# Honolulu High-Capacity Transit Corridor Project
# Alternatives Analysis

# Operations and Maintenance Cost
# Results Report

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# List of Acronyms

| | |
|---|---|
| AA | Alternatives Analysis |
| AD | Articulated Diesel |
| AH | Articulated Hybrid |
| B | Bus |
| DBOM | Design, Build, Operate, Maintain |
| DTS | City and County of Honolulu Department of Transportation Services |
| EIS | Environmental Impact Statement |
| FG | Fixed Guideway |
| FTA | Federal Transit Administration |
| HHCTC | Honolulu High Capacity Transit Corridor |
| HOV | High Occupancy Vehicle |
| ML | Managed Lane |
| ML R | Managed Lane Reversible |
| ML TF | Managed Lane Toll Facility |
| NEPA | National Environmental Policy Act |
| NTD | National Transit Database |
| O&M | Operations and Maintenance |
| OMPO | O‘ahu Metropolitan Planning Organization |
| ORTP | O‘ahu Regional Transportation Plan |
| OTS | O‘ahu Transit Services |
| RTH | Revenue Train Hours |
| RVH | Revenue Vehicle Hours |
| RVM | Revenue Vehicle Miles |
| SB | Standard Bus |
| TSM | Transportation System Management |
| UH | University of Hawai‘i |
| UPT | Unlinked Passenger Trip |



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# 1 Summary

The Operations and Maintenance Cost Results Report presents the final operations and maintenance (O&M) cost estimates for each of the four alternatives of the Honolulu High-Capacity Transit Corridor Project, which include 1) the No Build Alternative, 2) the Transportation Systems Management (TSM) Alternative, 3) the Managed Lane Alternative, and 4) the Fixed Guideway Alternative. Table 1-1 presents the O&M cost estimates for each of the alternatives. Cost estimates for Alternative #4 in this table reflect the situation where one organization provides all of the O&M functions for both modes, e.g., O&M responsibility for the fixed guideway system are absorbed by the existing bus agency.

Table 1-2 presents the O&M cost estimates for Alternative #4 in the situation with separate, fully-developed O&M organizations for each mode (bus and fixed guideway).

**Table 1-1: Summary of Annual O&M Costs by Alternative and Mode**

| | Alternative | O&M Cost (2006 $) | | |
|---|---|---|---|---|
| | | Bus | Fixed Guideway | Total |
| | 2005 | $ 132,342,358 | n/a | $ 132,342,358 |
| 2030 Alternatives | #1: No Build | $ 191,886,753 | n/a | $ 191,886,753 |
| | #2: TSM | $ 234,163,987 | n/a | $ 234,163,987 |
| | #3: ML Two-Direction | $ 250,875,595 | n/a | $ 250,875,595 |
| | #3: ML Reversible | $ 261,097,787 | n/a | $ 261,097,787 |
| | #4: FG Option: Kalaeloa – Salt Lake – North King – Hotel | $ 169,344,088 | $ 78,891,532 | $ 248,235,620 |
| | #4: FG Option: Kamokila – Airport – Dillingham – King with a Waikīkī Branch | $ 168,686,305 | $ 79,906,656 | $ 248,592,961 |
| | #4: FG Option: Kalaeloa – Airport – Dillingham – Halekauwila | $ 172,965,694 | $ 83,122,586 | $ 256,088,280 |
| | #4: FG 20-mile Alignment East Kapolei to Ala Moana Center | $ 189,218,343 | $ 61,370,305 | $ 250,588,648 |



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**Table 1-2: Summary of Alternative #4 Annual O&M Costs, Separate O&M Organization for Each Mode**

| Alternative | O&M Cost (2006 $) | | |
|---|---|---|---|
| | Bus | Fixed Guideway | Total |
| #4: FG Option: Kalaeloa – Salt Lake – North King – Hotel | $ 169,344,088 | $ 92,813,567 | $ 262,157,655 |
| #4: FG Option: Kamokila – Airport – Dillingham – King with a Waikīkī Branch | $ 168,686,305 | $ 94,007,831 | $ 262,694,136 |
| #4: FG Option: Kalaeloa – Airport – Dillingham – Halekauwila | $ 172,965,694 | $ 97,791,278 | $ 270,756,972 |
| #4: FG 20-mile Alignment East Kapolei to Ala Moana Center | $ 189,218,343 | $ 72,200,359 | $ 261,418,702 |

# 2 Introduction

## Alternatives under Consideration

Four alternatives will be evaluated in the Alternatives Analysis. They were developed through a screening process that considered alternatives identified through previous transit studies, a field review of the study corridor, an analysis of current housing and employment data for the corridor, a literature review of technology modes, work completed by the O'ahu Metropolitan Planning Organization (OMPO) for its 2030 O'ahu Regional Transportation Plan (ORTP), and public and agency comments received during a formal project scoping process held in accordance with requirements of the National Environmental Policy Act (NEPA) and the Hawai'i EIS Law (Chapter 343). The four alternatives are described in detail in the *Honolulu High-Capacity Transit Corridor Project Alternatives Analysis Definition of Alternatives Report (DTS, 2006a)*. The alternatives identified for evaluation in the AA report are:

- Alternative #1: No Build Alternative
- Alternative #2: Transportation System Management Alternative
- Alternative #3: Managed Lane Alternative
- Alternative #4: Fixed Guideway Alternative

### *Alternative 1: No Build Alternative*

The No Build Alternative includes existing transit and highway facilities and committed transportation projects anticipated to be operational by 2030. Committed transportation projects are those programmed in the Oahu 2030 Regional Transportation Plan prepared by OMPO. The committed highway elements of the No Build Alternative will also be included in the build alternatives (discussed below).

The No Build Alternative's transit component would include an increase in fleet size to accommodate growth in population, while allowing service frequencies to remain the same as today. The specific number of buses, as well as required ancillary facilities have been projected and are included in Chapter 4.

### *Alternative 2: TSM Alternative*

The Transportation System Management (TSM) Alternative would provide an enhanced bus system based on a hub-and-spoke route network, conversion of the present morning peak-hour-only zipper-lane to both a morning and afternoon peak-hour zipper-lane operation, and relatively low-cost capital improvements on selected roadway facilities to give priority to buses. The TSM Alternative will include the same committed highway projects as assumed for the No Build Alternative.



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### *Alternative 3: Managed Lane Alternative*

The Managed Lane Alternative would include construction of a two-lane, grade-separated facility between Waipahu and Downtown Honolulu for use by buses. Para-transit vehicles, vanpool vehicles, other High-occupancy vehicles (HOV) and toll-paying, single-occupant vehicles also would be allowed to use the facility provided that sufficient capacity would be available to maintain free-flow speeds for the vehicles using the facility. Variable pricing strategies would be implemented to ensure free-flow speeds for vehicles. Two Managed Lane options are considered: 1) two way operation with one lane in each direction for all day travel, and 2) reversible operation with two lanes in each direction, reversible by time of day.

Intermediate bus access points would be provided in the vicinity of Aloha Stadium and Middle Street. Bus service utilizing the managed lane facility would be restructured and enhanced, providing additional service between Kapolei and other points ‘Ewa of the Primary Urban Center, and downtown Honolulu and the University of Hawai‘i at Mānoa.

### *Alternative 4: Fixed Guideway Alternative*

The Fixed Guideway Alternative would include the construction and operation of a fixed-guideway transit system between Kapolei and the University of Hawai‘i at Mānoa. The system could use any fixed-guideway transit technology meeting performance requirements and could be automated or employ drivers. Light rail technology was used for the purpose of developing the Fixed Guideway O&M cost estimates included in this report.

Station and supporting facility locations are currently being identified and would include a vehicle maintenance facility and park-and-ride lots. Bus service would be reconfigured to bring riders on local buses to nearby fixed-guideway transit stations.

Although this alternative would be designed to be within existing street or highway rights-of-way as much as possible, property acquisition in various locations is expected. Future extensions of the system to Central O‘ahu, East Honolulu or within the corridor are possible, but are not being addressed in detail at present.

Four alignment options were considered for the purposes of developing the Fixed Guideway O&M cost estimates provided in this report, described in Tables 2-1 through 2-4.

**Table 2-1: Alternative #4: Fixed Guideway Alternative, Full-Corridor Alignment Kalaeloa – Salt Lake – North King – Hotel**

| Alignment Description | System Description |
|---|---|
| Section 1: Saratoga Avenue to North-South Road to Farrington Highway<br><br>Section 2: Farrington Highway to Kamehameha Highway (through Waipahu, Pearl City and ʻAiea).<br><br>Section 3: Salt Lake Boulevard<br><br>Section 4: North King Street<br><br>Section 5: Hotel Street to Kawaiahaʻo Street to Kona Street to Kapiʻolani Boulevard to University Avenue to UH Mānoa | - High capacity fixed guideway system integrated with bus, parking, bicycling, and walking<br><br>- Stations: 28<br><br>- Total length: 26.5 miles |

**Table 2-2: Alternative #4: Fixed Guideway Alternative, Full Corridor Alignment Kamokila – Airport – Dillingham – King with a Waikīkī Branch**

| Alignment Description | System Description |
|---|---|
| Section 1: Kamokila Boulevard to Farrington Highway<br><br>Section 2: Farrington Highway to Kamehameha Highway (through Waipahu, Pearl City and ʻAiea).<br><br>Section 3: Kamehameha Highway to Nimitz Highway to Aolele Street<br><br>Section 4: Dillingham Boulevard<br><br>Section 5: South King Street Tunnel to Waimanu Street to Kona Street to Kapiʻolani Boulevard to University Avenue to UH Mānoa, including a Waikiki Spur | - High capacity fixed guideway system integrated with bus, parking, bicycling, and walking<br><br>- Stations: 29<br><br>- Total length: 27.5 miles |

**Table 2-3: Alternative #4: Fixed Guideway Alternative, Full Corridor Alignment Kalaeloa – Airport – Dillingham – Halekauwila**

| Alignment Description | System Description |
|---|---|
| Section 1: Kapolei Parkway to North-South Road<br><br>Section 2: Farrington Highway to Kamehameha Highway (through Waipahu, Pearl City and ʻAiea).<br><br>Section 3: Kamehameha Highway to Nimitz Highway (Makai of the Airport viaduct)<br><br>Section 4: Dillingham Boulevard<br><br>Section 5: Nimitz Highway to Halekauwila Street to Kona Street to Kapiʻolani Boulevard to University Avenue to UH Mānoa | - High capacity fixed guideway system integrated with bus, parking, bicycling, and walking<br><br>- Stations: 30<br><br>- Total length: 27.6 miles |

**Table 2-4: Alternative #4: Fixed Guideway Alternative, 20-mile Alignment East Kapolei to Ala Moana Center**

| Alignment Description | System Description |
|---|---|
| Section 1: Kapolei Parkway and North-South Road to Farrington Highway<br><br>Section 2: Farrington Highway to Kamehameha Highway (through Waipahu, Pearl City and ʻAiea).<br><br>Section 3: Nimitz Highway to Aolele Street<br><br>Section 4: Dillingham Boulevard<br><br>Section 5: Nimitz Highway to Halekauwila Street to Kona Street to Ala Moana Center | - High capacity fixed guideway system integrated with bus, parking, bicycling, and walking<br><br>- Stations: 21<br><br>- Total length: 20.7 miles |

## Report Purpose

This O&M Cost Results Report presents the final operations and maintenance cost estimates for each of the four alternatives for the Honolulu High-Capacity Transit Corridor Project.



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# 3 O&M Costing Methodology Review

The O&M cost estimates are based on the methodology of developing unit costs specified in the Revised Final Operations and Maintenance Costing Methodology Report dated April 2, 2006, where detailed budgets are used to develop unit costs by assigning driving variables to each of the budget line items. In cases where detailed budgets were not available, data from the Federal Transit Administration's National Transit Database (NTD) were used to develop the unit costs.

Detailed bus budgetary and operating data were obtained from OTS for FY 04-05, and the associated unit costs were developed for that year. These costs were escalated one year by 4.32%[1] to standardize bus costs in 2006 dollars.

Subsequent to the methodology report described above, and as a result of the unavailability of detailed budgetary data from peer rail properties, unit costs for the fixed guideway O&M cost model were developed through the use of data obtained from the NTD by assigning driving variables to line item object class expenses. Sacramento's Regional Transit District was considered to be representative of the Honolulu fixed guideway alternative, and FY 03-04 light rail cost data from that property was used in developing the fixed guideway unit costs. The costs were escalated two years by 6.96%[2] to standardize fixed guideway costs in 2006 dollars. The costs were further adjusted upward by 33.50%[3] to account for higher costs in Honolulu, as compared to the Sacramento area.

As the alternatives were advanced and data became available from the travel demand forecasting model, service level data were developed for use as inputs to the O&M cost model. Service level data for the bus mode were provided by others for the average weekday, then annualized by a factor as described in Chapter 4. Service level data for the fixed guideway mode were developed through the use of a spreadsheet program based on specific operating schedules and physical system characteristics, as also described in Chapter 4.

The annualized service level data were then used as inputs to the O&M cost model for each alternative and mode, the formulas of which are provided in Tables 3-1 and 3-2. This yielded bus and fixed guideway O&M cost estimates, as applicable, for each alternative.

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[1] This is the actual inflation rate based on changes of the CPI from June 2005 to June 2006. Source: http://inflationdata.com/inflation/inflation_rate/inflationcalculator.asp.

[2] This is the actual inflation rate based on changes of the CPI from June 2004 to June 2006. Source: http://inflationdata.com/inflation/inflation_rate/inflationcalculator.asp.

[3] This is the cost of living difference between Sacramento, California and Honolulu, Hawaii. Source: ACCRA cost of living index for first quarter of 2006, ref. order #87ZEE21AGQ.



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**Table 3-1: Bus Transit O&M Cost Formula**

| | | |
|---|---|---|
| O&M Cost in 2006 Dollars = | ($ 80,335 | x Number of Peak Vehicles, Standard Bus) + |
| | ($ 95,598 | x Number of Peak Vehicles, Artic. Diesel Bus) + |
| | ($103,629 | x Number of Peak Vehicles, Artic. Hybrid Bus) + |
| | ($ 1.51 | x Annual Revenue Vehicle Miles, Standard Bus) + |
| | ($ 2.09 | x Annual Revenue Vehicle Miles, Artic Diesel Bus) + |
| | ($ 2.27 | x Annual Rev. Vehicle Miles, Artic Hybrid Bus) + |
| | ($ 51.62 | x Annual Revenue Vehicle Hours) + |
| | ($793,032 | x Number of Maintenance Facilities & Terminals) + |
| | ($495,645 | x Number of Service Centers) + |
| | ($ .055 | x Annual Unlinked Passenger Trips) |

**Table 3-2: Fixed Guideway Transit O&M Cost Formula**

| | | |
|---|---|---|
| O&M Cost in 2006 Dollars = | ($ 6.74 | x Annual Revenue Vehicle Miles) + |
| | ($ 232.94 | x Annual Revenue Train Hours) + |
| | ($156,412 | x Directional Route Miles) + |
| | ($159,022 | x Number of Stations) |

The resulting O&M cost estimates for the fixed guideway alternatives represent the annual cost to operate and maintain the associated bus and fixed guideway systems utilizing stand-alone O&M organizations. That is, such estimates include the cost of not only operations and maintenance functions for each mode, but also the cost of fully-developed support functions/departments for each mode, such as legal, finance, marketing, public relations, HR/admin, etc. This contracting scenario could occur where a fixed guideway alternative is implemented under a DBOM procurement, for example, and the fixed guideway O&M contractor is a separate organization from the bus agency. The primary set of cost estimates and associated supporting tables in Chapters 4 and 5, and throughout this report, therefore reflect fixed guideway alternatives where each mode contains costs for fully-developed O&M organizations.

Such fixed guideway estimates, however, do not consider the possibility that O&M responsibility for the fixed guideway system could be assumed by the existing bus agency/operator. In this case, there would not be a need for duplicate, fully-developed organizations/departments for each mode. Instead, departments that perform similar functions within the bus organization required also by the fixed guideway system, could also support that operation. The overall cost of support functions for both modes will therefore be lower as a result of the efficiencies gained by utilizing the departments already in place at the bus agency for similar functions required by the fixed guideway operation. Data gathered from the NTD reflect the costs for support functions within representative fixed guideway O&M organizations to be generally around 30% of total O&M expenses. It is expected that a savings of 15% will be realized on the fixed guideway O&M cost estimates if both modes are consolidated under one organization. This savings rate considers the overall increase of costs for support functions resulting from this consolidation (i.e., the support of

two modes as opposed to one), but still represents a total savings of approximately 5% over both modes for each fixed guideway alternative. Therefore, the set of fixed guideway alternative O&M cost estimates provided in Table 5-13 represent O&M costs wherein one organization is responsible for the operations and maintenance of bus and fixed guideway, and where existing support departments for the bus operation absorb similar functions required by the fixed guideway operation.



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# 4 Summary of Operating Data

The inputs to the O&M cost model, service level data and system characteristics data, are based on the outputs of the operations planning, are summarized in Table 4-1, and described further below.

## Bus

Bus operating and system characteristics data were provided by others. Service level data were provided for the average weekday, and were annualized, where applicable, using a factor of 308. This factor was calculated using average known annual bus passenger trip data for three day types: weekdays, Saturdays/state holidays, and Sundays/federal holidays. Calculation of the factor was based on 246 weekdays, 52 Saturdays, 52 Sundays, 5 state holidays, and 10 federal holidays.

The average weekday bus operating plan tables for each of the alternatives are provided in Appendix A. Yellow highlighted areas apply to routes expected to operate with articulated hybrid buses.

## Fixed Guideway

Fixed guideway service level data were both provided by others and developed using a spreadsheet, where operating parameters such as vehicle capacity, route time, route distance, period span, headways, train sizes, fleet sizes, and demand were analyzed. These operating plans are provided in Appendix B. The fixed guideway operating schedules were defined according to three day types: weekdays, Saturdays/state holidays, and Sundays/federal holidays. Specific descriptions of the schedules for each of these days follow.

*Weekdays (20 hour operating day)*

| | |
|---|---|
| Peak period: | 5 hours of 3-minute headways with 2-car trains. |
| Off-peak period: | 9 hours of 6-minute headways with 2-car trains |
| Base period: | 3 hours of 6-minute headways with 1-car trains |
| Owl period: | 3 hours of 10-minutes headways with 1-car trains |

*Saturdays / State Holidays (19 hour operating day)*

| | |
|---|---|
| Off-peak period: | 11 hours of 6-minute headways with 2-car trains |
| Base period: | 2 hours of 6-minute headways with 1-car trains |
| Owl period: | 6 hours of 10-minute headways with 1-car trains |

*Sundays / Federal Holidays (18 hour operating day)*

| | |
|---|---|
| Off-peak period: | 12 hours of 6-minute headways with 1-car trains |
| Owl period: | 6 hours of 10-minute headways with 1-car trains |



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The analysis of operating schedules and parameters resulted in daily service level data for revenue vehicle miles and revenue train hours, which were annualized according to the specific day type rather than using one factor as was performed for the bus data. The factors used for this service level data were 246 for weekdays, 57 for Saturdays and state holidays (52 + 5), and 62 for Sundays and federal holidays (52 + 10). Where other fixed guideway service level data were provided on an average weekday basis, a factor of 308 was used to annualize such data. These annualized service level data were then used as inputs to the fixed guideway cost model, along with other physical system characteristic data, to generate fixed guideway cost estimates.

Peak operating fleet sizes were also determined from the fixed guideway operating plans for each option. The total fleet size is based on limiting the average annual vehicle mileage to 80,000, and is calculated by dividing the annual revenue vehicle miles by this number.



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## Table 4-1: Operating Characteristics - Bus and Fixed Guideway Components

| | 2005 | 2030 ALTERNATIVES | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | Alt #1 | Alt #2 | Alternative #3 | | Alternative #4 | | | |
| | | No Build | TSM | ML Two-Direction | ML Reversible | FG Option: Kalaeloa – Salt Lake – North King – Hotel | FG Option: Kamokila – Airport – Dillingham – King with a Waikīkī Branch | FG Option: Kalaeloa – Airport – Dillingham – Halekauwila | FG 20-mile Alignment East Kapolei to Ala Moana Center |
| **Standard Bus** | | | | | | | | | |
| Annual RVM | 14,341,928 | 9,209,262 | 13,231,988 | 13,637,131 | 13,637,100 | 12,833,528 | 12,722,279 | 12,846,742 | 16,006,390 |
| Peak vehicles | 345 | 232 | 319 | 340 | 340 | 304 | 300 | 309 | 352 |
| | | | | | | | | | |
| **Artic Bus - Diesel** | | | | | | | | | |
| Annual RVM | 2,784,351 | 4,151,748 | 6,565,451 | 8,288,311 | 9,035,488 | 2,695,277 | 2,496,617 | 2,496,617 | 3,273,209 |
| Peak vehicles | 57 | 76 | 116 | 161 | 225 | 38 | 36 | 35 | 73 |
| | | | | | | | | | |
| **Artic Bus - Hybrid** | | | | | | | | | |
| Annual RVM | 302,856 | 10,356,130 | 9,316,846 | 9,316,846 | 9,316,846 | 5,947,388 | 6,096,090 | 6,312,768 | 4,676,087 |
| Peak vehicles | 7 | 203 | 203 | 203 | 203 | 99 | 99 | 104 | 72 |
| | | | | | | | | | |
| **Other Bus** | | | | | | | | | |
| Annual RVH | 1,251,096 | 1,744,050 | 2,165,948 | 2,289,179 | 2,338,736 | 1,642,472 | 1,647,584 | 1,693,415 | 1,857,610 |
| Total annual RVM | 17,429,135 | 23,717,140 | 29,114,285 | 31,242,288 | 31,989,434 | 21,476,193 | 21,314,986 | 21,656,127 | 23,955,686 |
| Total peak vehicles | 409 | 511 | 638 | 704 | 768 | 441 | 435 | 448 | 497 |
| Mntnce. facilities | 2 | 3 | 3 | 3 | 3 | 2 | 2 | 2 | 2 |
| Service centers | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Terminals | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Total facilities | 2 | 4 | 5 | 5 | 5 | 4 | 4 | 4 | 4 |
| Annual UPT | 75,023,256 | 102,288,648 | 110,133,100 | 112,725,228 | 112,388,892 | 102,537,204 | 99,596,728 | 101,196,172 | 110,962,852 |
| | | | | | | | | | |
| **Fixed Guideway** | | | | | | | | | |
| Annual RVM | n/a | n/a | n/a | n/a | n/a | 7,034,215 | 7,224,004 | 7,427,336 | 5,509,743 |
| Annual RTH | n/a | n/a | n/a | n/a | n/a | 140,118 | 137,658 | 147,237 | 108,396 |
| Stations | n/a | n/a | n/a | n/a | n/a | 28 | 29 | 30 | 21 |
| Route miles | n/a | n/a | n/a | n/a | n/a | 52.98 | 55.08 | 55.22 | 41.40 |
| Peak vehicles | n/a | n/a | n/a | n/a | n/a | 72 | 68 | 74 | 54 |
| Total vehicles | n/a | n/a | n/a | n/a | n/a | 90 | 90 | 93 | 70 |

# 5 Summary of O&M Costs

The operations and maintenance cost estimates presented in this chapter represent the final estimate of O&M costs for the four alternatives. The results are based on the methodology presented in Chapter 2, and the engineering and travel demand forecasting results. The O&M costs are expressed in 2006 dollars and the alternatives are assumed to be fully developed in the year 2030. The inputs for each alternative were applied to the cost model and the results are provided in Tables 5-1 through 5-9. A summary of the annual O&M costs by mode for each alternative is provided in Table 5-10. Summary tables of O&M costs by vehicle type and service level are provided in Tables 5-11 and 5-12. An additional summary table of the annual fixed guideway O&M costs is provided in Table 5-13, which reflects the cost savings realized when one O&M organization manages both modes, as discussed in Chapter 3.

**Table 5-1: 2005, Annual O&M Cost**

| Driving Variable | 2005 Service Level | Unit Cost | Annual Cost |
|---|---|---|---|
| **Bus** | | | |
| Annual RVM, SB | 14,341,928 | $ 1.510 | $ 21,602,981 |
| Annual RVM, AD | 2,784,351 | $ 2.090 | $ 5,829,682 |
| Annual RVM, AH | 302,856 | $ 2.270 | $ 687,364 |
| Peak Vehicles, SB | 345 | $ 80,335.000 | $ 27,715,500 |
| Peak Vehicles, AD | 57 | $ 95,598.000 | $ 5,449,108 |
| Peak Vehicles, AH | 7 | $ 103,629.000 | $ 725,401 |
| Annual RVH | 1,251,096 | $ 51.620 | $ 64,583,429 |
| Maintenance facilities | 2 | $ 793,032.000 | $ 1,586,064 |
| Service Centers | 0 | $ 495,645.000 | $ 0 |
| Terminals | 0 | $ 793,032.000 | $ 0 |
| Annual UPT | 75,023,256 | $ .055 | $ 4,162,828 |
| | | **Total annual O&M cost (2006 $)** | **$ 132,342,358** |



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**Table 5-2: Alternative #1: No Build Alternative, Annual O&M Cost**

| Driving Variable | 2030 Service Level | Unit Cost | Annual Cost |
|---|---|---|---|
| **Bus** | | | |
| Annual RVM, SB | 9,209,262 | $ 1.510 | $ 13,871,741 |
| Annual RVM, AD | 4,151,748 | $ 2.090 | $ 8,692,644 |
| Annual RVM, AH | 10,356,130 | $ 2.270 | $ 23,504,323 |
| Peak Vehicles, SB | 232 | $ 80,335.000 | $ 18,637,669 |
| Peak Vehicles, AD | 76 | $ 95,598.000 | $ 7,265,478 |
| Peak Vehicles, AH | 203 | $ 103,629.000 | $ 21,036,617 |
| Annual RVH | 1,744,050 | $ 51.620 | $ 90,030,444 |
| Maintenance facilities | 3 | $ 793,032.000 | $ 2,379,096 |
| Service Centers | 0 | $ 495,645.000 | $ 0 |
| Terminals | 1 | $ 793,032.000 | $ 793,032 |
| Annual UPT | 102,288,648 | $ .055 | $ 5,675,708 |
| | | **Total annual O&M cost (2006 $)** | **$ 191,886,753** |



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**Table 5-3: Alternative #2: TSM Alternative, Annual O&M Cost**

| Driving Variable | 2030 Service Level | Unit Cost | Annual Cost |
|---|---|---|---|
| **Bus** | | | |
| Annual RVM, SB | 13,231,988 | $ 1.510 | $ 19,931,099 |
| Annual RVM, AD | 6,565,451 | $ 2.090 | $ 13,746,291 |
| Annual RVM, AH | 9,316,846 | $ 2.270 | $ 21,145,558 |
| Peak Vehicles, SB | 319 | $ 80,335.000 | $ 25,626,795 |
| Peak Vehicles, AD | 116 | $ 95,598.000 | $ 11,089,413 |
| Peak Vehicles, AH | 203 | $ 103,629.000 | $ 21,036,617 |
| Annual RVH | 2,165,948 | $ 51.620 | $ 111,809,465 |
| Maintenance facilities | 3 | $ 793,032.000 | $ 2,379,096 |
| Service Centers | 1 | $ 495,645.000 | $ 495,645 |
| Terminals | 1 | $ 793,032.000 | $ 793,032 |
| Annual UPT | 110,133,100 | $ .055 | $ 6,110,974 |
| | | **Total annual O&M cost (2006 $)** | **$ 234,163,987** |



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**Table 5-4: Alternative #3: Managed Lane Alternative – Two-Direction Annual O&M Cost**

| Driving Variable | 2030 Service Level | Unit Cost | Annual Cost |
|---|---|---|---|
| **Bus** | | | |
| Annual RVM, SB | 13,637,131 | $ 1.510 | $ 20,541,359 |
| Annual RVM, AD | 8,288,311 | $ 2.090 | $ 17,353,496 |
| Annual RVM, AH | 9,316,846 | $ 2.270 | $ 21,145,558 |
| Peak Vehicles, SB | 340 | $ 80,335.000 | $ 27,313,826 |
| Peak Vehicles, AD | 161 | $ 95,598.000 | $ 15,391,341 |
| Peak Vehicles, AH | 203 | $ 103,629.000 | $ 21,036,617 |
| Annual RVH | 2,289,179 | $ 51.620 | $ 118,170,821 |
| Maintenance facilities | 3 | $ 793,032.000 | $ 2,379,096 |
| Service Centers | 1 | $ 495,645.000 | $ 495,645 |
| Terminals | 1 | $ 793,032.000 | $ 793,032 |
| Annual UPT | 112,725,228 | $ .055 | $ 6,254,804 |
| | | **Total annual O&M cost (2006 $)** | **$ 250,875,595** |



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**Table 5-5: Alternative #3: Managed Lane Alternative – Reversible Annual O&M Cost**

| Driving Variable | 2030 Service Level | Unit Cost | Annual Cost |
|---|---|---|---|
| **Bus** | | | |
| Annual RVM, SB | 13,637,100 | $ 1.510 | $ 20,541,312 |
| Annual RVM, AD | 9,035,488 | $ 2.090 | $ 18,917,884 |
| Annual RVM, AH | 9,316,846 | $ 2.270 | $ 21,145,558 |
| Peak Vehicles, SB | 340 | $ 80,335.000 | $ 27,313,826 |
| Peak Vehicles, AD | 225 | $ 95,598.000 | $ 21,509,638 |
| Peak Vehicles, AH | 203 | $ 103,629.000 | $ 21,036,617 |
| Annual RVH | 2,338,736 | $ 51.620 | $ 120,729,037 |
| Maintenance facilities | 3 | $ 793,032.000 | $ 2,379,096 |
| Service Centers | 1 | $ 495,645.000 | $ 495,645 |
| Terminals | 1 | $ 793,032.000 | $ 793,032 |
| Annual UPT | 112,388,892 | $ .055 | $ 6,236,142 |
| | | **Total annual O&M cost (2006 $)** | **$ 261,097,787** |

**Table 5-6: Alternative #4: Fixed Guideway Alternative, Full-Corridor Alignment Kalaeloa – Salt Lake – North King – Hotel Annual O&M Cost**

| Driving Variable | 2030 Service Level | Unit Cost | Annual Cost |
|---|---|---|---|
| **Bus** | | | |
| Annual RVM, SB | 12,833,528 | $ 1.510 | $ 19,330,907 |
| Annual RVM, AD | 2,695,277 | $ 2.090 | $ 5,643,186 |
| Annual RVM, AH | 5,947,388 | $ 2.270 | $ 13,498,219 |
| Peak Vehicles, SB | 304 | $ 80,335.000 | $ 24,421,774 |
| Peak Vehicles, AD | 38 | $ 95,598.000 | $ 3,632,739 |
| Peak Vehicles, AH | 99 | $ 103,629.000 | $ 10,259,237 |
| Annual RVH | 1,642,472 | $ 51.620 | $ 84,786,817 |
| Maintenance facilities | 2 | $ 793,032.000 | $ 1,586,064 |
| Service Centers | 1 | $ 495,645.000 | $ 495,645 |
| Terminals | 1 | $ 793,032.000 | $ 793,032 |
| Annual UPT | 102,537,204 | $ .055 | $ 5,689,499 |
| | | Total annual bus O&M cost (2006 $) | $ 169,344,088 |
| **Fixed Guideway** | | | |
| Annual RVM | 7,034,215 | $ 6.740 | $ 47,434,454 |
| Annual RTH | 140,118 | $ 232.940 | $ 32,639,786 |
| Stations | 28 | $ 159,022.000 | $ 4,452,627 |
| Route miles | 52.98 | $ 156,412.000 | $ 8,286,699 |
| | | Total annual fixed guideway O&M cost (2006 $) | $ 92,813,567 |
| | | **Grand total annual O&M cost (2006 $)** | **$ 262,157,655** |
| | | **Grand total annual O&M cost assuming common O&M organization for both modes (2006 $)** | **$ 248,235,620** |



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**Table 5-7: Alternative #4: Fixed Guideway Alternative, Full Corridor Alignment Kamokila – Airport – Dillingham – King with a Waikīkī Branch Annual O&M Cost**

| Driving Variable | 2030 Service Level | Unit Cost | Annual Cost |
|---|---|---|---|
| **Bus** | | | |
| Annual RVM, SB | 12,722,279 | $ 1.510 | $ 19,163,334 |
| Annual RVM, AD | 2,496,617 | $ 2.090 | $ 5,227,246 |
| Annual RVM, AH | 6,096,090 | $ 2.270 | $ 13,835,715 |
| Peak Vehicles, SB | 300 | $ 80,335.000 | $ 24,100,435 |
| Peak Vehicles, AD | 36 | $ 95,598.000 | $ 3,441,542 |
| Peak Vehicles, AH | 99 | $ 103,629.000 | $ 10,259,237 |
| Annual RVH | 1,647,584 | $ 51.620 | $ 85,050,747 |
| Maintenance facilities | 2 | $ 793,032.000 | $ 1,586,064 |
| Service Centers | 1 | $ 495,645.000 | $ 495,645 |
| Terminals | 1 | $ 793,032.000 | $ 793,032 |
| Annual UPT | 99,596,728 | $ .055 | $ 5,526,341 |
| Total annual bus O&M cost (2006 $) | | | $ 168,686,305 |
| **Fixed Guideway** | | | |
| Annual RVM | 7,224,004 | $ 6.740 | $ 48,714,276 |
| Annual RTH | 137,658 | $ 232.940 | $ 32,066,741 |
| Stations | 29 | $ 159,022.000 | $ 4,611,650 |
| Route miles | 55.08 | $ 156,412.000 | $ 8,615,164 |
| Total annual fixed guideway O&M cost (2006 $) | | | $ 94,007,831 |
| **Grand total annual O&M cost (2006 $)** | | | **$ 262,694,136** |
| **Grand total annual O&M cost assuming common O&M organization for both modes (2006 $)** | | | **$ 248,592,961** |



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**Table 5-8: Alternative #4: Fixed Guideway Alternative, Full Corridor Alignment Kalaeloa – Airport – Dillingham – Halekauwila Annual O&M Cost**

| Driving Variable | 2030 Service Level | Unit Cost | Annual Cost |
|---|---|---|---|
| **Bus** | | | |
| Annual RVM, SB | 12,846,742 | $ 1.510 | $ 19,350,810 |
| Annual RVM, AD | 2,496,617 | $ 2.090 | $ 5,227,246 |
| Annual RVM, AH | 6,312,768 | $ 2.270 | $ 14,327,488 |
| Peak Vehicles, SB | 309 | $ 80,335.000 | $ 24,823,448 |
| Peak Vehicles, AD | 35 | $ 95,598.000 | $ 3,345,944 |
| Peak Vehicles, AH | 104 | $ 103,629.000 | $ 10,777,380 |
| Annual RVH | 1,693,415 | $ 51.620 | $ 87,416,580 |
| Maintenance facilities | 2 | $ 793,032.000 | $ 1,586,064 |
| Service Centers | 1 | $ 495,645.000 | $ 495,645 |
| Terminals | 1 | $ 793,032.000 | $ 793,032 |
| Annual UPT | 101,196,172 | $ .055 | $ 5,615,089 |
| | | Total annual bus O&M cost (2006 $) | $ 172,965,694 |
| **Fixed Guideway** | | | |
| Annual RVM | 7,427,336 | $ 6.740 | $ 50,085,423 |
| Annual RTH | 147,237 | $ 232.940 | $ 34,298,121 |
| Stations | 30 | $ 159,022.000 | $ 4,770,672 |
| Route miles | 55.22 | $ 156,412.000 | $ 8,637,062 |
| | | Total annual fixed guideway O&M cost (2006 $) | $ 97,791,278 |
| | | **Grand total annual O&M cost (2006 $)** | **$ 270,756,972** |
| | | **Grand total annual O&M cost assuming common O&M organization for both modes (2006 $)** | **$ 256,088,280** |

