.04	58.0	AllDay	SOUTH-WEST	16,330	22.01	267,569	6,342,878	15,519,025	23.71	Two-Zone	288,219	$3,058,160	$1,096,481	2008.3
SOUTH	OffPeak	125			Shorewood	49.94	28.9%	306.55	43.0%	24.98	297,084	11,892	71.7%	8,302	35.79	35.0	AllDay	SOUTH-WEST	5,949	14.70	121,268	1,823,608	4,244,380	15.04	Two-Zone	124,075	$1,019,834	$294,321	2008.3
SOUTH	OffPeak	131			Highline CC	37.34	24.6%	248.34	33.0%	44.30	273,583	6,175	83.8%	8,743	31.29	44.9	AllDay	SOUTH-WEST	7,326	13.72	122,003	1,819,316	5,511,836	14.91	Two-Zone	132,579	$1,102,850	$271,039	2008.3
SOUTH	OffPeak	132			Highline CC	38.49	24.7%	268.38	33.1%	50.25	253,496	5,045	82.8%	7,957	31.86	45.6	AllDay	SOUTH-WEST	6,586	13.94	117,097	1,767,648	5,337,902	15.10	Two-Zone	126,768	$1,017,747	$251,138	2008.3
SOUTH	OffPeak	132		TB	Burien	45.96	26.7%	310.81	38.4%	39.76	61,510	1,547	77.5%	1,727	35.61	49.3	AllDay	SOUTH-WEST	1,338	14.15	21,983	415,948	1,083,010	18.92	Two-Zone	29,396	$228,657	$60,938	2008.3
SOUTH	OffPeak	139			Gregory Heights	32.80	19.4%	66.56	15.0%	5.74	59,691	10,397	65.2%	2,791	21.39	30.0	AllDay	SOUTH	1,820	4.39	26,882	121,142	806,455	4.51	One-Zone	27,579	$304,819	$59,136	2008.3
SOUTH	OffPeak	140			Burien	39.26	24.9%	199.80	29.9%	33.89	586,057	17,292	74.2%	20,118	29.13	42.0	AllDay	SOUTH	14,929	12.30	237,627	2,982,725	9,980,350	12.55	One-Zone	242,478	$2,333,529	$580,607	2008.3
SOUTH	OffPeak	148			Fairwood	38.49	23.7%	155.45	32.2%	18.38	150,789	8,203	71.3%	5,495	27.44	30.0	AllDay	SOUTH	3,918	8.94	63,130	608,997	1,893,891	9.65	One-Zone	68,105	$630,796	$149,387	2008.3
SOUTH	OffPeak	149			Black Diamond	13.19	6.0%	106.83	9.4%	8.09	18,039	2,231	65.2%	2,096	8.61	37.7	AllDay	SOUTH	1,368	3.29	41,131	146,092	1,548,352	3.55	One-Zone	44,415	$296,670	$17,871	2008.3
SOUTH	OffPeak	150		TB	Kent	40.34	21.6%	453.32	40.4%	40.19	853,244	21,229	70.4%	30,061	28.38	56.0	AllDay	SOUTH-WEST	21,150	21.23	423,807	9,587,473	23,733,178	22.62	Two-Zone	451,582	$3,919,422	$845,309	2008.3
SOUTH	OffPeak	155			Fairwood	29.40	17.0%	127.04	24.6%	19.63	81,490	4,152	65.1%	4,260	19.13	33.2	AllDay	SOUTH	2,771	7.79	43,216	352,088	1,432,144	8.15	One-Zone	45,195	$474,312	$80,732	2008.3
SOUTH	OffPeak	164			Kent	85.56	46.5%	434.14	61.5%	40.64	177,202	4,360	63.3%	3,274	54.12	38.4	AllDay	SOUTH	2,071	22.81	38,039	899,135	1,461,367	23.64	One-Zone	39,415	$377,609	$175,554	2008.3
SOUTH	OffPeak	166			Kent P&R,TC	63.44	41.5%	244.89	41.6%	37.74	383,546	10,164	78.4%	7,708	49.76	33.6	AllDay	SOUTH	6,045	13.77	105,804	1,480,473	3,556,379	13.99	One-Zone	107,512	$916,601	$379,979	2008.3
SOUTH	OffPeak	168			Timberlane	63.70	32.9%	291.98	47.0%	29.95	167,744	5,601	61.3%	4,296	39.05	30.0	AllDay	SOUTH	2,633	13.05	54,553	768,895	1,636,595	14.09	One-Zone	58,931	$505,822	$166,184	2008.3
SOUTH	OffPeak	169			Kent P&R,TC	69.22	42.9%	357.64	51.5%	50.49	577,870	11,446	73.0%	11,434	50.54	42.0	AllDay	SOUTH	8,349	21.11	138,160	2,985,826	5,802,703	21.61	One-Zone	141,422	$1,334,774	$572,496	2008.3
SOUTH	OffPeak	174			Federal Way P&R,TC	66.61	38.7%	465.53	47.4%	102.73	1,282,995	12,489	76.3%	25,259	50.79	60.7	AllDay	SOUTH-WEST	19,263	26.04	311,632	8,967,226	18,917,834	28.78	Two-Zone	344,377	$3,287,248	$1,271,063	2008.3
SOUTH	OffPeak	180			Auburn	40.46	25.2%	221.95	30.1%	54.23	691,681	12,755	76.7%	22,299	31.02	43.1	AllDay	SOUTH	17,095	11.83	294,871	3,794,157	12,600,114	12.87	One-Zone	320,851	$2,723,999	$685,248	2008.3
SOUTH	OffPeak	181			Green River CC	42.06	25.0%	248.45	41.7%	37.23	407,607	10,948	69.8%	13,893	29.34	35.3	AllDay	SOUTH	9,690	13.71	163,687	2,407,510	5,776,212	14.71	One-Zone	175,597	$1,615,909	$403,816	2008.3
SOUTH	OffPeak	182			Federal Way	32.90	15.2%	136.95	20.5%	12.36	83,056	6,720	54.7%	4,618	17.98	33.2	AllDay	SOUTH	2,524	5.65	50,736	345,688	1,682,332	6.81	One-Zone	61,176	$541,887	$82,284	2008.3
SOUTH	OffPeak	183			Kent	40.10	22.6%	212.95	42.2%	25.42	110,683	4,355	64.0%	4,315	25.65	30.0	AllDay	SOUTH	2,760	11.99	46,468	587,730	1,394,051	12.65	One-Zone	49,036	$485,498	$109,654	2008.3
SOUTH	OffPeak	187			Federal Way	43.68	30.9%	153.13	24.6%	13.71	75,050	5,474	89.9%	1,911	39.27	33.4	AllDay	SOUTH	1,718	8.05	31,983	263,112	1,067,817	8.23	One-Zone	32,684	$240,802	$74,352	2008.3
SOUTH	OffPeak	194			Federal Way	52.90	26.9%	912.05	61.0%	57.02	691,217	12,122	74.5%	17,532	39.43	58.0	AllDay	SOUTH-WEST	13,067	33.43	336,846	11,918,041	19,522,455	35.38	Two-Zone	356,486	$2,548,958	$684,789	2008.3
SOUTH	OffPeak	194		TB	SeaTac	57.87	26.4%	617.90	37.9%	31.35	207,825	6,630	64.1%	5,602	37.10	58.0	AllDay	SOUTH-WEST	3,591	21.79	100,827	2,219,036	5,847,966	22.01	Two-Zone	101,822	$780,275	$205,892	2008.3
SOUTH	OffPeak	901		DART	Dash Point	27.78	25.8%	46.92	21.3%	6.48	62,819	9,697	80.7%	2,803	22.41	15.0	AllDay	SOUTH	2,262	3.20	33,200	106,124	497,994	3.20	One-Zone	33,200	$240,777	$62,235	2008.3
SOUTH	OffPeak	903		DART	South Campus	23.74	23.7%	82.24	29.8%	9.16	87,287	9,529	86.5%	4,252	20.53	15.0	AllDay	SOUTH	3,677	4.46	67,751	302,402	1,016,269	4.46	One-Zone	67,751	$365,276	$86,476	2008.3
SOUTH	OffPeak	908		DART	Renton Highlands	13.88	8.9%	25.39	12.5%	3.82	16,046	4,204	55.4%	2,087	7.69	15.0	AllDay	SOUTH	1,156	1.78	15,702	29,353	235,529	1.87	One-Zone	16,460	$179,304	$15,896	2008.3
SOUTH	OffPeak	909		DART	Renton	14.54	11.2%	35.66	15.7%	4.85	23,849	4,922	66.9%	2,452	9.73	15.0	AllDay	SOUTH	1,641	2.36	24,807	58,510	372,103	2.36	One-Zone	24,807	$210,665	$23,627	2008.3
SOUTH	OffPeak	912			Covington	9.12	4.6%	463.99	37.4%	5.63	11,115	1,976	69.2%	1,762	6.31	42.0	AllDay	SOUTH	1,219	14.33	35,983	565,382	1,511,284	15.71	One-Zone	39,446	$247,519	$11,328	2008.3
SOUTH	OffPeak	914		DART	Kent	15.69	0.0%	67.02	33.9%	10.03	46,167	4,605	95.8%	3,070	15.04	15.0	AllDay	SOUTH	2,942	5.09	38,771	197,187	581,565	5.09	One-Zone	38,771	$263,725	$0	2008.3
SOUTH	OffPeak	915			Enumclaw	26.98	12.3%	181.27	20.1%	14.43	45,790	3,174	63.7%	2,665	17.18	31.0	AllDay	SOUTH	1,697	5.07	49,445	307,681	1,531,829	6.22	One-Zone	60,724	$368,853	$45,364	2008.3
SOUTH	OffPeak	916		DART	Kent	14.39	0.0%	69.52	35.3%	7.76	35,716	4,605	71.9%	3,454	10.34	15.0	AllDay	SOUTH	2,483	5.30	32,560	172,591	488,406	5.30	One-Zone	32,560	$296,690	$0	2008.3
SOUTH	OffPeak	917		DART	Algona	23.20	16.6%	69.78	23.1%	7.08	30,078	4,251	61.9%	2,096	14.35	15.0	AllDay	SOUTH	1,297	3.46	26,112	90,470	391,675	3.46	One-Zone	26,112	$180,012	$29,798	2008.3

Request 20: Spreadsheet data for 2008 Metro route performance report (annualized data from Fall 2008)

Prod Sub area	Guide Time	Route	Part	Key Type	Neighborhood	Rides/ RevHr	FR/OE	AnnPass Mi / Ann RevHrs	Ann Pass Mi / Sum of Seat Mi	Rides/ Trip	Ann Rides	Ann Trips	RevHrs/ PlatHrs	AnnHrs	Rides/ PlatHr	Seats/ Trip	Allday Commuter	NewSub	Ann RevHrs	Pass Miles/ Plat Miles	Ann Rev Mile	Ann PassMi	Sum of Seat Miles	Load byMi	ZoneFare	Ann PlatMile	Ann OpCost	Ann FareRev	Signup
SOUTH	OffPeak	919		DART	Auburn	18.96	14.9%	45.33	21.5%	6.44	25,741	3,996	68.1%	1,993	12.92	15.0	AllDay	SOUTH	1,358	2.86	19,102	61,534	286,524	3.22	One-Zone	21,515	$171,189	$25,502	2008.3
SOUTH	Peak	101			Fairwood	58.12	36.3%	664.43	59.7%	69.68	229,870	3,299	65.7%	6,022	38.17	56.9	PeakOnly	SOUTH-WEST	3,955	22.95	77,375	2,627,688	4,403,801	33.96	Two-Zone	114,514	$853,101	$309,324	2008.3
SOUTH	Peak	101		TB	Renton CBD	62.68	36.6%	631.33	55.4%	45.48	600,570	13,204	59.1%	16,208	37.05	57.0	AllDay	SOUTH-WEST	9,582	23.79	191,601	6,049,578	10,920,174	31.57	Two-Zone	254,260	$2,143,708	$785,625	2008.3
SOUTH	Peak	105			Renton Highlands	82.14	52.7%	187.07	31.1%	26.83	205,275	7,650	61.7%	4,050	50.68	42.0	AllDay	SOUTH	2,499	11.78	35,736	467,491	1,500,899	13.08	One-Zone	39,688	$448,157	$236,024	2008.3
SOUTH	Peak	106			Renton	75.10	45.8%	430.63	48.6%	67.36	566,865	8,415	63.4%	11,904	47.62	58.0	AllDay	SOUTH-WEST	7,548	20.76	115,245	3,250,409	6,684,193	28.20	Two-Zone	156,552	$1,489,166	$682,275	2008.3
SOUTH	Peak	107			Renton	45.94	32.3%	137.47	28.6%	15.53	125,967	8,112	68.2%	4,020	31.34	30.0	AllDay	SOUTH-WEST	2,742	7.85	43,967	376,976	1,319,011	8.57	Two-Zone	48,004	$457,457	$147,705	2008.3
SOUTH	Peak	110			Renton	30.65	17.7%	42.85	10.6%	10.75	70,648	6,574	57.5%	4,011	17.61	30.0	2WayPeak	SOUTH	2,305	1.94	31,083	98,779	932,484	3.18	One-Zone	50,913	$463,132	$81,873	2008.3
SOUTH	Peak	111			Renton	43.00	23.6%	571.97	47.2%	54.25	217,853	4,016	61.3%	8,261	26.37	61.3	PeakOnly	SOUTH	5,066	16.64	100,468	2,897,657	6,141,513	28.84	Two-Zone	174,138	$1,296,013	$305,884	2008.3
SOUTH	Peak	113			Shorewood	58.47	25.9%	408.29	44.4%	28.75	87,975	3,060	47.6%	3,162	27.82	48.0	PeakOnly	WEST	1,505	12.53	27,991	614,269	1,384,446	21.94	Two-Zone	49,029	$412,868	$106,930	2008.3
SOUTH	Peak	114			Renton	33.75	17.8%	396.74	36.9%	37.00	82,251	2,223	57.0%	4,277	19.23	59.1	PeakOnly	SOUTH	2,437	10.88	44,349	966,881	2,622,379	21.80	Two-Zone	88,841	$658,554	$117,181	2008.3
SOUTH	Peak	116		EX	Fauntleroy	43.13	21.8%	301.48	52.9%	29.93	121,625	4,064	51.6%	5,468	22.24	42.0	PeakOnly	SOUTH	2,820	11.81	38,246	850,173	1,606,335	22.23	One-Zone	71,995	$648,626	$141,317	2008.3
SOUTH	Peak	118			Vashon	48.76	23.4%	266.12	31.0%	27.45	62,993	2,295	53.8%	2,401	26.23	34.0	AllDay	SOUTH	1,292	8.65	32,648	343,824	1,110,020	10.53	One-Zone	39,752	$304,138	$71,086	2008.3
SOUTH	Peak	118		EX	Vashon	26.78	18.6%	187.60	32.8%	44.86	45,755	1,020	69.8%	2,448	18.69	36.0	PeakOnly	SOUTH	1,709	9.60	27,158	320,510	978,068	11.80	Two-Zone	33,397	$293,167	$54,491	2008.3
SOUTH	Peak	118		TB	Vashon	38.30	19.4%	176.25	23.3%	14.93	49,488	3,315	55.2%	2,342	21.13	34.0	AllDay	SOUTH	1,292	6.20	28,713	227,716	976,242	7.93	One-Zone	36,707	$291,721	$56,671	2008.3
SOUTH	Peak	119		EX	Vashon	18.77	16.0%	178.46	30.9%	33.00	16,830	510	79.9%	1,122	15.00	38.0	PeakOnly	SOUTH	897	10.71	13,630	160,038	518,084	11.74	Two-Zone	14,948	$133,518	$21,333	2008.3
SOUTH	Peak	119		SH	Vashon	20.94	11.7%	123.88	13.8%	10.96	27,938	2,550	65.8%	2,027	13.78	34.0	AllDay	SOUTH	1,335	4.06	35,272	165,317	1,199,234	4.69	One-Zone	40,670	$273,616	$31,895	2008.3
SOUTH	Peak	120			Burien	67.96	41.2%	384.32	43.4%	57.02	899,177	15,770	67.2%	19,677	45.70	58.0	AllDay	SOUTH-WEST	13,231	19.56	202,237	5,084,969	11,729,769	25.14	Two-Zone	259,934	$2,621,362	$1,080,111	2008.3
SOUTH	Peak	121			Highline CC	49.24	26.9%	498.09	42.3%	47.65	206,550	4,335	66.3%	6,324	32.66	57.1	PeakOnly	SOUTH-WEST	4,195	15.95	86,448	2,089,368	4,934,694	24.17	Two-Zone	130,981	$969,853	$260,743	2008.3
SOUTH	Peak	121		TB	Burien	35.85	22.1%	264.77	20.1%	16.39	96,135	5,865	73.5%	3,651	26.33	53.6	2WayPeak	SOUTH-WEST	2,682	10.11	65,989	710,048	3,530,268	10.76	Two-Zone	70,222	$528,029	$116,759	2008.3
SOUTH	Peak	122			Highline CC	51.40	31.6%	472.40	45.2%	56.25	172,125	3,060	67.9%	4,934	34.88	54.8	2WayPeak	SOUTH	3,349	17.48	63,717	1,582,071	3,500,161	24.83	Two-Zone	90,484	$707,489	$223,306	2008.3
SOUTH	Peak	123		EX	Burien	31.82	22.5%	289.14	29.9%	29.33	73,851	2,518	67.9%	3,417	21.61	58.8	PeakOnly	SOUTH	2,321	13.61	38,093	671,073	2,242,780	17.62	Two-Zone	49,316	$457,915	$103,087	2008.3
SOUTH	Peak	125			Shorewood	54.51	34.3%	321.99	45.4%	29.78	68,340	2,295	72.3%	1,734	39.41	35.8	AllDay	SOUTH-WEST	1,254	12.96	24,870	403,690	888,716	16.23	Two-Zone	31,151	$225,420	$77,248	2008.3
SOUTH	Peak	125		TB	White Center	56.94	37.6%	315.36	50.5%	29.08	289,170	9,945	67.8%	7,489	38.62	35.2	AllDay	SOUTH-WEST	5,079	15.08	90,069	1,601,655	3,168,589	17.78	Two-Zone	106,177	$906,317	$340,702	2008.3
SOUTH	Peak	131			Highline CC	38.38	27.2%	217.84	24.9%	49.50	100,980	2,040	81.4%	3,230	31.26	53.0	AllDay	SOUTH-WEST	2,631	12.02	43,370	573,087	2,298,631	13.21	Two-Zone	47,667	$423,430	$115,090	2008.3
SOUTH	Peak	131		TB	Burien	44.21	26.7%	277.00	44.3%	42.00	64,260	1,530	63.1%	2,304	27.90	45.7	AllDay	SOUTH-WEST	1,454	11.11	19,941	402,619	909,162	20.19	Two-Zone	36,243	$293,292	$78,248	2008.3
SOUTH	Peak	132			Highline CC	41.79	29.6%	263.88	31.9%	57.54	190,740	3,315	81.4%	5,606	34.03	48.8	AllDay	SOUTH-WEST	4,565	12.48	77,421	1,204,467	3,777,264	15.56	Two-Zone	96,518	$754,310	$223,370	2008.3
SOUTH	Peak	132		TB	Burien	41.97	27.8%	278.68	41.3%	39.73	151,980	3,825	67.7%	5,351	28.40	45.9	AllDay	SOUTH-WEST	3,621	12.54	53,152	1,009,111	2,444,527	18.99	Two-Zone	80,475	$673,669	$187,443	2008.3
SOUTH	Peak	133			Burien TC	32.97	17.8%	364.07	47.1%	31.88	62,985	1,976	57.6%	3,314	19.01	42.0	PeakOnly	SOUTH	1,910	11.04	35,202	695,429	1,475,934	19.76	Two-Zone	63,000	$442,232	$78,708	2008.3
SOUTH	Peak	134			Burien TC	32.19	18.4%	199.20	31.6%	29.15	88,739	3,044	62.3%	4,424	20.06	45.4	PeakOnly	SOUTH	2,757	9.01	38,430	549,175	1,738,446	14.29	Two-Zone	60,968	$552,006	$101,362	2008.3
SOUTH	Peak	139			Gregory Heights	32.38	23.3%	59.99	14.0%	5.90	45,111	7,642	69.6%	2,001	22.55	30.4	AllDay	SOUTH	1,393	3.92	19,711	83,566	597,061	4.24	One-Zone	21,328	$222,060	$51,773	2008.3
SOUTH	Peak	140			Burien	38.21	28.1%	169.87	26.6%	34.55	473,486	13,706	75.3%	16,462	28.76	42.0	AllDay	SOUTH	12,392	9.93	188,119	2,105,046	7,901,018	11.19	One-Zone	211,924	$1,941,464	$544,645	2008.3
SOUTH	Peak	143		EX	Black Diamond	38.17	22.4%	587.37	45.1%	55.99	140,088	2,502	65.0%	5,648	24.80	59.6	PeakOnly	SOUTH	3,670	16.75	80,227	2,155,872	4,780,360	26.87	Two-Zone	128,722	$899,895	$201,878	2008.3
SOUTH	Peak	148			Fairwood	38.62	26.0%	134.21	28.7%	19.07	130,413	6,837	66.8%	5,053	25.81	30.0	AllDay	SOUTH	3,377	7.42	52,604	453,170	1,578,130	8.61	One-Zone	61,102	$576,734	$150,089	2008.3
SOUTH	Peak	149			Black Diamond	9.90	4.7%	154.43	11.4%	6.08	13,617	2,239	64.7%	2,127	6.40	45.2	AllDay	SOUTH	1,375	4.16	41,208	212,385	1,865,019	5.15	One-Zone	50,997	$329,107	$15,521	2008.3
SOUTH	Peak	150		TB	Kent	51.23	33.1%	555.10	48.6%	50.07	685,882	13,698	67.7%	19,788	34.66	56.1	AllDay	SOUTH-WEST	13,389	22.97	272,591	7,432,231	15,305,218	27.27	Two-Zone	323,623	$2,654,528	$877,788	2008.3
SOUTH	Peak	152			Enumclaw	32.25	15.7%	548.47	44.6%	33.58	107,817	3,211	55.8%	5,990	18.00	47.8	2WayPeak	SOUTH	3,343	11.36	86,163	1,833,379	4,114,447	21.28	Two-Zone	161,377	$946,149	$148,171	2008.3
SOUTH	Peak	153			Kent	31.67	22.1%	109.69	23.8%	17.32	216,263	12,487	71.8%	9,515	22.73	30.7	AllDay	SOUTH	6,829	6.47	102,524	749,103	3,151,062	7.31	One-Zone	115,855	$1,088,760	$240,532	2008.3
SOUTH	Peak	154			Auburn	16.85	7.3%	164.68	18.6%	18.25	18,615	1,020	54.3%	2,036	9.14	42.0	PeakOnly	SOUTH	1,105	3.72	23,343	181,968	980,393	7.80	Two-Zone	48,947	$293,974	$21,508	2008.3
SOUTH	Peak	155			Fairwood	28.08	17.1%	108.43	22.6%	18.00	68,850	3,825	60.5%	4,055	16.98	30.0	AllDay	SOUTH	2,452	5.44	39,143	265,889	1,174,275	6.79	One-Zone	48,848	$462,343	$78,925	2008.3
SOUTH	Peak	157			Lake Meridian P&R	25.47	12.8%	394.75	42.2%	30.71	45,510	1,482	54.9%	3,256	13.98	42.0	PeakOnly	SOUTH	1,787	8.70	39,747	705,282	1,669,384	17.74	Two-Zone	81,065	$476,794	$61,112	2008.3
SOUTH	Peak	158			Lk Meridi/E Kent P&R	42.73	18.9%	648.17	45.6%	60.12	181,095	3,012	56.5%	7,508	24.12	64.0	PeakOnly	SOUTH	4,239	16.13	94,140	2,747,335	6,024,964	29.18	Two-Zone	170,321	$1,240,062	$234,211	2008.3
SOUTH	Peak	159			Kent P&R,TC	34.42	16.6%	456.54	35.2%	54.16	136,363	2,518	60.1%	6,588	20.70	61.8	PeakOnly	SOUTH	3,962	12.05	83,232	1,808,765	5,141,244	21.73	Two-Zone	150,100	$1,074,503	$178,546	2008.3
SOUTH	Peak	161			Kent	25.30	13.5%	281.42	32.4%	33.90	83,733	2,470	57.6%	5,747	14.57	46.4	PeakOnly	SOUTH	3,310	7.10	61,923	931,437	2,873,223	15.04	Two-Zone	131,184	$841,493	$113,625	2008.3
SOUTH	Peak	162			Kent	35.88	14.3%	561.53	37.6%	29.00	42,978	1,482	48.3%	2,478	17.34	55.7	PeakOnly	SOUTH	1,198	10.86	32,100	672,680	1,786,719	20.96	Two-Zone	61,918	$401,666	$57,574	2008.3
SOUTH	Peak	164			Kent	85.00	50.8%	388.28	50.1%	39.58	171,586	4,335	61.7%	3,273	52.43	41.3	AllDay	SOUTH	2,019	17.87	37,898	783,836	1,563,874	20.68	One-Zone	43,873	$389,710	$198,078	2008.3
SOUTH	Peak	166			Kent P&R,TC	61.36	44.0%	213.75	35.6%	38.11	300,936	7,897	75.9%	6,461	46.58	35.8	AllDay	SOUTH	4,904	11.03	82,193	1,048,271	2,942,430	12.75	One-Zone	95,045	$782,179	$344,391	2008.3
SOUTH	Peak	167			Auburn P&R	29.28	16.1%	421.02	45.1%	32.51	74,840	2,302	55.1%	4,637	16.14	49.1	PeakOnly	SOUTH	2,556	11.86	48,607	1,075,983	2,385,020	22.14	Two-Zone	90,760	$652,157	$105,068	2008.3
SOUTH	Peak	168			Timberlane	65.55	41.5%	294.89	51.3%	34.58	149,620	4,327	68.0%	3,357	44.57	30.7	AllDay	SOUTH	2,282	13.12	42,609	673,048	1,312,712	15.80	One-Zone	51,298	$407,400	$168,914	2008.3
SOUTH	Peak	169			Kent P&R,TC	73.67	49.7%	300.72	45.3%	56.30	458,512	8,144	68.6%	9,073	50.53	42.0	AllDay	SOUTH	6,224	17.01	98,354	1,871,639	4,130,876	19.03	One-Zone	110,046	$1,054,052	$523,478	2008.3
SOUTH	Peak	170			McMicken Heights	29.36	17.9%	241.58	31.2%	26.67	39,520	1,482	58.8%	2,289	17.27	44.7	PeakOnly	SOUTH	1,346	7.52	23,342	325,200	1,040,769	13.93	Two-Zone	43,220	$304,944	$54,451	2008.3
SOUTH	Peak	173			Federal Way P&R,TC	22.46	9.7%	334.88	31.9%	18.06	18,424	1,020	53.8%	1,526	12.08	42.0	PeakOnly	SOUTH	820	6.93	20,497	274,685	860,870	13.40	Two-Zone	39,637	$227,323	$21,950	2008.3
SOUTH	Peak	174			Federal Way P&R,TC	61.72	39.5%	403.75	44.7%	90.40	966,749	10,694	71.3%	21,979	43.98	58.1	AllDay	SOUTH-WEST	15,663	18.85	243,624	6,324,037	14,160,836	25.96	Two-Zone	335,523	$2,888,364	$1,142,256	2008.3
SOUTH	Peak	175			Federal Way P&R,TC	19.76	10.1%	310.37	28.0%	24.11	53,599	2,223	56.5%	4,800	11.17	48.0	PeakOnly	SOUTH	2,713	7.26	62,644	841,998	3,009,586	13.44	Two-Zone	115,996	$721,498	$72,749	2008.3
SOUTH	Peak	177			Federal Way	41.87	19.1%	796.33	47.8%	35.16	309,585	8,805	55.4%	13,339	23.21	59.4	PeakOnly	SOUTH	7,394	18.13	207,216	5,888,107	12,309,463	28.42	Two-Zone	324,732	$2,148,313	$410,620	2008.3
SOUTH	Peak	179			Federal Way	26.13	11.8%	563.93	50.0%	27.55	137,849	5,004	52.0%	10,154	13.58	42.7	PeakOnly	SOUTH	5,275	11.00	139,302	2,974,752	5,946,834	21.35	Two-Zone	270,358	$1,534,169	$181,487	2008.3
SOUTH	Peak	180			Auburn	48.27	33.5%	246.03	35.8%	68.64	542,589	7,905	74.6%	15,062	36.02	42.0	AllDay	SOUTH	11,241	12.34	183,725	2,765,670	7,716,448	15.05	One-Zone	224,091	$1,847,881	$619,554	2008.3
SOUTH	Peak	181			Green River CC	44.30	30.0%	207.29	41.3%	39.49	291,410	7,379	70.8%	9,297	31.34	30.0	AllDay	SOUTH	6,578	9.93	110,061	1,363,592	3,301,827	12.39	One-Zone	137,310	$1,116,394	$335,162	2008.3
SOUTH	Peak	182			Federal Way	33.49	16.9%	109.96	15.0%	12.86	88,429	6,877	55.2%	4,782	18.49	37.1	AllDay	SOUTH	2,641	3.79	52,099	290,368	1,935,477	5.57	One-Zone	76,675	$595,634	$100,418	2008.3
SOUTH	Peak	183			Kent	39.66	24.4%	179.85	36.2%	26.06	139,341	5,347	66.6%	5,274	26.42	31.1	AllDay	SOUTH	3,513	7.36	56,088	631,893	1,747,219	11.27	One-Zone	85,867	$652,669	$159,476	2008.3
SOUTH	Peak	187			Federal Way	40.14	29.3%	133.92	20.5%	12.84	81,679	6,359	81.7%	2,491	32.79	36.2	AllDay	SOUTH	2,035	6.24	36,892	272,515	1,332,194	7.39	One-Zone	43,669	$317,856	$93,265	2008.3

