

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
15	06/08/09	Open	Action	06/02/09

Subject: Holding a Public Hearing on Proposed Bus Service Changes for September 2009

ISSUE

Hold a public hearing to receive comments on proposed bus service changes

RECOMMENDED ACTION

Receive comments on proposed bus service changes.

FISCAL IMPACT

None.

DISCUSSION

The FY 2010 budget deficit requires RT to evaluate service reductions as a budget balancing strategy. This happens after a severe reduction in 2007 and at a time when demand for transit service continues to be high. And, while all service reduction recommendations are made with extreme caution, the circumstances surrounding a reduction at this time require even more deliberation and care in order to maintain a basic route network and attempt to accommodate as many trips as possible at the reduced service level.


In FY 2006 and FY 2008 RT staff made recommendations for service reductions based on guidance adopted by the RT Board of Directors on August 29, 2001. The guidance provided basic performance measures for evaluating the "efficiency and economy of service": (1) farebox recovery ratio (2) passengers per hour and (3) service characteristics. The guidelines also grouped routes in seven (7) classifications by service type and provided that using the performance measures mentioned above, a route had to meet 70% of the average performance of all of the routes in its classification. Those routes which did not meet the standard could be considered for remedial action up to and including elimination.

Using the Board adopted guidelines for reducing service was effective over the past two service reductions. Approximately 7% of service was eliminated since FY 2007 resulting in no loss in total passenger trips. In fact, events over the past year encouraged what has been the largest annual increase in transit trips taken by Sacramento area residents in RT history.

Using the 2001 Guidelines as the strategy for recommending reductions at this time would affect routes which currently maintain a relatively healthy ridership base, while preserving other routes that have low performance but are within their group averages. This could leave some areas of higher ridership without access to service. RT staff therefore, recommends consideration of a broader method of reducing service.

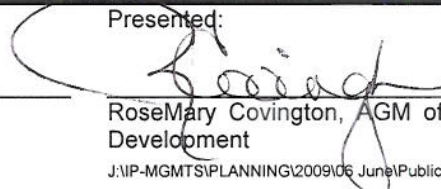
Approved:

General Manager/CEO



Presented:

RoseMary Covington, AGM of Planning and Transit System Development



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The staff recommendation suggests that service be reduced in two phases. Phase 1, to occur in September, would be targeted toward a \$2.5 million annual reduction (\$2.1 million in FY 2010); and, Phase 2 to be implemented in January, would be targeted toward any budget shortfalls which are apparent at that time. The decision for a January service reduction must be made no later than September. Revenue and expenditures will be closely monitored and if no additional 2010 budget deficits are projected in September, no service reduction will take place in January.

September 2009 Service Reduction

The September Service Reduction would once again target those routes with the lowest performance, but with a goal of reducing only those routes for which alternatives are available. The following describes suggested guidelines to be used for determining service reduction recommendations:

- **Eliminating routes with low ridership and alternative service choices,**
- **Eliminating route segments with low ridership and alternative service choices,**
- **Reducing service frequency during hours of service with lower ridership, and**
- **Modifying the route structure to minimize the impacts of service frequency changes or elimination.**

Before making this recommendation for a service reduction strategy, RT staff evaluated several options for service changes, including:

- Option 1 (The Board Guideline): Eliminating all routes below 70% of classification average. Option 1 Yields \$2.94 million in annual savings; \$2.45 million for 2010*
- Option 2: Eliminating all routes below 70% of systemwide average. Option 2 yields \$3.78 million in annual savings; \$3.15 million for FY 2010*
- Option 3: Eliminating all poorly performing routes included in Options 1 and 2. Option 3 yields \$4.27 million in annual savings; \$3.56 million in FY 2010*
- Option 4: Eliminating routes using the broader criteria detailed above. Option 4 yields \$3.0 million in annual savings; \$2.5 million in FY 2010*

*estimates

Options 1, 2 and 3 cut whole routes without consideration of segments or times of day when the routes are actually productive. Also, eliminating whole routes indiscriminately would reduce network opportunities in the bus system. This could have very negative impacts on passengers who depend upon the eliminated routes for trip completions. Option 4 is recommended for consideration because it attempts to minimize the impact on ridership by maintaining routes and connections to the extent possible. For example, Option 1 and Option 4 both result in

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approximately \$2.5 million in savings in FY 2010, but, Option 4 results in fewer weekday routes being eliminated.

- Exhibit A summarizes the low performing routes.
- Exhibit B summarizes recommendations for Options 1, 2, 3, and 4.
- Exhibit C explains Option 4 in greater detail.
- Exhibit D, E, F and G provide graphic illustration of the effect of each option on geographic coverage.
- Exhibit H provides graphic illustration of the effects of Options 1 and 4 on households by automobile ownership. (Automobile ownership is used as a proxy for transit-dependency).
- Exhibit I is a summary of public comments received thus far.
- Exhibit J is a report showing all routes and their productivity standards.
- Exhibit K is a detailed report on route productivity and statistical profiles of all routes that are candidates for service reductions

January 2010 Service Reduction

A January Service Reduction would require looking at the elimination of various blocks of service in order to maintain the basic bus route network. The blocks of service to be considered for a January Service Reduction could include, at minimum, any one or combination of the options listed below:

- Elimination of evening and/or late night service on bus.
- Elimination of evening and/or late night service on rail.
- Elimination of either Saturday, Sunday or all weekend bus service.
- Elimination of either Saturday, Sunday or all weekend rail service.
- Elimination of one or more service category e.g. Community Bus Service, Express Routes.

Each of these options have financial and passenger impacts which will be detailed during discussion at the June 1, 2009 Executive Committee meeting.

Public Notice and Approval

On Monday, May 11, 2009, staff made an initial presentation to the Board and the Board passed a resolution scheduling a public hearing on Monday, June 8, 2009 to receive public testimony regarding the proposed changes. The hearing has been publicized in the *Sacramento Gazette*, *The Daily Recorder*, *El Hispano* and *Nichi Bei Times*, as well as in all buses and trains, and on RT's public website. As of June 2, 2009, Planning has received over 68 comments from the public. On Monday, June 22, the Board will be asked to adopt the final changes.

Low-Performing Routes

All routes were identified on 5/11/09 as candidates for service reductions and publicly noticed

WEEKDAY	FAILING GROUP STANDARD						
	Route	Name	Daily Boardings	Revenue Hours	Farebox Recovery	Boardings Per Rev Hr	Standard
	6	Land Park	606	37.8	15%	16.0	17.5
	9	Carmichael - Walnut Ave	121	12.1	10%	10.0	10.7
	10	Carmichael - Dewey Dr	109	12.5	6%	8.7	10.7
	36	Folsom	391	24.5	15%	16.0	17.5
	63	24th St -Hogan-City College	277	23.2	12%	12.0	17.5
	73	White Rock	282	20.6	17%	13.7	16.0
	75	Mather Field	183	13.6	10%	13.5	16.0
	83	14th Avenue	409	23.8	15%	17.2	20.0
94	Citrus Heights - Auburn Blvd	76	11.7	8%	6.5	10.7	
95	Citrus Heights - Antelope Dr	102	11.8	11%	8.6	10.7	
106	Madison Express	45	2.4	27%	19.0	27.3	
107	Greenback Express	39	2.1	27%	18.4	27.3	
205	Fruitridge Rd - Freeport	48	1.2	33.9%	40.7	49.8	
249	Florin Rd - 24th St	12	0.7	15.4%	18.5	49.8	
251	Freeport - Fruitridge - 24th	26	0.5	40.8%	49.1	49.8	
261	La Riviera-Rosemont-Lincoln Village	67	1.9	28.9%	34.7	49.8	
FAILING SYSTEMWIDE STANDARD							
Route	Name	Daily Boardings	Revenue Hours	Farebox Recovery	Boardings Per Rev Hr	Standard	
18	Del Paso Hts - Bell	136	11.9	13%	11.4	16.4	
20	Cottage	256	16.6	17%	15.4	16.4	
37	Tahoe Park - 21st Ave	130	11.5	13%	11.3	16.4	
140	Ziggurat - Downtown	83	5.7	18%	14.7	16.4	
141	3rd/16th Streets	383	34.1	15%	11.2	16.4	
142	9th/10th Streets	251	17.5	20%	14.3	16.4	

* CBS route

SATURDAY	FAILING GROUP STANDARD						
	Route	Name	Daily Boardings	Revenue Hours	Farebox Recovery	Boardings Per Rev Hr	Standard
	6	Land Park	240	20.8	11%	11.6	15.7
	28	Fair Oaks - Folsom Blvd	314	25.4	14%	12.4	13.2
	34	McKinley	102	9.4	10%	11.0	15.7
	54	Center Parkway	169	16.4	10%	10.3	11.1
	61	Fruitridge	390	29.6	14%	13.2	15.7
	62	Freeport	413	28.5	10%	14.5	15.7
	65	Franklin South	133	9.0	15%	14.8	17.6
	73	White Rock	99	13.0	9%	7.6	11.1
74	International	121	18.4	8%	6.6	11.1	
FAILING SYSTEMWIDE STANDARD							
Route	Name	Daily Boardings	Revenue Hours	Farebox Recovery	Boardings Per Rev Hr	Standard	
16	Del Paso Hts - Norwood Ave	109	9.3	14%	11.7	14.7	
24	Madison - Greenback	75	5.3	15%	14.2	14.7	
47	Phoenix Park	99	8.6	13%	11.5	14.7	
75	Mather Field	140	9.8	11%	14.3	14.7	

* CBS route

SUNDAY/HOLIDAY	FAILING GROUP STANDARD						
	Route	Name	Daily Boardings	Revenue Hours	Farebox Recovery	Boardings Per Rev Hr	Standard
	34	McKinley	81	9.4	8%	8.6	15.9
	82	Howe - 65 th St	415	27.5	12%	15.1	15.8
	FAILING SYSTEMWIDE STANDARD						
	Route	Name	Daily Boardings	Revenue Hours	Farebox Recovery	Boardings Per Rev Hr	Standard
	5	Meadowview - Valley Hi	162	11.7	14%	13.8	14.2
	8	Power Inn - Florin Mall	175	12.4	16%	14.2	14.2
	13	Northgate	179	14.6	14%	12.3	14.2
	75	Mather Field	110	7.8	11%	14.2	14.2

Non-shaded routes were identified as low-performing routes using the board-adopted method
 Shaded routes were added to the list based upon a systemwide productivity standard
 (16.4, 14.7, 14.2 boardings per revenue hour on Weekdays, Saturdays, and Sun/Hol respectively)

Reduction Scenarios

<p>Option 1: Eliminate all routes below 70% of group averages</p>	<p>Option 2: Eliminate all routes below 70% of system average</p>
<p><u>Weekdays:</u> 6 , 9, 10, 36, 63, 73, 75, 83, 94, 95, 106, 107, 205, 249, 251, 261</p> <p><u>Saturdays:</u> 6, 28, 34, 54, 61, 62, 65, 73, 74, 75</p> <p><u>Sun/Hol:</u> 34, 82</p> <p>830,000 boardings 61,600 revenue hours 9.4% of service 42 drivers \$2,940,000 annual savings \$2,450,000 savings in FY 2010</p>	<p><u>Weekdays:</u> 6 , 9, 10, 18, 20, 36, 37, 63, 73, 75, 94, 95, 140, 141, 142, 205, 249, 251, 261</p> <p><u>Saturdays:</u> 6, 16, 24, 28, 34, 47, 54, 61, 62, 73, 74, 75</p> <p><u>Sun/Hol:</u> 5, 8, 13, 34, 75</p> <p>1,020,000 boardings 80,700 revenue hours 12.4% of service 54 drivers \$3,780,000 annual savings \$3,150,000 savings in FY 2010</p>
<p>Option 3: Eliminate all routes on either list</p>	<p>Option 4: Eliminate some but not all candidate routes Attempt to preserve route network</p>
<p><u>Weekdays:</u> 6 , 9, 10, 18, 20, 36, 37, 63, 73, 75, 83, 94, 95, 106, 107, 140, 141, 142, 205, 249, 251, 261</p> <p><u>Saturdays:</u> 6, 16, 24, 28, 34, 47, 54, 61, 62, 65, 73, 74, 75</p> <p><u>Sun/Hol:</u> 5, 8, 13, 34, 75, 82</p> <p>1,205,000 boardings 90,800 revenue hours 13.9% of service 61 drivers \$4,270,000 annual savings \$3,558,000 savings in FY 2010</p>	<p><u>Weekdays:</u> 9, 10, 18, 36, 37, 63, 73, 83, 94, 95, 140, 141*, 142* * 141 and 142 would still run at peak</p> <p><u>Saturdays:</u> 16, 24, 28, 34, 47, 54, 62, 65, 73, 74, 75</p> <p><u>Sun/Hol:</u> 5, 34, 75</p> <p>800,000 Boardings 63,500 Revenue Hours 9.7% of service 43 drivers \$3,010,000 annual savings \$2,508,000 savings in FY 2010</p>

All figures annual unless otherwise stated. Number of boardings shown is current ridership. Actual impact on ridership may be different.

Option 4 (\$1.65 million)

Exhibit C

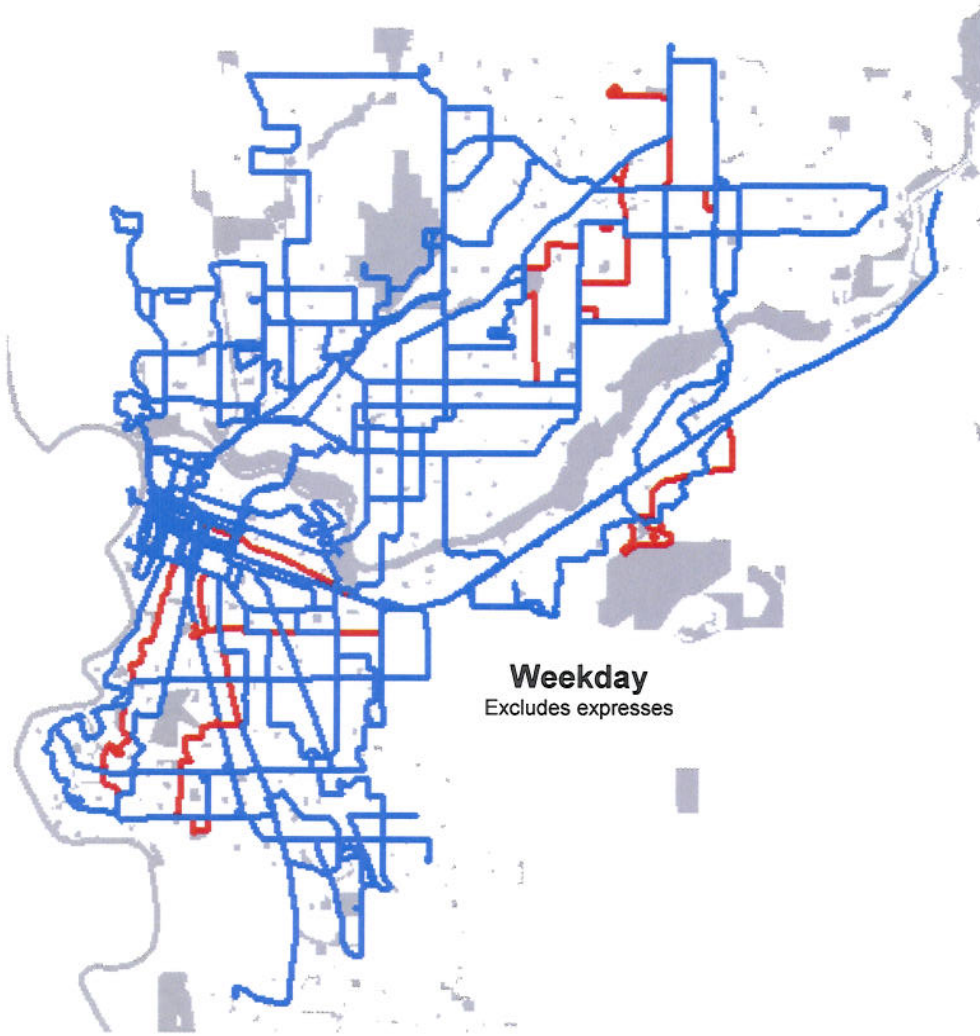
This package would save an estimated \$3.0 million annually. Assuming an effective date of September 6, 2009, the impact on the FY 2010 budget would be approximately \$2.5 million in savings. It would trim 63,532 revenue hours (approximately 9.7 percent of service) and roughly 40 drivers from the schedule. A maximum of 800,000 annual passengers would be affected. This number is based on current ridership, without taking into consideration the likelihood of people continuing to ride on an overlapping service. Dollar figures for each route are approximate and do not apply to packages smaller than \$500,000 annually.

WEEKDAY	Route	Name	Savings	Notes
	9	Carmichael - Walnut Ave	\$137,408	Eliminate, modify #82 to cover Walnut Av every other trip
	10	Carmichael - Dewey Dr	\$141,938	Eliminate, portion of #10 overlaps #25
	18	Del Paso Hts - Bell	\$135,143	Eliminate
	36	Folsom	\$277,081	Eliminate, parallels light rail and #30
	37	Tahoe Park - 21st Ave	\$130,613	Eliminate, covered by #8
	63	24th St. - Hogan - City College	\$262,170	Eliminate, covered by light rail, #67, #56, #81
	73	White Rock	\$233,292	Eliminate, covered by #74
	83	14th Avenue	\$269,720	Eliminate, alternatives available (#67, #68, #51, #81)
	94	Citrus Heights - Auburn Blvd	\$132,576	Eliminate, alternatives available (#93, #25)
	95	Citrus Heights - Antelope Dr	\$133,935	Eliminate, alternatives available (#93, #1)
	140	Ziggurat - Downtown	\$63,985	Eliminate, Yobobus Route #40 available as alternative
	141	3rd/16th Streets	\$315,000	Reduce to peak-only w/ 30 min headways
	142	9th/10th Streets	\$105,000	Reduce to peak-only w/ 30 min headways

SATURDAY	Route	Name	Savings	Notes
	16	Del Paso Hts - Norwood Ave	\$21,631	Eliminate, alternative available (#14)
	24	Madison - Greenback	\$12,172	Eliminate, no Bella Vista HS or Folsom Stage Line on Saturday
	28	Fair Oaks - Folsom Blvd	\$58,773	Eliminate, alternative available (#21)
	34	McKinley	\$21,678	Eliminate, alternative available (#30)
	47	Phoenix Park	\$19,906	Eliminate, alternatives available (#56, #81)
	54	Center Parkway	\$38,062	Eliminate, alternative available (#56)
	62	Freeport	\$66,076	Eliminate, Route 6 provides better coverage
	65	Franklin South	\$20,750	Eliminate, ridership too dependent on weekday commuters
	73	White Rock	\$30,101	Eliminate, ridership too dependent on weekday commuters
	74	International	\$42,699	Eliminate, ridership too dependent on weekday commuters
75	Mather Field	\$22,682	Eliminate, demand too low for weekend service	

SUN/HOL	Route	Name	Savings	Notes
	5	Meadowview - Valley Hi	\$30,865	Eliminate, ridership too dependent on Florin HS
	34	McKinley	\$24,596	Eliminate, alternative available (#30)
75	Mather Field	\$20,387	Eliminate, demand too low for weekend service	

If Route 9 were eliminated, a branch could be created on Route 82, reducing service on a lesser used segment from 30 to 60 minutes headways but covering most of Walnut Avenue. Route 36 and 63 have both been low-performing routes for many years due to passenger preference for nearby light rail service. Route 37 has failed to capture much ridership other than students going to Hiram Johnson, who can take Route 8 or 212. Route 83 has one very busy trip in the afternoon that could be covered by a tripper at minimal cost. Routes 141 and 142 are downtown parking lot shuttles. They currently have midday service, but demand for it is very low. Customers currently using these routes during the day could use any one of several major routes that traverse the downtown area all day. Peak service could also be reduced from 15 to 30 minute headways. State workers currently using these shuttles would simply have to plan their trips accordingly. Currently, Route 16 and 47 are the only two CBS routes with weekend service. If these routes were eliminated on Saturday, the entire CBS facility could be closed all weekend, saving money on electricity, dispatchers, extra board drivers, etc. It would also put all CBS drivers into a Monday-Friday schedule, eliminating staffing complications that come with weekend (e.g., overtime). Routes 5, 34, 65, 73, and 74 perform reasonably well during the week, but tend to cater to students (#5, #34) or commuters (#65, #73, #74). Without these markets, weekend service captures minimal ridership.



Weekday
Excludes expresses

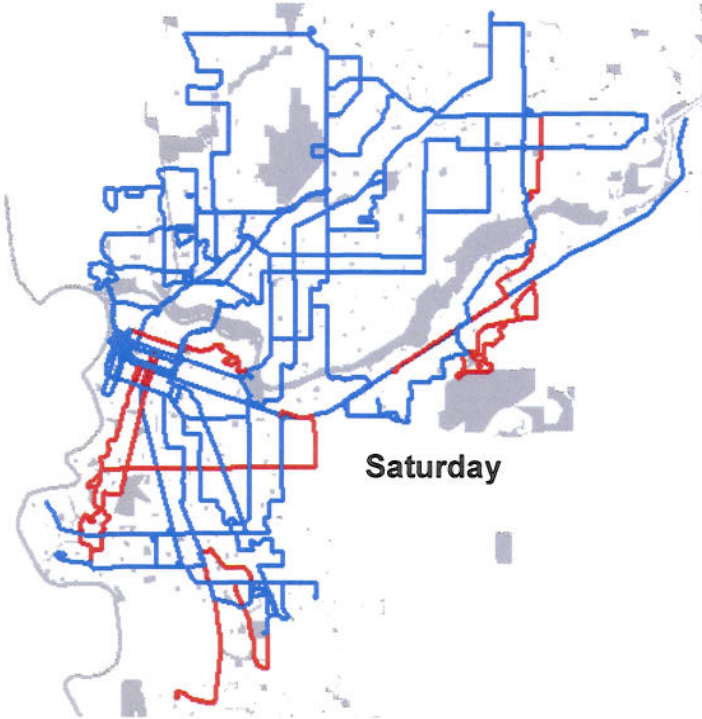
Option 1:
Eliminate all routes below 70% of group averages

Weekdays:
6, 9, 10, 36, 63, 73, 75,
83, 94, 95, 106, 107,
205, 249, 251, 261

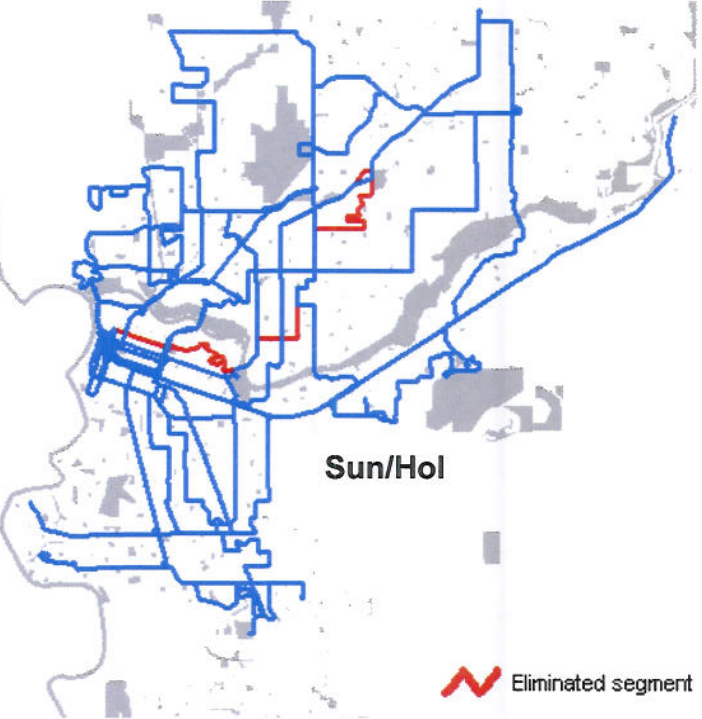
Saturdays:
6, 28, 34, 54,
61, 62, 65, 73, 74, 75

Sun/Hol:
34, 82

830,000 Boardings
61,600 Revenue Hours
9.4% of service
42 drivers
\$2,940,000 annual savings
\$2,450,000 savings in FY 2010

