

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
9	06/10/13	Open	Information	05/28/13

Subject: Ridership Update

ISSUE

For informational purposes only.

RECOMMENDED ACTION

None.

FISCAL IMPACT

None.

DISCUSSION

RT's 2012 TransitRenewal study recommended that RT begin issuing quarterly reports on RT's ridership. Existing reporting processes at RT include the General Manager/CEO's Monthly Performance Report, which covers a broad range of agency-wide metrics, including not only ridership, but also revenues, expenditures, reliability, security, complaints, etc. Quarterly Ridership Reports, as recommended by the TransitRenewal study, provide an opportunity for a more detailed examination of ridership trends, including breakdowns by route and time of day, as well as for special supplemental reports issued on an annual or greater basis.

One of the key purposes of quarterly reporting is to regularly evaluate RT's fixed-route bus and light rail system against RT's productivity standards established as part of the TransitRenewal study. Routes that do not meet RT's productivity standards are put on a watch list for closer examination. Corrective action for routes persistently on RT's watch list may include route/schedule adjustments or reductions, promotional campaigns, conversion to a smaller bus route, and/or pursuit of a cost-sharing agreement. This process also includes evaluation of new routes pursuant to RT's "sunset" process established in the TransitRenewal study whereby new routes are automatically eliminated if they fail to meet RT's productivity standards within their first two years of operation.

Attached is the Quarterly Ridership Report for January through March 2013 (Attachment 1).

Approved:

Presented:

Final 06/04/13
General Manager/CEO

AGM of Planning & Transit System Development

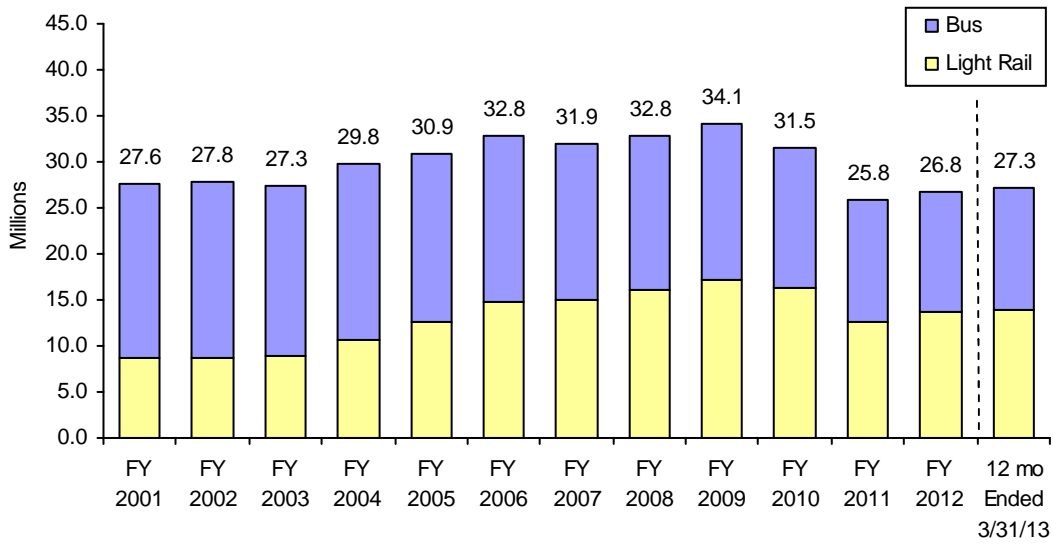
J:\Board Meeting Documents\2013\10 June 10, 2013\Q1 Ridership Update - IP.doc



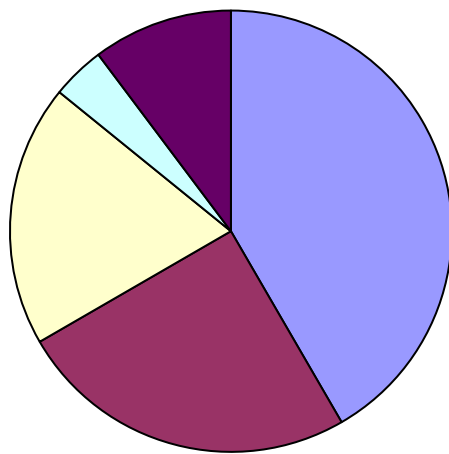
Quarterly Ridership Report
Period Ending March 31, 2013

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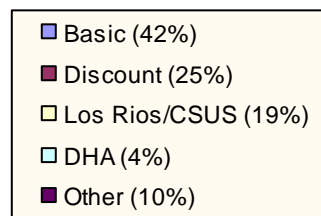
System Profile - Annual Boardings by Fiscal Year



Source: RT Monthly Ridership Reports



Fare Payment by Category



Source: RT FY 2012 Fare Survey

Quarterly Ridership Report
Period Ending March 31, 2013

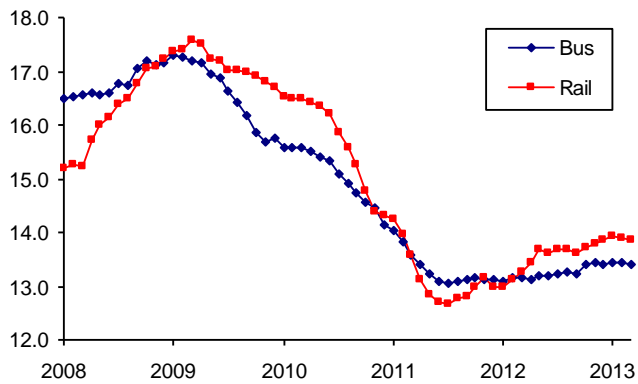
Historical Trends

RT ridership peaked in early 2009 as \$4.00 gas prices and construction on Interstate 5 led commuters to try RT. This ridership increase was in spite of 7 percent service cuts in January 2008 made in response to funding cuts. In 2009, ridership declined sharply as funding reductions again prompted two fare increases (from \$2.00 to \$2.50)¹, elimination of transfers, and an additional 4 percent service cut to the bus system.

Economic Factors

There was a notable spike in gas prices to over \$4.50 per gallon for approximately 20 days in October 2012, which may have contributed to strong ridership in October and November. Gas prices less than \$4.00 per gallon now seem to be more unusual than gas prices over \$4.00 per gallon.

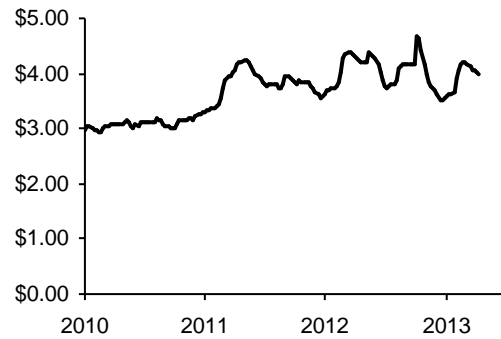
Rolling 12-Month Ridership
(millions)



After another round of major reductions in state funding, in June 2010 RT was forced to declare a state of fiscal emergency and implemented service reductions amounting to 20 percent of all bus service and 16 percent of all light rail service,² including the elimination of all bus and light rail trips starting at 9:00 p.m. or later, lengthening of weekend headways on light rail from 15 to 30 minutes, and the complete elimination of 27 bus routes. In the year following the 2010 service cuts, total ridership declined 18 percent, from 31.5 million to 25.8 million.

With no major changes, ridership rebounded in FY 2012, increasing by 4 percent to 26.8 million. In September 2012, RT implemented service increases of 5.4 percent to both the bus and the light rail system. Since the changes were implemented, total ridership has increased 2.0 percent compared to the previous year. For the twelve months ended March 31, 2013 RT's ridership is 27.3 million.

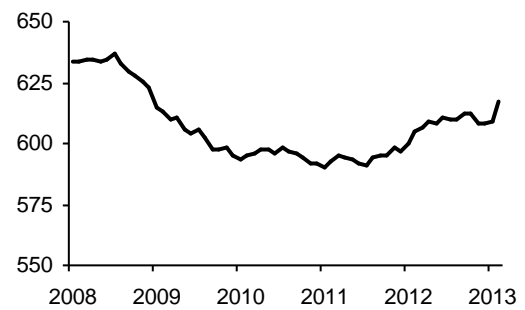
California Gas Prices



Source: U.S. Energy Information Association

Employment in Sacramento County area declined sharply from 2008 to 2010 and was relatively flat until 2012. Since 2012, employment has been increasing gradually, but is still well below 2008 levels.

Total Employment
in Sacramento County
(thousands)



Source: Calif. Employment Development Dept.

¹ Fares increased to \$2.25 in January 2009 and to \$2.50 in September 2009.

² Light rail train-hours were reduced by 16 percent. Light rail vehicle revenue hours, which count all cars in multi-car trains, were only reduced by 11 percent.

Quarterly Ridership Report
Period Ending March 31, 2013

Service Changes

On September 2, 2012, following the TransitRenewal comprehensive operational analysis of RT's system, major service changes were made to RT's bus and light rail system, including:

- an additional two hours of evening service on light rail on weekdays,
- an additional hour of evening service on light rail on Saturdays,
- an additional hour of evening service on major bus routes on weekdays,
- headway improvements to four bus routes (Routes 1, 25, 51, and 55),
- elimination of Routes 14, 16, and 31 on weekdays and of Routes 22, 34, and 47 on weekends,
- realignment of several routes, including Routes 1, 5, 19, 22, 25, 26, 34, and 54, and other changes.

The September 2012 service changes increased revenue hours as follows, compared to service levels immediately prior:

Bus and CBS Service	Change in Revenue Hours
Weekdays	+6.1 percent
Saturdays	+1.2 percent
Sundays/Holidays	-0.9 percent
Annualized	+5.4 percent

Light Rail Service	Change in Revenue Hours
Weekdays	+5.5 percent
Saturdays	+11.2 percent
Sundays/Holidays	-0.1 percent
Annualized	+5.4 percent

Other changes between this year and last also include schedule adjustments on light rail implemented in April 2012, the opening of the Green Line in June 2012, and new evening and early morning trips added to Route 24 in January 2013.

