\$3.30



R A Fontes - PO Box 144, Lake Oswego, OR 97034 - rfontes@q.com 2/7/18

At \$3.30/passenger mile, Portland Streetcar operating costs are much higher than those of most other transit.

Table data from 2016 National Transit Database, October 2017 (attached-passengers/mile in orange highlights)

At \$3.30/passenger mile, Portland Streetcar <u>operating</u> costs are far, far higher than the <u>total</u> costs of owning a car.

Table data from AAA, "Your driving costs, 2017"

Fleet-based on-demand autonomous vehicles should cost less to operate than similar personal cars.

Transit OPERATIONS costs per p	assenger mile from NTD	Medium sedan TOTAL costs per mile	edium sedan TOTAL costs per mile		
Portland streetcar	\$3.30	From AAA "Your driving costs" 2017	Earth Institute, "Transforming Personal Mobility",		
WES	\$2.03	car driven 10,000 miles per year	\$0.7163	January 2013:	
Aerial Tramway	\$1.90	car driven 15,000 miles per year	\$0.5447	TOTAL cost estimate per vehicle mile for	\$0.41
Streetcar: national average	\$1.80	car driven 20,000 miles per year	\$0.4712	fleet-owned, self-driving medium	
Trimet Bus	\$0.91			sedans used for shared, on-demand service	
MAX	\$0.57			Service	

Streetcar's inability or unwillingness to get passengers to pay their fair share means that costs are passed on to TriMet users in the forms of higher fares and/or degraded service.

Streetcar charges \$2.00 for a full fare; TriMet \$2.50. Streetcar's \$40 monthly pass breaks even with cash fares after only 20 rides; TriMet's \$100 monthly pass needs 40 rides to break even. Streetcar's estimated \$4.40 per I.D. holder bulk annual pass fee to qualifying institutions which sponsor streetcars is totally off the charts and has no comparison to the small breaks TriMet is able to offer. TriMet's \$7.5 million annual subsidy to streetcar must be passed on to TriMet riders including Portland residents.

Management's inclusion of sponsorship revenue as part of farebox recovery on page 10 of the 2017 report is highly misleading and not in accordance with FTA standards.

Streetcar's farebox recovery is less than what the report states, and far below TriMet's roughly 30% rate.

We can expect streetcar ridership to plummet once shared autonomous vehicles (AVs) become available, especially among those who pay fares out of their own pocket.

Trips using shared AVs promise to be safer, far more convenient, almost always faster, and often cheaper than those by transit. Streetcar is especially vulnerable to AV competition because trips are so short and will face AV's lowest possible fares. Streetcar's downtown location should coincide with very high AV availability.

Streetcar's funding is subject to severe erosion from AVs.

Paid parking is probably doomed. TriMet's own AV challenges would prevent it from supporting streetcar.

It's in the self-interest of AV fleet owners to foster carpooling, especially during high demand periods. It would minimize capital costs and maximize per trip revenue while lowering customers fares. Fleet owners' computers will already have trip information for every customer, making carpooling a natural fit.

If shared AVs get people to carpool, they could hold down traffic congestion indefinitely, eliminating the need to overbuild highways or require congestion pricing.

Electric propulsion would enable owners to configure shared AVs to carry more people than today's cars.

AVs are a lot closer than many people realize.



The little low-speed EZ 10 pictured is in use in projects around the world. While only 13 feet long, or about the same as a subcompact, its electric propulsion system enables the passenger compartment to extend the entire length of the vehicle, giving it a capacity for 12



passengers (six seated and six standing).

Google's Waymo division is now testing self-driving Chrysler Pacifica minivans in traffic on public streets in Arizona WITHOUT HUMAN BACKUP DRIVERS.

General Motors plans the "mass testing" of autonomous vehicles without manual controls next year.

Ford promises to start mass producing AVs for fleet-use-only within four years.

The self-driving BRT pictured has completed its test-track phase and is slated to start operations within the next few months in Zhuzhou, China. It really is a bus with rubber tires, and follows those special double dashed lines on the pavement. This three-section model can hold up to 300 riders, and a five-section version can hold 500, or more than a MAX train.



The 19th century and the era when unbridled growth of urban rail transit made sense are long gone. We need to accept that reality if we want sustainable transit contributing to society into the future.

