

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
24	12/08/14	Open	Action	11/20/14

Subject: Receiving the Quarterly Ridership Report and Exempting Route 95 from the Sacramento Regional Transit District's Route Sunset Process

## ISSUE

Receiving the Quarterly Ridership Report and Exempting Route 95 from the Sacramento Regional Transit District's Route Sunset Process.

## RECOMMENDED ACTION

Adopt Resolution No. 14-12-\_\_\_\_\_, Exempting Route 95 from the Sacramento Regional Transit District's Route Sunset Process.

## FISCAL IMPACT

None.

## DISCUSSION

Attached is the Quarterly Ridership Report for the quarter ended September 30, 2014 (Attachment 1). 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 2012 TransitRenewal study. Routes that do not meet RT's productivity standards are put on a watch list for closer examination. Corrective action for routes consistently 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.

### **Route Sunset Process**

Under RT's route sunset process, newly created routes are subject to automatic elimination if they do not meet minimum productivity standards in their first two years of operation. On March 10, 2014, staff provided an update on three routes that were introduced in September 2012:

- Route 11 – Truxel Saturday Service
- Route 54 – Center Parkway Saturday Service
- Route 95 – Citrus Heights Monday-Friday Service

At the time, ridership on all three routes had not yet met RT's productivity standards, although Routes 11 and 54 were on pace to meet the standards. As of today's report, with a full two years of data available, both Route 11 and Route 54 have begun to meet RT's productivity standards, and therefore are not affected by RT's route sunset process.

Approved:

Presented:

Final 12/2/14

General Manager/CEO

AGM of Planning & Transit System Development

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Subject: Receiving the Quarterly Ridership Report and Exempting Route 95 from the Sacramento Regional Transit District's Route Sunset Process

## Route 95

Background - The March 10, 2014 report indicated that Route 95 was not meeting productivity goals and was not on pace to meet them within the two year period, but that an exemption from the sunset process may be warranted. As of today's report, productivity is still well below RT's productivity standards, despite ridership continuing to grow. See Attachment 1, pages 5, 12, and 16 for more information.

Recommendations - Staff recommends that the Board adopt the attached resolution exempting Route 95 from the sunset process. Per RT's Service and Fare Change Policies, inaction by the Board would trigger Route 95 to be automatically eliminated, effective with the next feasible schedule change, which would be April 2015.

Key factors for exempting Route 95 from RT's route sunset process include the following:

- Citrus Heights Contract - Under RT's agreement with the City of Citrus Heights, the City remits certain special revenues to RT as consideration for transit service provided within the City. RT has consequently attempted to maintain parity between payments and total service levels. If Route 95 were eliminated, new service in Citrus Heights would be needed to maintain parity. Contract renegotiation would be the proper avenue for resolving any questions of overall service levels and has coincidentally been in progress for over a year. A new proposed agreement has been included for the Board's consideration under a separate agenda item.
- Consultation Process – Given essentially fixed service levels in Citrus Heights, RT staff confers and consults with City staff on the allocation of service within the City through monthly teleconferences. City staff has consistently expressed a desire to maintain Route 95.
- Lack of Alternatives – RT's assessment of the route presented in March considered reallocation of resources from Route 95 to the CityRide dial-a-ride service or to other existing fixed-route bus routes. Neither option was found to be clearly superior to maintaining Route 95. The full analysis has been provided as Attachment 2.

The existing operating budget assumes continued operation of Route 95, so there is no fiscal impact from exempting Route 95 from the sunset process.

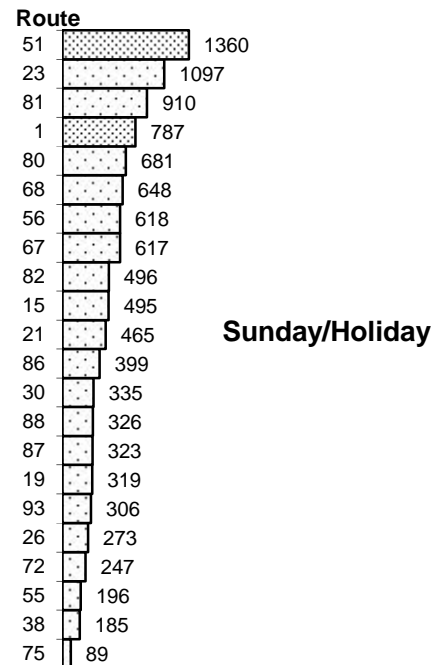
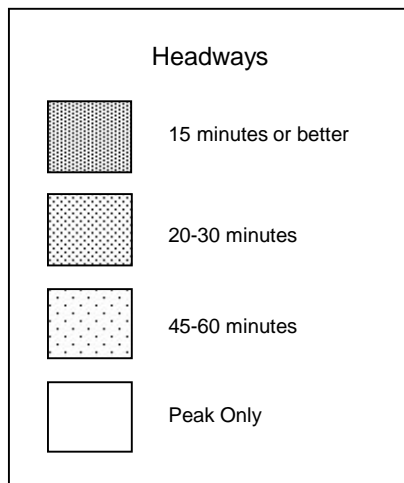
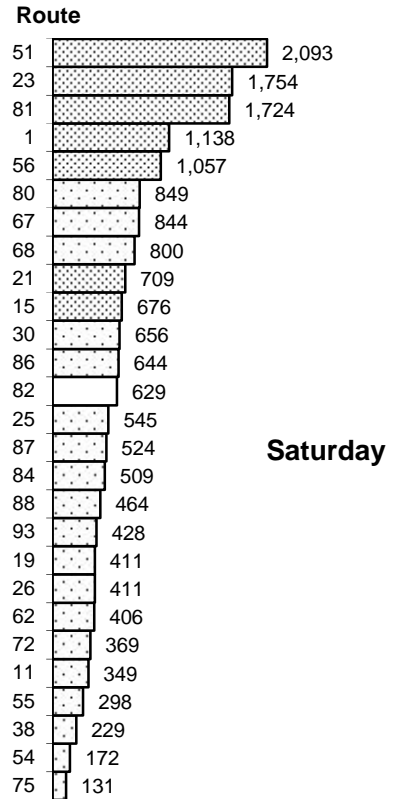
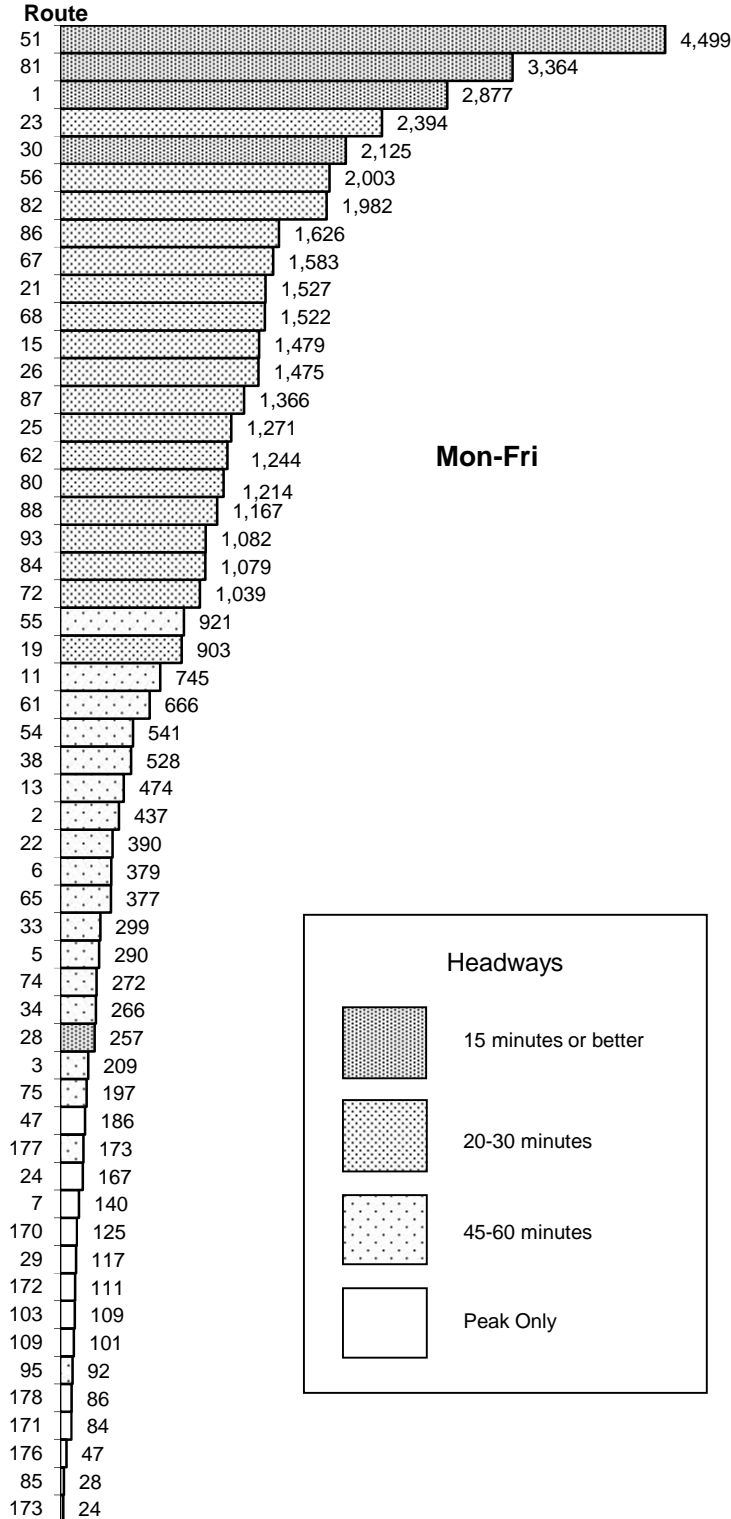
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**Regional Transit**  
Quarterly Ridership Report  
Period Ending September 30, 2014

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**RT Bus Routes**  
**Average Daily Boardings**



**Performance Monitoring**
**Monday-Friday**

Minimum productivity standards for regular weekday bus routes are **27.0 boardings per service 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 pursuant to RT's route sunset process.

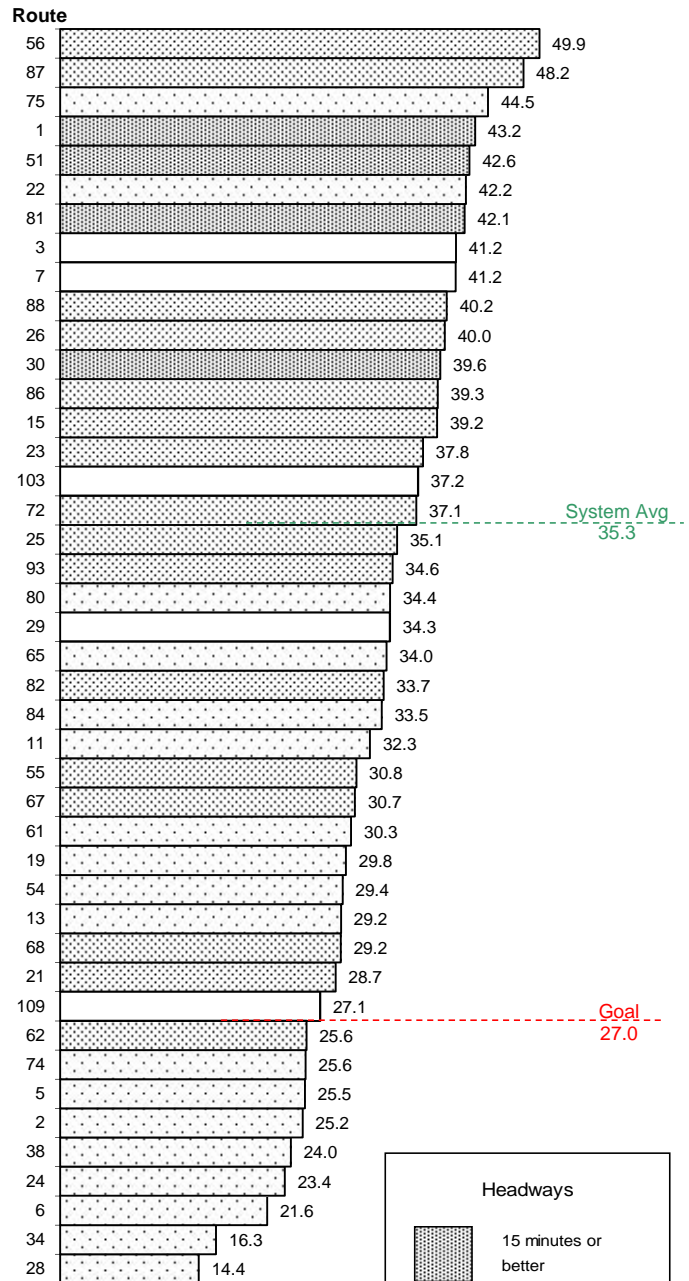
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**Routes Below Standard**