Ridership Trends

For the three month period ended March 31, 2013, year-over-year ridership trends are as follows (additional details on page __):

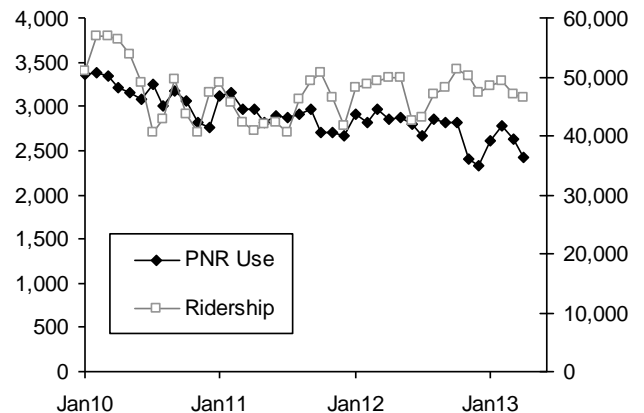
Bus and CBS Service	Percent Change in Ridership
Weekdays	+1.7 percent
Saturdays	+8.0 percent
Sundays/Holidays	+3.9 percent

Light Rail Service	Percent Change in Ridership
Weekdays	-1.3 percent
Saturdays	+19.0 percent
Sundays/Holidays	+18.0 percent

Combined Bus and CBS ridership increased 1.7 percent over last year. Weekday light rail ridership decreased slightly from strong numbers last year, but still increased significantly from 2011. Weekend ridership showed solid increases, especially on light rail.

Parking Lot Use

Parking fees of \$1.00 per day were instituted at three light rail stations in January 2010 and an additional three stations in October 2010.



Park-and-Ride (PNR) use has been decreasing relative to average weekday light rail ridership since approximately mid-2011, with the differences becoming more noticeable since mid-2012.

**Quarterly Ridership Report
Period Ending March 31, 2013****Bus Ridership Highlights**

Average weekday bus ridership increased by 623 (+1.3%) from 47,671 to 48,294 compared to last year, but decreased by 1,223 (-2.4%) from last quarter. In comparison, ridership was essentially unchanged for the same period last year.

Route 1 (Greenback) - An extra hour of evening service was added, headways were improved from 20 to 15 minutes and the segment north of I-80 was eliminated (changed to Route 26) on weekdays. Ridership on the combined routes increased by 206 (+4%) from 4,651 to 4,858 while revenue hours increased by 32 (+26%) from 119 to 151. Ridership was essentially unchanged from last quarter on a seasonally adjusted basis.

Route 5 (Meadowview/Valley Hi) - Service on Power Inn Road was eliminated due to low ridership and headways to the main branch to Florin High School were restored to 60 minutes (from 2 hours). Ridership was essentially unchanged compared to last year as well as compared to last quarter.

Route 11 (Truxel) - Two evening trips were added leaving downtown at 6:08 and 6:38 p.m. (last trip was previously 5:38 p.m.). Average daily ridership increased by 51 (+7%) from 697 to 747, while revenue hours increased by 11 percent. This is an insignificant change from last quarter. Saturday service, which was also introduced in September 2012, grew from 270 daily boardings to 314 daily boardings and is now meeting RT's weekend service standards of 15 boardings per revenue hour.

North Sacramento - Overall, for Routes 13, 14, 16, and 19, average weekday ridership decreased by 505 (-15%) from 3,408 to 2,904 on a year over year basis. For the same routes, daily revenue hours decreased by 35 (-23%) from 150 to 115. Compared to last quarter, ridership also decreased by 160 (-5.2%) from 3,063 to 2,904. Weekday on-time performance on Route 19 decreased from the 75 to 90 percent range last year to an average of 72.2 percent. Weekend on-time performance also decreased from the 40 to 70 percent range to 31.7 and 55.9 percent on Saturdays and Sundays, respectively.

Route 22 (Arden) - The segment of Route 22 east of Morse Ave. was eliminated and the route was realigned to serve Kaiser Hospital on Morse Ave. and the Walmart on Watt Ave. Ridership has been virtually unchanged.

Revenue hours decreased slightly, while productivity increased from 24 to 26 boardings per hour.

Route 25 (Marconi) - Service was eliminated on Del Paso Blvd. between the Marconi light rail station and the Arden/Del Paso light rail station and headways were improved from 60 to 30 minutes on Marconi Ave. but kept the same on the remainder of the route north of Marconi Ave. An extra hour of evening service was added so that the last outbound trip from Marconi/Arcade is now at 7:47 p.m. Average weekday ridership improved by 118 (+11%) from 1,066 to 1,183 while revenue hours increased 39 percent.

Route 30/31/34 - Combined average weekday ridership decreased by 99 (-4%) from 2,609 to 2,511 while revenue hours were essentially unchanged.

Route 51 (Stockton) - Weekday headways were improved from 15 to 12 minutes during the day and evening service was extended an hour later, so that the last trip now leaves downtown at 9:54 p.m. Average weekday ridership increased by 356 (+13%) from 4,444 to 4,800 while revenue hours increased 32 percent.

Route 54 (Center Parkway) - Route 54 was extended from Cosumnes River College to Gerber Road via Calvine Road and Power Inn Road. Average weekday ridership decreased by 28 (-4.6%) from 627 to 599. Daily revenue hours increased by 11 (+44%) as a result of this change, although the additional time is mostly charged to Route 65 because it was mostly added as schedule recovery after Route 65 trips.

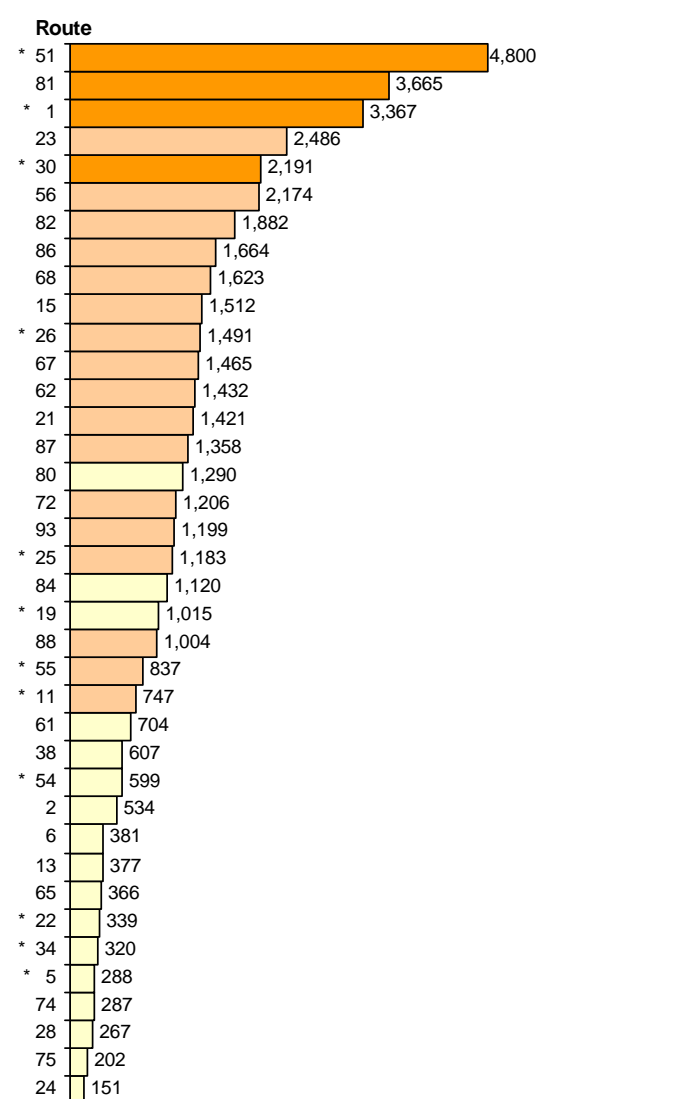
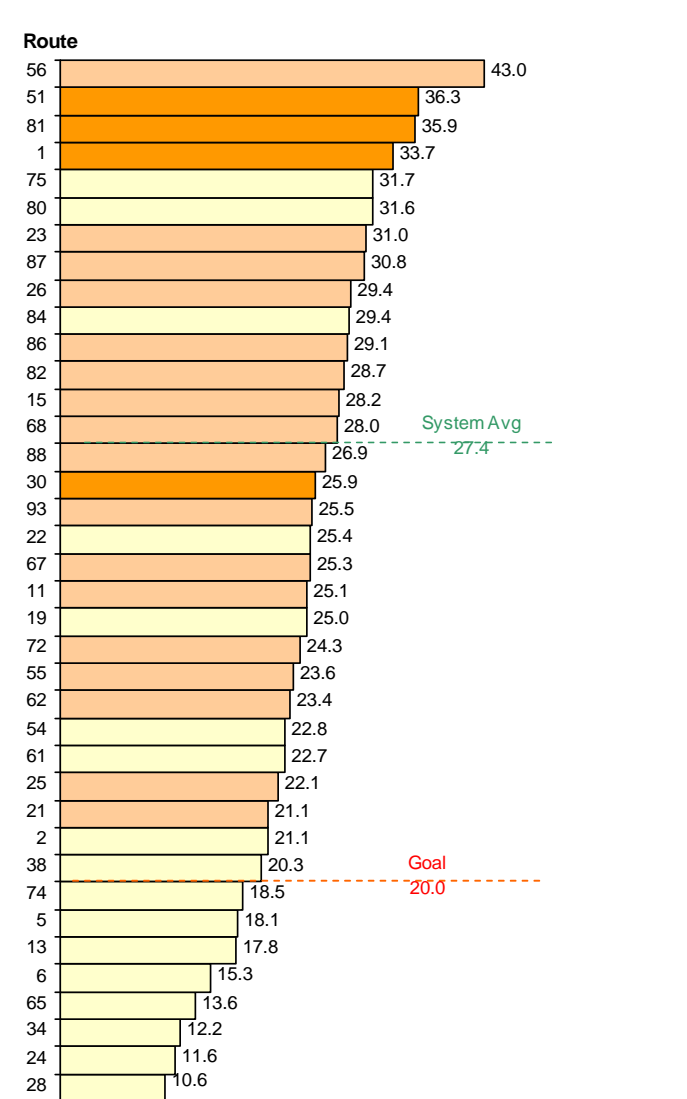
Route 55 (Scottsdale) - Weekday headways were improved from 60 to 30 minutes and recovery time was also added to the schedule. Average weekday ridership increased by 206 daily riders (+33%) from 631, to 837 while revenue hours increased 118 percent. On Sundays and Holidays, Route 55 was also extended to Cosumnes River College. Previously, the route ended at Kaiser Hospital on Sundays and Holidays. Sunday/Holiday ridership increased by 48 (+31%) from 152 to 199, while revenue hours increased by 25 percent.