55 — 2016 National Transit Profiles: Full Reporting Agencies

http://www.portlandoregon.gov

City of Portland

1120 SW 5th Street Room 800 Portland, OR 97204 2016 Annual Agency Profile

Director, Portland Transportation: Ms. Leah Treat

Revenue Mile: Aerial Tramway

80.00

60.00

40.00

29.00

Mile: Aerial Tramway

\$2.50

51.50

\$2.00

General Information Financial Information Urbanized Area Statistics - 2010 Census Service Consumption Database Information Sources of Operating Funds Expended **Operating Funding Sources** Portland, OR-WA 6,306,639 Annual Passenger Miles (PMT) NTDID: 00058 Fare Revenues \$1,573,689 524 Square Miles 6,416,746 Annual Unlinked Trips (UPT) Reporter Type: Full Reporter Local Funds \$17,364,440 91.7% 1,849,898 Population 20,993 Average Weekday Unlinked Trips State Funds SO 0.0% 24 Pop. Rank out of 498 UZAs 13,261 Average Saturday Unlinked Trips 0.0% Federal Assistance \$0 8.931 Average Sunday Unlinked Trips Other Funds \$0 0.0% 8.3% 100.0% 91.7% Service Area Statistics Service Supplied Sources of Capital Funds Expended 0.0% 11 Square Miles 437.838 Annual Vehicle Revenue Miles (VRM) Fare Revenues SO \$866,349 98.3% 72.832 Population 70.512 Annual Vehicle Revenue Hours (VRH) Local Funds 16 Vehicles Operated in Maximum Service (VOMS) 0.0% State Funds \$0 \$15,175 1.7% 19 Vehicles Available for Maximum Service (VAMS) Federal Assistance Other Funds 50 0.0% Capital Funding Sources Modal Characteristics 100.0% Vehicles Operated 1 7% Modal Overview Summary of Operating Expenses (OE) in Maximum Service Uses of Capital Funds Directly Purchased Revenue Systems and Facilities and Transportation Vehicles Guldeways Stations Other Total Salary, Wages, Benefits \$2,301,305 12 2% Mode Operated Street Car Rail 14 \$590,880 \$290,644 \$0 \$0 \$881,524 Materials and Supplies \$1,365,419 7.2% \$0 \$12,432,519 65.7% Aerial Tramway \$0 \$0 \$0 Purchased Transportation \$0 \$590,880 \$290 644 15.0% \$881,524 Other Operating Expenses \$2,830,910 98.3% 100.0% Reconciling OE Cash Expenditures \$7,976 Purchased Transportation (Reported Separately) SO Operation Characteristics Fixed Guideway Vehicles Available Vehicles Operated Average Annual Vehicle Operating Uses of Annual Annual Annual Vehicle Directional for Maximum in Maximum Percent Fleet Age in Mode Expenses Fare Revenues Capital Funds Passenger Miles Unlinked Trips Revenue Miles Route Miles Service Service Spare Vehicles Years^a \$854,201 Street Car Rail \$16,377,407 \$881,524 4 960 607 4 313 571 405,109 67,184 15.4 17 14 17.7% 9.1 Aerial Tramway \$2,552,746 \$719,488 1,346,032 2,103,175 32,729 3,328 1.3 2 0.0% 10.0 16 7 Performance Measures Service Efficiency Service Effectiveness Operating Expenses per Operating Expenses per Operating Expenses per Operating Expenses per Unlinked Trips per Unlinked Trips per Mode Vehicle Revenue Mile Vehicle Revenue Hour Mode Passenger Mile Unlinked Passenger Trip Vehicle Revenue Mile Vehicle Revenue Hour Street Car Rail \$40.43 \$243.77 Street Car Rail \$3.30 \$3.80 \$1.90 64.3 632.0 Aerial Tramway \$767.05 \$1.21 \$78.00 Aerial Tramway Operating Expense per Vehicle Operating Expense per Passenger Unlinked Passenger Trip per Vehicle Operating Expense per Vehicle Operating Expense per Passenger Unlinked Passenger Trip per Vehicle

\$100.00

\$80.00

580.00

\$40.00

\$20.00

Revenue Mile: Aerial Tramway

Notes:

\$80.00

\$49.00

\$30.00

\$20.00

*Demand Response - Taxi (DT) and non-dedicated fleets do not report fleet age data.

Mile: Street Car Rail

'Includes data for a contract with another reporter.

