Ridership Analysis:
Southeastern Regional Transit Authority
FY15 – 12 Month Report
July 1, 2014 – June 30, 2015

Prepared by:
Southeastern Regional Planning and Economic Development District
88 Broadway
Taunton, MA 02780

October 27, 2015
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SRPEDD  
Lilia Cabral, Title VI/Nondiscrimination Coordinator  
88 Broadway, Taunton, MA 02780  
Phone: (508) 824-1367  
Fax: (508) 823-1803  
Email: lcabral@srpedd.org  
www.srpedd.org

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Boston, MA 02109  
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Presented here are the results of an in-depth analysis of ridership trends for the Southeastern Regional Transit Authority (SRTA) fixed route service performed by the Southeastern Regional Planning and Economic Development District (SRPEDD). This analysis evaluates ridership data for SRTA Fiscal Year 2015 beginning July 1, 2014 and ending June 30, 2015.

Ridership data was collected by SRPEDD on January 5, 2015, February 5, 2015, February 9, 2015, and July 15, 2015 and was extracted using the Sheidt & Bachmann terminal in the SRTA Administrative office. SRPEDD utilized data provided in the following reports for this analysis: Route Ridership by Garage and Product Type Report, Route Ridership by Garage and Time of Day Report, Route Ridership by Week Day Report, TVM SOT Revenue by Pass Type, and Cash Collected per Route Report.

Values for revenue miles and revenue hours are calculated by using scheduled route mileage, scheduled trip counts, and scheduled trip times. Scheduled values are used because detailed monthly operational data for actual revenue miles and actual revenue hours are available only in the aggregate of all routes. Due to the fact that the detailed operational data required for this analysis is not available by route, the values contained herein may vary from those reported by SRTA. This report is prepared as an aide for service planning and is not prepared as an audit of SRTA operations and therefore should not be considered official operational data.

**Key Terms Used in this Report:**

- **Ridership** is the number of trips recorded on SRTA fixed route vehicles.

- **Revenue Miles** is the distance traveled by a fixed route vehicle in service with the ability to collect revenue.

- **Revenue Hours** is the number of hours a fixed route vehicle is in service with the ability to collect revenue.

- **Passengers per Revenue Mile (PPRM)** is the calculation of the number of passengers traveling on a fixed route vehicle per revenue mile.

- **Passengers per Revenue Hour (PPRH)** is the calculation of the number of passengers traveling on a fixed route vehicle per revenue hour.

- **Operating Cost per Passenger** is the calculation of the total operating costs divided by the total ridership. Operating costs were provided by SRTA and are used solely for the purpose of determining the operating cost for passenger.

- **Cost Recovery** is the calculation of fare value redeemed on each route multiplied by total ridership compared with the total operating costs for the route. Operating costs are calculated by multiplying the system-wide cost per revenue mile by the total revenue miles for a given route.

- **Farebox Recovery Ratio** is the ratio of total cash collected in the farebox per route divided by the total operating cost per route.

- **Non-Route Specific Boardings:** Boardings that are recorded by the farebox but cannot be attributed to a route because the appropriate route information had not been indicated by the farebox. This accounts for the difference between the sum of all route ridership and the systemwide ridership.
**Fare value Assumptions:**

To determine the cost recovery and farebox ratio per route, SRPEDD assigned a value for each fare type accepted by SRTA. The values are calculated by dividing the revenue received through the sales of each fare type by the total usage of each fare type. The values are a calculated index based on fare media usage and are used solely for determining a cost per ride for each fare media. The fare value assumptions are a planning tool and should not be used in a financial analysis of the SRTA system. The fare value assumptions are as follows:

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<thead>
<tr>
<th>Fare Type</th>
<th>Cost per Ride</th>
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<td>Transfer</td>
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**Key Findings:**

**System wide**

SRTA Ridership is strong and increasing. For FY2015 total system ridership was 2,607,964 trips; this is an increase of 10% over FY14 ridership of 2,360,466. Thirteen of the twenty-two routes experienced an increase in ridership over the same period from last year; nine experienced a decrease in ridership. The route with the highest growth in ridership was the Fall River Route 8 - Bristol Community College / Durfee High School which increased its ridership by 126%; the route with the largest decline was the Fall River Route 10 - Rodman Street, which decreased 26%.

Route productivity is also strong, carrying 20.56 passengers per revenue hour and 1.80 passengers per revenue mile. The New Bedford Intercity Route - New Bedford to Fall River was the most productive route, carrying 34.71 passengers per revenue hour; the New Bedford North End Shuttle remains the least productive route, only carrying 6.93 passengers per revenue hour.

Cash remains the dominant form of fare payment, comprising 26% of all fares; transfers comprise 19% of fares, indicating that riders are using multiple routes as part of their journey. Use of the Charlie Card
stored value is low; the combined full and reduced fare usage of the stored value card is only 4% of total fares collected.

Operating cost per passenger is down 21% over the previous year. Total revenue miles decreased by 5% from the same period in FY14 compared to FY15. The SRTA Advisory Board took action on four poor performing routes, and chose not to continue service on those routes in FY15; the decrease in revenue miles can be attributed to this change.

**Fall River**

In Fall River, the total ridership was 1,102,531. The route with the highest ridership was the Fall River Route 8 - Bristol Community College / Durfee High School with 259,501. The route with the lowest ridership was the Fall River Route 10 - Rodman Street with 48,634. Both routes also experienced the largest change compared to the same period from last year: Fall River Route 8 - Bristol Community College / Durfee High School increased 126%, Fall River Route 10 - Rodman Street decreased by 26%.

The route with the greatest productivity was the Fall River Route 8 - Bristol Community College / Durfee High School which carried 38.14 passengers per revenue hour. The route with the lowest productivity was the Fall River Route 14 – Swansea Mall which carried 13.03 passengers per revenue hour.

**New Bedford**

In New Bedford, the total ridership was 1,505,433. The route with the highest ridership was the New Bedford Intercity Route - New Bedford to Fall River with 283,080. The route with the lowest ridership was the New Bedford North End Shuttle with 16,629. The route with the highest increase in ridership compared with the same period of last year was the New Bedford 10 – Dartmouth Mall with an increase of 13%; the route with the largest decline was the New Bedford Route 5 - Rivet Street with an 8% decrease.

The route with the greatest productivity was the Bedford Intercity Route - New Bedford to Fall River which carried 32.60 passengers per revenue hour. The route with the lowest productivity was the New Bedford North End Shuttle which carried 7.92 passengers per revenue hour.

**Individual Route Analysis**

**Fall River Route 1 – South Main Street:** This route experienced a 10% increase in total ridership over FY14 along with a 14% improvement in passengers per revenue hour.

**Fall River Route 2 – North Main Street:** This route experienced a 2% increase in total ridership over FY14 however saw a 25% decrease in passengers per revenue miles. The decline in passengers per revenue miles is likely attributable to the addition of two trips to accommodate peak demand to Durfee High School in the morning and afternoon.

**Fall River Route 3 – Laurel Street:** This route experienced an 8% increase in total ridership over FY14 and saw a 18% increase in passengers per revenue hour.

**Fall River Route 4 – Robeson Street:** This route experienced a 26% increase in total ridership over FY14 and saw a 33% increase in passengers per revenue hour.

**Fall River Route 5 – Stafford Road:** This route experienced a 4% decrease in total ridership over FY14 and saw a 16% decrease in passengers per revenue hour. The decline in passengers per revenue hour is
likely attributable to the addition of four trips to accommodate peak demand to Durfee High School in the morning and afternoon.

**Fall River Route 6 – Pleasant Street:** This route experienced a 4% decrease in total ridership over FY14 and saw a 3% increase in passengers per revenue hour. This route was changed in October of 2014 which extended the length of the route.

**Fall River Route 7 – Bay Street:** This route saw a 7% decrease in total ridership over FY14 however it saw a 28% decrease in passengers per revenue hour. The decline in passengers per revenue hour is likely attributable to the addition of four trips to accommodate peak demand to Durfee High School in the morning and afternoon.

**Fall River Route 8 – Bristol Community College/Durfee High School:** This route experienced a 126% increase in total ridership over FY14 and saw an 86% increase in passengers per revenue hour. The growth of this route is likely due to changes in scheduling which shifted student ridership to Durfee High School to this route.

**Fall River Route 9 – Bedford Street:** This route experienced a 33% increase in total ridership over FY14 and saw a 31% increase in passengers per revenue hour. This route was changed in October of 2014, to which the growth in ridership and passengers per revenue hour can be attributed.

**Fall River Route 10 – Rodman Street:** This route experienced a 26% decrease in total ridership over FY14 and saw a 5% decrease in passengers per revenue hour. This route was changed in October of 2014 which shortened the route. It is likely that the decrease in ridership and passengers per revenue hour is a result of this change.