**Table 5-9: Alternative #4: Fixed Guideway Alternative, 20-mile Alignment East Kapolei to Ala Moana Center Annual O&M Cost**

| Driving Variable | 2030 Service Level | Unit Cost | Annual Cost |
|---|---|---|---|
| **Bus** | | | |
| Annual RVM, SB | 16,006,390 | $ 1.510 | $ 24,110,130 |
| Annual RVM, AD | 3,273,209 | $ 2.090 | $ 6,853,220 |
| Annual RVM, AH | 4,676,087 | $ 2.270 | $ 10,612,869 |
| Peak Vehicles, SB | 352 | $ 80,335.000 | $ 28,277,843 |
| Peak Vehicles, AD | 73 | $ 95,598.000 | $ 6,978,682 |
| Peak Vehicles, AH | 72 | $ 103,629.000 | $ 7,461,263 |
| Annual RVH | 1,857,610 | $ 51.620 | $ 95,892,580 |
| Maintenance facilities | 2 | $ 793,032.000 | $ 1,586,064 |
| Service Centers | 1 | $ 495,645.000 | $ 495,645 |
| Terminals | 1 | $ 793,032.000 | $ 793,032 |
| Annual UPT | 110,962,852 | $ .055 | $ 6,157,015 |
| Total annual bus O&M cost (2006 $) | | | $ 189,218,343 |
| **Fixed Guideway** | | | |
| Annual RVM | 5,509,743 | $ 6.740 | $ 37,135,668 |
| Annual RTH | 108,396 | $ 232.940 | $ 25,249,764 |
| Stations | 21 | $ 159,022.000 | $ 3,339,470 |
| Route miles | 41.40 | $ 156,412.000 | $ 6,475,457 |
| Total annual fixed guideway O&M cost (2006 $) | | | $ 72,200,359 |
| **Grand total annual O&M cost (2006 $)** | | | **$ 261,418,702** |
| **Grand total annual O&M cost assuming common O&M organization for both modes (2006 $)** | | | **$ 250,588,648** |



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**Table 5-10: Summary of Annual O&M Costs By Alternative and Mode**

| | Alternative | O&M Cost (2006 $) | | |
|---|---|---|---|---|
| | | Bus | Fixed Guideway | Total |
| | 2005 | $ 132,342,358 | n/a | $ 132,342,358 |
| 2030 Alternatives | #1: No Build | $ 191,886,753 | n/a | $ 191,886,753 |
| | #2: TSM | $ 234,163,987 | n/a | $ 234,163,987 |
| | #3: ML Two-Direction | $ 250,875,595 | n/a | $ 250,875,595 |
| | #3: ML Reversible | $ 261,097,787 | n/a | $ 261,097,787 |
| | #4: FG Option: Kalaeloa – Salt Lake – North King – Hotel | $ 169,344,088 | $ 92,813,567 | $ 262,157,655 |
| | #4: FG Option: Kamokila – Airport – Dillingham – King with a Waikīkī Branch | $ 168,686,305 | $ 94,007,831 | $ 262,694,136 |
| | #4: FG Option: Kalaeloa – Airport – Dillingham – Halekauwila | $ 172,965,694 | $ 97,791,278 | $ 270,756,972 |
| | #4: FG 20-mile Alignment East Kapolei to Ala Moana Center | $ 189,218,343 | $ 72,200,359 | $ 261,418,702 |



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## Table 5-11: Summary of Annual O&M Costs by Vehicle Type and Mode

| | Unit Cost** | 2005* | 2030 ALTERNATIVES* | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Alt #1 | Alt #2 | Alternative #3 | | Alternative #4 | | | |
| | | | No Build | TSM | ML Two-Direction | ML Reversible | FG Option: Kalaeloa – Salt Lake – North King – Hotel | FG Option: Kamokila – Airport – Dillingham – King with a Waikīkī Branch | FG Option: Kalaeloa – Airport – Dillingham – Halekauwila | FG 20-mile Alignment East Kapolei to Ala Moana Center |
| **Standard Bus** | | **$ 49.3** | **$ 32.5** | **$ 45.5** | **$ 47.8** | **$ 47.8** | **$ 43.7** | **$ 43.3** | **$ 44.2** | **$ 52.4** |
| Annual RVM | $ 1.510 | 14,341,928 | 9,209,262 | 13,231,988 | 13,637,131 | 13,637,100 | 12,833,528 | 12,722,279 | 12,846,742 | 16,006,390 |
| Peak vehicles | $ 80,335.000 | 345 | 232 | 319 | 340 | 340 | 304 | 300 | 309 | 352 |
| | | | | | | | | | | |
| **Artic Bus - Diesel** | | **$ 11.2** | **$16.0** | **$ 24.8** | **$ 32.8** | **$ 40.4** | **$ 9.2** | **$ 8.6** | **$ 8.5** | **$ 13.8** |
| Annual RVM | $ 2.090 | 2,784,351 | 4,151,748 | 6,565,451 | 8,288,311 | 9,035,488 | 2,695,277 | 2,496,617 | 2,496,617 | 3,273,209 |
| Peak vehicles | $ 95,598.000 | 57 | 76 | 116 | 161 | 225 | 38 | 36 | 35 | 72 |
| | | | | | | | | | | |
| **Artic Bus - Hybrid** | | **$ 1.4** | **$ 44.5** | **$ 42.1** | **$ 42.1** | **$ 42.1** | **$ 23.8** | **$ 24.1** | **$ 25.1** | **$ 18.1** |
| Annual RVM | $ 2.270 | 302,856 | 10,356,130 | 9,316,846 | 9,316,846 | 9,316,846 | 5,947,388 | 6,096,090 | 6,312,768 | 4,676,087 |
| Peak vehicles | $ 103,629.000 | 7 | 203 | 203 | 203 | 203 | 99 | 99 | 104 | 72 |
| | | | | | | | | | | |
| **Other Bus** | | **$ 70.4** | **$ 98.9** | **$ 121.6** | **$ 135.8** | **$ 138.5** | **$ 93.4** | **$ 93.5** | **$ 95.9** | **$ 104.9** |
| Annual RVH | $ 51.620 | 1,251,096 | 1,744,050 | 2,165,948 | 2,289,179 | 2,338,736 | 1,642,472 | 1,647,584 | 1,693,415 | 1,857,610 |
| Mntnce. facilities | $ 793,032.000 | 2 | 3 | 3 | 3 | 3 | 2 | 2 | 2 | 2 |
| Service centers | $ 495,645.000 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Terminals | $ 793,032.000 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Annual UPT | $ .055 | 75,023,256 | 102,288,648 | 110,133,100 | 112,725,228 | 112,388,892 | 102,537,204 | 99,596,728 | 101,196,172 | 110,962,852 |
| | | | | | | | | | | |
| **Fixed Guideway** | | **$ 0.0** | **$ 0.0** | **$ 0.0** | **$ 0.0** | **$ 0.0** | **$ 92.8** | **$ 94.0** | **$ 97.8** | **$ 68.6** |
| Annual RVM | $ 6.740 | n/a | n/a | n/a | n/a | n/a | 7,034,215 | 7,224,004 | 7,427,336 | 5,509,743 |
| Annual RTH | $ 232.940 | n/a | n/a | n/a | n/a | n/a | 140,118 | 137,658 | 147,237 | 108,396 |
| Stations | $ 159,022.000 | n/a | n/a | n/a | n/a | n/a | 28 | 29 | 30 | 21 |
| Route miles | $ 156,412.000 | n/a | n/a | n/a | n/a | n/a | 52.98 | 55.08 | 55.22 | 41.40 |
| | | | | | | | | | | |
| **Total Annual O&M Cost*** | | **$ 132.3** | **$ 191.9** | **$ 234.2** | **$ 250.9** | **$ 261.1** | **$ 262.2** | **$ 262.7** | **$ 270.8** | **$ 261.4** |
| | | | | | | | | | | |
| **Incremental Annual O&M Cost* (over No-Build)** | | | | **$ 42.3** | **$ 59.0** | **$ 69.2** | **$ 70.3** | **$ 70.8** | **$ 78.9** | **$ 69.5** |

* - Cost estimates are expressed in millions of Year 2006 dollars.
** - Unit costs are expressed in Year 2006 dollars.

## Table 5-12: Summary of Annual O&M Costs by Service Level

| | 2005* | 2030 ALTERNATIVES | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | Alt #1 | Alt #2 | Alternative #3 | | Alternative #4 | | | |
| | | No Build | TSM | ML Two-Direction | ML Reversible | FG Option: Kalaeloa – Salt Lake – North King – Hotel | FG Option: Kamokila – Airport – Dillingham – King with a Waikīkī Branch | FG Option: Kalaeloa – Airport – Dillingham – Halekauwila | FG 20-mile Alignment East Kapolei to Ala Moana Center |
| **Annual Svc Level** | | | | | | | | | |
| **Bus** | | | | | | | | | |
| Annual RVM | 17,429,135 | 23,717,140 | 29,114,285 | 31,242,288 | 31,989,434 | 21,476,193 | 21,314,986 | 21,656,127 | 23,955,686 |
| Annual RVH | 1,251,096 | 1,744,050 | 2,165,948 | 2,289,179 | 2,338,736 | 1,642,472 | 1,647,584 | 1,693,415 | 1,857,610 |
| Peak vehicles | 409 | 511 | 638 | 704 | 768 | 441 | 435 | 448 | 497 |
| Facilities | 2 | 4 | 5 | 5 | 5 | 4 | 4 | 4 | 4 |
| UPT | 75,023,256 | 102,288,648 | 110,133,100 | 112,725,228 | 112,388,892 | 102,537,204 | 99,596,728 | 101,196,172 | 110,962,852 |
| | | | | | | | | | |
| **Fixed Guideway** | | | | | | | | | |
| Annual RVM | n/a | n/a | n/a | n/a | n/a | 7,034,215 | 7,224,004 | 7,427,336 | 5,509,743 |
| Annual RTH | n/a | n/a | n/a | n/a | n/a | 140,118 | 137,658 | 147,237 | 108,396 |
| Stations | n/a | n/a | n/a | n/a | n/a | 28 | 29 | 30 | 21 |
| Route miles | n/a | n/a | n/a | n/a | n/a | 52.98 | 55.08 | 55.22 | 41.40 |
| | | | | | | | | | |
| **Annual Costs** | | | | | | | | | |
| **Bus** | | | | | | | | | |
| Annual RVM | $ 28.1 | $ 46.1 | $ 54.7 | $ 59.0 | $ 60.5 | $ 38.4 | $ 38.2 | $ 38.9 | $ 41.6 |
| Annual RVH | $ 64.6 | $ 90.0 | $ 111.8 | $ 118.2 | $ 120.7 | $ 84.8 | $ 85.1 | $ 87.4 | $ 95.9 |
| Peak vehicles | $ 33.8 | $ 46.9 | $ 57.7 | $ 63.7 | $ 69.8 | $ 38.3 | $ 37.8 | $ 38.9 | $ 42.7 |
| Facilities | $ 1.6 | $ 3.2 | $ 3.7 | $ 3.7 | $ 3.7 | $ 2.9 | $ 2.9 | $ 2.9 | $ 2.9 |
| UPT | $ 4.2 | $ 5.7 | $ 6.1 | $ 6.3 | $ 6.2 | $ 5.7 | $ 5.5 | $ 5.6 | $ 6.1 |
| | | | | | | | | | |
| **Fixed Guideway** | | | | | | | | | |
| Annual RVM | n/a | n/a | n/a | n/a | n/a | $ 47.4 | $ 48.7 | $ 50.1 | $ 37.1 |
| Annual RTH | n/a | n/a | n/a | n/a | n/a | $ 32.6 | $ 32.1 | $ 34.3 | $ 25.3 |
| Stations | n/a | n/a | n/a | n/a | n/a | $ 4.5 | $ 4.6 | $ 4.8 | $ 3.3 |
| Route miles | n/a | n/a | n/a | n/a | n/a | $ 8.3 | $ 8.6 | $ 8.6 | $ 6.5 |
| | | | | | | | | | |
| **Total** | **$ 132.3** | **$ 191.9** | **$ 234.2** | **$ 250.9** | **$ 261.1** | **$ 262.2** | **$ 262.7** | **$ 270.8** | **$ 261.4** |

* - Cost estimates are expressed in millions of Year 2006 dollars.

**Table 5-13: Summary of Alternative #4 Annual O&M Costs, Common O&M Organization for Both Modes**

| Alternative | 2006 O&M Cost (2006 $) | | |
|---|---|---|---|
| | Bus | Fixed Guideway | Total |
| #4: FG Option: Kalaeloa – Salt Lake – North King – Hotel | $ 169,344,088 | $ 78,891,532 | $ 248,235,620 |
| #4: FG Option: Kamokila – Airport – Dillingham – King with a Waikīkī Branch | $ 168,686,305 | $ 79,906,656 | $ 248,592,961 |
| #4: FG Option: Kalaeloa – Airport – Dillingham – Halekauwila | $ 172,965,694 | $ 83,122,586 | $ 256,088,280 |
| #4: FG 20-mile Alignment East Kapolei to Ala Moana Center | $ 189,218,343 | $ 61,370,305 | $ 250,588,648 |

# Appendix A



AR00144793

# Bus Operating Plan – 2005

| ROUTE | | WEEKDAY DPERATIDNS | | | | | | | | | VEHICLES DEPLDYED BY SIZE IN MAX SERVICE | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Weekday Totals | | | | | | Max Vehicles Required | | | | | | |
| Number | Function | Weekday Trips | Running Time (Minutes) | Layover (minutes) | Total Time (minutes) | Total Time Hours | Total Weekday Mileage | AM Peak | Base | PM Peak | 60 | 40 | 35 | 30 |
| A | LS | 143 | 10,590 | 1,072 | 11,662 | 194.4 | 2,528.4 | 18 | 12 | 18 | 18 | | | |
| B | LS | 133 | 5,349 | 1,456 | 6,805 | 113.4 | 1,037.4 | 7 | 7 | 8 | 6 | 2 | | |
| C | LS | 79 | 6,689 | 730 | 7,419 | 123.7 | 2,791.8 | 8 | 7 | 9 | 9 | | | |
| 1 | L | 239 | 16,231 | 1,381 | 17,612 | 293.5 | 3,343.5 | 23 | 21 | 25 | | 25 | | |
| 2 | L | 158 | 9,776 | 889 | 10,665 | 177.8 | 1,449.7 | 14 | 11 | 13 | 8 | 6 | | |
| 3 | L | 143 | 9,386 | 1,167 | 10,553 | 175.9 | 1,744.2 | 18 | 11 | 14 | | 18 | | |
| 4 | L | 122 | 7,651 | 937 | 8,588 | 143.1 | 1,244.0 | 14 | 8 | 15 | | 14 | | |
| 5 | CC | 55 | 1,207 | 174 | 1,381 | 23.0 | 281.3 | 2 | 1 | 2 | | 2 | | |
| 6 | CC | 95 | 5,384 | 437 | 5,821 | 97.0 | 838.2 | 7 | 7 | 7 | | 7 | | |
| 7 | CC | 80 | 2,448 | 305 | 2,753 | 45.9 | 480.3 | 7 | 2 | 5 | | 7 | | |
| 8 | L | 68 | 3,849 | 552 | 4,401 | 73.4 | 499.5 | included with Route 19 | | | included with Route 19 | | | |
| 9 | L | 95 | 6,474 | 960 | 7,434 | 123.9 | 1,316.0 | 13 | 5 | 12 | | 13 | | |
| 10 | CC | 40 | 1,297 | 106 | 1,403 | 23.4 | 247.9 | 2 | 1 | 3 | | | | 3 |
| 11 | L | 33 | 1,826 | 172 | 1,998 | 33.3 | 515.9 | 4 | 2 | 4 | | 4 | | |
| 13 | L | 155 | 8,629 | 769 | 9,398 | 156.6 | 1,207.0 | 10 | 10 | 11 | | 11 | | |
| 14 | CC | 53 | 2,519 | 106 | 2,625 | 43.8 | 644.2 | 4 | 2 | 4 | | | 2 | 2 |
| 15 | CC | 56 | 1,268 | 78 | 1,346 | 22.4 | 508.7 | 2 | 1 | 2 | | | 1 | 1 |
| 16 | CC | 10 | 250 | 50 | 300 | 5.0 | 74.2 | 1 | 0 | 1 | | | 1 | |
| 17 | CC | 65 | 907 | 242 | 1,149 | 19.2 | 120.5 | 1 | 1 | 2 | | 2 | | |
| 18 | CC | 30 | 681 | 189 | 870 | 14.5 | 127.5 | 1 | 1 | 1 | | 1 | | |
| 19 | L | 79 | 5,881 | 976 | 6,857 | 114.3 | 1,349.8 | 21 | 21 | 23 | | 23 | | |
| 20 | L | 38 | 3,417 | 774 | 4,191 | 69.9 | 645.4 | included with Route 19 | | | included with Route 19 | | | |
| 21 | CC | 14 | 291 | 35 | 326 | 5.4 | 68.9 | 1 | 0 | 1 | | | 1 | |
| 22 | L | 21 | 1,120 | 150 | 1,270 | 21.2 | 326.3 | 2 | 2 | 4 | | 4 | | |
| 31 | CC | 42 | 1,333 | 51 | 1,384 | 23.1 | 336.6 | 2 | 1 | 2 | | 2 | | |
| 32 | L | 45 | 2,314 | 243 | 2,557 | 42.6 | 692.3 | 4 | 2 | 4 | | 2 | | |
| 40 | L | 98 | 11,189 | 835 | 12,024 | 200.4 | 3,467.1 | 12 | 12 | 14 | 1 | 13 | | |
| 41 | L | 75 | 1,696 | 373 | 2,069 | 34.5 | 744.5 | 3 | 3 | 3 | | 3 | | |
| 42 | L | 83 | 9,110 | 780 | 9,890 | 164.8 | 2,095.2 | 10 | 11 | 13 | 13 | | | |
| 43 | L | 42 | 2,880 | 295 | 3,175 | 52.9 | 917.7 | 5 | 5 | 5 | | 5 | | |
| 52 | L | 62 | 7,443 | 888 | 8,331 | 138.9 | 2,904.3 | 33 | 27 | 32 | | 33 | | |
| 53 | L | 72 | 4,063 | 308 | 4,371 | 72.9 | 1,102.6 | 7 | 4 | 6 | | 7 | | |
| 54 | L | 91 | 4,618 | 305 | 4,923 | 82.1 | 1,303.6 | 6 | 4 | 9 | | 9 | | |
| 55 | L | 59 | 6,658 | 879 | 7,537 | 125.6 | 2,531.3 | included with Route 52 | | | | | | |
| 56 | L | 60 | 4,626 | 454 | 5,080 | 84.7 | 1,440.0 | 7 | 5 | 10 | | 10 | | |
| 57 | L | 78 | 4,612 | 774 | 5,386 | 89.8 | 1,571.5 | 16 | 12 | 16 | | 16 | | |
| 57A | L | 28 | 1,372 | 200 | 1,572 | 26.2 | 440.6 | included with Route 57 | | | | | | |
| 58 | L | 45 | 2,905 | 290 | 3,195 | 53.3 | 898.3 | included with Route 57 | | | | | | |
| 62 | L | 74 | 6,340 | 642 | 6,982 | 116.4 | 1,670.6 | included with Route 52 | | | | | | |
| 65 | L | 46 | 2,814 | 323 | 3,137 | 52.3 | 865.3 | included with Route 52 | | | | | | |
| 70 | CC | 25 | 840 | 33 | 873 | 14.6 | 318.7 | 1 | 1 | 1 | | | | 1 |
| 71 | CC | 14 | 258 | 24 | 282 | 4.7 | 77.8 | 1 | 0 | 1 | | | | 1 |
| 72 | CC | 25 | 677 | 128 | 805 | 13.4 | 169.5 | 1 | 1 | 1 | | | | 1 |
| 73 | CC | 47 | 459 | 229 | 688 | 11.5 | 197.8 | 1 | 1 | 1 | | | | 1 |
| 74 | CC | 16 | 347 | 53 | 400 | 6.7 | 77.5 | 1 | 0 | 1 | | | | 1 |
| 76 | CC | 40 | 600 | 200 | 800 | 13.3 | 168.2 | 1 | 1 | 1 | | | | 1 |
| 77 | CC | 17 | 635 | 127 | 762 | 12.7 | 226.7 | 1 | 1 | 1 | | 1 | | |
| 401 | CC | 18 | 456 | 84 | 540 | 9.0 | 161.5 | included with Route 403 | | | | | | |
| 402 | CC | 18 | 410 | 130 | 540 | 9.0 | 127.8 | included with Route 403 | | | | | | |
| 403 | CC | 36 | 949 | 105 | 1,054 | 17.6 | 315.6 | 2 | 2 | 2 | | 2 | | |
| 411 | CC | 74 | 1,032 | 90 | 1,122 | 18.7 | 268.6 | included with Route 41 | | | | | | |
| 412 | CC | 58 | 522 | 348 | 870 | 14.5 | 158.9 | 1 | 1 | 1 | | | | 1 |
| 413 | CC | 24 | 288 | 84 | 372 | 6.2 | 111.5 | 1 | 0 | 1 | | 1 | | |
| 414 | CA | 29 | 349 | 502 | 851 | 14.2 | 106.6 | 1 | 1 | 1 | Handi-Van | | | |
| 415 | CC | 2 | 76 | 0 | 76 | 1.3 | 15.2 | 0 | 0 | 0 | included with Route 413 | | | |
| 421 | CC | 43 | 688 | 602 | 1,290 | 21.5 | 201.7 | 1 | 1 | 2 | | | | 2 |
| 431 | CC | 32 | 830 | 110 | 940 | 15.7 | 241.8 | 1 | 1 | 1 | | 1 | | |
| 432 | CC | 147 | 1,837 | 370 | 2,207 | 36.8 | 391.0 | 2 | 2 | 2 | | 2 | | |
| 433 | CC | 68 | 1,625 | 157 | 1,782 | 29.7 | 331.7 | 1 | 1 | 1 | | 1 | | |
| 434 | CC | 70 | 897 | 136 | 1,033 | 17.2 | 259.6 | 1 | 1 | 1 | | 1 | | |
| 503 | CA | 34 | 722 | 177 | 899 | 15.0 | 148.4 | 1 | 1 | 1 | Handi-Van | | | |
| EXPRESS ROUTES | | | | | | | | | | | | | | |
| 80 | X | 11 | 673 | 0 | 673 | 11.2 | 204.4 | 7 | 0 | 2 | | 7 | | |
| 80A | X | 9 | 639 | 0 | 639 | 10.7 | 166.1 | 3 | 0 | 2 | | 3 | | |
| 80B | X | 2 | 79 | 0 | 79 | 1.3 | 22.3 | 0 | 0 | 1 | | | 1 | |
| 81 | X | 22 | 1,288 | 0 | 1,288 | 21.5 | 452.4 | 6 | 0 | 6 | 3 | 3 | | |
| 82 | X | 7 | 354 | 0 | 354 | 5.9 | 109.8 | included with Route 80 | | | | | | |
| 83 | X | 14 | 1,117 | 0 | 1,117 | 18.6 | 402.2 | 4 | 0 | 6 | | 6 | | |
| 83A | X | 4 | 253 | 0 | 253 | 4.2 | 106.2 | 1 | 0 | 2 | | 2 | | |
| 84 | X | 8 | 583 | 0 | 583 | 9.7 | 219.6 | 4 | 0 | 4 | | 4 | | |
| 84A | X | 8 | 583 | 0 | 583 | 9.7 | 206.6 | 4 | 0 | 4 | 1 | 3 | | |
| 85 | X | 8 | 613 | 0 | 613 | 10.2 | 181.3 | 6 | 0 | 5 | | 6 | | |
| 85A | X | 6 | 309 | 0 | 309 | 5.2 | 95.0 | 3 | 0 | 2 | | 3 | | |
| 86 | X | 2 | 128 | 0 | 128 | 2.1 | 51.8 | 1 | 0 | 1 | | 1 | | |
| 86A | X | 2 | 136 | 0 | 136 | 2.3 | 56.7 | 1 | 0 | 1 | | 1 | | |
| 88 | X | 3 | 143 | 0 | 143 | 2.4 | 49.1 | 2 | 0 | 3 | | 3 | | |
| 88A | X | 10 | 2,004 | 0 | 2,004 | 33.4 | 812.4 | 2 | 0 | 2 | | 2 | | |
| 89 | X | 4 | 216 | 0 | 216 | 3.6 | 71.8 | 1 | 0 | 2 | | 2 | | |
| 90 | X | 3 | 153 | 0 | 153 | 2.6 | 45.6 | 2 | 0 | 2 | | 2 | | |
| 91 | X | 17 | 1,163 | 0 | 1,163 | 19.4 | 412.3 | 5 | 0 | 5 | 5 | | | |
| 92 | X | 6 | 462 | 0 | 462 | 7.7 | 153.6 | 2 | 0 | 3 | | 3 | | |
| 93 | X | 29 | 2,266 | 0 | 2,266 | 37.8 | 969.5 | 9 | 0 | 9 | | 9 | | |
| 93A | X | 2 | 152 | 0 | 152 | 2.5 | 74.2 | 1 | 0 | 1 | | 1 | | |
| 95 | X | 2 | 169 | 0 | 169 | 2.8 | 62.0 | 1 | 0 | 1 | | 1 | | |
| 96 | X | 4 | 182 | 0 | 182 | 3.0 | 70.3 | 1 | 0 | 2 | | 2 | | |
| 97 | X | 8 | 380 | 0 | 380 | 6.3 | 153.6 | 1 | 0 | 3 | | 3 | | |
| 98 | X | 6 | 322 | 0 | 322 | 5.4 | 137.0 | 2 | 0 | 3 | | 3 | | |
| 101 | X | 10 | 550 | 0 | 550 | 9.2 | 221.4 | 2 | 0 | 5 | | 5 | | |
| 102 | X | 6 | 390 | 0 | 390 | 6.5 | 150.5 | 2 | 0 | 3 | | 3 | | |
| 103 | X | 4 | 206 | 0 | 206 | 3.4 | 66.7 | 0 | 0 | 2 | | 2 | | |
| 201 | X | 9 | 891 | 0 | 891 | 14.9 | 248.0 | 6 | 0 | 3 | | 6 | | |
| 202 | X | 6 | 470 | 0 | 470 | 7.8 | 128.0 | 3 | 0 | 2 | | 3 | | |
| 203 | X | 4 | 232 | 0 | 232 | 3.9 | 40.4 | 0 | 0 | 2 | | 2 | | |
| TOTALS | | 4,077 | 218,696 | 25,036 | 243,732 | 4,062.2 | 56,588.1 | 386 | 235 | 409 | 64 | 339 | 6 | 15 |

