

Route Information (as of June 30, 2025)					FY 24/25 Totals		FY 23/24 Effectiveness						FY 24/25 Effectiveness						FY 24/25 vs FY 23/24 Comparison					
Route	Route Type	Peak Frequency	Off Peak Frequency	Minority Route	Revenue Trips	Total Revenue Hours	Average Daily Ridership	Productivity (Pax/RevHr)	Passengers per Trip	On Time Performance	Average Maximum Load Factor	Average Load Factor	Average Daily Ridership	Productivity (Pax/RevHr)	Passengers per Trip	On Time Performance	Average Maximum Load Factor	Average Load Factor	Average Daily Ridership	Productivity (Pax/RevHr)	Passengers per Trip	On Time Performance	Average Maximum Load Factor	Average Load Factor
1T	BRT	10	10-30	Yes	55,663	63,281	15,770	67.0	71.7	75.01%	29.31	17.78	15,970	63.6	72.3	74.08%	30.12	18.79	1.3%	-5.1%	0.9%	-0.9%	2.8%	5.7%
6	Trunk	12	12-20	Yes	44,270	34,623	5,219	39.1	29.5	68.76%	18.11	10.85	4,626	33.7	26.3	72.69%	16.81	9.91	-11.4%	-14.0%	-10.6%	3.9%	-7.2%	-8.7%
7	Suburban Crosstown	30	30	No	16,632	24,152	2,368	26.3	37.0	71.17%	21.11	8.18	2,550	26.6	38.6	74.91%	22.06	8.70	7.7%	1.1%	4.6%	3.7%	4.5%	6.4%
10	Major Corridor	17	17-20	Yes	32,508	26,500	2,232	21.4	17.3	77.28%	10.81	6.79	2,406	22.9	18.7	66.18%	11.66	7.16	7.8%	7.1%	7.8%	-11.1%	7.9%	5.4%
12	Urban Crosstown	23	23-30	No	22,764	30,855	2,364	19.2	26.0	66.56%	12.76	6.19	2,550	20.8	28.2	60.54%	13.84	6.86	7.9%	8.7%	8.7%	-6.0%	8.5%	10.8%
14	Urban Crosstown	17	17	Yes	31,248	34,547	3,112	22.7	25.1	75.54%	13.38	6.73	3,187	23.2	25.7	73.84%	13.55	6.80	2.4%	2.2%	2.4%	-1.7%	1.3%	1.0%
18	Trunk	16	16-30	Yes	34,941	40,292	3,608	24.1	26.4	64.43%	13.56	6.72	3,930	24.6	28.3	67.47%	15.24	7.78	8.9%	1.9%	7.4%	3.0%	12.4%	15.8%
19	Urban Crosstown	60	60	Yes	8,064	6,477	229	8.8	7.1	77.59%	5.18	2.80	252	9.8	7.9	76.67%	5.74	3.05	10.0%	11.3%	10.3%	-0.9%	10.8%	8.9%
20	Major Corridor	27	27-34	Yes	17,136	19,541	1,967	25.7	28.5	72.07%	14.27	7.78	1,988	25.6	29.2	71.63%	14.69	7.89	1.1%	-0.1%	2.5%	-0.4%	2.9%	1.4%
21	Urban Crosstown	27	27-34	Yes	14,616	15,656	1,260	20.1	21.4	72.57%	12.66	6.53	1,284	20.7	22.1	71.06%	12.84	6.62	1.9%	2.6%	3.4%	-1.5%	1.4%	1.4%
28	Urban Crosstown	60	60	Yes	8,568	12,357	625	12.7	18.4	76.30%	10.36	5.94	655	13.3	19.3	68.46%	10.46	5.97	4.7%	4.8%	4.7%	-7.8%	1.0%	0.5%
29	Urban Crosstown	24	24-30	Yes	18,648	20,147	1,227	15.3	16.4	82.42%	9.51	4.87	1,262	15.8	17.1	77.86%	10.08	5.21	2.9%	3.4%	3.9%	-4.6%	6.0%	7.0%
33	Urban Crosstown	16	16-30	No	29,678	26,579	2,351	22.6	20.5	78.34%	12.68	6.39	2,354	22.3	20.0	76.30%	12.91	6.38	0.1%	-1.2%	-2.6%	-2.0%	1.8%	-0.2%
34	Urban Crosstown	60	60	Yes	8,568	10,461	647	15.6	19.0	69.85%	11.08	6.02	688	16.6	20.2	65.41%	11.36	6.46	6.3%	6.2%	6.3%	-4.4%	2.5%	7.3%
35	Urban Crosstown	60	60	Yes	8,820	10,683	630	14.8	18.0	77.86%	11.04	5.96	673	15.9	19.2	75.16%	11.44	6.14	6.9%	7.1%	6.9%	-2.7%	3.6%	3.0%
36	Urban Crosstown	30	30	Yes	18,648	17,968	1,920	26.9	25.9	74.99%	16.8	7.97	1,937	27.2	26.2	72.60%	16.65	7.95	0.9%	0.9%	0.9%	-2.4%	-0.9%	-0.3%
39	Urban Crosstown	55	55-65	Yes	8,539	5,703	458	17.5	11.2	77.84%	8.17	4.09	452	20.0	13.3	78.67%	8.22	4.14	-1.3%	14.0%	18.6%	0.8%	0.6%	1.2%
40	Trunk	10-20	10-20	Yes	49,644	52,413	5,868	28.3	29.8	75.42%	16.44	9.25	6,227	29.9	31.6	75.65%	17.14	9.70	6.1%	5.8%	6.1%	0.2%	4.3%	4.9%
41	Urban Crosstown	60	60	Yes	8,568	8,379	572	17.2	16.8	79.80%	11.2	6.46	626	18.8	18.4	74.23%	12.2	7.06	9.5%	9.5%	9.5%	-5.6%	8.9%	9.3%
45	Urban Crosstown	20	20-30	Yes	20,412	19,919	1,218	15.3	14.9	76.61%	8.82	4.00	1,268	16.0	15.7	80.95%	9.14	4.28	4.1%	4.8%	4.9%	4.3%	3.6%	7.0%
46L	Urban Crosstown	60	60-63	Yes	6,804	3,434	170	12.5	6.3	80.47%	5.54	3.06	174	12.8	6.4	78.49%	5.78	3.10	2.3%	2.3%	2.3%	-2.0%	4.3%	1.3%
51A	Trunk	10	12-20	No	44,100	47,542	5,832	31.6	33.1	76.77%	16.94	9.36	6,043	32.0	34.5	76.84%	17.72	9.78	3.6%	1.5%	4.4%	0.1%	4.6%	4.5%
51B	Trunk	12	12-20	No	43,848	35,188	7,904	55.2	45.3	72.14%	24.87	12.70	7,305	52.3	42.0	76.19%	23.61	12.29	-7.6%	-5.2%	-7.2%	4.1%	-5.1%	-3.2%
52	Urban Crosstown	16	16-20	No	31,946	20,264	2,940	35.8	23.3	69.32%	14.26	7.46	3,628	45.1	28.6	77.32%	15.8	9.09	23.4%	26.1%	22.6%	8.0%	10.8%	21.8%
54	Urban Crosstown	17	17	Yes	29,232	12,269	1,330	26.6	11.3	88.44%	9.66	5.39	1,301	26.7	11.2	85.04%	9.54	5.44	-2.2%	0.6%	-1.0%	-3.4%	-1.2%	0.9%
56	Urban Crosstown	60	60	Yes	8,568	8,813	428	12.9	12.6	64.17%	9.03	5.62	444	12.7	13.1	69.23%	9.09	5.76	3.7%	-1.4%	3.7%	5.1%	0.7%	2.5%
57	Trunk	15	15	Yes	40,795	53,824	4,928	23.2	30.4	68.29%	15.77	8.20	5,134	24.0	31.7	69.84%	16.32	8.65	4.2%	3.8%	4.2%	1.5%	3.5%	5.5%
60	Suburban Crosstown	40	40	No	13,608	13,384	1,040	19.6	19.3	76.04%	10.87	5.78	1,117	21.0	20.7	76.09%	11.84	6.31	7.4%	7.5%	7.4%	0.0%	8.9%	9.2%
62	Urban Crosstown	19	19-20	Yes	28,728	25,270	2,024	20.2	17.8	82.63%	11.03	5.76	2,130	21.2	18.7	80.45%	11.74	6.25	5.2%	5.0%	5.2%	-2.2%	6.4%	8.5%
65	Suburban Crosstown	40	40	No	8,474	5,435	469	8.2	5.3	79.67%	7.91	4.31	430	17.7	11.3	79.15%	8.68	4.64	-8.2%	114.6%	115.3%	-0.5%	9.7%	7.7%
67	Suburban Crosstown	30	30	No	10,704	5,165	338	6.3	3.1	69.62%	5.99	3.46	294	12.7	6.1	79.34%	6.18	3.78	-12.9%	102.6%	100.7%	9.7%	3.2%	9.2%
