

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
7	09/09/13	Open	Information	08/19/13

Subject: Quarterly Ridership Report

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 and other such metrics. Quarterly Ridership Reports, as recommended by the TransitRenewal study, provide an opportunity for staff to conduct 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 service 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 route "sunset" process 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 April through June 2013 (Attachment 1). This report includes standard quarterly statistics, plus a discussion on results for the fiscal year and from RT's September 2012 service changes.

Approved:

Presented:

General Manager/CEO

AGM of Planning & Transit System Development

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Regional Transit

Quarterly Ridership Report
Period Ending June 30, 2013

**Quarterly Ridership Report
Period Ending June 30, 2013**
**Annual Ridership
FY 2012 vs. 2013**
(in thousands)

	FY 2012	FY 2013	Variance	
Bus/CBS	13,198	13,491	+292	+2.2%
Light Rail	13,627	13,787	+158	+1.2%
Total	26,826	27,277	+451	+1.7%

Source: Monthly Ridership Reports (non-NTD)

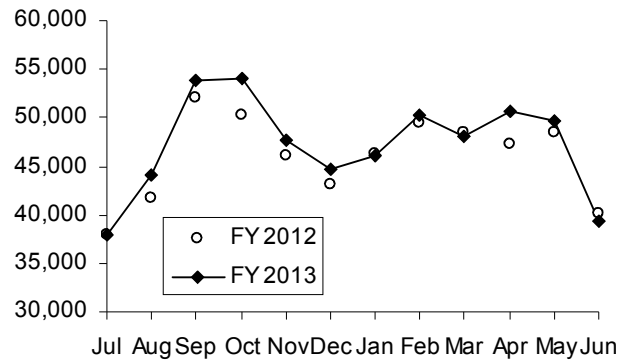
For FY 2013, RT's ridership was 27.3 million boardings, an increase of 1.7 percent from FY 2012's total of 26.8 million boardings. Bus ridership increased 2.2 percent while light rail ridership increased 1.2 percent.

Bus ridership was down 1.9 percent from RT's FY 2013 goal of 13.7 million boardings. Light rail ridership was down 4.9 percent from RT's FY 2013 goal of 14.5 million.

Systemwide ridership was down 3.4 percent from RT's FY 2013 goal of 28.2 million boardings. Fare revenue for the year was \$29.7 million, down 0.8 percent from RT's goal of \$30.0 million.

Notable trends and factors affecting systemwide ridership in FY 2013 included:

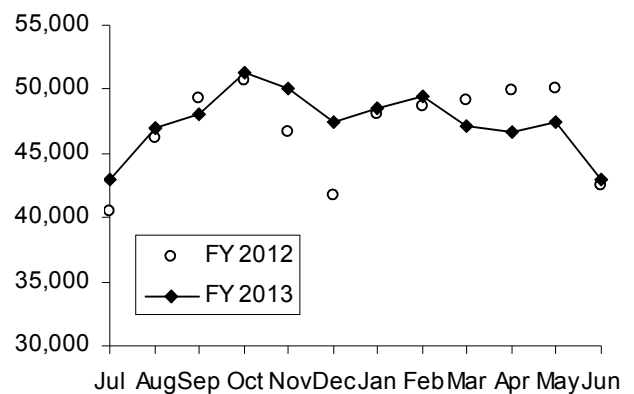
- Service levels were increased in September 2012 by 5.4 percent on both the bus and light rail systems, including later evening service after 9:00 p.m.
- Employment in Sacramento County increased by 2.2 percent, but enrollment at major colleges decreased by 1.3 percent, and average gas prices increased less than a percent.
- Bus trip cancellations increased from 548 to 1,225 due primarily to operator shortages
- Light rail trip cancellations increased from 123 to 354 for the year and mean distance between road calls decreased from 19,512 to 11,147
- Despite overall growth in light rail ridership, park-and-ride use declined 7.7 percent for the year
- Most area schools changed their spring breaks from April to March in 2013, causing April ridership numbers to show a large year-over-year increase, but with no effect on annual totals

**Average Weekday Ridership
Bus and CBS**


Source: Monthly Ridership Reports (non-NTD)

The four months immediately following RT's September 2012 service changes averaged a 4.5 percent increase in average weekday bus ridership on a year-over-year basis. However, the last six months of the fiscal year averaged only a 1.4 percent increase.

The impact of the September 2012 service changes is difficult to discern from the offsetting impact of increased trip cancellations; however, individual routes have been discussed in more detail below.

**Average Weekday Ridership
Light Rail**


Source: Monthly Ridership Reports (non-NTD)

Light rail ridership showed year-over-year gains of 7.5 and 13.5 percent in November and December, compared to strong results last year, but disappointing losses of 4-6 percent in March, April, and May, compared to strong results last year.

Quarterly Ridership Report
Period Ending June 30, 2013

Changes in FY 2013

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

- The addition of two hours of evening service on light rail on weekdays
- The addition of an hour of evening service on light rail on Saturdays
- The addition of an hour of weekday evening service on eleven bus routes (Routes 1, 11, 21, 23, 25, 30, 51, 56, 80, 81, and 82)
- 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 following sections provide a more detailed discussion and analysis of route-specific changes and their effects. Unless otherwise noted, ridership statistics are for an entire fiscal year, on-time performance statistics are for the most recent quarter, and percent change comparisons are made on a year-over-year basis.

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

Compared to the previous fiscal year, light rail revenue hours increased by 17.4 percent due primarily to the addition of an additional train on the Gold Line in April 2012, as well as the addition of the Green Line in June 2012.

Other changes in FY 2013 included new evening and early morning trips added to Route 24 in January 2013.

**Quarterly Ridership Report
Period Ending June 30, 2013**
Additional Evening Service

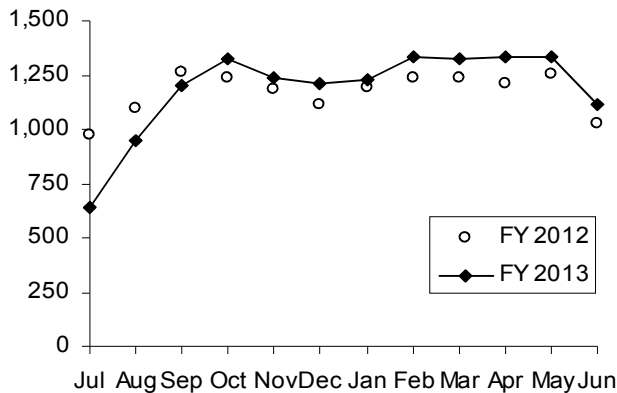
In September 2012, weekday evening service hours were expanded on a total of eleven bus routes. Five of these routes had additional changes and an additional route had changes to a nearby route that may have impacted ridership. The remaining five routes, Routes 11, 21, 80, 81, and 82, had changes *only* to their span of service.

Average Weekday Statistics
Bus Routes w/ New Evening Trips
FY 2012 vs. 2013

Route	Ridership		Rev Hrs
#11 Truxel	+84	+13.0%	+11.0%
#21 Sunrise	+3	+0.2%	+6.2%
#80 Watt/Elkhorn	+96	+8.3%	+6.8%
#81 Florin/65th St.	+168	+5.1%	+7.3%
#82 Howe/65th St.	+231	+14.3%	+8.1%
Total	+584	+7.2%	+7.5%

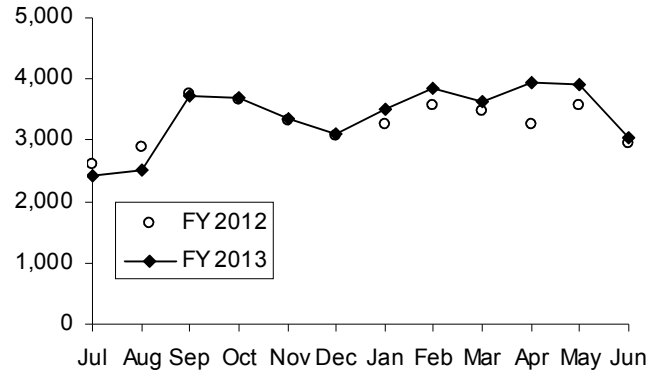
In aggregate, for the five routes with no changes except for evening service, ridership increased by 584 daily boardings (+7.2%) compared to 21.3 additional revenue hours per day (+7.5%).

Route 80 - Watt/Elkhorn
Average Weekday Boardings



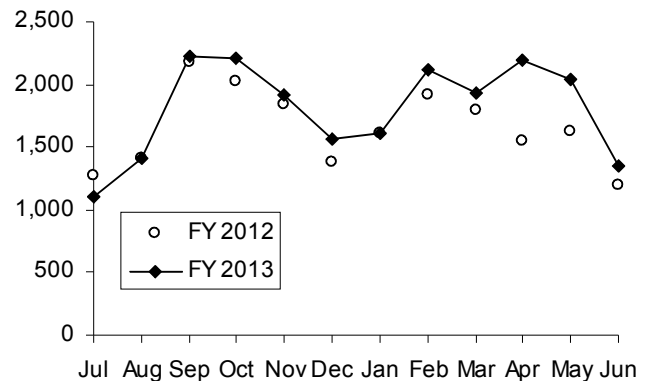
Route 80 (Watt/Elkhorn) - Ridership on Route 80 was characteristic for the group. Two evening trips were added, one in each direction, extending service by approximately one hour past the prior 9:00 p.m. end of service. A noticeable and consistent improvement in daily ridership was observed almost immediately.

Route 81 - Florin
Average Weekday Boardings



Route 81 (Florin) - Four evening trips were added, extending service by approximately one hour past the prior 9:00 p.m. end of service. Ridership was mostly unaffected for the first four months; however, beginning in January 2013, ridership began to consistently outpace the previous year.

Route 82 - Howe/65th St.
Average Weekday Boardings



Route 82 (Howe/65th St.) - Four evening trips were added (two in each direction) between 9:00 and 10:00 p.m. A noticeable and consistent increase in ridership was observed immediately. Since enrollment levels were virtually flat at CSUS and slightly down at ARC, this suggests improved mode share among existing students. Although late night trips have not been well-patronized, overall ridership has gone up, which suggests that the late night trips are acting as "cleanup trips" making transit viable as an everyday mode, even if the late night trips themselves are not regularly used.

**Quarterly Ridership Report
Period Ending June 30, 2013**
Headway Improvements

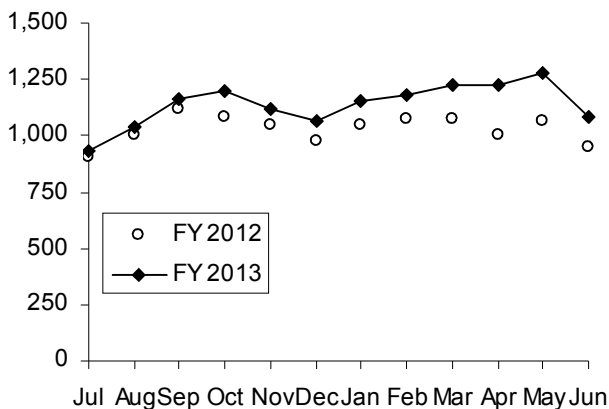
In September 2012, weekday headways were improved on four bus routes: Routes 1, 25, 51, and 55. Routes 1 and 25 had additional alignment changes. Routes 1 and 51 also had additional service added after 9:00 p.m. Route 25 also had additional service added after 6:00 p.m. Route 55 was the only route to undergo a headway change with no other changes.