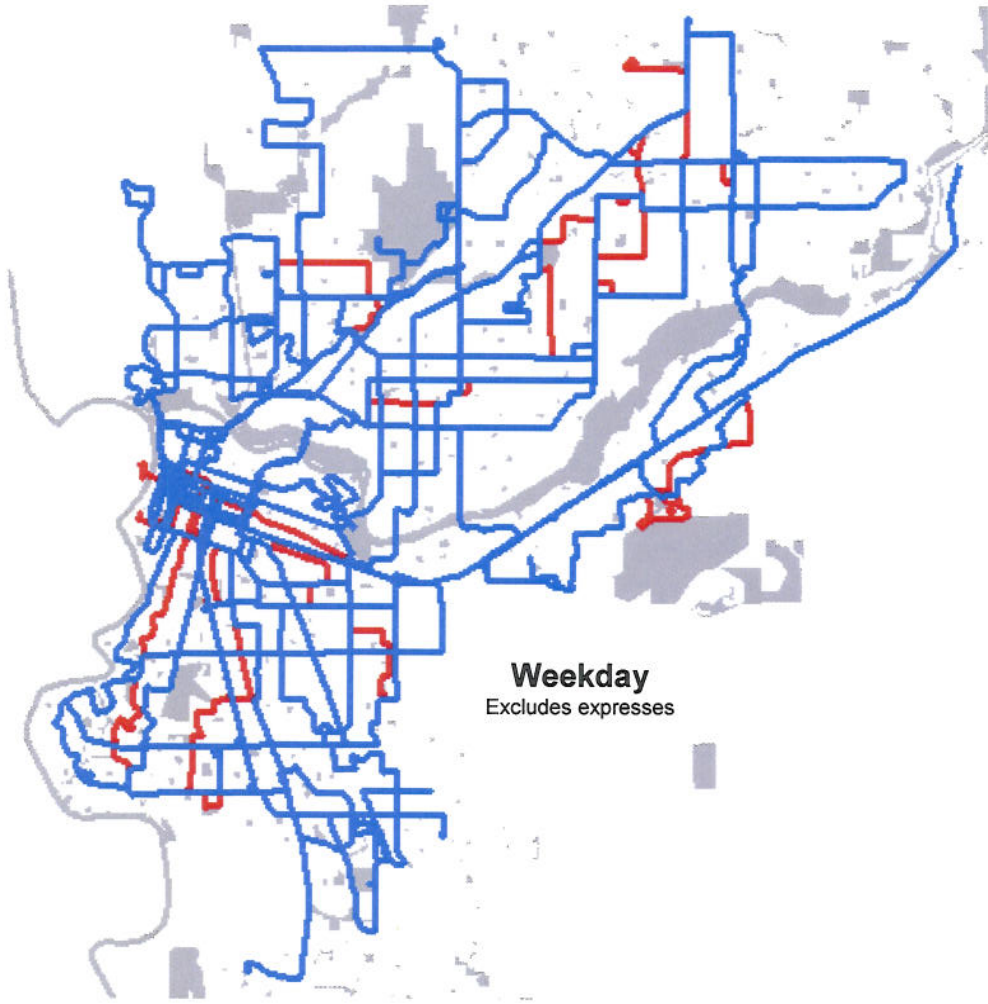


Saturday



Sun/Hol

 Eliminated segment



Weekday
Excludes expresses

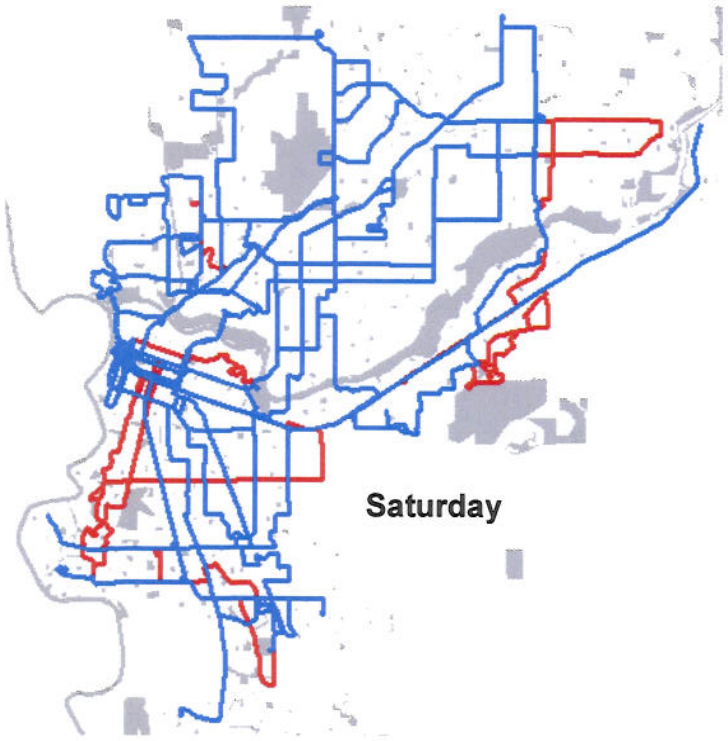
Option 2:
Eliminate all routes below 70% of system average

Weekdays:
6, 9, 10, 18, 20, 36, 37, 63,
73, 75,
94, 95, 140, 141, 142,
205, 249, 251, 261

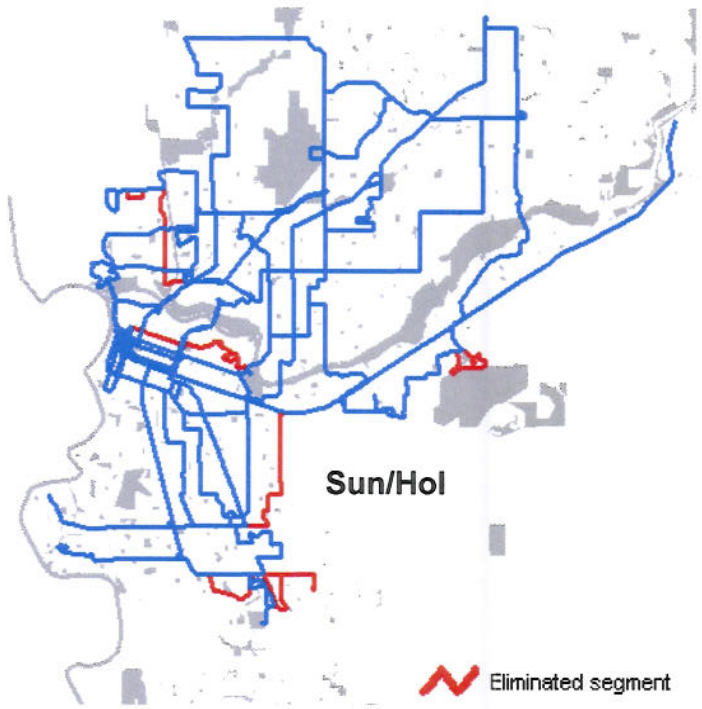
Saturdays:
6, 16, 24, 28, 34, 47, 54,
61, 62, 73, 74, 75

Sun/Hol:
5, 8, 13, 34, 75

1,020,000 boardings
80,700 revenue hours
12.4% of service
54 drivers
\$3,780,000 annual savings
\$3,150,000 savings in FY 2010

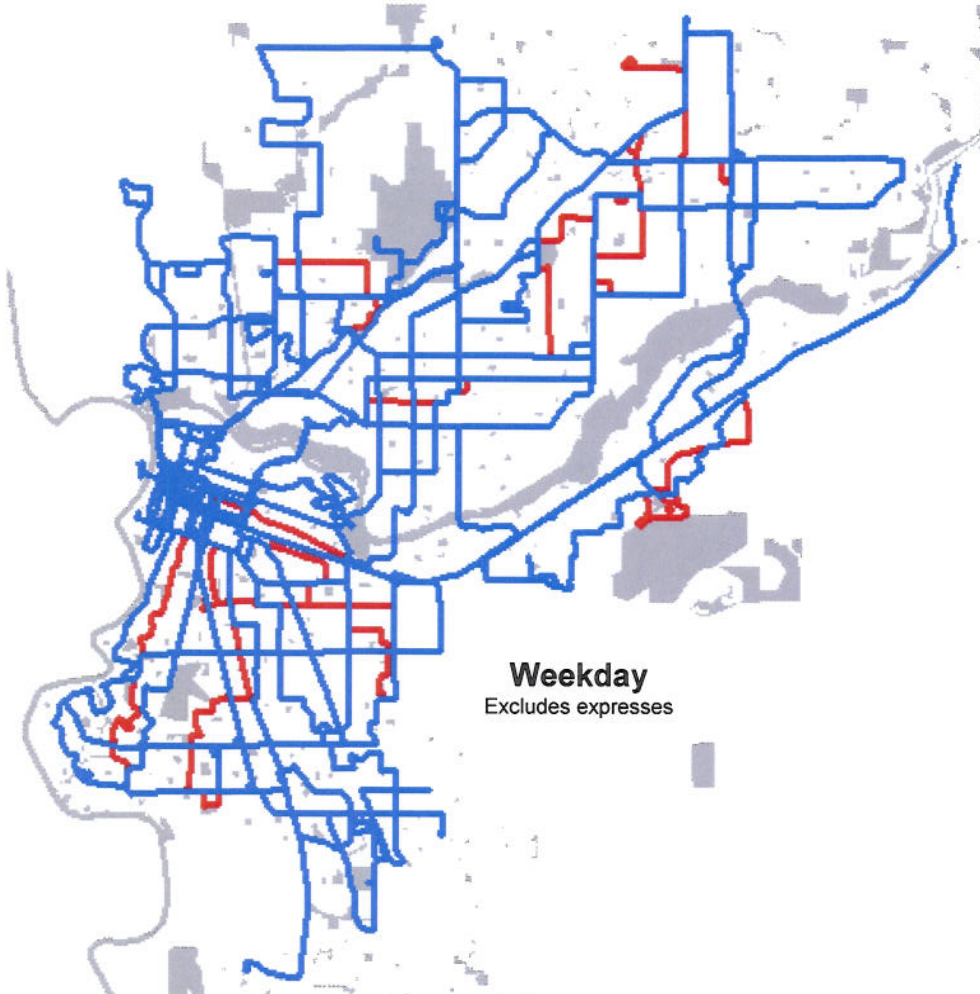


Saturday



Sun/Hol

 Eliminated segment



Weekday
Excludes expresses

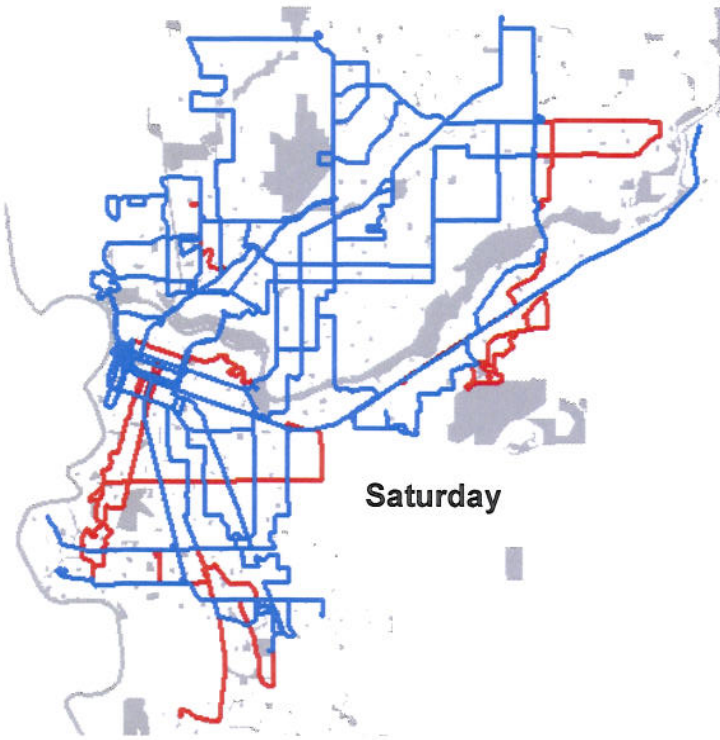
Option 3:
Eliminate all routes below 70% of group averages or system average

Weekdays:
6, 9, 10, 18, 20, 36, 37, 63,
73, 75, 83, 94, 95,
106, 107, 140, 141, 142,
205, 249, 251, 261

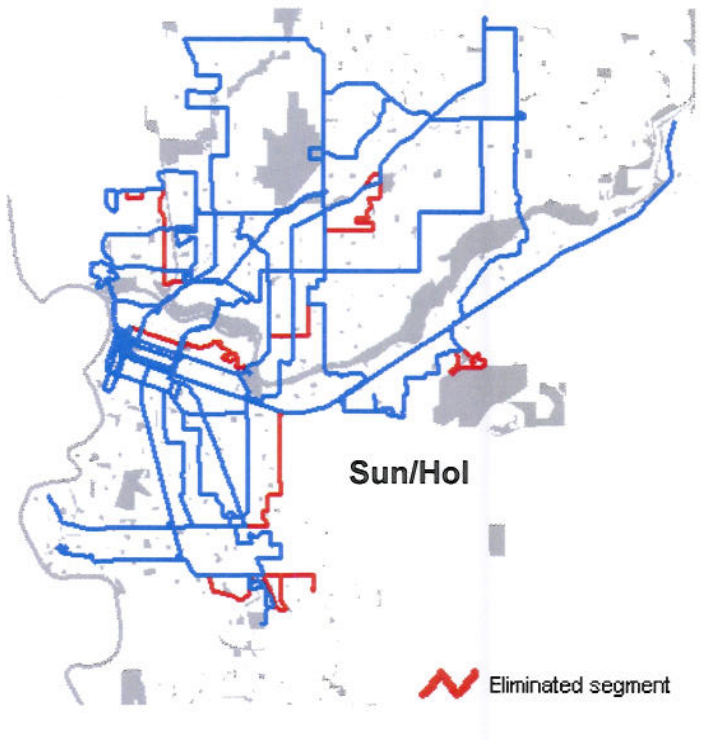
Saturdays:
6, 16, 24, 28, 34, 47, 54,
61, 62, 65, 73, 74, 75

Sun/Hol:
5, 8, 13, 34, 75, 82

1,205,000 Boardings
90,800 Revenue Hours
13.9% of service
61 drivers
\$4,270,000 annual savings
\$3,558,000 savings in FY 2010

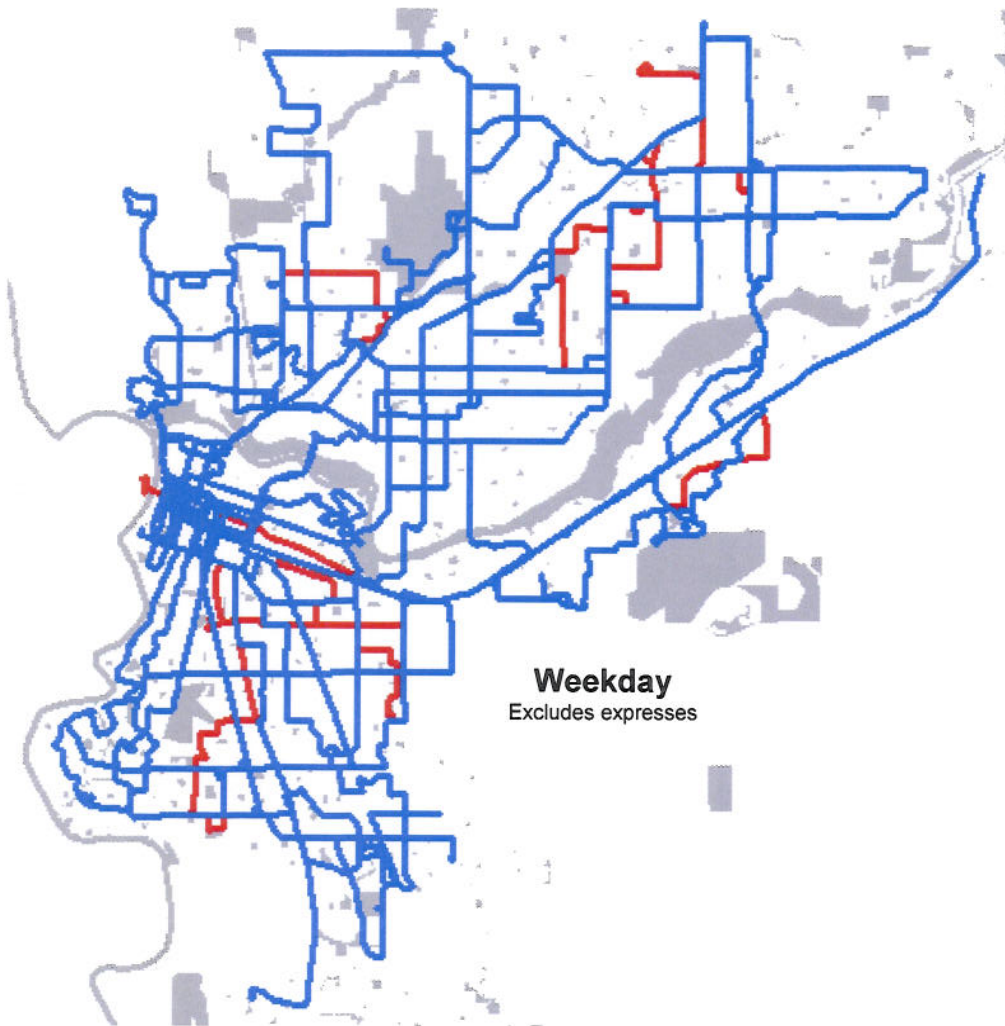


Saturday



Sun/Hol

 Eliminated segment



Weekday
Excludes expresses

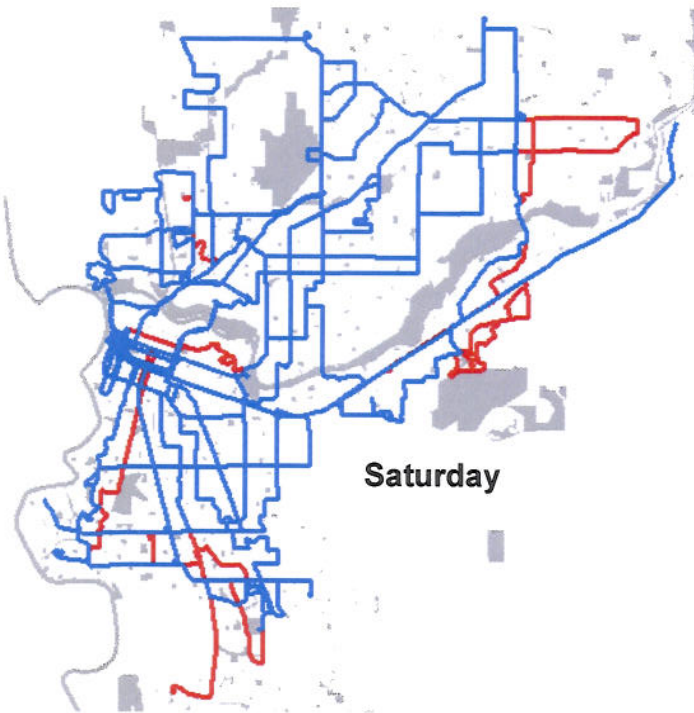
Option 4:
Eliminate the following routes

Weekdays:
9, 10, 18, 36, 37, 63, 73,
83, 94, 95, 140, 141*, 142*
* 141 and 142 would still run at peak

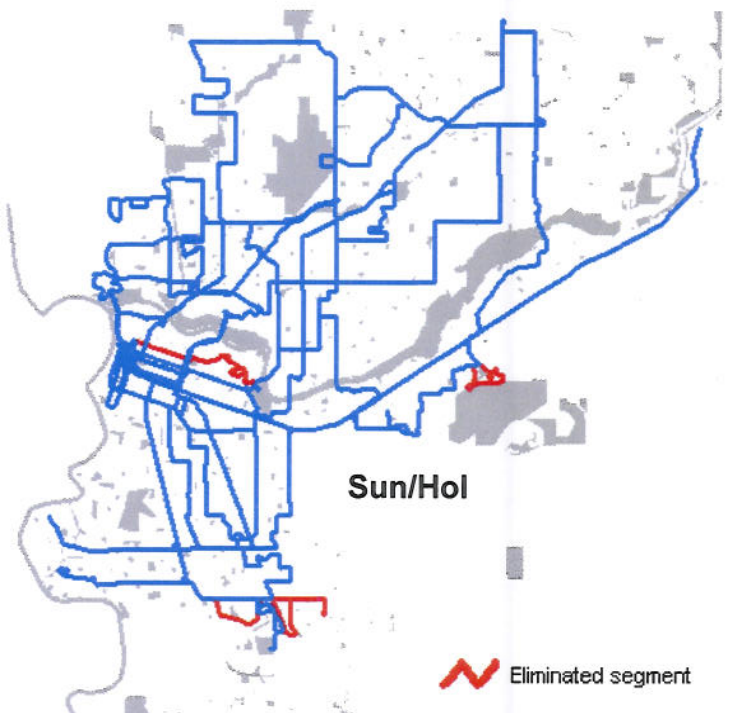
Saturdays:
16, 24, 28, 34, 47, 54,
62, 65, 73, 74, 75

Sun/Hol:
5, 34, 75

800,000 Boardings
63,500 Revenue Hours
9.7% of service
43 drivers
\$3,010,000 annual savings
\$2,508,000 savings in FY 2010



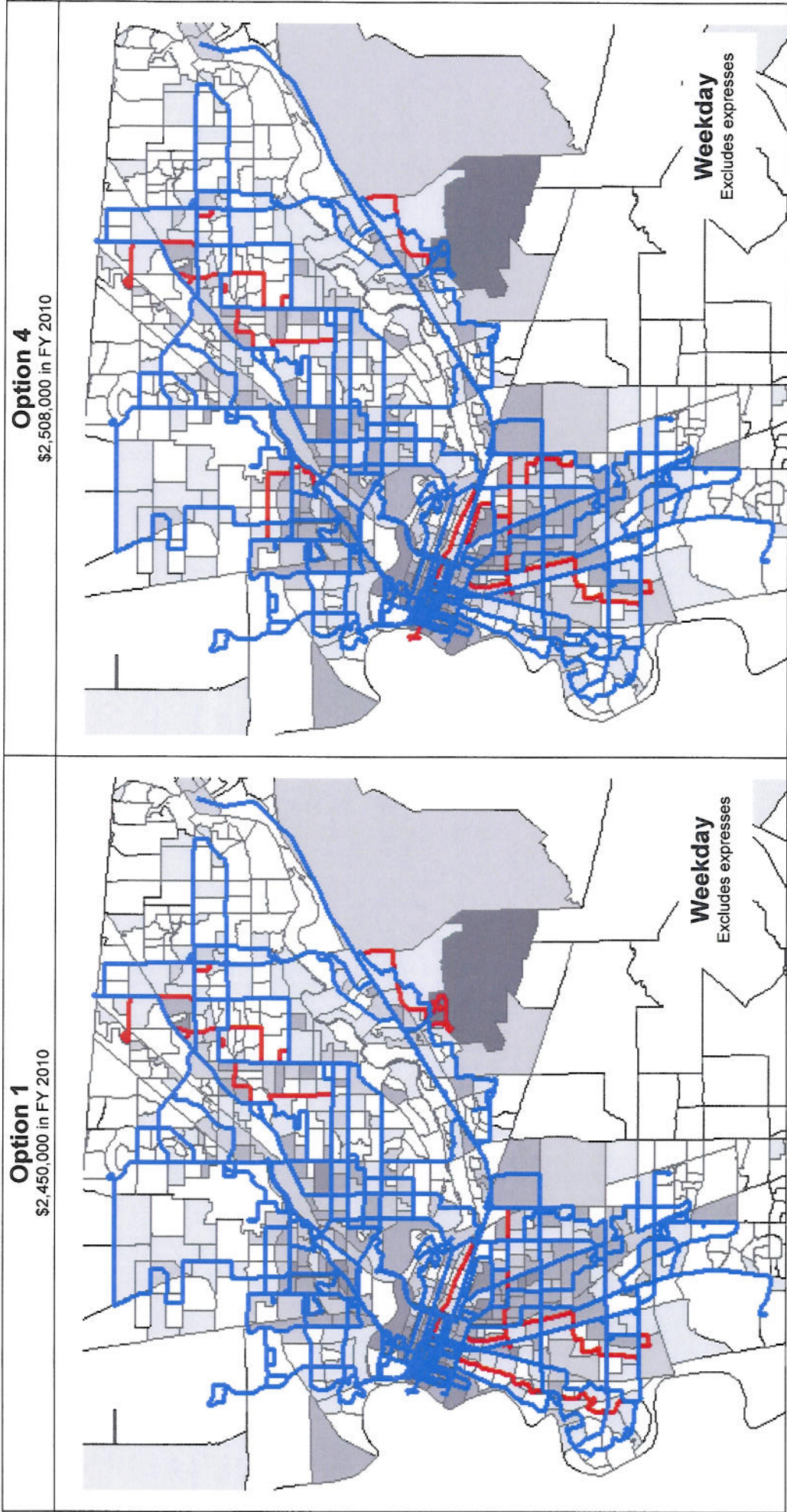
Saturday



Sun/Hol

 Eliminated segment

Impact on Transit-Dependent Patrons



Areas that are darker gray have greater transit dependency. Data is from Census 2000.

<p style="text-align: center;">Exhibit I Public Comments Rec'd as of 6/1/09</p>

Caller	Phone or email	Route
Dave O'Toole	davotooole@yahoo.com	6
Miles Wichelns	Miles.Wichelns@ucdmc.ucdavis.edu	6
Maxine Sherman	msherman@sos.ca.gov	6
Todd Golterman	tolderman@calstrs.com	14
Bob Firestone	bfire@trip.net	23
Bob Firestone	bfire@trip.net	24
Bob Firestone	bfire@trip.net	28
Louis J. Carro	33rdsac@att.net	34
Luke Pardee	lukepardee@comcast.net	34
Warren Jones	wjones@pacific.edu	34
Amy Dykstra	amydykstra825@hotmail.com	37
female	(916) 361-2985	61
Vicki Duart	vduart@calstrs.com	61
Dave O'Toole	davotooole@yahoo.com	62
Miles Wichelns	Miles.Wichelns@ucdmc.ucdavis.edu	62
Maxine Sherman	msherman@sos.ca.gov	62
Tom Pooler	tom.pooler@dts.ca.gov	65
Tom Pooler	tom.pooler@dts.ca.gov	73
Tom Pooler	tom.pooler@dts.ca.gov	74
Luke Pardee	lukepardee@comcast.net	82
Lynette Stueve	lynette.stueve@earthlink.net	82
unknown	weberisbeck@aol.com	82
female	(916) 361-2986	83
Jan Crawford	jcrawford@calstrs.com	104
Joanne Chan	jchan@airquality.org	106
Joanne	joanne@tidepool.com	106
K & M Brothers	klandml@hotmail.com	106
Joanne Chan	jchan@airquality.org	107
Joanne	joanne@tidepool.com	107
K & M Brothers	klandml@hotmail.com	107
Ryan M. Aten	ryan.aten@gsa.com	107
Corey Lockett	clockette@calstrs.com	140
Chyrl Moore	cmoore@calstrs.com	140
David Jurisich	DJurisich@calstrs.com	140
Heather Paterson	hpaterson@calstrs.com	140
Jim McNearney	jim.mcnearney@dgs.ca.gov	140
Joseph Wiley	vwiley@calstrs.com	140
M. Williams	mwilliams@calstrs.com	140
unknown	mwilliams@calstrs.com	140
Patrick Rhodes	prhodes@calstrs.com	140
Ruby Steves	rsteves@calstrs.com	140
Vicki Duart	vduart@calstrs.com	140
Anthony Pane	avpbc01@yahoo.com	141
female	(916) 361-2984	261
Judy Lane	jlane612@earthlink.net	20 min. LR headways
Paul Ashby	papa_pll30@yahoo.com	Monthly pass
John Jaksich	pegasus61@calweb.com	raise fares, don't cut service
Constance Anderson	connyzmail@sbcglobal.net	where are service change details?
Felicia Jellison	felicia.jellison@sanjuan.edu	where are service change details?
Louise Anderson	landerson2048@comcast.net	where are service change details?
Lucy Fukushima	lucy.fukushima@dts.ca.gov	where are service change details?
Lee Xanthippe	leexanthippe@yahoo.com	where are service change details?
Kerry Willis	Kwillis@energy.state.ca.us	where are service change details?