70	Urban Crosstown	60	60	Yes	7,308	7,043	403	14.5	13.9	75.19%	9.88	5.72	410	14.7	14.1	75.46%	10.07	6.18	1.7%	0.8%	1.7%	0.3%	1.9%	8.0%
71	Urban Crosstown	30	30	Yes	14,868	18,162	911	12.6	15.4	79.15%	9.5	5.25	1,001	13.9	17.0	80.81%	10.16	5.54	9.9%	10.3%	9.9%	1.7%	6.9%	5.5%
72	Trunk	30	30-40	Yes	18,900	33,759	2,888	22.6	38.5	62.00%	17.45	8.94	2,986	22.3	39.8	61.21%	18.2	9.32	3.4%	-1.2%	3.4%	-0.8%	4.3%	4.3%
72M	Trunk	30	30-40	Yes	18,115	31,899	2,632	22.8	36.6	64.23%	16.83	8.46	2,954	23.3	41.1	67.32%	18.29	9.21	12.2%	2.3%	12.2%	3.1%	8.7%	8.9%
72R	Rapid	12	12	Yes	33,264	45,786	3,943	22.6	29.9	72.82%	16.09	9.05	4,235	23.3	32.1	75.01%	16.77	9.57	7.4%	3.0%	7.4%	2.2%	4.2%	5.7%
73	Major Corridor	15	15-60	Yes	36,288	17,852	1,936	27.3	13.4	77.38%	9.65	5.30	1,978	27.9	13.7	83.67%	9.65	5.33	2.2%	2.1%	2.2%	6.3%	0.0%	0.6%
74	Urban Crosstown	30	30	Yes	17,136	16,650	1,028	15.6	15.1	68.31%	9.12	4.17	1,024	15.5	15.1	64.06%	8.8	3.96	-0.4%	-0.9%	-0.4%	-4.2%	-3.5%	-5.0%
76	Urban Crosstown	30	30	Yes	16,516	23,242	1,872	20.4	28.4	74.05%	15.21	7.99	1,892	20.5	28.9	71.45%	15.51	8.16	1.1%	0.6%	1.8%	-2.6%	2.0%	2.1%
78	Urban Crosstown	Discontinued August 2023			-	-	134	8.4	5.6	84.80%	4.49	2.57				#N/A								

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79	Urban Crosstown	30	30-34	No	16,380	15,425	1,986	32.7	30.4	78.70%	18.43	8.18	1,960	32.0	30.2	82.41%	18.89	8.50	-1.3%	-2.0%	-0.9%	3.7%	2.5%	3.9%
86	Suburban Crosstown	30	30	Yes	20,412	19,182	1,203	17.7	15.8	82.84%	10.55	6.18	1,382	18.2	17.1	85.91%	11.14	6.50	14.9%	2.5%	7.9%	3.1%	5.6%	5.2%
88	Major Corridor	20	20-30	Yes	27,216	21,785	1,937	22.2	17.7	79.44%	10.87	5.88	1,951	22.6	18.1	76.79%	11.4	6.20	0.7%	1.8%	2.1%	-2.7%	4.9%	5.4%
90	Urban Crosstown	20	20	Yes	26,208	10,661	685	16.2	6.6	82.90%	5.64	3.43	678	16.0	6.5	83.95%	5.41	3.20	-1.0%	-0.8%	-1.0%	1.0%	-4.1%	-6.7%
93	Suburban Crosstown	45	45	Yes	13,628	17,050	759	14.2	15.3	71.31%	8.89	4.85	866	12.8	16.0	77.76%	9.38	5.23	14.2%	-9.7%	4.7%	6.4%	5.5%	7.8%
95	Suburban Crosstown	40	40	Yes	11,030	3,663	254	17.5	5.8	79.05%	4.71	3.01	246	16.9	5.6	85.17%	4.44	2.81	-3.1%	-3.2%	-3.1%	6.1%	-5.7%	-6.6%
96	Urban Crosstown	32	32	Yes	15,624	16,235	1,341	20.8	21.5	63.38%	12.24	6.20	1,368	21.2	22.1	66.56%	13.33	6.99	2.1%	2.1%	2.7%	3.2%	8.9%	12.7%
97	Major Corridor	15	20	Yes	30,715	37,876	2,811	19.5	23.1	71.41%	12.95	7.61	2,962	19.7	24.3	74.92%	13.71	8.00	5.4%	1.2%	5.4%	3.5%	5.9%	5.1%
98	Urban Crosstown	20	20	Yes	26,208	19,450	1,185	15.4	11.4	83.72%	7.89	4.42	1,200	15.6	11.5	82.82%	7.93	4.48	1.3%	0.9%	1.3%	-0.9%	0.5%	1.4%
99	Major Corridor	20	20	Yes	29,232	38,143	2,158	14.2	18.6	78.02%	10.05	6.04	2,394	15.8	20.6	75.39%	11.05	6.48	10.9%	11.4%	10.9%	-2.6%	10.0%	7.3%
200	Suburban Crosstown	24	24	Yes	22,428	26,143	1,334	12.7	14.7	80.16%	9.19	5.71	1,344	13.0	15.1	78.19%	9.37	5.89	0.7%	1.9%	2.7%	-2.0%	2.0%	3.2%
210	Major Corridor	30	30	Yes	17,388	17,035	1,126	16.7	16.3	73.99%	11.23	6.55	1,222	18.1	17.7	71.06%	12.08	6.96	8.5%	8.5%	8.5%	-2.9%	7.6%	6.3%
212	Very Low Density	30	30	Yes	15,876	9,746	562	15.0	9.5	83.93%	6.87	4.65	655	16.9	10.4	83.67%	7.39	4.83	16.5%	12.7%	9.4%	-0.3%	7.6%	3.9%
215	Very Low Density	60	60	Yes	7,560	6,814	186	6.9	6.2	79.39%	4.78	2.99	192	7.1	6.4	75.83%	4.53	2.83	3.1%	3.7%	3.1%	-3.6%	-5.2%	-5.4%
216	Very Low Density	60	60	Yes	6,552	6,413	283	11.1	10.9	70.26%	7.54	3.98	291	11.4	11.2	71.90%	7.7	4.04	2.8%	2.8%	2.8%	1.6%	2.1%	1.5%
217	Very Low Density	30	30	Yes	15,624	19,017	834	11.0	13.4	71.90%	8.99	5.37	930	12.3	15.0	76.87%	9.4	5.63	11.6%	12.2%	11.6%	5.0%	4.6%	4.8%
232	Very Low Density	60	60	Yes	6,552	7,416	296	10.1	11.4	72.09%	7.06	3.89	311	10.6	12.0	75.32%	7.6	4.06	5.2%	4.9%	5.2%	3.2%	7.6%	4.4%
239	Very Low Density	30	30-60	Yes	15,372	15,077	644	10.8	10.6	75.78%	7.17	3.76	628	10.5	10.3	77.51%	7.34	4.20	-2.5%	-2.4%	-2.5%	1.7%	2.4%	11.7%
251	Very Low Density	60	60	Yes	6,552	3,784	174	11.6	6.7	81.09%	5.72	3.62	189	12.6	7.3	79.12%	6.21	3.85	8.3%	8.1%	8.3%	-2.0%	8.6%	6.4%
376	Owl	n/a	40	Yes	5,040	4,754	127	6.6	6.2	75.17%	4.57	2.58	135	7.2	6.7	75.43%	4.98	2.72	6.3%	9.0%	9.3%	0.3%	9.0%	5.4%
604	Supplemental	3 trips	n/a	No	639	530	109	44.4	36.4	59.78%	25.67	18.73	105	42.3	35.1	69.89%	25.72	18.91	-3.5%	-4.6%	-3.5%	10.1%	0.2%	1.0%
605	Supplemental	2 trips	n/a	No	426	396	56	34.0	28.1	65.12%	24.63	10.36	50	26.8	24.9	69.97%	22.07	8.24	-11.4%	-21.4%	-11.4%	4.9%	-10.4%	-20.5%
606	Supplemental	2 trips	n/a	No	426	209	53	55.1	26.7	84.41%	26.39	18.83	53	53.9	26.4	83.15%	25.44	18.27	-1.2%	-2.2%	-1.2%	-1.3%	-3.6%	-3.0%
607	Supplemental	1 trip	n/a	Yes	287	172	11	19.0	10.8	85.70%	7.65	4.48	24	29.7	17.7	60.60%	6.67	3.39	120.9%	56.2%	64.0%	-25.1%	-12.8%	-24.3%
617	Supplemental	3 trips	n/a	Yes	514	425	109	41.3	36.5	83.36%	20.94	17.31	95	47.3	39.2	80.84%	21.5	17.70	-13.6%	14.7%	7.4%	-2.5%	2.7%	2.3%
620	Supplemental	2 trips	n/a	Yes	426	164	48	62.9	24.2	72.23%	13.08	8.49	42	55.0	21.2	74.07%	10.6	6.45	-12.6%	-12.6%	-12.6%	1.8%	-19.0%	-24.0%
