

General Manager's Report June 23, 2014

GOVERNMENT AFFAIRS UPDATE

FEDERAL

The Senate Finance Committee's "fix" for the Highway Trust Fund (HTF) is still taking shape, and members will meet tomorrow to talk about the plan. Most of the discussions so far have been staff-level. There is not yet agreement on how long a patch would last, though it's expected to run around six months, into early 2015, or around a year, which would last into next summer. A full year would cost around \$18 billion. The Wednesday meeting is a routine one for members, but the Highway Trust Fund patch will be a topic of discussion. DOT still expects the Highway Trust Fund to run dry in early August, according to the latest update to its trust fund ticker. <http://www.transportation.gov/fastlane/dot-updates-highway-trust-fund-tickers>

Meanwhile, House leaders are setting aside a plan to finance a short-term extension of the HTF with cutbacks in U.S. Postal Service operations after a late barrage of opposition. The House is now considering other offsets for the trust fund, including another round of pension changes and increases in Pension Benefit Guaranty Corporation premiums. House aides said the plan regarding cuts to the postal service collapsed after Majority Leader Cantor (R-VA) lost his primary election. Rep. Cantor had been a strong proponent of the proposal.

Today, the Senate voted 95-3 to officially open debate on the fiscal 2015 appropriations "minibus" bill containing the text of the Commerce-Justice-Science, Transportation-Housing and Agriculture spending bills. The bill will now officially be the pending business before the Senate. Consideration could stretch into next week.

STATE

California Senate

On June 16, the Senate elected a new leader, Senator Kevin De Leon, to serve as Senate Pro Tem. He will succeed Senator Steinberg on October 15 of this year.

Senator De Leon was elected to represent the 22nd Senate District (parts of LA City, East LA and South Pasadena) in 2010. He presently serves as Chair of the Senate Appropriations Committee and as Senate Majority Caucus Leader. Previously, he served in the State Assembly from 2006-2010.

State Budget

Legislators adopted a 2014-15 State Budget on June 15, which is now pending approval by the Governor. The main budget bill is contained in SB 852 (Leno) and the key budget trailer bills of note for transportation agencies are SB 853 (Transportation Trailer bill) and SB 862 (Cap and Trade Compromise).

Budget Overview

The final budget sent to the Governor contains an estimated \$109 billion in new General Fund revenues. Key fiscal features include a combined reserve of \$2.1 billion comprised of \$1.6 billion in the Rainy Day Fund, plus \$450 million in the regular reserve. The Budget Act of 2014 pays down as much as \$12.4 billion of the Wall of Debt. This includes \$10.6 billion in payments directly from the budget, as well as an additional \$1.8 billion in payments to local governments and school districts should revenues grow beyond the forecast by next spring.

Transit Specific Budgetary Items

A major infusion of capital funds was reflected in the acceptance by the legislature of the Governor's proposal to include \$1.2 billion in appropriation authority in remaining Proposition 1B funds. \$793 million of these funds reflect the remaining amount for disbursement to transit agencies.

The budget also provided full funding of the State's share of operating costs for Amtrak on the state's three intercity rail corridors. Also included in the budget was an extension of 4 positions in Caltrans that administer Intercity Rail federal grants. This federal grant funding is used for improvements such as double tracks, layover facilities, crossovers, station improvements, and procurement of rail cars for the existing passenger rail systems.

High Speed Rail

A key development related to the High Speed Rail program was the dedication of \$250 million of Cap and Trade funds for High Speed Rail Construction in the budget bill and a continuous appropriation of 25 percent of the ongoing Cap and Trade revenue for construction, beginning in 2015-16. In addition, when the \$400 million General Fund Loan from the Cap and Trade fund is repaid, these funds are dedicated to High Speed Rail.

Other funding for High Speed Rail includes:

- a \$29.3 million loan of Public Transportation Account Funding to High Speed Rail for State Operations. The intent of this funding is to cover the Authority's operations while Proposition 1A Bond Funds are frozen by the courts. According to the Administration, this loan will not impact the state or local transit agencies, and the Public Transportation Account will have a projected remaining balance of \$305.2 million after the loan to the Authority.
- \$32 million of American Recovery and Reinvestment Act funds for Southern California passenger rail investments that would provide connectivity to high-speed rail service. The proposed funding would generate a local match of an additional \$48 million. This proposal is consistent with the Bookend investment contained in the April 2012 Revised High Speed Rail Business Plan.

Cap and Trade

The final budget allocates Cap and Trade auction revenues in the 2014-15 budget act and contains statutory language to continuously appropriate 60 percent of ongoing Cap and Trade

funding, beginning in 2015-16 to several major transportation-related or sustainable community programs. The 40% remaining balance will be subject to annual budgetary proposals. This is reflected in the following 2014-15 Budget Year Plan and the 2015, Ongoing, tables:

2014-15 Budget Year Plan (SB 852)	Comments	Amount (Millions)
HSR		\$250
Transit Operations or Capital (Local)	State Transit Assistance formula, subject to ARB guidelines and Caltrans oversight	\$25
Transit Ops and I/C Rail (State)	Includes bus transit, and commuter and intercity and urban light rail Competitive at California Transportation Commission, California State Transportation Agency review	\$25
SCS/Affordable Housing	Sustainable Communities projects and services, such as Transit/Active Transportation Program/Transit Oriented Development, are eligible Competitive at Strategic Growth Council (with ARB guidelines and consultation with regional agencies)	\$130
Low Carbon Transportation		\$200
Other		
Weatherization, energy, Water, Waste Diversion		\$242

Long Term, 2015-16, Ongoing (SB 862)

Program	Comments	Amount
HSR		25%
Transit Operations or Capital (Local)	State Transit Assistance formula, subject to ARB guidelines and Caltrans approval similar to Prop. 1B PTMISEA program	5%
Transit Capital or Operations (State)	Includes bus transit, and commuter and intercity and urban light rail Competitive process through California Transportation Commission, California State Transportation Agency review	10%
Sustainable Communities	Sustainable Communities projects and services, such as Transit/Active Transportation Program/Transit Oriented Development, are eligible	10%

	Competitive at Strategic Growth Council (with ARB guidelines and consultation with regional agencies)	
Affordable Housing		10%
Energy, Low-Carbon Trans, Water, Waste Diversion, Weatherization	Subject to annual appropriation by the Legislature	40%
Total		100%

PEER REVIEW PANEL MEETINGS

The security peer review is scheduled for the week of July 28, 2014. The peer review panel includes:

- Mr. Harry Saporta, Director of Security and Safety for TriMet in Portland
- Mr. David Genova, Director of Security, Safety and Facilities for the Denver Regional Transportation District. Mr. Genova may have a scheduling issue in which case Mr. John Tarbert, Transit Police Chief, will attend.
- Mr. Duane Martin, Deputy Executive Officer-Project Management for the Los Angeles Metropolitan Transportation Authority
- Dion Dwyer, Community Services Director for the Sacramento Downtown Partnership.
- Ms. Kate Adams, Lieutenant with the City of Rancho Cordova Police Department.

The draft agenda for the peer review is as follows:

July 28

- 6:00 PM, panel is introduced to the RT Board at the public Board meeting
- 7:00 PM, Panel Dinner and informal discussion.

July 29

- 9:00-11:30 AM RT and Police Services Overview.
 - Purpose of the peer review
 - RT District overview
 - Police Services history
 - Staffing and deployment
 - Law Enforcement Contracts
 - Security Guard Contract
 - Transit Officers
 - Fare Inspection
 - Legal authority to enforce and create laws.
 - Municipal and County Authority over RT
 - Prior peer review findings
 - Downtown expansion including the Entertainment Sports Complex (ESC)

- 1:00-5:00 PM System tour. The tour will be focused on those elements of RT's system of interest to the panel. Absent specific direction the tour will focus on the following:
 - Bus Control and Bus Maintenance
 - Light Rail Control and Maintenance
 - Selected Light Rail Stations and Bus Stops
 - K Street Mall/Site of the ESC
 - Security Operations Center
- 7:00 PM Time on the light rail system in the evening/optional ride along with RT Police Officers.

July 30

- Interviews with key personnel. The interviews will be focused to those people of interest to the panel. Absent specific direction interviews will be arranged with:
 - RT's Chief Operating Officer
 - RT's Police Services Lieutenant
 - G4S Project Manager
 - RT's Security Program Specialist
 - RT's Transit Officer Supervisor
 - RT's Police Officers
 - RT's Transit Officers
 - Selected RT's Operations Management Staff

Lunch

- 1:00-5:00 PM Open panel discussion. This is an opportunity for the panel to discuss RT's security program among themselves, request additional information, or interview additional staff.
- 7:00 PM Additional time to ride the RT system/ride along with law enforcement.

July 31

- 9:00 AM- Noon Peer review panel develops observations/recommendations. The peer review concludes at noon.

Following the peer review, RT will be conducting three public meetings in the community at locations and times that have yet to be determined. It is staff's intent to schedule these meetings between mid-August and the end of September. Meeting outreach and locations may in part be influenced by the observations/findings of the peer review panel. Staff would bring back the spokesperson for the peer review panel to present the panel's findings at one of the regular RT Boards in October. Staff will also provide the Board with a summary of comments received from the public meetings at that time as well.

INTERNATIONAL RAIL RODEO

Please congratulate the Maintenance and Operations Light Rail teams as they recently participated in the International Rail Rodeo in Montreal, Canada.

The Maintenance team of Stephen Drummond, Richard Mibach and John Haswell took 7th out of 18 teams competing; and the Operator team of Danai Lambert and David Becker took 6th out of 15 teams competing.