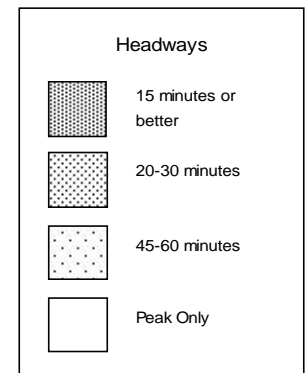
Route	Name	Quarters
5	Meadowview/Valley Hi	9 qtrs.
6	Land Park	9 qtrs.
38	P/Q Streets	6 qtrs.
24	Madison/Greenback	9 qtrs.
28	Fair Oaks/Cordova Town Ctr.	9 qtrs.
34	McKinley	9 qtrs.
62	Freeport	2 qtrs.
74	International	9 qtrs.
2	Riverside	1 qtr.

**Notes:**

- With the prior report for the quarter ended June 30, 2014, RT changed its methodology for productivity statistics from a revenue hour basis to a service hour basis.
- Route 28 continues to remain below standard; however, upcoming service changes scheduled for April 2015 could potentially improve productivity on this route, as it is proposed to be extended from the Mather Field/Mills light rail station to the Butterfield light rail station.

**Boardings Per Service Hour**


7/1/14 – 9/30/14



**Performance Monitoring**
**Saturday**

Minimum productivity standards for Saturday bus routes are **20.0 boardings per service 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 pursuant to RT's route sunset process.

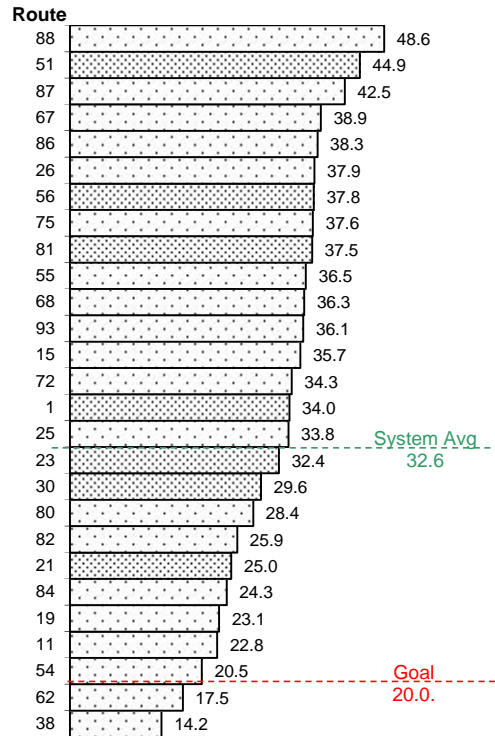
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**Routes Below Standard**

Route	Name	Quarters
38	P/Q Streets	9 qtrs.
62	Freeport	9 qtrs.

**Notes:**

- With the prior report for the quarter ended June 30, 2014, RT changed its methodology for productivity statistics from a revenue hour basis to a service hour basis.
- Route 11 was added on Saturdays in September 2012 and is now consistently meeting or exceeding RT's minimum productivity standards.
- Route 54 was added on Saturdays in September 2012 and prior to this quarter, the route had not been meeting RT's minimum productivity standards.

**Boardings Per Service Hour**


7/1/14 – 9/30/14

**Performance Monitoring**
**Sunday/Holiday**

Minimum productivity standards for Sunday/Holiday bus routes are **20.0 boardings per service 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 pursuant to RT's route sunset process.

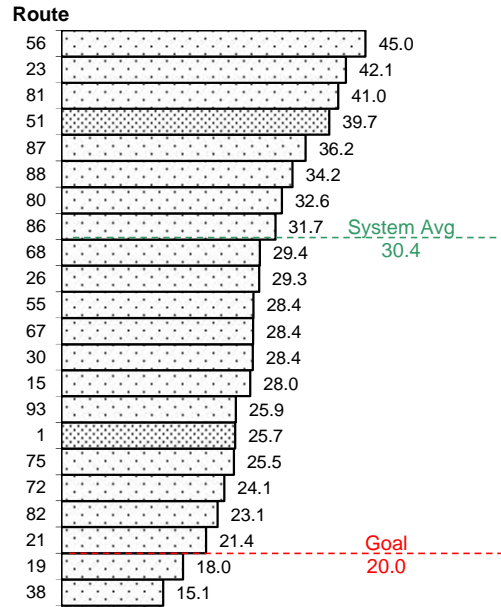
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**Routes Below Standard**

Route	Name	Quarters
19	Rio Linda	2 qtr.
38	P/Q Streets	9 qtrs.

**Notes:**

- With the prior report for the quarter ended June 30, 2014, RT changed its methodology for productivity statistics from a revenue hour basis to a service hour basis.

**Boardings Per Service Hour**


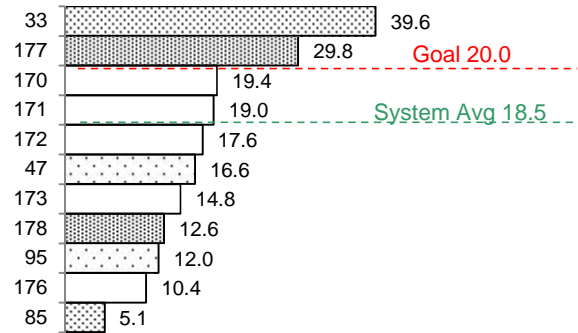
7/1/14 – 9/30/14

**Performance Monitoring**
**Community Bus Service**

Minimum productivity standards for CBS routes are **20.0 boardings per service hour**. CBS routes supported by a third-party subsidy are considered to be meeting standards if the net operating cost does not exceed **\$10.73 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 pursuant to RT's route sunset process.

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Route	Name	Contract	Quarters
47	Phoenix Park	No	2 qtr.
85	McClellan Shuttle	Yes	9 qtrs.
95	Citrus Hts. - Antelope Rd	No	8 qtrs.
170	Natomas Flyer Eastside	Yes	3 qtrs.
171	Natomas Flyer Westside	Yes	2 qtr.
173	Natomas Flyer Square	Yes	2 qtr.
176	Cordova - Anatolia	Yes	9 qtrs.
178	Granite Shuttle	Yes	9 qtrs.

**Boardings Per Service Hour**
**Routes**


7/1/14 – 9/30/14

**Notes:**

- With the prior report for the quarter ended June 30, 2014, RT changed its methodology for productivity statistics from a revenue hour basis to a service hour basis.
- 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 and is not currently on pace to meet productivity goals within its first two years. Staff recommended on March 10, 2014 that the route be exempt from the sunset process based on level-of-service commitments to the City of Citrus Heights and lack of superior cost-constrained alternatives.



Quarterly Ridership Report  
 Period Ending September 30, 2014

**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.

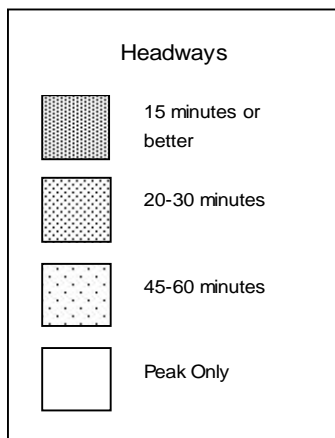
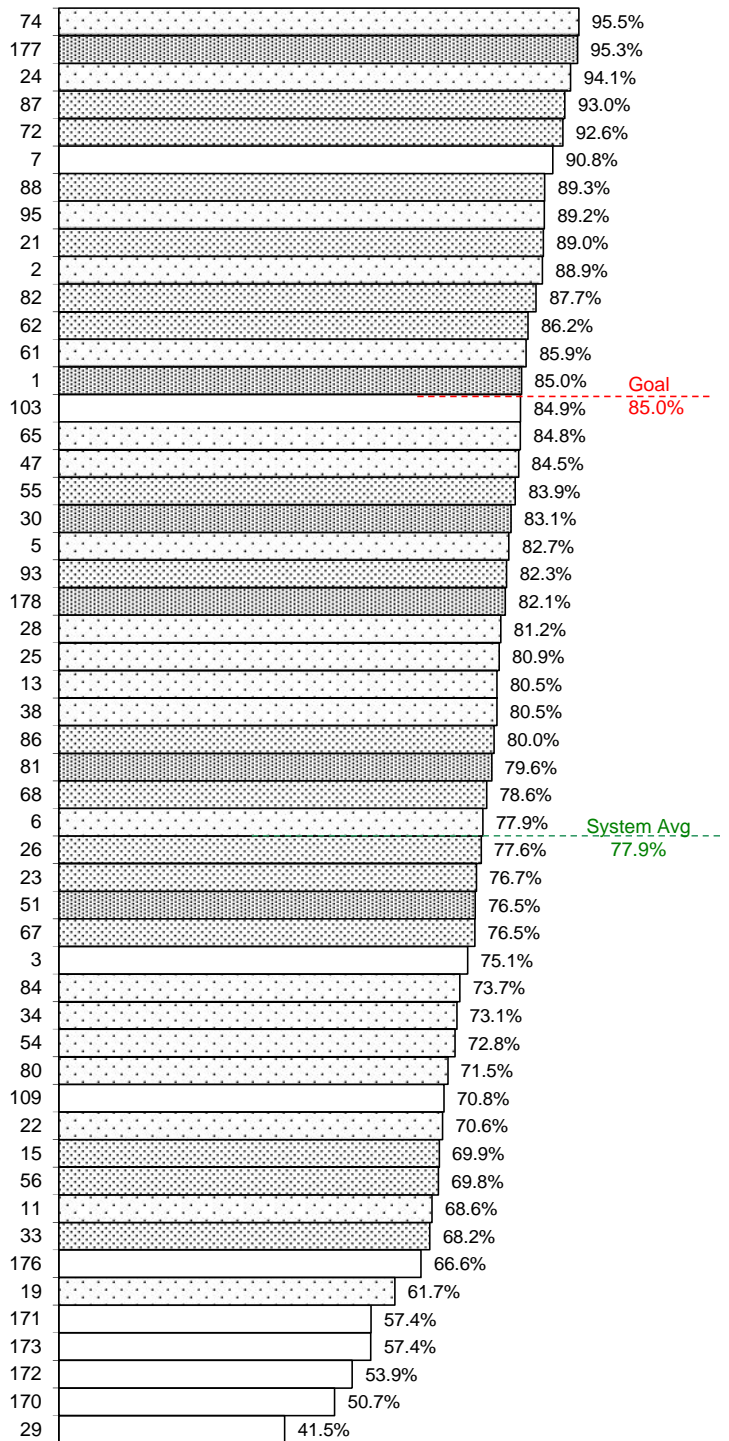
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Weekday on-time performance is down from 78.9 to 77.9 percent compared to last quarter, and is down compared to 79.1 percent for the same quarter last year.