# Bus Operating Plan – Alternative #1, No-Build

| ROUTE | | WEEKDAY OPERATIONS | | | | | | | WEEKDAY OPERATIONS | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Weekday Totals | | | | | | | Maximum Vehicles Required | | | | | | |
| Number | Function | Weekday Trips | Running Time (Minutes) | Layover (minutes) | Total Time (minutes) | Total Time Hours | Total Weekday Mileage | Span of Service | 4:00 AM to 5:29 AM | 5:30 AM to 8:59 AM | 9:00 AM to 2:59 PM | 3:00 PM to 5:59 PM | 6:00 PM to 10:59 PM | 11:00 PM to 3:59 AM | Vehicle Size |
| A | LS | 143 | 10,718 | 1,072 | 11,790 | 196.5 | 2,998.5 | 4:15 AM to 10:37 PM | 12 | 18 | 13 | 17 | 11 | 0 | 60 |
| B | LS | 129 | 5,847 | 493 | 6,340 | 105.7 | 1,026.8 | 4:55 AM to 11:02 PM | 3 | 7 | 7 | 7 | 6 | 0 | 60 |
| C | LS | 150 | 13,389 | 1,504 | 14,893 | 248.2 | 5,534.9 | 3:07 AM to 10:53 PM | 10 | 16 | 15 | 18 | 17 | 0 | 60 |
| D | LS | 74 | 5,180 | 370 | 5,550 | 92.5 | 1,873.7 | 5:00 AM to 10:00 PM | 8 | 8 | 5 | 8 | 8 | 0 | 60 |
| E | LS | 136 | 10,880 | 1,360 | 12,240 | 204.0 | 3,325.2 | 4:30 AM to 10:00 PM | 9 | 12 | 12 | 12 | 12 | 0 | 60 |
| 1 | L | 192 | 10,560 | 960 | 11,520 | 192.0 | 1,708.8 | 4:00 AM to 2:00 AM | 12 | 12 | 8 | 12 | 12 | 6 | 60 |
| 1L | LS | 91 | 6,370 | 455 | 6,825 | 113.8 | 1,533.3 | 4:00 AM to 1:30 AM | 7 | 7 | 5 | 7 | 7 | 5 | 60 |
| 2 | L | 158 | 9,776 | 889 | 10,665 | 177.8 | 1,449.7 | 4:10 AM to 1:44 AM | 9 | 13 | 10 | 12 | 8 | 3 | 40 |
| 3 | L | 143 | 9,386 | 1,167 | 10,553 | 175.9 | 1,836.6 | 4:15 AM to 1:26 AM | 8 | 18 | 11 | 14 | 6 | 2 | 60 |
| 4 | L | 117 | 9,360 | 1,170 | 10,530 | 175.5 | 1,392.3 | 5:00 AM to 12:30 AM | 5 | 12 | 9 | 12 | 12 | 4 | 40 |
| 5 | CC | 55 | 1,483 | 157 | 1,640 | 27.3 | 281.3 | 5:36 AM to 10:02 PM | 0 | 3 | 2 | 3 | 2 | 0 | 40 |
| 6 | L | 95 | 5,545 | 437 | 5,982 | 99.7 | 838.2 | 5:03 AM to 11:58 PM | 3 | 10 | 7 | 10 | 3 | 0 | 40 |
| 7 | CC | 80 | 2,448 | 305 | 2,753 | 45.9 | 480.3 | 4:39 AM to 11:07 PM | 2 | 7 | 2 | 5 | 2 | 0 | 40 |
| 8 | L | 136 | 3,874 | 556 | 4,430 | 73.8 | 503.2 | 7:24 AM to 10:43 PM | 0 | 4 | 7 | 6 | 7 | 0 | 60 |
| 9 | L | 95 | 6,474 | 960 | 7,434 | 123.9 | 1,316.0 | 5:10 AM to 12:56 AM | 2 | 13 | 5 | 12 | 4 | 2 | 40 |
| 10 | CC | 40 | 1,569 | 106 | 1,675 | 27.9 | 419.4 | 4:53 AM to 10:41 PM | 1 | 2 | 1 | 3 | 1 | 0 | 30 |
| 11 | L | 33 | 1,826 | 172 | 1,998 | 33.3 | 515.9 | 5:48 AM to 10:14 PM | 0 | 4 | 2 | 4 | 2 | 0 | 40 |
| 13 | L | 198 | 18,810 | 1,980 | 20,790 | 346.5 | 2,138.4 | 5:00 AM to 1:00 AM | 8 | 21 | 21 | 21 | 10 | 10 | 60 |
| 15 | CC | 56 | 1,082 | 78 | 1,160 | 19.3 | 508.7 | 5:30 AM to 10:23 PM | 0 | 2 | 1 | 2 | 1 | 0 | 30 |
| 16 | CC | 10 | 250 | 50 | 300 | 5.0 | 74.2 | Peak Period | 0 | 1 | 0 | 1 | 0 | 0 | 35 |
| 17 | CC | 65 | 907 | 242 | 1,149 | 19.2 | 120.5 | 6:00 AM to 9:48 PM | 0 | 1 | 1 | 2 | 1 | 0 | 40 |
| 18 | CC | 72 | 3,960 | 360 | 4,320 | 72.0 | 518.4 | 6:00 AM to 12:00 AM | 0 | 4 | 4 | 4 | 4 | 4 | 40 |
| 19 | L | 109 | 7,843 | 1,120 | 8,963 | 149.4 | 1,698.4 | 4:13 AM to 1:48 AM | 5 | 18 | 17 | 20 | 10 | 5 | 60 |
| 20 | L | 38 | 3,417 | 774 | 4,191 | 69.9 | 645.4 | 5:14 AM to 7:33 PM | 1 | 5 | 6 | 5 | 1 | 0 | 60 |
| 23 | L | 64 | 6,080 | 640 | 6,720 | 112.0 | 1,315.2 | 6:00 AM to 10:00 PM | 0 | 7 | 7 | 7 | 7 | 0 | 40 |
| 31 | CC | 42 | 1,333 | 51 | 1,384 | 23.1 | 336.6 | 4:30 AM to 10:11 PM | 1 | 2 | 1 | 2 | 1 | 0 | 35 |
| 32 | L | 45 | 2,314 | 243 | 2,557 | 42.6 | 692.3 | 5:10 AM to 9:50 PM | 1 | 4 | 2 | 4 | 2 | 0 | 35 |
| 40 | L | 138 | 19,671 | 1,402 | 21,073 | 351.2 | 5,577.7 | 4:00 AM to 3:59 AM | 10 | 17 | 10 | 22 | 20 | 8 | 60 |
| 41 | L | 75 | 1,698 | 381 | 2,079 | 34.7 | 744.5 | 4:47 AM to 10:10 PM | 2 | 2 | 2 | 2 | 2 | 0 | 40 |
| 42 | L | 122 | 14,529 | 1,208 | 15,737 | 262.3 | 3,300.6 | 4:00 AM to 3:59 AM | 8 | 19 | 9 | 19 | 12 | 7 | 60 |
| 43 | L | 42 | 3,003 | 295 | 3,298 | 55.0 | 917.7 | 7:00 AM to 6:27 PM | 0 | 5 | 5 | 5 | 0 | 0 | 40 |
| 50 | L | 72 | 5,760 | 720 | 6,480 | 108.0 | 1,116.7 | 5:00 AM to 11:00 PM | 2 | 6 | 6 | 6 | 6 | 0 | 40 |
| 51 | L | 68 | 6,516 | 859 | 7,375 | 122.9 | 1,666.2 | 4:30 AM to 1:37 AM | 5 | 15 | 7 | 15 | 4 | 4 | 60 |
| 52 | L | 75 | 7,875 | 1,125 | 9,000 | 150.0 | 2,808.8 | 4:00 AM to 3:59 AM | 5 | 10 | 8 | 10 | 8 | 4 | 60 |
| 53 | L | 72 | 4,964 | 350 | 5,314 | 88.6 | 1,102.6 | 4:49 AM to 11:26 PM | 4 | 9 | 4 | 9 | 4 | 0 | 60 |
| 54 | L | 91 | 5,711 | 366 | 6,077 | 101.3 | 1,303.6 | 5:00 AM to 11:11 PM | 0 | 8 | 5 | 8 | 5 | 0 | 60 |
| 55 | L | 68 | 10,336 | 1,020 | 11,356 | 189.3 | 3,775.0 | 4:00 AM to 3:59 AM | 2 | 11 | 11 | 11 | 11 | 4 | 60 |
| 56 | L | 60 | 4,626 | 454 | 5,080 | 84.7 | 1,440.0 | 4:48 AM to 10:37 PM | 3 | 7 | 5 | 10 | 4 | 0 | 40 |
| 57 | L | 78 | 4,612 | 774 | 5,386 | 89.8 | 1,571.5 | 4:58 AM to 11:30 PM | 2 | 7 | 5 | 5 | 5 | 0 | 40 |
| 57A | L | 28 | 1,372 | 200 | 1,572 | 26.2 | 440.6 | 5:32 AM to 6:25 PM | 0 | 3 | 2 | 3 | 0 | 0 | 40 |
| 65 | L | 46 | 2,776 | 333 | 3,109 | 51.8 | 866.9 | 5:12 AM to 10:15 PM | 2 | 8 | 3 | 8 | 2 | 0 | 40 |
| 70 | CC | 25 | 840 | 33 | 873 | 14.6 | 318.7 | 6:09 AM to 7:45 PM | 0 | 1 | 1 | 1 | 1 | 0 | 35 |
| 71 | CC | 14 | 258 | 24 | 282 | 4.7 | 77.8 | Peak Period | 0 | 1 | 0 | 1 | 0 | 0 | 35 |
| 73 | CC | 47 | 459 | 229 | 688 | 11.5 | 197.8 | 6:14 AM to 5:47 PM | 0 | 1 | 1 | 1 | 0 | 0 | 35 |
| 74 | CC | 14 | 295 | 47 | 342 | 5.7 | 65.6 | Peak Period | 0 | 1 | 0 | 1 | 0 | 0 | 35 |
| 77 | CC | 17 | 635 | 127 | 762 | 12.7 | 226.7 | 5:32 AM to 6:22 PM | 0 | 1 | 1 | 1 | 0 | 0 | 35 |
| 131 | CC | 24 | 300 | 60 | 360 | 6.0 | 67.2 | 6:00 AM to 6:35 PM | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 30 |
| 132 | CC | 24 | 300 | 60 | 360 | 6.0 | 70.8 | 6:20 AM to 6:45 PM | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 30 |
| 133 | CC | 58 | 725 | 145 | 870 | 14.5 | 200.1 | 5:30 AM to 10:00 PM | 1 | 1 | 1 | 1 | 1 | 0 | 30 |
| 134 | CC | 58 | 1,595 | 145 | 1,740 | 29.0 | 455.3 | 5:30 AM to 10:00 PM | 2 | 2 | 2 | 2 | 1 | 0 | 30 |
| 231 | CC | 60 | 750 | 150 | 900 | 15.0 | 293.7 | 5:00 AM to 1:00 AM | 1 | 1 | 0.5 | 1 | 0.5 | 0.5 | 35 |
| 232 | CC | 46 | 575 | 115 | 690 | 11.5 | 174.1 | 5:00 AM to 8:00 PM | 1 | 1 | 0.5 | 1 | 0.5 | 0 | 35 |
| 401 | CC | 36 | 456 | 84 | 540 | 9.0 | 161.5 | 3:50 AM to 9:34 PM | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0 | 35 |
| 402 | CC | 36 | 410 | 130 | 540 | 9.0 | 127.8 | 4:20 AM to 9:58 PM | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0 | 35 |
| 403 | CC | 37 | 963 | 118 | 1,081 | 18.0 | 322.0 | 4:15 AM to 10:22 PM | 1 | 1 | 1 | 1 | 1 | 0 | 35 |
| 411 | CC | 74 | 1,044 | 90 | 1,134 | 18.9 | 268.6 | 4:30 AM to 12:49 AM | 1 | 1 | 1 | 1 | 1 | 1 | 40 |
| 412 | CC | 58 | 522 | 348 | 870 | 14.5 | 158.9 | 4:30 AM to 6:48 PM | 1 | 1 | 1 | 1 | 1 | 0 | 35 |
| 413 | CC | 36 | 426 | 114 | 540 | 9.0 | 167.2 | 5:30 AM to 5:55 PM | 1 | 1 | 1 | 1 | 0 | 0 | 40 |
| 414 | CA | 29 | 349 | 502 | 851 | 14.2 | 106.6 | 4:30 AM to 6:43 PM | 1 | 1 | 1 | 1 | 1 | 0 | Handi-Van Vehicle |
| 415 | CC | 66 | 2,652 | 393 | 3,045 | 50.8 | 708.2 | 5:30 AM to 11:00 PM | 3 | 4 | 3 | 4 | 3 | 0 | 40 |
| 416 | CC | 64 | 800 | 160 | 960 | 16.0 | 166.4 | 5:30 AM to 10:00 PM | 1 | 1 | 1 | 1 | 1 | 0 | 40 |
| 417 | CC | 76 | 950 | 190 | 1,140 | 19.0 | 408.5 | 5:00 AM to 12:30 AM | 1 | 1 | 1 | 1 | 1 | 1 | 40 |
| 418 | CC | 68 | 1,870 | 170 | 2,040 | 34.0 | 370.9 | 5:00 AM to 11:00 PM | 2 | 2 | 1 | 2 | 2 | 0 | 40 |
| 419 | CC | 68 | 850 | 170 | 1,020 | 17.0 | 244.4 | 5:00 AM to 11:00 PM | 1 | 1 | 1 | 1 | 1 | 0 | 40 |
| 421 | CC | 37 | 2,035 | 185 | 2,220 | 37.0 | 494.7 | 4:33 AM to 12:03 AM | 2 | 2 | 2 | 2 | 2 | 0 | 40 |
| 422 | CC | 76 | 2,090 | 190 | 2,280 | 38.0 | 614.8 | 5:00 AM to 12:30 AM | 2 | 2 | 2 | 2 | 2 | 2 | 40 |
| 432 | CC | 147 | 1,837 | 370 | 2,207 | 36.8 | 391.0 | 4:41 AM to 1:28 AM | 2 | 2 | 2 | 2 | 2 | 1 | 40 |
| 433 | CC | 67 | 1,480 | 153 | 1,633 | 27.2 | 328.0 | 5:00 AM to 11:26 PM | 1 | 2 | 2 | 2 | 1 | 1 | 40 |
| 434 | CC | 107 | 2,007 | 136 | 2,143 | 35.7 | 474.2 | 4:41 AM to 12:52 AM | 2 | 2 | 2 | 2 | 2 | 1 | 40 |
| 440 | CC | 66 | 825 | 165 | 990 | 16.5 | 184.8 | 5:00 AM to 10:00 PM | 1 | 1 | 1 | 1 | 1 | 0 | 40 |
| 441 | CC | 66 | 1,815 | 165 | 1,980 | 33.0 | 369.6 | 5:00 AM to 10:00 PM | 2 | 2 | 2 | 2 | 2 | 0 | 40 |
| 501 | CC | 66 | 825 | 165 | 990 | 16.5 | 260.7 | 5:30 AM to 10:00 PM | 0 | 1 | 1 | 1 | 1 | 0 | 40 |
| 502 | CC | 66 | 825 | 165 | 990 | 16.5 | 214.5 | 5:30 AM to 10:00 PM | 0 | 1 | 1 | 1 | 1 | 0 | 35 |
| 503 | CA | 34 | 722 | 177 | 899 | 15.0 | 148.4 | 4:33 AM to 7:53 PM | 1 | 1 | 1 | 1 | 1 | 0 | Handi-Van Vehicle |
| 504 | CC | 20 | 550 | 50 | 600 | 10.0 | 112.0 | 5:30 AM to 7:00 PM | 0 | 0.75 | 0.75 | 0.75 | 0.00 | 0 | 35 |
| 505 | CC | 20 | 150 | 50 | 200 | 3.3 | 41.0 | 5:30 AM to 7:00 PM | 0 | 0.25 | 0.25 | 0.25 | 0.00 | 0 | 35 |
| 511 | CC | 76 | 950 | 190 | 1,140 | 19.0 | 235.6 | 4:30 AM to 11:30 PM | 1 | 1 | 1 | 1 | 1 | 1 | 40 |
| 512 | CC | 60 | 750 | 150 | 900 | 15.0 | 180.0 | 5:00 AM to 8:00 PM | 1 | 1 | 1 | 1 | 1 | 0 | 40 |
| 513 | CC | 68 | 850 | 170 | 1,020 | 17.0 | 151.3 | 5:00 AM to 1:00 AM | 1 | 1 | 1 | 1 | 1 | 1 | 40 |
| 521 | CC | 30 | 375 | 75 | 450 | 7.5 | 136.7 | 5:00 AM to 8:00 PM | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0 | 35 |
| 522 | CC | 30 | 375 | 75 | 450 | 7.5 | 216.0 | 5:00 AM to 8:00 PM | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0 | 35 |
| FERRY ROUTES | | | | | | | | | | | | | | | |
| 4F | F | 7 | 385 | 35 | 420 | 7.0 | 64.4 | Peak Period | 0 | 4 | 0 | 4 | 0 | 0 | 40 |
| 8F | F | 7 | 490 | 35 | 525 | 8.8 | 86.8 | Peak Period | 0 | 5 | 0 | 5 | 0 | 0 | 40 |
| 30F | F | 7 | 280 | 35 | 315 | 5.3 | 50.4 | Peak Period | 0 | 3 | 0 | 3 | 0 | 0 | 40 |
| 41F | F | 3 | 165 | 15 | 180 | 3.0 | 36.3 | Peak Period | 0 | 2 | 0 | 2 | 0 | 0 | 40 |
| 93F | F | 3 | 360 | 0 | 360 | 6.0 | 96.9 | Peak Period | 0 | 4 | 0 | 4 | 0 | 0 | 40 |
| 411F | F | 3 | 165 | 15 | 180 | 3.0 | 40.8 | Peak Period | 0 | 2 | 0 | 2 | 0 | 0 | 35 |
| 413F | F | 6 | 180 | 0 | 180 | 3.0 | 42.6 | Peak Period | 0 | 1 | 0 | 1 | 0 | 0 | 40 |
| EXPRESS ROUTES | | | | | | | | | | | | | | | |
| 80 | X | 11 | 618 | 0 | 618 | 10.3 | 203.7 | Peak Period | 0 | 4 | 0 | 2 | 0 | 0 | 40 |
| 80A | X | 9 | 639 | 0 | 639 | 10.7 | 166.1 | Peak Period | 0 | 3 | 0 | 2 | 0 | 0 | 40 |
| 80B | X | 2 | 79 | 0 | 79 | 1.3 | 22.3 | Peak Period | 0 | 1 | 0 | 1 | 0 | 0 | 40 |
| 81 | X | 22 | 1,288 | 0 | 1,288 | 21.5 | 452.4 | Peak Period | 0 | 6 | 0 | 6 | 0 | 0 | 60 |
| 82 | X | 7 | 354 | 0 | 354 | 5.9 | 109.8 | Peak Period | 0 | 3 | 0 | 1 | 0 | 0 | 40 |
| 83 | X | 17 | 1,366 | 0 | 1,366 | 22.8 | 489.3 | Peak Period | 0 | 6 | 0 | 6 | 0 | 0 | 60 |
| 83A | X | 4 | 253 | 0 | 253 | 4.2 | 106.2 | Peak Period | 0 | 2 | 0 | 2 | 0 | 0 | 60 |
| 84 | X | 8 | 583 | 0 | 583 | 9.7 | 219.6 | Peak Period | 0 | 4 | 0 | 4 | 0 | 0 | 60 |
| 84A | X | 8 | 583 | 0 | 583 | 9.7 | 206.6 | Peak Period | 0 | 4 | 0 | 4 | 0 | 0 | 40 |
| 85 | X | 8 | 613 | 0 | 613 | 10.2 | 181.3 | Peak Period | 0 | 6 | 0 | 5 | 0 | 0 | 40 |
| 85A | X | 6 | 309 | 0 | 309 | 5.2 | 95.0 | Peak Period | 0 | 3 | 0 | 2 | 0 | 0 | 40 |
| 86 | X | 2 | 128 | 0 | 128 | 2.1 | 51.8 | Peak Period | 0 | 1 | 0 | 1 | 0 | 0 | 40 |
| 86A | X | 2 | 136 | 0 | 136 | 2.3 | 56.7 | Peak Period | 0 | 1 | 0 | 1 | 0 | 0 | 40 |
| 88 | X | 4 | 194 | 0 | 194 | 3.2 | 64.7 | Peak Period | 0 | 2 | 0 | 3 | 0 | 0 | 40 |
| 88A | X | 4 | 702 | 0 | 702 | 11.7 | 301.9 | Peak Period | 0 | 2 | 0 | 2 | 0 | 0 | 40 |
| 89 | X | 4 | 216 | 0 | 216 | 3.6 | 71.8 | Peak Period | 0 | 1 | 0 | 2 | 0 | 0 | 40 |
| 90 | X | 4 | 210 | 0 | 210 | 3.5 | 63.8 | Peak Period | 0 | 2 | 0 | 2 | 0 | 0 | 40 |
| 92 | X | 6 | 462 | 0 | 462 | 7.7 | 153.6 | Peak Period | 0 | 2 | 0 | 3 | 0 | 0 | 40 |
| 93 | X | 29 | 2,266 | 0 | 2,266 | 37.8 | 969.5 | Peak Period | 0 | 9 | 0 | 9 | 0 | 0 | 60 |
| 93A | X | 2 | 152 | 0 | 152 | 2.5 | 74.2 | Peak Period | 0 | 1 | 0 | 1 | 0 | 0 | 40 |
| 95 | X | 2 | 169 | 0 | 169 | 2.8 | 62.0 | Peak Period | 0 | 1 | 0 | 1 | 0 | 0 | 40 |
| 96 | X | 4 | 182 | 0 | 182 | 3.0 | 70.3 | Peak Period | 0 | 1 | 0 | 2 | 0 | 0 | 40 |
| 97 | X | 8 | 380 | 0 | 380 | 6.3 | 153.6 | Peak Period | 0 | 1 | 0 | 3 | 0 | 0 | 40 |
| 98 | X | 6 | 322 | 0 | 322 | 5.4 | 137.0 | Peak Period | 0 | 2 | 0 | 3 | 0 | 0 | 60 |
| 101 | X | 10 | 550 | 0 | 550 | 9.2 | 221.4 | Peak Period | 0 | 2 | 0 | 5 | 0 | 0 | 60 |
| 102 | X | 6 | 390 | 0 | 390 | 6.5 | 150.5 | Peak Period | 0 | 2 | 0 | 3 | 0 | 0 | 60 |
| 103 | X | 4 | 206 | 0 | 206 | 3.4 | 66.7 | Peak Period | 0 | 2 | 0 | 2 | 0 | 0 | 40 |
| 203 | X | 4 | 232 | 0 | 232 | 3.9 | 40.4 | Peak Period | 0 | 2 | 0 | 2 | 0 | 0 | 40 |
| TOTALS | | 5,911 | 306,222 | 33,528 | 339,750 | 5,662.5 | 77,003.7 | | 188 | 502 | 305 | 511 | 276 | 77 | |



AR00144795

# Bus Operating Plan – Alternative #2, TSM

| ROUTE | | WEEKDAY OPERATIONS | | | | | | | WEEKDAY OPERATIONS | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Weekday Totals | | | | | | | Maximum Vehicles Required | | | | | | |
| Number | Function | Weekday Trips | Running Time (Minutes) | Layover (minutes) | Total Time (minutes) | Total Time Hours | Total Weekday Mileage | Span of Service | 4:00 AM to 5:29 AM | 5:30 AM to 8:59 AM | 9:00 AM to 2:59 PM | 3:00 PM to 5:59 PM | 6:00 PM to 10:59 PM | 11:00 PM to 3:59 AM | Vehicle Size |
| A | LS | 158 | 15,166 | 1,264 | 16,430 | 273.8 | 3,487.8 | 4:15 AM to 10:37 PM | 6 | 25 | 14 | 26 | 12 | 0 | 60 |
| B | LS | 129 | 5,223 | 1,401 | 6,624 | 110.4 | 1,006.2 | 4:55 AM to 11:02 PM | 3 | 7 | 7 | 7 | 7 | 0 | 60 |
| C | LS | 230 | 17,392 | 2,390 | 19,782 | 329.7 | 7,446.2 | 3:07 AM to 10:53 PM | 8 | 30 | 15 | 30 | 13 | 0 | 60 |
| D | LS | 96 | 6,720 | 480 | 7,200 | 120.0 | 2,430.7 | 5:00 AM to 10:00 PM | 4 | 10 | 5 | 10 | 8 | 0 | 60 |
| E | LS | 149 | 11,920 | 1,490 | 13,410 | 223.5 | 3,643.1 | 4:30 AM to 10:00 PM | 8 | 15 | 12 | 15 | 12 | 0 | 60 |
| 1 | L | 184 | 10,120 | 920 | 11,040 | 184.0 | 1,713.0 | 4:00 AM to 2:00 AM | 12 | 12 | 8 | 12 | 12 | 8 | 60 |
| 1L | LS | 138 | 9,660 | 690 | 10,350 | 172.5 | 2,044.5 | 4:00 AM to 1:30 AM | 6 | 13 | 8 | 13 | 8 | 5 | 60 |
| 2 | L | 158 | 9,776 | 889 | 10,665 | 177.8 | 1,449.7 | 4:10 AM to 1:44 AM | 9 | 13 | 10 | 12 | 7 | 3 | 40 |
| 3 | L | 143 | 9,386 | 1,167 | 10,553 | 175.9 | 1,744.2 | 4:15 AM to 1:26 AM | 8 | 18 | 11 | 14 | 6 | 2 | 60 |
| 4 | L | 117 | 5,850 | 1,170 | 7,020 | 117.0 | 1,041.3 | 5:00 AM to 12:00 AM | 5 | 8 | 6 | 8 | 8 | 4 | 40 |
| 5 | CC | 55 | 1,207 | 174 | 1,381 | 23.0 | 281.3 | 5:36 AM to 10:02 PM | 0 | 2 | 1 | 2 | 1 | 0 | 40 |
| 6 | L | 95 | 5,384 | 437 | 5,821 | 97.0 | 838.2 | 5:03 AM to 11:58 PM | 1 | 10 | 7 | 10 | 3 | 0 | 40 |
| 8 | L | 178 | 7,120 | 890 | 8,010 | 133.5 | 792.1 | 7:15 AM to 12:00 AM | 0 | 6 | 9 | 9 | 9 | 0 | 60 |
| 9 | L | 95 | 6,474 | 960 | 7,434 | 123.9 | 1,316.0 | 5:10 AM to 12:56 AM | 2 | 13 | 5 | 12 | 4 | 2 | 40 |
| 11 | L | 33 | 1,826 | 172 | 1,998 | 33.3 | 515.9 | 5:48 AM to 10:14 PM | 0 | 4 | 2 | 4 | 2 | 0 | 40 |
| 13 | L | 198 | 18,810 | 1,980 | 20,790 | 346.5 | 2,138.4 | 5:00 AM to 1:00 AM | 8 | 21 | 21 | 21 | 10 | 10 | 60 |
| 15 | CC | 58 | 1,062 | 78 | 1,140 | 19.3 | 500.7 | 5:30 AM to 10:23 PM | 0 | 2 | 1 | 2 | 1 | 0 | 30 |
| 17 | CC | 134 | 6,700 | 1,340 | 8,040 | 134.0 | 1,165.8 | 5:00 AM to 12:00 AM | 4 | 12 | 6 | 8 | 8 | 4 | 40 |
| 18 | CC | 72 | 3,960 | 360 | 4,320 | 72.0 | 518.4 | 6:00 AM to 12:00 AM | 0 | 4 | 4 | 4 | 4 | 4 | 40 |
| 19 | L | 109 | 7,843 | 1,120 | 8,963 | 149.4 | 1,698.4 | 4:13 AM to 1:48 AM | 5 | 18 | 17 | 20 | 10 | 5 | 60 |
| 20 | L | 38 | 3,417 | 774 | 4,191 | 69.9 | 645.4 | 5:14 AM to 7:33 PM | 1 | 5 | 6 | 5 | 1 | 0 | 60 |
| 23 | L | 64 | 6,080 | 640 | 6,720 | 112.0 | 1,315.2 | 6:00 AM to 10:00 PM | 0 | 7 | 7 | 7 | 7 | 0 | 40 |
| 30 | L | 70 | 3,500 | 700 | 4,200 | 70.0 | 514.5 | 5:00 AM to 12:00 AM | 2 | 4 | 4 | 4 | 4 | 2 | 40 |
| 31 | L | 45 | 2,314 | 243 | 2,557 | 42.6 | 692.3 | 5:15 AM to 9:50 PM | 1 | 4 | 2 | 4 | 2 | 0 | 35 |
| 40 | L | 126 | 18,670 | 1,800 | 20,470 | 341.2 | 5,091.9 | 4:00 AM to 3:59 AM | 17 | 22 | 11 | 22 | 11 | 8 | 60 |
| 41 | L | 98 | 2,264 | 508 | 2,772 | 46.2 | 955.0 | 4:47 AM to 10:10 PM | 2 | 4 | 2 | 4 | 2 | 0 | 40 |
| 42 | L | 122 | 14,529 | 1,208 | 15,737 | 262.3 | 3,300.6 | 4:00 AM to 3:59 AM | 8 | 19 | 9 | 19 | 12 | 7 | 60 |
| 43 | L | 42 | 2,989 | 295 | 3,284 | 54.7 | 917.7 | 7:00 AM to 6:27 PM | 0 | 5 | 5 | 5 | 0 | 0 | 40 |
| 50 | L | 103 | 8,240 | 1,030 | 9,270 | 154.5 | 1,597.5 | 5:00 AM to 11:00 PM | 3 | 12 | 6 | 12 | 6 | 0 | 40 |
| 51 | L | 69 | 6,583 | 680 | 7,263 | 121.1 | 1,666.2 | 4:30 AM to 1:37 AM | 5 | 14 | 7 | 14 | 4 | 4 | 60 |
| 52 | L | 75 | 7,875 | 1,125 | 9,000 | 150.0 | 2,808.8 | 4:00 AM to 3:59 AM | 5 | 10 | 8 | 10 | 8 | 4 | 60 |
| 54 | L | 181 | 7,307 | 1,810 | 9,117 | 152.0 | 2,112.3 | 4:30 AM to 1:00 AM | 6 | 11 | 6 | 11 | 6 | 3 | 60 |
| 60 | L | 96 | 6,240 | 960 | 7,200 | 120.0 | 1,804.8 | 5:00 AM to 12:00 AM | 2 | 10 | 5 | 10 | 5 | 3 | 40 |
| 61 | L | 76 | 3,800 | 760 | 4,560 | 76.0 | 1,094.4 | 5:00 AM to 11:00 PM | 2 | 6 | 4 | 6 | 4 | 0 | 40 |
| 62 | L | 88 | 14,416 | 1,320 | 15,736 | 262.3 | 4,885.5 | 4:00 AM to 3:59 AM | 4 | 18 | 12 | 18 | 12 | 6 | 60 |
| 63 | L | 78 | 5,850 | 1,170 | 7,020 | 117.0 | 1,891.5 | 5:00 AM to 12:00 AM | 2 | 9 | 6 | 9 | 6 | 2 | 40 |
| 64 | L | 81 | 4,455 | 405 | 4,860 | 81.0 | 996.3 | 5:00 AM to 10:00 PM | 3 | 6 | 4 | 6 | 4 | 0 | 40 |
| 65 | L | 42 | 1,680 | 210 | 1,890 | 31.5 | 497.7 | 5:00 AM to 8:00 PM | 2 | 3 | 2 | 3 | 2 | 0 | 40 |
| 66 | L | 50 | 1,250 | 250 | 1,500 | 25.0 | 669.8 | 4:30 AM to 10:00 PM | 2 | 2 | 1 | 2 | 1 | 0 | 40 |
| 131 | CC | 24 | 300 | 60 | 360 | 6.0 | 67.2 | 6:00 AM to 6:35 PM | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 30 |
| 132 | CC | 24 | 300 | 60 | 360 | 6.0 | 70.8 | 6:20 AM to 6:45 PM | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 30 |
| 133 | CC | 58 | 725 | 145 | 870 | 14.5 | 200.1 | 5:30 AM to 10:00 PM | 1.0 | 1.0 | 1.0 | 1.0 | 0.5 | 0.0 | 30 |
| 134 | CC | 58 | 1,595 | 145 | 1,740 | 29.0 | 455.3 | 5:30 AM to 10:00 PM | 2.0 | 2.0 | 2.0 | 2.0 | 1.0 | 0.0 | 30 |
| 231 | CC | 60 | 750 | 150 | 900 | 15.0 | 270.0 | 5:00 AM to 1:00 AM | 1.0 | 1.0 | 0.5 | 1.0 | 0.5 | 0.5 | 35 |
| 232 | CC | 46 | 575 | 115 | 690 | 11.5 | 154.1 | 5:00 AM to 8:00 PM | 1.0 | 1.0 | 0.5 | 1.0 | 0.5 | 0.0 | 35 |
| 301 | CC | 57 | 2,387 | 285 | 2,672 | 44.5 | 580.1 | 5:00 AM to 8:00 PM | 3 | 3 | 3 | 3 | 2 | 0 | 35 |
| 302 | CC | 47 | 1,175 | 235 | 1,410 | 23.5 | 164.5 | 4:30 AM to 10:11 PM | 1 | 2 | 1 | 2 | 1 | 0 | 40 |
| 303 | CC | 108 | 1,350 | 270 | 1,620 | 27.0 | 194.4 | 4:30 AM to 12:00 AM | 1 | 2 | 1 | 2 | 2 | 1 | 40 |
| 304 | CC | 47 | 1,282 | 235 | 1,517 | 25.3 | 365.0 | 5:00 AM to 11:00 PM | 1 | 2 | 1 | 2 | 1 | 0 | 30 |
| 305 | CC | 99 | 2,485 | 490 | 2,975 | 49.6 | 577.7 | 5:00 AM to 11:00 PM | 4 | 4 | 2 | 4 | 2 | 0 | 40 |
| 401 | CC | 48 | 612 | 108 | 720 | 12.0 | 215.3 | 3:50 AM to 9:34 PM | 0.5 | 1.0 | 0.5 | 1.0 | 0.5 | 0.0 | 35 |
| 402 | CC | 48 | 548 | 172 | 720 | 12.0 | 170.4 | 4:20 AM to 9:58 PM | 0.5 | 1.0 | 0.5 | 1.0 | 0.5 | 0.0 | 35 |
| 403 | CC | 49 | 1,294 | 157 | 1,441 | 24.0 | 424.8 | 4:15 AM to 10:22 PM | 1 | 2 | 1 | 2 | 1 | 0 | 35 |
| 411 | CC | 100 | 1,408 | 116 | 1,524 | 25.4 | 357.3 | 4:30 AM to 12:49 AM | 1 | 2 | 1 | 2 | 1 | 1.0 | 40 |
| 412 | CC | 84 | 756 | 504 | 1,260 | 21.0 | 230.2 | 4:30 AM to 6:48 PM | 1 | 2 | 1 | 2 | 1 | 0 | 35 |
| 413 | CC | 59 | 699 | 186 | 885 | 14.8 | 273.2 | 5:30 AM to 5:55 PM | 1 | 2 | 1.0 | 2 | 0 | 0 | 40 |
| 414 | CA | 29 | 349 | 502 | 851 | 14.2 | 106.6 | 4:30 AM to 6:43 PM | 1 | 1 | 1 | 1 | 1 | 0 | Handi-Van Vehicle |
| 415 | CC | 90 | 2,475 | 225 | 2,700 | 45.0 | 702.0 | 5:30 AM to 11:00 PM | 2 | 4 | 2 | 4 | 2 | 0 | 40 |
| 416 | CC | 88 | 1,100 | 220 | 1,320 | 22.0 | 228.8 | 5:30 AM to 10:00 PM | 1 | 2 | 1 | 2 | 1 | 0 | 40 |
| 417 | CC | 100 | 1,250 | 250 | 1,500 | 25.0 | 380.0 | 5:00 AM to 12:30 AM | 1 | 2 | 1 | 2 | 1 | 1 | 40 |
| 418 | CC | 92 | 2,530 | 230 | 2,760 | 46.0 | 448.9 | 5:00 AM to 11:00 PM | 2 | 4 | 1.0 | 4 | 2 | 0 | 40 |
| 419 | CC | 92 | 1,150 | 230 | 1,380 | 23.0 | 326.6 | 5:00 AM to 11:00 PM | 1 | 2 | 1 | 2 | 1 | 0 | 40 |
| 421 | CC | 71 | 3,905 | 355 | 4,260 | 71.0 | 949.3 | 4:33 AM to 12:03 AM | 2 | 8 | 2 | 8 | 2 | 0 | 40 |
| 422 | CC | 130 | 3,575 | 325 | 3,900 | 65.0 | 1,051.7 | 5:00 AM to 12:30 AM | 2 | 6 | 2 | 6 | 2 | 2 | 40 |
| 432 | CC | 147 | 1,837 | 370 | 2,207 | 36.8 | 391.0 | 4:41 AM to 1:28 AM | 2 | 2 | 2 | 2 | 2 | 1 | 40 |
| 433 | CC | 91 | 2,024 | 209 | 2,233 | 37.2 | 448.0 | 5:00 AM to 11:26 PM | 1 | 4 | 2 | 4 | 1 | 1 | 40 |
| 434 | CC | 140 | 2,619 | 176 | 2,795 | 46.6 | 618.2 | 4:41 AM to 12:52 AM | 2 | 4 | 2 | 4 | 2 | 1 | 40 |
| 435 | CC | 62 | 1,550 | 310 | 1,860 | 31.0 | 403.0 | 6:30 AM to 10:00 PM | 0 | 2 | 2 | 2 | 2 | 0 | 40 |
| 440 | CC | 90 | 1,125 | 225 | 1,350 | 22.5 | 252.0 | 5:00 AM to 10:00 PM | 2 | 2 | 1 | 2 | 1 | 0 | 40 |
| 441 | CC | 90 | 2,475 | 225 | 2,700 | 45.0 | 504.0 | 5:00 AM to 10:00 PM | 2 | 4 | 2 | 4 | 2 | 0 | 40 |
| 501 | CC | 64 | 800 | 160 | 960 | 16.0 | 252.8 | 5:30 AM to 10:00 PM | 0 | 1 | 1 | 1 | 1 | 0 | 40 |
| 502 | CC | 64 | 800 | 160 | 960 | 16.0 | 208.0 | 5:30 AM to 10:00 PM | 0 | 1 | 1 | 1 | 1 | 0 | 35 |
| 503 | CA | 34 | 722 | 177 | 899 | 15.0 | 148.4 | 4:33 AM to 7:53 PM | 1 | 1 | 1 | 1 | 1 | 0 | Handi-Van Vehicle |
| 504 | CC | 36 | 990 | 90 | 1,080 | 18.0 | 201.6 | 5:30 AM to 10:00 PM | 0.00 | 1.50 | 0.75 | 1.50 | 0.75 | 0.00 | 35 |
| 505 | CC | 36 | 270 | 90 | 360 | 6.0 | 73.8 | 5:30 AM to 10:00 PM | 0.00 | 0.50 | 0.25 | 0.50 | 0.25 | 0.00 | 35 |
| 511 | CC | 100 | 1,250 | 250 | 1,500 | 25.0 | 310.0 | 4:30 AM to 11:30 PM | 1 | 2 | 1 | 2 | 1 | 1 | 40 |
| 512 | CC | 72 | 900 | 180 | 1,080 | 18.0 | 216.0 | 5:00 AM to 11:00 PM | 1 | 1 | 1 | 1 | 1 | 0 | 40 |
| 513 | CC | 68 | 850 | 170 | 1,020 | 17.0 | 151.3 | 5:00 AM to 1:00 AM | 1 | 1 | 1 | 1 | 1 | 1 | 40 |
| 521 | CC | 42 | 525 | 105 | 630 | 10.5 | 191.3 | 5:00 AM to 8:00 PM | 0.5 | 1.0 | 0.5 | 1.0 | 0.5 | 0.0 | 35 |
| 522 | CC | 42 | 525 | 105 | 630 | 10.5 | 302.4 | 5:00 AM to 8:00 PM | 0.5 | 1.0 | 0.5 | 1.0 | 0.5 | 0.0 | 35 |
| 523 | CC | 34 | 850 | 170 | 1,020 | 17.0 | 292.4 | 5:00 AM to 9:00 PM | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 0.0 | 35 |
| 541 | CC | 98 | 2,450 | 490 | 2,940 | 49.0 | 661.5 | 5:30 AM to 10:00 PM | 2.0 | 4.0 | 2.0 | 4.0 | 2.0 | 0.0 | 35 |
| 542 | CC | 72 | 900 | 180 | 1,080 | 18.0 | 262.1 | 5:30 AM to 10:00 PM | 2.0 | 1.0 | 1.0 | 1.0 | 1.0 | 0.0 | 35 |
| 543 | CC | 94 | 1,175 | 235 | 1,410 | 23.5 | 244.4 | 5:30 AM to 9:00 PM | 2.0 | 2.0 | 1.0 | 2.0 | 1.0 | 0.0 | 35 |
| 544 | CA | 64 | 800 | 160 | 960 | 16.0 | 201.0 | 5:30 AM to 9:00 PM | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 0.0 | Handi-Van Vehicle |
| 545 | CC | 70 | 875 | 175 | 1,050 | 17.5 | 245.0 | 5:30 AM to 9:00 PM | 2.0 | 1.0 | 1.0 | 1.0 | 1.0 | 0.0 | 35 |
| 546 | CC | 62 | 775 | 155 | 930 | 15.5 | 235.9 | 5:30 AM to 9:00 PM | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 0.0 | 35 |
| 547 | CC | 115 | 2,300 | 285 | 2,585 | 43.1 | 736.5 | 4:30 AM to 12:30 AM | 3.0 | 3.0 | 1.5 | 3.0 | 1.5 | 1.5 | 40 |
| 548 | CC | 116 | 2,320 | 290 | 2,610 | 43.5 | 461.7 | 4:30 AM to 12:30 AM | 3.0 | 3.0 | 1.5 | 3.0 | 1.5 | 1.5 | 40 |
| 549 | CC | 76 | 950 | 190 | 1,140 | 19.0 | 273.6 | 6:30 AM to 10:00 PM | 2.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 40 |
| 611 | CC | 48 | 960 | 120 | 1,080 | 18.0 | 568.8 | 5:00 AM to 10:00 PM | 1.5 | 1.5 | 0.8 | 1.5 | 0.8 | 0.0 | 35 |
| 612 | CC | 48 | 960 | 120 | 1,080 | 18.0 | 312.0 | 5:00 AM to 10:00 PM | 1.5 | 1.5 | 0.8 | 1.5 | 0.8 | 0.0 | 35 |
| 613 | CA | 34 | 425 | 85 | 510 | 8.5 | 88.4 | 5:00 AM to 9:30 PM | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.0 | Handi-Van Vehicle |
| 614 | CA | 34 | 425 | 85 | 510 | 8.5 | 95.2 | 5:00 AM to 9:00 PM | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.0 | Handi-Van Vehicle |
| 615 | CC | 34 | 850 | 170 | 1,020 | 17.0 | 227.8 | 5:00 AM to 9:00 PM | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 0.0 | 35 |
| FERRY ROUTES | | | | | | | | | | | | | | | |
| 4F | F | 32 | 1,045 | 95 | 1,140 | 19.0 | 174.8 | Peak Period | 0 | 4 | 0 | 4 | 4 | 0 | 40 |
| 8F | F | 32 | 1,330 | 95 | 1,425 | 23.8 | 235.6 | Peak Period | 0 | 5 | 0 | 5 | 5 | 0 | 40 |
| 30F | F | 32 | 760 | 95 | 855 | 14.3 | 136.8 | Peak Period | 0 | 3 | 0 | 3 | 3 | 0 | 40 |
| 41F | F | 12 | 440 | 40 | 480 | 8.0 | 96.8 | Peak Period | 0 | 4 | 0 | 4 | 4 | 0 | 40 |
| 93F | F | 12 | 1,200 | 0 | 1,200 | 20.0 | 323.0 | Peak Period | 0 | 4 | 0 | 4 | 2 | 0 | 40 |
| 411F | F | 12 | 550 | 50 | 600 | 10.0 | 136.0 | Peak Period | 0 | 3 | 0 | 3 | 2 | 0 | 35 |
| 413F | F | 12 | 330 | 0 | 330 | 5.5 | 78.1 | Peak Period | 1 | 1 | 0 | 1 | 1 | 0 | 40 |
| EXPRESS ROUTES | | | | | | | | | | | | | | | |
| 80 | X | 11 | 618 | 0 | 618 | 10.3 | 203.7 | Peak Period | 0 | 4 | 0 | 1 | 0 | 0 | 40 |
| 80A | X | 9 | 639 | 0 | 639 | 10.7 | 166.1 | Peak Period | 0 | 3 | 0 | 2 | 0 | 0 | 40 |
| 80B | X | 2 | 79 | 0 | 79 | 1.3 | 22.3 | Peak Period | 0 | 1 | 0 | 1 | 0 | 0 | 40 |
| 81 | X | 22 | 1,288 | 0 | 1,288 | 21.5 | 452.4 | Peak Period | 0 | 6 | 0 | 6 | 0 | 0 | 60 |
| 82 | X | 7 | 354 | 0 | 354 | 5.9 | 109.8 | Peak Period | 0 | 3 | 0 | 1 | 0 | 0 | 40 |
| 83 | X | 17 | 1,366 | 0 | 1,366 | 22.8 | 489.3 | Peak Period | 0 | 6 | 0 | 6 | 0 | 0 | 60 |
| 83A | X | 4 | 253 | 0 | 253 | 4.2 | 106.2 | Peak Period | 0 | 2 | 0 | 2 | 0 | 0 | 40 |
| 84 | X | 8 | 583 | 0 | 583 | 9.7 | 219.6 | Peak Period | 0 | 4 | 0 | 4 | 0 | 0 | 60 |
| 84A | X | 8 | 583 | 0 | 583 | 9.7 | 206.6 | Peak Period | 0 | 4 | 0 | 4 | 0 | 0 | 40 |
| 85 | X | 8 | 613 | 0 | 613 | 10.2 | 181.3 | Peak Period | 0 | 6 | 0 | 5 | 0 | 0 | 40 |
| 85A | X | 6 | 309 | 0 | 309 | 5.2 | 95.0 | Peak Period | 0 | 3 | 0 | 2 | 0 | 0 | 40 |
| 86 | X | 2 | 128 | 0 | 128 | 2.1 | 51.8 | Peak Period | 0 | 1 | 0 | 1 | 0 | 0 | 40 |
| 86A | X | 2 | 136 | 0 | 136 | 2.3 | 56.7 | Peak Period | 0 | 1 | 0 | 1 | 0 | 0 | 40 |
| 88 | X | 4 | 194 | 0 | 194 | 3.2 | 64.7 | Peak Period | 0 | 2 | 0 | 3 | 0 | 0 | 40 |
| 88A | X | 4 | 702 | 0 | 702 | 11.7 | 301.9 | Peak Period | 0 | 2 | 0 | 2 | 0 | 0 | 40 |
| 89 | X | 4 | 216 | 0 | 216 | 3.6 | 71.8 | Peak Period | 0 | 1 | 0 | 2 | 0 | 0 | 40 |
| 90 | X | 4 | 210 | 0 | 210 | 3.5 | 63.8 | Peak Period | 0 | 2 | 0 | 2 | 0 | 0 | 40 |
| 92 | X | 6 | 462 | 0 | 462 | 7.7 | 153.6 | Peak Period | 0 | 2 | 0 | 3 | 0 | 0 | 40 |
| 93 | X | 29 | 2,266 | 0 | 2,266 | 37.8 | 969.5 | Peak Period | 0 | 9 | 0 | 9 | 0 | 0 | 60 |
| 93A | X | 2 | 152 | 0 | 152 | 2.5 | 74.2 | Peak Period | 0 | 1 | 0 | 1 | 0 | 0 | 40 |
| 95 | X | 2 | 169 | 0 | 169 | 2.8 | 62.0 | Peak Period | 0 | 1 | 0 | 1 | 0 | 0 | 40 |
| 96 | X | 4 | 182 | 0 | 182 | 3.0 | 70.3 | Peak Period | 0 | 1 | 0 | 2 | 0 | 0 | 40 |
| 97 | X | 8 | 380 | 0 | 380 | 6.3 | 153.6 | Peak Period | 0 | 1 | 0 | 3 | 0 | 0 | 40 |
| 98 | X | 12 | 644 | 0 | 644 | 10.7 | 274.0 | Peak Period | 2 | 4 | 0 | 6 | 0 | 0 | 60 |
| 101 | X | 10 | 550 | 0 | 550 | 9.2 | 221.4 | Peak Period | 0 | 2 | 0 | 5 | 0 | 0 | 60 |
| 102 | X | 6 | 390 | 0 | 390 | 6.5 | 150.5 | Peak Period | 0 | 2 | 0 | 3 | 0 | 0 | 60 |
| 103 | X | 4 | 206 | 0 | 206 | 3.4 | 66.7 | Peak Period | 0 | 2 | 0 | 2 | 0 | 0 | 40 |
| 203 | X | 4 | 232 | 0 | 232 | 3.9 | 40.4 | Peak Period | 0 | 2 | 0 | 2 | 0 | 0 | 40 |
| 434X | X | 8 | 416 | 0 | 416 | 6.9 | 169.6 | Peak Period | 0 | 4 | 0 | 4 | 0 | 0 | 40 |
| 440X | X | 8 | 372 | 0 | 372 | 6.2 | 152.8 | Peak Period | 0 | 4 | 0 | 4 | 0 | 0 | 40 |
| 441X | X | 8 | 352 | 0 | 352 | 5.9 | 134.4 | Peak Period | 0 | 4 | 0 | 4 | 0 | 0 | 60 |
| TOTALS | | 8,332 | 374,619 | 47,317 | 421,936 | 7,032.3 | 94,526.9 | | 229 | 638 | 339 | 638 | 320 | 98 | |