Revenue Mile: Street Car Rail

Revenue Mile: Street Car Rail

^{*}This agency has a purchased transportation relationship in which they buy service from Tri-County Metropolitan Transportation District of Oregon (NTDID: 00008), and in which the data are captured in this report for mode SR/PT.

http://www.trinict.org/

1800 SW 1st Avenue, Suite 300 Portland, OR 97201-5354

2016 Annual Agency Profile

Database Information

NTDID: 00008

Reporter Type: Full Reporter

General Manager: Mr. Neil McFarlane

Urbanized Area Statistics - 2010 Census Portland, OR-WA

524 Square Miles 1,849.898 Population

24 Pop. Rank out of 498 UZAs

Vehicles Operated

Other UZAs Served

0 Oregon Non-UZA

Service Area Statistics

534 Square Miles 1,560,803 Population

General Information

Serv	ice Consumption
507,767,933	Annual Passenger Miles (PMT)
101,702,561	Annual Unlinked Trips (UPT)
322,154	Average Weekday Unlinked Trips1
197,318	Average Saturday Unlinked Trips¹
149,804	Average Sunday Unlinked Trips ¹

37.330,498 Annual Vehicle Revenue Miles (VRM) 2,999,817 Annual Vehicle Revenue Hours (VRH)

Service Supplied

950 Vehicles Operated in Maximum Service (VOMS) 1,135 Vehicles Available for Maximum Service (VAMS)

Modal Characteristics

Uses o	f Capital	Funds

		be a contract					
Modal Overview	in Maximur	n Service		Uses	of Capital Fund	S	
	Directly	Purchased	Revenue	Systems and	Facilities and		
Mode	Operated	Transportation	Vehicles	Guideways	Stations	Other	Total
Demand Response	-	226	\$4,721,118	\$313,469	\$5,398	\$0	\$5,039,985
Demand Response - Taxi	-	70	\$0	\$0	\$0	\$0	\$0
Light Rail	116		\$17,012,736	\$31,486,131	\$12,197,954	\$825.715	\$61,522,536
Bus	534	*	\$38,807,009	\$23,023,026	\$3,688,903	\$1,410,706	\$66,929,644
Hybrid Rail		4	\$0	\$156,078	\$30,445	\$0	\$186,523
Total	650	300	\$60,540,863	54,578,704	\$15,922,700	5 236 421	\$133,678,688

Financial Information

	E STANDARD COLUMN .	111011111111
Sources of Operating F	unds Expended	
Fare Revenues	\$125,705,014	27.1%
Local Funds	\$242,388,939	52.2%
State Funds	\$1,100,031	0.2%
Federal Assistance	\$73,352,000	15.8%
Other Funds	\$22,072,706	4.8%
al Operating Funds Expended	\$104,611,690	100.0%

Sources of Capital Funds Expended

Fare Revenues	\$0	0.0%
Local Funds	\$5,216,498	3.9%
State Funds	\$21,463,789	16.1%
Federal Assistance	\$106,998,401	80.0%
Other Funds	\$0	0.0%
Fold Capital Funds Expended	\$155 671 688	100.0%

Operating Funding Sources

	15.8%	4.8%
52.2%		27.1%

Capital Funding Sources

Summary of Operating Expenses (OE)

Salary, Wages, Benefits	\$303,717,655	71.3%	
Mater als and Supplies	\$37,224,203	8.7%	
Purchased Transportation	\$29,357,359	6.9%	
Other Operating Expenses	\$55,793,660	13.1%	
Total Operating Expension	\$476 097 877	100.0%	
Reconciling OE Cash Expenditures	\$28,424,688		
Purchased Transportation			

(Reported Separately)



 2	mr.	-	

Operation Characteristic	5							Fixed Guideway	Vehicles Available	venicles Operated		Average
	Operating		Uses of	Annual	Annual	Annual Vehicle	Annual Vehicle	Directional	for Maximum	in Maximum	Percent	Fleet Age in
Mode	Expenses	Fare Revenues	Capital Funds	Passenger Miles	Unlinked Trips	Revenue Miles	Revenue Hours	Route Miles	Service	Service	Spare Vehicles	Years ^a
Demand Response	\$33,364,427	\$7,312,066	\$5,039,985	8,551,496	925,818	6,350,618	487,856	0.0	268	226	15.7%	4.3
Demand Response - Tax	\$4,938,111	\$1,095,793	\$0	1,481,489	138,744	1,261,282	50,665	0.0	70	70	0.0%	0.0
Light Rail	\$128,642,637	\$49,059,712	\$61,522,536	216,465,191	40,198,185	8,856,111	616,337	118.9	143	116	18.9%	16.7
Bus	\$251,249,183	\$66,843,094	\$66,929,644	277,385,619	59,982,440	20,698,766	1,837,409	6.3	648	534	17.6%	9.4
Hybrid Rail	\$7,898,519	\$540,148	\$186,523	3,884,138	457,374	163,721	7,550	29.2	6	4	33.3%	26.2
Total	\$426,092,877	1124,650,814	\$133,678,688	17,767,93,1	101,702,561	37 330 498	2,999,817	154 1	1,135	950	18.3 W	

