

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
12	03/23/15	Open	Action	03/16/15

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 December 31, 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.

Effective with the period ended June 30, 2014, route-level statistics were changed from using revenue hours to service hours. Productivity goals were also restated in terms of service hours.

Ridership: Trend Analysis

Average daily ridership on bus remained unchanged on weekdays and Sundays/Holidays for the quarter ended December 31, 2014 when compared to the quarter ended December 31, 2013. Average Saturday ridership on bus decreased slightly between the fourth quarter of Calendar Year (CY) 2013 and CY 2014.

Average daily ridership on light rail decreased on all service day types for the fourth quarter of CY 2014 when compared to the fourth quarter of CY 2013.

Ridership on RT's ADA/Paratransit service is estimated to have increased by 12.8% in the fourth quarter of CY 2014 when compared to the same quarter in CY 2013.

Staff reviewed two-year and quarter year-over-year trends by route and line, route type, service

Approved:

Presented:

Final 03/17/15

General Manager/CEO

AGM of Planning and Transit System Development

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
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day, and time period, and considered geographic location of services with ridership changes. Discernable patterns or trends and other notable observation are described below.

Weekday Bus Ridership:

- All commute routes are trending down for the two-year period ending on December 31, 2014.
- Eleven routes are showing overall increases in ridership for the two-year period ending on December 31, 2014.

Saturday Bus Ridership:

- Ridership on routes 38 and 62 decreased by approximately 10% when compared to the same quarter for the previous year.

Weekday Rail Ridership:

- Blue Line: All service days and time periods are trending down for the 24-month period ending on December 31, 2014, except the “Other” time period. The “Other” time period includes trips that start before 6:00 a.m. and after 6:00 p.m. This “Other period” is trending up.
- Gold Line: Ridership in both the morning and evening peak periods is trending down for the two-year period ending on December 31, 2014. The “Midday” and “Other” periods for the same two-year period are experiencing increases in ridership.

Ridership: Influencing Factors

Service Reliability

Service reliability as measured by canceled trips and on-time performance was evaluated with regard to individual routes and consideration.

While canceled or missed trips increased by 39% for the quarter ended December 31, 2014 when compared to the quarter ended December 31, 2013, no correlation was identified between estimated ridership decreases and cancelled trips on specific routes. This overall increase in missed trips may, however, lead to an overall impression of decreased service reliability and influence ridership on other services.

Routes 56 and 80 experienced notable decreases in both on-time performance and ridership. Commuter routes 3, 29 and 109 are also estimated to have a decrease in on-time performance when compared to the same quarter of last year, and have also experienced decreases in ridership.

Public Perception of Safety and Security

Media coverage of issues related to safety and security may influence passenger perception of these issues and ridership activity. During the fourth quarter of CY 2014, several issues concerning safety and security of RT’s services were covered by various media outlets.

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Other External Factors

Gas prices dropped under \$4 per gallon in August 2014, and continued to decline through the rest of the calendar year, falling to around \$3 per gallon by the end of November 2014, and under \$3 per gallon in December 2014. The average gas prices during the fourth quarter of CY 2014 were 13% lower than the average gas prices during the same quarter of 2013 (\$3.17 vs. \$3.65).

Staff regularly monitors other external factors that may influence ridership, such as changes in area employment, college enrollment, student schedules, and weather. Staff also considers other information sources, such as park-and-ride use and pass sales data, that may provide insight into observed changes in ridership.

Staff will continue to monitor ridership changes in attempt to identify influencing factors and actions that may increase ridership or system efficiency.

Estimated Cost Savings from Elimination of Weekday Fixed-Route Services that Consistently Perform Below Productivity Standards

At the RT Board meeting held on March 9th 2015, a question was asked regarding the cost savings associated with eliminating low performing routes. In response, staff prepared estimates for eliminating weekday services that have consistently failed to meet productivity standards and have not been approved for modification.

Routes 6, 24, 34 and 74 have failed to meet their productivity standard (as measured by average passenger boardings per service hour) on weekdays for ten consecutive quarters and have not recently been approved for modification. The annual operating savings from eliminating routes 6, 24, 34 and 74 is estimated to be approximately \$915,000. This savings estimate is based on a reduction of labor and mileage and could increase with a comprehensive update to the blocking and run cutting of work. Additional annual savings of approximately \$87,000 may be realized through a reduction in coverage need for absences by eliminating all of the discussed services. Operational savings would be offset by a reduction in ridership that would result in a reduction in fare revenue of approximately \$308,000 annually. The net savings associated with eliminating this package of service is estimated to be nearly \$700,000 annually. The elimination of these services may impact ridership on connecting service and other area services.

Estimated Annual Savings from Elimination*

Route	Estimated Annual Operating Savings	Estimated Annual Fare Revenue Loss
6	\$ 245,000.00	\$ 102,000.00
24	\$ 208,000.00	\$ 50,000.00
34	\$ 228,000.00	\$ 79,000.00
74	\$ 234,000.00	\$ 77,000.00
Absence Coverage**	\$ 87,000.00	Not applicable

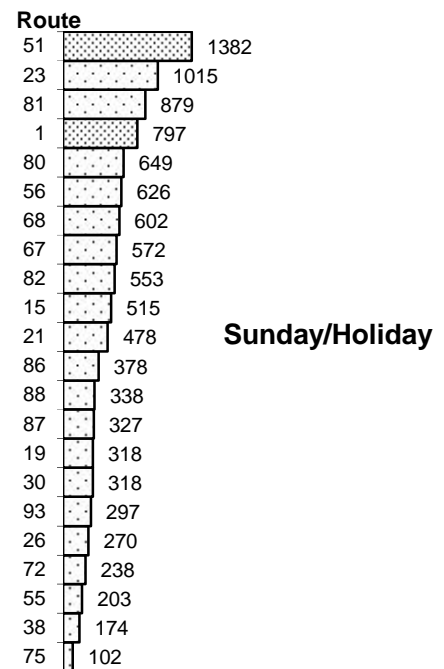
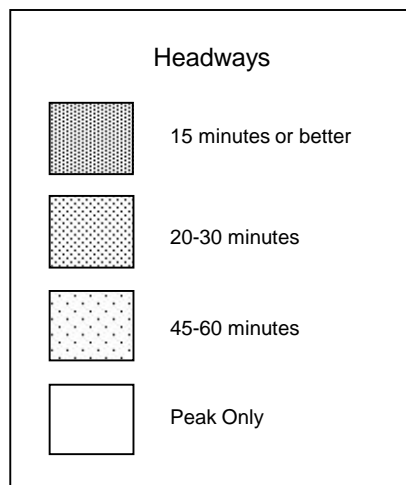
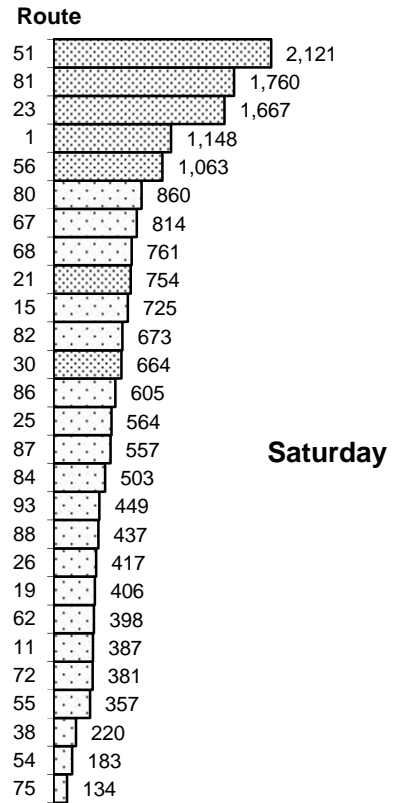
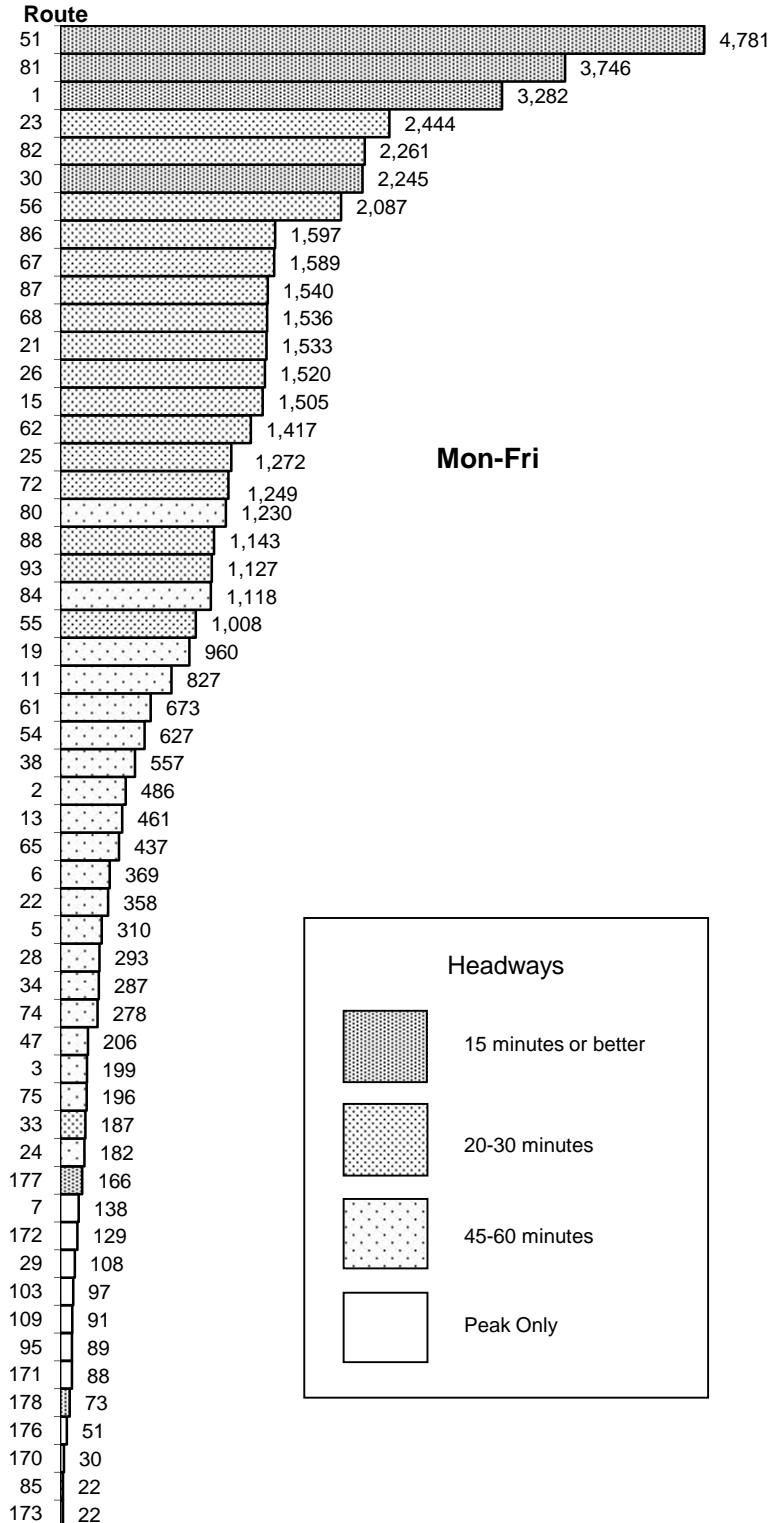
*These estimates are based on reductions in Whole Full-Time Operator Positions and Mileage.