# Bus Operating Plan – Alternative #3, Managed Lane – Two-Direction

| ROUTE | | WEEKDAY OPERATIONS | | | | | | | WEEKDAY OPERATIONS | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Weekday Totals | | | | | | | Maximum Vehicles Required | | | | | | |
| Number | Function | Weekday Trips | Running Time (Minutes) | Layover (minutes) | Total Time (minutes) | Total Time Hours | Total Weekday Mileage | Span of Service | 4:00 AM to 5:29 AM | 5:30 AM to 8:59 AM | 9:00 AM to 2:59 PM | 3:00 PM to 5:59 PM | 6:00 PM to 10:59 PM | 11:00 PM to 3:59 AM | Vehicle Size |
| A | LS | 158 | 15,166 | 1,264 | 16,430 | 273.8 | 3,487.6 | 4:15 AM to 10:37 PM | 6 | 25 | 14 | 26 | 12 | 0 | 60 |
| B | LS | 129 | 5,223 | 1,401 | 6,624 | 110.4 | 1,006.2 | 4:55 AM to 11:02 PM | 3 | 7 | 7 | 7 | 7 | 0 | 60 |
| C | LS | 134 | 13,267 | 1,479 | 14,746 | 245.8 | 5,262.4 | 3:07 AM to 10:53 PM | 8 | 15 | 15 | 15 | 15 | 0 | 60 |
| D | LS | 96 | 6,720 | 480 | 7,200 | 120.0 | 2,430.7 | 5:00 AM to 10:00 PM | 4 | 10 | 5 | 10 | 8 | 0 | 60 |
| E | LS | 149 | 11,920 | 1,490 | 13,410 | 223.5 | 3,643.1 | 4:30 AM to 10:00 PM | 5 | 15 | 12 | 15 | 12 | 0 | 60 |
| 1 | L | 184 | 10,120 | 920 | 11,040 | 184.0 | 1,713.0 | 4:00 AM to 2:00 AM | 12 | 12 | 8 | 12 | 12 | 6 | 60 |
| 1L | LS | 138 | 9,660 | 690 | 10,350 | 172.5 | 2,044.5 | 4:00 AM to 1:30 AM | 6 | 13 | 8 | 13 | 6 | 5 | 60 |
| 2 | L | 158 | 9,776 | 889 | 10,665 | 177.8 | 1,449.7 | 4:10 AM to 1:44 AM | 9 | 13 | 10 | 12 | 7 | 3 | 40 |
| 3 | L | 143 | 9,386 | 1,167 | 10,553 | 175.9 | 1,744.2 | 4:15 AM to 1:26 AM | 8 | 18 | 11 | 14 | 6 | 2 | 60 |
| 4 | L | 117 | 5,850 | 1,170 | 7,020 | 117.0 | 1,041.3 | 5:00 AM to 12:00 AM | 5 | 8 | 6 | 8 | 8 | 4 | 40 |
| 5 | CC | 55 | 1,207 | 174 | 1,381 | 23.0 | 281.3 | 5:36 AM to 10:02 PM | 0 | 2 | 1 | 2 | 1 | 0 | 40 |
| 6 | L | 95 | 5,384 | 437 | 5,821 | 97.0 | 838.2 | 5:03 AM to 11:58 PM | 1 | 10 | 7 | 10 | 3 | 0 | 40 |
| 8 | L | 178 | 7,120 | 890 | 8,010 | 133.5 | 792.1 | 7:15 AM to 12:00 AM | 0 | 6 | 9 | 9 | 9 | 0 | 60 |
| 9 | L | 95 | 6,474 | 960 | 7,434 | 123.9 | 1,316.0 | 5:10 AM to 12:56 AM | 2 | 13 | 5 | 12 | 4 | 2 | 40 |
| 11 | L | 69 | 3,831 | 292 | 4,123 | 68.7 | 1,074.6 | 5:48 AM to 10:14 PM | 2 | 8 | 2 | 8 | 4 | 0 | 40 |
| 13 | L | 198 | 18,810 | 1,980 | 20,790 | 346.5 | 2,138.4 | 5:00 AM to 1:00 AM | 8 | 21 | 21 | 21 | 10 | 10 | 60 |
| 15 | CC | 56 | 1,082 | 78 | 1,160 | 19.3 | 508.7 | 5:30 AM to 10:29 PM | 0 | 2 | 1 | 2 | 1 | 0 | 30 |
| 17 | CC | 134 | 6,700 | 1,340 | 8,040 | 134.0 | 1,165.8 | 5:00 AM to 12:00 AM | 4 | 12 | 6 | 8 | 8 | 4 | 40 |
| 18 | CC | 72 | 3,960 | 360 | 4,320 | 72.0 | 518.4 | 6:00 AM to 12:00 AM | 0 | 4 | 4 | 4 | 4 | 4 | 40 |
| 19 | L | 109 | 7,843 | 1,120 | 8,963 | 149.4 | 1,698.4 | 4:13 AM to 1:48 AM | 5 | 18 | 17 | 20 | 10 | 5 | 60 |
| 20 | L | 38 | 3,417 | 774 | 4,191 | 69.9 | 645.4 | 5:14 AM to 7:33 PM | 1 | 5 | 6 | 5 | 1 | 0 | 60 |
| 23 | L | 64 | 6,080 | 640 | 6,720 | 112.0 | 1,315.2 | 6:00 AM to 10:00 PM | 0 | 7 | 7 | 7 | 7 | 0 | 40 |
| 30 | L | 70 | 3,500 | 700 | 4,200 | 70.0 | 514.5 | 5:00 AM to 12:00 AM | 2 | 4 | 4 | 4 | 4 | 2 | 40 |
| 31 | L | 75 | 3,921 | 471 | 4,392 | 73.2 | 1,148.8 | 5:10 AM to 9:50 PM | 1 | 8 | 2 | 8 | 2 | 0 | 35 |
| 40 | L | 126 | 18,670 | 1,800 | 20,470 | 341.2 | 5,091.9 | 4:00 AM to 3:59 AM | 17 | 22 | 11 | 22 | 11 | 8 | 60 |
| 41 | L | 96 | 2,264 | 508 | 2,772 | 46.2 | 955.0 | 4:47 AM to 10:10 PM | 2 | 4 | 2 | 4 | 2 | 0 | 40 |
| 42 | L | 122 | 14,629 | 1,208 | 15,737 | 262.3 | 3,300.6 | 4:00 AM to 3:59 AM | 8 | 19 | 9 | 19 | 12 | 7 | 60 |
| 43 | L | 42 | 2,989 | 295 | 3,284 | 54.7 | 917.7 | 7:00 AM to 6:27 PM | 0 | 5 | 5 | 5 | 0 | 0 | 40 |
| 50 | L | 103 | 8,240 | 1,030 | 9,270 | 154.5 | 1,597.5 | 5:00 AM to 11:00 PM | 3 | 12 | 6 | 12 | 6 | 0 | 40 |
| 51 | L | 68 | 6,583 | 680 | 7,263 | 121.1 | 1,666.2 | 4:30 AM to 1:37 AM | 5 | 14 | 7 | 14 | 4 | 4 | 60 |
| 52 | L | 75 | 7,875 | 1,125 | 9,000 | 150.0 | 2,808.8 | 4:00 AM to 3:59 AM | 5 | 10 | 8 | 10 | 8 | 4 | 60 |
| 54 | L | 181 | 7,307 | 1,810 | 9,117 | 152.0 | 2,112.3 | 4:30 AM to 1:00 AM | 6 | 11 | 6 | 11 | 6 | 3 | 60 |
| 60 | L | 96 | 6,240 | 960 | 7,200 | 120.0 | 1,804.8 | 5:00 AM to 12:00 AM | 2 | 10 | 5 | 10 | 5 | 3 | 40 |
| 61 | L | 76 | 3,800 | 760 | 4,560 | 76.0 | 1,094.4 | 5:00 AM to 11:00 PM | 2 | 6 | 4 | 6 | 4 | 0 | 40 |
| 62 | L | 88 | 14,416 | 1,320 | 15,736 | 262.3 | 4,885.3 | 4:00 AM to 3:59 AM | 4 | 18 | 12 | 18 | 12 | 6 | 60 |
| 63 | L | 78 | 5,850 | 1,170 | 7,020 | 117.0 | 1,891.5 | 5:00 AM to 12:00 AM | 2 | 9 | 6 | 9 | 6 | 2 | 40 |
| 64 | L | 81 | 4,455 | 405 | 4,860 | 81.0 | 996.3 | 5:00 AM to 10:00 PM | 3 | 6 | 4 | 6 | 4 | 0 | 40 |
| 65 | L | 42 | 1,680 | 210 | 1,890 | 31.5 | 497.7 | 5:00 AM to 8:00 PM | 2 | 3 | 2 | 3 | 2 | 0 | 40 |
| 66 | L | 50 | 1,250 | 250 | 1,500 | 25.0 | 669.8 | 4:30 AM to 10:00 PM | 2 | 2 | 1 | 2 | 1 | 0 | 40 |
| 131 | CC | 24 | 300 | 60 | 360 | 6.0 | 67.2 | 6:00 AM to 6:35 PM | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 30 |
| 132 | CC | 24 | 300 | 60 | 360 | 6.0 | 70.8 | 6:20 AM to 6:45 PM | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 30 |
| 133 | CC | 58 | 725 | 145 | 870 | 14.5 | 200.1 | 5:30 AM to 10:00 PM | 1.0 | 1.0 | 1.0 | 1.0 | 0.5 | 0.0 | 30 |
| 134 | CC | 58 | 1,595 | 145 | 1,740 | 29.0 | 455.3 | 5:30 AM to 10:00 PM | 2.0 | 2.0 | 2.0 | 2.0 | 1.0 | 0.0 | 30 |
| 231 | CC | 60 | 750 | 150 | 900 | 15.0 | 270.0 | 5:00 AM to 1:00 AM | 1.0 | 1.0 | 0.5 | 1.0 | 0.5 | 0.5 | 35 |
| 232 | CC | 46 | 575 | 115 | 690 | 11.5 | 154.1 | 5:00 AM to 8:00 PM | 1.0 | 1.0 | 0.5 | 1.0 | 0.5 | 0.0 | 35 |
| 301 | CC | 57 | 2,387 | 285 | 2,672 | 44.5 | 590.1 | 5:00 AM to 8:00 PM | 3 | 3 | 3 | 3 | 2 | 0 | 35 |
| 302 | CC | 47 | 1,175 | 235 | 1,410 | 23.5 | 164.5 | 4:30 AM to 10:11 PM | 1 | 2 | 1 | 2 | 1 | 0 | 40 |
| 303 | CC | 108 | 1,350 | 270 | 1,620 | 27.0 | 194.4 | 4:30 AM to 12:00 AM | 1 | 2 | 1 | 2 | 2 | 1 | 40 |
| 304 | CC | 47 | 1,282 | 235 | 1,517 | 25.3 | 365.0 | 5:00 AM to 11:00 PM | 1 | 2 | 1 | 2 | 1 | 0 | 30 |
| 305 | CC | 99 | 2,485 | 490 | 2,975 | 49.6 | 577.7 | 5:00 AM to 11:00 PM | 4 | 4 | 2 | 4 | 2 | 0 | 40 |
| 401 | CC | 48 | 612 | 108 | 720 | 12.0 | 215.3 | 3:50 AM to 9:34 PM | 0.5 | 1.0 | 0.5 | 1.0 | 0.5 | 0.0 | 35 |
| 402 | CC | 48 | 548 | 172 | 720 | 12.0 | 170.4 | 4:20 AM to 9:58 PM | 0.5 | 1.0 | 0.5 | 1.0 | 0.5 | 0.0 | 35 |
| 403 | CC | 49 | 1,284 | 157 | 1,441 | 24.0 | 424.8 | 4:15 AM to 10:22 PM | 1 | 2 | 1 | 2 | 1 | 0 | 35 |
| 411 | CC | 100 | 1,408 | 116 | 1,524 | 25.4 | 367.3 | 4:30 AM to 12:49 AM | 1 | 2 | 1 | 2 | 1 | 1.0 | 40 |
| 412 | CC | 84 | 756 | 504 | 1,260 | 21.0 | 230.2 | 4:30 AM to 6:48 PM | 1 | 2 | 1 | 2 | 1 | 0 | 35 |
| 413 | CC | 59 | 699 | 186 | 885 | 14.8 | 273.2 | 5:30 AM to 5:55 PM | 1 | 2 | 1.0 | 2 | 0 | 0 | 40 |
| 414 | CA | 29 | 349 | 502 | 851 | 14.2 | 106.6 | 4:30 AM to 6:43 PM | 1 | 1 | 1 | 1 | 1 | 0 | Handi-Van Vehicle |
| 415 | CC | 90 | 2,475 | 225 | 2,700 | 45.0 | 702.0 | 5:30 AM to 11:00 PM | 2 | 4 | 2 | 4 | 2 | 0 | 40 |
| 416 | CC | 88 | 1,100 | 220 | 1,320 | 22.0 | 228.8 | 5:30 AM to 10:00 PM | 1 | 2 | 1 | 2 | 1 | 0 | 40 |
| 417 | CC | 100 | 1,250 | 250 | 1,500 | 25.0 | 380.0 | 5:00 AM to 12:30 AM | 1 | 2 | 1 | 2 | 1 | 1 | 40 |
| 418 | CC | 92 | 2,530 | 230 | 2,760 | 46.0 | 449.9 | 5:00 AM to 11:00 PM | 2 | 4 | 1.0 | 4 | 2 | 0 | 40 |
| 419 | CC | 92 | 1,150 | 230 | 1,380 | 23.0 | 326.6 | 5:00 AM to 11:00 PM | 1 | 2 | 1 | 2 | 1 | 0 | 40 |
| 421 | CC | 71 | 3,905 | 355 | 4,260 | 71.0 | 949.3 | 4:33 AM to 12:03 AM | 2 | 8 | 2 | 8 | 2 | 0 | 40 |
| 422 | CC | 130 | 3,575 | 325 | 3,900 | 65.0 | 1,051.7 | 5:00 AM to 12:30 AM | 2 | 6 | 2 | 6 | 2 | 2 | 40 |
| 432 | CC | 147 | 1,837 | 370 | 2,207 | 36.8 | 391.0 | 4:41 AM to 1:28 AM | 2 | 2 | 2 | 2 | 2 | 1 | 40 |
| 433 | CC | 91 | 2,024 | 209 | 2,233 | 37.2 | 448.0 | 5:00 AM to 11:26 PM | 1 | 4 | 2 | 4 | 1 | 1 | 40 |
| 434 | CC | 140 | 2,619 | 176 | 2,795 | 46.6 | 618.2 | 4:41 AM to 12:52 AM | 2 | 4 | 2 | 4 | 2 | 1 | 40 |
| 435 | CC | 62 | 1,550 | 310 | 1,860 | 31.0 | 403.0 | 6:30 AM to 10:02 PM | 0 | 2 | 2 | 2 | 2 | 0 | 40 |
| 440 | CC | 90 | 1,125 | 225 | 1,350 | 22.5 | 252.0 | 5:00 AM to 10:00 PM | 2 | 2 | 1 | 2 | 1 | 0 | 40 |
| 441 | CC | 90 | 2,475 | 225 | 2,700 | 45.0 | 504.0 | 5:00 AM to 10:00 PM | 2 | 4 | 2 | 4 | 2 | 0 | 40 |
| 501 | CC | 64 | 800 | 160 | 960 | 16.0 | 252.8 | 5:30 AM to 10:00 PM | 0 | 1 | 1 | 1 | 1 | 0 | 40 |
| 502 | CC | 64 | 800 | 160 | 960 | 16.0 | 208.0 | 5:30 AM to 10:00 PM | 0 | 1 | 1 | 1 | 1 | 0 | 35 |
| 503 | CA | 34 | 722 | 177 | 899 | 15.0 | 148.4 | 4:33 AM to 7:53 PM | 1 | 1 | 1 | 1 | 1 | 0 | Handi-Van Vehicle |
| 504 | CC | 36 | 990 | 90 | 1,080 | 18.0 | 201.6 | 5:30 AM to 10:00 PM | 0.00 | 1.50 | 0.75 | 1.50 | 0.75 | 0.00 | 35 |
| 505 | CC | 36 | 270 | 90 | 360 | 6.0 | 73.8 | 5:30 AM to 10:00 PM | 0.00 | 0.50 | 0.25 | 0.50 | 0.25 | 0.00 | 35 |
| 511 | CC | 100 | 1,250 | 250 | 1,500 | 25.0 | 310.0 | 4:30 AM to 11:30 PM | 1 | 2 | 1 | 2 | 1 | 1 | 40 |
| 512 | CC | 72 | 900 | 180 | 1,080 | 18.0 | 216.0 | 5:00 AM to 11:00 PM | 1 | 1 | 1 | 1 | 1 | 0 | 40 |
| 513 | CC | 68 | 850 | 170 | 1,020 | 17.0 | 151.3 | 5:00 AM to 1:00 AM | 1 | 1 | 1 | 1 | 1 | 1 | 40 |
| 521 | CC | 42 | 525 | 105 | 630 | 10.5 | 191.3 | 5:00 AM to 8:00 PM | 0.5 | 1.0 | 0.5 | 1.0 | 0.5 | 0.0 | 35 |
| 522 | CC | 42 | 525 | 105 | 630 | 10.5 | 302.4 | 5:00 AM to 8:00 PM | 0.5 | 1.0 | 0.5 | 1.0 | 0.5 | 0.0 | 35 |
| 523 | CC | 34 | 850 | 170 | 1,020 | 17.0 | 292.4 | 5:00 AM to 9:00 PM | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 0.0 | 35 |
| 541 | CC | 98 | 2,450 | 490 | 2,940 | 49.0 | 661.5 | 5:30 AM to 10:00 PM | 2.0 | 4.0 | 2.0 | 4.0 | 2.0 | 0.0 | 35 |
| 542 | CC | 72 | 900 | 180 | 1,080 | 18.0 | 262.1 | 5:30 AM to 10:00 PM | 2.0 | 1.0 | 1.0 | 1.0 | 1.0 | 0.0 | 35 |
| 543 | CC | 94 | 1,175 | 235 | 1,410 | 23.5 | 244.4 | 5:30 AM to 9:00 PM | 2.0 | 2.0 | 1.0 | 2.0 | 1.0 | 0.0 | 35 |
| 544 | CA | 64 | 800 | 160 | 960 | 16.0 | 201.0 | 5:30 AM to 9:00 PM | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 0.0 | Handi-Van Vehicle |
| 545 | CC | 70 | 875 | 175 | 1,050 | 17.5 | 245.0 | 5:30 AM to 9:00 PM | 2.0 | 1.0 | 1.0 | 1.0 | 1.0 | 0.0 | 35 |
| 546 | CC | 62 | 775 | 155 | 930 | 15.5 | 235.9 | 5:30 AM to 9:00 PM | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 0.0 | 35 |
| 547 | CC | 115 | 2,300 | 285 | 2,585 | 43.1 | 736.5 | 4:30 AM to 12:30 AM | 3.0 | 3.0 | 1.5 | 3.0 | 1.5 | 1.5 | 40 |
| 548 | CC | 116 | 2,320 | 290 | 2,610 | 43.5 | 461.7 | 4:30 AM to 12:30 AM | 3.0 | 3.0 | 1.5 | 3.0 | 1.5 | 1.5 | 40 |
| 549 | CC | 76 | 1,250 | 250 | 1,500 | 25.0 | 360.0 | 6:30 AM to 10:00 PM | 2.0 | 2.0 | 1.0 | 2.0 | 1.0 | 1.0 | 40 |
| 611 | CC | 48 | 960 | 120 | 1,080 | 18.0 | 568.8 | 5:00 AM to 10:00 PM | 1.5 | 1.5 | 0.8 | 1.5 | 0.8 | 0.0 | 35 |
| 612 | CC | 48 | 960 | 120 | 1,080 | 18.0 | 312.0 | 5:00 AM to 10:00 PM | 1.5 | 1.5 | 0.8 | 1.5 | 0.8 | 0.0 | 35 |
| 613 | CA | 34 | 425 | 85 | 510 | 8.5 | 88.4 | 5:00 AM to 9:30 PM | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.0 | Handi-Van Vehicle |
| 614 | CA | 34 | 425 | 85 | 510 | 8.5 | 95.2 | 5:00 AM to 9:00 PM | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.0 | Handi-Van Vehicle |
| 615 | CC | 34 | 850 | 170 | 1,020 | 17.0 | 227.8 | 5:00 AM to 9:00 PM | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 0.0 | 35 |
| FERRY ROUTES | | | | | | | | | | | | | | | |
| 4F | F | 32 | 1,045 | 95 | 1,140 | 19.0 | 174.8 | Peak Period | 0 | 4 | 0 | 4 | 4 | 0 | 40 |
| 8F | F | 32 | 1,330 | 95 | 1,425 | 23.8 | 235.6 | Peak Period | 0 | 5 | 0 | 5 | 5 | 0 | 40 |
| 30F | F | 32 | 760 | 95 | 855 | 14.3 | 136.8 | Peak Period | 0 | 3 | 0 | 3 | 3 | 0 | 40 |
| 41F | F | 12 | 440 | 40 | 480 | 8.0 | 96.8 | Peak Period | 0 | 4 | 0 | 4 | 4 | 0 | 40 |
| 93F | F | 12 | 1,200 | 0 | 1,200 | 20.0 | 323.0 | Peak Period | 0 | 4 | 0 | 4 | 2 | 0 | 40 |
| 411F | F | 12 | 550 | 50 | 600 | 10.0 | 136.0 | Peak Period | 0 | 3 | 0 | 3 | 2 | 0 | 35 |
| 413F | F | 12 | 330 | 0 | 330 | 5.5 | 78.1 | Peak Period | 1 | 1 | 0 | 1 | 1 | 0 | 40 |
| EXPRESS ROUTES | | | | | | | | | | | | | | | |
| 80 | X | 11 | 618 | 0 | 618 | 10.3 | 203.7 | Peak Period | 0 | 4 | 0 | 4 | 0 | 0 | 40 |
| 80A | X | 9 | 639 | 0 | 639 | 10.7 | 166.1 | Peak Period | 0 | 3 | 0 | 3 | 0 | 0 | 40 |
| 80B | X | 2 | 79 | 0 | 79 | 1.3 | 22.3 | Peak Period | 0 | 1 | 0 | 1 | 0 | 0 | 40 |
| 81 | X | 22 | 1,288 | 0 | 1,288 | 21.5 | 452.4 | Peak Period | 0 | 6 | 0 | 6 | 0 | 0 | 60 |
| 82 | X | 7 | 354 | 0 | 354 | 5.9 | 109.8 | Peak Period | 1 | 3 | 0 | 3 | 0 | 0 | 40 |
| 83 | X | 17 | 1,366 | 0 | 1,366 | 22.8 | 489.3 | Peak Period | 0 | 6 | 0 | 6 | 0 | 0 | 60 |
| 83A | X | 4 | 253 | 0 | 253 | 4.2 | 106.2 | Peak Period | 0 | 2 | 0 | 2 | 0 | 0 | 40 |
| 84 | X | 8 | 583 | 0 | 583 | 9.7 | 219.6 | Peak Period | 0 | 4 | 0 | 4 | 0 | 0 | 60 |
| 84A | X | 8 | 583 | 0 | 583 | 9.7 | 206.6 | Peak Period | 0 | 4 | 0 | 4 | 0 | 0 | 40 |
| 85 | X | 8 | 613 | 0 | 613 | 10.2 | 181.3 | Peak Period | 0 | 6 | 0 | 5 | 0 | 0 | 40 |
| 85A | X | 6 | 309 | 0 | 309 | 5.2 | 95.0 | Peak Period | 0 | 3 | 0 | 2 | 0 | 0 | 40 |
| 86 | X | 2 | 128 | 0 | 128 | 2.1 | 51.8 | Peak Period | 0 | 1 | 0 | 1 | 0 | 0 | 40 |
| 86A | X | 2 | 136 | 0 | 136 | 2.3 | 56.7 | Peak Period | 0 | 1 | 0 | 1 | 0 | 0 | 40 |
| 88 | X | 4 | 194 | 0 | 194 | 3.2 | 64.7 | Peak Period | 0 | 2 | 0 | 3 | 0 | 0 | 40 |
| 88A | X | 4 | 702 | 0 | 702 | 11.7 | 301.9 | Peak Period | 0 | 2 | 0 | 2 | 0 | 0 | 40 |
| 89 | X | 4 | 216 | 0 | 216 | 3.6 | 71.8 | Peak Period | 0 | 1 | 0 | 2 | 0 | 0 | 40 |
| 90 | X | 4 | 210 | 0 | 210 | 3.5 | 63.8 | Peak Period | 0 | 2 | 0 | 2 | 0 | 0 | 40 |
| 92 | X | 6 | 462 | 0 | 462 | 7.7 | 153.6 | Peak Period | 0 | 2 | 0 | 3 | 0 | 0 | 40 |
| 93 | X | 33 | 2,652 | 0 | 2,652 | 44.2 | 1,133.6 | Peak Period | 0 | 11 | 0 | 11 | 0 | 0 | 60 |
| 93A | X | 2 | 152 | 0 | 152 | 2.5 | 74.2 | Peak Period | 0 | 1 | 0 | 1 | 0 | 0 | 40 |
| 95 | X | 2 | 169 | 0 | 169 | 2.8 | 62.0 | Peak Period | 0 | 1 | 0 | 1 | 0 | 0 | 40 |
| 96 | X | 8 | 364 | 0 | 364 | 6.1 | 140.6 | Peak Period | 0 | 4 | 0 | 4 | 0 | 0 | 40 |
| 97 | X | 12 | 570 | 0 | 570 | 9.5 | 230.4 | Peak Period | 0 | 5 | 0 | 5 | 0 | 0 | 40 |
| 98 | X | 12 | 644 | 0 | 644 | 10.7 | 274.0 | Peak Period | 2 | 4 | 0 | 6 | 0 | 0 | 60 |
| 101 | X | 10 | 550 | 0 | 550 | 9.2 | 221.4 | Peak Period | 2 | 3 | 0 | 5 | 0 | 0 | 60 |
| 102 | X | 6 | 390 | 0 | 390 | 6.5 | 150.5 | Peak Period | 1 | 2 | 0 | 3 | 0 | 0 | 60 |
| 103 | X | 8 | 412 | 0 | 412 | 6.9 | 133.4 | Peak Period | 0 | 4 | 0 | 4 | 0 | 0 | 40 |
| 203 | X | 4 | 232 | 0 | 232 | 3.9 | 40.4 | Peak Period | 0 | 2 | 0 | 2 | 0 | 0 | 40 |
| 434X | X | 8 | 416 | 0 | 416 | 6.9 | 169.6 | Peak Period | 0 | 4 | 0 | 4 | 0 | 0 | 40 |
| 440X | X | 8 | 372 | 0 | 372 | 6.2 | 152.8 | Peak Period | 0 | 4 | 0 | 4 | 0 | 0 | 40 |
| 441X | X | 8 | 352 | 0 | 352 | 5.9 | 134.4 | Peak Period | 0 | 4 | 0 | 4 | 0 | 0 | 60 |
| 100X | X | 56 | 3,080 | 280 | 3,360 | 56.0 | 1,232.0 | 4:30 AM to 7:00 PM | 6 | 9 | 2 | 9 | 6 | 0 | 60 |
| 101X | X | 34 | 2,550 | 170 | 2,720 | 45.3 | 839.8 | 4:40 AM to 7:00 PM | 3 | 6 | 3 | 6 | 3 | 0 | 60 |
| 102X | X | 34 | 2,550 | 170 | 2,720 | 45.3 | 853.4 | 4:40 AM to 7:00 PM | 3 | 6 | 3 | 6 | 3 | 0 | 60 |
| 200X | X | 56 | 2,520 | 280 | 2,800 | 46.7 | 1,086.4 | 4:30 AM to 7:00 PM | 6 | 8 | 2 | 8 | 6 | 0 | 60 |
| 201X | X | 34 | 2,550 | 170 | 2,720 | 45.3 | 751.4 | 4:40 AM to 7:00 PM | 3 | 6 | 3 | 6 | 3 | 0 | 60 |
| 202X | X | 34 | 2,550 | 170 | 2,720 | 45.3 | 765.0 | 4:40 AM to 7:00 PM | 3 | 6 | 3 | 6 | 3 | 0 | 60 |
| 300X | X | 56 | 1,960 | 280 | 2,240 | 37.3 | 851.2 | 4:30 AM to 7:00 PM | 6 | 7 | 2 | 7 | 6 | 0 | 60 |
| 301X | X | 34 | 2,070 | 170 | 2,240 | 37.3 | 608.6 | 4:40 AM to 7:00 PM | 3 | 5 | 2 | 5 | 3 | 0 | 60 |
| 302X | X | 34 | 2,070 | 170 | 2,240 | 37.3 | 625.6 | 4:40 AM to 7:00 PM | 3 | 5 | 2 | 5 | 3 | 0 | 60 |
| TOTALS | | 8,690 | 397,270 | 48,674 | 445,944 | 7,432.4 | 101,436.0 | | 271 | 702 | 361 | 704 | 360 | 98 | |