Average Weekday Statistics
Bus Routes w/ Headway Improvements
FY 2012 vs. 2013

Route	Ridership		RevHrs
#1 Greenback	+385	+13.6%	+46.0%
#25 Marconi	+222	+21.5%	+38.5%
#51 Stockton	+558	+13.1%	+32.1%
#55 Scottsdale	+221	+36.6%	+118.2%
Total	+1,386	+15.9%	+43.7%

Route 1 (Greenback) - Service to McClellan Park via Watt Avenue was eliminated north of the Watt/I-80 light rail station (changed to Route 26). Weekday headways were improved on the remainder of the route from 20 to 15 minutes during the day and six late evening trips were added (three in each direction). Ridership increased by 13.6 percent compared to an increase of 46.0 percent to revenue hours. On-time performance improved substantially from 79.1 to 89.3 percent.

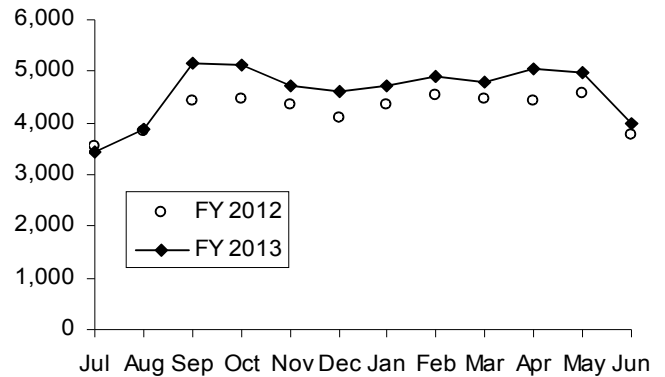
Route 25 - Marconi
Average Weekday Boardings



Route 25 (Marconi) - Service from the Marconi/Arcade station to the Arden/Del Paso station via Del Paso Blvd. was eliminated, headways were improved on Marconi Avenue from 60 to 30 minutes, and five evening trips were added between 6:00 and 8:00 p.m. Altogether, ridership increased by 22 percent compared to an

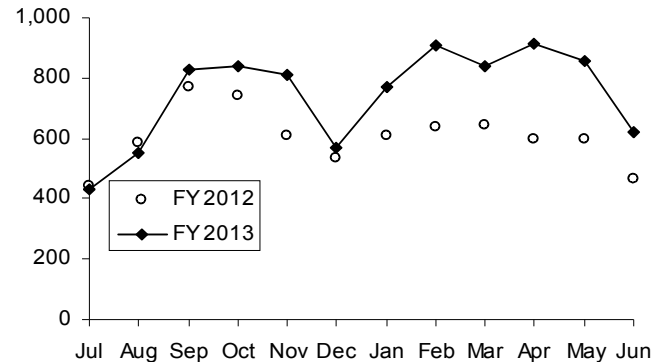
increase of 39 percent to revenue hours. On-time performance increased from 80.6 to 82.1 percent.

Route 51 - Stockton/Broadway
Average Weekday Boardings



Route 51 (Stockton/Broadway) - For FY 2013, ridership increased 13 percent compared to a 32 percent increase in revenue hours. On-time performance increased from 76.4 to 78.9 percent.

Route 55 - Scottsdale
Average Weekday Boardings



Route 55 (Scottsdale) - For FY 2013, ridership increased 37 percent compared to a 118 percent increase in revenue hours. There was very little year-over-year ridership gain for the month of December. This would tend to suggest that much of the new ridership is related to school trips. On-time performance increased from 80.2 to 82.6 percent.

**Quarterly Ridership Report
Period Ending June 30, 2013**
Restructurings

North Sacramento - In September 2012, Routes 14 and 16 were eliminated and Route 19 was realigned from Rio Linda Blvd. to Norwood Ave. to cover the majority of the eliminated service. This provided slightly reduced but comparable coverage on weekdays and increased coverage on weekends at a significant net cost savings. Overall, however, average weekday ridership decreased by 469 daily boardings (-14%) from 3,291 to 2,822 and weekend ridership did not change significantly.

Routes 13, 14, 15, 16, and 19
Average Weekday Statistics
FY 2012 vs. 2013

Route	FY 2012 (Before)	FY 2013 (After)	Change	
#13 Northgate	337	381	+44	+13.2%
#14 Norwood	394	0	-394	-100%
#15 Rio Linda Blvd	1,434	1,492	+57	+4.0%
#16 Del Paso Hts	152	0	-152	-100%
#19 Rio Linda	773	948	+175	+22.6%
Total Ridership	3,291	2,822	-469	-14%
Total Rev Hrs	150	115	-35	-23%

Elimination of redundancies improved productivity on the remaining routes; however, with the influx of riders came decreases in on-time performance. Route 13's on-time performance decreased from 92.0% to 82.8%. Route 19's on-time performance decreased from 86.3% to 76.5%.

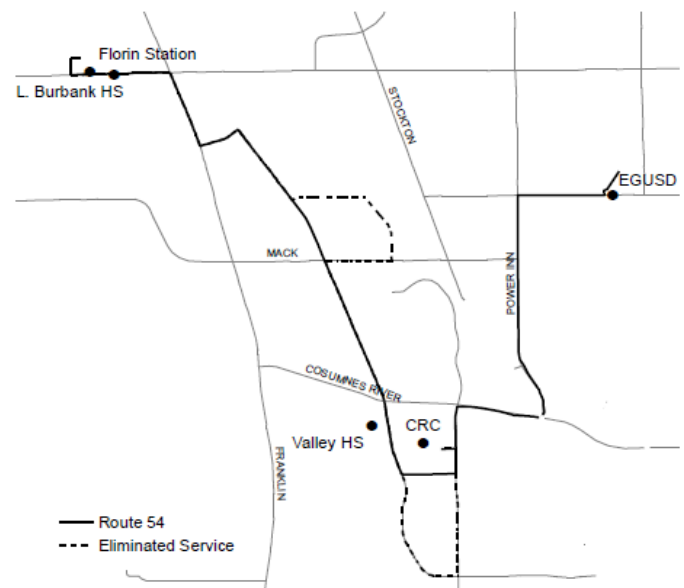
Routes 13, 14, 15, 16, and 19
Weekday On-Time Performance
April - June

Route	Name	FY 2012 (Before)	FY 2013 (After)
13	Northgate	92.0%	82.8%
14	Norwood	90.9%	n/a
15	Rio Linda Blvd	79.5%	83.0%
16	Del Paso Hts	86.4%	n/a
19	Rio Linda	86.3%	76.5%

On weekends, Route 19 on-time performance decreased from 67.0% to 32.5% on Saturdays and from 66.3% to 57.0% on Sundays, despite no significant change in weekend ridership.

Route 54 (Center Pkwy) - Route 54 was extended from Cosumnes River College to Gerber Road via Calvine Road and Power Inn Road. This change was put forward as a no-cost improvement, taking advantage of extra time in the Route 54 schedule. A circuitous loop on Tangerine Ave. and La Mancha Drive was eliminated, as was a loop on Center Parkway and Bruceville Road south of Cosumnes River College. Elimination of these loops was intended to provide a more direct route to light rail for existing riders as well as additional running time for the Gerber Road extension.

Route 54 - Center Parkway
September 2012 Service Changes



The new segment to Gerber Road is now capturing approximately 80 daily boardings; however, overall weekday ridership was virtually unchanged due to apparent ridership loss elsewhere on the route.

**Quarterly Ridership Report
Period Ending June 30, 2013**

Restructurings, cont.

Route 54 (cont.) - Despite the extra time in the original Route 54 schedule and the removal of the two small loops, an extra bus was deemed necessary to maintain reasonable schedule adherence and connections. Adding a bus to the schedule negated the cost-neutral aspect of the proposal. The extra time from the new bus was scheduled primarily as layover/schedule recovery and charged to Route 65, which is interlined with Route 54 (i.e., the two routes share buses). The result has been that Route 54's revenue hours appear flat on paper, when in essence, they increased by 12 hours (+45 percent) from 26 to 38 hours per day. Using these numbers, ridership on Route 54 increased by 1.9% compared to an increase of 45.5% to revenue hours.

Another result of this change has been that revenue hours for Route 65 appear to have increased by 68 percent. In reality, no additional resources are being expended on Route 65.

Despite the addition of a bus and virtually no change to total ridership, running time to and from the new terminal has proven long enough to decrease on-time performance on Route 54 from 92.6% to 67.6%.

Route 22 (Arden) - On weekdays, 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. Both ridership and revenue hours have been virtually unchanged; however, the reduction in coverage on Arden Way east of Morse Ave. has been a source of complaints from many former riders.

Route 22 (Arden) - On Saturdays, Route 22 previously ran shuttle service, between Arden/Del Paso light rail station and Arden Fair Mall, with no service east of the mall. This service was completely redundant with Route 23 from a coverage standpoint; however, because it was scheduled in between Route 23, it provided customers with an effective headway of 15 minutes between the light rail station and the mall. The majority of the 220 daily boardings on Route 22's Saturday service were expected to be captured by Route 23. In actuality, Route 23 Saturday ridership increased by only 39 daily boardings.

Routes 30, 31, and 34 (Downtown/East Sacramento) - Route 31 was eliminated and Route 34 was realigned to cover the River Park area, eliminating a small redundancy between the CSUS Transit Center and the University/65th Street light rail station. Evening service was also added to Route 30 after 9:00 p.m.

Between the minor eliminations and the increased evening service, the net change in revenue hours was negligible. Ridership for the three routes combined decreased by 91 daily boardings (-3.6%) for FY 2013, but was up 1.6% in the last quarter.

**Quarterly Ridership Report
Period Ending June 30, 2013**

Other Weekend Changes

In September 2012, Saturday service was added to Routes 11 and 54 and eliminated on Routes 22 and 47. Sunday/Holiday service on Route 55 was also realigned.

Route 11 (Truxel) - Saturday service, which had been a long-standing request, was added on an hourly headway from approximately 7:00 a.m. to 7:00 p.m., a slightly later start and end time than existing weekday service. The goal for the new route was 315 daily boardings, based on RT's minimum productivity standards of 15 boardings per revenue hour for weekend service. The customer response was immediate, with 264 average daily boardings for the first month of operation. Average daily ridership for the most recent quarter was 289 daily boardings (92 percent of RT's goal).

Routes 47 and 54 - Route 47 was eliminated on Saturdays only. Elimination of this route allowed RT to entirely close its CBS division on weekends. Previously, Route 47 had been the only Saturday route operated by CBS. Elimination of Route 74 therefore reduced overhead costs such as for off-day staffing, supervision, electricity, etc. To offset impacts to Route 47 riders, Saturday service was added on Route 54. Average daily ridership on the new Route 54 Saturday service for FY 2013 was 166 boardings, exceeding prior ridership on Route 47, which averaged 113 daily boardings.

Route 55 (Scottsdale) - Route 55's Sunday/Holiday service previously did not run all the way to the normal southern terminal at Cosumnes River College. Sunday/Holiday trips instead ended at Kaiser South Hospital. In September 2012, all Sunday/Holiday trips were extended to CRC, to provide connections to other RT and e-Tran routes. Correcting this problem has led to an increase of 36 daily boardings (+26.6%) from 136 to 172. This compares favorably to an increase of only 14.8 percent to revenue hours.

Effectiveness by Type of Change

The table below shows key indicators for most bus service changes from September 2012, divided into three groups: (1) additions of evening service only, (2) routes where the primary change was to headways, and (3) major restructurings, involving changes to alignments, eliminations of redundancies, etc.

Metrics - Typically, when service levels are increased, ridership increases, but at a lesser rate. The ratio between these two variables is called elasticity, and usually ranges from 0 to 1. For example, if ridership increased by 3.5 percent and revenue hours increased by 10 percent, the elasticity would be +0.35.