**Fall River Route 14 – Swansea Mall:** This route experienced a 2% increase in total ridership over FY14 and saw a 5% increase in passengers per revenue hour. This route continues to fall into the “Monitor” category for performance standards. The route uses I-195 to travel between Fall River and Somerset, to which lower ridership can be attributed. At the conclusion of the construction project at I-195 and MA-79, it is recommended that the route be changed to use Davol Street and the Veteran’s Memorial Bridge to travel between Fall River and Somerset. This change will increase the opportunities to board passengers.

**New Bedford Route 1 – Fort Rodman:** This route experienced a 6% increase in total ridership over FY14 and saw a 39% increase in passengers per revenue hour. It is likely that a portion of the growth is due to a routing change that realigned the New Bedford Route 5 – Rivet Street and the New Bedford Route 1 – Fort Rodman. The increase in ridership on Route 1 far exceeds the decrease in ridership on Route 5 indicating that Route 1 growth can only be partially attributed to this change.

**New Bedford Route 2 – Lund’s Corner:** This route experienced a 5% increase in total ridership over FY14 and a 10% increase in passengers per revenue hour.

**New Bedford Route 3 – Dartmouth Street:** This route experienced a 13% increase in total ridership over FY14 and saw a 0% increase in passengers per revenue hour.

**New Bedford Route 4 – Ashley Boulevard:** This route experienced a 8% increase in total ridership over FY14 and saw a 4% increase in passengers per revenue hour.
New Bedford Route 5 – Rivet Street: This route experienced an 8% decrease in total ridership over FY14 and a 32% increase in passengers per revenue hour. This route was changed in December of 2014, and it is likely that the decrease in ridership and increase in passengers per revenue hour are related to the change. The route changes should be reexamined to determine if the changes are beneficial to the riding public.

New Bedford Route 6 – Shawmut/Rockdale: This route experienced a 4% decrease in total ridership over FY14 and saw a 17% decrease in passengers per revenue hour. The Buttonwood Community Center stop is being considered for elimination due to low usage. The change is not expected to significantly affect ridership or passengers per revenue hours.

New Bedford Route 8 – Mt. Pleasant Street: This route experienced a 1% decrease in total ridership over FY14 and saw a 1% decrease in passengers per revenue hour.

New Bedford Route 10 – Dartmouth Mall: This route experienced a 13% increase in total ridership over FY14 and saw no increase in passengers per revenue hour.

New Bedford Route 11 – Fairhaven: This route experienced a 2% increase in total ridership over FY14 however saw a 10% decrease in passengers per revenue hour.

New Bedford North End Shuttle: This route experienced a 4% decrease in total ridership over FY14 however experienced a 18% increase in passengers per revenue hour. This route continues to underperform when compared against the system average. SRPEDD is currently conducting a thorough ridership analysis to identify recommendations for service improvement.

New Bedford Intercity Route – New Bedford to Fall River: This route experienced a 11% increase in total ridership over FY14 and saw a 14% decrease in passengers per revenue hour. The Intercity Route continues to be the top performing route in the SRTA system. SRTA increased service on this route in August, 2015 and SRPEDD will conduct a monitoring program to determine the impact of the increased service.
Performance Analysis of Service
SRTA has adopted performance standards by which each route is monitored with the purpose of identifying underperforming routes. The performance standards are quantitative indicators that measure individual route performance against the system-wide average. The indicators used to monitor performance are: passengers per revenue mile, passengers per revenue hour, and operating cost per passenger.

The criteria for monitoring passengers per revenue mile and passengers per revenue hour are the same and are as follows:

- 50-100% no action required
- 35-50% staff review and report to advisory board every two years with the exception of a 5% change
- < 35% route may be eliminated and/or actions will be taken to help improve performance

The criteria for operating cost per passenger are as follows:

- 50-100% no action required
- 135-150% staff review and report to advisory board every two years with the exception of a 5% change
- >150% route may be eliminated and/or actions will be taken to help improve performance

Passengers per Revenue Hour
The New Bedford North End Shuttle did not exceed 50% of the system average at any point in FY2015, and for six months did not exceed 35% of the system average. The route is in the “Monitor” category. All other routes exceed the minimum standards to either require monitoring or to be considered failing.

Passengers per Revenue Mile
Two routes did not exceed the minimum standards for monitoring: Fall River Route 14 – Swansea Mall continues to require monitoring as it did not exceed 50% of the system-wide average. The New Bedford North End Shuttle did not exceed 35% of the system-wide average and is considered to be a failing route.

Operating Cost per Passenger
Fall River Route 2 – North Main did not exceed the minimum standard for “Monitoring.” Two routes did not exceed the minimum standards for “Fail”: Fall River Route 14 – Swansea Mall and New Bedford North End Shuttle. Both Fall River Route 14 – Swansea Mall New Bedford North End Shuttle remains a failing route as it exceeded 150% of the system average.
Recommendations:
The New Bedford North End Shuttle continues the trend of underperformance. The route has remained in either the “Monitor” or “Failing” category for the entirety of FY14 and entirety of FY15. An in-depth analysis of the route is currently underway to determine options for improving route performance.

The Fall River Route 14 – Swansea Mall remains in the “Monitor” category for Passengers per Revenue Mile, and remains in the “Failing” category for Operating Cost per Passenger. This is due in part to the route using Interstate 195 to travel between Fall River and Somerset. Changes to the route should be considered upon the completion of the highway construction project at MA-79 and I-195. It is likely that this route will continue to underperform while the route uses I-195.

New Bedford Route 5 – Rivet Street ridership has decreased from FY14, however has experienced a 31% increase in operating cost per passenger. Route changes implemented in December 2014 increased the revenue miles of the route. The decrease in ridership and the increase in operating cost per passenger suggest that the changes implemented in December 2014 are not having the beneficial impacts that were expected with the changes. The changes to the route included rerouting to use MacArthur Boulevard to serve the waterfront and a loop to continue serving Boa Vista Apartments. It is unclear where along the route the decrease in ridership is occurring. The route should be monitored to identify where changes may be made to restore route performance to pre-change levels.

Cash remains the dominant method of payment for riders indicating that the Charlie Card Stored Value Card is not being adopted despite the savings for stored value card users. Further study of this issue may provide an understanding to why regular riders have not adopted the Charlie Card Stored Value Card. Shifting ridership from cash to Charlie Cards will be beneficial to route performance by decreasing the time required to board passengers; it will reduce the amount of cash that requires sorting, counting, and deposit in a bank; and passengers will benefit by reduced fares. Current fare policy provides free transfers for all passengers, which are being used extensively; consideration should be given to a change in this policy so that transfers are provided free of charge to Charlie Card users and that cash customers pay a nominal transfer fee. This change would require a fare equity study to determine the impact on low-income customers.
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<th>Feb</th>
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Pass >=50% of System Average
Monitor <50% of System Average
Fail <35% of System Average

50% System Average | 9.23  | 9.67  | 12.21 | 12.11 | 11.52 | 10.61 | 9.27  | 9.18  | 11.00 | 11.01 | 11.40 | 10.93 | 10.69 |
35% System Average | 6.46  | 6.77  | 8.55  | 8.48  | 8.06  | 7.43  | 6.49  | 6.43  | 7.70  | 7.71  | 7.98  | 7.65  | 7.48  |
## Passengers per Revenue Mile - FY15

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### Notes:
- **Pass >=50% of System Average**
- **Monitor <50% of System Average**
- **Fail <35% of System Average**

### Summary:

**System Average**
- Jul 1.53
- Aug 1.60
- Sep 2.13
- Oct 2.11
- Nov 2.01
- Dec 1.88
- Jan 1.61
- Feb 1.59
- Mar 1.90
- Apr 1.91
- May 1.98
- Jun 1.91
- 12 Mo. Average 1.85

**50% System Average**
- Jul 0.76
- Aug 0.80
- Sep 1.06
- Oct 1.05
- Nov 1.01
- Dec 0.94
- Jan 0.81
- Feb 0.80
- Mar 0.95
- Apr 0.96
- May 0.99
- Jun 0.95
- 12 Mo. Average 0.92

**35% System Average**
- Jul 0.53
- Aug 0.56
- Sep 0.74
- Oct 0.74
- Nov 0.70
- Dec 0.66
- Jan 0.57
- Feb 0.56
- Mar 0.67
- Apr 0.67
- May 0.69
- Jun 0.67
- 12 Mo. Average 0.65
## Operating Cost per Passenger - FY15

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Pass >=50% of System Average
Monitor >135% of System Average
Fail >150% of System Average

| System Average | $7.45 | $7.21 | $5.59 | $5.57 | $5.94 | $5.94 | $7.03 | $7.39 | $6.28 | $6.13 | $5.95 | $6.17 | $6.22 |
| 135% System Average | $10.06 | $9.73 | $7.54 | $7.52 | $8.02 | $8.02 | $9.49 | $9.98 | $8.48 | $8.28 | $8.03 | $8.34 | $8.39 |
# SRTA - All Routes

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<th>Dec</th>
<th>Jan</th>
<th>Feb</th>
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<th>Jun</th>
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## Ridership

- **Ridership System Total FY15**
- **Ridership System Total FY14**

![Ridership Chart]