AR00144797

# Bus Operating Plan – Alternative #3, Managed Lane – Reversible

| ROUTE | | WEEKDAY OPERATIONS | | | | | | | WEEKDAY OPERATIONS | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Weekday Totals | | | | | | | Maximum Vehicles Required | | | | | | |
| Number | Function | Weekday Trips | Running Time (Minutes) | Layover (minutes) | Total Time (minutes) | Total Time Hours | Total Weekday Mileage | Span of Service | 4:00 AM to 5:29 AM | 5:30 AM to 8:59 AM | 9:00 AM to 2:59 PM | 3:00 PM to 5:59 PM | 6:00 PM to 10:59 PM | 11:00 PM to 3:59 AM | Vehicle Size |
| A | LS | 158 | 15,166 | 1,264 | 16,430 | 273.8 | 3,487.6 | 4:15 AM to 10:37 PM | 6 | 25 | 14 | 26 | 12 | 0 | 60 |
| B | LS | 129 | 5,223 | 1,401 | 6,624 | 110.4 | 1,006.2 | 4:55 AM to 11:02 PM | 3 | 7 | 7 | 7 | 7 | 0 | 60 |
| C | LS | 230 | 17,392 | 2,390 | 19,782 | 329.7 | 7,446.2 | 3:07 AM to 10:53 PM | 8 | 30 | 15 | 30 | 13 | 0 | 60 |
| D | LS | 96 | 6,720 | 480 | 7,200 | 120.0 | 2,430.7 | 5:00 AM to 10:00 PM | 4 | 10 | 5 | 10 | 8 | 0 | 60 |
| E | LS | 149 | 11,920 | 1,490 | 13,410 | 223.5 | 3,643.1 | 4:30 AM to 10:00 PM | 8 | 15 | 12 | 15 | 12 | 0 | 60 |
| 1 | L | 184 | 10,120 | 920 | 11,040 | 184.0 | 1,713.0 | 4:00 AM to 2:00 AM | 12 | 12 | 8 | 12 | 12 | 6 | 60 |
| 1L | LS | 138 | 9,660 | 690 | 10,350 | 172.5 | 2,044.5 | 4:00 AM to 1:30 AM | 6 | 13 | 8 | 13 | 6 | 5 | 60 |
| 2 | L | 158 | 9,776 | 869 | 10,645 | 177.8 | 1,449.7 | 4:10 AM to 1:44 AM | 9 | 13 | 10 | 12 | 7 | 3 | 40 |
| 3 | L | 143 | 9,386 | 1,167 | 10,553 | 175.9 | 1,744.3 | 4:15 AM to 1:26 AM | 8 | 18 | 11 | 14 | 6 | 2 | 60 |
| 4 | L | 117 | 5,850 | 1,170 | 7,020 | 117.0 | 1,041.3 | 5:00 AM to 12:00 AM | 5 | 8 | 6 | 8 | 8 | 4 | 40 |
| 5 | CC | 55 | 1,207 | 174 | 1,381 | 23.0 | 281.3 | 5:36 AM to 10:02 PM | 0 | 2 | 1 | 2 | 1 | 0 | 40 |
| 6 | L | 95 | 5,384 | 437 | 5,821 | 97.0 | 838.2 | 5:03 AM to 11:58 PM | 1 | 10 | 7 | 10 | 3 | 0 | 40 |
| 8 | L | 178 | 7,120 | 890 | 8,010 | 133.5 | 792.1 | 7:15 AM to 12:00 AM | 0 | 6 | 9 | 9 | 9 | 0 | 60 |
| 9 | L | 95 | 6,474 | 960 | 7,434 | 123.9 | 1,316.0 | 5:10 AM to 12:56 AM | 2 | 13 | 5 | 12 | 4 | 2 | 40 |
| 11 | L | 69 | 3,831 | 292 | 4,123 | 68.7 | 1,074.6 | 5:48 AM to 10:14 PM | 2 | 8 | 2 | 8 | 4 | 0 | 40 |
| 13 | L | 198 | 18,810 | 1,980 | 20,790 | 346.5 | 2,138.4 | 5:00 AM to 1:00 AM | 8 | 21 | 21 | 21 | 10 | 10 | 60 |
| 15 | CC | 56 | 1,082 | 78 | 1,160 | 19.3 | 508.7 | 5:30 AM to 10:23 PM | 0 | 2 | 1 | 2 | 1 | 0 | 30 |
| 17 | CC | 134 | 6,700 | 1,340 | 8,040 | 134.0 | 1,165.6 | 5:00 AM to 10:00 AM | 4 | 12 | 6 | 8 | 8 | 4 | 40 |
| 18 | CC | 72 | 3,960 | 360 | 4,320 | 72.0 | 518.4 | 6:00 AM to 12:00 AM | 0 | 4 | 4 | 4 | 4 | 4 | 40 |
| 19 | L | 109 | 7,843 | 1,120 | 8,963 | 149.4 | 1,698.4 | 4:13 AM to 1:48 AM | 5 | 18 | 17 | 20 | 10 | 5 | 60 |
| 20 | L | 38 | 3,417 | 774 | 4,191 | 69.9 | 645.4 | 5:14 AM to 7:33 PM | 1 | 5 | 6 | 5 | 1 | 0 | 60 |
| 23 | L | 64 | 6,080 | 640 | 6,720 | 112.0 | 1,315.2 | 6:00 AM to 10:00 PM | 0 | 7 | 7 | 7 | 7 | 0 | 40 |
| 30 | L | 70 | 3,500 | 700 | 4,200 | 70.0 | 514.5 | 5:00 AM to 10:00 PM | 2 | 4 | 4 | 4 | 4 | 2 | 40 |
| 31 | L | 75 | 3,921 | 471 | 4,392 | 73.2 | 1,148.8 | 5:10 AM to 9:50 PM | 1 | 8 | 2 | 8 | 2 | 0 | 35 |
| 40 | L | 126 | 18,670 | 1,800 | 20,470 | 341.2 | 5,091.9 | 4:00 AM to 3:59 AM | 17 | 22 | 11 | 22 | 11 | 8 | 60 |
| 41 | L | 98 | 2,264 | 508 | 2,772 | 46.2 | 955.0 | 4:47 AM to 10:10 PM | 2 | 4 | 2 | 4 | 2 | 0 | 40 |
| 42 | L | 192 | 14,529 | 1,008 | 15,737 | 262.3 | 3,300.6 | 4:00 AM to 3:59 AM | 8 | 19 | 9 | 19 | 12 | 7 | 60 |
| 43 | L | 42 | 2,989 | 295 | 3,284 | 54.7 | 917.7 | 7:00 AM to 6:27 PM | 0 | 5 | 5 | 5 | 0 | 0 | 40 |
| 50 | L | 103 | 8,240 | 1,030 | 9,270 | 154.5 | 1,597.5 | 5:00 AM to 11:00 PM | 3 | 12 | 6 | 12 | 6 | 0 | 40 |
| 51 | L | 68 | 6,583 | 680 | 7,263 | 121.1 | 1,666.2 | 4:30 AM to 1:37 AM | 5 | 14 | 7 | 14 | 4 | 4 | 60 |
| 52 | L | 75 | 7,875 | 1,125 | 9,000 | 150.0 | 2,808.8 | 4:00 AM to 3:59 AM | 5 | 10 | 8 | 10 | 8 | 4 | 60 |
| 54 | L | 181 | 7,307 | 1,810 | 9,117 | 152.0 | 2,112.3 | 4:30 AM to 1:00 AM | 6 | 11 | 6 | 11 | 6 | 3 | 60 |
| 60 | L | 96 | 6,240 | 960 | 7,200 | 120.0 | 1,804.8 | 5:00 AM to 12:00 AM | 2 | 10 | 5 | 10 | 5 | 3 | 40 |
| 61 | L | 76 | 3,800 | 760 | 4,560 | 76.0 | 1,094.4 | 5:00 AM to 11:00 PM | 2 | 6 | 4 | 6 | 4 | 0 | 40 |
| 62 | L | 88 | 14,416 | 1,320 | 15,736 | 262.3 | 4,865.3 | 4:00 AM to 3:59 AM | 4 | 18 | 12 | 18 | 12 | 6 | 60 |
| 63 | L | 78 | 5,850 | 1,170 | 7,020 | 117.0 | 1,891.5 | 5:00 AM to 12:00 AM | 2 | 9 | 6 | 9 | 6 | 2 | 40 |
| 64 | L | 81 | 4,455 | 405 | 4,860 | 81.0 | 996.3 | 5:00 AM to 10:00 PM | 3 | 6 | 4 | 6 | 4 | 0 | 40 |
| 65 | L | 42 | 1,680 | 210 | 1,890 | 31.5 | 497.7 | 5:00 AM to 8:00 PM | 2 | 3 | 2 | 3 | 2 | 0 | 40 |
| 66 | L | 50 | 1,250 | 250 | 1,500 | 25.0 | 669.8 | 4:30 AM to 10:00 PM | 2 | 2 | 1 | 2 | 1 | 0 | 40 |
| 131 | CC | 24 | 300 | 60 | 360 | 6.0 | 67.2 | 6:00 AM to 6:35 PM | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 30 |
| 132 | CC | 24 | 300 | 60 | 360 | 6.0 | 70.8 | 6:20 AM to 6:45 PM | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 30 |
| 133 | CC | 58 | 725 | 145 | 870 | 14.5 | 200.1 | 5:30 AM to 10:00 PM | 1.0 | 1.0 | 1.0 | 1.0 | 0.5 | 0.0 | 30 |
| 134 | CC | 58 | 1,595 | 145 | 1,740 | 29.0 | 455.3 | 5:30 AM to 10:00 PM | 2.0 | 2.0 | 2.0 | 2.0 | 1.0 | 0.0 | 30 |
| 231 | CC | 60 | 750 | 150 | 900 | 15.0 | 270.0 | 5:00 AM to 1:00 AM | 1.0 | 1.0 | 0.5 | 1.0 | 0.5 | 0.5 | 35 |
| 232 | CC | 46 | 575 | 115 | 690 | 11.5 | 154.1 | 5:00 AM to 8:00 PM | 1.0 | 1.0 | 0.5 | 1.0 | 0.5 | 0.0 | 35 |
| 301 | CC | 57 | 2,387 | 285 | 2,672 | 44.5 | 590.1 | 5:00 AM to 8:00 PM | 3 | 3 | 3 | 3 | 2 | 0 | 35 |
| 302 | CC | 47 | 1,175 | 235 | 1,410 | 23.5 | 164.5 | 4:30 AM to 10:11 PM | 1 | 2 | 1 | 2 | 1 | 0 | 40 |
| 303 | CC | 108 | 1,350 | 270 | 1,620 | 27.0 | 194.4 | 4:30 AM to 12:00 AM | 1 | 2 | 1 | 2 | 2 | 1 | 40 |
| 304 | CC | 47 | 1,282 | 235 | 1,517 | 25.3 | 365.0 | 5:00 AM to 11:00 PM | 1 | 2 | 1 | 2 | 1 | 0 | 30 |
| 305 | CC | 99 | 2,485 | 490 | 2,975 | 49.6 | 577.7 | 5:00 AM to 11:00 PM | 4 | 4 | 2 | 4 | 2 | 0 | 40 |
| 401 | CC | 48 | 612 | 108 | 720 | 12.0 | 215.3 | 3:50 AM to 9:34 PM | 0.5 | 1.0 | 0.5 | 1.0 | 0.5 | 0.0 | 35 |
| 402 | CC | 48 | 548 | 172 | 720 | 12.0 | 170.4 | 4:20 AM to 9:58 PM | 0.5 | 1.0 | 0.5 | 1.0 | 0.5 | 0.0 | 35 |
| 403 | CC | 49 | 1,284 | 157 | 1,441 | 24.0 | 424.8 | 4:15 AM to 10:22 PM | 1 | 2 | 1 | 2 | 1 | 0 | 35 |
| 411 | CC | 100 | 1,408 | 116 | 1,524 | 25.4 | 367.3 | 4:30 AM to 12:49 AM | 1 | 2 | 1 | 2 | 1 | 1.0 | 40 |
| 412 | CC | 84 | 756 | 504 | 1,260 | 21.0 | 230.2 | 4:30 AM to 6:48 PM | 1 | 2 | 1 | 2 | 1 | 0 | 35 |
| 413 | CC | 59 | 699 | 186 | 885 | 14.8 | 273.2 | 5:30 AM to 5:55 PM | 1 | 2 | 1.0 | 2 | 0 | 0 | 40 |
| 414 | CA | 29 | 349 | 502 | 851 | 14.2 | 106.6 | 4:30 AM to 6:43 PM | 1 | 1 | 1 | 1 | 1 | 0 | Handi-Van Vehicle |
| 415 | CC | 90 | 2,475 | 225 | 2,700 | 45.0 | 702.0 | 5:30 AM to 11:00 PM | 2 | 4 | 2 | 4 | 2 | 0 | 40 |
| 416 | CC | 88 | 1,100 | 220 | 1,320 | 22.0 | 228.8 | 5:30 AM to 10:00 PM | 1 | 2 | 1 | 2 | 1 | 0 | 40 |
| 417 | CC | 100 | 1,250 | 250 | 1,500 | 25.0 | 380.0 | 5:00 AM to 12:30 AM | 1 | 2 | 1 | 2 | 1 | 1 | 40 |
| 418 | CC | 92 | 2,530 | 230 | 2,760 | 46.0 | 449.9 | 5:00 AM to 11:00 PM | 2 | 4 | 1.0 | 4 | 2 | 0 | 40 |
| 419 | CC | 92 | 1,150 | 230 | 1,380 | 23.0 | 326.6 | 5:00 AM to 11:00 PM | 1 | 2 | 1 | 2 | 1 | 0 | 40 |
| 421 | CC | 71 | 3,905 | 355 | 4,260 | 71.0 | 949.3 | 4:33 AM to 12:03 AM | 2 | 8 | 2 | 8 | 2 | 0 | 40 |
| 422 | CC | 130 | 3,575 | 325 | 3,900 | 65.0 | 1,051.7 | 5:00 AM to 12:30 AM | 2 | 6 | 2 | 6 | 2 | 2 | 40 |
| 432 | CC | 147 | 1,837 | 370 | 2,207 | 36.8 | 391.0 | 4:41 AM to 1:28 AM | 2 | 2 | 2 | 2 | 2 | 1 | 40 |
| 433 | CC | 91 | 2,024 | 209 | 2,233 | 37.2 | 448.0 | 5:00 AM to 11:26 PM | 1 | 4 | 2 | 4 | 1 | 1 | 40 |
| 434 | CC | 140 | 2,619 | 176 | 2,795 | 46.6 | 618.2 | 4:41 AM to 12:52 AM | 2 | 4 | 2 | 4 | 2 | 1 | 40 |
| 435 | CC | 62 | 1,550 | 310 | 1,860 | 31.0 | 403.0 | 6:30 AM to 10:00 PM | 0 | 2 | 2 | 2 | 2 | 0 | 40 |
| 440 | CC | 90 | 1,125 | 225 | 1,350 | 22.5 | 252.0 | 5:00 AM to 10:00 PM | 2 | 2 | 1 | 2 | 1 | 0 | 40 |
| 441 | CC | 90 | 2,475 | 225 | 2,700 | 45.0 | 504.0 | 5:00 AM to 10:00 PM | 2 | 4 | 2 | 4 | 2 | 0 | 40 |
| 501 | CC | 64 | 800 | 160 | 960 | 16.0 | 252.8 | 5:30 AM to 10:00 PM | 0 | 1 | 1 | 1 | 1 | 0 | 40 |
| 502 | CC | 64 | 800 | 160 | 960 | 16.0 | 208.0 | 5:30 AM to 10:00 PM | 0 | 1 | 1 | 1 | 1 | 0 | 35 |
| 503 | CA | 34 | 722 | 177 | 899 | 15.0 | 148.4 | 4:33 AM to 7:53 PM | 1 | 1 | 1 | 1 | 1 | 0 | Handi-Van Vehicle |
| 504 | CC | 36 | 990 | 90 | 1,080 | 18.0 | 201.6 | 5:30 AM to 10:00 PM | 0.00 | 1.50 | 0.75 | 1.50 | 0.75 | 0.00 | 35 |
| 505 | CC | 36 | 270 | 90 | 360 | 6.0 | 73.8 | 5:30 AM to 10:00 PM | 0.00 | 0.50 | 0.25 | 0.50 | 0.25 | 0.00 | 35 |
| 511 | CC | 100 | 1,250 | 250 | 1,500 | 25.0 | 310.0 | 4:30 AM to 11:30 PM | 1 | 2 | 1 | 2 | 1 | 1 | 40 |
| 512 | CC | 72 | 900 | 180 | 1,080 | 18.0 | 216.0 | 5:00 AM to 11:00 PM | 1 | 1 | 1 | 1 | 1 | 0 | 40 |
| 513 | CC | 68 | 850 | 170 | 1,020 | 17.0 | 151.3 | 5:00 AM to 1:00 AM | 1 | 1 | 1 | 1 | 1 | 1 | 40 |
| 521 | CC | 42 | 525 | 105 | 630 | 10.5 | 191.3 | 5:00 AM to 8:00 PM | 0.5 | 1.0 | 0.5 | 1.0 | 0.5 | 0.0 | 35 |
| 522 | CC | 42 | 525 | 105 | 630 | 10.5 | 302.4 | 5:00 AM to 8:00 PM | 0.5 | 1.0 | 0.5 | 1.0 | 0.5 | 0.0 | 35 |
| 523 | CC | 34 | 850 | 170 | 1,020 | 17.0 | 292.4 | 5:00 AM to 8:00 PM | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 0.0 | 35 |
| 541 | CC | 98 | 2,450 | 490 | 2,940 | 49.0 | 661.5 | 5:30 AM to 10:00 PM | 2.0 | 4.0 | 2.0 | 4.0 | 2.0 | 0.0 | 35 |
| 542 | CC | 72 | 900 | 180 | 1,080 | 18.0 | 262.1 | 5:30 AM to 10:00 PM | 2.0 | 1.0 | 1.0 | 1.0 | 1.0 | 0.0 | 35 |
| 543 | CC | 94 | 1,175 | 235 | 1,410 | 23.5 | 244.4 | 5:30 AM to 9:00 PM | 2.0 | 2.0 | 1.0 | 2.0 | 1.0 | 0.0 | 35 |
| 544 | CA | 64 | 800 | 160 | 960 | 16.0 | 201.0 | 5:30 AM to 9:00 PM | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 0.0 | Handi-Van Vehicle |
| 545 | CC | 70 | 875 | 175 | 1,050 | 17.5 | 245.0 | 5:30 AM to 9:00 PM | 2.0 | 1.0 | 1.0 | 1.0 | 1.0 | 0.0 | 35 |
| 546 | CC | 62 | 775 | 155 | 930 | 15.5 | 235.9 | 5:30 AM to 9:00 PM | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 0.0 | 35 |
| 547 | CC | 115 | 2,300 | 285 | 2,585 | 43.1 | 736.5 | 4:30 AM to 12:30 AM | 3.0 | 3.0 | 1.5 | 3.0 | 1.5 | 1.5 | 40 |
| 548 | CC | 116 | 2,320 | 290 | 2,610 | 43.5 | 461.7 | 4:30 AM to 12:30 AM | 3.0 | 3.0 | 1.5 | 3.0 | 1.5 | 1.5 | 40 |
| 549 | CC | 76 | 1,250 | 250 | 1,500 | 25.0 | 360.0 | 6:30 AM to 10:00 PM | 2.0 | 2.0 | 1.0 | 2.0 | 1.0 | 1.0 | 40 |
| 611 | CC | 48 | 960 | 120 | 1,080 | 18.0 | 568.8 | 5:00 AM to 10:00 PM | 1.5 | 1.5 | 0.8 | 1.5 | 0.8 | 0.0 | 35 |
| 612 | CC | 48 | 960 | 120 | 1,080 | 18.0 | 312.0 | 5:00 AM to 10:00 PM | 1.5 | 1.5 | 0.8 | 1.5 | 0.8 | 0.0 | 35 |
| 613 | CA | 34 | 425 | 85 | 510 | 8.5 | 88.4 | 5:00 AM to 9:30 PM | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.0 | Handi-Van Vehicle |
| 614 | CA | 34 | 425 | 85 | 510 | 8.5 | 96.2 | 5:00 AM to 9:00 PM | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.0 | Handi-Van Vehicle |
| 615 | CC | 34 | 850 | 170 | 1,020 | 17.0 | 227.8 | 5:00 AM to 9:00 PM | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 0.0 | 35 |
| FERRY ROUTES | | | | | | | | | | | | | | | |
| 4F | F | 32 | 1,045 | 95 | 1,140 | 19.0 | 174.8 | Peak Period | 0 | 4 | 0 | 4 | 4 | 0 | 40 |
| 8F | F | 32 | 1,330 | 95 | 1,425 | 23.8 | 235.6 | Peak Period | 0 | 5 | 0 | 5 | 5 | 0 | 40 |
| 30F | F | 32 | 760 | 95 | 855 | 14.3 | 136.8 | Peak Period | 0 | 3 | 0 | 3 | 3 | 0 | 40 |
| 41F | F | 12 | 440 | 40 | 480 | 8.0 | 96.8 | Peak Period | 0 | 4 | 0 | 4 | 4 | 0 | 40 |
| 93F | F | 12 | 1,200 | 0 | 1,200 | 20.0 | 323.0 | Peak Period | 0 | 4 | 0 | 4 | 2 | 0 | 40 |
| 411F | F | 12 | 550 | 50 | 600 | 10.0 | 136.0 | Peak Period | 0 | 3 | 0 | 3 | 2 | 0 | 35 |
| 413F | F | 12 | 330 | 0 | 330 | 5.5 | 78.1 | Peak Period | 1 | 1 | 0 | 1 | 1 | 0 | 40 |
| EXPRESS ROUTES | | | | | | | | | | | | | | | |
| 80 | X | 11 | 618 | 0 | 618 | 10.3 | 203.7 | Peak Period | 0 | 4 | 0 | 4 | 0 | 0 | 40 |
| 80A | X | 9 | 639 | 0 | 639 | 10.7 | 166.1 | Peak Period | 0 | 3 | 0 | 3 | 0 | 0 | 40 |
| 80B | X | 2 | 79 | 0 | 79 | 1.3 | 22.3 | Peak Period | 0 | 1 | 0 | 1 | 0 | 0 | 40 |
| 81 | X | 22 | 1,288 | 0 | 1,288 | 21.5 | 452.4 | Peak Period | 0 | 6 | 0 | 6 | 0 | 0 | 60 |
| 82 | X | 7 | 354 | 0 | 354 | 5.9 | 109.8 | Peak Period | 1 | 3 | 0 | 3 | 0 | 0 | 40 |
| 83 | X | 17 | 1,366 | 0 | 1,366 | 22.8 | 489.3 | Peak Period | 0 | 6 | 0 | 6 | 0 | 0 | 60 |
| 83A | X | 4 | 253 | 0 | 253 | 4.2 | 106.2 | Peak Period | 0 | 2 | 0 | 2 | 0 | 0 | 40 |
| 84 | X | 8 | 583 | 0 | 583 | 9.7 | 219.6 | Peak Period | 0 | 4 | 0 | 4 | 0 | 0 | 60 |
| 84A | X | 8 | 583 | 0 | 583 | 9.7 | 206.6 | Peak Period | 0 | 4 | 0 | 4 | 0 | 0 | 40 |
| 85 | X | 8 | 613 | 0 | 613 | 10.2 | 181.3 | Peak Period | 0 | 6 | 0 | 5 | 0 | 0 | 40 |
| 85A | X | 6 | 309 | 0 | 309 | 5.2 | 95.0 | Peak Period | 0 | 3 | 0 | 2 | 0 | 0 | 40 |
| 86 | X | 2 | 128 | 0 | 128 | 2.1 | 51.8 | Peak Period | 0 | 1 | 0 | 1 | 0 | 0 | 40 |
| 86A | X | 2 | 136 | 0 | 136 | 2.3 | 56.7 | Peak Period | 0 | 1 | 0 | 1 | 0 | 0 | 40 |
| 88 | X | 4 | 194 | 0 | 194 | 3.2 | 64.7 | Peak Period | 0 | 2 | 0 | 3 | 0 | 0 | 40 |
| 88A | X | 4 | 702 | 0 | 702 | 11.7 | 301.9 | Peak Period | 0 | 2 | 0 | 2 | 0 | 0 | 40 |
| 89 | X | 4 | 216 | 0 | 216 | 3.6 | 71.8 | Peak Period | 0 | 1 | 0 | 2 | 0 | 0 | 40 |
| 90 | X | 4 | 210 | 0 | 210 | 3.5 | 63.8 | Peak Period | 0 | 2 | 0 | 2 | 0 | 0 | 40 |
| 92 | X | 6 | 462 | 0 | 462 | 7.7 | 153.6 | Peak Period | 0 | 2 | 0 | 3 | 0 | 0 | 40 |
| 93 | X | 33 | 2,652 | 0 | 2,652 | 44.2 | 1,133.6 | Peak Period | 0 | 11 | 0 | 11 | 0 | 0 | 60 |
| 93A | X | 2 | 152 | 0 | 152 | 2.5 | 74.2 | Peak Period | 0 | 1 | 0 | 1 | 0 | 0 | 40 |
| 95 | X | 2 | 169 | 0 | 169 | 2.8 | 62.0 | Peak Period | 0 | 1 | 0 | 1 | 0 | 0 | 40 |
| 96 | X | 8 | 364 | 0 | 364 | 6.1 | 140.6 | Peak Period | 0 | 4 | 0 | 4 | 0 | 0 | 40 |
| 97 | X | 12 | 570 | 0 | 570 | 9.5 | 230.4 | Peak Period | 0 | 5 | 0 | 5 | 0 | 0 | 40 |
| 98 | X | 12 | 644 | 0 | 644 | 10.7 | 274.0 | Peak Period | 2 | 4 | 0 | 6 | 0 | 0 | 60 |
| 101 | X | 10 | 550 | 0 | 550 | 9.2 | 221.4 | Peak Period | 2 | 3 | 0 | 5 | 0 | 0 | 60 |
| 102 | X | 6 | 390 | 0 | 390 | 6.5 | 150.5 | Peak Period | 1 | 2 | 0 | 3 | 0 | 0 | 60 |
| 103 | X | 8 | 412 | 0 | 412 | 6.9 | 133.4 | Peak Period | 0 | 4 | 0 | 4 | 0 | 0 | 40 |
| 203 | X | 4 | 232 | 0 | 232 | 3.9 | 40.4 | Peak Period | 0 | 2 | 0 | 2 | 0 | 0 | 40 |
| 434X | X | 8 | 416 | 0 | 416 | 6.9 | 169.6 | Peak Period | 0 | 4 | 0 | 4 | 0 | 0 | 40 |
| 440X | X | 8 | 372 | 0 | 372 | 6.2 | 152.8 | Peak Period | 0 | 4 | 0 | 4 | 0 | 0 | 40 |
| 441X | X | 8 | 352 | 0 | 352 | 5.9 | 134.4 | Peak Period | 0 | 4 | 0 | 4 | 0 | 0 | 60 |
| 100X | X | 67 | 4,345 | 335 | 4,680 | 78.0 | 1,474.0 | 4:30 AM to 7:00 PM | 6 | 18 | 2 | 18 | 7 | 0 | 60 |
| 101X | X | 34 | 2,550 | 240 | 2,790 | 46.5 | 839.8 | 4:40 AM to 7:00 PM | 3 | 9 | 3 | 9 | 3 | 0 | 60 |
| 102X | X | 34 | 2,550 | 240 | 2,790 | 46.5 | 853.4 | 4:40 AM to 7:00 PM | 3 | 9 | 3 | 9 | 3 | 0 | 60 |
| 200X | X | 56 | 3,080 | 280 | 3,360 | 56.0 | 1,086.4 | 4:30 AM to 7:00 PM | 6 | 18 | 2 | 18 | 6 | 0 | 60 |
| 201X | X | 34 | 2,550 | 170 | 2,720 | 45.3 | 751.4 | 4:40 AM to 7:00 PM | 3 | 9 | 3 | 9 | 3 | 0 | 60 |
| 202X | X | 34 | 2,550 | 170 | 2,720 | 45.3 | 765.0 | 4:40 AM to 7:00 PM | 3 | 9 | 3 | 9 | 3 | 0 | 60 |
| 300X | X | 56 | 2,540 | 280 | 2,820 | 47.0 | 851.2 | 4:30 AM to 7:00 PM | 6 | 15 | 2 | 15 | 6 | 0 | 60 |
| 301X | X | 34 | 3,080 | 170 | 3,250 | 54.2 | 608.6 | 4:40 AM to 7:00 PM | 3 | 10 | 4 | 10 | 3 | 0 | 60 |
| 302X | X | 34 | 3,080 | 170 | 3,250 | 54.2 | 625.6 | 4:40 AM to 7:00 PM | 3 | 10 | 4 | 10 | 3 | 0 | 60 |
| TOTALS | | 8,797 | 405,820 | 49,780 | 455,600 | 7,593.3 | 103,861.8 | | 271.00 | 766.00 | 365.00 | 768.00 | 359.00 | 98.00 | |

# Bus Operating Plan – Alternative #4, Fixed Guideway Alternative, Full-Corridor Alignment Kalaeloa – Salt Lake – North King – Hotel

