

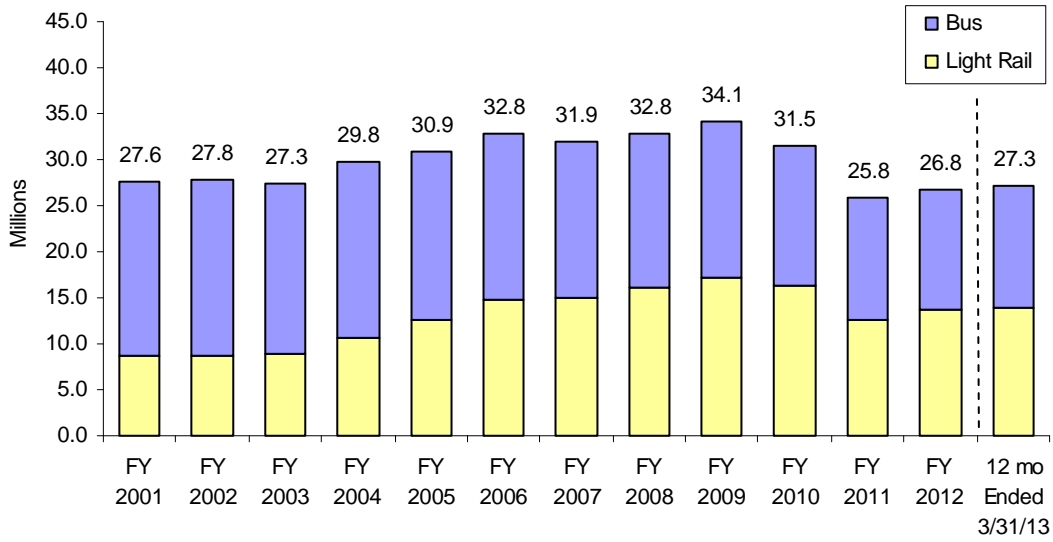


Quarterly Ridership Report  
Period Ending March 31, 2013

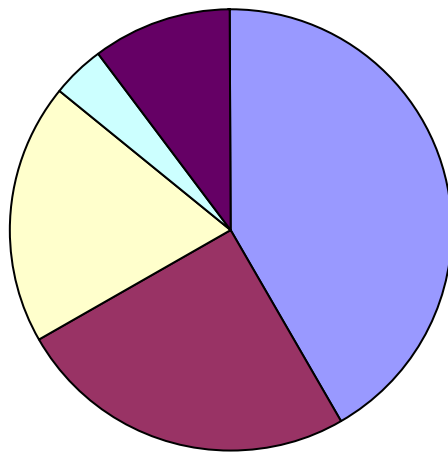
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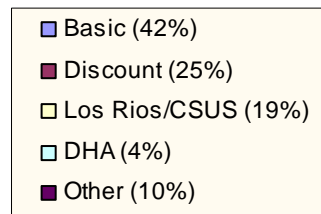
**System Profile - Annual Boardings by Fiscal Year**



Source: RT Monthly Ridership Reports



**Fare Payment by Category**

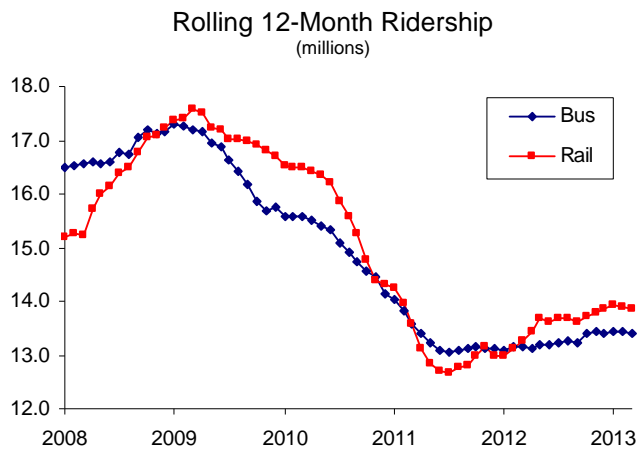


Source: RT FY 2012 Fare Survey

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Period Ending March 31, 2013

**Historical Trends**

RT ridership peaked in early 2009 as \$4.00 gas prices and construction on Interstate 5 led commuters to try RT. This ridership increase was in spite of 7 percent service cuts in January 2008 made in response to funding cuts. In 2009, ridership declined sharply as funding reductions again prompted two fare increases (from \$2.00 to \$2.50)<sup>1</sup>, elimination of transfers, and an additional 4 percent service cut to the bus system.



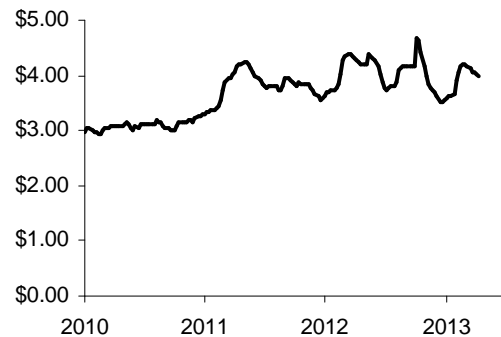
After another round of major reductions in state funding, in June 2010 RT was forced to declare a state of fiscal emergency and implemented service reductions amounting to 20 percent of all bus service and 16 percent of all light rail service,<sup>2</sup> including the elimination of all bus and light rail trips starting at 9:00 p.m. or later, lengthening of weekend headways on light rail from 15 to 30 minutes, and the complete elimination of 27 bus routes. In the year following the 2010 service cuts, total ridership declined 18 percent, from 31.5 million to 25.8 million.

With no major changes, ridership rebounded in FY 2012, increasing by 4 percent to 26.8 million. In September 2012, RT implemented service increases of 5.4 percent to both the bus and the light rail system. Since the changes were implemented, total ridership has increased 2.0 percent compared to the previous year. For the twelve months ended March 31, 2013 RT's ridership is 27.3 million.

**Economic Factors**

There was a notable spike in gas prices to over \$4.50 per gallon for approximately 20 days in October 2012, which may have contributed to strong ridership in October and November. Gas prices less than \$4.00 per gallon now seem to be more unusual than gas prices over \$4.00 per gallon.

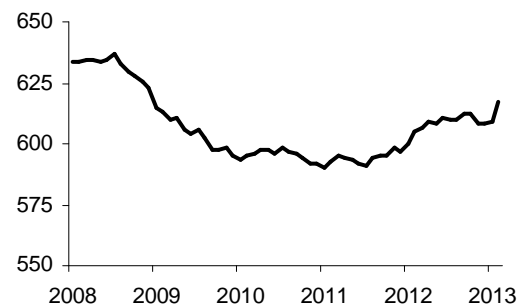
**California Gas Prices**



*Source: U.S. Energy Information Association*

Employment in Sacramento County area declined sharply from 2008 to 2010 and was relatively flat until 2012. Since 2012, employment has been increasing gradually, but is still well below 2008 levels.

**Total Employment in Sacramento County**  
(thousands)



*Source: Calif. Employment Development Dept.*

<sup>1</sup> Fares increased to \$2.25 in January 2009 and to \$2.50 in September 2009.

<sup>2</sup> Light rail train-hours were reduced by 16 percent. Light rail vehicle revenue hours, which count all cars in multi-car trains, were only reduced by 11 percent.

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**Service Changes**

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

- an additional two hours of evening service on light rail on weekdays,
- an additional hour of evening service on light rail on Saturdays,
- an additional hour of evening service on major bus routes on weekdays,
- headway improvements to four bus routes (Routes 1, 25, 51, and 55),
- elimination of Routes 14, 16, and 31 on weekdays and of Routes 22, 34, and 47 on weekends,
- realignment of several routes, including Routes 1, 5, 19, 22, 25, 26, 34, and 54, and other changes.

The September 2012 service changes increased revenue hours as follows, compared to service levels immediately prior:

Bus and CBS Service	Change in Revenue Hours
Weekdays	+6.1 percent
Saturdays	+1.2 percent
Sundays/Holidays	-0.9 percent
Annualized	+5.4 percent

Light Rail Service	Change in Revenue Hours
Weekdays	+5.5 percent
Saturdays	+11.2 percent
Sundays/Holidays	-0.1 percent
Annualized	+5.4 percent

Other changes between this year and last also include schedule adjustments on light rail implemented in April 2012, the opening of the Green Line in June 2012, and new evening and early morning trips added to Route 24 in January 2013.

**Ridership Trends**

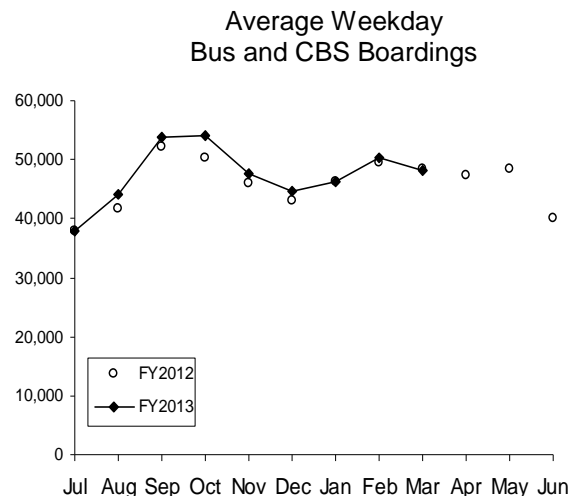
For the three month period ended March 31, 2013, year-over-year ridership trends are as follows. Detailed statistics are available on page 18.

Bus and CBS Service	Percent Change in Ridership
Weekdays	+1.7 percent
Saturdays	+8.0 percent
Sundays/Holidays	+3.9 percent

Light Rail Service	Percent Change in Ridership
Weekdays	-1.3 percent
Saturdays	+19.0 percent
Sundays/Holidays	+18.0 percent

**Bus and CBS Ridership**

Combined Bus and CBS ridership increased 1.7 percent over last year but decreased by 2.4 percent from last quarter. After an initial increase in the months immediately following the September 2012 changes, bus ridership appears to have returned to approximately last year's levels.



This pattern was observed in many of the individual routes that had service increase as well. Routes 25 and 55 were notable exceptions to this pattern.

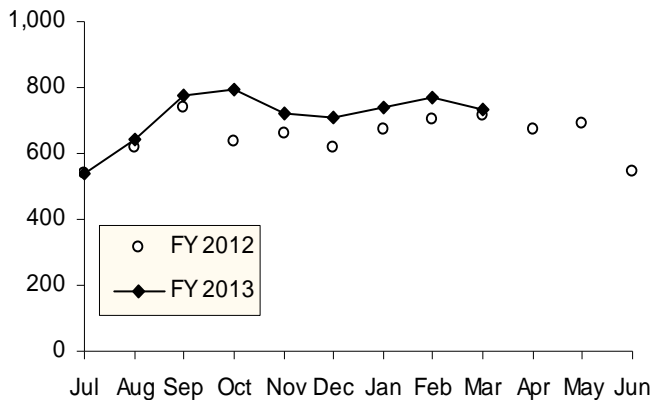
Quarterly Ridership Report  
Period Ending March 31, 2013

**Route 1 (Greenback)** - In September 2012, an extra hour of evening service was added, headways were improved from 20 to 15 minutes and the segment north of I-80 was eliminated (changed to Route 26) on weekdays. Ridership on the combined routes increased by 206 (+4%) from 4,651 to 4,858 while revenue hours increased by 32 (+26%) from 119 to 151. Ridership was essentially unchanged from last quarter on a seasonally adjusted basis.