Route 95 (Citrus Heights) - Route 95 averaged 59 daily boardings and 5 boardings per revenue hour, which is virtually unchanged from 56 daily boardings for the first four months of operation beginning in September 2012. RT route checkers distributed promotional information on Route 95 and CityRide to approximately 300 riders on nearby routes on May 1, 2013.

Quarterly Ridership Report
Period Ending March 31, 2013

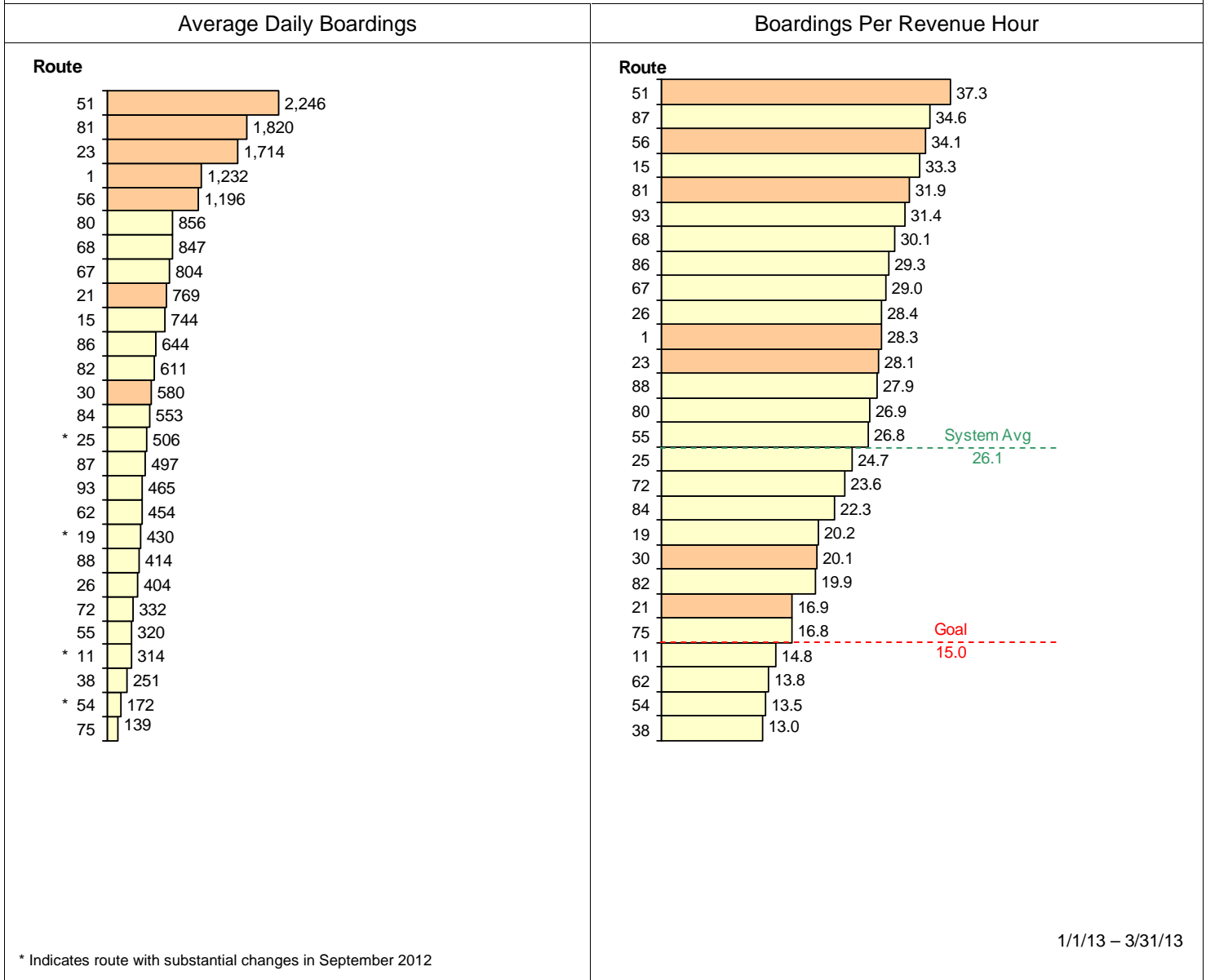
CityRide - RT's pilot dial-a-ride service launched at the end of October 2012. Ridership has grown steadily to approximately 30 daily boardings. This amounts to 1.7 boardings per revenue hour. Ridership appears to be stabilizing and may be near capacity. To promote the service, presentations were made to five neighborhood associations, the Citrus Heights Collaborative, as well as a health fair in Citrus Heights. The City of Citrus Heights also sent informational flyers to various organizations.

Quarterly Ridership Report
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Highlights	Watch List																																																																																																																																																												
<p>Route 56 - Exceeding maximum standards (3 qtrs)</p> <p>Notes: Headways improved on Routes 1, 51, and 55 in Sep. 2012</p>	<p>#13, 6, 24, 34, 28 all below RT standards (3 qtrs) #5 - Rerouted in Sep. 2012, still below standard (3 qtrs) #65 - Not meeting standards (2 qtrs) #74 - Below standards (1 qtr)</p> <p>Notes: #19 now meeting standards after Sep. 2012 changes #14 eliminated in Sep. 2012</p>																																																																																																																																																												

Quarterly Ridership Report
Period Ending March 31, 2013

Saturday Bus Routes



Highlights

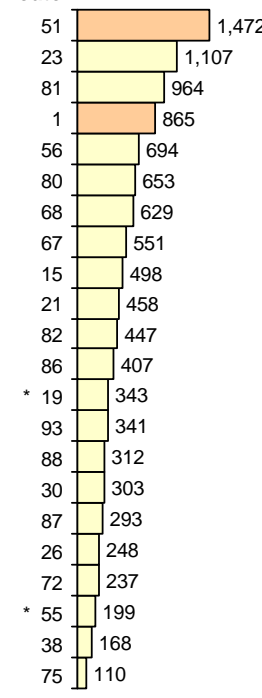
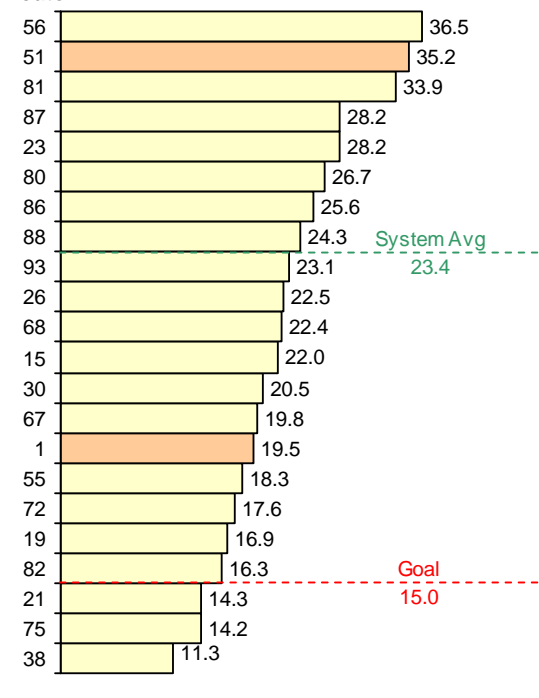
Notes:
Only seven routes currently have 30 minute headways

Watch List

#62 and 38 not meeting standards (3 qtrs)
#11 and #54 - new Saturday service began Sep. 2012 (2 qtrs)

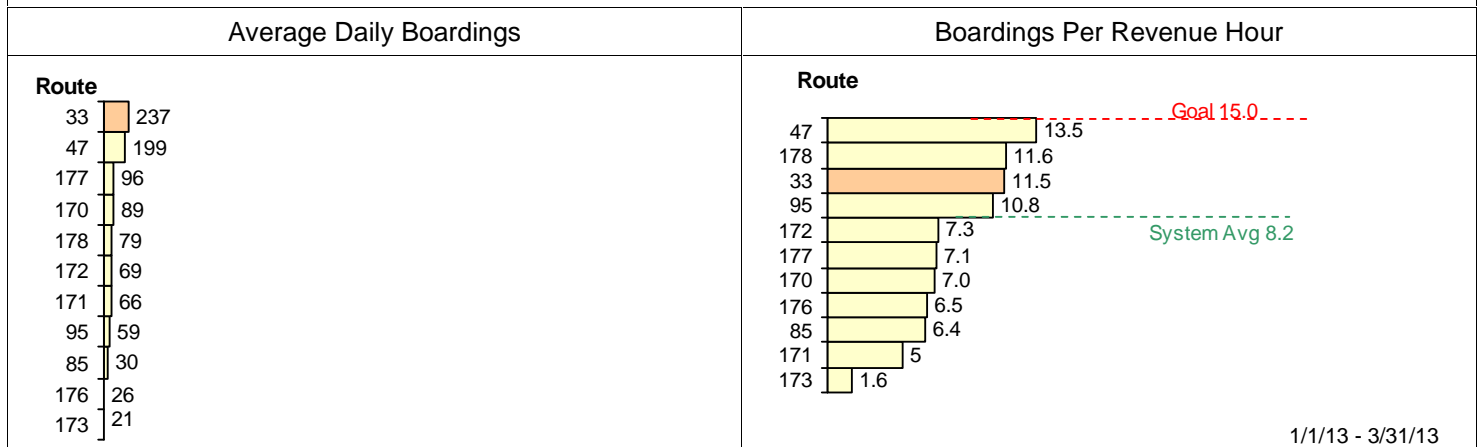
Notes:
#75 now meeting standards after slight improvement
#34 and 47 eliminated in Sep. 2012