Request 20: Spreadsheet data for 2008 Metro route performance report (annualized data from Fall 2008)

Prod Sub area	Guide Time	Route	Part	Key Type	Neighborhood	Rides/ RevHr	FR/OE	AnnPass Mi / Ann RevHrs	Ann Pass Mi / Sum of Seat Mi	Rides/ Trip	Ann Rides	Ann Trips	RevHrs/ PlatHrs	AnnHrs	Rides/ PlatHr	Seats/ Trip	Allday Commuter	NewSub	Ann RevHrs	Pass Miles/ Plat Miles	Ann Rev Mile	Ann PassMi	Sum of Seat Miles	Load byMi	ZoneFare	Ann PlatMile	Ann OpCost	Ann FareRev	Signup
SOUTH	Peak	190			Star Lake P&R	36.58	14.9%	502.11	34.6%	32.55	98,314	3,020	49.0%	5,487	17.92	61.2	PeakOnly	SOUTH	2,688	10.32	63,871	1,349,584	3,906,062	21.13	Two-Zone	130,791	$901,445	$134,692	2008.3
SOUTH	Peak	191			Star Lake P&R	29.62	13.9%	359.61	39.3%	32.09	87,191	2,717	51.8%	5,681	15.35	46.0	PeakOnly	SOUTH	2,943	8.49	58,561	1,058,469	2,693,940	18.07	Two-Zone	124,713	$817,251	$113,701	2008.3
SOUTH	Peak	192			Federal Way	36.64	16.9%	524.14	48.4%	29.44	65,455	2,223	50.2%	3,561	18.38	42.0	PeakOnly	SOUTH	1,787	10.46	46,026	936,451	1,933,091	20.35	Two-Zone	89,505	$523,428	$88,392	2008.3
SOUTH	Peak	194			Federal Way	44.35	25.6%	642.20	43.2%	47.62	435,271	9,140	69.3%	14,173	30.71	57.9	AllDay	SOUTH-WEST	9,815	20.72	251,536	6,303,368	14,575,629	25.06	Two-Zone	304,150	$2,105,678	$539,882	2008.3
SOUTH	Peak	194		TB	SeaTac	62.77	34.2%	604.15	37.1%	34.00	52,020	1,530	57.9%	1,432	36.32	58.0	AllDay	SOUTH-WEST	829	19.18	23,256	500,692	1,348,848	21.53	Two-Zone	26,099	$199,691	$68,393	2008.3
SOUTH	Peak	196			Federal Way S P&R	30.23	12.6%	424.74	32.8%	28.08	124,839	4,446	48.9%	8,439	14.79	47.1	PeakOnly	SOUTH	4,129	7.88	113,373	1,753,765	5,341,800	15.47	Two-Zone	222,591	$1,307,733	$164,694	2008.3
SOUTH	Peak	197			Federal Way	38.77	16.4%	777.40	50.8%	50.36	182,100	3,616	55.2%	8,503	21.42	62.2	PeakOnly	SOUTH	4,697	15.84	115,760	3,651,376	7,194,368	31.54	Two-Zone	230,448	$1,508,059	$247,061	2008.3
SOUTH	Peak	901		DART	Dash Point	32.32	30.7%	55.53	25.6%	7.73	61,117	7,905	71.9%	2,631	23.23	15.0	AllDay	SOUTH	1,891	3.84	27,351	105,015	410,270	3.84	One-Zone	27,351	$225,992	$69,470	2008.3
SOUTH	Peak	903		DART	South Campus	26.31	30.0%	91.25	33.9%	10.42	79,717	7,650	85.8%	3,532	22.57	15.0	AllDay	SOUTH	3,030	5.08	54,430	276,512	816,446	5.08	One-Zone	54,430	$303,391	$90,937	2008.3
SOUTH	Peak	908		DART	Renton Highlands	16.30	12.6%	29.80	14.6%	4.48	13,720	3,060	57.7%	1,458	9.41	15.0	AllDay	SOUTH	842	2.11	11,429	25,077	171,437	2.19	One-Zone	11,901	$125,226	$15,765	2008.3
SOUTH	Peak	909		DART	Renton	16.13	14.7%	39.58	17.5%	5.38	19,198	3,570	68.3%	1,743	11.02	15.0	AllDay	SOUTH	1,190	2.62	17,993	47,100	269,892	2.62	One-Zone	17,993	$149,687	$22,026	2008.3
SOUTH	Peak	915			Enumclaw	32.25	15.1%	229.35	22.0%	17.20	87,454	5,084	58.9%	4,606	18.99	36.0	AllDay	SOUTH	2,712	5.79	78,530	621,936	2,823,278	7.92	One-Zone	107,420	$649,810	$98,239	2008.3
SOUTH	Peak	917		DART	Algona	22.45	21.0%	73.52	25.5%	7.78	29,768	3,825	71.1%	1,866	15.95	15.0	AllDay	SOUTH	1,326	3.83	25,462	97,493	381,926	3.83	One-Zone	25,462	$160,275	$33,736	2008.3
SOUTH	Peak	918		DART	Kent	33.25	33.9%	54.65	25.4%	7.48	38,159	5,100	76.3%	1,505	25.36	15.0	2WayPeak	SOUTH	1,148	3.59	16,435	62,705	246,521	3.82	One-Zone	17,452	$129,242	$43,813	2008.3
SOUTH	Peak	919		DART	Auburn	17.63	17.4%	41.99	19.3%	5.76	7,343	1,275	72.1%	578	12.70	15.0	AllDay	SOUTH	417	2.62	6,049	17,487	90,729	2.89	One-Zone	6,681	$49,652	$8,616	2008.3
SOUTH	Peak	941		EX	Star Lake P&R	51.18	23.8%	696.85	52.0%	49.33	150,960	3,060	52.8%	5,585	27.03	56.4	PeakOnly	SOUTH	2,950	15.69	69,610	2,055,351	3,949,397	29.53	Two-Zone	130,994	$883,722	$209,905	2008.3
SOUTH	Peak	952		CUST	Auburn P&R	22.81	22.8%	604.38	37.7%	39.44	78,560	1,992	59.5%	5,793	13.56	52.3	PeakOnly	SOUTH	3,445	11.24	104,605	2,081,778	5,519,872	19.90	Custom	185,251	$1,031,057	$234,953	2008.3
WEST	Night	1		SH	Kinnear	40.41	19.2%	78.94	13.1%	6.46	55,393	8,576	61.5%	2,227	24.87	42.0	AllDay	WEST	1,371	5.52	19,596	108,197	823,039	5.52	One-Zone	19,596	$286,072	$54,878	2008.3
WEST	Night	2	N		West Queen Anne	63.34	36.3%	80.75	18.5%	21.25	220,254	10,365	72.0%	4,827	45.63	42.0	AllDay	WEST	3,478	7.62	36,111	280,816	1,516,649	7.78	One-Zone	36,847	$601,481	$218,206	2008.3
WEST	Night	2	S		Madrona	46.19	24.6%	66.58	16.0%	16.65	150,114	9,015	65.7%	4,943	30.37	42.0	AllDay	WEST	3,250	6.38	32,217	216,356	1,353,104	6.72	One-Zone	33,929	$603,380	$148,717	2008.3
WEST	Night	3	N		North Queen Anne	46.15	23.0%	43.24	9.9%	15.00	54,218	3,614	60.5%	1,942	27.92	42.0	AllDay	WEST	1,175	4.11	12,179	50,808	511,512	4.17	One-Zone	12,373	$233,914	$53,714	2008.3
WEST	Night	3	S		Madrona	37.17	17.9%	55.22	14.6%	12.89	117,480	9,117	58.6%	5,390	21.80	42.0	AllDay	WEST	3,161	5.08	28,398	174,509	1,192,699	6.15	One-Zone	34,368	$649,262	$116,388	2008.3
WEST	Night	4	N		East Queen Anne	48.67	23.6%	43.40	9.4%	16.32	96,422	5,910	59.5%	3,332	28.94	42.0	AllDay	WEST	1,981	3.84	21,787	85,982	915,072	3.95	One-Zone	22,382	$405,097	$95,525	2008.3
WEST	Night	4	N	NT	East Queen Anne	32.62	21.9%	44.16	9.1%	12.56	29,833	2,375	90.5%	1,011	29.52	42.0	AllDay	WEST	915	3.83	10,545	40,389	442,890	3.83	One-Zone	10,545	$135,261	$29,556	2008.3
WEST	Night	4	S		Judkins Park	37.34	18.2%	59.82	14.9%	15.38	131,317	8,540	58.9%	5,974	21.98	42.0	AllDay	WEST	3,517	5.81	33,507	210,388	1,407,300	6.28	One-Zone	36,224	$713,511	$130,096	2008.3
WEST	Night	5			Shoreline CC	41.36	20.1%	192.16	20.9%	26.25	243,343	9,270	62.8%	9,365	25.98	55.8	AllDay	WEST	5,884	9.25	96,618	1,130,634	5,397,163	11.70	Two-Zone	122,230	$1,197,269	$241,080	2008.3
WEST	Night	7			Rainier Beach	50.72	29.9%	198.71	27.5%	38.01	120,695	3,175	88.5%	2,689	44.89	54.4	AllDay	WEST	2,379	13.66	31,358	472,827	1,718,980	15.08	One-Zone	34,611	$399,851	$119,573	2008.3
WEST	Night	7		SH	Rainier Beach	18.36	7.8%	37.02	4.2%	8.13	27,710	3,407	65.9%	2,291	12.10	56.0	AllDay	WEST	1,509	2.02	23,660	55,866	1,324,942	2.36	One-Zone	27,643	$352,792	$27,453	2008.3
WEST	Night	7		TB	Rainier Beach	40.40	19.7%	158.99	22.1%	24.98	283,453	11,349	68.6%	10,228	27.71	55.6	AllDay	WEST	7,016	11.92	91,047	1,115,476	5,057,853	12.25	One-Zone	93,546	$1,426,127	$280,817	2008.3
WEST	Night	8		TB	Capitol Hill	65.04	28.7%	90.47	23.5%	18.73	132,806	7,091	46.0%	4,438	29.92	38.1	AllDay	WEST	2,042	6.75	20,594	184,735	785,645	8.97	One-Zone	27,378	$458,836	$131,571	2008.3
WEST	Night	10			Capitol Hill	57.09	26.5%	74.53	18.6%	16.25	148,294	9,125	55.9%	4,647	31.91	42.0	AllDay	WEST	2,597	6.91	24,791	193,589	1,041,222	7.81	One-Zone	28,005	$554,441	$146,915	2008.3
WEST	Night	11			Madison Park	57.06	33.7%	93.30	22.8%	19.81	140,577	7,097	63.7%	3,870	36.33	35.1	AllDay	WEST	2,464	7.29	28,711	229,848	1,008,130	8.01	One-Zone	31,516	$413,006	$139,270	2008.3
WEST	Night	12			Interlaken Park	32.76	16.5%	44.36	11.0%	10.49	70,640	6,732	60.7%	3,554	19.87	42.0	AllDay	WEST	2,156	4.45	20,624	95,634	866,190	4.64	One-Zone	21,506	$424,362	$69,983	2008.3
WEST	Night	13			Seattle Pacific U.	44.57	23.5%	66.40	16.0%	18.71	141,390	7,555	64.3%	4,935	28.65	42.0	AllDay	WEST	3,172	6.60	31,348	210,643	1,316,595	6.72	One-Zone	31,929	$595,973	$140,076	2008.3
WEST	Night	14	N		Summit	63.05	21.9%	80.94	19.9%	10.17	81,687	8,030	39.3%	3,294	24.80	42.0	AllDay	WEST	1,296	8.34	12,571	104,877	527,965	8.34	One-Zone	12,571	$369,026	$80,927	2008.3
WEST	Night	14	S		Mount Baker	47.16	23.4%	107.29	22.9%	18.72	159,835	8,540	63.1%	5,368	29.78	42.0	AllDay	WEST	3,389	8.32	37,838	363,640	1,589,192	9.61	One-Zone	43,729	$677,935	$158,349	2008.3
WEST	Night	15			Blue Ridge	55.78	34.7%	182.69	28.0%	34.78	190,418	5,475	74.7%	4,571	41.66	45.2	AllDay	WEST	3,414	11.18	49,327	623,671	2,230,249	12.64	One-Zone	55,767	$543,224	$188,647	2008.3
WEST	Night	15		TB	Ballard	54.00	27.0%	139.47	19.8%	24.15	114,990	4,762	56.2%	3,789	30.34	45.5	AllDay	WEST	2,129	8.53	32,750	296,992	1,499,112	9.07	One-Zone	34,827	$421,783	$113,921	2008.3
WEST	Night	16			Northgate TC	28.76	15.1%	128.99	20.7%	22.80	216,389	9,490	61.1%	12,321	17.56	43.6	AllDay	WEST	7,525	7.72	107,334	970,587	4,680,022	9.04	One-Zone	125,734	$1,418,475	$214,377	2008.3
WEST	Night	17			Loyal Heights	26.30	14.4%	105.68	14.5%	14.29	95,429	6,680	67.3%	5,390	17.70	47.8	AllDay	WEST	3,629	5.87	55,290	383,457	2,639,920	6.94	One-Zone	65,335	$654,830	$94,542	2008.3
WEST	Night	18			North Beach	50.27	34.7%	158.74	23.6%	29.83	121,308	4,067	87.3%	2,764	43.89	44.1	AllDay	WEST	2,413	9.43	36,726	383,075	1,623,078	10.43	One-Zone	40,644	$346,214	$120,180	2008.3
WEST	Night	18		TB	Crown Hill	33.76	15.8%	97.27	14.7%	16.60	78,759	4,745	51.2%	4,553	17.30	44.0	AllDay	WEST	2,333	6.06	35,319	226,901	1,548,692	6.42	One-Zone	37,449	$493,652	$78,027	2008.3
WEST	Night	21			Arbor Heights	26.67	13.8%	142.80	17.2%	15.50	126,994	8,192	63.2%	7,539	16.84	44.9	AllDay	WEST	4,761	6.99	88,040	679,950	3,953,118	7.72	One-Zone	97,265	$911,698	$125,813	2008.3
WEST	Night	23			White Center	21.65	11.2%	120.31	14.4%	11.26	78,091	6,935	63.7%	5,662	13.79	48.1	AllDay	SOUTH-WEST	3,607	6.23	62,672	433,928	3,015,659	6.92	Two-Zone	69,597	$690,652	$77,365	2008.3
WEST	Night	24			Central Magnolia	22.23	12.2%	80.01	10.0%	12.02	94,173	7,833	66.1%	6,413	14.68	49.7	AllDay	WEST	4,237	4.58	68,120	338,987	3,387,352	4.98	One-Zone	73,945	$762,703	$93,297	2008.3
WEST	Night	26			East Green Lake	43.64	23.6%	119.94	18.6%	19.79	171,194	8,650	62.1%	6,316	27.11	44.4	AllDay	WEST	3,923	7.72	56,951	470,460	2,527,942	8.26	One-Zone	60,956	$717,911	$169,602	2008.3
WEST	Night	27			Colman Park	23.72	12.8%	53.52	13.0%	9.40	37,704	4,009	58.6%	2,714	13.89	35.0	AllDay	WEST	1,589	3.74	18,754	85,063	656,406	4.54	One-Zone	22,747	$291,199	$37,353	2008.3
WEST	Night	28			Broadview	28.36	14.4%	113.06	15.4%	21.66	97,236	4,490	60.0%	5,711	17.03	47.3	AllDay	WEST	3,429	6.45	53,330	387,691	2,521,197	7.27	One-Zone	60,089	$668,875	$96,332	2008.3
WEST	Night	28		SH	Broadview	14.03	4.9%	43.36	4.3%	5.31	25,155	4,734	43.5%	4,124	6.10	47.8	AllDay	WEST	1,794	1.45	37,867	77,771	1,811,146	2.05	One-Zone	53,608	$508,447	$24,921	2008.3
WEST	Night	30		SH	Sand Point	17.78	8.2%	39.55	7.4%	6.02	24,718	4,108	52.2%	2,663	9.28	38.8	AllDay	WEST	1,390	2.01	19,119	54,969	741,081	2.88	One-Zone	27,386	$297,743	$24,488	2008.3
WEST	Night	30		TB	Sand Point	34.05	20.0%	112.87	21.4%	24.00	106,909	4,455	65.6%	4,783	22.35	37.5	AllDay	WEST	3,139	7.51	44,254	354,363	1,659,370	8.01	One-Zone	47,164	$529,924	$105,915	2008.3
WEST	Night	33			Discovery Park	20.09	9.3%	74.56	10.0%	9.36	24,949	2,665	57.4%	2,163	11.53	45.2	AllDay	WEST	1,242	3.25	20,487	92,604	925,006	4.52	One-Zone	28,499	$266,249	$24,717	2008.3
WEST	Night	36			Rainier Beach	38.62	21.8%	164.32	21.8%	28.29	282,715	9,994	67.3%	10,874	26.00	52.8	AllDay	WEST	7,321	10.48	104,566	1,203,009	5,522,298	11.50	One-Zone	114,743	$1,287,552	$280,086	2008.3
WEST	Night	36		SH	Rainier Beach	16.76	7.4%	26.80	4.1%	5.16	11,073	2,147	62.1%	1,065	10.40	42.0	AllDay	WEST	661	1.40	10,339	17,708	434,250	1.71	One-Zone	12,620	$147,444	$10,970	2008.3
WEST	Night	38			SODO	9.80	6.0%	20.76	5.5%	1.96	7,156	3,650	70.2%	1,040	6.88	30.0	AllDay	WEST	730	1.24	9,235	15,154	277,035	1.64	One-Zone	12,268	$118,033	$7,089	2008.3
WEST	Night	41			Lake City	36.31	17.8%	258.51	26.8%	28.20	211,448	7,497	58.6%	9,931	21.29	58.0	AllDay	WEST	5,824	14.15	96,682	1,505,574	5,607,582	15.57	One-Zone	106,407	$1,173,918	$209,482	2008.3
WEST	Night	42		NT	Rainier View	39.82	27.7%	211.41	29.6%	31.47	114,876	3,650	93.1%	3,099	37.06	45.1	AllDay	WEST	2,885	12.18	45,625	609,837	2,059,063	13.37	One-Zone	50,073	$410,412	$113,808	2008.3
WEST	Night	42		TB	Rainier Beach	30.02	15.8%	112.16	16.2%	14.87	63,483	4,270	60.1%	3,517	18.05	45.4	AllDay	WEST	2,114	7.20	32,324	237,148	1,467,217	7.34	One-Zone	32,941	$398,765	$62,893	2008.3
WEST	Night	43			U. District	45.50	25.9%	127.35	23.9%	24.49	250,907	10,247	75.8%	7,274	34.49	52.5	AllDay	WEST	5,514	12.27	55,902	702,192	2,938,221	12.56	One-Zone	57,241	$960,442	$248,573	2008.3
WEST	Night	43		SH	Capitol Hill	24.49	12.2%	66.14	10.9%	11.03	39,217	3,557	72.8%	2,200	17.83	51.0	AllDay	WEST	1,602	4.39	19,032	105,921	971,474	5.57	One-Zone	24,148	$317,762	$38,852	2008.3

Request 20: Spreadsheet data for 2008 Metro route performance report (annualized data from Fall 2008)