## Passengers per Revenue Hour

- **PPRH System Total FY15**
- **PPRH System Total FY14**

![Passengers per Revenue Hour Chart]

## Operating Cost per Passenger

- **Cost System Total FY15**
- **Cost System Total FY14**

![Operating Cost per Passenger Chart]

## Passengers per Revenue Mile

- **PPRM System Total FY15**
- **PPRM System Total FY14**

![Passengers per Revenue Mile Chart]
Ridership Analysis - FY15 - 12 Month Report

Fall River Route 1 - South Main Street

|                           | Jul  | Aug  | Sep  | Oct  | Nov  | Dec  | Jan  | Feb  | Mar  | Apr  | May  | Jun  |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|      |
| Ridership - Total         | 7,380| 7,251| 11,451| 12,024| 9,610| 9,733| 8,163| 8,439| 11,498| 10,461| 11,244| 10,697|      |
| PPRH                      | 15.30| 15.63| 25.04| 25.28| 21.12| 18.89| 18.89| 24.95| 22.87| 24.77| 23.21| 21.73|      |
| PPRM                      | 1.66 | 1.70 | 2.69 | 2.71 | 2.57 | 2.26 | 2.04 | 2.15 | 2.67 | 2.45 | 2.67 | 2.48 | 2.34 |
| Cost per Passenger        | 5.22 | 5.11 | 3.23 | 3.21 | 3.39 | 3.85 | 4.26 | 4.03 | 3.26 | 3.54 | 3.26 | 3.26 | 3.72 |

Ridership

- Ridership FY15
- Ridership FY14
- Ridership System Average FY15

Passengers per Revenue Hour

- PPRH FY15
- PPRH FY14
- PPRH System Average FY15

Operating Cost per Passenger

- Cost Per Passenger FY15
- Cost Per Passenger FY14
- Cost System Average FY15

Passengers per Revenue Mile

- PPRM FY15
- PPRM FY14
- PPRM System Average FY15
Fall River Route 2 - North Main Street

Ridership - Total

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<th>Nov</th>
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<th>Jan</th>
<th>Feb</th>
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<td>151,356</td>
<td></td>
<td>+2%</td>
</tr>
<tr>
<td>FY15</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Change</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

PPRH

|       | Jul   | Aug   | Sep   | Oct   | Nov   | Dec   | Jan   | Feb   | Mar   | Apr   | May   | Jun   |              |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|              |
| FY14  | 12.97 | 14.07 | 16.34 | 15.95 | 15.18 | 14.36 | 13.41 | 14.49 | 14.82 | 15.30 | 15.07 | 14.64 |              |
| FY15  |       |       |       |       |       |       |       |       |       |       |       |       |              |
| Change|       |       |       |       |       |       |       |       |       |       |       |       |              |

PPRM

|       | Jul   | Aug   | Sep   | Oct   | Nov   | Dec   | Jan   | Feb   | Mar   | Apr   | May   | Jun   |              |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|              |
| FY14  | 0.81  | 0.88  | 1.08  | 1.06  | 1.00  | 0.95  | 0.88  | 0.88  | 1.01  | 1.00  | 0.96  | 0.96  |              |
| FY15  |       |       |       |       |       |       |       |       |       |       |       |       |              |
| Change|       |       |       |       |       |       |       |       |       |       |       |       |              |

Cost per Passenger

<table>
<thead>
<tr>
<th></th>
<th>Jul</th>
<th>Aug</th>
<th>Sep</th>
<th>Oct</th>
<th>Nov</th>
<th>Dec</th>
<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>Jun</th>
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</tr>
</thead>
<tbody>
<tr>
<td>FY15</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Change</td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

Ridership Analysis - FY15 - 12 Month Report

October 27, 2015

16
# Fall River Route 3 - Laurel Street

## Ridership - Total

<table>
<thead>
<tr>
<th></th>
<th>Jul</th>
<th>Aug</th>
<th>Sep</th>
<th>Oct</th>
<th>Nov</th>
<th>Dec</th>
<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>Jun</th>
<th>FY15 12 Mo. Total</th>
<th>Change FY14</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ridership - Total</td>
<td>8,175</td>
<td>8,499</td>
<td>10,577</td>
<td>11,101</td>
<td>8,979</td>
<td>9,419</td>
<td>7,327</td>
<td>7,859</td>
<td>10,229</td>
<td>9,763</td>
<td>10,075</td>
<td>9,780</td>
<td>111,783</td>
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</tr>
<tr>
<td>PPRM</td>
<td>2.23</td>
<td>2.42</td>
<td>3.01</td>
<td>3.03</td>
<td>2.90</td>
<td>2.66</td>
<td>2.20</td>
<td>2.43</td>
<td>2.89</td>
<td>2.77</td>
<td>2.88</td>
<td>2.76</td>
<td>2.68</td>
<td>1%</td>
</tr>
<tr>
<td>Cost per Passenger</td>
<td>3.89</td>
<td>3.60</td>
<td>2.89</td>
<td>2.86</td>
<td>3.00</td>
<td>3.27</td>
<td>3.95</td>
<td>3.58</td>
<td>3.01</td>
<td>3.13</td>
<td>3.01</td>
<td>3.01</td>
<td>3.24</td>
<td>2%</td>
</tr>
</tbody>
</table>

## Ridership

![Ridership Chart](#)

## Passengers per Revenue Hour

![Passengers per Revenue Hour Chart](#)

## Operating Cost per Passenger

![Operating Cost per Passenger Chart](#)

## Passengers per Revenue Mile

![Passengers per Revenue Mile Chart](#)
Fall River Route 4 - Robeson Street

Ridership - Total

<table>
<thead>
<tr>
<th>Month</th>
<th>Jul</th>
<th>Aug</th>
<th>Sep</th>
<th>Oct</th>
<th>Nov</th>
<th>Dec</th>
<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>Jun</th>
<th>FY15 12 Mo. Total</th>
<th>Change FY14</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ridership - Total</td>
<td>6,067</td>
<td>5,535</td>
<td>8,422</td>
<td>9,001</td>
<td>6,836</td>
<td>7,725</td>
<td>6,021</td>
<td>5,323</td>
<td>7,338</td>
<td>7,356</td>
<td>7,930</td>
<td>7,914</td>
<td>85,468</td>
<td>26%</td>
</tr>
<tr>
<td>PPRH</td>
<td>15.40</td>
<td>14.65</td>
<td>20.01</td>
<td>20.52</td>
<td>17.97</td>
<td>15.64</td>
<td>15.64</td>
<td>17.07</td>
<td>17.48</td>
<td>19.26</td>
<td>18.41</td>
<td>17.48</td>
<td>17.48</td>
<td>33%</td>
</tr>
<tr>
<td>PPRM</td>
<td>1.10</td>
<td>1.04</td>
<td>1.59</td>
<td>1.63</td>
<td>1.48</td>
<td>1.42</td>
<td>1.24</td>
<td>1.10</td>
<td>1.35</td>
<td>1.39</td>
<td>1.53</td>
<td>1.46</td>
<td>1.36</td>
<td>14%</td>
</tr>
<tr>
<td>Cost per Passenger</td>
<td>7.93</td>
<td>8.34</td>
<td>5.48</td>
<td>5.35</td>
<td>5.88</td>
<td>6.11</td>
<td>6.99</td>
<td>7.93</td>
<td>6.43</td>
<td>6.27</td>
<td>5.69</td>
<td>5.69</td>
<td>6.39</td>
<td>-14%</td>
</tr>
</tbody>
</table>

Passengers per Revenue Hour

Operating Cost per Passenger

Passengers per Revenue Mile
## Ridership Analysis - FY15 - 12 Month Report

### Fall River Route 5 - Stafford Road

<table>
<thead>
<tr>
<th></th>
<th>Jul</th>
<th>Aug</th>
<th>Sep</th>
<th>Oct</th>
<th>Nov</th>
<th>Dec</th>
<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>Jun</th>
<th>FY15 12 Mo. Total</th>
<th>Change FY14</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ridership - Total</td>
<td>5,091</td>
<td>4,590</td>
<td>8,402</td>
<td>9,636</td>
<td>7,240</td>
<td>6,292</td>
<td>6,166</td>
<td>8,812</td>
<td>8,298</td>
<td>8,180</td>
<td>7,570</td>
<td>88,300</td>
<td>-4%</td>
<td></td>
</tr>
<tr>
<td>PPRH</td>
<td>11.92</td>
<td>11.15</td>
<td>17.60</td>
<td>19.42</td>
<td>17.20</td>
<td>16.73</td>
<td>13.86</td>
<td>18.37</td>
<td>17.38</td>
<td>17.22</td>
<td>15.78</td>
<td>16.00</td>
<td>-16%</td>
<td></td>
</tr>
<tr>
<td>PPRM</td>
<td>0.90</td>
<td>0.84</td>
<td>1.54</td>
<td>1.70</td>
<td>1.51</td>
<td>1.46</td>
<td>1.22</td>
<td>1.23</td>
<td>1.61</td>
<td>1.52</td>
<td>1.51</td>
<td>1.38</td>
<td>-8%</td>
<td></td>
</tr>
<tr>
<td>Cost per Passenger</td>
<td>9.67</td>
<td>10.32</td>
<td>5.64</td>
<td>5.11</td>
<td>5.76</td>
<td>5.94</td>
<td>7.12</td>
<td>7.07</td>
<td>5.41</td>
<td>5.71</td>
<td>5.75</td>
<td>6.35</td>
<td>17%</td>
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### Ridership