**Route 5 (Meadowview/Valley Hi)** - In September 2012, service on Power Inn Road was eliminated due to low ridership and headways to the main branch to Florin High School were restored to 60 minutes (from 2 hours). Ridership was essentially unchanged compared to last year as well as compared to last quarter.

**Route 11 (Truxel)** - In September 2012, two evening trips were added leaving downtown at 6:08 and 6:38 p.m. (last trip was previously 5:38 p.m.). After posting a year-over-year gain of 17 percent last quarter, the year-over-year shrunk to 7 percent this quarter, similar to overall weekday bus ridership.

Route 11- Truxel  
Average Weekday Ridership

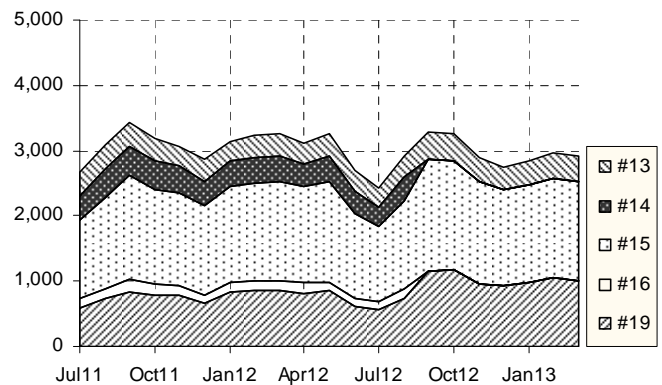


Saturday service on Route 11 was a favorable exception to the overall trend, growing from 270 daily boardings last quarter to 314 daily boardings this quarter. This new service, introduced in September 2012, is now meeting RT's weekend service standards of 15 boardings per revenue hour.

**North Sacramento** - In September 2012, Routes 14 and 16 were eliminated and changes were made to Route 19's alignment to cover the majority of the eliminated service. These changes resulted in significant ridership loss, but also significant savings. Overall, for Routes 13,,

14, 15, 16, and 19, average weekday ridership decreased by 505 (-15%) from 3,408 to 2,904 on a year over year basis. Ridership also decreased compared to last quarter by 160 (-5.2%). The consolidation of these routes did, however, succeed in reducing daily revenue hours by 35 (-23%) from 150 to 115.

Selected North Sacramento Routes  
Average Weekday Ridership



One side benefit of these changes has been the provision of weekend and holiday service on Norwood Ave. by Route 19; however, there has not been a noticeable change in weekend ridership on Route 19 to indicate that this service is being well-used.

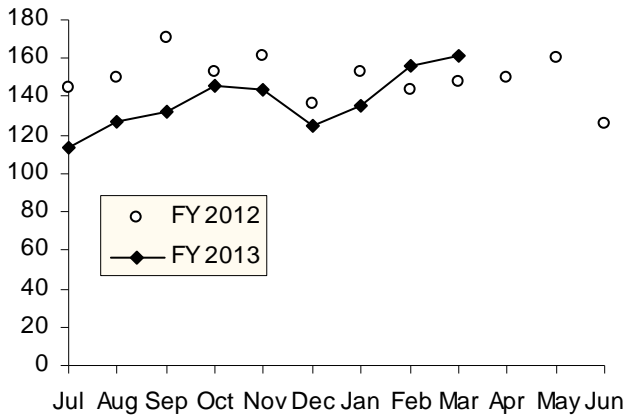
On the other hand, the additional running time and weekday ridership has worsened Route 19's schedule adherence. Weekday on-time performance decreased from approximately 80 to 72 percent. Weekend on-time performance also decreased on Route 19 from approximately 55 percent to 31.7 and 55.9 percent on Saturdays and Sundays, respectively.

**Route 22 (Arden)** - In September 2012, the segment of Route 22 east of Morse Ave. was eliminated and the route was realigned to serve Kaiser Hospital on Morse Ave. and the Wal-Mart on Watt Ave. Both ridership levels and revenue hours were virtually unaffected by the changes.

**Quarterly Ridership Report  
Period Ending March 31, 2013**

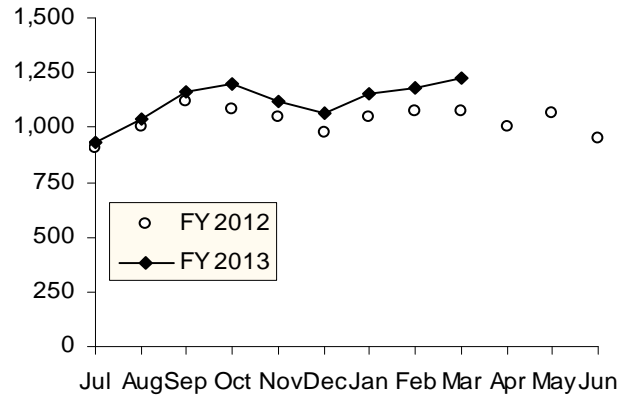
**Route 24 (Madison/Greenback)** – In January 2013, additional evening trips were added leaving Sunrise Mall at 5:45 and 6:41 p.m. (previously, the last trip left Sunrise Mall at 4:57 p.m.). Although ridership increased only 2 percent this quarter, this reverses a negative trend of ridership loss over the second half of 2012.

Route 24 – Madison/Greenback  
Average Weekday Boardings



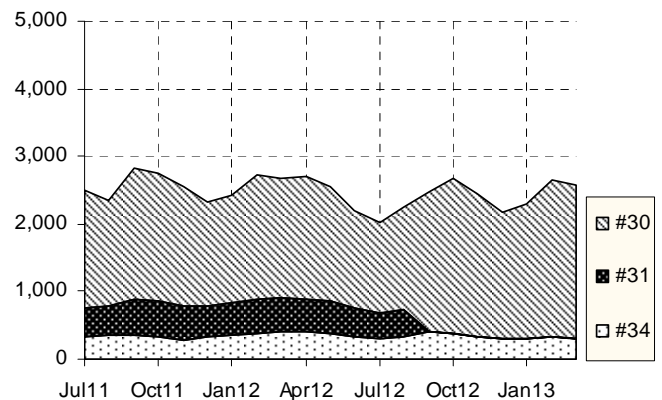
**Route 25 (Marconi)** – Route 25 was one of the few routes to post a widened increase in ridership over last year compared to last quarter. In September 2012, service was eliminated on a lightly used, partially redundant segment connecting the Arden/Del Paso and Marconi light rail stations via Del Paso Blvd and headways were improved from 60 to 30 minutes on more heavily-used segment on Marconi Ave. An extra hour of evening service was also added so that the last outbound trip from Marconi/ Arcade now leaves at 7:47 p.m. altogether, revenue hours increased by 39 percent. For the quarter, average weekday ridership improved by 118 (+11%) from 1,066 to 1,183 compared to last year and also increase by 3.4 percent over last quarter.

Route 25 – Marconi  
Average Weekday Boardings



**Route 30/31/34** – In September 2012, Route 31 was eliminated and Route 34 was realigned to provide service to the River Park area, eliminating a small redundancy in the system. For the quarter, combined average weekday ridership on these three routes decreased by 99% (-4%) from 2,609 to 2,511; however, because the redundancy was very small, revenue hours were essentially unchanged.

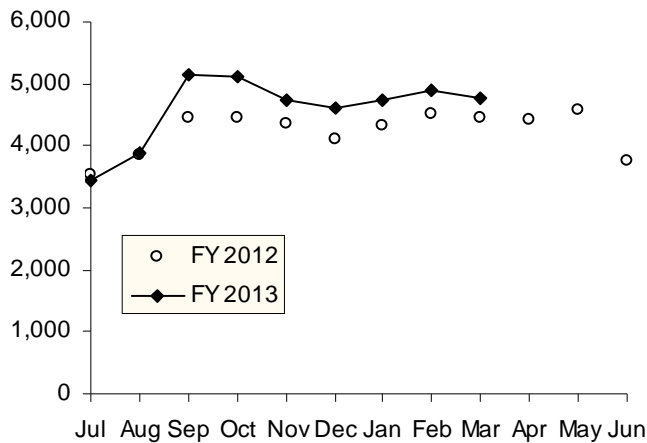
Routes 30, 31, and 34  
Average Weekday Ridership



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**Route 51 (Stockton)** - Weekday headways were improved from 15 to 12 minutes during the day and evening service was extended an hour later, so that the last trip now leaves downtown at 9:54 p.m. Average weekday ridership increased by 356 (+13%) from 4,444 to 4,800 while revenue hours increased 32 percent.

Route 51 – Stockton/Broadway  
Average Weekday Ridership



After posting impressive gains in Fall 2012, ridership on Route 51 has followed the trend of overall bus ridership and reverted closer to last year's numbers.

**Route 54 (Center Parkway)** - Route 54 was extended from Consumes River College to Gerber Road via Calvine Road and Power Inn Road. Thus far, via ridership gains from the new segment have been offset by ridership losses on the remainder of the route, where two loops were removed in order to straighten the alignment.

A significant unforeseen problem with this change was that schedules proved to be too tight to operate with the previous number of buses. The addition of an additional vehicle to the schedule increased daily revenue hours by 11 (+44%).<sup>3</sup>

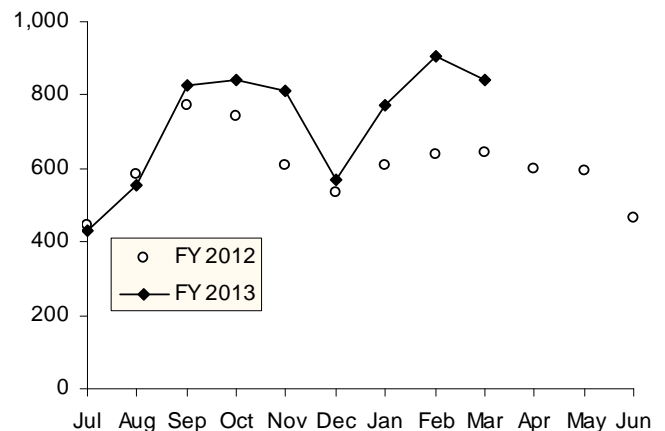
**Routes 47 and 54** – In September 2012, Route 47 was eliminated on Saturdays only. The primary purpose of this change was to eliminate the last CBS route

<sup>3</sup> This additional time is charged to Route 56 instead of Route 54 because these two routes are interlined, and the new time was added primarily in the form of schedule recovery on Route 65; however, it is the new service on Route 54 that prompted this change.

operating on Saturdays. Previously, Route 47 had been the only Saturday route operated out of RT's CBS division, which resulted in excessive overhead for off-day staffing, supervision, electricity use, etc. To offset any impact on Route 47 riders, Saturday service was added on Route 54. Ridership on the new Route 54 Saturday Service has already surpassed what was being achieved on Route 47. Productivity for the quarter was 14 boardings per revenue hour, virtually identical to what Route 47 used to average, and very close to RT's weekend productivity standards of 15 boardings per revenue hour.