Prod Sub area	Guide Time	Route	Part	Key Type	Neighborhood	Rides/ RevHr	FR/OE	AnnPass Mi / Ann RevHrs	Ann Pass Mi / Sum of Seat Mi	Rides/ Trip	Ann Rides	Ann Trips	RevHrs/ PlatHrs	AnnHrs	Rides/ PlatHr	Seats/ Trip	Allday Commuter	NewSub	Ann RevHrs	Pass Miles/ Plat Miles	Ann Rev Mile	Ann PassMi	Sum of Seat Miles	Load byMi	ZoneFare	Ann PlatMile	Ann OpCost	Ann FareRev	Signup
WEST	Night	44			Ballard	53.67	25.1%	103.85	17.3%	21.74	405,877	18,667	61.5%	12,306	32.98	52.0	AllDay	WEST	7,563	8.60	87,273	785,378	4,532,819	9.00	One-Zone	91,317	$1,599,688	$402,102	2008.3
WEST	Night	48	N		Loyal Heights	54.24	28.6%	133.84	19.9%	23.40	201,850	8,627	64.0%	5,816	34.70	50.0	AllDay	WEST	3,722	7.94	50,055	498,095	2,505,272	9.95	One-Zone	62,728	$699,079	$199,973	2008.3
WEST	Night	48	S	TB	Mount Baker	54.65	28.8%	138.01	19.3%	24.75	178,102	7,196	62.4%	5,224	34.09	49.4	AllDay	WEST	3,259	8.53	47,115	449,730	2,325,314	9.55	One-Zone	52,718	$612,261	$176,446	2008.3
WEST	Night	49			U. District	58.65	31.1%	141.41	25.8%	30.26	419,951	13,879	70.7%	10,135	41.43	56.0	AllDay	WEST	7,161	14.25	69,979	1,012,576	3,918,807	14.47	One-Zone	71,052	$1,338,308	$416,046	2008.3
WEST	Night	49		SH	U. District	14.29	6.2%	30.35	4.8%	6.16	14,992	2,433	62.4%	1,681	8.92	56.0	AllDay	WEST	1,049	2.07	11,954	31,849	669,398	2.66	One-Zone	15,409	$237,662	$14,853	2008.3
WEST	Night	54			Fauntleroy	32.11	16.2%	211.78	20.6%	20.54	179,931	8,760	66.6%	8,416	21.38	55.9	AllDay	WEST	5,603	10.16	103,322	1,186,688	5,769,370	11.49	One-Zone	116,776	$1,097,556	$178,258	2008.3
WEST	Night	55		SH	Admiral District	37.75	14.7%	63.34	9.4%	4.55	38,837	8,528	43.6%	2,359	16.47	37.5	AllDay	WEST	1,029	2.93	18,449	65,168	692,595	3.53	One-Zone	22,239	$261,520	$38,476	2008.3
WEST	Night	56			Alki	26.23	12.4%	127.57	15.8%	10.50	61,535	5,863	56.8%	4,127	14.91	45.0	AllDay	WEST	2,346	5.96	42,176	299,283	1,891,690	7.10	One-Zone	50,213	$490,431	$60,963	2008.3
WEST	Night	60			White Center	31.57	18.2%	106.96	23.1%	27.29	48,705	1,785	65.8%	2,346	20.76	35.0	AllDay	WEST	1,543	6.58	20,372	165,010	713,018	8.10	One-Zone	25,061	$264,496	$48,252	2008.3
WEST	Night	65			Lake City	34.56	19.5%	88.18	12.8%	20.31	122,636	6,037	64.2%	5,523	22.21	52.1	AllDay	WEST	3,548	5.98	46,910	312,898	2,441,970	6.67	One-Zone	52,282	$623,730	$121,495	2008.3
WEST	Night	66		EX	Northgate	30.06	17.2%	135.96	24.6%	20.39	157,313	7,717	64.0%	8,178	19.24	42.0	AllDay	WEST	5,234	8.90	68,828	711,565	2,890,792	10.34	One-Zone	79,952	$904,413	$155,850	2008.3
WEST	Night	67			North Seattle	55.12	28.0%	116.81	16.4%	19.75	60,435	3,060	56.3%	1,947	31.05	55.3	AllDay	WEST	1,097	8.22	14,127	128,086	781,912	9.07	One-Zone	15,586	$213,640	$59,873	2008.3
WEST	Night	70			U. District	14.75	7.8%	34.05	8.4%	8.84	16,029	1,813	66.0%	1,648	9.73	42.0	AllDay	WEST	1,087	3.12	10,479	37,007	440,124	3.53	One-Zone	11,857	$202,975	$15,880	2008.3
WEST	Night	71			Wedgwood	38.78	21.7%	150.65	19.5%	31.51	296,261	9,403	64.9%	11,769	25.17	58.0	AllDay	WEST	7,640	10.23	101,704	1,151,043	5,898,832	11.32	One-Zone	112,535	$1,352,944	$293,506	2008.3
WEST	Night	72			Lake City	47.19	26.0%	190.66	24.4%	39.15	195,753	5,000	64.5%	6,428	30.45	58.0	AllDay	WEST	4,148	12.44	55,879	790,819	3,241,009	14.15	One-Zone	63,571	$744,914	$193,932	2008.3
WEST	Night	73			Jackson Park	47.14	27.0%	195.26	24.2%	40.28	180,855	4,490	68.0%	5,642	32.06	58.0	AllDay	WEST	3,836	12.56	53,447	749,067	3,099,906	14.02	One-Zone	59,616	$664,552	$179,173	2008.3
WEST	Night	75			Northgate	37.46	22.3%	138.73	22.8%	42.50	164,214	3,864	68.7%	6,381	25.74	42.0	AllDay	WEST	4,383	8.43	63,391	608,081	2,662,415	9.59	One-Zone	72,120	$728,751	$162,687	2008.3
WEST	Night	75		TN	Northgate	34.53	17.4%	115.86	15.4%	22.31	69,947	3,135	58.3%	3,474	20.13	49.8	AllDay	WEST	2,026	6.40	30,511	234,721	1,519,884	7.69	One-Zone	36,668	$399,233	$69,296	2008.3
WEST	Night	81			Ballard	32.38	16.4%	175.19	20.2%	12.95	18,907	1,460	67.5%	865	21.85	43.7	Owl	WEST	584	6.43	11,585	102,309	506,824	8.83	One-Zone	15,907	$114,485	$18,731	2008.3
WEST	Night	82			East Green Lake	20.47	11.0%	116.74	18.9%	10.83	15,817	1,460	66.5%	1,162	13.61	39.9	Owl	WEST	773	5.31	11,979	90,194	477,859	7.53	One-Zone	16,976	$141,814	$15,670	2008.3
WEST	Night	83			U. District	27.66	14.3%	159.13	20.6%	13.40	19,569	1,460	63.4%	1,116	17.53	49.2	Owl	WEST	707	7.66	11,133	112,570	547,231	10.11	One-Zone	14,696	$135,947	$19,387	2008.3
WEST	Night	84			Madison Park	11.89	6.9%	46.61	9.8%	6.84	9,985	1,460	67.2%	1,248	8.00	41.2	Owl	WEST	840	2.88	9,669	39,125	398,675	4.05	One-Zone	13,593	$142,956	$9,892	2008.3
WEST	Night	85			West Seattle	24.82	13.8%	256.52	28.8%	13.14	19,178	1,460	70.2%	1,101	17.42	43.7	Owl	WEST	773	11.76	15,764	198,185	689,218	12.57	One-Zone	16,859	$137,571	$19,000	2008.3
WEST	Night	128			Admiral District	25.08	14.4%	125.74	18.3%	25.94	104,758	4,038	68.9%	6,066	17.27	42.0	AllDay	SOUTH-WEST	4,177	6.48	68,475	525,243	2,875,934	7.67	Two-Zone	81,070	$722,429	$103,784	2008.3
WEST	Night	331			Kenmore	16.35	8.8%	75.22	14.3%	8.57	29,410	3,430	63.4%	2,835	10.37	30.0	AllDay	EAST-WEST	1,799	3.55	31,539	135,300	946,158	4.29	One-Zone	38,074	$332,002	$29,136	2008.3
WEST	Night	345			Shoreline	22.95	13.4%	95.17	21.0%	10.77	33,628	3,123	64.3%	2,278	14.76	30.0	AllDay	WEST	1,465	6.31	22,110	139,461	663,302	6.31	Two-Zone	22,110	$247,891	$33,315	2008.3
WEST	Night	346			Aurora Village	33.44	14.2%	118.52	20.9%	13.48	49,890	3,702	46.1%	3,234	15.43	32.5	AllDay	WEST	1,492	5.96	26,030	176,821	845,703	6.79	Two-Zone	29,672	$349,186	$49,426	2008.3
WEST	Night	347			Mountlake Terrace	31.53	16.0%	122.85	22.5%	17.53	59,121	3,372	57.6%	3,252	18.18	33.6	AllDay	WEST	1,875	6.41	30,502	230,317	1,025,764	7.55	Two-Zone	35,953	$365,468	$58,571	2008.3
WEST	Night	348			Richmond Beach	29.01	15.5%	99.76	20.7%	17.02	62,116	3,650	59.1%	3,626	17.13	30.0	AllDay	WEST	2,141	5.88	34,383	213,569	1,031,490	6.21	Two-Zone	36,295	$397,015	$61,538	2008.3
WEST	Night	358		EX	Aurora Village	53.87	27.7%	334.86	33.4%	43.26	452,579	10,463	65.0%	12,921	35.03	62.2	AllDay	WEST	8,401	18.95	135,378	2,813,280	8,426,112	20.78	Two-Zone	148,451	$1,619,829	$448,370	2008.3
WEST	Night	372		EX	Woodinville P&R	38.59	15.1%	205.93	18.6%	36.50	72,124	1,976	54.7%	3,417	21.11	61.3	AllDay	WEST	1,869	7.28	33,720	384,875	2,065,295	11.41	Two-Zone	52,836	$474,616	$71,453	2008.3
WEST	OffPeak	1			Kinnear	106.49	56.4%	177.75	40.2%	37.21	572,113	15,374	65.5%	8,207	69.71	42.0	AllDay	WEST	5,373	16.74	56,503	954,951	2,373,127	16.90	One-Zone	57,055	$1,004,256	$566,793	2008.3
WEST	OffPeak	2	N		West Queen Anne	121.24	66.7%	171.44	42.9%	43.60	565,478	12,970	67.0%	6,963	81.21	42.0	AllDay	WEST	4,664	17.92	44,388	799,612	1,864,298	18.01	One-Zone	44,621	$839,534	$560,219	2008.3
WEST	OffPeak	2	S		Madrona	91.21	53.9%	153.78	39.0%	34.68	744,653	21,470	73.0%	11,180	66.61	42.0	AllDay	WEST	8,164	16.09	76,601	1,255,548	3,217,230	16.39	One-Zone	78,043	$1,369,024	$737,728	2008.3
WEST	OffPeak	3	N		North Queen Anne	95.52	58.5%	120.41	30.8%	33.73	306,086	9,074	75.9%	4,220	72.54	42.0	AllDay	WEST	3,204	12.93	29,832	385,845	1,252,928	12.93	One-Zone	29,832	$517,966	$303,239	2008.3
WEST	OffPeak	3	S		Madrona	68.37	33.5%	104.57	32.6%	30.11	372,943	12,385	56.4%	9,670	38.57	42.0	AllDay	WEST	5,455	13.35	41,649	570,412	1,749,266	13.70	One-Zone	42,736	$1,102,630	$369,474	2008.3
WEST	OffPeak	3	S	TB	First Hill	100.56	57.2%	122.99	48.3%	35.02	428,655	12,240	64.8%	6,583	65.11	42.0	AllDay	WEST	4,263	19.78	25,852	524,254	1,085,780	20.28	One-Zone	26,500	$742,095	$424,669	2008.3
WEST	OffPeak	4	N		East Queen Anne	94.31	54.6%	128.23	31.1%	34.25	336,644	9,828	71.7%	4,979	67.61	42.0	AllDay	WEST	3,570	13.05	35,010	457,731	1,470,422	13.07	One-Zone	35,086	$610,790	$333,513	2008.3
WEST	OffPeak	4	N	NT	East Queen Anne	55.44	34.9%	73.15	16.0%	21.43	60,482	2,822	82.0%	1,330	45.48	42.0	AllDay	WEST	1,091	6.66	11,871	79,801	498,591	6.72	One-Zone	11,986	$171,744	$59,920	2008.3
WEST	OffPeak	4	S		Judkins Park	68.78	37.5%	108.80	31.5%	35.07	452,864	12,912	64.5%	10,214	44.34	42.0	AllDay	WEST	6,585	12.97	54,141	716,442	2,273,908	13.23	One-Zone	55,245	$1,197,930	$448,653	2008.3
WEST	OffPeak	5			Shoreline CC	59.36	35.0%	287.42	31.7%	43.20	542,347	12,553	77.1%	11,849	45.77	64.0	AllDay	WEST	9,137	18.31	129,552	2,626,198	8,291,325	20.27	Two-Zone	143,456	$1,534,474	$537,303	2008.3
WEST	OffPeak	5		ALT	Northgate TC	53.77	32.1%	275.91	32.4%	40.19	397,689	9,896	76.8%	9,634	41.28	63.8	AllDay	WEST	7,396	18.36	98,589	2,040,479	6,294,411	20.70	One-Zone	111,150	$1,227,594	$393,990	2008.3
WEST	OffPeak	7			Rainier Beach	60.08	34.1%	198.79	32.1%	60.36	376,601	6,239	80.5%	7,786	48.37	56.0	AllDay	WEST	6,268	17.89	69,306	1,246,039	3,881,139	17.98	One-Zone	69,640	$1,093,526	$373,099	2008.3
WEST	OffPeak	7		SH	Rainier Beach	40.34	22.4%	88.52	14.2%	21.75	41,049	1,887	81.5%	1,249	32.86	50.0	AllDay	WEST	1,017	6.30	12,685	90,067	634,902	7.10	One-Zone	14,305	$181,221	$40,667	2008.3
WEST	OffPeak	7		TB	Rainier Beach	72.07	38.1%	238.44	41.3%	58.43	1,447,720	24,775	71.2%	28,218	51.31	56.0	AllDay	WEST	20,087	23.06	206,958	4,789,500	11,589,631	23.14	One-Zone	207,706	$3,768,952	$1,434,257	2008.3
WEST	OffPeak	8			Mount Baker	61.94	37.7%	119.57	28.2%	43.40	276,675	6,375	66.1%	6,753	40.97	38.5	AllDay	WEST	4,467	9.88	49,172	534,098	1,891,019	10.86	One-Zone	54,080	$727,743	$274,102	2008.3
WEST	OffPeak	8		TB	Capitol Hill	76.12	40.8%	103.77	30.5%	23.65	115,272	4,875	56.0%	2,706	42.60	36.2	AllDay	WEST	1,514	9.07	14,212	157,136	515,065	11.06	One-Zone	17,332	$279,597	$114,200	2008.3
WEST	OffPeak	9		EX	Rainier Ave	72.20	38.7%	255.04	34.3%	51.00	163,761	3,211	64.8%	3,499	46.80	61.8	AllDay	WEST	2,268	17.25	27,281	578,499	1,688,761	21.21	One-Zone	33,530	$418,861	$162,238	2008.3
WEST	OffPeak	10			Capitol Hill	95.28	52.5%	141.08	40.1%	31.44	690,694	21,967	65.6%	11,052	62.50	42.0	AllDay	WEST	7,249	16.51	60,764	1,022,697	2,552,097	16.83	One-Zone	61,938	$1,303,259	$684,270	2008.3
WEST	OffPeak	10		SH	Capitol Hill	18.84	2.1%	5.82	1.2%	1.54	2,479	1,610	13.9%	949	2.61	42.0	AllDay	WEST	132	0.12	1,524	766	64,013	0.50	One-Zone	6,517	$115,822	$2,456	2008.3
WEST	OffPeak	11			Madison Park	91.32	55.1%	148.50	42.0%	37.10	486,386	13,109	63.7%	8,366	58.14	35.7	AllDay	WEST	5,326	13.46	52,470	790,916	1,883,233	15.07	One-Zone	58,758	$873,855	$481,863	2008.3
WEST	OffPeak	12			Interlaken Park	78.71	42.7%	120.33	35.4%	30.35	394,252	12,991	64.4%	7,784	50.65	42.0	AllDay	WEST	5,009	14.22	40,547	602,741	1,702,963	14.87	One-Zone	42,377	$913,779	$390,586	2008.3
WEST	OffPeak	12		TB	First Hill	75.14	47.2%	81.34	32.5%	22.92	209,066	9,121	73.1%	3,808	54.91	42.0	AllDay	WEST	2,782	12.33	16,603	226,320	697,338	13.63	One-Zone	18,349	$439,152	$207,122	2008.3
WEST	OffPeak	13			Seattle Pacific U.	97.62	57.9%	150.95	38.5%	40.41	509,307	12,605	73.3%	7,120	71.53	42.0	AllDay	WEST	5,217	15.92	48,761	787,527	2,047,942	16.15	One-Zone	49,458	$871,101	$504,570	2008.3
WEST	OffPeak	14	N		Summit	88.84	38.4%	116.52	31.8%	15.85	197,905	12,489	49.7%	4,484	44.14	42.0	AllDay	WEST	2,228	13.32	19,421	259,563	815,669	13.37	One-Zone	19,480	$510,173	$196,064	2008.3
WEST	OffPeak	14	S		Mount Baker	83.81	51.6%	170.48	42.4%	39.20	495,021	12,628	77.3%	7,644	64.76	42.0	AllDay	WEST	5,906	17.38	56,509	1,006,930	2,373,367	17.82	One-Zone	57,948	$951,153	$490,417	2008.3
WEST	OffPeak	15			Blue Ridge	89.13	55.9%	251.00	43.9%	54.85	890,778	16,240	72.2%	13,843	64.35	43.7	AllDay	WEST	9,994	17.55	130,611	2,508,470	5,714,350	19.21	One-Zone	142,946	$1,579,199	$882,494	2008.3
WEST	OffPeak	16			Northgate TC	48.35	30.3%	167.58	34.2%	44.84	753,219	16,797	70.1%	22,220	33.90	40.2	AllDay	WEST	15,579	12.47	189,996	2,610,846	7,645,187	13.74	One-Zone	209,345	$2,466,540	$746,214	2008.3
WEST	OffPeak	17			Loyal Heights	42.10	28.3%	159.18	28.8%	25.31	302,752	11,962	78.6%	9,144	33.11	40.2	AllDay	WEST	7,191	10.82	98,966	1,144,691	3,974,468	11.57	One-Zone	105,748	$1,059,487	$299,936	2008.3
WEST	OffPeak	18			North Beach	81.00	54.2%	215.08	36.2%	54.03	513,873	9,511	77.9%	8,140	63.13	44.2	AllDay	WEST	6,344	15.43	85,104	1,364,540	3,765,532	16.03	One-Zone	88,435	$938,551	$509,094	2008.3

Request 20: Spreadsheet data for 2008 Metro route performance report (annualized data from Fall 2008)

Prod Sub area	Guide Time	Route	Part	Key Type	Neighborhood	Rides/ RevHr	FR/OE	AnnPass Mi / Ann RevHrs	Ann Pass Mi / Sum of Seat Mi	Rides/ Trip	Ann Rides	Ann Trips	RevHrs/ PlatHrs	AnnHrs	Rides/ PlatHr	Seats/ Trip	Allday Commuter	NewSub	Ann RevHrs	Pass Miles/ Plat Miles	Ann Rev Mile	Ann PassMi	Sum of Seat Miles	Load byMi	ZoneFare	Ann PlatMile	Ann OpCost	Ann FareRev	Signup
WEST	OffPeak	18		TB	Crown Hill	83.91	50.8%	198.95	33.9%	44.19	317,650	7,188	69.1%	5,478	57.98	44.0	AllDay	WEST	3,786	13.84	50,563	753,172	2,223,524	14.90	One-Zone	54,421	$619,202	$314,695	2008.3
WEST	OffPeak	21			Arbor Heights	43.98	26.8%	233.27	32.9%	28.57	348,208	12,188	73.5%	10,768	32.34	42.7	AllDay	WEST	7,917	13.44	131,183	1,846,789	5,617,645	14.08	One-Zone	137,429	$1,289,244	$344,970	2008.3
WEST	OffPeak	22			White Center	33.98	21.5%	146.59	23.1%	27.80	299,994	10,790	73.6%	11,993	25.01	45.3	AllDay	WEST	8,828	10.09	123,577	1,294,152	5,596,776	10.47	Two-Zone	128,248	$1,380,490	$297,204	2008.3
WEST	OffPeak	23			White Center	35.73	22.0%	170.16	28.2%	21.47	263,515	12,275	72.3%	10,193	25.85	40.0	AllDay	SOUTH-WEST	7,374	10.35	110,986	1,254,775	4,442,379	11.31	Two-Zone	121,188	$1,188,636	$261,064	2008.3
WEST	OffPeak	24			Central Magnolia	48.75	28.2%	165.34	22.7%	26.73	328,521	12,292	68.6%	9,820	33.46	45.9	AllDay	WEST	6,738	9.74	106,932	1,114,145	4,903,431	10.42	One-Zone	114,377	$1,152,622	$325,466	2008.3
WEST	OffPeak	25			Laurelhurst	19.38	13.3%	59.54	14.2%	14.84	60,532	4,080	76.1%	4,106	14.74	35.0	AllDay	WEST	3,124	4.87	37,503	185,973	1,312,600	4.96	One-Zone	38,202	$449,465	$59,969	2008.3
WEST	OffPeak	26			East Green Lake	72.56	45.7%	167.72	29.3%	37.41	447,004	11,950	72.8%	8,459	52.84	45.3	AllDay	WEST	6,161	12.36	77,796	1,033,287	3,528,008	13.28	One-Zone	83,620	$969,904	$442,847	2008.3
WEST	OffPeak	27			Colman Park	44.02	24.1%	82.76	21.1%	17.57	188,683	10,738	57.3%	7,483	25.21	35.0	AllDay	WEST	4,286	6.98	48,010	354,703	1,680,344	7.39	One-Zone	50,820	$774,656	$186,928	2008.3
WEST	OffPeak	28			Broadview	60.35	37.9%	208.45	31.7%	44.99	514,166	11,428	75.8%	11,240	45.74	44.7	AllDay	WEST	8,520	13.51	125,596	1,775,895	5,593,700	14.14	One-Zone	131,438	$1,343,985	$509,384	2008.3
WEST	OffPeak	30			Sand Point	48.15	27.4%	146.45	31.6%	39.00	248,625	6,375	62.6%	8,254	30.12	35.0	AllDay	WEST	5,164	10.14	68,345	756,254	2,392,079	11.07	One-Zone	74,582	$898,330	$246,313	2008.3
WEST	OffPeak	30		SH	Sand Point	19.41	8.6%	29.44	6.0%	6.87	13,736	1,998	47.8%	1,482	9.27	37.7	AllDay	WEST	708	1.69	9,256	20,838	349,215	2.25	One-Zone	12,356	$158,828	$13,608	2008.3
WEST	OffPeak	30		TB	Sand Point	38.58	20.8%	116.49	23.0%	29.20	110,022	3,768	60.5%	4,717	23.33	38.8	AllDay	WEST	2,852	7.01	37,282	332,211	1,445,257	8.91	One-Zone	47,410	$524,704	$108,999	2008.3
WEST	OffPeak	31			Magnolia	34.02	19.0%	128.58	22.0%	17.05	153,896	9,027	62.1%	7,284	21.13	42.0	AllDay	WEST	4,524	8.33	63,066	581,636	2,648,778	9.22	One-Zone	69,853	$802,379	$152,465	2008.3
WEST	OffPeak	33			Discovery Park	30.51	18.5%	126.67	21.2%	15.78	134,897	8,550	68.9%	6,418	21.02	40.1	AllDay	WEST	4,421	8.21	65,850	560,012	2,642,706	8.50	One-Zone	68,173	$722,695	$133,642	2008.3
WEST	OffPeak	36			Rainier Beach	67.53	39.4%	266.13	38.4%	55.49	868,875	15,659	68.5%	18,787	46.25	57.8	AllDay	WEST	12,867	20.53	153,767	3,424,374	8,920,607	22.27	One-Zone	166,803	$2,186,296	$860,794	2008.3
WEST	OffPeak	36		TB	Beacon Hill	83.86	48.5%	268.87	59.1%	46.63	705,492	15,131	73.4%	11,459	61.57	42.0	AllDay	WEST	8,413	24.66	91,144	2,262,010	3,828,035	24.82	One-Zone	91,710	$1,441,801	$698,931	2008.3
WEST	OffPeak	37			Admiral District	13.00	6.1%	73.63	9.8%	9.75	2,028	208	54.5%	286	7.09	42.0	AllDay	WEST	156	3.34	2,780	11,487	116,757	4.13	One-Zone	3,435	$33,144	$2,009	2008.3
WEST	OffPeak	38			SODO	33.25	21.1%	58.78	15.5%	6.65	63,873	9,604	68.8%	2,792	22.88	30.0	AllDay	WEST	1,921	4.49	24,298	112,912	728,944	4.65	One-Zone	25,145	$299,511	$63,279	2008.3
WEST	OffPeak	39			Rainier Beach	35.13	20.7%	179.74	26.0%	26.11	283,181	10,845	71.4%	11,285	25.09	47.8	AllDay	SOUTH-WEST	8,060	11.15	116,905	1,448,774	5,565,187	12.39	One-Zone	129,957	$1,356,242	$280,547	2008.3
WEST	OffPeak	41			Lake City	55.17	30.1%	397.25	42.4%	44.27	889,057	20,081	66.5%	24,227	36.70	58.0	AllDay	WEST	16,115	22.81	260,332	6,401,787	15,099,274	24.59	One-Zone	280,692	$2,923,588	$880,789	2008.3
WEST	OffPeak	42			Rainier View	59.77	37.6%	247.14	39.2%	44.42	436,644	9,830	74.7%	9,775	44.67	47.4	AllDay	WEST	7,305	17.05	96,747	1,805,345	4,601,827	18.66	One-Zone	105,877	$1,151,075	$432,583	2008.3
WEST	OffPeak	42		NT	Rainier View	49.52	40.4%	210.90	42.1%	43.21	73,798	1,708	100.0%	1,490	49.52	35.0	AllDay	WEST	1,490	14.72	21,350	314,300	747,250	14.72	One-Zone	21,350	$180,885	$73,112	2008.3
WEST	OffPeak	42		TB	Rainier Beach	60.61	28.8%	190.57	40.2%	33.90	44,748	1,320	49.6%	1,487	30.08	35.0	AllDay	WEST	738	14.08	9,992	140,704	349,734	14.08	One-Zone	9,992	$153,726	$44,332	2008.3
WEST	OffPeak	43			U. District	67.48	36.3%	175.99	37.7%	40.20	938,967	23,357	68.2%	20,402	46.02	50.1	AllDay	WEST	13,915	18.81	129,668	2,448,806	6,501,037	18.89	One-Zone	130,181	$2,563,846	$930,235	2008.3
WEST	OffPeak	43		SH	Capitol Hill	36.68	20.3%	48.68	9.8%	19.56	52,328	2,675	77.1%	1,850	28.29	48.5	AllDay	WEST	1,426	3.80	14,572	69,445	707,749	4.77	One-Zone	18,291	$255,287	$51,841	2008.3
WEST	OffPeak	44			Ballard	69.71	36.5%	165.28	34.4%	37.73	906,211	24,020	66.3%	19,616	46.20	49.4	AllDay	WEST	12,999	17.06	125,914	2,148,523	6,249,000	17.06	One-Zone	125,914	$2,461,573	$897,784	2008.3
WEST	OffPeak	48	N		Loyal Heights	72.58	43.2%	162.67	27.4%	36.04	732,654	20,329	71.4%	14,141	51.81	50.3	AllDay	WEST	10,095	11.35	118,929	1,642,104	5,989,370	13.81	One-Zone	144,638	$1,679,730	$725,840	2008.3
WEST	OffPeak	48	S		Rainier Beach	83.55	51.5%	239.76	32.9%	67.01	649,213	9,688	77.8%	9,986	65.01	53.4	AllDay	WEST	7,770	15.69	106,203	1,862,974	5,668,014	17.54	One-Zone	118,709	$1,249,481	$643,175	2008.3
WEST	OffPeak	48	S	ALT	Columbia City	80.24	48.2%	172.54	26.3%	51.05	481,162	9,425	72.0%	8,325	57.80	52.6	AllDay	WEST	5,996	12.63	74,794	1,034,606	3,935,582	13.83	One-Zone	81,904	$987,978	$476,687	2008.3
WEST	OffPeak	48	S	TB	Mount Baker	64.34	38.7%	148.67	31.2%	30.93	89,516	2,894	67.4%	2,063	43.39	35.0	AllDay	WEST	1,391	10.01	18,952	206,837	663,334	10.91	One-Zone	20,661	$229,330	$88,684	2008.3
WEST	OffPeak	49			U. District	72.69	36.9%	178.70	36.6%	43.11	1,000,181	23,200	64.8%	21,250	47.07	56.0	AllDay	WEST	13,760	20.38	120,050	2,458,985	6,722,813	20.48	One-Zone	120,632	$2,682,867	$990,879	2008.3
WEST	OffPeak	51			West Seattle	23.85	12.1%	41.64	9.1%	4.02	43,444	10,809	56.1%	3,245	13.39	30.0	AllDay	WEST	1,821	2.32	27,751	75,839	832,532	2.73	One-Zone	32,661	$355,720	$43,040	2008.3
WEST	OffPeak	53			Admiral District	16.10	9.2%	61.43	11.1%	5.17	15,314	2,964	64.0%	1,486	10.30	35.0	AllDay	WEST	951	3.88	15,042	58,415	526,481	3.88	One-Zone	15,042	$165,575	$15,172	2008.3
WEST	OffPeak	54			Fauntleroy	49.25	27.9%	330.47	30.7%	34.39	424,702	12,350	76.3%	11,296	37.60	64.0	AllDay	WEST	8,623	19.02	145,236	2,849,523	9,295,104	19.62	One-Zone	149,821	$1,506,860	$420,752	2008.3
WEST	OffPeak	55			Admiral District	51.26	27.8%	318.02	31.4%	25.13	331,744	13,202	70.0%	9,242	35.89	60.2	AllDay	WEST	6,472	17.85	109,463	2,058,054	6,563,751	18.80	One-Zone	115,304	$1,183,022	$328,659	2008.3
WEST	OffPeak	56			Alki	43.64	26.8%	190.27	28.3%	19.63	211,769	10,790	72.3%	6,707	31.57	42.6	AllDay	WEST	4,852	11.82	76,571	923,238	3,261,740	12.06	One-Zone	78,082	$784,083	$209,800	2008.3
WEST	OffPeak	60			White Center	67.59	45.6%	201.65	51.9%	69.79	427,125	6,120	74.2%	8,517	50.15	35.0	AllDay	WEST	6,320	16.56	70,135	1,274,388	2,454,732	18.17	One-Zone	76,959	$926,999	$423,153	2008.3
WEST	OffPeak	60		TB	Georgetown	45.65	27.4%	96.13	24.9%	26.40	161,502	6,117	63.9%	5,536	29.18	35.0	AllDay	WEST	3,538	7.98	38,952	340,095	1,363,303	8.73	One-Zone	42,616	$584,951	$160,000	2008.3
WEST	OffPeak	65			Lake City	63.56	38.2%	147.96	24.6%	40.53	486,566	12,006	66.7%	11,473	42.41	49.0	AllDay	WEST	7,655	11.35	93,797	1,132,634	4,599,052	12.08	One-Zone	99,833	$1,261,469	$482,041	2008.3
WEST	OffPeak	66		EX	Northgate	41.95	25.7%	158.75	32.7%	32.47	393,626	12,124	65.7%	14,283	27.56	42.0	AllDay	WEST	9,383	13.13	108,395	1,489,601	4,552,574	13.74	One-Zone	113,455	$1,517,587	$389,965	2008.3
WEST	OffPeak	67			North Seattle	86.37	54.3%	197.05	30.9%	34.72	221,340	6,375	69.8%	3,672	60.28	55.4	AllDay	WEST	2,563	17.11	29,511	505,002	1,636,085	17.11	One-Zone	29,511	$403,849	$219,282	2008.3
WEST	OffPeak	68			Northgate TC	87.75	58.4%	194.52	37.4%	44.91	368,558	8,207	73.4%	5,723	64.40	42.0	AllDay	WEST	4,200	15.52	52,059	817,016	2,186,480	15.69	One-Zone	52,652	$625,116	$365,130	2008.3
WEST	OffPeak	70			U. District	46.07	24.3%	119.13	31.0%	27.91	487,196	17,454	63.0%	16,779	29.04	42.0	AllDay	WEST	10,576	12.92	96,827	1,259,947	4,066,753	13.01	One-Zone	97,498	$1,990,034	$482,665	2008.3
WEST	OffPeak	71			Wedgwood	53.35	33.0%	216.30	29.8%	46.15	193,355	4,190	72.0%	5,030	38.44	58.0	AllDay	WEST	3,624	16.09	45,368	783,897	2,631,325	17.28	One-Zone	48,728	$580,038	$191,557	2008.3
WEST	OffPeak	71		EX	Wedgwood	64.53	40.9%	302.25	40.0%	52.54	457,333	8,705	73.7%	9,612	47.58	58.0	AllDay	WEST	7,087	22.98	92,244	2,142,139	5,350,151	23.22	One-Zone	93,203	$1,108,582	$453,080	2008.3
WEST	OffPeak	72			Lake City	59.59	37.6%	252.24	34.4%	53.30	122,278	2,294	74.5%	2,754	44.39	58.0	AllDay	WEST	2,052	18.26	25,963	517,565	1,505,873	19.93	One-Zone	28,352	$322,317	$121,141	2008.3
WEST	OffPeak	72		EX	Lake City	75.21	45.0%	353.54	45.0%	61.06	550,228	9,012	69.2%	10,570	52.05	58.0	AllDay	WEST	7,316	25.92	99,175	2,586,297	5,752,144	26.08	One-Zone	99,783	$1,211,479	$545,111	2008.3
WEST	OffPeak	73			Jackson Park	55.13	33.7%	232.40	29.9%	49.27	110,164	2,236	73.8%	2,708	40.69	58.0	AllDay	WEST	1,998	15.38	26,792	464,411	1,553,945	17.33	One-Zone	30,190	$323,393	$109,139	2008.3
WEST	OffPeak	73		EX	Jackson Park	73.36	43.7%	334.62	42.0%	61.58	539,229	8,757	70.0%	10,505	51.33	58.0	AllDay	WEST	7,350	23.36	100,947	2,459,443	5,854,928	24.36	One-Zone	105,294	$1,221,291	$534,214	2008.3
WEST	OffPeak	73		TEX	Roosevelt	68.24	36.6%	297.91	39.2%	37.53	162,690	4,335	63.1%	3,778	43.06	58.0	AllDay	WEST	2,384	18.62	31,227	710,303	1,811,183	22.75	One-Zone	38,153	$440,052	$161,177	2008.3
WEST	OffPeak	75			Northgate	58.43	38.4%	215.64	34.9%	72.57	711,843	9,809	75.0%	16,237	43.84	47.4	AllDay	WEST	12,184	16.24	159,252	2,627,265	7,526,131	16.50	One-Zone	161,755	$1,837,300	$705,223	2008.3
WEST	OffPeak	75		TN	Northgate	33.80	18.5%	130.04	18.8%	20.04	42,050	2,098	64.0%	1,943	21.64	42.0	AllDay	WEST	1,244	6.94	20,493	161,767	860,707	7.89	One-Zone	23,314	$225,141	$41,659	2008.3
WEST	OffPeak	99			International Dist.	29.84	0.0%	34.81	10.6%	8.22	95,278	11,592	54.3%	5,876	16.22	42.0	AllDay	WEST	3,193	4.25	24,872	111,132	1,044,605	4.47	One-Zone	26,142	$575,656	$0	2008.3
WEST	OffPeak	128			Admiral District	54.93	34.7%	341.87	52.1%	58.49	497,840	8,512	73.7%	12,305	40.46	42.0	AllDay	SOUTH-WEST	9,064	21.37	141,483	3,098,581	5,942,276	21.90	Two-Zone	145,001	$1,419,450	$493,210	2008.3
WEST	OffPeak	128		TB	West Seattle	37.18	18.4%	155.96	22.8%	31.25	50,750	1,624	56.4%	2,419	20.98	42.0	AllDay	SOUTH-WEST	1,365	8.23	22,257	212,877	934,791	9.56	Two-Zone	25,854	$272,720	$50,278	2008.3
WEST	OffPeak	331			Kenmore	35.64	24.0%	165.61	35.2%	22.01	215,843	9,806	79.0%	7,669	28.14	30.0	AllDay	EAST-WEST	6,056	10.13	95,029	1,002,934	2,850,862	10.55	One-Zone	98,968	$889,149	$213,836	2008.3
WEST	OffPeak	345			Shoreline	42.92	33.6%	197.05	48.5%	22.33	218,938	9,806	90.8%	5,618	38.97	30.0	AllDay	WEST	5,101	14.47	69,037	1,005,188	2,071,115	14.56	Two-Zone	69,460	$644,620	$216,902	2008.3
WEST	OffPeak	346			Aurora Village	52.43	29.6%	202.55	35.2%	22.09	225,272	10,197	63.7%	6,747	33.39	35.0	AllDay	WEST	4,297	12.03	71,127	870,287	2,472,396	12.24	Two-Zone	72,321	$754,943	$223,177	2008.3
WEST	OffPeak	347			Mountlake Terrace	40.00	24.4%	151.23	28.8%	23.89	231,747	9,702	68.5%	8,459	27.40	34.7	AllDay	WEST	5,794	9.83	87,754	876,278	3,043,781	9.99	Two-Zone	89,119	$941,811	$229,592	2008.3
WEST	OffPeak	348			Richmond Beach	46.95	29.2%	183.92	39.9%	28.81	288,648	10,020	70.2%	8,759	32.95	30.0	AllDay	WEST	6,147	11.76	94,388	1,130,653	2,831,652	11.98	Two-Zone	96,126	$977,957	$285,964	2008.3