- **Ridership FY15**
- **Ridership FY14**
- **Ridership System Average FY15**

### Passengers per Revenue Hour

- **PPRH FY15**
- **PPRH FY14**
- **PPRH System Average FY15**

### Operating Cost per Passenger

- **Cost Per Passenger FY15**
- **Cost Per Passenger FY14**
- **Cost System Average FY15**

### Passengers per Revenue Mile

- **PPRM FY15**
- **PPRM FY14**
- **PPRM System Average FY15**

October 27, 2015

22
## Fall River Route 6 - Pleasant Street

<table>
<thead>
<tr>
<th></th>
<th>Jul</th>
<th>Aug</th>
<th>Sep</th>
<th>Oct</th>
<th>Nov</th>
<th>Dec</th>
<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>Jun</th>
<th>FY15 12 Mo. Total</th>
<th>Change FY14</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ridership - Total</td>
<td>3,633</td>
<td>3,687</td>
<td>6,942</td>
<td>6,619</td>
<td>4,845</td>
<td>5,020</td>
<td>4,559</td>
<td>3,812</td>
<td>4,546</td>
<td>4,799</td>
<td>5,112</td>
<td>5,495</td>
<td>59,069</td>
<td>-4%</td>
</tr>
<tr>
<td>PPRH</td>
<td>16.82</td>
<td>17.73</td>
<td>36.51</td>
<td>33.53</td>
<td>28.78</td>
<td>26.44</td>
<td>24.85</td>
<td>24.85</td>
<td>23.94</td>
<td>25.24</td>
<td>26.84</td>
<td>28.94</td>
<td>25.80</td>
<td>3%</td>
</tr>
<tr>
<td>PPRM</td>
<td>1.97</td>
<td>2.08</td>
<td>3.92</td>
<td>3.60</td>
<td>3.11</td>
<td>2.82</td>
<td>2.71</td>
<td>2.34</td>
<td>2.55</td>
<td>2.71</td>
<td>2.90</td>
<td>3.09</td>
<td>2.82</td>
<td>29%</td>
</tr>
<tr>
<td>Cost per Passenger</td>
<td>4.40</td>
<td>4.17</td>
<td>2.22</td>
<td>2.42</td>
<td>2.80</td>
<td>3.08</td>
<td>3.20</td>
<td>3.72</td>
<td>3.40</td>
<td>3.21</td>
<td>2.99</td>
<td>2.99</td>
<td>3.08</td>
<td>-23%</td>
</tr>
</tbody>
</table>

### Ridership

- **Ridership FY15**
- **Ridership FY14**
- **Ridership System Average FY15**

### Passengers per Revenue Hour

- **PPRH FY15**
- **PPRH FY14**
- **PPRH System Average FY15**

### Operating Cost per Passenger

- **Cost Per Passenger FY15**
- **Cost Per Passenger FY14**
- **Cost System Average FY15**

### Passengers per Revenue Mile

- **PPRM FY15**
- **PPRM FY14**
- **PPRM System Average FY15**
Ridership Analysis - FY15 - 12 Month Report

Fall River Route 6 - Pleasant Street
Fare Payment Method

Fare Media Usage

<table>
<thead>
<tr>
<th>Fare Media Usage</th>
<th>0</th>
<th>10,000</th>
<th>20,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>10 Ride Ticket</td>
<td>518</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10 Ride Ticket Reduced</td>
<td></td>
<td>10,967</td>
<td></td>
</tr>
<tr>
<td>31 Day Pass</td>
<td>1,819</td>
<td></td>
<td></td>
</tr>
<tr>
<td>31 Day Pass reduced</td>
<td>3,804</td>
<td></td>
<td></td>
</tr>
<tr>
<td>31 Day Pass student</td>
<td>1,572</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7 Day Pass</td>
<td>719</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All Day Pass</td>
<td>392</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cash Free</td>
<td>1,826</td>
<td></td>
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</tr>
<tr>
<td>Cash Full</td>
<td>10,453</td>
<td></td>
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</tr>
<tr>
<td>Cash Half</td>
<td>5,332</td>
<td></td>
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</tr>
<tr>
<td>Cash School Fare</td>
<td>55</td>
<td></td>
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</tr>
<tr>
<td>Cash Other Fare</td>
<td>2,196</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transfer</td>
<td>16,088</td>
<td></td>
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</tr>
<tr>
<td>Disable Pass</td>
<td>1,118</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stored Value</td>
<td>1,444</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stored Value Reduced</td>
<td>293</td>
<td></td>
<td></td>
</tr>
<tr>
<td>One Ride Magnetic Ticket</td>
<td>17</td>
<td></td>
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</tbody>
</table>

Farebox Recovery Ratio

Cost Recovery
Ridership Analysis - FY15 - 12 Month Report

October 27, 2015

Fall River Route 7 - Bay Street

<table>
<thead>
<tr>
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<th>Jul</th>
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<th>Sep</th>
<th>Oct</th>
<th>Nov</th>
<th>Dec</th>
<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>Jun</th>
<th>FY15 12 Mo. Total</th>
<th>Change FY14</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ridership - Total</td>
<td>3,590</td>
<td>3,883</td>
<td>7,084</td>
<td>7,451</td>
<td>6,029</td>
<td>6,237</td>
<td>4,665</td>
<td>4,661</td>
<td>6,542</td>
<td>5,587</td>
<td>6,126</td>
<td>5,675</td>
<td>67,530</td>
<td>-7%</td>
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<td>15.54</td>
<td>17.48</td>
<td>24.53</td>
<td>24.79</td>
<td>23.80</td>
<td>21.32</td>
<td>17.31</td>
<td>17.31</td>
<td>22.36</td>
<td>19.35</td>
<td>21.49</td>
<td>19.40</td>
<td>20.58</td>
<td>-28%</td>
</tr>
<tr>
<td>PPRM</td>
<td>1.27</td>
<td>1.43</td>
<td>2.60</td>
<td>2.63</td>
<td>2.52</td>
<td>2.27</td>
<td>1.82</td>
<td>1.86</td>
<td>2.38</td>
<td>2.05</td>
<td>2.27</td>
<td>2.07</td>
<td>2.10</td>
<td>-10%</td>
</tr>
<tr>
<td>Cost per Passenger</td>
<td>6.85</td>
<td>6.09</td>
<td>3.34</td>
<td>3.30</td>
<td>3.45</td>
<td>3.83</td>
<td>4.78</td>
<td>4.67</td>
<td>3.65</td>
<td>4.23</td>
<td>3.83</td>
<td>3.83</td>
<td>4.15</td>
<td>8%</td>
</tr>
</tbody>
</table>

Ridership

Passengers per Revenue Hour

Operating Cost per Passenger

Passengers per Revenue Mile

26
Ridership Analysis - FY15 - 12 Month Report

October 27, 2015

Fall River Route 8 - Bristol Community College / Durfee High School

<table>
<thead>
<tr>
<th></th>
<th>Jul</th>
<th>Aug</th>
<th>Sep</th>
<th>Oct</th>
<th>Nov</th>
<th>Dec</th>
<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>Jun</th>
<th>FY15 12 Mo. Total</th>
<th>Change FY14</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ridership - Total</td>
<td>6,938</td>
<td>5,674</td>
<td>29,905</td>
<td>31,099</td>
<td>22,612</td>
<td>22,418</td>
<td>17,023</td>
<td>19,182</td>
<td>32,076</td>
<td>24,790</td>
<td>26,219</td>
<td>21,565</td>
<td>259,501</td>
<td>126%</td>
</tr>
<tr>
<td>PPRH</td>
<td>14.48</td>
<td>12.36</td>
<td>55.04</td>
<td>54.80</td>
<td>48.01</td>
<td>40.02</td>
<td>35.05</td>
<td>35.05</td>
<td>57.26</td>
<td>45.62</td>
<td>49.79</td>
<td>38.50</td>
<td>41.51</td>
<td>86%</td>
</tr>
<tr>
<td>PPRM</td>
<td>0.85</td>
<td>0.73</td>
<td>3.85</td>
<td>3.83</td>
<td>3.36</td>
<td>2.79</td>
<td>2.47</td>
<td>2.71</td>
<td>4.00</td>
<td>3.19</td>
<td>3.49</td>
<td>2.69</td>
<td>2.83</td>
<td>65%</td>
</tr>
<tr>
<td>Cost per Passenger</td>
<td>10.16</td>
<td>11.90</td>
<td>2.26</td>
<td>2.27</td>
<td>2.58</td>
<td>3.11</td>
<td>3.53</td>
<td>3.20</td>
<td>2.17</td>
<td>2.72</td>
<td>2.49</td>
<td>2.49</td>
<td>3.07</td>
<td>-33%</td>
</tr>
</tbody>
</table>