**Route 55 (Scottsdale)** - Route 55 was one of the few routes to reverse the trend seen in overall bus ridership this quarter and post improved ridership over both last year and last quarter. In September 2012, weekday headways were improved from 60 to 30 minutes and recovery time was added to the schedule. For the current quarter, average weekday ridership increased by 206 (+33%) from 631 to 837, while revenue hours increased 118 percent.

Route 55 – Scottsdale  
Average Weekday Ridership



Route 55's Sunday/Holiday service also had a minor change that appears to have yielded worthwhile results. Previously, Sunday/Holiday trips did not run all the way to the normal southern endpoint at Cosumnes River College. In September 2012, all trips were extended to CRC. In each of the last two quarters ridership increased by 28 percent and 33 percent on a year-over-year basis, while revenue hours increased only 25 percent.

Quarterly Ridership Report  
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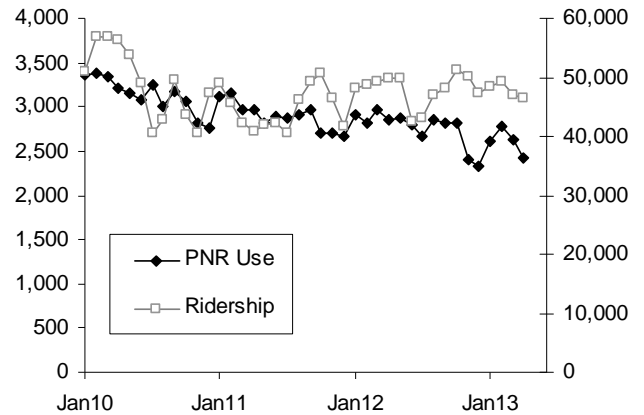
**Route 95 (Citrus Heights)** - Route 95 was restored in slightly modified form in September 2012, after being eliminated in June 2010. For the quarter, Route 95 averaged 59 daily boardings, which is virtually unchanged from the first four months of operation. Productivity is currently averaging 5 boardings per revenue hour, far below RT's standard of 15 for CBS routes.

On May 1, 2013, RT route checkers distributed schedules and promotional information on Route 95 and RT's new CityRide dial-a-ride service to approximately 300 riders on connection bus routes and at major transfer points.

**CityRide** - RT's pilot dial-a-ride service launched at the end of October 2012. Ridership has grown steadily to approximately 30 daily boardings, at which it appears to be stabilizing near capacity for the service. This amounts to 1.7 boardings per revenue hour (RT currently has no productivity standards for dial-a-ride routes). To promote the service, presentations were made over the past several months to five neighborhood associations, the Citrus Heights Collaborative, as well as a health fair in Citrus Heights. The City of Citrus Heights also sent informational flyers to various organizations.

**Light Rail** - Weekday ridership for the quarter was virtually unchanged compared to last year, which was a strong quarter for light rail. Weekend light rail came in significantly higher than expected, increasing by 19 percent and 18 percent on Saturdays and Sundays respectively, compared to last year. Considering that Saturday Service had an additional hour of evening service, but Sunday/Holiday service was unchanged, these results suggest that service changes were not the primary variable causing the ridership increase.

**Parking Lot Use** - Parking fees of \$1.00 per day were instituted at three light rail stations in January 2010 and an additional three stations in October 2010.



Park-and-Ride (PNR) use has been decreasing relative to average weekday light rail ridership since approximately mid-2011, with the differences becoming more noticeable since mid-2012.

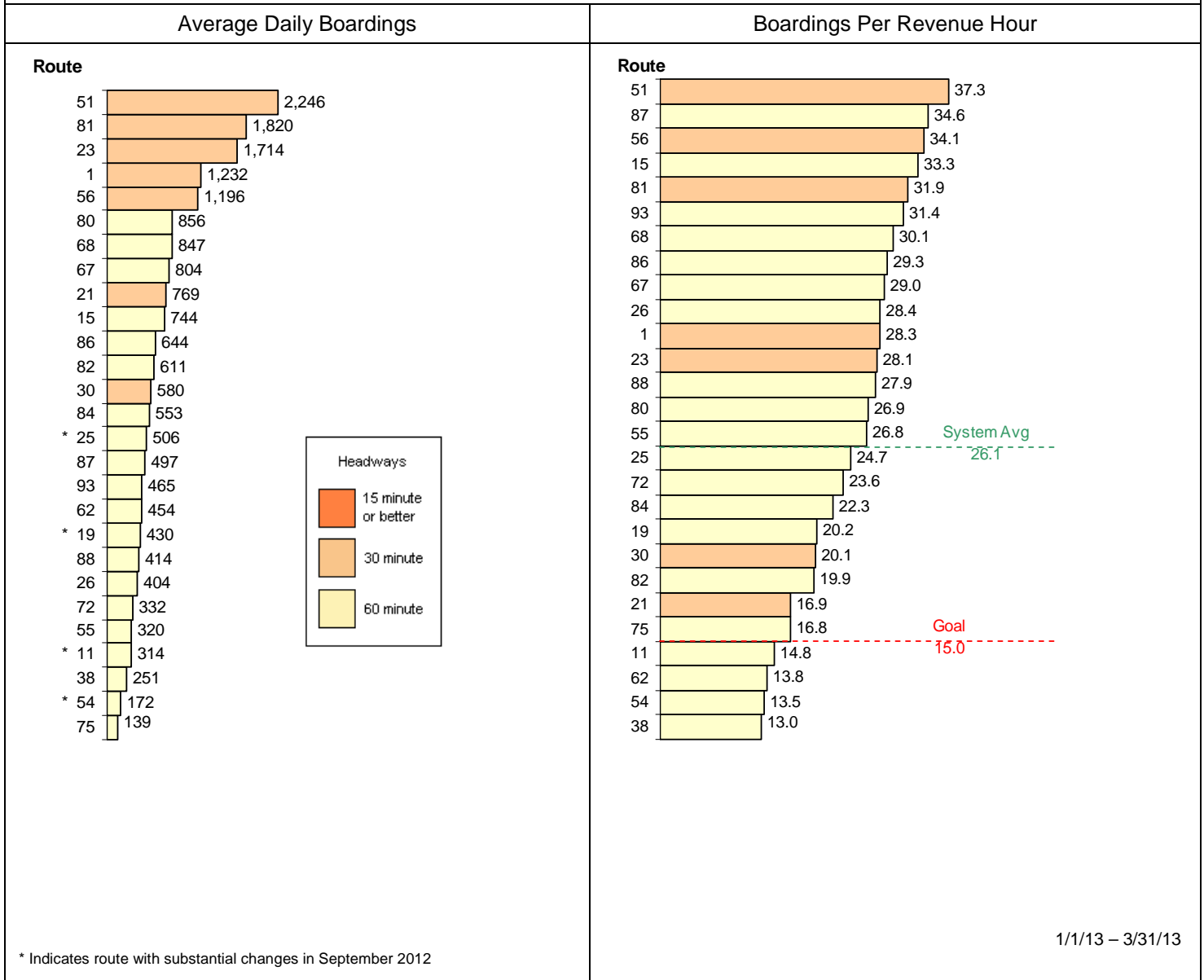


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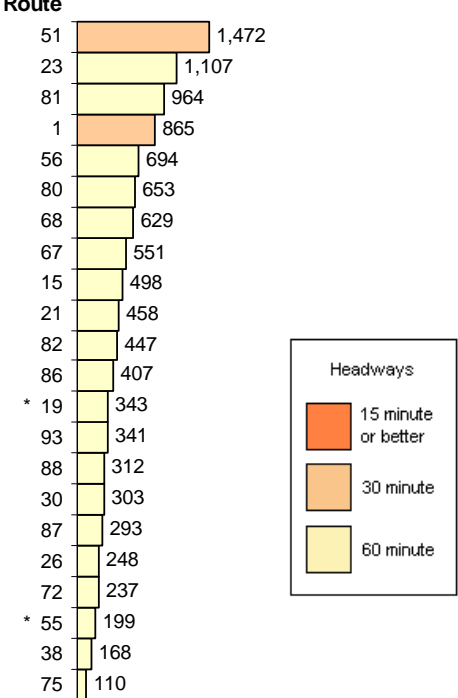
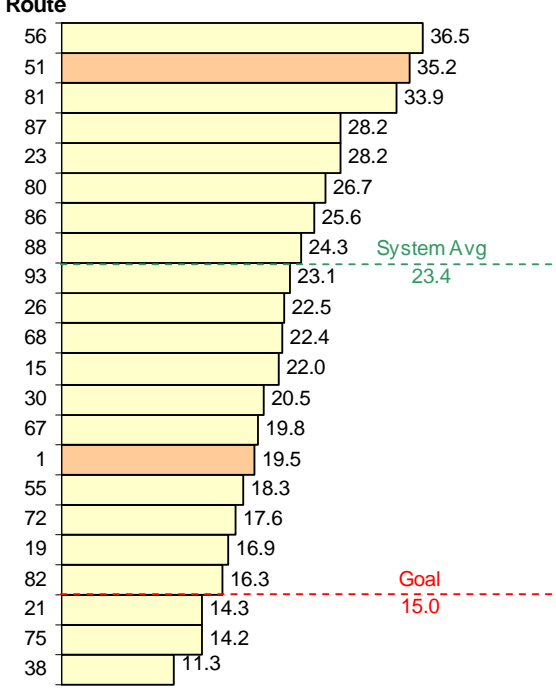
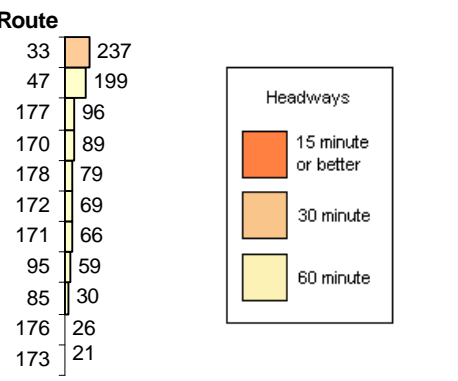
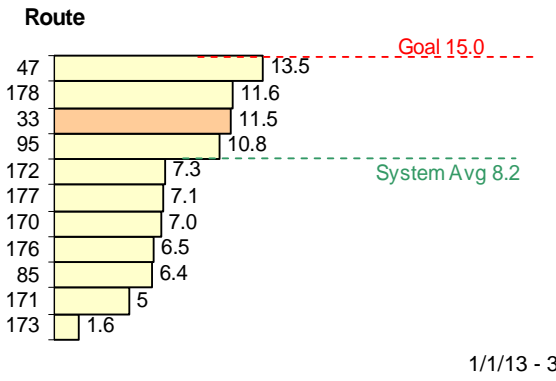
<b>Regular Weekday Bus Routes</b>	
Average Daily Boardings	Boardings Per Revenue Hour
<p><b>Route</b></p> <ul style="list-style-type: none"> <li>* 51 4,800</li> <li>81 3,665</li> <li>* 1 3,367</li> <li>23 2,486</li> <li>* 30 2,191</li> <li>56 2,174</li> <li>82 1,882</li> <li>86 1,664</li> <li>68 1,623</li> <li>15 1,512</li> <li>* 26 1,491</li> <li>67 1,465</li> <li>62 1,432</li> <li>21 1,421</li> <li>87 1,358</li> <li>80 1,290</li> <li>72 1,206</li> <li>93 1,199</li> <li>* 25 1,183</li> <li>84 1,120</li> <li>* 19 1,015</li> <li>88 1,004</li> <li>* 55 837</li> <li>* 11 747</li> <li>61 704</li> <li>38 607</li> <li>* 54 599</li> <li>2 534</li> <li>6 381</li> <li>13 377</li> <li>65 366</li> <li>* 22 339</li> <li>* 34 320</li> <li>* 5 288</li> <li>74 287</li> <li>28 267</li> <li>75 202</li> <li>24 151</li> </ul> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p style="text-align: center;">Headways</p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #e67e22; border: 1px solid black;"></span> 15 minute or better</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #f39c12; border: 1px solid black;"></span> 30 minute</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #fff9c4; border: 1px solid black;"></span> 60 minute</li> </ul> </div> <p>* Indicates route with substantial changes in September 2012</p>	<p><b>Route</b></p> <ul style="list-style-type: none"> <li>56 43.0</li> <li>51 36.3</li> <li>81 35.9</li> <li>1 33.7</li> <li>75 31.7</li> <li>80 31.6</li> <li>23 31.0</li> <li>87 30.8</li> <li>26 29.4</li> <li>84 29.4</li> <li>86 29.1</li> <li>82 28.7</li> <li>15 28.2</li> <li>68 28.0</li> <li>88 26.9</li> <li>30 25.9</li> <li>93 25.5</li> <li>22 25.4</li> <li>67 25.3</li> <li>11 25.1</li> <li>19 25.0</li> <li>72 24.3</li> <li>55 23.6</li> <li>62 23.4</li> <li>54 22.8</li> <li>61 22.7</li> <li>25 22.1</li> <li>21 21.1</li> <li>2 21.1</li> <li>38 20.3</li> <li>74 18.5</li> <li>5 18.1</li> <li>13 17.8</li> <li>6 15.3</li> <li>65 13.6</li> <li>34 12.2</li> <li>24 11.6</li> <li>28 10.6</li> </ul> <p style="text-align: right; color: green;">System Avg 27.4</p> <p style="text-align: right; color: red;">Goal 20.0</p> <p style="text-align: right;">1/1/13 - 3/31/13</p>
<b>Highlights</b>	<b>Watch List</b>
<p>Route 56 - Exceeding maximum standards (3 qtrs)</p> <p>Notes: Headways improved on Routes 1, 51, and 55 in Sep. 2012</p>	<p>#13, 6, 24, 34, 28 all below RT standards (3 qtrs) #5 - Rerouted in Sep. 2012, still below standard (3 qtrs) #65 - Not meeting standards (2 qtrs) #74 - Below standards (1 qtr)</p> <p>Notes: #19 now meeting standards after Sep. 2012 changes #14 eliminated in Sep. 2012</p>

