

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
17	10/27/14	Open	Information	09/29/14

Subject: Quarterly Ridership Report

ISSUE

For informational purposes only.

RECOMMENDED ACTION

None.

FISCAL IMPACT

None.

DISCUSSION

Attached is the Quarterly Ridership Report for the quarter ended June 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 RT's 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 persistently on RT's watch list may include route/schedule adjustments or reductions, promotional campaigns, conversion to a smaller bus route, and/or pursuit of a cost-sharing agreement. This process also includes evaluation of new routes pursuant to RT's route "sunset" process whereby new routes are automatically eliminated if they fail to meet RT's productivity standards within their first two years of operation.

Methodology Changes

Effective with the current reporting period, route-level statistics have been changed from using revenue hours to service hours. Productivity goals have also been restated in terms of service hours. A discussion of the changes has been included in the report on Page 3 (Attachment 1). The performance monitoring section (pages 4-8) highlights all routes where reported productivity changed significantly due to the change in the applied methodology. Attachment 2 provides a side-by-side comparison of route productivity using either methodology.

It is important to note that productivity standards alone are not and have never been the *exclusive* determining factor for recommending service changes. Productivity statistics serve a number of important functions, including: (1) helping *alert* staff to important changes, (2) providing a way to *compare* routes against one another or over time, and (3) providing a way to *document and communicate* key facts in a consistent, objective manner. Corrective actions recommended by staff, including past service changes, have always been based on a variety of indicators and considerations, both quantitative and qualitative.

Approved:

Presented:

Final 10/21/14

General Manager/CEO

AGM of Planning & Transit System Development

J:\Board Meeting Documents\2014\18 October 27, 2014\Q2 Ridership - IP.doc

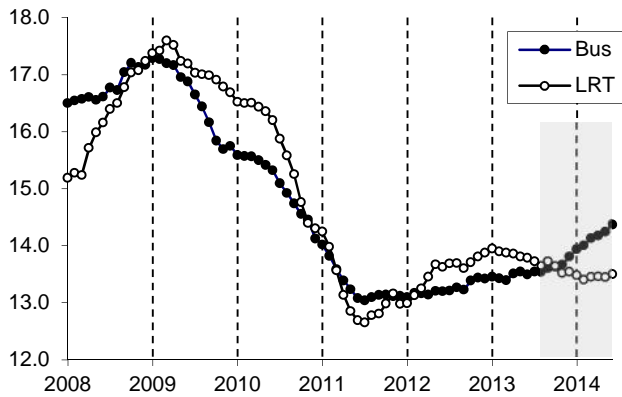


Regional Transit
Quarterly Ridership Report
Period Ending June 30, 2014

**Quarterly Ridership Report
Period Ending June 30, 2014**
Systemwide Trends

For Fiscal Year 2014, total system ridership was 27.9 million, up 0.6 million or 2.2 percent from last year's total of 27.3 million and up 2.1 percent from RT's budget goal of 27.3 million.

Annual Boardings
12-Month Rolling Average
(millions)

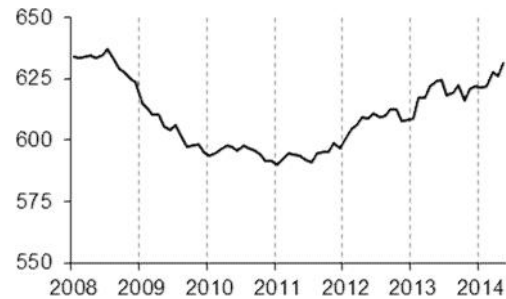


Weekday bus ridership continued a trend of increased ridership compared to FY 2013 results, and overall bus ridership finished the year at 14.4 million, up 6.5 percent. Light rail fared better during the Fix-50 project in late April, May, and June, but struggled for most of the year to keep pace with what was a strong previous year, ultimately regressing from 13.8 million to 13.5 million (down 2.1 percent), comparable to the 13.6 million carried in FY 2012.

Employment Trends

Employment continued to improve in Sacramento County during FY 2014, finishing the year at 631,100, up 7,200 (+1.2 percent) from last year's total of 623,900. Employment is now down by only 6,000 jobs from the pre-recession high of 637,100 jobs. Transit regularly captures approximately 2 percent of commute travel, so an increase of 7,200 jobs in the entire county might work out to a maximum of 144 daily boardings on RT.

Total Employment
Sacramento County
(thousands)



Source: California Employment Development Department

Gas Prices

Gas prices continued to be fairly stable in FY 2014. The average per-gallon price for regular unleaded in California was \$3.88 for FY 2014. This was actually down \$0.09 (-2.4 percent) from \$3.97 for FY 2013.

California Gas Prices
Per Gallon of Regular Unleaded

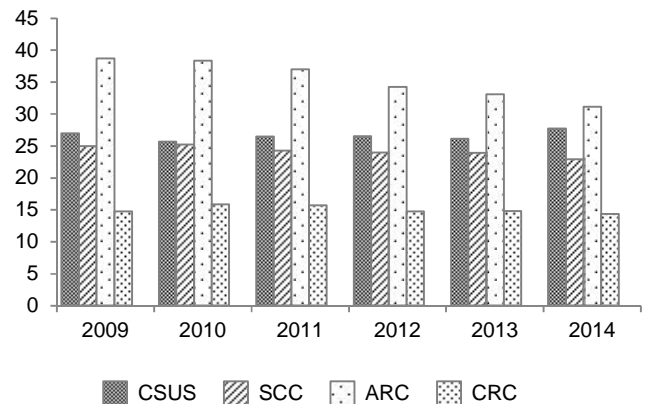


Source: U.S. Energy Information Administration

College Enrollment

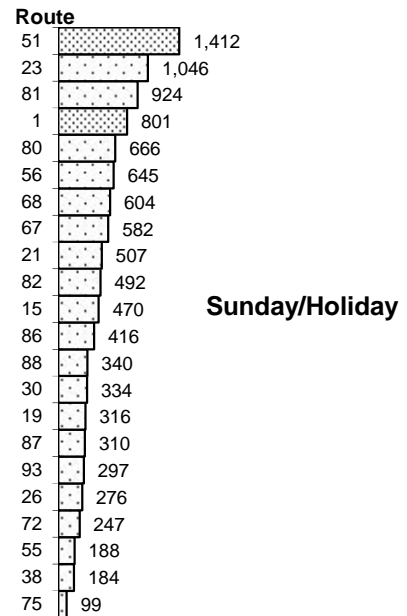
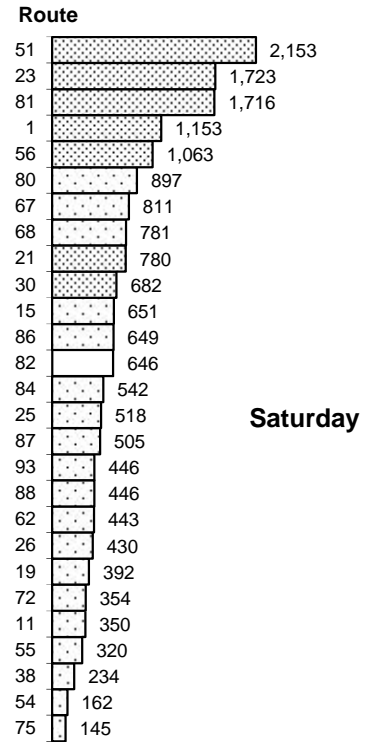
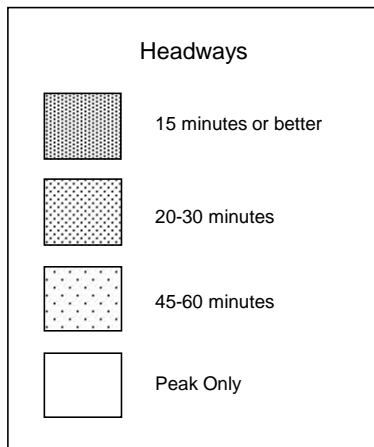
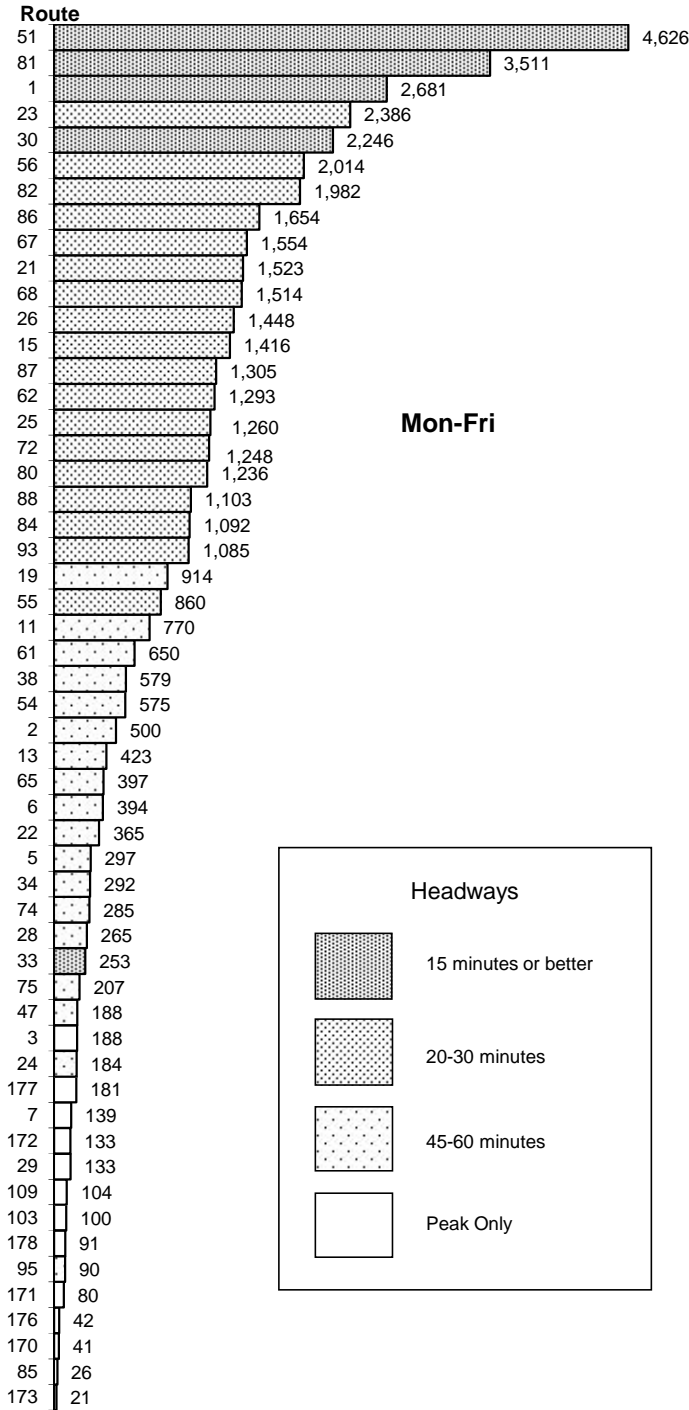
Enrollment at major area colleges decreased by 1,748 (1.8 percent) from 97,780 to 96,032. Most of the decrease was from American River College, where enrollment decreased by 1,930 (5.8 percent) from 33,038 to 31,108. Compared to 2009, enrollment is down by 9,302 (8.8 percent) from 105,334 to 96,032.