Request 20: Spreadsheet data for 2008 Metro route performance report (annualized data from Fall 2008)

Prod Sub area	Guide Time	Route	Part	Key Type	Neighborhood	Rides/ RevHr	FR/OE	AnnPass Mi / Ann RevHrs	Ann Pass Mi / Sum of Seat Mi	Rides/ Trip	Ann Rides	Ann Trips	RevHrs/ PlatHrs	AnnHrs	Rides/ PlatHr	Seats/ Trip	Allday Commuter	NewSub	Ann RevHrs	Pass Miles/ Plat Miles	Ann Rev Mile	Ann PassMi	Sum of Seat Miles	Load byMi	ZoneFare	Ann PlatMile	Ann OpCost	Ann FareRev	Signup
WEST	OffPeak	358		EX	Aurora Village	76.99	44.1%	470.36	52.2%	68.01	1,568,317	23,059	70.5%	28,888	54.29	61.5	AllDay	WEST	20,371	31.08	298,221	9,581,681	18,345,456	32.13	Two-Zone	308,337	$3,521,764	$1,553,732	2008.3
WEST	OffPeak	372		EX	Woodinville P&R	59.96	31.6%	349.26	32.7%	61.35	348,517	5,681	67.9%	8,567	40.68	64.0	AllDay	WEST	5,813	20.60	96,943	2,030,167	6,204,324	20.94	Two-Zone	98,573	$1,092,061	$345,276	2008.3
WEST	Peak	1			Kinnear	105.39	71.1%	146.48	34.9%	39.23	439,514	11,204	72.8%	5,726	76.76	42.0	AllDay	WEST	4,170	14.41	41,640	610,903	1,748,889	14.67	One-Zone	42,384	$709,118	$504,300	2008.3
WEST	Peak	2	N		West Queen Anne	95.07	66.6%	116.25	31.3%	38.13	301,410	7,905	74.8%	4,237	71.13	42.0	AllDay	WEST	3,171	12.82	28,004	368,577	1,176,172	13.16	One-Zone	28,754	$516,161	$343,798	2008.3
WEST	Peak	2	N	EX	West Queen Anne	84.03	39.4%	187.00	48.8%	40.35	259,103	6,422	45.1%	6,834	37.92	44.9	PeakOnly	WEST	3,083	9.01	26,822	576,597	1,180,680	21.50	One-Zone	64,005	$762,928	$300,557	2008.3
WEST	Peak	2	S		Madrona	91.17	61.8%	126.51	34.4%	36.34	565,335	15,555	71.9%	8,619	65.59	42.0	AllDay	WEST	6,201	12.92	54,284	784,431	2,279,945	14.45	One-Zone	60,710	$1,057,242	$652,928	2008.3
WEST	Peak	3	N		North Queen Anne	95.83	68.3%	114.50	29.7%	35.14	322,295	9,172	75.8%	4,434	72.69	42.0	AllDay	WEST	3,363	12.27	30,829	385,078	1,294,838	12.49	One-Zone	31,373	$544,362	$371,989	2008.3
WEST	Peak	3	S		Madrona	81.89	50.8%	111.64	36.2%	35.70	399,382	11,188	63.0%	7,738	51.61	42.0	AllDay	WEST	4,877	12.82	35,772	544,460	1,502,428	15.22	One-Zone	42,484	$909,640	$461,733	2008.3
WEST	Peak	3	S	TB	First Hill	75.77	45.2%	85.20	34.2%	30.54	77,399	2,534	57.3%	1,782	43.43	42.0	AllDay	WEST	1,021	12.01	6,053	87,030	254,235	14.38	One-Zone	7,249	$201,143	$90,820	2008.3
WEST	Peak	4	N		East Queen Anne	94.26	68.0%	132.24	32.9%	35.19	295,527	8,399	78.6%	3,987	74.12	42.0	AllDay	WEST	3,135	13.73	30,005	414,596	1,260,216	13.82	One-Zone	30,199	$496,067	$337,314	2008.3
WEST	Peak	4	N	NT	East Queen Anne	42.30	30.1%	36.95	8.1%	16.33	24,990	1,530	80.3%	735	33.99	42.0	AllDay	WEST	591	3.33	6,378	21,828	267,857	3.42	One-Zone	6,559	$94,732	$28,531	2008.3
WEST	Peak	4	S		Judkins Park	82.19	51.0%	110.94	34.4%	43.53	419,698	9,642	64.6%	7,903	53.11	42.0	AllDay	WEST	5,106	11.54	39,259	566,453	1,648,871	14.43	One-Zone	49,072	$947,668	$483,575	2008.3
WEST	Peak	5			Shoreline CC	63.12	35.9%	270.16	34.8%	52.26	413,100	7,905	66.6%	9,826	42.04	61.9	AllDay	WEST	6,545	12.92	82,250	1,768,196	5,083,206	21.50	Two-Zone	136,910	$1,319,751	$473,714	2008.3
WEST	Peak	5		ALT	Northgate TC	67.68	43.3%	265.00	35.5%	57.27	321,300	5,610	72.1%	6,588	48.77	62.7	AllDay	WEST	4,747	15.39	56,534	1,258,043	3,546,209	22.25	One-Zone	81,738	$851,939	$368,627	2008.3
WEST	Peak	5		EX	Greenwood	82.26	40.7%	394.52	59.2%	57.58	176,205	3,060	53.8%	3,982	44.25	60.3	PeakOnly	WEST	2,142	17.40	23,684	845,070	1,426,827	35.68	One-Zone	48,572	$507,811	$206,759	2008.3
WEST	Peak	7			Rainier Beach	53.81	34.7%	182.83	30.2%	55.07	210,630	3,825	80.3%	4,875	43.21	56.0	AllDay	WEST	3,914	16.70	42,317	715,658	2,369,766	16.91	One-Zone	42,863	$681,417	$236,671	2008.3
WEST	Peak	7		EX	Rainier Beach	64.61	32.1%	264.04	36.2%	52.76	221,559	4,199	54.9%	6,245	35.48	60.3	PeakOnly	WEST	3,429	11.33	41,469	905,428	2,500,937	21.83	One-Zone	79,890	$808,728	$259,977	2008.3
WEST	Peak	7		SH	Rainier Beach	17.21	8.4%	36.82	4.2%	7.13	17,403	2,442	80.2%	1,262	13.79	56.0	AllDay	WEST	1,011	2.09	15,978	37,243	894,743	2.33	One-Zone	17,849	$205,702	$17,241	2008.3
WEST	Peak	7		TB	Rainier Beach	60.62	38.0%	191.71	33.9%	50.22	826,899	16,467	73.8%	18,482	44.74	56.0	AllDay	WEST	13,640	18.25	137,613	2,615,029	7,706,352	19.00	One-Zone	143,294	$2,500,070	$949,831	2008.3
WEST	Peak	8			Mount Baker	68.99	48.4%	132.14	28.3%	49.32	352,155	7,140	67.8%	7,527	46.79	43.1	AllDay	WEST	5,104	10.15	55,208	674,500	2,379,438	12.22	One-Zone	66,422	$836,476	$404,973	2008.3
WEST	Peak	8		TB	Capitol Hill	81.30	45.8%	96.77	29.4%	30.11	138,210	4,590	52.2%	3,260	42.40	41.9	AllDay	WEST	1,700	7.15	13,357	164,501	559,302	12.32	One-Zone	23,021	$345,059	$158,076	2008.3
WEST	Peak	9		EX	Rainier Ave	67.49	39.8%	213.13	35.7%	46.12	284,791	6,175	60.4%	6,990	40.74	48.6	AllDay	WEST	4,220	11.52	51,892	899,302	2,517,063	17.33	One-Zone	78,042	$831,861	$331,241	2008.3
WEST	Peak	10			Capitol Hill	87.57	57.6%	117.19	34.6%	30.88	602,062	19,499	68.2%	10,078	59.74	42.0	AllDay	WEST	6,875	13.40	55,376	805,743	2,325,777	14.55	One-Zone	60,113	$1,200,409	$691,785	2008.3
WEST	Peak	10		SH	Capitol Hill	6.03	0.8%	0.00	0.0%	0.50	765	1,522	13.7%	930	0.82	42.0	AllDay	WEST	127	0.00	1,452	0	60,976	0.00	One-Zone	6,170	$112,777	$898	2008.3
WEST	Peak	11			Madison Park	82.71	58.1%	132.77	39.2%	36.56	484,755	13,260	66.1%	8,870	54.65	36.4	AllDay	WEST	5,861	10.58	54,159	778,132	1,987,126	14.37	One-Zone	73,519	$957,572	$555,953	2008.3
WEST	Peak	12			Interlaken Park	87.02	62.4%	110.44	33.9%	35.19	437,693	12,439	73.9%	6,803	64.34	42.0	AllDay	WEST	5,030	13.51	39,008	555,470	1,638,340	14.24	One-Zone	41,109	$812,012	$506,409	2008.3
WEST	Peak	12		TB	First Hill	86.66	51.1%	79.11	34.0%	29.01	167,804	5,785	58.0%	3,341	50.22	42.0	AllDay	WEST	1,936	9.76	10,739	153,187	451,020	14.27	One-Zone	15,698	$384,030	$196,296	2008.3
WEST	Peak	13			Seattle Pacific U.	95.39	68.5%	127.14	35.5%	45.51	533,051	11,714	75.8%	7,374	72.29	42.0	AllDay	WEST	5,588	14.20	47,641	710,451	2,000,907	14.91	One-Zone	50,046	$898,283	$615,466	2008.3
WEST	Peak	14	N		Summit	91.07	52.0%	111.12	33.1%	18.36	228,253	12,431	57.6%	4,351	52.46	42.0	AllDay	WEST	2,506	13.50	20,050	278,509	842,106	13.89	One-Zone	20,625	$500,734	$260,564	2008.3
WEST	Peak	14	S		Mount Baker	66.41	45.2%	131.11	32.6%	27.72	399,998	14,431	74.0%	8,141	49.14	42.0	AllDay	WEST	6,023	12.64	57,687	789,707	2,422,847	13.69	One-Zone	62,467	$1,015,443	$459,252	2008.3
WEST	Peak	15			Blue Ridge	109.66	65.5%	296.13	45.6%	71.25	577,581	8,106	60.9%	8,643	66.82	51.7	AllDay	WEST	5,267	16.74	66,383	1,559,692	3,423,941	23.50	One-Zone	93,155	$1,011,662	$662,546	2008.3
WEST	Peak	15		EX	Blue Ridge	96.90	46.0%	460.14	61.7%	67.11	308,040	4,590	51.3%	6,192	49.75	57.2	PeakOnly	WEST	3,179	18.17	41,392	1,462,782	2,372,291	35.34	One-Zone	80,519	$774,722	$356,749	2008.3
WEST	Peak	15		TB	Ballard	90.38	62.6%	265.49	40.2%	50.45	146,193	2,898	74.2%	2,181	67.03	50.3	AllDay	WEST	1,618	15.14	21,287	429,436	1,069,508	20.17	One-Zone	28,360	$267,132	$167,257	2008.3
WEST	Peak	16			Northgate TC	53.45	38.5%	189.41	39.7%	51.76	541,110	10,455	71.3%	14,208	38.09	40.9	AllDay	WEST	10,124	13.24	118,037	1,917,447	4,830,582	16.24	One-Zone	144,794	$1,602,924	$617,747	2008.3
WEST	Peak	17			Loyal Heights	58.59	41.3%	206.40	37.1%	41.49	370,260	8,925	72.6%	8,704	42.54	46.7	AllDay	WEST	6,320	12.83	75,230	1,304,401	3,513,706	17.34	One-Zone	101,669	$1,029,620	$425,704	2008.3
WEST	Peak	17		EX	Loyal Heights	74.50	39.2%	407.13	50.7%	53.96	148,343	2,749	60.1%	3,315	44.75	63.4	PeakOnly	WEST	1,991	18.79	25,189	810,686	1,597,545	32.18	One-Zone	43,143	$439,427	$172,125	2008.3
WEST	Peak	18			North Beach	91.03	58.8%	248.20	38.3%	65.10	348,585	5,355	70.9%	5,402	64.53	50.9	AllDay	WEST	3,829	13.00	48,657	950,411	2,481,219	19.53	One-Zone	73,106	$677,666	$398,221	2008.3
WEST	Peak	18		EX	North Beach	87.52	47.6%	418.32	56.2%	63.85	211,650	3,315	60.3%	4,008	52.81	56.4	PeakOnly	WEST	2,418	17.48	31,913	1,011,611	1,799,652	31.70	One-Zone	57,870	$522,186	$248,350	2008.3
WEST	Peak	18		TB	Crown Hill	80.00	48.0%	210.04	31.8%	43.58	211,140	4,845	58.0%	4,548	46.43	49.5	AllDay	WEST	2,639	14.49	35,032	554,344	1,743,175	15.82	One-Zone	38,250	$501,336	$240,437	2008.3
WEST	Peak	19			West Magnolia	57.78	35.8%	201.14	39.2%	31.28	78,512	2,510	62.0%	2,192	35.82	43.5	PeakOnly	WEST	1,359	10.86	16,025	273,298	696,774	17.05	One-Zone	25,167	$255,109	$91,359	2008.3
WEST	Peak	21			Arbor Heights	49.57	32.6%	237.83	30.1%	33.73	258,060	7,650	72.5%	7,178	35.95	51.2	AllDay	WEST	5,206	12.51	80,526	1,238,203	4,108,078	15.38	One-Zone	98,988	$901,865	$293,630	2008.3
WEST	Peak	21		EX	Arbor Heights	69.78	36.5%	420.09	44.6%	52.63	214,710	4,080	59.1%	5,206	41.24	56.6	PeakOnly	WEST	3,077	16.86	51,184	1,292,621	2,897,399	25.25	One-Zone	76,679	$683,562	$249,611	2008.3
WEST	Peak	22			White Center	43.01	31.0%	163.06	24.5%	37.07	264,690	7,140	76.1%	8,084	32.74	49.8	AllDay	WEST	6,154	9.93	82,069	1,003,476	4,089,937	12.23	Two-Zone	101,016	$979,880	$304,216	2008.3
WEST	Peak	23			White Center	53.76	37.6%	255.27	39.1%	35.00	276,675	7,905	70.9%	7,255	38.14	47.0	AllDay	SOUTH-WEST	5,147	15.82	71,497	1,313,837	3,364,337	18.38	Two-Zone	83,038	$852,151	$320,085	2008.3
WEST	Peak	24			Central Magnolia	71.71	50.4%	215.31	30.3%	43.13	252,960	5,865	75.9%	4,645	54.46	48.7	AllDay	WEST	3,528	13.04	51,490	759,517	2,508,925	14.75	One-Zone	58,224	$564,027	$284,105	2008.3
WEST	Peak	24		TB	Central Magnolia	78.51	47.9%	273.27	39.5%	46.96	142,957	3,044	63.1%	2,886	49.53	54.8	2WayPeak	WEST	1,821	16.05	23,017	497,575	1,260,097	21.62	One-Zone	30,997	$346,069	$165,789	2008.3
WEST	Peak	25			Laurelhurst	27.40	22.2%	76.94	19.3%	22.04	146,152	6,630	78.5%	6,792	21.52	35.0	AllDay	WEST	5,334	5.98	60,721	410,362	2,125,221	6.76	One-Zone	68,613	$756,364	$167,722	2008.3
WEST	Peak	26			East Green Lake	79.87	50.2%	190.46	31.9%	46.73	416,676	8,917	67.0%	7,790	53.49	52.8	AllDay	WEST	5,217	11.48	59,244	993,655	3,116,761	16.77	One-Zone	86,564	$943,355	$473,786	2008.3
WEST	Peak	26		EX	East Green Lake	68.08	39.5%	279.43	42.4%	42.47	150,254	3,538	62.4%	3,538	42.47	59.1	PeakOnly	WEST	2,207	15.26	24,704	616,732	1,455,826	24.97	One-Zone	40,428	$441,249	$174,445	2008.3
WEST	Peak	27			Colman Park	61.37	40.9%	104.50	29.5%	25.81	197,457	7,650	61.8%	5,202	37.96	35.0	AllDay	WEST	3,217	7.62	32,599	336,197	1,140,972	10.31	One-Zone	44,143	$559,410	$228,994	2008.3
WEST	Peak	28			Broadview	72.56	11.6%	220.93	27.0%	56.38	301,920	5,355	72.5%	5,738	52.62	58.1	AllDay	WEST	4,161	12.44	58,602	919,249	3,401,664	15.69	One-Zone	73,904	$737,965	$85,894	2008.3
WEST	Peak	28		EX	Broadview	65.00	3.2%	381.58	44.5%	55.50	251,650	4,534	63.6%	6,091	41.31	62.8	PeakOnly	WEST	3,872	16.14	52,869	1,477,305	3,319,664	27.94	One-Zone	91,557	$845,469	$27,160	2008.3
WEST	Peak	28		TB	Whittier Heights	73.90	37.7%	216.98	38.4%	43.95	176,943	4,026	54.5%	4,389	40.31	49.8	2WayPeak	WEST	2,394	9.26	27,466	519,527	1,353,198	18.92	One-Zone	56,123	$545,433	$205,761	2008.3
WEST	Peak	30			Sand Point	53.57	35.7%	167.84	37.1%	43.07	329,460	7,650	65.6%	9,371	35.16	35.5	AllDay	WEST	6,150	10.26	78,392	1,032,189	2,779,834	13.17	One-Zone	100,595	$1,057,696	$378,016	2008.3
WEST	Peak	31			Magnolia	52.80	33.2%	160.95	28.9%	27.76	200,207	7,211	63.3%	5,992	33.41	42.0	AllDay	WEST	3,791	8.61	50,341	610,249	2,114,307	12.12	One-Zone	70,904	$691,933	$229,472	2008.3
WEST	Peak	32		EX	Rainier Beach	54.47	35.0%	257.52	46.9%	43.78	97,318	2,223	65.8%	2,717	35.82	44.6	PeakOnly	WEST	1,787	13.43	21,963	460,087	980,558	20.95	One-Zone	34,261	$326,559	$114,193	2008.3
WEST	Peak	33			Discovery Park	66.44	37.6%	232.89	35.4%	34.38	270,423	7,865	59.6%	6,826	39.62	48.3	AllDay	WEST	4,070	11.25	55,110	947,860	2,675,612	17.20	One-Zone	84,257	$829,154	$311,770	2008.3
WEST	Peak	34		EX	Rainier Beach	43.14	21.3%	198.78	32.6%	32.63	64,467	1,976	51.9%	2,878	22.40	48.5	PeakOnly	WEST	1,494	7.99	18,772	297,042	911,954	15.82	One-Zone	37,178	$354,671	$75,646	2008.3
WEST	Peak	35			Seattle CBD	16.98	10.6%	70.64	12.6%	7.50	7,650	1,020	63.9%	706	10.84	49.8	PeakOnly	WEST	451	3.83	5,090	31,824	253,269	6.25	One-Zone	8,303	$84,786	$8,977	2008.3
WEST	Peak	36			Rainier Beach	67.04	41.7%	240.11	35.2%	55.81	512,295	9,180	64.9%	11,781	43.48	58.9	AllDay	WEST	7,642	15.60	88,694	1,834,802	5,217,654	20.69	One-Zone	117,606	$1,409,314	$587,197	2008.3