Performance Measures

Demand Response

Demand Response - Taxi

Service Efficiency Operating Expenses per Operating Expenses per

Vehicle Revenue Mile

\$5.25

\$3.92

\$14.53

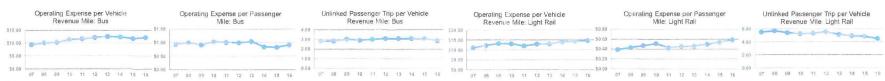
\$12.14

\$48.24

ency			-
Operating Expenses per	Oper	ating Expenses per	Opera
Vehicle Revenue Hour	Mode	Passenger Mile	Unlink
\$68.39	Demand Response	\$3.90	
\$97.47	Demand Response - Tax	\$3.33	
\$208.72	Light Rail	\$0.59	
\$136.74	Bus	\$0.91	
\$1,046.16	Hybrid Ra I	\$2.03	
\$142.04	Total	\$0.00	

	Service Effecti		
r	Operating Expenses per	Unlinked Trips per	Unlinked Trips per
}	Unlinked Fassenger Trip	Vehicle Revenue Mile	Vehicle Revenue Hour
)	\$36.04	0.2	1.9
3	\$35.59	0.1	2.7
}	\$3.20	4.5	65.2
	\$4.19	2.9	32.7
3	\$17.27	2.8	60.6
Ŋ.	\$4 19	2.7	33 9

\$10,101,125 *



Notes:

Mode

Light Rail

Bus Hybrid Rail

*Demand Response - Taxi (DT) and non-dedicated fleets do not report fleet age data

'Average Unlinked Trips not available for Demand Response Taxi,

^{*}This agency has a purchased transportation relationship in which they sell service to City of Portland (NTDID: 00058), and in which the data are captured in another report for mode SR/PT.

25 — 2016 National Transit Profiles: Full Reporting Agencies

2016 National Transit Profile Summary - Full Reporters

General Information

Service Supplied

4,095,126,612 Annual Vehicle Revenue Miles (VRM) 273.616.436 Annual Vehicle Revenue Hours (VRH) 112.085 Vehicles Operated in Maximum Service (VOMS) 134,656 Vehicles Available for Maximum Service (VAMS)

Service Consumed

56.321.611.936 Annual Passenger Miles (PMT) 10, 148,434,935 Annual Unlinked Trips (UPT) 33,134,617 Average Weekday Unlinked Trips* 18,111,355 Average Saturday Unlinked Trips1 14,167,402 Average Sunday Unlinked Trips1

Financial Information

Sources of Operating Funds Expended (Millions) Operating Funding Sources Fare Revenues \$15,439,4 32.2% Local Funds \$15.145.5 31.6% State Funds \$11,775.4 24.5% Federal Assistance \$3,322.0 6.9%