Quarterly Ridership Report
 Period Ending March 31, 2013

Sunday/Holiday Bus Routes																																																																																													
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<p>Route</p>  <table border="1"> <thead> <tr> <th>Route</th> <th>Average Daily Boardings</th> </tr> </thead> <tbody> <tr><td>51</td><td>1,472</td></tr> <tr><td>23</td><td>1,107</td></tr> <tr><td>81</td><td>964</td></tr> <tr><td>1</td><td>865</td></tr> <tr><td>56</td><td>694</td></tr> <tr><td>80</td><td>653</td></tr> <tr><td>68</td><td>629</td></tr> <tr><td>67</td><td>551</td></tr> <tr><td>15</td><td>498</td></tr> <tr><td>21</td><td>458</td></tr> <tr><td>82</td><td>447</td></tr> <tr><td>86</td><td>407</td></tr> <tr><td>* 19</td><td>343</td></tr> <tr><td>93</td><td>341</td></tr> <tr><td>88</td><td>312</td></tr> <tr><td>30</td><td>303</td></tr> <tr><td>87</td><td>293</td></tr> <tr><td>26</td><td>248</td></tr> <tr><td>72</td><td>237</td></tr> <tr><td>* 55</td><td>199</td></tr> <tr><td>38</td><td>168</td></tr> <tr><td>75</td><td>110</td></tr> </tbody> </table>	Route	Average Daily Boardings	51	1,472	23	1,107	81	964	1	865	56	694	80	653	68	629	67	551	15	498	21	458	82	447	86	407	* 19	343	93	341	88	312	30	303	87	293	26	248	72	237	* 55	199	38	168	75	110	<p>Route</p>  <table border="1"> <thead> <tr> <th>Route</th> <th>Boardings Per Revenue Hour</th> </tr> </thead> <tbody> <tr><td>56</td><td>36.5</td></tr> <tr><td>51</td><td>35.2</td></tr> <tr><td>81</td><td>33.9</td></tr> <tr><td>87</td><td>28.2</td></tr> <tr><td>23</td><td>28.2</td></tr> <tr><td>80</td><td>26.7</td></tr> <tr><td>86</td><td>25.6</td></tr> <tr><td>88</td><td>24.3</td></tr> <tr><td>93</td><td>23.1</td></tr> <tr><td>26</td><td>22.5</td></tr> <tr><td>68</td><td>22.4</td></tr> <tr><td>15</td><td>22.0</td></tr> <tr><td>30</td><td>20.5</td></tr> <tr><td>67</td><td>19.8</td></tr> <tr><td>1</td><td>19.5</td></tr> <tr><td>55</td><td>18.3</td></tr> <tr><td>72</td><td>17.6</td></tr> <tr><td>19</td><td>16.9</td></tr> <tr><td>82</td><td>16.3</td></tr> <tr><td>21</td><td>14.3</td></tr> <tr><td>75</td><td>14.2</td></tr> <tr><td>38</td><td>11.3</td></tr> </tbody> </table> <p style="text-align: right;">System Avg 23.4 Goal 15.0</p>	Route	Boardings Per Revenue Hour	56	36.5	51	35.2	81	33.9	87	28.2	23	28.2	80	26.7	86	25.6	88	24.3	93	23.1	26	22.5	68	22.4	15	22.0	30	20.5	67	19.8	1	19.5	55	18.3	72	17.6	19	16.9	82	16.3	21	14.3	75	14.2	38	11.3
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Quarterly Ridership Report
Period Ending March 31, 2013

Community Bus Routes



Route 95 was created in September 2012
Route 85 paid for by McClellan Business Park
Routes 170-173 paid for by North Natomas TMA
Routes 176-177 paid for by City of Rancho Cordova
Route 178 paid for by Granite Park
Route 16 was eliminated in September 2012.

Peak-Only Buses

Route	Morning Trips				Afternoon Trips			
	FromTime	Boardings	Max Load	RunTime	FromTime	Boardings	Max Load	RunTime
3	6:15	25	23	0:37	16:19	32	30	0:39
	6:45	24	23	0:38	16:34	25	24	0:37
	7:00	34	31	0:41	16:49	22	21	0:36
	7:15	38	34	0:42	17:04	24	22	0:43
7	6:09	19	17	0:43	16:15	27	26	0:32
	6:39	25	21	0:34	16:45	21	20	0:31
	7:09	34	32	0:37	17:15	18	16	0:34
29	6:22	38	32	0:52	16:35	33	29	1:03
	6:52	43	39	0:55	17:05	24	20	1:08
103	5:53	13	11	0:19	16:36	17	14	0:24
	6:23	16	13	0:18	17:06	25	22	0:26
	6:38	14	11	0:21	17:36	13	11	0:24
	6:53	17	15	0:21	18:06	5	4	0:22
109	6:26	27	25	0:48	16:35	29	28	1:02
	6:56	32	31	0:52	17:20	21	17	0:58

Quarterly Ridership Report
Period Ending March 31, 2013

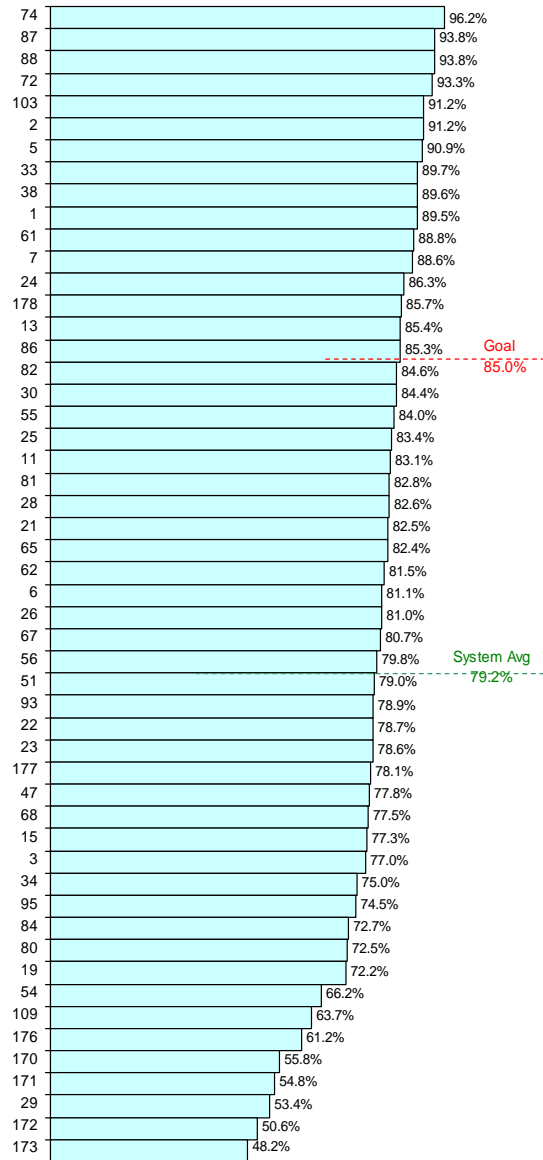
On-Time Performance

Routes 170-173, the North Natomas Flyer routes, were among the lowest performing routes in terms of on-time performance, ranging from 48.2 to 55.8 percent. This is due primarily to the scheduled running times being tightened at the request of the client, the North Natomas TMA. Tightening the running times has the effect of ensuring that the route is operated as quickly as possible; however, it also has the effect of reducing reported on-time performance.

Routes 29 and 109 are both express routes operating two morning and two afternoon trips each. On-time performance was 53.4 and 63.7 respectively. On-time performance for Route 29 is reduced somewhat because one of the morning buses often waits for transfers at Arden Fair Mall. Reported on-time performance for Route 109 is also reduced because the last downtown stop is often skipped in the morning if the bus is empty, but this counts against on-time performance. On average, most Route 29 buses are reaching their destination 5-10 minutes late.

Low on-time performance on express buses may also be the result of unusual operating requirements inherent in peak-only express routes. Because most express riders do not transfer, it is somewhat less important to run *on-time*, although it is important to run a *consistent* schedule. On the last trip of the morning and afternoon, since there is not another bus coming afterward, it is more acceptable to run slightly late and to hold the bus for late passengers. On the other hand, during the drop-off part of the route, it is acceptable for the bus to run early, yet running early still counts against official on-time performance.

Routes 19 and 54 had on-time performance of 72.2 and 66.2 percent respectively. Both routes had service changes in September 2012 that added running time and riders. These changes appear to have impacted on-time performance negatively.

Weekday Routes


1/1/13 - 3/31/13

On-time performance is measured at time points, which are major stops along the route and shown on the public schedule (usually 4-6 per route). A bus is considered on-time if it leaves its time point 0-5 minutes late. On-time performance indicates the percent of time points where the bus was on-time according to this definition.

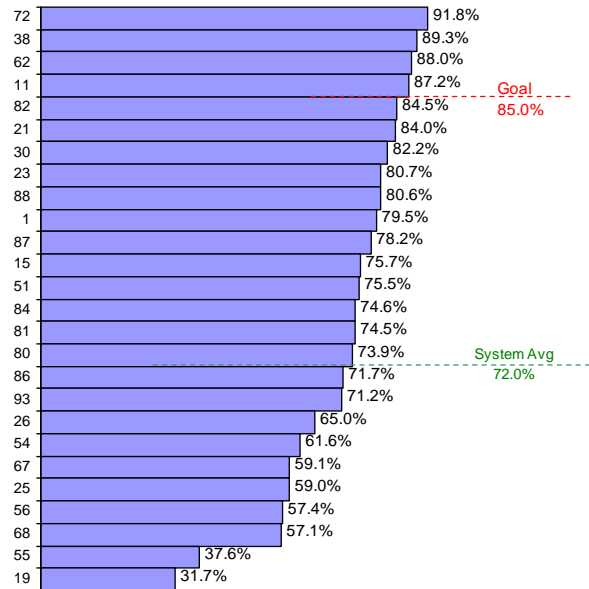
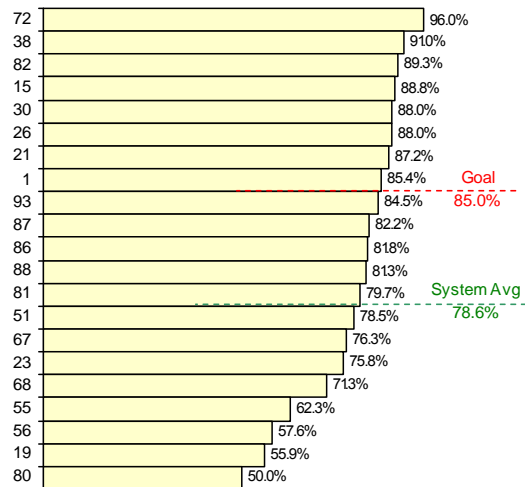
**Quarterly Ridership Report
Period Ending March 31, 2013**
On-Time Performance

RT's June 2010 service changes resulted in headways being lengthened from 30 to 60 minutes on many routes. On Sundays and Holidays, 20 out of 22 bus routes have 60 minute headways. This tends to result in more passengers per one-way vehicle trip, which tends to increase running times. Because there are so many routes with 60 minute headways, there may also be a greater tendency to hold buses for transfers, so late arriving passengers do not have to wait an hour for the next bus.