Ridership

- Ridership FY15
- Ridership FY14
- Ridership System Average FY15

Passengers per Revenue Hour

- PPRH FY15
- PPRH FY14
- PPRH System Average FY15

Operating Cost per Passenger

- Cost Per Passenger FY15
- Cost Per Passenger FY14
- Cost System Average FY15

Passengers per Revenue Mile

- PPRM FY15
- PPRM FY14
- PPRM System Average FY15
Fall River Route 9 - Bedford Street

<table>
<thead>
<tr>
<th></th>
<th>Jul</th>
<th>Aug</th>
<th>Sep</th>
<th>Oct</th>
<th>Nov</th>
<th>Dec</th>
<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>Jun</th>
<th>FY15 12 Mo. Total</th>
<th>Change FY14</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ridership - Total</td>
<td>2,982</td>
<td>3,062</td>
<td>4,857</td>
<td>5,726</td>
<td>5,052</td>
<td>5,951</td>
<td>4,764</td>
<td>4,951</td>
<td>6,844</td>
<td>5,807</td>
<td>6,065</td>
<td>5,986</td>
<td>62,047</td>
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<td>1.29</td>
<td>1.16</td>
<td>1.20</td>
<td>1.48</td>
<td>1.28</td>
<td>1.37</td>
<td>1.29</td>
<td>1.16</td>
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<tr>
<td>Cost per Passenger</td>
<td>13.73</td>
<td>12.83</td>
<td>8.09</td>
<td>7.15</td>
<td>6.77</td>
<td>6.75</td>
<td>7.52</td>
<td>7.25</td>
<td>5.87</td>
<td>6.76</td>
<td>6.33</td>
<td>6.33</td>
<td>7.49</td>
<td>-4%</td>
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</tbody>
</table>
## Ridership Analysis - FY15 - 12 Month Report

### Fall River Route 10 - Rodman Street

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<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
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<th>May</th>
<th>Jun</th>
<th>FY15 12 Mo. Total</th>
<th>Change FY14</th>
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<tbody>
<tr>
<td>Ridership - Total</td>
<td>4,217</td>
<td>4,251</td>
<td>5,762</td>
<td>5,076</td>
<td>3,765</td>
<td>4,018</td>
<td>3,293</td>
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<td>3,558</td>
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<td>2.43</td>
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<td>1.97</td>
<td>1.85</td>
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<td>2.20</td>
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<td>-2%</td>
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<tr>
<td>Cost per Passenger</td>
<td>3.75</td>
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<td>2.64</td>
<td>3.12</td>
<td>3.57</td>
<td>3.80</td>
<td>4.42</td>
<td>4.70</td>
<td>4.29</td>
<td>3.95</td>
<td>3.94</td>
<td>3.71</td>
<td>-5%</td>
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</table>

---

### Ridership

- **Ridership FY15**
- **Ridership FY14**
- **Ridership System Average FY15**

### Passengers per Revenue Hour

- **PPRH FY15**
- **PPRH FY14**
- **PPRH System Average FY15**

### Operating Cost per Passenger

- **Cost Per Passenger FY15**
- **Cost Per Passenger FY14**
- **Cost System Average FY15**

### Passengers per Revenue Mile

- **PPRM FY15**
- **PPRM FY14**
- **PPRM System Average FY15**

---

October 27, 2015
Ridership Analysis - FY15 - 12 Month Report

Fall River Route 10 - Rodman Street

Fare Payment Method

Fare Media Usage

0 10,000 20,000

10 Ride Ticket 434
10 Ride Ticket Reduced 4,362
31 Day Pass 1,284
31 Day Pass reduced 4,835
31 Day Pass student 1,689
7 Day Pass 606
All Day Pass 510
Cash Free 1,473
Cash Full 9,320
Cash Half 5,288
Cash School Fare 35
Cash Other Fare 1,942
Transfer 13,436
Disable Pass 942
Stored Value 1,424
Stored Value Reduced 595
One Ride Magnetic Ticket 34

Farebox Recovery Ratio

Farebox Recovery 
System Average Farebox Recovery

12 Mo. Total
System Average

Cost Recovery

Cost 
Cost Recovery 
System Average Cost 
System Average Recovery

Ridership Analysis - FY15 - 12 Month Report

October 27, 2015

33
Fall River Route 14 - Swansea Mall

<table>
<thead>
<tr>
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<th>Sep</th>
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<th>Dec</th>
<th>Jan</th>
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<th>Apr</th>
<th>May</th>
<th>Jun</th>
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<th>Change FY14</th>
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</thead>
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<tr>
<td>PPRM</td>
<td>0.73</td>
<td>0.78</td>
<td>0.74</td>
<td>0.72</td>
<td>0.67</td>
<td>0.59</td>
<td>0.52</td>
<td>0.59</td>
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<td>0.67</td>
<td>-2%</td>
</tr>
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</table>

Ridership Analysis - FY15 - 12 Month Report

October 27, 2015
Fall River Route 14 - Swansea Mall

Fare Payment Method

Fare Media Usage

- 10 Ride Ticket: 537
- 10 Ride Ticket Reduced: 1,394
- 31 Day Pass: 2,790
- 31 Day Pass reduced: 4,771
- 31 Day Pass student: 75
- 7 Day Pass: 521
- All Day Pass: 853
- Cash Free: 1,887
- Cash Full: 16,867
- Cash Half: 5,799
- Cash School Fare: 16
- Cash Other Fare: 2,818
- Transfer: 7,018
- Disable Pass: 1,002
- Stored Value: 2,638
- Stored Value Reduced: 421
- One Ride Magnetic Ticket: 22

Cost Recovery

- Cost: $0
- Cost Recovery: $0
- System Average Cost: $0
- System Average Recovery: $0

Farebox Recovery Ratio

- Farebox Recovery: $0
- System Average Farebox Recovery: $0

Ridership Analysis - FY15 - 12 Month Report

October 27, 2015
New Bedford Route 1 - Fort Rodman

<table>
<thead>
<tr>
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<th>Aug</th>
<th>Sep</th>
<th>Oct</th>
<th>Nov</th>
<th>Dec</th>
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<th>Apr</th>
<th>May</th>
<th>Jun</th>
<th>FY15 12 Mo. Total</th>
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<tbody>
<tr>
<td>Ridership - Total</td>
<td>22,891</td>
<td>22,565</td>
<td>23,827</td>
<td>24,772</td>
<td>20,810</td>
<td>22,359</td>
<td>17,905</td>
<td>17,989</td>
<td>23,186</td>
<td>23,596</td>
<td>23,331</td>
<td>24,427</td>
<td>267,658</td>
<td>6%</td>
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<tr>
<td>PPRH</td>
<td>31.85</td>
<td>32.77</td>
<td>34.26</td>
<td>34.12</td>
<td>31.27</td>
<td>28.60</td>
<td>28.60</td>
<td>32.43</td>
<td>33.92</td>
<td>34.51</td>
<td>34.16</td>
<td>32.60</td>
<td>39%</td>
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<td>2.95</td>
<td>3.03</td>
<td>3.20</td>
<td>3.19</td>
<td>3.22</td>
<td>2.93</td>
<td>2.67</td>
<td>2.65</td>
<td>3.03</td>
<td>3.17</td>
<td>3.23</td>
<td>3.20</td>
<td>3%</td>
<td></td>
</tr>
<tr>
<td>Cost per Passenger</td>
<td>2.95</td>
<td>2.86</td>
<td>2.71</td>
<td>2.72</td>
<td>2.70</td>
<td>2.97</td>
<td>3.25</td>
<td>3.28</td>
<td>2.86</td>
<td>2.74</td>
<td>2.69</td>
<td>2.69</td>
<td>1%</td>
<td></td>
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Ridership Analysis - FY15 - 12 Month Report

October 27, 2015
### New Bedford Route 2 - Lund’s Corner

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<tr>
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<th>Nov</th>
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<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>Jun</th>
<th>FY15 12 Mo. Total</th>
<th>Change FY14</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ridership - Total</td>
<td>21,721</td>
<td>20,776</td>
<td>21,334</td>
<td>22,250</td>
<td>18,632</td>
<td>20,623</td>
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<td>22,285</td>
<td>21,763</td>
<td>22,323</td>
<td>245,789</td>
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<td>2.29</td>
<td>2.35</td>
<td>2.35</td>
<td>2.37</td>
<td>2.22</td>
<td>2.00</td>
<td>1.97</td>
<td>2.30</td>
<td>2.46</td>
<td>2.47</td>
<td>2.40</td>
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<tr>
<td>Cost per Passenger</td>
<td>3.78</td>
<td>3.79</td>
<td>3.69</td>
<td>3.69</td>
<td>3.67</td>
<td>3.92</td>
<td>4.34</td>
<td>4.42</td>
<td>3.77</td>
<td>3.53</td>
<td>3.52</td>
<td>3.52</td>
<td>3.79</td>
<td>-2%</td>
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</table>
New Bedford Route 3 - Dartmouth Street