| ROUTE | | WEEKDAY OPERATIONS | | | | | | | WEEKDAY OPERATIONS | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Weekday Totals | | | | | | | Maximum Vehicles Required | | | | | | |
| Number | Function | Weekday Trips | Running Time (Minutes) | Layover (minutes) | Total Time (minutes) | Total Time Hours | Total Weekday Mileage | Span of Service | 4:00 AM to 5:29 AM | 5:30 AM to 8:59 AM | 9:00 AM to 2:59 PM | 3:00 PM to 5:59 PM | 6:00 PM to 10:59 PM | 11:00 PM to 3:59 AM | Vehicle Size |
| C | LS | 125 | 7,194 | 756 | 7,950 | 132.5 | 2,500.1 | 3:07 AM to 10:53 PM | 10 | 10 | 6 | 10 | 6 | 2 | 60 |
| D | LS | 96 | 2,396 | 484 | 2,880 | 48.0 | 1,030.6 | 5:00 AM to 10:00 PM | 3 | 4 | 2 | 4 | 3 | 0 | 60 |
| 1 | L | 191 | 6,401 | 1,119 | 7,520 | 125.3 | 1,117.4 | 4:00 AM to 2:00 AM | 8 | 8 | 5 | 8 | 8 | 4 | 60 |
| 1L | LS | 146 | 5,762 | 633 | 6,395 | 106.6 | 1,649.8 | 4:00 AM to 1:30 AM | 4 | 8 | 4 | 8 | 4 | 4 | 60 |
| 2 | L | 208 | 5,892 | 918 | 6,610 | 110.2 | 998.5 | 4:10 AM to 1:44 AM | 7 | 7 | 4 | 7 | 6 | 4 | 40 |
| 3 | L | 214 | 9,208 | 752 | 9,960 | 166.0 | 1,746.2 | 4:15 AM to 1:26 AM | 6 | 9 | 9 | 9 | 7 | 3 | 60 |
| 4 | L | 121 | 6,310 | 950 | 7,260 | 121.0 | 986.9 | 5:00 AM to 12:00 AM | 5 | 8 | 6 | 8 | 8 | 4 | 40 |
| 5 | CC | 55 | 1,207 | 174 | 1,381 | 23.0 | 229.0 | 5:36 AM to 10:02 PM | 0 | 2 | 1 | 2 | 1 | 0 | 40 |
| 6 | L | 95 | 5,384 | 437 | 5,821 | 97.0 | 857.1 | 5:03 AM to 11:58 PM | 1 | 10 | 7 | 10 | 3 | 0 | 40 |
| 9 | L | 98 | 1,896 | 324 | 2,220 | 37.0 | 351.2 | 5:00 AM to 10:20 PM | 2 | 3 | 2 | 3 | 2 | 0 | 40 |
| 13 | L | 268 | 10,237 | 737 | 10,974 | 182.9 | 1,764.8 | 5:00 AM to 1:00 AM | 6 | 14 | 8 | 14 | 8 | 4 | 60 |
| 14 | CC | 178 | 2,288 | 382 | 2,670 | 44.5 | 431.3 | 5:00 AM to 1:00 AM | 3 | 3 | 3 | 3 | 2 | 1 | 40 |
| 15 | CC | 48 | 1,519 | 165 | 1,684 | 28.1 | 252.8 | 5:30 AM to 10:23 PM | 0 | 3 | 1 | 3 | 1 | 0 | 30 |
| 17 | CC | 146 | 7,066 | 914 | 7,980 | 133.0 | 1,256.3 | 5:00 AM to 12:00 AM | 4 | 10 | 6 | 10 | 8 | 4 | 40 |
| 18 | CC | 124 | 5,220 | 750 | 5,970 | 99.5 | 819.0 | 6:00 AM to 12:00 AM | 0 | 7 | 6 | 7 | 3 | 3 | 40 |
| 19 | L | 126 | 7,889 | 681 | 8,570 | 142.8 | 1,432.0 | 4:13 AM to 1:48 AM | 6 | 8 | 7 | 8 | 7 | 4 | 60 |
| 23 | L | 64 | 5,100 | 660 | 5,760 | 96.0 | 1,412.2 | 6:00 AM to 10:00 PM | 0 | 6 | 6 | 6 | 6 | 0 | 40 |
| 30 | L | 96 | 4,800 | 960 | 5,760 | 96.0 | 733.0 | 5:00 AM to 12:00 AM | 2 | 8 | 4 | 8 | 4 | 2 | 40 |
| 31 | CC | 170 | 3,240 | 600 | 3,840 | 64.0 | 628.9 | 4:45 AM to 12:25 AM | 5 | 5 | 2 | 5 | 2 | 2 | 40 |
| 40 | L | 256 | 18,492 | 2,888 | 21,380 | 356.3 | 5,026.0 | 4:00 AM to 3:59 AM | 21 | 25 | 17 | 25 | 17 | 5 | 60 |
| 41 | L | 98 | 5,978 | 1,372 | 7,350 | 122.5 | 1,497.4 | 4:47 AM to 10:10 PM | 5 | 10 | 5 | 10 | 5 | 5 | 40 |
| 42 | L | 116 | 3,560 | 580 | 4,140 | 69.0 | 824.2 | 4:00 AM to 3:59 AM | 5 | 5 | 2 | 5 | 5 | 6 | 60 |
| 50 | L | 103 | 3,441 | 415 | 3,856 | 64.3 | 922.6 | 5:00 AM to 11:00 PM | 3 | 5 | 3 | 5 | 3 | 0 | 40 |
| 51 | L | 134 | 5,360 | 670 | 6,030 | 100.5 | 1,583.9 | 4:30 AM to 1:37 AM | 5 | 6 | 6 | 6 | 3 | 2 | 60 |
| 52 | L | 75 | 7,875 | 1,125 | 9,000 | 150.0 | 2,808.8 | 4:00 AM to 3:59 AM | 5 | 10 | 8 | 10 | 8 | 4 | 60 |
| 54 | L | 138 | 4,830 | 1,380 | 6,210 | 103.5 | 1,376.7 | 4:30 AM to 1:00 AM | 5 | 6 | 5 | 6 | 6 | 3 | 60 |
| 60 | L | 96 | 5,280 | 480 | 5,760 | 96.0 | 1,704.5 | 5:00 AM to 12:00 AM | 2 | 8 | 4 | 8 | 4 | 2 | 40 |
| 61 | L | 76 | 3,800 | 760 | 4,560 | 76.0 | 1,094.4 | 5:00 AM to 11:00 PM | 2 | 6 | 4 | 6 | 4 | 0 | 40 |
| 62 | L | 88 | 14,416 | 1,320 | 15,736 | 262.3 | 4,885.3 | 4:00 AM to 3:59 AM | 4 | 18 | 12 | 18 | 12 | 6 | 60 |
| 63 | L | 78 | 5,388 | 992 | 6,380 | 106.3 | 1,566.9 | 5:00 AM to 12:00 AM | 2 | 7 | 6 | 7 | 6 | 2 | 40 |
| 64 | L | 81 | 4,455 | 405 | 4,860 | 81.0 | 996.3 | 5:00 AM to 10:00 PM | 3 | 6 | 4 | 6 | 4 | 0 | 40 |
| 65 | L | 42 | 1,680 | 210 | 1,890 | 31.5 | 497.7 | 5:00 AM to 8:00 PM | 2 | 3 | 1.5 | 3 | 1.5 | 0 | 40 |
| 66 | L | 50 | 1,250 | 250 | 1,500 | 25.0 | 669.8 | 4:30 AM to 10:00 PM | 2 | 2 | 1 | 2 | 1 | 0 | 40 |
| 131 | CC | 24 | 300 | 60 | 360 | 6.0 | 67.2 | 6:00 AM to 6:35 PM | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 30 |
| 132 | CC | 24 | 300 | 60 | 360 | 6.0 | 70.8 | 6:20 AM to 6:45 PM | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 30 |
| 133 | CC | 60 | 1,650 | 150 | 1,800 | 30.0 | 380.4 | 5:30 AM to 10:00 PM | 0 | 2 | 2 | 2 | 1 | 0 | 30 |
| 134 | CC | 60 | 2,230 | 90 | 2,320 | 38.7 | 411.9 | 5:30 AM to 10:00 PM | 0 | 3 | 3 | 3 | 2 | 0 | 30 |
| 135 | CC | 60 | 1,650 | 150 | 1,800 | 30.0 | 319.5 | 5:30 AM to 10:00 PM | 0 | 2 | 2 | 2 | 1 | 0 | 30 |
| 231 | CC | 60 | 750 | 150 | 900 | 15.0 | 270.0 | 5:00 AM to 1:00 AM | 1 | 1 | 0.5 | 1 | 0.5 | 0.5 | 35 |
| 232 | CC | 54 | 675 | 135 | 810 | 13.5 | 204.4 | 5:00 AM to 8:00 PM | 1 | 1 | 0.5 | 1 | 0.5 | 0.5 | 35 |
| 301 | CC | 88 | 3,036 | 484 | 3,520 | 58.7 | 563.6 | 5:10 AM to 9:50 PM | 3 | 6 | 2 | 6 | 3 | 0 | 35 |
| 302 | CC | 60 | 720 | 180 | 900 | 15.0 | 145.8 | 4:30 AM to 10:11 PM | 1 | 1 | 1 | 1 | 1 | 0 | 40 |
| 303 | CC | 108 | 1,350 | 270 | 1,620 | 27.0 | 194.4 | 4:30 AM to 12:00 AM | 1 | 2 | 1 | 2 | 2 | 1 | 40 |
| 304 | CC | 85 | 2,125 | 425 | 2,550 | 42.5 | 457.0 | 5:00 AM to 11:00 PM | 1 | 4 | 2 | 4 | 1 | 0 | 30 |
| 305 | CC | 64 | 1,600 | 320 | 1,920 | 32.0 | 349.1 | 5:00 AM to 11:00 PM | 2 | 2 | 2 | 2 | 2 | 0 | 40 |
| 306 | CC | 32 | 405 | 75 | 480 | 8.0 | 75.4 | 5:00 AM to 9:00 PM | 1 | 1 | 1 | 1 | 1 | 0 | 40 |
| 311 | CC | 91 | 4,060 | 455 | 4,515 | 75.3 | 601.4 | 5:00 AM to 8:00 PM | 3 | 7 | 3 | 7 | 3 | 0 | 35 |
| 312 | CC | 86 | 914 | 121 | 1,035 | 17.3 | 269.6 | 5:30 AM to 8:00 PM | 0 | 2 | 1 | 2 | 1 | 0 | 40 |
| 313 | CC | 106 | 2,809 | 371 | 3,180 | 53.0 | 687.4 | 5:30 AM to 1:20 AM | 0 | 4 | 2 | 4 | 2 | 2 | 40 |
| 314 | CC | 120 | 2,400 | 300 | 2,700 | 45.0 | 664.8 | 6:30 AM to 10:00 PM | 1 | 3 | 3 | 3 | 2 | 0 | 35 |
| 401 | CC | 48 | 612 | 108 | 720 | 12.0 | 215.3 | 3:50 AM to 9:34 PM | 0.5 | 1 | 0.5 | 1 | 0.5 | 0 | 35 |
| 402 | CC | 48 | 548 | 172 | 720 | 12.0 | 170.4 | 4:20 AM to 9:58 PM | 0.5 | 1 | 0.5 | 1 | 0.5 | 0 | 35 |
| 403 | CC | 61 | 1,981 | 222 | 2,203 | 36.7 | 572.3 | 4:15 AM to 10:22 PM | 2 | 4 | 1 | 4 | 1 | 0 | 35 |
| 411 | CC | 100 | 1,408 | 116 | 1,524 | 25.4 | 357.3 | 4:30 AM to 12:49 AM | 1 | 2 | 1 | 2 | 1 | 0.5 | 40 |
| 412 | CC | 84 | 756 | 504 | 1,260 | 21.0 | 299.5 | 4:30 AM to 6:48 PM | 1 | 2 | 1 | 2 | 1 | 0 | 30 |
| 413 | CC | 59 | 699 | 186 | 885 | 14.8 | 200.6 | 5:30 AM to 5:55 PM | 1 | 2 | 1 | 2 | 0 | 0 | 40 |
| 414 | CA | 29 | 349 | 502 | 851 | 14.2 | 85.6 | 4:30 AM to 6:43 PM | 1 | 1 | 1 | 1 | 1 | 0 | Handi-Van Vehicle |
| 415 | CC | 90 | 3,792 | 513 | 4,305 | 71.8 | 965.7 | 5:30 AM to 11:00 PM | 3 | 7 | 3 | 7 | 3 | 0 | 40 |
| 416 | CC | 88 | 1,100 | 220 | 1,320 | 22.0 | 228.8 | 5:30 AM to 10:00 PM | 1 | 2 | 1 | 2 | 1 | 0 | 40 |
| 417 | CC | 100 | 1,250 | 250 | 1,500 | 25.0 | 537.5 | 5:00 AM to 12:30 AM | 1 | 2 | 1 | 2 | 1 | 1 | 40 |
| 418 | CC | 92 | 2,530 | 230 | 2,760 | 46.0 | 449.9 | 5:00 AM to 11:00 PM | 2 | 4 | 1 | 4 | 2 | 0 | 40 |
| 419 | CC | 92 | 1,150 | 230 | 1,380 | 23.0 | 326.6 | 5:00 AM to 11:00 PM | 1 | 2 | 1 | 2 | 1 | 0 | 40 |
| 421 | CC | Included with Route 41 | | | | | | | Included with Route 41 | | | | | | |
| 422 | CC | 130 | 3,575 | 325 | 3,900 | 65.0 | 1,051.7 | 5:00 AM to 12:30 AM | 2 | 6 | 2 | 6 | 2 | 2 | 40 |
| 432 | CC | 147 | 1,837 | 370 | 2,207 | 36.8 | 391.0 | 4:41 AM to 1:26 AM | 2 | 2 | 2 | 2 | 2 | 1 | 40 |
| 433 | CC | 91 | 2,024 | 209 | 2,233 | 37.2 | 448.0 | 5:00 AM to 11:26 PM | 1 | 4 | 2 | 4 | 1 | 0.5 | 40 |
| 434 | CC | 140 | 2,619 | 176 | 2,795 | 46.6 | 618.2 | 4:41 AM to 12:52 AM | 2 | 4 | 2 | 4 | 2 | 1 | 40 |
| 435 | CC | 62 | 947 | 148 | 1,095 | 18.3 | 236.2 | 6:30 AM to 10:00 PM | 0 | 2 | 1 | 2 | 1 | 0 | 40 |
| 440 | CC | 90 | 1,125 | 225 | 1,350 | 22.5 | 346.6 | 5:00 AM to 10:00 PM | 2 | 2 | 1 | 2 | 1 | 0 | 40 |
| 441 | CC | 90 | 1,125 | 225 | 1,350 | 22.5 | 504.0 | 5:00 AM to 10:00 PM | 2 | 2 | 1 | 2 | 1 | 0 | 40 |
| 501 | CC | 64 | 800 | 160 | 960 | 16.0 | 252.8 | 5:30 AM to 10:00 PM | 0 | 1 | 1 | 1 | 1 | 0 | 40 |
| 502 | CC | 64 | 800 | 160 | 960 | 16.0 | 208.0 | 5:30 AM to 10:00 PM | 0 | 1 | 1 | 1 | 1 | 0 | 35 |
| 503 | CA | 34 | 722 | 177 | 899 | 15.0 | 148.4 | 4:33 AM to 7:53 PM | 1 | 1 | 1 | 1 | 1 | 0 | Handi-Van Vehicle |
| 504 | CC | 36 | 990 | 90 | 1,080 | 18.0 | 201.6 | 5:30 AM to 10:00 PM | 0 | 1.5 | 0.75 | 1.5 | 0.75 | 0 | 35 |
| 505 | CC | 36 | 270 | 90 | 360 | 6.0 | 73.8 | 5:30 AM to 10:00 PM | 0 | 0.5 | 0.25 | 0.5 | 0.25 | 0 | 35 |
| 511 | CC | 100 | 1,250 | 250 | 1,500 | 25.0 | 310.0 | 4:30 AM to 11:30 PM | 1 | 2 | 1 | 2 | 1 | 1 | 40 |
| 512 | CC | 96 | 1,200 | 240 | 1,440 | 24.0 | 352.3 | 5:00 AM to 11:00 PM | 1 | 2 | 1 | 2 | 1 | 0 | 40 |
| 513 | CC | 68 | 850 | 170 | 1,020 | 17.0 | 154.4 | 5:00 AM to 1:00 AM | 1 | 1 | 1 | 1 | 1 | 1 | 40 |
| 521 | CC | 42 | 1,155 | 105 | 1,260 | 21.0 | 202.4 | 5:00 AM to 8:00 PM | 1 | 2 | 1 | 2 | 1 | 0 | 35 |
| 522 | CC | 42 | 1,155 | 105 | 1,260 | 21.0 | 393.5 | 5:00 AM to 8:00 PM | 1 | 2 | 1 | 2 | 1 | 0 | 35 |
| 523 | CC | 34 | 850 | 170 | 1,020 | 17.0 | 292.4 | 5:00 AM to 9:00 PM | 1 | 1 | 1 | 1 | 1 | 0 | 35 |
| 541 | CC | 98 | 2,450 | 490 | 2,940 | 49.0 | 661.5 | 5:30 AM to 10:00 PM | 2 | 4 | 2 | 4 | 2 | 0 | 35 |
| 542 | CC | 72 | 900 | 180 | 1,080 | 18.0 | 262.1 | 5:30 AM to 10:00 PM | 2 | 1 | 1 | 1 | 1 | 0 | 35 |
| 543 | CC | 94 | 1,175 | 235 | 1,410 | 23.5 | 244.4 | 5:30 AM to 9:00 PM | 2 | 2 | 1 | 2 | 1 | 0 | 35 |
| 544 | CA | 64 | 800 | 160 | 960 | 16.0 | 201.0 | 5:30 AM to 9:00 PM | 1 | 1 | 1 | 1 | 1 | 0 | Handi-Van Vehicle |
| 545 | CC | 70 | 875 | 175 | 1,050 | 17.5 | 245.0 | 5:30 AM to 9:00 PM | 2 | 1 | 1 | 1 | 1 | 0 | 35 |
| 546 | CC | 62 | 775 | 155 | 930 | 15.5 | 235.9 | 5:30 AM to 9:00 PM | 1 | 1 | 1 | 1 | 1 | 0 | 35 |
| 547 | CC | 115 | 2,600 | 575 | 3,175 | 52.9 | 736.5 | 4:30 AM to 12:30 AM | 4 | 4 | 2 | 4 | 3 | 2 | 40 |
| 548 | CC | 116 | 6,380 | 580 | 6,960 | 116.0 | 1,105.5 | 4:30 AM to 12:30 AM | 8 | 8 | 4 | 8 | 4 | 4 | 40 |
| 611 | CC | 48 | 960 | 120 | 1,080 | 18.0 | 568.8 | 5:00 AM to 10:00 PM | 1.5 | 1.5 | 0.75 | 1.5 | 0.75 | 0 | 35 |
| 612 | CC | 48 | 960 | 120 | 1,080 | 18.0 | 312.0 | 5:00 AM to 10:00 PM | 1.5 | 1.5 | 0.75 | 1.5 | 0.75 | 0 | 35 |
| 613 | CA | 34 | 425 | 85 | 510 | 8.5 | 88.4 | 5:00 AM to 9:30 PM | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0 | Handi-Van Vehicle |
| 614 | CA | 34 | 425 | 85 | 510 | 8.5 | 95.2 | 5:00 AM to 9:00 PM | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0 | Handi-Van Vehicle |
| 615 | CC | 34 | 850 | 170 | 1,020 | 17.0 | 227.8 | 5:00 AM to 9:00 PM | 1 | 1 | 1 | 1 | 1 | 0 | 35 |
| FERRY ROUTES | | | | | | | | | | | | | | | |
| 4F | F | 32 | 1,045 | 95 | 1,140 | 19.0 | 174.8 | Peak Period | 0 | 4 | 0 | 4 | 4 | 0 | 40 |
| 8F | F | 32 | 1,330 | 95 | 1,425 | 23.8 | 235.6 | Peak Period | 0 | 5 | 0 | 5 | 5 | 0 | 40 |
| 30F | F | 32 | 760 | 95 | 855 | 14.3 | 136.8 | Peak Period | 0 | 3 | 0 | 3 | 3 | 0 | 40 |
| 41F | F | 12 | 440 | 40 | 480 | 8.0 | 96.8 | Peak Period | 0 | 4 | 0 | 4 | 4 | 0 | 40 |
| 93F | F | 12 | 1,200 | 0 | 1,200 | 20.0 | 323.0 | Peak Period | 0 | 4 | 0 | 4 | 2 | 0 | 40 |
| 411F | F | 12 | 550 | 50 | 600 | 10.0 | 136.0 | Peak Period | 0 | 3 | 0 | 3 | 2 | 0 | 30 |
| 413F | F | 12 | 330 | 0 | 330 | 5.5 | 78.1 | Peak Period | 1 | 1 | 0 | 1 | 1 | 0 | 40 |
| EXPRESS ROUTES | | | | | | | | | | | | | | | |
| 80 | X | 11 | 618 | 0 | 618 | 10.3 | 203.7 | Peak Period | 0 | 4 | 0 | 1 | 0 | 0 | 40 |
| 82 | X | 7 | 354 | 0 | 354 | 5.9 | 109.8 | Peak Period | 0 | 3 | 0 | 1 | 0 | 0 | 40 |
| 83 | X | 14 | 670 | 0 | 670 | 11.2 | 227.7 | Peak Period | 3 | 4 | 0 | 5 | 0 | 0 | 60 |
| 83A | X | 4 | 80 | 0 | 80 | 1.3 | 39.6 | Peak Period | 2 | 0 | 0 | 2 | 0 | 0 | 40 |
| 84 | X | 8 | 243 | 0 | 243 | 4.1 | 107.2 | Peak Period | 2 | 2 | 0 | 2 | 0 | 0 | 60 |
| 84A | X | 8 | 305 | 0 | 305 | 5.1 | 86.6 | Peak Period | 1 | 2 | 0 | 2 | 0 | 0 | 40 |
| 85 | X | 8 | 613 | 0 | 613 | 10.2 | 181.3 | Peak Period | 0 | 6 | 0 | 5 | 0 | 0 | 40 |
| 85A | X | 6 | 309 | 0 | 309 | 5.2 | 95.0 | Peak Period | 0 | 3 | 0 | 2 | 0 | 0 | 40 |
| 88 | X | 4 | 194 | 0 | 194 | 3.2 | 64.7 | Peak Period | 0 | 2 | 0 | 3 | 0 | 0 | 40 |
| 88A | X | 4 | 702 | 0 | 702 | 11.7 | 301.9 | Peak Period | 0 | 2 | 0 | 2 | 0 | 0 | 40 |
| 89 | X | 4 | 216 | 0 | 216 | 3.6 | 71.8 | Peak Period | 0 | 1 | 0 | 2 | 0 | 0 | 40 |
| 98 | X | 12 | 180 | 0 | 180 | 3.0 | 104.8 | Peak Period | 1 | 2 | 0 | 2 | 0 | 0 | 40 |
| TOTALS | | 8,562 | 280,771 | 39,192 | 319,963 | 5,332.7 | 69,727.9 | | 223.00 | 441.00 | 245.00 | 439.00 | 263.00 | 94.00 | |



AR00144799

# Bus Operating Plan - Alternative #4, Fixed Guideway Alternative, Full Corridor Alignment Kamokila – Airport – Dillingham – King with a Waikīkī Branch

| ROUTE | | WEEKDAY OPERATIONS | | | | | | | WEEKDAY OPERATIONS | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Weekday Totals | | | | | | | Maximum Vehicles Required | | | | | | |
| Number | Function | Weekday Trips | Running Time (Minutes) | Layover (minutes) | Total Time (minutes) | Total Time Hours | Total Weekday Mileage | Span of Service | 4:00 AM to 5:29 AM | 5:30 AM to 8:59 AM | 9:00 AM to 2:59 PM | 3:00 PM to 5:59 PM | 6:00 PM to 10:59 PM | 11:00 PM to 3:59 AM | Vehicle Size |
| A | LS | 158 | 5,015 | 700 | 5,715 | 95.3 | 1,090.8 | 4:15 AM to 10:37 PM | 5 | 3 | 5 | 7 | 5 | 0 | 60 |
| C | LS | 125 | 4,880 | 745 | 5,625 | 93.8 | 1,855.1 | 3:07 AM to 10:53 PM | 7 | 7 | 5 | 7 | 5 | 2 | 60 |
| D | LS | 96 | 2,396 | 484 | 2,880 | 48.0 | 1,030.6 | 5:00 AM to 10:00 PM | 3 | 4 | 2 | 4 | 3 | 0 | 60 |
| 1 | L | 191 | 6,401 | 1,239 | 7,640 | 127.3 | 1,147.9 | 4:00 AM to 2:00 AM | 8 | 8 | 5 | 8 | 8 | 4 | 60 |
| 1L | LS | 146 | 5,762 | 633 | 6,395 | 106.6 | 1,649.8 | 4:00 AM to 1:30 AM | 4 | 8 | 4 | 8 | 4 | 4 | 60 |
| 2 | L | 208 | 5,692 | 918 | 6,610 | 110.2 | 998.5 | 4:10 AM to 1:44 AM | 7 | 7 | 4 | 7 | 6 | 4 | 40 |
| 3 | L | 214 | 9,208 | 752 | 9,960 | 166.0 | 1,608.2 | 4:15 AM to 1:26 AM | 6 | 9 | 9 | 9 | 7 | 3 | 60 |
| 4 | L | 121 | 6,310 | 950 | 7,260 | 121.0 | 996.9 | 5:00 AM to 12:00 AM | 5 | 8 | 6 | 8 | 8 | 4 | 40 |
| 5 | CC | 55 | 1,207 | 174 | 1,381 | 23.0 | 229.0 | 5:36 AM to 10:02 PM | 0 | 2 | 1 | 2 | 1 | 0 | 40 |
| 6 | L | 95 | 5,384 | 437 | 5,821 | 97.0 | 857.1 | 5:03 AM to 11:58 PM | 1 | 10 | 7 | 10 | 3 | 0 | 40 |
| 9 | L | 98 | 1,896 | 324 | 2,220 | 37.0 | 351.2 | 5:00 AM to 10:20 PM | 2 | 3 | 2 | 3 | 2 | 0 | 40 |
| 13 | L | 192 | 7,232 | 570 | 7,802 | 130.0 | 1,264.3 | 5:00 AM to 1:00 AM | 6 | 7 | 7 | 7 | 5 | 4 | 60 |
| 14 | CC | 178 | 3,922 | 538 | 4,460 | 74.3 | 671.8 | 5:00 AM to 1:00 AM | 5 | 5 | 5 | 5 | 3 | 2 | 40 |
| 15 | CC | 48 | 1,519 | 165 | 1,684 | 28.1 | 252.8 | 5:30 AM to 10:23 PM | 0 | 3 | 1 | 3 | 1 | 0 | 30 |
| 17 | CC | 146 | 7,066 | 914 | 7,980 | 133.0 | 1,256.3 | 5:00 AM to 12:00 AM | 4 | 10 | 6 | 10 | 8 | 4 | 40 |
| 18 | CC | 124 | 5,220 | 750 | 5,970 | 99.5 | 819.0 | 6:00 AM to 12:00 AM | 0 | 7 | 6 | 7 | 3 | 3 | 40 |
| 19 | L | 126 | 7,889 | 681 | 8,570 | 142.8 | 1,432.0 | 4:13 AM to 1:48 AM | 6 | 8 | 7 | 8 | 7 | 4 | 60 |
| 23 | L | 64 | 5,100 | 660 | 5,760 | 96.0 | 1,412.2 | 6:00 AM to 10:00 PM | 0 | 6 | 6 | 6 | 6 | 0 | 40 |
| 30 | L | 96 | 4,800 | 960 | 5,760 | 96.0 | 733.0 | 5:00 AM to 12:00 AM | 2 | 8 | 4 | 8 | 4 | 2 | 40 |
| 31 | CC | 170 | 3,240 | 600 | 3,840 | 64.0 | 542.5 | 4:45 AM to 12:25 AM | 5 | 5 | 2 | 5 | 2 | 2 | 40 |
| 40 | L | 256 | 18,492 | 2,888 | 21,380 | 356.3 | 5,026.0 | 4:00 AM to 3:59 AM | 21 | 25 | 17 | 25 | 17 | 5 | 60 |
| 41 | L | 98 | 5,978 | 1,372 | 7,350 | 122.5 | 1,497.4 | 4:47 AM to 10:10 PM | 5 | 10 | 5 | 10 | 5 | 5 | 40 |
| 42 | L | 116 | 3,560 | 580 | 4,140 | 69.0 | 824.2 | 4:00 AM to 3:59 AM | 5 | 5 | 2 | 5 | 5 | 6 | 60 |
| 50 | L | 77 | 2,570 | 311 | 2,881 | 48.0 | 689.8 | 5:00 AM to 11:00 PM | 3 | 3 | 3 | 3 | 3 | 0 | 40 |
| 51 | L | 134 | 5,360 | 670 | 6,030 | 100.5 | 1,563.9 | 4:30 AM to 1:37 AM | 5 | 6 | 6 | 6 | 3 | 2 | 60 |
| 52 | L | 75 | 7,875 | 1,125 | 9,000 | 150.0 | 2,808.8 | 4:00 AM to 3:59 AM | 5 | 10 | 8 | 10 | 8 | 4 | 60 |
| 54 | L | 138 | 4,830 | 1,380 | 6,210 | 103.5 | 1,376.7 | 4:30 AM to 1:00 AM | 5 | 6 | 5 | 6 | 6 | 3 | 60 |
| 60 | L | 96 | 5,280 | 480 | 5,760 | 96.0 | 1,704.5 | 5:00 AM to 12:00 AM | 2 | 8 | 4 | 8 | 4 | 2 | 40 |
| 61 | L | 76 | 3,800 | 760 | 4,560 | 76.0 | 1,260.7 | 5:00 AM to 11:00 PM | 2 | 6 | 4 | 6 | 4 | 0 | 40 |
| 62 | L | 88 | 14,416 | 1,320 | 15,736 | 262.3 | 4,885.3 | 4:00 AM to 3:59 AM | 4 | 18 | 12 | 18 | 12 | 6 | 60 |
| 63 | L | 78 | 5,388 | 992 | 6,380 | 106.3 | 1,566.9 | 5:00 AM to 12:00 AM | 2 | 7 | 6 | 7 | 6 | 2 | 40 |
| 64 | L | 81 | 4,455 | 405 | 4,860 | 81.0 | 966.7 | 5:00 AM to 10:00 PM | 3 | 4 | 4 | 4 | 4 | 0 | 40 |
| 65 | L | 42 | 1,050 | 210 | 1,260 | 21.0 | 442.3 | 5:00 AM to 8:00 PM | 2 | 2 | 1 | 2 | 1 | 0 | 40 |
| 66 | L | 50 | 1,250 | 250 | 1,500 | 25.0 | 695.5 | 4:30 AM to 10:00 PM | 2 | 2 | 1 | 2 | 1 | 0 | 40 |
| 131 | CC | 24 | 300 | 60 | 360 | 6.0 | 67.2 | 6:00 AM to 6:35 PM | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 30 |
| 132 | CC | 24 | 300 | 60 | 360 | 6.0 | 70.8 | 6:20 AM to 6:45 PM | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 30 |
| 133 | CC | 60 | 1,650 | 150 | 1,800 | 30.0 | 380.4 | 5:30 AM to 10:00 PM | 0 | 2 | 2 | 2 | 1 | 0 | 30 |
| 134 | CC | 60 | 2,230 | 90 | 2,320 | 38.7 | 411.9 | 5:30 AM to 10:00 PM | 0 | 3 | 3 | 3 | 1.5 | 0 | 30 |
| 135 | CC | 60 | 750 | 150 | 900 | 15.0 | 144.0 | 5:30 AM to 10:00 PM | 0 | 1 | 1 | 1 | 0.5 | 0 | 30 |
| 231 | CC | 60 | 1,530 | 150 | 1,680 | 28.0 | 293.7 | 5:00 AM to 1:00 AM | 2 | 2 | 1 | 2 | 1 | 0.5 | 35 |
| 232 | CC | 54 | 675 | 135 | 810 | 13.5 | 204.4 | 5:00 AM to 8:00 PM | 1 | 1 | 1 | 1 | 1 | 0.5 | 35 |
| 301 | CC | 88 | 3,036 | 484 | 3,520 | 58.7 | 563.6 | 5:10 AM to 9:50 PM | 3 | 6 | 2 | 6 | 3 | 0 | 35 |
| 302 | CC | 60 | 720 | 180 | 900 | 15.0 | 145.8 | 4:30 AM to 10:11 PM | 1 | 1 | 1 | 1 | 1 | 0 | 40 |
| 303 | CC | 108 | 1,350 | 270 | 1,620 | 27.0 | 194.4 | 4:30 AM to 12:00 AM | 1 | 2 | 1 | 2 | 2 | 1 | 40 |
| 304 | CC | 85 | 2,125 | 425 | 2,550 | 42.5 | 457.0 | 5:00 AM to 11:00 PM | 1 | 4 | 2 | 4 | 1 | 0 | 30 |
| 305 | CC | 64 | 1,600 | 320 | 1,920 | 32.0 | 349.1 | 5:00 AM to 11:00 PM | 2 | 2 | 2 | 2 | 2 | 0 | 40 |
| 306 | CC | 32 | 405 | 75 | 480 | 8.0 | 75.4 | 5:00 AM to 9:00 PM | 1 | 1 | 1 | 1 | 1 | 0 | 40 |
| 311 | CC | 91 | 4,060 | 455 | 4,515 | 75.3 | 601.4 | 5:00 AM to 8:00 PM | 3 | 7 | 3 | 7 | 3 | 0 | 35 |
| 312 | CC | 86 | 914 | 121 | 1,035 | 17.3 | 269.6 | 5:30 AM to 8:00 PM | 0 | 2 | 1 | 2 | 1 | 0 | 40 |
| 313 | CC | 106 | 2,809 | 371 | 3,180 | 53.0 | 687.4 | 5:30 AM to 1:20 AM | 0 | 4 | 2 | 4 | 2 | 2 | 40 |
| 314 | CC | 120 | 2,400 | 300 | 2,700 | 45.0 | 664.8 | 6:30 AM to 10:00 PM | 1 | 3 | 3 | 3 | 2 | 0 | 35 |
| 401 | CC | 48 | 612 | 108 | 720 | 12.0 | 215.3 | 3:50 AM to 9:34 PM | 0.5 | 1 | 0.5 | 1 | 0.5 | 0 | 35 |
| 402 | CC | 48 | 548 | 172 | 720 | 12.0 | 170.4 | 4:20 AM to 9:58 PM | 0.5 | 1 | 0.5 | 1 | 0.5 | 0 | 35 |
| 403 | CC | 61 | 1,981 | 222 | 2,203 | 36.7 | 572.3 | 4:15 AM to 10:22 PM | 2 | 4 | 1 | 4 | 1 | 0 | 35 |
| 411 | CC | 100 | 1,408 | 116 | 1,524 | 25.4 | 357.3 | 4:30 AM to 12:49 AM | 1 | 2 | 1 | 2 | 1 | 0.5 | 40 |
| 412 | CC | 84 | 756 | 504 | 1,260 | 21.0 | 299.5 | 4:30 AM to 6:48 PM | 1 | 2 | 1 | 2 | 1 | 0 | 30 |
| 413 | CC | 59 | 699 | 186 | 885 | 14.8 | 200.6 | 5:30 AM to 5:55 PM | 1 | 2 | 1 | 2 | 0 | 0 | 40 |
| 414 | CA | 29 | 349 | 502 | 851 | 14.2 | 85.6 | 4:30 AM to 6:43 PM | 1 | 1 | 1 | 1 | 1 | 0 | Handi-Van Vehicle |
| 415 | CC | 90 | 3,792 | 513 | 4,305 | 71.8 | 965.7 | 5:30 AM to 11:00 PM | 3 | 7 | 3 | 7 | 3 | 0 | 40 |
| 416 | CC | 88 | 1,100 | 220 | 1,320 | 22.0 | 228.8 | 5:30 AM to 10:00 PM | 1 | 2 | 1 | 2 | 1 | 0 | 40 |
| 417 | CC | 100 | 1,250 | 250 | 1,500 | 25.0 | 537.5 | 5:00 AM to 12:30 AM | 1 | 2 | 1 | 2 | 1 | 1 | 40 |
| 418 | CC | 92 | 2,530 | 230 | 2,760 | 46.0 | 449.9 | 5:00 AM to 11:00 PM | 2 | 4 | 1 | 4 | 2 | 0 | 40 |
| 419 | CC | 92 | 1,150 | 230 | 1,380 | 23.0 | 326.6 | 5:00 AM to 11:00 PM | 1 | 2 | 1 | 2 | 1 | 0 | 40 |
| 421 | CC | Included with Route 41 | | | | | | | Included with Route 41 | | | | | | |
| 422 | CC | 130 | 3,575 | 325 | 3,900 | 65.0 | 1,051.7 | 5:00 AM to 12:30 AM | 2 | 6 | 2 | 6 | 2 | 2 | 40 |
| 432 | CC | 147 | 1,837 | 370 | 2,207 | 36.8 | 391.0 | 4:41 AM to 1:28 AM | 2 | 2 | 2 | 2 | 2 | 1 | 40 |
| 433 | CC | 91 | 2,024 | 209 | 2,233 | 37.2 | 448.0 | 5:00 AM to 11:26 PM | 1 | 4 | 2 | 4 | 1 | 0.5 | 40 |
| 434 | CC | 140 | 2,619 | 176 | 2,795 | 46.6 | 618.2 | 4:41 AM to 12:52 AM | 2 | 4 | 2 | 4 | 2 | 1 | 40 |
| 435 | CC | 62 | 947 | 148 | 1,095 | 18.3 | 236.2 | 6:30 AM to 10:00 PM | 0 | 2 | 1 | 2 | 1 | 0 | 40 |
| 440 | CC | 90 | 1,125 | 225 | 1,350 | 22.5 | 346.6 | 5:00 AM to 10:00 PM | 2 | 2 | 1 | 2 | 1 | 0 | 40 |
| 441 | CC | 90 | 1,125 | 225 | 1,350 | 22.5 | 504.0 | 5:00 AM to 10:00 PM | 2 | 2 | 1 | 2 | 1 | 0 | 40 |
| 501 | CC | 90 | 1,125 | 225 | 1,350 | 22.5 | 355.5 | 5:30 AM to 10:00 PM | 0 | 2 | 1 | 2 | 1 | 0 | 40 |
| 502 | CC | 64 | 800 | 160 | 960 | 16.0 | 208.0 | 5:30 AM to 10:00 PM | 0 | 1 | 1 | 1 | 1 | 0 | 35 |
| 503 | CA | 34 | 722 | 177 | 899 | 15.0 | 148.4 | 4:33 AM to 7:53 PM | 1 | 1 | 1 | 1 | 1 | 0 | Handi-Van Vehicle |
| 504 | CC | 36 | 990 | 90 | 1,080 | 18.0 | 201.6 | 5:30 AM to 10:00 PM | 0 | 1.5 | 0.75 | 1.5 | 0.75 | 0 | 35 |
| 505 | CC | 36 | 270 | 90 | 360 | 6.0 | 73.8 | 5:30 AM to 10:00 PM | 0 | 0.5 | 0.25 | 0.5 | 0.25 | 0 | 35 |
| 511 | CC | 100 | 1,250 | 250 | 1,500 | 25.0 | 310.0 | 4:30 AM to 11:30 PM | 1 | 2 | 1 | 2 | 1 | 1 | 40 |
| 512 | CC | 96 | 1,200 | 240 | 1,440 | 24.0 | 352.3 | 5:00 AM to 11:00 PM | 1 | 2 | 1 | 2 | 1 | 0 | 40 |
| 513 | CC | 68 | 850 | 170 | 1,020 | 17.0 | 154.4 | 5:00 AM to 1:00 AM | 1 | 1 | 1 | 1 | 1 | 1 | 40 |
| 521 | CC | 42 | 1,155 | 105 | 1,260 | 21.0 | 202.4 | 5:00 AM to 8:00 PM | 1 | 2 | 1 | 2 | 1 | 0 | 35 |
| 522 | CC | 42 | 1,155 | 105 | 1,260 | 21.0 | 393.5 | 5:00 AM to 8:00 PM | 1 | 2 | 1 | 2 | 1 | 0 | 35 |
| 523 | CC | 34 | 850 | 170 | 1,020 | 17.0 | 233.2 | 5:00 AM to 9:00 PM | 1 | 1 | 1 | 1 | 1 | 0 | 35 |
| 541 | CC | 98 | 2,450 | 490 | 2,940 | 49.0 | 681.6 | 5:30 AM to 10:00 PM | 2 | 4 | 2 | 4 | 2 | 0 | 35 |
| 542 | CC | 72 | 900 | 180 | 1,080 | 18.0 | 248.8 | 5:30 AM to 10:00 PM | 2 | 1 | 1 | 1 | 1 | 0 | 35 |
| 543 | CC | 94 | 1,175 | 235 | 1,410 | 23.5 | 243.9 | 5:30 AM to 9:00 PM | 2 | 2 | 1 | 2 | 1 | 0 | 35 |
| 544 | CA | 64 | 800 | 160 | 960 | 16.0 | 150.7 | 5:30 AM to 9:00 PM | 1 | 1 | 1 | 1 | 1 | 0 | Handi-Van Vehicle |
| 545 | CC | 70 | 875 | 175 | 1,050 | 17.5 | 255.5 | 5:30 AM to 9:00 PM | 2 | 1 | 1 | 1 | 1 | 0 | 35 |
| 546 | CC | 62 | 775 | 155 | 930 | 15.5 | 169.9 | 5:30 AM to 9:00 PM | 1 | 1 | 1 | 1 | 1 | 0 | 35 |
| 547 | CC | 115 | 2,800 | 575 | 3,375 | 56.3 | 601.4 | 4:30 AM to 12:30 AM | 4 | 5 | 2 | 5 | 3 | 2 | 40 |
| 548 | CC | 116 | 6,380 | 580 | 6,960 | 116.0 | 1,105.5 | 4:30 AM to 12:30 AM | 8 | 8 | 4 | 8 | 4 | 4 | 40 |
| 611 | CC | 48 | 960 | 120 | 1,080 | 18.0 | 568.8 | 5:00 AM to 10:00 PM | 1.5 | 1.5 | 1 | 1.5 | 1 | 0 | 35 |
| 612 | CC | 48 | 960 | 120 | 1,080 | 18.0 | 312.0 | 5:00 AM to 10:00 PM | 1.5 | 1.5 | 1 | 1.5 | 1 | 0 | 35 |
| 613 | CA | 34 | 425 | 85 | 510 | 8.5 | 88.4 | 5:00 AM to 9:30 PM | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0 | Handi-Van Vehicle |
| 614 | CA | 34 | 425 | 85 | 510 | 8.5 | 95.2 | 5:00 AM to 9:00 PM | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0 | Handi-Van Vehicle |
| 615 | CC | 34 | 850 | 170 | 1,020 | 17.0 | 180.9 | 5:00 AM to 9:00 PM | 1 | 1 | 1 | 1 | 1 | 0 | 35 |
| FERRY ROUTES | | | | | | | | | | | | | | | |
| 4F | F | 32 | 1,045 | 95 | 1,140 | 19.0 | 174.8 | Peak Period | 0 | 4 | 0 | 4 | 4 | 0 | 40 |
| 8F | F | 32 | 1,330 | 95 | 1,425 | 23.8 | 235.6 | Peak Period | 0 | 5 | 0 | 5 | 5 | 0 | 40 |
| 30F | F | 32 | 760 | 95 | 855 | 14.3 | 136.8 | Peak Period | 0 | 3 | 0 | 3 | 3 | 0 | 40 |
| 41F | F | 12 | 440 | 40 | 480 | 8.0 | 96.8 | Peak Period | 0 | 4 | 0 | 4 | 4 | 0 | 40 |
| 93F | F | 12 | 1,200 | 0 | 1,200 | 20.0 | 323.0 | Peak Period | 0 | 4 | 0 | 4 | 2 | 0 | 40 |
| 411F | F | 12 | 550 | 50 | 600 | 10.0 | 136.0 | Peak Period | 0 | 3 | 0 | 3 | 2 | 0 | 30 |
| 413F | F | 12 | 330 | 0 | 330 | 5.5 | 78.1 | Peak Period | 1 | 1 | 0 | 1 | 1 | 0 | 40 |
| EXPRESS ROUTES | | | | | | | | | | | | | | | |
| 80 | X | 11 | 618 | 0 | 618 | 10.3 | 203.7 | Peak Period | 0 | 4 | 0 | 1 | 0 | 0 | 40 |
| 82 | X | 7 | 354 | 0 | 354 | 5.9 | 109.8 | Peak Period | 0 | 3 | 0 | 1 | 0 | 0 | 40 |
| 83 | X | 14 | 670 | 0 | 670 | 11.2 | 227.7 | Peak Period | 3 | 4 | 0 | 5 | 0 | 0 | 60 |
| 83A | X | 4 | 80 | 0 | 80 | 1.3 | 39.6 | Peak Period | 2 | 0 | 0 | 2 | 0 | 0 | 40 |
| 84 | X | 8 | 243 | 0 | 243 | 4.1 | 107.2 | Peak Period | 2 | 2 | 0 | 2 | 0 | 0 | 60 |
| 84A | X | 8 | 305 | 0 | 305 | 5.1 | 86.6 | Peak Period | 1 | 2 | 0 | 2 | 0 | 0 | 40 |
| 85 | X | 8 | 613 | 0 | 613 | 10.2 | 181.3 | Peak Period | 0 | 6 | 0 | 5 | 0 | 0 | 40 |
| 85A | X | 6 | 309 | 0 | 309 | 5.2 | 95.0 | Peak Period | 0 | 3 | 0 | 2 | 0 | 0 | 40 |
| 88 | X | 4 | 194 | 0 | 194 | 3.2 | 64.7 | Peak Period | 0 | 2 | 0 | 3 | 0 | 0 | 40 |
| 88A | X | 4 | 702 | 0 | 702 | 11.7 | 301.9 | Peak Period | 0 | 2 | 0 | 2 | 0 | 0 | 40 |
| 89 | X | 4 | 216 | 0 | 216 | 3.6 | 71.8 | Peak Period | 0 | 1 | 0 | 2 | 0 | 0 | 40 |
| 98 | X | 12 | 180 | 0 | 180 | 3.0 | 104.8 | Peak Period | 1 | 2 | 0 | 2 | 0 | 0 | 40 |
| TOTALS | | 8,644 | 281,005 | 39,951 | 320,956 | 5,349.3 | 69,204.5 | | 228.00 | 433.00 | 250.00 | 435.00 | 265.00 | 95.00 | |