In addition, RT's Maintenance team won two of the specialty events, the dexterity and gear box events.

FISCAL YEAR 2014 BUDGET UPDATE

2014 FINANCIAL UPDATE AND INITIAL PROJECTION OF YEAR-END RESULTS

Staff has completed a financial projection for FY 2014 year-end based on May 2014 year-to-date financial results, which is (11/12^{ths}) of the FY 2014, and have projected revenues and expenses for the month of June.

At this point both revenues and expenses are trending over budget and will likely result in a FY 2014 closing with expense in excess of revenues. This will likely require the uses of RT reserves. There are a number of uncertainties that will impact both revenues and expenditures. Consequently at this point we cannot accurately estimate the outcome. However, the shortfall could range from \$950,000 up to \$2,900,000. This range is primarily driven by uncertainty regarding revenues. However, there is still some uncertainty regarding expenditures as well. RT staff will conduct a preliminary close of expenditures in mid-July. Year-end adjustment will continue in July and August with a pre-audit close out of FY 2014 in mid-September. The final audited FY 2014 financials will be completed in October and will be presented to the Board in November 2014 along with the FY 2014 audit. At that point any necessary action regarding the reserve will also be presented to the Board.

REVENUES

Fare Revenue

- Projected to be \$291 thousand below budget based on current ridership estimates and actual revenues through May 2014.

Contracted Services

- Projected to be \$125 thousand above budget due to Elk Grove 2013 contract true-up adjustments.

Other Revenue

- Projected to be \$132 thousand above budget due to Qwest Communication payments received for fiber optic cable as well as Real Estate income trending above budget.

State & Local

- Projected to be \$56 thousand below budget. The variance is due to an increase in State Transit Assistance (STA) funding of \$866 thousand, which represents FY 2013

STA money that remained unspent on the Certificate of Participation debt that was paid off with the Revenue Bonds issued in November 2012. This unspent State 2013 STA funding will be transferred to operating from capital and will be available to pay for operating expenses.

CNG Rebate (\$600,000)

- Congress has not yet authorized extending this rebate. If legislative action does not take place by September 2014, RT's independent auditors may require RT to reduce revenue for this line item by \$600,000 for the time period January to June 2014, which will reduce the FY 2014 Other Revenues category by \$600,000. If this rebate is passed later in the year, most likely after the November elections, the use of reserves to cover the \$600,000 revenue reduction in FY 2014 due to the CNG rebate will be a short term use and the funds will be restored once the legislation passes.

JARC Federal Funding (\$500,000)

- Federal Fiscal Year (FFY) 2011 Job Access Reverse Commute (JARC) Federal funding of \$400,645 was included in RT's federal revenue in FY 2013. In addition, \$99,355 was included in the FY 2014 Operating Budget for a total of \$500,000 over the two year period. The Sacramento Area Council of Governments (SACOG) is the designated recipient of JARC funds in the Sacramento region and files for these type grants for RT and other transit operators. Unfortunately, these FFY 2011 JARC funds lapsed in September 2013. SACOG and RT have tried to save this money through discussions and inquiries at the Federal level, but it appears that the funds have been de-obligated because the program no longer exists and the funds did, in fact, lapse. RT recognizes that the complications of the PEPRA section 13c issue with the Department of Labor prevented SACOG from being able to submit to the Federal Transit Administration (FTA) the grant application that included both FFY 2011 and FFY 2012 funds. However, the lapse of the FFY 2011 funds could have been prevented if the funds had been applied for in either of the two preceding years. RT has requested via a letter to SACOG, that SACOG make RT and the other grant recipients on that particular grant whole for the lost JARC revenue. Because the funds will not be forthcoming from the JARC program, it is unlikely the auditors will allow RT to continue to carry this amount as a receivable through the FY 2014 audit. If written down, it will require a use of reserves to backfill the budget gap created by this loss.

Local Transportation Funding (\$922,142)

- In FY 2014 there is \$922 thousand in Local Transportation Funds (LTF) revenue due to a timing difference in LTF revenue recognition, which is a difference between the SACOG Finding of Apportionments and actual sales tax growth over prior year. This difference is currently budgeted in RT's FY 2014 revised budget, however RT may not be able to recognize this revenue in FY 2014 based on accounting revenue recognition requirements, and it may have to be transferred and included in the FY 2015 Operating Budget as prior year LTF revenues. SACOG revised the LTF FY 2014 Finding of Apportionment in May 2014 based on the County of Sacramento's release for distribution of sales tax receipts, which is and has been a conservative approach for

allocation of available funds to recipients. Staff will continue to work with SACOG and the County to try to get the revenue from this funding source more closely aligned with RT's Measure A sales tax funding source. Unfortunately, SACOG and Sacramento County continue to project LTF sales tax based revenue significantly below the more accurate estimates released for Measure A by the Sacramento Transportation Authority (STA).

EXPENSES

Salary & Benefits

- Projected to be over budget by approximately \$2.2 million. Although there are minor additions and subtractions in this area accounting for the difference, the primary reasons for this negative variance are increases in labor costs and capital recovery.

Professional Services

- Projected to be under budget by \$267 thousand mainly due to Paratransit and Police Services trending under budget.

Materials & Supplies

- Projected to be over budget by \$672 thousand due to Bus, Light Rail and fare vending machine parts trending over budget.

Utilities

- Projected to be under budget by \$17 thousand mainly due to traction power cost trending under budget.

Casualty & Liability

- Projected to be under budget by \$114 thousand due to higher than expected recovery pay outs from insurance companies for accidents.

Other

- Projected to be under budget by \$254 thousand due to unspent funds in the General Manager's Contingency and Interest expense trending under budget.

SUMMARY

These numbers are estimates. Staff will have preliminary FY 2014 year-end close numbers in July, however there will be year-end adjustments in July and August, then in the mid-September time-frame staff will have (pre-audit) final FY 2014 year-end numbers. The final audited FY 2014 financials will be completed in October and will be presented to the Board in November 2014.

MONTHLY PERFORMANCE REPORT (MAY 2014)

The May Monthly Performance Report is attached and will be discussed at the Board meeting.

RT CALENDAR

Regional Transit Board Meeting

July 28, 2014
RT Auditorium
6:00 P.M

August 11, 2014
RT Auditorium
6:00 P.M

August 25, 2014
RT Auditorium
6:00 P.M

Mobility Advisory Council

July 10, 2014
RT Auditorium
2:30 P.M

September 11, 2014
RT Auditorium
2:30 P.M

November 6, 2014
RT Auditorium
2:30 P.M

Quarterly Retirement Board Meeting

September 17, 2014
RT Auditorium
9:00 A.M

December 17, 2014
RT Auditorium
9:00 A.M

Paratransit Board Meeting

June 26, 2014
2501 Florin Road
6:00 P.M

September 25, 2014
Easter Seals
2629 Alta Arden Expressway
Sacramento, CA 95825
6:00 P.M

November 20, 2014
2501 Florin Road
6:00 P.M

May 2014

FY 2014 - Key Performance Report

Management Notes:

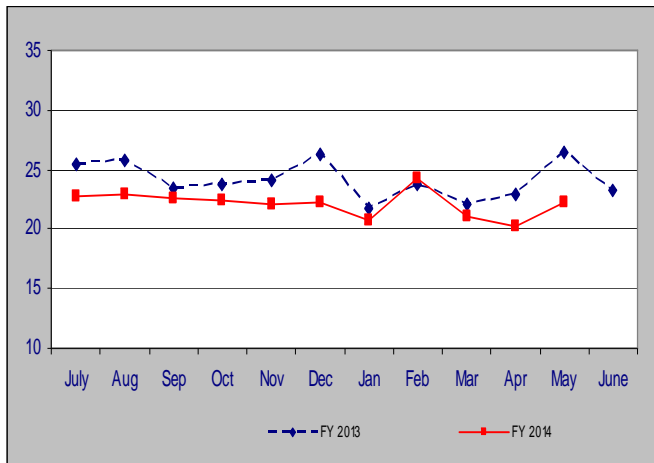
- The information in this report is based on the FY 2014 Amended Operating Budget adopted by the Board on March 24, 2014.
- RT's farebox recovery ratio in the month of May was 22.3 percent and year-to date it is 22.1 percent. It has decreased by 4.1 percent compared to May 2013 and decreased by 2.0 percent year-to-date. In May 2013, RT received a one-time payment from Los Rios College District in the amount of \$482 thousand, which increased last year farebox recovery ratio. In relation to the District's established goal for FY 2014, the RT's farebox recovery ratio is 0.5 percent below the established year-to-date goal. For the month of May, fare revenue was \$2.5 million and below budget by \$41 thousand.
- Systemwide ridership for the month of May compared to the same period last year increased by 2.2 percent, rail ridership decreased 1.0 percent and combined bus ridership increased 5.4 percent. Year-to-date, systemwide ridership compared to the same period last year increased by 1.6 percent, rail ridership decreased 2.7 percent and combined bus ridership increased 5.9 percent. In relation to the District's established year-to-date ridership goals for FY 2014, systemwide ridership was 1.8 percent above the established goal, rail ridership was 3.2 percent below the goal, and combined bus ridership was 7.0 percent above the goal.
- In the month of May, an accounting adjustment in the amount of \$295 thousand was done to Other Revenue to move Revenue Bond interest income and Fixed Asset Disposal revenue to capital. Revenue Bond interest income had quarterly postings since the beginning of the fiscal year, and fixed asset disposal was first reported on the FY 2014 District's financial reports in January 2014.
- Year-to-date, RT's cost per passenger for bus service was under the District's goal at \$5.36, and cost per passenger for rail service was over the District's goal at \$3.96.
- Year-to-date, RT's other cost factors (cost per hour, cost per mile) are under the District's budgeted levels for CBS, and over the budgeted level for bus and rail cost per revenue mile and cost per revenue hour..
- Year-to-date, RT's passengers per revenue hour is below the District's goal by 1.9 percent for rail, bus is above the goal by 7.4%, and CBS is above the goal by 4.6 percent.
- RT monitors the overall performance of the fleet to evaluate potential failure trends. In the month of May, combined bus service was reported at 11,481 miles between service calls, and rail service was reported at 12,197 miles between service calls.
- Year-to-date, RT's on-time performance for bus service is at 80.3 percent which is 4.7 percent below the District's goal. On-time departures for rail service are at 98.6 percent, above the District's goal by 1.6 percent. Completed trips for bus and CBS are 0.05% and 0.30% above the District's goal respectively, and rail is 0.04% below the goal.
- The District's security statistics from RT's Police Services indicate a passenger inspection rate of 17.51 percent for the month of May, which is an increase of 5.61% compared to last month. In the month of May, Security Guards began inspecting passengers for fares at light rail stations. Most of the inspections (60.6%) were performed by Police Officers. Transit Officers performed 28.6% of all inspections, and Security Guards performed 10.8% of all inspections.
- The District's security statistics from RT's Police Services indicate a total of 16 reported crimes for the month of May. FY 2014 year-to-date trend for crimes per 1,000 passengers is comparable to last year trend of 0.009 crimes per 1,000 riders. In the month of May, RT's Customer Advocacy department recorded 8 security related customer reports, which is the same number of reports as in April 2014.
- RT monitors factors that may influence operator absenteeism such as high levels of unscheduled operator overtime resulting from unfilled operator vacancies. In the month of May, the District had 22.14 scheduled work days with all RT recording a 7.72 percent rate of absenteeism equal to 1.71 unscheduled absentee days. Staff continues to monitor Transit Officers absenteeism. In May, 18.4% of scheduled work days were missed due to Transit Officers unscheduled absences.