In general, higher elasticities indicate greater cost-effectiveness, and are therefore desirable. The exception is when service is reduced, in which case the goal is to achieve the *least* change in ridership per unit of service. Elasticities greater than +1.0 would indicate that the percentage change in ridership exceeded the percentage growth in service levels.

Evening-only additions resulted in a 7.1 percent increase in ridership compared to a 7.5 percent increase in revenue hours on affected routes. The elasticity for this type of change was therefore +0.95, i.e., ridership grew almost proportionately to service levels. There were 27.3 new passenger boardings per new revenue hour on affected routes, which is close to RT's systemwide average for existing service. Evening-only service changes accounted for 582 new passenger boardings per day. These changes were also relatively simple to implement and universally well-received by passengers.

Headway improvements resulted in a 15.9 percent increase in ridership compared to a 43.7 percent increase in revenue hours on affected routes. The elasticity for this type of change was therefore +0.37. There were 14.2 new passenger boardings per revenue hour on affected routes. Headway improvements were less cost-effective than evening-only changes; however, they accounted for more total ridership gain (1,386 new passenger boardings per day). Headway improvements were fairly simple to implement, were universally well-received by passengers, and also tended to improve on-time performance on affected routes.

Route restructurings resulted in an 8.0 percent decrease in ridership compared to an 8.4 percent decrease in revenue hours on affected routes. The elasticity for this type of change was therefore +0.95, i.e., ridership was lost at almost the same rate as service levels were reduced. Route restructurings accounted for a loss of 538 passenger boardings per day. Restructurings have been a source of passenger complaints as well as new on-time performance problems. Overall, results from route restructurings have varied from expectations, although ridership patterns on some routes still appear to be changing.

Quarterly Ridership Report
 Period Ending June 30, 2013

**Results of September 2012 Bus Service Changes
 Grouped by Type of Change
 FY 2012 vs. FY 2013 Statistics**

Rte	Name	Type	Ridership			Revenue Hours			Elasticity	New Psgr/ RevHr
			Base	Change	Percent	Base	Change	Percent		
11	Truxel	Eve Only	651	+84	+12.9%	26.9	+2.9	10.8%	+1.20	29.0
21	Sunrise/Citrus Hts	Eve Only	1,394	+3	+0.2%	63.3	+4.0	6.3%	+0.03	0.8
80	Watt/Elkhorn	Eve Only	1,169	+96	+8.2%	38.2	+2.6	6.8%	+1.21	36.9
81	Florin/65th Street	Eve Only	3,309	+168	+5.1%	95.1	+6.9	7.3%	+0.70	24.3
82	Howe/65th Street	Eve Only	1,619	+231	+14.3%	60.7	+4.9	8.1%	+1.77	47.1
Total Evenings			8,142	+582	+7.1%	284.2	+21.3	7.5%	+0.95	27.3

Rte	Name	Type	Ridership			Revenue Hours			Elasticity	New Psgr/ RevHr
			Base	Change	Percent	RevHr	Change	Percent		
1	Greenback	Headways	2,829	+385	+13.6%	68.5	+31.5	46.0%	+0.30	12.2
25	Marconi	Headways	1,029	+222	+21.6%	38.7	+14.9	38.5%	+0.56	14.9
51	Stockton/Broadway	Headways	4,246	+558	+13.1%	100.1	+32.1	32.1%	+0.41	17.4
55	Scottsdale	Headways	604	+221	+36.6%	16.2	+19.2	118.5%	+0.31	11.5
Total Headways			8,708	+1,386	+15.9%	223.5	+97.7	+43.7%	+0.36	14.2

Rte	Type	Ridership			Revenue Hours			Elasticity	Psg/ RevHr
		Base	Change	Percent	RevHr	Change	Percent		
Rtes 13,14,16,19	Restructuring	3,291	-469	-14.3%	150.0	-35.0	-23.3%	+0.61	13.4
Rte 54	Restructuring	566	+10	+1.8%	26.0	+12.0	46.2%	+0.04	0.8
Rte 22 - Weekdays	Restructuring	335	+12	+3.6%	14.9	-1.5	-10.1%	n/a*	n/a*
Rtes 22,23 - Saturdays	Restructuring	1,822	-182	-10.0%	72.0	-11.1	-15.3%	+0.65	16.4
Rtes 30,31,34	Restructuring	2,549	-91	-3.6%	112.0	-1.0	-0.9%	n/a*	n/a*
Total Restructuring		6,741	-538	-8.0%	303.0	-25.5	-8.4%	+0.95	21.1

* Elasticity and boardings per revenue hour have been excluded from Route 22 weekday changes and Route 30/31/34 weekday changes because the change in revenue hours was too small to be meaningfully used in a ratio. Elasticity and boardings per revenue hour measure the change in ridership per unit change in level of service. Higher ratios indicate greater change in ridership per unit change in service level. Higher ratios are desirable for service increases and undesirable for service reductions.

**Quarterly Ridership Report
Period Ending June 30, 2013**
Performance Monitoring
Monday-Friday

Minimum productivity standards for regular weekday bus routes are **20.0 boardings per revenue hour**. Low-productivity routes are reviewed by staff for possible corrective action. Newly created routes that do not meet minimum productivity standards within two years are subject to automatic elimination according to RT's route sunset process.

Route 5 - Meadowview/Valley Hi (4 qtrs) - Was rerouted in Sep. 2012. Ridership has improved from approximately 250 to 290 daily boardings.

Route 13 - Northgate (4 qtrs) - Ridership has improved slightly since Route 14 was eliminated in September 2012; however, revenue hours also increased slightly, so productivity has remained approximately the same.

Route 28 - Fair Oaks/Cordova Town Center (4 qtrs) - Staff is investigating potential route/schedule adjustments.

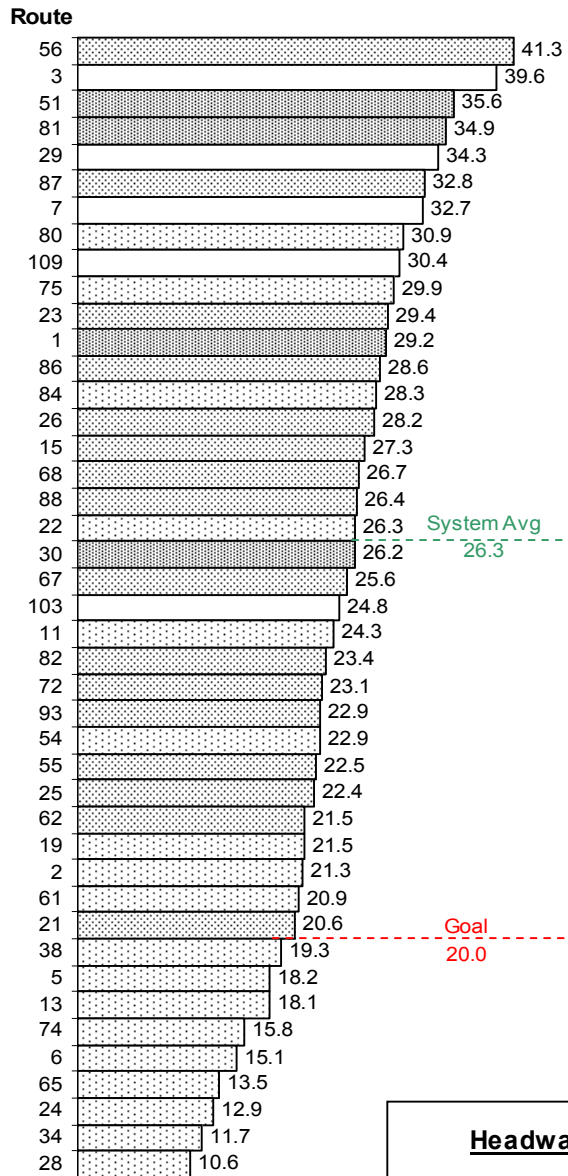
Route 24 - Madison/Greenback (4 qtrs) - Additional evening service added in January 2013. Initial results positive. Awaiting Fall school ridership trends.

Routes 6 and 34 (4 qtrs) - Long-term low productivity routes.

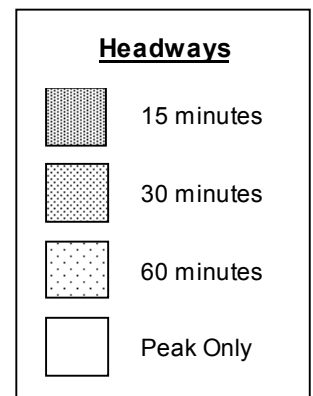
Route 38 - P/Q Streets (1 qtr) - Ridership has been decreasing since September 2012. Route may be losing riders to Route 51, which has improved service and serves many similar destinations.

Route 65 - Franklin South - (3 qtrs) - Revenue hours increased in September 2012, despite no increase in service, due to interline with Route 54, resulting in reduced productivity on paper, which would more properly be attributed to Route 54.

Route 74 - International (3 qtrs) - Ridership has decreased by approximately 20 percent year-over-year despite no significant changes.

Boardings Per Revenue Hour


4/1/13 - 6/30/13



Quarterly Ridership Report
 Period Ending June 30, 2013

Performance Monitoring
Saturday
Boardings Per Revenue Hour

Minimum productivity standards for Saturday bus routes are **15.0 boardings per revenue hour**. Low-productivity routes are reviewed by staff for possible corrective action. Newly created routes that do not meet minimum productivity standards within two years are subject to automatic elimination according to RT's route sunset process.

Routes 38 and 62 (4 qtrs) - Long-term low productivity routes.

* **Route 11 - Truxel** (3 qtrs) - Saturday service began September 2012 and is close to achieving minimum productivity standards.

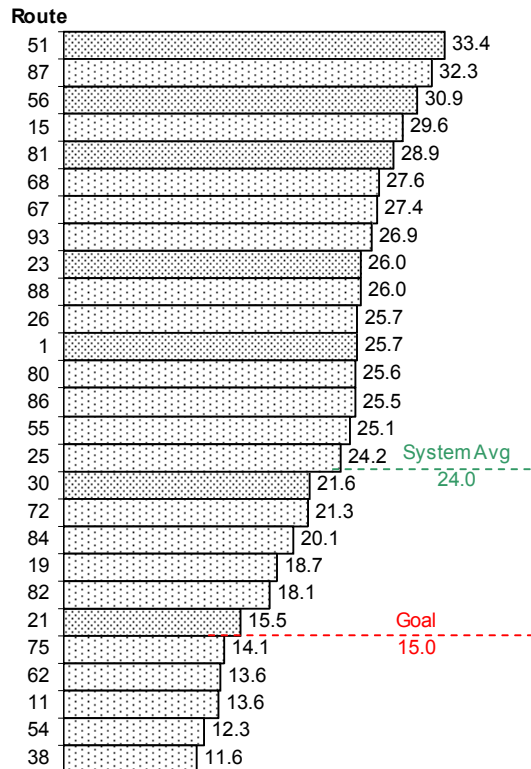
* **Route 54 - Center Parkway** (3 qtrs) - Saturday service began September 2012 and is close to achieving minimum productivity standards.

Route 75 - Mather (1 qtr) - Route exceeded minimum standards last quarter, narrowly missed this quarter.

Notes:

Routes 34 and 47 were eliminated in September 2012
 Only seven routes currently have 30 minute headways

* Routes 11 and 54 are subject to RT's route sunset process.