Spring Enrollment
(thousands)



Source: California State University Sacramento,
Los Rios Community College District

RT Bus Routes
Average Daily Boardings



Methodological Update

Changes

- Effective with the reporting period ending 6/30/14, route-level statistics have been changed from using revenue hours to service hours. (See below for detailed definitions.)
- Productivity goals for regular weekday service have been restated in terms of service hours. RT's official goal of 20.0 boardings per revenue hours equates to approximately 27.0 boardings per service hour.
- Productivity goals for weekend and CBS service have been restated in terms of service hours. RT's official goal of 15.0 boardings per revenue hours equates to approximately 20.0 boardings per service hour.
- Attachment 2 of this report compares each route's productivity using revenue hours versus service hours.

Definitions

- Revenue Hours - Revenue hours are the sum of two elements: (1) service hours, and (2) layover/recovery time.
- Service Hours - The time it takes a transit vehicle to travel from the beginning to the end of the route (e.g., as shown on a public timetable). Also known simply as Running Time.
- Layover/Recovery Time - Non-running time scheduled at the end of each trip to (1) provide a rest break for the operator, (2) recover from schedule delays (3) wait (layover) for transferring passengers from other routes or so that start times are on even headways.
- Deadhead Hours - Time spent going to/from the garage.
- Total Hours - Revenue Hours plus Deadhead Hours, i.e., all time an operator has responsibility for a vehicle. Also known as Platform Hours.
- Pay Hours - All hours that an operator is paid, regardless of if the operator has responsibility for a vehicle or not, i.e., platform hours plus paid report time, travel time to relief points, overtime, etc.
- Interlining - When one bus (one actual vehicle) is shared between two different routes. Ex: Route 54 buses turn into Route 65 buses when they arrive at Florin Station, and vice versa. Interlining often improves efficiency, but makes cost allocation more difficult.

Productivity Statistics – Industry Norms

- The FTA's National Transit Database (NTD) system requires agencies to report revenue hours and total hours. Service hours are not reported or used by NTD.
- An informal survey of three transit industry consultants found that **Boardings Per Revenue Hour** are nearly universally used by other transit agencies for productivity reporting (consistent with past RT practice).

Productivity Statistics – Industry Norms (cont.)

- No consultant surveyed was aware of any transit agency using **Boardings Per Service Hour** (RT's new methodology for route-level statistics). There is, however, a good case for using service hours (described below).
- Revenue hours, because they include most of the time an operator is paid, whether the bus is running or not, are generally considered to correlate well with pay hours, labor cost, and total operating cost.
- A small fraction of transit agencies use or have considered using **Boardings Per Total Hour** (i.e., including deadhead). This may be preferable for agencies with a greater deal of peak-only service, where deadhead is a much greater cost component.

Service Hours vs. Revenue Hours

- Because buses are shared (interlined) between multiple routes, changes to the start time of one route can change the layover/recovery time of the previous route.
- Layover/recovery time is currently allocated to whichever route just finished running. There are alternative ways to allocate layover/recovery time; however, each has pros and cons. Since the existing methodology is built into existing software, a change to layover/recovery allocation would entail moderate time and cost.
- Layover/recovery allocation is naturally an issue for route-level statistics but *not* for mode-level statistics (i.e., the overall bus system). There are therefore few reasons to switch from revenue hours for mode-level or system-wide statistics.
- Because service hours *exclude* layover/recovery time, they do not suffer from layover/allocation problems at the route level.
- The main drawback to using service hours is that they fail to accurately reflect improvements to efficiency, e.g., when excessive layover/recovery time ("slack") is successfully reallocated to productive running time (without increasing revenue hours or cost).
- Effective with this report, *route-level* statistics are reported in terms of service hours.
- Other applications such as RT's NTD reporting, financial forecast model and cost allocation model will continue to use revenue hours. These applications function at the mode level and therefore do not suffer from any layover/recovery allocation issues.
- Attachment 2 compares each route's productivity using revenue hours versus service hours. The standard route productivity report also highlights all routes where productivity has changed significantly due to the methodological change.

Performance Monitoring
Monday-Friday

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

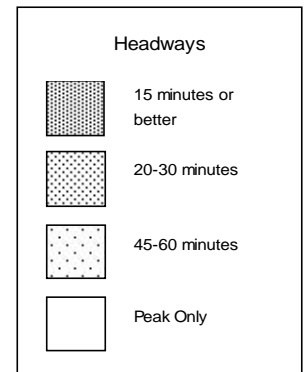
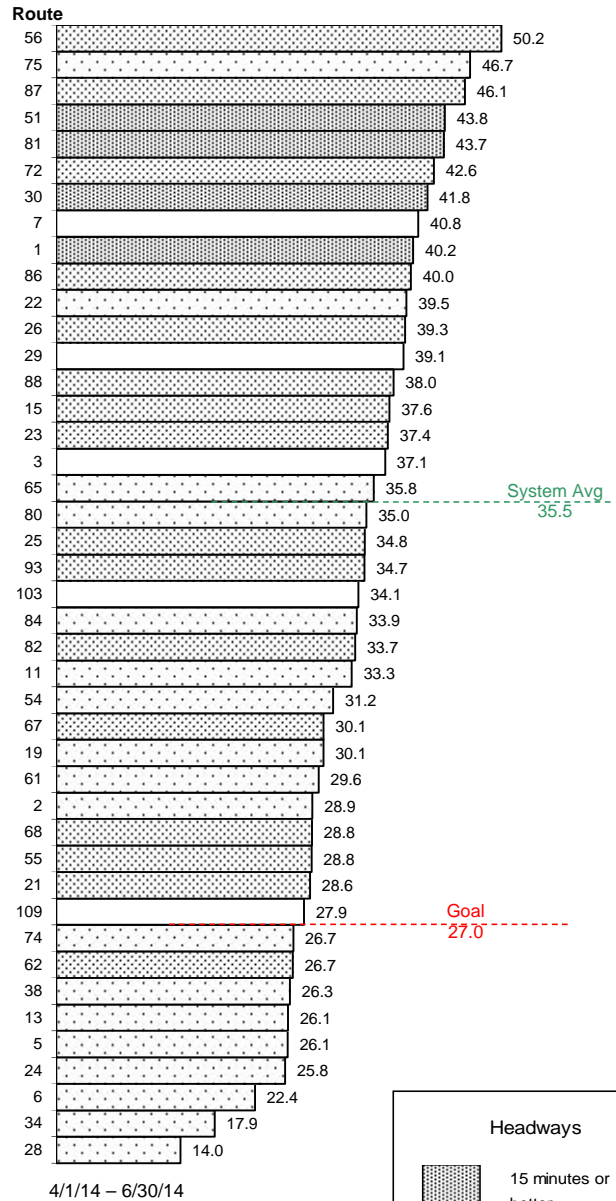
Routes Below Standard

Route	Name	Quarters
5	Meadowview/Valley Hi	8 qtrs.
6	Land Park	8 qtrs.
13	Northgate	1 qtr.
38	P/Q Streets	5 qtrs.
24	Madison/Greenback	8 qtrs.
28	Fair Oaks/Cordova Town Ctr.	8 qtrs.
34	McKinley	8 qtrs.
62	Freeport	1 qtr.
74	International	8 qtrs.

Notes:

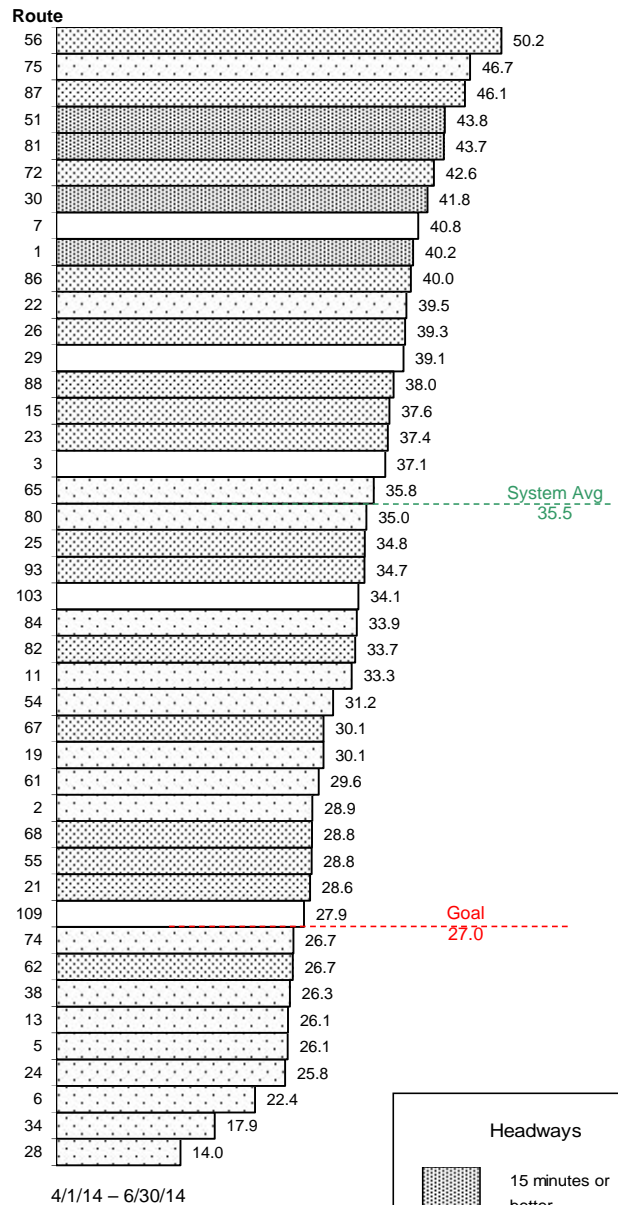
- The new methodology has caused productivity to increase on paper for Routes 65 and 75. Route 65 went from 27% below standard to 32% above standard due to this change. Route 75 went from 6% below standard to 73% above standard. Note that neither of these routes are or have ever been subject to RT's route sunset process, because the route sunset process applies only to new routes. Both routes carry a lot of passengers relative to the number of hours in service, but due to various constraints on the schedule, they have a considerable amount of break time.
- Constraints on the schedule may include (but are not limited to) desire to have regular "clock-face" headways, connection timing with trains and other bus routes, and minimum rest/meal break requirements under RT's union contract.
- The new methodology has caused productivity to decrease on paper for Routes 13 and 62. Route 13 decreased only slightly, but the decrease pushed it from barely meeting RT's standard to being 4% below standard. Route 62 also went from being above standard to below standard, decreasing from being 23% above standard to being 1% below standard.

(more)

Boardings Per Service Hour


Performance Monitoring
Monday-Friday (cont.)

- The new methodology caused productivity on Routes 80, 82, and 84 to decrease on paper so that these routes went from being above the system average to being below the system average.
- The new methodology caused productivity on Route 30 to increase on paper so that it went from being below the system average to being above the system average.
- Routes 13 and 62 were the only new routes on the list of below-standard routes. Both had been above standard under the old methodology.
- Through minor improvements, productivity on Route 24 has been improved from 25% below standard to only 5% below standard over the past 18 months.
- In January 2014, Route 28 was extended from Cordova Town Center to Mather Field/Mills light rail station. This extension was made on a no-cost basis by converting some break time to running time.
- See Attachment 2 for a side-by-side comparison of productivity using revenue hours versus service hours.

Boardings Per Service Hour


Performance Monitoring
Saturday

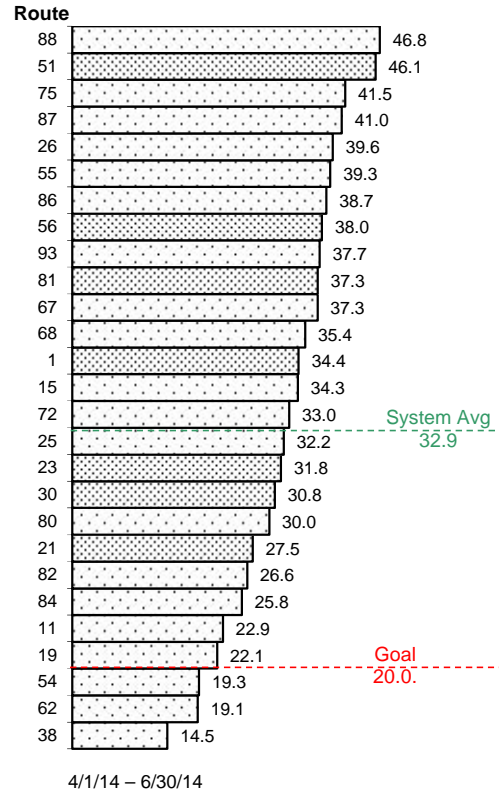
Minimum productivity standards for Saturday bus routes are **15.0 boardings per revenue hour**. Low-productivity routes are reviewed by staff for possible corrective action. Newly created routes that do not meet minimum productivity standards within two years are subject to automatic elimination pursuant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

Routes Below Standard

Route	Name	Quarters
38	P/Q Streets	8 qtrs.
54	Center Pkwy	7 qtrs.
62	Freeport	8 qtrs.

Notes:

- The three routes that are below standard were below standard before the methodological change as well.
- 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 has not been meeting productivity standards, however, it has consistently been within 5 to 10% of meeting the standards. It has also consistently performed as well or better than established Routes 38 and 62. Staff anticipates bringing a resolution in December 2014 for the Board to provisionally exempt Route 54 from the route sunset process.
- See Attachment 2 for a side-by-side comparison of productivity using revenue hours versus service hours.

Boardings Per Service Hour


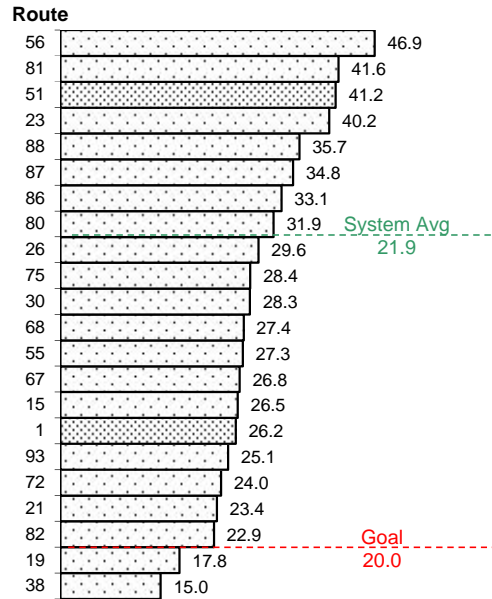
Performance Monitoring
Sunday/Holiday

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

Routes Below Standard

Route	Name	Quarters
19	Rio Linda	1 qtr.
38	P/Q Streets	8 qtrs.

- The change in methodology resulted in productivity substantially increasing on paper for Route 75. It went from being 17% below standard to being 42% above standard. No other routes underwent any similarly substantial changes.
- Route 19 is now slightly below standard, however, it was only slightly above standard last quarter.
- Ridership improved on Route 38, relative to last year, but not enough to bring it above the goal.
- See Attachment 2 for a side-by-side comparison of productivity using revenue hours versus service hours.

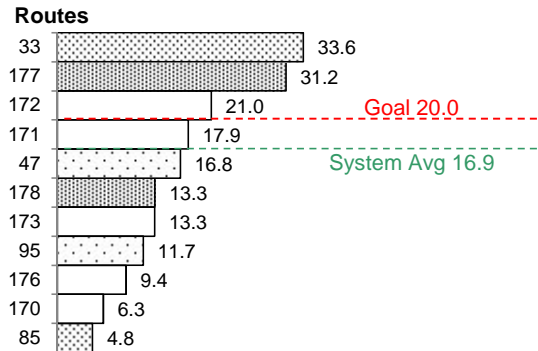
Boardings Per Service Hour


4/1/14 – 6/30/14

Performance Monitoring
Community Bus Service

Minimum productivity standards for CBS routes are **15.0 boardings per revenue hour**. CBS routes supported by a third-party subsidy are considered to be meeting standards if the net operating cost does not exceed **\$9.74 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.

Route	Name	Contract	Quarters
47	Phoenix Park	No	1 qtr.
85	McClellan Shuttle	Yes	8 qtrs.
95	Citrus Hts. - Antelope Rd	No	7 qtrs.
170	Natomas Flyer Eastside	Yes	2 qtrs.
171	Natomas Flyer Westside	Yes	1 qtr.
173	Natomas Flyer Square	Yes	1 qtr.
176	Cordovan - Anatolia	Yes	8 qtrs.
178	Granite Shuttle	Yes	8 qtrs.

Boardings Per Service Hour


4/1/14 – 6/30/14

Notes:

- The change in methodology did not result in any major changes in productivity on paper.
- Routes 47, 171, and 173 are now slightly below standard, but they were only slightly above standard before.
- 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. Staff is currently investigating ways to improve the route in a low-cost manner.

Quarterly Ridership Report
 Period Ending June 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.

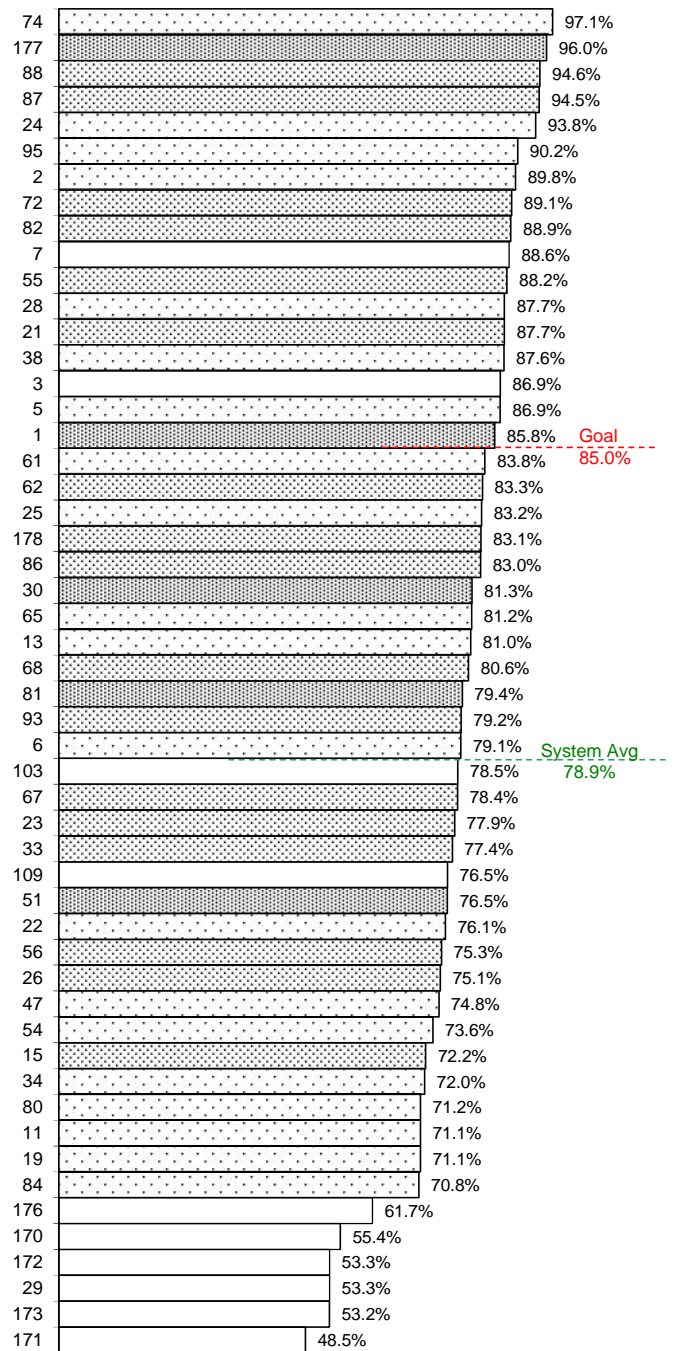
Weekday on-time performance improved from 78.2 to 78.9 percent compared to last quarter but was down compared to 79.5 percent for the same quarter last year.