Request 20: Spreadsheet data for 2008 Metro route performance report (annualized data from Fall 2008)

Prod Sub area	Guide Time	Route	Part	Key Type	Neighborhood	Rides/ RevHr	FR/OE	AnnPass Mi / Ann RevHrs	Ann Pass Mi / Sum of Seat Mi	Rides/ Trip	Ann Rides	Ann Trips	RevHrs/ PlatHrs	AnnHrs	Rides/ PlatHr	Seats/ Trip	Allday Commuter	NewSub	Ann RevHrs	Pass Miles/ Plat Miles	Ann Rev Mile	Ann PassMi	Sum of Seat Miles	Load byMi	ZoneFare	Ann PlatMile	Ann OpCost	Ann FareRev	Signup
WEST	Peak	36		SH	Rainier Beach	31.35	15.5%	55.76	9.2%	10.58	32,289	3,052	57.2%	1,800	17.94	42.0	AllDay	WEST	1,030	3.30	14,906	57,424	626,034	3.85	One-Zone	17,395	$236,322	$36,630	2008.3
WEST	Peak	36		TB	Beacon Hill	74.48	51.8%	215.98	49.5%	44.39	609,883	13,738	75.4%	10,857	56.17	42.4	AllDay	WEST	8,189	19.34	84,210	1,768,664	3,573,127	21.00	One-Zone	91,445	$1,359,856	$704,823	2008.3
WEST	Peak	37		EX	Admiral District	29.66	17.2%	217.83	26.6%	21.95	93,556	4,263	65.6%	4,812	19.44	45.7	PeakOnly	WEST	3,155	8.80	56,582	687,168	2,582,262	12.14	One-Zone	78,054	$628,641	$108,177	2008.3
WEST	Peak	38			SODO	37.29	27.8%	52.16	14.0%	7.58	50,235	6,630	69.8%	1,930	26.04	30.0	AllDay	WEST	1,347	3.75	16,774	70,278	503,217	4.19	One-Zone	18,737	$210,004	$58,340	2008.3
WEST	Peak	39			Rainier Beach	40.81	26.0%	173.63	23.5%	32.55	240,720	7,395	69.8%	8,449	28.49	54.7	AllDay	SOUTH-WEST	5,899	9.74	79,983	1,024,259	4,366,773	12.81	One-Zone	105,198	$1,064,978	$276,498	2008.3
WEST	Peak	41			Lake City	66.57	38.5%	473.93	49.2%	50.50	692,623	13,714	62.5%	16,657	41.58	58.0	AllDay	WEST	10,405	23.75	172,684	4,930,995	10,015,686	28.55	One-Zone	207,661	$2,051,563	$790,070	2008.3
WEST	Peak	41		TB	Northgate P&R	103.74	42.6%	752.81	63.4%	50.75	556,405	10,964	47.7%	11,254	49.44	58.0	PeakOnly	WEST	5,364	22.35	109,817	4,037,739	6,369,411	36.77	One-Zone	180,677	$1,500,140	$639,133	2008.3
WEST	Peak	42			Rainier View	59.96	42.7%	235.42	30.8%	43.52	199,402	4,582	78.8%	4,221	47.24	59.6	AllDay	WEST	3,326	14.93	42,599	782,923	2,543,127	18.38	One-Zone	52,453	$541,149	$231,045	2008.3
WEST	Peak	42		EX	Rainier View	63.91	39.2%	302.74	42.6%	56.20	127,182	2,263	65.2%	3,053	41.66	55.8	PeakOnly	WEST	1,990	16.48	25,196	602,486	1,414,472	23.91	One-Zone	36,570	$380,742	$149,235	2008.3
WEST	Peak	42		NT	Rainier View	56.14	49.1%	288.85	43.4%	55.20	70,380	1,275	100.0%	1,254	56.14	52.4	AllDay	WEST	1,254	22.72	15,938	362,151	835,125	22.72	One-Zone	15,938	$157,903	$77,599	2008.3
WEST	Peak	42		TB	Rainier Beach	67.29	39.2%	222.33	39.2%	40.38	82,365	2,040	60.8%	2,015	40.89	49.6	AllDay	WEST	1,224	13.22	13,887	272,136	693,552	19.60	One-Zone	20,581	$235,980	$92,547	2008.3
WEST	Peak	43			U. District	67.91	43.8%	158.26	32.7%	43.53	719,460	16,527	73.3%	14,460	49.76	56.0	AllDay	WEST	10,595	17.52	91,485	1,676,797	5,124,815	18.33	One-Zone	95,707	$1,875,025	$820,688	2008.3
WEST	Peak	43		SH	Capitol Hill	31.18	19.0%	56.87	10.7%	18.08	63,978	3,538	76.1%	2,697	23.72	56.0	AllDay	WEST	2,052	4.79	19,413	116,705	1,087,153	6.01	One-Zone	24,356	$379,835	$72,310	2008.3
WEST	Peak	44			Ballard	75.30	46.6%	162.14	31.8%	42.30	751,401	17,762	70.5%	14,153	53.09	56.0	AllDay	WEST	9,979	16.64	90,950	1,617,987	5,095,601	17.79	One-Zone	97,220	$1,840,393	$856,991	2008.3
WEST	Peak	45		EX	Queen Anne	48.62	20.7%	152.56	37.0%	23.50	46,436	1,976	42.0%	2,277	20.40	36.8	PeakOnly	WEST	955	6.09	10,690	145,705	393,935	13.63	One-Zone	23,929	$255,738	$53,044	2008.3
WEST	Peak	46			Shilshole	28.68	15.2%	75.27	13.9%	11.22	74,841	6,669	55.5%	4,701	15.92	39.6	AllDay	WEST	2,610	3.37	35,837	196,464	1,411,820	5.48	One-Zone	58,218	$559,634	$85,156	2008.3
WEST	Peak	48	N		Loyal Heights	79.21	49.1%	177.97	29.0%	42.82	674,087	15,741	66.0%	12,898	52.26	56.0	AllDay	WEST	8,510	10.91	93,062	1,514,557	5,224,097	16.27	One-Zone	138,851	$1,576,180	$773,643	2008.3
WEST	Peak	48	N	EX	Loyal Heights	80.96	39.8%	265.69	38.5%	51.29	77,653	1,514	53.4%	1,797	43.21	60.0	PeakOnly	WEST	959	12.34	11,043	254,832	662,375	23.08	One-Zone	20,657	$229,019	$91,118	2008.3
WEST	Peak	48	N	TB	Ravenna	91.04	20.6%	117.78	17.3%	13.32	34,944	2,623	27.6%	1,391	25.12	53.4	2WayPeak	WEST	384	1.96	4,663	45,207	261,929	9.70	One-Zone	23,064	$195,438	$40,275	2008.3
WEST	Peak	48	S		Rainier Beach	95.26	63.8%	264.81	34.6%	79.01	657,957	8,328	75.4%	9,155	71.87	58.0	AllDay	WEST	6,907	16.32	91,147	1,828,979	5,292,239	20.07	One-Zone	112,095	$1,186,774	$756,920	2008.3
WEST	Peak	48	S	ALT	Columbia City	89.32	64.7%	193.43	31.3%	59.25	569,099	9,605	76.2%	8,360	68.08	53.1	AllDay	WEST	6,371	13.59	74,364	1,232,392	3,934,319	16.57	One-Zone	90,660	$1,012,682	$655,528	2008.3
WEST	Peak	49			U. District	81.19	49.0%	202.16	42.8%	50.09	689,376	13,762	66.9%	12,685	54.35	56.0	AllDay	WEST	8,491	23.06	71,630	1,716,597	4,011,306	23.96	One-Zone	74,452	$1,612,092	$790,325	2008.3
WEST	Peak	51			West Seattle	32.16	21.2%	52.66	11.7%	5.52	37,995	6,885	63.6%	1,857	20.46	30.0	AllDay	WEST	1,182	3.06	17,723	62,223	531,675	3.51	One-Zone	20,357	$207,299	$43,978	2008.3
WEST	Peak	53			Admiral District	18.46	12.2%	50.56	9.3%	6.00	8,892	1,482	65.4%	737	12.07	35.0	AllDay	WEST	482	2.77	7,521	24,354	263,240	3.24	One-Zone	8,803	$85,285	$10,434	2008.3
WEST	Peak	54			Fauntleroy	56.12	34.3%	333.51	35.4%	44.57	397,800	8,925	70.8%	10,009	39.75	62.7	AllDay	WEST	7,089	18.10	106,424	2,364,258	6,675,166	22.22	One-Zone	130,647	$1,320,386	$453,547	2008.3
WEST	Peak	54		EX	Fauntleroy	85.20	33.5%	548.24	48.5%	43.71	156,060	3,570	47.3%	3,876	40.26	63.6	PeakOnly	WEST	1,832	16.45	32,561	1,004,241	2,070,024	30.84	One-Zone	61,057	$545,823	$183,121	2008.3
WEST	Peak	55			Admiral District	74.52	40.2%	403.23	43.0%	39.95	376,890	9,435	59.3%	8,526	44.21	61.0	AllDay	WEST	5,058	19.67	77,739	2,039,311	4,746,091	26.23	One-Zone	103,675	$1,083,819	$435,534	2008.3
WEST	Peak	56			Alki	58.50	36.7%	178.12	21.8%	27.00	89,505	3,315	67.5%	2,265	39.51	53.2	AllDay	WEST	1,530	9.28	23,508	272,518	1,251,295	11.59	One-Zone	29,356	$278,809	$102,323	2008.3
WEST	Peak	56		EX	Alki	94.29	43.0%	485.67	54.1%	45.47	173,910	3,825	48.6%	3,795	45.82	55.1	PeakOnly	WEST	1,845	19.74	30,044	895,815	1,655,511	29.82	One-Zone	45,370	$462,717	$198,941	2008.3
WEST	Peak	57			W. Seattle Junction	45.90	29.7%	227.60	36.5%	28.31	93,840	3,315	68.8%	2,971	31.59	44.8	PeakOnly	WEST	2,044	11.14	28,517	465,273	1,274,768	16.32	One-Zone	41,764	$367,426	$108,947	2008.3
WEST	Peak	60			White Center	64.84	48.8%	192.95	48.6%	65.57	467,636	7,132	71.6%	10,076	46.41	35.0	AllDay	WEST	7,212	14.70	81,730	1,391,599	2,860,553	17.03	One-Zone	94,665	$1,105,272	$538,987	2008.3
WEST	Peak	64		EX	Lake City	51.39	31.3%	282.56	44.9%	53.23	186,615	3,506	65.2%	5,569	33.51	51.5	PeakOnly	WEST	3,631	13.99	44,439	1,026,076	2,283,330	23.09	One-Zone	73,337	$700,060	$218,974	2008.3
WEST	Peak	65			Lake City	67.37	47.8%	163.50	27.8%	45.81	454,721	9,927	71.8%	9,401	48.37	51.9	AllDay	WEST	6,750	10.87	76,355	1,103,629	3,966,180	14.45	One-Zone	101,509	$1,092,147	$521,782	2008.3
WEST	Peak	66		EX	Northgate	54.52	41.7%	203.39	46.6%	46.89	334,815	7,140	71.4%	8,602	38.92	42.0	AllDay	WEST	6,141	17.61	63,776	1,249,092	2,678,571	19.59	One-Zone	70,921	$920,122	$383,368	2008.3
WEST	Peak	67			North Seattle	74.30	47.9%	173.71	30.5%	33.24	256,217	7,707	63.3%	5,444	47.06	53.1	AllDay	WEST	3,448	11.19	37,252	598,995	1,961,384	16.08	One-Zone	53,506	$615,972	$294,915	2008.3
WEST	Peak	68			Northgate TC	82.49	61.4%	166.80	33.1%	43.26	322,106	7,445	72.0%	5,423	59.40	42.0	AllDay	WEST	3,905	11.76	46,864	651,319	1,968,296	13.90	One-Zone	55,380	$605,367	$371,670	2008.3
WEST	Peak	70			U. District	52.45	35.8%	113.03	32.3%	34.97	540,101	15,443	70.9%	14,521	37.19	42.0	AllDay	WEST	10,297	13.10	85,907	1,163,861	3,608,077	13.55	One-Zone	88,844	$1,736,943	$622,331	2008.3
WEST	Peak	71		EX	Wedgwood	78.85	50.8%	357.24	45.5%	59.96	412,845	6,885	66.6%	7,858	52.54	58.0	AllDay	WEST	5,236	22.61	70,936	1,870,527	4,114,282	26.37	One-Zone	82,722	$924,766	$469,897	2008.3
WEST	Peak	72			Lake City	45.16	26.4%	162.73	20.5%	35.00	53,550	1,530	73.2%	1,619	33.07	58.0	AllDay	WEST	1,186	7.85	16,256	192,959	942,863	11.87	One-Zone	24,585	$211,856	$55,894	2008.3
WEST	Peak	72		EX	Lake City	86.39	61.0%	399.08	50.3%	67.79	414,885	6,120	71.8%	6,685	62.06	58.0	AllDay	WEST	4,803	27.88	65,647	1,916,580	3,807,538	29.20	One-Zone	68,733	$782,089	$477,042	2008.3
WEST	Peak	73			Jackson Park	48.24	23.8%	194.09	24.2%	39.67	60,690	1,530	63.9%	1,968	30.84	58.0	AllDay	WEST	1,258	7.39	17,406	244,163	1,009,565	14.03	One-Zone	33,045	$266,408	$63,527	2008.3
WEST	Peak	73		EX	Jackson Park	82.50	57.4%	363.55	44.7%	66.92	409,530	6,120	72.0%	6,894	59.41	58.0	AllDay	WEST	4,964	24.38	69,572	1,804,660	4,035,156	25.94	One-Zone	74,019	$815,338	$468,290	2008.3
WEST	Peak	73		TEX	Roosevelt	79.52	43.7%	341.95	50.2%	47.71	85,170	1,785	53.8%	1,989	42.82	58.0	AllDay	WEST	1,071	19.30	12,582	366,231	729,739	29.11	One-Zone	18,975	$228,521	$99,938	2008.3
WEST	Peak	74		EX	Sand Point	88.34	46.7%	429.07	55.0%	62.53	271,065	4,335	59.0%	5,202	52.11	58.0	PeakOnly	WEST	3,069	18.50	41,297	1,316,591	2,395,241	31.88	One-Zone	71,183	$658,578	$307,632	2008.3
WEST	Peak	75			Northgate	63.48	46.5%	211.14	36.7%	82.87	655,095	7,905	73.5%	14,042	46.65	46.4	AllDay	WEST	10,319	14.38	127,842	2,178,771	5,937,185	17.04	One-Zone	151,531	$1,615,473	$751,031	2008.3
WEST	Peak	75		TB	Lake City	56.61	36.7%	161.33	25.1%	31.23	217,001	6,949	68.7%	5,583	38.87	46.6	2WayPeak	WEST	3,833	8.54	52,508	618,469	2,466,386	11.78	One-Zone	72,396	$672,314	$246,859	2008.3
WEST	Peak	76			Wedgwood	57.40	29.1%	333.24	43.5%	51.50	228,969	4,446	57.5%	6,932	33.03	61.1	PeakOnly	WEST	3,989	13.75	50,084	1,329,329	3,058,660	26.54	One-Zone	96,708	$916,436	$266,822	2008.3
WEST	Peak	77		EX	North City	50.96	27.7%	407.76	48.1%	43.32	203,281	4,693	60.3%	6,611	30.75	55.9	PeakOnly	WEST	3,989	15.96	60,540	1,626,594	3,379,612	26.87	Two-Zone	101,888	$889,376	$246,323	2008.3
WEST	Peak	79		EX	Lake City	37.29	21.3%	193.82	35.3%	33.25	65,702	1,976	59.5%	2,960	22.20	42.0	PeakOnly	WEST	1,762	7.90	23,040	341,502	967,687	14.82	One-Zone	43,205	$361,162	$77,095	2008.3
WEST	Peak	99			International Dist.	63.10	0.0%	78.53	24.0%	17.35	150,450	8,670	48.2%	4,943	30.44	42.0	AllDay	WEST	2,384	7.96	18,597	187,240	781,080	10.07	One-Zone	23,526	$487,888	$0	2008.3
WEST	Peak	126			Rainier Beach	13.61	9.5%	55.96	10.7%	9.23	50,141	5,434	65.0%	5,669	8.85	30.0	2WayPeak	SOUTH-WEST	3,684	2.68	64,474	206,171	1,934,232	3.20	Two-Zone	77,066	$665,903	$63,074	2008.3
WEST	Peak	128			Admiral District	63.69	47.7%	334.91	51.2%	69.99	517,546	7,395	75.5%	10,757	48.11	42.0	AllDay	SOUTH-WEST	8,126	18.99	126,582	2,721,493	5,316,444	21.50	Two-Zone	143,313	$1,280,056	$611,021	2008.3
WEST	Peak	217			Seattle CBD	39.88	24.6%	408.09	38.0%	35.67	52,858	1,482	58.9%	2,252	23.47	52.7	PeakOnly	WEST	1,326	15.80	26,913	540,955	1,425,170	20.10	Two-Zone	34,247	$287,524	$70,797	2008.3
WEST	Peak	242			North Seattle	34.40	19.3%	409.18	44.1%	38.26	144,186	3,769	59.0%	7,110	20.28	48.1	PeakOnly	WEST	4,192	12.00	80,771	1,715,202	3,889,245	21.24	Two-Zone	142,935	$996,031	$192,679	2008.3
WEST	Peak	243			Jackson Park	32.65	17.8%	245.68	34.8%	31.83	47,177	1,482	54.3%	2,659	17.74	42.0	PeakOnly	WEST	1,445	6.80	24,283	354,988	1,019,868	14.62	Two-Zone	52,241	$356,300	$63,279	2008.3
WEST	Peak	256			Seattle CBD	31.36	19.0%	274.05	27.2%	27.60	68,172	2,470	62.6%	3,474	19.62	58.0	PeakOnly	WEST	2,174	9.50	37,791	595,665	2,191,878	15.76	Two-Zone	62,696	$482,681	$91,548	2008.3
WEST	Peak	301			Shoreline	19.77	12.4%	198.85	16.6%	14.08	43,095	3,060	69.8%	3,124	13.80	58.0	2WayPeak	WEST	2,180	8.15	45,122	433,551	2,617,091	9.61	Two-Zone	53,190	$424,983	$52,557	2008.3
WEST	Peak	301		EX	Shoreline	73.82	39.8%	872.76	68.5%	50.93	363,630	7,140	56.9%	8,653	42.02	58.0	PeakOnly	WEST	4,926	24.25	108,214	4,298,994	6,276,432	39.73	Two-Zone	177,271	$1,261,795	$502,245	2008.3
WEST	Peak	303		EX	Shoreline	57.05	28.7%	548.99	49.9%	50.60	214,908	4,247	58.2%	6,476	33.18	61.4	PeakOnly	WEST	3,767	18.87	67,445	2,068,005	4,141,201	30.66	Two-Zone	109,620	$925,512	$265,396	2008.3
WEST	Peak	304			Shoreline	44.28	23.8%	511.00	55.2%	42.80	105,716	2,470	58.3%	4,096	25.81	53.0	PeakOnly	WEST	2,388	17.28	41,632	1,220,106	2,209,884	29.31	Two-Zone	70,617	$562,687	$134,049	2008.3

Request 20: Spreadsheet data for 2008 Metro route performance report (annualized data from Fall 2008)

Prod Sub area	Guide Time	Route	Part	Key Type	Neighborhood	Rides/ RevHr	FR/OE	AnnPass Mi / Ann RevHrs	Ann Pass Mi / Sum of Seat Mi	Rides/ Trip	Ann Rides	Ann Trips	RevHrs/ PlatHrs	AnnHrs	Rides/ PlatHr	Seats/ Trip	Allday Commuter	NewSub	Ann RevHrs	Pass Miles/ Plat Miles	Ann Rev Mile	Ann PassMi	Sum of Seat Miles	Load byMi	ZoneFare	Ann PlatMile	Ann OpCost	Ann FareRev	Signup
WEST	Peak	308			Lake Forest Park	37.01	22.2%	396.60	46.3%	31.00	61,256	1,976	62.3%	2,655	23.07	44.8	PeakOnly	WEST	1,655	13.73	31,584	656,328	1,417,163	20.78	Two-Zone	47,807	$354,932	$78,784	2008.3
WEST	Peak	316			Shoreline	46.59	27.2%	276.72	43.8%	41.47	153,634	3,705	62.5%	5,273	29.13	43.5	PeakOnly	WEST	3,297	11.45	47,965	912,467	2,084,354	19.02	Two-Zone	79,675	$654,402	$177,913	2008.3
WEST	Peak	330			Lake City	45.68	24.5%	104.28	14.8%	14.76	86,460	5,857	52.0%	3,637	23.77	45.3	2WayPeak	WEST	1,893	4.96	29,481	197,380	1,334,729	6.70	Two-Zone	39,779	$418,093	$102,226	2008.3
WEST	Peak	331			Kenmore	35.04	23.9%	141.10	32.7%	22.42	165,414	7,379	66.5%	7,101	23.30	30.8	AllDay	EAST-WEST	4,720	8.32	67,046	666,040	2,034,334	9.93	One-Zone	80,076	$798,214	$190,463	2008.3
WEST	Peak	345			Shoreline	44.97	42.1%	168.59	42.4%	24.36	173,910	7,140	92.9%	4,165	41.76	30.0	AllDay	WEST	3,868	12.71	51,301	652,010	1,539,027	12.71	Two-Zone	51,301	$477,437	$201,224	2008.3
WEST	Peak	346			Aurora Village	55.13	41.3%	192.73	33.5%	24.50	187,425	7,650	69.8%	4,871	38.48	36.4	AllDay	WEST	3,400	11.29	53,734	655,299	1,956,197	12.20	Two-Zone	58,056	$559,113	$231,065	2008.3
WEST	Peak	347			Mountlake Terrace	42.68	34.7%	146.76	28.8%	27.45	202,980	7,395	74.6%	6,371	31.86	36.2	AllDay	WEST	4,756	9.75	66,879	697,935	2,421,424	10.44	Two-Zone	71,548	$720,983	$249,917	2008.3
WEST	Peak	348			Richmond Beach	42.87	34.4%	121.35	28.1%	28.07	200,430	7,140	73.5%	6,358	31.52	30.0	AllDay	WEST	4,675	7.88	67,259	567,324	2,017,764	8.43	Two-Zone	72,030	$714,860	$245,635	2008.3
WEST	Peak	355		EX	Shoreline CC	48.64	24.4%	341.14	44.5%	44.94	199,823	4,446	57.4%	7,155	27.93	51.8	PeakOnly	WEST	4,108	11.70	60,804	1,401,552	3,151,448	23.05	One-Zone	119,832	$959,106	$234,321	2008.3
WEST	Peak	358		EX	Aurora Village	75.13	49.7%	417.52	46.4%	69.15	1,299,305	18,790	72.4%	23,883	54.40	64.0	AllDay	WEST	17,294	24.66	242,958	7,220,455	15,549,331	29.72	Two-Zone	292,821	$3,105,230	$1,543,024	2008.3
WEST	Peak	372		EX	Woodinville P&R	52.79	32.7%	324.13	32.3%	56.00	428,792	7,657	66.8%	12,152	35.28	62.4	AllDay	WEST	8,122	15.52	130,663	2,632,625	8,151,657	20.15	Two-Zone	169,590	$1,630,867	$533,828	2008.3
WEST	Peak	372		TEX	Kenmore	84.43	34.8%	327.46	43.4%	58.98	188,909	3,203	44.4%	5,042	37.47	51.7	PeakOnly	WEST	2,238	10.27	32,639	732,711	1,688,372	22.45	Two-Zone	71,345	$644,699	$224,319	2008.3
WEST	Peak	373		EX	Aurora Village TC	58.90	31.5%	292.30	43.8%	53.32	250,211	4,693	57.6%	7,381	33.90	52.4	PeakOnly	WEST	4,248	12.83	54,093	1,241,817	2,835,140	22.96	Two-Zone	96,762	$925,122	$291,315	2008.3
WEST	Peak	600		EX	Seattle CBD	13.02	10.1%	197.15	18.2%	5.33	15,808	2,964	77.6%	1,564	10.11	45.7	PeakOnly	WEST	1,214	6.75	28,825	239,427	1,315,957	8.31	Two-Zone	35,464	$227,189	$22,923	2008.3
WEST	Peak	981		CUST	North Seattle	15.10	61.5%	182.90	17.2%	15.60	2,668	171	51.7%	342	7.80	42.0	PeakOnly	WEST	177	5.97	4,468	32,319	187,666	7.23	Custom	5,412	$42,726	$26,289	2008.3
WEST	Peak	982		CUST	Redmond	51.57	68.6%	609.53	44.8%	45.55	15,578	342	53.5%	564	27.61	58.0	PeakOnly	EAST	302	13.90	7,079	184,140	410,605	26.01	Custom	13,246	$87,048	$59,715	2008.3
WEST	Peak	984		CUST	Wedgwood	41.35	61.2%	379.30	29.4%	25.50	4,361	171	37.0%	285	15.30	64.0	PeakOnly	WEST	105	12.73	2,124	39,998	135,924	18.83	Custom	3,141	$35,865	$21,958	2008.3
WEST	Peak	987		CUST	Rainier Beach	46.33	60.6%	666.63	54.3%	48.65	16,638	342	63.0%	570	29.19	64.0	PeakOnly	WEST	359	19.77	6,895	239,386	441,262	34.72	Custom	12,109	$91,371	$55,388	2008.3
WEST	Peak	988		CUST	Mount Baker	52.62	71.6%	463.15	45.0%	47.80	16,348	342	61.9%	502	32.59	64.0	PeakOnly	WEST	311	15.55	4,995	143,878	319,674	28.80	Custom	9,255	$75,684	$54,214	2008.3
WEST	Peak	994		CUST	Queen Anne	25.14	72.7%	240.39	38.8%	24.30	8,311	342	64.1%	516	16.11	34.0	PeakOnly	WEST	331	7.79	6,029	79,474	205,002	13.18	Custom	10,205	$69,284	$50,365	2008.3
WEST	Peak	995		CUST	Laurelhurst	30.87	71.9%	147.32	33.5%	28.30	9,679	342	55.0%	570	16.98	34.0	PeakOnly	WEST	314	4.92	4,054	46,186	137,850	11.39	Custom	9,379	$72,061	$51,800	2008.3