4/1/13 - 6/30/13

Quarterly Ridership Report
 Period Ending June 30, 2013

Performance Monitoring
Sunday/Holiday

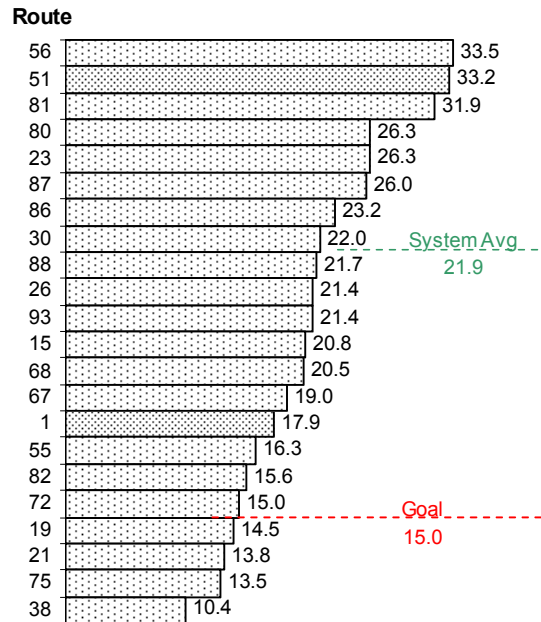
Minimum productivity standards for Sunday/Holiday bus routes are **15.0 boardings per revenue hour**. Low-productivity routes are reviewed by staff for possible corrective action. Newly created routes that do not meet minimum productivity standards within two years are subject to automatic elimination according to RT's route sunset process.

Route 19 - Rio Linda (1 qtr) - Narrowly missed minimum productivity standards.

Route 21 - Sunrise/Citrus Heights (3 qtrs) - Long-term low-productivity route, but provides important coverage and connections with other routes.

Route 75 - Mather (4 qtrs) - Long-term low-productivity route.

Route 38 - P/Q Streets (4 qtrs) - Long-term low-productivity route.

Boardings Per Revenue Hour


Quarterly Ridership Report
 Period Ending June 30, 2013

Performance Monitoring
Community Bus Service

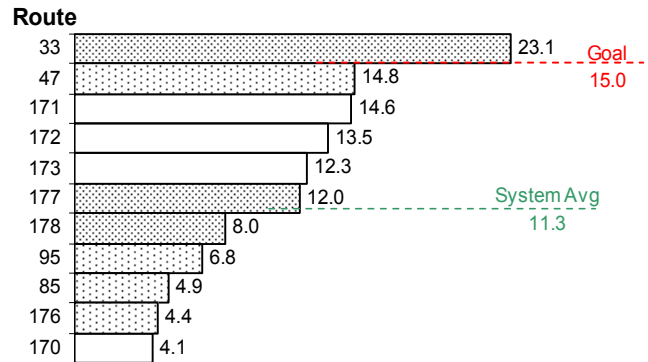
Minimum productivity standards for CBS routes are **15.0 boardings per revenue hour**. CBS routes supported by a third-party subsidy are considered to be meeting standards if the net operating cost does not exceed **\$9.41 per passenger**. Low-productivity routes are reviewed by staff for possible corrective action. Newly created routes that do not meet minimum productivity standards within two years are subject to automatic elimination according to RT's route sunset process.

* **Route 95** (3 qtrs) - Route was created (restored) in September 2012. On May 1, 2013, RT route checkers distributed schedules and promotional information on Route 95 and RT's new CityRide dial-a-ride service to approximately 300 riders on connecting bus routes and at major transfer points.

Notes:

Routes 85, 170-173, and 176-178 are operated according to agreements with outside parties.

* Route 95 is subject to RT's route sunset process

Boardings Per Revenue Hour


**Quarterly Ridership Report
Period Ending June 30, 2013**
Weekday Bus and CBS Routes

On-time performance is measured at time points, which are major stops 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.

Systemwide on-time performance was 79.5 percent, virtually identical to last quarter (79.2 percent).

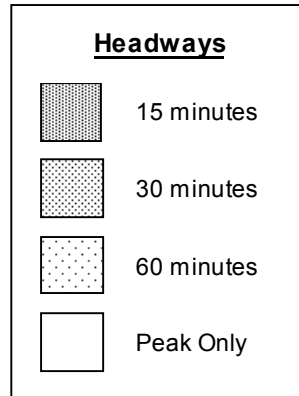
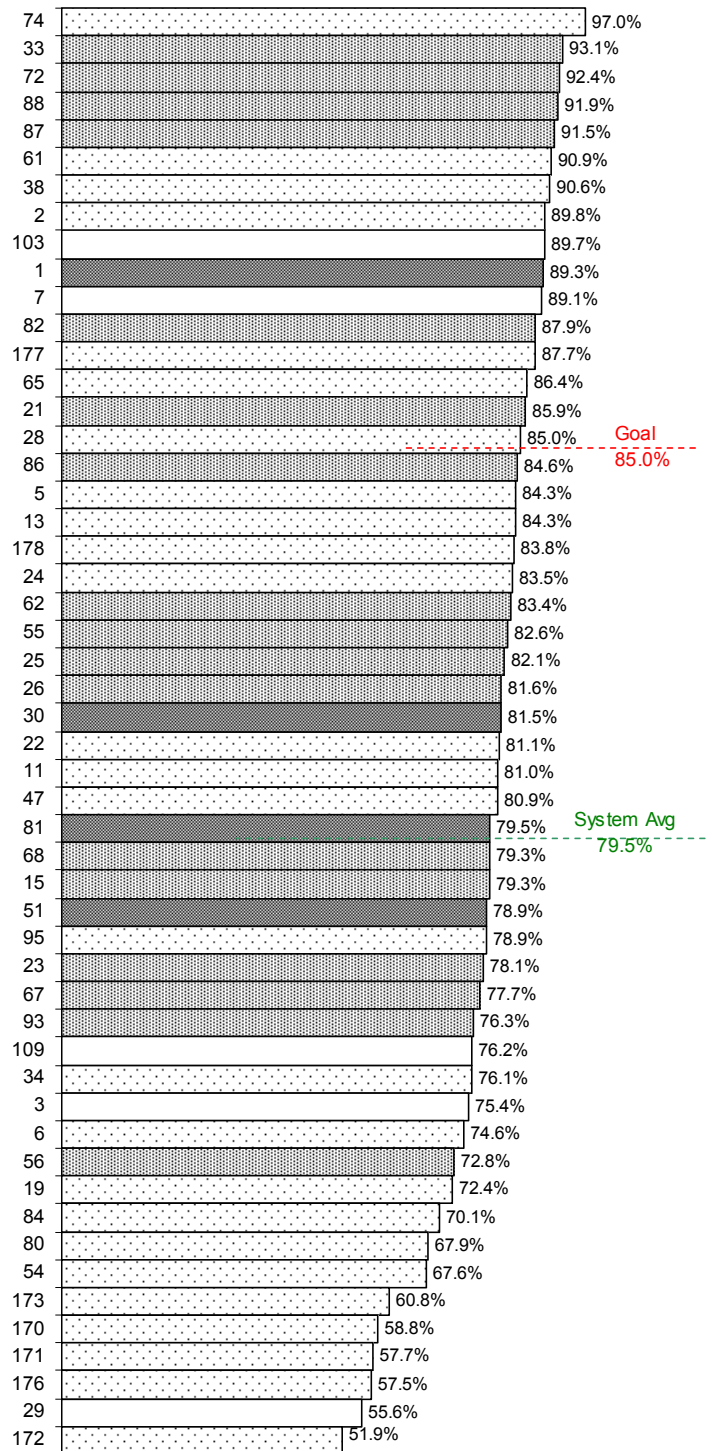
Routes 19, 54, 80, and 84 continued to be RT's lowest performing regular routes, ranging from 67.6 to 72.4 percent on-time, which was comparable to last quarter.

Routes 19 and 54 underwent changes in September 2012 that appear to have worsened on-time performance. Route 95 was also restored in September 2012 with a slightly longer route that appears to be difficult to keep on-time.

Route 170-173, the North Natomas Flyer routes, have intentionally tight schedules, which were requested by the client.

Express Routes 29 and 109 have low on-time performance, but are not considered especially problematic. On-time performance for Route 29 is reduced somewhat because one of the morning trips 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. Previous investigations found that 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.


On-Time Performance


**Quarterly Ridership Report
Period Ending June 30, 2013**
Saturday Bus Routes

On-time performance is measured at time points, which are major stops 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.

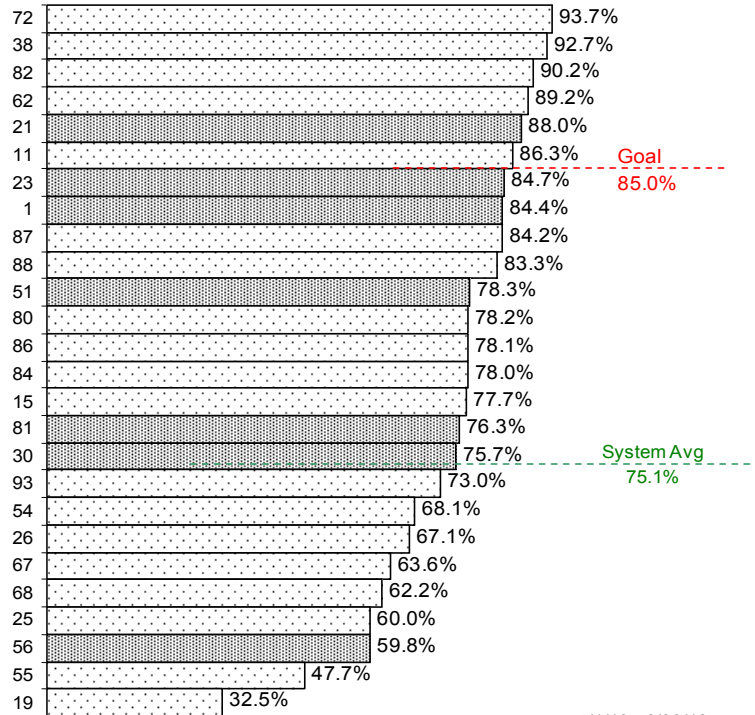
Systemwide on-time performance was 75.1 percent, up from 72.0 percent last quarter.

On-time performance continued to be a problem for Routes 19 and 55 on Saturdays.

Route 19 was realigned to Norwood Avenue in September 2012. Ridership has been virtually unchanged.

Routes 25, 56, 67, and 68 continued to be somewhat problematic as well, with on-time performance in the 60 to 65 percent range.

Routes 26 and 54 rounded out the 65 to 70 percent on-time range for Saturdays.

On-Time Performance


4/1/13 - 6/30/13

Quarterly Ridership Report
Period Ending June 30, 2013

Sunday/Holiday Bus Routes

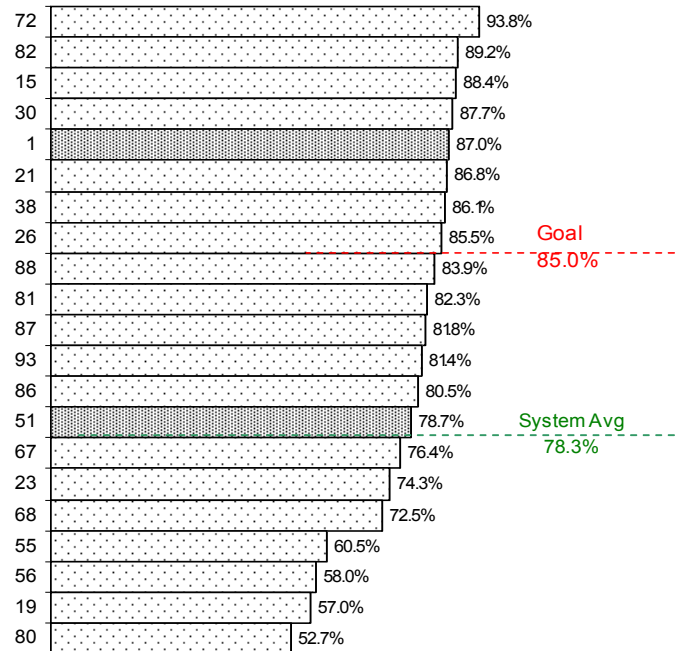
On-time performance is measured at time points, which are major stops along the route and shown on the public schedule (usually 4-6 per route).

