

Average weekday rail ridership projections, historic performance

- The projections that CRC presented to the C-Tran board appear to be based on the FFGA, as can be seen from the below.
- BUT - we are not at the FFGA stage, we are at the FEIS stage. So to determine the accuracy of Trimet's projections we should look at the history of projections made in the FEIS. That is not nearly so impressive.
- As Pickrell observed the project was given the go ahead at a stage before the DEIS, so that is also an important comparison to actual.

	Opening year	First year projected	First year actual	Error: FEIS/Actual	FY2012
Eastside Blue Line	1986 ²	DEIS: 42,500 ¹ FEIS: 30,800 ¹ FFG: 18,100 ¹ CRC: 19,000 ²	19,225 ²	62%	65,070 ² (East + West Blue Line)
Westside Blue Line	1998 ²	DEIS: 60,314 ³ FEIS: 49,448 ³ FFG: CRC: 20,470 ²	24,130 ²	49%	--
Yellow Line (Interstate)	2004 ²	SDEIS: 17,030 (2015) ³ FEIS: 18,860 (2020) ³ FFG: 18,100 (2020) ⁴ CRC: 13,900 ²	11,730 ²	Could not find FEIS projection for opening year	16,850 ²
WES (Commuter rail)	2009 ²	DEIS: FEIS: FFG: CRC: 1,594 ²	1,200 ²	75%	1,630 ²
Green Line (I205)	2009 ²	DEIS: FEIS: FFG: 25,300 ⁶ (2009) “ 46,500 ⁶ (2025) CRC: 25,250 ²	18,200 ²	72% (FFG/actual)	23,520 ²

Sources:

1. [http://www.portlandfacts.com/transit/docs/Pickrell\(txt\).pdf](http://www.portlandfacts.com/transit/docs/Pickrell(txt).pdf)
2. Partial DRAFT Response to Questions Submitted by C-TRAN Board_May_14_2013.pdf
3. www.fta.dot.gov/documents/NSPA2007_Final.pdf
4. www.fta.dot.gov/documents/Principles.doc
6. http://www.fta.dot.gov/documents/FY2008_Entire_NS_Report.pdf (Just before Green line FFG)

Cost projections Vs Actual in Millions of \$

	Opening year	First year projected	First year actual	%Over Budgt Actual/FEIS
Eastside Blue Line	1986	DEIS: \$172 million ¹ FEIS: \$210 million ¹ FFG:	\$266 ¹	+27%
Westside Blue Line	1998	DEIS: \$559.30 ⁴ FEIS: \$804.00 ⁴ FFG: \$886.50 ⁴	\$964.00 ⁴	+20%
Red Line (Airport)	2001	DEIS: FEIS: FFG:		
Yellow Line (Interstate)	2004	SDEIS: 265.4 ³ FEIS: 310.6 ³ FFG: 321.5 ³	323.6 ³	+4%
WES	2009	2007: \$117.3 million ⁷	\$ 161.2 million ⁸	+37%
Green Line (I205)	2009	DEIS: FEIS: \$557.40 ⁶ FFG: \$575.70 ⁵	\$575.70 ^{9, 10}	0%
Portland Streetcar	2001	DEIS: FEIS: FFG:		

Sources:

1. [http://www.portlandfacts.com/transit/docs/Pickrell\(txt\).pdf](http://www.portlandfacts.com/transit/docs/Pickrell(txt).pdf)
2. Partial DRAFT Response to Questions Submitted by C-TRAN Board_May_14_2013.pdf
3. www.fta.dot.gov/documents/NSPA2007_Final.pdf
4. www.fta.dot.gov/documents/CPAR_Final_Report_-_2007.pdf
5. www.fta.dot.gov/documents/OR_Portland_South_Corridor_Light_Rail_Extension_Status_07.doc
6. http://www.fta.dot.gov/documents/FY2008_Entire_NS_Report.pdf
7. [http://www.portlandfacts.com/WCCR_Fact_Sheet_02-23-07\(highlighted\)-1.pdf](http://www.portlandfacts.com/WCCR_Fact_Sheet_02-23-07(highlighted)-1.pdf)
8. <http://www.portlandfacts.com/railfactsheet-wes-1.pdf>
9. <http://trimet.org/about/history/greenline.htm>
10. The fact that the final cost exactly matches the FFGA cost probably indicates an error.