Operating Budget

Net results for the month of May 2014 indicate a \$686 thousand negative variance to the District's FY 2014 Operating Budget. In May, operating costs were over budget by \$346 thousand and revenues were below budget by \$340 thousand.

In thousands Categories	May 2014			FY 2014 Year-to-Date		
	Actual	Budget	Variance	Actual	Budget	Variance
Income						
Fare Revenue	\$ 2,490	\$ 2,449	\$ 41	\$ 26,677	\$ 26,937	\$ (260)
Contracted Services	448	451	(3)	5,085	4,965	120
Other Income	(134)	244	(378)	2,830	2,677	153
State & Local Revenue	6,273	6,273	-	68,999	68,999	-
Federal Revenue	2,456	2,456	-	27,020	27,020	-
Total	11,533	11,873	(340)	130,611	130,598	13
Expenses						
Labor/Fringes	8,112	7,628	(484)	86,102	83,909	(2,193)
Services	2,139	2,104	(35)	22,408	23,140	732
Supplies	737	794	57	9,205	8,736	(469)
Utilities	392	482	90	5,063	5,292	229
Insurance/Liability	687	680	(7)	7,336	7,481	145
Other Expenses	152	185	33	1,812	2,040	228
Total	\$ 12,219	\$ 11,873	\$ (346)	\$ 131,926	\$ 130,598	\$ (1,328)
Net Operating Surplus (Deficit)	(686)	-	(686)	(1,315)	-	(1,315)



Fare Recovery Ratio

Compared to May 2013, the fare recovery ratio for May 2014 decreased by 4.1 percent.

	MAY *	YTD	YTD GOAL	VARIANCE
FY2014 Total Fare Recovery	22.3%	22.1%	22.6%	-0.5%
FY2013 Total Fare Recovery	26.4%	24.1%	24.1%	0.0%
Variance	-4.1%	-2.0%	-1.5%	

FARE RECOVERY	JUN 13	JUL 13	AUG 13	SEP 13	OCT 13	NOV 13	DEC 13	JAN 14	FEB **	MAR 14	APR 14	MAY 14
Total	23.2%	22.7%	23.0%	22.6%	22.4%	22.0%	22.2%	20.7%	24.2%	21.1%	20.3%	22.3%
Light Rail	29.7%	28.1%	27.6%	24.9%	26.2%	27.2%	26.6%	24.4%	26.4%	25.3%	25.3%	26.3%
Combined Bus	18.8%	18.9%	19.7%	20.8%	19.8%	18.7%	19.1%	18.1%	22.5%	18.3%	17.2%	19.6%
Bus	19.3%	19.4%	20.3%	21.5%	20.5%	19.3%	19.7%	18.8%	23.2%	18.9%	17.8%	20.3%
CBS	8.6%	8.8%	8.6%	8.1%	7.5%	7.3%	7.5%	7.0%	9.2%	6.8%	6.6%	7.3%

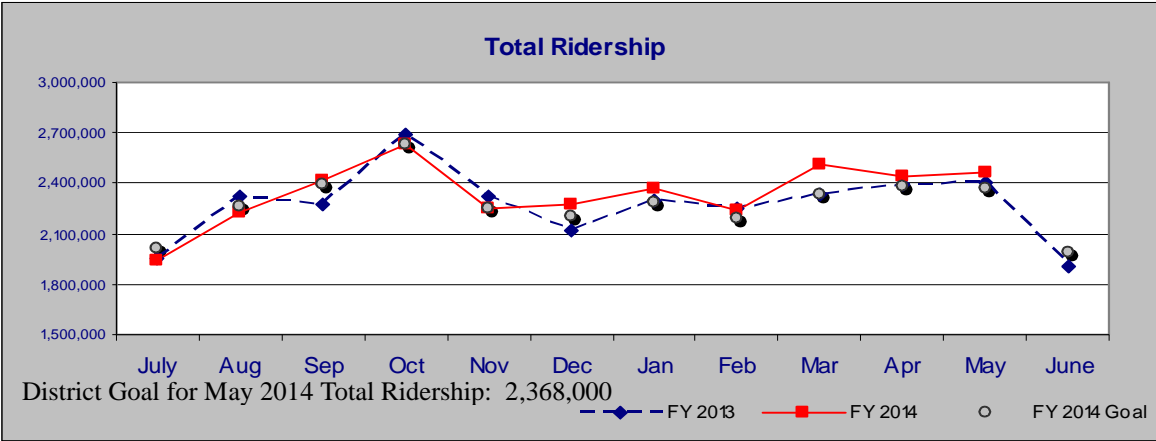
* In May 2013, RT received a one-time payment from Los Rios in the amount of \$482 thousand.

** February 2014. Change is made to the way RT Customer Service sales are handled in FFP. This change doubled RT Customer Service sales in the month of May 2014.

Total Ridership

Compared to May 2013, total combined bus and rail ridership for May 2014 increased by 2.2 percent.

	MAY	YTD
FY2014		
Total Ridership	2,463,319	25,770,736
FY2013		
Total Ridership	2,409,951	25,369,244
Variance	2.2%	1.6%

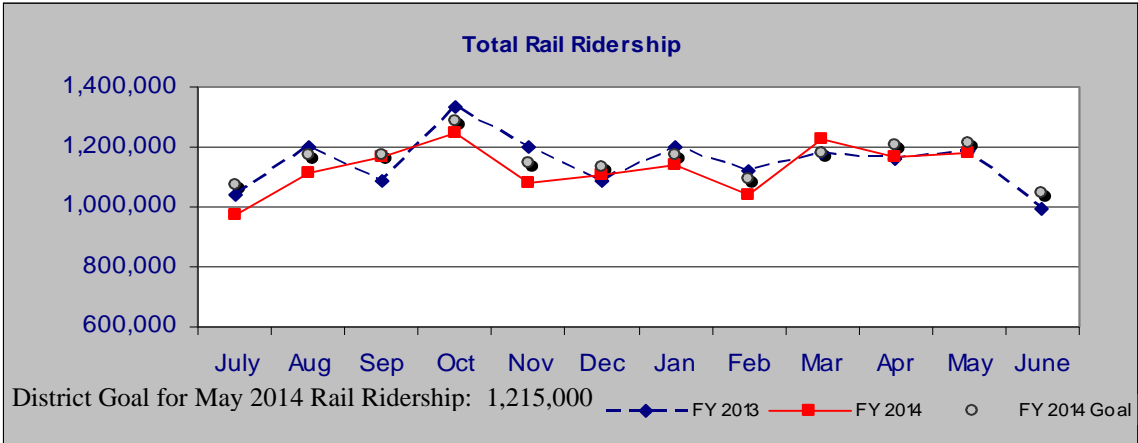


JUN 13	JUL 13	AUG 13	SEP 13	OCT 13	NOV 13	DEC 13	JAN 14	FEB 14	MAR 14	APR 14	MAY 14
1,907,830	1,940,656	2,222,005	2,421,366	2,636,076	2,249,988	2,271,830	2,365,564	2,240,350	2,515,478	2,444,106	2,463,319

Light Rail Ridership

Compared to May 2013, total rail ridership for May 2014 decreased by 1.0 percent.