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.

Systemwide on-time performance was 78.3 percent, down slightly from 78.6 percent last quarter.

Sunday/Holiday service continued to have significant on-time performance on Routes 19, 55, 56, and 80, which would tend to indicate that problems are schedule-related rather than operator-related.

Route 19 and 55 both had alignment changes in September 2012. The changes on Route 55 increased the length of the route as well as ridership by 45 daily boardings.

On-Time Performance


4/1/13 - 6/30/13

Light Rail On-Time Departures

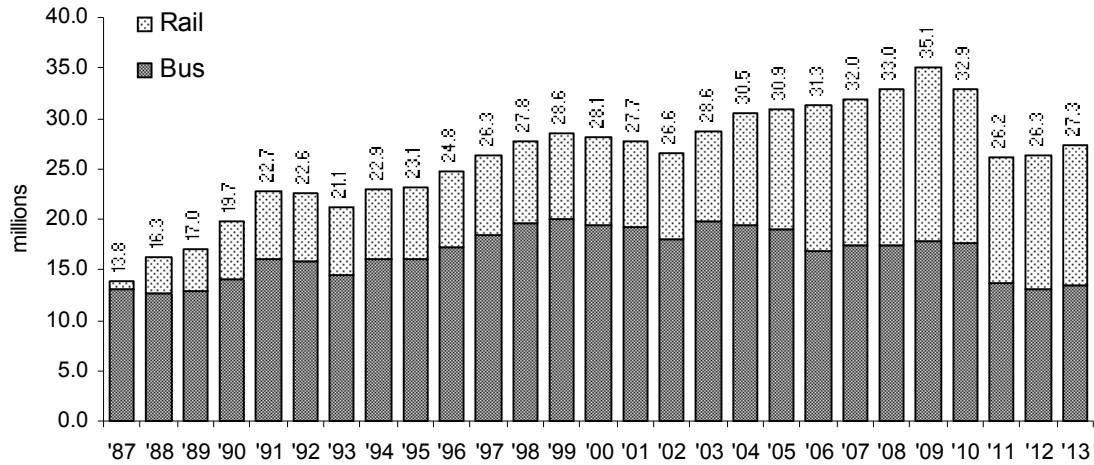
Light rail on-time performance is measured at trip start points. A one-way trip is considered on-time if it departs 0-5 minutes late.

Blue Line on-time performance improved from 97.3 to 98.0 percent. Gold Line on-time performance improved from 97.0 to 98.0 percent. Green Line performance was essentially flat 97.4 percent.

On-Time Departures 0-5 minutes late	
Blue Line	98.0%
Gold Line	98.0%
Green Line	97.4%
Goal =	97.0%

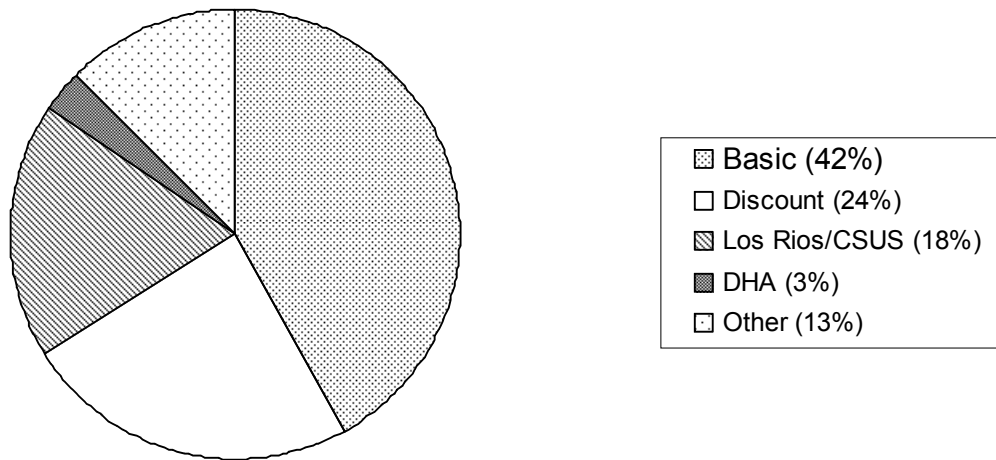
System Profile

**Historical Ridership
Annual Boardings by Fiscal Year**



Source: National Transit Database (1987-2012)
Monthly Ridership Reports (2013)

Fare Payment by Category

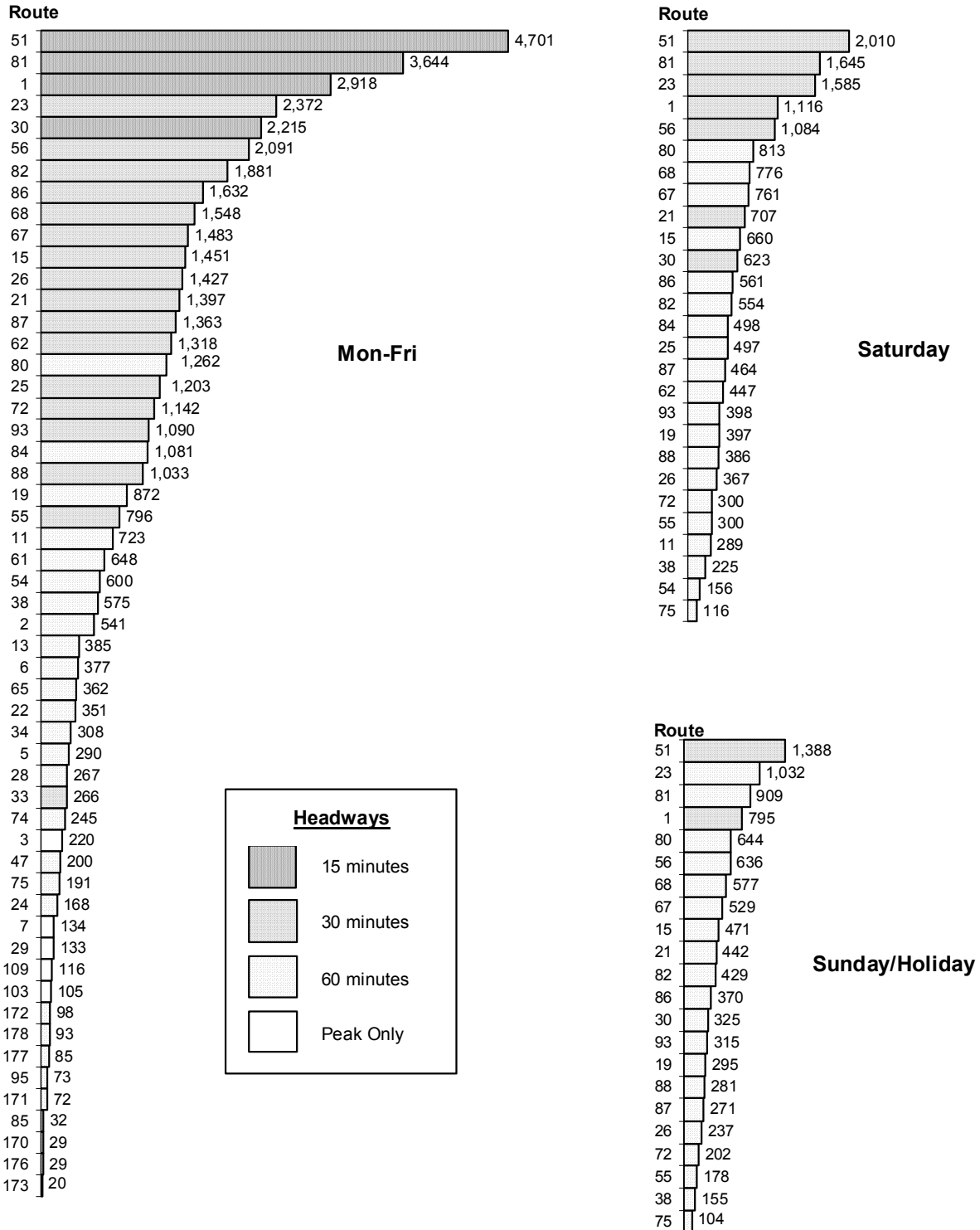


Source: RT FY 2013 Draft Fare Survey

Quarterly Ridership Report
 Period Ending June 30, 2013

System Profile

Average Daily Boardings



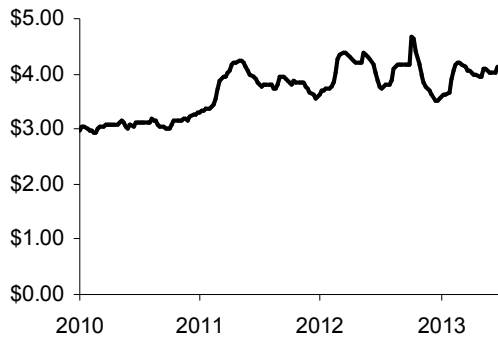
Route 33 actually has 20 minute headway

Quarterly Ridership Report
 Period Ending June 30, 2013

Demand Indicators
Gas Prices

California gas prices have been fairly stable since 2011, with the price per gallon averaging just under \$4.00 for the 30-month period.

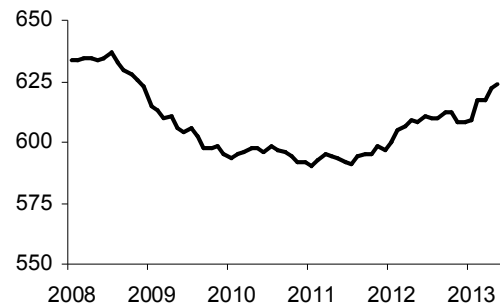
California Gas Prices



Source: U.S. Energy Information Association

Employment

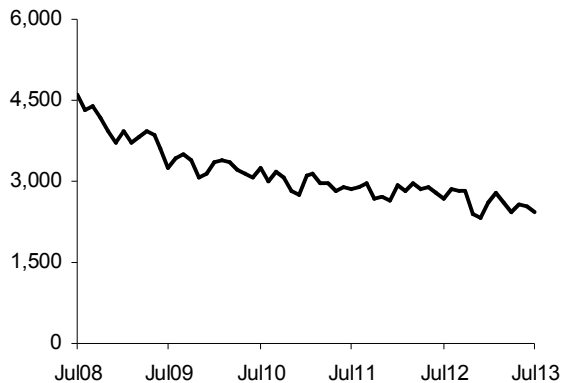
Employment in Sacramento County declined sharply from 2008 to 2010 and was relatively flat until 2012. Since 2012, employment has been increasing gradually. As of May 2013, employment was 623,900, comparable to December 2008.

 Total Employment in Sacramento County
 (thousands)


Source: Calif. Employment Development Dept.

Park-and-Ride Use

Park-and-Ride use declined sharply during the recession and the State of California "Furlough Friday" program in 2008 and has not rebounded.