Quarter	2013	2014
Q1	79.2%	78.2%
Q2	79.5%	78.9%
Q3	79.1%	77.9%
Q4	76.9%	

**Notes:**

- Route 47 improved from 75% last quarter to 85% this quarter.
- Route 33 decreased from 77% last quarter to 68% this quarter.


**On-Time Performance**


7/1/14 – 9/30/14

Quarterly Ridership Report  
 Period Ending September 30, 2014

**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.

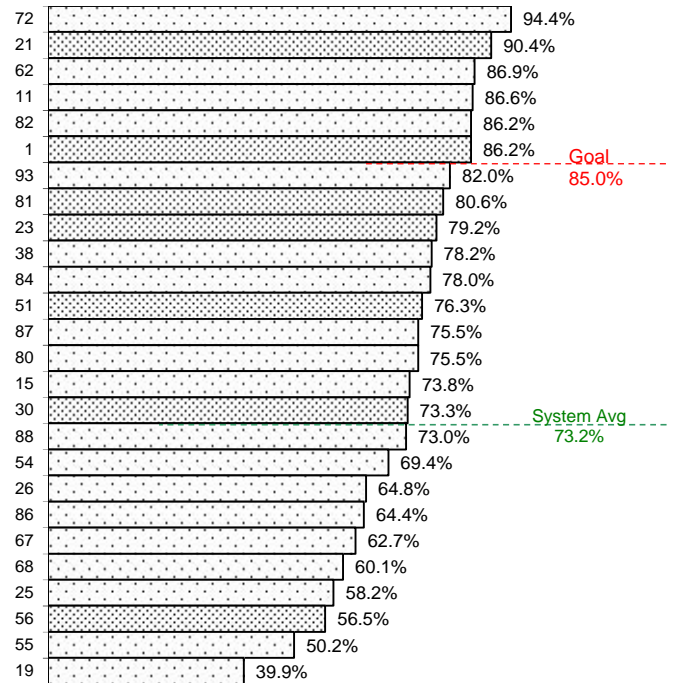
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Although Saturdays continue to be RT's most difficult day for on-time performance, the system wide on-time performance increased from 72.1 to 73.2 percent compared to last quarter.

Quarter	2013	2014
Q1	72.0%	74.4%
Q2	75.1%	72.1%
Q3	74.4%	73.2%
Q4	74.2%	

**Notes:**

- Route 88 decreased from 87% last quarter to 73% this quarter.
- Route 11 improved from 76% last quarter to 87% this quarter.

**On-Time Performance**


7/1/14 – 9/30/14

**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.

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Sunday/Holiday on-time performance was 78.7 percent, up slightly from last quarter.

Period	On-Time Performance
Q1 2013	78.6%
Q2 2013	78.3%
Q3 2013	77.8%
Q4 2013	77.5%
Q1 2014	79.1%
Q2 2014	77.3%
Q3 2014	78.7%

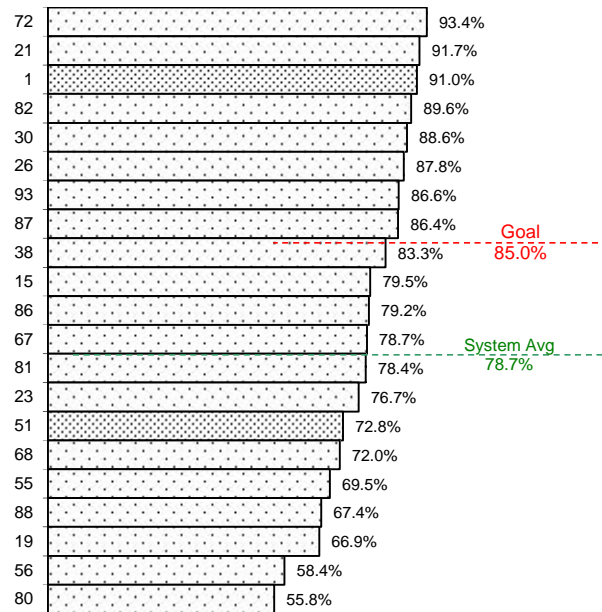
**Notes:**

- Route 87 increased from 75% to 86%.
- Route 55 increased from 56% to 70%.
- Route 88 decreased from 87% to 67%.
- Route 56 increased from 47% to 58%.
- Route 80 decreased from 67% to 56%.

**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. The goal is 97.0 percent on-time departures.

Blue Line on-time performance increased to 98.8 percent. Gold Line was unchanged at 99.1 percent. Green Line increased to 99.6 percent.

**On-Time Performance**


7/1/14 – 9/30/14

	Blue	Gold	Green
2013-Q4	98.8%	99.4%	99.8%
2014-Q1	98.9%	99.1%	98.9%
2014-Q2	98.3%	99.1%	97.7%
<b>2014-Q3</b>	<b>98.8%</b>	<b>99.1%</b>	<b>99.6%</b>

Quarterly Ridership Report  
 Period Ending September 30, 2014


## Weekday Bus Ridership

7/1/14 - 9/30/14

Route	Name	Boardings Per Day	Trips Per Day	Serv Hrs Per Day	Rev Hrs Per Day	(Goal = 27)	Full Cost Per Psgr	Net Cost Per Psgr	Farebox Recovery	Below Standards
						Psg'r Per Serv Hr				
56	Pocket-C.R.C.	2,003	66	40.2	50.6	49.9	\$3.58	\$2.48	31%	
87	Howe	1,366	55	28.3	41.5	48.2	\$4.30	\$3.21	25%	
75	Mather Field	197	14	4.4	10.0	44.5	\$7.19	\$6.10	15%	
1	Greenback	2,877	121	66.6	100.1	43.2	\$4.92	\$3.83	22%	
51	Broadway-Stockton	4,499	143	105.6	132.2	42.6	\$4.16	\$3.06	26%	
22	Arden	390	28	9.2	13.4	42.2	\$4.85	\$3.76	23%	
81	Florin-65th Street	3,364	117	79.9	103.4	42.1	\$4.35	\$3.26	25%	
3	Riverside Express	209	8	5.1	5.3	41.2	\$3.62	\$2.52	30%	
7	Pocket Express	140	6	3.4	4.1	41.2	\$4.15	\$3.05	26%	
88	West El Camino	1,167	59	29.0	39.1	40.3	\$4.74	\$3.64	23%	
26	Fulton	1,475	52	36.8	51.3	40.0	\$4.92	\$3.82	22%	
30	J Street (DASH)	2,125	116	53.7	84.5	39.6	\$5.63	\$4.54	19%	
86	San Juan-Silver Eagle	1,626	61	41.4	57.1	39.3	\$4.97	\$3.88	22%	
15	Rio Linda Blvd-O Street	1,479	56	37.7	53.2	39.2	\$5.09	\$4.00	22%	
23	El Camino	2,394	63	63.4	82.1	37.8	\$4.86	\$3.76	23%	
103	Auburn Blvd	109	8	2.9	4.2	37.3	\$5.49	\$4.39	20%	
72	Rosemont-Lincoln Village	1,039	59	28.0	42.1	37.1	\$5.74	\$4.64	19%	
25	Marconi	1,271	55	36.3	53.6	35.1	\$5.97	\$4.87	18%	
93	Hillsdale	1,082	54	31.3	47.5	34.6	\$6.21	\$5.12	18%	
80	Watt-Elkhorn	1,214	32	35.4	40.8	34.4	\$4.75	\$3.66	23%	
29	Arden-California Avenue	117	4	3.4	3.8	34.3	\$4.57	\$3.48	24%	
65	Franklin South	377	28	11.1	26.9	34.0	\$10.09	\$8.99	11%	
82	Howe-65th Street	1,982	66	58.8	80.3	33.7	\$5.74	\$4.64	19%	
84	Watt Avenue-North Highlands	1,079	28	32.2	38.2	33.5	\$5.00	\$3.91	22%	
11	Truxel Road	745	41	23.1	30.0	32.3	\$5.70	\$4.61	19%	
55	Scottsdale	921	52	29.9	38.2	30.8	\$5.88	\$4.78	19%	
67	Franklin	1,583	58	51.6	64.3	30.7	\$5.75	\$4.65	19%	
61	Fruitridge	666	32	22.0	30.9	30.3	\$6.58	\$5.49	17%	
19	Rio Linda	903	29	30.4	40.6	29.8	\$6.36	\$5.26	17%	
54	Center Parkway	541	31	18.4	26.2	29.4	\$6.86	\$5.77	16%	
13	Northgate	474	33	16.2	21.2	29.2	\$6.34	\$5.24	17%	
68	44th Street	1,522	58	52.1	66.0	29.2	\$6.13	\$5.04	18%	
21	Sunrise	1,527	70	53.3	67.7	28.7	\$6.28	\$5.18	17%	
109	Hazel Express	101	4	3.7	3.7	27.1	\$5.23	\$4.14	21%	
62	Freeport	1,244	60	48.5	61.3	25.6	\$6.97	\$5.88	16%	X
74	International	272	29	10.7	17.9	25.6	\$9.32	\$8.23	12%	X
5	Meadowview-Valley Hi	290	31	11.4	15.1	25.5	\$7.39	\$6.30	15%	X
2	Riverside	437	26	17.3	25.3	25.3	\$8.21	\$7.12	13%	X
38	P/Q Streets	528	31	22.0	29.9	24.0	\$8.00	\$6.91	14%	X
24	Madison-Greenback	167	27	7.1	13.0	23.4	\$11.02	\$9.92	10%	X
6	Land Park	379	27	17.6	25.0	21.6	\$9.31	\$8.22	12%	X
34	McKinley	266	27	16.4	26.3	16.3	\$13.99	\$12.90	8%	X
28	Fair Oaks-Folsom	257	32	17.8	30.3	14.4	\$16.69	\$15.60	7%	X
TOTAL		46,404	1,997	1,313	1,797.9	25.8				



## Saturday Bus Ridership

7/1/14 - 9/30/14

Route	Name	Boardings	Trips	Serv Hrs	Rev Hrs	(Goal = 20) Psgr Per	Full Cost Per Psgr	Net Cost Per Psgr	Farebox Recovery	Below Standards
		Per Day	Per Day	Per Day	Per Day	Serv Hr				
88	West El Camino	464	26	9.5	14.9	48.6	\$4.54	\$3.44	24%	
51	Broadway-Stockton	2,093	68	46.7	64.1	44.9	\$4.33	\$3.24	25%	
87	Howe	524	29	12.3	14.4	42.5	\$3.89	\$2.79	28%	
67	Franklin	844	28	21.7	27.8	38.9	\$4.65	\$3.56	24%	
86	San Juan-Silver Eagle	644	28	16.8	22.0	38.3	\$4.83	\$3.74	23%	
26	Fulton	411	21	10.9	14.3	37.9	\$4.91	\$3.82	22%	
56	Pocket-C.R.C.	1,057	55	28.0	37.1	37.8	\$4.97	\$3.88	22%	
75	Mather Field	131	11	3.5	8.3	37.6	\$8.91	\$7.81	12%	
81	Florin-65th Street	1,724	60	46.0	59.0	37.5	\$4.84	\$3.75	23%	
55	Scottsdale	298	19	8.2	12.0	36.6	\$5.68	\$4.58	19%	
68	44th Street	800	28	22.1	28.1	36.3	\$4.97	\$3.87	22%	
93	Hillsdale	428	22	11.9	14.9	36.1	\$4.93	\$3.83	22%	
15	Rio Linda Blvd-O Street	676	29	19.0	22.3	35.7	\$4.67	\$3.58	23%	
72	Rosemont-Lincoln Village	369	23	10.7	14.1	34.3	\$5.40	\$4.30	20%	
1	Greenback	1,138	66	33.5	45.4	34.0	\$5.65	\$4.56	19%	
25	Marconi	545	21	16.1	20.5	33.8	\$5.33	\$4.24	21%	
23	El Camino	1,754	53	54.2	63.9	32.4	\$5.16	\$4.06	21%	
30	J Street (DASH)	656	53	22.2	28.9	29.6	\$6.23	\$5.14	18%	
80	Watt-Elkhorn	849	29	30.0	36.5	28.4	\$6.08	\$4.98	18%	
82	Howe-65th Street	629	31	24.3	30.7	25.9	\$6.91	\$5.81	16%	
21	Sunrise	709	42	28.4	45.6	25.0	\$9.11	\$8.01	12%	
84	Watt Avenue-North Highlands	509	20	21.0	24.8	24.3	\$6.90	\$5.80	16%	
19	Rio Linda	411	20	17.8	21.2	23.1	\$7.32	\$6.22	15%	
11	Truxel Road	349	26	15.3	21.3	22.8	\$8.63	\$7.54	13%	
54	Center Parkway	172	24	8.4	12.7	20.5	\$10.46	\$9.37	10%	
62	Freeport	406	29	23.2	32.8	17.5	\$11.45	\$10.35	10%	X
38	P/Q Streets	229	25	16.2	19.3	14.2	\$11.90	\$10.80	9%	X
TOTAL		18,818	886	577.5	756.5	32.6				