Request 21: Hourly ridership for the Metro route list and performance table - weekdays

			Hour Starting																					
Route	Part	E,L	12:00 AM	1:00 AM	2:00 AM	3:00 AM	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
1		L	1.5					47.9	121.8	252.6	241.0	215.1	248.6	186.9	199.8	229.9	235.1	216.6	213.4	209.9	168.7	62.3	20.0	19.5	10.3	4.3
2	N	E							92.9	193.8	144.4								141.4	218.2	153.4					
2	N	L	46.4	11.8			0.5	68.9	93.7	151.2	250.0	221.9	177.5	128.0	156.3	163.8	208.0	259.3	106.7	194.4	143.2	172.7	110.7	120.8	70.0	63.2
2	S	L	35.7				14.9	28.9	201.1	400.8	237.9	332.0	251.8	273.8	214.2	238.4	272.3	284.6	394.0	337.1	227.4	118.2	92.6	55.9	58.4	33.9
3	N	L							77.0	219.7	217.5	178.1	153.5	139.4	144.4	158.6	152.3	180.8	202.6	226.2	220.9	115.5	65.3	62.6	35.8	
3	S	L	16.9	12.0				13.2	209.9	299.4	431.9	537.7	549.3	446.0	466.2	475.8	630.7	389.9	425.9	290.1	173.8	87.3	98.2	56.1	43.1	33.7
4	N	L	24.0	14.0				95.6	79.0	326.8	175.8	209.2	150.7	149.3	169.4	170.3	159.8	202.9	210.9	221.5	179.7	128.0	91.9	96.7	68.3	45.4
4	S	L	15.8					40.4	180.2	388.1	336.1	254.9	211.2	187.2	199.6	223.1	196.7	236.2	376.1	168.8	201.6	148.3	95.0	73.3	75.7	46.4
5		E							50.5	166.4	58.3								32.0	134.8	105.0					
5		L	45.5	33.5			24.5	83.0	270.0	400.9	393.8	305.2	300.0	276.0	333.6	367.2	332.8	349.3	420.8	345.5	364.1	312.7	177.5	165.6	103.9	77.7
7		E						50.4	139.6	40.3									36.5	140.0	39.8					
7		L	75.3	69.3	37.0	15.5	74.1	149.9	324.4	646.4	599.6	642.7	606.2	759.4	838.9	659.1	911.9	951.1	783.5	667.5	605.7	469.4	272.5	244.3	144.9	97.8
8		L	40.3	13.5			8.7	25.4	216.2	459.1	583.3	484.1	341.9	162.4	318.7	345.1	488.8	469.9	636.4	505.9	381.1	242.1	169.9	146.7	107.9	69.1
9		E						35.5	143.1	294.5	139.8	95.5	84.1	104.1	82.7	98.7	70.2	194.4	180.3	111.2	62.7	27.7				
10		L	17.5	2.8				30.5	114.6	318.3	412.6	309.0	259.2	284.7	272.3	274.1	254.9	356.0	387.7	396.3	347.7	159.3	115.1	92.1	63.1	33.1
11		L	14.7	12.4			4.7	37.1	116.0	266.9	333.6	241.2	172.5	187.4	176.0	178.1	204.0	266.4	289.3	250.0	252.8	153.2	111.8	90.9	42.9	27.7
12		L						21.4	142.6	457.1	467.9	285.0	261.1	221.7	229.2	240.7	303.3	306.7	305.6	379.6	108.7	112.3	50.7	36.4	12.6	4.0
13		L	13.3					54.9	155.2	287.8	256.0	167.5	199.1	155.3	187.2	144.7	225.4	287.3	411.6	336.5	207.6	140.4	65.2	57.2	60.6	39.8
14	N	L	4.6					32.8	53.3	162.1	131.2	103.5	76.8	71.8	91.5	45.5	46.8	76.3	102.1	149.8	79.9	33.5	41.2	27.0	55.1	18.3
14	S	L	16.3	7.2			0.0	39.1	142.5	250.6	182.3	160.5	158.7	201.0	173.4	181.6	186.3	307.8	255.3	211.5	212.0	74.4	82.5	97.2	65.3	37.2
15		E							130.3	346.0	79.5							59.4	88.6	259.5	169.6					
15		L	54.3	8.8				184.5	224.5	432.4	387.6	333.4	294.6	293.3	358.3	331.6	573.0	472.2	387.7	370.0	314.4	224.7	177.6	148.5	102.4	71.5
16		L	37.5	20.6			21.4	60.2	152.8	338.3	318.5	256.9	294.2	235.3	292.4	300.6	345.7	359.2	291.7	302.6	320.1	233.2	132.4	95.8	79.5	48.0
17		E							75.5	172.1									55.8	90.7	79.6					
17		L	8.3					51.5	102.6	241.7	195.0	125.2	111.7	111.9	126.6	136.1	145.7	169.9	173.4	203.4	181.3	113.8	64.2	48.3	33.0	15.2
18		E							149.2	220.9									84.1	247.3	63.3					
18		L	37.3	20.8			22.6	37.5	257.4	294.0	390.7	231.4	238.7	217.0	309.0	295.8	318.1	315.4	317.8	240.6	256.6	196.9	150.6	130.8	117.0	79.9
19		L							33.6	74.4	26.3								22.3	85.4	50.4					
21		E						25.7	153.0	157.4	50.2								112.8	159.9	76.2					
21		L	19.5	7.3			27.3	56.7	102.3	142.9	144.4	118.1	97.7	81.2	101.0	115.1	123.0	152.5	157.5	108.7	102.7	95.1	107.8	81.5	53.4	26.2
22		L					19.9	39.2	88.3	136.3	132.0	103.6	96.5	88.9	107.2	111.0	144.8	158.0	149.4	115.5	53.6	49.3				
23		L	7.8					87.7	98.2	112.1	116.1	109.3	106.5	109.4	100.1	132.2	122.2	115.5	127.7	139.1	87.3	63.8	49.3	42.2	35.7	23.1
24		L	16.3					45.4	136.6	214.3	171.2	159.6	97.6	109.1	105.3	126.4	159.1	187.1	243.3	210.9	155.3	88.1	91.7	61.8	64.1	43.9
25		L						3.9	59.3	134.9	83.0	38.6	26.7	25.9	30.9	32.2	33.7	39.1	82.3	94.9	55.8	34.5				
26		E							59.9	152.8	111.4								22.0	160.0	31.0					
26		L	24.0	11.7				42.5	108.6	247.8	224.5	146.9	124.8	115.4	132.8	131.0	159.8	149.3	168.4	233.7	218.0	171.3	85.8	75.5	71.3	53.3
27		L	4.9					23.3	21.7	170.8	86.0	89.2	57.9	73.9	76.0	82.7	103.8	88.9	126.9	151.6	69.9	61.9	38.6	31.4	12.6	10.8
28		E						22.5	194.7	243.5	66.9								31.4	154.4	178.1					
28		L	18.5	3.0				79.6	151.2	228.9	311.2	190.5	157.7	137.7	185.2	178.8	193.2	221.4	287.2	256.3	170.9	208.3	101.8	94.1	65.2	40.5
30		L	16.7	5.7				15.2	95.8	170.4	184.3	174.2	142.7	137.1	148.5	143.2	156.9	193.1	221.3	237.2	166.0	138.7	119.3	91.0	78.8	32.8
31		L							50.6	136.3	156.2	122.1	89.3	85.9	92.3	98.6	103.3	119.3	151.7	146.0	90.4	26.0				
33		L						18.8	156.6	186.7	157.2	82.9	47.2	28.9	54.3	52.6	38.0	116.1	88.8	172.8	79.4	57.7	18.9	24.6	7.8	
34		E							69.4	36.2									33.5	50.3						
35		L							19.3										20.4							
36		L	68.1	21.3	14.3		50.3	116.3	370.8	500.5	478.2	529.2	531.2	557.1	667.9	634.0	700.4	756.2	739.5	664.3	428.6	248.0	149.2	149.9	115.2	58.7
37		E						35.3	78.1	44.3	11.1	11.1														
37		L																	13.1	37.8	44.9	18.8	6.9			
38		L									9.0	8.0	10.0	11.0	13.0	21.0	52.5	27.0								
39		L						54.8	99.5	163.8	80.8	75.3	50.5	85.6	68.2	49.2	106.8	123.7	100.0	58.9	76.4	30.9	26.9	8.8		
41		L	17.5	10.0			29.4	170.1	422.0	733.4	798.1	403.8	341.0	328.2	356.1	399.1	437.3	598.3	679.7	778.3	575.5	298.4	173.0	137.0	74.6	28.4
42		L									13.8	19.0	16.4	14.2	14.8	13.2	18.0	18.0	16.2	17.8	11.6					
43		L	48.4	43.3	5.3			54.7	230.8	405.2	357.5	413.7	328.9	336.2	356.5	352.6	437.5	532.2	628.3	582.0	509.9	323.9	106.6	105.3	112.8	85.2
44		L	74.2	42.3				66.2	180.2	481.3	459.1	332.8	298.7	321.4	342.2	328.1	375.4	396.7	500.4	490.0	414.0	343.1	264.6	187.7	136.7	87.8
45		E								46.8	41.0							19.3	49.8	36.1						
46		L								79.0	43.7	10.1	12.0	11.3	14.8	14.8	15.3	18.5	24.1	76.9	32.7					
48	N	E								91.9	40.9							33.3	35.8		39.9					
48	N	L	11.9					42.5	236.7	404.2	385.1	322.5	246.5	256.4	320.1	333.7	322.6	432.9	446.5	398.3	327.0	235.8	205.2	141.8	85.8	55.4
48	S	L	12.4					24.6	175.3	637.4	632.8	468.3	400.4	371.2	424.6	381.0	744.7	572.1	709.1	524.3	406.9	266.5	202.5	158.9	105.0	63.7
49		L	67.8	39.1	51.8		5.7	39.8	106.2	279.0	382.4	438.2	409.3	395.9	417.3	447.0	384.5	401.2	428.6	409.8	369.2	383.3	328.3	184.0	191.2	89.2
51		L							5.4	26.4	30.4	17.7	17.5	18.2	9.8	21.9	32.4	14.4	20.3	20.6	14.0	2.9				
53		L									8.3	5.4	8.6	12.6	15.3	12.7	15.0	17.0	8.1							
54		E						12.8	84.8	120.8									86.7	173.4	36.0					
54		L	44.4	24.1				82.8	168.3	176.1	170.1	132.8	138.1	147.0	96.1	151.5	175.2	217.8	266.6	204.9	224.5	115.1	112.4	113.3	84.7	65.4
55		L	11.2	3.4				32.0	100.4	334.9	192.1	129.9	111.5	68.0	91.2	110.8	173.4	163.6	217.7	269.9	185.0	54.4	29.4	23.4	23.8	19.9
56		E						18.1	65.4	104.8	86.6							53.2	80.8	108.8	65.1					
56		L	11.2						32.7	54.7	78.1	90.4	88.5	59.9	70.6	67.3	106.2	75.5	39.8	14.3	27.3	69.2	52.4	23.5	21.1	13.7
57		L						12.4	41.7	67.5	26.9							11.8	45.6	73.7	37.1					

Request 21: Hourly ridership for the Metro route list and performance table - weekdays

Route	Part	E,L	Hour Starting 12:00 AM	1:00 AM	2:00 AM	3:00 AM	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
60		L					12.6	60.9	201.2	215.4	305.6	259.3	225.2	250.9	194.0	265.8	353.0	308.8	284.4	260.2	178.2	91.5	80.5	22.4	24.1	
64		E						37.3	177.0	166.8									49.4	114.1	147.8					
65		L	6.9					23.5	63.6	264.5	322.4	226.8	189.8	201.5	171.6	189.0	256.6	365.7	306.0	262.8	218.1	168.1	112.6	87.2	46.6	20.3
66		E	15.3	6.0				37.1	98.6	245.1	180.3	125.8	104.3	118.9	113.4	123.6	155.0	157.7	125.8	206.0	196.8	110.4	61.5	114.5	47.3	24.3
67		L							27.0	192.9	163.6	108.3	96.0	100.1	115.2	127.2	123.8	135.3	131.2	223.7	142.7	103.4	94.3	60.0	11.6	
68		L						5.6	50.5	181.5	210.5	215.6	186.2	159.9	195.7	183.7	196.0	286.3	241.0	182.4	131.4					
70		L							96.2	282.5	359.0	301.6	202.8	168.0	189.5	237.5	257.0	333.8	331.0	314.5	263.6	94.9				
71		E					18.0	53.2	78.0	223.5	237.1	236.4	190.6	197.4	194.6	222.7	233.9	332.5	278.1	282.4	266.4	70.4				
71		L	47.5	32.4					13.6													143.7	133.3	173.8	153.1	118.6
72		E							106.7	230.8	301.0	237.1	237.6	209.4	225.5	227.1	306.3	222.5	295.6	288.9	287.8	82.7				
72		L	42.6	40.3			20.9	47.8	37.4													116.3	189.6	92.5	73.3	69.9
73		E							70.6	208.7	341.4	229.4	292.6	186.7	386.0	429.1	488.6	399.6	406.4	333.0	211.5	96.6				
73		L	39.0	24.4			31.8	52.9	44.6													82.3	97.4	105.9	84.8	61.0
74		E							84.4	176.2	92.8	50.0						54.6	99.1	149.7	169.4	59.2				
75		L	24.6					49.5	300.7	390.0	462.9	392.3	273.7	262.5	310.2	319.4	387.0	464.4	596.0	580.5	349.6	245.0	239.2	129.0	88.4	49.9
76		L						21.5	101.0	243.5	62.9								71.9	129.6	108.7					
77		E						34.4	113.4	181.7	49.2								75.9	167.9	104.9					
79		E							27.8	61.3	34.8								9.1	40.4	7.0					
81		L			24.6	20.6																				
82		L			21.1		19.9																			
83		L			23.7	29.0																				
84		L			10.4		16.2																			
85		L			33.1	23.1																				
99		L							4.8	62.4	59.5	34.2	30.8	38.7	53.3	47.1	54.6	66.4	110.7	79.0	28.8	3.3				
101		L					45.8	109.5	309.0	244.9	261.1	234.6	188.0	200.7	186.1	200.7	221.4	288.2	398.7	353.8	249.5	173.8	94.0	73.8	26.2	21.8
102		L					53.2	111.7	121.8	51.0									71.6	126.8	216.4					
105		L	7.1				7.4	28.0	74.0	100.4	88.7	82.6	75.6	89.6	81.6	98.7	133.6	120.4	130.4	110.6	88.3	71.7	58.9	42.4	19.1	19.4
106		L	22.0	14.8	29.0		39.3	122.1	195.7	303.5	215.6	210.3	186.1	181.7	189.8	195.0	180.5	371.1	288.3	333.9	196.7	171.5	120.7	98.3	83.0	42.1
107		L	5.3				7.9	30.2	112.6	110.9	70.7	69.4	59.5	71.8	43.3	75.8	118.6	132.1	178.1	128.4	90.2	64.3	42.1	53.0	23.6	12.5
110		L						9.2	26.4	44.2	17.2						4.3	34.0	34.9	19.2						
111		L						108.7	160.6	96.6									51.1	130.8	115.8	24.2				
113		L						17.7	32.0	69.3	30.6								32.3	61.3	33.4					
114		L						22.7	64.5	64.3										73.1	57.8					
116		E						65.8	83.3	63.6	28.0							30.3	68.9	10.8	18.1					
118		E							28.8		24.6							51.9			53.3					
118		L					36.0	3.5	45.7	17.3	35.0		8.4	23.1			32.3	13.0	51.9	88.0	39.3	12.9	11.2	6.6		
119		E							31.3												48.0					
119		L						58.5		79.8	14.2	0.0				26.3		6.0	11.6	32.6	1.3	20.1				
120		L	48.5	34.9	14.7		39.2	136.1	378.3	454.5	397.3	349.4	335.6	383.0	402.2	418.2	586.8	607.6	564.6	570.7	374.4	277.4	166.8	133.5	109.0	64.6
121		L					38.8	78.4	162.3	12.6	85.1	43.2	24.8		16.9	14.7	59.8	74.3	93.0	138.2	156.9	32.5				
122		L						38.9	98.6	119.4	43.3						46.0		58.4	121.1	45.6	29.9				
123		E						35.6	77.8	25.9								13.5	31.6	23.5	13.7					
124		L	52.6	36.1	35.1		26.8	132.6	157.1	151.8	180.7	137.9	114.4	136.2	144.9	155.7	169.4	225.8	209.1	150.0	153.6	85.5	49.9	59.8	54.7	81.0
125		L	11.0					46.7	126.4	227.3	177.1	116.2	123.2	119.0	122.2	113.4	122.7	150.5	155.1	208.5	146.2	96.7	66.2	43.1	28.8	19.6
128		L					21.4	40.5	52.5	241.4	160.6	191.9	203.1	221.4	256.6	239.4	309.2	345.7	289.2	151.8	177.3	101.8	103.8	77.4	23.9	
129		L						1.0	8.3	9.9									5.8	9.3	4.7					
131		L	20.0	18.3				50.8	72.8	30.6	126.7	103.3	91.3	91.5	79.6	123.3	92.5	95.6	39.6	56.3	56.7	58.4	54.5	40.7	44.3	27.9
132		L	43.4	10.9			72.0	43.3	158.4	135.6	98.1	205.3	114.0	110.8	113.4	142.9	100.2	201.2	152.2	88.4	61.4	60.5	52.4	46.3	44.0	34.2
133		L						23.3	25.6	67.8									31.4	37.0	50.3					
134		L							62.4	45.4	45.0	28.8	13.5			11.5	14.0	16.6	32.8	29.4	20.9					
139		L						4.2	15.3	22.6	11.1	24.1	22.2	22.3	15.0	26.5	29.4	37.0	29.4	19.0	19.9	8.3	15.3	8.8	6.4	
140		L						44.5	140.6	186.8	149.9	206.8	203.6	193.6	245.3	248.6	306.7	349.5	279.2	282.4	209.5	86.8	101.1	49.0	24.5	
143		E						109.9	161.8											66.7	154.4					
148		L						13.2	41.7	78.5	47.9	63.8	38.4	69.3	54.0	78.6	103.3	88.9	78.7	70.1	51.4	54.5	25.0	22.9		
149		L						4.5	2.2	9.7	14.5		16.3		21.3		23.0		13.2	3.1	3.0					
150		L	36.4	19.3	11.6		41.5	111.8	275.3	301.7	321.0	306.0	294.5	327.0	314.2	333.1	373.5	408.4	428.7	395.9	247.4	230.4	150.9	160.7	90.1	71.2
152		L						97.2	49.7	49.3									17.9	45.6	40.1					
153		L						17.5	48.7	91.8	44.4	37.1	36.6	37.5	52.9	45.2	60.4	82.9	81.2	50.2	31.0					
154		L						13.4	12.7	16.4								18.7	6.1	17.6						
155		L						8.5	25.6	24.2	33.4	32.4	29.2	30.4	37.7	35.2	44.8	53.4	43.4	32.6	22.1					
157		L						17.6	51.4	26.2										18.7	30.0					
158		L					53.8	91.3	116.6	63.2									44.6	20.2	130.1	33.7				
159		L						163.4	95.2											73.7	81.8	20.8				
161		L						31.8	106.0	39.6									22.2	31.8	56.3	21.3				
162		L							46.6	40.3	35.8									18.6		12.5				
164		L						8.4	51.4	124.7	104.6	84.5	87.8	99.2	96.1	86.3	92.3	121.3	111.0	92.5	55.4	39.9	37.8	35.4	6.3	
166		L						38.2	72.9	97.6	140.6	130.9	105.3	120.3	140.7	116.6	151.4	200.2	151.5	130.6	103.2	71.5	88.9	60.2	19.6	

Request 21: Hourly ridership for the Metro route list and performance table - weekdays

Route	Part	E,L	Hour Starting 12:00 AM	1:00 AM	2:00 AM	3:00 AM	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
167		L							100.3	73.4								24.3	37.3	61.0	36.8					
168		L					20.0	24.2	46.9	74.1	73.0	70.8	64.9	73.7	93.5	103.4	120.7	117.3	122.9	83.3	73.3	68.4	51.9	39.0	44.3	15.6
169		L					14.0	74.5	126.8	181.3	176.2	180.3	206.8	190.9	228.8	243.4	317.0	294.2	286.3	239.8	201.0	119.2	148.0	97.7	54.8	28.5
173		L						15.0		32.0								20.8		14.6						
174		L	82.8	26.3	36.6	20.1	101.6	116.9	159.0	257.0	248.1	189.2	285.7	272.9	307.8	429.2	348.4	280.6	367.6	334.3	282.1	218.3	197.2	185.1	97.0	131.3
175		L						24.3	54.5	33.3									22.3	35.5	41.3					
177		L					33.8	135.6	152.5	164.9	52.1							34.5	109.3	198.1	113.4	36.5				
179		L						48.5	91.8	54.2	31.0								33.0	57.9	54.1	29.6				
180		L	15.2	12.0	4.8	23.6	95.3	53.4	242.7	255.5	226.8	222.4	243.6	249.9	192.6	286.2	342.3	328.5	312.0	272.5	198.0	204.2	97.1	84.0	63.4	31.0
181		L						30.5	92.6	119.5	122.5	117.8	146.7	175.3	170.0	175.6	216.6	229.7	202.1	182.2	135.0	111.9	109.5	59.8	46.2	10.5
182		L						16.1	41.9	24.0	22.4	30.3	29.6	35.6	46.2	32.0	48.5	52.2	61.6	44.4	31.8	30.3	4.5			
183		L						56.0	61.3	68.8	35.3	38.5	49.0	38.5	51.3	59.5	82.3	95.3	60.3	76.6	42.9	15.3				
187		L						38.6	47.3	27.0	23.3	26.6	22.0	34.7	29.3	32.7	36.8	38.4	61.7	44.2	36.8	34.9	14.9	18.1	17.1	9.7
190		L							136.2	67.2									45.6	48.1	17.1					
192		L							70.6	20.0									27.2	44.6	13.6					
194		L						103.5	196.1	240.3	307.0	296.3	312.8	296.9	339.8	301.4	341.8	317.4	320.8	203.1	187.5	181.8	173.5	77.4	60.0	
196		L						18.0	69.4	61.8	21.0								44.0	44.1	43.8					
197		L						39.8	147.9	101.7						47.2	40.3		103.6	97.5	83.5	28.0				
200		L						5.1	12.2	21.3	19.9	16.9	23.4	23.8	26.8	24.8	32.2	30.0	32.4	25.3	13.2					
201		L								13.5											1.9					
202		L							36.1	58.9	25.4							15.2	24.0	39.8	25.2					
203		L							5.9	20.5	21.4	7.3	8.5	8.2	8.9	8.9	8.8	14.4	14.8	17.6	5.5					
204		L									16.9	23.3	22.9	24.9	16.4	30.1	25.7	27.6								
205		E							28.8	58.9	19.2						9.0	38.4	28.0		26.4					
206		L							47.8									24.6								
207		L								53.6							43.0									
208		L								66.3								43.6								
209		L					2.5	5.8	11.4	11.5	15.5	24.3	20.0	22.1	19.3	21.1	26.0	21.9	19.8	11.7	15.8	3.7	20.1			
210		L						17.1	57.0	18.4									15.3	42.2	31.2					
211		E						25.2	25.8	41.5	19.1							8.0	26.3	22.2	9.0					
212		L							60.3	282.5	340.0	92.8						31.3	147.1	283.6	170.0	57.9				
213		L										12.0	11.3	8.9	12.6	10.9	10.5									
214		L						32.2	124.6	154.2	30.8								63.8	134.4	63.7	16.3				
215		L						55.3	56.9	39.8										66.7	106.8	37.5				
216		L						35.5	72.4	72.0	39.0								28.2	62.7	63.9	24.5				
217		L							38.3	80.7										14.7	35.3					
218		L						37.0	122.4	276.7	151.0								139.9	257.2	166.8	38.0				
219		L							27.4	35.6	3.2						50.0	7.6	10.0	3.6	2.7	2.4				
221		L					2.3	11.9	46.6	72.5	94.5	86.6	82.5	95.7	97.3	71.8	65.5	103.4	92.0	94.9	66.7	57.1	29.0	25.1	13.7	1.7
222		L							62.1	80.3	75.4	64.7	55.0	49.3	63.9	56.2	78.0	87.4	72.4	62.8	46.3	19.5	16.8	9.8	4.3	
225		L						34.2	28.0	57.7									38.3	49.2	56.5					
229		L						18.4	86.4	69.0									55.0	85.6	51.3					
230	E	L					0.0	29.4	70.4	121.0	150.2	163.2	99.3	97.4	103.0	119.6	133.9	115.9	139.1	117.2	151.7	85.0	72.8	49.5	36.5	25.0
230	W	L	5.3					32.0	155.8	192.7	239.4	116.9	124.3	111.6	101.7	129.2	138.3	208.4	240.3	232.0	170.7	23.0	56.8	75.5	42.7	26.7
232		L						15.0	64.7	61.3	5.0	2.3						48.6	85.0	74.4	42.5	21.2				
233		L							20.5	63.9	78.8	79.9	61.5	55.1	41.4	49.2	58.5	58.5	49.3	84.6	53.5	26.6				
234		L						12.7	67.4	92.5	83.8	87.4	77.6	66.5	85.4	85.9	108.1	132.1	69.5	91.6	90.6	45.2	34.0	14.8		
236		L						9.5	29.3	28.1	61.0	26.7	28.3	33.7	32.9	37.8	46.8	62.3	61.3	52.7	19.3	23.0	9.4	6.8		
237		L							39.5	12.5									14.0	20.8	8.8					
238		L						13.1	35.5	53.4	57.3	52.6	36.6	45.9	51.3	50.4	75.7	101.8	54.0	39.2	31.5	18.6	16.3	2.8	3.8	
240		L	4.9					43.3	158.2	168.7	135.5	93.5	119.8	132.2	142.9	137.7	210.2	235.0	183.5	149.8	117.3	79.8	64.6	45.3	27.9	16.0
242		L						18.8	102.3	78.5	34.3								28.4	67.2	56.9	16.8	3.0			
243		L							89.3	43.1										63.9	29.7					
244		E							44.4	44.9	28.5									27.8	40.4	28.5				
245		L	4.0					7.9	53.0	148.8	180.8	223.7	159.7	123.5	132.1	141.7	169.5	186.0	191.2	232.1	173.5	97.2	70.0	56.2	16.0	17.2
247		L						17.9	32.7											27.2	8.5					
248		L	4.5				4.3	12.5	49.2	43.7	52.5	49.1	45.0	57.6	50.9	66.7	79.1	103.7	57.8	61.5	37.5	40.8	33.2	30.2	21.0	11.3
249		L							44.8	49.7	50.7	39.8	32.9	27.3	20.7	21.4	39.0	56.1	64.1	55.4	42.5	7.3				
250		L						25.3	43.6	51.8									48.6	27.7	40.5	8.8				
251		L							17.5	29.6	23.2	15.9	10.6	15.4	19.7	15.2	22.6	31.4	35.4	35.2	19.1	10.6				
252		L						26.6	121.5	119.3								35.6	51.3	77.1	74.9	17.5				
253		L	32.1					25.7	95.2	147.1	191.4	257.4	192.8	219.0	151.1	183.4	243.5	224.4	241.7	176.0	281.0	89.6	95.4	84.5	57.1	44.9
255		L	25.0	10.4			26.4	131.7	178.5	415.2	227.8	170.2	136.2	125.3	137.8	125.1	170.4	199.5	324.3	235.9	397.6	84.4	105.3	71.0	44.4	41.5
256		L							32.0	22.5	56.8							36.4	52.0	21.1						
257		L						45.2	74.9	97.4									33.3	60.3	57.5	23.4				
260		L							55.4	32.5										57.8	28.3					
261		L						16.4	55.9	86.8									18.3	66.1	53.2					