**This savings will only occur if all of the reductions listed above are implemented.



Regional Transit
Quarterly Ridership Report
Period Ending December 31, 2014

Quarterly Ridership Report
 Period Ending December 31, 2014

RT Bus Routes
Average Daily Boardings


Performance Monitoring
Monday-Friday

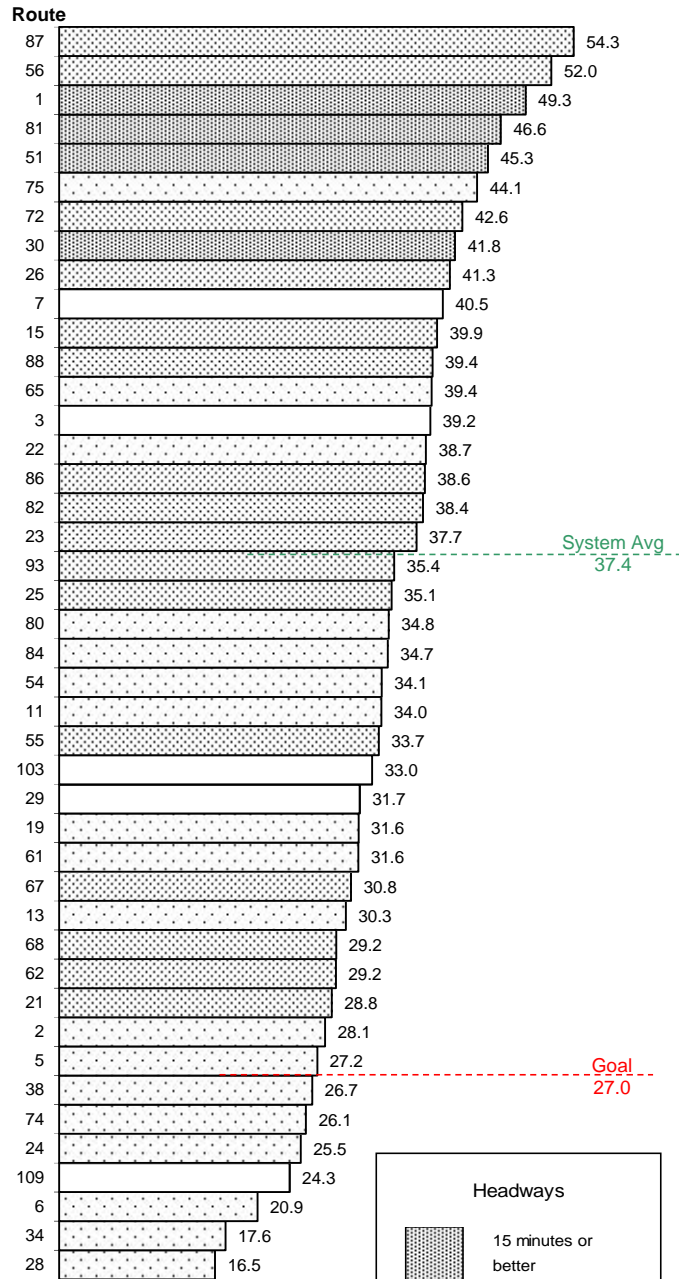
Minimum productivity standards for regular weekday bus routes are **27.0 boardings per service hour**. Low-productivity routes are reviewed by staff for possible corrective action. Newly created routes that do not meet minimum productivity standards within two years are subject to automatic elimination pursuant to RT's route sunset process.

Routes Below Standard

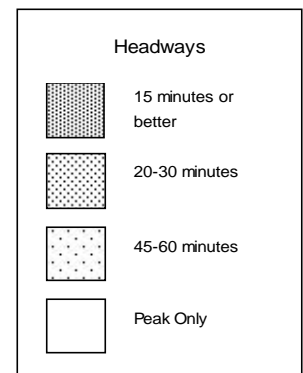
Route	Name	Quarters
6	Land Park	10 qtrs.
24	Madison/Greenback	10 qtrs.
28	Fair Oaks/Cordova Town Ctr.	10 qtrs.
34	McKinley	10 qtrs.
74	International	10 qtrs.
38	P/Q Streets	7 qtrs.
109	Hazel Express	1 qtr.

Notes:

- Beginning with the report for the quarter ended June 30, 2014, RT changed its methodology for productivity statistics from a revenue hour basis to a service hour basis.
- Route 28 continues to remain below standard; however, ridership increased 8% year-over-year after service was extended from Cordova Town Center light rail station to Mather Field/Mills light rail station in January 2014. Upcoming service changes scheduled for April 2015 could potentially improve productivity on this route, as it is proposed to be extended from the Mather Field/Mills light rail station to the Butterfield light rail station.
- Ridership on Route 5 has been trending positively over the past several months, and is now meeting the minimum productivity standards after nine quarters of performing below standard.
- Route 109 had a slight dip in ridership this quarter, which put it just below standard for the quarter. Ridership for the quarter was at a three-year low, but still within a fairly narrow historical range.