	MAY	YTD
FY2014		
Rail Ridership	1,177,730	12,446,790
FY2013		
Rail Ridership	1,189,880	12,790,010
Variance	-1.0%	-2.7%

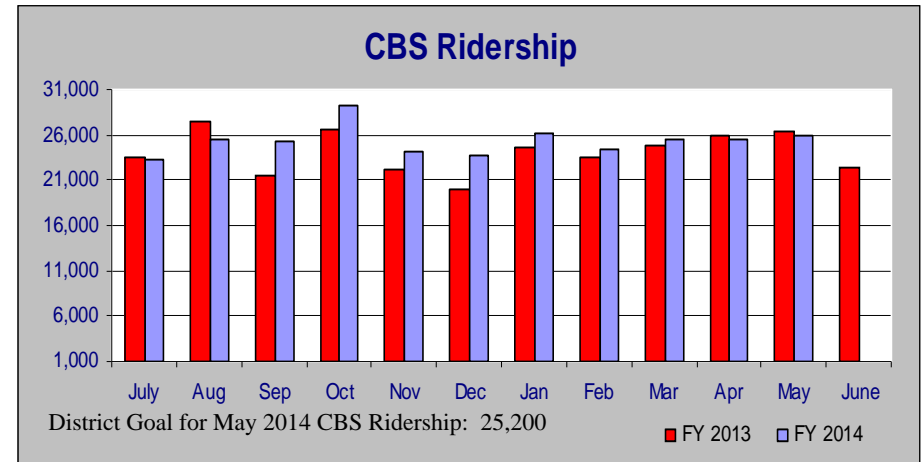
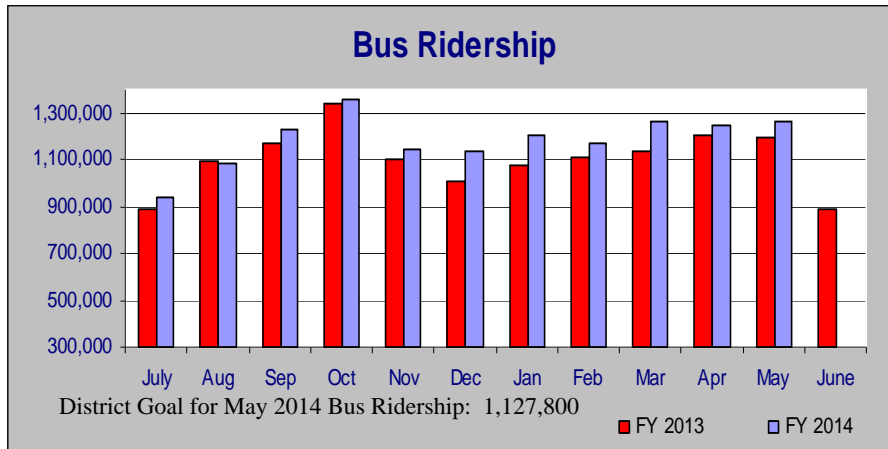
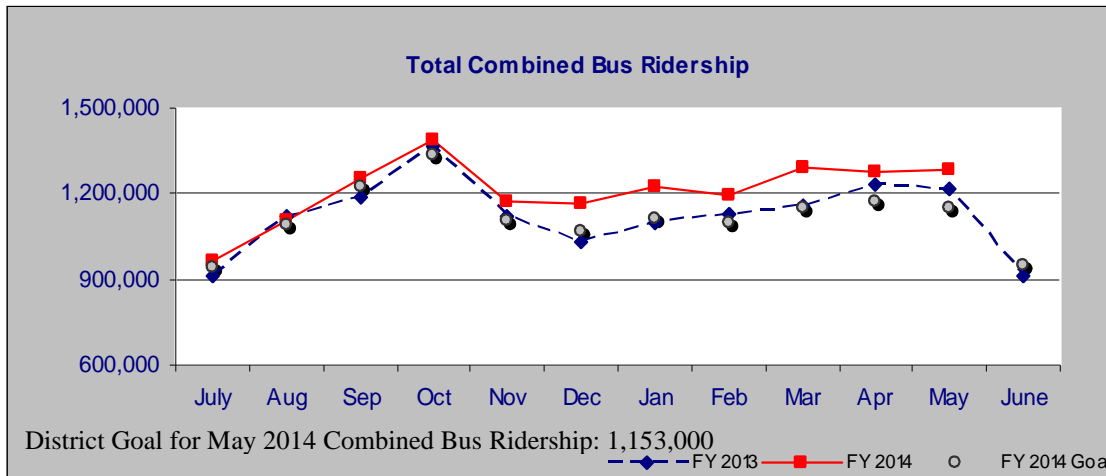


JUN 13	JUL 13	AUG 13	SEP 13	OCT 13	NOV 13	DEC 13	JAN 14	FEB 14	MAR 14	APR 14	MAY 14
996,500	974,860	1,114,880	1,166,600	1,248,650	1,079,000	1,108,210	1,138,810	1,042,400	1,225,750	1,169,900	1,177,730

Combined Bus Ridership

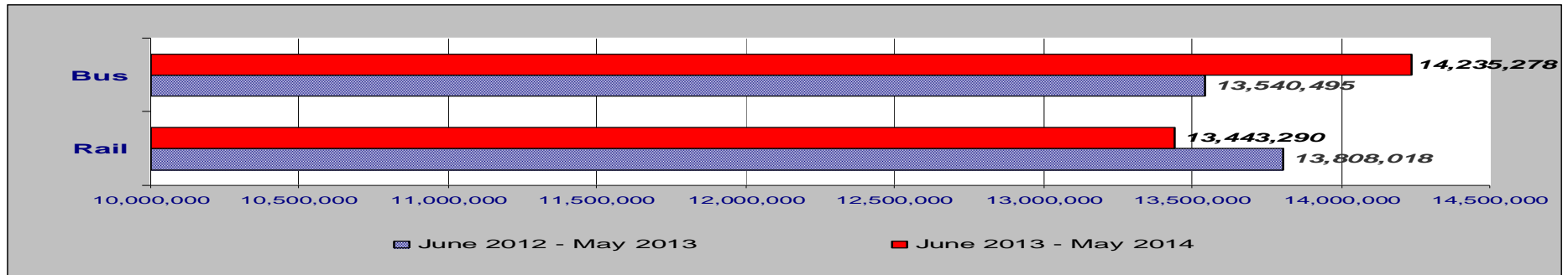
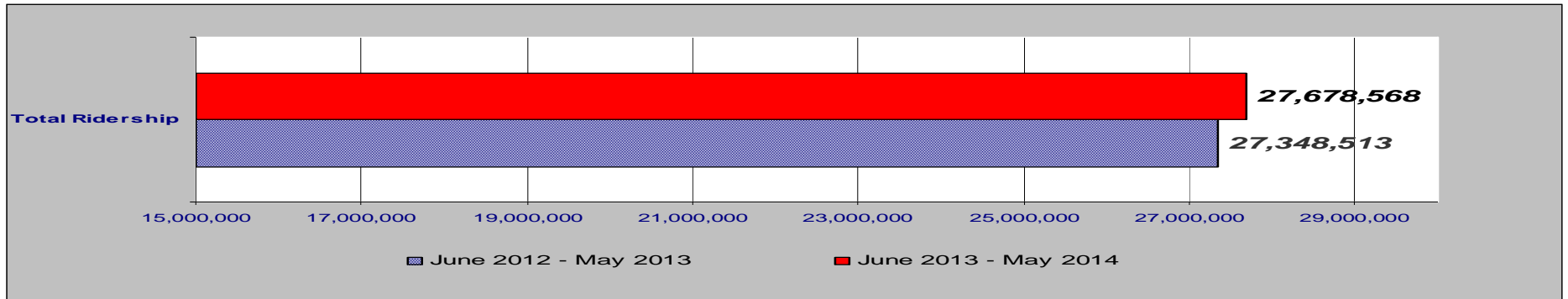
Compared to May 2013, total bus ridership for May 2014 increased by 5.4 percent.

	FY2014	MAY	YTD
Combined Bus Ridership		1,285,589	13,323,946
FY2013			
Combined Bus Ridership		1,220,071	12,579,234
Variance		5.4%	5.9%



	JUN 13	JUL 13	AUG 13	SEP 13	OCT 13	NOV 13	DEC 13	JAN 14	FEB 14	MAR 14	APR 14	MAY 14
Combined Bus	911,330	965,796	1,107,125	1,254,766	1,387,426	1,170,988	1,163,620	1,226,754	1,197,950	1,289,728	1,274,206	1,285,589
Bus	889,023	942,537	1,081,677	1,229,404	1,358,117	1,146,716	1,139,836	1,200,557	1,173,526	1,264,347	1,248,670	1,259,754
CBS	22,307	23,259	25,448	25,362	29,309	24,272	23,784	26,197	24,424	25,381	25,536	25,835