Request 21: Hourly ridership for the Metro route list and performance table - weekdays

Route	Part	E,L	Hour Starting 12:00 AM	1:00 AM	2:00 AM	3:00 AM	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
265		L							93.4	52.2	24.5								37.2	23.3	40.9					
266		L							41.4	59.3	35.6								22.0	49.4	34.3					
268		L						18.2	69.5	37.1									27.0	67.1	48.4					
269		L							13.4	37.9	47.4	65.3	28.2					21.4	61.4	70.6	49.6	31.3	4.0			
271		L						36.5	147.6	233.1	370.1	279.1	226.0	252.7	229.3	222.0	270.2	311.9	375.7	240.2	223.9	175.9	95.6	64.0	33.4	20.0
272		L						13.6	80.5	47.0	61.2	53.0					18.5	29.2	32.7	31.9	47.3					
277		L						14.8	45.0	53.8	31.5							33.5	21.5	35.3	14.0					
280		L			11.4	18.1	10.8																			
291		L							11.8	26.0	24.8	3.5						15.4	29.5	18.9						
301		E							211.0	258.1	142.7								75.2	240.6	194.3					
301		L					20.5	35.6	20.3	24.0	24.2							56.5	67.3	7.0	7.0	28.3				
303		E						42.0	204.2	165.4	45.6								63.0	221.3	69.4	21.8				
304		L							97.4	81.3									24.3	80.2	89.8					
306		E						21.0	93.3	90.2									48.8	82.5	100.9	27.7				
308		L						19.1	61.5	34.9									26.8	37.1	48.4					
311		L					20.3	65.5	133.0	105.7									53.4	50.0	161.9	25.3				
312		E					32.8	85.5	261.7	348.4	85.5							25.3	115.5	292.6	211.3	79.2				
316		L						31.6	64.6	179.2	58.0								57.5	112.0	114.3					
330		L							4.9	66.3	60.8	37.5			27.7		14.1	18.7	43.5	44.6	13.0					
331		L	1.0					2.8	37.0	88.3	122.0	95.1	88.6	98.0	88.3	112.2	96.6	102.3	86.3	72.3	52.8	42.3	34.3	19.0	9.2	5.9
342		L					17.8	55.6	113.5										33.8	50.2	54.4					
345		L	2.2						39.9	86.0	116.2	108.4	110.6	115.3	131.6	112.9	124.0	113.3	98.1	67.4	74.1	35.0	37.3	26.5	18.1	8.6
346		L					6.0	19.1	45.8	115.0	101.0	106.3	85.5	96.7	97.1	76.5	146.3	107.3	105.8	95.5	67.3	59.5	36.9	32.3	22.0	9.8
347		L	12.1					37.3	94.9	111.7	118.2	93.6	102.7	106.7	117.9	137.1	154.5	165.3	118.4	156.3	141.4	52.1	55.9	40.0	33.2	19.1
348		L						16.8	54.8	116.1	125.9	114.1	122.2	123.6	136.8	145.4	158.3	179.3	155.1	164.6	116.3	65.7	54.2	51.0	27.2	8.3
355		E						26.7	110.3	197.1	46.1							31.2	72.6	132.5	126.1					
358		E	46.0	51.2	16.9		67.7	112.7	426.9	772.5	631.4	472.1	473.5	487.4	420.7	545.8	631.0	579.7	639.8	776.7	692.4	401.0	371.2	226.8	177.4	123.0
372		E						29.7	160.7	399.5	484.6	311.1	187.2	185.5	173.0	223.5	230.4	340.9	271.9	337.6	324.3	149.5	118.6	34.6	33.4	
373		E							81.0	188.4	95.6	54.0					37.8	53.3	96.1	147.9	83.2	42.5				
522		E	16.4				48.9	109.0	206.8	213.9	295.0	198.9	133.3	120.1	119.8	131.9	163.4	213.5	210.1	208.7	260.9	171.2	116.6	102.1	53.2	41.8
540		E							40.8	185.8	149.7	103.8	59.8	61.8	61.8	58.9	53.8	83.0	113.7	136.3	83.4	58.0	19.7	14.4		
545		E	11.1				33.9	124.5	339.5	469.4	599.8	487.3	376.6	230.2	195.4	169.4	194.3	303.8	515.2	585.7	510.6	270.1	124.3	70.0	60.8	31.4
550		E	7.3				22.0	74.0	457.4	640.8	590.6	359.6	231.7	206.5	230.3	247.0	289.6	398.5	583.3	675.4	451.7	251.6	140.2	116.1	98.3	65.6
554		E	9.2				36.2	33.8	66.4	83.4	138.0	231.8	169.8	155.9	145.8	151.4	144.3	183.4	156.3	107.4	76.8	132.9	51.8	55.4	30.0	15.2
555		E						24.0	121.5	95.2								16.7	31.1	81.7	54.7	16.1				
556		E							43.0	44.4	118.5	113.2					51.4	94.9	127.5	64.8						
560		E					87.4	91.2	157.5	122.3	138.9	147.4	115.9	94.1	122.1	148.1	165.8	183.4	182.9	160.4	212.0	88.1	92.0	75.7	48.8	23.3
564		E					45.8	80.2	244.0	65.4	81.5	52.2	43.8	43.9	43.3	51.6	65.3	64.5	72.8	96.8	90.9	95.5	36.1	24.2		
565		E					47.2	94.5	105.2	138.2	84.5	61.1	55.1	53.1	59.9	58.5	67.2	82.3	86.9	211.1	160.0	57.8	41.4	44.1	21.1	23.6
577		E					29.6	104.0	180.2	198.5	106.8							82.5	72.3	209.0	156.6	26.9				
600		E							7.0	21.3								3.3	4.2	10.3						
885		L							12.7									24.0								
886		L							24.3									9.0								
888		L							43.4									48.5								
889		L							28.3									30.0								
890		L							27.5									41.3								
891		L								31.2								47.9								
892		L								40.0								60.8								
901		L						14.1	22.9	23.1	22.4	21.0	21.5	22.2	25.1	27.9	34.5	35.3	34.5	32.0	15.4	19.6	10.2	10.7		
903		L						12.8	32.3	33.1	32.1	29.7	30.5	31.4	34.8	39.0	43.7	45.6	43.9	41.2	38.3	16.8	15.6	8.5	8.5	
908		L								3.7	7.5	7.5	7.5	7.5	7.5	9.3	11.2	11.2	11.2	11.2	9.3	3.7				
909		L						5.6	11.2	11.2	11.2	11.2	11.2	11.2	11.2	11.2	11.2	11.2	11.2	11.2	11.2	5.6				
912		L										1.0	2.0	6.0		5.0	2.0	1.0								
913		L						0.5	4.0	6.9	6.9	6.9	7.2	7.4	7.4	8.2	8.9	10.4	6.9	4.0	3.2	1.2				
914		L										22.9	20.6	22.9	24.1	27.5	28.7	31.0	6.9							
915		L					8.3	16.3	48.6	24.3	27.4	25.9		37.3	37.4		36.6	45.4		86.3	24.0	17.9				
916		L											16.0	17.2	17.2	19.5	20.6	24.1	28.7							
917		L					5.3	11.8	13.2	13.2	13.2	10.5	11.8	13.2	13.2	15.8	19.7	18.4	17.1	14.5	6.6					
918		L						10.8	21.7	21.7	10.8							9.7	9.7	9.7						
919		L								2.9	12.4	10.5	16.2	14.3	13.4	18.1	21.0	17.2								
921		L						5.1	52.9	38.0	41.5	18.2	23.3	15.4	17.9	27.0	60.8	28.4	48.5	42.2	38.8	9.3				
925		L																			10.1					
926		L							19.6	19.6	19.6	8.4	8.4	8.4	8.4	8.4	8.4	11.2	16.8	16.8	14.0	7.0				
927		L							6.8	13.5	13.5	13.5	10.8	10.8	10.8	10.8	27.0	6.8	6.8	6.8	5.4					
929		L						7.7	1.2	9.0		14.1			3.8	7.2	7.9	7.9	5.8	6.4	7.5	5.6				
935		L						7.4	13.3	20.7	14.8	8.9	5.9	5.9	5.9	11.8	7.4	17.8	14.8	17.8	13.3	8.9				
941		E						95.2	156.3	68.6									61.0	83.1	79.2					

Request 21: Hourly ridership for the Metro route list and performance table - weekdays

			Hour Starting																					
Route	Part	E,L	12:00 AM	1:00 AM	2:00 AM	3:00 AM	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
952		**E**					80.5	77.0											82.2	40.7	37.2					
981		**E**																				17.4				
982		**E**								36.2									35.0							
984		**E**																			19.0					
986		**E**								44.6								59.8								
987		**E**							53.6										32.8							
988		**E**								49.8									36.1							
989		**E**								64.8								43.0								
994		**E**							26.6										20.9							
995		**E**								25.2									27.3							

Request 21: Hourly ridership for the Metro route list and performance table - Saturdays

			Hour Starting																						
Route	Part	E,L	12:00 AM	1:00 AM	2:00 AM	3:00 AM	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
1		L	4.0						29.0	67.8	61.0	89.0	146.6	115.3	168.0	146.9	129.5	149.9	134.0	140.5	119.6	76.0	12.0	6.0	7.0	4.0
2	N	L	46.1	7.0				73.0	43.3	79.3	81.3	126.8	134.1	159.5	127.7	181.5	170.5	145.5	209.5	125.8	141.0	124.4	117.0	105.1	91.2	56.4
2	S	L	24.6						77.0	99.7	117.5	130.6	187.0	181.6	162.8	191.6	207.0	172.1	175.5	188.1	107.0	82.6	71.9	77.1	52.0	45.1
3	N	L								44.0	52.8	64.9	88.8	83.3	94.6	77.2	92.7	122.4	115.4	98.2	150.5	22.3				
3	S	L	27.5	12.6					13.7	81.3	72.6	77.2	86.5	82.2	96.1	99.0	102.5	118.2	119.0	119.8	70.7	69.7	73.5	53.0	52.2	28.0
4	N	L	13.0	12.3				4.0	121.1	61.1	90.5	96.0	91.5	105.8	136.5	103.0	137.5	150.7	156.4	130.5	91.2	109.0	103.6	97.8	84.9	58.3
4	S	L	26.8					6.2	50.8	68.5	84.4	105.0	97.9	138.5	110.8	135.5	125.2	147.5	138.0	97.1	119.3	95.1	77.6	81.6	63.1	40.5
5		L	56.3	43.3				19.0	46.0	107.7	140.4	168.7	182.6	207.3	199.8	265.0	256.8	303.6	285.0	218.4	184.2	167.3	165.7	99.4	81.7	69.5
7		L	59.5	76.0	28.0	14.0	13.4	83.0	117.3	227.8	419.0	477.2	669.9	632.2	766.3	747.6	599.0	589.5	565.3	596.3	333.5	468.0	296.0	192.4	180.5	98.7
8		L	38.2					13.5	42.4	98.7	119.0	152.6	183.3	222.5	286.8	294.8	265.5	271.9	273.0	231.7	244.5	194.2	171.0	136.0	144.0	84.7
10		L	26.7	9.5					26.8	70.3	91.5	127.7	120.2	163.7	170.8	179.3	175.5	201.7	207.7	185.3	108.0	126.0	103.5	65.5	90.8	51.8
11		L	18.3	22.4				10.0	42.7	59.5	82.8	49.0	97.5	93.8	126.0	156.2	156.2	143.0	184.3	117.5	168.3	110.5	97.5	73.0	47.5	32.5
12		L							22.2	53.8	94.3	84.8	120.3	129.2	108.3	118.5	98.5	140.2	110.7	90.7	55.0	69.8	32.7	31.7	24.7	6.3
13		L						6.0	68.5	63.5	80.5	109.0	139.5	104.5	133.5	114.0	152.5	151.5	130.5	134.5	76.0	113.7	106.0	94.5	61.7	44.3
14	N	L	7.7						13.3	21.3	23.0	43.7	36.0	45.7	36.0	74.7	53.0	32.7	85.0	45.3	81.7	32.3	52.3	23.7	42.0	12.3
14	S	L	6.3	9.7				5.7	34.3	50.3	54.0	61.3	116.7	113.7	145.3	113.7	101.7	135.0	127.0	100.0	96.3	111.0	53.0	101.7	55.3	32.0
15		L	52.0	35.5	15.4			8.5	28.5	126.7	159.7	223.6	220.2	262.7	317.5	294.1	311.5	274.2	281.2	293.7	297.5	184.3	136.6	170.3	131.5	89.1
16		L	43.3	36.3				15.0	60.5	82.5	133.0	150.5	148.0	226.5	206.0	301.5	253.5	254.7	282.5	234.8	184.7	100.3	156.0	121.0	99.3	83.0
17		L	16.0						23.5	32.7	65.5	78.9	74.0	100.4	94.0	114.8	112.5	140.0	115.7	120.1	98.8	61.8	74.3	55.0	30.7	22.7
18		L	48.0	27.5					124.3	101.3	108.6	192.7	221.7	197.4	186.3	239.5	276.8	253.9	338.5	244.6	208.1	171.8	123.6	143.1	132.0	91.8
21		L	31.4	18.0				16.5	26.5	64.7	62.4	68.0	98.2	75.8	57.7	85.5	84.8	87.7	91.9	103.8	102.9	83.0	77.5	57.1	74.8	56.0
22		L							16.3	37.6	34.7	64.2	71.9	89.7	110.8	105.9	82.8	84.7	106.7	85.5	59.8	27.0				
23		L	8.0	5.0				17.3	18.6	35.5	48.7	64.2	80.2	65.0	58.5	88.2	108.0	76.0	88.1	62.4	51.8	46.8	37.3	26.4	13.0	24.8
24		L	13.4	7.5					24.0	67.2	80.9	90.4	79.5	91.2	107.7	123.4	124.5	91.3	116.5	132.0	182.4	91.0	61.3	75.6	64.4	54.0
26		L	45.5	13.0					55.3	54.1	69.0	89.8	99.0	100.5	124.4	127.2	116.5	117.5	143.4	139.0	113.9	74.3	82.0	81.5	62.0	49.0
27		L	10.0						9.4	10.5	28.5	47.0	49.9	72.7	66.8	72.8	60.5	72.3	74.3	86.8	51.1	59.0	34.3	34.7	16.3	11.3
28		L	51.2	4.5				10.0	45.0	76.2	114.4	137.0	129.7	145.6	136.3	157.7	176.3	194.1	166.0	156.5	147.1	134.9	79.8	86.3	63.2	51.2
30		L	13.0	5.0				7.0	6.1	22.5	35.8	70.6	81.2	90.1	106.2	117.0	96.0	152.7	127.3	150.5	145.5	140.4	103.2	86.9	36.2	27.0
31		L							12.2	27.8	32.4	34.1	59.8	60.5	69.8	73.4	74.7	72.8	67.5	51.0	28.3	9.4				
33		L						6.3	15.7	13.8	41.7	18.5	39.8	29.3	37.6	30.1	46.1	70.3	25.1	45.3	50.1	17.6	18.8	24.5	8.0	
36		L	77.8	28.3	20.0			52.5	146.3	177.1	218.5	301.9	433.5	436.5	312.3	357.0	443.6	349.0	402.8	299.6	301.5	239.7	238.5	158.7	128.0	64.5
37		E												14.0			9.0									
37		L														13.0			4.0							
38		L									8.0	15.0	35.0	41.0	26.0	15.0	14.0	9.0								
39		L						16.8	19.8	36.3	26.3	44.3	45.5	24.8	38.8	47.8	30.5	46.3	51.3	27.8	43.5	29.8	14.3	15.9		
41		L	19.0	13.5				13.0	57.5	96.8	171.5	224.2	348.0	275.4	284.2	466.5	331.3	350.0	378.7	294.2	258.5	178.5	120.5	116.9	123.0	33.0
43		L	94.9	53.8	27.3			23.2	58.1	79.9	100.8	184.4	167.5	231.9	270.5	293.9	301.9	308.4	333.5	311.8	365.7	146.4	142.3	147.2	116.9	115.3
44		L	111.4	82.2	17.0			31.8	51.0	98.4	136.5	188.6	176.1	227.2	284.2	293.7	302.3	217.6	312.3	376.9	281.9	200.0	217.4	213.3	196.5	160.0
48	N	L	9.0						20.5	67.1	121.8	167.1	170.4	184.8	217.2	181.7	204.2	183.7	193.6	178.4	175.3	112.7	106.0	86.3	72.6	60.4
48	S	L	27.0						16.5	81.3	144.5	170.8	209.1	226.2	274.1	251.3	205.2	220.9	211.2	237.1	208.2	113.0	115.7	99.3	76.8	57.7
49		L	84.0	43.6	40.0			15.3	12.0	40.2	122.2	171.8	188.7	233.0	319.0	317.7	298.0	307.4	335.3	320.6	355.6	257.6	247.0	258.8	176.8	147.0
51		L							6.0	4.0	11.0	6.0	8.0	8.5	17.0	7.5	12.5	10.0	5.0	16.5	6.0					
54		L	48.5	29.4				23.1	35.3	58.1	73.6	92.4	95.5	133.5	135.2	109.6	158.3	177.5	111.3	136.3	118.2	86.8	67.2	88.9	82.2	42.6
55		L	12.3	5.0					16.1	25.9	32.2	52.9	51.6	68.4	83.4	69.9	102.9	80.7	77.7	78.1	89.5	12.0	30.3	24.0	23.5	15.8
56		L	21.8						41.0	26.5	39.8	43.1	58.5	46.7	53.2	77.1	83.2	54.5	71.7	59.7	55.8	47.6	41.0	21.3	27.0	29.0
60		L						19.0	36.5	65.9	96.0	110.2	128.2	126.2	141.3	158.7	168.9	111.3	127.9	99.5	86.7	32.0				
65		L	17.0						24.0	66.3	55.0	87.7	110.3	110.7	87.7	105.7	81.7	97.0	100.3	79.7	105.7	95.0	103.3	52.7	42.0	21.0
66		E	18.8	11.0				16.0	28.9	55.7	66.0	81.0	97.3	110.5	92.2	177.5	125.7	146.8	125.5	135.3	124.0	103.8	88.7	103.0	63.8	30.0
68		L										50.5	71.2	103.6	117.9	111.0	129.2	125.4	106.7	108.8	62.8					
70		L										47.0	127.8	125.4	123.3	152.3	129.9	161.6	126.6	134.4	70.0					
71		E										67.0	154.1	157.5	191.8	189.2	206.9	163.6	220.8	242.5	40.0					
71		L	46.0	45.3				25.8	35.0	90.0	135.5	76.2									118.0	266.9	135.3	164.3	160.1	94.4
72		E										54.0	150.5	160.3	192.5	228.5	191.5	257.2	204.0	208.0	86.5					
72		L	77.0	29.0					35.3	107.0	134.0	93.5									61.0	132.5	128.0	94.0	108.0	80.5
73		E										94.0	145.5	218.1	199.0	218.3	248.0	174.0	210.4	232.5	111.2					
73		L	82.0	54.0				13.0	46.7	127.5	115.8	44.0									39.0	115.0	178.0	84.0	92.0	64.5
75		L	19.0	23.0				6.5	22.2	39.3	144.0	144.3	174.3	199.2	230.0	230.0	239.3	289.5	274.0	219.0	212.5	130.0	127.5	112.0	69.0	25.0
81		L			34.0	14.0																				
82		L			18.5		15.0																			
83		L			37.8	20.3																				
84		L			16.0		14.0																			
85		L			23.5	29.0																				
99		L											20.5	27.8	31.3	39.4	60.4	51.1	79.9	62.9	19.9					
101		L							33.0	73.3	123.0	141.7	119.8	176.0	170.9	145.0	160.9	161.5	157.7	156.4	100.5	125.0	84.5	62.0	36.0	25.0
105		L							20.3	27.2	45.2	48.7	44.5	47.8	58.5	64.0	67.0	54.8	61.0	52.0	53.3	51.2	33.2	23.3	17.5	5.0
106		L	25.0	26.0	8.0			28.0	53.0	86.0	107.5	141.6	135.0	159.8	136.3	188.5	199.9	196.0	159.0	150.0	150.5	151.8	101.0	97.1	84.3	97.0
107		L	12.8					10.8	13.5	27.4	53.5	37.0	52.3	50.0	61.5	67.9	72.3	67.3	65.8	58.5	61.7	35.0	28.2	25.5	27.6	18.8
118		L									7.0	10.0	10.0	19.0	6.0	10.0	12.5	13.5	13.5	12.5	5.5	2.0				
120		L	67.5	85.8	18.7			51.3	128.0	152.7	156.5	224.9	279.2	315.0	351.8	321.8	403.7	364.8	374.1	302.1	290.3	237.1	198.2	154.5	113.7	61.7

Request 21: Hourly ridership for the Metro route list and performance table - Saturdays