Boardings Per Service Hour


10/1/14 – 12/31/14



Performance Monitoring
Saturday

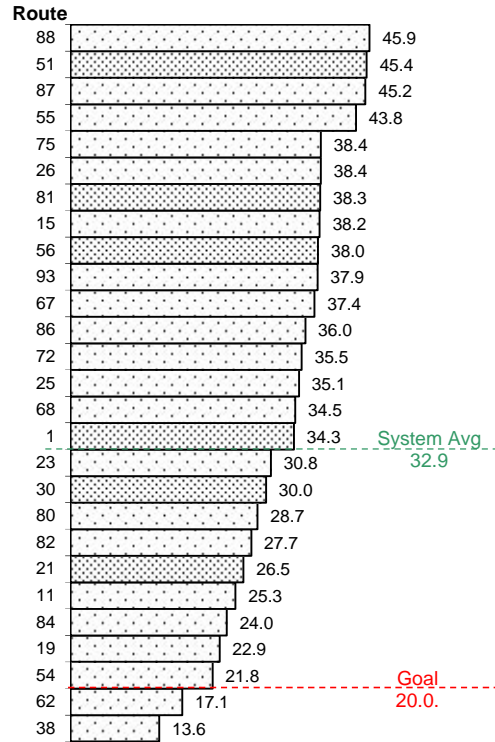
Minimum productivity standards for Saturday bus routes are **20.0 boardings per service hour**. Low-productivity routes are reviewed by staff for possible corrective action. Newly created routes that do not meet minimum productivity standards within two years are subject to automatic elimination pursuant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

Routes Below Standard

Route	Name	Quarters
38	P/Q Streets	10 qtrs.
62	Freeport	10 qtrs.

Notes:

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

Boardings Per Service Hour


10/1/14 – 12/31/14

Performance Monitoring
Sunday/Holiday

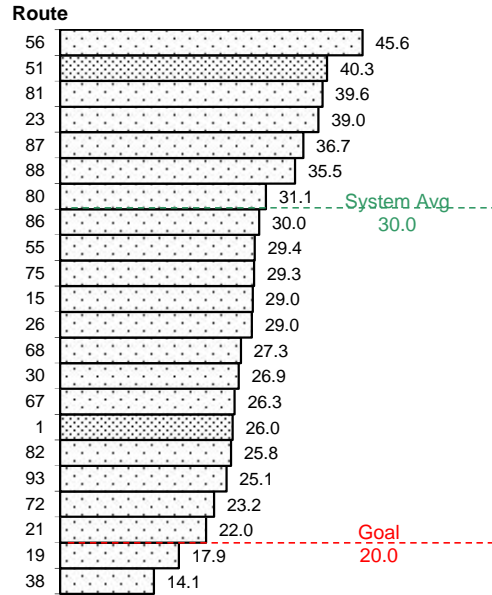
Minimum productivity standards for Sunday/Holiday bus routes are **20.0 boardings per service hour**. Low-productivity routes are reviewed by staff for possible corrective action. Newly created routes that do not meet minimum productivity standards within two years are subject to automatic elimination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

Routes Below Standard

Route	Name	Quarters
19	Rio Linda	3 qtr.
38	P/Q Streets	10 qtrs.

Notes:

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

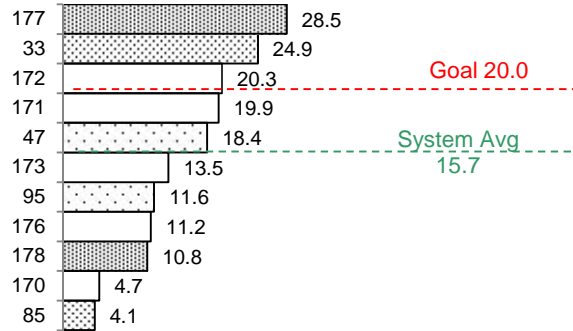
Boardings Per Service Hour


10/1/14 – 12/31/14

Performance Monitoring
Community Bus Service

Minimum productivity standards for CBS routes are **20.0 boardings per service hour**. CBS routes supported by a third-party subsidy are considered to be meeting standards if the net operating cost does not exceed **\$10.73 per passenger**. Low-productivity routes are reviewed by staff for possible corrective action. Newly created routes that do not meet minimum productivity standards within two years are subject to automatic elimination pursuant to RT's route sunset process.

Route	Name	Contract	Quarters
47	Phoenix Park	No	3 qtr.
85	McClellan Shuttle	Yes	10 qtrs.
95	Citrus Hts. - Antelope Rd	No	9 qtrs.
170	Natomas Flyer Eastside	Yes	4 qtrs.
171	Natomas Flyer Westside	Yes	3 qtr.
173	Natomas Flyer Square	Yes	3 qtr.
176	Cordovan - Anatolia	Yes	10 qtrs.
178	Granite Shuttle	Yes	10 qtrs.

Boardings Per Service Hour
Routes


10/1/14 – 12/31/14

Notes:

- Beginning with the report for the quarter ended June 30, 2014, RT changed its methodology for productivity statistics from a revenue hour basis to a service hour basis.
- Routes 85, 170-173, and 176-178 are operated according to agreements with outside parties.
- Based on level-of-service commitments to the City of Citrus Heights and lack of superior cost-constrained alternatives, Route 95 was exempted from the sunset process in December 2014. Minor changes for Route 95 will be implemented in April 2015.

Quarterly Ridership Report
Period Ending December 31, 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).

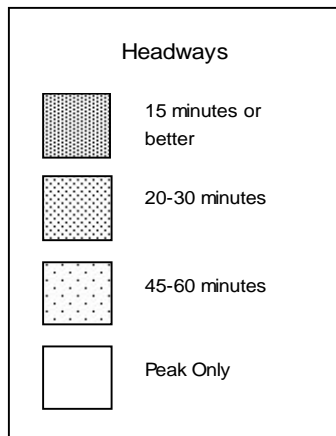
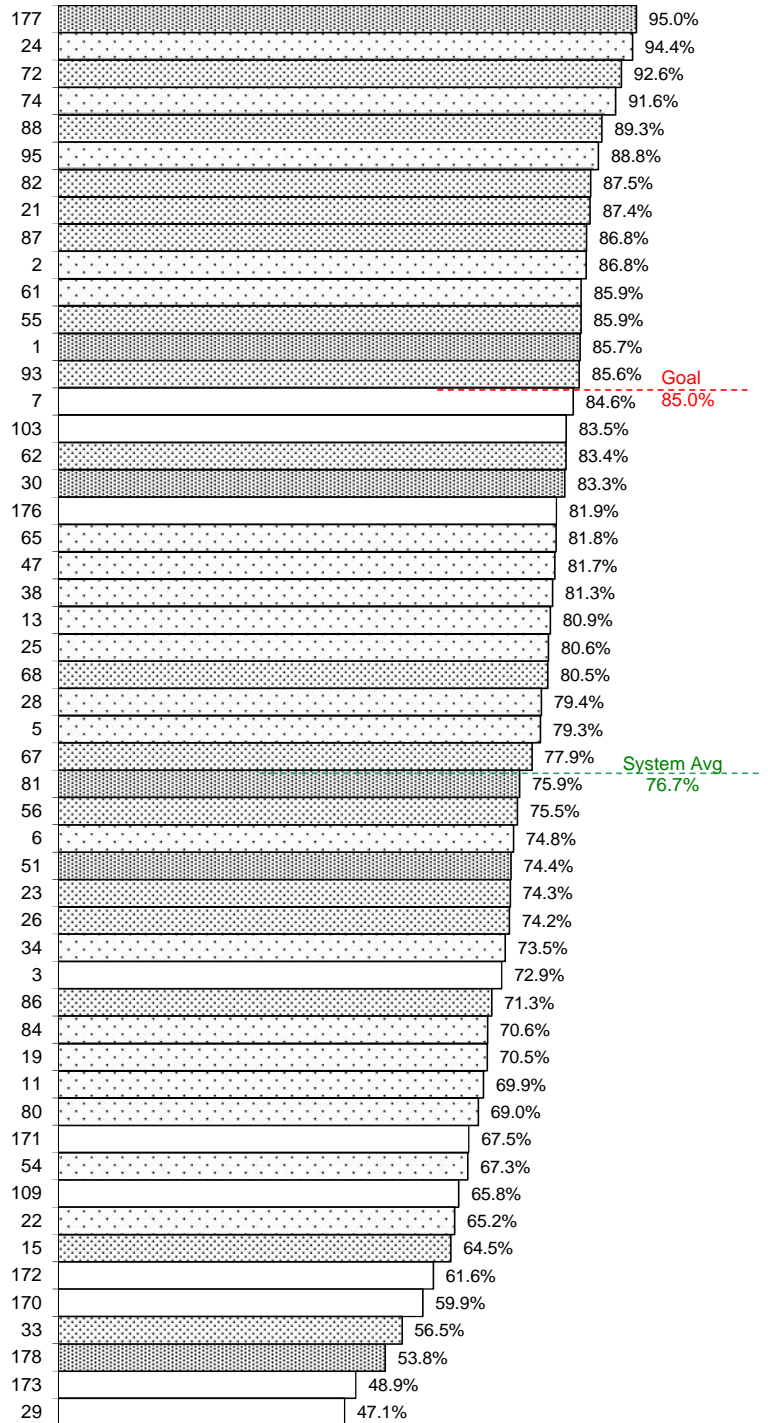
A bus is considered on-time if it leaves its time point 0-5 minutes late. On-time performance indicates the percent of time points where the bus was on-time according to this definition.