Rolling Year Ridership Totals



**JUNE 2013 – MAY 2014
Total Ridership
27,678,568**

**JUNE 2013 – MAY 2014
Combined Bus Ridership
14,235,278**

**JUNE 2013 – MAY 2014
Rail Ridership
13,443,290**

**JUNE 2012 – MAY 2013
Total Ridership
27,348,513**

**JUNE 2012 – MAY 2013
Combined Bus Ridership
13,540,495**

**JUNE 2012 – MAY 2013
Rail Ridership
13,808,018**

Change

330,055

694,783

-364,728

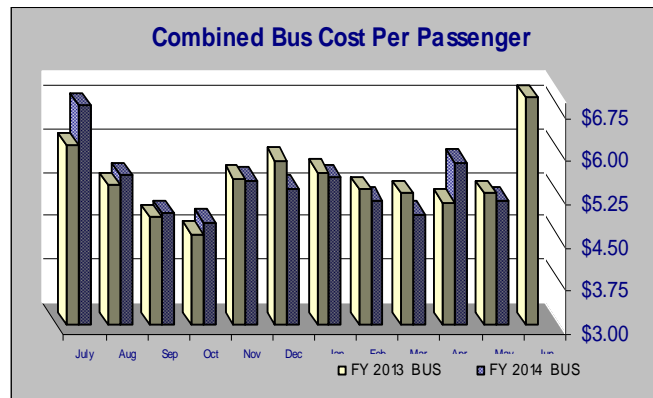
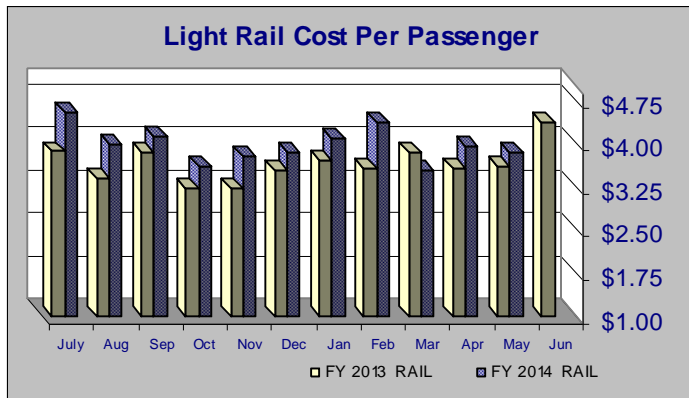
Variance

1.21%

5.13%

-2.64%

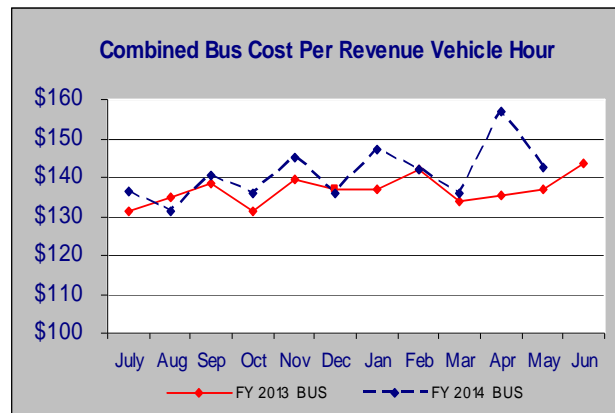
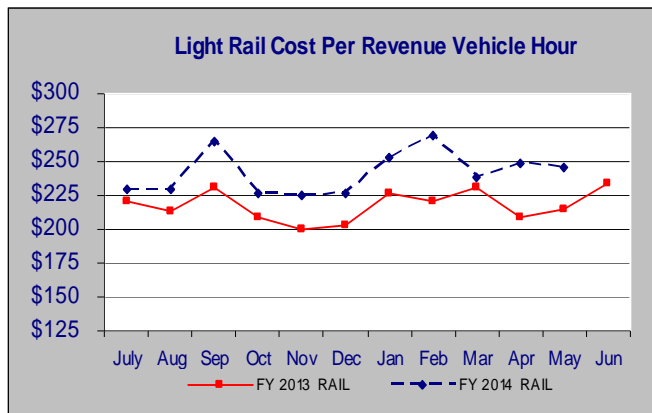
	Jun-13	Jul-13	Aug-13	Sep-13	Oct-13	Nov-13	Dec-13	Jan-14	Feb-14	Mar-14	Apr-14	May-14
Total Ridership	1,907,830	1,940,656	2,222,005	2,421,366	2,636,076	2,249,988	2,271,830	2,365,564	2,240,350	2,515,478	2,444,106	2,463,319
Light Rail Ridership	996,500	974,860	1,114,880	1,166,600	1,248,650	1,079,000	1,108,210	1,138,810	1,042,400	1,225,750	1,169,900	1,177,730
Bus Ridership	911,330	965,796	1,107,125	1,254,766	1,387,426	1,170,988	1,163,620	1,226,754	1,197,950	1,289,728	1,274,206	1,285,589
	Jun-12	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Jan-13	Feb-13	Mar-13	Apr-13	May-13
Total Ridership	1,979,269	1,952,272	2,315,662	2,279,151	2,695,833	2,322,475	2,115,388	2,299,079	2,250,886	2,337,151	2,391,396	2,409,951
Light Rail Ridership	1,018,008	1,038,580	1,196,720	1,089,200	1,330,580	1,199,710	1,087,100	1,199,280	1,120,400	1,177,360	1,161,200	1,189,880
Bus Ridership	961,261	913,692	1,118,942	1,189,951	1,365,253	1,122,710	1,028,288	1,099,799	1,130,486	1,159,791	1,230,196	1,220,071



Cost Per Passenger

FY2014	YTD	Annual Goal	Variance
Light Rail	\$3.96	\$3.79	-4.5%
Combined Bus	\$5.36	\$5.78	7.3%
Bus	\$5.19	\$5.57	6.7%
CBS	\$13.54	\$14.95	9.4%

	JUN 13	JUL 13	AUG 13	SEP 13	OCT 13	NOV 13	DEC 13	JAN 14	FEB 14	MAR 14	APR 14	MAY 14
Cost Per Passenger Light Rail	\$4.39	\$4.56	\$3.99	\$4.12	\$3.60	\$3.78	\$3.86	\$4.09	\$4.39	\$3.54	\$3.96	\$3.84
Cost Per Passenger Combined Bus	\$6.94	\$6.80	\$5.59	\$4.93	\$4.78	\$5.50	\$5.37	\$5.56	\$5.15	\$4.91	\$5.82	\$5.16
Bus	\$6.73	\$6.60	\$5.42	\$4.77	\$4.61	\$5.32	\$5.20	\$5.37	\$5.00	\$4.74	\$5.63	\$4.99
CBS	\$15.15	\$14.59	\$12.81	\$12.69	\$12.53	\$13.99	\$13.61	\$14.30	\$12.60	\$13.10	\$15.18	\$13.78



Cost Per Revenue Vehicle Hour

FY2014	YTD	Annual Goal	Variance
Light Rail	\$240.85	\$235.20	-2.4%
Combined Bus	\$140.85	\$141.21	0.3%
Bus	\$140.18	\$140.10	-0.1%
CBS	\$154.12	\$162.72	5.3%

	JUN 13	JUL 13*	AUG 13*	SEP 13	OCT 13	NOV 13	DEC 13	JAN 14	FEB 14	MAR 14	APR 14	MAY 14
Cost Per Revenue Vehicle Hour Light Rail	\$233.15	\$229.49	\$229.36	\$265.36	\$226.40	\$224.56	\$226.56	\$252.69	\$268.97	\$238.08	\$248.23	\$245.18
Cost Per Revenue Vehicle Hour Combined Bus	\$143.74	\$136.53	\$131.04	\$140.30	\$135.70	\$145.30	\$135.95	\$147.29	\$142.24	\$135.86	\$157.11	\$142.65
Bus	\$142.95	\$136.06	\$130.59	\$139.72	\$134.91	\$144.55	\$135.47	\$146.23	\$141.93	\$135.04	\$156.43	\$141.57
CBS	\$159.38	\$145.47	\$139.76	\$151.78	\$150.55	\$160.10	\$145.37	\$168.22	\$148.39	\$152.37	\$170.59	\$164.88

* July and August 2013 Light Rail cost per hour is revised to reflect when cars are added or removed from trains during day, which impacts revenue vehicle hours calculation.

**Cost Per
Revenue Mile**

**Passenger Per
Revenue Mile**

**Passenger Per
Revenue Hour**

FY2014	YTD	Goal	Variance	YTD	YTD Goal	Variance	YTD	Goal	Variance
Light Rail	\$13.51	\$13.02	-3.8%	3.41	3.44	-0.7%	60.87	62.07	-1.9%
Bus	\$12.78	\$12.71	-0.6%	2.46	2.28	8.0%	27.01	25.14	7.4%
CBS	\$17.70	\$18.85	6.1%	1.31	1.26	3.8%	11.38	10.88	4.6%

**Bus
On – Time Performance**

**Light Rail
On – Time Departures**

	YTD	Goal	Variance		YTD	Goal	Variance
FY2014	80.3%	85.0%	-4.7%	FY2014	98.6%	97.0%	1.6%

Completed Trips

	FY2014	YTD	Goal	Variance
Light Rail	99.76%	99.80%	-0.04%	
Bus	99.85%	99.80%	0.05%	
CBS	99.70%	99.40%	0.30%	

Mean Distance Between Service Calls (miles)

FY2014	YTD	Goal	Variance
Light Rail Mean Distance Between Service Calls	12,351	12,000	2.9%
Combined Bus Mean Distance Between Service Calls	10,855	9,500	14.3%

	JUN 13	JUL 13	AUG 13	SEP 13	OCT 13	NOV 13	DEC 13	JAN 14	FEB 14	MAR 14	APR 14	MAY 14
Light Rail	9,021	10,053	9,862	11,764	14,970	15,074	14,379	11,624	10,430	15,197	10,316	12,197
Combined Bus	11,753	10,417	12,126	11,094	10,318	11,778	9,784	12,291	9,392	10,765	9,958	11,481

Light Rail Fare Evasion

* In May 2014, Security guards began inspecting passengers for fares at light rail stations.