# Bus Operating Plan - Alternative #4, Fixed Guideway Alternative, Full Corridor Alignment Kalaeloa – Airport – Dillingham – Halekauwila

| ROUTE | | WEEKDAY OPERATIONS | | | | | | | WEEKDAY OPERATIONS | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Weekday Totals | | | | | | | Maximum Vehicles Required | | | | | | |
| Number | Function | Weekday Trips | Running Time (Minutes) | Layover (minutes) | Total Time (minutes) | Total Time Hours | Total Weekday Mileage | Span of Service | 4:00 AM to 5:29 AM | 5:30 AM to 8:59 AM | 9:00 AM to 2:59 PM | 3:00 PM to 5:59 PM | 6:00 PM to 10:59 PM | 11:00 PM to 3:59 AM | Vehicle Size |
| A | LS | 158 | 5,015 | 700 | 5,715 | 95.3 | 1,090.8 | 4:15 AM to 10:37 PM | 5 | 3 | 5 | 7 | 5 | 0 | 60 |
| C | LS | 125 | 4,880 | 745 | 5,625 | 93.8 | 1,855.1 | 3:07 AM to 10:53 PM | 7 | 7 | 5 | 7 | 5 | 2 | 60 |
| D | LS | 96 | 2,396 | 484 | 2,880 | 48.0 | 1,030.6 | 5:00 AM to 10:00 PM | 3 | 4 | 2 | 4 | 3 | 0 | 60 |
| 1 | L | 191 | 8,404 | 1,146 | 9,550 | 159.2 | 1,298.4 | 4:00 AM to 2:00 AM | 10 | 10 | 5 | 10 | 10 | 5 | 60 |
| 1L | LS | 146 | 5,762 | 633 | 6,395 | 106.6 | 1,649.8 | 4:00 AM to 1:30 AM | 4 | 8 | 4 | 8 | 4 | 4 | 60 |
| 2 | L | 208 | 5,692 | 918 | 6,610 | 110.2 | 1,082.5 | 4:10 AM to 1:44 AM | 7 | 9 | 4 | 9 | 6 | 4 | 40 |
| 3 | L | 214 | 9,208 | 752 | 9,960 | 166.0 | 1,608.2 | 4:15 AM to 1:26 AM | 6 | 9 | 9 | 9 | 7 | 3 | 60 |
| 4 | L | 168 | 8,790 | 1,290 | 10,080 | 168.0 | 1,382.6 | 5:00 AM to 12:00 AM | 6 | 12 | 6 | 12 | 12 | 4 | 40 |
| 5 | CC | 55 | 1,207 | 174 | 1,381 | 23.0 | 229.0 | 5:36 AM to 10:02 PM | 0 | 2 | 1 | 2 | 1 | 0 | 40 |
| 6 | L | 95 | 5,384 | 437 | 5,821 | 97.0 | 857.1 | 5:03 AM to 11:58 PM | 1 | 10 | 7 | 10 | 3 | 0 | 40 |
| 9 | L | 98 | 1,896 | 324 | 2,220 | 37.0 | 351.2 | 5:00 AM to 10:20 PM | 2 | 3 | 2 | 3 | 2 | 0 | 40 |
| 13 | L | 276 | 10,515 | 771 | 11,286 | 188.1 | 1,817.5 | 5:00 AM to 1:00 AM | 6 | 14 | 8 | 14 | 8 | 4 | 60 |
| 14 | CC | 178 | 3,922 | 538 | 4,460 | 74.3 | 671.8 | 5:00 AM to 1:00 AM | 5 | 5 | 5 | 5 | 3 | 2 | 40 |
| 15 | CC | 73 | 2,357 | 251 | 2,608 | 43.5 | 384.5 | 5:30 AM to 10:23 PM | 0 | 5 | 1 | 5 | 1 | 0 | 30 |
| 17 | CC | 146 | 7,066 | 914 | 7,980 | 133.0 | 1,256.3 | 5:00 AM to 12:00 AM | 4 | 10 | 6 | 10 | 8 | 4 | 40 |
| 18 | CC | 124 | 5,220 | 750 | 5,970 | 99.5 | 819.0 | 6:00 AM to 12:00 AM | 0 | 7 | 6 | 7 | 3 | 3 | 40 |
| 19 | L | 126 | 7,889 | 681 | 8,570 | 142.8 | 1,432.0 | 4:13 AM to 1:48 AM | 6 | 8 | 7 | 8 | 7 | 4 | 60 |
| 23 | L | 64 | 5,100 | 660 | 5,760 | 96.0 | 1,412.2 | 6:00 AM to 10:00 PM | 0 | 6 | 6 | 6 | 6 | 0 | 40 |
| 30 | L | 96 | 4,800 | 960 | 5,760 | 96.0 | 733.0 | 5:00 AM to 12:00 AM | 2 | 8 | 4 | 8 | 4 | 2 | 40 |
| 31 | CC | 170 | 3,240 | 600 | 3,840 | 64.0 | 542.5 | 4:45 AM to 12:25 AM | 5 | 5 | 2 | 5 | 2 | 2 | 40 |
| 40 | L | 256 | 18,492 | 2,888 | 21,380 | 356.3 | 5,026.0 | 4:00 AM to 3:59 AM | 21 | 25 | 17 | 25 | 17 | 5 | 60 |
| 41 | L | 98 | 5,978 | 1,372 | 7,350 | 122.5 | 1,497.4 | 4:47 AM to 10:10 PM | 5 | 10 | 5 | 10 | 5 | 5 | 40 |
| 42 | L | 116 | 3,560 | 580 | 4,140 | 69.0 | 824.2 | 4:00 AM to 3:59 AM | 5 | 5 | 2 | 5 | 5 | 6 | 60 |
| 50 | L | 127 | 4,245 | 511 | 4,756 | 79.3 | 1,137.5 | 5:00 AM to 11:00 PM | 3 | 5 | 5 | 5 | 3 | 0 | 40 |
| 51 | L | 134 | 5,360 | 670 | 6,030 | 100.5 | 1,563.9 | 4:30 AM to 1:37 AM | 5 | 6 | 6 | 6 | 3 | 2 | 60 |
| 52 | L | 75 | 7,875 | 1,125 | 9,000 | 150.0 | 2,808.8 | 4:00 AM to 3:59 AM | 5 | 10 | 8 | 10 | 8 | 4 | 60 |
| 54 | L | 138 | 4,830 | 1,380 | 6,210 | 103.5 | 1,376.7 | 4:30 AM to 1:00 AM | 5 | 6 | 5 | 6 | 6 | 3 | 60 |
| 60 | L | 96 | 5,280 | 480 | 5,760 | 96.0 | 1,704.5 | 5:00 AM to 12:00 AM | 2 | 8 | 4 | 8 | 4 | 2 | 40 |
| 61 | L | 76 | 3,800 | 760 | 4,560 | 76.0 | 1,260.7 | 5:00 AM to 11:00 PM | 2 | 6 | 4 | 6 | 4 | 0 | 40 |
| 62 | L | 88 | 14,416 | 1,320 | 15,736 | 262.3 | 4,865.3 | 4:00 AM to 3:59 AM | 4 | 18 | 12 | 18 | 12 | 6 | 60 |
| 63 | L | 78 | 5,388 | 992 | 6,380 | 106.3 | 1,566.9 | 5:00 AM to 12:00 AM | 2 | 7 | 6 | 7 | 6 | 2 | 40 |
| 64 | L | 81 | 4,455 | 405 | 4,860 | 81.0 | 966.7 | 5:00 AM to 10:00 PM | 3 | 4 | 4 | 4 | 4 | 0 | 40 |
| 65 | L | 42 | 1,050 | 210 | 1,260 | 21.0 | 442.3 | 5:00 AM to 8:00 PM | 2 | 2 | 1 | 2 | 1 | 0 | 40 |
| 66 | L | 50 | 1,250 | 250 | 1,500 | 25.0 | 695.5 | 4:30 AM to 10:00 PM | 2 | 2 | 1 | 2 | 1 | 0 | 40 |
| 131 | CC | 24 | 300 | 60 | 360 | 6.0 | 67.2 | 6:00 AM to 6:35 PM | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 30 |
| 132 | CC | 24 | 300 | 60 | 360 | 6.0 | 70.8 | 6:20 AM to 6:45 PM | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 30 |
| 133 | CC | 60 | 1,650 | 150 | 1,800 | 30.0 | 380.4 | 5:30 AM to 10:00 PM | 0 | 2 | 2 | 2 | 1 | 0 | 30 |
| 134 | CC | 60 | 2,230 | 90 | 2,320 | 38.7 | 411.9 | 5:30 AM to 10:00 PM | 0 | 3 | 3 | 3 | 1.5 | 0 | 30 |
| 135 | CC | 60 | 750 | 150 | 900 | 15.0 | 144.0 | 5:30 AM to 10:00 PM | 0 | 1 | 1 | 1 | 0.5 | 0 | 30 |
| 231 | CC | 60 | 1,530 | 150 | 1,680 | 28.0 | 293.7 | 5:00 AM to 1:00 AM | 2 | 2 | 1 | 2 | 1 | 0.5 | 35 |
| 232 | CC | 54 | 675 | 135 | 810 | 13.5 | 204.4 | 5:00 AM to 8:00 PM | 1 | 1 | 1 | 1 | 1 | 0.5 | 35 |
| 301 | CC | 88 | 3,036 | 484 | 3,520 | 58.7 | 563.6 | 5:10 AM to 9:50 PM | 3 | 6 | 2 | 6 | 3 | 0 | 35 |
| 302 | CC | 60 | 720 | 180 | 900 | 15.0 | 145.8 | 4:30 AM to 10:11 PM | 1 | 1 | 1 | 1 | 1 | 0 | 40 |
| 303 | CC | 108 | 1,350 | 270 | 1,620 | 27.0 | 194.4 | 4:30 AM to 12:00 AM | 1 | 2 | 1 | 2 | 2 | 1 | 40 |
| 304 | CC | 85 | 2,125 | 425 | 2,550 | 42.5 | 457.0 | 5:00 AM to 11:00 PM | 1 | 4 | 2 | 4 | 1 | 0 | 30 |
| 305 | CC | 64 | 1,600 | 320 | 1,920 | 32.0 | 349.1 | 5:00 AM to 11:00 PM | 2 | 2 | 2 | 2 | 2 | 0 | 40 |
| 306 | CC | 32 | 405 | 75 | 480 | 8.0 | 75.4 | 5:00 AM to 9:00 PM | 1 | 1 | 1 | 1 | 1 | 0 | 40 |
| 311 | CC | 91 | 4,060 | 455 | 4,515 | 75.3 | 601.4 | 5:00 AM to 8:00 PM | 3 | 7 | 3 | 7 | 3 | 0 | 35 |
| 312 | CC | 86 | 914 | 121 | 1,035 | 17.3 | 269.6 | 5:30 AM to 8:00 PM | 0 | 2 | 1 | 2 | 1 | 0 | 40 |
| 313 | CC | 106 | 2,014 | 371 | 2,385 | 39.8 | 352.5 | 5:30 AM to 1:20 AM | 0 | 3 | 2 | 3 | 2 | 2 | 40 |
| 314 | CC | 120 | 2,400 | 300 | 2,700 | 45.0 | 664.8 | 6:30 AM to 10:00 PM | 1 | 3 | 3 | 3 | 2 | 0 | 35 |
| 401 | CC | 48 | 612 | 108 | 720 | 12.0 | 215.3 | 3:50 AM to 9:34 PM | 0.5 | 1 | 0.5 | 1 | 0.5 | 0 | 35 |
| 402 | CC | 48 | 548 | 172 | 720 | 12.0 | 170.4 | 4:20 AM to 9:58 PM | 0.5 | 1 | 0.5 | 1 | 0.5 | 0 | 35 |
| 403 | CC | 61 | 1,981 | 222 | 2,203 | 36.7 | 572.3 | 4:15 AM to 10:22 PM | 2 | 4 | 1 | 4 | 1 | 0 | 35 |
| 411 | CC | 100 | 1,408 | 116 | 1,524 | 25.4 | 357.3 | 4:30 AM to 12:49 AM | 1 | 2 | 1 | 2 | 1 | 0.5 | 40 |
| 412 | CC | 84 | 756 | 504 | 1,260 | 21.0 | 299.5 | 4:30 AM to 6:48 PM | 1 | 2 | 1 | 2 | 1 | 0 | 30 |
| 413 | CC | 59 | 699 | 186 | 885 | 14.8 | 200.6 | 5:30 AM to 5:55 PM | 1 | 2 | 1 | 2 | 0 | 0 | 40 |
| 414 | CA | 29 | 349 | 502 | 851 | 14.2 | 85.6 | 4:30 AM to 6:43 PM | 1 | 1 | 1 | 1 | 1 | 0 | Handi-Van Vehicle |
| 415 | CC | 90 | 3,732 | 513 | 4,305 | 71.8 | 965.7 | 5:30 AM to 11:00 PM | 3 | 7 | 3 | 7 | 3 | 0 | 40 |
| 416 | CC | 88 | 1,100 | 220 | 1,320 | 22.0 | 228.8 | 5:30 AM to 10:00 PM | 1 | 2 | 1 | 2 | 1 | 0 | 40 |
| 417 | CC | 100 | 1,250 | 250 | 1,500 | 25.0 | 537.5 | 5:00 AM to 12:30 AM | 1 | 2 | 1 | 2 | 1 | 1 | 40 |
| 418 | CC | 92 | 2,530 | 230 | 2,760 | 46.0 | 449.9 | 5:00 AM to 11:00 PM | 2 | 4 | 2 | 4 | 2 | 0 | 40 |
| 419 | CC | 92 | 1,150 | 230 | 1,380 | 23.0 | 326.6 | 5:00 AM to 11:00 PM | 1 | 2 | 1 | 2 | 1 | 0 | 40 |
| 421 | CC | Included with Route 41 | | | | | | | Included with Route 41 | | | | | | |
| 422 | CC | 100 | 2,750 | 250 | 3,000 | 50.0 | 809.0 | 5:00 AM to 12:30 AM | 2 | 4 | 2 | 4 | 2 | 2 | 40 |
| 432 | CC | 147 | 1,837 | 370 | 2,207 | 36.8 | 391.0 | 4:41 AM to 1:28 AM | 2 | 2 | 2 | 2 | 2 | 1 | 40 |
| 433 | CC | 91 | 2,024 | 209 | 2,233 | 37.2 | 448.0 | 5:00 AM to 11:26 PM | 1 | 4 | 2 | 4 | 1 | 0.5 | 40 |
| 434 | CC | 140 | 2,619 | 176 | 2,795 | 46.6 | 618.2 | 4:41 AM to 12:52 AM | 2 | 4 | 2 | 4 | 2 | 1 | 40 |
| 435 | CC | 62 | 947 | 148 | 1,095 | 18.3 | 236.2 | 6:30 AM to 10:00 PM | 0 | 2 | 1 | 2 | 1 | 0 | 40 |
| 440 | CC | 90 | 1,125 | 225 | 1,350 | 22.5 | 346.6 | 5:00 AM to 10:00 PM | 2 | 2 | 1 | 2 | 1 | 0 | 40 |
| 441 | CC | 90 | 1,125 | 225 | 1,350 | 22.5 | 504.0 | 5:00 AM to 10:00 PM | 2 | 2 | 1 | 2 | 1 | 0 | 40 |
| 501 | CC | 90 | 1,125 | 225 | 1,350 | 22.5 | 355.5 | 5:30 AM to 10:00 PM | 0 | 2 | 1 | 2 | 1 | 0 | 40 |
| 502 | CC | 64 | 800 | 160 | 960 | 16.0 | 208.0 | 5:30 AM to 10:00 PM | 0 | 1 | 1 | 1 | 1 | 0 | 35 |
| 503 | CA | 34 | 722 | 177 | 899 | 15.0 | 148.4 | 4:33 AM to 7:53 PM | 1 | 1 | 1 | 1 | 1 | 0 | Handi-Van Vehicle |
| 504 | CC | 36 | 990 | 90 | 1,080 | 18.0 | 201.6 | 5:30 AM to 10:00 PM | 0 | 1.5 | 0.75 | 1.5 | 0.75 | 0 | 35 |
| 505 | CC | 36 | 270 | 90 | 360 | 6.0 | 73.8 | 5:30 AM to 10:00 PM | 0 | 0.5 | 0.25 | 0.5 | 0.25 | 0 | 35 |
| 511 | CC | 100 | 1,250 | 250 | 1,500 | 25.0 | 310.0 | 4:30 AM to 11:30 PM | 1 | 2 | 1 | 2 | 1 | 1 | 40 |
| 512 | CC | 96 | 1,200 | 240 | 1,440 | 24.0 | 352.3 | 5:00 AM to 11:00 PM | 1 | 2 | 1 | 2 | 1 | 0 | 40 |
| 513 | CC | 68 | 850 | 170 | 1,020 | 17.0 | 154.4 | 5:00 AM to 1:00 AM | 1 | 1 | 1 | 1 | 1 | 1 | 40 |
| 521 | CC | 42 | 1,155 | 105 | 1,260 | 21.0 | 202.4 | 5:00 AM to 8:00 PM | 1 | 2 | 1 | 2 | 1 | 0 | 35 |
| 522 | CC | 42 | 1,155 | 105 | 1,260 | 21.0 | 393.5 | 5:00 AM to 8:00 PM | 1 | 2 | 1 | 2 | 1 | 0 | 35 |
| 523 | CC | 34 | 850 | 170 | 1,020 | 17.0 | 233.2 | 5:00 AM to 9:00 PM | 1 | 1 | 1 | 1 | 1 | 0 | 35 |
| 541 | CC | 98 | 2,450 | 490 | 2,940 | 49.0 | 681.6 | 5:30 AM to 10:00 PM | 2 | 4 | 2 | 4 | 2 | 0 | 35 |
| 542 | CC | 72 | 900 | 180 | 1,080 | 18.0 | 248.8 | 5:30 AM to 10:00 PM | 2 | 1 | 1 | 1 | 1 | 0 | 35 |
| 543 | CC | 68 | 850 | 170 | 1,020 | 17.0 | 176.5 | 5:30 AM to 9:00 PM | 1 | 1 | 1 | 1 | 1 | 0 | 35 |
| 544 | CA | 64 | 800 | 160 | 960 | 16.0 | 150.7 | 5:30 AM to 9:00 PM | 1 | 1 | 1 | 1 | 1 | 0 | Handi-Van Vehicle |
| 545 | CC | 70 | 875 | 175 | 1,050 | 17.5 | 255.5 | 5:30 AM to 9:00 PM | 2 | 1 | 1 | 1 | 1 | 0 | 35 |
| 546 | CC | 62 | 775 | 155 | 930 | 15.5 | 169.9 | 5:30 AM to 9:00 PM | 1 | 1 | 1 | 1 | 1 | 0 | 35 |
| 547 | CC | 115 | 2,800 | 575 | 3,375 | 56.3 | 601.4 | 4:30 AM to 12:30 AM | 4 | 5 | 2 | 5 | 3 | 2 | 40 |
| 548 | CC | 116 | 6,380 | 580 | 6,960 | 116.0 | 1,105.5 | 4:30 AM to 12:30 AM | 8 | 8 | 4 | 8 | 4 | 4 | 40 |
| 611 | CC | 48 | 960 | 120 | 1,080 | 18.0 | 568.8 | 5:00 AM to 10:00 PM | 1.5 | 1.5 | 1 | 1.5 | 1 | 0 | 35 |
| 612 | CC | 48 | 960 | 120 | 1,080 | 18.0 | 312.0 | 5:00 AM to 10:00 PM | 1.5 | 1.5 | 1 | 1.5 | 1 | 0 | 35 |
| 613 | CA | 34 | 425 | 85 | 510 | 8.5 | 88.4 | 5:00 AM to 9:30 PM | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0 | Handi-Van Vehicle |
| 614 | CA | 34 | 425 | 85 | 510 | 8.5 | 95.2 | 5:00 AM to 9:00 PM | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0 | Handi-Van Vehicle |
| 615 | CC | 34 | 850 | 170 | 1,020 | 17.0 | 180.9 | 5:00 AM to 9:00 PM | 1 | 1 | 1 | 1 | 1 | 0 | 35 |
| FERRY ROUTES | | | | | | | | | | | | | | | |
| 4F | F | 32 | 1,045 | 95 | 1,140 | 19.0 | 174.8 | Peak Period | 0 | 4 | 0 | 4 | 4 | 0 | 40 |
| 8F | F | 32 | 1,330 | 95 | 1,425 | 23.8 | 235.6 | Peak Period | 0 | 5 | 0 | 5 | 5 | 0 | 40 |
| 30F | F | 32 | 760 | 95 | 855 | 14.3 | 136.8 | Peak Period | 0 | 3 | 0 | 3 | 3 | 0 | 40 |
| 41F | F | 12 | 440 | 40 | 480 | 8.0 | 96.8 | Peak Period | 0 | 4 | 0 | 4 | 4 | 0 | 40 |
| 93F | F | 12 | 1,200 | 0 | 1,200 | 20.0 | 323.0 | Peak Period | 0 | 4 | 0 | 4 | 2 | 0 | 40 |
| 411F | F | 12 | 550 | 50 | 600 | 10.0 | 136.0 | Peak Period | 0 | 3 | 0 | 3 | 2 | 0 | 30 |
| 413F | F | 12 | 330 | 0 | 330 | 5.5 | 78.1 | Peak Period | 1 | 1 | 0 | 1 | 1 | 0 | 40 |
| EXPRESS ROUTES | | | | | | | | | | | | | | | |
| 80 | X | 11 | 618 | 0 | 618 | 10.3 | 203.7 | Peak Period | 0 | 4 | 0 | 1 | 0 | 0 | 40 |
| 82 | X | 7 | 354 | 0 | 354 | 5.9 | 109.8 | Peak Period | 0 | 3 | 0 | 1 | 0 | 0 | 40 |
| 83 | X | 14 | 670 | 0 | 670 | 11.2 | 227.7 | Peak Period | 3 | 4 | 0 | 5 | 0 | 0 | 60 |
| 83A | X | 4 | 80 | 0 | 80 | 1.3 | 39.6 | Peak Period | 2 | 0 | 0 | 2 | 0 | 0 | 40 |
| 84 | X | 8 | 243 | 0 | 243 | 4.1 | 107.2 | Peak Period | 2 | 2 | 0 | 2 | 0 | 0 | 60 |
| 84A | X | 8 | 305 | 0 | 305 | 5.1 | 86.6 | Peak Period | 1 | 2 | 0 | 2 | 0 | 0 | 40 |
| 85 | X | 8 | 613 | 0 | 613 | 10.2 | 181.3 | Peak Period | 0 | 6 | 0 | 5 | 0 | 0 | 40 |
| 85A | X | 6 | 309 | 0 | 309 | 5.2 | 95.0 | Peak Period | 0 | 3 | 0 | 2 | 0 | 0 | 40 |
| 88 | X | 4 | 194 | 0 | 194 | 3.2 | 64.7 | Peak Period | 0 | 2 | 0 | 3 | 0 | 0 | 40 |
| 88A | X | 4 | 702 | 0 | 702 | 11.7 | 301.9 | Peak Period | 0 | 2 | 0 | 2 | 0 | 0 | 40 |
| 89 | X | 4 | 216 | 0 | 216 | 3.6 | 71.8 | Peak Period | 0 | 1 | 0 | 2 | 0 | 0 | 40 |
| 98 | X | 12 | 180 | 0 | 180 | 3.0 | 104.8 | Peak Period | 1 | 2 | 0 | 2 | 0 | 0 | 40 |
| TOTALS | | 8,794 | 289,339 | 40,545 | 329,884 | 5,498.1 | 70,312.1 | | 230.00 | 448.00 | 254.00 | 450.00 | 274.00 | 96.00 | |



