

**UNITED STATES STREETCAR SYSTEMS
SELECTED OPERATING DATA 2007**

Operating Statistics Reported

Streetcar Operating Agency				Operating Statistics Reported																			
Transit Operator	City	State	Short Name	Operating Expense	Farebox Revenue	Passenger Miles	Vehicle Revenue Miles	Unlinked Trips	Vehicle Revenue Hours	Farebox Recovery Ratio	Average Passenger Load	Average Trip Length	Operating Cost/ Passenger	Farebox Revenue/ Passenger	Taxpayer Subsidy/ Passenger	Operating Cost/ Passenger Mile	Farebox Revenue/ Passenger Mile	Taxpayer Subsidy/ Passenger Mile	Average Operating Speed	Average Daily Passengers			
Charlotte Area Transit System				Charlotte	NC	CATS	\$1,932,840	\$212,637	279,464	21,677	175,329	5,280	11.0%	12.9	1.6	\$11.02	\$1.21	\$9.81	\$6.92	\$0.76	\$6.16	4.1	793
Island Transit				Gaveston	TX	IT	595,828	15,342	40,358	36,870	31,286	5,497	2.6%	1.1	1.3	19.04	0.49	18.55	14.76	0.38	14.38	6.7	142
Kenosha Transit				Kenosha	WI	KT	319,401	15,661	70,309	19,837	62,643	2,808	4.9%	3.5	1.1	5.10	0.25	4.85	4.54	0.22	4.32	7.1	283
Central Arkansas Transit Authority				Little Rock	AR	CATA	708,625	66,349	249,052	52,256	154,644	11,866	9.4%	4.8	1.6	4.58	0.43	4.15	2.85	0.27	2.58	4.4	700
Memphis Area Transit Authority				Memphis	TN	MATA	4,291,874	869,632	873,928	450,852	1,031,168	60,380	20.3%	1.9	0.8	4.16	0.84	3.32	4.91	1.00	3.92	7.5	4,666
Central Puget Sound Regional Transit Authority				Tacoma	WA	ST	2,979,882	- 0 -	871,778	97,115	860,349	10,060	0.0%	9.0	1.0	3.46	0.00	3.46	3.42	0.00	3.42	9.7	3,893
Hillsborough Area Regional Transit Authority				Tampa	FL	HART	1,716,591	539,845	838,421	86,809	520,270	18,016	31.4%	9.7	1.6	3.30	1.04	2.26	2.05	0.64	1.40	4.8	2,354
Tri-County Metropolitan Transportation Authority of Oregon				Portland	OR	Tri-Met	4,300,000	275,000	3,240,480	216,032	4,000,000	37,356	6.4%	15.0	0.8	1.08	0.07	1.01	1.33	0.08	1.24	5.8	18,100
Total/Averages							<u>\$16,845,041</u>	<u>\$1,994,466</u>	<u>6,463,790</u>	<u>981,448</u>	<u>6,835,689</u>	<u>151,263</u>	<u>11.8%</u>	<u>6.6</u>	<u>0.9</u>	<u>\$2.46</u>	<u>\$0.29</u>	<u>\$2.17</u>	<u>\$2.61</u>	<u>\$0.31</u>	<u>\$2.30</u>	<u>6.5</u>	<u>30,931</u>

Notes

All data is from National Transit Database "Profiles" for 2007, except as noted below. CATS data is for 2006; the Charlotte streetcar system that operated in 2005 and 2006 was shut down on February 6th due to the construction of the Charlotte light rail system, which operates on the same alignment. With a 6/30 year-end, the Charlotte streetcar operated for 221 days in 2006, and this factor was used to annualize the data for that year.

Tri-Met streetcar data is combined with Tri-Met's light rail data and, therefore, is not usable for this purpose. Data is taken from the City of Portland Streetcar web site, as noted below.

2008 Operating Expense budget: \$4.9 million; "Fares/sponsorship/promotions" shown as \$300,000, \$25,000 arbitrarily subtracted from the \$300,000 for sponsorship and promotions to produce \$275,000 in fares.

Latest ridership projection was 4 million annual riders.

The streetcar route is shown as a 8.0 mile loop. The schedule shows 78 working weekday, 71 Saturday, and 58 Sunday/Holiday round trips. With 255 working weekdays, 52 Saturdays, 59 Sundays and holidays, that is a total of 27,004 round trips @ 8 miles each = 216,032 revenue vehicle miles.

Examination of the schedule shows a time of 84 minutes, including 11 minutes of layover time, to complete each round-trip. As seven weekday trips (~9%), seven Saturday trips (~10%), and six Sunday/Holiday trips (~10%) go out of service at the end of the run, I subtracked one minute of the 11 minute layover time to produce a scheduled average run time, including layover/recovery time, of 83 minutes. 83 minutes to cover eight miles is an average speed of ~5.8 mph, and dividing this into the 216,032 revenue vehicle miles produces 37,356 revenue vehicle hours.

There is no data for passenger-miles. I have arbitrarily utilized an average passenger load of 15.0 -- which is higher than that actually reported by any other operator -- to calculate passenger-miles.

Average Operating Speed is calculated by dividing Annual Revenue Vehicle Miles by Annual Revenue Vehicle Hours. However, since the National Transit Database definition of Revenue Vehicle Hours includes layover/recovery time at the end of runs, while the vehicle is stationary before heading back in the other direction, this calculation understates the actual operating speed when the vehicles are in service. Without extensive analysis of the schedules and schedule variance of each individual agency, it is not possible to determine the actual operating speeds for each streetcar system. In general, the layover/recovery time is a fairly small portion of total revenue vehicle hours, generally under 10%, but the factor I calculated for the Portland Streetcar system was 12%.

Average daily passengers is calculated on a 365-day year, with no adjustment for the typical lower ridership on Saturdays or Sundays common to almost all other modes of transit, as streetcar tends to have far less variation than other modes, with weekday ridership higher than daily ridership on some systems.