	Fare Evasion Citations/Passengers Inspected							MAY * 2014	MAY 2013	FY 13 YTD	FY 14 YTD	
	% of Passengers Inspected							17.51%	12.34%	9.38%	10.29%	
	Passengers Cited without Proper Fare							1,812	2,572	19,141	21,924	
	Data from SRTD Transit Officers											
	% of Fare Evasion							0.88%	1.75%	1.59%	1.71%	
	JUN 13	JUL 13	AUG 13	SEP 13	OCT 13	NOV 13	DEC 13	JAN 14	FEB 14	MAR 14	APR 14	MAY 14
% of Passengers Inspected	11.10%	12.52%	11.40%	11.37%	8.42%	7.48%	7.54%	6.54%	9.79%	8.80%	11.90%	17.51%
Passengers Cited without Proper Fare	1,793	2,257	2,252	1,815	2,009	2,023	1,863	2,411	1,939	1,724	1,819	1,812
% of Fare Evasion	1.62%	1.85%	1.77%	1.37%	1.91%	2.51%	2.23%	3.28%	1.90%	1.60%	1.31%	0.88%

System Crime* Statistics

*System crime data based on RTPS reports and reports obtained in cooperation with surrounding law enforcement agencies that are felony and misdemeanor crimes and does not include citations for infractions. Examples of felony crime on RT system are assault, robbery, assault with a weapon, auto theft, false impersonation, felony vandalism, burglary, and misdemeanor crime examples are battery, petty theft, misdemeanor vandalism, trespassing.

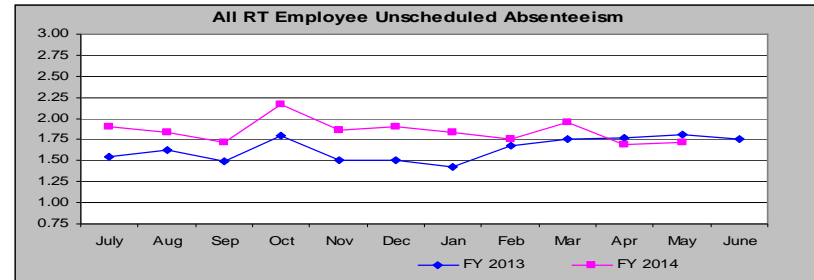
	MAY 2014	MAY 2013	FY13 YTD	FY14 YTD	FY2014 # of Reported Crimes	MAY	YTD					
Crimes per Thousand Boarding Passengers <small>No. of Crimes/Total Ridership</small>	.006	.007	.009	.010	16	250						
Prohibition Orders	2	1	3	25	16	235						
	JUN 13	JUL 13	AUG 13	SEP 13	OCT 13	NOV 13	DEC 13	JAN 14	FEB 14	MAR 14	APR 14	MAY 14
# of Reported Crimes	23	19	21	22	25	25	26	35	18	22	21	16
Crimes per 1000 Boarding Passengers	.012	.010	.009	.009	.009	.011	.011	.015	.008	.009	.009	.006
Prohibition Orders	1	1	4	4	2	0	0	0	2	5	5	2

Customer Advocacy Report

	MAY 2014	MAY 2013	FY13 YTD	FY14 YTD	FY2014 - # of Security Related Customer Reports	MAY	YTD					
# of Customer Contacts	499	581	5,756	5,773	8	99						
# of PSRs <small>Passenger Service Reports processed from contacts</small>	17	19	355	286	10	88						
% of Security Related Customer Contacts	1.60%	1.72%	1.53%	1.71%								
	JUN 13	JUL 13	AUG 13	SEP 13	OCT 13	NOV 13	DEC 13	JAN 14	FEB 14	MAR 14	APR 14	MAY 14
# of Customer Contacts	460	535	567	543	571	492	462	575	499	537	493	499
# of PSRs	22	40	41	28	25	22	27	20	31	20	15	17
# of Security Related Customer Reports	6	7	10	7	10	10	6	11	10	12	8	8
% of Security Related Customer Contacts	1.30%	1.31%	1.76%	1.29%	1.75%	2.03%	1.30%	1.91%	2.00%	2.23%	1.62%	1.60%

Employee Unscheduled Absenteeism

FY 2014	MAY 2014	YTD
# of Scheduled Work Days	22.14 days	239.27 days



Unscheduled Absenteeism by Employee Group

Employee Group	0.81 days	10.32 days
Management & Confidential	0.81 days	10.32 days
AEA	1.20 days	12.55 days
IBEW 1245	1.61 days	20.42 days
ATU – Transit Officer	4.08 days	43.82 days
ATU – Clerical	1.40 days	26.07 days
ATU – Bus & Rail Operators	2.12 days	24.34 days
ATU 256 (All Groups)	2.13 days	24.89 days
AFSCME – Supervisor	1.09 days	10.84 days
AFSCME – Admin Technical	0.74 days	11.47 days
All RT	1.71 days	20.30 days

Monthly Target	MAY 2014 Percentage of Absenteeism	YTD Percentage of Absenteeism*
0.66 days	3.66%	4.31%
0.66 days	5.42%	5.25%
1.00 days	7.27%	8.53%
3.32 days	18.43%	18.31%
1.00 days	6.32%	10.90%
1.66 days	9.58%	10.17%
1.88 days	9.62%	10.40%
0.66 days	4.92%	4.53%
0.66 days	3.34%	4.79%
1.33 days	7.72%	8.48%

	JUN 13	JUL 13	AUG 13	SEP 13	OCT 13	NOV 13	DEC 13	JAN 14	FEB 14	MAR 14	APR 14	MAY 14
Management & Confidential	0.81	1.32	1.22	0.79	1.05	0.79	1.02	0.78	0.68	0.92	0.94	0.81
AEA	0.58	0.53	1.15	1.82	1.75	1.03	1.06	1.02	0.79	1.30	0.90	1.20
IBEW 1245	1.86	1.87	1.81	1.66	1.86	1.58	2.05	2.10	1.96	2.29	1.63	1.61
ATU – Transit Officer	2.47	5.12	4.61	2.18	3.74	2.68	3.56	5.68	4.27	3.64	4.26	4.08
ATU – Clerical								2.21	2.43	2.17	2.13	1.40
ATU – Bus / Rail Operators	2.16	2.30	2.24	2.11	2.59	2.33	2.19	2.09	2.05	2.30	2.02	2.12
ATU 256 (All Groups)	2.18	2.34	2.26	2.13	2.66	2.39	2.28	2.18	2.12	2.33	2.07	2.13
AFSCME – Supervisor	1.11	1.25	0.93	0.80	1.45	1.01	0.90	0.85	0.76	0.80	1.00	1.09
AFSCME – Admin Techn.	0.75	0.66	0.60	0.63	1.70	1.42	1.18	1.17	1.41	0.86	1.10	0.74
All RT	1.76	1.90	1.83	1.71	2.16	1.86	1.90	1.83	1.76	1.95	1.69	1.71