Route 19 Saturday and Sunday/Holiday service was 31.7 and 55.9 percent on-time, respectively. Service changes in September 2012 added running time and passengers to the route, which most likely contributed to poor on-time performance. Although most westbound trips begin close to on-time, they tend to reach their destination 10 to 20 minutes late at the Arden/Del Paso light rail station. Eastbound trips often begin 5 or more minutes late, but do not lose much additional time on their way to the Watt/I-80 light rail station, due to greater scheduled running time.

Route 55 Saturday service was 37.6 percent on-time. Most trips in both directions reached their destinations 5 to 10 minutes late and some trips are not able to begin on time due to the previous trip arriving late.

Routes 67 and 68 were also low performers in terms of on-time performance. Although there were few instances of trips running 10 or more minutes late on time, schedule delay in the mid single digits is prevalent throughout the day.

Saturday Routes

Sunday/Holiday Routes


1/1/13 - 3/31/13

On-time performance is measured at time points, which are major stops along the route and shown on the public schedule (usually 4-6 per route). A bus is considered on-time if it leaves its time point 0-5 minutes late. On-time performance indicates the percent of time points where the bus was on-time according to this definition.

Quarterly Ridership Report
Period Ending March 31, 2013

Light Rail On-Time Departures 0-5 minutes late

Goal = 97.0%

Blue Line	97.3%
Gold Line	97.0%
Green Line	97.5%



Quarterly Ridership Report
Period Ending March 31, 2013



Weekday Bus Ridership

1/1/13 - 3/31/13

Route	Name	Boardings Per Day	Trips Per Day	Rev Hrs Per Day	(Goal = 20)	(Goal < \$6.77)	Full Cost Per Psgr	Net Cost Per Psgr	Net Cost Per Rev Hr	Farebox Recovery	Below Standards
					Psg'r Per Rev Hr	Psg'r Per Rev Mile					
1	Greenback *	3,367	121	100.1	33.7	2.8	\$4.03	\$2.93	\$98.66	27%	
2	Riverside	534	26	25.3	21.1	1.9	\$6.43	\$5.33	\$112.43	17%	
3	Riverside Express	230	8	5.6	41.5	2.4	\$3.27	\$2.17	\$90.08	34%	
5	Meadowview-Valley Hi *	288	31	16.0	18.1	1.5	\$7.51	\$6.41	\$115.76	15%	X
6	Land Park	381	27	25.0	15.3	1.4	\$8.87	\$7.78	\$118.79	12%	X
7	Pocket Express	147	6	4.1	35.9	2.3	\$3.77	\$2.68	\$96.18	29%	
11	Truxel Road *	747	39	29.8	25.1	2.1	\$5.40	\$4.31	\$108.05	20%	
13	Northgate	377	33	21.2	17.8	1.7	\$7.62	\$6.52	\$116.05	14%	X
15	Rio Linda Blvd-O Street	1,512	56	53.6	28.2	2.5	\$4.81	\$3.71	\$104.64	23%	
19	Rio Linda *	1,015	29	40.6	25.0	1.7	\$5.41	\$4.32	\$108.10	20%	
21	Sunrise	1,421	70	67.3	21.1	1.6	\$6.41	\$5.32	\$112.38	17%	
22	Arden *	339	28	13.4	25.4	2.6	\$5.34	\$4.25	\$107.74	21%	
23	El Camino	2,486	62	80.3	31.0	2.6	\$4.38	\$3.28	\$101.59	25%	
24	Madison-Greenback	151	27	13.0	11.6	1.1	\$11.68	\$10.58	\$122.82	9%	X
25	Marconi *	1,183	55	53.6	22.1	1.9	\$6.14	\$5.04	\$111.34	18%	
26	Fulton *	1,491	52	50.7	29.4	2.7	\$4.60	\$3.51	\$103.28	24%	
28	Fair Oaks-Folsom	267	33	25.2	10.6	1.1	\$12.79	\$11.70	\$123.93	9%	X
29	Arden-California Avenue	137	4	3.9	35.4	2.2	\$3.83	\$2.74	\$96.79	29%	
30	J Street (DASH) *	2,191	116	84.5	25.9	3.9	\$5.23	\$4.13	\$107.13	21%	
34	McKinley *	320	27	26.3	12.2	1.5	\$11.14	\$10.05	\$122.21	10%	X
38	P/Q Streets	607	31	29.9	20.3	2.4	\$6.67	\$5.57	\$113.27	16%	
51	Broadway-Stockton *	4,800	143	132.2	36.3	3.8	\$3.73	\$2.64	\$95.74	29%	
54	Center Parkway *	599	31	26.2	22.8	2.0	\$5.93	\$4.84	\$110.51	18%	
55	Scottsdale *	837	49	35.4	23.6	2.3	\$5.73	\$4.64	\$109.63	19%	
56	Pocket-C.R.C.	2,174	66	50.6	43.0	4.0	\$3.15	\$2.06	\$88.43	35%	
61	Fruitridge	704	32	30.9	22.7	2.2	\$5.96	\$4.86	\$110.61	18%	
62	Freeport	1,432	60	61.3	23.4	2.2	\$5.80	\$4.71	\$109.93	19%	
65	Franklin South	366	28	26.9	13.6	1.7	\$9.94	\$8.84	\$120.59	11%	X

Cost figures based on fully allocated cost of \$135.54 per revenue hour.

Average fare assumed to be \$1.096 per boarding passenger.

* Indicates route with substantial changes in September 2012



Quarterly Ridership Report
Period Ending March 31, 2013



Weekday Bus Ridership

1/1/13 - 3/31/13

Route	Name	Boardings Per Day	Trips Per Day	Rev Hrs Per Day	(Goal = 20)	(Goal < \$6.77)	Full Cost Per Psgr	Net Cost Per Psgr	Net Cost Per Rev Hr	Farebox Recovery	Below Standards
					Psg'r Per Rev Hr	Psg'r Per Rev Mile					
67	Franklin	1,465	57	57.9	25.3	2.2	\$5.35	\$4.26	\$107.79	20%	
68	44th Street	1,623	57	58.0	28.0	2.4	\$4.84	\$3.75	\$104.85	23%	
72	Rosemont-Lincoln Village	1,206	62	49.6	24.3	2.9	\$5.57	\$4.48	\$108.89	20%	
74	International	287	29	15.5	18.5	2.0	\$7.32	\$6.22	\$115.24	15%	X
75	Mather Field	202	14	6.4	31.7	2.8	\$4.28	\$3.18	\$100.79	26%	
80	Watt-Elkhorn	1,290	32	40.8	31.6	2.5	\$4.28	\$3.19	\$100.86	26%	
81	Florin-65th Street	3,665	119	102.0	35.9	3.3	\$3.77	\$2.68	\$96.18	29%	
82	Howe-65th Street	1,882	66	65.6	28.7	2.2	\$4.72	\$3.63	\$104.09	23%	
84	Watt Avenue-North Highlands	1,120	28	38.2	29.4	2.4	\$4.62	\$3.52	\$103.36	24%	
86	San Juan-Silver Eagle	1,664	61	57.1	29.1	2.4	\$4.65	\$3.56	\$103.60	24%	
87	Howe	1,358	55	44.1	30.8	3.8	\$4.40	\$3.30	\$101.74	25%	
88	West El Camino	1,004	58	37.3	26.9	2.3	\$5.03	\$3.94	\$106.03	22%	
93	Hillsdale	1,199	54	47.0	25.5	2.2	\$5.31	\$4.22	\$107.58	21%	
103	Auburn Blvd	114	8	4.2	26.9	1.6	\$5.03	\$3.94	\$106.03	22%	
109	Hazel Express	110	4	3.8	28.7	1.1	\$4.72	\$3.62	\$104.06	23%	

Cost figures based on fully allocated cost of \$135.54 per revenue hour.

Average fare assumed to be \$1.096 per boarding passenger.