Weekday Route Productivity

Systemwide Performance Standard = 16.4 boardings per revenue hour

Route	Classification	TotTrips	DailyOn	RevHrs	Direct		Farebox Recovery	Boardings Per RH	Failing	
					Cost	Revenue			Group Avg	System Avg
140	Central City	21	83	5.7	\$522	\$137	18.4%	14.7		X
141	Central City	63	383	34.1	\$3,150	\$672	14.9%	11.2		X
142	Central City	37	251	17.5	\$1,621	\$462	19.9%	14.3		X
					Group Average =			13.4		
					Performance Standard =			9.4		
3	Commute	8	235	5.8	\$532	\$461	60.6%	40.8		
7	Commute	6	164	4.1	\$379	\$322	59.4%	40.0		
29	Commute	4	140	4.0	\$373	\$274	51.4%	34.6		
89	Commute	4	35	1.2	\$109	\$62	39.7%	29.6		
100	Commute	7	81	3.9	\$362	\$129	24.9%	20.6		
101	Commute	4	47	2.2	\$203	\$91	31.3%	21.3		
102	Commute	8	59	2.8	\$262	\$114	30.4%	21.0		
103	Commute	8	105	3.7	\$342	\$201	41.1%	28.4		
104	Commute	6	57	2.7	\$253	\$109	30.1%	20.8		
106	Commute	4	45	2.4	\$220	\$87	27.5%	19.0	X	
107	Commute	4	39	2.1	\$194	\$74	26.7%	18.4	X	
109	Commute	4	121	3.7	\$345	\$232	47.0%	32.4		
					Group Average =			27.3		
					Performance Standard =			19.1		
1	Crosstown	115	3,096	103.4	\$9,560	\$3,693	27.0%	29.9		
21	Crosstown	71	1,740	66.8	\$6,180	\$2,271	25.7%	26.0		
23	Crosstown	64	2,527	74.8	\$6,914	\$3,378	34.2%	33.8		
25	Crosstown	30	1,088	37.9	\$3,503	\$1,263	25.2%	28.7		
26	Crosstown	52	1,250	36.7	\$3,391	\$1,662	34.3%	34.1		
65	Crosstown	28	391	16.0	\$1,478	\$519	24.6%	24.4		
67	Crosstown	58	1,596	62.1	\$5,741	\$2,075	25.3%	25.7		
68	Crosstown	57	1,604	60.6	\$5,601	\$2,123	26.5%	26.5		
80	Crosstown	32	1,286	40.8	\$3,771	\$1,990	36.9%	31.5		
81	Crosstown	123	3,672	101.5	\$9,387	\$4,651	34.7%	36.2		
82	Crosstown	58	1,677	62.3	\$5,761	\$1,811	22.0%	26.9		
83	Crosstown	44	409	23.8	\$2,202	\$463	14.7%	17.2	X	
84	Crosstown	28	1,109	37.8	\$3,495	\$1,666	33.4%	29.3		
87	Crosstown	60	1,277	43.5	\$4,021	\$1,624	28.3%	29.4		
					Group Average =			28.6		
					Performance Standard =			20.0		
4	Feeder	27	301	13.4	\$1,236	\$342	19.3%	22.5		
5	Feeder	29	331	14.3	\$1,325	\$435	23.0%	23.1		
8	Feeder	52	542	30.1	\$2,783	\$809	20.3%	18.0		
13	Feeder	33	396	19.1	\$1,768	\$609	24.1%	20.7		
14	Feeder	32	524	22.7	\$2,099	\$783	26.1%	23.1		
19	Feeder	28	967	39.8	\$3,680	\$1,183	22.5%	24.3		
20	Feeder	27	256	16.6	\$1,535	\$366	16.7%	15.4		X
22	Feeder	24	381	15.3	\$1,413	\$607	30.1%	25.0		
24	Feeder	20	160	9.7	\$892	\$224	17.6%	16.5		
28	Feeder	37	677	32.9	\$3,038	\$1,042	24.0%	20.6		
93	Feeder	57	1,111	50.7	\$4,690	\$1,645	24.5%	21.9		
					Group Average =			21.0		
					Performance Standard =			14.7		

Weekday Route Productivity

Systemwide Performance Standard = 16.4 boardings per revenue hour

Route	Classification	TotTrips	DailyOn	RevHrs	Direct		Farebox Recovery	Boardings Per RH	Failing		
					Cost	Revenue			Group Avg	System Avg	
54	Local	32	683	26.0	\$2,403	\$887	25.8%	26.3			
55	Local	27	585	16.6	\$1,535	\$783	35.7%	35.2			
72	Local	67	1,480	46.6	\$4,312	\$1,996	32.4%	31.7			
73	Local	28	282	20.6	\$1,905	\$460	16.9%	13.7	X	X	
74	Local	29	357	21.1	\$1,946	\$555	19.9%	17.0			
75	Local	14	183	13.6	\$1,258	\$183	10.2%	13.5	X	X	
Group Average =								22.9			
Performance Standard =								16.0			
2	Radial	43	759	37.2	\$3,440	\$1,057	21.5%	20.4			
6	Radial	44	606	37.8	\$3,495	\$773	15.5%	16.0	X	X	
11	Radial	35	709	28.5	\$2,638	\$999	26.5%	24.8			
15	Radial	59	1,623	54.7	\$5,055	\$2,271	31.4%	29.7			
30	Radial	99	1,927	78.9	\$7,297	\$1,899	18.2%	24.4			
31	Radial	30	513	21.5	\$1,983	\$506	17.8%	23.9			
34	Radial	56	892	42.2	\$3,901	\$1,078	19.3%	21.2			
36	Radial	44	391	24.5	\$2,262	\$501	15.5%	16.0	X	X	
38	Radial	58	1,266	49.5	\$4,579	\$1,586	24.2%	25.6			
50	Radial	52	815	41.9	\$3,876	\$1,034	18.7%	19.4			
51	Radial	119	4,411	106.8	\$9,873	\$5,632	39.9%	41.3			
56	Radial	67	2,185	50.0	\$4,619	\$2,712	41.1%	43.7			
61	Radial	50	980	44.5	\$4,113	\$1,361	23.1%	22.0			
62	Radial	64	1,414	63.1	\$5,838	\$1,265	15.2%	22.4			
63	Radial	22	277	23.2	\$2,141	\$356	11.6%	12.0	X	X	
86	Radial	62	2,056	57.8	\$5,348	\$2,900	37.9%	35.5			
88	Radial	59	1,141	43.2	\$3,998	\$1,591	27.8%	26.4			
Group Average =								25.0			
Performance Standard =								17.5			
9	Shuttle		121	12.1	\$910	\$134	9.6%	10.0	X	X	
10	Shuttle		109	12.5	\$940	\$80	5.6%	8.7	X	X	
16	Shuttle		221	11.4	\$854	\$294	22.5%	19.4			
18	Shuttle		136	11.9	\$895	\$172	12.6%	11.4		X	
33	Shuttle		650	11.5	\$861	\$574	43.6%	56.6			
37	Shuttle		130	11.5	\$865	\$169	12.8%	11.3		X	
47	Shuttle		258	13.5	\$1,014	\$334	21.5%	19.1			
85	Shuttle		10	6.4	\$479	\$18	2.4%	1.6			
94	Shuttle		76	11.7	\$878	\$112	8.3%	6.5	X	X	
95	Shuttle		102	11.8	\$887	\$153	11.2%	8.6	X	X	
Group Average =								15.3			
Performance Standard =								10.7			
SYSTEM AVERAGE =								23.5			
PERFORMANCE STANDARD =								16.4			
Notes:											
Route 75 is not failing on Saturday or Sun/Hol, so it can't be eliminated M-F											
McClellan TMA pays all net costs of Route 85, so it is not being recommended for elimination											
Routes 94, 95, 106, and 107 are partly subsidized by Citrus Heights											
Ridership data from APCs and CBS driver check sheets											
Direct costing factor of \$92.47 per revenue hour is used for estimated cost savings (\$75.00 for CBS)											
Revenue estimate is based on fare survey data, is not reconciled with actual systemwide revenue											
Farebox recovery figure uses total costing factor, i.e., \$132.18 per revenue hour (\$114.71 for CBS)											
Route 85 data from 12/1/08 - 2/28/09.											
Citrus Heights routes = 1, 21, 23, 24, 25, 28, 80, 93, 94, 95, 100, 103, 106, 107											
Citrus Heights total annual cost is \$17.7m. Fare revenue is \$2.9m (16%). Citrus Heights pays \$3.0m (17%)											
Routes failing group performance standard total					196 revenue hours per day						
Routes failing group performance standard total					2,641 boardings per day						
Routes failing systemwide performance standard total					265 revenue hours per day						
Routes failing systemwide performance standard total					3,386 boardings per day						

Saturday Route Productivity

Systemwide Performance Standard = 14.7 boardings per revenue hour

Route	Classification	TotTrips	DailyOn	RevHrs	DirectCost	Revenue	Farebox Recovery	Boardings Per RH	Failing	
									Group Avg	System Avg
1	Crosstown	95	1,457	66.2	\$6,123	\$1,738	19.9%	22.0		
21	Crosstown	44	900	42.1	\$3,896	\$1,175	21.1%	21.4		
23	Crosstown	52	1,839	63.2	\$5,844	\$2,458	29.4%	29.1		
25	Crosstown	21	554	24.4	\$2,253	\$644	20.0%	22.7		
26	Crosstown	21	440	14.3	\$1,318	\$585	31.1%	30.9		
65	Crosstown	16	133	9.0	\$828	\$177	14.9%	14.8	X	
67	Crosstown	31	932	28.9	\$2,675	\$1,212	31.7%	32.2		
68	Crosstown	29	827	29.0	\$2,677	\$1,094	28.6%	28.6		
80	Crosstown	26	828	31.8	\$2,941	\$1,282	30.5%	26.0		
81	Crosstown	87	1,860	74.2	\$6,860	\$2,356	24.0%	25.1		
82	Crosstown	31	536	30.0	\$2,771	\$579	14.6%	17.9		
84	Crosstown	20	597	24.8	\$2,295	\$898	27.4%	24.1		
87	Crosstown	29	455	14.4	\$1,330	\$579	30.4%	31.6		
					Group Average =			25.1		
					Performance Standard =			17.6		
5	Feeder	25	220	12.3	\$1,140	\$290	17.8%	17.9		
8	Feeder	27	227	13.0	\$1,199	\$338	19.7%	17.5		
13	Feeder	20	233	14.6	\$1,349	\$359	18.6%	16.0		
14	Feeder	23	336	17.6	\$1,631	\$502	21.5%	19.0		
19	Feeder	20	450	21.2	\$1,963	\$550	19.6%	21.2		
22	Feeder	46	359	12.9	\$1,190	\$572	33.6%	27.9		
24	Feeder	18	75	5.3	\$485	\$105	15.1%	14.2		X
28	Feeder	28	314	25.4	\$2,344	\$483	14.4%	12.4	X	X
93	Feeder	22	469	19.8	\$1,831	\$694	26.5%	23.7		
					Group Average =			18.9		
					Performance Standard =			13.2		
54	Local	18	169	16.4	\$1,518	\$219	10.1%	10.3	X	X
55	Local	19	254	10.0	\$923	\$340	25.8%	25.4		
72	Local	23	451	14.7	\$1,361	\$608	31.2%	30.6		
73	Local	22	99	13.0	\$1,201	\$161	9.4%	7.6	X	X
74	Local	24	121	18.4	\$1,703	\$188	7.7%	6.6	X	X
75	Local	13	140	9.8	\$905	\$139	10.8%	14.3		X
					Group Average =			15.8		
					Performance Standard =			11.1		
6	Radial	22	240	20.8	\$1,919	\$306	11.2%	11.6	X	X
15	Radial	31	749	23.4	\$2,165	\$1,048	33.8%	32.0		
30	Radial	69	834	39.4	\$3,642	\$822	15.8%	21.2		
34	Radial	19	102	9.4	\$865	\$124	10.0%	11.0	X	X
38	Radial	25	335	19.3	\$1,783	\$420	16.5%	17.4		
51	Radial	70	2,471	65.5	\$6,054	\$3,155	36.5%	37.7		
56	Radial	57	1,289	41.9	\$3,871	\$1,599	28.9%	30.8		
61	Radial	30	390	29.6	\$2,739	\$542	13.8%	13.2	X	X
62	Radial	29	413	28.5	\$2,635	\$369	9.8%	14.5	X	X
86	Radial	28	709	22.0	\$2,033	\$1,000	34.4%	32.2		
88	Radial	29	415	16.3	\$1,507	\$579	26.9%	25.5		
					Group Average =			22.4		
					Performance Standard =			15.7		
16	Shuttle		109	9.3	\$700	\$145	13.6%	11.7		X
47	Shuttle		99	8.6	\$644	\$128	13.0%	11.5		X
					Group Average =			11.6		
					Performance Standard =			8.1		
					SYSTEM AVERAGE =			21.0		
					PERFORMANCE STANDARD =			14.7		
Notes:										
Route 28 is partly subsidized by Citrus Heights										
Ridership data from APCs and CBS driver check sheets										
Direct costing factor of \$92.47 per revenue hour is used for estimated cost savings (\$75.00 for CBS)										
Revenue estimate is based on fare survey data, is not reconciled with actual systemwide revenue										
Farebox recovery figure uses total costing factor, i.e., \$132.18 per revenue hour (\$114.71 for CBS)										
Route 85 data from 12/1/08 - 2/28/09.										
Citrus Heights routes = 1, 21, 23, 24, 25, 28, 80, 93, 94, 95, 100, 103, 106, 107										
Citrus Heights total annual cost is \$17.7m. Fare revenue is \$2.9m (16%). Citrus Heights pays \$3.0m (17%)										
Routes failing group performance standard total 170 revenue hours per day										
Routes failing group performance standard total 1,981 boardings per day										
Routes failing systemwide performance standard total 194 revenue hours per day										
Routes failing systemwide performance standard total 2,271 boardings per day										

Sun/Hol Route Productivity

Systemwide Performance Standard = 14.2 boardings per revenue hour

Route	Classification	TotTrips	DailyOn	RevHrs	DirectCost	Revenue	Farebox Recovery	Boardings Per RH	Failing		
									Group Avg	System Avg	
1	Crosstown	62	889	45.6	\$4,217	\$1,061	17.6%	19.5			
21	Crosstown	31	598	29.7	\$2,749	\$781	19.9%	20.1			
23	Crosstown	47	1,317	52.4	\$4,845	\$1,761	25.4%	25.1			
26	Crosstown	20	266	11.1	\$1,022	\$354	24.2%	24.1			
67	Crosstown	31	690	28.9	\$2,675	\$897	23.5%	23.8			
68	Crosstown	29	614	29.0	\$2,677	\$812	21.2%	21.2			
80	Crosstown	23	650	24.5	\$2,264	\$1,006	31.1%	26.5			
81	Crosstown	61	1,321	58.7	\$5,426	\$1,673	21.6%	22.5			
82	Crosstown	28	415	27.5	\$2,538	\$448	12.4%	15.1	X		
87	Crosstown	21	288	10.2	\$945	\$367	27.2%	28.2			
					Group Average =				22.6		
					Performance Standard =				15.8		
5	Feeder	24	162	11.7	\$1,085	\$213	13.7%	13.8		X	
8	Feeder	25	175	12.4	\$1,144	\$261	16.0%	14.2		X	
13	Feeder	20	179	14.6	\$1,349	\$275	14.3%	12.3		X	
14	Feeder	23	266	17.6	\$1,631	\$397	17.0%	15.1			
19	Feeder	20	357	20.7	\$1,917	\$436	15.9%	17.2			
22	Feeder	40	204	10.6	\$983	\$325	23.1%	19.2			
93	Feeder	22	313	19.8	\$1,831	\$463	17.7%	15.8			
					Group Average =				15.4		
					Performance Standard =				10.8		
55	Local	16	132	7.8	\$717	\$176	17.2%	17.0			
72	Local	22	302	13.4	\$1,242	\$407	22.9%	22.5			
75	Local	11	110	7.8	\$717	\$110	10.7%	14.2		X	
					Group Average =				17.9		
					Performance Standard =				12.5		
15	Radial	27	541	23.1	\$2,139	\$757	24.8%	23.4			
30	Radial	46	560	25.4	\$2,346	\$551	16.4%	22.1			
34	Radial	19	81	9.4	\$865	\$98	7.9%	8.6	X	X	
38	Radial	20	262	14.9	\$1,378	\$328	16.6%	17.6			
51	Radial	52	1,627	44.6	\$4,126	\$2,077	35.2%	36.5			
56	Radial	55	950	40.0	\$3,700	\$1,179	22.3%	23.7			
86	Radial	21	427	15.9	\$1,473	\$603	28.6%	26.8			
88	Radial	29	323	14.3	\$1,325	\$450	23.7%	22.5			
					Group Average =				22.6		
					Performance Standard =				15.9		
					SYSTEM AVERAGE =				20.3		
					PERFORMANCE STANDARD =				14.2		
Notes:											
Ridership data from APCs											
Direct costing factor of \$92.47 per revenue hour is used for estimated cost savings											
Revenue estimate is based on fare survey data, is not reconciled with actual systemwide revenue											
Farebox recovery figure uses total costing factor, i.e., \$132.18 per revenue hour											
Citrus Heights routes = 1, 21, 23, 24, 25, 28, 80, 93, 94, 95, 100, 103, 106, 107											
Citrus Heights total annual cost is \$17.7m. Fare revenue is \$2.9m (16%). Citrus Heights pays \$3.0m (17%)											
Routes failing group performance standard total					37 revenue hours per day						
Routes failing group performance standard total					496 boardings per day						
Routes failing systemwide performance standard total					56 revenue hours per day						
Routes failing systemwide performance standard total					707 boardings per day						

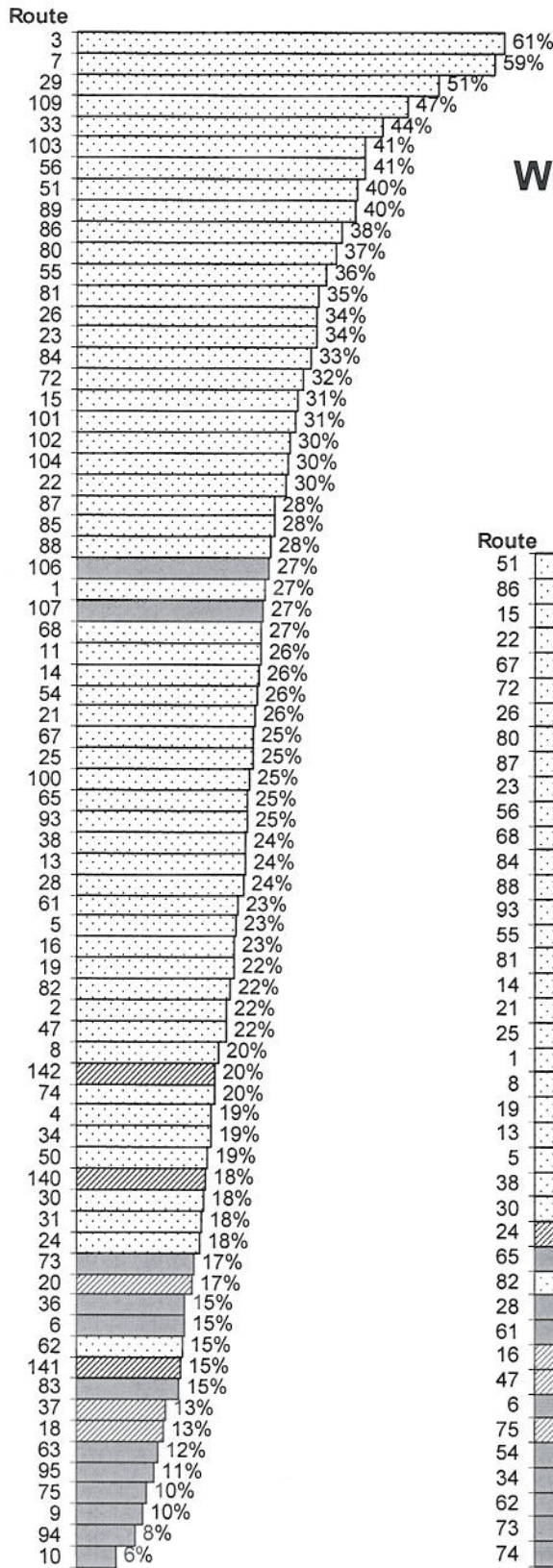
Route Productivity

Supplemental Service

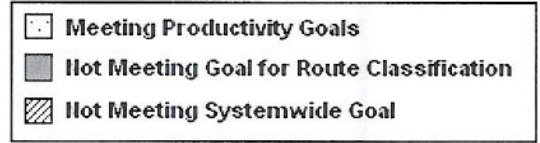
Systemwide Performance Standard = 49.8 boardings per revenue hour

				Direct		Farebox	Boardings	
Route	TotTrips	DailyOn	RevHrs	Cost	Revenue	Recovery	Per RevHr	Failing
200	2	69	1.0	90	76	59.2%	71.1	
201	2	54	0.9	83	59	49.9%	60.0	
205	2	48	1.2	109	53	33.9%	40.7	X
206	2	98	0.8	74	108	101.9%	122.5	
210	2	67	1.0	92	74	55.8%	67.0	
211	2	103	1.1	99	113	80.1%	96.3	
212	3	119	1.7	155	131	58.9%	70.8	
213	2	110	1.0	91	121	93.4%	112.2	
214	4	149	2.0	180	164	63.6%	76.4	
226	2	90	1.7	154	99	44.8%	53.9	
227	1	67	0.6	57	74	89.9%	108.1	
228	1	40	0.8	71	44	43.2%	51.9	
246	2	95	1.5	134	105	54.5%	65.5	
247	2	85	1.1	102	94	64.3%	77.3	
248	2	75	1.0	90	83	64.3%	77.3	
249	1	12	0.7	60	13	15.4%	18.5	X
251	1	26	0.5	49	29	40.8%	49.1	X
252	2	66	0.7	65	73	78.5%	94.3	
255	3	183	2.5	228	201	61.7%	74.1	
261	2	67	1.9	178	74	28.9%	34.7	X
				Group Average =			71.1	
				Performance Standard =			49.8	
Notes:								
Manual counts used for supplemental trips								
Manual counts for 2008-2009 school year taken Fall 2008								
Cross-checked with APC counts taken from 9/1/08 - 3/31/09								
Routes failing group performance standard total					4.3 revenue hours per day			
Routes failing group performance standard total					153 boardings per day			