Costing factors and average fare assumptions from FY 2015 operating budget

Quarterly Ridership Report  
 Period Ending September 30, 2014


## Sun/Hol Bus Ridership

7/1/14 - 9/30/14

Route	Name	Boardings	Trips	Serv Hrs	Rev Hrs	(Goal = 20) Psgr Per	Full Cost Per Psgr	Net Cost Per Psgr	Farebox Recovery	Below Standards
		Per Day	Per Day	Per Day	Per Day	Serv Hr				
56	Pocket-C.R.C.	618	27	13.7	19.0	45.0	\$4.35	\$3.26	25%	
23	El Camino	1,097	28	26.0	39.3	42.1	\$5.07	\$3.98	22%	
81	Florin-65th Street	910	29	22.2	28.5	41.0	\$4.43	\$3.33	25%	
51	Broadway-Stockton	1,360	50	34.3	41.9	39.7	\$4.36	\$3.26	25%	
87	Howe	323	21	8.9	10.4	36.2	\$4.57	\$3.48	24%	
88	West El Camino	326	26	9.5	12.9	34.2	\$5.61	\$4.51	20%	
80	Watt-Elkhorn	681	23	20.9	24.5	32.6	\$5.09	\$3.99	22%	
86	San Juan-Silver Eagle	399	21	12.6	15.9	31.7	\$5.65	\$4.56	19%	
68	44th Street	648	28	22.1	28.1	29.4	\$6.14	\$5.04	18%	
26	Fulton	273	20	9.3	11.1	29.3	\$5.73	\$4.63	19%	
55	Scottsdale	196	16	6.9	10.9	28.4	\$7.85	\$6.76	14%	
67	Franklin	617	28	21.7	27.8	28.4	\$6.37	\$5.27	17%	
30	J Street (DASH)	335	28	11.8	14.8	28.4	\$6.25	\$5.15	18%	
15	Rio Linda Blvd-O Street	495	26	17.7	22.7	28.0	\$6.47	\$5.38	17%	
93	Hillsdale	306	22	11.9	14.8	25.9	\$6.82	\$5.72	16%	
1	Greenback	787	63	30.6	44.3	25.7	\$7.98	\$6.88	14%	
75	Mather Field	89	11	3.5	7.8	25.5	\$12.34	\$11.25	9%	
72	Rosemont-Lincoln Village	247	22	10.3	13.4	24.1	\$7.69	\$6.59	14%	
82	Howe-65th Street	496	28	21.4	27.5	23.1	\$7.85	\$6.76	14%	
21	Sunrise	465	30	21.7	32.1	21.4	\$9.78	\$8.68	11%	
19	Rio Linda	319	20	17.8	20.3	18.0	\$9.01	\$7.92	12%	X
38	P/Q Streets	185	20	12.3	14.9	15.1	\$11.41	\$10.31	10%	X
TOTAL		11,173	587	367.1	482.7	23.1				

Costing factors and average fare assumptions from FY 2015 operating budget

Quarterly Ridership Report  
 Period Ending September 30, 2014

## CBS Ridership

7/1/14 - 9/30/14

Route	Name	Boardings	Trips	Serv Hrs	Rev Hrs	Psg'r Per	Full Cost	(Goal < \$10.73) Net Cost	Farebox	Contract	Below
		Per Day	Per Day	Per Day	Per Day	Serv Hr	Per Psg'r	Per Psg'r	Recovery	Service	Standards
33	Dos Rios	299	60	7.5	11.5	39.6	\$6.83	\$5.73	16%		
177	Rancho Cordovan	173	58	5.8	7.1	29.8	\$7.30	\$6.21	15%	X	
170	Eastside Flyer	125	8	6.5	7.0	19.4	\$9.89	\$8.79	11%	X	
171	Westside Flyer	84	6	4.5	4.9	19.0	\$10.26	\$9.17	11%	X	
172	Central Flyer	111	8	6.3	7.3	17.6	\$11.56	\$10.47	9%	X	
173	Square Flyer	24	2	1.6	1.6	14.8	\$12.03	\$10.94	9%	X	X
47	Phoenix Park	186	24	11.2	13.5	16.6	\$12.92	\$11.83	8%		X
95	Citrus Heights-Antelope Rd	92	23	7.7	10.8	12.0	\$20.83	\$19.73	5%		X
178	Granite Shuttle	86	41	6.8	11.6	12.6	\$23.81	\$22.71	5%	X	X
176	Cordovan - Anatolia	47	18	4.5	6.5	10.4	\$24.72	\$23.62	4%	X	X
85	McClellan Shuttle	28	14	5.5	6.4	5.1	\$40.64	\$39.54	3%	X	X
TOTAL		1,254	262	67.9	88.0	18.5					

Costing factors and average fare assumptions from FY 2015 operating budget  
 Routes 85, 95 170, 171, 172, 173, 176, 177, and 178 are operated according to service agreements  
 Contract revenue has been treated as fare revenue, reducing net cost and increasing fare box recovery  
 List excludes CityRide dial-a-ride service launched 10/29/12






Quarterly Ridership Report  
 Period Ending September 30, 2014

**Trend Analysis**

Jul. 1 - Sep. 30

## Average Daily Boardings

		Boardings Per Day				Vehicle Service Hours Per Day				Boardings / Serv Hour	
		FY 2015	FY 2014	Variance	%	FY 2015	FY 2014	Variance	%	FY 2015	FY 2014
<b>BUS</b> 	Mon-Fri	46,404	44,825	1,578	3.5%	1,313	1,306	8	0.6%	35.3	34.3
	Saturday	18,818	17,960	858	4.8%	577	565	12	2.2%	32.6	31.8
	Sun/Hol	11,173	10,703	470	4.4%	367	367	0	0.0%	30.4	29.2
	CBS (Mon-Fri)	1,254	1,163	91	7.8%	68	68	0	0.0%	18.5	17.1
<b>RAIL</b> 	Mon-Fri	43,137	43,802	-666	-1.5%	263	263	0	0.0%	164.1	166.6
	Saturday	18,269	20,396	-2,127	-10.4%	159	159	0	0.0%	114.9	128.3
	Sun/Hol	13,601	13,532	69	0.5%	138	138	0	0.0%	98.3	97.8
<b>DAR</b> 	ADA Paratransit	898	807	91	11.3%	605	554	51	9.2%	1.48	1.45
	CityRide	34	28	7	23.4%	14.9	14.9	0.0	0.2%	2.30	1.87
		Boardings Per Day				Revenue Hours Per Day				Boardings / Rev Hour	
		FY 2015	FY 2014	Variance	%	FY 2015	FY 2014	Variance	%	FY 2015	FY 2014
<b>Blue Line</b>	Mon-Fri	21,251	23,912	-2,662	-11.1%	117	117	0	0.0%	182.0	204.8
	Saturday	10,142	8,699	1,443	16.6%	75	75	0	0.0%	136.0	116.6
	Sun/Hol	6,485	6,534	-50	-0.8%	65	65	0	0.0%	100.5	101.2
<b>Gold Line</b>	Mon-Fri	21,509	19,544	1,964	10.1%	131	131	0	0.0%	163.9	148.9
	Saturday	8,127	11,696	-3,570	-30.5%	84	84	0	0.0%	96.4	138.7
	Sun/Hol	7,117	6,998	118	1.7%	74	74	0	0.0%	96.4	94.8
<b>Green Line</b>	Mon-Fri	377	346	31	9.1%	15	15	0	0.0%	25.4	23.3

Service Hours = Running time only (first to last time point)

Revenue Hours = Service Hours plus breaks (layover/recovery)

Deadhead Hours = Travel to/from garage and in between routes if not in service

Total Vehicle Hours = Revenue hours plus deadhead

Bus vehicle hours are stated in terms of service hours per day (updated for period ending 9/30/14)

Rail hours are still stated in terms of revenue hours

Dial-a-Ride (DAR) service hours are time spent in service or available for service (excludes scheduled lunch breaks and other out-of-service time).