* Indicates route with substantial changes in September 2012



Quarterly Ridership Report
Period Ending March 31, 2013



Saturday Bus Ridership

1/1/13 - 3/31/13

Route	Name	Boardings Per Day	Trips Per Day	Rev Hrs Per Day	(Goal = 15)	(Goal < \$9.03)	Full Cost Per Psgr	Net Cost Per Psgr	Net Cost Per Rev Hr	Farebox Recovery	Below Standards
					Psgr Per Rev Hr	Psgr Per Rev Mile					
1	Greenback	1,232	63	43.5	28.3	2.4	\$4.78	\$3.69	\$104.48	23%	
11	Truxel Road *	314	26	21.3	14.8	1.3	\$9.18	\$8.09	\$119.36	12%	X
15	Rio Linda Blvd-O Street	744	29	22.3	33.3	2.4	\$4.06	\$2.97	\$98.99	27%	
19	Rio Linda *	430	20	21.2	20.2	1.1	\$6.69	\$5.60	\$113.35	16%	
21	Sunrise	769	42	45.6	16.9	1.7	\$8.04	\$6.94	\$117.06	14%	
23	El Camino	1,714	50	61.0	28.1	2.2	\$4.82	\$3.73	\$104.73	23%	
25	Marconi *	506	21	20.5	24.7	1.4	\$5.49	\$4.40	\$108.50	20%	
26	Fulton	404	21	14.3	28.4	2.4	\$4.78	\$3.68	\$104.46	23%	
30	J Street (DASH)	580	53	28.9	20.1	2.3	\$6.75	\$5.65	\$113.53	16%	
38	P/Q Streets	251	25	19.3	13.0	1.2	\$10.41	\$9.31	\$121.27	11%	X
51	Broadway-Stockton	2,246	64	60.3	37.3	4.0	\$3.64	\$2.54	\$94.69	30%	
54	Center Parkway *	172	24	12.7	13.5	1.2	\$10.02	\$8.93	\$120.72	11%	X
55	Scottsdale	320	19	12.0	26.8	2.3	\$5.06	\$3.97	\$106.21	22%	
56	Pocket-C.R.C.	1,196	53	35.1	34.1	2.7	\$3.98	\$2.88	\$98.21	28%	
62	Freeport	454	29	32.8	13.8	1.5	\$9.79	\$8.69	\$120.36	11%	X
67	Franklin	804	28	27.8	29.0	2.4	\$4.68	\$3.58	\$103.80	23%	
68	44th Street	847	28	28.1	30.1	2.5	\$4.50	\$3.40	\$102.51	24%	
72	Rosemont-Lincoln Village	332	23	14.1	23.6	2.0	\$5.74	\$4.64	\$109.65	19%	
75	Mather Field	139	11	8.3	16.8	2.4	\$8.07	\$6.97	\$117.13	14%	
80	Watt-Elkhorn	856	26	31.8	26.9	2.0	\$5.03	\$3.94	\$106.02	22%	
81	Florin-65th Street	1,820	58	57.0	31.9	2.8	\$4.24	\$3.15	\$100.53	26%	
82	Howe-65th Street	611	31	30.7	19.9	1.6	\$6.81	\$5.71	\$113.71	16%	
84	Watt Avenue-North Highlands	553	20	24.8	22.3	1.7	\$6.08	\$4.99	\$111.12	18%	
86	San Juan-Silver Eagle	644	28	22.0	29.3	2.1	\$4.62	\$3.53	\$103.41	24%	
87	Howe	497	29	14.4	34.6	2.6	\$3.92	\$2.82	\$97.65	28%	
88	West El Camino	414	26	14.8	27.9	2.1	\$4.86	\$3.76	\$104.98	23%	
93	Hillsdale	465	22	14.8	31.4	2.1	\$4.32	\$3.22	\$101.14	25%	

Cost figures based on fully allocated cost of \$135.54 per revenue hour (FY13 budget)

Average fare assumed to be \$1.096 per boarding passenger (FY13 budget)

* Indicates route with substantial changes in September 2012



Quarterly Ridership Report
Period Ending March 31, 2013



Sun/Hol Bus Ridership

1/1/13 - 3/31/13

Route	Name	Boardings Per Day	Trips Per Day	Rev Hrs Per Day	(Goal = 15)	(Goal < \$9.03)	Full Cost Per Psgr	Net Cost Per Psgr	Net Cost Per Rev Hr	Farebox Recovery	Below Standards
					Psg'r Per Rev Hr	Psg'r Per Rev Mile					
1	Greenback	865	63	44.3	19.5	1.7	\$6.94	\$5.85	\$114.14	16%	
15	Rio Linda Blvd-O Street	498	26	22.7	22.0	1.8	\$6.16	\$5.07	\$111.44	18%	
19	Rio Linda *	343	20	20.3	16.9	0.9	\$8.03	\$6.93	\$117.03	14%	
21	Sunrise	458	30	32.1	14.3	1.4	\$9.51	\$8.41	\$119.91	12%	X
23	El Camino	1,107	28	39.3	28.2	2.5	\$4.81	\$3.72	\$104.68	23%	
26	Fulton	248	20	11.1	22.5	1.5	\$6.03	\$4.93	\$110.90	18%	
30	J Street (DASH)	303	28	14.8	20.5	2.3	\$6.60	\$5.50	\$113.03	17%	
38	P/Q Streets	168	20	14.9	11.3	1.0	\$11.99	\$10.89	\$123.15	9%	X
51	Broadway-Stockton	1,472	50	41.9	35.2	3.4	\$3.85	\$2.76	\$97.00	28%	
55	Scottsdale *	199	16	10.9	18.3	1.7	\$7.40	\$6.31	\$115.47	15%	
56	Pocket-C.R.C.	694	27	19.0	36.5	3.1	\$3.71	\$2.61	\$95.50	30%	
67	Franklin	551	28	27.8	19.8	1.7	\$6.83	\$5.73	\$113.79	16%	
68	44th Street	629	28	28.1	22.4	1.9	\$6.06	\$4.96	\$111.02	18%	
72	Rosemont-Lincoln Village	237	22	13.4	17.6	1.5	\$7.69	\$6.60	\$116.23	14%	
75	Mather Field	110	11	7.8	14.2	1.9	\$9.53	\$8.44	\$119.96	11%	X
80	Watt-Elkhorn	653	23	24.5	26.7	1.7	\$5.08	\$3.98	\$106.30	22%	
81	Florin-65th Street	964	29	28.5	33.9	3.0	\$4.00	\$2.91	\$98.44	27%	
82	Howe-65th Street	447	28	27.5	16.3	1.3	\$8.34	\$7.24	\$117.72	13%	
86	San Juan-Silver Eagle	407	21	15.9	25.6	1.7	\$5.30	\$4.21	\$107.52	21%	
87	Howe	293	21	10.4	28.2	2.1	\$4.81	\$3.71	\$104.66	23%	
88	West El Camino	312	26	12.9	24.3	1.6	\$5.59	\$4.49	\$108.96	20%	
93	Hillsdale	341	22	14.8	23.1	1.5	\$5.87	\$4.77	\$110.23	19%	

Cost figures based on fully allocated cost of \$135.54 per revenue hour (FY13 budget)

Average fare assumed to be \$1.096 per boarding passenger (FY13 budget)

* Indicates route with substantial changes in September 2012



Quarterly Ridership Report
Period Ending March 31, 2013



CBS Ridership

1/1/13 - 3/31/13

Route	Name	Boardings Per Day	Trips Per Day	Rev Hrs Per Day	(Goal > 15)	Psgr Per Rev Hr	Psgr Per Rev Mile	(Goal < \$9.41)	Full Cost Per Psgr	Net Cost Per Psgr	Net Cost Per Rev Hr	Farebox Recovery	Contract Service	Below Standards
					Psg			Cost						
33	Dos Rios	237	60	11.5	20.6	2.9	\$7.64	\$6.54	\$135.03	14%				
47	Phoenix Park	199	24	13.5	14.7	1.3	\$10.71	\$9.62	\$141.52	10%				X
85	McClellan Shuttle	30	14	6.4	4.8	0.2	\$33.05	\$31.95	\$152.42	3%	X			X
95	Citrus Heights-Antelope Rd *	59	23	10.8	5.5	0.4	\$28.84	\$27.74	\$151.66	4%	X			X
170	Eastside Flyer	89	8	7.0	12.7	0.8	\$12.39	\$5.45	\$69.36	56%	X			
171	Westside Flyer	66	6	4.9	13.6	5.1	\$11.63	\$5.05	\$68.46	57%	X			
172	Central Flyer	69	8	7.3	9.6	4.0	\$16.45	\$7.60	\$72.81	54%	X			
173	Square Flyer	21	2	1.6	13.2	4.9	\$11.91	\$5.20	\$68.80	56%	X			
176	Cordovan - Anatolia	26	18	6.5	3.9	0.3	\$40.14	\$18.68	\$73.38	53%	X			X
177	Rancho Cordovan	96	58	7.1	13.5	0.9	\$11.69	\$4.66	\$62.90	60%	X			
178	Granite Shuttle	79	41	11.6	6.8	1.2	\$23.20	\$15.85	\$107.73	32%	X			X

Routes 85, 95, 170, 171, 172, 173, 176, 177, and 178 are operated according to a service agreement. Contract revenue has been treated as fare revenue, reducing net cost and increasing farebox recovery. Fixed and indirect overhead costs are included in all financial figures. CBS cost figures based on fully allocated cost of \$157.65 per revenue hour (FY13 budget). Average fare assumed to be \$1.096 per boarding passenger (FY13 budget). List excludes CityRide dial-a-ride service launched 10/29/12. * Indicates route with substantial changes in September 2012.





Quarterly Ridership Report
 Period Ending March 31, 2013

Trend Analysis

Jan. 1 - Mar. 31

Average Daily Ridership

		Daily Boardings				Revenue Hours				Boardings / Rev Hour		
		FY 2013	FY 2012	Variance	%	FY 2013	FY 2012	Variance	%	FY 2013	FY 2012	
BUS		Mon-Fri	48,294	47,671	623	1.3%	1,760	1,647	113	6.9%	27.4	29.0
		Saturday	19,313	17,881	1,431	8.0%	739	727	12	1.7%	26.1	24.6
		Sun/Hol	11,302	10,874	428	3.9%	483	490	-8	-1.5%	23.4	22.2
		CBS (Mon-Fri)	971	788	183	23.2%	88	66	22	32.9%	11.0	11.9
RAIL		Mon-Fri	47,989	48,618	-629	-1.3%	263	218	45	20.7%	182.5	223.2
		Saturday	21,602	18,153	3,449	19.0%	159	120	39	32.0%	135.9	150.8
		Sun/Hol	15,113	12,813	2,300	18.0%	138	123	15	12.2%	109.2	103.9

Blue Line	Mon-Fri	25,981	26,740	-759	-2.8%	117	109	8	7.5%	222.5	246.2
	Saturday	11,748	10,322	1,426	13.8%	75	59	16	26.2%	157.5	174.7
	Sun/Hol	7,767	6,659	1,108	16.6%	65	65	0	-0.1%	120.3	103.1
Gold Line	Mon-Fri	21,712	21,878	-166	-0.8%	131	109	22	20.2%	165.4	200.4
	Saturday	9,853	7,831	2,022	25.8%	84	61	23	37.6%	116.8	127.8
	Sun/Hol	7,347	6,154	1,193	19.4%	74	59	15	25.6%	99.5	104.7
Green Line	Mon-Fri	296	n/a	n/a	n/a	15	n/a			20.0	