Other Funds \$2,290.6 4.8% Total Operating Funds Expended \$47,972.8 100.0%



Modal Characteristics

Modal Overview	Vehicles	Operated						
		um Service	Uses of Capital Funds (Millions)					
	Directly	Purchased	Revenue	Systems and	Facilities and			
Mode	Operated	Transportation	Vehicles	Guideways	Stations	Other	Total	
Aerial Tramway	-	2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	
Alaska Railroad	39	-	\$1.7	\$41.6	\$1.5	\$1.8	\$46.5	
Bus	38,366	8,356	\$2,449.3	\$527.8	\$878.5	\$200.4	\$4,056.1	
Bus Rapid Transit	277	23	\$7.9	\$80.1	\$8.9	\$0.5	\$97.4	
Cable Car	27		\$0.8	\$0.0	\$0.0	\$0.0	\$0.8	
Commuter Bus	2,344	1,382	\$116.5	\$100.1	\$34.6	\$1.9	\$253.2	
Commuter Rail	4,966	1,318	\$576.9	\$1,915.4	\$450.1	\$137.9	\$3,080.3	
Demand Response	6,087	18, 195	\$220.9	\$19.2	\$33.9	\$15.0	\$289.0	
Demand Response - Taxi	-	3,902	\$1.3	\$0.0	\$0.0	\$0.0	\$1.3	
Ferryboat	77	48	\$177.3	\$1.5	\$134.8	\$2.9	\$316.4	
Heavy Rail	9,435	32	\$502.3	\$3,091.0	\$1,815.0	\$215.7	\$5,624.0	
Hybrid Rail		40	\$7.7	\$16.5	\$6.5	\$0.4	\$31.1	
Inclined Plane	6		\$0.0	\$5.3	\$0.1	\$0.0	\$5.4	
Light Rail	1,522	80	\$257.2	\$2,583.5	\$403.4	\$47.6	\$3,291.7	
Monorail/Automated	110	12	\$7.6	\$17.5	- \$4.5	\$1.3	\$30.9	
Publico	-	1,884	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	
Street Car Rail	180	53	\$22.1	\$46.1	\$36.8	\$10.1	\$115.1	
Trolleybus	412		\$199.7	\$3.8	\$0.0	\$1.6	\$205.2	
Vanpool	6,987	5,923	\$17.1	\$1.0	\$0.2	\$0.1	\$18.3	
Total	70,835	41,250	\$4,566.3	\$8,450.4	\$3,808.9	\$637.2	\$17,462.8	

Sources of Capital Funds Expended (Millions) Fare Revenues

\$1,331.3 7.2% Local Funds \$6,388.4 34.5% State Funds \$2.624.3 14.2% Federal Assistance \$7,292.4 39.3% Other Funds \$907.4 4.9% Total Capital Funds Expended \$18,543.9 100.0%

Summary	of	Operating	Fynansas	(OE)	(Millions)
Julimiany	0.	oberming	Lybeilaca	(00)	(immeries)

Salary, Wages, Benefits \$28,186.0 63.4% Materials and Supplies \$3,942.1 8.9% Purchased Transportation \$5,740.7 12.9% Other Operating Expenses \$6,583.4 14.8% Total Operating Expenses \$44,452.2 100.0% Reconciling OE Cash Expenditures

39.376	
	7.2

Capital Funding Sources

Folai		
_	51	

Operation Characterist	ics									Vehicles		
	Operating		Uses of	Annual	Annual	Annual Vehicle A	nnual Vehicle	Fixed Guideway	Vehicles Available	Operated		
	Expenses	Fare Revenues	Capital Funds Pa	assenger Miles	Unlinked Trips	Revenue Miles R	evenue Hours	Directional Route	for Maximum	in Maximum	Percent	Average Fleet
Mode	(Millions)	(Millions)	(Millions)	(Millions)	(Millions)	(Millions)	(Millions)	Miles	Service	Service	Spare Vehicles	Age in Years ²
Aerial Tramway	\$2.6	\$0.7	\$0.0	1.3	2.1	0.0	0.0	1.3	2	2	0.0%	10.0
Alaska Railroad	\$46.9	\$21.2	\$46.5	23.0	0.2	1.1	0.0	959.9	95	39	58.9%	28.5
Bus	\$20,516.8	\$5,020.5	\$4,056.1	17,961.1	4,727.6	1,783.1	151.3	337.3	57,985	46,722	19.4%	7.8
Bus Rapid Transit	\$193.8	\$63.3	\$97.4	188.7	66.5	10.3	1.1	250.5	558	300	46.2%	6.7
Cable Car	\$62.1	\$29.2	\$0.8	7.2	5.8	0.3	0.1	8.8	40	27	32.5%	106.7
Commuter Bus	\$993.8	\$514.4	\$253.2	2,261.2	91.1	123.1	4.8	38.1	4,727	3,726	21.2%	7.8
Commuter Rail	\$5,952.3	\$3,092.9	\$3,080.3	11,767.7	499.5	344.4	10.9	7,911.9	7,190	6,284	12.6%	18.5
Demand Response	\$3,480.9	\$262.8	\$289.0	865.0	93.1	710.5	49.6	0.0	29,323	24,282	17.2%	4.1
Demand Response - Taxi	\$210.8	\$29.1	\$1.3	78.4	7.6	59.7	3.9	0.0	3,902	3,902	0.0%	
Ferryboat	\$664.5	\$194.9	\$316.4	489.4	73.8	3.7	0.4	809.5	145	125	13.8%	23.3
Heavy Rail	\$9,475.2	\$5,413.3	\$5,624.0	18,356.6	3,848.0	675.9	33.7	1,646.3	10,775	9,467	12.1%	22.8
Hybrid Rail	\$91.8	\$8.7	\$31.1	88.7	7.2	3.1	0.1	249.8	55	40	27.3%	12.3
Inclined Plane	\$3.5	\$3.7	\$5.4	0.5	1.0	0.0	0.0	2.5	6	6	0.0%	69.0
Light Rail	\$2,018.8	\$517.4	\$3,291.7	2,565.6	497.6	111.4	7.1	1,549.3	2,137	1,602	25.0%	15.8
Monorail/Automated	\$87.1	\$40.0	\$30.9	33.5	24.2	5.1	0.4	39.0	163	122	25.2%	28.0
Publico	\$31.5	\$30.6	\$0.0	90.3	21.4	19.3	1.8	0.0	1,971	1,884	4.4%	
Street Car Rail	\$182.9	\$46.1	\$115.1	101.6	51.9	6.3	0.9	204.8	361	233	35.5%	42.3
Trolleybus	\$274.3	\$82.8	\$205.2	154.0	94.1	11.3	1.6	458.0	601	412	31.4%	11.4
Vanpool	\$157.4	\$124.2	\$18.3	1,287.8	35.8	226.6	5.8	0.0	14,620	12,910	11.7%	3.1
Total	\$44,447.0	\$15,495.7	\$17,462.8	56,321.6	10,148.4	4,095.1	273.6	14,467.0	134,656	112,085	16.8%	