**Quarterly Ridership Report  
Period Ending September 30, 2014**
**Trend Analysis**
**Bus - Weekdays**

Q3 - Jul/Aug/Sep

Route	Name	Boardings Per Day				Vehicle Service Hours Per Day				Boardings/Serv Hr	
		FY 2015	FY 2014	Change	% Change	FY 2015	FY 2014	Change	% Change	FY 2015	FY 2014
1	Greenback	2,877	2,833	45	1.6%	66.6	66.6	0.0	0.0%	43.2	42.5
2	Riverside	437	472	-35	-7.5%	17.3	17.3	0.0	0.0%	25.2	27.3
3	Riverside Express	209	221	-12	-5.6%	5.1	5.1	0.0	0.0%	41.2	43.6
5	Meadowview-Valley Hi	290	239	50	21.0%	11.4	11.4	0.0	0.0%	25.5	21.1
6	Land Park	379	362	18	4.8%	17.6	17.6	0.0	0.0%	21.6	20.6
7	Pocket Express	140	142	-2	-1.3%	3.4	3.4	0.0	0.0%	41.2	41.7
11	Truxel Road	745	709	36	5.1%	23.1	22.9	0.2	0.7%	32.3	30.9
13	Northgate	474	396	77	19.5%	16.2	16.2	0.0	0.0%	29.2	24.5
15	Rio Linda Blvd-O Street	1,479	1,375	104	7.5%	37.7	37.7	0.0	0.0%	39.2	36.5
19	Rio Linda	903	895	8	0.9%	30.4	30.4	0.0	0.0%	29.8	29.5
21	Sunrise	1,527	1,376	151	11.0%	53.3	53.3	0.0	0.0%	28.7	25.8
22	Arden	390	358	32	9.0%	9.2	9.2	0.0	0.0%	42.2	38.8
23	El Camino	2,394	2,337	56	2.4%	63.4	61.4	2.0	3.3%	37.8	38.1
24	Madison-Greenback	167	155	12	7.5%	7.1	7.1	0.0	0.0%	23.4	21.8
25	Marconi	1,271	1,172	100	8.5%	36.3	36.3	0.0	0.0%	35.1	32.3
26	Fulton	1,475	1,358	117	8.6%	36.8	36.8	0.0	0.0%	40.0	36.9
28	Fair Oaks-Folsom	257	256	1	0.3%	17.8	16.2	1.6	9.6%	14.4	15.8
29	Arden-California Avenue	117	140	-24	-16.8%	3.4	3.4	0.0	0.0%	34.3	41.2
30	J Street (DASH)	2,125	2,137	-12	-0.6%	53.7	53.7	0.0	0.0%	39.6	39.8
34	McKinley	266	254	11	4.5%	16.4	16.4	0.0	0.0%	16.3	15.6
38	P/Q Streets	528	571	-43	-7.6%	22.0	22.0	0.0	0.0%	24.0	26.0
51	Broadway-Stockton	4,499	4,281	219	5.1%	105.6	105.6	0.0	0.0%	42.6	40.5
54	Center Parkway	541	547	-6	-1.1%	18.4	18.4	0.0	0.0%	29.4	29.7
55	Scottsdale	921	822	98	11.9%	29.9	28.3	1.6	5.7%	30.8	29.1
56	Pocket-C.R.C.	2,003	2,066	-64	-3.1%	40.2	40.2	0.0	0.0%	49.9	51.5
61	Fruitridge	666	612	54	8.8%	22.0	22.0	0.0	0.0%	30.3	27.9
62	Freeport	1,244	1,248	-4	-0.3%	48.5	48.5	0.0	0.0%	25.6	25.7
65	Franklin South	377	343	34	10.1%	11.1	11.1	0.0	0.0%	34.0	30.9
67	Franklin	1,583	1,498	85	5.7%	51.6	50.6	1.0	2.0%	30.7	29.6
68	44th Street	1,522	1,572	-50	-3.2%	52.1	51.1	1.0	1.9%	29.2	30.8
72	Rosemont-Lincoln Village	1,039	1,017	23	2.2%	28.0	27.6	0.4	1.5%	37.1	36.8
74	International	272	235	37	15.6%	10.7	10.7	0.0	0.0%	25.6	22.1
75	Mather Field	197	207	-10	-4.6%	4.4	4.4	0.0	0.0%	44.6	46.7
80	Watt-Elkhorn	1,214	1,232	-17	-1.4%	35.4	35.4	0.0	0.0%	34.4	34.8
81	Florin-65th Street	3,364	3,305	59	1.8%	79.9	79.9	0.0	0.0%	42.1	41.4
82	Howe-65th Street	1,982	1,847	134	7.3%	58.8	58.8	0.0	0.0%	33.7	31.4
84	Watt Avenue-North Highlands	1,079	1,064	15	1.4%	32.2	32.2	0.0	0.0%	33.5	33.0
86	San Juan-Silver Eagle	1,626	1,566	60	3.9%	41.4	41.4	0.0	0.0%	39.3	37.9
87	Howe	1,366	1,323	43	3.2%	28.3	28.3	0.0	0.0%	48.2	46.7
88	West El Camino	1,167	1,023	145	14.1%	29.0	29.0	0.0	0.0%	40.2	35.3
93	Hillsdale	1,082	1,032	50	4.9%	31.3	31.3	0.0	0.0%	34.6	33.0
103	Auburn Blvd	109	113	-3	-3.1%	2.9	2.9	0.0	0.0%	37.3	38.5
109	Hazel Express	101	114	-13	-11.2%	3.7	3.7	0.0	0.0%	27.1	30.5
<b>TOTAL</b>		<b>46,404</b>	<b>44,825</b>	<b>1,578</b>	<b>3.5%</b>	<b>1,313.3</b>	<b>1,305.6</b>	<b>7.8</b>	<b>0.6%</b>	<b>35.3</b>	<b>34.3</b>

Quarterly Ridership Report  
Period Ending September 30, 2014

**Trend Analysis**
**Bus - Saturday**

Q3 - Jul/Aug/Sep

Route Name	Boardings Per Day				Vehicle Service Hours Per Day				Boardings/Serv Hr	
	FY 2015	FY 2014	Change	% Change	FY 2015	FY 2014	Change	% Change	FY 2015	FY 2014
1 Greenback	1,138	1,138	-1	-0.1%	33.5	32.1	1.4	4.4%	34.0	35.5
11 Truxel Road	349	270	78	28.9%	15.3	15.3	0.0	0.0%	22.8	17.7
15 Rio Linda Blvd-O Street	676	632	44	7.0%	19.0	19.0	0.0	0.0%	35.7	33.3
19 Rio Linda	411	367	44	11.9%	17.8	17.8	0.0	0.0%	23.1	20.7
21 Sunrise	709	680	30	4.4%	28.4	28.4	0.0	0.0%	25.0	23.9
23 El Camino	1,754	1,648	106	6.5%	54.2	51.5	2.7	5.2%	32.4	32.0
25 Marconi	545	494	50	10.2%	16.1	16.1	0.0	0.0%	33.8	30.7
26 Fulton	411	361	50	13.8%	10.9	10.9	0.0	0.0%	37.9	33.3
30 J Street (DASH)	656	620	35	5.7%	22.2	22.2	0.0	0.0%	29.6	28.0
38 P/Q Streets	229	220	9	4.2%	16.2	16.2	0.0	0.0%	14.2	13.6
51 Broadway-Stockton	2,093	2,088	5	0.2%	46.7	44.0	2.7	6.0%	44.9	47.4
54 Center Parkway	172	144	28	19.1%	8.4	8.4	0.0	0.0%	20.5	17.2
55 Scottsdale	298	273	25	9.0%	8.2	8.2	0.0	0.0%	36.5	33.5
56 Pocket-C.R.C.	1,057	1,122	-66	-5.9%	28.0	27.0	1.0	3.8%	37.8	41.6
62 Freeport	406	425	-20	-4.6%	23.2	23.2	0.0	0.0%	17.5	18.3
67 Franklin	844	787	57	7.2%	21.7	21.7	0.0	0.0%	38.9	36.2
68 44th Street	800	783	18	2.3%	22.1	22.1	0.0	0.0%	36.3	35.5
72 Rosemont-Lincoln Village	369	301	68	22.6%	10.7	10.7	0.0	0.0%	34.3	28.0
75 Mather Field	131	125	6	4.6%	3.5	3.5	0.0	0.0%	37.6	36.0
80 Watt-Elkhorn	849	875	-26	-2.9%	30.0	26.9	3.1	11.5%	28.4	32.6
81 Florin-65th Street	1,724	1,684	39	2.3%	46.0	44.4	1.5	3.5%	37.5	37.9
82 Howe-65th Street	629	570	59	10.4%	24.3	24.3	0.0	0.0%	25.9	23.5
84 Watt Avenue-North Highlands	509	504	5	1.1%	21.0	21.0	0.0	0.0%	24.3	24.0
86 San Juan-Silver Eagle	644	581	62	10.7%	16.8	16.8	0.0	0.0%	38.3	34.6
87 Howe	524	450	74	16.4%	12.3	12.3	0.0	0.0%	42.5	36.6
88 West El Camino	464	424	40	9.5%	9.5	9.5	0.0	0.0%	48.6	44.4
93 Hillsdale	428	391	37	9.5%	11.9	11.9	0.0	0.0%	36.1	33.0
<b>TOTAL</b>	<b>18,818</b>	<b>17,960</b>	<b>858</b>	<b>4.8%</b>	<b>577.5</b>	<b>565.1</b>	<b>12.4</b>	<b>2.2%</b>	<b>32.6</b>	<b>31.8</b>

**Trend Analysis**
**Bus - Sun/Hol**

Q3 - Jul/Aug/Sep

Route Name	Boardings Per Day				Vehicle Service Hours Per Day				Boardings/Serv Hr	
	FY 2015	FY 2014	Change	% Change	FY 2015	FY 2014	Change	% Change	FY 2015	FY 2014
1 Greenback	787	807	-20	-2.5%	30.6	30.6	0.0	0.0%	25.7	26.4
15 Rio Linda Blvd-O Street	495	457	38	8.4%	17.7	17.7	0.0	0.0%	28.0	25.8
19 Rio Linda	319	311	9	2.8%	17.8	17.8	0.0	0.0%	18.0	17.5
21 Sunrise	465	445	20	4.5%	21.7	21.7	0.0	0.0%	21.4	20.5
23 El Camino	1,097	1,024	73	7.2%	26.0	26.0	0.0	0.0%	42.1	39.3
26 Fulton	273	242	31	12.9%	9.3	9.3	0.0	0.0%	29.3	25.9
30 J Street (DASH)	335	324	10	3.2%	11.8	11.8	0.0	0.0%	28.4	27.5
38 P/Q Streets	185	175	10	5.5%	12.3	12.3	0.0	0.0%	15.1	14.3
51 Broadway-Stockton	1,360	1,356	4	0.3%	34.3	34.3	0.0	0.0%	39.7	39.5
55 Scottsdale	196	182	14	7.7%	6.9	6.9	0.0	0.0%	28.4	26.4
56 Pocket-C.R.C.	618	642	-24	-3.7%	13.7	13.7	0.0	0.0%	45.0	46.8
67 Franklin	617	590	27	4.6%	21.7	21.7	0.0	0.0%	28.4	27.1
68 44th Street	648	624	24	3.9%	22.1	22.1	0.0	0.0%	29.4	28.3
72 Rosemont-Lincoln Village	247	207	41	19.7%	10.3	10.3	0.0	0.0%	24.1	20.1
75 Mather Field	89	91	-2	-2.2%	3.5	3.5	0.0	0.0%	25.5	26.1
80 Watt-Elkhorn	681	672	10	1.5%	20.9	20.9	0.0	0.0%	32.6	32.2
81 Florin-65th Street	910	895	16	1.8%	22.2	22.2	0.0	0.0%	41.0	40.3
82 Howe-65th Street	496	430	66	15.3%	21.4	21.4	0.0	0.0%	23.1	20.1
86 San Juan-Silver Eagle	399	391	8	2.1%	12.6	12.6	0.0	0.0%	31.7	31.0
87 Howe	323	257	65	25.4%	8.9	8.9	0.0	0.0%	36.2	28.8
88 West El Camino	326	282	44	15.7%	9.5	9.5	0.0	0.0%	34.2	29.6
93 Hillsdale	306	301	5	1.7%	11.9	11.9	0.0	0.0%	25.9	25.4
<b>TOTAL</b>	<b>11,173</b>	<b>10,703</b>	<b>470</b>	<b>4.4%</b>	<b>367.1</b>	<b>367.1</b>	<b>0.0</b>	<b>0.0%</b>	<b>30.4</b>	<b>29.2</b>

Quarterly Ridership Report  
 Period Ending September 30, 2014

**Trend Analysis**

CBS - Weekdays

Q3 - Jul/Aug/Sep

Route	Name	Boardings Per Day				Vehicle Service Hours Per Day				Boardings/Serv Hr	
		FY 2015	FY 2014	Change	% Change	FY 2015	FY 2014	Change	% Change	FY 2015	FY 2014
33	Dos Rios	299	277	22	7.8%	7.5	7.5	0.0	0.0%	39.6	36.8
47	Phoenix Park	186	200	-14	-7.1%	11.2	11.2	0.0	0.0%	16.6	17.8
85	McClellan Shuttle	28	32	-4	-13.0%	5.5	5.5	0.0	0.0%	5.1	5.8
95	Citrus Heights-Antelope Rd	92	65	27	41.4%	7.7	7.7	0.0	0.0%	12.0	8.5
170	Eastside Flyer	125	85	41	48.1%	6.5	6.5	0.0	0.0%	19.4	13.1
171	Westside Flyer	84	73	11	15.3%	4.5	4.5	0.0	0.0%	19.0	16.5
172	Central Flyer	111	108	3	2.7%	6.3	6.3	0.0	0.0%	17.6	17.1
173	Square Flyer	24	25	-1	-4.9%	1.6	1.6	0.0	0.0%	14.8	15.5
176	Cordovan - Anatolia	47	22	25	111.5%	4.5	4.5	0.0	0.0%	10.4	4.9
177	Rancho Cordovan	173	161	12	7.2%	5.8	5.8	0.0	0.0%	29.8	27.8
178	Granite Shuttle	86	115	-29	-25.0%	6.8	6.8	0.0	0.0%	12.6	16.9
TOTAL		1,254	1,163	91	7.8%	67.9	67.9	0.0	0.0%	18.5	17.1