In April 2012 light rail service hours increased 8.3 percent (8th Train was added to the Gold Line for schedule adherence purposes)
 In June 2012 service began on the Green Line
 In Sept. 2012 weekday light rail service hours were increased by 5.5 percent (additional two hours evening service)
 In Sept. 2012 Saturday light rail service hours were increased by 11.2 percent (additional two hours evening service)
 In Sept. 2012 weekday bus service was increased 6.2 percent (major service changes)
 New CBS service in past year includes Granite Shuttle, North Natomas Flyer routes, new Rancho Cordovan Anatolia route, and Route 95 - Citrus Heights



Quarterly Ridership Report
Period Ending March 31, 2013

Trend Analysis

Bus - Weekdays

Average Daily Ridership

Route	Name	1/1/13 - 3/31/13			1/1/12 - 3/31/12			Variance			
		Boardings	Rev Hrs	Psgr/Hr	Boardings	Rev Hrs	Psgr/Hr	Boardings		Rev Hrs	
1	Greenback *	3,367	100	34	3,633	83	44	-267	-7%	17	21%
2	Riverside	534	25	21	530	25	21	5	1%	0	0%
3	Riverside Express	230	6	41	238	6	41	-8	-3%	0	-3%
5	Meadowview-Valley Hi *	288	16	18	293	15	20	-5	-2%	1	7%
6	Land Park	381	25	15	397	25	16	-16	-4%	0	0%
7	Pocket Express	147	4	36	161	4	39	-14	-8%	0	0%
11	Truxel Road	747	30	25	697	27	26	51	7%	3	11%
13	Northgate	377	21	18	330	18	19	47	14%	4	20%
14	Norwood (eliminated)				384	21	18	-384	-100%	-21	-100%
15	Rio Linda Blvd-O Street	1,512	54	28	1,498	53	28	13	1%	1	1%
19	Rio Linda	1,015	41	25	844	40	21	172	20%	1	2%
21	Sunrise	1,421	67	21	1,455	63	23	-34	-2%	4	6%
22	Arden	339	13	25	326	15	22	13	4%	-2	-10%
23	El Camino	2,486	80	31	2,550	77	33	-64	-3%	3	4%
24	Madison-Greenback	151	13	12	148	9	16	2	2%	4	37%
25	Marconi	1,183	54	22	1,066	39	28	118	11%	15	39%
26	Fulton	1,491	51	29	1,018	36	28	473	46%	14	39%
28	Fair Oaks-Folsom	267	25	11	306	25	12	-39	-13%	0	0%
29	Arden-California Avenue	137	4	35	148	4	37	-11	-7%	0	-2%
30	J Street (DASH)	2,191	85	26	1,739	67	26	452	26%	18	26%
31	River Park (eliminated)				489	19	26	-489	-100%	-19	-100%
34	McKinley	320	26	12	381	26	15	-62	-16%	0	0%
38	P/Q Streets	607	30	20	681	30	23	-74	-11%	0	0%
51	Broadway-Stockton	4,800	132	36	4,444	100	44	356	8%	32	32%
54	Center Parkway	599	26	23	627	26	25	-28	-4%	1	3%
55	Scottsdale	837	35	24	631	16	39	206	33%	19	118%
56	Pocket-C.R.C.	2,174	51	43	2,068	47	44	107	5%	3	7%
61	Fruitridge	704	31	23	688	31	22	15	2%	0	0%
62	Freeport	1,432	61	23	1,562	61	25	-131	-8%	0	0%

* Major changes in September 2012



Quarterly Ridership Report
Period Ending March 31, 2013

Trend Analysis

Bus - Weekdays

Average Daily Ridership

Route	Name	1/1/13 - 3/31/13			1/1/12 - 3/31/12			Variance			
		Boardings	Rev Hrs	Psgr/Hr	Boardings	Rev Hrs	Psgr/Hr	Boardings	Rev Hrs	Boardings	Rev Hrs
65	Franklin South	366	27	14	402	16	25	-36	-9%	11	68%
67	Franklin	1,465	58	25	1,409	58	24	57	4%	0	0%
68	44th Street	1,623	58	28	1,560	59	27	63	4%	-1	-1%
72	Rosemont-Lincoln Village	1,206	50	24	1,153	50	23	53	5%	0	0%
74	International	287	16	19	335	16	22	-47	-14%	0	0%
75	Mather Field	202	6	32	160	7	24	43	27%	0	-6%
80	Watt-Elkhorn	1,290	41	32	1,225	38	32	65	5%	3	7%
81	Florin-65th Street	3,665	102	36	3,431	95	36	234	7%	7	7%
82	Howe-65th Street	1,882	66	29	1,776	61	29	106	6%	5	8%
84	Watt Avenue-North Highlands	1,120	38	29	1,112	37	30	9	1%	1	2%
86	San Juan-Silver Eagle	1,664	57	29	1,744	57	31	-80	-5%	0	0%
87	Howe	1,358	44	31	1,528	47	32	-170	-11%	-3	-7%
88	West El Camino	1,004	37	27	1,041	42	25	-36	-3%	-5	-11%
93	Hillsdale	1,199	47	26	1,220	48	26	-21	-2%	-1	-1%
103	Auburn Blvd	114	4	27	137	4	32	-23	-17%	0	-2%
109	Hazel Express	110	4	29	109	4	29	1	1%	0	0%
TOTAL		48,294	1,760	27	47,671	1,647	29	623	1.3%	113	6.9%



Quarterly Ridership Report
Period Ending March 31, 2013

Trend Analysis

Bus - Saturday

Average Daily Ridership

Route	Name	1/1/13 - 3/31/13			1/1/12 - 3/31/12			Variance			
		Boardings	Rev Hrs	Psgr/Hr	Boardings	Rev Hrs	Psgr/Hr	Boardings	Rev Hrs	Boardings	Rev Hrs
1	Greenback	1,232	43	28	1,121	44	25	111	10%	-1	-2%
11	Truxel Road	314	21	15				314	n/a	21	n/a
15	Rio Linda Blvd-O Street	744	22	33	671	22	30	73	11%	0	0%
19	Rio Linda	430	21	20	408	21	19	22	5%	0	-1%
21	Sunrise	769	46	17	703	36	19	66	9%	9	26%
22	Arden				204	11	18	-204	-100%	-11	-100%
23	El Camino	1,714	61	28	1,583	61	26	130	8%	0	0%
25	Marconi	506	21	25	511	24	21	-5	-1%	-4	-15%
26	Fulton	404	14	28	341	14	24	63	18%	0	0%
30	J Street (DASH)	580	29	20	553	29	19	26	5%	0	0%
34	McKinley				49	9	5	-49	-100%	-9	-100%
38	P/Q Streets	251	19	13	243	19	13	9	4%	0	0%
47	Phoenix Park				121	9	14	-121	-100%	-9	-100%
51	Broadway-Stockton	2,246	60	37	2,053	60	34	193	9%	0	0%
54	Center Parkway	172	13	14				172	n/a	13	n/a
55	Scottsdale	320	12	27	270	12	23	50	18%	0	4%
56	Pocket-C.R.C.	1,196	35	34	1,083	34	32	113	10%	1	4%
62	Freeport	454	33	14	428	29	15	27	6%	4	15%
67	Franklin	804	28	29	784	27	29	20	3%	1	4%
68	44th Street	847	28	30	769	28	28	78	10%	0	1%
72	Rosemont-Lincoln Village	332	14	24	352	14	25	-20	-6%	0	0%
75	Mather Field	139	8	17	117	8	14	22	19%	0	0%
80	Watt-Elkhorn	856	32	27	826	32	26	30	4%	0	0%
81	Florin-65th Street	1,820	57	32	1,509	57	26	311	21%	0	-1%
82	Howe-65th Street	611	31	20	547	30	18	64	12%	1	2%
84	Watt Avenue-North Highlands	553	25	22	542	25	22	11	2%	0	0%
86	San Juan-Silver Eagle	644	22	29	660	22	30	-15	-2%	0	0%
87	Howe	497	14	35	516	14	36	-18	-4%	0	0%
88	West El Camino	414	15	28	450	15	30	-36	-8%	0	0%
93	Hillsdale	465	15	31	467	20	24	-1	0%	-5	-25%
TOTAL		19,313	739	26	17,881	727	25	1,431	8.0%	12	1.7%



Quarterly Ridership Report
Period Ending March 31, 2013

Trend Analysis

Bus - Sun/Hol

Average Daily Ridership

Route	Name	1/1/13 - 3/31/13			1/1/12 - 3/31/12			Variance			
		Boardings	Rev Hrs	Psgr/Hr	Boardings	Rev Hrs	Psgr/Hr	Boardings	Rev Hrs	Boardings	Rev Hrs
1	Greenback	865	44	20	785	45	18	80	10%	0	-1%
15	Rio Linda Blvd-O Street	498	23	22	481	23	21	17	4%	0	0%
19	Rio Linda	343	20	17	343	20	17	1	0%	0	0%
21	Sunrise	458	32	14	486	27	18	-29	-6%	5	18%
23	El Camino	1,107	39	28	1,131	39	29	-24	-2%	0	0%
26	Fulton	248	11	22	218	11	20	30	14%	0	0%
30	J Street (DASH)	303	15	21	284	15	19	20	7%	0	0%
34	McKinley				37	9	4	-37	-100%	-9	-100%
38	P/Q Streets	168	15	11	186	15	12	-18	-10%	0	0%
51	Broadway-Stockton	1,472	42	35	1,390	42	33	82	6%	0	0%
55	Scottsdale	199	11	18	152	9	17	48	31%	2	25%
56	Pocket-C.R.C.	694	19	37	683	21	33	12	2%	-2	-9%
67	Franklin	551	28	20	524	27	20	27	5%	1	4%
68	44th Street	629	28	22	582	28	21	47	8%	0	1%
72	Rosemont-Lincoln Village	237	13	18	243	13	18	-6	-3%	0	0%
75	Mather Field	110	8	14	100	8	13	10	10%	0	0%
80	Watt-Elkhorn	653	24	27	650	24	27	3	1%	0	0%
81	Florin-65th Street	964	28	34	867	28	31	97	11%	0	1%
82	Howe-65th Street	447	28	16	394	27	15	53	13%	0	1%
86	San Juan-Silver Eagle	407	16	26	419	16	26	-12	-3%	0	0%
87	Howe	293	10	28	277	10	27	16	6%	0	0%
88	West El Camino	312	13	24	289	13	22	23	8%	0	0%
93	Hillsdale	341	15	23	354	20	18	-13	-4%	-5	-25%
	TOTAL	11,302	483	23	10,874	490	22	428	3.9%	-8	-1.5%