Regional Transit

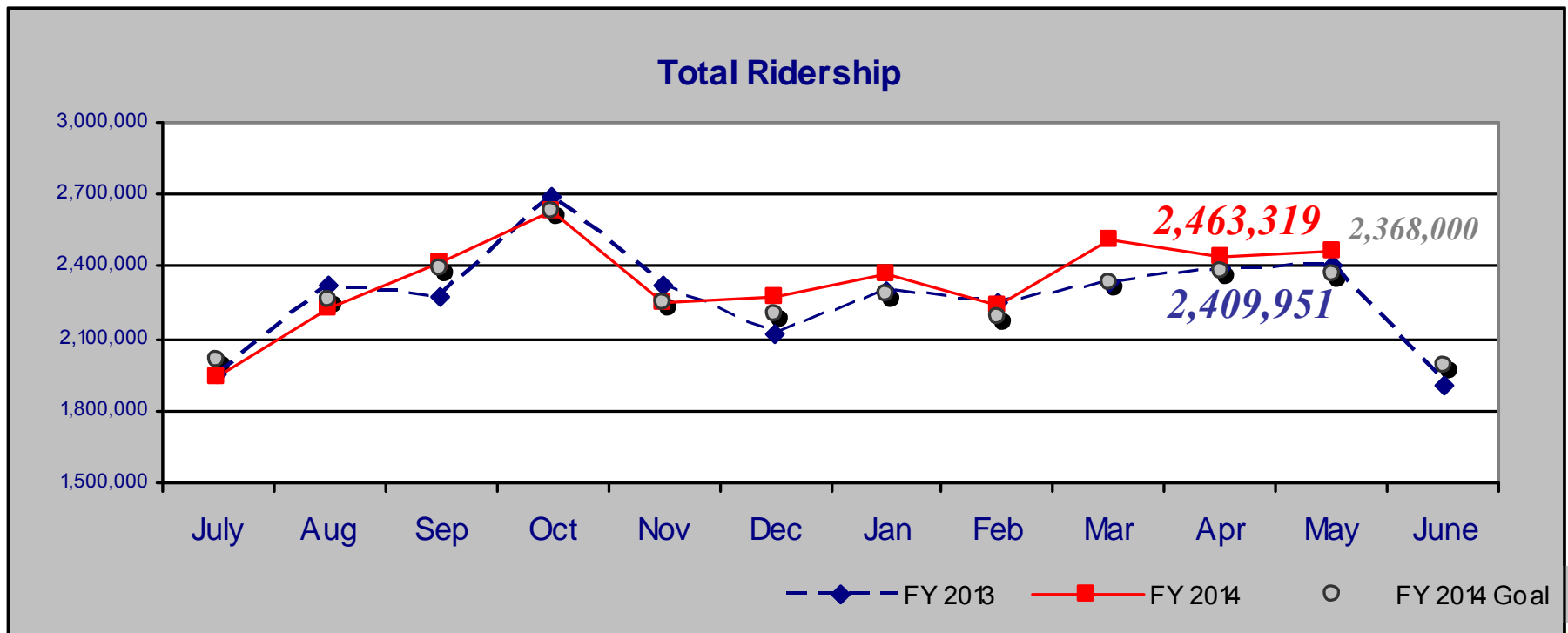
Key Performance Report

June 23, 2014

Mike Wiley, General Manager/CEO



May FY 2014
2.2 percent



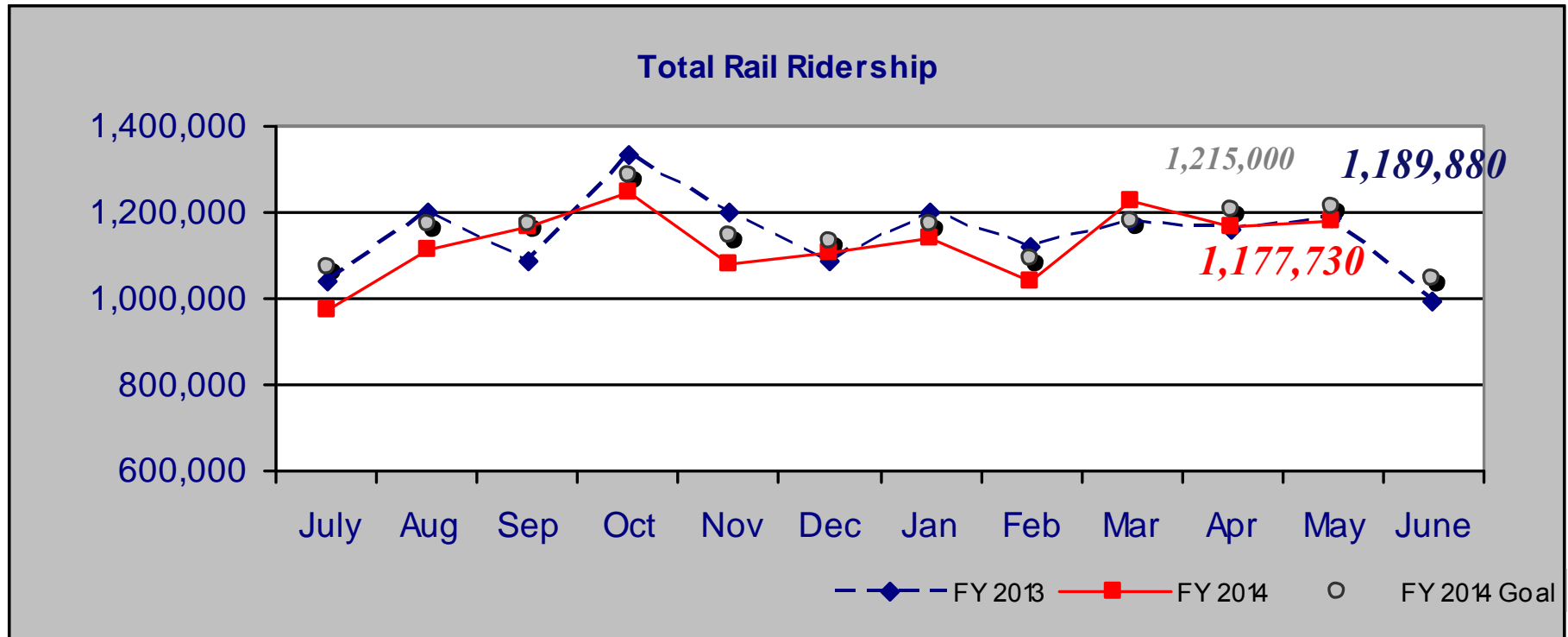
*District Goal for May 2014 Total Ridership: 2,368,000

1 st Six Months	JUL	AUG	SEP	OCT	NOV	DEC
<i>Goal</i>	2,013,000	2,263,000	2,395,000	2,629,000	2,250,000	2,200,000
FY 2014	1,940,656	2,222,005	2,421,366	2,636,076	2,249,988	2,271,830
FY 2013	1,952,272	2,315,662	2,279,151	2,695,833	2,322,475	2,115,388
Change	-0.6%	-4.0%	6.2%	-2.2%	-3.1%	7.4%
TOTAL RIDERSHIP						
2 nd Six Months	JAN	FEB	MAR	APR	MAY	JUN
<i>Goal</i>	2,287,000	2,192,000	2,331,000	2,382,000	2,368,000	1,990,000
FY 2014	2,365,564	2,240,350	2,515,478	2,444,106	2,463,319	
FY 2013	2,299,079	2,250,886	2,337,151	2,391,396	2,409,951	1,907,830
Change	2.9%	-0.5%	7.6%	2.2%	2.2%	

	YTD
<i>Goal</i>	25,310,000
FY 2014	25,770,736
FY 2013	25,369,244
Change	1.6%



May FY 2014
1.0 percent



*District Goal for May 2014 Rail Ridership: 1,215,000

Average Weekday Ridership at 8th & H LR Station (rolling 3 months average) –
619 total rider activity (75 on, 544 off)

1 st Six Months	JUL	AUG	SEP	OCT	NOV	DEC
<i>Goal</i>	1,071,000	1,175,000	1,173,000	1,290,000	1,145,000	1,131,000
FY 2014	974,860	1,114,880	1,166,600	1,248,650	1,079,000	1,108,210
FY 2013	1,038,580	1,196,720	1,089,200	1,330,580	1,199,710	1,087,100
Change	-6.1%	-6.8%	7.1%	-6.2%	-10.1%	1.9%

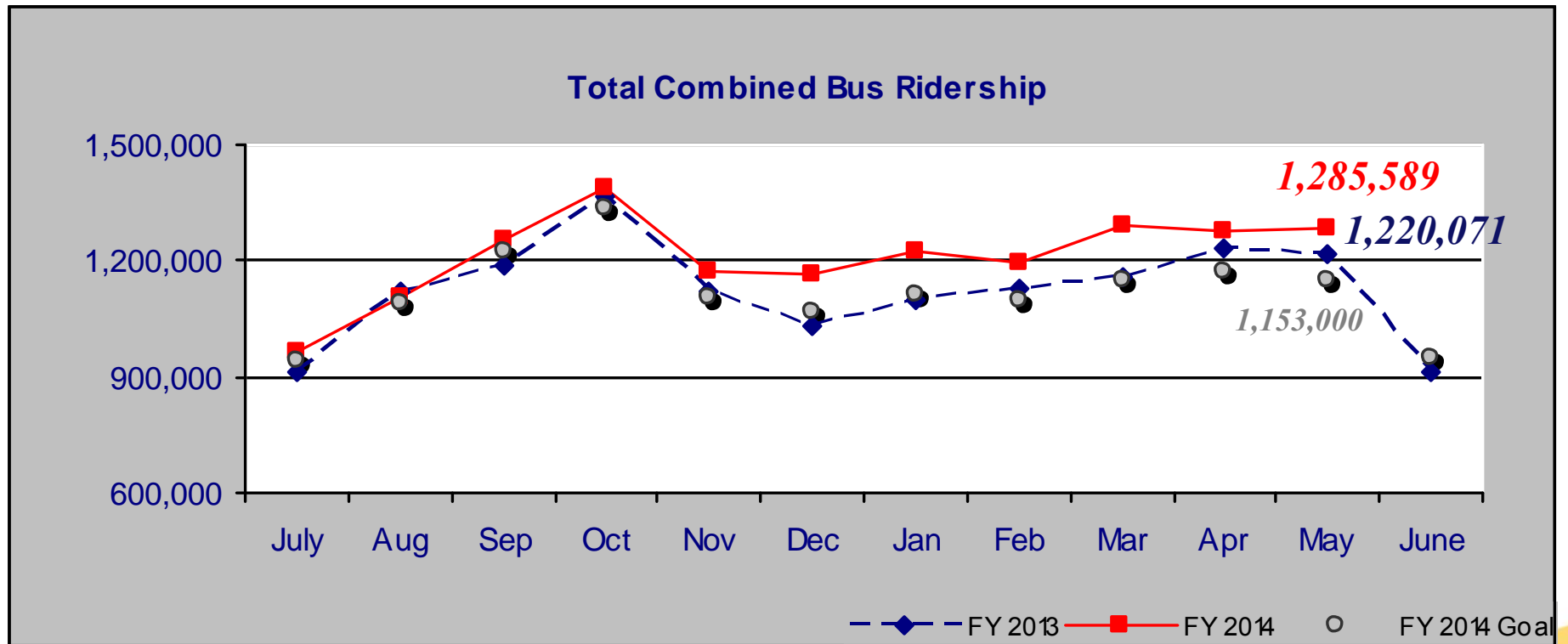
TOTAL RAIL RIDERSHIP

2 nd Six Months	JAN	FEB	MAR	APR	MAY	JUN
<i>Goal</i>	1,172,000	1,096,000	1,178,000	1,210,000	1,215,000	1,044,000
FY 2014	1,138,810	1,042,400	1,225,750	1,169,900	1,177,730	
FY 2013	1,199,280	1,120,400	1,177,360	1,161,200	1,189,880	996,500
Change	-5.0%	-7.0%	4.1%	0.7%	-1.0%	