FAREBOX RECOVERY

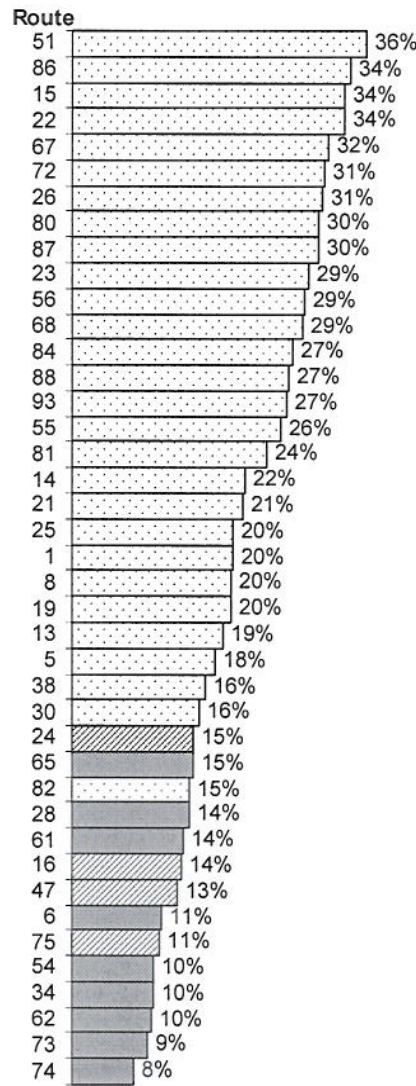


Weekday

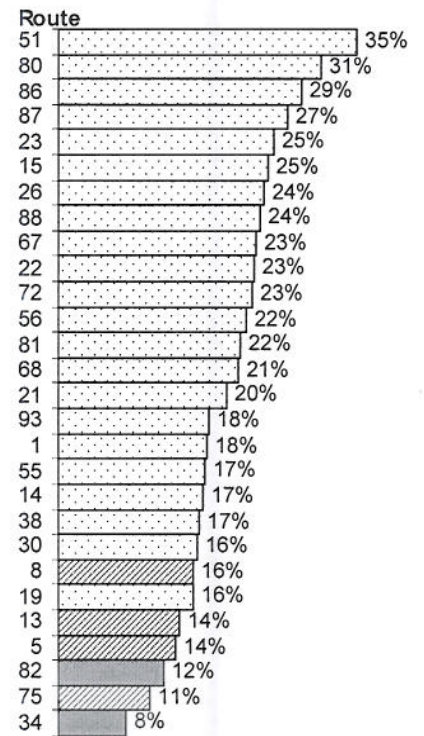


Goals are in boardings per revenue hour

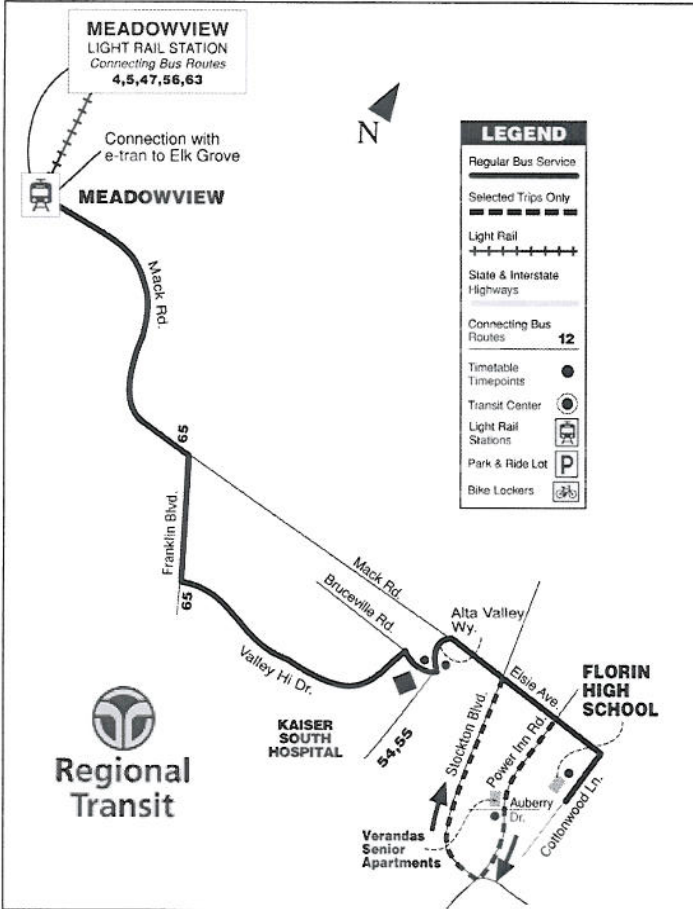
Saturday



Sun/Hol



Data from 1/1/08 – 12/31/08
Supplemental routes not shown



Key Statistics

Length	6.2 mi	Avg Trip Length	2.5 mi
Run Time	22 min	Percent On-Time	75%
Speed	16.6 mph	W/C Per Day	4
# Stops	26	Avg Fare	\$1.32

Pop. Served	23,213
Area Served	3.0 sq mi
Population Density	7,719 per sq mi
Zero-Auto Households	6%

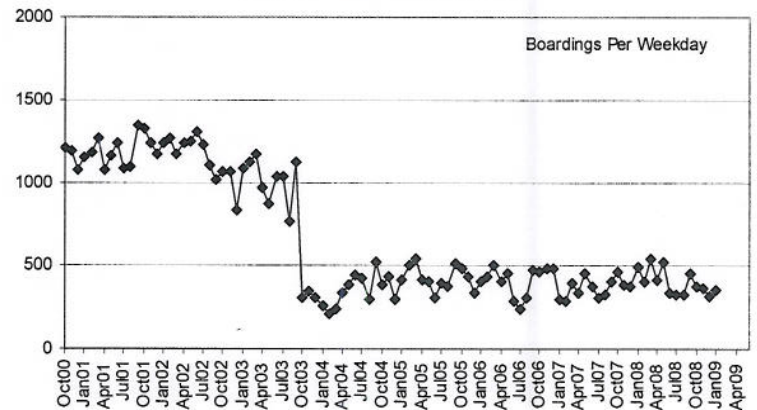
	M-F	Sat	Sun/Hol	Annual
Daily Trips	29	25	24	
Revenue Hours	14.3	12.3	11.7	4,974
Boardings	331	220	161	105,013
Revenue	\$435	\$289	\$212	\$138,127
Direct Cost	\$1,325	\$1,140	\$1,085	\$459,969
Cost Per Passenger	\$5.72	\$7.41	\$9.63	
Boardings/RH	23.1	17.8	13.7	
Farebox Recovery	23%	18%	14%	

Boardings Per Trip

Weekday

IB to Meadowview		OB to Florin HS	
Start Time	Boardings	Start Time	Boardings
6:33a	13	7:33a	10
7:33a	12	8:27a	8
8:33a	10	9:27a	4
9:33a	6	10:27a	8
10:33a	8	11:27a	8
11:33a	13	12:27p	12
12:33p	25	1:27p	8
1:33p	9	2:27p	16
2:33p	12	3:27p	16
3:33p	15	4:27p	17
4:33p	11	5:27p	14
5:33p	7	6:27p	29
6:33p	7	7:27p	14

Historical Ridership



Saturday

IB to Meadowview		OB to Florin HS	
Start Time	Boardings	Start Time	Boardings
8:03a	8	8:27a	6
9:03a	8	9:27a	4
10:04a	8	10:27a	5
11:03a	13	11:27a	6
12:04p	10	12:27p	9
1:03p	9	1:27p	8
2:04p	7	2:27p	10
3:03p	7	3:27p	9
4:03p	11	4:27p	11
5:03p	6	5:27p	9
6:04p	4	6:27p	7
7:03p	5	7:27p	15
8:03p	4		

Sun/Hol

IB to Meadowview		OB to Florin HS	
Start Time	Boardings	Start Time	Boardings
8:03a	8	8:27a	7
9:03a	5	9:27a	4
10:04a	6	10:27a	10
11:03a	8	11:27a	6
12:04p	7	12:27p	7
1:03p	5	1:27p	6
2:04p	4	2:27p	7
3:03p	8	3:27p	10
4:03p	4	4:27p	10
5:03p	5	5:27p	8
6:04p	5	6:27p	9
7:03p	4	7:27p	6

Boardings By Type

Full Fare	39%
Discount Fare	34%
DHA	5%
Los Rios	16%
CSUS	0%
Lifetime Pass	0%
Paratransit*	2%
Central City Fare	0%
Other (Free)	4%

Route 5 has been around for over 30 years. Prior to the South Line, it was an L-shaped route that went all the way downtown via South Land Park and it only went past 24th Street on certain trips. In September 2003, the downtown leg was cut off with the opening of the South Line, making Route 5 a feeder to light rail rather than a downtown radial line. In September 2008, Route 5 was split at Elsie & Power Inn, with a new branch going down Power Inn to the Verandas Senior Center. Ridership on Route 5 is significantly less on the weekends due to Florin HS being closed.

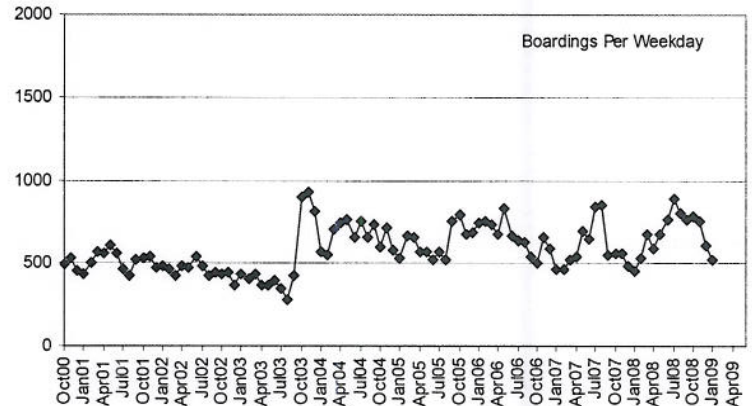


Key Statistics

Length	11.1 mi	Avg Trip Length	4.4 mi
Run Time	41 min	Percent On-Time	85%
Speed	15.9 mph	W/C Per Day	5
# Stops	70	Avg Fare	\$1.27
Pop. Served	31,617		
Area Served	5.2 sq mi		
Population Density	6,035 per sq mi		
Zero-Auto Households	19%		

	M-F	Sat	Sun/Hol	Annual
Daily Trips	44	22		
Revenue Hours	37.8	20.8		10,680
Boardings	606	238		166,300
Revenue	\$772	\$303		\$211,955
Direct Cost	\$3,495	\$1,919		\$987,598
Cost Per Passenger	\$8.24	\$11.52		
Boardings/RH	16.0	11.5		
Farebox Recovery	15%	11%		

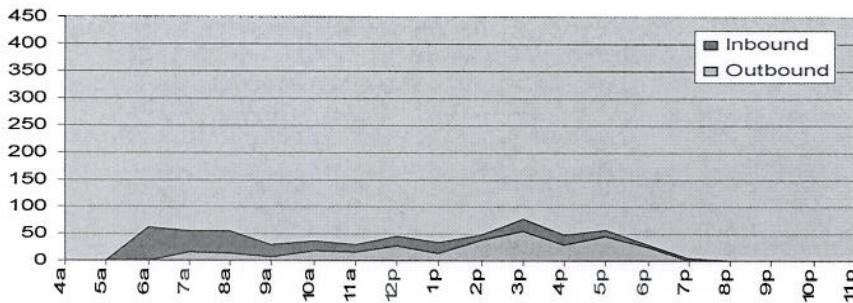
Historical Ridership



Headways

	M-F	Sat	Sun
Peak	35		
Base	35	60	
Evening	35	60	

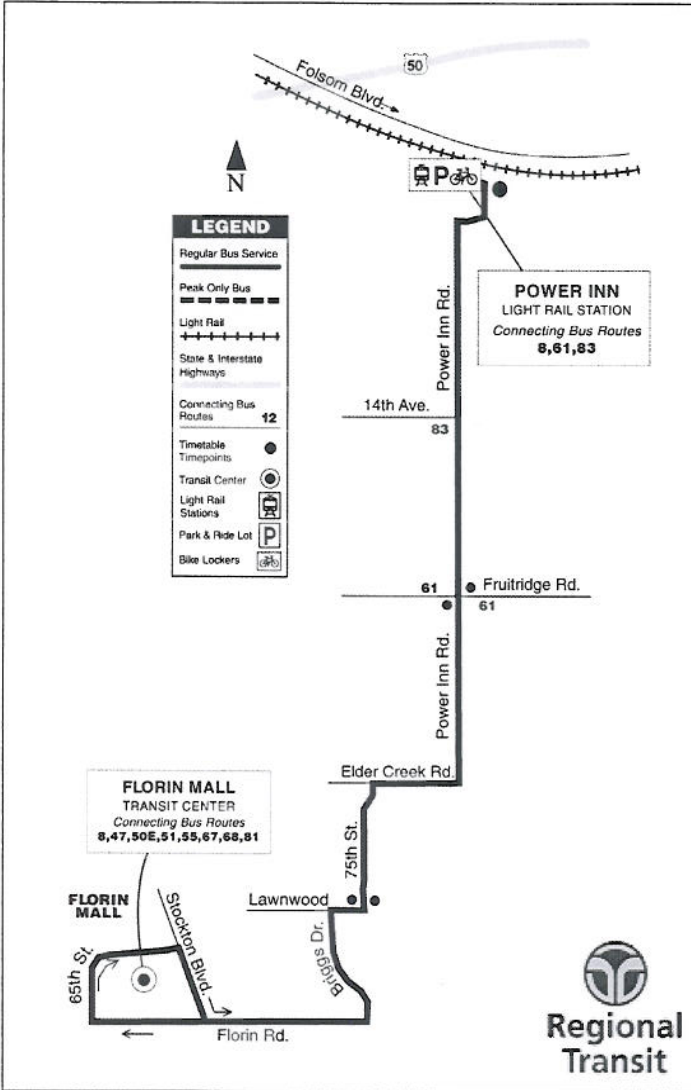
Boardings Per Hour



Boardings By Type

Full Fare	37%
Discount Fare	36%
DHA	3%
Los Rios	10%
CSUS	1%
Lifetime Pass	7%
Paratransit*	2%
Central City Fare	1%
Other (Free)	4%

Prior to the South Line extension, both Route 5 and Route 6 were on Land Park, but Route 5 continued on to Elk Grove via Meadowview. When the South Line opened in September 2003, part of Route 5 was eliminated between Meadowview and Downtown, so that only Route 6 served Land Park. Consequently, Route 6 was given weekday service and more weekday trips. In April 2005, the downtown terminal was moved from 9th & H to 7th & G. Sunday service was eliminated in January 2008. This decision was controversial because Route 61 and 62 were also eliminated at this time, ending all Sun/Hol service to Land Park/Pocket area, except crosstown Routes 56 and 81.

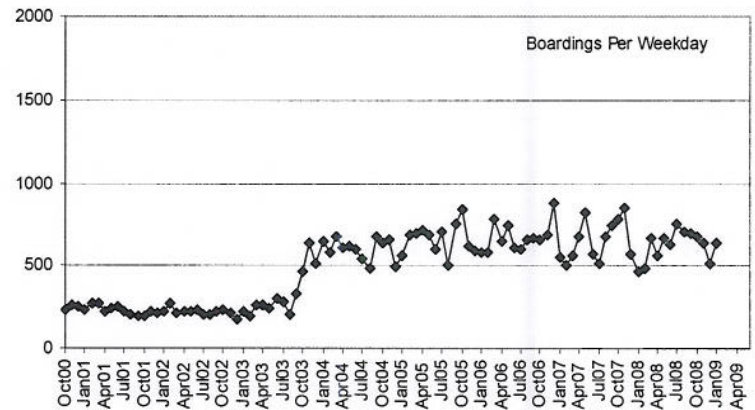


Key Statistics

Length	5.5 mi	Avg Trip Length	2.7 mi
Run Time	28 min	Percent On-Time	90%
Speed	12.1 mph	W/C Per Day	6
# Stops	28	Avg Fare	\$1.49
Pop. Served	15,307		
Area Served	2.9 sq mi		
Population Density	5,358 per sq mi		
Zero-Auto Households	15%		

	M-F	Sat	Sun/Hol	Annual
Daily Trips	52	27	25	
Revenue Hours	30.1	13.0	12.4	9,049
Boardings	542	226	174	159,686
Revenue	\$808	\$337	\$259	\$238,110
Direct Cost	\$2,783	\$1,199	\$1,144	\$836,789
Cost Per Passenger	\$7.34	\$7.58	\$9.39	
Boardings/RH	18.0	17.4	14.1	
Farebox Recovery	20%	20%	16%	

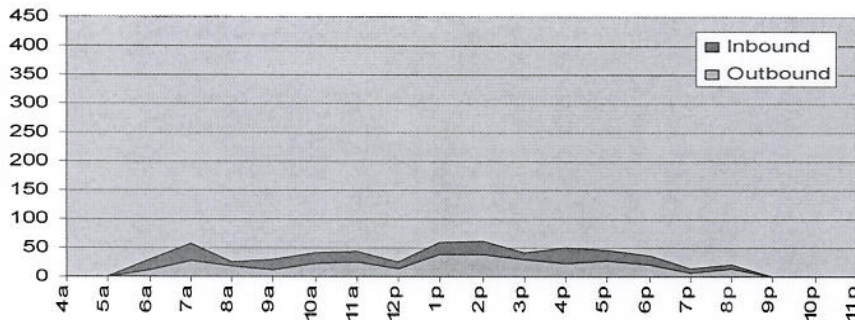
Historical Ridership



Headways

	M-F	Sat	Sun
Peak	30		
Base	30	60	60
Evening	30	60	60

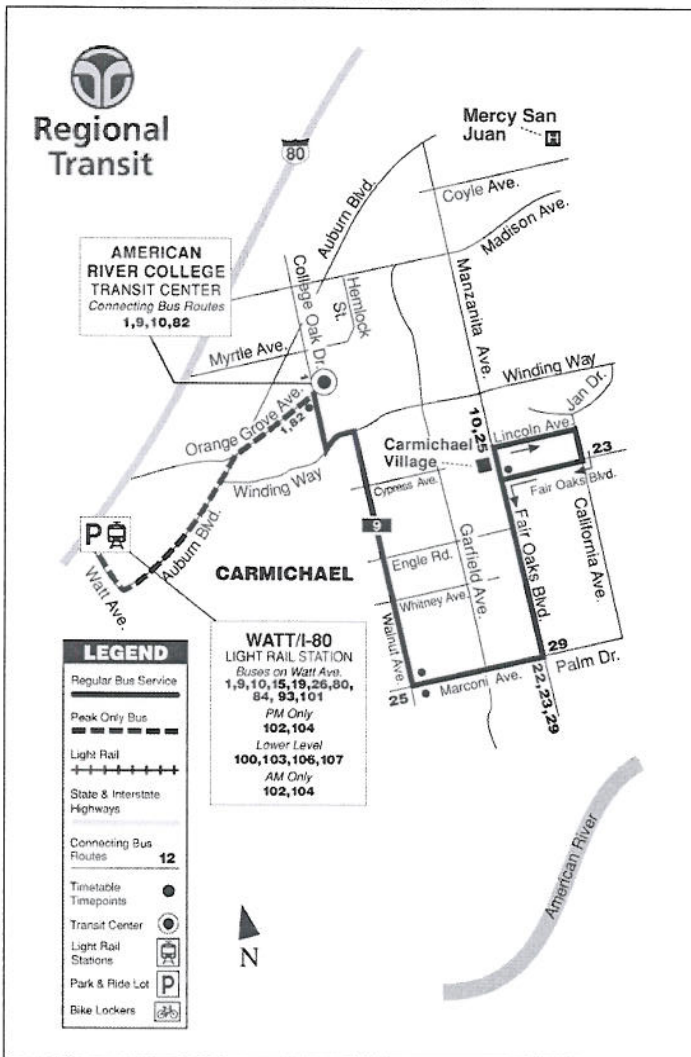
Boardings Per Hour



Boardings By Type

Full Fare	47%
Discount Fare	39%
DHA	4%
Los Rios	4%
CSUS	0%
Lifetime Pass	2%
Paratransit*	1%
Central City Fare	0%
Other (Free)	4%

Route 8 was originally a clockwise loop on Florin-Perkins, Fruitridge, Power Inn, and Folsom. It was realigned to its current alignment in September 2003 with the South Line restructuring. Evening service after 6pm was added in January 2004 with JARC funds. In February 2006, Florin Mall closed. There is an imbalance in the northbound and southbound ridership on Route 8, with southbound ridership tending to be higher on average. This may be indicative of student riders who take a tripper north to Hiram Johnson in the morning, but who get out of school at various times during the day, and have no tripper to take them home. For a route with fairly low ridership, it is unusual for Route 8 to have weekend service and relatively late evening service, which many higher performing routes do not have.



Key Statistics

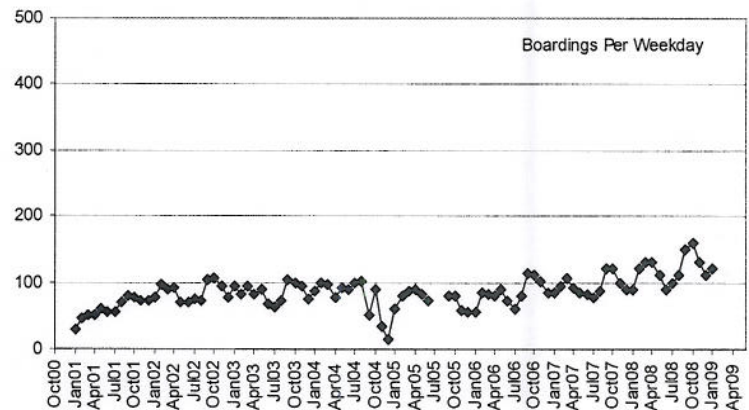
Length	7.7 mi	Cash Boardings	17%
Run Time	31 min	Route Deviations	25 per week
Speed	16.5 mph	W/C Per Day	4
# Stops	18	Avg Fare	\$1.10
Pop. Served	12,816		
Area Served	2.6 sq mi		
Population Density	4,973 per sq mi		
Zero-Auto Households	7%		

	M-F	Sat	Sun/Hol	Annual
Daily Trips	21			
Revenue Hours	12.1			3,082
Boardings	121			30,734
Revenue	\$134			\$33,951
Direct Cost	\$910			\$231,139
Cost Per Passenger	\$11.50			
Boardings/RH	10.0			
Farebox Recovery	10%			

Headways

	M-F	Sat	Sun
Peak	60		
Base	60		
Evening			

Historical Ridership



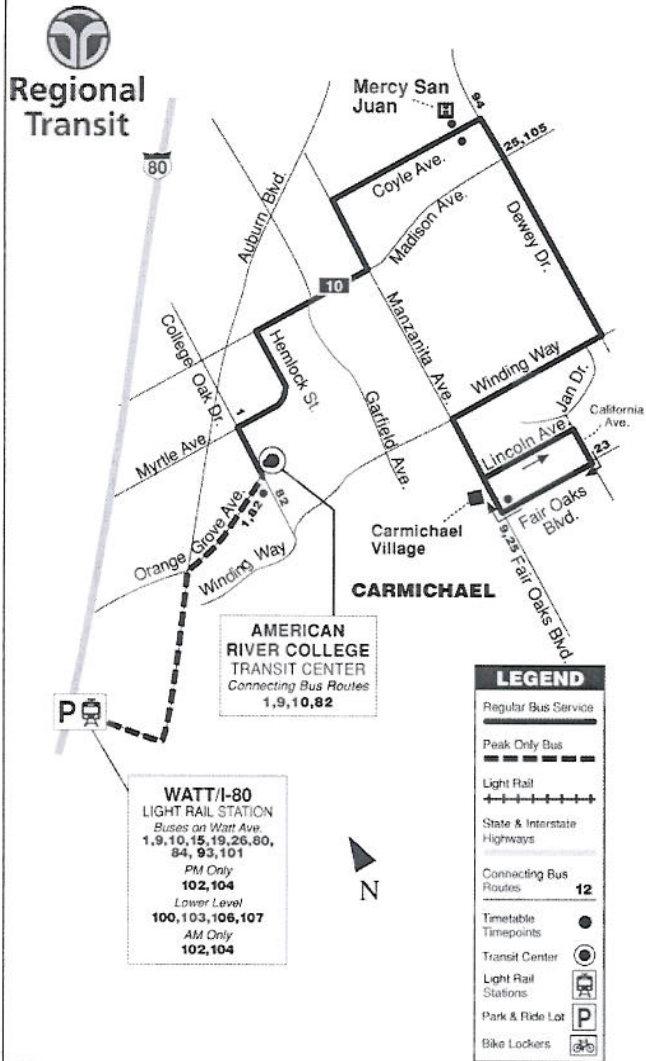
Boardings Per Trip

IB to Carmichael		OB to ARC	
Start Time	Boardings	Start Time	Boardings
6:27a	3	5:30a	3
7:42a	3	6:45a	9
8:57a	3	8:30a	5
10:12a	4	9:45a	6
11:27a	5	11:00a	4
12:42p	8	12:15p	6
1:57p	5	1:30p	5
3:12p	5	2:45p	4
4:27p	5	4:00p	4
5:42p	6	5:15p	5
6:52p	4		

Boardings By Type

Full Fare	33%
Discount Fare	0%
DHA	0%
Los Rios	27%
CSUS	0%
Lifetime Pass	7%
Paratransit*	0%
Discount CBS Fare	27%
Other (Free)	7%

Route 9 is a Community Bus route and was created in January 2001 with partial financial support provided by Dept of Human Assistance and Congestion Mitigation & Air Quality funds. In January 2002, early morning and early evening service was added. Saturday service was eliminated in January 2008 due to budgetary constraints and low ridership. Note that the first and last trips go all the way to Watt/I-80, adding 9 minutes and 10 stops. If Route 9 were eliminated, staff has recommended that Route 82 be split at Mission & Whitney so that one branch could cover Walnut Ave.

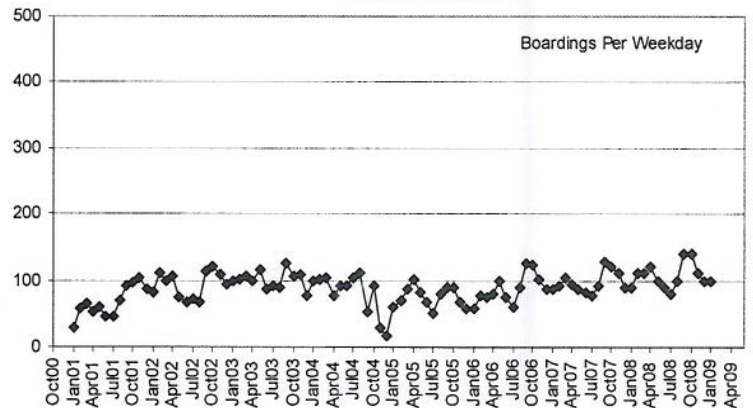


Key Statistics

Length	7.6 mi	Cash Boardings	19%
Run Time	38 min	Route Deviations	28 per week
Speed	14.1 mph	W/C Per Day	5
# Stops	34	Avg Fare	\$0.74
Pop. Served	21,131		
Area Served	3.7 sq mi		
Population Density	5,717 per sq mi		
Zero-Auto Households	9%		

	M-F	Sat	Sun/Hol	Annual
Daily Trips	20			
Revenue Hours	12.5			3,183
Boardings	109			27,686
Revenue	\$80			\$20,381
Direct Cost	\$940			\$238,759
Cost Per Passenger	\$13.19			
Boardings/RH	8.7			
Farebox Recovery	6%			

Historical Ridership



Headways

	M-F	Sat	Sun
Peak	60		
Base	60		
Evening			

Boardings Per Trip

IB to Carmichael		OB to ARC	
Start Time	Boardings	Start Time	Boardings
8:00a	2	1:12a	4
9:15a	3	5:42a	4
10:30a	6	6:57a	8
11:45a	4	8:12a	7
1:00p	6	9:27a	6
2:15p	6	10:42a	4
3:30p	6	11:57a	5
4:45p	6	1:12p	4
5:52p	6	2:27p	3
		3:42p	4
		4:57p	5
		6:12p	2

Boardings By Type

Full Fare	8%
Discount Fare	26%
DHA	3%
Los Rios	31%
CSUS	0%
Lifetime Pass	3%
Paratransit*	8%
Discount CBS Fare	18%
Other (Free)	5%

Route 10 is a Community Bus route and was created in January 2001 with partial financial support provided by Dept of Human Assistance and Congestion Mitigation & Air Quality funds. In January 2002, early morning and early evening service was added. Saturday service was eliminated in January 2008. Note that some trips go all the way to WATT/I-80, adding 9 minutes and 10 stops. Route 10 has significant overlap with Route 25.