Weekday on-time performance is down from 77.9 to 76.7 percent compared to last quarter, and is down compared to 76.9 percent for the same quarter last year.

Quarter	2013	2014
Q1	79.2%	78.2%
Q2	79.5%	78.9%
Q3	79.1%	77.9%
Q4	76.9%	76.7%

Notes:

- Route 176 improved from 66.6% last quarter to 81.9% this quarter.
- Route 86 decreased from 80% last quarter to 71.3% this quarter.
- Route 19 improved from 61.7% last quarter to 70.5% this quarter.
- Route 171 improved from 57.4% last quarter to 67.5% this quarter.
- Route 178 decreased from 82.1% last quarter to 53.8% this quarter.


On-Time Performance


10/1/14 – 12/31/14

Quarterly Ridership Report
 Period Ending December 31, 2014

Saturday Bus Routes

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

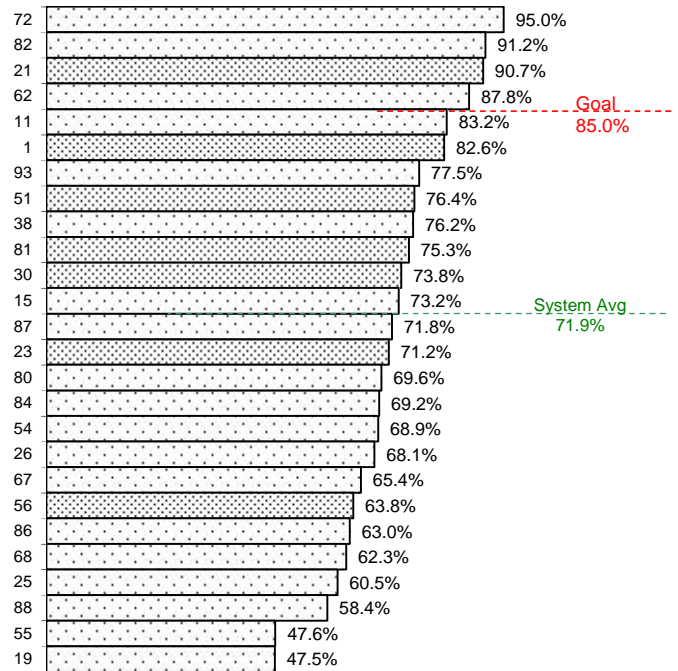
A bus is considered on-time if it leaves its time point 0-5 minutes late. On-time performance indicates the percent of time points where the bus was on-time according to this definition.

Saturdays continue to be RT's most difficult day for on-time performance, and the system wide on-time performance decreased from 73.2 to 71.9 percent compared to last quarter.

Quarter	2013	2014
Q1	72.0%	74.4%
Q2	75.1%	72.1%
Q3	74.4%	73.2%
Q4	74.2%	71.9%

Notes:

- Route 84 decreased from 78% last quarter to 69.2% this quarter.
- Route 88 decreased from 73% last quarter to 58.4% this quarter.

On-Time Performance


10/1/14 – 12/31/14

Quarterly Ridership Report
Period Ending December 31, 2014

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 76.7 percent, down from last quarter.

Quarter	2013	2014
Q1	78.6%	79.1%
Q2	78.3%	77.3%
Q3	77.8%	78.7%
Q4	77.5%	76.7%

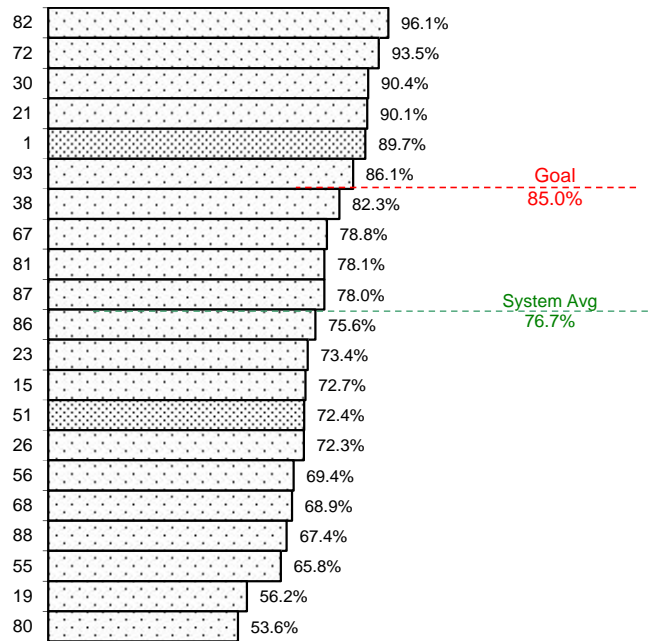
Notes:

- Route 26 decreased from 87.8% last quarter to 72.3% this quarter.
- Route 56 increased from 58.4% last quarter to 69.4% this quarter.
- Route 19 decreased from 66.9% last quarter to 56.2% this quarter.

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 98.2 percent. Gold Line decreased to 98.7 percent, and Green Line decreased to 99.2 percent.

On-Time Performance


10/1/14 – 12/31/14

	Blue	Gold	Green
2014-Q1	98.9%	99.1%	98.9%
2014-Q2	98.3%	99.1%	97.7%
2014-Q3	98.8%	99.1%	99.6%
2014-Q4	98.2%	98.7%	99.2%



Weekday Bus Ridership

10/1/14 - 12/31/14

Route	Name	Boardings Per Day	Trips Per Day	Serv Hrs Per Day	Rev Hrs Per Day	(Goal = 27)	Full Cost Per Psgr	Net Cost Per Psgr	Farebox Recovery	Below Standards
						Psg'r Per Serv Hr				
87	Howe	1,540	55	28.3	41.5	54.4	\$3.81	\$2.72	29%	
56	Pocket-C.R.C.	2,087	66	40.2	50.6	52.0	\$3.43	\$2.34	32%	
1	Greenback	3,282	121	66.6	100.1	49.3	\$4.32	\$3.22	25%	
81	Florin-65th Street	3,746	119	80.3	104.3	46.6	\$3.94	\$2.85	28%	
51	Broadway-Stockton	4,781	143	105.6	132.2	45.3	\$3.91	\$2.82	28%	
75	Mather Field	196	14	4.4	10.0	44.1	\$7.26	\$6.16	15%	
72	Rosemont-Lincoln Village	1,249	63	29.3	44.1	42.6	\$5.00	\$3.91	22%	
30	J Street (DASH)	2,245	116	53.7	84.5	41.8	\$5.33	\$4.23	21%	
26	Fulton	1,520	52	36.8	51.4	41.3	\$4.78	\$3.69	23%	
7	Pocket Express	138	6	3.4	4.1	40.5	\$4.22	\$3.12	26%	
15	Rio Linda Blvd-O Street	1,505	56	37.7	53.2	39.9	\$5.01	\$3.91	22%	
88	West El Camino	1,143	59	29.0	39.1	39.4	\$4.84	\$3.74	23%	
65	Franklin South	437	28	11.1	26.9	39.4	\$8.71	\$7.61	13%	
3	Riverside Express	199	8	5.1	5.3	39.2	\$3.80	\$2.71	29%	
22	Arden	358	28	9.2	13.4	38.7	\$5.29	\$4.20	21%	
86	San Juan-Silver Eagle	1,597	61	41.4	57.1	38.6	\$5.06	\$3.97	22%	
82	Howe-65th Street	2,261	66	58.8	80.3	38.4	\$5.03	\$3.93	22%	
23	El Camino	2,444	65	64.8	83.9	37.7	\$4.86	\$3.77	23%	
93	Hillsdale	1,127	55	31.8	48.3	35.4	\$6.07	\$4.98	18%	
25	Marconi	1,272	55	36.3	53.6	35.1	\$5.97	\$4.87	18%	
80	Watt-Elkhorn	1,230	32	35.4	40.8	34.8	\$4.69	\$3.60	23%	
84	Watt Avenue-North Highlands	1,118	28	32.2	38.2	34.7	\$4.83	\$3.73	23%	
54	Center Parkway	627	31	18.4	26.2	34.1	\$5.93	\$4.83	18%	
11	Truxel Road	827	43	24.3	31.5	34.0	\$5.40	\$4.30	20%	
55	Scottsdale	1,008	52	29.9	38.2	33.8	\$5.37	\$4.27	20%	
103	Auburn Blvd	97	8	2.9	4.2	33.0	\$6.18	\$5.09	18%	
29	Arden-California Avenue	108	4	3.4	3.9	31.8	\$5.09	\$4.00	22%	
19	Rio Linda	960	29	30.4	40.6	31.6	\$5.98	\$4.89	18%	
61	Fruitridge	673	31	21.3	30.2	31.6	\$6.34	\$5.25	17%	
67	Franklin	1,589	58	51.6	64.3	30.8	\$5.73	\$4.63	19%	
13	Northgate	461	31	15.2	20.0	30.3	\$6.13	\$5.04	18%	
68	44th Street	1,536	59	52.5	66.4	29.3	\$6.12	\$5.02	18%	
62	Freeport	1,417	60	48.5	61.3	29.2	\$6.12	\$5.03	18%	
21	Sunrise	1,533	70	53.3	67.7	28.8	\$6.25	\$5.16	18%	
2	Riverside	486	26	17.3	25.3	28.1	\$7.38	\$6.29	15%	
5	Meadowview-Valley Hi	310	31	11.4	16.0	27.3	\$7.29	\$6.20	15%	
38	P/Q Streets	557	29	20.8	28.0	26.7	\$7.12	\$6.02	15%	X
74	International	278	29	10.7	17.9	26.1	\$9.14	\$8.04	12%	X
24	Madison-Greenback	182	27	7.1	13.0	25.5	\$10.10	\$9.00	11%	X
109	Hazel Express	91	4	3.7	3.8	24.3	\$5.95	\$4.85	18%	X
6	Land Park	369	27	17.6	25.0	20.9	\$9.58	\$8.49	11%	X
34	McKinley	287	27	16.4	26.3	17.6	\$12.96	\$11.86	8%	X
28	Fair Oaks-Folsom	293	32	17.8	30.4	16.5	\$14.72	\$13.62	7%	X
TOTAL		49,159	2,004	1,316	1,803	37.4				