Period	On-Time Performance
Q1 2013	79.2%
Q2 2013	79.5%
Q3 2013	79.1%
Q4 2013	76.9%
Q1 2014	78.2%
Q2 2014	78.9%

Notes:

- Route 5 improved from 73% last quarter to 87% this quarter.
- Route 34 decreased from 82% last quarter to 72% this quarter.

Headways	
	15 minutes or better
	20-30 minutes
	45-60 minutes
	Peak Only

On-Time Performance


4/1/14 – 6/30/14

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.

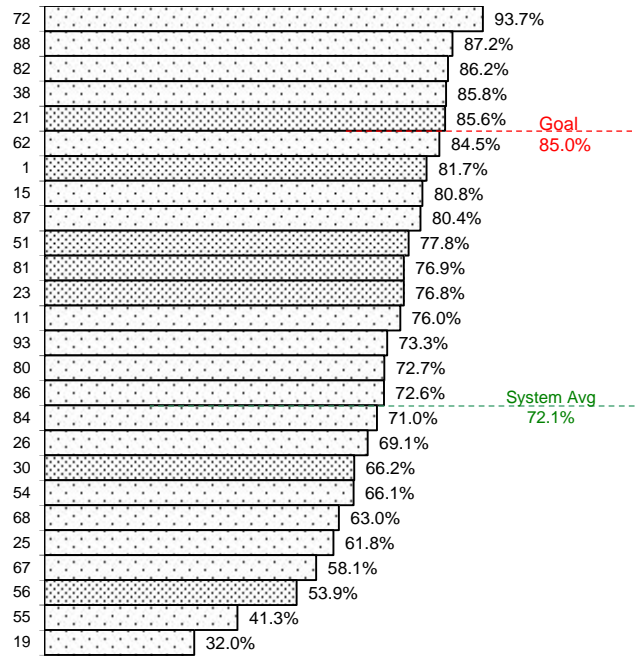
Saturdays continued to be RT's most difficult day for on-time performance. System wide on-time performance decreased from 74.4 to 72.1 percent compared to last quarter and was also down compared to 75.1 percent for the same quarter last year.

Period	On-Time Performance
Q1 2013	72.0%
Q2 2013	75.1%
Q3 2013	74.4%
Q4 2013	74.2%
Q1 2014	74.4%
Q2 2014	72.1%

Notes:

- Route 19 decreased from 44% to 32% on-time. Route 19 has had long-term schedule adherence problems on Saturdays.

On-Time Performance



4/1/14 – 6/30/14

Sunday/Holiday Bus Routes

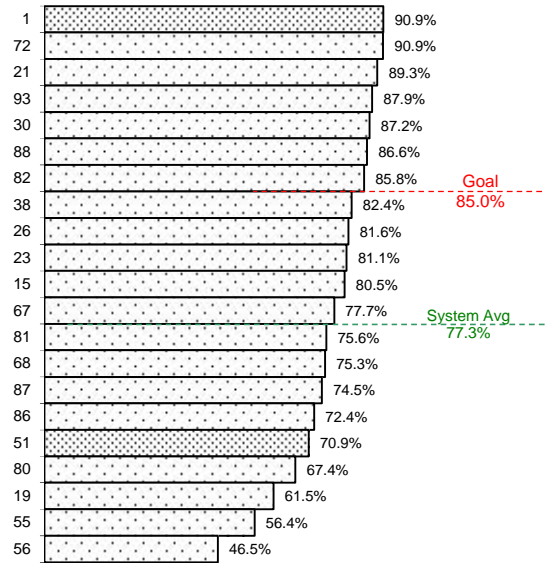
On-time performance is measured at time points, which are major stops along the route and shown on the public schedule (usually 4-6 per route).

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.

Sunday/Holiday on-time performance was 77.3 percent, down slightly from last quarter, and down slightly from the same quarter last year.

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%

On-Time Performance



4/1/14 – 6/30/14

Notes:

- Route 26 decreased from 92% to 82%.
- Route 15 decreased from 93% to 81%.
- Route 86 decreased from 81% to 72%.
- Route 80 increased from 55% to 67%.
- Route 56 decreased from 57% to 47%.

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 decreased to 98.3 percent. Gold Line was unchanged at 99.1 percent. Green Line decreased to 97.7 percent.

	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%



Weekday Bus Ridership

4/1/14 - 6/30/14

Route	Name	Boardings Per Day	Trips Per Day	Serv Hrs Per Day	Rev Hrs Per Day	(Goal = 27)	(Goal < \$6.98)	Net Cost Per Psgr	Farebox Recovery	Below Standards
						Psg'r Per Serv Hr	Full Cost Per Psgr			
56	Pocket-C.R.C.	2,014	66	40.2	50.6	50.2	\$3.53	\$2.43	31%	
75	Mather Field	207	14	4.4	10.0	46.7	\$6.82	\$5.72	16%	
87	Howe	1,305	55	28.3	41.5	46.1	\$4.47	\$3.37	25%	
51	Broadway-Stockton	4,626	143	105.6	132.2	43.8	\$4.02	\$2.91	27%	
81	Florin-65th Street	3,511	119	80.3	104.3	43.7	\$4.18	\$3.07	26%	
72	Rosemont-Lincoln Village	1,248	63	29.3	44.1	42.6	\$4.97	\$3.87	22%	
30	J Street (DASH)	2,246	116	53.7	84.5	41.8	\$5.29	\$4.19	21%	
7	Pocket Express	139	6	3.4	4.1	40.8	\$4.15	\$3.05	27%	
1	Greenback	2,681	121	66.6	100.1	40.2	\$5.25	\$4.14	21%	
86	San Juan-Silver Eagle	1,654	61	41.4	57.1	40.0	\$4.85	\$3.75	23%	
22	Arden	365	28	9.2	13.4	39.5	\$5.15	\$4.05	21%	
26	Fulton	1,448	52	36.8	51.3	39.3	\$4.97	\$3.87	22%	
29	Arden-California Avenue	133	4	3.4	3.9	39.1	\$4.10	\$3.00	27%	
88	West El Camino	1,103	59	29.0	39.1	38.0	\$4.98	\$3.88	22%	
15	Rio Linda Blvd-O Street	1,416	56	37.7	53.2	37.6	\$5.28	\$4.18	21%	
23	El Camino	2,386	64	63.8	82.9	37.4	\$4.88	\$3.78	23%	
3	Riverside Express	188	8	5.1	5.3	37.1	\$3.99	\$2.89	28%	
65	Franklin South	397	28	11.1	26.9	35.8	\$9.50	\$8.40	12%	
80	Watt-Elkhorn	1,236	32	35.4	40.8	35.0	\$4.64	\$3.53	24%	
25	Marconi	1,260	55	36.3	53.6	34.8	\$5.98	\$4.88	18%	
93	Hillsdale	1,085	54	31.3	47.5	34.7	\$6.15	\$5.05	18%	
103	Auburn Blvd	100	8	2.9	4.2	34.1	\$5.96	\$4.85	19%	
84	Watt Avenue-North Highlands	1,092	28	32.2	38.2	33.9	\$4.91	\$3.81	22%	
82	Howe-65th Street	1,982	66	58.8	80.3	33.7	\$5.69	\$4.59	19%	
11	Truxel Road	770	41	23.1	30.0	33.3	\$5.48	\$4.38	20%	
54	Center Parkway	575	31	18.4	26.2	31.2	\$6.42	\$5.31	17%	
67	Franklin	1,554	58	51.6	64.3	30.1	\$5.81	\$4.71	19%	
19	Rio Linda	914	29	30.4	40.6	30.1	\$6.24	\$5.13	18%	
61	Fruitridge	650	32	22.0	30.9	29.6	\$6.69	\$5.59	16%	
2	Riverside	500	26	17.3	25.3	28.9	\$7.13	\$6.02	15%	
68	44th Street	1,514	59	52.5	66.4	28.8	\$6.16	\$5.06	18%	
55	Scottsdale	860	52	29.9	38.2	28.8	\$6.25	\$5.15	18%	
21	Sunrise	1,523	70	53.3	67.7	28.6	\$6.25	\$5.15	18%	
109	Hazel Express	104	4	3.7	3.8	27.9	\$5.14	\$4.04	21%	
74	International	285	29	10.7	17.9	26.7	\$8.85	\$7.75	12%	X
62	Freeport	1,293	60	48.5	61.3	26.7	\$6.66	\$5.56	17%	X
38	P/Q Streets	579	31	22.0	29.9	26.3	\$7.24	\$6.14	15%	X
13	Northgate	423	33	16.2	21.2	26.1	\$7.04	\$5.94	16%	X
5	Meadowview-Valley Hi	297	31	11.4	16.0	26.1	\$7.56	\$6.46	15%	X
24	Madison-Greenback	184	27	7.1	13.0	25.8	\$9.91	\$8.81	11%	X
6	Land Park	394	27	17.6	25.0	22.4	\$8.89	\$7.79	12%	X
34	McKinley	292	27	16.4	26.3	17.9	\$12.65	\$11.55	9%	X
28	Fair Oaks-Folsom	265	32	18.9	29.9	14.0	\$15.89	\$14.79	7%	X
TOTAL		46,796	2,005	1,317	1,802.6	26.0				