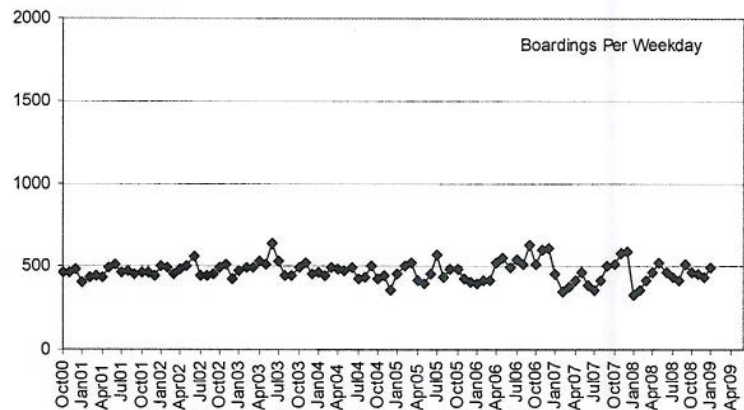
Key Statistics

Length	7.1 mi	Avg Trip Length	3.5 mi
Run Time	31 min	Percent On-Time	93%
Speed	13.4 mph	W/C Per Day	4
# Stops	21	Avg Fare	\$1.54

Pop. Served	6,879
Area Served	3.1 sq mi
Population Density	2,189 per sq mi
Zero-Auto Households	15%

	M-F	Sat	Sun/Hol	Annual
Daily Trips	33	20	20	
Revenue Hours	19.1	14.6	14.6	6,474
Boardings	396	232	178	123,150
Revenue	\$608	\$356	\$273	\$189,208
Direct Cost	\$1,768	\$1,349	\$1,349	\$598,687
Cost Per Passenger	\$6.38	\$8.31	\$10.83	
Boardings/RH	20.7	15.9	12.2	
Farebox Recovery	24%	18%	14%	

Historical Ridership



Boardings Per Trip

Weekday

IB to Arden/Del Paso		OB to Natomas	
Start Time	Boardings	Start Time	Boardings
6:36a	8	5:18a	3
7:06a	6	6:28a	14
7:36a	12	6:58a	15
8:51a	10	7:43a	21
9:51a	10	8:43a	14
11:06a	14	9:43a	13
12:06p	16	10:58a	10
1:06p	12	11:58a	13
2:21p	19	1:13p	17
3:21p	20	2:13p	20
4:36p	25	3:13p	17
5:36p	17	4:28p	20
6:36p	11	5:28p	14
7:51p	8	6:43p	15
8:51p	6	7:43p	8
10:06p	5	8:27p	7
		9:27p	6

Boardings Per Trip

IB to Arden/Del Paso			OB to Natomas		
Start Time	Saturday	Sun/Hol	Start Time	Saturday	Sun/Hol
8:06a	6	6	8:13a	15	9
9:06a	5	7	9:13a	12	9
10:06a	9	7	10:13a	11	8
11:06a	11	7	11:13a	11	8
12:06p	10	8	12:13p	12	10
1:06p	15	9	1:13p	14	10
2:06p	14	10	2:13p	15	11
3:06p	11	10	3:13p	12	10
4:06p	15	9	4:13p	13	10
5:06p	12	10	5:13p	9	9

Boardings By Type

Full Fare	61%
Discount Fare	11%
DHA	7%
Los Rios	12%
CSUS	1%
Lifetime Pass	1%
Paratransit*	3%
Central City Fare	0%
Other (Free)	6%

Route 13 was created in 1997 and modified in 1998 to serve National Drive and Sierra Point Drive based on demand. In June 1999, weekday service was extended to 10:00 pm, headways were stretched from 30 to 60 minutes, the route was extended to Truxel Road, and it was realigned to use the new Arden-Garden connector between Northgate and Arden/Del Paso. It is interlined with #14 and #88 on weekdays and with #14 on Saturdays and Sundays/Holidays. For being routes with low ridership, it is unusual for Route 13 and 14 to have weekend service and late night service.

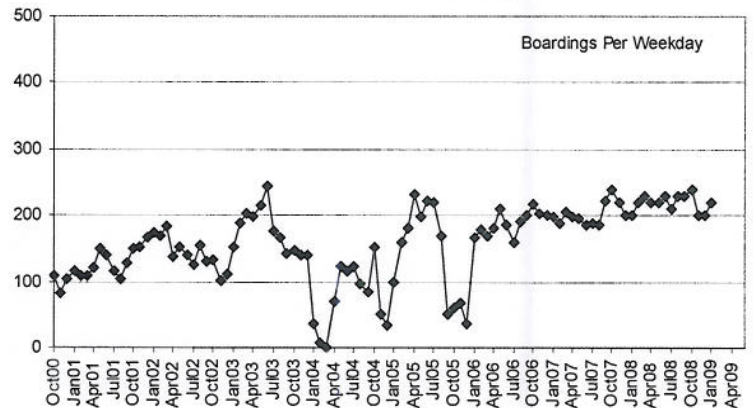


Key Statistics

Length	4.8 mi	Cash Boardings	20%
Run Time	20 min	Route Deviations	8 per week
Speed	13.7 mph	W/C Per Day	9
# Stops	20	Avg Fare	\$1.33
Pop. Served	13,084		
Area Served	2.0 sq mi		
Population Density	6,413 per sq mi		
Zero-Auto Households	23%		

	M-F	Sat	Sun/Hol	Annual
Daily Trips	23	19		
Revenue Hours	11.4	9.3		3,377
Boardings	221	109		61,802
Revenue	\$294	\$145		\$82,300
Direct Cost	\$854	\$700		\$253,252
Cost Per Passenger	\$5.91	\$9.82		
Boardings/RH	19.4	11.7		

Historical Ridership



Boardings Per Trip

IB to Arden/Del Paso		OB to Norwood Center	
Start Time	Boardings	Start Time	Boardings
7:25a	9	7:01a	4
8:25a	8	8:01a	7
9:25a	9	9:01a	8
10:25a	10	10:01a	9
11:25a	11	11:01a	9
12:25p	9	12:01p	10
1:25p	8	1:01p	11
2:25p	9	2:01p	9
3:25p	10	3:01p	9
4:25p	5	4:01p	10
5:25p	3	5:01p	8
		6:01p	6

Boardings By Type

Full Fare	36%
Discount Fare	43%
DHA	11%
Los Rios	3%
CSUS	0%
Lifetime Pass	1%
Paratransit*	2%
Discount CBS Fare	3%
Other (Free)	0%

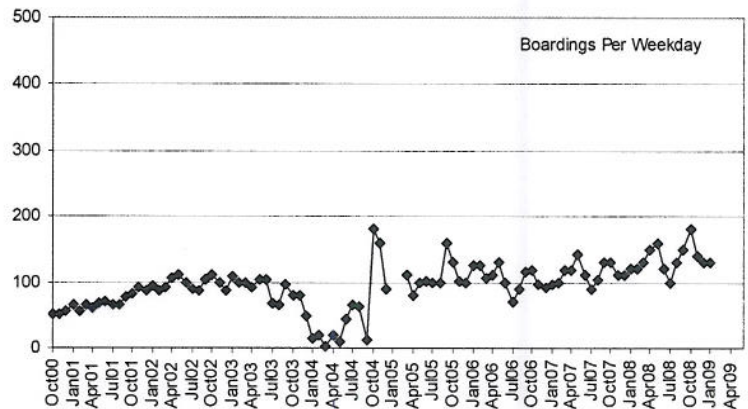
Route 16 is a Community Bus route and was implemented in September of 2000 with partial financial support provided by the Department of Human Assistance (DHA) and Congestion Mitigation & Air Quality (CMAQ) funds. Saturday service was added in January 2002. In September 2005, evening service was eliminated. Route 16 covers a lot of the same stops as Route 14. Route 16 is a nicer option for many many passengers, however, because it leaves consistently on the hour. Route 14, on the other hand, has an uneven schedule and tends to run late, due to its interline with Routes 13 and 88. Routes 16 and 47 are currently the only two CBS routes in operation on Saturday. Staff has recommended these two routes be eliminated on Saturday in order to save money on power, dispatchers, etc., and have all CBS drivers on a M-F schedule.

Key Statistics

Length	5.4 mi	Cash Boardings	17%
Run Time	20 min	Route Deviations	17 per week
Speed	16.1 mph	W/C Per Day	6
# Stops	20	Avg Fare	\$1.27
Pop. Served	9,136		
Area Served	2.3 sq mi		
Population Density	3,929 per sq mi		
Zero-Auto Households	10%		

	M-F	Sat	Sun/Hol	Annual
Daily Trips	25			
Revenue Hours	11.9			3,031
Boardings	136			34,544
Revenue	\$172			\$43,746
Direct Cost	\$895			\$227,329
Cost Per Passenger	\$10.07			
Boardings/RH	11.4			
Farebox Recovery	13%			

Historical Ridership



Boardings By Type

Full Fare	39%
Discount Fare	32%
DHA	7%
Los Rios	3%
CSUS	2%
Lifetime Pass	0%
Paratransit*	5%
Discount CBS Fare	1%
Other (Free)	10%

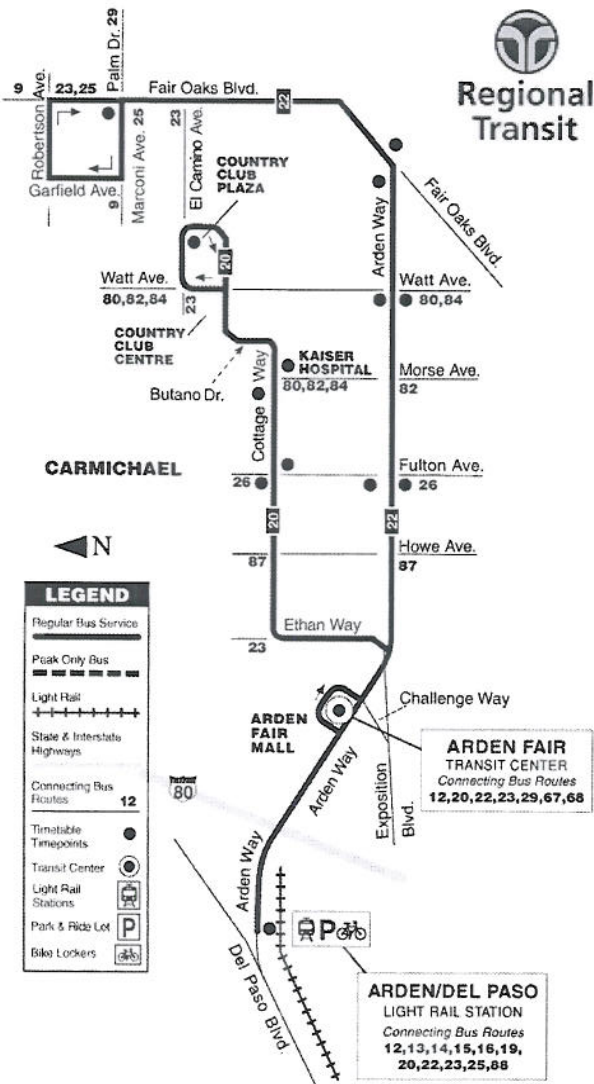
LEGEND

- Regular Bus Service
- Peak Only Bus
- Light Rail
- State & Interstate Highways
- Connecting Bus Routes 12
- Timetable Timepoints
- Transit Center
- Light Rail Stations
- Park & Ride Lot
- Bike Lockers

Boardings Per Trip

IB to Marconi/Arcade		OB to Nonwood Center	
Start Time	Boardings	Start Time	Boardings
7:25a	4	7:06a	5
8:25a	5	8:06a	8
9:25a	3	9:06a	4
10:25a	3	10:06a	3
11:25a	5	11:06a	2
12:25p	9	12:06p	6
1:25p	4	1:06p	5
2:25p	4	2:06p	7
3:25p	6	3:06p	6
4:25p	4	4:06p	6
5:25p	3	5:06p	5
6:29p	2	6:06p	5
		6:50p	2

Route 18 is a Community Bus route and was implemented in September 2000 with partial financial support provided by the Department of Human Assistance (DHA) and Congestion Mitigation & Air Quality (CMAQ) funds. In September 2005, evening service was eliminated. Saturday service began in January 2002, but was discontinued in January 2008 due to budget constraints and low ridership.



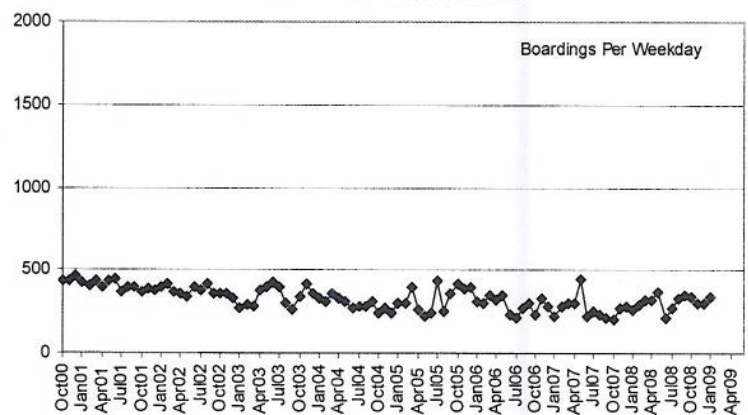
Key Statistics

Length	5.7 mi	Avg Trip Length	2.5 mi
Run Time	25 min	Percent On-Time	81%
Speed	13.9 mph	W/C Per Day	5
# Stops	25	Avg Fare	\$1.43

Pop. Served	12,768
Area Served	2.6 sq mi
Population Density	4,893 per sq mi
Zero-Auto Households	16%

	M-F	Sat	Sun/Hol	Annual
Daily Trips	27			
Revenue Hours	16.6			4,216
Boardings	256			65,024
Revenue	\$366			\$92,989
Direct Cost	\$1,535			\$389,891
Cost Per Passenger	\$8.57			
Boardings/RH	15.4			
Farebox Recovery	17%			

Historical Ridership



Boardings Per Trip

Weekday			
IB to Arden/Del Paso		OB to Butano	
Start Time	Boardings	Start Time	Boardings
6:01a	6	7:13a	10
6:40a	5	8:13a	12
6:55a	5	9:13a	10
7:55a	6	10:13a	11
8:55a	8	11:28a	7
9:55a	6	12:28p	13
10:55a	11	1:28p	15
12:10p	9	2:28p	12
1:10p	11	3:13p	12
2:10p	12	4:13p	10
3:10p	17	4:43p	6
3:55p	11	5:28p	8
4:55p	13	6:48p	9
6:10p	10		
9:14p	5		

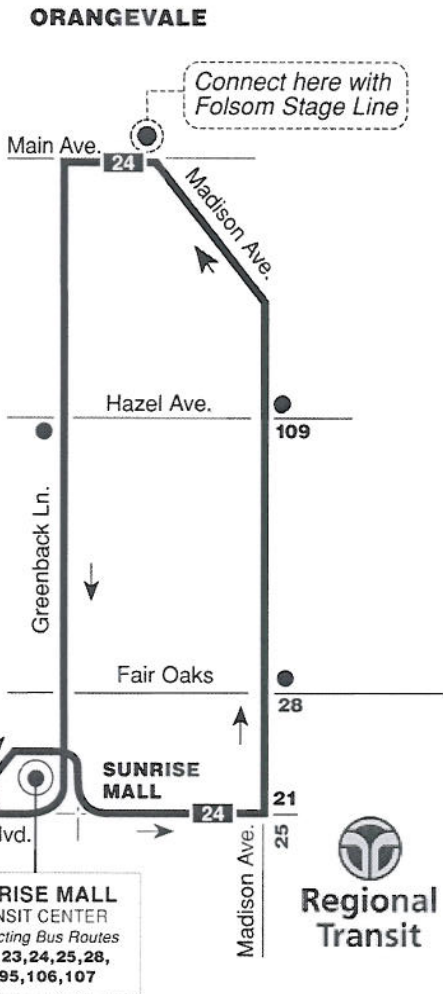
Boardings By Type

Full Fare	54%
Discount Fare	18%
DHA	7%
Los Rios	9%
CSUS	0%
Lifetime Pass	4%
Paratransit*	6%
Central City Fare	0%
Other (Free)	3%

Prior to 1992, Route 20 always went all the way downtown. Starting in 1992, peak trips began terminating at Arden/Del Paso. Saturday and Sun/Hol service was eliminated in September 1998. Route 20 is interlined with #22, #23, #24, and #25 on weekdays, which is known to cause schedule disruptions.

LEGEND

- Regular Bus Service
- Peak Only Bus
- Light Rail
- State & Interstate Highways
- Connecting Bus Routes **12**
- Timetable Timepoints
- Transit Center
- Light Rail Stations
- Park & Ride Lot
- Bike Lockers



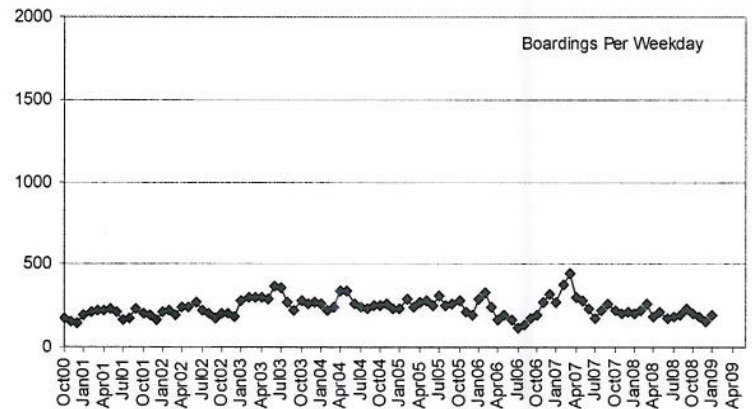
Key Statistics

Length	8.7 mi	Avg Trip Length	2.2 Mi
Run Time	20 min	Percent On-Time	82%
Speed	18.7 mph	W/C Per Day	2
# Stops	37	Avg Fare	\$1.41

Pop. Served	19,694
Area Served	4.4 sq mi
Population Density	4,491 per sq mi
Zero-Auto Households	5%

	M-F	Sat	Sun/Hol	Annual
Daily Trips	20	18		
Revenue Hours	9.7	5.3		2,724
Boardings	160	74		44,488
Revenue	\$225	\$104		\$62,552
Direct Cost	\$892	\$485		\$251,898
Cost Per Passenger	\$7.97	\$9.38		
Boardings/RH	16.6	14.1		
Farebox Recovery	18%	15%		

Historical Ridership



Boardings Per Trip

Weekday			
IB to Sunrise Mall	OB to Main/Madison	Start Time	Boardings
8:06a	7:41a	8	12
9:06a	8:41a	6	8
10:06a	9:41a	6	7
11:06a	10:41a	7	8
12:06p	11:41a	7	7
1:06p	12:41p	7	11
2:06p	1:41p	6	13
3:21p	2:57p	6	25
4:21p	3:57p	5	12
5:21p	4:57p	4	9

Boardings Per Trip

Saturday			
IB to Sunrise Mall	OB to Main & Madison	Start Time	Boardings
8:53a	8:34a	4	5
9:53a	9:34a	3	3
10:53a	10:34a	4	4
11:53a	11:34a	4	6
12:53p	12:34p	3	4
1:53p	1:34p	4	7
2:53p	2:34p	3	5
3:53p	3:34p	3	5
4:53p	4:34p	3	7
Total	Total	30	46

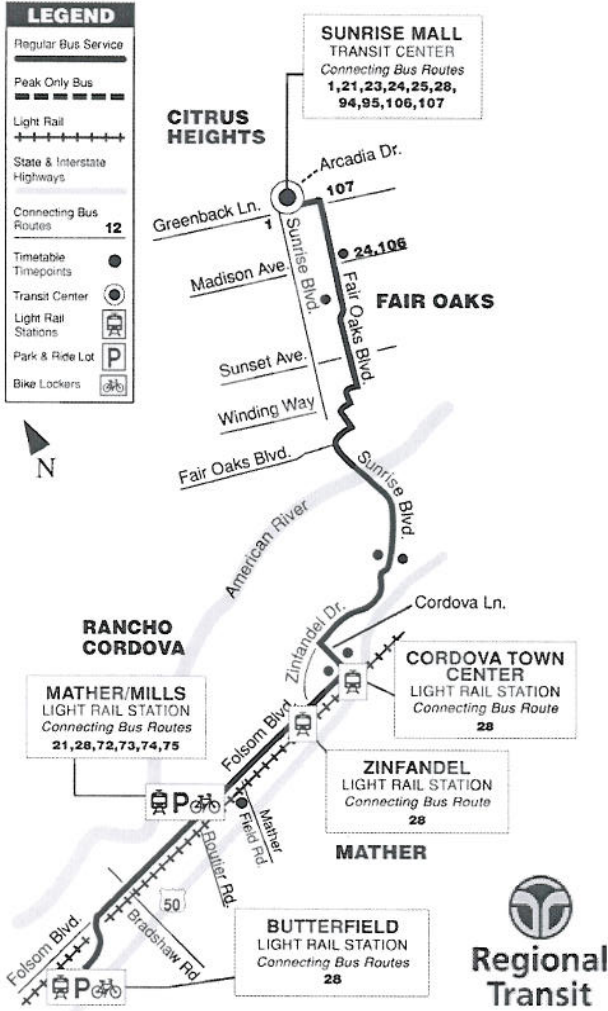
Boardings By Type

Full Fare	50%
Discount Fare	23%
DHA	8%
Los Rios	6%
CSUS	2%
Lifetime Pass	4%
Paratransit*	0%
Central City Fare	0%
Other (Free)	6%

Route 24 has been around for at least ten years and has traditionally carried about 200 passengers per day on 60 minute headways. Due to customer requests, weekday headways were shortened from 60 to 30 minutes in January 2002. In September 2005, they were returned to 60 minutes due to low ridership. Route 24 is interlined with Route 25 on weekdays and Saturdays. Note that the trip time, distance, and number of stops cited are for the entire loop. Ridership was believed to be overstated on this route for several years due to technical issues with the farebox. Saturday service on Route 24 has particularly low ridership as Bella Vista HS is not in session and there is no connecting service at Main & Madison (Folsom Stage Line doesn't run on Saturday).