<table>
<thead>
<tr>
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<th>Sep</th>
<th>Oct</th>
<th>Nov</th>
<th>Dec</th>
<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>Jun</th>
<th>FY15 12 Mo. Total</th>
<th>Change FY14</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ridership - Total</td>
<td>8,655</td>
<td>8,477</td>
<td>8,695</td>
<td>9,119</td>
<td>7,563</td>
<td>8,565</td>
<td>7,071</td>
<td>7,083</td>
<td>9,053</td>
<td>8,911</td>
<td>8,836</td>
<td>9,289</td>
<td>101,317</td>
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<td>PPRH</td>
<td>16.99</td>
<td>17.36</td>
<td>12.86</td>
<td>12.92</td>
<td>12.11</td>
<td>12.06</td>
<td>11.66</td>
<td>13.00</td>
<td>13.18</td>
<td>13.47</td>
<td>13.34</td>
<td>13.29</td>
<td></td>
<td>0%</td>
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<tr>
<td>PPRM</td>
<td>1.21</td>
<td>1.24</td>
<td>1.27</td>
<td>1.28</td>
<td>1.27</td>
<td>1.22</td>
<td>1.15</td>
<td>1.13</td>
<td>1.29</td>
<td>1.30</td>
<td>1.33</td>
<td>1.32</td>
<td></td>
<td>1%</td>
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<tr>
<td>Cost per Passenger</td>
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<td>7.02</td>
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<td>6.81</td>
<td>6.83</td>
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<td>7.56</td>
<td>7.66</td>
<td>6.76</td>
<td>6.68</td>
<td>6.54</td>
<td>6.54</td>
<td></td>
<td>4%</td>
</tr>
</tbody>
</table>
New Bedford Route 3 - Dartmouth Street
Fare Payment Method

Fare Media Usage

- 10 Ride Ticket: 1,156
- 10 Ride Ticket Reduced: 424
- 31 Day Pass: 5,689
- 31 Day Pass reduced: 7,127
- 31 Day Pass student: 5,618
- 7 Day Pass: 483
- All Day Pass: 1,338
- Cash Free: 3,476
- Cash Full: 26,982
- Cash Half: 12,339
- Cash School Fare: 644
- Cash Other Fare: 5,423
- Transfer: 19,415
- Disable Pass: 3,473
- Stored Value: 4,421
- Stored Value Reduced: 835
- One Ride Magnetic Ticket: 379

Farebox Recovery Ratio
- Farebox Recovery
- System Average Farebox Recovery

Cost Recovery
- Cost
- Cost Recovery
- System Average Cost
- System Average Recovery

Ridership Analysis - FY15 - 12 Month Report
October 27, 2015
New Bedford Route 4 - Ashley Boulevard

<table>
<thead>
<tr>
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<th>Aug</th>
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<th>Oct</th>
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<th>Apr</th>
<th>May</th>
<th>Jun</th>
<th>FY15 12 Mo. Total</th>
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<tbody>
<tr>
<td>Ridership - Total</td>
<td>14,559</td>
<td>14,370</td>
<td>16,503</td>
<td>17,476</td>
<td>13,701</td>
<td>15,217</td>
<td>12,186</td>
<td>12,040</td>
<td>14,797</td>
<td>15,036</td>
<td>15,550</td>
<td>15,741</td>
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<td>PPRM</td>
<td>1.98</td>
<td>2.04</td>
<td>2.34</td>
<td>2.38</td>
<td>2.23</td>
<td>2.11</td>
<td>1.91</td>
<td>1.87</td>
<td>2.05</td>
<td>2.13</td>
<td>2.26</td>
<td>2.18</td>
<td>2.13</td>
<td>10%</td>
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<tr>
<td>Cost per Passenger</td>
<td>4.39</td>
<td>4.26</td>
<td>3.71</td>
<td>3.66</td>
<td>3.89</td>
<td>4.12</td>
<td>4.56</td>
<td>4.65</td>
<td>4.24</td>
<td>4.07</td>
<td>3.84</td>
<td>3.84</td>
<td>4.09</td>
<td>-7%</td>
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</table>
### New Bedford Route 5 - Rivet Street

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<th>Jan</th>
<th>Feb</th>
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<th>Apr</th>
<th>May</th>
<th>Jun</th>
<th>FY15 12 Mo. Total</th>
<th>Change FY14</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ridership - Total</td>
<td>3,727</td>
<td>3,570</td>
<td>3,889</td>
<td>4,096</td>
<td>3,598</td>
<td>3,414</td>
<td>2,690</td>
<td>2,250</td>
<td>3,036</td>
<td>3,259</td>
<td>3,243</td>
<td>3,331</td>
<td>40,103</td>
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<tr>
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<td>1.49</td>
<td>1.49</td>
<td>1.62</td>
<td>1.64</td>
<td>1.72</td>
<td>1.39</td>
<td>1.23</td>
<td>1.03</td>
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<td>1.36</td>
<td>1.41</td>
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<tr>
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<td>5.83</td>
<td>5.36</td>
<td>5.30</td>
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<td>6.39</td>
<td>6.29</td>
<td>6.29</td>
<td>31%</td>
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### Ridership Analysis - FY15 - 12 Month Report

- **Ridership**
  - **Ridership FY15**
  - **Ridership FY14**
  - **Ridership System Average FY15**

- **Passengers per Revenue Hour**
  - **PPRH FY15**
  - **PPRH FY14**
  - **PPRH System Average FY15**

- **Operating Cost per Passenger**
  - **Cost Per Passenger FY15**
  - **Cost Per Passenger FY14**
  - **Cost System Average FY15**

- **Passengers per Revenue Mile**
  - **PPRM FY15**
  - **PPRM FY14**
  - **PPRM System Average FY15**

October 27, 2015
New Bedford Route 6 - Shawmut / Rockdale

Ridership - Total

<table>
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<tr>
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<th>Aug</th>
<th>Sep</th>
<th>Oct</th>
<th>Nov</th>
<th>Dec</th>
<th>Jan</th>
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<th>Apr</th>
<th>May</th>
<th>Jun</th>
<th>FY15 12 Mo. Total</th>
<th>Change FY14</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ridership - Total</td>
<td>4,516</td>
<td>4,338</td>
<td>6,085</td>
<td>6,788</td>
<td>5,287</td>
<td>5,542</td>
<td>4,507</td>
<td>3,887</td>
<td>5,748</td>
<td>5,558</td>
<td>5,697</td>
<td>5,504</td>
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<td>-4%</td>
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<tr>
<td>PPRH</td>
<td>11.82</td>
<td>11.82</td>
<td>17.05</td>
<td>18.26</td>
<td>14.96</td>
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<td>13.65</td>
<td>15.78</td>
<td>15.53</td>
<td>16.20</td>
<td>15.11</td>
<td>14.91</td>
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<td>0.89</td>
<td>1.25</td>
<td>1.34</td>
<td>1.24</td>
<td>1.11</td>
<td>1.01</td>
<td>0.87</td>
<td>1.16</td>
<td>1.14</td>
<td>1.19</td>
<td>1.11</td>
<td>1.10</td>
<td>-3%</td>
</tr>
<tr>
<td>Cost per Passenger</td>
<td>9.77</td>
<td>9.76</td>
<td>6.95</td>
<td>6.50</td>
<td>6.98</td>
<td>7.80</td>
<td>8.60</td>
<td>9.96</td>
<td>7.52</td>
<td>7.61</td>
<td>7.27</td>
<td>7.27</td>
<td>7.89</td>
<td>2%</td>
</tr>
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</table>

Ridership

- Ridership FY15
- Ridership FY14
- Ridership System Average FY15

Passengers per Revenue Hour

- PPRH FY15
- PPRH FY14
- PPRH System Average FY15

Operating Cost per Passenger

- Cost Per Passenger FY15
- Cost Per Passenger FY14
- Cost System Average FY15

Passengers per Revenue Mile

- PPRM FY15
- PPRM FY14
- PPRM System Average FY15
### New Bedford Route 8 - Mt. Pleasant Street