Saturday Bus Ridership

4/1/14 - 6/30/14

Route	Name	Boardings Per Day	Trips Per Day	Serv Hrs Per Day	Rev Hrs Per Day	(Goal = 20)	(Goal < \$9.30)	Net Cost Per Psgr	Farebox Recovery	Below Standards
						Psg'r Per Serv Hr	Full Cost Per Psgr			
88	West El Camino	446	26	9.5	14.9	46.8	\$4.69	\$3.58	24%	
51	Broadway-Stockton	2,153	68	46.7	64.1	46.1	\$4.18	\$3.08	26%	
75	Mather Field	145	11	3.5	8.3	41.5	\$8.02	\$6.91	14%	
87	Howe	505	29	12.3	14.4	41.0	\$4.00	\$2.90	28%	
26	Fulton	430	21	10.9	14.3	39.6	\$4.66	\$3.56	24%	
55	Scottsdale	320	19	8.2	12.0	39.3	\$5.25	\$4.15	21%	
86	San Juan-Silver Eagle	649	28	16.8	22.0	38.7	\$4.76	\$3.66	23%	
56	Pocket-C.R.C.	1,063	55	28.0	37.1	38.0	\$4.91	\$3.81	22%	
93	Hillsdale	446	22	11.9	14.9	37.7	\$4.69	\$3.59	23%	
81	Florin-65th Street	1,716	60	46.0	59.0	37.3	\$4.83	\$3.73	23%	
67	Franklin	811	28	21.7	27.8	37.3	\$4.81	\$3.71	23%	
68	44th Street	781	28	22.1	28.1	35.4	\$5.05	\$3.95	22%	
1	Greenback	1,153	66	33.5	45.4	34.4	\$5.54	\$4.44	20%	
15	Rio Linda Blvd-O Street	651	29	19.0	22.3	34.3	\$4.82	\$3.72	23%	
72	Rosemont-Lincoln Village	354	23	10.7	14.1	33.0	\$5.58	\$4.48	20%	
25	Marconi	518	21	16.1	20.5	32.2	\$5.57	\$4.47	20%	
23	El Camino	1,723	53	54.2	63.9	31.8	\$5.21	\$4.11	21%	
30	J Street (DASH)	682	53	22.2	28.9	30.8	\$5.95	\$4.85	19%	
80	Watt-Elkhorn	897	29	30.0	36.5	30.0	\$5.71	\$4.61	19%	
21	Sunrise	780	42	28.4	45.6	27.5	\$8.23	\$7.13	13%	
82	Howe-65th Street	646	31	24.3	30.7	26.6	\$6.67	\$5.57	17%	
84	Watt Avenue-North Highlands	542	20	21.0	24.8	25.8	\$6.44	\$5.34	17%	
11	Truxel Road	350	26	15.3	21.3	22.9	\$8.53	\$7.43	13%	
19	Rio Linda	392	20	17.8	21.2	22.1	\$7.62	\$6.52	14%	
54	Center Parkway	162	24	8.4	12.7	19.3	\$11.01	\$9.91	10%	X
62	Freeport	443	29	23.2	32.8	19.1	\$10.42	\$9.31	11%	X
38	P/Q Streets	234	25	16.2	19.3	14.5	\$11.58	\$10.48	10%	X
TOTAL		18,993	886	577.5	756.5	32.9				

Costing factors and average fare assumptions from FY 2014 operating budget



Sun/Hol Bus Ridership

4/1/14 - 6/30/14

Route	Name	Boardings Per Day	Trips Per Day	Serv Hrs Per Day	Rev Hrs Per Day	(Goal = 15)	(Goal < \$9.30)	Net Cost Per Psgr	Farebox Recovery	Below Standards
						Psgr Per Serv Hr	Full Cost Per Psgr			
56	Pocket-C.R.C.	645	27	13.7	19.0	47.0	\$4.14	\$3.04	27%	
81	Florin-65th Street	924	29	22.2	28.5	41.6	\$4.33	\$3.23	25%	
51	Broadway-Stockton	1,412	50	34.3	41.9	41.2	\$4.17	\$3.07	26%	
23	El Camino	1,046	28	26.0	39.3	40.2	\$5.29	\$4.18	21%	
88	West El Camino	340	26	9.5	12.9	35.7	\$5.33	\$4.23	21%	
87	Howe	310	21	8.9	10.4	34.8	\$4.72	\$3.62	23%	
86	San Juan-Silver Eagle	416	21	12.6	15.9	33.1	\$5.38	\$4.28	20%	
80	Watt-Elkhorn	666	23	20.9	24.5	31.9	\$5.17	\$4.07	21%	
26	Fulton	276	20	9.3	11.1	29.6	\$5.62	\$4.52	20%	
75	Mather Field	99	11	3.5	7.8	28.4	\$11.01	\$9.91	10%	
30	J Street (DASH)	334	28	11.8	14.8	28.3	\$6.21	\$5.11	18%	
68	44th Street	604	28	22.1	28.1	27.4	\$6.54	\$5.44	17%	
55	Scottsdale	188	16	6.9	10.9	27.3	\$8.13	\$7.03	14%	
67	Franklin	582	28	21.7	27.8	26.8	\$6.70	\$5.60	16%	
15	Rio Linda Blvd-O Street	470	26	17.7	22.7	26.5	\$6.78	\$5.67	16%	
1	Greenback	801	63	30.6	44.3	26.2	\$7.78	\$6.67	14%	
93	Hillsdale	297	22	11.9	14.8	25.1	\$6.98	\$5.87	16%	
72	Rosemont-Lincoln Village	247	22	10.3	13.4	24.0	\$7.66	\$6.56	14%	
21	Sunrise	507	30	21.7	32.1	23.4	\$8.89	\$7.79	12%	
82	Howe-65th Street	492	28	21.4	27.5	22.9	\$7.86	\$6.76	14%	
19	Rio Linda	316	20	17.8	20.3	17.8	\$9.04	\$7.94	12%	X
38	P/Q Streets	184	20	12.3	14.9	15.0	\$11.38	\$10.28	10%	X
TOTAL		11,156	587	367.1	482.7	23.1				

Costing factors and average fare assumptions from FY 2014 operating budget

Quarterly Ridership Report
 Period Ending June 30, 2014

CBS Ridership

4/1/14 - 6/30/14

Route	Name	Boardings Per Day	Trips Per Day	Serv Hrs Per Day	Rev Hrs Per Day	(Goal > 20)	Full Cost Per Psgr	(Goal < \$10.21)	Farebox Recovery	Contract Service	Below Standards
						Psg Per Serv Hr		Net Cost Per Psgr			
33	Dos Rios	253	60	7.5	11.5	33.6	\$6.38	\$5.28	17%		
177	Rancho Cordovan	181	58	5.8	7.1	31.2	\$5.52	\$1.85	67%	X	
172	Central Flyer	133	8	6.3	7.3	21.0	\$7.65	\$3.02	61%	X	
171	Westside Flyer	80	6	4.5	4.9	17.9	\$8.63	\$3.37	61%	X	
47	Phoenix Park	188	24	11.2	13.5	16.8	\$10.11	\$9.01	11%		
178	Granite Shuttle	91	41	6.8	11.6	13.3	\$17.87	\$13.59	24%	X	X
173	Square Flyer	21	2	1.6	1.6	13.3	\$10.58	\$3.88	63%	X	
95	Citrus Heights-Antelope Rd	90	23	7.7	10.8	11.7	\$16.79	\$15.68	7%		X
176	Cordovan - Anatolia	42	18	4.5	6.5	9.4	\$21.64	\$12.01	45%	X	X
170	Eastside Flyer	41	8	6.5	7.0	6.3	\$24.22	\$11.26	54%	X	X
85	McClellan Shuttle	26	14	5.5	6.4	4.8	\$33.92	\$32.82	3%	X	X
TOTAL		1,146	262	67.9	88.0	16.9					




Costing factors and average fare assumptions from FY 2014 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 June 30, 2014

Trend Analysis

Apr. 1 - Jun. 30

Average Daily Boardings

		Boardings Per Day				Vehicle Service Hours Per Day				Boardings / Serv Hour	
		FY 2014	FY 2013	Variance	%	FY 2014	FY 2013	Variance	%	FY 2014	FY 2013
BUS 	Mon-Fri	46,796	46,654	142	0.3%	1,317	1,305	12	0.9%	35.5	35.8
	Saturday	18,993	17,734	1,259	7.1%	577	565	12	2.2%	32.9	31.4
	Sun/Hol	11,156	10,584	573	5.4%	367	367	0	0.0%	30.4	28.8
	CBS (Mon-Fri)	1,122	994	128	12.9%	68	68	0	0.0%	16.5	14.6
RAIL 	Mon-Fri	47,653	47,237	416	0.9%	263	263	0	0.0%	181.3	179.7
	Saturday	18,092	20,839	-2,748	-13.2%	159	159	0	0.0%	113.8	131.1
	Sun/Hol	14,340	15,113	-773	-5.1%	138	138	0	0.0%	103.6	109.2
DAR 	ADA Paratransit	902	825	77	9.4%	588	555	33	6.0%	1.53	1.49
	CityRide	34	28	6	22.5%	15.1	14.8	0.2	1.7%	2.27	1.88
		Boardings Per Day				Revenue Hours Per Day				Boardings / Rev Hour	
		FY 2014	FY 2013	Variance	%	FY 2014	FY 2013	Variance	%	FY 2014	FY 2013
Blue Line	Mon-Fri	21,787	22,713	-926	-4.1%	117	117	0	0.0%	186.5	194.5
	Saturday	10,844	9,646	1,198	12.4%	75	75	0	0.0%	145.4	129.3
	Sun/Hol	6,802	6,323	479	7.6%	65	65	0	0.0%	105.3	97.9
Gold Line	Mon-Fri	21,582	20,197	1,385	6.9%	131	131	0	0.0%	164.4	153.8
	Saturday	8,477	8,300	177	2.1%	84	84	0	0.0%	100.6	98.5
	Sun/Hol	6,138	6,840	-702	-10.3%	74	74	0	0.0%	83.2	92.7
Green Line	Mon-Fri	373	323	50	15.5%	15	15	0	0.0%	25.2	21.8