LEGEND

- Regular Bus Service
- Peak Only Bus
- Light Rail
- State & Interstate Highways
- Connecting Bus Routes **12**
- Timetable Timepoints
- Transit Center
- Light Rail Stations
- Park & Ride Lot
- Bike Lockers

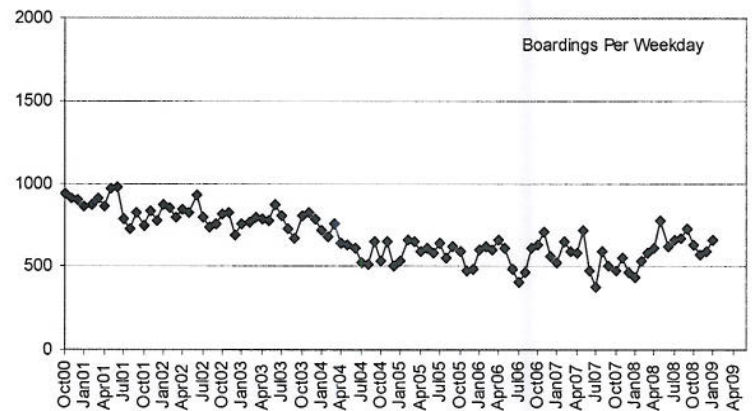


Key Statistics

Length	11.7 mi	Avg Trip Length	3.4 mi
Run Time	52 min	Percent On-Time	78%
Speed	15.9 mph	W/C Per Day	7
# Stops	47	Avg Fare	\$1.54
Pop. Served	26,775		
Area Served	5.2 sq mi		
Population Density	5,197 per sq mi		
Zero-Auto Households	8%		

	M-F	Sat	Sun/Hol	Annual
Daily Trips	37	28		
Revenue Hours	32.9	25.4		9,662
Boardings	677	313		188,234
Revenue	\$1,043	\$482		\$289,912
Direct Cost	\$3,038	\$2,344		\$893,454
Cost Per Passenger	\$6.41	\$10.71		
Boardings/RH	20.6	12.3		
Farebox Recovery	24%	14%		

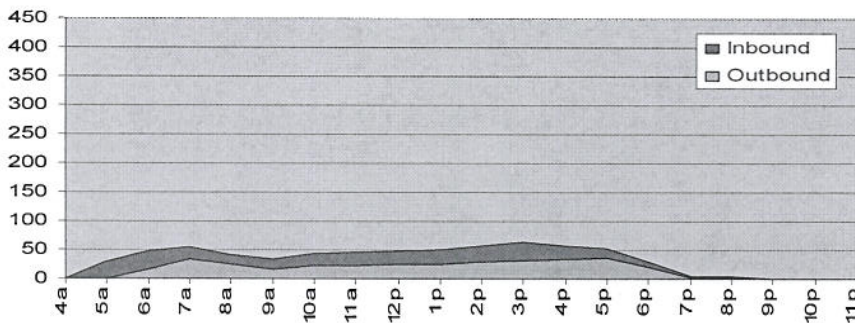
Historical Ridership



Headways

	M-F	Sat	Sun
Peak	30		
Base	60	60	60
Evening	60		

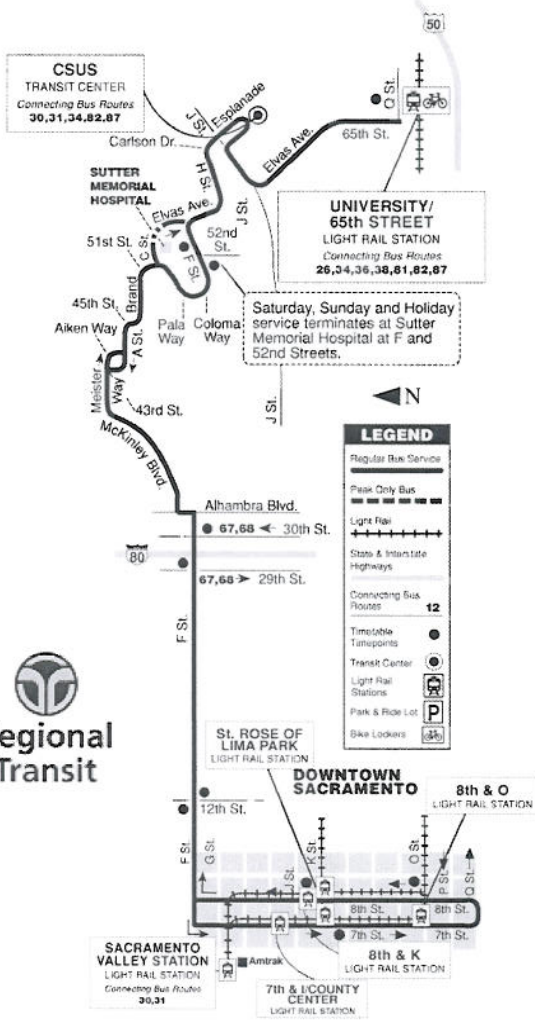
Boardings Per Hour



Boardings By Type

Full Fare	52%
Discount Fare	33%
DHA	0%
Los Rios	3%
CSUS	0%
Lifetime Pass	2%
Paratransit*	2%
Central City Fare	0%
Other (Free)	8%

Route 28 has some extra trips at peak. These extra trips do not run between Butterfield and Mather. Originally, Route 28 did not run between Butterfield and Mather at all due to the light rail service, but service was added because there are no light rail stops for about two miles between these stations. Late night and early mornings on Saturday, Route 28 only runs between Butterfield and Mather. Sunday/Holiday service, which was only between Butterfield and Mather, was cancelled in January 2008 due to low ridership and budgetary constraints.

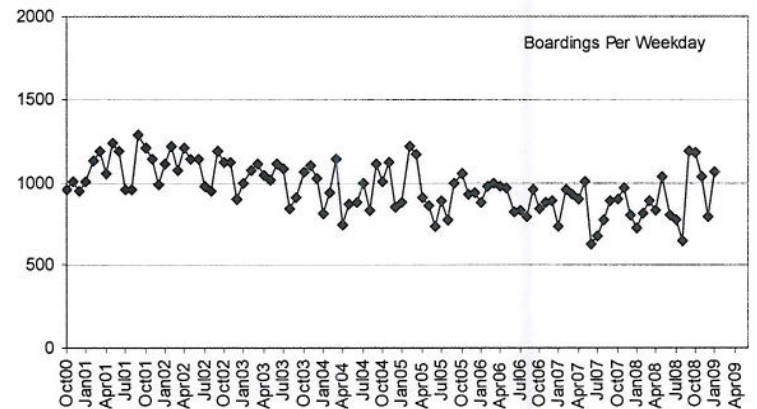


Key Statistics

Length	8.1 mi	Avg Trip Length	2.4 mi
Run Time	37 min	Percent On-Time	83%
Speed	13.1 mph	W/C Per Day	5
# Stops	48	Avg Fare	\$1.21
Pop. Served	21,057		
Area Served	3.4 sq mi		
Population Density	6,164 per sq mi		
Zero-Auto Households	23%		

	M-F	Sat	Sun/Hol	Annual
Daily Trips	56	19	19	
Revenue Hours	42.2	9.4	9.4	11,752
Boardings	892	102	81	236,651
Revenue	\$1,077	\$123	\$98	\$285,754
Direct Cost	\$3,901	\$865	\$865	\$1,086,745
Cost Per Passenger	\$6.25	\$12.12	\$15.26	
Boardings/RH	21.1	10.9	8.7	
Farebox Recovery	19%	10%	8%	

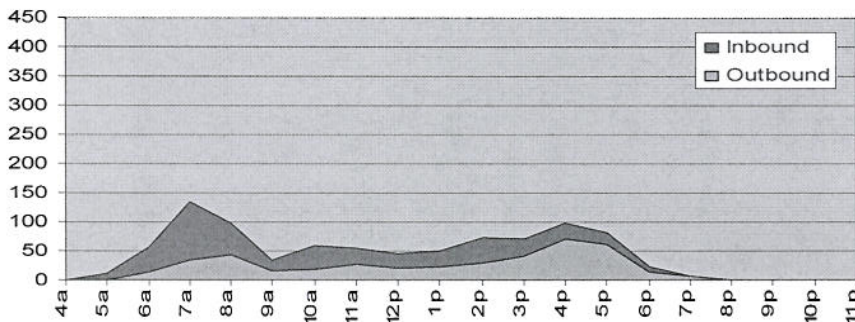
Historical Ridership



Headways

	M-F	Sat	Sun
Peak	30		
Base	30	60	60
Evening			

Boardings Per Hour



Boardings By Type

Full Fare	36%
Discount Fare	26%
DHA	3%
Los Rios	3%
CSUS	24%
Lifetime Pass	2%
Paratransit*	3%
Central City Fare	2%
Other (Free)	2%

Route 34 has existed for over 20 years and used to be a very busy route with 15 minute headways. Service was gradually reduced over the years as demand went elsewhere. A great deal of the ridership on Route 34 is actually people using the route as a shuttle, riding between the CSUS north entrance and 65th Street Light Rail. This partly explains why 24% of ridership uses the Sac State pass. It also explains why ridership is dramatically lower on the weekends.



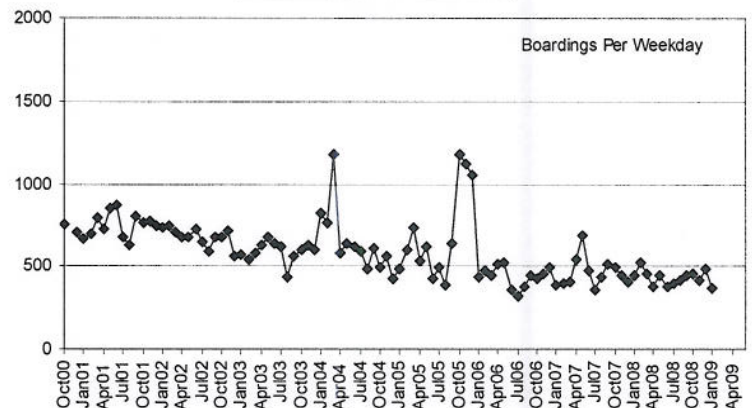
Key Statistics

Length	5.0 mi	Avg Trip Length	1.9 mi
Run Time	27 min	Percent On-Time	90%
Speed	12.6 mph	W/C Per Day	9
# Stops	39	Avg Fare	\$1.28

Pop. Served	17,393
Area Served	2.8 sq mi
Population Density	6,266 per sq mi
Zero-Auto Households	30%

	M-F	Sat	Sun/Hol	Annual
Daily Trips	44			
Revenue Hours	24.5			6,215
Boardings	391			99,314
Revenue	\$501			\$127,248
Direct Cost	\$2,262			\$574,659
Cost Per Passenger	\$8.27			
Boardings/RH	16.0			
Farebox Recovery	15%			

Historical Ridership



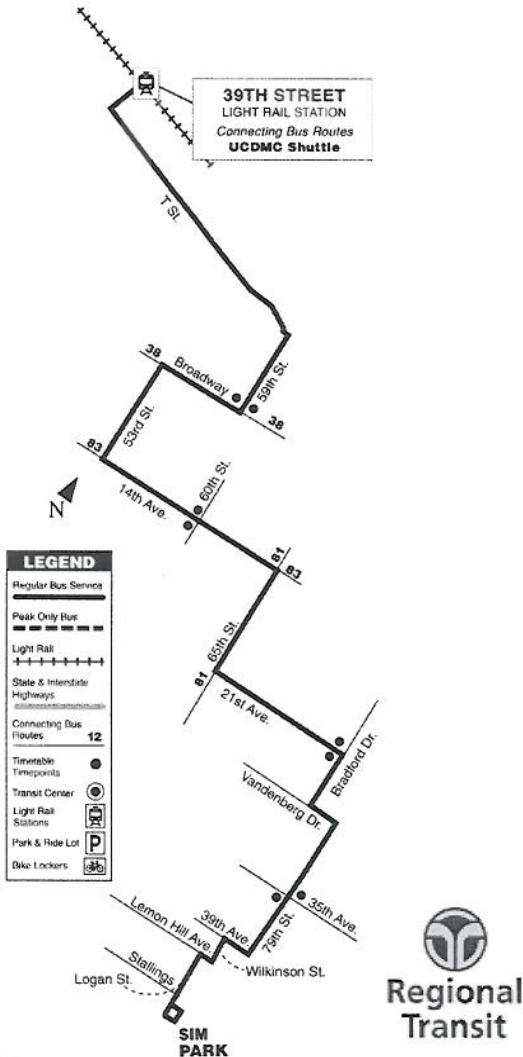
Ridership Per Trip

IB to Downtown		OB to 65th Street	
Start Time	Boardings	Start Time	Boardings
6:18a	4	6:22a	5
6:58a	11	6:52a	7
7:28a	26	7:32a	5
7:58a	11	7:59a	11
8:43a	9	8:29a	8
9:13a	6	9:13a	7
9:43a	6	9:43a	6
10:13a	6	10:13a	9
10:58a	8	10:43a	8
11:28a	10	11:28a	12
11:58a	9	11:58a	10
12:28p	8	12:26p	8
1:13p	10	12:56p	10
1:43p	7	1:41p	9
2:13p	9	2:11p	10
2:43p	9	2:41p	9
3:28p	10	3:11p	11
3:58p	7	3:57p	13
4:28p	8	4:27p	12
4:58p	9	4:57p	19
5:43p	4	5:27p	10
6:13p	3	6:11p	6
Total	190	Total	204

Boardings By Type

Full Fare	40%
Discount Fare	30%
DHA	4%
Los Rios	2%
CSUS	1%
Lifetime Pass	6%
Paratransit*	11%
Central City Fare	4%
Other (Free)	2%

Route 36 was originally a part of Route 34. For over ten years it's been its own route though. Light rail connections were retimed in September 2004. Due to budgetary constraints and low ridership, weekend service will be eliminated in January 2008. Route 36 has a difficult time capturing ridership because most people prefer the speed and reliability of the nearby light rail service. Route 36 is useful for people who are a long walk from a light rail station, but this is too limited a market to support the route economically.

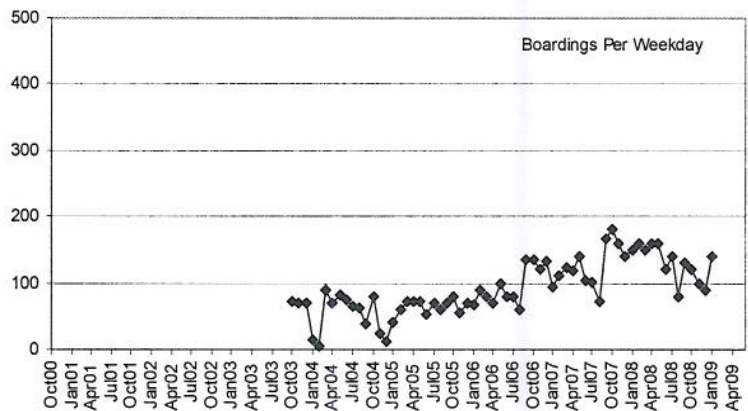


Key Statistics

Length	6.6 mi	Cash Boardings	40%
Run Time	22 min	Route Deviations	9 per week
Speed	17.9 mph	W/C Per Day	3
# Stops	46	Avg Fare	\$1.30
Pop. Served	20,224		
Area Served	3.2 sq mi		
Population Density	6,252 per sq mi		
Zero-Auto Households	11%		

	M-F	Sat	Sun/Hol	Annual
Daily Trips	24			
Revenue Hours	11.5			2,929
Boardings	130			33,020
Revenue	\$169			\$42,884
Direct Cost	\$865			\$219,709
Cost Per Passenger	\$10.18			
Boardings/RH	11.3			
Farebox Recovery	13%			

Historical Ridership



Headways

	M-F	Sat	Sun
Peak	60		
Base	60		
Evening			

Boardings Per Trip

IB to 39th St Stn		OB to Sim Park	
Start Time	Boardings	Start Time	Boardings
6:11a	4	6:35a	1
7:11a	17	7:35a	2
8:11a	11	8:35a	1
9:11a	5	9:35a	1
10:11a	3	10:35a	1
11:11a	3	11:35a	2
12:11p	3	12:35p	3
1:11p	4	1:35p	3
2:11p	3	2:35p	10
3:11p	10	3:35p	8
4:11p	3	4:35p	7
5:11p	3	5:35p	4

Boardings By Type

Full Fare	26%
Discount Fare	61%
DHA	2%
Los Rios	1%
CSUS	0%
Lifetime Pass	2%
Paratransit*	2%
Discount CBS Fare	3%
Other (Free)	2%

Route 37 is a Community Bus route and was created in September 2003. Much of the route was originally covered by Route 15 before it was shortened to stop at downtown. Route 61 later covered the stops south of Fruitridge, continuing to Florin Mall, before it was modified to go to College Greens. Ridership is mostly low on Route 37 except for a few key trips during the day. These trips with higher ridership are primarily used by Hiram Johnson students. This partly explains the high percentage of discount fares used on Route 37. Note that Route 212 overlaps a great deal of Route 37 during the busy school hours. Route 37 is also very close to Route 8, which could be used as an alternative if Route 37 were eliminated.

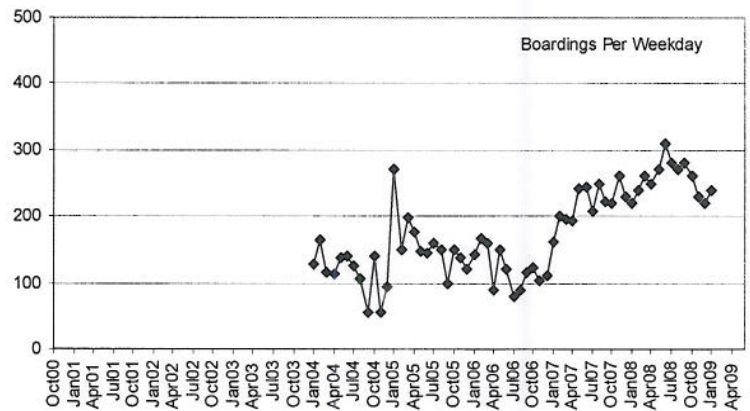


Key Statistics

Length	5.5 mi	Cash Boardings	20%
Run Time	29 min	Route Deviations	13 per week
Speed	14.1 mph	W/C Per Day	4
# Stops	25	Avg Fare	\$1.29
Pop. Served	19,805		
Area Served	2.8 sq mi		
Population Density	7,142 per sq mi		
Zero-Auto Households	16%		

	M-F	Sat	Sun/Hol	Annual
Daily Trips	24	15		
Revenue Hours	13.5	8.6		3,880
Boardings	258	99		70,680
Revenue	\$334	\$128		\$91,432
Direct Cost	\$1,014	\$644		\$290,968
Cost Per Passenger	\$6.01	\$9.95		
Boardings/RH	19.1	11.5		
Farebox Recovery	22%	13%		

Historical Ridership



Headways

	M-F	Sat	Sun
Peak	60		
Base	60	75	
Evening			

Boardings Per Trip

Weekday

IB to Florin Mall		OB to 24th St	
Start Time	Boardings	Start Time	Boardings
6:29a	10	5:45a	3
7:29a	9	7:00a	13
8:44a	9	8:15a	9
9:44a	8	9:15a	8
10:59a	9	10:30a	7
11:59a	10	11:30a	10
1:14p	11	12:45p	11
2:14p	12	1:45p	11
3:29p	11	3:00p	12
4:29p	9	4:00p	11
5:44p	7	5:15p	9
6:59p	5	6:15p	7

Boardings Per Trip

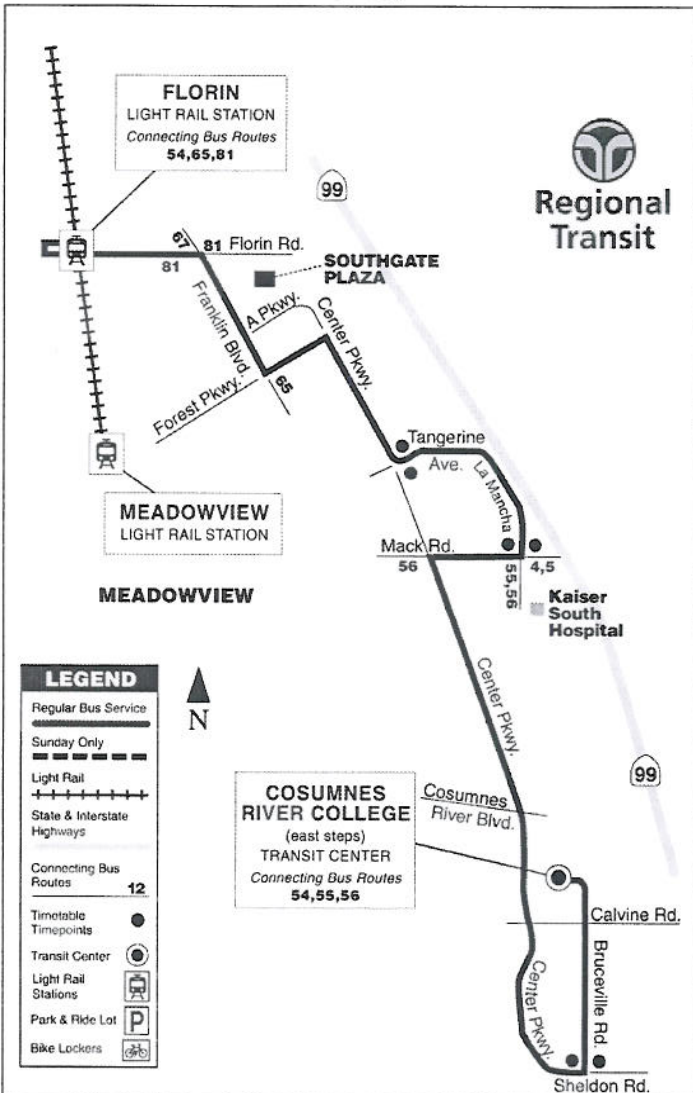
Saturday

To Florin Mall		To 24th Street	
Start Time	Boardings	Start Time	Boardings
9:44a	5	9:15a	6
10:59a	7	10:30a	6
11:59a	7	11:30a	7
1:14p	7	12:45p	9
2:29p	7	2:00p	7
3:44p	5	3:15p	7
4:44p	4	4:15p	7
		5:30p	8
Total	41	Total	57

Boardings By Type

Full Fare	37%
Discount Fare	37%
DHA	5%
Los Rios	6%
CSUS	1%
Lifetime Pass	0%
Paratransit*	1%
Discount CBS Fare	2%
Other (Free)	10%

Route 47 is a Community Bus route and was created in January 2004. The route design was inherited from a contractor that was operating it for DHA before funding issues led RT to become the provider. In September 2005, a time point was moved from El Mango and El Limon to the Phoenix Park Reststop. In February 2006, Florin Mall closed, however the transit center is still used as a terminal. Routes 16 and 47 are currently the only two CBS routes in operation on Saturday. Staff has recommended these two routes be eliminated on Saturday in order to save money on power, dispatchers, etc., and have all CBS drivers on a M-F schedule.



Key Statistics

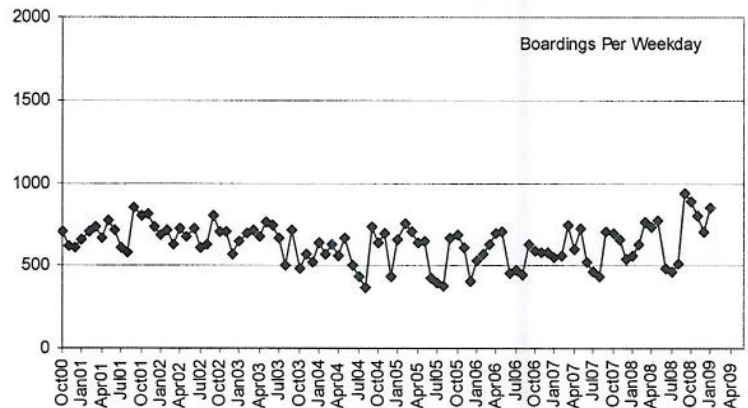
Length	8.4 mi	Avg Trip Length	3.8 mi
Run Time	38 min	Percent On-Time	90%
Speed	14.4 mph	W/C Per Day	3
# Stops	37	Avg Fare	\$1.30
Pop. Served	25,533		
Area Served	3.9 sq mi		
Population Density	6,511 per sq mi		
Zero-Auto Households	10%		

	M-F	Sat	Sun/Hol	Annual
Daily Trips	32	18		
Revenue Hours	26.0	16.4		7,453
Boardings	683	168		182,218
Revenue	\$886	\$218		\$236,466
Direct Cost	\$2,403	\$1,518		\$689,218
Cost Per Passenger	\$5.03	\$12.92		
Boardings/RH	26.3	10.2		
Farebox Recovery	26%	10%		

LEGEND

- Regular Bus Service
- Sunday Only
- Light Rail
- State & Interstate Highways
- Connecting Bus Routes 12
- Timetable Timepoints
- Transit Center
- Light Rail Stations
- Park & Ride Lot
- Bike Lockers

Historical Ridership



Headways

	M-F	Sat	Sun
Peak	30		
Base	60	60	
Evening			

Boardings Per Trip

Monday-Friday		Saturday	
IB to Florin LRT	OB to CRC	IB to Florin LRT	OB to CRC
Start Time	Boardings	Start Time	Boardings
5:44a	13	6:03a	3
6:12a	10	6:33a	21
6:42a	21	7:03a	19
7:12a	22	7:33a	21
8:12a	24	8:33a	18
9:14a	22	9:33a	15
10:14a	21	10:33a	16
11:14a	28	11:33a	23
12:14p	24	12:33p	22
1:17p	28	1:33p	23
2:17p	24	2:33p	25
3:17p	36	3:33p	33
3:23p	27	4:33p	30
4:17p	28	5:03p	23
5:17p	17	5:33p	19
6:17p	10	7:33p	13
Total	355	Total	323

Monday-Friday		Saturday	
IB to Florin LRT	OB to CRC	IB to Florin LRT	OB to CRC
Start Time	Boardings	Start Time	Boardings
9:01a	9	9:09a	6
10:01a	10	10:09a	7
11:01a	10	11:09a	8
12:01p	10	12:09p	11
1:01p	10	1:09p	9
2:01p	8	2:09p	12
3:01p	8	3:09p	12
4:01p	7	4:09p	11
5:01p	7	5:09p	14
Total	80	Total	89

Boardings By Type

Full Fare	36%
Discount Fare	40%
DHA	2%
Los Rios	13%
CSUS	0%
Lifetime Pass	1%
Paratransit*	3%
Central City Fare	0%
Other (Free)	4%

Traditionally, #54 and #58 served Florin Mall, Southgate Plaza, Cosumnes River College and Elk Grove, with Route 58 being the straighter route (at one point being a peak-only express) and Route 54 having more jogs to serve the hospitals and CRC. Saturday service was added in 1996 with 60 minute headways. Sun/Hol service was added in January 2000 with JARC funds. In September 2003, #54 and #58 were combined into one route (#54) and the terminal was changed from Florin Mall to Florin LRT with the South Line opening. Elk Grove service was eliminated in January 2005 with their withdrawal from the district.