Saturday Bus Ridership

10/1/14 - 12/31/14

Route	Name	Boardings Per Day	Trips Per Day	Serv Hrs Per Day	Rev Hrs Per Day	(Goal = 20)	Full Cost Per Psgr	Net Cost Per Psgr	Farebox Recovery	Below Standards
						Psg'r Per Serv Hr				
88	West El Camino	437	26	9.5	14.9	45.9	\$4.81	\$3.72	23%	
51	Broadway-Stockton	2,121	68	46.7	64.1	45.4	\$4.28	\$3.18	26%	
87	Howe	557	29	12.3	14.4	45.3	\$3.65	\$2.56	30%	
55	Scottsdale	357	19	8.2	12.0	43.8	\$4.74	\$3.64	23%	
75	Mather Field	134	11	3.5	8.3	38.4	\$8.73	\$7.63	13%	
26	Fulton	417	21	10.9	14.3	38.4	\$4.84	\$3.75	23%	
81	Florin-65th Street	1,760	60	46.0	59.0	38.3	\$4.74	\$3.65	23%	
15	Rio Linda Blvd-O Street	725	29	19.0	22.3	38.2	\$4.36	\$3.26	25%	
56	Pocket-C.R.C.	1,063	55	28.0	37.1	38.0	\$4.94	\$3.85	22%	
93	Hillsdale	449	22	11.9	14.9	37.9	\$4.70	\$3.60	23%	
67	Franklin	814	28	21.7	27.8	37.4	\$4.83	\$3.73	23%	
86	San Juan-Silver Eagle	605	28	16.8	22.0	36.0	\$5.14	\$4.05	21%	
72	Rosemont-Lincoln Village	381	23	10.7	14.1	35.5	\$5.22	\$4.13	21%	
25	Marconi	564	21	16.1	20.5	35.1	\$5.15	\$4.05	21%	
68	44th Street	761	28	22.1	28.1	34.5	\$5.23	\$4.13	21%	
1	Greenback	1,148	66	33.5	45.4	34.3	\$5.60	\$4.51	20%	
23	El Camino	1,667	53	54.2	63.9	30.8	\$5.42	\$4.33	20%	
30	J Street (DASH)	664	53	22.2	28.9	30.0	\$6.15	\$5.06	18%	
80	Watt-Elkhorn	860	29	30.0	36.5	28.7	\$6.00	\$4.91	18%	
82	Howe-65th Street	673	31	24.3	30.7	27.7	\$6.45	\$5.36	17%	
21	Sunrise	754	42	28.4	45.6	26.6	\$8.57	\$7.48	13%	
11	Truxel Road	387	26	15.3	21.3	25.3	\$7.78	\$6.69	14%	
84	Watt Avenue-North Highlands	503	20	21.0	24.8	24.0	\$6.98	\$5.88	16%	
19	Rio Linda	406	20	17.8	21.2	22.9	\$7.40	\$6.30	15%	
54	Center Parkway	183	24	8.4	12.7	21.8	\$9.81	\$8.72	11%	
62	Freeport	398	29	23.2	32.8	17.1	\$11.68	\$10.58	9%	X
38	P/Q Streets	220	25	16.2	19.3	13.6	\$12.41	\$11.32	9%	X
TOTAL		19,008	886	577	757	32.9				

Costing factors and average fare assumptions from FY 2015 operating budget

Quarterly Ridership Report
 Period Ending December 31, 2014


Sun/Hol Bus Ridership

10/1/14 - 12/31/14

Route	Name	Boardings Per Day	Trips Per Day	Serv Hrs Per Day	Rev Hrs Per Day	(Goal = 20)	Full Cost Per Psgr	Net Cost Per Psgr	Farebox Recovery	Below Standards
						Psgr Per Serv Hr				
56	Pocket-C.R.C.	626	27	13.7	19.0	45.6	\$4.29	\$3.20	26%	
51	Broadway-Stockton	1,382	50	34.3	41.9	40.3	\$4.29	\$3.19	26%	
81	Florin-65th Street	879	29	22.2	28.5	39.6	\$4.59	\$3.49	24%	
23	El Camino	1,015	28	26.0	39.3	39.0	\$5.49	\$4.39	20%	
87	Howe	327	21	8.9	10.4	36.7	\$4.51	\$3.41	24%	
88	West El Camino	338	26	9.5	12.9	35.5	\$5.41	\$4.31	20%	
80	Watt-Elkhorn	649	23	20.9	24.5	31.1	\$5.34	\$4.25	20%	
86	San Juan-Silver Eagle	378	21	12.6	15.9	30.0	\$5.96	\$4.87	18%	
55	Scottsdale	203	16	6.9	10.9	29.4	\$7.60	\$6.50	14%	
75	Mather Field	102	11	3.5	7.8	29.3	\$10.76	\$9.67	10%	
15	Rio Linda Blvd-O Street	515	26	17.7	22.7	29.0	\$6.23	\$5.14	18%	
26	Fulton	270	20	9.3	11.1	29.0	\$5.79	\$4.69	19%	
68	44th Street	602	28	22.1	28.1	27.3	\$6.61	\$5.51	17%	
30	J Street (DASH)	318	28	11.8	14.8	27.0	\$6.57	\$5.48	17%	
67	Franklin	572	28	21.7	27.8	26.3	\$6.86	\$5.77	16%	
1	Greenback	797	63	30.6	44.3	26.1	\$7.88	\$6.78	14%	
82	Howe-65th Street	553	28	21.4	27.5	25.8	\$7.04	\$5.95	16%	
93	Hillsdale	297	22	11.9	14.8	25.1	\$7.02	\$5.93	16%	
72	Rosemont-Lincoln Village	238	22	10.3	13.4	23.2	\$7.98	\$6.88	14%	
21	Sunrise	478	30	21.7	32.1	22.0	\$9.52	\$8.42	12%	
19	Rio Linda	318	20	17.8	20.3	17.9	\$9.05	\$7.96	12%	X
38	P/Q Streets	174	20	12.3	14.9	14.1	\$12.15	\$11.06	9%	X
TOTAL		11,031	587	367	483	30.0				