621	Supplemental	6 trips	n/a	Yes	1,278	709	228	100.1	56.7	65.16%	33.26	30.34	353	106.1	58.9	57.35%	40.67	32.47	54.9%	6.0%	3.8%	-7.8%	22.3%	7.0%
623	Supplemental	10 trips	n/a	Yes	2,130	1,556	1,028	156.2	106.8	41.63%	28.2	42.36	1,020	139.6	102.0	50.44%	26.67	42.26	-0.8%	-10.6%	-4.6%	8.8%	-5.4%	-0.2%
624	Supplemental	2 trips	n/a	Yes	426	151	65	64.5	32.7	59.15%	10.58	7.17	65	92.6	32.7	72.03%	19.26	11.98	0.2%	43.5%	0.2%	12.9%	82.0%	67.1%
625	Supplemental	6 trips	n/a	Yes	1,278	611	222	129.1	55.2	61.12%	32.14	23.73	305	106.4	50.9	64.96%	32.21	22.58	37.7%	-17.6%	-7.8%	3.8%	0.2%	-4.8%
626	Supplemental	2 trips	n/a	Yes	426	207	11	11.8	5.7	48.23%	5.35	3.90	11	11.5	5.6	77.62%	4.9	3.82	-2.6%	-2.6%	-2.6%	29.4%	-8.4%	-2.1%
628	Supplemental	2 trips	n/a	Yes	426	185	15	17.3	7.5	44.00%	7.25	5.14	13	14.9	6.5	73.72%	5.68	4.31	-14.0%	-14.0%	-14.0%	29.7%	-21.7%	-16.1%
629	Supplemental	2 trips	n/a	Yes	426	228	33	27.3	16.4	49.04%	17.15	12.37	46	42.6	22.8	76.19%	22.08	14.41	38.6%	55.8%	38.6%	27.2%	28.7%	16.5%
631	Supplemental	4 trips	n/a	No	852	528	217	87.0	54.3	75.29%	29.33	19.81	217	87.3	54.1	67.13%	34.17	25.69	-0.4%	0.4%	-0.4%	-8.2%	16.5%	29.7%
638	Supplemental	2 trips	n/a	Yes	426	296	79	55.9	39.7	72.83%	25.18	18.59	94	67.6	47.0	74.74%	26.15	20.08	18.3%	20.9%	18.3%	1.9%	3.9%	8.0%
641	Supplemental	3 trips	n/a	Yes	639	175	201	160.4	67.1	76.04%	27.25	16.94	229	279.3	76.3	63.82%	40.32	24.03	13.8%	74.2%	13.8%	-12.2%	48.0%	41.9%
642	Supplemental	1 trip	n/a	No	213	196	65	81.4	65.1	76.67%	24	14.77	78	85.1	78.3	87.09%	24.08	15.83	20.3%	4.6%	20.3%	10.4%	0.3%	7.2%
646	Supplemental	10 trips	n/a	Yes	2,005	1,315	400	60.2	40.0	80.69%	22.87	14.75	363	58.9	38.6	78.71%	20.36	12.91	-9.2%	-2.2%	-3.6%	-2.0%	-11.0%	-12.5%
648	Supplemental	4 trips	n/a	Yes	852	611	151	50.0	37.8	75.83%	23.73	16.83	176	61.3	44.0	87.83%	22.3	15.01	16.3%	22.5%	16.3%	12.0%	-6.0%	-10.8%
649	Supplemental	4 trips	n/a	No	852	660	92	30.4	23.0	75.84%	13.45	8.56	117	37.8	29.3	83.78%	13.71	8.36	27.5%	24.2%	27.5%	7.9%	1.9%	-2.3%

Route Information (as of June 30, 2025)					FY 24/25 Totals		FY 23/24 Effectiveness						FY 24/25 Effectiveness						FY 24/25 vs FY 23/24 Comparison					
Route	Route Type	Peak Frequency	Off Peak Frequency	Minority Route	Revenue Trips	Total Revenue Hours	Average Daily Ridership	Productivity (Pax/RevHr)	Passengers per Trip	On Time Performance	Average Maximum Load Factor	Average Load Factor	Average Daily Ridership	Productivity (Pax/RevHr)	Passengers per Trip	On Time Performance	Average Maximum Load Factor	Average Load Factor	Average Daily Ridership	Productivity (Pax/RevHr)	Passengers per Trip	On Time Performance	Average Maximum Load Factor	Average Load Factor
650	Supplemental	2 trips	n/a	Yes	426	530	68	33.8	33.8	54.57%	19.02	14.13	115	46.1	57.4	64.15%	23.47	17.79	69.6%	36.2%	69.6%	9.6%	23.4%	25.9%
651	Supplemental	3 trips	n/a	No	639	232	97	79.7	32.4	64.89%	17.55	12.79	126	115.2	41.9	55.42%	17.52	11.80	29.1%	44.5%	29.1%	-9.5%	-0.2%	-7.7%
652	Supplemental	2 trips	n/a	Yes	426	271	82	63.0	41.0	74.89%	25.89	22.66	91	71.7	45.6	63.16%	25.58	21.95	11.2%	13.8%	11.2%	-11.7%	-1.2%	-3.1%
653	Supplemental	2 trips	n/a	No	426	383	92	54.3	45.9	67.99%	31.33	16.24	138	76.7	69.0	67.57%	43.05	22.34	50.2%	41.1%	50.2%	-0.4%	37.4%	37.6%
654	Supplemental	6 trips	n/a	Yes	1,153	853	290	62.8	48.4	78.21%	26.51	17.46	328	81.9	60.6	82.29%	30.3	19.59	13.0%	30.3%	25.2%	4.1%	14.3%	12.2%
655	Supplemental	2 trips	n/a	Yes	676	498	134	84.0	66.8	61.85%	41.59	24.45	194	83.0	61.2	81.78%	34.5	20.47	45.5%	-1.1%	-8.3%	19.9%	-17.0%	-16.3%
657	Supplemental	6 trips	n/a	Yes	1,278	961	259	56.0	38.3	54.17%	15.79	7.46	286	63.4	47.6	64.91%	20.7	9.80	10.4%	13.2%	24.4%	10.7%	31.1%	31.4%
658	Supplemental	4 trips	n/a	No	852	648	209	65.2	52.2	74.91%	28.79	16.89	197	64.7	49.2	73.90%	24.27	13.52	-5.7%	-0.8%	-5.7%	-1.0%	-15.7%	-20.0%
660	Supplemental	2 trips	n/a	No	426	290	76	55.8	37.8	82.38%	18.85	9.65	108	79.4	54.1	81.32%	26.24	10.34	42.9%	42.1%	42.9%	-1.1%	39.2%	7.2%
662	Supplemental	2 trips	n/a	No	426	356	88	51.6	43.8	79.83%	24.44	12.18	91	54.2	45.3	81.41%	23.67	11.74	3.2%	5.1%	3.2%	1.6%	-3.2%	-3.6%
663	Supplemental	2 trips	n/a	No	426	239	73	65.5	36.7	58.54%	13.92	5.90	60	53.3	29.8	51.15%	11.1	4.90	-18.6%	-18.6%	-18.6%	-7.4%	-20.3%	-16.9%
667	Supplemental	4 trips	n/a	Yes	852	586	142	51.5	35.4	51.11%	16.39	8.15	131	47.5	32.7	47.32%	19.91	10.04	-7.7%	-7.7%	-7.7%	-3.8%	21.5%	23.2%
669	Supplemental	3 trips	n/a	Yes	639	639	71	26.1	23.6	65.91%	13.83	8.29	82	27.5	27.5	60.77%	12.29	7.66	16.3%	5.3%	16.3%	-5.1%	-11.1%	-7.6%
671	Supplemental	4 trips	n/a	Yes	727	407	114	42.7	28.6	77.93%	18.63	14.70	82	42.7	23.9	72.10%	16.48	12.84	-28.6%	0.0%	-16.3%	-5.8%	-11.5%	-12.7%
672	Supplemental	2 trips	n/a	Yes	426	288	17	12.5	8.4	75.37%	3.33	3.01	22	16.2	10.9	75.63%	3.93	3.11	30.0%	30.0%	30.0%	0.3%	18.0%	3.3%
675	Supplemental	7 trips	n/a	Yes	1,491	1,349	312	51.5	44.6	59.19%	24.98	12.81	293	46.3	41.9	62.99%	23.48	12.15	-6.2%	-10.1%	-6.2%	3.8%	-6.0%	-5.2%