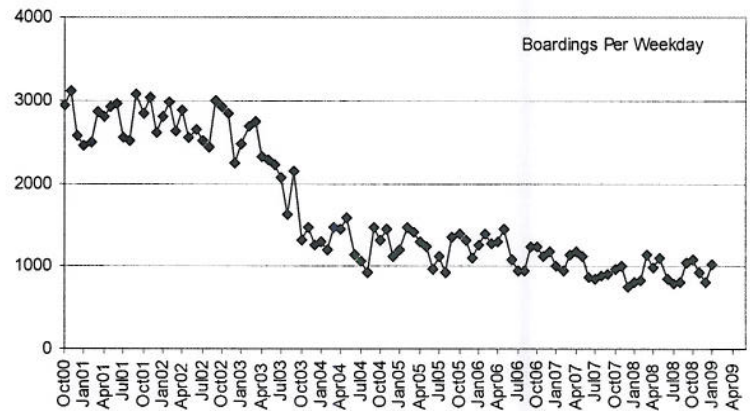
Key Statistics

Length	9.6 mi	Avg Trip Length	2.6 mi
Run Time	53 min	Percent On-Time	87%
Speed	14.9 mph	W/C Per Day	5
# Stops	47	Avg Fare	\$1.39

Pop. Served	23,555
Area Served	4.7 sq mi
Population Density	4,969 per sq mi
Zero-Auto Households	13%

	M-F	Sat	Sun/Hol	Annual
Daily Trips	50	30		
Revenue Hours	44.5	29.6		12,839
Boardings	980	387		269,044
Revenue	\$1,361	\$538		\$373,754
Direct Cost	\$4,113	\$2,739		\$1,187,206
Cost Per Passenger	\$6.00	\$10.12		
Boardings/RH	22.0	13.1		
Farebox Recovery	23%	14%		

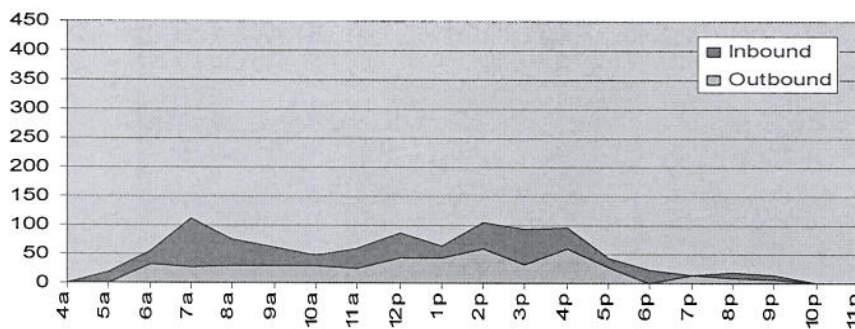
Historical Ridership



Headways

	M-F	Sat	Sun
Peak	30		
Base	30	60	
Evening	60	60	

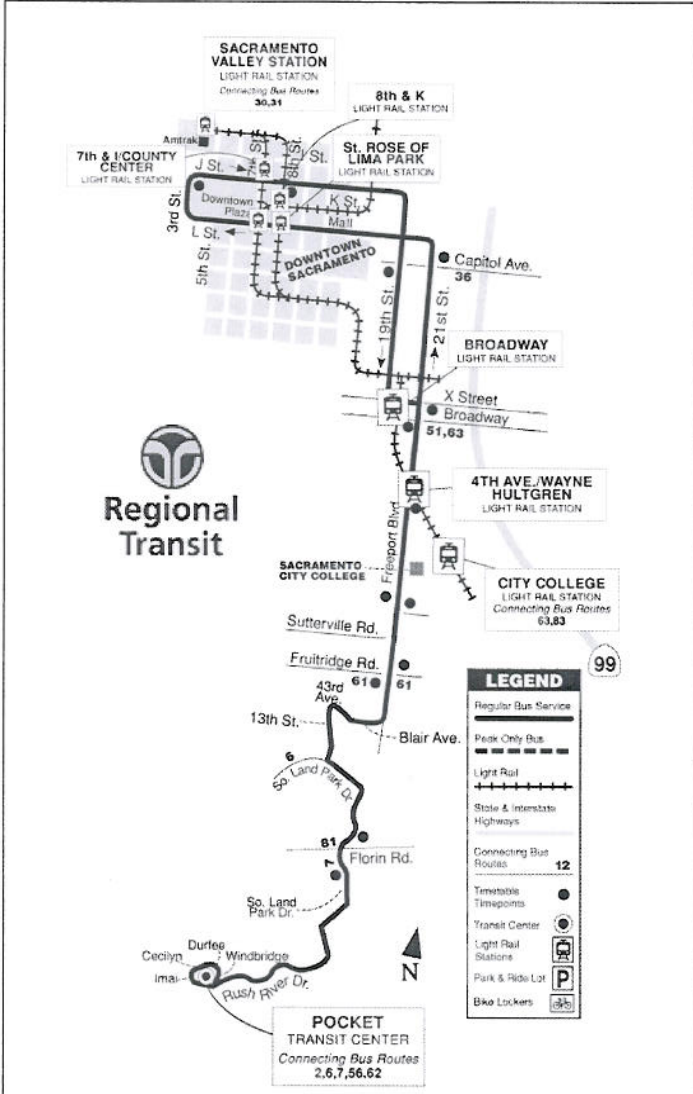
Boardings Per Hour



Boardings By Type

Full Fare	45%
Discount Fare	32%
DHA	5%
Los Rios	10%
CSUS	0%
Lifetime Pass	4%
Paratransit*	2%
Central City Fare	0%
Other (Free)	2%

Route 61 originally operated on Freeport, like Route 62, except that it turned and made an L-shape, going down Fruitridge, and then down Stockton to Florin Mall. Under this longer route it carried over 2,000 passengers per day. With the opening of the South Line in September 2003, it was realigned to its current crosstown configuration. Currently, Route 61 is interlined with #8 on weekends. In January 2008, Sun/Hol service will be eliminated due to budgetary constraints and low ridership.



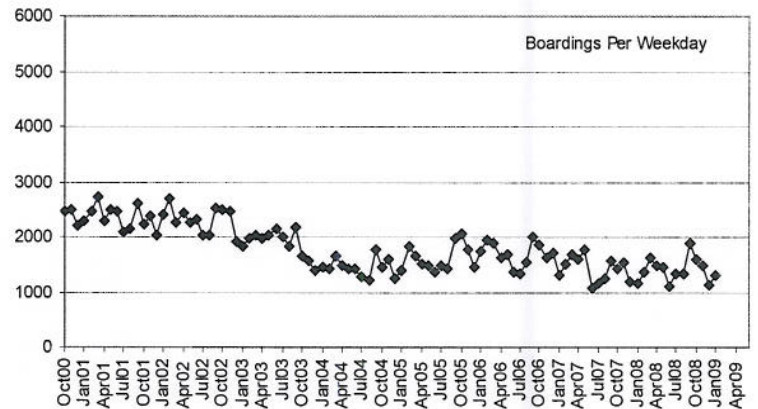
Key Statistics

Length	10.8 mi	Avg Trip Length	3.3 mi
Run Time	49 min	Percent On-Time	89%
Speed	13.2 mph	W/C Per Day	10
# Stops	69	Avg Fare	\$0.89

Pop. Served	32,038
Area Served	5.5 sq mi
Population Density	5,831 per sq mi
Zero-Auto Households	22%

	M-F	Sat	Sun/Hol	Annual
Daily Trips	64	29		
Revenue Hours	63.1	28.5		17,518
Boardings	1,414	405		380,216
Revenue	\$1,265	\$362		\$340,244
Direct Cost	\$5,838	\$2,635		\$1,619,876
Cost Per Passenger	\$5.90	\$9.30		
Boardings/RH	22.4	14.2		
Farebox Recovery	15%	10%		

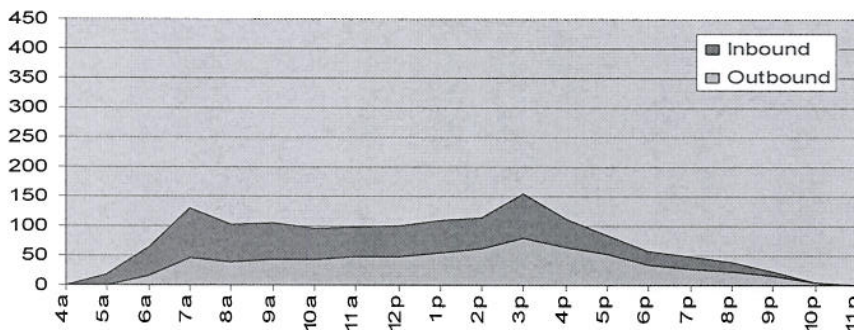
Historical Ridership



Headways

	M-F	Sat	Sun
Peak	30		
Base	30	60	
Evening	30	60	

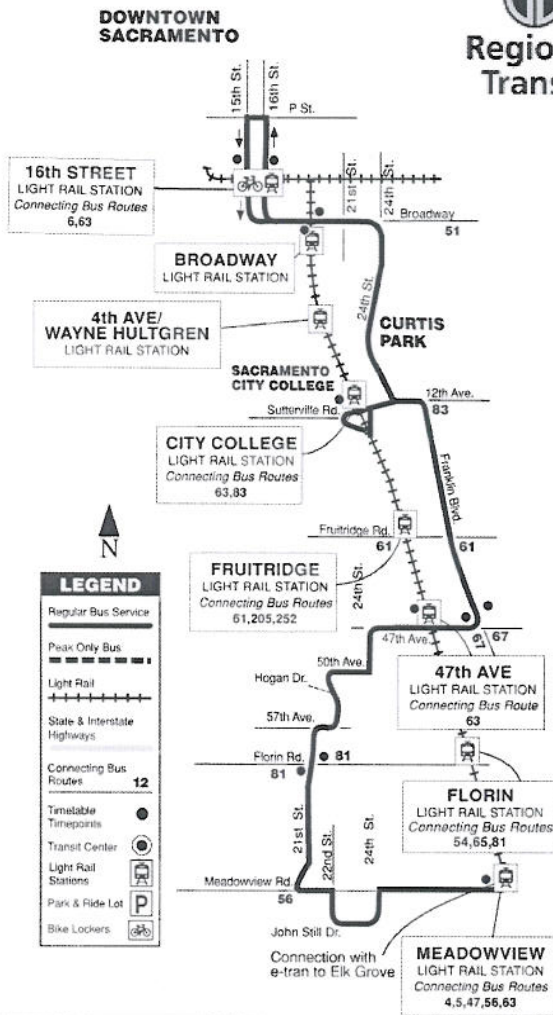
Boardings Per Hour



Boardings By Type

Full Fare	21%
Discount Fare	26%
DHA	1%
Los Rios	37%
CSUS	0%
Lifetime Pass	9%
Paratransit*	3%
Central City Fare	1%
Other (Free)	1%

Prior to September 2003, Route 62 was an L-shaped route serving its current alignment plus Florin Road to Florin Mall. In September 2003, the South Line opened and this leg was cut off. In January 2008, Saturday service returned from 30 minute headways back to 60 minute headways, and Sun/Hol service was eliminated due to budgetary constraints. Service on 19th Ave between Broadway and 21st Ave was eliminated in January 2008 when 21st Ave was made two-way. While ridership is not particularly bad on Route 62, it has a low farebox recovery due to the fact that most of the ridership comes from Sac City College students using a Los Rios pass and McClatchy students paying discount fare.

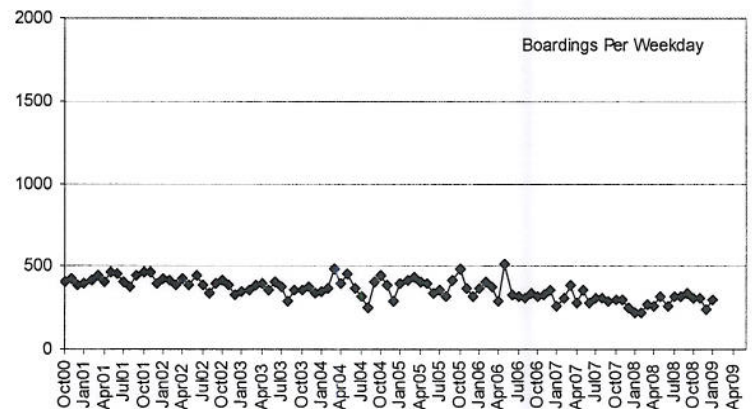


Key Statistics

Length	12.4 mi	Avg Trip Length	2.9 mi
Run Time	66 min	Percent On-Time	90%
Speed	13.5 mph	W/C Per Day	3
# Stops	74	Avg Fare	\$1.28
Pop. Served	37,283		
Area Served	5.8 sq mi		
Population Density	6,375 per sq mi		
Zero-Auto Households	24%		

	M-F	Sat	Sun/Hol	Annual
Daily Trips	22			
Revenue Hours	23.2			5,880
Boardings	277			70,358
Revenue	\$355			\$90,288
Direct Cost	\$2,141			\$543,733
Cost Per Passenger	\$11.05			
Boardings/RH	12.0			
Farebox Recovery	12%			

Historical Ridership



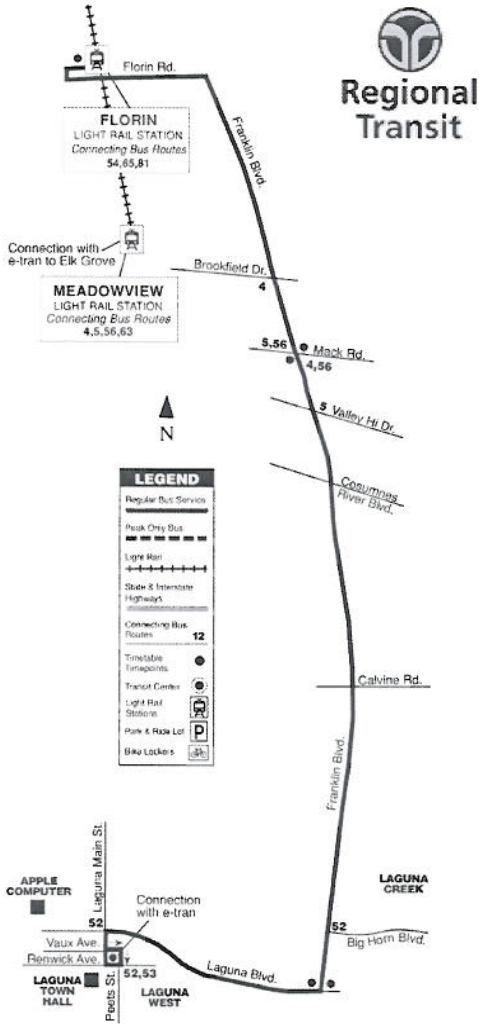
Boardings Per Trip

Weekday			
IB to Downtown		OB to Meadowview	
Start Time	Boardings	Start Time	Boardings
5:35a	5	6:38a	28
6:32a	19	7:38a	19
7:32a	17	8:38a	8
8:49a	11	9:53a	9
9:49a	8	10:53a	8
11:04a	9	12:08p	12
12:04p	9	1:08p	12
1:04p	10	2:08p	13
2:04p	14	3:08p	17
3:19p	15	4:23p	15
4:17p	24	5:38p	12

Boardings By Type

Full Fare	31%
Discount Fare	50%
DHA	1%
Los Rios	4%
CSUS	2%
Lifetime Pass	4%
Paratransit*	4%
Central City Fare	1%
Other (Free)	3%

Route 63 is interlined with Route 64 on weekdays and both have lost ridership from competition with light rail. Route 63 did not originally operate on Franklin Blvd. Originally, it took 24th St, just like Route 64. In September 2005, Route 63 was extended from 24th St to Meadowview LRT. The times were adjusted in June 2005 to even out downtown departures. In January 2008, Route 64 was eliminated and Route 63 will begin serving Sac City College. It will also terminate at 16th Street.



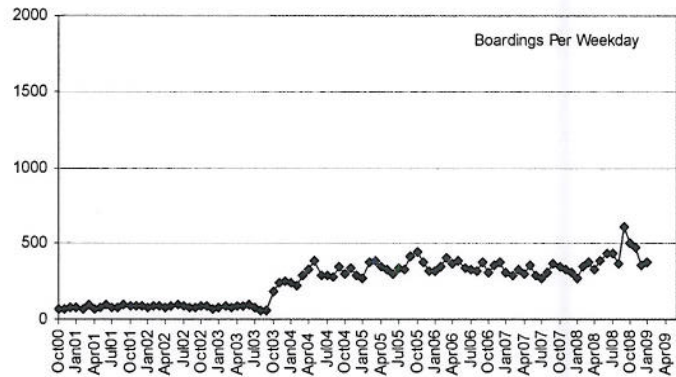
Key Statistics

Length	7.8 mi	Avg Trip Length	3.8 mi
Run Time	27 min	Percent On-Time	86%
Speed	19.2 mph	W/C Per Day	4
# Stops	26	Avg Fare	\$1.33

Pop. Served	22,097
Area Served	3.6 sq mi
Population Density	6,131 per sq mi
Zero-Auto Households	9%

	M-F	Sat	Sun/Hol	Annual
Daily Trips	28	16		
Revenue Hours	16.0	9.0		4,525
Boardings	391	133		106,230
Revenue	\$520	\$177		\$141,217
Direct Cost	\$1,478	\$828		\$418,441
Cost Per Passenger	\$5.40	\$8.89		
Boardings/RH	24.5	14.9		
Farebox Recovery	25%	15%		

Historical Ridership



Boardings Per Trip

Weekday

IB to Florin		OB to Laguna	
Start Time	Boardings	Start Time	Boardings
5:56a	11	6:22a	10
6:52a	29	7:22a	9
7:52a	19	8:22a	9
8:55a	19	9:22a	10
9:55a	17	10:22a	11
10:55a	13	11:22a	12
11:55a	13	12:22p	15
12:52p	11	1:22p	19
1:52p	9	2:22p	22
2:52p	11	3:22p	22
3:52p	12	4:22p	24
4:52p	8	5:22p	18
5:52p	6	6:22p	18
6:56p	6	7:22p	13

Boardings Per Trip

Saturday

IB to Florin		OB to Laguna	
Start Time	Boardings	Start Time	Boardings
7:58a	10	8:28a	6
9:08a	10	9:38a	7
10:18a	9	10:48a	7
11:28a	9	11:58a	9
12:38p	8	1:08p	9
1:48p	7	2:18p	11
2:58p	7	3:28p	11
3:58p	5	4:28p	10

Boardings By Type

Full Fare	38%
Discount Fare	38%
DHA	3%
Los Rios	14%
CSUS	1%
Lifetime Pass	2%
Paratransit*	1%
Central City Fare	0%
Other (Free)	2%

Note that Florin LRT opened in September 2003. Light rail connections were retimed in June 2005. Ridership tends to be strong only in the peak-hour and peak-direction. Saturday and off-peak ridership is considerably less.



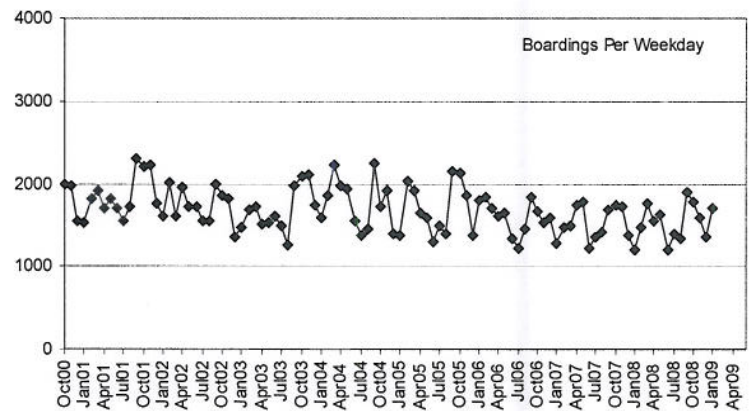
Key Statistics

Length	12.5 mi	Avg Trip Length	4.4 mi
Run Time	54 min	Percent On-Time	89%
Speed	15.4 mph	W/C Per Day	20
# Stops	51	Avg Fare	\$1.08
Pop. Served	26,222		
Area Served	5.5 sq mi		
Population Density	4,810 per sq mi		
Zero-Auto Households	9%		

	M-F	Sat	Sun/Hol	Annual
Daily Trips	58	31	28	
Revenue Hours	62.3	30.0	27.5	19,002
Boardings	1,677	532	409	477,753
Revenue	\$1,811	\$574	\$442	\$515,792
Direct Cost	\$5,761	\$2,771	\$2,538	\$1,757,117
Cost Per Passenger	\$4.91	\$7.45	\$8.87	
Boardings/RH	26.9	17.8	14.9	
Farebox Recovery	22%	15%	12%	



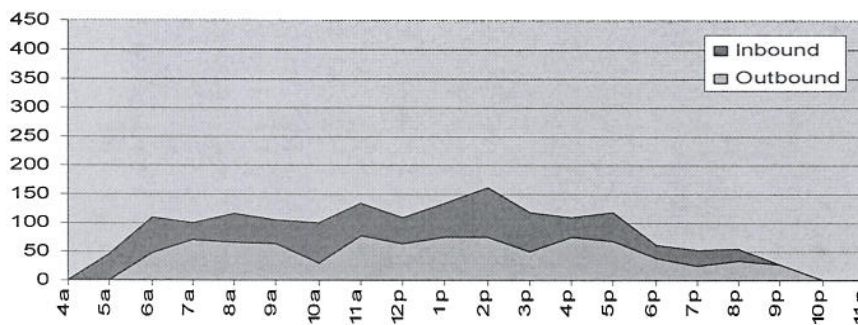
Historical Ridership



Headways

	M-F	Sat	Sun
Peak	30		
Base	30	60	60
Evening	30	60	60

Boardings Per Hour



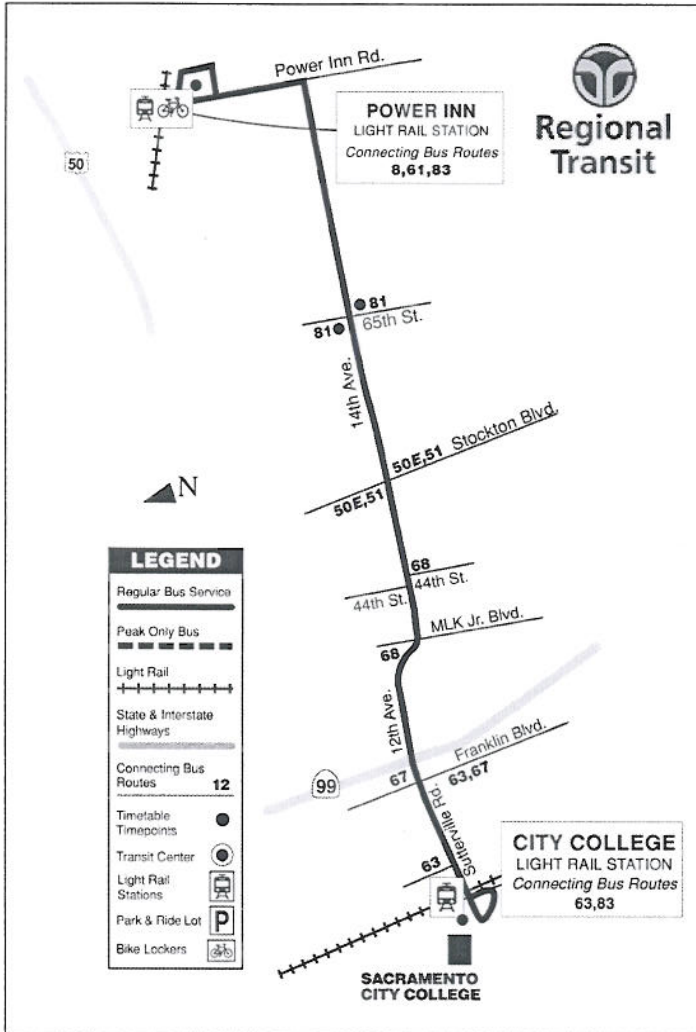
Boardings By Type

Full Fare	32%
Discount Fare	22%
DHA	3%
Los Rios	16%
CSUS	15%
Lifetime Pass	3%
Paratransit*	6%
Central City Fare	0%
Other (Free)	3%

Route 82 used to be part of Route 81 until they were split at Univ/65th Street for schedule adherence purposes in September 2000. It was realigned in April 2003 when American River Hospital closed on Engle Road. While ridership is fairly good on Route 82, farebox recovery is not particularly strong, due to the fact that a great deal of its ridership is from either CSUS or ARC students who, collectively, pay substantially less per ride than the average customer.