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<th>Dec</th>
<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>Jun</th>
<th>FY15 12 Mo. Total</th>
<th>Change FY14</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Ridership - Total</strong></td>
<td>9,215</td>
<td>9,925</td>
<td>9,677</td>
<td>10,184</td>
<td>8,406</td>
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<td>6,660</td>
<td>5,957</td>
<td>8,324</td>
<td>9,425</td>
<td>9,404</td>
<td>9,987</td>
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<td>30.57</td>
<td>30.94</td>
<td>31.57</td>
<td>22.25</td>
<td>22.25</td>
<td>26.11</td>
<td>29.78</td>
<td>29.93</td>
<td>31.32</td>
<td>29.14</td>
<td>-1%</td>
<td></td>
</tr>
<tr>
<td><strong>PPRM</strong></td>
<td>3.10</td>
<td>3.47</td>
<td>3.38</td>
<td>3.42</td>
<td>3.34</td>
<td>2.46</td>
<td>2.26</td>
<td>3.29</td>
<td>3.31</td>
<td>3.47</td>
<td>3.17</td>
<td>0%</td>
<td>0%</td>
<td></td>
</tr>
<tr>
<td><strong>Cost per Passenger</strong></td>
<td>2.81</td>
<td>2.50</td>
<td>2.57</td>
<td>2.54</td>
<td>2.60</td>
<td>2.49</td>
<td>3.53</td>
<td>3.84</td>
<td>3.01</td>
<td>2.64</td>
<td>2.63</td>
<td>2.63</td>
<td>2.75</td>
<td>-2%</td>
</tr>
</tbody>
</table>

#### Ridership

**Ridership**

![Ridership Chart](chart1.png)

**Passengers per Revenue Hour**

![Passengers per Revenue Hour Chart](chart2.png)

**Operating Cost per Passenger**

![Operating Cost per Passenger Chart](chart3.png)

**Passengers per Revenue Mile**

![Passengers per Revenue Mile Chart](chart4.png)
### New Bedford Route 10 - Dartmouth Mall

<table>
<thead>
<tr>
<th></th>
<th>Jul</th>
<th>Aug</th>
<th>Sep</th>
<th>Oct</th>
<th>Nov</th>
<th>Dec</th>
<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>Jun</th>
<th>FY15 12 Mo. Total</th>
<th>Change FY14</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Ridership - Total</strong></td>
<td>7,005</td>
<td>7,904</td>
<td>7,594</td>
<td>8,042</td>
<td>7,359</td>
<td>8,422</td>
<td>6,345</td>
<td>6,110</td>
<td>7,707</td>
<td>8,303</td>
<td>8,251</td>
<td>8,608</td>
<td>91,650</td>
<td>13%</td>
</tr>
<tr>
<td><strong>PPRH</strong></td>
<td>26.55</td>
<td>31.13</td>
<td>25.26</td>
<td>25.73</td>
<td>24.75</td>
<td>22.07</td>
<td>22.07</td>
<td>25.36</td>
<td>27.46</td>
<td>27.42</td>
<td>28.33</td>
<td>26.08</td>
<td></td>
<td>0%</td>
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<td><strong>PPRM</strong></td>
<td>1.84</td>
<td>2.15</td>
<td>2.07</td>
<td>2.11</td>
<td>2.27</td>
<td>2.28</td>
<td>1.81</td>
<td>1.81</td>
<td>2.09</td>
<td>2.26</td>
<td>2.26</td>
<td>2.34</td>
<td></td>
<td>14%</td>
</tr>
<tr>
<td><strong>Cost per Passenger</strong></td>
<td>4.73</td>
<td>4.04</td>
<td>4.20</td>
<td>4.12</td>
<td>3.83</td>
<td>3.80</td>
<td>4.79</td>
<td>4.81</td>
<td>4.16</td>
<td>3.84</td>
<td>3.85</td>
<td>3.85</td>
<td>4.12</td>
<td>-9%</td>
</tr>
</tbody>
</table>

### Ridership

- **Ridership FY15**
- **Ridership FY14**
- **Ridership System Average FY15**

![Ridership Chart](chart1)

### Passengers per Revenue Hour

- **PPRH FY15**
- **PPRH FY14**
- **PPRH System Average FY15**

![Passengers per Revenue Hour Chart](chart2)

### Operating Cost per Passenger

- **Cost Per Passenger FY15**
- **Cost Per Passenger FY14**
- **Cost System Average FY15**

![Operating Cost per Passenger Chart](chart3)

### Passengers per Revenue Mile

- **PPRM FY15**
- **PPRM FY14**
- **PPRM System Average FY15**

![Passengers per Revenue Mile Chart](chart4)
Ridership Analysis - FY15 - 12 Month Report

October 27, 2015

New Bedford Route 11 - Fairhaven

<table>
<thead>
<tr>
<th></th>
<th>Jul</th>
<th>Aug</th>
<th>Sep</th>
<th>Oct</th>
<th>Nov</th>
<th>Dec</th>
<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>Jun</th>
<th>FY15 12 Mo. Total</th>
<th>Change FY14</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ridership - Total</td>
<td>9,924</td>
<td>9,644</td>
<td>9,739</td>
<td>10,099</td>
<td>8,979</td>
<td>10,521</td>
<td>7,611</td>
<td>7,285</td>
<td>8,579</td>
<td>9,717</td>
<td>9,888</td>
<td>9,359</td>
<td>111,345</td>
<td>2%</td>
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<tr>
<td>PPRM</td>
<td>1.28</td>
<td>1.29</td>
<td>1.31</td>
<td>1.30</td>
<td>1.37</td>
<td>1.40</td>
<td>1.08</td>
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<td>1.14</td>
<td>1.30</td>
<td>1.34</td>
<td>1.25</td>
<td>1.26</td>
<td>3%</td>
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Ridership Analysis - FY15 - 12 Month Report
### Fare Media Usage

<table>
<thead>
<tr>
<th>Fare Type</th>
<th>Usage</th>
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<tbody>
<tr>
<td>10 Ride Ticket</td>
<td>1,131</td>
</tr>
<tr>
<td>10 Ride Ticket Reduced</td>
<td>442</td>
</tr>
<tr>
<td>31 Day Pass</td>
<td>5,848</td>
</tr>
<tr>
<td>31 Day Pass reduced</td>
<td>8,319</td>
</tr>
<tr>
<td>31 Day Pass student</td>
<td>4,266</td>
</tr>
<tr>
<td>7 Day Pass</td>
<td>820</td>
</tr>
<tr>
<td>All Day Pass</td>
<td>1,445</td>
</tr>
<tr>
<td>Cash Free</td>
<td>2,843</td>
</tr>
<tr>
<td>Cash Full</td>
<td>33,348</td>
</tr>
<tr>
<td>Cash Half</td>
<td>14,620</td>
</tr>
<tr>
<td>Cash School Fare</td>
<td>101</td>
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<tr>
<td>Cash Other Fare</td>
<td>8,228</td>
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<td>Transfer</td>
<td>16,549</td>
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<td>4,660</td>
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<td>One Ride Magnetic Ticket</td>
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### Farebox Recovery Ratio

- **Farebox Recovery**
- **System Average Farebox Recovery**

<table>
<thead>
<tr>
<th>Month</th>
<th>Farebox Recovery</th>
<th>System Average Farebox Recovery</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jul</td>
<td>0.00</td>
<td>0.20</td>
</tr>
<tr>
<td>Aug</td>
<td>0.00</td>
<td>0.60</td>
</tr>
<tr>
<td>Sep</td>
<td>0.00</td>
<td>0.80</td>
</tr>
<tr>
<td>Oct</td>
<td>0.00</td>
<td>1.00</td>
</tr>
<tr>
<td>Nov</td>
<td>0.00</td>
<td>0.80</td>
</tr>
<tr>
<td>Dec</td>
<td>0.00</td>
<td>0.60</td>
</tr>
<tr>
<td>Jan</td>
<td>0.00</td>
<td>0.40</td>
</tr>
<tr>
<td>Feb</td>
<td>0.00</td>
<td>0.20</td>
</tr>
<tr>
<td>Mar</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>Apr</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>May</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>Jun</td>
<td>0.00</td>
<td>0.00</td>
</tr>
</tbody>
</table>

### Cost Recovery

- **Cost**
- **Cost Recovery**
- **System Average Cost**
- **System Average Recovery**

<table>
<thead>
<tr>
<th>Month</th>
<th>Cost</th>
<th>Cost Recovery</th>
<th>System Average Cost</th>
<th>System Average Recovery</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jul</td>
<td>-100,000</td>
<td>-90,000</td>
<td>-80,000</td>
<td>-70,000</td>
</tr>
<tr>
<td>Aug</td>
<td>-20,000</td>
<td>-10,000</td>
<td>-5,000</td>
<td>-2,500</td>
</tr>
<tr>
<td>Sep</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Oct</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Nov</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Dec</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Jan</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Feb</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Mar</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<tr>
<td>Apr</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>May</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Jun</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
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</table>
## New Bedford North End Shuttle