676	Supplemental	3 trips	n/a	Yes	1,065	876	102	45.9	34.1	75.43%	18.19	12.17	101	24.5	20.2	69.49%	9.69	5.62	-1.4%	-46.5%	-40.8%	-5.9%	-46.7%	-53.8%
677	Supplemental	2 trips	n/a	No	426	310	95	65.1	47.5	74.35%	24.04	11.41	137	93.9	68.3	67.11%	26.5	11.27	43.7%	44.4%	43.7%	-7.2%	10.2%	-1.2%
680	Supplemental	2 trips	n/a	Yes	426	251	60	46.3	29.9	72.88%	29.02	24.89	49	41.7	24.6	75.61%	22.76	19.11	-17.8%	-10.1%	-17.8%	2.7%	-21.6%	-23.2%
681	Supplemental	2 trips	n/a	Yes	426	187	21	20.8	10.7	64.17%	7.43	4.49	14	15.8	7.0	44.51%	5.02	3.07	-35.2%	-24.2%	-35.2%	-19.7%	-32.4%	-31.6%
682	Supplemental	5 trips	n/a	No	1,065	678	219	68.3	43.7	60.05%	34.97	21.41	200	62.8	40.0	61.04%	29.99	18.59	-8.6%	-8.1%	-8.6%	1.0%	-14.2%	-13.2%
683	Supplemental	1 trip	n/a	Yes	213	75	30	85.2	29.8	90.88%	30.2	27.49	32	92.2	32.3	68.08%	32.79	30.75	8.2%	8.2%	8.2%	-22.8%	8.6%	11.9%
684	Supplemental	4 trips	n/a	Yes	852	560	197	73.8	49.2	66.27%	33.08	18.63	199	75.5	49.6	66.91%	27.02	14.77	1.0%	2.3%	1.0%	0.6%	-18.3%	-20.7%
687	Supplemental	3 trips	n/a	No	639	302	193	148.4	64.5	69.97%	39.14	26.39	193	135.8	64.3	71.49%	36.67	24.48	-0.3%	-8.5%	-0.3%	1.5%	-6.3%	-7.2%
688	Supplemental	2 trips	n/a	No	426	390	69	38.9	34.4	60.34%	31.42	17.14	65	35.3	32.3	70.20%	30.49	18.45	-6.2%	-9.3%	-6.2%	9.9%	-3.0%	7.6%
696	Supplemental	2 trips	n/a	No	426	249	39	32.6	19.5	69.82%	11.49	6.11	30	26.0	15.2	73.39%	6.93	3.54	-22.0%	-20.1%	-22.0%	3.6%	-39.7%	-42.1%
701	Early Bird	2 trips	n/a	n/a	504	378	50	22.6	17.0	91.73%	16.12	16.12	52	34.6	26.0	86.71%	27.96	27.87	3.2%	52.9%	52.9%	-5.0%	73.4%	72.9%
702	Early Bird	1 trip	n/a	n/a	252	151	14	12.2	7.3	89.92%	5.59	5.59	12	19.8	11.9	87.86%	12.14	12.14	-17.4%	62.2%	62.2%	-2.1%	117.2%	117.2%
703	Early Bird	1 trip	n/a	n/a	252	222	8	10.8	7.6	88.11%	8.08	9.18	14	15.8	13.9	81.66%	11.43	8.33	83.1%	47.0%	83.1%	-6.4%	41.5%	-9.3%
706	Early Bird	Discontinued August 2024			58	38	11	8.6	5.6	93.24%	5.92	4.60	9	6.9	4.5	93.44%	5.3	4.45	-20.0%	-20.0%	-20.0%	0.2%	-10.5%	-3.3%
707	Early Bird	Discontinued August 2024			29	21	3	4.1	3.0	87.54%	2.33	2.33	-	-	-	98.08%	0	0.00	-100.0%	-100.0%	-100.0%	10.5%	-100.0%	-100.0%
800	Owl	n/a	30	Yes	6,804	9,614	389	9.6	14.2	62.57%	9.69	5.52	439	11.5	16.3	57.88%	10.99	6.50	13.0%	20.4%	14.6%	-4.7%	13.4%	17.8%
801	Owl	n/a	30	Yes	6,552	9,263	296	8.0	11.4	75.62%	7.46	4.78	289	7.9	11.1	77.11%	7.3	4.56	-2.4%	-2.2%	-2.4%	1.5%	-2.1%	-4.6%
802	Owl	n/a	60	Yes	2,772	1,328	66	12.6	6.0	82.27%	4.92	2.86	67	12.6	6.1	71.61%	4.88	2.89	0.5%	0.5%	0.5%	-10.7%	-0.8%	1.0%
805	Owl	n/a	60	Yes	3,024	2,778	98	9.0	8.2	85.77%	6.1	3.56	90	8.1	7.5	85.75%	5.56	3.05	-8.7%	-9.1%	-8.7%	0.0%	-8.9%	-14.3%
840	Owl	n/a	60	Yes	3,024	1,572	60	9.6	5.0	87.44%	4.28	2.74	67	10.7	5.6	77.55%	4.82	3.01	11.6%	11.3%	11.6%	-9.9%	12.6%	9.9%
851	Owl	n/a	60	No	2,520	2,394	84	8.9	8.4	66.64%	5.17	2.62	91	9.5	9.1	70.83%	5.57	2.76	7.5%	7.3%	7.5%	4.2%	7.7%	5.3%
E	Transbay	8 trips	n/a	No	2,016	1,737	135	21.1	16.9	70.83%	15.35	11.05	163	23.6	20.3	74.52%	18.91	13.58	20.5%	11.7%	20.5%	3.7%	23.2%	22.9%
F	Transbay	30	30	No	20,043	23,644	2,075	22.4	26.3	67.42%	18.83	10.23	2,226	23.7	28.0	75.88%	19.86	10.91	7.2%	6.0%	6.5%	8.5%	5.5%	6.6%
FS	Transbay	4 trips	n/a	No	1,008	1,379	93	18.2	23.1	76.31%	20.47	15.72	106	19.5	26.6	75.66%	21.79	17.13	15.0%	7.1%	15.0%	-0.6%	6.4%	9.0%

Route Information (as of June 30, 2025)					FY 24/25 Totals		FY 23/24 Effectiveness						FY 24/25 Effectiveness						FY 24/25 vs FY 23/24 Comparison					
Route	Route Type	Peak Frequency	Off Peak Frequency	Minority Route	Revenue Trips	Total Revenue Hours	Average Daily Ridership	Productivity (Pax/RevHr)	Passengers per Trip	On Time Performance	Average Maximum Load Factor	Average Load Factor	Average Daily Ridership	Productivity (Pax/RevHr)	Passengers per Trip	On Time Performance	Average Maximum Load Factor	Average Load Factor	Average Daily Ridership	Productivity (Pax/RevHr)	Passengers per Trip	On Time Performance	Average Maximum Load Factor	Average Load Factor
G	Transbay	7 trips	n/a	No	1,987	3,185	191	22.2	27.3	71.36%	25.89	17.79	229	18.1	29.0	73.52%	28.12	18.71	19.9%	-18.4%	6.5%	2.2%	8.6%	5.2%
J	Transbay	10 trips	n/a	No	2,520	2,822	216	21.9	23.6	78.46%	22.9	15.94	270	24.1	27.0	77.62%	22.96	15.53	25.0%	10.0%	14.4%	-0.8%	0.3%	-2.6%
L	Transbay	6 trips	n/a	Yes	1,782	2,461	139	15.0	23.2	64.10%	19.97	13.20	141	14.4	19.9	63.68%	17.88	12.05	1.2%	-3.8%	-14.1%	-0.4%	-10.5%	-8.7%
LA	Transbay	5 trips	n/a	Yes	1,260	2,019	72	10.2	14.4	53.37%	14.92	12.24	74	9.3	14.9	68.32%	13.45	10.90	3.4%	-9.0%	3.4%	15.0%	-9.9%	-10.9%
NL	Transbay	15	20-30	Yes	28,476	32,216	2,129	16.7	18.8	72.70%	12.74	7.78	2,378	18.6	21.0	70.81%	14.22	8.89	11.7%	11.5%	11.7%	-1.9%	11.6%	14.3%
NX	Transbay	8 trips	n/a	No	2,151	2,114	146	19.9	19.2	65.62%	17.97	11.82	185	22.1	21.7	62.76%	20.37	13.38	27.3%	11.2%	12.9%	-2.9%	13.4%	13.2%
NX3	Transbay	7 trips	n/a	No	1,764	2,215	99	10.9	14.1	68.15%	15.14	10.30	135	15.4	19.3	65.76%	15.34	10.18	37.0%	41.0%	37.0%	-2.4%	1.3%	-1.2%
O	Transbay	30	30	Yes	16,884	17,825	1,065	15.9	16.0	70.96%	12.48	7.92	1,131	16.0	16.9	69.85%	13.84	8.95	6.2%	0.9%	5.5%	-1.1%	10.9%	13.0%