Boardings Per Trip

Monday-Friday				Saturday				Sun/Hol			
IB to Univ/65th St		OB to ARC		IB to Univ/65th St		OB to ARC		IB to Univ/65th St		OB to ARC	
Start Time	Boardings	Start Time	Boardings	Start Time	Boardings	Start Time	Boardings	Start Time	Boardings	Start Time	Boardings
5:23a	25	6:13a	20	6:23a	11	7:13a	13	7:23a	13	8:13a	13
5:53a	22	6:43a	29	7:23a	16	8:13a	15	8:21a	11	9:13a	15
6:23a	30	7:13a	33	8:21a	16	9:13a	25	9:21a	12	10:13a	19
6:51a	31	7:43a	38	9:21a	16	10:13a	20	10:21a	16	11:13a	17
7:19a	30	8:13a	33	10:21a	19	11:13a	22	11:21a	13	12:13p	20
8:04a	35	8:58a	34	11:21a	15	12:13p	18	12:21p	18	1:13p	23
8:34a	16	9:28a	36	12:21p	23	1:13p	28	1:21p	15	2:13p	20
9:04a	20	9:58a	28	1:21p	18	2:13p	23	2:21p	17	3:13p	20
9:34a	20	10:28a	29	2:21p	21	3:13p	18	3:21p	14	4:13p	17
10:19a	37	11:13a	38	3:21p	21	4:13p	18	4:21p	17	5:13p	18
10:49a	33	11:43a	39	4:21p	20	5:13p	18	5:21p	12	6:13p	20
11:19a	31	12:13p	32	5:21p	18	6:13p	19	6:22p	9	7:13p	18
11:49a	27	12:43p	33	6:22p	11	7:13p	13	7:22p	9	8:13p	13
12:33p	43	1:28p	42	7:22p	11	8:13p	17	8:22p	10	9:22p	4
1:03p	27	1:58p	34	8:22p	12	9:13p	12				
1:33p	31	2:28p	34	9:22p	7						
2:03p	38	2:58p	41								
2:46p	49	3:43p	49								
3:16p	36	4:13p	39								
3:46p	33	4:43p	36								
4:16p	34	5:13p	34								
5:01p	34	5:58p	34								
5:31p	18	6:28p	19								
6:01p	12	6:58p	18								
6:31p	12	7:28p	25								
7:21p	18	8:13p	19								
7:51p	10	8:43p	15								
8:21p	12	9:13p	14								
8:51p	8	9:43p	13								
Total	771	Total	885	Total	256	Total	281	Total	190	Total	231

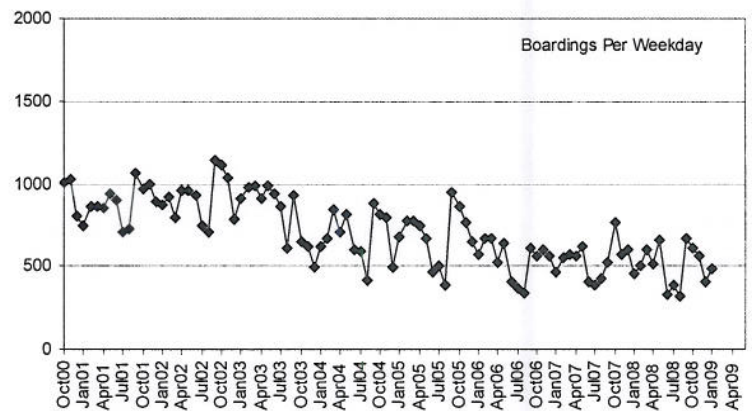


Key Statistics

Length	5.3 mi	Avg Trip Length	1.3 mi
Run Time	26 min	Percent On-Time	90%
Speed	12.2 mph	W/C Per Day	3
# Stops	27	Avg Fare	\$1.13
Pop. Served	19,474		
Area Served	3.6 sq mi		
Population Density	5,434 per sq mi		
Zero-Auto Households	14%		

	M-F	Sat	Sun/Hol	Annual
Daily Trips	44			
Revenue Hours	23.8			6,049
Boardings	409			103,886
Revenue	\$463			\$117,482
Direct Cost	\$2,202			\$559,392
Cost Per Passenger	\$7.70			
Boardings/RH	17.2			
Farebox Recovery	15%			

Historical Ridership



Boardings Per Trip

IB to Power Inn		OB to City College	
Start Time	Boardings	Start Time	Boardings
6:22a	8	6:53a	12
7:07a	13	7:38a	7
7:37a	21	8:08a	10
8:07a	7	8:38a	5
8:37a	8	9:08a	7
9:07a	6	9:53a	7
9:52a	7	10:23a	7
10:22a	8	10:53a	6
10:52a	6	11:23a	9
11:22a	7	11:53a	7
11:52a	8	12:38p	9
12:22p	12	1:08p	12
1:07p	12	1:38p	8
1:37p	9	2:08p	8
2:07p	9	2:38p	7
2:37p	12	3:08p	17
3:07p	12	3:53p	13
3:37p	11	4:23p	10
4:22p	14	4:53p	9
4:52p	9	5:23p	10
5:22p	9	6:08p	7
5:52p	7		
6:37p	7		
Total	223	Total	188

Boardings By Type

Full Fare	15%
Discount Fare	69%
DHA	2%
Los Rios	9%
CSUS	1%
Lifetime Pass	1%
Paratransit*	1%
Central City Fare	0%
Other (Free)	2%

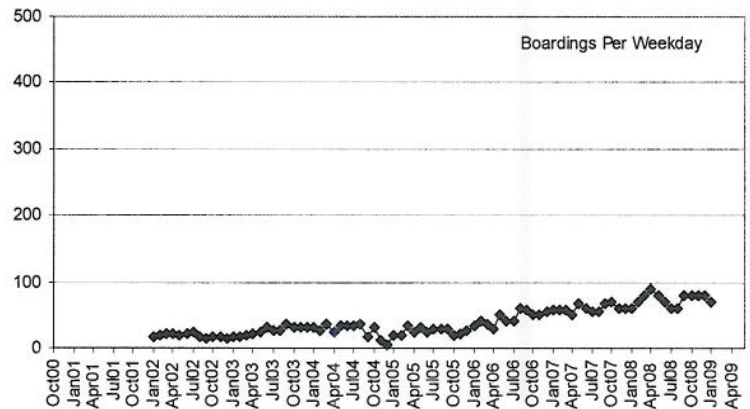
Route 83 was originally part of Route 87. It was split off in June 1997. Its traditional purpose was to connect Univ/65th LRT to Sac City College, before the South Line existed. Under the old alignment, it also had a jog in it up 33rd Street to McGeorge Law School and back down Stockton to 14th Ave. It did not originally serve Power Inn LRT. In January 2005, headways were stretched from 30 to 45 minutes during some parts of the day. In January 2008, because of budgetary constraints and low ridership, the route was shortened to only go between City College and Power Inn and it will no longer go to Univ/65th. A great deal of the ridership on Route 83 is from Hiram Johnson students, which partly explains the 69% use of discount fare and seasonal fluctuation.

Key Statistics

Length	5.3 mi	Cash Boardings	42%
Run Time	18 min	Route Deviations	41 per week
Speed	19.3 mph	W/C Per Day	4
# Stops	25	Avg Fare	\$1.47
Pop. Served	17,544		
Area Served	2.9 sq mi		
Population Density	5,981 per sq mi		
Zero-Auto Households	9%		

	M-F	Sat	Sun/Hol	Annual
Daily Trips	24			
Revenue Hours	11.7			2,972
Boardings	76			19,304
Revenue	\$112			\$28,336
Direct Cost	\$878			\$222,885
Cost Per Passenger	\$17.66			
Boardings/RH	6.5			
Farebox Recovery	8%			

Historical Ridership



Headways

	M-F	Sat	Sun
Peak	60		
Base	60		
Evening			

Boardings Per Trip

To Sunrise Mall		To Mercy San Juan	
Start Time	Boardings	Start Time	Boardings
7:14a	6	6:41a	5
8:14a	3	7:41a	4
9:14a	3	8:41a	2
10:14a	2	9:41a	2
11:14a	3	10:41a	2
12:14p	4	11:41a	3
1:14p	3	12:41p	3
2:14p	5	1:41p	4
3:14p	4	2:41p	5
4:14p	3	3:41p	3
5:14p	2	4:41p	2
6:14p	1	5:41p	1

Boardings By Type

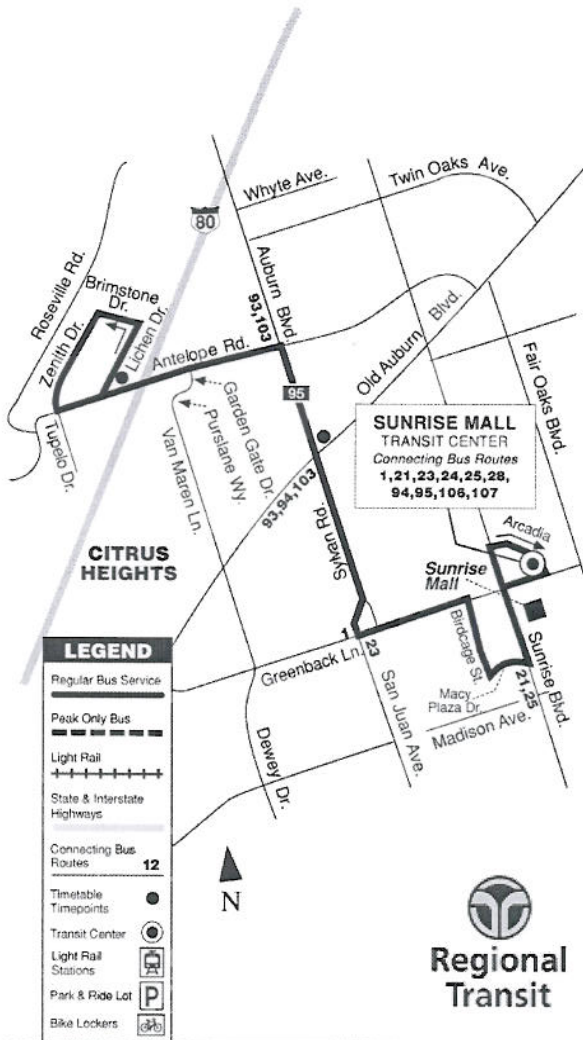
Full Fare	50%
Discount Fare	29%
DHA	0%
Los Rios	0%
CSUS	7%
Lifetime Pass	14%
Paratransit*	0%
Discount CBS Fare	0%
Other (Free)	0%



LEGEND

- Regular Bus Service
- Peak Only Bus
- Light Rail
- State & Interstate Highways
- Connecting Bus Routes **12**
- Timetable Timepoints
- Transit Center
- Light Rail Stations
- Park & Ride Lot
- Bike Lockers

Route 94 was implemented in January 2002. Route 94, along with Route 95 (both Community Bus routes), replaced Route 92. In April 2004, Route 94 was realigned to serve Sunrise Mall instead of Louis & Orlando, in an attempt to boost ridership. Routes 94 has an unusually high percentage of cash boardings, which is indicative of occasional riders.

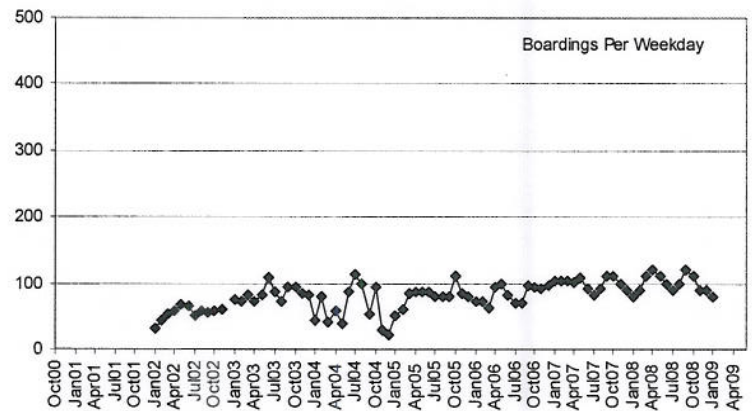


Key Statistics

Length	6.5 mi	Cash Boardings	50%
Run Time	20 min	Route Deviations	45 per week
Speed	17.0 mph	W/C Per Day	4
# Stops	24	Avg Fare	\$1.50
Pop. Served	15,613		
Area Served	2.8 sq mi		
Population Density	5,614 per sq mi		
Zero-Auto Households	8%		

	M-F	Sat	Sun/Hol	Annual
Daily Trips	24			
Revenue Hours	11.8			3,006
Boardings	102			25,908
Revenue	\$153			\$38,744
Direct Cost	\$887			\$225,424
Cost Per Passenger	\$13.31			
Boardings/RH	8.6			
Farebox Recovery	11%			

Historical Ridership



Headways

	M-F	Sat	Sun
Peak	60		
Base	60		
Evening			

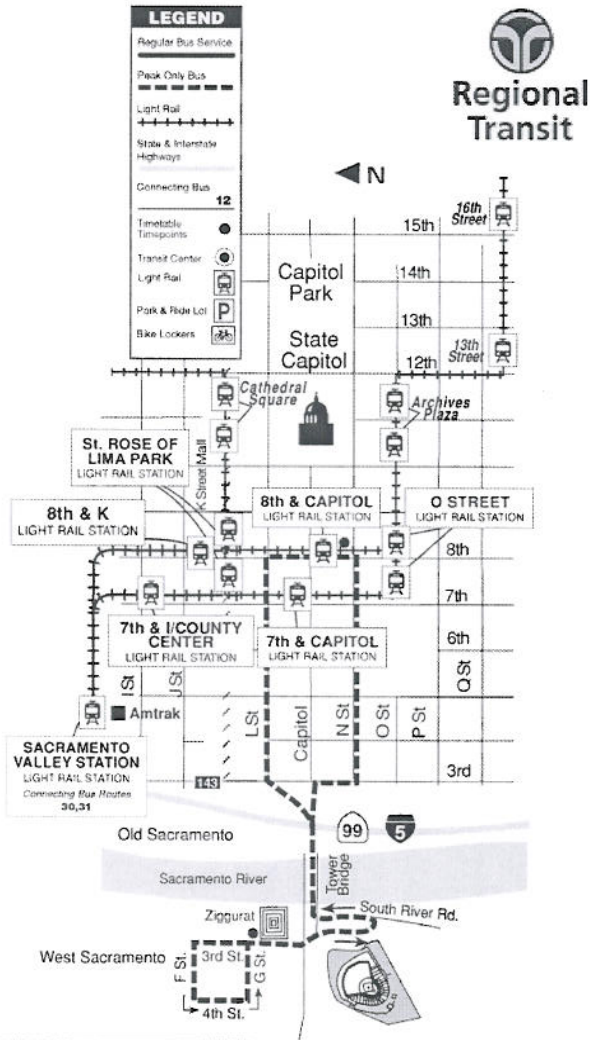
Boardings Per Trip

IB to Sunrise Mall		OB to Antelope	
Start Time	Boardings	Start Time	Boardings
6:44a	4	6:09a	1
7:44a	4	7:09a	5
8:44a	3	8:09a	2
9:44a	3	9:09a	1
10:44a	3	10:09a	2
11:44a	4	11:09a	2
12:44p	4	12:09p	2
1:44p	5	1:09p	4
2:44p	8	2:09p	5
3:44p	5	3:09p	6
4:44p	4	4:09p	4
5:44p	2	5:09p	3

Boardings By Type

Full Fare	43%
Discount Fare	46%
DHA	0%
Los Rios	9%
CSUS	0%
Lifetime Pass	3%
Paratransit*	0%
Discount CBS Fare	0%
Other (Free)	0%

Route 95 was created in January 2002. Route 95, along with Route 94 (both Community Bus routes), replaced Route 92. Routes 95 has an unusually high percentage of cash boardings, which is indicative of occasional riders.

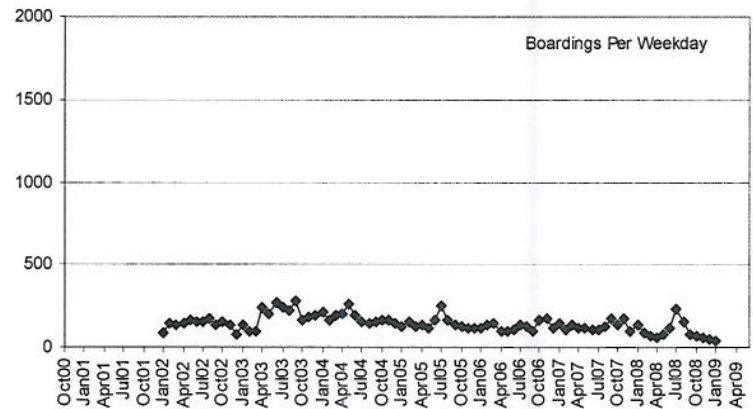


Key Statistics

Length	3.8 mi	Avg Trip Length	0.4 mi
Run Time	18 min	Percent On-Time	
Speed	13.0 mph	W/C Per Day	1
# Stops	10	Avg Fare	\$1.65
Pop. Served	3,778		
Area Served	0.5 sq mi		
Population Density	7,451 per sq mi		
Zero-Auto Households	57%		

	M-F	Sat	Sun/Hol	Annual
Daily Trips	21			
Revenue Hours	5.7			1,435
Boardings	83			21,082
Revenue	\$137			\$34,820
Direct Cost	\$522			\$132,704
Cost Per Passenger	\$9.00			
Boardings/RH	14.7			
Farebox Recovery	18%			

Historical Ridership



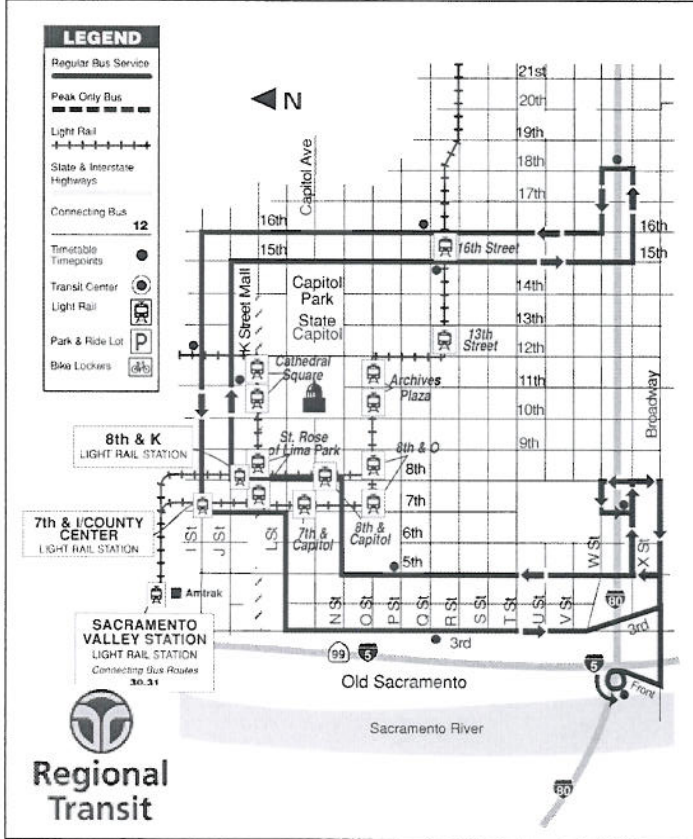
Boardings Per Trip

Morning		Afternoon	
Start Time	Boardings	Start Time	Boardings
6:05a	3	2:56p	2
6:41a	5	3:26p	2
6:56a	3	3:41p	4
7:11a	5	3:56p	4
7:26a	5	4:11p	3
7:41a	7	4:26p	6
7:56a	4	4:41p	8
8:11a	3	4:56p	4
8:26a	2	5:11p	4
8:41a	2	5:26p	2
		5:41p	1
Total	38	Total	40

Boardings By Type

Full Fare	56%
Discount Fare	4%
DHA	0%
Los Rios	2%
CSUS	0%
Lifetime Pass	2%
Paratransit*	0%
Central City Fare	33%
Other (Free)	2%

Route 140 was created in January 2002. In June 2003, peak headways were stretched from five to ten minutes and midday service was added. In September 2004, peak headways were stretched to fifteen minutes for rest and meal break requirements. In September 2005, midday headways were stretched from 30 to 60 minutes. In January 2008, midday service will be eliminated due to budgetary constraints and low ridership. Please note that this route is a loop and does not have an official "inbound" and "outbound" direction.



Key Statistics

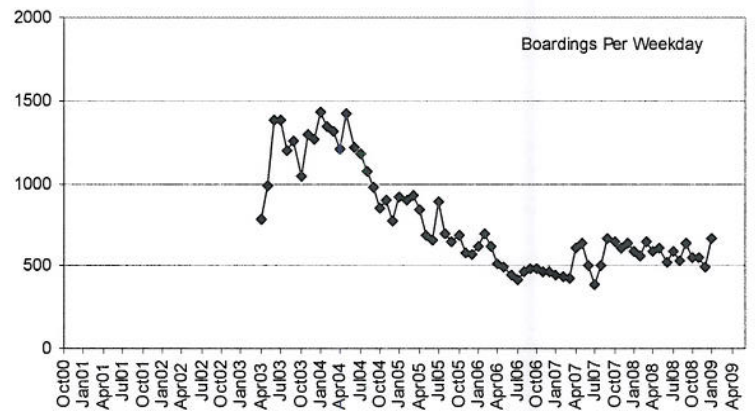
Length	5.0 mi	Avg Trip Length	0.2 mi
Run Time	30 min	Percent On-Time	
Speed	12.1 mph	W/C Per Day	2
# Stops	26	Avg Fare	\$1.76
Pop. Served	13,785		
Area Served	2.2 sq mi		
Population Density	6,398 per sq mi		
Zero-Auto Households	42%		

	M-F	Sat	Sun/Hol	Annual
Daily Trips	63			
Revenue Hours	34.1			8,653
Boardings	383			97,282
Revenue	\$673			\$170,871
Direct Cost	\$3,150			\$800,138
Cost Per Passenger	\$11.76			
Boardings/RH	11.2			
Farebox Recovery	15%			

Boardings Per Trip

Eastbound		Westbound	
Start Time	Boardings	Start Time	Boardings
5:57a	7	5:57a	5
6:12a	7	6:12a	8
6:27a	4	6:27a	8
6:42a	9	6:42a	15
6:57a	9	6:57a	14
7:12a	8	7:12a	13
7:27a	9	7:27a	15
7:42a	10	7:42a	14
7:57a	6	7:57a	9
8:12a	9	8:12a	7
8:27a	5	8:27a	8
8:42a	2	8:42a	7
8:57a	0	8:57a	4
9:12a	4	9:54a	5
10:17a	3	10:54a	3
11:17a	3		
12:17p	3	11:54a	3
1:17p	2	12:54p	3
2:17p	3	1:54p	3
3:08p	6	2:54p	4
3:17p	5	3:24p	7
3:31p	5	3:37p	3
3:45p	24	3:52p	5
3:58p	6	4:07p	4
4:13p	10	4:22p	5
4:28p	7	4:37p	3
4:48p	11	4:52p	7
5:02p	7	5:07p	3
5:17p	6	5:22p	2
5:32p	4	5:37p	2
5:47p	3	5:52p	2
6:02p	0		
6:17p	0		
Total	197	Total	193

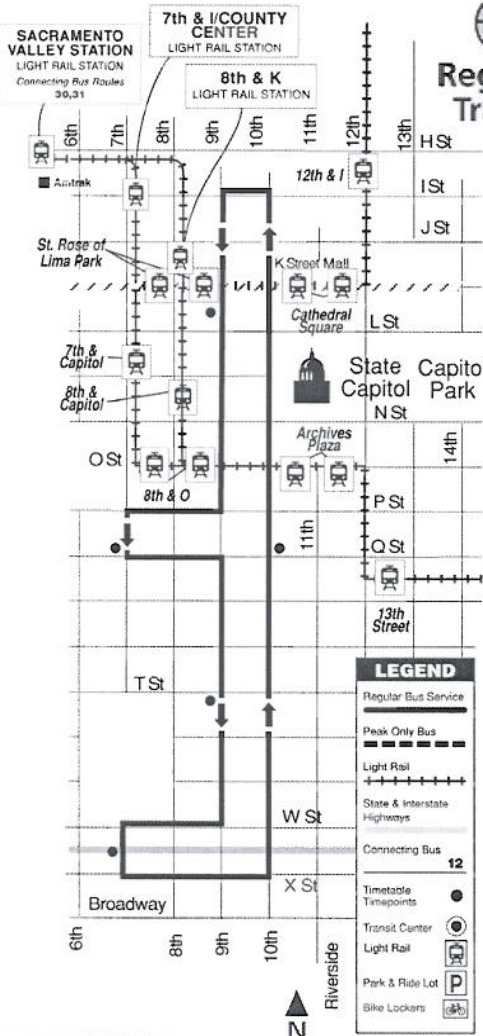
Historical Ridership



Boardings By Type

Full Fare	61%
Discount Fare	10%
DHA	0%
Los Rios	0%
CSUS	3%
Lifetime Pass	0%
Paratransit*	0%
Central City Fare	26%
Other (Free)	0%

Route 141 was created in April 2003 and primarily serves state workers who park under the freeway between W and X Streets. In February 2005, the eastern terminal was moved from 21st to 18th Street. In September 2005, midday headways were stretched from 30 to 60 minutes.

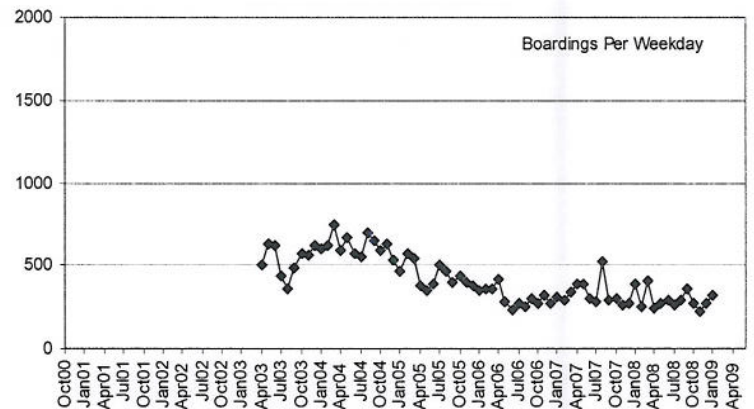


Key Statistics

Length	3.3 mi	Avg Trip Length	mi
Run Time	13 min	Percent On-Time	
Speed	14.4 mph	W/C Per Day	1
# Stops	18	Avg Fare	\$1.84
Pop. Served	6,355		
Area Served	1.0 sq mi		
Population Density	6,455 per sq mi		
Zero-Auto Households	48%		

	M-F	Sat	Sun/Hol	Annual
Daily Trips	37			
Revenue Hours	17.5			4,453
Boardings	251			63,754
Revenue	\$463			\$117,487
Direct Cost	\$1,621			\$411,811
Cost Per Passenger	\$9.23			
Boardings/RH	14.3			
Farebox Recovery	20%			

Historical Ridership



Boardings Per Trip

Morning		Afternoon	
Start Time	Boardings	Start Time	Boardings
6:00a	3	12:24p	4
6:15a	3	12:54p	3
6:30a	4	1:24p	3
6:45a	4	1:54p	4
7:00a	7	2:24p	6
7:15a	6	2:53p	9
7:30a	9	3:08p	4
7:45a	10	3:23p	8
8:00a	9	3:38p	6
8:15a	9	3:53p	9
8:30a	10	4:08p	8
8:45a	9	4:23p	16
9:00a	7	4:38p	10
9:24a	4	4:53p	18
9:54a	3	5:08p	14
10:24a	3	5:23p	10
10:54a	3	5:38p	6
11:24a	3	5:53p	7
11:54a	3		
Total	109	Total	144

Boardings By Type

Full Fare	72%
Discount Fare	10%
DHA	0%
Los Rios	4%
CSUS	1%
Lifetime Pass	0%
Paratransit*	0%
Central City Fare	10%
Other (Free)	3%

Route 142 was created in April 2003 and primarily shuttles state workers from the parking lot under the freeway to downtown offices. Please note that this route is a loop and does not have an official "inbound" and "outbound" direction.