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**Saturday Bus Routes**



**Quarterly Ridership Report  
Period Ending March 31, 2013**

<b>Sunday/Holiday Bus Routes</b>																																																																																																																				
Average Daily Boardings	Boardings Per Revenue Hour																																																																																																																			
<p><b>Route</b></p>  <table border="1"> <thead> <tr> <th>Route</th> <th>Average Daily Boardings</th> <th>Headway</th> </tr> </thead> <tbody> <tr><td>51</td><td>1,472</td><td>15 minute or better</td></tr> <tr><td>23</td><td>1,107</td><td>60 minute</td></tr> <tr><td>81</td><td>964</td><td>60 minute</td></tr> <tr><td>1</td><td>865</td><td>15 minute or better</td></tr> <tr><td>56</td><td>694</td><td>60 minute</td></tr> <tr><td>80</td><td>653</td><td>60 minute</td></tr> <tr><td>68</td><td>629</td><td>60 minute</td></tr> <tr><td>67</td><td>551</td><td>60 minute</td></tr> <tr><td>15</td><td>498</td><td>60 minute</td></tr> <tr><td>21</td><td>458</td><td>60 minute</td></tr> <tr><td>82</td><td>447</td><td>60 minute</td></tr> <tr><td>86</td><td>407</td><td>60 minute</td></tr> <tr><td>* 19</td><td>343</td><td>60 minute</td></tr> <tr><td>93</td><td>341</td><td>60 minute</td></tr> <tr><td>88</td><td>312</td><td>60 minute</td></tr> <tr><td>30</td><td>303</td><td>60 minute</td></tr> <tr><td>87</td><td>293</td><td>60 minute</td></tr> <tr><td>26</td><td>248</td><td>60 minute</td></tr> <tr><td>72</td><td>237</td><td>60 minute</td></tr> <tr><td>* 55</td><td>199</td><td>60 minute</td></tr> <tr><td>38</td><td>168</td><td>60 minute</td></tr> <tr><td>75</td><td>110</td><td>60 minute</td></tr> </tbody> </table> <p>* Indicates route with substantial changes in September 2012</p>	Route	Average Daily Boardings	Headway	51	1,472	15 minute or better	23	1,107	60 minute	81	964	60 minute	1	865	15 minute or better	56	694	60 minute	80	653	60 minute	68	629	60 minute	67	551	60 minute	15	498	60 minute	21	458	60 minute	82	447	60 minute	86	407	60 minute	* 19	343	60 minute	93	341	60 minute	88	312	60 minute	30	303	60 minute	87	293	60 minute	26	248	60 minute	72	237	60 minute	* 55	199	60 minute	38	168	60 minute	75	110	60 minute	<p><b>Route</b></p>  <table border="1"> <thead> <tr> <th>Route</th> <th>Boardings Per Revenue Hour</th> </tr> </thead> <tbody> <tr><td>56</td><td>36.5</td></tr> <tr><td>51</td><td>35.2</td></tr> <tr><td>81</td><td>33.9</td></tr> <tr><td>87</td><td>28.2</td></tr> <tr><td>23</td><td>28.2</td></tr> <tr><td>80</td><td>26.7</td></tr> <tr><td>86</td><td>25.6</td></tr> <tr><td>88</td><td>24.3</td></tr> <tr><td>93</td><td>23.1</td></tr> <tr><td>26</td><td>22.5</td></tr> <tr><td>68</td><td>22.4</td></tr> <tr><td>15</td><td>22.0</td></tr> <tr><td>30</td><td>20.5</td></tr> <tr><td>67</td><td>19.8</td></tr> <tr><td>1</td><td>19.5</td></tr> <tr><td>55</td><td>18.3</td></tr> <tr><td>72</td><td>17.6</td></tr> <tr><td>19</td><td>16.9</td></tr> <tr><td>82</td><td>16.3</td></tr> <tr><td>21</td><td>14.3</td></tr> <tr><td>75</td><td>14.2</td></tr> <tr><td>38</td><td>11.3</td></tr> </tbody> </table> <p>System Avg 23.4 Goal 15.0</p> <p style="text-align: right;">1/1/13 - 3/31/13</p>	Route	Boardings Per Revenue Hour	56	36.5	51	35.2	81	33.9	87	28.2	23	28.2	80	26.7	86	25.6	88	24.3	93	23.1	26	22.5	68	22.4	15	22.0	30	20.5	67	19.8	1	19.5	55	18.3	72	17.6	19	16.9	82	16.3	21	14.3	75	14.2	38	11.3
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<p>Notes: Only two routes currently have 30 minute headways</p>	<p>#21 not meeting standards (2 qtrs) #75 and 38 not meeting standards (3 qtrs)</p>																																																																																																																			
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<p><b>Route</b></p>  <table border="1"> <thead> <tr> <th>Route</th> <th>Average Daily Boardings</th> <th>Headway</th> </tr> </thead> <tbody> <tr><td>33</td><td>237</td><td>15 minute or better</td></tr> <tr><td>47</td><td>199</td><td>60 minute</td></tr> <tr><td>177</td><td>96</td><td>60 minute</td></tr> <tr><td>170</td><td>89</td><td>60 minute</td></tr> <tr><td>178</td><td>79</td><td>60 minute</td></tr> <tr><td>172</td><td>69</td><td>60 minute</td></tr> <tr><td>171</td><td>66</td><td>60 minute</td></tr> <tr><td>95</td><td>59</td><td>60 minute</td></tr> <tr><td>85</td><td>30</td><td>60 minute</td></tr> <tr><td>176</td><td>26</td><td>60 minute</td></tr> <tr><td>173</td><td>21</td><td>60 minute</td></tr> </tbody> </table>	Route	Average Daily Boardings	Headway	33	237	15 minute or better	47	199	60 minute	177	96	60 minute	170	89	60 minute	178	79	60 minute	172	69	60 minute	171	66	60 minute	95	59	60 minute	85	30	60 minute	176	26	60 minute	173	21	60 minute	<p><b>Route</b></p>  <table border="1"> <thead> <tr> <th>Route</th> <th>Boardings Per Revenue Hour</th> </tr> </thead> <tbody> <tr><td>47</td><td>13.5</td></tr> <tr><td>178</td><td>11.6</td></tr> <tr><td>33</td><td>11.5</td></tr> <tr><td>95</td><td>10.8</td></tr> <tr><td>172</td><td>7.3</td></tr> <tr><td>177</td><td>7.1</td></tr> <tr><td>170</td><td>7.0</td></tr> <tr><td>176</td><td>6.5</td></tr> <tr><td>85</td><td>6.4</td></tr> <tr><td>171</td><td>5</td></tr> <tr><td>173</td><td>1.6</td></tr> </tbody> </table> <p>System Avg 8.2 Goal 15.0</p> <p style="text-align: right;">1/1/13 - 3/31/13</p>	Route	Boardings Per Revenue Hour	47	13.5	178	11.6	33	11.5	95	10.8	172	7.3	177	7.1	170	7.0	176	6.5	85	6.4	171	5	173	1.6																																																							
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Quarterly Ridership Report  
 Period Ending March 31, 2013

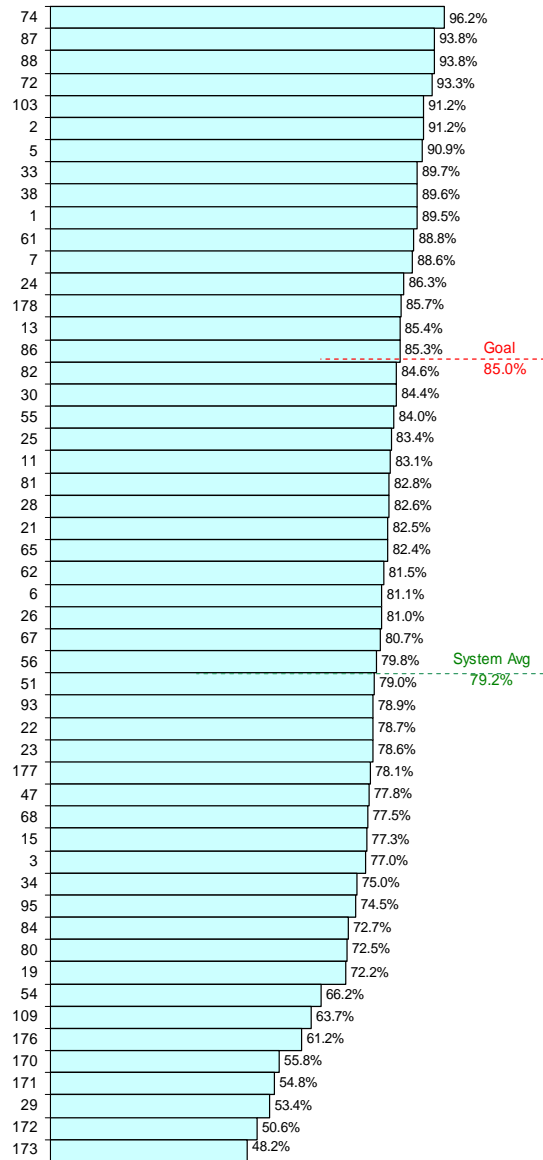
**On-Time Performance**

Routes 170-173, the North Natomas Flyer routes, were among the lowest performing routes in terms of on-time performance, ranging from 48.2 to 55.8 percent. This is due primarily to the scheduled running times being tightened at the request of the client, the North Natomas TMA. Tightening the running times has the effect of ensuring that the route is operated as quickly as possible; however, it also has the effect of reducing reported on-time performance.