Costing factors and average fare assumptions from FY 2015 operating budget

**Quarterly Ridership Report
Period Ending December 31, 2014**
CBS Ridership
10/1/14 - 12/31/14

Route	Name	Boardings	Trips	Serv Hrs	Rev Hrs	Psg Per	Full Cost	Net Cost	Farebox	Contract	Below
		Per Day	Per Day	Per Day	Per Day	Serv Hr	Per Psgr	Per Psgr	Recovery	Service	Standards
177	Rancho Cordovan	166	58	5.8	7.1	28.6	\$7.61	\$3.76	51%	X	
171	Westside Flyer	88	6	4.5	4.9	19.9	\$9.81	\$4.97	49%	X	
172	Central Flyer	129	8	6.3	7.3	20.3	\$10.01	\$5.25	48%	X	
173	Square Flyer	22	2	1.6	1.6	13.5	\$13.17	\$6.56	50%	X	
33	Dos Rios	187	60	7.5	11.5	24.9	\$10.88	\$9.79	10%		
47	Phoenix Park	206	24	11.2	13.5	18.4	\$11.64	\$10.55	9%		
176	Cordovan - Anatolia	51	18	4.5	6.5	11.2	\$22.84	\$14.74	35%	X	X
95	Citrus Heights-Antelope Rd	89	23	7.7	10.8	11.6	\$21.38	\$20.28	5%		X
178	Granite Shuttle	73	41	6.8	11.6	10.8	\$27.99	\$22.94	18%	X	X
170	Eastside Flyer	111	8	6.5	7.0	4.7	\$41.12	\$35.69	13%	X	X
85	McClellan Shuttle	22	14	5.5	6.4	4.1	\$50.69	\$49.59	2%	X	X
TOTAL		1,144	262	68	88	16.8					




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

Quarterly Ridership Report
 Period Ending December 31, 2014

Trend Analysis

Oct. 1 - Dec. 31

Average Daily Boardings

		Boardings Per Day				Vehicle Service Hours Per Day				Boardings / Serv Hour	
		FY 2015	FY 2014	Variance	%	FY 2015	FY 2014	Variance	%	FY 2015	FY 2014
BUS 	Mon-Fri	49,159	49,361	-202	-0.4%	1,316	1,308	8	0.6%	37.4	37.7
	Saturday	19,008	19,584	-576	-2.9%	577	565	12	2.2%	32.9	34.7
	Sun/Hol	11,031	10,988	43	0.4%	367	367	0	0.0%	30.0	29.9
	CBS (Mon-Fri)	1,147	1,039	108	10.3%	68	68	0	0.0%	16.9	15.3
RAIL 	Mon-Fri	44,970	46,004	-1,034	-2.2%	263	263	0	0.0%	171.1	175.0
	Saturday	18,368	18,731	-363	-1.9%	159	159	0	0.0%	115.6	117.9
	Sun/Hol	13,197	13,528	-331	-2.4%	138	138	0	0.0%	95.4	97.8
DAR 	ADA Paratransit	950	842	108	12.8%	647	594	54	9.0%	1.47	1.42
	CityRide	38	30	8	26.2%	15.2	15.0	0.2	1.3%	2.48	1.99
		Boardings Per Day				Revenue Hours Per Day				Boardings / Rev Hour	
		FY 2015	FY 2014	Variance	%	FY 2015	FY 2014	Variance	%	FY 2015	FY 2014
Blue Line	Mon-Fri	23,878	24,417	-538	-2.2%	117	117	0	0.0%	204.5	209.1
	Saturday	9,081	9,250	-169	-1.8%	75	75	0	0.0%	121.7	124.0
	Sun/Hol	6,518	6,751	-233	-3.4%	65	65	0	0.0%	101.0	104.6
Gold Line	Mon-Fri	20,709	21,243	-534	-2.5%	131	131	0	0.0%	157.8	161.8
	Saturday	9,287	9,481	-194	-2.0%	84	84	0	0.0%	110.1	112.4
	Sun/Hol	6,679	6,777	-98	-1.4%	74	74	0	0.0%	90.5	91.8
Green Line	Mon-Fri	382	344	38	11.0%	15	15	0	0.0%	25.7	23.2

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

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 December 31, 2014**
Trend Analysis
Bus - Weekdays

Q4 - Oct/Nov/Dec

Route	Name	Boardings Per Day				Vehicle Service Hours Per Day				Boardings/Serv Hr	
		FY 2015	FY 2014	Change	% Change	FY 2015	FY 2014	Change	% Change	FY 2015	FY 2014
1	Greenback	3,282	3,495	-213	-6.1%	66.6	66.6	0.0	0.0%	49.3	52.5
2	Riverside	486	510	-24	-4.8%	17.3	17.3	0.0	0.0%	28.1	29.5
3	Riverside Express	199	216	-17	-7.9%	5.1	5.1	0.0	0.0%	39.2	42.5
5	Meadowview-Valley Hi	310	306	3	1.1%	11.4	11.4	0.0	0.0%	27.2	27.0
6	Land Park	369	379	-10	-2.7%	17.6	17.6	0.0	0.0%	20.9	21.5
7	Pocket Express	138	136	2	1.6%	3.4	3.4	0.0	0.0%	40.5	39.9
11	Truxel Road	827	751	76	10.1%	24.3	22.9	1.4	5.9%	34.0	32.7
13	Northgate	461	403	58	14.4%	15.2	16.2	-1.0	-6.0%	30.3	24.9
15	Rio Linda Blvd-O Street	1,505	1,534	-29	-1.9%	37.7	37.7	0.0	0.0%	39.9	40.7
19	Rio Linda	960	977	-17	-1.8%	30.4	30.4	0.0	0.0%	31.6	32.2
21	Sunrise	1,533	1,532	1	0.0%	53.3	53.3	0.0	0.0%	28.8	28.8
22	Arden	358	365	-7	-2.0%	9.2	9.2	0.0	0.0%	38.8	39.5
23	El Camino	2,444	2,440	4	0.2%	64.8	61.8	3.0	4.8%	37.7	39.5
24	Madison-Greenback	182	182	0	0.0%	7.1	7.1	0.0	0.0%	25.5	25.5
25	Marconi	1,272	1,225	47	3.9%	36.3	36.3	0.0	0.0%	35.1	33.8
26	Fulton	1,520	1,517	3	0.2%	36.8	36.8	0.0	0.0%	41.3	41.2
28	Fair Oaks-Folsom	293	271	22	8.0%	17.8	16.2	1.6	9.6%	16.5	16.7
29	Arden-California Avenue	108	139	-31	-22.1%	3.4	3.4	0.0	0.0%	31.8	40.8
30	J Street (DASH)	2,245	2,215	30	1.4%	53.7	53.7	0.0	0.0%	41.8	41.2
34	McKinley	287	282	5	1.7%	16.4	16.4	0.0	0.0%	17.6	17.3
38	P/Q Streets	557	586	-30	-5.1%	20.8	22.0	-1.2	-5.2%	26.7	26.7
51	Broadway-Stockton	4,781	4,810	-29	-0.6%	105.6	105.6	0.0	0.0%	45.3	45.5
54	Center Parkway	627	669	-43	-6.4%	18.4	18.4	0.0	0.0%	34.1	36.4
55	Scottsdale	1,008	931	77	8.3%	29.9	28.3	1.6	5.7%	33.7	32.9
56	Pocket-C.R.C.	2,087	2,276	-190	-8.3%	40.2	40.2	0.0	0.0%	52.0	56.7
61	Fruitridge	673	691	-18	-2.5%	21.3	22.0	-0.7	-3.0%	31.6	31.4
62	Freeport	1,417	1,474	-57	-3.9%	48.5	48.5	0.0	0.0%	29.2	30.4
65	Franklin South	437	380	57	15.0%	11.1	11.1	0.0	0.0%	39.4	34.2
67	Franklin	1,589	1,503	86	5.7%	51.6	50.6	1.0	2.0%	30.8	29.7
68	44th Street	1,536	1,581	-45	-2.9%	52.5	51.5	1.0	1.9%	29.2	30.7
72	Rosemont-Lincoln Village	1,249	1,249	0	0.0%	29.3	28.9	0.4	1.5%	42.6	43.2
74	International	278	267	10	3.9%	10.7	10.7	0.0	0.0%	26.1	25.1
75	Mather Field	196	205	-10	-4.7%	4.4	4.4	0.0	0.0%	44.2	46.3
80	Watt-Elkhorn	1,230	1,315	-85	-6.4%	35.4	35.4	0.0	0.0%	34.8	37.2
81	Florin-65th Street	3,746	3,763	-17	-0.4%	80.3	80.3	0.0	0.0%	46.6	46.8
82	Howe-65th Street	2,261	2,293	-32	-1.4%	58.8	58.8	0.0	0.0%	38.4	39.0
84	Watt Avenue-North Highlands	1,118	1,135	-16	-1.4%	32.2	32.2	0.0	0.0%	34.7	35.2
86	San Juan-Silver Eagle	1,597	1,674	-77	-4.6%	41.4	41.4	0.0	0.0%	38.6	40.5
87	Howe	1,540	1,195	345	28.9%	28.3	28.3	0.0	0.0%	54.4	42.2
88	West El Camino	1,143	1,104	39	3.6%	29.0	29.0	0.0	0.0%	39.4	38.1
93	Hillsdale	1,127	1,180	-54	-4.5%	31.8	31.3	0.6	1.9%	35.4	37.8
103	Auburn Blvd	97	108	-11	-9.9%	2.9	2.9	0.0	0.0%	33.1	36.7
109	Hazel Express	91	99	-8	-8.2%	3.7	3.7	0.0	0.0%	24.4	26.6
TOTAL		49,159	49,361	-202	-0.4%	1,315.8	1,308.1	7.7	0.6%	37.4	37.7