Quarterly Ridership Report
 Period Ending March 31, 2013

Trend Analysis

CBS - Weekdays

Average Daily Ridership

Route	Name	1/1/13 - 3/31/13			1/1/12 - 3/31/12			Variance			
		Boardings	Rev Hrs	Psgr/Hr	Boardings	Rev Hrs	Psgr/Hr	Boardings	Rev Hrs	Boardings	Rev Hrs
16	Del Paso Hts-Norwood Avenue				153	11	14	-153	-100%	-11	-100%
33	Dos Rios	237	11	21	211	11	18	26	12%	0	0%
47	Phoenix Park	199	14	15	223	14	17	-24	-11%	0	0%
85	McClellan Shuttle	30	6	5	27	6	4	3	13%	0	0%
95	Citrus Heights-Antelope Rd	59	11	5				59	n/a	11	n/a
170	Eastside Flyer	89	7	13				89	n/a	7	n/a
171	Westside Flyer	66	5	14				66	n/a	5	n/a
172	Central Flyer	69	7	10				69	n/a	7	n/a
173	Square Flyer	21	2	13				21	n/a	2	n/a
176	Cordovan - Anatolia	26	7	4				26	n/a	7	n/a
177	Rancho Cordovan	96	7	13	97	12	8	-1	-1%	-5	-42%
178	Granite Shuttle	79	12	7	78	11	7	1	1%	0	2%
TOTAL		971	88	11	788	66	12	183	23%	22	33%



Quarterly Ridership Report
Period Ending March 31, 2013



Trend Analysis

Blue Line - Weekdays

Average Daily Ridership

BLUE LINE - TOTAL	Year Ended ¹ 6/30/09		Year Ended ² 6/30/10		Year Ended 6/30/11		Year Ended 6/30/12		FY 2013 YTD ³ 9/2/12 - 3/31/13		Percent Change FY 2012 to 2013	
	On	Off	On	Off	On	Off	On	Off	On	Off	On	Off
WATT / I-80	2,487	2,295	2,111	2,087	1,785	1,825	2,164	2,108	2,261	2,215	4%	5%
WATT I-80 WEST	96	216	102	161	143	150	116	116	128	127	10%	9%
ROSEVILLE RD	699	1,178	634	1,035	677	713	633	736	625	664	-1%	-10%
MARCONI / ARCADE	1,262	934	999	928	827	716	916	870	1,111	994	21%	14%
SWANSTON	416	417	313	267	271	294	269	299	308	296	14%	-1%
ROYAL OAKS	751	707	547	437	429	398	515	417	585	544	14%	31%
ARDEN / DEL PASO	1,644	1,917	1,605	1,777	1,186	1,366	1,361	1,606	1,331	1,528	-2%	-5%
GLOBE AVENUE	317	374	309	320	243	253	296	301	315	279	6%	-7%
ALKALI FLAT / LA VALENT	1,805	1,402	1,256	1,199	920	948	949	978	1,135	1,030	20%	5%
12TH & I STREETS	732	711	639	677	512	551	612	662	512	581	-16%	-12%
CATHEDRAL SQUARE	1,203	1,295	998	1,111	885	893	846	939	752	933	-11%	-1%
7TH / 9TH & K	3,136	2,972	2,629	2,156	1,825	1,652	2,022	1,887	1,987	1,910	-2%	1%
7TH / 8TH & CAPITOL	1,061	955	967	753	701	616	673	629	646	663	-4%	5%
8TH & O STREETS	891	714	855	653	754	668	763	679	770	711	1%	5%
ARCHIVES PLAZA	730	521	619	511	478	484	519	487	499	467	-4%	-4%
13TH STREET	398	541	446	496	346	392	429	416	510	489	19%	18%
16TH STREET	2,758	2,850	2,454	2,564	1,767	1,982	2,213	2,396	2,203	2,349	0%	-2%
BROADWAY	1,218	1,503	1,073	1,127	863	924	1,030	930	1,118	1,105	9%	19%
4TH/WAYNE HULTGREN	677	812	850	656	637	570	760	577	824	677	8%	17%
CITY COLLEGE	1,795	1,896	1,923	2,061	1,433	1,393	1,757	1,682	2,021	2,121	15%	26%
FRUITRIDGE	822	762	654	633	535	552	675	682	662	674	-2%	-1%
47TH AVE	673	718	626	721	649	576	717	728	758	763	6%	5%
FLORIN	2,322	2,085	1,672	1,902	1,383	1,341	1,508	1,723	1,702	1,709	13%	-1%
MEADOWVIEW	3,456	3,575	3,050	3,098	2,443	2,437	2,813	2,706	2,861	2,795	2%	3%
	31,349	31,349	27,331	27,331	21,693	21,692	24,555	24,555	25,624	25,624	4%	4%

¹ FY 2009 is actually FY 2009 Q4 data only. Full year total was 31,667.

² FY 2010 data ends on 6/20/10 when major service changes were adopted

³ FY 2013 YTD data excludes data prior to September 2012 service changes



Quarterly Ridership Report
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Trend Analysis

Gold Line - Weekdays

Average Daily Ridership

GOLD LINE - TOTAL	Year Ended ¹ 6/30/09		Year Ended ² 6/30/10		Year Ended 6/30/11		Year Ended 6/30/12		FY 2013 YTD ³ 9/2/12 - 3/31/13		Percent Change FY 2012 to 2013	
	On	Off	On	Off	On	Off	On	Off	On	Off	On	Off
SAC VALLEY	749	951	741	619	490	561	504	482	365	369	-28%	-23%
7TH & I	715	-	636	-	379	34	375	22	382	6	2%	-72%
8TH & H	-	-	-	-	-	-	55	304	19	297	-66%	-2%
7TH & K	-	-	687	13	886	61	1,047	47	1,036	41	-1%	-14%
8TH & K	-	1,922	-	1,972	80	1,585	71	1,567	40	1,383	-44%	-12%
7TH / 8TH & CAPITOL	1,716	557	982	460	633	649	610	572	500	523	-18%	-9%
8TH & O STREETS	1,165	672	946	632	911	767	871	832	768	760	-12%	-9%
ARCHIVES PLAZA	1,085	618	897	628	723	745	691	699	638	644	-8%	-8%
13TH STREET	780	648	718	526	536	460	524	484	698	571	33%	18%
16TH STREET	3,139	2,368	2,974	2,476	2,168	2,169	2,437	2,367	2,253	2,508	-8%	6%
23RD STREET	809	911	763	773	625	610	661	580	612	596	-7%	3%
29TH STREET	2,235	2,238	2,079	1,919	1,597	1,622	1,817	1,684	1,814	1,630	0%	-3%
39TH STREET	504	525	386	340	355	310	353	307	413	328	17%	7%
48TH STREET	209	340	241	232	194	237	204	227	207	236	1%	4%
59TH STREET	391	259	365	291	255	294	303	245	319	332	5%	36%
65TH STREET	1,945	2,544	1,826	1,920	1,523	1,520	1,670	1,762	1,817	1,852	9%	5%
POWER INN ROAD	1,108	1,321	1,181	1,201	832	806	846	806	777	803	-8%	0%
COLLEGE GREENS	1,153	973	856	878	769	752	823	779	795	735	-3%	-6%
WATT / MANLOVE	1,299	1,483	1,318	1,665	1,185	1,170	1,214	1,330	1,362	1,412	12%	6%
STARFIRE	575	889	605	628	439	358	511	388	532	473	4%	22%
TIBER	384	420	388	461	307	323	372	383	374	399	0%	4%
BUTTERFIELD	817	664	741	790	677	662	737	705	725	735	-2%	4%
MATHER FIELD / MILLS	2,581	2,279	2,048	2,350	1,600	1,632	1,762	1,914	1,902	1,975	8%	3%
ZINFANDEL	1,034	1,064	1,236	1,201	878	833	942	921	1,100	1,083	17%	18%
CORDOVA TOWN CTR	654	638	788	781	652	601	684	698	697	638	2%	-8%
SUNRISE	823	938	972	1,111	836	825	840	909	970	860	15%	-5%
HAZEL	189	285	187	445	199	190	215	239	220	213	3%	-11%
IRON POINT	419	643	363	593	446	466	481	537	535	518	11%	-4%
GLENN	264	436	256	360	325	308	289	294	305	272	6%	-7%
HIST FOLSOM	433	590	582	495	512	460	533	510	549	536	3%	5%
	27,175	27,175	25,760	25,759	21,009	21,010	22,443	22,591	22,723	22,725	1%	1%

¹ FY 2009 data is actually Q4 stop-level data adjusted to match full year totals.

² FY 2010 data ends on 6/20/10 when major service changes were adopted

³ FY 2013 YTD data excludes data prior to September 2012 service changes



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Light Rail Ridership (*New Service*)

Green Line - Weekdays

Average Daily Ridership

GREEN LINE - TOTAL	AM Peak (6:00 - 9:00a)		Midday (9:01a - 3:29p)		PM Peak (3:30 - 6:00p)		Other Weekday (<6:00a or >6:00p)		Total Weekday	
	On	Off	On	Off	On	Off	On	Off	On	Off
RICHARDS BLVD	18	18	36	32	16	18	6	11	77	79
7TH & I	1	4	5	7	4	4	1	0	11	15
7TH & K	3	7	17	16	3	5	3	4	25	31
7TH / 8TH & CAPITOL	2	3	8	6	4	2	2	1	15	12
8TH & O STREETS	4	4	12	9	4	3	0	1	20	17
ARCHIVES PLAZA	5	3	16	10	7	2	3	0	31	15
13TH STREET	9	8	26	34	8	14	4	7	47	64
8TH & K	8	3	15	23	9	6	5	2	37	35
8TH & H	4	5	7	5	4	4	3	0	18	13
	54	54	142	142	59	59	26	26	281	281