Routes 29 and 109 are both express routes operating two morning and two afternoon trips each. On-time performance was 53.4 and 63.7 respectively. On-time performance for Route 29 is reduced somewhat because one of the morning buses often waits for transfers at Arden Fair Mall. Reported on-time performance for Route 109 is also reduced because the last downtown stop is often skipped in the morning if the bus is empty, but this counts against on-time performance. On average, most Route 29 buses are reaching their destination 5-10 minutes late.

Low on-time performance on express buses may also be the result of unusual operating requirements inherent in peak-only express routes. Because most express riders do not transfer, it is somewhat less important to run *on-time*, although it is important to run a *consistent* schedule. On the last trip of the morning and afternoon, since there is not another bus coming afterward, it is more acceptable to run slightly late and to hold the bus for late passengers. On the other hand, during the drop-off part of the route, it is acceptable for the bus to run early, yet running early still counts against official on-time performance.

Routes 19 and 54 had on-time performance of 72.2 and 66.2 percent respectively. Both routes had service changes in September 2012 that added running time and riders. These changes appear to have impacted on-time performance negatively.

**Weekday Routes**


1/1/13 - 3/31/13

On-time performance is measured at time points, which are major stops along the route and shown on the public schedule (usually 4-6 per route). A bus is considered on-time if it leaves its time point 0-5 minutes late. On-time performance indicates the percent of time points where the bus was on-time according to this definition.

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**On-Time Performance**

RT's June 2010 service changes resulted in headways being lengthened from 30 to 60 minutes on many routes. On Sundays and Holidays, 20 out of 22 bus routes have 60 minute headways. This tends to result in more passengers per one-way vehicle trip, which tends to increase running times. Because there are so many routes with 60 minute headways, there may also be a greater tendency to hold buses for transfers, so late arriving passengers do not have to wait an hour for the next bus.

Route 19 Saturday and Sunday/Holiday service was 31.7 and 55.9 percent on-time, respectively. Service changes in September 2012 added running time and passengers to the route, which most likely contributed to poor on-time performance. Although most westbound trips begin close to on-time, they tend to reach their destination 10 to 20 minutes late at the Arden/Del Paso light rail station. Eastbound trips often begin 5 or more minutes late, but do not lose much additional time on their way to the Watt/I-80 light rail station, due to greater scheduled running time.

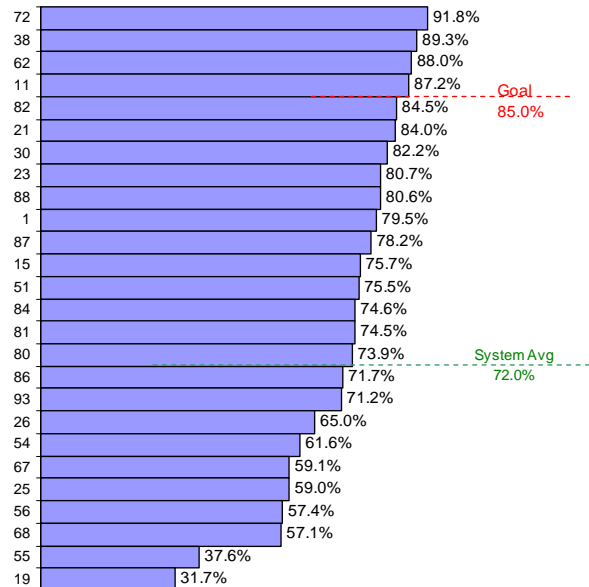
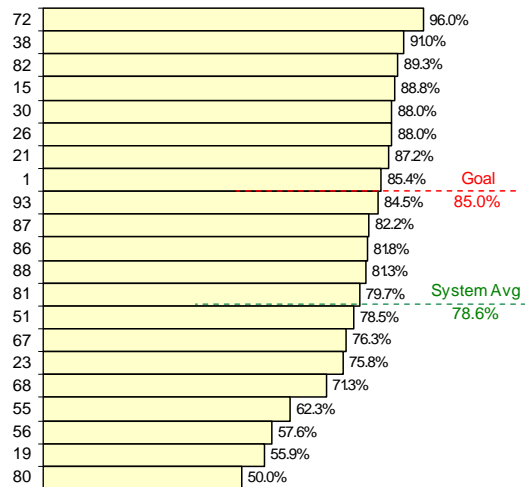
Route 55 Saturday service was 37.6 percent on-time. Most trips in both directions reached their destinations 5 to 10 minutes late and some trips are not able to begin on time due to the previous trip arriving late.

Routes 67 and 68 were also low performers in terms of on-time performance. Although there were few instances of trips running 10 or more minutes late on time, schedule delay in the mid single digits is prevalent throughout the day.

**Light Rail On-Time Departures**

0-5 minutes late

<b>Blue Line</b>	<b>97.3%</b>
<b>Gold Line</b>	<b>97.0%</b>
<b>Green Line</b>	<b>97.5%</b>
 <b>Goal =</b>	 <b>97.0%</b>

**Saturday Routes**

**Sunday/Holiday Routes**


1/1/13 - 3/31/13

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.



Quarterly Ridership Report  
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## Weekday Bus Ridership

1/1/13 - 3/31/13

Route	Name	Boardings Per Day	Trips Per Day	Rev Hrs Per Day	(Goal = 20)	(Goal < \$6.77)	Full Cost Per Psgr	Net Cost Per Psgr	Net Cost Per Rev Hr	Farebox Recovery	Below Standards
					Psgr Per Rev Hr	Psgr Per Rev Mile					
1	Greenback *	3,367	121	100.1	33.7	2.8	\$4.03	\$2.93	\$98.66	27%	
2	Riverside	534	26	25.3	21.1	1.9	\$6.43	\$5.33	\$112.43	17%	
3	Riverside Express	230	8	5.6	41.5	2.4	\$3.27	\$2.17	\$90.08	34%	
5	Meadowview-Valley Hi *	288	31	16.0	18.1	1.5	\$7.51	\$6.41	\$115.76	15%	X
6	Land Park	381	27	25.0	15.3	1.4	\$8.87	\$7.78	\$118.79	12%	X
7	Pocket Express	147	6	4.1	35.9	2.3	\$3.77	\$2.68	\$96.18	29%	
11	Truxel Road *	747	39	29.8	25.1	2.1	\$5.40	\$4.31	\$108.05	20%	
13	Northgate	377	33	21.2	17.8	1.7	\$7.62	\$6.52	\$116.05	14%	X
15	Rio Linda Blvd-O Street	1,512	56	53.6	28.2	2.5	\$4.81	\$3.71	\$104.64	23%	
19	Rio Linda *	1,015	29	40.6	25.0	1.7	\$5.41	\$4.32	\$108.10	20%	
21	Sunrise	1,421	70	67.3	21.1	1.6	\$6.41	\$5.32	\$112.38	17%	
22	Arden *	339	28	13.4	25.4	2.6	\$5.34	\$4.25	\$107.74	21%	
23	El Camino	2,486	62	80.3	31.0	2.6	\$4.38	\$3.28	\$101.59	25%	
24	Madison-Greenback	151	27	13.0	11.6	1.1	\$11.68	\$10.58	\$122.82	9%	X
25	Marconi *	1,183	55	53.6	22.1	1.9	\$6.14	\$5.04	\$111.34	18%	
26	Fulton *	1,491	52	50.7	29.4	2.7	\$4.60	\$3.51	\$103.28	24%	
28	Fair Oaks-Folsom	267	33	25.2	10.6	1.1	\$12.79	\$11.70	\$123.93	9%	X
29	Arden-California Avenue	137	4	3.9	35.4	2.2	\$3.83	\$2.74	\$96.79	29%	
30	J Street (DASH) *	2,191	116	84.5	25.9	3.9	\$5.23	\$4.13	\$107.13	21%	
34	McKinley *	320	27	26.3	12.2	1.5	\$11.14	\$10.05	\$122.21	10%	X
38	P/Q Streets	607	31	29.9	20.3	2.4	\$6.67	\$5.57	\$113.27	16%	
51	Broadway-Stockton *	4,800	143	132.2	36.3	3.8	\$3.73	\$2.64	\$95.74	29%	
54	Center Parkway *	599	31	26.2	22.8	2.0	\$5.93	\$4.84	\$110.51	18%	
55	Scottsdale *	837	49	35.4	23.6	2.3	\$5.73	\$4.64	\$109.63	19%	
56	Pocket-C.R.C.	2,174	66	50.6	43.0	4.0	\$3.15	\$2.06	\$88.43	35%	
61	Fruitridge	704	32	30.9	22.7	2.2	\$5.96	\$4.86	\$110.61	18%	
62	Freeport	1,432	60	61.3	23.4	2.2	\$5.80	\$4.71	\$109.93	19%	
65	Franklin South	366	28	26.9	13.6	1.7	\$9.94	\$8.84	\$120.59	11%	X

Cost figures based on fully allocated cost of \$135.54 per revenue hour.

Average fare assumed to be \$1.096 per boarding passenger.