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 6/30/14)

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 June 30, 2014**
Trend Analysis
Bus - Weekdays

Q2 - April/May/June

Route	Name	Boardings Per Day				Vehicle Service Hours Per Day				Boardings/Serv Hr	
		FY 2014	FY 2013	Change	% Change	FY 2014	FY 2013	Change	% Change	FY 2014	FY 2013
1	Greenback	2,681	2,918	-237	-8.1%	66.6	66.6	0.0	0.0%	40.2	43.8
2	Riverside	500	541	-41	-7.6%	17.3	17.3	0.0	0.0%	28.9	31.2
3	Riverside Express	188	220	-32	-14.6%	5.1	5.1	0.0	0.0%	37.0	43.4
5	Meadowview-Valley Hi	297	290	7	2.4%	11.4	11.4	0.0	0.0%	26.1	25.5
6	Land Park	394	377	18	4.7%	17.6	17.6	0.0	0.0%	22.4	21.4
7	Pocket Express	139	134	5	3.5%	3.4	3.4	0.0	0.0%	40.8	39.4
11	Truxel Road	770	723	47	6.4%	23.1	22.9	0.2	0.7%	33.3	31.5
13	Northgate	423	385	39	10.1%	16.2	16.2	0.0	0.0%	26.1	23.7
15	Rio Linda Blvd-O Street	1,416	1,451	-35	-2.4%	37.7	37.7	0.0	0.0%	37.6	38.5
19	Rio Linda	914	872	42	4.8%	30.4	30.4	0.0	0.0%	30.1	28.7
21	Sunrise	1,523	1,397	125	9.0%	53.3	53.3	0.0	0.0%	28.6	26.2
22	Arden	365	351	14	3.9%	9.2	9.2	0.0	0.0%	39.5	38.0
23	El Camino	2,386	2,372	14	0.6%	63.8	61.8	2.0	3.3%	37.4	38.4
24	Madison-Greenback	184	168	17	9.9%	7.1	7.1	0.0	0.0%	25.8	23.5
25	Marconi	1,260	1,203	57	4.8%	36.3	36.3	0.0	0.0%	34.8	33.2
26	Fulton	1,448	1,427	21	1.5%	36.8	36.8	0.0	0.0%	39.3	38.7
28	Fair Oaks-Folsom	265	267	-2	-0.9%	18.9	16.2	2.7	16.7%	14.0	16.5
29	Arden-California Avenue	133	133	0	0.0%	3.4	3.4	0.0	0.0%	39.1	39.1
30	J Street (DASH)	2,246	2,215	31	1.4%	53.7	53.7	0.0	0.0%	41.8	41.2
34	McKinley	292	308	-16	-5.2%	16.4	16.4	0.0	0.0%	17.9	18.8
38	P/Q Streets	579	575	4	0.7%	22.0	22.0	0.0	0.0%	26.3	26.2
51	Broadway-Stockton	4,626	4,701	-75	-1.6%	105.6	105.6	0.0	0.0%	43.8	44.5
54	Center Parkway	575	600	-25	-4.2%	18.4	18.4	0.0	0.0%	31.2	32.6
55	Scottsdale	860	796	64	8.0%	29.9	28.3	1.6	5.7%	28.8	28.2
56	Pocket-C.R.C.	2,014	2,091	-76	-3.6%	40.2	40.2	0.0	0.0%	50.2	52.1
61	Fruitridge	650	648	2	0.3%	22.0	22.0	0.0	0.0%	29.6	29.5
62	Freeport	1,293	1,318	-25	-1.9%	48.5	48.5	0.0	0.0%	26.7	27.2
65	Franklin South	397	362	36	9.9%	11.1	11.1	0.0	0.0%	35.8	32.6
67	Franklin	1,554	1,483	71	4.8%	51.6	49.3	2.3	4.6%	30.1	30.1
68	44th Street	1,514	1,548	-34	-2.2%	52.5	49.9	2.7	5.3%	28.8	31.0
72	Rosemont-Lincoln Village	1,248	1,142	106	9.3%	29.3	28.4	0.9	3.2%	42.6	40.2
74	International	285	245	39	16.0%	10.7	10.7	0.0	0.0%	26.7	23.0
75	Mather Field	207	191	16	8.5%	4.4	4.4	0.0	0.0%	46.7	43.0
80	Watt-Elkhorn	1,236	1,262	-26	-2.0%	35.4	35.4	0.0	0.0%	35.0	35.7
81	Florin-65th Street	3,511	3,644	-134	-3.7%	80.3	80.3	0.0	0.0%	43.7	45.4
82	Howe-65th Street	1,982	1,881	101	5.4%	58.8	58.8	0.0	0.0%	33.7	32.0
84	Watt Avenue-North Highlands	1,092	1,081	12	1.1%	32.2	32.2	0.0	0.0%	33.9	33.5
86	San Juan-Silver Eagle	1,654	1,632	22	1.3%	41.4	41.4	0.0	0.0%	40.0	39.4
87	Howe	1,305	1,363	-58	-4.2%	28.3	28.3	0.0	0.0%	46.1	48.1
88	West El Camino	1,103	1,033	70	6.8%	29.0	29.0	0.0	0.0%	38.0	35.6
93	Hillsdale	1,085	1,090	-4	-0.4%	31.3	31.3	0.0	0.0%	34.7	34.9
103	Auburn Blvd	100	105	-5	-4.9%	2.9	2.9	0.0	0.0%	34.1	35.9
109	Hazel Express	104	116	-12	-10.2%	3.7	3.7	0.0	0.0%	28.0	31.1
TOTAL		46,796	46,654	142	0.3%	1,317.1	1,304.7	12.3	0.9%	35.5	35.8

**Quarterly Ridership Report
Period Ending June 30, 2014**
Trend Analysis
Bus - Saturday

Q2 - April/May/June

Route Name	Boardings Per Day				Vehicle Service Hours Per Day				Boardings/Serv Hr	
	FY 2014	FY 2013	Change	% Change	FY 2014	FY 2013	Change	% Change	FY 2014	FY 2013
1 Greenback	1,153	1,116	38	3.4%	33.5	32.1	1.4	4.4%	34.4	34.8
11 Truxel Road *	350	289	62	21.3%	15.3	15.3	0.0	0.0%	22.9	18.9
15 Rio Linda Blvd-O Street	651	660	-9	-1.4%	19.0	19.0	0.0	0.0%	34.3	34.8
19 Rio Linda *	392	397	-5	-1.4%	17.8	17.8	0.0	0.0%	22.0	22.4
21 Sunrise	780	707	72	10.2%	28.4	28.4	0.0	0.0%	27.5	24.9
23 El Camino	1,723	1,585	138	8.7%	54.2	51.5	2.7	5.2%	31.8	30.8
25 Marconi *	518	497	21	4.2%	16.1	16.1	0.0	0.0%	32.2	30.9
26 Fulton	430	367	64	17.3%	10.9	10.9	0.0	0.0%	39.6	33.8
30 J Street (DASH)	682	623	59	9.5%	22.2	22.2	0.0	0.0%	30.8	28.1
38 P/Q Streets	234	225	9	4.2%	16.2	16.2	0.0	0.0%	14.5	13.9
51 Broadway-Stockton	2,153	2,010	144	7.1%	46.7	44.0	2.7	6.0%	46.1	45.7
54 Center Parkway *	162	156	6	4.1%	8.4	8.4	0.0	0.0%	19.3	18.5
55 Scottsdale	320	300	21	6.9%	8.2	8.2	0.0	0.0%	39.3	36.7
56 Pocket-C.R.C.	1,063	1,084	-21	-2.0%	28.0	27.0	1.0	3.8%	38.0	40.2
62 Freepoint	443	447	-5	-1.1%	23.2	23.2	0.0	0.0%	19.1	19.3
67 Franklin	811	761	50	6.6%	21.7	21.7	0.0	0.0%	37.3	35.0
68 44th Street	781	776	5	0.7%	22.1	22.1	0.0	0.0%	35.4	35.2
72 Rosemont-Lincoln Village	354	300	54	18.2%	10.7	10.7	0.0	0.0%	33.0	27.9
75 Mather Field	145	116	28	24.4%	3.5	3.5	0.0	0.0%	41.6	33.4
80 Watt-Elkhorn	897	813	84	10.4%	30.0	26.9	3.1	11.5%	30.0	30.3
81 Florin-65th Street	1,716	1,645	71	4.3%	46.0	44.4	1.5	3.5%	37.3	37.0
82 Howe-65th Street	646	554	92	16.5%	24.3	24.3	0.0	0.0%	26.6	22.8
84 Watt Avenue-North Highlands	542	498	43	8.7%	21.0	21.0	0.0	0.0%	25.8	23.7
86 San Juan-Silver Eagle	649	561	88	15.8%	16.8	16.8	0.0	0.0%	38.7	33.4
87 Howe	505	464	41	8.9%	12.3	12.3	0.0	0.0%	41.0	37.7
88 West El Camino	446	386	60	15.5%	9.5	9.5	0.0	0.0%	46.8	40.5
93 Hillsdale	446	398	48	12.1%	11.9	11.9	0.0	0.0%	37.7	33.6
TOTAL	18,993	17,734	1,259	7.1%	577.5	565.1	12.4	2.2%	32.9	31.4