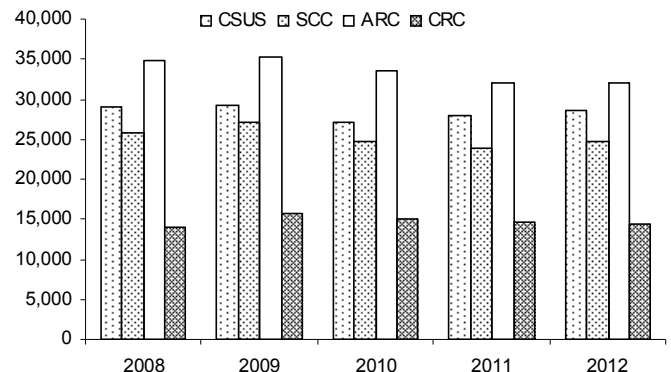
Source: RT Light Rail Dep't Monthly Operating Stats

Parking fees of \$1.00 were added at Watt/I-80, Watt West, and Roseville Road in January 2010 and at Power Inn, Florin, and Meadowview stations in October 2010. Average park-and-ride use declined 7.7 percent in FY 2013 on a year-over-year basis. Reduced park-and-ride use tends to indicate lower demand and lower ridership from choice-riders making commute trips.

College Enrollment

Total enrollment for the four major Sacramento colleges decreased from approximately 107,000 to 100,000 students from 2009 to 2010 and has been essentially flat since then.

Fall College Enrollment



Source: CSUS and Los Rios CCD

CSUS and Sac City College enrollment increased slightly in Fall 2012, but ARC and CRC were virtually unchanged.



Quarterly Ridership Report
Period Ending June 30, 2013



Weekday Bus Ridership

4/1/13 - 6/30/13

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
					Psgr Per Rev Hr	Psgr Per Rev Mile					
1	Greenback *	2,918	121	100.1	29.2	2.4	\$4.65	\$3.55	\$103.58	24%	
2	Riverside	541	26	25.3	21.3	1.9	\$6.35	\$5.26	\$112.15	17%	
3	Riverside Express	220	8	5.6	39.6	2.3	\$3.42	\$2.33	\$92.13	32%	
5	Meadowview-Valley Hi *	290	31	16.0	18.2	1.5	\$7.46	\$6.37	\$115.64	15%	X
6	Land Park	377	27	25.0	15.1	1.3	\$8.98	\$7.88	\$118.99	12%	X
7	Pocket Express	134	6	4.1	32.7	2.1	\$4.15	\$3.05	\$99.72	26%	
11	Truxel Road *	723	39	29.8	24.3	2.0	\$5.59	\$4.49	\$108.95	20%	
13	Northgate	385	33	21.2	18.1	1.8	\$7.47	\$6.38	\$115.66	15%	X
15	Rio Linda Blvd-O Street	1,451	56	53.2	27.3	2.4	\$4.97	\$3.88	\$105.66	22%	
19	Rio Linda *	872	29	40.6	21.5	1.5	\$6.30	\$5.21	\$111.97	17%	
21	Sunrise	1,397	70	67.7	20.6	1.6	\$6.57	\$5.47	\$112.93	17%	
22	Arden *	351	28	13.4	26.3	2.7	\$5.16	\$4.06	\$106.75	21%	
23	El Camino	2,372	62	80.7	29.4	2.5	\$4.61	\$3.51	\$103.30	24%	
24	Madison-Greenback	168	27	13.0	12.9	1.2	\$10.50	\$9.41	\$121.40	10%	X
25	Marconi *	1,203	55	53.6	22.4	1.9	\$6.04	\$4.94	\$110.95	18%	
26	Fulton *	1,427	52	50.7	28.2	2.5	\$4.81	\$3.71	\$104.66	23%	
28	Fair Oaks-Folsom	267	33	25.2	10.6	1.1	\$12.79	\$11.69	\$123.93	9%	X
29	Arden-California Avenue	133	4	3.9	34.3	2.1	\$3.96	\$2.86	\$98.00	28%	
30	J Street (DASH) *	2,215	116	84.5	26.2	4.0	\$5.17	\$4.08	\$106.82	21%	
34	McKinley *	308	27	26.3	11.7	1.4	\$11.56	\$10.47	\$122.69	9%	X
38	P/Q Streets	575	31	29.9	19.3	2.3	\$7.04	\$5.94	\$114.43	16%	X
51	Broadway-Stockton *	4,701	143	132.2	35.6	3.8	\$3.81	\$2.72	\$96.56	29%	
54	Center Parkway *	600	31	26.2	22.9	2.0	\$5.93	\$4.83	\$110.47	18%	
55	Scottsdale *	796	49	35.4	22.5	2.2	\$6.02	\$4.93	\$110.88	18%	
56	Pocket-C.R.C.	2,091	66	50.6	41.3	3.8	\$3.28	\$2.18	\$90.24	33%	
61	Fruitridge	648	32	30.9	20.9	2.0	\$6.47	\$5.37	\$112.58	17%	
62	Freeport	1,318	60	61.3	21.5	2.1	\$6.30	\$5.21	\$111.97	17%	
65	Franklin South	362	28	26.9	13.5	1.7	\$10.07	\$8.98	\$120.79	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 June 30, 2013



Weekday Bus Ridership

4/1/13 - 6/30/13

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
					Psgr Per Rev Hr	Psgr Per Rev Mile					
67	Franklin	1,483	57	57.9	25.6	2.2	\$5.29	\$4.20	\$107.46	21%	
68	44th Street	1,548	57	58.0	26.7	2.3	\$5.08	\$3.98	\$106.27	22%	
72	Rosemont-Lincoln Village	1,142	61	49.4	23.1	2.7	\$5.87	\$4.77	\$110.23	19%	
74	International	245	29	15.5	15.8	1.7	\$8.57	\$7.47	\$118.20	13%	X
75	Mather Field	191	14	6.4	29.9	2.6	\$4.54	\$3.44	\$102.82	24%	
80	Watt-Elkhorn	1,262	32	40.8	30.9	2.4	\$4.38	\$3.28	\$101.62	25%	
81	Florin-65th Street	3,644	119	104.3	34.9	3.3	\$3.88	\$2.78	\$97.24	28%	
82	Howe-65th Street	1,881	66	80.3	23.4	2.2	\$5.79	\$4.69	\$109.86	19%	
84	Watt Avenue-North Highlands	1,081	28	38.2	28.3	2.4	\$4.79	\$3.69	\$104.50	23%	
86	San Juan-Silver Eagle	1,632	61	57.1	28.6	2.4	\$4.74	\$3.65	\$104.21	23%	
87	Howe	1,363	55	41.5	32.8	3.8	\$4.13	\$3.03	\$99.54	27%	
88	West El Camino	1,033	59	39.1	26.4	2.3	\$5.13	\$4.03	\$106.56	21%	
93	Hillsdale	1,090	54	47.5	22.9	2.0	\$5.91	\$4.81	\$110.39	19%	
103	Auburn Blvd	105	8	4.2	24.8	1.4	\$5.46	\$4.37	\$108.34	20%	
109	Hazel Express	116	4	3.8	30.4	1.2	\$4.46	\$3.36	\$102.21	25%	

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 June 30, 2013



Saturday Bus Ridership

4/1/13 - 6/30/13

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	1,116	63	43.5	25.7	2.1	\$5.28	\$4.18	\$107.41	21%	
11	Truxel Road *	289	26	21.3	13.6	1.2	\$9.98	\$8.89	\$120.66	11%	X
15	Rio Linda Blvd-O Street	660	29	22.3	29.6	2.1	\$4.58	\$3.49	\$103.13	24%	
19	Rio Linda *	397	20	21.2	18.7	1.0	\$7.24	\$6.15	\$115.04	15%	
21	Sunrise	707	42	45.6	15.5	1.6	\$8.74	\$7.65	\$118.55	13%	
23	El Camino	1,585	50	61.0	26.0	2.0	\$5.21	\$4.12	\$107.05	21%	
25	Marconi *	497	21	20.5	24.2	1.4	\$5.60	\$4.50	\$109.00	20%	
26	Fulton	367	21	14.3	25.7	2.1	\$5.27	\$4.17	\$107.35	21%	
30	J Street (DASH)	623	53	28.9	21.6	2.5	\$6.28	\$5.19	\$111.89	17%	
38	P/Q Streets	225	25	19.3	11.6	1.1	\$11.64	\$10.55	\$122.78	9%	X
51	Broadway-Stockton	2,010	64	60.3	33.4	3.6	\$4.06	\$2.97	\$98.99	27%	
54	Center Parkway *	156	24	12.7	12.3	1.1	\$11.05	\$9.95	\$122.10	10%	X
55	Scottsdale	300	19	12.0	25.1	2.1	\$5.41	\$4.31	\$108.07	20%	
56	Pocket-C.R.C.	1,084	53	35.1	30.9	2.5	\$4.39	\$3.29	\$101.70	25%	
62	Freeport	447	29	32.8	13.6	1.5	\$9.94	\$8.84	\$120.59	11%	X
67	Franklin	761	28	27.8	27.4	2.3	\$4.94	\$3.85	\$105.49	22%	
68	44th Street	776	28	28.1	27.6	2.3	\$4.91	\$3.81	\$105.27	22%	
72	Rosemont-Lincoln Village	300	23	14.1	21.3	1.8	\$6.36	\$5.26	\$112.17	17%	
75	Mather Field	116	11	8.3	14.1	2.0	\$9.62	\$8.52	\$120.09	11%	X
80	Watt-Elkhorn	813	26	31.8	25.6	1.9	\$5.30	\$4.21	\$107.52	21%	
81	Florin-65th Street	1,645	58	57.0	28.9	2.6	\$4.69	\$3.60	\$103.88	23%	
82	Howe-65th Street	554	31	30.7	18.1	1.4	\$7.50	\$6.40	\$115.73	15%	
84	Watt Avenue-North Highlands	498	20	24.8	20.1	1.5	\$6.75	\$5.65	\$113.53	16%	
86	San Juan-Silver Eagle	561	28	22.0	25.5	1.8	\$5.31	\$4.21	\$107.57	21%	
87	Howe	464	29	14.4	32.3	2.4	\$4.20	\$3.11	\$100.19	26%	
88	West El Camino	386	26	14.9	26.0	2.0	\$5.22	\$4.12	\$107.07	21%	
93	Hillsdale	398	22	14.8	26.9	1.8	\$5.04	\$3.95	\$106.09	22%	