\* Indicates route with substantial changes in September 2012



Quarterly Ridership Report  
 Period Ending March 31, 2013



# Weekday Bus Ridership

1/1/13 - 3/31/13

Route	Name	Boardings Per Day	Trips Per Day	Rev Hrs Per Day	(Goal = 20)	Psgr Per Rev Hr	(Goal < \$6.77)	Full Cost Per Psgr	Net Cost Per Psgr	Net Cost Per Rev Hr	Farebox Recovery	Below Standards
					Psg		Cost					
67	Franklin	1,465	57	57.9	25.3	2.2	\$5.35	\$4.26	\$107.79	20%		
68	44th Street	1,623	57	58.0	28.0	2.4	\$4.84	\$3.75	\$104.85	23%		
72	Rosemont-Lincoln Village	1,206	62	49.6	24.3	2.9	\$5.57	\$4.48	\$108.89	20%		
74	International	287	29	15.5	18.5	2.0	\$7.32	\$6.22	\$115.24	15%	X	
75	Mather Field	202	14	6.4	31.7	2.8	\$4.28	\$3.18	\$100.79	26%		
80	Watt-Elkhorn	1,290	32	40.8	31.6	2.5	\$4.28	\$3.19	\$100.86	26%		
81	Florin-65th Street	3,665	119	102.0	35.9	3.3	\$3.77	\$2.68	\$96.18	29%		
82	Howe-65th Street	1,882	66	65.6	28.7	2.2	\$4.72	\$3.63	\$104.09	23%		
84	Watt Avenue-North Highlands	1,120	28	38.2	29.4	2.4	\$4.62	\$3.52	\$103.36	24%		
86	San Juan-Silver Eagle	1,664	61	57.1	29.1	2.4	\$4.65	\$3.56	\$103.60	24%		
87	Howe	1,358	55	44.1	30.8	3.8	\$4.40	\$3.30	\$101.74	25%		
88	West El Camino	1,004	58	37.3	26.9	2.3	\$5.03	\$3.94	\$106.03	22%		
93	Hillsdale	1,199	54	47.0	25.5	2.2	\$5.31	\$4.22	\$107.58	21%		
103	Auburn Blvd	114	8	4.2	26.9	1.6	\$5.03	\$3.94	\$106.03	22%		
109	Hazel Express	110	4	3.8	28.7	1.1	\$4.72	\$3.62	\$104.06	23%		

Cost figures based on fully allocated cost of \$135.54 per revenue hour.  
 Average fare assumed to be \$1.096 per boarding passenger.  
 \* Indicates route with substantial changes in September 2012



Quarterly Ridership Report  
Period Ending March 31, 2013



## Saturday Bus Ridership

1/1/13 - 3/31/13

Route	Name	Boardings Per Day	Trips Per Day	Rev Hrs Per Day	(Goal = 15)	Psgr Per Rev Hr	(Goal < \$9.03)	Full Cost Per Psgr	Net Cost Per Psgr	Net Cost Per Rev Hr	Farebox Recovery	Below Standards
					Psg Per		Cost					
1	Greenback	1,232	63	43.5	28.3	2.4	\$4.78	\$3.69	\$104.48	23%		
11	Truxel Road *	314	26	21.3	14.8	1.3	\$9.18	\$8.09	\$119.36	12%	X	
15	Rio Linda Blvd-O Street	744	29	22.3	33.3	2.4	\$4.06	\$2.97	\$98.99	27%		
19	Rio Linda *	430	20	21.2	20.2	1.1	\$6.69	\$5.60	\$113.35	16%		
21	Sunrise	769	42	45.6	16.9	1.7	\$8.04	\$6.94	\$117.06	14%		
23	El Camino	1,714	50	61.0	28.1	2.2	\$4.82	\$3.73	\$104.73	23%		
25	Marconi *	506	21	20.5	24.7	1.4	\$5.49	\$4.40	\$108.50	20%		
26	Fulton	404	21	14.3	28.4	2.4	\$4.78	\$3.68	\$104.46	23%		
30	J Street (DASH)	580	53	28.9	20.1	2.3	\$6.75	\$5.65	\$113.53	16%		
38	P/Q Streets	251	25	19.3	13.0	1.2	\$10.41	\$9.31	\$121.27	11%	X	
51	Broadway-Stockton	2,246	64	60.3	37.3	4.0	\$3.64	\$2.54	\$94.69	30%		
54	Center Parkway *	172	24	12.7	13.5	1.2	\$10.02	\$8.93	\$120.72	11%	X	
55	Scottsdale	320	19	12.0	26.8	2.3	\$5.06	\$3.97	\$106.21	22%		
56	Pocket-C.R.C.	1,196	53	35.1	34.1	2.7	\$3.98	\$2.88	\$98.21	28%		
62	Freeport	454	29	32.8	13.8	1.5	\$9.79	\$8.69	\$120.36	11%	X	
67	Franklin	804	28	27.8	29.0	2.4	\$4.68	\$3.58	\$103.80	23%		
68	44th Street	847	28	28.1	30.1	2.5	\$4.50	\$3.40	\$102.51	24%		
72	Rosemont-Lincoln Village	332	23	14.1	23.6	2.0	\$5.74	\$4.64	\$109.65	19%		
75	Mather Field	139	11	8.3	16.8	2.4	\$8.07	\$6.97	\$117.13	14%		
80	Watt-Elkhorn	856	26	31.8	26.9	2.0	\$5.03	\$3.94	\$106.02	22%		
81	Florin-65th Street	1,820	58	57.0	31.9	2.8	\$4.24	\$3.15	\$100.53	26%		
82	Howe-65th Street	611	31	30.7	19.9	1.6	\$6.81	\$5.71	\$113.71	16%		
84	Watt Avenue-North Highlands	553	20	24.8	22.3	1.7	\$6.08	\$4.99	\$111.12	18%		
86	San Juan-Silver Eagle	644	28	22.0	29.3	2.1	\$4.62	\$3.53	\$103.41	24%		
87	Howe	497	29	14.4	34.6	2.6	\$3.92	\$2.82	\$97.65	28%		
88	West El Camino	414	26	14.8	27.9	2.1	\$4.86	\$3.76	\$104.98	23%		
93	Hillsdale	465	22	14.8	31.4	2.1	\$4.32	\$3.22	\$101.14	25%		

Cost figures based on fully allocated cost of \$135.54 per revenue hour (FY13 budget)

Average fare assumed to be \$1.096 per boarding passenger (FY13 budget)

\* Indicates route with substantial changes in September 2012





Quarterly Ridership Report  
Period Ending March 31, 2013



## Sun/Hol Bus Ridership

1/1/13 - 3/31/13

Route	Name	Boardings Per Day	Trips Per Day	Rev Hrs Per Day	(Goal = 15)	Psgr Per Rev Hr	(Goal < \$9.03)	Full Cost Per Psgr	Net Cost Per Psgr	Net Cost Per Rev Hr	Farebox Recovery	Below Standards
					Psg		Cost					
1	Greenback	865	63	44.3	19.5	1.7	\$6.94	\$5.85	\$114.14	16%		
15	Rio Linda Blvd-O Street	498	26	22.7	22.0	1.8	\$6.16	\$5.07	\$111.44	18%		
19	Rio Linda *	343	20	20.3	16.9	0.9	\$8.03	\$6.93	\$117.03	14%		
21	Sunrise	458	30	32.1	14.3	1.4	\$9.51	\$8.41	\$119.91	12%	X	
23	El Camino	1,107	28	39.3	28.2	2.5	\$4.81	\$3.72	\$104.68	23%		
26	Fulton	248	20	11.1	22.5	1.5	\$6.03	\$4.93	\$110.90	18%		
30	J Street (DASH)	303	28	14.8	20.5	2.3	\$6.60	\$5.50	\$113.03	17%		
38	P/Q Streets	168	20	14.9	11.3	1.0	\$11.99	\$10.89	\$123.15	9%	X	
51	Broadway-Stockton	1,472	50	41.9	35.2	3.4	\$3.85	\$2.76	\$97.00	28%		
55	Scottsdale *	199	16	10.9	18.3	1.7	\$7.40	\$6.31	\$115.47	15%		
56	Pocket-C.R.C.	694	27	19.0	36.5	3.1	\$3.71	\$2.61	\$95.50	30%		
67	Franklin	551	28	27.8	19.8	1.7	\$6.83	\$5.73	\$113.79	16%		
68	44th Street	629	28	28.1	22.4	1.9	\$6.06	\$4.96	\$111.02	18%		
72	Rosemont-Lincoln Village	237	22	13.4	17.6	1.5	\$7.69	\$6.60	\$116.23	14%		
75	Mather Field	110	11	7.8	14.2	1.9	\$9.53	\$8.44	\$119.96	11%	X	
80	Watt-Elkhorn	653	23	24.5	26.7	1.7	\$5.08	\$3.98	\$106.30	22%		
81	Florin-65th Street	964	29	28.5	33.9	3.0	\$4.00	\$2.91	\$98.44	27%		
82	Howe-65th Street	447	28	27.5	16.3	1.3	\$8.34	\$7.24	\$117.72	13%		
86	San Juan-Silver Eagle	407	21	15.9	25.6	1.7	\$5.30	\$4.21	\$107.52	21%		
87	Howe	293	21	10.4	28.2	2.1	\$4.81	\$3.71	\$104.66	23%		
88	West El Camino	312	26	12.9	24.3	1.6	\$5.59	\$4.49	\$108.96	20%		
93	Hillsdale	341	22	14.8	23.1	1.5	\$5.87	\$4.77	\$110.23	19%		

Cost figures based on fully allocated cost of \$135.54 per revenue hour (FY13 budget)

Average fare assumed to be \$1.096 per boarding passenger (FY13 budget)

\* Indicates route with substantial changes in September 2012



Quarterly Ridership Report  
Period Ending March 31, 2013



## CBS Ridership

1/1/13 - 3/31/13

Route	Name	Boardings Per Day	Trips Per Day	Rev Hrs Per Day	(Goal > 15)	Psgr Per Rev Mile	Full Cost Per Psgr	(Goal < \$9.41)	Net Cost Per Rev Hr	Farebox Recovery	Contract Service	Below Standards
					Psg'r Per Rev Hr			Net Cost Per Psgr				
33	Dos Rios	237	60	11.5	20.6	2.9	\$7.64	\$6.54	\$135.03	14%		
47	Phoenix Park	199	24	13.5	14.7	1.3	\$10.71	\$9.62	\$141.52	10%		X
85	McClellan Shuttle	30	14	6.4	4.8	0.2	\$33.05	\$31.95	\$152.42	3%	X	X
95	Citrus Heights-Antelope Rd *	59	23	10.8	5.5	0.4	\$28.84	\$27.74	\$151.66	4%	X	X
170	Eastside Flyer	89	8	7.0	12.7	0.8	\$12.39	\$5.45	\$69.36	56%	X	
171	Westside Flyer	66	6	4.9	13.6	5.1	\$11.63	\$5.05	\$68.46	57%	X	
172	Central Flyer	69	8	7.3	9.6	4.0	\$16.45	\$7.60	\$72.81	54%	X	
173	Square Flyer	21	2	1.6	13.2	4.9	\$11.91	\$5.20	\$68.80	56%	X	
176	Cordovan - Anatolia	26	18	6.5	3.9	0.3	\$40.14	\$18.68	\$73.38	53%	X	X
177	Rancho Cordovan	96	58	7.1	13.5	0.9	\$11.69	\$4.66	\$62.90	60%	X	
178	Granite Shuttle	79	41	11.6	6.8	1.2	\$23.20	\$15.85	\$107.73	32%	X	X

Routes 85, 95, 170, 171, 172, 173, 176, 177, and 178 are operated according to a service agreement  
Contract revenue has been treated as fare revenue, reducing net cost and increasing farebox recovery  
Fixed and indirect overhead costs are included in all financial figures  
CBS cost figures based on fully allocated cost of \$157.65 per revenue hour (FY13 budget)  
Average fare assumed to be \$1.096 per boarding passenger (FY13 budget)  
List excludes CityRide dial-a-ride service launched 10/29/12  
\* Indicates route with substantial changes in September 2012