Trend Analysis
Bus - Sun/Hol

Q2 - April/May/June

Route Name	Boardings Per Day				Vehicle Service Hours Per Day				Boardings/Serv Hr	
	FY 2014	FY 2013	Change	% Change	FY 2014	FY 2013	Change	% Change	FY 2014	FY 2013
1 Greenback	801	795	6	0.7%	30.6	30.6	0.0	0.0%	26.2	26.0
15 Rio Linda Blvd-O Street	470	471	-1	-0.2%	17.7	17.7	0.0	0.0%	26.5	26.6
19 Rio Linda *	316	295	21	7.2%	17.8	17.8	0.0	0.0%	17.8	16.6
21 Sunrise	507	442	66	14.9%	21.7	21.7	0.0	0.0%	23.4	20.4
23 El Camino	1,046	1,032	13	1.3%	26.0	26.0	0.0	0.0%	40.2	39.7
26 Fulton	276	237	40	16.8%	9.3	9.3	0.0	0.0%	29.6	25.4
30 J Street (DASH)	334	325	10	3.0%	11.8	11.8	0.0	0.0%	28.3	27.5
38 P/Q Streets	184	155	29	19.0%	12.3	12.3	0.0	0.0%	15.0	12.6
51 Broadway-Stockton	1,412	1,388	24	1.7%	34.3	34.3	0.0	0.0%	41.2	40.5
55 Scottsdale	188	178	10	5.8%	6.9	6.9	0.0	0.0%	27.3	25.8
56 Pocket-C.R.C.	645	636	9	1.4%	13.7	13.7	0.0	0.0%	47.0	46.3
67 Franklin	582	529	54	10.1%	21.7	21.7	0.0	0.0%	26.8	24.3
68 44th Street	604	577	27	4.6%	22.1	22.1	0.0	0.0%	27.4	26.2
72 Rosemont-Lincoln Village	247	202	45	22.2%	10.3	10.3	0.0	0.0%	24.0	19.6
75 Mather Field	99	104	-5	-5.1%	3.5	3.5	0.0	0.0%	28.4	30.0
80 Watt-Elkhorn	666	644	22	3.4%	20.9	20.9	0.0	0.0%	31.9	30.8
81 Florin-65th Street	924	909	15	1.6%	22.2	22.2	0.0	0.0%	41.6	40.9
82 Howe-65th Street	492	429	63	14.6%	21.4	21.4	0.0	0.0%	22.9	20.0
86 San Juan-Silver Eagle	416	370	46	12.4%	12.6	12.6	0.0	0.0%	33.1	29.4
87 Howe	310	271	39	14.3%	8.9	8.9	0.0	0.0%	34.7	30.4
88 West El Camino	340	281	60	21.2%	9.5	9.5	0.0	0.0%	35.7	29.5
93 Hillsdale	297	315	-18	-5.7%	11.9	11.9	0.0	0.0%	25.1	26.6
TOTAL	11,156	10,584	573	5.4%	367.1	367.1	0.0	0.0%	30.4	28.8

**Quarterly Ridership Report
Period Ending June 30, 2014**
Trend Analysis

CBS - Weekdays

Q2 - April/May/June

Route	Name	Boardings Per Day				Vehicle Service Hours Per Day				Boardings/Serv Hr	
		FY 2014	FY 2013	Change	% Change	FY 2014	FY 2013	Change	% Change	FY 2014	FY 2013
33	Dos Rios	253	266	-13	-4.8%	7.5	7.5	0.0	0.0%	33.6	35.3
47	Phoenix Park	188	200	-12	-6.2%	11.2	11.2	0.0	0.0%	16.8	17.9
85	McClellan Shuttle	26	32	-5	-16.2%	5.5	5.5	0.0	0.0%	4.8	5.7
95	Citrus Heights-Antelope Rd	90	73	17	23.7%	7.7	7.7	0.0	0.0%	11.7	9.5
170	Eastside Flyer	41	29	12	40.0%	6.5	6.5	0.0	0.0%	6.3	4.5
171	Westside Flyer	80	72	8	11.2%	4.5	4.5	0.0	0.0%	17.9	16.1
172	Central Flyer	133	98	36	36.5%	6.3	6.3	0.0	0.0%	21.0	15.4
173	Square Flyer	21	20	2	7.9%	1.6	1.6	0.0	0.0%	13.3	12.3
176	Cordovan - Anatolia	42	29	13	46.9%	4.5	4.5	0.0	0.0%	9.4	6.4
177	Rancho Cordovan	157	85	72	85.0%	5.8	5.8	0.0	0.0%	27.1	14.6
178	Granite Shuttle	91	93	-2	-1.7%	6.8	6.8	0.0	0.0%	13.3	13.6
TOTAL		1,122	994	128	12.9%	67.9	67.9	0.0	0.0%	16.5	14.6

**Quarterly Ridership Report
Period Ending June 30, 2014**

Average Weekday Ridership

Historical Trends by Station



BLUE LINE - TOTAL	Year Ended ¹ 6/30/09		Year Ended ² 6/30/10		Year Ended 6/30/11		Year Ended 6/30/12		Year Ended 6/30/13		Year Ended 6/30/2014		Percent Change FY13 to FY14	
	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	-6%	2%
WATT I-80 WEST	96	216	102	161	143	150	116	116	131	127	118	165	-10%	29%
ROSEVILLE RD	699	1,178	634	1,035	677	713	633	736	633	635	576	596	-9%	-6%
MARCONI / ARCADE	1,262	934	999	928	827	716	916	870	1,057	959	1,062	988	0%	3%
SWANSTON	416	417	313	267	271	294	269	299	313	304	341	393	9%	29%
ROYAL OAKS	751	707	547	437	429	398	515	417	588	539	602	535	2%	-1%
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%	-4%
GLOBE AVENUE	317	374	309	320	243	253	296	301	297	288	304	304	3%	6%
ALKALI FLAT / LA VALENTINA	1,805	1,402	1,256	1,199	920	948	949	978	1,086	1,020	1,076	1,058	-1%	4%
12TH & I STREETS	732	711	639	677	512	551	612	662	504	591	576	577	14%	-2%
CATHEDRAL SQUARE	1,203	1,295	998	1,111	885	893	846	939	743	927	809	871	9%	-6%
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%	-3%
7TH / 8TH & CAPITOL	1,061	955	967	753	701	616	673	629	611	637	588	593	-4%	-7%
8TH & O STREETS	891	714	855	653	754	668	763	679	675	693	693	707	3%	2%
ARCHIVES PLAZA	730	521	619	511	478	484	519	487	489	491	520	477	6%	-3%
13TH STREET	398	541	446	496	346	392	429	416	508	472	494	478	-3%	1%
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%	-3%
BROADWAY	1,218	1,503	1,073	1,127	863	924	1,030	930	1,034	1,012	1,014	929	-2%	-8%
4TH/WAYNE HULTGREN	677	812	850	656	637	570	760	577	684	594	723	532	6%	-10%
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	5%	-9%
FRUITRIDGE	822	762	654	633	535	552	675	682	642	618	612	577	-5%	-7%
47TH AVE	673	718	626	721	649	576	717	728	763	682	720	733	-6%	7%
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%	9%
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	-11%	-2%
	31,349	31,349	27,331	27,331	21,693	21,692	24,555	24,555	24,209	24,210	23,912	23,912	-1%	-1%

Average Weekday Ridership

Historical Trends by Station



GOLD LINE - TOTAL	Year Ended ¹ 6/30/09		Year Ended ² 6/30/10		Year Ended 6/30/11		Year Ended 6/30/12		Year Ended 6/30/13		Year Ended 6/30/2014		Percent Change FY13 to FY14	
	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	14%	-18%
7TH & I	715	-	636	-	379	34	375	22	359	9	399	14	11%	53%
8TH & H	-	-	-	-	-	-	55	304	23	279	21	317	-6%	14%
7TH & K	-	-	687	13	886	61	1,047	47	1,002	46	1,016	58	1%	26%
8TH & K	-	1,922	-	1,972	80	1,585	71	1,567	39	1,351	48	1,173	22%	-13%
7TH / 8TH & CAPITOL	1,716	557	982	460	633	649	610	572	483	511	498	511	3%	0%
8TH & O STREETS	1,165	672	946	632	911	767	871	832	732	714	746	687	2%	-4%
ARCHIVES PLAZA	1,085	618	897	628	723	745	691	699	628	660	620	663	-1%	0%
13TH STREET	780	648	718	526	536	460	524	484	627	538	515	487	-18%	-10%
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	-8%	-7%
23RD STREET	809	911	763	773	625	610	661	580	573	571	549	500	-4%	-13%
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	-6%	2%
39TH STREET	504	525	386	340	355	310	353	307	396	321	350	295	-12%	-8%
48TH STREET	209	340	241	232	194	237	204	227	206	231	216	211	5%	-9%
59TH STREET	391	259	365	291	255	294	303	245	308	287	254	259	-18%	-10%
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	-3%	1%
POWER INN ROAD	1,108	1,321	1,181	1,201	832	806	846	806	796	770	758	723	-5%	-6%
COLLEGE GREENS	1,153	973	856	878	769	752	823	779	795	736	808	773	2%	5%
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	-6%	-5%
STARFIRE	575	889	605	628	439	358	511	388	480	416	443	375	-8%	-10%
TIBER	384	420	388	461	307	323	372	383	358	390	371	390	4%	0%
BUTTERFIELD	817	664	741	790	677	662	737	705	690	719	714	677	3%	-6%
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	-3%	-5%
ZINFANDEL	1,034	1,064	1,236	1,201	878	833	942	921	1,040	1,010	1,064	1,119	2%	11%
CORDOVA TOWN CTR	654	638	788	781	652	601	684	698	661	602	638	618	-3%	3%
SUNRISE	823	938	972	1,111	836	825	840	909	883	862	823	803	-7%	-7%
HAZEL	189	285	187	445	199	190	215	239	209	192	186	179	-11%	-7%
IRON POINT	419	643	363	593	446	466	481	537	473	497	480	488	2%	-2%
GLENN	264	436	256	360	325	308	289	294	284	247	241	261	-15%	6%
HIST FOLSOM	433	590	582	495	512	460	533	510	508	511	486	513	-4%	0%
	27,175	27,175	25,760	25,759	21,009	21,010	22,443	22,591	21,602	21,608	20,895	20,888	-3%	-3%