AR00144801

# Bus Operating Plan - Alternative #4, Fixed Guideway Alternative, 20-mile Alignment East Kapolei to Ala Moana Center

| ROUTE | | WEEKDAY OPERATIONS | | | | | | | WEEKDAY OPERATIONS | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Weekday Totals | | | | | | | Maximum Vehicles Required | | | | | | |
| Number | Function | Weekday Trips | Running Time (Minutes) | Layover (minutes) | Total Time (minutes) | Total Time Hours | Total Weekday Mileage | Span of Service | 4:00 AM to 5:29 AM | 5:30 AM to 8:59 AM | 9:00 AM to 2:59 PM | 3:00 PM to 5:59 PM | 6:00 PM to 10:59 PM | 11:00 PM to 3:59 AM | Vehicle Size |
| A | LS | 158 | 5,015 | 700 | 5,715 | 95.3 | 1,090.8 | 4:15 AM to 10:37 PM | 5 | 7 | 5 | 7 | 5 | 0 | 40 |
| B | LS | 129 | 8,223 | 1,401 | 8,624 | 110.4 | 1,026.8 | 4:55 AM to 11:02 PM | 3 | 7 | 7 | 7 | 7 | 0 | 40 |
| C | LS | 125 | 6,070 | 830 | 6,900 | 115.0 | 2,165.1 | 3:07 AM to 10:53 PM | 8 | 8 | 6 | 8 | 6 | 2 | 40 |
| D | LS | 96 | 2,396 | 484 | 2,880 | 48.0 | 1,030.6 | 5:00 AM to 10:00 PM | 3 | 4 | 2 | 4 | 3 | 0 | 40 |
| 1 | L | 191 | 4,205 | 575 | 4,780 | 79.7 | 766.0 | 4:00 AM to 2:00 AM | 5 | 5 | 4 | 5 | 5 | 3 | 40 |
| 1L | LS | 146 | 9,059 | 801 | 9,860 | 164.3 | 2,163.0 | 4:00 AM to 1:30 AM | 10 | 12 | 7 | 12 | 7 | 7 | 60 |
| 2 | L | 206 | 11,001 | 1,249 | 12,250 | 204.2 | 1,889.0 | 4:10 AM to 1:44 AM | 13 | 13 | 8 | 13 | 11 | 7 | 60 |
| 3 | L | 218 | 6,939 | 691 | 7,630 | 127.2 | 1,232.8 | 4:15 AM to 1:26 AM | 5 | 7 | 7 | 7 | 7 | 3 | 40 |
| 4 | L | 147 | 7,740 | 1,080 | 8,820 | 147.0 | 1,278.7 | 5:00 AM to 12:00 AM | 5 | 12 | 6 | 12 | 8 | 4 | 60 |
| 5 | CC | 70 | 1,840 | 266 | 2,106 | 35.1 | 290.4 | 5:36 AM to 10:02 PM | 0 | 3 | 2 | 3 | 2 | 0 | 40 |
| 6 | L | 255 | 7,618 | 1,307 | 8,925 | 148.8 | 1,305.5 | 5:03 AM to 11:58 PM | 6 | 10 | 8 | 10 | 10 | 6 | 40/60 |
| 8 | L | 465 | 12,690 | 1,350 | 14,040 | 234.0 | 2,206.8 | 7:15 AM to 12:00 AM | 4 | 17 | 15 | 17 | 7 | 4 | 40/60 |
| 9 | L | 98 | 2,356 | 574 | 2,930 | 48.8 | 455.4 | 5:00 AM to 10:20 PM | 2 | 4 | 2 | 4 | 2 | 0 | 60 |
| 13 | L | 216 | 4,749 | 651 | 5,400 | 90.0 | 814.3 | 5:00 AM to 1:00 AM | 5 | 5 | 5 | 5 | 5 | 3 | 40 |
| 15 | CC | 72 | 2,600 | 110 | 2,710 | 45.2 | 436.7 | 5:30 AM to 10:23 PM | 0 | 4 | 2 | 4 | 2 | 0 | 30 |
| 17 | CC | 146 | 7,066 | 914 | 7,980 | 133.0 | 1,256.3 | 5:00 AM to 12:00 AM | 4 | 10 | 6 | 10 | 8 | 4 | 40 |
| 18 | CC | 124 | 5,220 | 750 | 5,970 | 99.5 | 819.0 | 6:00 AM to 12:00 AM | 0 | 7 | 6 | 7 | 3 | 3 | 40 |
| 19 | L | 126 | 7,889 | 681 | 8,570 | 142.8 | 1,432.0 | 4:13 AM to 1:48 AM | 7 | 8 | 7 | 8 | 7 | 4 | 40 |
| 23 | L | 64 | 5,100 | 660 | 5,760 | 96.0 | 1,412.2 | 6:00 AM to 10:00 PM | 0 | 6 | 6 | 6 | 6 | 0 | 40 |
| 30 | L | 70 | 3,500 | 700 | 4,200 | 70.0 | 534.5 | 5:00 AM to 12:00 AM | 2 | 4 | 4 | 4 | 4 | 2 | 40 |
| 31 | CC | 170 | 3,240 | 600 | 3,840 | 64.0 | 628.9 | 4:45 AM to 12:25 AM | 5 | 5 | 2 | 5 | 2 | 2 | 40 |
| 40 | L | 256 | 18,492 | 2,888 | 21,380 | 356.3 | 5,026.0 | 4:00 AM to 3:59 AM | 21 | 25 | 17 | 25 | 17 | 5 | 60 |
| 41 | L | 98 | 4,361 | 294 | 4,655 | 77.6 | 1,104.5 | 4:47 AM to 10:10 PM | 3 | 6 | 3 | 6 | 3 | 3 | 40 |
| 42 | L | 161 | 9,876 | 504 | 10,380 | 173.0 | 2,368.2 | 4:00 AM to 3:59 AM | 13 | 14 | 6 | 14 | 6 | 8 | 60 |
| 50 | L | 123 | 7,324 | 560 | 7,884 | 131.4 | 1,966.4 | 5:00 AM to 11:00 PM | 3 | 9 | 8 | 9 | 4 | 0 | 40 |
| 51 | L | 134 | 5,360 | 670 | 6,030 | 100.5 | 1,563.9 | 4:30 AM to 1:37 AM | 5 | 6 | 6 | 6 | 3 | 2 | 40 |
| 52 | L | 119 | 12,495 | 1,785 | 14,280 | 238.0 | 4,456.6 | 4:00 AM to 3:59 AM | 5 | 12 | 12 | 12 | 12 | 4 | 60 |
| 54 | L | 138 | 4,830 | 1,380 | 6,210 | 103.5 | 1,376.7 | 4:30 AM to 1:00 AM | 5 | 6 | 5 | 6 | 6 | 3 | 40 |
| 60 | L | 96 | 5,280 | 480 | 5,760 | 96.0 | 1,704.5 | 5:00 AM to 12:00 AM | 2 | 8 | 4 | 8 | 4 | 2 | 40 |
| 61 | L | 76 | 3,800 | 760 | 4,560 | 76.0 | 1,092.3 | 5:00 AM to 11:00 PM | 2 | 6 | 4 | 6 | 4 | 0 | 40 |
| 62 | L | 88 | 14,416 | 1,320 | 15,736 | 262.3 | 4,885.3 | 4:00 AM to 3:59 AM | 4 | 18 | 12 | 18 | 12 | 6 | 60 |
| 63 | L | 78 | 5,388 | 992 | 6,380 | 106.3 | 1,566.9 | 5:00 AM to 12:00 AM | 2 | 7 | 6 | 7 | 6 | 2 | 40 |
| 64 | L | 68 | 3,740 | 340 | 4,080 | 68.0 | 811.6 | 5:00 AM to 10:00 PM | 2 | 4 | 4 | 4 | 4 | 0 | 40 |
| 65 | L | 42 | 1,680 | 210 | 1,890 | 31.5 | 442.3 | 5:00 AM to 8:00 PM | 2 | 3 | 1.5 | 3 | 1.5 | 0 | 40 |
| 66 | L | 50 | 1,250 | 250 | 1,500 | 25.0 | 695.5 | 4:30 AM to 10:00 PM | 2 | 2 | 1 | 2 | 1 | 0 | 40 |
| 131 | CC | 24 | 300 | 60 | 360 | 6.0 | 67.2 | 6:00 AM to 6:35 PM | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 30 |
| 132 | CC | 24 | 300 | 60 | 360 | 6.0 | 70.8 | 6:20 AM to 6:45 PM | 0 | 0.5 | 0.5 | 0.5 | 0 | 0 | 30 |
| 133 | CC | 60 | 750 | 150 | 900 | 15.0 | 207.0 | 5:30 AM to 10:00 PM | 0 | 1 | 1 | 1 | 1 | 0 | 30 |
| 134 | CC | 60 | 1,650 | 150 | 1,800 | 30.0 | 471.0 | 5:30 AM to 10:00 PM | 0 | 2 | 2 | 2 | 1 | 0 | 30 |
| 231 | CC | 60 | 750 | 150 | 900 | 15.0 | 270.0 | 5:00 AM to 1:00 AM | 1 | 1 | 0.5 | 1 | 0.5 | 0.5 | 35 |
| 232 | CC | 54 | 675 | 135 | 810 | 13.5 | 204.4 | 5:00 AM to 8:00 PM | 1 | 1 | 0.5 | 1 | 0.5 | 0.5 | 35 |
| 301 | CC | 88 | 3,036 | 484 | 3,520 | 58.7 | 563.6 | 5:10 AM to 9:50 PM | 3 | 6 | 2 | 6 | 3 | 0 | 35 |
| 302 | CC | 60 | 720 | 180 | 900 | 15.0 | 174.3 | 4:30 AM to 10:11 PM | 1 | 1 | 1 | 1 | 1 | 0 | 40 |
| 303 | CC | 108 | 1,350 | 270 | 1,620 | 27.0 | 194.4 | 4:30 AM to 12:00 AM | 1 | 2 | 1 | 2 | 2 | 1 | 40 |
| 304 | CC | 85 | 2,125 | 425 | 2,550 | 42.5 | 457.0 | 5:00 AM to 11:00 PM | 1 | 4 | 2 | 4 | 1 | 0 | 30 |
| 305 | CC | 64 | 1,600 | 320 | 1,920 | 32.0 | 349.1 | 5:00 AM to 11:00 PM | 2 | 2 | 2 | 2 | 2 | 0 | 40 |
| 306 | CC | 32 | 405 | 75 | 480 | 8.0 | 75.4 | 5:00 AM to 9:00 PM | 1 | 1 | 1 | 1 | 1 | 0 | 40 |
| 311 | CC | 91 | 4,060 | 455 | 4,515 | 75.3 | 719.0 | 5:00 AM to 8:00 PM | 3 | 7 | 3 | 7 | 3 | 0 | 35 |
| 312 | CC | 86 | 774 | 86 | 860 | 14.3 | 169.0 | 5:30 AM to 8:00 PM | 0 | 2 | 1 | 2 | 1 | 0 | 40 |
| 313 | CC | 106 | 1,484 | 106 | 1,590 | 26.5 | 392.7 | 5:30 AM to 1:20 AM | 0 | 2 | 1 | 2 | 1 | 1 | 40 |
| 314 | CC | 120 | 2,400 | 300 | 2,700 | 45.0 | 664.8 | 6:30 AM to 10:00 PM | 1 | 3 | 3 | 3 | 2 | 0 | 35 |
| 401 | CC | 48 | 612 | 108 | 720 | 12.0 | 215.3 | 3:50 AM to 9:34 PM | 0.5 | 1 | 0.5 | 1 | 0.5 | 0 | 35 |
| 402 | CC | 48 | 548 | 172 | 720 | 12.0 | 170.4 | 4:20 AM to 9:58 PM | 0.5 | 1 | 0.5 | 1 | 0.5 | 0 | 35 |
| 403 | CC | 61 | 1,981 | 222 | 2,203 | 36.7 | 535.8 | 4:15 AM to 10:22 PM | 2 | 4 | 1 | 3 | 1 | 0 | 35 |
| 411 | CC | 94 | 3,384 | 376 | 3,760 | 62.7 | 825.8 | 4:30 AM to 12:49 AM | 3 | 6 | 3 | 6 | 3 | 3 | 40 |
| 412 | CC | 84 | 756 | 504 | 1,260 | 21.0 | 299.5 | 4:30 AM to 6:48 PM | 1 | 2 | 1 | 2 | 1 | 0 | 30 |
| 413 | CC | 59 | 699 | 186 | 885 | 14.8 | 200.6 | 5:30 AM to 5:55 PM | 1 | 2 | 1 | 2 | 0 | 0 | 40 |
| 414 | CA | 29 | 349 | 502 | 851 | 14.2 | 85.6 | 4:30 AM to 6:43 PM | 1 | 1 | 1 | 1 | 1 | 0 | Handi-Van Vehicle |
| 415 | CC | 90 | 4,200 | 600 | 4,800 | 80.0 | 1,083.6 | 5:30 AM to 11:00 PM | 1 | 8 | 3 | 8 | 3 | 0 | 40 |
| 416 | CC | 88 | 2,420 | 220 | 2,640 | 44.0 | 526.2 | 5:30 AM to 10:00 PM | 2 | 4 | 2 | 4 | 2 | 0 | 40 |
| 417 | CC | Included with Route 411 | | | | | | | Included with Route 411 | | | | | | |
| 418 | CC | 92 | 2,530 | 230 | 2,760 | 46.0 | 449.9 | 5:00 AM to 11:00 PM | 2 | 4 | 1 | 4 | 2 | 0 | 40 |
| 419 | CC | 92 | 2,530 | 230 | 2,760 | 46.0 | 527.2 | 5:00 AM to 11:00 PM | 2 | 4 | 2 | 4 | 2 | 0 | 40 |
| 421 | CC | Included with Route 41 | | | | | | | Included with Route 41 | | | | | | |
| 422 | CC | 130 | 4,902 | 708 | 5,610 | 93.5 | 1,222.0 | 5:00 AM to 12:30 AM | 2 | 9 | 3 | 9 | 3 | 2 | 40 |
| 432 | CC | 147 | 1,837 | 370 | 2,207 | 36.8 | 391.0 | 4:41 AM to 1:28 AM | 2 | 2 | 2 | 2 | 2 | 1 | 40 |
| 433 | CC | 91 | 2,024 | 209 | 2,233 | 37.2 | 448.0 | 5:00 AM to 11:26 PM | 1 | 4 | 2 | 4 | 1 | 1 | 40 |
| 434 | CC | 140 | 2,619 | 176 | 2,795 | 46.6 | 618.2 | 4:41 AM to 12:52 AM | 2 | 4 | 2 | 4 | 2 | 1 | 40 |
| 440 | CC | 90 | 1,125 | 225 | 1,350 | 22.5 | 295.3 | 5:00 AM to 10:00 PM | 2 | 2 | 1 | 2 | 1 | 0 | 40 |
| 441 | CC | 90 | 2,475 | 225 | 2,700 | 45.0 | 615.6 | 5:00 AM to 10:00 PM | 2 | 4 | 2 | 4 | 2 | 0 | 60 |
| 501 | CC | 64 | 800 | 160 | 960 | 16.0 | 252.8 | 5:30 AM to 10:00 PM | 0 | 1 | 1 | 1 | 1 | 0 | 40 |
| 502 | CC | 64 | 800 | 160 | 960 | 16.0 | 208.0 | 5:30 AM to 10:00 PM | 0 | 1 | 1 | 1 | 1 | 0 | 35 |
| 503 | CA | 34 | 722 | 177 | 899 | 15.0 | 148.4 | 4:33 AM to 7:53 PM | 1 | 1 | 1 | 1 | 1 | 0 | Handi-Van Vehicle |
| 504 | CC | 36 | 990 | 90 | 1,080 | 18.0 | 201.6 | 5:30 AM to 10:00 PM | 0 | 1.5 | 0.75 | 1.5 | 0.75 | 0 | 35 |
| 505 | CC | 36 | 270 | 90 | 360 | 6.0 | 73.8 | 5:30 AM to 10:00 PM | 0 | 0.5 | 0.25 | 0.5 | 0.25 | 0 | 35 |
| 511 | CC | 100 | 1,250 | 250 | 1,500 | 25.0 | 310.0 | 4:30 AM to 11:30 PM | 1 | 2 | 1 | 2 | 1 | 1 | 40 |
| 512 | CC | 96 | 1,200 | 240 | 1,440 | 24.0 | 352.3 | 5:00 AM to 11:00 PM | 1 | 2 | 1 | 2 | 1 | 0 | 40 |
| 513 | CC | 68 | 850 | 170 | 1,020 | 17.0 | 154.4 | 5:00 AM to 1:00 AM | 1 | 1 | 1 | 1 | 1 | 1 | 40 |
| 521 | CC | 42 | 1,155 | 105 | 1,260 | 21.0 | 202.4 | 5:00 AM to 8:00 PM | 1 | 2 | 1 | 2 | 1 | 0 | 35 |
| 522 | CC | 42 | 1,155 | 105 | 1,260 | 21.0 | 393.5 | 5:00 AM to 8:00 PM | 1 | 2 | 1 | 2 | 1 | 0 | 35 |
| 523 | CC | 34 | 850 | 170 | 1,020 | 17.0 | 292.4 | 5:00 AM to 9:00 PM | 1 | 1 | 1 | 1 | 1 | 0 | 35 |
| 541 | CC | 98 | 2,450 | 490 | 2,940 | 49.0 | 681.6 | 5:30 AM to 10:00 PM | 2 | 4 | 2 | 4 | 2 | 0 | 35 |
| 542 | CC | 72 | 900 | 180 | 1,080 | 18.0 | 248.8 | 5:30 AM to 10:00 PM | 1 | 1 | 1 | 1 | 1 | 0 | 35 |
| 543 | CC | 68 | 850 | 170 | 1,020 | 17.0 | 176.8 | 5:30 AM to 9:00 PM | 1 | 1 | 1 | 1 | 1 | 0 | 35 |
| 544 | CA | 64 | 800 | 160 | 960 | 16.0 | 150.7 | 5:30 AM to 9:00 PM | 1 | 1 | 1 | 1 | 1 | 0 | Handi-Van Vehicle |
| 545 | CC | 70 | 875 | 175 | 1,050 | 17.5 | 255.5 | 5:30 AM to 9:00 PM | 1 | 1 | 1 | 1 | 1 | 0 | 35 |
| 546 | CC | 62 | 775 | 155 | 930 | 15.5 | 169.9 | 5:30 AM to 9:00 PM | 1 | 1 | 1 | 1 | 1 | 0 | 35 |
| 547 | CC | 115 | 2,600 | 575 | 3,175 | 52.9 | 801.4 | 4:30 AM to 12:30 AM | 4 | 4 | 2 | 4 | 3 | 2 | 40 |
| 548 | CC | 116 | 6,380 | 580 | 6,960 | 116.0 | 1,105.5 | 4:30 AM to 12:30 AM | 8 | 8 | 4 | 8 | 4 | 4 | 40 |
| 611 | CC | 48 | 960 | 120 | 1,080 | 18.0 | 568.8 | 5:00 AM to 10:00 PM | 1.5 | 1.5 | 0.75 | 1.5 | 0.75 | 0 | 35 |
| 612 | CC | 48 | 960 | 120 | 1,080 | 18.0 | 312.0 | 5:00 AM to 10:00 PM | 1.5 | 1.5 | 0.75 | 1.5 | 0.75 | 0 | 35 |
| 613 | CA | 34 | 425 | 85 | 510 | 8.5 | 88.4 | 5:00 AM to 9:30 PM | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0 | Handi-Van Vehicle |
| 614 | CA | 34 | 425 | 85 | 510 | 8.5 | 95.2 | 5:00 AM to 9:00 PM | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0 | Handi-Van Vehicle |
| 615 | CC | 34 | 850 | 170 | 1,020 | 17.0 | 227.8 | 5:00 AM to 9:00 PM | 1 | 1 | 1 | 1 | 1 | 0 | 35 |
| FERRY ROUTES | | | | | | | | | | | | | | | |
| 4F | F | 32 | 1,045 | 95 | 1,140 | 19.0 | 174.8 | Peak Period | 0 | 4 | 0 | 4 | 4 | 0 | 40 |
| 8F | F | 32 | 1,330 | 95 | 1,425 | 23.8 | 235.6 | Peak Period | 0 | 5 | 0 | 5 | 5 | 0 | 40 |
| 30F | F | 32 | 760 | 95 | 855 | 14.3 | 136.8 | Peak Period | 0 | 3 | 0 | 3 | 3 | 0 | 40 |
| 41F | F | 12 | 440 | 40 | 480 | 8.0 | 96.8 | Peak Period | 0 | 4 | 0 | 4 | 4 | 0 | 40 |
| 93F | F | 12 | 1,200 | 0 | 1,200 | 20.0 | 323.0 | Peak Period | 0 | 4 | 0 | 4 | 2 | 0 | 40 |
| 411F | F | 12 | 550 | 50 | 600 | 10.0 | 136.0 | Peak Period | 0 | 3 | 0 | 3 | 2 | 0 | 30 |
| 413F | F | 12 | 330 | 0 | 330 | 5.5 | 78.1 | Peak Period | 1 | 1 | 0 | 1 | 1 | 0 | 40 |
| EXPRESS ROUTES | | | | | | | | | | | | | | | |
| 80 | X | 11 | 618 | 0 | 618 | 10.3 | 203.7 | Peak Period | 0 | 4 | 0 | 5 | 0 | 0 | 40 |
| 80A | X | 9 | 639 | 0 | 639 | 10.7 | 166.1 | Peak Period | 0 | 3 | 0 | 3 | 0 | 0 | 40 |
| 80B | X | 2 | 79 | 0 | 79 | 1.3 | 22.3 | Peak Period | 0 | 1 | 0 | 1 | 0 | 0 | 40 |
| 82 | X | 7 | 354 | 0 | 354 | 5.9 | 109.8 | Peak Period | 1 | 3 | 0 | 3 | 0 | 0 | 40 |
| 83 | X | 14 | 670 | 0 | 670 | 11.2 | 227.7 | Peak Period | 3 | 4 | 0 | 5 | 0 | 0 | 60 |
| 83A | X | 4 | 80 | 0 | 80 | 1.3 | 39.6 | Peak Period | 2 | 0 | 0 | 2 | 0 | 0 | 40 |
| 84 | X | 8 | 243 | 0 | 243 | 4.1 | 107.2 | Peak Period | 2 | 2 | 0 | 2 | 0 | 0 | 40 |
| 84A | X | 8 | 305 | 0 | 305 | 5.1 | 86.6 | Peak Period | 1 | 2 | 0 | 2 | 0 | 0 | 40 |
| 85 | X | 8 | 613 | 0 | 613 | 10.2 | 181.3 | Peak Period | 0 | 3 | 0 | 5 | 0 | 0 | 40 |
| 85A | X | 6 | 309 | 0 | 309 | 5.2 | 95.0 | Peak Period | 0 | 3 | 0 | 3 | 0 | 0 | 40 |
| 88 | X | 4 | 194 | 0 | 194 | 3.2 | 64.7 | Peak Period | 0 | 2 | 0 | 3 | 0 | 0 | 40 |
| 88A | X | 4 | 702 | 0 | 702 | 11.7 | 301.9 | Peak Period | 0 | 2 | 0 | 2 | 0 | 0 | 40 |
| 89 | X | 4 | 216 | 0 | 216 | 3.6 | 71.8 | Peak Period | 0 | 2 | 0 | 2 | 0 | 0 | 40 |
| 93 | X | 20 | 1,300 | 0 | 1,300 | 21.7 | 491.6 | Peak Period | 6 | 4 | 0 | 9 | 0 | 0 | 60 |
| 98 | X | 12 | 180 | 0 | 180 | 3.0 | 104.8 | Peak Period | 1 | 2 | 0 | 2 | 0 | 0 | 60 |
| TOTALS | | 9,158 | 318,627 | 42,633 | 361,260 | 6,021.0 | 77,581.9 | | 253.00 | 484.00 | 283.00 | 495.00 | 296.00 | 106.00 | |

# Appendix B



AR00144803

# Fixed Guideway Operating Plan - Alternative #4, Fixed Guideway Alternative, Full-Corridor Alignment Kalaeloa – Salt Lake – North King – Hotel

| | |
|---|---|
| Annualization weekday: | 246 |
| Annualization Saturday: | 52 |
| Annualization Sunday: | 52 |
| Annualization holiday, federal: | 10 |
| Annualization holiday, state: | 5 |

| | Route Data | | | Daily Data | | | | | | | | | | | Annual Data | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Vehicle capacity | R/T time | R/T distance | Day | Period Description | # hours | Headway | Consist | Demand (pphpd) | TPH | Capacity (pphpd) | Capacity OK? | Vehicles | Vehicle Miles | Train Hours | Days | Vehicle Miles | Train Hours |
| **Kapolei / University of Hawaii** | 185 | 106.44 | 52.98 | | | | | | | | | | | | | | | |
| | | | | weekday | peak, 2-car | 5 | 3 | 2 | 5,756 | 20 | 7,400 | OK | 72 | 10,751 | 180 | 246 | 2,644,819 | 44,280 |
| | | | | weekday | off-peak, 2-car | 9 | 6 | 2 | 2,100 | 10 | 3,700 | OK | 36 | 9,676 | 162 | 246 | 2,380,337 | 39,852 |
| | | | | weekday | off-peak, 1-car | 3 | 6 | 1 | 1,800 | 10 | 1,850 | OK | 18 | 1,613 | 54 | 246 | 396,723 | 13,284 |
| | | | | weekday | owl, 1-car | 3 | 10 | 1 | 1,000 | 6 | 1,110 | OK | 11 | 986 | 33 | 246 | 242,442 | 8,118 |
| | | | | | | | | | | | | | | **23,026** | **429** | | **5,664,321** | **105,534** |
| | | | | Saturday | off-peak, 2-car | 11 | 6 | 2 | 2,100 | 10 | 3,700 | OK | 36 | 11,826 | 198 | 52 | 614,974 | 10,296 |
| | | | | Saturday | off-peak, 1-car | 2 | 6 | 1 | 1,800 | 10 | 1,850 | OK | 18 | 1,075 | 36 | 52 | 55,907 | 1,872 |
| | | | | Saturday | owl, 1-car | 6 | 10 | 1 | 1,000 | 6 | 1,110 | OK | 11 | 1,971 | 66 | 52 | 102,496 | 3,432 |
| | | | | | | | | | | | | | | **14,873** | **300** | | **773,377** | **15,600** |
| | | | | Sunday | off-peak, 1-car | 12 | 6 | 1 | 1,800 | 10 | 1,850 | OK | 18 | 6,451 | 216 | 52 | 335,440 | 11,232 |
| | | | | Sunday | owl, 1-car | 6 | 10 | 1 | 1,000 | 6 | 1,110 | OK | 11 | 1,971 | 66 | 52 | 102,496 | 3,432 |
| | | | | | | | | | | | | | | **8,422** | **282** | | **437,936** | **14,664** |
| | | | | holiday, federal | off-peak, 1-car | 12 | 6 | 1 | 1,800 | 10 | 1,850 | OK | 18 | 6,451 | 216 | 10 | 64,508 | 2,160 |
| | | | | holiday, federal | owl, 1-car | 6 | 10 | 1 | 1,000 | 6 | 1,110 | OK | 11 | 1,971 | 66 | 10 | 19,711 | 660 |
| | | | | | | | | | | | | | | **8,422** | **282** | | **84,218** | **2,820** |
| | | | | holiday, state | off-peak, 2-car | 11 | 6 | 2 | 2,100 | 10 | 3,700 | OK | 36 | 11,826 | 198 | 5 | 59,132 | 990 |
| | | | | holiday, state | off-peak, 1-car | 2 | 6 | 1 | 1,800 | 10 | 1,850 | OK | 18 | 1,075 | 36 | 5 | 5,376 | 180 |
| | | | | holiday, state | owl, 1-car | 6 | 10 | 1 | 1,000 | 6 | 1,110 | OK | 11 | 1,971 | 66 | 5 | 9,855 | 330 |
| | | | | | | | | | | | | | | **14,873** | **300** | | **74,363** | **1,500** |
| | | | | | | | | | | | | | | **69,615** | **1,593** | | **7,034,215** | **140,118** |

# Fixed Guideway Operating Plan - Alternative #4, Fixed Guideway Alternative, Full Corridor Alignment Kamokila – Airport – Dillingham – King with a Waikīkī Branch

| | |
|---|---|
| Annualization weekday: | 246 |
| Annualization Saturday: | 52 |
| Annualization Sunday: | 52 |
| Annualization holiday, federal: | 10 |
| Annualization holiday, state: | 5 |

| | Route Data | | | Daily Data | | | | | | | | | | | | Annual Data | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Vehicle capacity | R/T time | R/T distance | Day | Period Description | # hours | Headway | Consist | Demand (pphpd) | TPH | Capacity (pphpd) | Capacity OK? | Vehicles | Vehicle Miles | Train Hours | Days | Vehicle Miles | Train Hours |
| **Kapolei / University of Hawaii** | 185 | 100.94 | 52.00 | | | | | | | | | | | | | | | |
| | | | | weekday | peak, 2-car | 5 | 6 | 2 | 3,145 | 10 | 3,700 | OK | 34 | 5,255 | 85 | 246 | 1,292,633 | 20,910 |
| | | | | weekday | off-peak, 2-car | 9 | 12 | 2 | 1,800 | 5 | 1,850 | OK | 18 | 5,007 | 81 | 246 | 1,231,803 | 19,926 |
| | | | | weekday | off-peak, 1-car | 3 | 12 | 1 | 900 | 5 | 925 | OK | 9 | 835 | 27 | 246 | 205,301 | 6,642 |
| | | | | weekday | owl, 1-car | 3 | 20 | 1 | 500 | 3 | 555 | OK | 6 | 556 | 18 | 246 | 136,867 | 4,428 |
| | | | | | | | | | | | | | | 11,653 | 211 | | 2,866,604 | 51,906 |
| | | | | Saturday | off-peak, 2-car | 11 | 12 | 2 | 1,800 | 5 | 1,850 | OK | 18 | 6,120 | 99 | 52 | 318,244 | 5,148 |
| | | | | Saturday | off-peak, 1-car | 2 | 12 | 1 | 900 | 5 | 925 | OK | 9 | 556 | 18 | 52 | 28,931 | 936 |
| | | | | Saturday | owl, 1-car | 6 | 20 | 1 | 500 | 3 | 555 | OK | 6 | 1,113 | 36 | 52 | 57,862 | 1,872 |
| | | | | | | | | | | | | | | 7,789 | 153 | | 405,037 | 7,956 |
| | | | | Sunday | off-peak, 1-car | 12 | 12 | 1 | 900 | 5 | 925 | OK | 9 | 3,338 | 108 | 52 | 173,587 | 5,616 |
| | | | | Sunday | owl, 1-car | 6 | 20 | 1 | 500 | 3 | 555 | OK | 6 | 1,113 | 36 | 52 | 57,862 | 1,872 |
| | | | | | | | | | | | | | | 4,451 | 144 | | 231,450 | 7,488 |
| | | | | holiday, federal | off-peak, 1-car | 12 | 12 | 1 | 900 | 5 | 925 | OK | 9 | 3,338 | 108 | 10 | 33,382 | 1,080 |
| | | | | holiday, federal | owl, 1-car | 6 | 20 | 1 | 500 | 3 | 555 | OK | 6 | 1,113 | 36 | 10 | 11,127 | 360 |
| | | | | | | | | | | | | | | 4,451 | 144 | | 44,510 | 1,440 |
| | | | | holiday, state | off-peak, 2-car | 11 | 12 | 2 | 1,800 | 5 | 1,850 | OK | 18 | 6,120 | 99 | 5 | 30,600 | 495 |
| | | | | holiday, state | off-peak, 1-car | 2 | 12 | 1 | 900 | 5 | 925 | OK | 9 | 556 | 18 | 5 | 2,782 | 90 |
| | | | | holiday, state | owl, 1-car | 6 | 20 | 1 | 500 | 3 | 555 | OK | 6 | 1,113 | 36 | 5 | 5,564 | 180 |
| | | | | | | | | | | | | | | 7,789 | 153 | | 38,946 | 765 |
| | | | | | | | | | | | | | | 36,133 | 805 | | 3,586,547 | 69,555 |
| **Kapolei / Waikiki** | 185 | 97.11 | 51.38 | | | | | | | | | | | | | | | |
| | | | | weekday | peak, 2-car | 5 | 6 | 2 | 2,784 | 10 | 3,700 | OK | 34 | 5,397 | 85 | 246 | 1,327,594 | 20,910 |
| | | | | weekday | off-peak, 2-car | 9 | 12 | 2 | 1,800 | 5 | 1,850 | OK | 18 | 5,143 | 81 | 246 | 1,265,119 | 19,926 |
| | | | | weekday | off-peak, 1-car | 3 | 12 | 1 | 900 | 5 | 925 | OK | 9 | 857 | 27 | 246 | 210,853 | 6,642 |
| | | | | weekday | owl, 1-car | 3 | 20 | 1 | 500 | 3 | 555 | OK | 5 | 476 | 15 | 246 | 117,141 | 3,690 |
| | | | | | | | | | | | | | | 11,873 | 208 | | 2,920,708 | 51,168 |
| | | | | Saturday | off-peak, 2-car | 11 | 12 | 2 | 1,800 | 5 | 1,850 | OK | 18 | 6,286 | 99 | 52 | 326,851 | 5,148 |
| | | | | Saturday | off-peak, 1-car | 2 | 12 | 1 | 900 | 5 | 925 | OK | 9 | 571 | 18 | 52 | 29,714 | 936 |
| | | | | Saturday | owl, 1-car | 6 | 20 | 1 | 500 | 3 | 555 | OK | 5 | 952 | 30 | 52 | 49,523 | 1,560 |
| | | | | | | | | | | | | | | 7,809 | 147 | | 406,088 | 7,644 |
| | | | | Sunday | off-peak, 1-car | 12 | 12 | 1 | 900 | 5 | 925 | OK | 9 | 3,429 | 108 | 52 | 178,282 | 5,616 |
| | | | | Sunday | owl, 1-car | 6 | 20 | 1 | 500 | 3 | 555 | OK | 5 | 952 | 30 | 52 | 49,523 | 1,560 |
| | | | | | | | | | | | | | | 4,381 | 138 | | 227,805 | 7,176 |
| | | | | holiday, federal | off-peak, 1-car | 12 | 12 | 1 | 900 | 5 | 925 | OK | 9 | 3,429 | 108 | 10 | 34,285 | 1,080 |
| | | | | holiday, federal | owl, 1-car | 6 | 20 | 1 | 500 | 3 | 555 | OK | 5 | 952 | 30 | 10 | 9,524 | 300 |
| | | | | | | | | | | | | | | 4,381 | 138 | | 43,809 | 1,380 |
| | | | | holiday, state | off-peak, 2-car | 11 | 12 | 2 | 1,800 | 5 | 1,850 | OK | 18 | 6,286 | 99 | 5 | 31,428 | 495 |
| | | | | holiday, state | off-peak, 1-car | 2 | 12 | 1 | 900 | 5 | 925 | OK | 9 | 571 | 18 | 5 | 2,857 | 90 |
| | | | | holiday, state | owl, 1-car | 6 | 20 | 1 | 500 | 3 | 555 | OK | 5 | 952 | 30 | 5 | 4,762 | 150 |
| | | | | | | | | | | | | | | 7,809 | 147 | | 39,047 | 735 |
| | | | | | | | | | | | | | | 36,253 | 778 | | 3,637,456 | 68,103 |
| | | | | | | | | | | | | | | 72,386 | 1,583 | | 7,224,004 | 137,658 |

# Fixed Guideway Operating Plan - Alternative #4, Fixed Guideway Alternative, Full Corridor Alignment Kalaeloa – Airport – Dillingham – Halekauwila

| | |
|---|---|
| Annualization weekday: | 246 |
| Annualization Saturday: | 52 |
| Annualization Sunday: | 52 |
| Annualization holiday, federal: | 10 |
| Annualization holiday, state: | 5 |

| | Route Data | | | Daily Data | | | | | | | | | | | | Annual Data | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Vehicle capacity | R/T time | R/T distance | Day | Period Description | # hours | Headway | Consist | Demand (pphpd) | TPH | Capacity (pphpd) | Capacity OK? | Vehicles | Vehicle Miles | Train Hours | Days | Vehicle Miles | Train Hours |
| **Kapolei / University of Hawaii** | 185 | 110.06 | 55.22 | | | | | | | | | | | | | | | |
| | | | | weekday | peak, 2-car | 5 | 3 | 2 | 5,945 | 20 | 7,400 | OK | 74 | 11,138 | 185 | 246 | 2,740,028 | 45,510 |
| | | | | weekday | off-peak, 2-car | 9 | 6 | 2 | 2,100 | 10 | 3,700 | OK | 38 | 10,295 | 171 | 246 | 2,532,674 | 42,066 |
| | | | | weekday | off-peak, 1-car | 3 | 6 | 1 | 1,800 | 10 | 1,850 | OK | 19 | 1,716 | 57 | 246 | 422,112 | 14,022 |
| | | | | weekday | owl, 1-car | 3 | 10 | 1 | 1,000 | 6 | 1,110 | OK | 12 | 1,084 | 36 | 246 | 266,597 | 8,856 |
| | | | | | | | | | | | | | | **24,233** | **449** | | **5,961,412** | **110,454** |
| | | | | Saturday | off-peak, 2-car | 11 | 6 | 2 | 2,100 | 10 | 3,700 | OK | 38 | 12,583 | 209 | 52 | 654,331 | 10,868 |
| | | | | Saturday | off-peak, 1-car | 2 | 6 | 1 | 1,800 | 10 | 1,850 | OK | 19 | 1,144 | 38 | 52 | 59,485 | 1,976 |
| | | | | Saturday | owl, 1-car | 6 | 10 | 1 | 1,000 | 6 | 1,110 | OK | 12 | 2,167 | 72 | 52 | 112,708 | 3,744 |
| | | | | | | | | | | | | | | **15,895** | **319** | | **826,524** | **16,588** |
| | | | | Sunday | off-peak, 1-car | 12 | 6 | 1 | 1,800 | 10 | 1,850 | OK | 19 | 6,864 | 228 | 52 | 356,908 | 11,856 |
| | | | | Sunday | owl, 1-car | 6 | 10 | 1 | 1,000 | 6 | 1,110 | OK | 12 | 2,167 | 72 | 52 | 112,708 | 3,744 |
| | | | | | | | | | | | | | | **9,031** | **300** | | **469,616** | **15,600** |
| | | | | holiday, federal | off-peak, 1-car | 12 | 6 | 1 | 1,800 | 10 | 1,850 | OK | 19 | 6,864 | 228 | 10 | 68,636 | 2,280 |
| | | | | holiday, federal | owl, 1-car | 6 | 10 | 1 | 1,000 | 6 | 1,110 | OK | 12 | 2,167 | 72 | 10 | 21,675 | 720 |
| | | | | | | | | | | | | | | **9,031** | **300** | | **90,311** | **3,000** |
| | | | | holiday, state | off-peak, 2-car | 11 | 6 | 2 | 2,100 | 10 | 3,700 | OK | 38 | 12,583 | 209 | 5 | 62,916 | 1,045 |
| | | | | holiday, state | off-peak, 1-car | 2 | 6 | 1 | 1,800 | 10 | 1,850 | OK | 19 | 1,144 | 38 | 5 | 5,720 | 190 |
| | | | | holiday, state | owl, 1-car | 6 | 10 | 1 | 1,000 | 6 | 1,110 | OK | 12 | 2,167 | 72 | 5 | 10,837 | 360 |
| | | | | | | | | | | | | | | **15,895** | **319** | | **79,473** | **1,595** |
| | | | | | | | | | | | | | | **74,085** | **1,687** | | **7,427,336** | **147,237** |

# Fixed Guideway Operating Plan - Alternative #4, Fixed Guideway Alternative, 20-mile Alignment East Kapolei to Ala Moana Center

| | |
|---|---|
| Annualization weekday: | 246 |
| Annualization Saturday: | 52 |
| Annualization Sunday: | 52 |
| Annualization holiday, federal: | 10 |
| Annualization holiday, state: | 5 |

**East Kapolei / Ala Moana Ctr**

| Route Data | | | Daily Data | | | | | | | | | | | | Annual Data | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vehicle capacity | R/T time | R/T distance | Day | Period Description | # hours | Headway | Consist | Demand (pphpd) | TPH | Capacity (pphpd) | Capacity OK? | Vehicles | Vehicle Miles | Train Hours | Days | Vehicle Miles | Train Hours |
| 185 | 80.57 | 41.62 | | | | | | | | | | | | | | | |
| | | | weekday | peak, 2-car | 5 | 3 | 2 | 5,610 | 20 | 7,400 | OK | 54 | 8,202 | 135 | 246 | 2,017,6271 | 33,210 |
| | | | weekday | off-peak, 2-car | 9 | 6 | 2 | 2,100 | 10 | 3,700 | OK | 28 | 7,655 | 126 | 246 | 1,883,118 | 30,996 |
| | | | weekday | off-peak, 1-car | 3 | 6 | 1 | 1,800 | 10 | 1,850 | OK | 14 | 1,276 | 42 | 246 | 313,353 | 10,332 |
| | | | weekday | owl, 1-car | 3 | 10 | 1 | 1,000 | 6 | 1,110 | OK | 9 | 820 | 27 | 246 | 201,763 | 6,642 |
| | | | | | | | | | | | | | **17,953** | **330** | | **4,416,361** | **81,180** |
| | | | Saturday | off-peak, 2-car | 11 | 6 | 2 | 2,100 | 10 | 3,700 | OK | 28 | 9,356 | 154 | 52 | 485,515 | 8,008 |
| | | | Saturday | off-peak, 1-car | 2 | 6 | 1 | 1,800 | 10 | 1,850 | OK | 14 | 851 | 28 | 52 | 44,229 | 1,456 |
| | | | Saturday | owl, 1-car | 6 | 10 | 1 | 1,000 | 6 | 1,110 | OK | 9 | 1,640 | 54 | 52 | 85,298 | 2,808 |
| | | | | | | | | | | | | | **11,847** | **236** | | **616,041** | **12,272** |
| | | | Sunday | off-peak, 1-car | 12 | 6 | 1 | 1,800 | 10 | 1,850 | OK | 14 | 5,103 | 168 | 52 | 265,372 | 8,736 |
| | | | Sunday | owl, 1-car | 6 | 10 | 1 | 1,000 | 6 | 1,110 | OK | 9 | 1,640 | 54 | 52 | 85,298 | 2,808 |
| | | | | | | | | | | | | | **6,743** | **222** | | **350,670** | **11,544** |
| | | | holiday, federal | off-peak, 1-car | 12 | 6 | 1 | 1,800 | 10 | 1,850 | OK | 14 | 5,103 | 168 | 10 | 51,033 | 1,680 |
| | | | holiday, federal | owl, 1-car | 6 | 10 | 1 | 1,000 | 6 | 1,110 | OK | 9 | 1,640 | 54 | 10 | 16,403 | 540 |
| | | | | | | | | | | | | | **6,743** | **222** | | **67,436** | **2,220** |
| | | | holiday, state | off-peak, 2-car | 11 | 6 | 2 | 2,100 | 10 | 3,700 | OK | 28 | 9,356 | 154 | 5 | 46,780 | 770 |
| | | | holiday, state | off-peak, 1-car | 2 | 6 | 1 | 1,800 | 10 | 1,850 | OK | 14 | 851 | 28 | 5 | 4,253 | 140 |
| | | | holiday, state | owl, 1-car | 6 | 10 | 1 | 1,000 | 6 | 1,110 | OK | 9 | 1,640 | 54 | 5 | 8,202 | 270 |
| | | | | | | | | | | | | | **11,847** | **236** | | **59,235** | **1,180** |
| | | | | | | | | | | | | | **55,134** | **1,246** | | **5,509,743** | **108,396** |