OX	Transbay	8 trips	n/a	No	2,016	2,597	93	9.0	11.6	57.32%	12.05	8.59	105	10.2	13.2	57.54%	12.7	8.61	13.7%	12.9%	13.7%	0.2%	5.4%	0.2%
P	Transbay	12 trips	n/a	No	3,470	2,952	287	29.0	23.9	74.46%	22.02	18.06	340	29.1	24.7	78.94%	22.66	18.20	18.7%	0.4%	3.5%	4.5%	2.9%	0.8%
U	Transbay	11 trips	n/a	Yes	2,772	4,120	219	12.9	19.9	67.58%	18.06	12.15	256	15.6	23.2	69.44%	17.73	10.99	16.6%	21.3%	16.6%	1.9%	-1.8%	-9.5%
V	Transbay	8 trips	n/a	No	6,552	9,263	157	19.9	20.7	67.95%	19.49	13.18	210	21.7	21.5	72.18%	19.32	12.82	33.7%	9.0%	3.6%	4.2%	-0.9%	-2.7%
W	Transbay	8 trips	n/a	No	2,772	1,328	119	11.9	14.9	58.01%	16.42	10.58	155	15.7	17.4	62.14%	16.36	10.49	29.7%	31.8%	16.8%	4.1%	-0.4%	-0.9%
TOTALS					1,378,198	1,382,550	131,337	25.1	24.4	73.86%			136,321	25.5	25.3	74.18%			3.8%	1.9%	3.8%			

Route Information (as of June 30, 2025)				FY 24/25 Totals		FY 23/24 Effectiveness						FY 24/25 Effectiveness						FY 24/25 vs FY 23/24 Comparison					
Route	Route Type	Frequency	Minority Route ¹	Revenue Trips	Total Revenue Hours	Average Daily Ridership	Productivity (Pax/Rev Hr)	Passengers per Trip	On Time Performance	Average Load Factor	Average Maximum Load Factor	Average Daily Ridership	Productivity (Pax/RevHr)	Passengers per Trip	On Time Performance	Average Load Factor	Average Maximum Load Factor	Average Daily Ridership	Productivity (Pax/Rev Hr)	Passengers per Trip	On Time Performance	Average Load Factor	Average Maximum Load Factor
1T	BRT	10-30	Yes	11,440	12,127	12,019	52.2	54.6	70.12%	14.76	24.85	12,268	52.6	55.8	65.80%	15.67	25.70	2.1%	0.8%	2.1%	-4.3%	6.2%	3.4%
6	Trunk	15-20	Yes	7,846	5,480	3,866	36.8	25.8	64.94%	9.12	15.35	3,167	30.1	21.0	57.50%	7.53	12.79	-18.1%	-18.3%	-18.5%	-7.4%	-17.4%	-16.7%
7	Urban Crosstown	30	No	3,432	4,975	2,274	23.8	34.5	71.02%	6.93	18.29	2,088	21.8	31.6	69.19%	7.00	18.22	-8.2%	-8.2%	-8.2%	-1.8%	1.0%	-0.4%
10	Major Corridor	20	Yes	5,616	4,537	1,472	16.9	13.6	75.97%	5.60	8.86	1,562	17.9	14.5	68.78%	5.84	9.38	6.1%	6.0%	6.1%	-7.2%	4.3%	5.9%
12	Urban Crosstown	30	No	3,640	5,008	1,660	17.2	23.7	71.06%	5.88	11.56	1,750	18.2	25.0	66.76%	6.63	12.79	5.4%	5.9%	5.4%	-4.3%	12.8%	10.6%
14	Urban Crosstown	30	Yes	3,380	3,701	1,487	21.0	22.9	70.18%	6.34	12.00	1,502	21.1	23.1	68.01%	6.57	12.42	1.0%	0.5%	1.0%	-2.2%	3.6%	3.5%
18	Trunk	20-30	Yes	5,564	6,059	2,739	23.5	25.6	65.43%	6.43	13.33	2,689	23.1	25.1	61.15%	6.94	14.01	-1.8%	-1.8%	-1.8%	-4.3%	7.9%	5.1%
19	Urban Crosstown	60	Yes	1,716	1,665	193	6.0	5.8	84.31%	2.28	4.48	202	6.3	6.1	83.02%	2.37	4.48	4.4%	4.5%	4.4%	-1.3%	3.9%	0.0%
20	Major Corridor	30-34	Yes	3,536	3,982	1,630	21.8	24.0	67.74%	6.68	12.12	1,708	22.3	25.1	66.97%	7.11	13.06	4.8%	2.3%	4.8%	-0.8%	6.4%	7.8%
21	Urban Crosstown	34	Yes	2,808	2,967	943	16.5	17.5	72.34%	5.46	10.27	936	16.4	17.3	75.38%	5.56	10.50	-0.7%	-0.8%	-0.7%	3.0%	1.8%	2.2%
28	Urban Crosstown	60	Yes	1,768	2,004	416	10.8	12.2	63.51%	4.15	7.17	439	11.4	12.9	61.71%	4.21	7.31	5.4%	5.6%	5.4%	-1.8%	1.4%	2.0%
29	Urban Crosstown	30	Yes	3,432	3,374	791	12.2	12.0	81.91%	3.49	7.08	901	13.9	13.7	82.28%	4.26	8.36	14.0%	14.0%	14.0%	0.4%	22.1%	18.1%
33	Urban Crosstown	20	No	5,460	4,466	1,256	14.6	12.0	79.36%	4.33	8.13	1,348	15.7	12.8	77.34%	4.50	8.61	7.3%	7.3%	7.3%	-2.0%	3.9%	5.9%
34	Urban Crosstown	60	Yes	1,768	2,165	529	12.7	15.6	70.12%	5.25	9.65	559	13.4	16.4	63.64%	5.61	10.15	5.7%	5.8%	5.7%	-6.5%	6.9%	5.2%
35	Urban Crosstown	60	Yes	1,768	2,159	512	12.3	15.1	76.63%	4.48	9.04	548	13.2	16.1	71.72%	4.75	9.68	7.2%	7.2%	7.2%	-4.9%	6.0%	7.1%
36	Urban Crosstown	30	Yes	3,848	3,690	1,617	22.8	21.9	74.06%	7.01	12.88	1,559	22.0	21.1	74.76%	6.93	13.04	-3.6%	-3.5%	-3.6%	0.7%	-1.1%	1.2%
40	Trunk	15-30	Yes	6,812	6,799	3,101	23.7	23.7	77.49%	7.77	13.73	3,326	25.4	25.4	76.64%	8.40	14.67	7.3%	7.1%	7.3%	-0.9%	8.1%	6.8%
41	Urban Crosstown	60	Yes	1,768	1,473	396	14.0	11.6	73.81%	4.80	7.94	449	15.8	13.2	74.13%	4.96	8.99	13.3%	13.3%	13.3%	0.3%	3.3%	13.2%
45	Urban Crosstown	40	Yes	2,600	2,544	541	11.1	10.8	83.31%	3.16	6.76	555	11.3	11.1	87.94%	3.02	6.65	2.4%	2.5%	2.4%	4.6%	-4.4%	-1.6%
51A	Trunk	15-20	No	7,124	7,251	3,585	25.6	26.2	78.26%	7.67	13.61	3,784	27.1	27.6	74.03%	8.21	14.63	5.5%	6.1%	5.5%	-4.2%	7.0%	7.5%
51B	Trunk	15-30	No	7,280	5,663	6,615	60.7	47.2	72.92%	13.33	23.89	5,948	54.6	42.5	73.45%	12.67	23.01	-10.1%	-10.1%	-10.1%	0.5%	-5.0%	-3.7%
52	Urban Crosstown	20	No	3,686	2,401	1,302	28.4	18.6	69.54%	6.43	12.92	1,538	33.3	21.7	76.42%	7.39	13.62	18.1%	17.3%	16.7%	6.9%	14.9%	5.4%
54	Urban Crosstown	30	Yes	3,432	1,690	611	18.8	9.3	92.53%	3.97	8.19	631	19.4	9.6	90.92%	4.31	8.33	3.3%	3.3%	3.3%	-1.6%	8.6%	1.7%
56	Urban Crosstown	60	Yes	1,768	1,675	305	9.5	9.0	71.10%	4.26	6.61	317	9.8	9.3	71.85%	4.41	6.79	4.0%	4.1%	4.0%	0.7%	3.5%	2.7%
57	Trunk	15	Yes	8,476	10,507	4,004	19.8	24.6	75.83%	6.69	12.51	4,001	19.8	24.5	72.54%	6.75	12.81	-0.1%	-0.1%	-0.1%	-3.3%	0.9%	2.4%
60	Suburban Crosstown	40	No	2,808	2,759	708	13.3	13.1	82.93%	4.07	7.74	736	13.9	13.6	82.55%	4.22	8.15	4.0%	4.0%	4.0%	-0.4%	3.7%	5.3%