			Hour Starting																						
Route	Part	E,L	12:00 AM	1:00 AM	2:00 AM	3:00 AM	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
124		L	50.0	62.0	34.0		34.0	29.2	34.0	146.0	71.7	60.0	105.0	112.4	99.0	110.0	113.4	117.0	154.0	111.1	89.0	101.0	55.5	40.5	44.0	50.3
125		L	6.0					9.7	12.0	39.7	57.0	53.7	41.0	52.0	53.5	65.3	62.0	83.7	72.5	76.0	73.7	59.5	50.0	31.0	19.0	23.3
128		L							18.0	26.5	63.0	100.0	121.5	166.0	170.5	163.0	172.0	224.5	164.0	125.5	167.0	107.5	93.0	73.5	36.0	15.0
131		L	14.2	18.9				30.7	56.2	66.0	61.2	63.5	71.8	70.6	118.5	90.0	97.7	82.2	94.8	96.1	78.6	71.9	63.9	57.0	37.7	35.5
132		L	38.0	8.5					65.5	49.0	55.5	74.7	73.4	92.8	88.0	86.4	90.5	93.0	101.0	98.5	82.0	76.0	58.8	47.5	29.4	32.5
139		L								8.0	9.0	7.0	13.0	12.0	14.0	8.0	11.0	11.0	19.0	8.0	25.0	9.0	4.0	4.0	7.0	6.0
140		L						20.0	30.2	44.3	80.4	159.7	143.2	164.8	180.3	204.7	222.7	283.3	232.1	208.7	191.4	117.7	71.8	60.0	25.6	
148		L									27.7	27.2	21.6	28.8	38.6	27.0	34.9	32.6	31.0	32.8	30.0	8.8				
150		L	32.0	22.0	13.5			71.3	49.0	161.3	233.7	212.3	264.2	289.7	279.4	328.0	273.5	315.2	330.3	332.3	217.0	212.3	155.4	127.0	80.7	65.3
155		L									13.0	16.0	24.0	24.5	29.0	39.5	35.5	46.5	41.5	36.5	22.0					
164		L							17.0	29.5	34.5	35.0	34.0	77.0	64.0	43.0	60.5	91.0	55.0	78.5	50.0	54.5	66.5	34.0	24.0	
166		L							17.0	32.5	39.5	46.0	48.0	70.0	77.5	107.5	105.0	110.5	110.0	97.0	126.5	103.0	51.5	55.0	5.0	
168		L						24.5	19.0	38.0	36.0	28.0	44.0	38.0	39.0	54.0	65.0	76.0	82.0	46.0	69.0	52.0	44.0	47.0	22.0	15.0
169		L						19.0	43.1	126.9	140.7	163.2	183.2	192.9	165.9	234.5	233.6	231.3	234.6	227.7	274.8	99.3	94.5	89.4	58.1	39.1
174		L	98.5	32.0	36.0	15.5	55.0	70.0	73.0	119.5	174.0	175.5	245.0	198.0	259.0	331.0	368.5	262.0	302.0	213.0	340.0	202.0	233.5	222.0	105.5	124.0
180		L	12.1	9.7	6.0	20.5		52.9	86.8	147.9	131.6	154.0	205.5	191.8	249.0	236.0	254.3	263.2	223.0	180.5	147.3	117.0	121.5	88.2	59.4	28.1
181		L								49.6	63.6	97.5	76.1	137.5	116.2	161.5	146.3	169.5	203.6	149.4	127.3	117.3	115.8	80.0	37.3	19.0
182		L								9.0	15.0	9.7	15.0	17.9	19.5	19.4	21.0	16.9	22.0	17.3	21.0	1.7				
183		L									12.6	16.1	35.3	25.3	37.9	33.9	50.6	49.3	41.2	39.3	11.0					
187		L									15.9	14.5	13.8	12.5	23.3	21.0	24.4	17.5	27.6	33.0	24.8	21.5	26.0	23.0		
194		L						87.5	60.8	177.7	169.8	212.6	178.1	255.5	245.1	239.3	222.5	200.1	200.3	193.3	226.9	150.0	107.5	63.3	42.3	
203		L										4.5	2.0	2.5	6.5	7.0	5.0	5.0	5.0	2.5	1.0					
204		L									2.5	7.8	7.2	9.4	16.3	16.3	14.1	11.9	9.4	13.4	6.1	2.0				
209		L									16.0	14.1	14.3	25.8	22.6	23.7	36.2	30.6	18.2	18.6	13.0		23.0			
213		L										2.6	2.6	5.3	7.9	7.9	5.3	2.6	5.3	7.9	0.0					
221		L							1.6	22.3	17.2	34.3	32.5	45.5	38.4	49.7	45.8	39.7	39.4	37.2	41.3	21.3	25.0	16.2		
222		L									9.0	20.8	22.5	11.6	19.5	33.5	28.5	42.8	43.5	16.0	22.6	12.0	16.4	2.5	2.5	
230	E	L						16.9	29.3	55.8	46.2	59.5	76.5	84.8	91.5	101.8	110.3	100.5	113.3	119.3	90.8	64.3	48.7	45.8	59.7	19.7
230	W	L							35.8	58.5	70.0	49.7	25.7	50.7	62.6	54.0	58.2	74.3	71.4	63.8	80.5	60.2	57.6	63.2	47.0	35.2
233		L									8.3	10.5	15.9	14.9	12.8	13.6	9.4	6.3	8.7	15.9	3.4					
234		L								18.4	26.0	39.1	41.6	43.2	27.0	50.1	33.0	43.0	33.0	40.0	16.1	43.4	27.5			
236		L								6.0	3.2	18.0	21.1	28.0	20.5	29.0	25.8	24.0	32.7	13.0	10.5	2.0	5.3			
238		L								4.0	2.9	7.0	8.3	15.0	16.5	12.0	7.6	25.0	16.7	16.0	5.7	9.0	3.9			
240		L	4.0						15.0	70.0	67.5	109.0	89.8	107.6	142.0	119.4	107.8	174.0	149.9	103.4	109.0	63.3	40.0	57.0	21.0	13.5
245		L							12.0	38.9	48.5	56.0	70.2	60.0	68.3	69.8	76.3	99.4	80.5	80.5	90.3	55.5	52.8	48.8	39.1	14.8
248		L							8.5	18.5	27.1	28.6	29.3	35.7	41.8	50.4	69.5	54.8	55.7	51.5	37.4	53.9	23.8	27.9	14.5	10.6
249		L								11.7	12.5	24.3	21.2	9.8	14.5	12.7	17.2	14.2	13.5	11.5	16.8	4.7				
251		L									5.3	11.0	8.0	8.5	9.3	12.0	12.3	10.0	11.3	11.5	2.7	6.0				
253		L	48.8					17.0	30.7	64.4	57.7	85.7	136.1	137.9	186.1	195.5	204.5	191.3	143.5	186.5	152.0	90.0	100.3	68.7	74.0	48.6
255		L	31.7					17.0	25.5	78.3	78.7	129.5	109.2	114.0	106.4	127.4	131.3	111.2	126.5	128.0	102.0	77.0	58.0	61.7	53.0	38.3
271		L							23.6	32.9	75.6	75.6	99.8	107.4	100.1	98.9	121.8	122.4	106.2	108.9	97.2	78.0	52.6	54.6	10.4	13.4
280		L			6.3	10.3	3.8																			
331		L							0.8	19.1	26.7	18.9	42.3	41.3	39.7	31.3	48.0	53.3	49.2	42.7	33.7	15.8	15.8	47.8	9.0	
345		L							5.7	14.8	22.0	21.4	37.9	54.6	45.9	46.1	55.9	66.5	48.2	60.4	33.6	25.2	24.5	17.9	10.7	
346		L							14.3	16.7	47.6	61.9	49.8	69.0	84.8	58.5	51.0	62.0	56.8	50.8	41.4	36.2	29.0	33.1	27.3	16.2
347		L								33.0	44.1	70.9	98.7	97.2	117.4	123.9	87.8	112.5	101.3	77.4	82.7	35.9	47.3	37.2	24.8	16.4
348		L	12.0					19.8	20.8	43.7	73.4	47.3	81.4	78.8	107.9	111.7	98.0	105.8	102.4	88.2	77.8	42.0	45.7	34.5	20.4	
358		E	81.1	20.0	30.0			78.3	121.3	246.2	356.7	316.8	446.2	413.7	449.0	518.7	525.3	563.2	512.6	485.5	356.0	393.1	243.5	237.9	153.3	132.6
522		E	30.5					26.7	48.0	109.2	102.2	123.0	158.3	86.7	143.5	141.9	126.3	156.0	168.9	112.3	167.3	135.4	67.3	87.5	44.5	41.8
545		E	18.1						17.0	62.3	89.0	90.3	90.3	135.3	148.0	121.8	113.8	99.7	158.7	123.0	109.3	135.0	36.8	64.9	16.0	25.2
550		E	12.3						39.5	69.2	94.7	183.0	182.0	183.2	177.2	215.8	199.0	222.1	236.6	233.3	242.4	169.3	92.6	106.7	118.6	73.4
554		E	7.0					18.0	15.0	50.0	55.7	71.2	63.2	70.4	70.3	65.7	54.6	68.8	87.7	88.8	79.5	50.8	32.0	23.2	18.3	17.5
560		E						36.5	76.4	72.7	74.5	85.1	70.1	63.0	73.8	86.1	87.9	86.0	90.3	87.0	89.5	73.8	64.8	51.6	40.8	28.3
901		L										11.6	17.0	17.4	18.9	20.6	23.3	23.8	23.4	21.6	10.3	9.9	9.1	4.8		
903		L										11.7	26.1	26.9	29.0	31.7	35.4	36.1	34.8	32.7	30.9	13.8	6.9			
908		L								2.9	4.3	4.3	4.3	4.3	5.7	5.7	5.7	5.7	5.7	5.7	2.9					
909		L							3.2	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	3.2					
913		L							0.1	2.6	2.6	2.6	2.6	2.8	3.0	3.3	3.6	4.1	2.8	1.5	1.3	0.5				
914		L										18.6	17.4	19.9	19.9	22.4	23.6	24.8	5.0							
915		L											27.6	8.5	8.5	27.6	18.1	10.6	34.0	12.8	8.5					
916		L											12.0	13.2	14.4	15.6	16.8	19.2	24.0							
917		L									3.4	6.8	6.8	6.8	6.8	9.1	9.1	10.2	10.2	4.5						
919		L									0.8	4.4	7.6	8.0	14.9	8.4	7.2	13.3	14.1	4.4						
927		L										4.3	7.2	7.2	7.2	7.2	8.6	10.1	10.1	8.6						

Request 21: Hourly ridership for the Metro route list and performance table - weekdays

			Hour Starting																							
Route	Part	E,L	12:00 AM	1:00 AM	2:00 AM	3:00 AM	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
1		L	6.7						6.2	5.5	5.5	7.3	23.7	161.7	149.2	182.8	152.3	129.7	175.6	130.6	74.2	27.3	16.4	27.3	5.5	14.6
2	N	L	34.5	11.5				14.0	46.5	67.5	68.0	62.0	104.0	90.5	111.0	148.5	113.0	139.0	111.0	108.0	120.5	95.0	69.5	46.0	66.0	35.0
2	S	L	21.0						27.0	41.0	51.0	62.0	86.5	78.0	107.5	129.0	103.0	90.5	96.5	81.5	78.0	87.5	50.0	43.5	42.5	29.0
3	S	L	18.8	7.0					35.0	74.4	62.8	79.3	86.6	82.1	93.0	123.4	139.7	120.4	111.0	94.8	80.1	64.3	53.8	37.4	49.4	23.3
4	N	L	12.7	8.5				0.0	42.2	43.5	66.0	84.2	115.4	117.6	137.5	139.2	118.3	125.3	166.0	171.0	104.9	95.8	89.5	61.7	70.2	38.5
4	S	L	19.0					9.0	7.3	52.3	75.6	85.0	102.5	96.8	148.4	93.1	98.2	99.5	111.4	83.6	65.9	105.4	70.1	49.9	46.8	88.6
5		L	38.0	25.3				14.3	23.5	74.0	107.3	81.6	125.5	141.5	164.0	139.9	137.5	141.0	203.3	137.8	135.5	93.5	95.3	68.5	73.5	50.8
7		L	50.2	46.8	21.7	12.0	18.0	47.0	68.0	156.8	202.7	256.7	391.2	424.1	454.0	480.9	448.0	573.8	547.0	445.2	313.8	261.3	185.0	153.8	103.3	89.5
8		L	12.6					9.2	16.8	86.3	99.4	129.3	175.9	167.9	149.7	277.1	228.8	211.0	198.9	205.9	164.7	132.5	93.6	83.3	60.8	60.7
10		L	32.0	3.0					23.1	43.0	57.4	50.8	55.1	82.7	98.8	123.3	98.8	133.6	120.6	112.9	132.3	137.8	142.4	95.3	93.6	130.0
11		L	18.0	12.3				10.0	14.5	17.0	39.3	40.5	82.5	82.9	84.0	110.8	111.8	129.5	131.6	99.0	120.5	47.5	30.5	50.8	32.8	18.5
12		L							14.5	25.6	38.1	50.6	43.4	80.3	71.7	95.1	102.6	83.6	93.6	68.8	72.9	31.7	35.8	31.9	25.6	6.5
13		L							56.3	53.5	90.4	90.0	103.0	154.4	116.5	131.6	126.0	170.9	132.4	126.3	132.3	103.1	72.9	72.8	40.5	39.1
14	N	L	2.0						9.0	10.0	19.0	15.9	29.5	26.2	32.0	22.9	58.0	41.3	53.5	62.7	48.0	47.1	33.0	38.1	16.5	12.8
14	S	L	5.1	3.0				14.0	15.5	21.0	17.7	46.5	81.0	86.5	84.2	96.5	82.2	111.0	93.4	91.5	104.7	72.0	64.4	79.0	42.3	30.0
15		L	33.3	11.0					49.0	78.3	107.0	113.0	153.2	175.5	168.3	200.3	238.0	194.0	206.7	167.2	149.8	135.3	88.7	76.0	63.2	52.5
16		L	19.0	16.8				19.8	27.2	61.3	111.7	122.2	150.5	169.6	81.0	160.7	206.6	190.5	137.7	133.0	163.5	88.3	75.0	81.5	44.0	49.0
17		L	4.3						14.3	27.2	57.0	58.3	72.5	84.7	82.9	104.8	77.7	82.9	94.0	105.9	78.1	73.0	31.1	38.9	20.2	13.5
18		L	23.7	11.7					59.3	108.5	93.7	110.0	150.3	138.4	107.7	188.7	167.0	168.0	165.0	183.0	123.4	119.3	98.0	84.0	74.0	52.1
21		L	17.0	4.7				12.0	15.0	50.3	53.7	60.2	80.1	79.0	84.5	94.0	90.3	74.7	112.2	85.3	56.0	62.3	42.5	42.2	27.9	18.0
22		L							12.0	12.0	21.0	33.0	42.3	61.3	59.0	36.7	44.3	38.3	27.5	37.7	40.3	5.7				
23		L	1.0	5.5					13.0	45.7	42.7	47.0	49.0	58.3	37.5	59.2	51.8	69.5	57.8	56.3	54.0	39.7	32.8	21.0	27.5	10.0
24		L	12.0	1.0					15.5	49.0	57.8	91.5	38.0	88.0	90.2	99.0	89.0	82.5	97.9	77.0	120.0	51.3	44.0	54.5	44.5	13.0
26		L	23.3	3.0					6.8	23.0	47.2	74.8	141.3	141.8	113.5	110.3	127.3	128.3	106.8	107.7	111.0	77.0	73.3	65.2	58.5	31.0
27		L	3.6						3.0	16.7	10.3	30.3	36.0	37.1	46.1	52.7	64.7	44.8	45.9	65.6	46.7	33.7	25.0	11.8	17.0	5.0
28		L	14.8	3.0					29.7	37.0	44.5	74.0	123.5	114.5	162.0	140.5	150.0	133.7	157.8	118.5	107.7	74.8	65.5	75.0	25.4	35.8
30		L	12.0	8.0					6.5	24.5	25.5	31.5	69.8	102.5	127.3	132.0	130.8	74.1	140.3	83.7	81.9	41.0	35.0	21.0	26.0	22.0
33		L						8.0	3.5	24.0	23.0	12.0	12.5	37.5	21.0	15.5	38.0	16.5	30.5	23.5	11.0	12.0	12.5	6.5	0.5	
36		L	36.5	20.0	9.0			62.8	95.3	197.0	194.8	253.2	279.3	258.7	277.9	317.8	286.8	353.7	255.4	290.3	198.6	182.3	181.5	152.8	103.2	44.8
39		L						0.0	11.5	21.0	8.0	24.0	33.0	41.0	37.5	33.5	35.0	36.5	21.0	31.0	24.5	25.5	10.0	10.0		
41		L	11.5	7.0					22.0	44.5	84.0	106.5	144.0	140.0	174.5	187.0	221.0	200.0	260.5	186.5	151.0	126.0	77.5	71.5	47.0	23.0
43		L	47.5	21.3	3.0			13.2	38.5	56.3	86.9	136.4	195.6	163.6	223.1	231.3	271.8	246.1	249.7	208.0	168.3	76.2	124.8	72.8	53.3	70.4
44		L	44.8	42.3				17.3	31.3	81.3	82.1	149.8	175.1	253.0	222.2	288.3	262.8	292.2	312.0	238.0	289.7	171.7	141.8	113.4	107.1	68.7
48	N	L	9.5						7.0	25.0	39.0	86.5	101.6	127.5	133.3	142.0	125.5	145.0	132.8	124.2	108.0	102.7	67.5	71.8	67.5	36.0
48	S	L	4.5						6.0	27.8	68.5	86.7	132.0	103.3	78.0	126.5	134.3	109.2	150.0	171.2	109.2	92.0	101.0	73.5	56.8	23.5
49		L	52.3	16.5	12.3				83.3	77.0	94.5	117.8	249.3	283.2	241.4	326.2	300.7	359.3	348.5	231.5	281.4	161.5	178.7	124.8	101.8	60.3
51		L							1.7	2.7	4.0	14.0	14.0	11.0	5.0	15.3	13.7	9.7	5.3	16.3	11.0					
54		L	29.0	18.0				16.5	27.5	37.9	51.0	78.0	151.3	96.8	153.0	119.5	152.7	110.7	122.5	129.0	90.7	95.0	79.0	56.7	56.5	51.5
55		L	11.0	2.0				2.1	5.4	21.0	31.7	32.5	43.0	48.1	66.2	58.1	62.1	72.9	62.5	64.1	51.3	47.0	19.5	17.0	17.5	11.5
56		L	7.0						25.3	24.7	18.0	28.0	32.3	27.0	44.4	33.4	46.0	50.0	39.7	36.7	27.2	20.2	25.0	17.0	9.7	6.0
60		L							25.7	47.3	46.5	93.0	82.2	103.1	139.7	142.2	140.1	98.8	102.9	110.6	73.5	45.9				
65		L	5.2						20.3	27.1	28.9	45.5	60.9	79.0	83.7	80.3	80.9	92.5	113.6	85.8	77.9	66.2	51.3	26.5	10.8	9.8
66		E	11.8	4.4					8.0	43.1	47.2	66.3	77.6	114.1	131.6	90.4	124.4	126.8	112.3	163.3	99.9	107.3	82.8	49.2	35.2	9.0
71		L	29.7	20.9					41.3	68.1	84.4	144.7	119.0	238.7	205.0	224.7	262.4	175.3	204.0	216.0	216.7	272.9	119.5	112.2	86.8	52.7
72		L	17.8	28.6				21.0	46.7	14.7	65.0	110.1	109.7	71.0	102.4	150.3	139.2	135.3	145.0	108.9	120.7	109.3	103.9	77.0	59.0	35.4
73		L	37.0	13.3				21.5	10.3	40.0	71.0	91.7	122.2	103.0	116.8	91.7	140.3	149.6	151.3	130.8	100.3	89.7	75.4	57.0	48.0	47.5
75		L	15.5	6.5					20.7	18.7	61.8	78.7	97.8	115.3	166.4	128.7	153.6	180.2	146.1	140.0	146.9	95.0	74.8	61.5	28.0	17.3
81		L			25.5	19.0																				
82		L			8.0		24.0																			
83		L			24.5	23.0																				
84		L			7.8		15.3																			
85		L			16.5	26.8																				
99		L											12.3	47.7	46.7	24.0	13.3	23.0	20.0	18.3	11.0					
101		L									41.1	41.1	103.4	85.9	115.5	123.3	103.6	150.5	122.1	136.3	119.5	72.1	77.5	39.0	29.0	15.0
105		L								25.0	33.0	31.0	35.0	32.0	34.0	36.0	38.0	42.0	43.0	42.0	42.0	30.0	34.0	27.0	11.0	3.0
106		L	25.5	8.5	8.5				24.0	59.6	109.6	121.5	87.1	113.5	116.1	136.0	139.5	163.1	130.0	127.6	101.8	94.0	63.4	46.5	40.5	30.5
107		L	4.0					7.7	6.5	23.8	29.0	38.8	35.8	37.3	50.9	50.8	55.4	53.8	56.5	43.7	40.2	52.5	25.5	22.3	19.5	13.3
120		L	37.7	38.0	10.0			35.8	86.5	129.6	130.3	151.6	170.7	194.3	206.8	207.7	233.3	253.2	201.8	247.7	163.0	189.7	135.2	116.0	76.5	32.0
124		L	65.0	43.2	23.5		27.0		33.0	62.9	46.3	51.0	66.3	75.5	109.3	104.8	99.5	94.3	75.0	103.3	81.3	63.7	69.2	73.0	55.0	62.0
125		L							8.8	14.8	13.0	33.3	41.8	47.0	43.3	53.8	68.0	65.6	71.5	58.6	50.0	45.5	26.7	21.0	18.2	13.3
128		L							5.3	9.0	18.9	36.0	43.0	43.0	54.2	79.3	55.8	67.3	65.7	64.5	43.6	59.0	48.2	18.0		
131		L	11.5	10.0				18.3	21.0	27.5	33.0	49.0	53.5	65.0	40.0	93.1	65.3	89.5	115.0	45.7	63.3	68.0	27.0	32.0	23.0	30.0
132		L	27.0	4.7					33.3	34.0	49.0	33.0	40.3	65.0	66.0	46.3	70.7	71.0	75.0	61.0	48.6	57.3	69.5	57.0	25.0	30.0
139		L							6.5	3.0	13.5	10.0	10.0	2.5	8.5	12.5	10.0	15.5	7.0	10.5	2.0	6.5	5.0	5.0	0.0	
140		L						13.5	31.3	41.0	45.3	65.7	94.0	117.5	157.5	164.0	161.2	205.5	172.5	183.5	113.8	79.0	57.3	39.1	13.7	
148		L									8.7	26.5	16.5	21.3	41.2	13.5	29.3	24.7	27.5	31.0	14.3	8.8				
150		L	34.8	12.3	6.0				39.2	96.5	71.8	121.7	127.4	157.0	151.5	136.8	160.0	131.5	179.3	188.0	138.1	147.0	71.6	71.8	64.0	47.3
166		L								31.0	27.5	23.0	35.0	49.5	71.5	54.0	68.0	54.0	43.0	52.0	39.5	55.0	42.0	19.0		

Request 21: Hourly ridership for the Metro route list and performance table - weekdays

			Hour Starting																						
Route	Part	E,L	12:00 AM	1:00 AM	2:00 AM	3:00 AM	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
168		L							20.0	13.0	33.0	40.0	35.0	51.0	59.0	43.5	44.0	77.0	32.0	53.0	69.0	34.0	35.0	25.0		
169		L							30.0	89.6	98.4	145.3	167.5	141.4	207.0	227.7	226.5	187.4	202.4	183.7	185.0	120.9	75.6	91.0	48.4	27.4
174		L	48.7	30.0	20.0	12.5	26.0	39.3	44.0	86.7	140.3	147.7	190.0	182.7	189.0	226.3	201.0	233.3	169.0	145.0	181.0	212.7	182.3	167.0	97.7	118.0
180		L	16.0	4.0	3.8	18.3		25.0	21.4	63.2	163.1	122.3	126.5	203.9	188.7	174.1	203.6	189.3	200.2	115.1	153.1	114.3	72.8	45.8	30.0	25.0
181		L									63.3	58.4	62.9	79.0	118.3	136.2	149.8	161.7	117.9	134.3	90.1	75.6	58.1			
182		L								5.0	8.0	10.8	10.0	9.4	4.0	10.9	3.0	9.4	6.0	7.7	13.0	4.8				
187		L										6.0	7.4	6.0	7.4	6.0	10.4	8.0	11.6	6.0	11.3	10.0				
194		L						95.5	40.7	128.9	142.5	161.0	210.9	232.4	170.8	203.0	180.6	178.1	224.7	171.5	168.0	70.8				
203		L												3.0	1.7	1.1	1.7	1.4	1.1	2.0						
204		L											2.2	9.6	7.3	9.3	6.3	5.8	6.9	4.1	2.3					
213		L											1.8	1.8	3.0	3.0	1.8	3.3	2.5	1.5						
221		L								3.0	14.7	14.8	23.3	20.7	30.5	27.5	32.5	32.0	33.8	42.5	26.6	54.9	20.5	24.0	8.5	
222		L									8.0	7.5	6.7	14.7	13.5	12.0	16.0	13.8	16.0	26.8	11.3	6.5	9.0	4.8	3.0	
230	E	L							33.3	56.3	38.9	45.3	42.8	46.9	60.0	67.7	68.5	65.7	55.9	70.1	54.6	50.9	44.1	30.9	27.1	15.0
230	W	L							15.9	54.1	67.8	51.4	44.5	24.4	58.3	55.8	71.0	62.8	80.9	75.0	97.4	60.0	39.9	40.6	24.5	17.7
234		L								15.5	16.5	22.5	19.5	11.0	24.0	26.3	27.0	29.0	27.4	29.0	12.0	16.8	18.6			
236		L									5.3	4.3	7.0	9.6	17.2	17.5	31.0	12.0	23.0	7.5	9.0					
238		L									9.0	6.4	15.2	14.5	11.0	14.5	21.7	12.6	11.0	6.5	5.7					
240		L	3.4							25.0	33.2	51.9	75.3	61.5	53.1	73.3	82.2	75.3	61.7	71.5	48.5	42.3	37.5	30.0	26.3	6.7
245		L								26.1	36.1	38.8	34.8	60.1	73.0	74.9	71.1	73.1	62.7	77.0	48.7	40.8	29.9	23.0	14.0	8.1
248		L							4.2	16.5	23.0	25.0	28.2	33.6	24.0	38.6	39.9	53.5	40.8	40.3	32.0	30.1	28.8	14.3	11.2	5.7
253		L	20.1								52.2	65.8	88.4	88.8	87.7	142.9	120.2	126.3	121.0	116.9	95.0	56.0	69.0	49.1	51.7	28.6
255		L	14.0					12.0	9.0	29.2	58.0	49.5	100.5	90.0	89.8	98.1	81.3	93.4	109.0	135.8	85.6	45.0	54.7	70.0	40.0	19.7
271		L								29.5	23.7	35.3	51.7	54.2	52.9	55.5	59.7	70.8	75.8	55.3	47.0	42.7	38.9	22.9	14.5	9.3
280		L			8.5	17.0	12.5																			
331		L							3.0	2.0	13.7	17.0	19.0	25.0	23.0	13.5	30.0	21.0	26.3	25.0	24.3	10.5	13.7	15.0	7.0	
345		L							1.0	6.8	17.5	11.7	22.0	16.0	25.0	32.3	26.5	32.1	36.5	27.7	19.0	24.0	11.5	18.2	13.5	
346		L							2.7	6.0	12.7	20.0	19.5	39.0	39.3	40.0	45.7	31.0	31.7	28.5	31.8	35.0	21.0	21.7	14.5	7.7
347		L							6.7	19.0	22.2	28.8	42.0	35.0	60.3	60.7	60.8	70.5	65.8	49.7	49.5	36.5	42.3	25.3	11.0	
348		L	4.0					10.5	12.0	13.5	36.8	45.0	56.0	93.0	50.3	67.5	54.7	56.0	63.3	81.0	60.7	52.5	37.7	25.5	19.0	7.0
358		E	41.4	10.0	16.8			48.0	40.5	138.8	235.2	250.4	291.9	264.4	329.4	341.3	296.0	361.8	292.7	324.3	308.7	249.1	193.4	128.9	147.7	92.9
522		E	7.2					21.0	21.0	61.5	86.8	85.7	129.9	70.0	87.0	110.9	108.0	103.0	151.3	112.0	123.0	111.7	51.0	59.5	31.6	22.8
545		E	12.0						10.8	23.0	54.3	55.8	54.6	99.2	65.9	94.5	81.4	71.1	86.3	101.8	68.5	58.2	37.5	27.8	28.5	10.0
550		E	5.8						42.4	54.0	88.4	86.0	154.3	88.0	168.8	121.0	119.2	147.0	155.8	106.0	107.0	93.0	93.6	38.0	54.5	22.0
554		E	6.0					6.0	7.0	23.5	37.0	38.5	82.0	64.0	33.5	56.0	50.0	55.0	107.0	55.0	45.0	38.0	45.0	16.0	9.0	4.0
560		E						24.0	56.5	68.0	47.8	63.8	74.5	73.5	63.0	76.3	80.5	77.9	82.3	71.3	70.2	69.8	58.4	42.3	28.7	22.3
688		L										0.0														
901		L											9.3	13.1	13.9	15.4	17.3	17.8	17.4	16.1	4.2					
903		L											8.7	18.6	20.1	21.9	24.7	25.3	24.3	17.5	5.8					