Quarterly Ridership Report
Period Ending December 31, 2014

Trend Analysis
Bus - Saturday

Q4 - Oct/Nov/Dec

Route Name	Boardings Per Day				Vehicle Service Hours Per Day				Boardings/Serv Hr	
	FY 2015	FY 2014	Change	% Change	FY 2015	FY 2014	Change	% Change	FY 2015	FY 2014
1 Greenback	1,148	1,224	-76	-6.2%	33.5	32.1	1.4	4.4%	34.3	38.1
11 Truxel Road	387	319	68	21.5%	15.3	15.3	0.0	0.0%	25.3	20.8
15 Rio Linda Blvd-O Street	725	751	-26	-3.5%	19.0	19.0	0.0	0.0%	38.2	39.6
19 Rio Linda	406	427	-21	-4.9%	17.8	17.8	0.0	0.0%	22.9	24.0
21 Sunrise	754	796	-42	-5.3%	28.4	28.4	0.0	0.0%	26.6	28.0
23 El Camino	1,667	1,746	-78	-4.5%	54.2	51.5	2.7	5.2%	30.8	33.9
25 Marconi	564	559	5	0.9%	16.1	16.1	0.0	0.0%	35.1	34.8
26 Fulton	417	432	-16	-3.6%	10.9	10.9	0.0	0.0%	38.4	39.9
30 J Street (DASH)	664	639	25	4.0%	22.2	22.2	0.0	0.0%	30.0	28.9
38 P/Q Streets	220	245	-25	-10.3%	16.2	16.2	0.0	0.0%	13.6	15.2
51 Broadway-Stockton	2,121	2,210	-89	-4.0%	46.7	44.0	2.7	6.0%	45.4	50.2
54 Center Parkway	183	177	6	3.5%	8.4	8.4	0.0	0.0%	21.8	21.1
55 Scottsdale	357	335	22	6.5%	8.2	8.2	0.0	0.0%	43.8	41.1
56 Pocket-C.R.C.	1,063	1,173	-110	-9.4%	28.0	27.0	1.0	3.8%	38.0	43.5
62 Freeport	398	438	-40	-9.2%	23.2	23.2	0.0	0.0%	17.1	18.9
67 Franklin	814	824	-11	-1.3%	21.7	21.7	0.0	0.0%	37.4	37.9
68 44th Street	761	834	-73	-8.7%	22.1	22.1	0.0	0.0%	34.5	37.8
72 Rosemont-Lincoln Village	381	358	23	6.4%	10.7	10.7	0.0	0.0%	35.5	33.4
75 Mather Field	134	128	6	4.8%	3.5	3.5	0.0	0.0%	38.5	36.7
80 Watt-Elkhorn	860	868	-9	-1.0%	30.0	26.9	3.1	11.5%	28.7	32.3
81 Florin-65th Street	1,760	1,781	-21	-1.2%	46.0	44.4	1.5	3.5%	38.3	40.1
82 Howe-65th Street	673	653	20	3.1%	24.3	24.3	0.0	0.0%	27.7	26.9
84 Watt Avenue-North Highlands	503	550	-46	-8.5%	21.0	21.0	0.0	0.0%	24.0	26.2
86 San Juan-Silver Eagle	605	665	-60	-9.0%	16.8	16.8	0.0	0.0%	36.0	39.6
87 Howe	557	545	12	2.3%	12.3	12.3	0.0	0.0%	45.2	44.2
88 West El Camino	437	441	-4	-1.0%	9.5	9.5	0.0	0.0%	45.9	46.3
93 Hillsdale	449	466	-17	-3.6%	11.9	11.9	0.0	0.0%	37.9	39.3
TOTAL	19,008	19,584	-576	-2.9%	577.5	565.1	12.4	2.2%	32.9	34.7

Trend Analysis
Bus - Sun/Hol

Q4 - Oct/Nov/Dec

Route Name	Boardings Per Day				Vehicle Service Hours Per Day				Boardings/Serv Hr	
	FY 2015	FY 2014	Change	% Change	FY 2015	FY 2014	Change	% Change	FY 2015	FY 2014
1 Greenback	797	829	-33	-3.9%	30.6	30.6	0.0	0.0%	26.0	27.1
15 Rio Linda Blvd-O Street	515	484	30	6.2%	17.7	17.7	0.0	0.0%	29.0	27.3
19 Rio Linda	318	327	-9	-2.7%	17.8	17.8	0.0	0.0%	17.9	18.4
21 Sunrise	478	471	7	1.4%	21.7	21.7	0.0	0.0%	22.0	21.7
23 El Camino	1,015	1,016	-2	-0.2%	26.0	26.0	0.0	0.0%	39.0	39.0
26 Fulton	270	258	12	4.6%	9.3	9.3	0.0	0.0%	29.0	27.7
30 J Street (DASH)	318	314	4	1.3%	11.8	11.8	0.0	0.0%	26.9	26.6
38 P/Q Streets	174	185	-12	-6.2%	12.3	12.3	0.0	0.0%	14.1	15.1
51 Broadway-Stockton	1,382	1,381	1	0.1%	34.3	34.3	0.0	0.0%	40.3	40.3
55 Scottsdale	203	191	12	6.2%	6.9	6.9	0.0	0.0%	29.4	27.7
56 Pocket-C.R.C.	626	642	-16	-2.5%	13.7	13.7	0.0	0.0%	45.6	46.8
67 Franklin	572	527	45	8.6%	21.7	21.7	0.0	0.0%	26.3	24.3
68 44th Street	602	611	-9	-1.5%	22.1	22.1	0.0	0.0%	27.3	27.7
72 Rosemont-Lincoln Village	238	233	5	2.2%	10.3	10.3	0.0	0.0%	23.2	22.7
75 Mather Field	102	96	6	5.8%	3.5	3.5	0.0	0.0%	29.3	27.7
80 Watt-Elkhorn	649	703	-54	-7.7%	20.9	20.9	0.0	0.0%	31.1	33.7
81 Florin-65th Street	879	928	-50	-5.3%	22.2	22.2	0.0	0.0%	39.6	41.8
82 Howe-65th Street	553	470	83	17.7%	21.4	21.4	0.0	0.0%	25.8	21.9
86 San Juan-Silver Eagle	378	395	-16	-4.1%	12.6	12.6	0.0	0.0%	30.0	31.3
87 Howe	327	300	27	9.0%	8.9	8.9	0.0	0.0%	36.7	33.6
88 West El Camino	338	315	23	7.3%	9.5	9.5	0.0	0.0%	35.5	33.1
93 Hillsdale	297	310	-12	-4.0%	11.9	11.9	0.0	0.0%	25.1	26.1
TOTAL	11,031	10,988	43	0.4%	367.1	367.1	0.0	0.0%	30.0	29.9

Quarterly Ridership Report
 Period Ending December 31, 2014

Trend Analysis

CBS - Weekdays

Q4 - Oct/Nov/Dec

Route	Name	Boardings Per Day				Vehicle Service Hours Per Day				Boardings/Serv Hr	
		FY 2015	FY 2014	Change	% Change	FY 2015	FY 2014	Change	% Change	FY 2015	FY 2014
33	Dos Rios	184	169	15	9.1%	7.5	7.5	0.0	0.0%	24.5	22.4
47	Phoenix Park	207	202	5	2.5%	11.2	11.2	0.0	0.0%	18.5	18.0
85	McClellan Shuttle	23	32	-10	-30.1%	5.5	5.5	0.0	0.0%	4.1	5.8
95	Citrus Heights-Antelope Rd	90	85	4	4.9%	7.7	7.7	0.0	0.0%	11.7	11.1
170	Eastside Flyer	111	112	-1	-1.2%	6.5	6.5	0.0	0.0%	17.2	17.4
171	Westside Flyer	89	69	20	28.4%	4.5	4.5	0.0	0.0%	20.0	15.6
172	Central Flyer	130	95	35	37.2%	6.3	6.3	0.0	0.0%	20.5	14.9
173	Square Flyer	22	20	2	11.2%	1.6	1.6	0.0	0.0%	13.6	12.2
176	Cordovan - Anatolia	51	31	20	62.4%	4.5	4.5	0.0	0.0%	11.3	7.0
177	Rancho Cordovan	167	117	50	42.5%	5.8	5.8	0.0	0.0%	28.8	20.2
178	Granite Shuttle	74	107	-32	-30.4%	6.8	6.8	0.0	0.0%	10.9	15.6
TOTAL		1,147	1,039	108	10.3%	67.9	67.9	0.0	0.0%	16.9	15.3