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 June 30, 2013



Sun/Hol Bus Ridership

4/1/13 - 6/30/13

Route	Name	Boardings Per Day	Trips Per Day	Rev Hrs Per Day	(Goal = 15)	(Goal < \$9.03)	Net Cost Per Psgr	Net Cost Per Rev Hr	Farebox Recovery	Below Standards	
					Psg'r Per Rev Hr	Full Cost Per Psgr					
1	Greenback	795	63	44.3	17.9	1.5	\$7.55	\$6.46	\$115.88	15%	
15	Rio Linda Blvd-O Street	471	26	22.7	20.8	1.7	\$6.52	\$5.42	\$112.75	17%	
19	Rio Linda *	295	20	20.3	14.5	0.7	\$9.34	\$8.25	\$119.64	12%	X
21	Sunrise	442	30	32.1	13.8	1.3	\$9.85	\$8.75	\$120.46	11%	X
23	El Camino	1,032	28	39.3	26.3	2.4	\$5.16	\$4.07	\$106.76	21%	
26	Fulton	237	20	11.1	21.4	1.4	\$6.33	\$5.23	\$112.07	17%	
30	J Street (DASH)	325	28	14.8	22.0	2.4	\$6.17	\$5.07	\$111.46	18%	
38	P/Q Streets	155	20	14.9	10.4	1.0	\$13.06	\$11.97	\$124.17	8%	X
51	Broadway-Stockton	1,388	50	41.9	33.2	3.2	\$4.09	\$2.99	\$99.21	27%	
55	Scottsdale *	178	16	10.9	16.3	1.5	\$8.30	\$7.20	\$117.64	13%	
56	Pocket-C.R.C.	636	27	19.0	33.5	2.8	\$4.05	\$2.95	\$98.86	27%	
67	Franklin	529	28	27.8	19.0	1.6	\$7.12	\$6.02	\$114.67	15%	
68	44th Street	577	28	28.1	20.5	1.7	\$6.60	\$5.50	\$113.02	17%	
72	Rosemont-Lincoln Village	202	22	13.4	15.0	1.3	\$9.02	\$7.93	\$119.08	12%	
75	Mather Field	104	11	7.8	13.5	1.8	\$10.08	\$8.98	\$120.80	11%	X
80	Watt-Elkhorn	644	23	24.5	26.3	1.7	\$5.16	\$4.06	\$106.73	21%	
81	Florin-65th Street	909	29	28.5	31.9	2.8	\$4.25	\$3.15	\$100.57	26%	
82	Howe-65th Street	429	28	27.5	15.6	1.2	\$8.69	\$7.59	\$118.45	13%	
86	San Juan-Silver Eagle	370	21	15.9	23.2	1.6	\$5.83	\$4.73	\$110.06	19%	
87	Howe	271	21	10.4	26.0	2.0	\$5.21	\$4.11	\$107.00	21%	
88	West El Camino	281	26	12.9	21.7	1.4	\$6.23	\$5.14	\$111.71	18%	
93	Hillsdale	315	22	14.8	21.4	1.4	\$6.34	\$5.25	\$112.12	17%	

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 June 30, 2013



CBS Ridership

4/1/13 - 6/30/13

Route	Name	Boardings Per Day	Trips Per Day	Rev Hrs Per Day	(Goal > 15)	Psgr Per Rev Mile	Full Cost Per Psgr	(Goal < \$9.41)	Net Cost Per Rev Hr	Farebox Recovery	Contract Service	Below Standards
					Psg'r Per Rev Hr			Net Cost Per Psgr				
33	Dos Rios	266	60	11.5	23.1	3.3	\$6.81	\$5.72	\$132.29	16%		
47	Phoenix Park	200	24	13.5	14.8	1.3	\$10.64	\$9.54	\$141.41	10%		X
85	McClellan Shuttle	32	14	6.4	4.9	0.2	\$31.86	\$30.77	\$152.23	3%	X	X
95	Citrus Heights-Antelope Rd *	73	23	10.8	6.8	0.5	\$23.28	\$22.18	\$150.23	5%	X	X
170	Eastside Flyer	29	8	7.0	4.1	0.3	\$38.01	\$18.99	\$78.76	50%	X	X
171	Westside Flyer	72	6	4.9	14.6	5.5	\$10.76	\$4.59	\$67.26	57%	X	
172	Central Flyer	98	8	7.3	13.5	5.7	\$11.71	\$5.09	\$68.56	57%	X	
173	Square Flyer	20	2	1.6	12.3	4.6	\$12.81	\$5.67	\$69.82	56%	X	
176	Cordovan - Anatolia	29	18	6.5	4.4	0.3	\$35.65	\$16.47	\$72.83	54%	X	X
177	Rancho Cordovan	85	58	7.1	12.0	0.8	\$13.19	\$5.40	\$64.58	59%	X	
178	Granite Shuttle	93	41	11.6	8.0	1.4	\$19.70	\$13.30	\$106.41	33%	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 June 30, 2013

Trend Analysis

Apr. 1 - Jun. 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	46,654	44,340	2,314	5.2%	1,777	1,648	129	7.8%	26.3	26.9
	Saturday	17,734	17,469	265	1.5%	739	730	9	1.2%	24.0	23.9
	Sun/Hol	10,584	10,774	-190	-1.8%	483	491	-8	-1.7%	21.9	21.9
	CBS (Mon-Fri)	994	1,029	-34	-3.3%	88	87	1	1.3%	11.3	11.8
RAIL	 Mon-Fri	43,352	46,925	-3,573	-7.6%	263	234	28	12.1%	164.9	200.1
	Saturday	17,946	14,672	3,274	22.3%	159	143	16	11.2%	112.9	102.6
	Sun/Hol	13,245	15,335	-2,091	-13.6%	138	139	0	-0.1%	95.7	110.7
Blue Line	Mon-Fri	22,799	23,921	-1,122	-4.7%	117	110	7	6.1%	195.2	217.4
	Saturday	9,646	7,595	2,051	27.0%	75	67	8	12.0%	129.3	114.0
	Sun/Hol	6,323	7,544	-1,220	-16.2%	65	65	0	0.0%	98.0	116.9
Gold Line	Mon-Fri	20,226	23,004	-2,777	-12.1%	131	124	7	5.5%	154.1	184.9
	Saturday	8,300	7,077	1,222	17.3%	84	76	8	10.5%	98.4	92.7
	Sun/Hol	6,921	7,792	-870	-11.2%	74	74	0	-0.2%	93.8	105.4
Green Line	Mon-Fri	326	n/a	n/a	n/a	15	n/a			22.0	

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 June 30, 2013

Trend Analysis

Bus - Weekdays

Average Daily Ridership

Route	Name	4/1/13 - 6/30/13			4/1/12 - 6/30/12			Variance			
		Boardings	Rev Hrs	Psgr/Hr	Boardings	Rev Hrs	Psgr/Hr	Boardings		Rev Hrs	
1	Greenback *	2,918	100	29	2,795	83	34	123	4%	17	21%
2	Riverside	541	25	21	532	25	21	9	2%	0	0%
3	Riverside Express	220	6	40	231	6	40	-11	-5%	0	-3%
5	Meadowview-Valley Hi *	290	16	18	248	15	17	42	17%	1	7%
6	Land Park	377	25	15	430	25	17	-53	-12%	0	0%
7	Pocket Express	134	4	33	148	4	36	-14	-9%	0	0%
11	Truxel Road *	723	30	24	637	27	24	86	13%	3	11%
13	Northgate	385	21	18	324	18	18	60	19%	4	20%
14	Norwood (eliminated) *				359	21	17	-359	-100%	-21	-100%
15	Rio Linda Blvd-O Street	1,451	53	27	1,436	53	27	15	1%	0	0%
19	Rio Linda	872	41	22	765	40	19	107	14%	1	1%
21	Sunrise	1,397	68	21	1,358	63	21	40	3%	4	7%
22	Arden *	351	13	26	324	15	22	27	8%	-1	-9%
23	El Camino	2,372	81	29	2,428	77	31	-56	-2%	4	5%
24	Madison-Greenback	168	13	13	146	9	15	22	15%	4	37%
25	Marconi *	1,203	54	22	1,007	39	26	196	19%	15	38%
26	Fulton *	1,427	51	28	970	36	27	457	47%	14	39%
28	Fair Oaks-Folsom	267	25	11	288	25	11	-21	-7%	0	0%
29	Arden-California Avenue	133	4	34	149	4	38	-16	-11%	0	-2%
30	J Street (DASH) *	2,215	85	26	1,652	67	25	563	34%	18	26%
31	River Park (eliminated) *				460	19	24	-460	-100%	-19	-100%
34	McKinley *	308	26	12	370	26	14	-62	-17%	0	0%
38	P/Q Streets	575	30	19	673	30	23	-98	-15%	0	0%
51	Broadway-Stockton *	4,701	132	36	4,253	101	42	448	11%	31	31%
54	Center Parkway *	600	26	23	488	26	19	112	23%	1	3%
55	Scottsdale *	796	35	23	553	16	34	243	44%	19	115%
56	Pocket-C.R.C.	2,091	51	41	1,995	48	41	96	5%	2	5%
61	Fruitridge	648	31	21	681	31	22	-33	-5%	0	0%
62	Freeport	1,318	61	22	1,275	61	21	43	3%	0	0%

* Major changes in September 2012



Quarterly Ridership Report
Period Ending June 30, 2013

Trend Analysis

Bus - Weekdays

Average Daily Ridership

Route Name	4/1/13 - 6/30/13			4/1/12 - 6/30/12			Variance			
	Boardings	Rev Hrs	Psg/Hr	Boardings	Rev Hrs	Psg/Hr	Boardings	Rev Hrs		
65 Franklin South	362	27	13	383	16	24	-21	-6%	11	68%
67 Franklin	1,483	58	26	1,415	58	24	67	5%	0	0%
68 44th Street	1,548	58	27	1,544	58	27	4	0%	0	0%
72 Rosemont-Lincoln Village	1,142	49	23	1,189	49	24	-47	-4%	0	0%
74 International	245	16	16	304	16	20	-59	-19%	0	0%
75 Mather Field	191	6	30	182	7	27	9	5%	0	-6%
80 Watt-Elkhorn	1,262	41	31	1,165	38	31	97	8%	3	7%
81 Florin-65th Street	3,644	104	35	3,255	98	33	389	12%	6	7%
82 Howe-65th Street	1,881	80	23	1,514	62	25	367	24%	19	30%
84 Watt Avenue-North Highlands	1,081	38	28	1,058	37	28	22	2%	1	2%
86 San Juan-Silver Eagle	1,632	57	29	1,628	57	29	4	0%	0	0%
87 Howe	1,363	41	33	1,328	44	30	35	3%	-3	-6%
88 West El Camino	1,033	39	26	1,019	42	24	14	1%	-3	-7%
93 Hillsdale	1,090	47	23	1,133	48	24	-43	-4%	0	0%
103 Auburn Blvd	105	4	25	131	5	29	-26	-20%	0	-6%
109 Hazel Express	116	4	30	119	4	31	-3	-2%	0	0%
TOTAL	46,654	1,777	26	44,340	1,648	27	2,314	5.2%	129	7.8%



Quarterly Ridership Report
Period Ending June 30, 2013

Trend Analysis

Bus - Saturday

Average Daily Ridership

Route Name	4/1/13 - 6/30/13			4/1/12 - 6/30/12			Variance			
	Boardings	Rev Hrs	Psgr/Hr	Boardings	Rev Hrs	Psgr/Hr	Boardings	Rev Hrs		
1 Greenback	1,116	43	26	1,128	44	26	-13	-1%	-1	-2%
11 Truxel Road *	289	21	14				289	n/a	21	n/a
15 Rio Linda Blvd-O Street	660	22	30	650	22	29	10	1%	0	0%
19 Rio Linda *	397	21	19	393	21	18	5	1%	0	-1%
21 Sunrise	707	46	16	699	36	19	9	1%	9	26%
22 Arden *				215	11	19	-215	-100%	-11	-100%
23 El Camino	1,585	61	26	1,549	61	25	36	2%	0	0%
25 Marconi *	497	21	24	493	24	20	3	1%	-4	-15%
26 Fulton	367	14	26	331	14	23	35	11%	0	0%
30 J Street (DASH)	623	29	22	581	29	20	42	7%	0	0%
34 McKinley *				62	9	7	-62	-100%	-9	-100%
38 P/Q Streets	225	19	12	229	19	12	-5	-2%	0	0%
47 Phoenix Park *				106	9	12	-106	-100%	-9	-100%
51 Broadway-Stockton	2,010	60	33	1,979	60	33	31	2%	0	0%
54 Center Parkway *	156	13	12				156	n/a	13	n/a
55 Scottsdale	300	12	25	248	11	22	52	21%	1	5%
56 Pocket-C.R.C.	1,084	35	31	1,143	36	32	-59	-5%	-1	-2%
62 Freeport	447	33	14	416	29	15	32	8%	4	15%
67 Franklin	761	28	27	746	28	27	15	2%	0	0%
68 44th Street	776	28	28	770	28	27	6	1%	0	0%
72 Rosemont-Lincoln Village	300	14	21	342	14	24	-43	-13%	0	0%
75 Mather Field	116	8	14	116	8	14	0	0%	0	0%
80 Watt-Elkhorn	813	32	26	787	32	25	26	3%	0	0%
81 Florin-65th Street	1,645	57	29	1,530	57	27	115	8%	0	0%
82 Howe-65th Street	554	31	18	531	31	17	24	4%	0	0%
84 Watt Avenue-North Highlands	498	25	20	508	25	20	-10	-2%	0	0%
86 San Juan-Silver Eagle	561	22	26	633	22	29	-72	-11%	0	0%
87 Howe	464	14	32	442	14	31	22	5%	0	0%
88 West El Camino	386	15	26	406	15	27	-20	-5%	0	0%
93 Hillsdale	398	15	27	436	20	22	-37	-9%	-5	-25%
TOTAL	17,734	739	24	17,469	730	24	265	1.5%	9	1.2%