Quarterly Ridership Report  
 Period Ending September 30, 2014



## Average Weekday Ridership

Historical Trends by Station



BLUE LINE - TOTAL	Year Ended <sup>1</sup> 6/30/09		Year Ended <sup>2</sup> 6/30/10		Year Ended 6/30/11		Year Ended 6/30/12		Year Ended 6/30/13		Year Ended 6/30/2014		FY15 Q3 7/1/14-9/30/14		Percent Change FY14 to FY15 Q3	
	On	Off	On	Off	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	2,020	2,130	1,807	1,576	-11%	-26%
WATT I-80 WEST	96	216	102	161	143	150	116	116	131	127	118	165	89	104	-24%	-37%
ROSEVILLE RD	699	1,178	634	1,035	677	713	633	736	633	635	576	596	534	593	-7%	-1%
MARCONI / ARCADE	1,262	934	999	928	827	716	916	870	1,057	959	1,062	988	1,146	876	8%	-11%
SWANSTON	416	417	313	267	271	294	269	299	313	304	341	393	299	293	-12%	-26%
ROYAL OAKS	751	707	547	437	429	398	515	417	588	539	602	535	595	553	-1%	3%
ARDEN / DEL PASO	1,644	1,917	1,605	1,777	1,186	1,366	1,361	1,606	1,297	1,457	1,316	1,394	1,111	1,297	-16%	-7%
GLOBE AVENUE	317	374	309	320	243	253	296	301	297	288	304	304	304	266	0%	-12%
ALKALI FLAT / LA VALENTINA	1,805	1,402	1,256	1,199	920	948	949	978	1,086	1,020	1,076	1,058	936	1,060	-13%	0%
12TH & I STREETS	732	711	639	677	512	551	612	662	504	591	576	577	484	562	-16%	-3%
CATHEDRAL SQUARE	1,203	1,295	998	1,111	885	893	846	939	743	927	809	871	792	965	-2%	11%
7TH / 9TH & K	3,136	2,972	2,629	2,156	1,825	1,652	2,022	1,887	1,921	1,890	1,943	1,825	1,615	1,575	-17%	-14%
7TH / 8TH & CAPITOL	1,061	955	967	753	701	616	673	629	611	637	588	593	591	615	0%	4%
8TH & O STREETS	891	714	855	653	754	668	763	679	675	693	693	707	696	697	1%	-1%
ARCHIVES PLAZA	730	521	619	511	478	484	519	487	489	491	520	477	472	464	-9%	-3%
13TH STREET	398	541	446	496	346	392	429	416	508	472	494	478	453	491	-8%	3%
16TH STREET	2,758	2,850	2,454	2,564	1,767	1,982	2,213	2,396	2,008	2,225	1,984	2,148	1,899	1,841	-4%	-14%
BROADWAY	1,218	1,503	1,073	1,127	863	924	1,030	930	1,034	1,012	1,014	929	874	717	-14%	-23%
4TH/WAYNE HULTGREN	677	812	850	656	637	570	760	577	684	594	723	532	478	394	-34%	-26%
CITY COLLEGE	1,795	1,896	1,923	2,061	1,433	1,393	1,757	1,682	1,689	1,789	1,772	1,626	1,188	1,375	-33%	-15%
FRUITRIDGE	822	762	654	633	535	552	675	682	642	618	612	577	536	485	-12%	-16%
47TH AVE	673	718	626	721	649	576	717	728	763	682	720	733	687	646	-4%	-12%
FLORIN	2,322	2,085	1,672	1,902	1,383	1,341	1,508	1,723	1,606	1,631	1,590	1,783	1,391	1,513	-12%	-15%
MEADOWVIEW	3,456	3,575	3,050	3,098	2,443	2,437	2,813	2,706	2,774	2,542	2,460	2,493	2,265	2,290	-8%	-8%
	31,349	31,349	27,331	27,331	21,693	21,692	24,555	24,555	24,209	24,210	23,912	23,912	21,243	21,249	-11%	-11%

## Average Weekday Ridership

Historical Trends by Station



GOLD LINE - TOTAL	Year Ended <sup>1</sup> 6/30/09		Year Ended <sup>2</sup> 6/30/10		Year Ended 6/30/11		Year Ended 6/30/12		Year Ended 6/30/13		Year Ended 6/30/2014		FY15 Q3 7/1/14-9/30/14		Percent Change FY14 to FY15 Q3	
	On	Off	On	Off	On	Off	On	Off	On	Off	On	Off	On	Off	On	Off
SAC VALLEY	749	951	741	619	490	561	504	482	387	363	439	299	478	333	9%	11%
7TH & I	715	-	636	-	379	34	375	22	359	9	399	14	449	8	12%	-43%
8TH & H	-	-	-	-	-	-	55	304	23	279	21	317	24	353	14%	11%
7TH & K	-	-	687	13	886	61	1,047	47	1,002	46	1,016	58	954	51	-6%	-12%
8TH & K	-	1,922	-	1,972	80	1,585	71	1,567	39	1,351	48	1,173	39	1,101	-20%	-6%
7TH / 8TH & CAPITOL	1,716	557	982	460	633	649	610	572	483	511	498	511	490	496	-2%	-3%
8TH & O STREETS	1,165	672	946	632	911	767	871	832	732	714	746	687	796	623	7%	-9%
ARCHIVES PLAZA	1,085	618	897	628	723	745	691	699	628	660	620	663	594	614	-4%	-7%
13TH STREET	780	648	718	526	536	460	524	484	627	538	515	487	593	587	15%	21%
16TH STREET	3,139	2,368	2,974	2,476	2,168	2,169	2,437	2,367	2,146	2,317	1,982	2,148	2,187	2,300	10%	7%
23RD STREET	809	911	763	773	625	610	661	580	573	571	549	500	560	542	2%	8%
29TH STREET	2,235	2,238	2,079	1,919	1,597	1,622	1,817	1,684	1,767	1,571	1,659	1,599	1,816	1,837	9%	15%
39TH STREET	504	525	386	340	355	310	353	307	396	321	350	295	341	317	-3%	7%
48TH STREET	209	340	241	232	194	237	204	227	206	231	216	211	189	226	-12%	7%
59TH STREET	391	259	365	291	255	294	303	245	308	287	254	259	199	210	-22%	-19%
65TH STREET	1,945	2,544	1,826	1,920	1,523	1,520	1,670	1,762	1,678	1,708	1,634	1,728	1,732	1,672	6%	-3%
POWER INN ROAD	1,108	1,321	1,181	1,201	832	806	846	806	796	770	758	723	780	722	3%	0%
COLLEGE GREENS	1,153	973	856	878	769	752	823	779	795	736	808	773	926	882	15%	14%
WATT / MANLOVE	1,299	1,483	1,318	1,665	1,185	1,170	1,214	1,330	1,256	1,333	1,179	1,265	1,111	1,262	-6%	0%
STARFIRE	575	889	605	628	439	358	511	388	480	416	443	375	471	411	6%	9%
TIBER	384	420	388	461	307	323	372	383	358	390	371	390	361	353	-3%	-9%
BUTTERFIELD	817	664	741	790	677	662	737	705	690	719	714	677	772	724	8%	7%
MATHER FIELD / MILLS	2,581	2,279	2,048	2,350	1,600	1,632	1,762	1,914	1,814	1,844	1,758	1,754	1,700	1,884	-3%	7%
ZINFANDEL	1,034	1,064	1,236	1,201	878	833	942	921	1,040	1,010	1,064	1,119	1,069	1,085	0%	-3%
CORDOVA TOWN CTR	654	638	788	781	652	601	684	698	661	602	638	618	621	622	-3%	1%
SUNRISE	823	938	972	1,111	836	825	840	909	883	862	823	803	875	804	6%	0%
HAZEL	189	285	187	445	199	190	215	239	209	192	186	179	192	193	4%	7%
IRON POINT	419	643	363	593	446	466	481	537	473	497	480	488	456	560	-5%	15%
GLENN	264	436	256	360	325	308	289	294	284	247	241	261	265	234	10%	-10%
HIST FOLSOM	433	590	582	495	512	460	533	510	508	511	486	513	458	486	-6%	-5%
	27,175	27,175	25,760	25,759	21,009	21,010	22,443	22,591	21,602	21,608	20,895	20,888	21,499	21,491	3%	3%

Quarterly Ridership Report  
 Period Ending September 30, 2014

**Average Weekday Ridership**

Historical Trends by Station



GREEN LINE - TOTAL	Year Ended 6/30/13		Year Ended 6/30/14		FY15 Q3 7/1/14-9/30/14		Percent Change FY14 to FY15 Q3	
	On	Off	On	Off	On	Off	On	Off
RICHARDS BLVD	79	82	103	105	109	123	5%	18%
7TH & I	13	16	13	25	19	21	42%	-17%
7TH & K	25	34	26	41	19	44	-27%	7%
7TH / 8TH & CAPITOL	16	13	22	14	27	17	27%	21%
8TH & O STREETS	21	17	28	23	31	28	10%	21%
ARCHIVES PLAZA	33	17	32	21	40	21	24%	1%
13TH STREET	51	68	58	74	61	73	6%	0%
8TH & K	38	35	48	38	50	39	3%	3%
8TH & H	19	15	22	12	22	11	-1%	-12%
	297	297	352	352	377	377	7%	7%

# REGIONAL TRANSIT MEMO

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Doug Vanderkar
Vern Barnhart
Robert Hendrix
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**DATE:** February 5, 2014

**TO:** Service Review Committee

**FROM:** James Drake, Service Planner

**SUBJ:** Route 95 - Sunset Clause

Pursuant to RT's route sunset process, this memorandum provides an assessment and recommendations for corrective action for Route 95 Citrus Heights - Antelope Road, which was created in September 2012, and which is currently not on pace to meet RT's minimum productivity standards within the mandatory two years.

## Recommendations

Based on RT's service level commitments in Citrus Heights, the lack of clearly superior alternatives, the lack of alternative routes on Antelope Road, and input from City of Citrus Heights staff, Route 95 should be exempted from RT's route sunset process and low-cost steps should be taken to improve ridership. These steps and several alternatives are discussed below.

## Route Sunset Process

RT's Service Change Policies specify that any newly created route that does not meet RT's productivity standards within two years of creation should be automatically eliminated, absent action by the RT Board to exempt the route. The elimination process takes approximately six months, which provides time for riders to be notified.

Productivity standards are based on the day of the week and whether or not the route uses a full-size bus or a smaller bus from RT's Community Bus Services (CBS) division. For Route 95, a CBS route, minimum productivity standards are 15 boardings per revenue hour.

## Corrective Action

Per RT's Service Standards, route productivity is reviewed quarterly, and corrective action for low-productivity routes may include the following:

- Promotional activities, if appropriate
- Conversion to smaller bus, if feasible
- Cost-sharing agreements with affected organizations, if feasible
- Route/schedule adjustments, including changes to span of service, changes to connections, and/or elimination, if appropriate

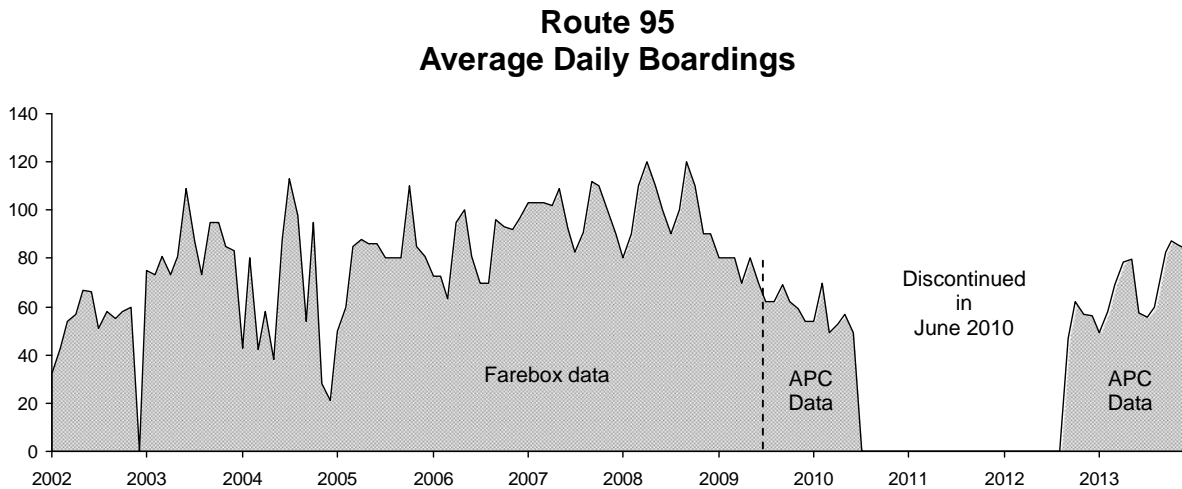
## Route History

Route 95 was created in January 2002 as a Neighborhood Ride shuttle. Average daily ridership was approximately 60 boardings per day in its final year before it was discontinued in June 2010 as part of RT's major service reductions.