<table>
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<th>Sep</th>
<th>Oct</th>
<th>Nov</th>
<th>Dec</th>
<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>Jun</th>
<th>FY15 12 Mo. Total</th>
<th>Change FY14</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ridership - Total</td>
<td>1,525</td>
<td>1,626</td>
<td>1,597</td>
<td>1,622</td>
<td>1,139</td>
<td>1,669</td>
<td>1,178</td>
<td>1,019</td>
<td>1,309</td>
<td>1,305</td>
<td>1,339</td>
<td>1,301</td>
<td>16,629</td>
<td>-4%</td>
</tr>
<tr>
<td>PPRH</td>
<td>7.29</td>
<td>8.07</td>
<td>9.27</td>
<td>9.07</td>
<td>7.47</td>
<td>9.70</td>
<td>7.10</td>
<td>7.10</td>
<td>7.61</td>
<td>7.58</td>
<td>7.77</td>
<td>7.56</td>
<td>7.92</td>
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</tr>
<tr>
<td>PPRM</td>
<td>0.39</td>
<td>0.43</td>
<td>0.42</td>
<td>0.41</td>
<td>0.34</td>
<td>0.44</td>
<td>0.32</td>
<td>0.29</td>
<td>0.34</td>
<td>0.34</td>
<td>0.35</td>
<td>0.34</td>
<td>0.37</td>
<td>-3%</td>
</tr>
<tr>
<td>Cost per Passenger</td>
<td>22.52</td>
<td>20.34</td>
<td>20.71</td>
<td>21.18</td>
<td>19.82</td>
<td>27.00</td>
<td>29.96</td>
<td>25.27</td>
<td>25.35</td>
<td>24.70</td>
<td>24.70</td>
<td>23.56</td>
<td></td>
<td>-2%</td>
</tr>
</tbody>
</table>

### Ridership

- **Ridership FY15**
- **Ridership FY14**
- **Ridership System Average FY15**

### Passengers per Revenue Hour

- **PPRH FY15**
- **PPRH FY14**
- **PPRH System Average FY15**

### Operating Cost per Passenger

- **Cost Per Passenger FY15**
- **Cost Per Passenger FY14**
- **Cost System Average FY15**

### Passengers per Revenue Mile

- **PPRM FY15**
- **PPRM FY14**
- **PPRM System Average FY15**
New Bedford Intercity Route - New Bedford to Fall River

<table>
<thead>
<tr>
<th></th>
<th>Jul</th>
<th>Aug</th>
<th>Sep</th>
<th>Oct</th>
<th>Nov</th>
<th>Dec</th>
<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>Jun</th>
<th>FY15 12 Mo. Total</th>
<th>Change FY14</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ridership - Total</td>
<td>22,144</td>
<td>23,718</td>
<td>27,568</td>
<td>26,831</td>
<td>22,212</td>
<td>23,696</td>
<td>18,620</td>
<td>20,658</td>
<td>23,467</td>
<td>25,690</td>
<td>24,380</td>
<td>24,096</td>
<td>283,080</td>
<td>11%</td>
</tr>
<tr>
<td>PPRH</td>
<td>28.79</td>
<td>32.09</td>
<td>34.68</td>
<td>32.44</td>
<td>26.70</td>
<td>25.00</td>
<td>25.00</td>
<td>25.00</td>
<td>29.28</td>
<td>32.39</td>
<td>31.05</td>
<td>30.07</td>
<td>30.21</td>
<td>-14%</td>
</tr>
<tr>
<td>PPRM</td>
<td>1.70</td>
<td>1.90</td>
<td>2.20</td>
<td>2.06</td>
<td>1.87</td>
<td>1.59</td>
<td>1.80</td>
<td>1.86</td>
<td>2.05</td>
<td>1.97</td>
<td>1.91</td>
<td>1.91</td>
<td>1.91</td>
<td>12%</td>
</tr>
<tr>
<td>Cost per Passenger</td>
<td>5.11</td>
<td>4.58</td>
<td>3.94</td>
<td>4.21</td>
<td>4.30</td>
<td>4.64</td>
<td>5.47</td>
<td>4.83</td>
<td>4.68</td>
<td>4.23</td>
<td>4.41</td>
<td>4.41</td>
<td>4.54</td>
<td>-9%</td>
</tr>
</tbody>
</table>

Ridership Analysis - FY15 - 12 Month Report

October 27, 2015
### New Bedford Intercity Route - New Bedford to Fall River

#### Fare Payment Method

<table>
<thead>
<tr>
<th>Fare Media Usage</th>
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<th>50,000</th>
<th>100,000</th>
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</thead>
<tbody>
<tr>
<td>10 Ride Ticket</td>
<td>3,863</td>
<td>7,629</td>
<td></td>
</tr>
<tr>
<td>10 Ride Ticket Reduced</td>
<td>31 Day Pass</td>
<td>13,417</td>
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</tr>
<tr>
<td>31 Day Pass Reduced</td>
<td>13,851</td>
<td>37,065</td>
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</tr>
<tr>
<td>31 Day Pass student</td>
<td>7,647</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7 Day Pass</td>
<td>3,102</td>
<td>2,755</td>
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</tr>
<tr>
<td>All Day Pass</td>
<td>41,560</td>
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</tr>
<tr>
<td>Cash Free</td>
<td>7,647</td>
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</tr>
<tr>
<td>Cash Full</td>
<td>85,106</td>
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</tr>
<tr>
<td>Cash Half</td>
<td>18,389</td>
<td>301</td>
<td></td>
</tr>
<tr>
<td>Cash School Fare</td>
<td>21,787</td>
<td>301</td>
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</tr>
<tr>
<td>Cash Other Fare</td>
<td>2,034</td>
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</tr>
<tr>
<td>Transfer</td>
<td>5,321</td>
<td>14,123</td>
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</tr>
<tr>
<td>Disable Pass</td>
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<td>1192</td>
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<tr>
<td>Stored Value</td>
<td>1,192</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stored Value Reduced</td>
<td>1,192</td>
<td></td>
<td></td>
</tr>
<tr>
<td>One Ride Magnetic Ticket</td>
<td>1,192</td>
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<td></td>
</tr>
</tbody>
</table>

**Farebox Recovery Ratio**

- **Farebox Recovery**
- **System Average Farebox Recovery**

**Cost Recovery**

- **Cost**
- **Cost Recovery**
- **System Average Cost**
- **System Average Recovery**

---

Ridership Analysis - FY15 - 12 Month Report

October 27, 2015

57
<table>
<thead>
<tr>
<th>Date</th>
<th>13 Day Pass</th>
<th>31 Day Pass</th>
<th>7 Day Pass</th>
<th>All Day Pass</th>
<th>Transfer 7 AM - 4 PM</th>
<th>Cash Full</th>
<th>Cash Half</th>
<th>Cash Reduced</th>
<th>Cash Unreduced</th>
<th>Cash Reduced activation</th>
<th>Cash Unreduced activation</th>
<th>Ridership</th>
<th>Revenue</th>
<th>Total Cost</th>
<th>Ridership</th>
<th>Revenue</th>
<th>Total Cost</th>
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<tbody>
<tr>
<td>Oct-14</td>
<td>841</td>
<td>1703</td>
<td>52</td>
<td>65</td>
<td>856</td>
<td>2</td>
<td>45</td>
<td>218</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>3331</td>
<td>423</td>
<td>216</td>
<td>100</td>
<td>1334</td>
<td>8023</td>
</tr>
<tr>
<td>Oct-14</td>
<td>602</td>
<td>1552</td>
<td>35</td>
<td>70</td>
<td>122</td>
<td>2</td>
<td>45</td>
<td>218</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>3124</td>
<td>423</td>
<td>216</td>
<td>100</td>
<td>1334</td>
<td>8023</td>
</tr>
<tr>
<td>Oct-14</td>
<td>489</td>
<td>1544</td>
<td>25</td>
<td>70</td>
<td>122</td>
<td>1</td>
<td>45</td>
<td>218</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2991</td>
<td>423</td>
<td>216</td>
<td>100</td>
<td>1334</td>
<td>8023</td>
</tr>
<tr>
<td>Oct-14</td>
<td>691</td>
<td>1549</td>
<td>45</td>
<td>70</td>
<td>122</td>
<td>1</td>
<td>45</td>
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<td>0</td>
<td>0</td>
<td>3234</td>
<td>423</td>
<td>216</td>
<td>100</td>
<td>1334</td>
<td>8023</td>
</tr>
</tbody>
</table>

Ridership Analysis - FY15 - 12 Month Report

October 27, 2015
<table>
<thead>
<tr>
<th>Date</th>
<th>Ridership</th>
<th>31 Day Pass</th>
<th>7 Day Pass</th>
<th>All Day Pass</th>
<th>Cash Free</th>
<th>Cash Half</th>
<th>TAP ID w/ SV</th>
<th>MBTA Validity</th>
<th>Total Revenue</th>
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</thead>
<tbody>
<tr>
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**Ridership Analysis - FY15 - 12 Month Report**

October 27, 2015
<p>| Date       | Date       | Date       | Date       | Date       | Date       | Date       | Date       | Date       | Date       | Date       | Date       | Date       | Date       | Date       | Date       | Date       | Date       | Date       | Date       | Date       | Date       | Date       | Date       | Date       | Date       | Date       | Date       | Date       | Date       | Date       | Date       | Date       | Date       | Date       | Date       | Date       | Date       | Date       | Date       | Date       | Date       | Date       | Date       | Date       | Date       | Date       | Date       |</p>
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**Note:** The table provides a summary of ridership for FY15, categorized by month. Each row represents the ridership for a specific month, with columns detailing the total ridership and additional metrics.