Quarterly Ridership Report
Period Ending December 31, 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		FY15 Q4 10/1/14-12/31/14		Percent Change FY14 to FY15 Q4	
	On	Off	On	Off	On	Off	On	Off	On	Off	On	Off	On	Off	On	Off
WATT / I-80	2,487	2,295	2,111	2,087	1,785	1,825	2,164	2,108	2,157	2,088	2,020	2,130	2,183	2,039	8%	-4%
WATT I-80 WEST	96	216	102	161	143	150	116	116	131	127	118	165	69	121	-42%	-26%
ROSEVILLE RD	699	1,178	634	1,035	677	713	633	736	633	635	576	596	504	628	-12%	5%
MARCONI / ARCADE	1,262	934	999	928	827	716	916	870	1,057	959	1,062	988	1,116	960	5%	-3%
SWANSTON	416	417	313	267	271	294	269	299	313	304	341	393	281	334	-18%	-15%
ROYAL OAKS	751	707	547	437	429	398	515	417	588	539	602	535	636	560	6%	5%
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	1,302	1,477	-1%	6%
GLOBE AVENUE	317	374	309	320	243	253	296	301	297	288	304	304	305	283	0%	-7%
ALKALI FLAT / LA VALENTINA	1,805	1,402	1,256	1,199	920	948	949	978	1,086	1,020	1,076	1,058	921	1,010	-14%	-4%
12TH & I STREETS	732	711	639	677	512	551	612	662	504	591	576	577	488	461	-15%	-20%
CATHEDRAL SQUARE	1,203	1,295	998	1,111	885	893	846	939	743	927	809	871	873	919	8%	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	1,625	1,493	-16%	-18%
7TH / 8TH & CAPITOL	1,061	955	967	753	701	616	673	629	611	637	588	593	704	771	20%	30%
8TH & O STREETS	891	714	855	653	754	668	763	679	675	693	693	707	727	768	5%	9%
ARCHIVES PLAZA	730	521	619	511	478	484	519	487	489	491	520	477	501	466	-4%	-2%
13TH STREET	398	541	446	496	346	392	429	416	508	472	494	478	619	585	25%	22%
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	1,981	2,169	0%	1%
BROADWAY	1,218	1,503	1,073	1,127	863	924	1,030	930	1,034	1,012	1,014	929	1,016	925	0%	0%
4TH/WAYNE HULTGREN	677	812	850	656	637	570	760	577	684	594	723	532	700	566	-3%	6%
CITY COLLEGE	1,795	1,896	1,923	2,061	1,433	1,393	1,757	1,682	1,689	1,789	1,772	1,626	1,795	1,783	1%	10%
FRUITRIDGE	822	762	654	633	535	552	675	682	642	618	612	577	672	622	10%	8%
47TH AVE	673	718	626	721	649	576	717	728	763	682	720	733	726	658	1%	-10%
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	1,599	1,801	1%	1%
MEADOWVIEW	3,456	3,575	3,050	3,098	2,443	2,437	2,813	2,706	2,774	2,542	2,460	2,493	2,569	2,511	4%	1%
	31,349	31,349	27,331	27,331	21,693	21,692	24,555	24,555	24,209	24,210	23,912	23,912	23,911	23,909	0%	0%

1 FY 2009 data is sampled over Q4 only, but projected over full year totals.

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

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		FY15 Q4 10/1/14-12/31/14		Percent Change FY14 to FY15 Q4	
	On	Off	On	Off	On	Off	On	Off	On	Off	On	Off	On	Off	On	Off
SAC VALLEY	749	951	741	619	490	561	504	482	387	363	439	299	436	345	-1%	15%
7TH & I	715	-	636	-	379	34	375	22	359	9	399	14	408	17	2%	19%
8TH & H	-	-	-	-	-	-	55	304	23	279	21	317	16	331	-24%	4%
7TH & K	-	-	687	13	886	61	1,047	47	1,002	46	1,016	58	950	50	-6%	-13%
8TH & K	-	1,922	-	1,972	80	1,585	71	1,567	39	1,351	48	1,173	71	1,157	47%	-1%
7TH / 8TH & CAPITOL	1,716	557	982	460	633	649	610	572	483	511	498	511	500	562	0%	10%
8TH & O STREETS	1,165	672	946	632	911	767	871	832	732	714	746	687	742	661	-1%	-4%
ARCHIVES PLAZA	1,085	618	897	628	723	745	691	699	628	660	620	663	541	547	-13%	-18%
13TH STREET	780	648	718	526	536	460	524	484	627	538	515	487	600	510	17%	5%
16TH STREET	3,139	2,368	2,974	2,476	2,168	2,169	2,437	2,367	2,146	2,317	1,982	2,148	2,028	2,133	2%	-1%
23RD STREET	809	911	763	773	625	610	661	580	573	571	549	500	583	511	6%	2%
29TH STREET	2,235	2,238	2,079	1,919	1,597	1,622	1,817	1,684	1,767	1,571	1,659	1,599	1,806	1,387	9%	-13%
39TH STREET	504	525	386	340	355	310	353	307	396	321	350	295	311	354	-11%	20%
48TH STREET	209	340	241	232	194	237	204	227	206	231	216	211	216	191	0%	-10%
59TH STREET	391	259	365	291	255	294	303	245	308	287	254	259	213	216	-16%	-16%
65TH STREET	1,945	2,544	1,826	1,920	1,523	1,520	1,670	1,762	1,678	1,708	1,634	1,728	1,640	1,932	0%	12%
POWER INN ROAD	1,108	1,321	1,181	1,201	832	806	846	806	796	770	758	723	725	682	-4%	-6%
COLLEGE GREENS	1,153	973	856	878	769	752	823	779	795	736	808	773	774	757	-4%	-2%
WATT / MANLOVE	1,299	1,483	1,318	1,665	1,185	1,170	1,214	1,330	1,256	1,333	1,179	1,265	1,069	1,168	-9%	-8%
STARFIRE	575	889	605	628	439	358	511	388	480	416	443	375	457	353	3%	-6%
TIBER	384	420	388	461	307	323	372	383	358	390	371	390	318	409	-14%	5%
BUTTERFIELD	817	664	741	790	677	662	737	705	690	719	714	677	702	598	-2%	-12%
MATHER FIELD / MILLS	2,581	2,279	2,048	2,350	1,600	1,632	1,762	1,914	1,814	1,844	1,758	1,754	1,899	2,010	8%	15%
ZINFANDEL	1,034	1,064	1,236	1,201	878	833	942	921	1,040	1,010	1,064	1,119	1,194	1,052	12%	-6%
CORDOVA TOWN CTR	654	638	788	781	652	601	684	698	661	602	638	618	599	598	-6%	-3%
SUNRISE	823	938	972	1,111	836	825	840	909	883	862	823	803	735	839	-11%	4%
HAZEL	189	285	187	445	199	190	215	239	209	192	186	179	152	138	-18%	-23%
IRON POINT	419	643	363	593	446	466	481	537	473	497	480	488	469	443	-2%	-9%
GLENN	264	436	256	360	325	308	289	294	284	247	241	261	209	339	-13%	30%
HIST FOLSOM	433	590	582	495	512	460	533	510	508	511	486	513	410	483	-16%	-6%
	27,175	27,175	25,760	25,759	21,009	21,010	22,443	22,591	21,602	21,608	20,895	20,888	20,771	20,771	-1%	-1%

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

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

Quarterly Ridership Report
 Period Ending December 31, 2014

Average Weekday Ridership

Historical Trends by Station



GREEN LINE - TOTAL	Year Ended 6/30/13		Year Ended 6/30/14		FY15 Q4 10/1/14-12/31/14		Percent Change FY14 to FY15 Q4	
	On	Off	On	Off	On	Off	On	Off
RICHARDS BLVD	79	82	103	105	113	112	9%	7%
7TH & I	13	16	13	25	19	29	48%	17%
7TH & K	25	34	26	41	22	42	-14%	3%
7TH / 8TH & CAPITOL	16	13	22	14	23	20	7%	44%
8TH & O STREETS	21	17	28	23	25	22	-11%	-7%
ARCHIVES PLAZA	33	17	32	21	40	18	23%	-14%
13TH STREET	51	68	58	74	63	90	8%	22%
8TH & K	38	35	48	38	52	37	8%	-3%
8TH & H	19	15	22	12	25	12	14%	0%
	297	297	352	352	382	382	8%	8%