Quarterly Ridership Report  
 Period Ending March 31, 2013

Trend Analysis

Jan. 1 - Mar. 31

Average Daily Ridership

		Daily Boardings				Revenue Hours				Boardings / Rev Hour	
		FY 2013	FY 2012	Variance	%	FY 2013	FY 2012	Variance	%	FY 2013	FY 2012
<b>BUS</b>	 Mon-Fri	48,294	47,671	623	1.3%	1,760	1,647	113	6.9%	27.4	29.0
	Saturday	19,313	17,881	1,431	8.0%	739	727	12	1.7%	26.1	24.6
	Sun/Hol	11,302	10,874	428	3.9%	483	490	-8	-1.5%	23.4	22.2
	CBS (Mon-Fri)	971	788	183	23.2%	88	66	22	32.9%	11.0	11.9
<b>RAIL</b>	 Mon-Fri	47,989	48,618	-629	-1.3%	263	218	45	20.7%	182.5	223.2
	Saturday	21,602	18,153	3,449	19.0%	159	120	39	32.0%	135.9	150.8
	Sun/Hol	15,113	12,813	2,300	18.0%	138	123	15	12.2%	109.2	103.9

<b>Blue Line</b>	Mon-Fri	25,981	26,740	-759	-2.8%	117	109	8	7.5%	222.5	246.2
	Saturday	11,748	10,322	1,426	13.8%	75	59	16	26.2%	157.5	174.7
	Sun/Hol	7,767	6,659	1,108	16.6%	65	65	0	-0.1%	120.3	103.1
<b>Gold Line</b>	Mon-Fri	21,712	21,878	-166	-0.8%	131	109	22	20.2%	165.4	200.4
	Saturday	9,853	7,831	2,022	25.8%	84	61	23	37.6%	116.8	127.8
	Sun/Hol	7,347	6,154	1,193	19.4%	74	59	15	25.6%	99.5	104.7
<b>Green Line</b>	Mon-Fri	296	n/a	n/a	n/a	15	n/a			20.0	

In April 2012 light rail service hours increased 8.3 percent (8th Train was added to the Gold Line for schedule adherence purposes)  
 In June 2012 service began on the Green Line  
 In Sept. 2012 weekday light rail service hours were increased by 5.5 percent (additional two hours evening service)  
 In Sept. 2012 Saturday light rail service hours were increased by 11.2 percent (additional two hours evening service)  
 In Sept. 2012 weekday bus service was increased 6.2 percent (major service changes)  
 New CBS service in past year includes Granite Shuttle, North Natomas Flyer routes, new Rancho Cordovan Anatolia route, and Route 95 - Citrus Heights



Quarterly Ridership Report  
 Period Ending March 31, 2013

# Trend Analysis

## Bus - Weekdays

Average Daily Ridership

Route	Name	1/1/13 - 3/31/13			1/1/12 - 3/31/12			Variance			
		Boardings	Rev Hrs	Psgr/Hr	Boardings	Rev Hrs	Psgr/Hr	Boardings	%	Rev Hrs	%
1	Greenback *	3,367	100	34	3,633	83	44	-267	-7%	17	21%
2	Riverside	534	25	21	530	25	21	5	1%	0	0%
3	Riverside Express	230	6	41	238	6	41	-8	-3%	0	-3%
5	Meadowview-Valley Hi *	288	16	18	293	15	20	-5	-2%	1	7%
6	Land Park	381	25	15	397	25	16	-16	-4%	0	0%
7	Pocket Express	147	4	36	161	4	39	-14	-8%	0	0%
11	Truxel Road	747	30	25	697	27	26	51	7%	3	11%
13	Northgate	377	21	18	330	18	19	47	14%	4	20%
14	Norwood (eliminated)				384	21	18	-384	-100%	-21	-100%
15	Rio Linda Blvd-O Street	1,512	54	28	1,498	53	28	13	1%	1	1%
19	Rio Linda	1,015	41	25	844	40	21	172	20%	1	2%
21	Sunrise	1,421	67	21	1,455	63	23	-34	-2%	4	6%
22	Arden	339	13	25	326	15	22	13	4%	-2	-10%
23	El Camino	2,486	80	31	2,550	77	33	-64	-3%	3	4%
24	Madison-Greenback	151	13	12	148	9	16	2	2%	4	37%
25	Marconi	1,183	54	22	1,066	39	28	118	11%	15	39%
26	Fulton	1,491	51	29	1,018	36	28	473	46%	14	39%
28	Fair Oaks-Folsom	267	25	11	306	25	12	-39	-13%	0	0%
29	Arden-California Avenue	137	4	35	148	4	37	-11	-7%	0	-2%
30	J Street (DASH)	2,191	85	26	1,739	67	26	452	26%	18	26%
31	River Park (eliminated)				489	19	26	-489	-100%	-19	-100%
34	McKinley	320	26	12	381	26	15	-62	-16%	0	0%
38	P/Q Streets	607	30	20	681	30	23	-74	-11%	0	0%
51	Broadway-Stockton	4,800	132	36	4,444	100	44	356	8%	32	32%
54	Center Parkway	599	26	23	627	26	25	-28	-4%	1	3%
55	Scottsdale	837	35	24	631	16	39	206	33%	19	118%
56	Pocket-C.R.C.	2,174	51	43	2,068	47	44	107	5%	3	7%
61	Fruitridge	704	31	23	688	31	22	15	2%	0	0%
62	Freeport	1,432	61	23	1,562	61	25	-131	-8%	0	0%

\* Major changes in September 2012



Quarterly Ridership Report  
Period Ending March 31, 2013

## Trend Analysis

### Bus - Weekdays

Average Daily Ridership

Route	Name	1/1/13 - 3/31/13			1/1/12 - 3/31/12			Variance			
		Boardings	Rev Hrs	Psgr/Hr	Boardings	Rev Hrs	Psgr/Hr	Boardings	Rev Hrs	Boardings	Rev Hrs
65	Franklin South	366	27	14	402	16	25	-36	-9%	11	68%
67	Franklin	1,465	58	25	1,409	58	24	57	4%	0	0%
68	44th Street	1,623	58	28	1,560	59	27	63	4%	-1	-1%
72	Rosemont-Lincoln Village	1,206	50	24	1,153	50	23	53	5%	0	0%
74	International	287	16	19	335	16	22	-47	-14%	0	0%
75	Mather Field	202	6	32	160	7	24	43	27%	0	-6%
80	Watt-Elkhorn	1,290	41	32	1,225	38	32	65	5%	3	7%
81	Florin-65th Street	3,665	102	36	3,431	95	36	234	7%	7	7%
82	Howe-65th Street	1,882	66	29	1,776	61	29	106	6%	5	8%
84	Watt Avenue-North Highlands	1,120	38	29	1,112	37	30	9	1%	1	2%
86	San Juan-Silver Eagle	1,664	57	29	1,744	57	31	-80	-5%	0	0%
87	Howe	1,358	44	31	1,528	47	32	-170	-11%	-3	-7%
88	West El Camino	1,004	37	27	1,041	42	25	-36	-3%	-5	-11%
93	Hillsdale	1,199	47	26	1,220	48	26	-21	-2%	-1	-1%
103	Auburn Blvd	114	4	27	137	4	32	-23	-17%	0	-2%
109	Hazel Express	110	4	29	109	4	29	1	1%	0	0%
TOTAL		48,294	1,760	27	47,671	1,647	29	623	1.3%	113	6.9%



Quarterly Ridership Report  
Period Ending March 31, 2013

## Trend Analysis

Bus - Saturday

Average Daily Ridership

Route	Name	1/1/13 - 3/31/13			1/1/12 - 3/31/12			Variance			
		Boardings	Rev Hrs	Psgr/Hr	Boardings	Rev Hrs	Psgr/Hr	Boardings	Rev Hrs	Boardings	Rev Hrs
1	Greenback	1,232	43	28	1,121	44	25	111	10%	-1	-2%
11	Truxel Road	314	21	15				314	n/a	21	n/a
15	Rio Linda Blvd-O Street	744	22	33	671	22	30	73	11%	0	0%
19	Rio Linda	430	21	20	408	21	19	22	5%	0	-1%
21	Sunrise	769	46	17	703	36	19	66	9%	9	26%
22	Arden				204	11	18	-204	-100%	-11	-100%
23	El Camino	1,714	61	28	1,583	61	26	130	8%	0	0%
25	Marconi	506	21	25	511	24	21	-5	-1%	-4	-15%
26	Fulton	404	14	28	341	14	24	63	18%	0	0%
30	J Street (DASH)	580	29	20	553	29	19	26	5%	0	0%
34	McKinley				49	9	5	-49	-100%	-9	-100%
38	P/Q Streets	251	19	13	243	19	13	9	4%	0	0%
47	Phoenix Park				121	9	14	-121	-100%	-9	-100%
51	Broadway-Stockton	2,246	60	37	2,053	60	34	193	9%	0	0%
54	Center Parkway	172	13	14				172	n/a	13	n/a
55	Scottsdale	320	12	27	270	12	23	50	18%	0	4%
56	Pocket-C.R.C.	1,196	35	34	1,083	34	32	113	10%	1	4%
62	Freeport	454	33	14	428	29	15	27	6%	4	15%
67	Franklin	804	28	29	784	27	29	20	3%	1	4%
68	44th Street	847	28	30	769	28	28	78	10%	0	1%
72	Rosemont-Lincoln Village	332	14	24	352	14	25	-20	-6%	0	0%
75	Mather Field	139	8	17	117	8	14	22	19%	0	0%
80	Watt-Elkhorn	856	32	27	826	32	26	30	4%	0	0%
81	Florin-65th Street	1,820	57	32	1,509	57	26	311	21%	0	-1%
82	Howe-65th Street	611	31	20	547	30	18	64	12%	1	2%
84	Watt Avenue-North Highlands	553	25	22	542	25	22	11	2%	0	0%
86	San Juan-Silver Eagle	644	22	29	660	22	30	-15	-2%	0	0%
87	Howe	497	14	35	516	14	36	-18	-4%	0	0%
88	West El Camino	414	15	28	450	15	30	-36	-8%	0	0%
93	Hillsdale	465	15	31	467	20	24	-1	0%	-5	-25%
TOTAL		19,313	739	26	17,881	727	25	1,431	8.0%	12	1.7%