62	Urban Crosstown	30	Yes	3,796	3,240	1,029	16.4	14.1	82.75%	4.88	9.14	1,076	17.3	14.7	81.39%	5.15	9.57	4.5%	5.2%	4.5%	-1.4%	5.5%	4.7%
70	Urban Crosstown	60	Yes	1,508	1,172	327	14.4	11.3	76.06%	4.79	7.77	324	14.4	11.2	83.99%	5.06	8.23	-0.7%	-0.1%	-0.7%	7.9%	5.6%	5.9%
71	Urban Crosstown	60	Yes	1,560	1,842	385	10.9	12.8	71.40%	4.51	7.84	435	12.3	14.5	76.55%	4.86	8.62	12.8%	12.5%	12.8%	5.1%	7.8%	9.9%
72	Trunk	30-40	Yes	3,848	6,478	2,442	19.6	33.0	68.28%	7.94	15.62	2,623	21.1	35.4	60.83%	8.56	16.76	7.4%	7.4%	7.4%	-7.4%	7.8%	7.3%
72M	Trunk	30-40	Yes	3,900	6,018	2,138	18.5	28.5	65.64%	6.74	13.49	2,304	19.9	30.7	63.26%	7.42	14.73	7.8%	7.6%	7.8%	-2.4%	10.1%	9.2%
72R	Rapid	15	Yes	5,096	6,423	2,633	21.4	26.9	58.71%	7.85	14.07	2,714	22.0	27.7	54.90%	8.27	14.58	3.1%	2.8%	3.1%	-3.8%	5.4%	3.6%
73	Major Corridor	15-60	Yes	7,488	3,683	1,299	18.3	9.0	83.26%	3.66	6.80	1,347	19.0	9.4	84.41%	3.70	6.87	3.7%	3.7%	3.7%	1.1%	1.1%	1.0%
74	Urban Crosstown	30-60	Yes	2,704	2,577	413	8.4	7.9	73.80%	2.50	5.26	412	8.3	7.9	69.33%	2.29	5.02	-0.2%	-0.9%	-0.2%	-4.5%	-8.4%	-4.6%
76	Urban Crosstown	30	Yes	2,808	3,476	987	14.8	18.3	76.74%	5.71	10.24	987	14.8	18.3	81.64%	5.44	9.98	0.1%	-0.3%	0.1%	4.9%	-4.7%	-2.5%
79	Urban Crosstown	36	No	2,600	2,292	1,278	29.0	25.6	82.38%	6.80	14.66	1,263	28.7	25.3	75.39%	7.50	15.73	-1.1%	-1.1%	-1.1%	-7.0%	10.3%	7.3%

Att4. Route Performance (Saturday)

Route Information (as of June 30, 2025)				FY 24/25 Totals		FY 23/24 Effectiveness						FY 24/25 Effectiveness						FY 24/25 vs FY 23/24 Comparison					
Route	Route Type	Frequency	Minority Route ¹	Revenue Trips	Total Revenue Hours	Average Daily Ridership	Productivity (Pax/Rev Hr)	Passengers per Trip	On Time Performance	Average Load Factor	Average Maximum Load Factor	Average Daily Ridership	Productivity (Pax/RevHr)	Passengers per Trip	On Time Performance	Average Load Factor	Average Maximum Load Factor	Average Daily Ridership	Productivity (Pax/Rev Hr)	Passengers per Trip	On Time Performance	Average Load Factor	Average Maximum Load Factor
86	Suburban Crosstown	35	Yes	3,588	2,902	648	11.6	9.4	84.98%	3.89	6.53	688	12.3	10.0	85.93%	4.01	6.76	6.1%	6.1%	6.1%	0.9%	3.1%	3.5%
88	Major Corridor	20	Yes	5,564	4,446	1,212	14.2	11.3	82.71%	3.91	7.20	1,250	14.6	11.7	78.86%	4.17	7.52	3.2%	3.2%	3.2%	-3.9%	6.6%	4.4%
90	Urban Crosstown	30	Yes	3,484	1,520	370	12.7	5.5	82.75%	3.15	4.95	374	12.8	5.6	84.84%	2.88	4.71	1.1%	1.1%	1.1%	2.1%	-8.6%	-4.8%
93	Suburban Crosstown	60	Yes	1,768	1,755	396	11.7	11.6	65.09%	3.80	6.94	430	12.7	12.6	65.18%	4.25	7.49	8.5%	8.8%	8.5%	0.1%	11.8%	7.9%
95	Suburban Crosstown	40	Yes	2,184	718	140	10.2	3.3	81.19%	2.20	3.23	143	10.4	3.4	87.13%	2.08	3.18	1.8%	1.8%	1.8%	5.9%	-5.5%	-1.5%
96	Urban Crosstown	32	Yes	3,224	3,366	988	15.3	15.9	60.29%	4.98	9.75	1,081	16.7	17.4	60.77%	5.88	11.06	9.3%	9.3%	9.3%	0.5%	18.1%	13.4%
97	Major Corridor	30	Yes	3,692	4,449	1,452	17.2	20.5	76.42%	7.09	11.39	1,530	17.9	21.5	81.16%	7.20	11.72	5.3%	4.0%	5.3%	4.7%	1.6%	2.9%
98	Urban Crosstown	30	Yes	3,432	2,683	474	9.2	7.2	86.05%	3.13	5.28	495	9.6	7.5	86.06%	3.25	5.48	4.3%	4.3%	4.3%	0.0%	3.8%	3.8%
99	Major Corridor	25-30	Yes	4,264	5,558	1,312	12.3	16.0	81.33%	5.57	9.00	1,436	13.4	17.5	77.37%	5.89	9.79	9.5%	8.9%	9.5%	-4.0%	5.7%	8.8%
200	Suburban Crosstown	24	Yes	4,680	4,700	953	10.8	10.6	76.84%	3.98	6.64	949	10.5	10.5	70.57%	4.18	6.85	-0.4%	-2.7%	-0.4%	-6.3%	5.0%	3.2%
210	Major Corridor	30	Yes	2,704	2,651	628	12.7	12.1	77.30%	4.28	7.79	668	13.1	12.8	76.19%	4.66	8.41	6.4%	3.4%	6.4%	-1.1%	8.9%	8.0%
212	Very Low Density	30	Yes	2,808	1,780	435	13.3	8.0	85.89%	4.09	5.91	469	13.7	8.7	87.56%	4.20	6.34	7.8%	3.2%	7.8%	1.7%	2.7%	7.3%
216	Very Low Density	60	Yes	1,352	1,355	204	7.9	7.8	77.15%	2.80	5.43	215	8.3	8.3	76.48%	3.08	5.88	5.6%	4.9%	5.6%	-0.7%	10.0%	8.3%
217	Very Low Density	30	Yes	3,120	3,822	585	8.3	9.7	82.52%	4.00	6.73	596	8.1	9.9	84.43%	4.09	6.73	1.9%	-2.1%	1.9%	1.9%	2.3%	0.0%
232	Very Low Density	60	Yes	1,352	1,450	205	7.5	7.9	77.56%	2.83	5.17	212	7.6	8.2	81.64%	2.89	5.41	3.4%	1.6%	3.4%	4.1%	2.1%	4.6%
251	Very Low Density	60	Yes	1,352	799	110	7.4	4.2	83.60%	2.32	3.72	120	7.8	4.6	82.67%	2.48	4.06	9.1%	5.6%	9.1%	-0.9%	6.9%	9.1%
376	Owl	40	Yes	1,040	1,094	126	6.1	6.3	67.84%	2.64	4.71	127	6.1	6.4	70.96%	2.65	4.82	0.9%	-1.1%	0.9%	3.1%	0.4%	2.3%
800	Owl	30	Yes	1,404	1,984	514	13.0	19.1	58.21%	7.34	12.82	568	14.9	21.0	55.17%	9.22	15.81	10.4%	14.3%	10.4%	-3.0%	25.6%	23.3%
801	Owl	30	Yes	1,352	1,964	278	7.4	10.7	74.37%	5.00	7.41	268	7.1	10.3	75.27%	4.47	7.28	-3.5%	-3.5%	-3.5%	0.9%	-10.6%	-1.8%
802	Owl	60	Yes	451	216	65	12.4	6.0	66.47%	2.60	4.49	55	10.3	5.0	73.44%	2.35	4.10	-16.8%	-16.8%	-16.8%	7.0%	-9.6%	-8.7%
805	Owl	60	Yes	624	579	71	6.4	5.9	85.36%	2.37	4.43	82	7.3	6.8	85.53%	2.45	4.42	14.9%	14.8%	14.9%	0.2%	3.4%	-0.2%
840	Owl	60	Yes	624	320	53	8.6	4.4	85.72%	2.45	3.74	66	10.7	5.5	78.49%	2.99	4.56	24.4%	24.3%	24.4%	-7.2%	22.0%	21.9%
851	Owl	60	No	520	494	80	8.4	8.0	59.38%	2.41	5.22	90	9.5	9.0	63.23%	2.76	5.82	12.7%	12.8%	12.7%	3.8%	14.5%	11.5%