Average Unlinked Trips not available for Demand Response - Taxi.

²Demand Response - Taxi, Publico, and non-dedicated fleets do not report fleet age data.

Performance Measures Service Efficiency Service Service Effectiveness

						Unlinked Trips per					
	Operating Expenses per	Operating Expenses per	0	perating Expenses	Operating Expenses per	Vehicle Revenue	Unlinked Trips per				
Mode	Vehicle Revenue Mile	Vehicle Revenue Hour	Mode	oer Passenger Mile	Unlinked Passenger Trip	Mile	Vehicle Revenue Hour				
Aerial Tramway	\$78.00	\$767.05	Aerial Tramway	\$1.90	\$1.21	64.3	632.0				
Alaska Railroad	\$42.50	\$1,150.84	Alaska Railroad	\$2.04	\$250.41	0.2	4.6				
Bus	\$11.51	\$135.64	Bus	\$1.14	\$4.34	2.7	31.3				
Bus Rapid Transit	\$18.83	\$175.91	Bus Rapid Transit	\$1.03	\$2.91	6.5	60.4				
Cable Car	\$240.11	\$445.69	Cable Car	\$8.58	\$10.70	22.4	41.7				
Commuter Bus	\$8.08	\$205.56	Commuter Bus	\$0.44	\$10.91	0.7	18.8				
Commuter Rail	\$17.28	\$545.65	Commuter Rail	\$0.51	\$11.92	1.5	45.8				
Demand Response	\$4.90	\$70.19	Demand Response	\$4.02	\$37.37	0.1	1.9				
Demand Response - Taxi	\$3.53	\$54.53	Demand Response - T		\$27.76	0.1	2.0				
Ferryboat	\$181.19	\$1,534.38	Ferryboat	\$1.36	\$9.01	20.1	170.3				
Heavy Rail	\$14.02	\$281.29	Heavy Rail	\$0.52	\$2.46	5.7	114.2				
Hybrid Rail	\$29.70	\$708.97	Hybrid Rail	\$1.03	\$12.69	2.3	55.9				
Inclined Plane	\$108.51	\$269.39	Inclined Plane	\$6.53	\$3.41	31.8	79.1				
Light Rail	\$18.11	\$284.17	Light Rail	\$0.79	\$4.06	4.5	70.0				
Monorail/Automated	\$17.16	\$194.41	Monorail/Automated	\$2.60	\$3.60	4.8	54.0				
Publico	\$1.63	\$18.01	Publico	\$0.35	\$1.48	1.1	12.2				
Street Car Rail	\$28.95	\$204.16	Street Car Rail	\$1.80	\$3.52	8.2	58.0				
Trolleybus	\$24.26	\$166.84	Trolleybus	\$1.78	\$2.92	8.3	57.2				
Vanpool	\$0.69	\$27.28	Vanpool	\$0.12	\$4.40	0.2	6.2				
Total	\$10.85	\$162.44	Total	30.79	\$4.38	2.5	37.1				