Quarterly Ridership Report  
 Period Ending March 31, 2013

Trend Analysis

Bus - Sun/Hol

Average Daily Ridership

Route	Name	1/1/13 - 3/31/13			1/1/12 - 3/31/12			Variance			
		Boardings	Rev Hrs	Psgr/Hr	Boardings	Rev Hrs	Psgr/Hr	Boardings	Rev Hrs	Boardings	Rev Hrs
1	Greenback	865	44	20	785	45	18	80	10%	0	-1%
15	Rio Linda Blvd-O Street	498	23	22	481	23	21	17	4%	0	0%
19	Rio Linda	343	20	17	343	20	17	1	0%	0	0%
21	Sunrise	458	32	14	486	27	18	-29	-6%	5	18%
23	El Camino	1,107	39	28	1,131	39	29	-24	-2%	0	0%
26	Fulton	248	11	22	218	11	20	30	14%	0	0%
30	J Street (DASH)	303	15	21	284	15	19	20	7%	0	0%
34	McKinley				37	9	4	-37	-100%	-9	-100%
38	P/Q Streets	168	15	11	186	15	12	-18	-10%	0	0%
51	Broadway-Stockton	1,472	42	35	1,390	42	33	82	6%	0	0%
55	Scottsdale	199	11	18	152	9	17	48	31%	2	25%
56	Pocket-C.R.C.	694	19	37	683	21	33	12	2%	-2	-9%
67	Franklin	551	28	20	524	27	20	27	5%	1	4%
68	44th Street	629	28	22	582	28	21	47	8%	0	1%
72	Rosemont-Lincoln Village	237	13	18	243	13	18	-6	-3%	0	0%
75	Mather Field	110	8	14	100	8	13	10	10%	0	0%
80	Watt-Elkhorn	653	24	27	650	24	27	3	1%	0	0%
81	Florin-65th Street	964	28	34	867	28	31	97	11%	0	1%
82	Howe-65th Street	447	28	16	394	27	15	53	13%	0	1%
86	San Juan-Silver Eagle	407	16	26	419	16	26	-12	-3%	0	0%
87	Howe	293	10	28	277	10	27	16	6%	0	0%
88	West El Camino	312	13	24	289	13	22	23	8%	0	0%
93	Hillsdale	341	15	23	354	20	18	-13	-4%	-5	-25%
TOTAL		11,302	483	23	10,874	490	22	428	3.9%	-8	-1.5%



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Trend Analysis

CBS - Weekdays

Average Daily Ridership

Route	Name	1/1/13 - 3/31/13			1/1/12 - 3/31/12			Variance			
		Boardings	Rev Hrs	Psgr/Hr	Boardings	Rev Hrs	Psgr/Hr	Boardings	Rev Hrs	Boardings	Rev Hrs
16	Del Paso Hts-Norwood Avenue				153	11	14	-153	-100%	-11	-100%
33	Dos Rios	237	11	21	211	11	18	26	12%	0	0%
47	Phoenix Park	199	14	15	223	14	17	-24	-11%	0	0%
85	McClellan Shuttle	30	6	5	27	6	4	3	13%	0	0%
95	Citrus Heights-Antelope Rd	59	11	5				59	n/a	11	n/a
170	Eastside Flyer	89	7	13				89	n/a	7	n/a
171	Westside Flyer	66	5	14				66	n/a	5	n/a
172	Central Flyer	69	7	10				69	n/a	7	n/a
173	Square Flyer	21	2	13				21	n/a	2	n/a
176	Cordovan - Anatolia	26	7	4				26	n/a	7	n/a
177	Rancho Cordovan	96	7	13	97	12	8	-1	-1%	-5	-42%
178	Granite Shuttle	79	12	7	78	11	7	1	1%	0	2%
TOTAL		971	88	11	788	66	12	183	23%	22	33%





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## Trend Analysis

### Blue Line - Weekdays

Average Daily Ridership

BLUE LINE - TOTAL	Year Ended <sup>1</sup> 6/30/09		Year Ended <sup>2</sup> 6/30/10		Year Ended 6/30/11		Year Ended 6/30/12		FY 2013 YTD <sup>3</sup> 9/2/12 - 3/31/13		Percent Change FY 2012 to 2013	
	On	Off	On	Off	On	Off	On	Off	On	Off	On	Off
WATT / I-80	2,487	2,295	2,111	2,087	1,785	1,825	2,164	2,108	2,261	2,215	4%	5%
WATT I-80 WEST	96	216	102	161	143	150	116	116	128	127	10%	9%
ROSEVILLE RD	699	1,178	634	1,035	677	713	633	736	625	664	-1%	-10%
MARCONI / ARCADE	1,262	934	999	928	827	716	916	870	1,111	994	21%	14%
SWANSTON	416	417	313	267	271	294	269	299	308	296	14%	-1%
ROYAL OAKS	751	707	547	437	429	398	515	417	585	544	14%	31%
ARDEN / DEL PASO	1,644	1,917	1,605	1,777	1,186	1,366	1,361	1,606	1,331	1,528	-2%	-5%
GLOBE AVENUE	317	374	309	320	243	253	296	301	315	279	6%	-7%
ALKALI FLAT / LA VALEN	1,805	1,402	1,256	1,199	920	948	949	978	1,135	1,030	20%	5%
12TH & I STREETS	732	711	639	677	512	551	612	662	512	581	-16%	-12%
CATHEDRAL SQUARE	1,203	1,295	998	1,111	885	893	846	939	752	933	-11%	-1%
7TH / 9TH & K	3,136	2,972	2,629	2,156	1,825	1,652	2,022	1,887	1,987	1,910	-2%	1%
7TH / 8TH & CAPITOL	1,061	955	967	753	701	616	673	629	646	663	-4%	5%
8TH & O STREETS	891	714	855	653	754	668	763	679	770	711	1%	5%
ARCHIVES PLAZA	730	521	619	511	478	484	519	487	499	467	-4%	-4%
13TH STREET	398	541	446	496	346	392	429	416	510	489	19%	18%
16TH STREET	2,758	2,850	2,454	2,564	1,767	1,982	2,213	2,396	2,203	2,349	0%	-2%
BROADWAY	1,218	1,503	1,073	1,127	863	924	1,030	930	1,118	1,105	9%	19%
4TH/WAYNE HULTGREN	677	812	850	656	637	570	760	577	824	677	8%	17%
CITY COLLEGE	1,795	1,896	1,923	2,061	1,433	1,393	1,757	1,682	2,021	2,121	15%	26%
FRUITRIDGE	822	762	654	633	535	552	675	682	662	674	-2%	-1%
47TH AVE	673	718	626	721	649	576	717	728	758	763	6%	5%
FLORIN	2,322	2,085	1,672	1,902	1,383	1,341	1,508	1,723	1,702	1,709	13%	-1%
MEADOWVIEW	3,456	3,575	3,050	3,098	2,443	2,437	2,813	2,706	2,861	2,795	2%	3%
	31,349	31,349	27,331	27,331	21,693	21,692	24,555	24,555	25,624	25,624	4%	4%

<sup>1</sup> FY 2009 is actually FY 2009 Q4 data only. Full year total was 31,667.

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

<sup>3</sup> FY 2013 YTD data excludes data prior to September 2012 service changes



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## Trend Analysis

### Gold Line - Weekdays

Average Daily Ridership

GOLD LINE - TOTAL	Year Ended <sup>1</sup> 6/30/09		Year Ended <sup>2</sup> 6/30/10		Year Ended 6/30/11		Year Ended 6/30/12		FY 2013 YTD <sup>3</sup> 9/2/12 - 3/31/13		Percent Change FY 2012 to 2013	
	On	Off	On	Off	On	Off	On	Off	On	Off	On	Off
SAC VALLEY	749	951	741	619	490	561	504	482	365	369	-28%	-23%
7TH & I	715	-	636	-	379	34	375	22	382	6	2%	-72%
8TH & H	-	-	-	-	-	-	55	304	19	297	-66%	-2%
7TH & K	-	-	687	13	886	61	1,047	47	1,036	41	-1%	-14%
8TH & K	-	1,922	-	1,972	80	1,585	71	1,567	40	1,383	-44%	-12%
7TH / 8TH & CAPITOL	1,716	557	982	460	633	649	610	572	500	523	-18%	-9%
8TH & O STREETS	1,165	672	946	632	911	767	871	832	768	760	-12%	-9%
ARCHIVES PLAZA	1,085	618	897	628	723	745	691	699	638	644	-8%	-8%
13TH STREET	780	648	718	526	536	460	524	484	698	571	33%	18%
16TH STREET	3,139	2,368	2,974	2,476	2,168	2,169	2,437	2,367	2,253	2,508	-8%	6%
23RD STREET	809	911	763	773	625	610	661	580	612	596	-7%	3%
29TH STREET	2,235	2,238	2,079	1,919	1,597	1,622	1,817	1,684	1,814	1,630	0%	-3%
39TH STREET	504	525	386	340	355	310	353	307	413	328	17%	7%
48TH STREET	209	340	241	232	194	237	204	227	207	236	1%	4%
59TH STREET	391	259	365	291	255	294	303	245	319	332	5%	36%
65TH STREET	1,945	2,544	1,826	1,920	1,523	1,520	1,670	1,762	1,817	1,852	9%	5%
POWER INN ROAD	1,108	1,321	1,181	1,201	832	806	846	806	777	803	-8%	0%
COLLEGE GREENS	1,153	973	856	878	769	752	823	779	795	735	-3%	-6%
WATT / MANLOVE	1,299	1,483	1,318	1,665	1,185	1,170	1,214	1,330	1,362	1,412	12%	6%
STARFIRE	575	889	605	628	439	358	511	388	532	473	4%	22%
TIBER	384	420	388	461	307	323	372	383	374	399	0%	4%
BUTTERFIELD	817	664	741	790	677	662	737	705	725	735	-2%	4%
MATHER FIELD / MILLS	2,581	2,279	2,048	2,350	1,600	1,632	1,762	1,914	1,902	1,975	8%	3%
ZINFANDEL	1,034	1,064	1,236	1,201	878	833	942	921	1,100	1,083	17%	18%
CORDOVA TOWN CTR	654	638	788	781	652	601	684	698	697	638	2%	-8%
SUNRISE	823	938	972	1,111	836	825	840	909	970	860	15%	-5%
HAZEL	189	285	187	445	199	190	215	239	220	213	3%	-11%
IRON POINT	419	643	363	593	446	466	481	537	535	518	11%	-4%
GLENN	264	436	256	360	325	308	289	294	305	272	6%	-7%
HIST FOLSOM	433	590	582	495	512	460	533	510	549	536	3%	5%
	27,175	27,175	25,760	25,759	21,009	21,010	22,443	22,591	22,723	22,725	1%	1%

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

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

<sup>3</sup> FY 2013 YTD data excludes data prior to September 2012 service changes



Quarterly Ridership Report  
Period Ending March 31, 2013



## Light Rail Ridership (New Service)

Green Line - Weekdays

Average Daily Ridership

GREEN LINE - TOTAL	AM Peak (6:00 - 9:00a)		Midday (9:01a - 3:29p)		PM Peak (3:30 - 6:00p)		Other Weekday (<6:00a or >6:00p)		Total Weekday	
	On	Off	On	Off	On	Off	On	Off	On	Off
RICHARDS BLVD	18	18	36	32	16	18	6	11	77	79
7TH & I	1	4	5	7	4	4	1	0	11	15
7TH & K	3	7	17	16	3	5	3	4	25	31
7TH / 8TH & CAPITOL	2	3	8	6	4	2	2	1	15	12
8TH & O STREETS	4	4	12	9	4	3	0	1	20	17
ARCHIVES PLAZA	5	3	16	10	7	2	3	0	31	15
13TH STREET	9	8	26	34	8	14	4	7	47	64
8TH & K	8	3	15	23	9	6	5	2	37	35
8TH & H	4	5	7	5	4	4	3	0	18	13
	54	54	142	142	59	59	26	26	281	281