F	Transbay	30	No	3,900	4,208	1,629	20.1	21.7	65.28%	9.30	14.51	1,771	21.9	23.6	72.62%	10.18	15.58	8.7%	8.7%	8.7%	7.3%	9.5%	7.4%
NL	Transbay	30	Yes	3,900	4,196	1,100	13.6	14.7	68.86%	6.55	10.43	1,198	14.8	16.0	74.06%	7.22	11.44	8.9%	8.9%	8.9%	5.2%	10.2%	9.7%
O	Transbay	30	Yes	3,432	3,488	664	10.3	10.1	72.38%	5.05	7.98	774	11.5	11.7	72.95%	5.75	9.17	16.6%	12.2%	16.6%	0.6%	13.9%	14.9%
TOTALS				213,899	210,818	82,195	20.4	20.0	74.70%			83,650	20.6	20.3	73.50%			1.8%	1.3%	1.8%			

Route Information (as of June 30, 2025)				FY 24/25 Totals		FY 23/24 Effectiveness						FY 24/25 Effectiveness						FY 24/25 vs FY 23/24 Comparison					
Route	Route Type	Frequency	Minority Route ¹	Revenue Trips	Total Revenue Hours	Average Daily Ridership	Productivity (Pax/RevHr)	Passengers per Trip	On Time Performance	Average Load Factor	Average Maximum Load Factor	Average Daily Ridership	Productivity (Pax/RevHr)	Passengers per Trip	On Time Performance	Average Load Factor	Average Maximum Load Factor	Average Daily Ridership	Productivity (Pax/RevHr)	Passengers per Trip	On Time Performance	Average Load Factor	Average Maximum Load Factor
1T	BRT	10-30	Yes	13,420	14,102	11,223	49.1	51.0	73.31%	13.84	23.71	11,791	51.0	53.6	69.70%	14.82	24.34	5.1%	3.9%	5.1%	-3.6%	7.1%	2.7%
6	Trunk	15-20	Yes	9,205	6,415	3,018	28.7	20.1	70.77%	7.83	12.96	2,665	25.3	17.7	68.99%	6.66	11.40	-11.7%	-11.8%	-12.2%	-1.8%	-14.9%	-12.0%
7	Urban Crosstown	30	No	4,026	5,844	1,832	19.1	27.8	73.90%	6.30	16.33	1,879	19.6	28.5	77.23%	6.32	16.66	2.6%	2.4%	2.6%	3.3%	0.3%	2.0%
10	Major Corridor	20	Yes	6,588	5,326	1,300	14.9	12.0	85.63%	5.18	8.17	1,353	15.5	12.5	76.54%	5.31	8.58	4.1%	4.0%	4.1%	-9.1%	2.5%	5.0%
12	Urban Crosstown	30	No	4,270	5,872	1,292	13.4	18.5	77.58%	4.88	9.43	1,400	14.5	20.0	74.64%	5.21	10.25	8.4%	8.8%	8.4%	-2.9%	6.8%	8.7%
14	Urban Crosstown	30	Yes	3,965	4,329	1,271	18.0	19.5	73.35%	5.51	10.55	1,266	17.8	19.5	72.92%	5.60	10.89	-0.4%	-1.0%	-0.4%	-0.4%	1.6%	3.2%
18	Trunk	20-30	Yes	6,527	7,158	2,356	20.2	22.0	69.58%	5.82	11.74	2,349	20.0	22.0	70.78%	6.29	12.42	-0.3%	-1.0%	-0.3%	1.2%	8.1%	5.8%
19	Urban Crosstown	60	Yes	2,013	1,953	171	5.3	5.2	85.74%	2.00	4.00	173	5.4	5.2	84.06%	1.98	3.94	1.0%	1.1%	1.0%	-1.7%	-1.0%	-1.5%
20	Major Corridor	30-34	Yes	3,782	4,379	1,396	19.6	22.2	71.24%	6.15	11.34	1,397	19.5	22.5	70.23%	6.27	11.68	0.1%	-0.6%	1.3%	-1.0%	2.0%	3.0%
21	Urban Crosstown	34	Yes	3,294	3,479	803	13.9	14.7	78.26%	4.70	8.89	821	14.4	15.2	79.85%	4.89	9.29	2.3%	3.5%	3.8%	1.6%	4.0%	4.5%
28	Urban Crosstown	60	Yes	2,074	2,351	370	9.6	10.9	78.10%	3.84	6.63	395	10.2	11.6	76.81%	4.25	7.17	6.6%	6.8%	6.6%	-1.3%	10.7%	8.1%
29	Urban Crosstown	30	Yes	4,026	3,958	656	10.1	9.9	81.91%	3.15	6.12	750	11.6	11.4	84.78%	3.89	7.10	14.3%	14.3%	14.3%	2.9%	23.5%	16.0%
33	Urban Crosstown	20	No	6,405	5,237	1,035	12.0	9.9	81.17%	3.67	6.96	1,114	13.0	10.6	82.50%	3.69	7.18	7.7%	7.7%	7.7%	1.3%	0.5%	3.2%
34	Urban Crosstown	60	Yes	2,074	2,539	428	10.3	12.6	77.67%	4.57	8.21	468	11.2	13.8	69.87%	4.91	8.66	9.4%	9.5%	9.4%	-7.8%	7.4%	5.5%
35	Urban Crosstown	60	Yes	2,074	2,533	444	10.7	13.1	79.50%	3.95	8.03	467	11.2	13.7	75.58%	4.04	8.29	5.2%	5.2%	5.2%	-3.9%	2.3%	3.2%
36	Urban Crosstown	30	Yes	4,514	4,329	1,267	17.8	17.1	82.62%	5.97	10.81	1,303	18.4	17.6	78.60%	5.82	10.88	2.9%	3.0%	2.9%	-4.0%	-2.5%	0.6%
40	Trunk	15-30	Yes	7,991	7,968	2,714	20.9	20.7	78.94%	6.84	12.14	2,810	21.5	21.5	79.59%	7.31	12.85	3.6%	3.0%	3.6%	0.7%	6.9%	5.8%
41	Urban Crosstown	60	Yes	2,074	1,728	338	12.0	10.0	85.12%	4.23	7.07	374	13.2	11.0	80.35%	4.26	7.78	10.6%	10.6%	10.6%	-4.8%	0.7%	10.0%
45	Urban Crosstown	40	Yes	3,050	2,985	450	9.2	9.0	86.29%	2.54	5.63	469	9.6	9.4	88.93%	2.74	5.78	4.1%	4.2%	4.1%	2.6%	7.9%	2.7%
51A	Trunk	15-20	No	8,060	7,850	2,872	22.7	21.3	72.79%	6.35	11.53	3,100	24.1	23.5	75.50%	7.11	12.70	7.9%	6.0%	10.0%	2.7%	12.0%	10.1%
51B	Trunk	15-30	No	8,296	6,488	5,454	50.9	39.8	76.26%	12.00	22.30	4,925	46.3	36.2	78.73%	11.66	21.00	-9.7%	-9.1%	-9.1%	2.5%	-2.8%	-5.8%
52	Urban Crosstown	20	No	4,325	2,817	1,070	23.3	15.3	77.53%	5.52	11.14	1,306	28.3	18.4	80.89%	6.13	11.61	22.1%	21.3%	20.5%	3.4%	11.1%	4.2%
54	Urban Crosstown	30	Yes	4,026	1,982	513	15.8	7.8	90.79%	3.30	6.78	472	14.5	7.2	87.42%	3.19	6.46	-7.9%	-7.8%	-7.9%	-3.4%	-3.3%	-4.7%
56	Urban Crosstown	60	Yes	2,074	1,961	271	8.4	8.0	78.79%	3.85	5.94	275	8.6	8.1	78.34%	3.94	6.01	1.6%	1.7%	1.6%	-0.4%	2.3%	1.2%
57	Trunk	15	Yes	9,943	12,317	3,281	16.2	20.1	79.51%	5.75	10.86	3,362	16.7	20.6	80.37%	5.85	11.02	2.5%	2.5%	2.5%	0.9%	1.7%	1.5%
60	Suburban Crosstown	40	No	3,294	3,236	579	10.9	10.7	86.05%	3.36	6.50	587	11.1	10.9	87.07%	3.41	6.58	1.4%	1.4%	1.4%	1.0%	1.5%	1.2%
62	Urban Crosstown	30	Yes	4,453	3,814	928	14.8	12.7	82.47%	4.46	8.33	930	14.9	12.7	83.42%	4.53	8.58	0.2%	0.7%	0.2%	1.0%	1.6%	3.0%
70	Urban Crosstown	60	Yes	1,769	1,373	287	12.9	9.9	77.03%	4.40	7.18	281	12.5	9.7	84.92%	4.57	7.35	-2.0%	-2.8%	-2.0%	7.9%	3.9%	2.4%
71	Urban Crosstown	60	Yes	1,830	2,162	339	9.5	11.3	77.56%	4.08	7.12	370	10.4	12.3	80.63%	4.42	7.66	9.2%	9.7%	9.2%	3.1%	8.3%	7.6%