	YTD
<i>Goal</i>	12,856,000
FY 2014	12,446,790
FY 2013	12,790,010
Change	-2.7%



May FY 2014
5.4 percent



*District Goal for May 2014 Combined Bus Ridership: 1,153,000

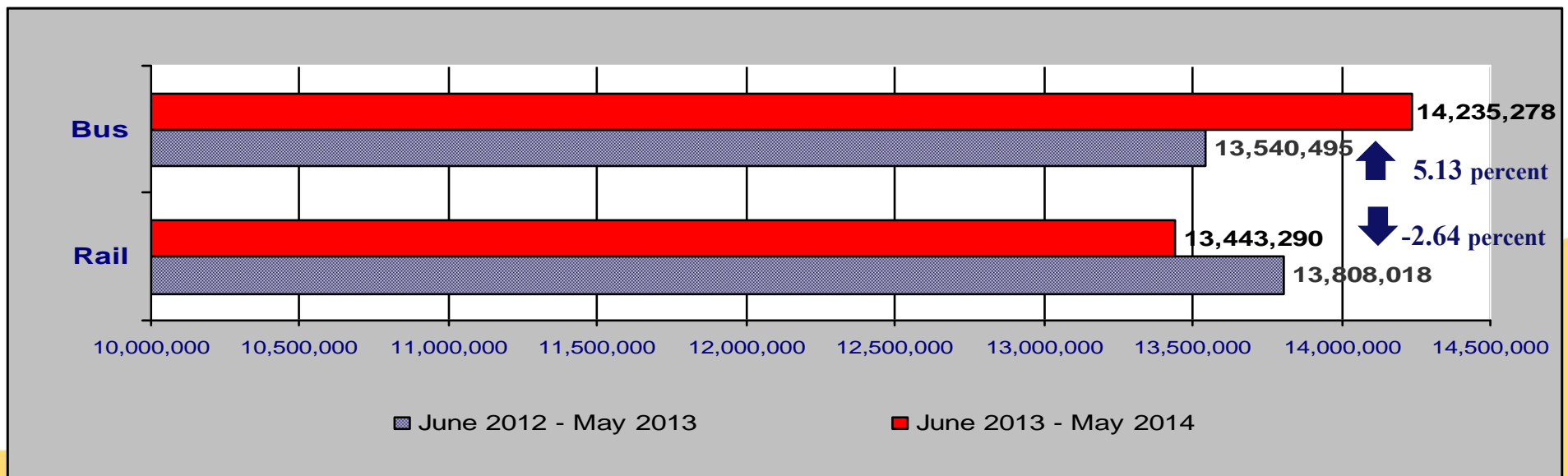
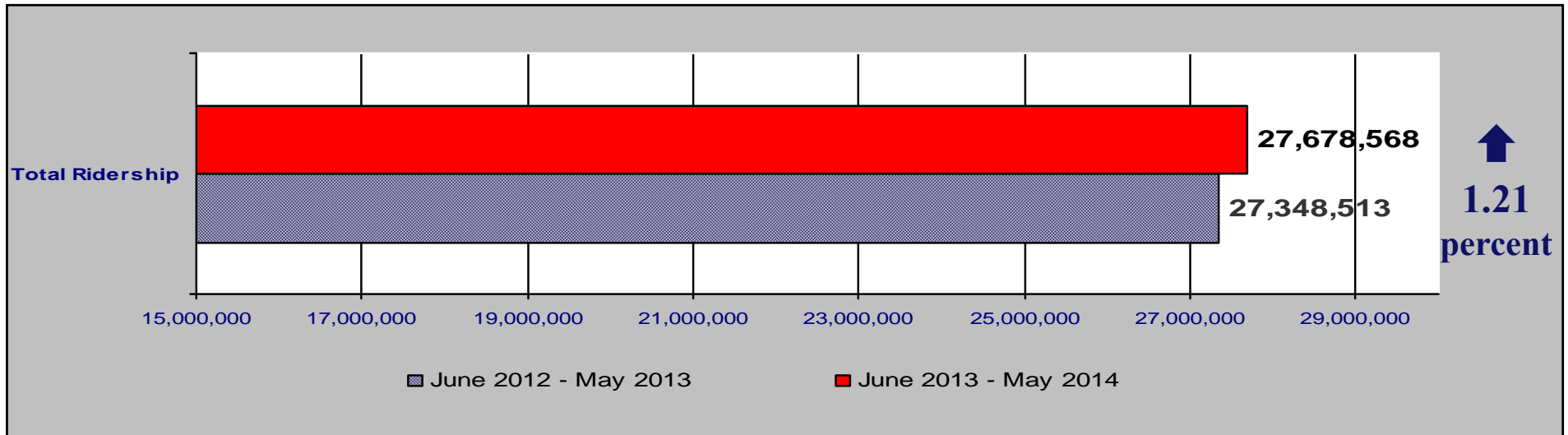
1 st Six Months	JUL	AUG	SEP	OCT	NOV	DEC
<i>Goal</i>	942,000	1,088,000	1,222,000	1,339,000	1,105,000	1,069,000
FY 2014	965,796	1,107,125	1,254,766	1,387,426	1,170,988	1,163,620
FY 2013	913,692	1,118,942	1,189,951	1,365,253	1,122,765	1,028,288
Change	5.7%	-1.1%	5.4%	1.6%	4.3%	13.2%

TOTAL BUS RIDERSHIP

2 nd Six Months	JAN	FEB	MAR	APR	MAY	JUN
<i>Goal</i>	1,115,000	1,096,000	1,153,000	1,172,000	1,153,000	946,000
FY 2014	1,226,754	1,197,950	1,289,728	1,274,206	1,285,589	
FY 2013	1,099,799	1,130,486	1,159,791	1,230,196	1,220,071	911,330
Change	11.5%	6.0%	11.2%	3.6%	5.4%	

	YTD
<i>Goal</i>	12,454,000
FY 2014	13,323,946
FY 2013	12,579,234
Change	5.9%

ROLLING YEAR June - May



Fare Recovery Ratio

	May	YTD Goal	YTD
FY 2014	22.3%	22.6%	22.1%
FY 2013	26.4%	24.1%	24.1%
Variance	-4.1%	-1.5%	-2.0%

	JUL 2013	AUG 2013	SEP 2013	OCT 2013	NOV 2013	DEC 2013	JAN 2014	FEB 2014	MAR 2014	APR 2014	MAY 2014	JUN 2014
TOTAL	22.7%	23.0%	22.6%	22.4%	22.0%	22.2%	20.7%	24.2%	21.1%	20.3%	22.3%	
Light Rail	28.1%	27.6%	24.9%	26.2%	27.2%	26.6%	24.4%	26.4%	25.3%	25.3%	26.3%	
Bus	19.4%	20.3%	21.5%	20.5%	19.3%	19.7%	18.8%	23.2%	18.9%	17.8%	20.3%	
CBS	8.8%	8.6%	8.1%	7.5%	7.3%	7.5%	7.0%	9.2%	6.8%	6.6%	7.3%	

Cost Per Passenger

FY 2014	YTD	YTD Goal	Variance
Light Rail	\$3.96	\$3.79	-4.5%
Combined Bus	\$5.36	\$5.78	7.3%
Bus	\$5.19	\$5.57	6.8%
CBS	\$13.54	\$14.95	9.4%

Passenger Per Revenue Hour

FY 2014	YTD	YTD Goal	Variance
Light Rail	60.87	62.07	-1.9%
Bus	27.01	25.14	7.4%
CBS	11.38	10.88	4.6%

Mean Distance Between Service Calls (miles)

FY 2014	YTD	YTD Goal	Variance
Light Rail	12,351	12,000	2.9%
Bus	10,855	9,500	14.3%

Light Rail Fare Evasion

	May	YTD
% of Passengers Inspected *	17.51%	10.29%
Passengers Cited without Proper Fare Data from SRTD Transit Officers	1,812	21,924
% of Fare Evasion Fare Evasion Citations/Passengers Inspected	0.88%	1.71%

* Security guards began inspecting passengers at light rail stations.

Customer Advocacy Report

	May	YTD
# of Customer Contacts	499	5,773
# of PSRs Passenger Service Reports processed from contacts	17	286
# of Security Related Customer Reports	8	99
% Security Related Customer Contacts	1.60%	1.71%

System Crime Statistics



	FY 2014 May 2014	FY 2013 May 2013	FY 2013 YTD	FY 2014 YTD
Reported Crimes <small>Data from RTPS Officers and Deputies</small>	16	16	235	250
Crimes per Thousand Boarding Passengers <small>No. of Crimes/Total Ridership</small>	.006	.007	.009	.010
Prohibition Orders	2	1	3	25

Employee Unscheduled Absenteeism

	May 2014	YTD	Percentage of Absenteeism		
# of Scheduled Work Days	22.14	239.27			
Unscheduled Absenteeism by Employee Group			Monthly Target	May 2014	YTD
Management & Confidential	0.81	10.32	0.66 days	3.66%	4.31%
AEA	1.20	12.55	0.66 days	5.42%	5.25%
IBEW 1245	1.61	20.42	1.00 days	7.27%	8.53%
ATU -Transit Officer *	4.08	43.82	3.32 days	18.43%	18.31%
ATU - Clerical	1.40	26.07	1.00 days	6.32%	10.90%
ATU - Bus & Rail Operators	2.12	24.34	1.66 days	9.58%	10.17%
ATU 256 (All Groups)	2.13	24.89	1.88 days	9.62%	10.40%
AFSCME – Supervisor	1.09	10.84	0.66 days	4.92%	4.53%
AFSCME – Admin Technical	0.74	11.47	0.66 days	3.34%	4.79%
All RT	1.71	20.30	1.33 days	7.72%	8.48%
* See Management Notes					