In accordance with RT's contractual relationship with the City of Citrus Heights, RT consults regularly with Citrus Heights staff regarding RT's service to Citrus Heights. Discussions between RT and the Citrus Heights regarding service levels and funding led to an agreement to increase RT service levels in Citrus Heights, which prompted the restoration of Route 95 in September 2012.

## Ridership and Productivity

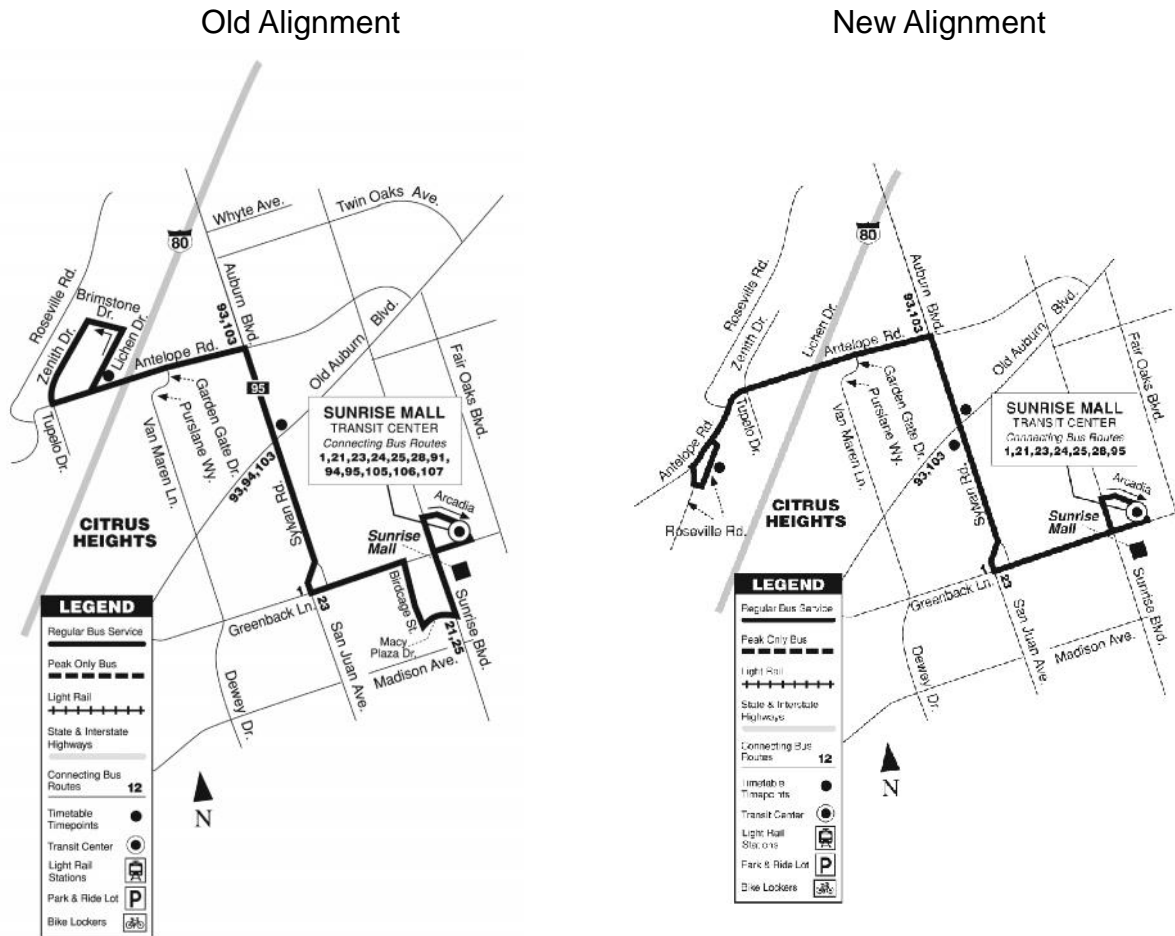
For Route 95 to meet RT's minimum productivity standards of 15 boardings per revenue hour for a CBS route, average daily ridership would need to reach 165 boardings per day. Since restoration, Route 95 average daily ridership has grown gradually to approximately 85 boardings per day. Productivity is currently 8.0 boardings per revenue hour. Although ridership has been growing, Route 95 is not currently on pace to meet or approach its productivity goal by September 2014.



Source: Farebox data (Jan 2002 - June 2009) and APC data (July 2009 to Present)

## Route Description

The new Route 95 is very similar to the old Route 95, with minor variations. Route deviations, which were formerly allowed on Route 95 pursuant to RT's standard Neighborhood Ride deviation policy, were eliminated.



The problem with route deviations had been that the fixed-route schedule needed extra cushion to allow for deviations, so when there were no deviations, the route had a very inefficient schedule. Yet when there were deviations, they would take so long that the route would still run late, impacting regular riders who were hoping to arrive at their connection or destination on time.

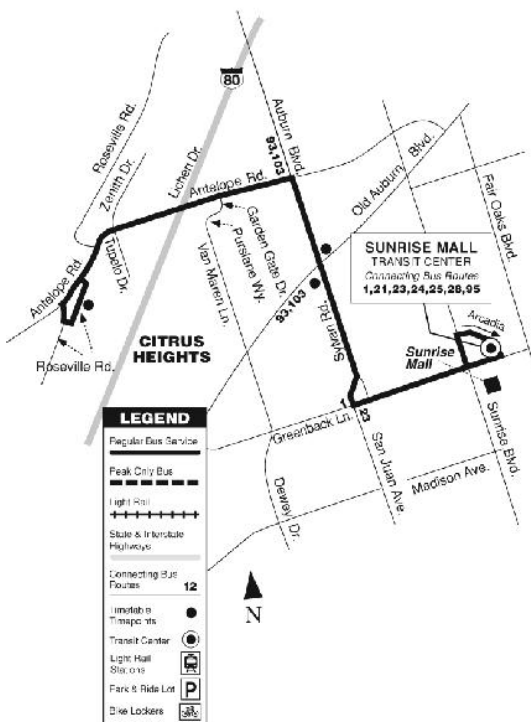
The prior western terminal for Route 95 was the Summerville Plaza shopping center on Antelope Road, just west of I-80, which features a Raley's grocery store. Staff found that a great deal of the deviations were actually to one of the two mobile-home parks in the nearby area. The new Route 95 was designed to serve these mobile-home parks on a fixed-route and fixed-schedule basis, so that time could be built into the schedule and riders could consult a regular schedule rather than have to reserve a deviation.



## Outreach Efforts

The following promotional activities were undertaken by RT to promote Route 95:

- Route 95 was included in general outreach activities for RT's September 2012 service changes, including web page announcements, email blasts to over 1,500 subscribers, announcements in all RT vehicles and at major stops/stations, and roving transit ambassadors on vehicles and at major stops/stations
- A promotional display and handouts were set up inside the Walmart store on Antelope Road, at the outer terminus of the route, for approximately two weeks during the start-up period for the route
- Route 95 schedules were provided to the property manager at Meadowbrook Mobile Home Park at 5700 Nott Lane in late 2012 for distribution to residents
- RT route checkers handed out approximately 300 schedules for Route 95 and RT's CityRide demand-response service to riders of connecting routes at Louis and Orlando and Sunrise Mall transit centers on May 1, 2013
- Route 95 schedules were mailed to the apartment manager at The Oaks at 6635 Sylvan Road in May 2013
- Planning and Marketing staff handed out approximately 50 schedules for Route 95 at Louis and Orlando and Sunrise Mall transit centers on January 15, 2014
- Approximately 50 schedules for Route 95 and 15 brochures for CityRide were provided to the property manager at Sierra Meadows Mobile Estates at 7600 Daly Avenue, near the route's western terminal
- Marketing staff brought promotional materials, spoke about, and fielded questions regarding Route 95 and CityRide at various public meetings in Citrus Heights throughout 2013



95 Antelope to Sunrise Mall		
Monday through Friday		
Antelope & Roseville	Antelope & Sylvan	Sunrise Mall Main Term
LV	LV	APP AR
6:34a	6:42	6:54
7:34a	7:42	7:54
8:34a	8:42	8:54
9:34a	9:42	9:54
10:34a	10:42	10:54
11:34a	11:42	11:54
12:34p	12:42	12:54
1:04p	1:42	1:54
2:34p	2:42	2:54
3:34p	3:42	3:54
4:34p	4:42	4:54
5:34p	5:42	5:54

95 Sunrise Mall to Antelope		
Monday through Friday		
Sunrise Mall Main Term	Antelope & Sylvan	Antelope & Roseville
LV	LV	APP AR
7:09a	7:20	7:29
8:09a	8:20	8:29
9:09a	9:20	9:29
10:09a	10:20	10:29
11:09a	11:20	11:29
12:09p	12:20	12:29
1:09p	1:20	1:29
2:09p	2:20	2:29
3:09p	3:20	3:29
4:09p	4:20	4:29
5:09p	5:20	5:29

## Rider Information

RT participated in a regional system-wide on-board passenger survey in April 2013. A total of 57 riders responded to the survey. Notable results are as follows:

- Approximately 41 percent of ridership is for work purposes and 25 percent is for school purposes; this is similar to RT's overall system
- Compared to the RT system, Route 95 is more frequently used for personal appointments and less-used for shopping and social/recreational trips
- Approximately half of all riders are students of some kind, which is very comparable to RT's overall system; however, among student riders, about half of all Route 95 riders are high school or middle school students, whereas, on RT's overall system, 75 percent of student riders are community college students
- Just under 20 percent of riders are non-students and not employed; this is virtually identical with RT's overall system