72	Trunk	30-40	Yes	4,514	7,599	2,037	16.4	27.5	76.32%	6.78	13.38	2,225	17.9	30.1	71.62%	7.49	14.55	9.2%	9.2%	9.2%	-4.7%	10.5%	8.7%
72M	Trunk	30-40	Yes	4,575	7,060	1,881	16.3	25.1	73.83%	6.14	12.19	2,005	17.3	26.7	72.10%	6.70	13.18	6.6%	6.4%	6.6%	-1.7%	9.1%	8.1%
72R	Rapid	15	Yes	5,978	7,538	2,287	18.5	23.3	71.93%	7.11	12.57	2,210	17.9	22.6	71.48%	6.92	12.25	-3.4%	-3.2%	-3.4%	-0.4%	-2.7%	-2.5%
73	Major Corridor	15-60	Yes	8,784	4,320	1,153	16.3	8.0	88.41%	3.33	6.16	1,177	16.6	8.2	88.64%	3.31	6.13	2.1%	2.1%	2.1%	0.2%	-0.6%	-0.5%
74	Urban Crosstown	30-60	Yes	3,172	3,023	376	7.6	7.2	80.65%	2.32	4.76	368	7.4	7.1	75.71%	2.15	4.76	-2.0%	-2.2%	-2.0%	-4.9%	-7.3%	0.0%
76	Urban Crosstown	30	Yes	3,294	4,078	874	13.1	16.2	74.32%	5.02	9.17	868	13.0	16.1	82.31%	4.83	9.01	-0.7%	-1.2%	-0.7%	8.0%	-3.8%	-1.7%
79	Urban Crosstown	36	No	3,050	2,689	1,058	23.4	20.8	84.87%	6.01	13.19	1,117	25.3	22.3	85.12%	6.84	14.32	5.5%	8.4%	7.1%	0.3%	13.8%	8.6%

Route Information (as of June 30, 2025)				FY 24/25 Totals		FY 23/24 Effectiveness						FY 24/25 Effectiveness						FY 24/25 vs FY 23/24 Comparison					
Route	Route Type	Frequenc y	Minority Route ¹	Revenue Trips	Total Revenue Hours	Average Daily Ridership	Productivity (Pax/RevHr)	Passenge rs per Trip	On Time Performan ce	Average Load Factor	Average Maximum Load Factor	Average Daily Ridership	Productivity (Pax/RevHr)	Passenge rs per Trip	On Time Performance	Average Load Factor	Average Maximum Load Factor	Average Daily Ridership	Productivity (Pax/RevHr)	Passenge rs per Trip	On Time Performa nce	Average Load Factor	Average Maximum Load Factor
86	Suburban Crosstown	35	Yes	4,209	3,404	542	9.7	7.9	86.74%	3.26	5.54	567	10.2	8.2	90.49%	3.43	5.82	4.6%	4.6%	4.6%	3.7%	5.2%	5.1%
88	Major Corridor	20	Yes	6,527	5,216	1,102	12.8	10.3	84.79%	3.57	6.48	1,108	13.0	10.4	82.28%	3.85	6.85	0.6%	0.9%	0.7%	-2.5%	7.8%	5.7%
90	Urban Crosstown	30	Yes	4,087	1,799	334	11.3	5.0	87.89%	2.72	4.37	336	11.4	5.0	87.53%	2.69	4.34	0.6%	1.0%	0.5%	-0.4%	-1.1%	-0.7%
93	Suburban Crosstown	60	Yes	2,074	2,058	340	10.0	10.0	67.99%	3.44	6.12	377	11.2	11.1	72.74%	3.97	6.86	11.0%	11.4%	11.0%	4.8%	15.4%	12.1%
95	Suburban Crosstown	40	Yes	2,562	842	134	9.7	3.2	83.14%	1.97	2.94	126	9.1	3.0	86.55%	1.86	2.81	-6.2%	-6.2%	-6.2%	3.4%	-5.6%	-4.4%
96	Urban Crosstown	32	Yes	3,782	3,949	895	13.8	14.3	62.24%	4.62	8.90	981	15.2	15.8	64.38%	5.32	9.92	9.7%	9.7%	10.3%	2.1%	15.2%	11.5%
97	Major Corridor	30	Yes	4,331	5,219	1,261	14.9	17.8	83.88%	6.21	10.05	1,306	15.3	18.4	85.94%	6.57	10.62	3.5%	2.2%	3.5%	2.1%	5.8%	5.7%
98	Urban Crosstown	30	Yes	4,026	3,127	424	8.3	6.4	87.72%	2.82	4.84	434	8.5	6.6	86.56%	2.97	5.02	2.4%	2.3%	2.4%	-1.2%	5.3%	3.7%
99	Major Corridor	25-30	Yes	5,002	6,520	1,154	10.8	14.1	86.48%	5.01	8.12	1,228	11.5	15.0	82.47%	5.31	8.70	6.4%	5.9%	6.4%	-4.0%	6.0%	7.1%
200	Suburban Crosstown	24	Yes	5,490	5,487	874	9.7	9.5	80.72%	3.85	6.37	851	9.5	9.5	73.58%	3.84	6.31	-2.6%	-2.6%	-0.9%	-7.1%	-0.3%	-0.9%
210	Major Corridor	30	Yes	3,172	3,074	562	11.3	10.8	81.28%	3.77	6.90	606	12.0	11.7	80.63%	4.13	7.54	7.9%	6.1%	7.9%	-0.6%	9.5%	9.3%
212	Very Low Density	30	Yes	3,294	2,116	384	11.8	7.1	84.79%	3.73	5.48	401	11.6	7.4	86.36%	3.59	5.57	4.5%	-1.7%	4.5%	1.6%	-3.8%	1.6%
216	Very Low Density	60	Yes	1,586	1,593	188	7.4	7.2	74.26%	2.60	4.97	187	7.2	7.2	79.16%	2.71	5.13	-0.3%	-2.5%	-0.3%	4.9%	4.2%	3.2%
217	Very Low Density	30	Yes	3,660	4,462	534	7.6	8.9	82.70%	3.85	6.29	550	7.5	9.2	81.91%	3.84	6.28	3.0%	-0.4%	3.0%	-0.8%	-0.3%	-0.2%
232	Very Low Density	60	Yes	1,586	1,696	211	7.7	8.1	77.82%	2.93	5.30	212	7.6	8.2	78.66%	2.90	5.30	0.6%	-0.7%	0.6%	0.8%	-1.0%	0.0%
251	Very Low Density	60	Yes	1,586	918	94	6.4	3.6	80.33%	2.02	3.23	101	6.7	3.9	83.82%	2.12	3.43	7.8%	5.1%	7.8%	3.5%	5.0%	6.2%
376	Owl	40	Yes	1,220	1,284	123	5.8	5.9	70.02%	2.50	4.51	129	6.1	6.5	74.02%	2.73	4.84	4.8%	6.6%	9.9%	4.0%	9.2%	7.3%
800	Owl	30	Yes	1,647	2,327	350	8.6	12.8	57.81%	4.89	8.49	398	10.4	14.8	55.39%	5.94	10.03	13.7%	21.2%	15.4%	-2.4%	21.5%	18.1%
801	Owl	30	Yes	1,586	2,304	283	7.5	10.9	71.85%	4.64	7.09	275	7.3	10.6	73.57%	4.24	6.87	-2.7%	-2.7%	-2.7%	1.7%	-8.6%	-3.1%
802	Owl	60	Yes	671	321	57	10.9	5.2	65.37%	2.44	4.05	58	11.0	5.3	54.88%	2.36	4.30	0.6%	0.6%	0.6%	-10.5%	-3.3%	6.2%
805	Owl	60	Yes	732	680	82	7.4	6.9	82.21%	2.62	4.53	79	7.1	6.6	84.70%	2.40	4.73	-3.4%	-3.5%	-3.4%	2.5%	-8.4%	4.4%
840	Owl	60	Yes	732	375	59	9.6	4.9	81.39%	2.51	4.08	64	10.5	5.4	78.70%	2.83	4.48	8.8%	8.6%	8.8%	-2.7%	12.7%	9.8%
851	Owl	60	No	610	580	72	7.6	7.2	59.50%	2.95	5.41	85	9.0	8.5	63.24%	2.94	5.60	17.7%	17.7%	17.7%	3.7%	-0.3%	3.5%
F	Transbay	30	No	4,575	4,962	1,432	17.6	19.1	74.98%	8.31	12.97	1,534	18.9	20.4	79.14%	8.76	13.60	7.1%	7.0%	7.1%	4.2%	5.4%	4.9%
NL	Transbay	30	Yes	4,575	4,503	959	13.0	12.8	73.65%	5.77	9.28	1,051	14.2	14.0	70.63%	6.51	10.33	9.6%	9.6%	9.6%	-3.0%	12.8%	11.3%
O	Transbay	30	Yes	4,026	3,933	630	9.8	9.5	75.13%	4.82	7.59	727	11.3	11.0	69.94%	5.61	8.71	15.4%	15.4%	15.4%	-5.2%	16.4%	14.8%
TOTALS				250,157	245,538	70,703	17.6	17.2	78.32%			72,598	18.0	17.7	78.03%			2.7%	2.5%	3.0%			