Average Weekday Ridership

Historical Trends by Station



GREEN LINE - TOTAL	Year Ended 6/30/13		Year Ended 6/30/14		Percent Change FY13 to FY14			
	On	Off	On	Off	On	Off		
RICHARDS BLVD	79	82	103	105	30%	27%		
7TH & I	13	16	13	25	1%	54%		
7TH & K	25	34	26	41	1%	19%		
7TH / 8TH & CAPITOL	16	13	22	14	32%	10%		
8TH & O STREETS	21	17	28	23	33%	35%		
ARCHIVES PLAZA	33	17	32	21	-3%	26%		
13TH STREET	51	68	58	74	13%	9%		
8TH & K	38	35	48	38	27%	9%		
8TH & H	19	15	22	12	14%	-20%		
	297	297	352	352	18%	19%		

Ridership Productivity
Boardings Per Revenue Hour
vs.
Boardings Per Service Hour

Mon-Fri

4/1/14 - 6/30/14

Route	Name	DailyPx	ServHrs	RevHrs	Px/RH	Rank	Px/SH	Rank
056	Pocket-C.R.C.	2,014	40.2	50.6	39.8	1	50.2	1
075	Mather Field	207	4.4	10.0	20.6	33	46.7	2
087	Howe	1,305	28.3	41.5	31.5	7	46.1	3
051	Broadway-Stockton	4,626	105.6	132.2	35.0	3	43.8	4
081	Florin-65th Street	3,511	80.3	104.3	33.7	6	43.7	5
072	Rosemont-Lincoln Village	1,248	29.3	44.1	28.3	12	42.6	6
030	J Street (DASH)	2,246	53.7	84.5	26.6	19	41.8	7
007	Pocket Express	139	3.4	4.1	33.8	5	40.8	8
001	Greenback	2,681	66.6	100.1	26.8	17	40.2	9
086	San Juan-Silver Eagle	1,654	41.4	57.1	29.0	9	40.0	10
022	Arden	365	9.2	13.4	27.3	16	39.5	11
026	Fulton	1,448	36.8	51.3	28.3	13	39.3	12
029	Arden-California Avenue	133	3.4	3.9	34.2	4	39.1	13
088	West El Camino	1,103	29.0	39.1	28.2	14	38.0	14
015	Rio Linda Blvd-O Street	1,416	37.7	53.2	26.6	18	37.6	15
023	El Camino	2,386	63.8	82.9	28.8	10	37.4	16
003	Riverside Express	188	5.1	5.3	35.2	2	37.1	17
065	Franklin South	397	11.1	26.9	14.8	40	35.8	18
080	Watt-Elkhorn	1,236	35.4	40.8	30.3	8	35.0	19
025	Marconi	1,260	36.3	53.6	23.5	24	34.8	20
093	Hillsdale	1,085	31.3	47.5	22.9	25	34.7	21
103	Auburn Blvd	100	2.9	4.2	23.6	23	34.1	22
084	Watt Ave-North Highlands	1,092	32.2	38.2	28.6	11	33.9	23
082	Howe-65th Street	1,982	58.8	80.3	24.7	21	33.7	24
011	Truxel Road	770	23.1	30.0	25.6	20	33.3	25
054	Center Parkway	575	18.4	26.2	21.9	30	31.2	26
067	Franklin	1,554	51.6	64.3	24.2	22	30.1	27
019	Rio Linda	914	30.4	40.6	22.5	27	30.1	28
061	Fruitridge	650	22.0	30.9	21.0	32	29.6	29
002	Riverside	500	17.3	25.3	19.7	35	28.9	30
068	44th Street	1,514	52.5	66.4	22.8	26	28.8	31
055	Scottsdale	860	29.9	38.2	22.5	28	28.8	32
021	Sunrise	1,523	53.3	67.7	22.5	29	28.6	33
109	Hazel Express	104	3.7	3.8	27.3	15	27.9	34
074	International	285	10.7	17.9	15.9	38	26.7	35
062	Freeport	1,293	48.5	61.3	21.1	31	26.7	36
038	P/Q Streets	579	22.0	29.9	19.4	36	26.3	37
013	Northgate	423	16.2	21.2	20.0	34	26.1	38
005	Meadowview-Valley Hi	297	11.4	16.0	18.6	37	26.1	39
024	Madison-Greenback	184	7.1	13.0	14.2	41	25.8	40
006	Land Park	394	17.6	25.0	15.8	39	22.4	41
034	McKinley	292	16.4	26.3	11.1	42	17.9	42
028	Fair Oaks-Folsom	265	18.9	29.9	8.8	43	14.0	43

Ridership Productivity
Boardings Per Revenue Hour
vs.
Boardings Per Service Hour

CBS							4/1/14 - 6/30/14	
Route	Name	DailyPx	ServHrs	RevHrs	Px/RH	Rank	Px/SH	Rank
033	Dos Rios	253	7.5	11.5	22.0	2	33.6	1
177	Rancho Cordovan	181	5.8	7.1	25.5	1	31.2	2
172	Central Flyer	133	6.3	7.3	18.4	3	21.0	3
171	Westside Flyer	80	4.5	4.9	16.3	4	17.9	4
047	Phoenix Park	188	11.2	13.5	13.9	5	16.8	5
178	Granite Shuttle	91	6.8	11.6	7.9	8	13.3	6
173	Square Flyer	21	1.6	1.6	13.3	6	13.3	7
095	Citrus Heights-Antelope Rd	90	7.7	10.8	8.4	7	11.7	8
176	Cordovan - Anatolia	42	4.5	6.5	6.5	9	9.4	9
170	Eastside Flyer	41	6.5	7.0	5.8	10	6.3	10
085	McClellan Shuttle	26	5.5	6.4	4.1	11	4.8	11

Ridership Productivity
Boardings Per Revenue Hour
vs.
Boardings Per Service Hour

Saturday

4/1/14 - 6/30/14

Route	Name	DailyPx	ServHrs	RevHrs	Px/RH	Rank	Px/SH	Rank
088	West El Camino	446	9.5	14.9	30.0	4	46.8	1
051	Broadway-Stockton	2,153	46.7	64.1	33.6	2	46.1	2
075	Mather Field	145	3.5	8.3	17.5	22	41.5	3
087	Howe	505	12.3	14.4	35.1	1	41.0	4
026	Fulton	430	10.9	14.3	30.2	3	39.6	5
055	Scottsdale	320	8.2	12.0	26.8	13	39.3	6
086	San Juan-Silver Eagle	649	16.8	22.0	29.5	6	38.7	7
056	Pocket-C.R.C.	1,063	28.0	37.1	28.6	10	38.0	8
093	Hillsdale	446	11.9	14.9	30.0	5	37.7	9
081	Florin-65th Street	1,716	46.0	59.0	29.1	9	37.3	10
067	Franklin	811	21.7	27.8	29.2	7	37.3	11
068	44th Street	781	22.1	28.1	27.8	11	35.4	12
001	Greenback	1,153	33.5	45.4	25.4	14	34.4	13
015	Rio Linda Blvd-O Street	651	19.0	22.3	29.2	8	34.3	14
072	Rosemont-Lincoln Village	354	10.7	14.1	25.2	16	33.0	15
025	Marconi	518	16.1	20.5	25.2	15	32.2	16
023	El Camino	1,723	54.2	63.9	27.0	12	31.8	17
030	J Street (DASH)	682	22.2	28.9	23.6	18	30.8	18
080	Watt-Elkhorn	897	30.0	36.5	24.6	17	30.0	19
021	Sunrise	780	28.4	45.6	17.1	23	27.5	20
082	Howe-65th Street	646	24.3	30.7	21.1	20	26.6	21
084	Watt Ave-North Highlands	542	21.0	24.8	21.8	19	25.8	22
011	Truxel Road	350	15.3	21.3	16.5	24	22.9	23
019	Rio Linda	392	17.8	21.2	18.5	21	22.1	24
054	Center Parkway	162	8.4	12.7	12.8	26	19.3	25
062	Freeport	443	23.2	32.8	13.5	25	19.1	26
038	P/Q Streets	234	16.2	19.3	12.1	27	14.5	27

Ridership Productivity
Boardings Per Revenue Hour
vs.
Boardings Per Service Hour

Sun/Hol

4/1/14 - 6/30/14

Route	Name	DailyPx	ServHrs	RevHrs	Px/RH	Rank	Px/SH	Rank
056	Pocket-C.R.C.	645	13.7	19.0	33.9	1	46.9	1
081	Florin-65th Street	924	22.2	28.5	32.4	3	41.6	2
051	Broadway-Stockton	1,412	34.3	41.9	33.7	2	41.2	3
023	El Camino	1,046	26.0	39.3	26.6	6	40.2	4
088	West El Camino	340	9.5	12.9	26.4	7	35.7	5
087	Howe	310	8.9	10.4	29.8	4	34.8	6
086	San Juan-Silver Eagle	416	12.6	15.9	26.1	8	33.1	7
080	Watt-Elkhorn	666	20.9	24.5	27.2	5	31.9	8
026	Fulton	276	9.3	11.1	25.0	9	29.6	9
075	Mather Field	99	3.5	7.8	12.8	21	28.4	10
030	J Street (DASH)	334	11.8	14.8	22.6	10	28.3	11
068	44th Street	604	22.1	28.1	21.5	11	27.4	12
055	Scottsdale	188	6.9	10.9	17.3	18	27.3	13
067	Franklin	582	21.7	27.8	21.0	12	26.8	14
015	Rio Linda Blvd-O Street	470	17.7	22.7	20.7	13	26.5	15
001	Greenback	801	30.6	44.3	18.1	16	26.2	16
093	Hillsdale	297	11.9	14.8	20.1	14	25.1	17
072	Rosemont-Lincoln Village	247	10.3	13.4	18.4	15	24.0	18
021	Sunrise	507	21.7	32.1	15.8	19	23.4	19
082	Howe-65th Street	492	21.4	27.5	17.9	17	22.9	20
019	Rio Linda	316	17.8	20.3	15.6	20	17.8	21
038	P/Q Streets	184	12.3	14.9	12.3	22	15.0	22