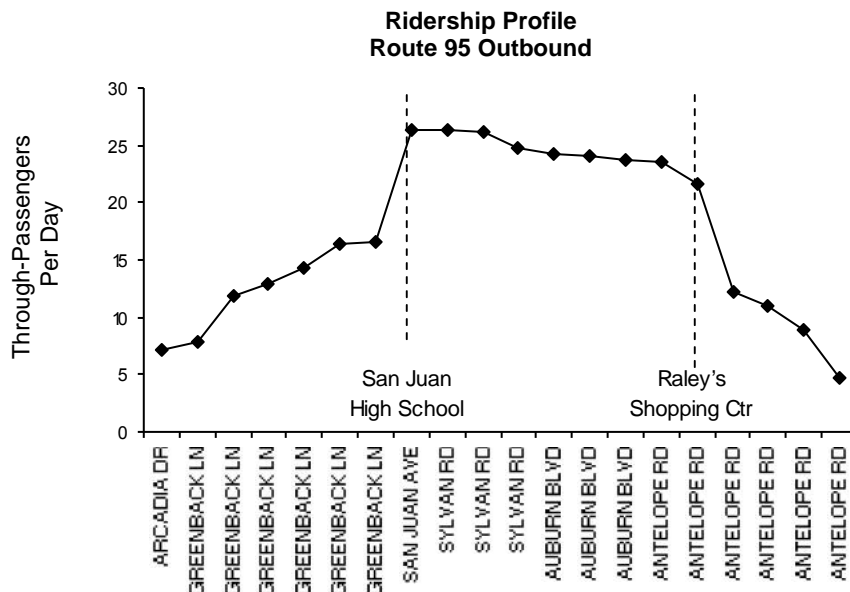
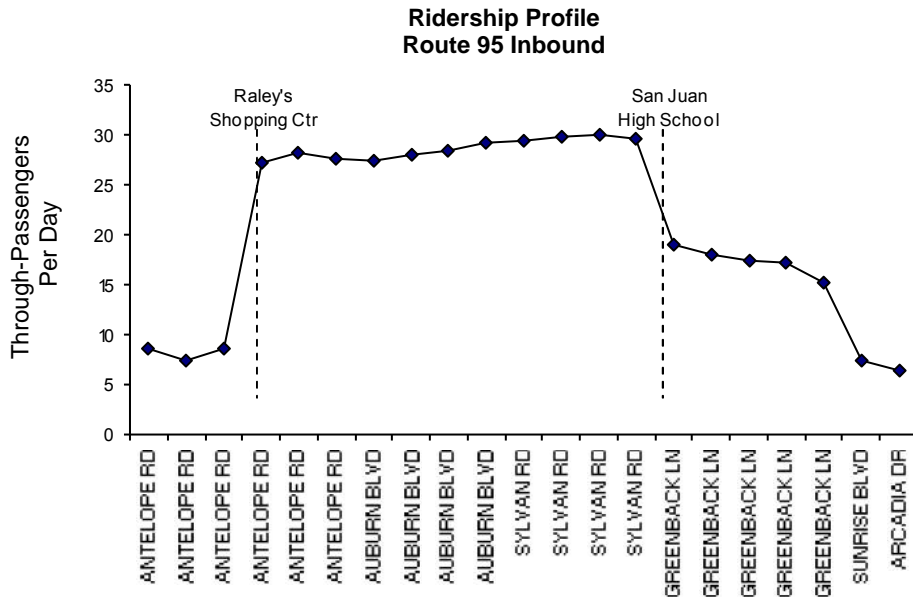
### Route 95 Trip Purpose

	Route 95	RT System
Work	41%	38%
School/College	25%	24%
Appointments	18%	10%
Shopping	4%	8%
Social/Recreational	5%	9%
Other	7%	11%

*Source: 2013 On-Board Survey*

## Ridership Profile

Passenger loads on Route 95 are heaviest between San Juan High School and the Raley's shopping center at Antelope Road and Tupelo Drive. Boardings and alightings tend to occur at either end of the route, with minimal activity in between these two points.



## **Operator Survey**

A survey was conducted in January 2014 of Route 95 operators. Key suggestions included the following:

- Extend evening service by 1-2 hours
- Adjust time points to better match bell times at Sylvan Middle School
- Add Saturday service
- Because the route is operated with small buses, many potential riders think it is paratransit, medical transportation, etc., and do not realize that it is open to the general public
- Additional bus stops are needed on Antelope Road

The addition of evening service and adjustment of time points are both low-cost or cost-neutral options that could improve ridership. Additional bus stops would probably require street/sidewalk work and therefore may not be advisable unless there is a firm commitment to maintain service on Antelope Road.

## **Passenger Survey**

As of this memo, staff is preparing a passenger survey to solicit ideas and suggestions from existing Route 95 riders. This survey is scheduled to be conducted on Route 95 during the week of February 17, 2014.

## **Customer Feedback**

- Residents of the mobile-home parks off of Antelope Road have requested that Route 95 enter the property like it used to, when route deviations were allowed
- The Walmart on Antelope Road is frequented more by residents of North Highlands and the Antelope community; Citrus Heights residents tend to want to go to the Walmart on Auburn Blvd.

## Key Facts

- RT's agreement with the City of Citrus Heights requires RT to maintain service levels in Citrus Heights on par with payments from Citrus Heights to RT; therefore, even if Route 95 is eliminated, overall service levels in Citrus Heights need to be maintained through increases to other routes
- RT's contract with Citrus Heights requires RT to consult with Citrus Heights prior to making major changes to bus routes in Citrus Heights; RT staff has regular conference calls with Citrus Heights staff approximately twice per month
- Route 95 is one of the few all-day routes at CBS, which is helpful for scheduling efficiency as well as contractual requirements regarding percentage of split runs

## Assessment

- The route is not long enough to appeal to many riders with hourly headways
- Ideally, the route should be combined with another route to provide direct connectivity to at least one or more major destinations, e.g., American River College or Watt/I-80 light rail station; however, there is no feasible way to do this without either substantially increased costs or substantial disruption to existing well-performing routes
- It does not run early or late enough in the day for people to use it to get to full-time jobs outside of the Citrus Heights area or to work non-traditional hours within Citrus Heights
- Additional morning and evening service might enable riders to use the route for work purposes in Carmichael, Fair Oaks, and Rancho Cordova
- Extension of the last outbound trip on Route 24 from 4:57 p.m. to 6:41 p.m. has proven effective in increasing ridership; Route 24 was performing slightly below RT's productivity standards, but now appears to actually be trending towards meeting standards
- A direct connection to Roseville via the Louis & Orlando transit center would be beneficial but cannot be done without adding a bus to the schedule, essentially doubling cost
- Although Saturday service could have the effect of attracting more riders to the weekday service, new Saturday service is not usually recommended on routes that are performing well below weekday productivity standards
- At the present time, there are also no Saturday routes operated out of RT's CBS division, so the addition of a single Saturday CBS route would result in significant inefficiencies

## **Service Alternatives**

Based on the available information, three alternatives were analyzed for feasibility:

- Eliminate Route 95 and reallocate resources to CityRide demand response service
- Eliminate Route 95 and reallocate resources to other nearby bus routes
- Proceed with minor adjustments and improvements to Route 95 as well as with additional promotional activities (recommended)

A fourth alternative would be to simply eliminate Route 95, pursuant to RT's sunset process; however, RT's service level commitment in Citrus Heights would still essentially require additional service be added in Citrus Heights.

## **Conversion to CityRide**

Currently, Route 95 requires one bus in service for 10.5 hours (from 6:34 a.m. to 5:54 p.m.). This bus could be placed into service as a CityRide demand response bus during the same time period on a cost-neutral basis.

- Ridership would decrease from 80 boardings per day on Route 95 to approximately 20 per day as a CityRide bus; this is essentially the daily capacity for the bus as a demand response service
- Although ridership and productivity would decrease by 75 percent, net cost to RT from would change from \$261,811 to \$278,575 per year, a difference of \$16,764 or only 6.4 percent
- Currently, there are 35 boardings per day on Route 95 along Antelope Road which is more than the bus could carry in a day if it was converted to CityRide; these riders would lose their Route 95 service, but RT would not have capacity to carry all of them on CityRide, and the new CityRide bus would have no excess capacity with which to carry new riders
- Although productivity would be worse, and some existing riders would have to be turned away, geographical coverage would increase; for persons living in areas without fixed-route transit service, the option of taking CityRide might be a significant improvement in personal mobility

Overall, this option would improve mobility for residents who are currently unserved, or minimally served by the existing CityRide service. Unfortunately, this would essentially require rationing of the service and therefore come at the expense of other existing riders.

*This option is not recommended at this time.*

### Improvements to Other Routes

If Route 95 was eliminated, the savings from the route could be reallocated to other nearby bus routes serving Citrus Heights. This would allow RT to maintain consistent overall service levels in Citrus Heights. The list below shows a number of improvements to core Citrus Heights routes that could be achieved on a roughly cost-neutral basis by reallocating Route 95 resources into these routes.

#### Potential Citrus Heights Bus Improvements

Route		Current Schedule	Proposed Change(s)
1	Greenback	M-F 5:02a - 9:52p (15m hwy) Sat 5:36a - 10:16p (30m hwy) Sun 5:40a - 8:46p (30m hwy)	- - Sun 5:40a - 9:46p
21	Sunrise	M-F 6:24a - 9:05p (30m hwy) Sat 10:57a - 6:03p (60m hwy) Sun 10:57a - 6:03p (60m hwy)	- Sat 7:52a - 8:03p Sun 7:57a - 7:03p
23	El Camino	M-F 5:07a - 10:45p (30m hwy) Sat 6:27a - 10:10p (30m hwy) Sun 6:39a - 8:12p (60m hwy)	- - Sun 6:39a - 9:12p Sun 30m hwys
93	Hillsdale	M-F 5:39a - 8:14p (30m hwy) Sat 8:35a - 6:14p (60m hwy) Sun 8:35a - 6:14p (60m hwy)	M-F 5:39a - 9:14p Sat 7:35a - 9:14p Sun 7:35a - 8:14p

Start time is assumed to be begin time of first inbound trip. End time is start time of last outbound trip.  
Only trips to/from Louis/Orlando have been included in Route 21 analysis.

The changes shown above include a number of long-needed basic improvements to core Citrus Heights routes. Initial estimates show that these changes would be cost neutral compared to operating Route 95, but would carry almost twice as many riders annually, and would meet RT's productivity standards.

The problem with this option, however, is that elimination of Route 95 would create a gap in coverage on Antelope Road that would not be filled by any of these routes, without even adding additional CityRide service as mitigation. RT's on-board survey data also indicates that the majority of the new riders would not be Citrus Heights residents.

*This option is not recommended at this time.*

## **Improvements to Route 95**

The RT Board can take action to exempt Route 95 from RT's route sunset process and to continue the route as-is. The Board would need to take this action in December 2014, when the quarterly ridership report is delivered for the period covering July through September 2014.

Although Route 95 is not meeting RT's productivity standards, none of the alternative services identified would be both more productive and equally beneficial to Citrus Heights residents.

Several low-cost options for improving Route 95 have been identified, including the following

- If feasible, adjust the Route 95 schedule to better time with Sylvan Middle School
- Add a bus stop on westbound Antelope Road at Lauppe Drive
- If feasible, add a bus stop on westbound Antelope Road in front of Wendy's and Raley's shopping center
- Conduct more focused outreach with mobile-home parks off of Antelope Road, e.g., custom handouts and/or mobility training
- Transition the focus of promotional activities at Citrus Heights special events away from CityRide (which is at capacity) to Route 95
- Add a trip leaving Sunrise Mall at 6:09 p.m., an inbound trip beginning at 6:34 p.m., and a final trip leaving Sunrise Mall at 7:09 p.m.

As mentioned above, even though Route 95 is under-performing, there is evidence that the addition of a small amount of evening service may not only increase ridership but also improve productivity.

## **Recommendations**

*Exempt Route 95 from RT's route sunset process if necessary and proceed with improvements to Route 95 as discussed above.*

c: Mary Poole, City of Citrus Heights



RESOLUTION NO. 14-12-\_\_\_\_\_

Adopted by the Board of Directors of the Sacramento Regional Transit District on this date:

December 8, 2014

**EXEMPTING ROUTE 95 FROM THE SACRAMENTO REGIONAL TRANSIT  
DISTRICT'S ROUTE SUNSET PROCESS**

WHEREAS, Route 95 is designated to be eliminated, pursuant to Section 3 of Resolution 13-08-0125; and

WHEREAS, the Board of Directors finds that special circumstances justify that Route 95 be exempted from this policy.

BE IT HEREBY RESOLVED BY THE BOARD OF DIRECTORS OF THE SACRAMENTO REGIONAL TRANSIT DISTRICT AS FOLLOWS:

THAT, Route 95 shall be exempt from the route sunset provisions of Section 3 of Resolution 13-08-0125.

\_\_\_\_\_  
PHILLIP R. SERNA, Chair

A T T E S T:

MICHAEL R. WILEY, Secretary

By: \_\_\_\_\_  
Cindy Brooks, Assistant Secretary