Quarterly Ridership Report
Period Ending June 30, 2013

Trend Analysis

Bus - Sun/Hol

Average Daily Ridership

Route Name	4/1/13 - 6/30/13			4/1/12 - 6/30/12			Variance			
	Boardings	Rev Hrs	Psgr/Hr	Boardings	Rev Hrs	Psgr/Hr	Boardings	Rev Hrs		
1 Greenback	795	44	18	736	45	16	59	8%	0	-1%
15 Rio Linda Blvd-O Street	471	23	21	489	23	22	-18	-4%	0	0%
19 Rio Linda *	295	20	15	341	20	17	-46	-14%	0	0%
21 Sunrise	442	32	14	432	27	16	9	2%	5	18%
23 El Camino	1,032	39	26	1,083	39	28	-51	-5%	0	0%
26 Fulton	237	11	21	231	11	21	5	2%	0	0%
30 J Street (DASH)	325	15	22	293	15	20	31	11%	0	0%
34 McKinley *				53	9	6	-53	-100%	-9	-100%
38 P/Q Streets	155	15	10	191	15	13	-36	-19%	0	0%
51 Broadway-Stockton	1,388	42	33	1,387	42	33	1	0%	0	0%
55 Scottsdale	178	11	16	133	9	14	45	34%	1	15%
56 Pocket-C.R.C.	636	19	33	665	19	35	-29	-4%	0	-1%
67 Franklin	529	28	19	542	28	20	-14	-3%	0	0%
68 44th Street	577	28	21	625	28	22	-48	-8%	0	0%
72 Rosemont-Lincoln Village	202	13	15	227	13	17	-25	-11%	0	0%
75 Mather Field	104	8	13	83	8	11	21	26%	0	0%
80 Watt-Elkhorn	644	24	26	669	24	27	-25	-4%	0	0%
81 Florin-65th Street	909	28	32	829	28	29	80	10%	0	0%
82 Howe-65th Street	429	28	16	405	28	15	24	6%	0	0%
86 San Juan-Silver Eagle	370	16	23	419	16	26	-49	-12%	0	0%
87 Howe	271	10	26	276	10	27	-5	-2%	0	0%
88 West El Camino	281	13	22	311	13	24	-31	-10%	0	0%
93 Hillsdale	315	15	21	353	20	18	-38	-11%	-5	-25%
TOTAL	10,584	483	22	10,774	491	22	-190	-1.8%	-8	-1.7%



Quarterly Ridership Report
Period Ending June 30, 2013

Trend Analysis

CBS - Weekdays

Average Daily Ridership

Route	Name	4/1/13 - 6/30/13			4/1/12 - 6/30/12			Variance			
		Boardings	Rev Hrs	Psg/Hr	Boardings	Rev Hrs	Psg/Hr	Boardings	Rev Hrs		
16	Del Paso Hts-Norwood Avenue				138	11	12	-138	-100%	-11	-100%
33	Dos Rios	266	11	23	231	11	20	34	15%	0	0%
47	Phoenix Park	200	14	15	204	14	15	-4	-2%	0	0%
85	McClellan Shuttle	32	6	5	29	6	4	3	11%	0	0%
95	Citrus Heights-Antelope Rd	73	11	7				73	n/a	11	n/a
170	Eastside Flyer	29	7	4	83	7	12	-54	-65%	0	n/a
171	Westside Flyer	72	5	15	56	5	12	15	27%	0	n/a
172	Central Flyer	98	7	13	74	7	10	24	32%	0	n/a
173	Square Flyer	20	2	12	22	2	14	-2	-11%	0	n/a
176	Cordovan - Anatolia	29	7	4				29	n/a	7	n/a
177	Rancho Cordovan	85	7	12	89	12	7	-4	-4%	-5	-42%
178	Granite Shuttle	93	12	8	102	11	9	-9	-9%	0	2%
	TOTAL	994	88	11	1,029	87	12	-34	-3%	1	1%



Quarterly Ridership Report
Period Ending June 30, 2013



Light Rail Ridership Trends

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		Year Ended 6/30/13		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	2,157	2,088	0%	-1%
WATT I-80 WEST	96	216	102	161	143	150	116	116	131	127	13%	9%
ROSEVILLE RD	699	1,178	634	1,035	677	713	633	736	633	635	0%	-14%
MARCONI / ARCADE	1,262	934	999	928	827	716	916	870	1,057	959	15%	10%
SWANSTON	416	417	313	267	271	294	269	299	313	304	16%	2%
ROYAL OAKS	751	707	547	437	429	398	515	417	588	539	14%	29%
ARDEN / DEL PASO	1,644	1,917	1,605	1,777	1,186	1,366	1,361	1,606	1,297	1,457	-5%	-9%
GLOBE AVENUE	317	374	309	320	243	253	296	301	297	288	0%	-5%
ALKALI FLAT / LA VALENT	1,805	1,402	1,256	1,199	920	948	949	978	1,086	1,020	15%	4%
12TH & I STREETS	732	711	639	677	512	551	612	662	504	591	-18%	-11%
CATHEDRAL SQUARE	1,203	1,295	998	1,111	885	893	846	939	743	927	-12%	-1%
7TH / 9TH & K	3,136	2,972	2,629	2,156	1,825	1,652	2,022	1,887	1,921	1,890	-5%	0%
7TH / 8TH & CAPITOL	1,061	955	967	753	701	616	673	629	611	637	-9%	1%
8TH & O STREETS	891	714	855	653	754	668	763	679	675	693	-12%	2%
ARCHIVES PLAZA	730	521	619	511	478	484	519	487	489	491	-6%	1%
13TH STREET	398	541	446	496	346	392	429	416	508	472	18%	13%
16TH STREET	2,758	2,850	2,454	2,564	1,767	1,982	2,213	2,396	2,008	2,225	-9%	-7%
BROADWAY	1,218	1,503	1,073	1,127	863	924	1,030	930	1,034	1,012	0%	9%
4TH/WAYNE HULTGREN	677	812	850	656	637	570	760	577	684	594	-10%	3%
CITY COLLEGE	1,795	1,896	1,923	2,061	1,433	1,393	1,757	1,682	1,689	1,789	-4%	6%
FRUITRIDGE	822	762	654	633	535	552	675	682	642	618	-5%	-9%
47TH AVE	673	718	626	721	649	576	717	728	763	682	6%	-6%
FLORIN	2,322	2,085	1,672	1,902	1,383	1,341	1,508	1,723	1,606	1,631	6%	-5%
MEADOWVIEW	3,456	3,575	3,050	3,098	2,443	2,437	2,813	2,706	2,774	2,542	-1%	-6%
	31,349	31,349	27,331	27,331	21,693	21,692	24,555	24,555	24,209	24,210	-1%	-1%

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



Quarterly Ridership Report
Period Ending June 30, 2013



Light Rail Ridership Trends

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		Year Ended 6/30/13		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	387	363	-23%	-25%
7TH & I	715	-	636	-	379	34	375	22	359	9	-4%	-58%
8TH & H	-	-	-	-	-	-	55	304	23	279	-59%	-8%
7TH & K	-	-	687	13	886	61	1,047	47	1,002	46	-4%	-3%
8TH & K	-	1,922	-	1,972	80	1,585	71	1,567	39	1,351	-45%	-14%
7TH / 8TH & CAPITOL	1,716	557	982	460	633	649	610	572	483	511	-21%	-11%
8TH & O STREETS	1,165	672	946	632	911	767	871	832	732	714	-16%	-14%
ARCHIVES PLAZA	1,085	618	897	628	723	745	691	699	628	660	-9%	-6%
13TH STREET	780	648	718	526	536	460	524	484	627	538	20%	11%
16TH STREET	3,139	2,368	2,974	2,476	2,168	2,169	2,437	2,367	2,146	2,317	-12%	-2%
23RD STREET	809	911	763	773	625	610	661	580	573	571	-13%	-1%
29TH STREET	2,235	2,238	2,079	1,919	1,597	1,622	1,817	1,684	1,767	1,571	-3%	-7%
39TH STREET	504	525	386	340	355	310	353	307	396	321	12%	5%
48TH STREET	209	340	241	232	194	237	204	227	206	231	1%	2%
59TH STREET	391	259	365	291	255	294	303	245	308	287	2%	18%
65TH STREET	1,945	2,544	1,826	1,920	1,523	1,520	1,670	1,762	1,678	1,708	0%	-3%
POWER INN ROAD	1,108	1,321	1,181	1,201	832	806	846	806	796	770	-6%	-4%
COLLEGE GREENS	1,153	973	856	878	769	752	823	779	795	736	-3%	-6%
WATT / MANLOVE	1,299	1,483	1,318	1,665	1,185	1,170	1,214	1,330	1,256	1,333	3%	0%
STARFIRE	575	889	605	628	439	358	511	388	480	416	-6%	7%
TIBER	384	420	388	461	307	323	372	383	358	390	-4%	2%
BUTTERFIELD	817	664	741	790	677	662	737	705	690	719	-6%	2%
MATHER FIELD / MILLS	2,581	2,279	2,048	2,350	1,600	1,632	1,762	1,914	1,814	1,844	3%	-4%
ZINFANDEL	1,034	1,064	1,236	1,201	878	833	942	921	1,040	1,010	10%	10%
CORDOVA TOWN CTR	654	638	788	781	652	601	684	698	661	602	-3%	-14%
SUNRISE	823	938	972	1,111	836	825	840	909	883	862	5%	-5%
HAZEL	189	285	187	445	199	190	215	239	209	192	-2%	-19%
IRON POINT	419	643	363	593	446	466	481	537	473	497	-2%	-7%
GLENN	264	436	256	360	325	308	289	294	284	247	-2%	-16%
HIST FOLSOM	433	590	582	495	512	460	533	510	508	511	-5%	0%
	27,175	27,175	25,760	25,759	21,009	21,010	22,443	22,591	21,602	21,608	-4%	-4%

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



Quarterly Ridership Report
Period Ending June 30, 2013



Light Rail Ridership Trends

Average Daily Ridership

Green Line - Weekdays

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	17	17	39	32	17	20	6	13	79	82
7TH & I	2	2	6	9	4	5	1	0	13	16
7TH & K	3	8	15	16	5	6	3	3	25	34
7TH / 8TH & CAPITOL	2	3	8	7	5	2	2	1	16	13
8TH & O STREETS	5	3	12	9	4	4	1	1	21	17
ARCHIVES PLAZA	6	4	16	9	9	3	3	1	33	17
13TH STREET	9	9	28	35	9	16	5	8	51	68
8TH & K	9	3	14	22	9	7	6	3	38	35
8TH & H	3	5	7	5	6	5	3	1	19	15
	55	55	145	145	66	66	30	30	297	297