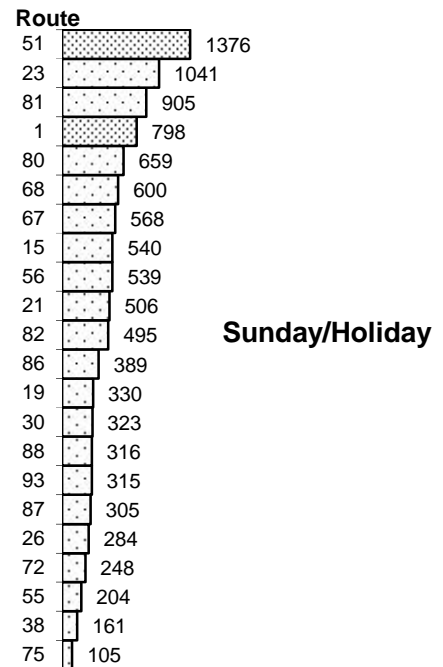
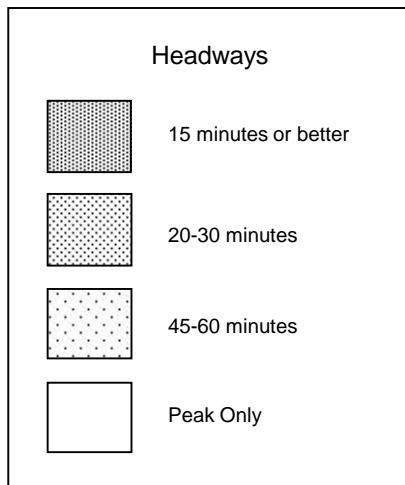
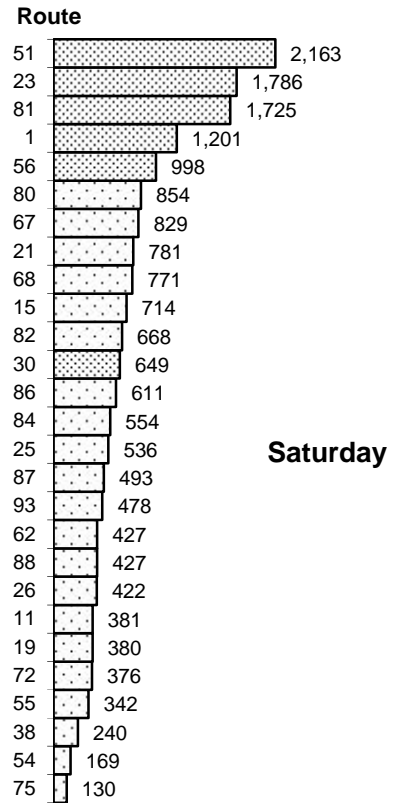
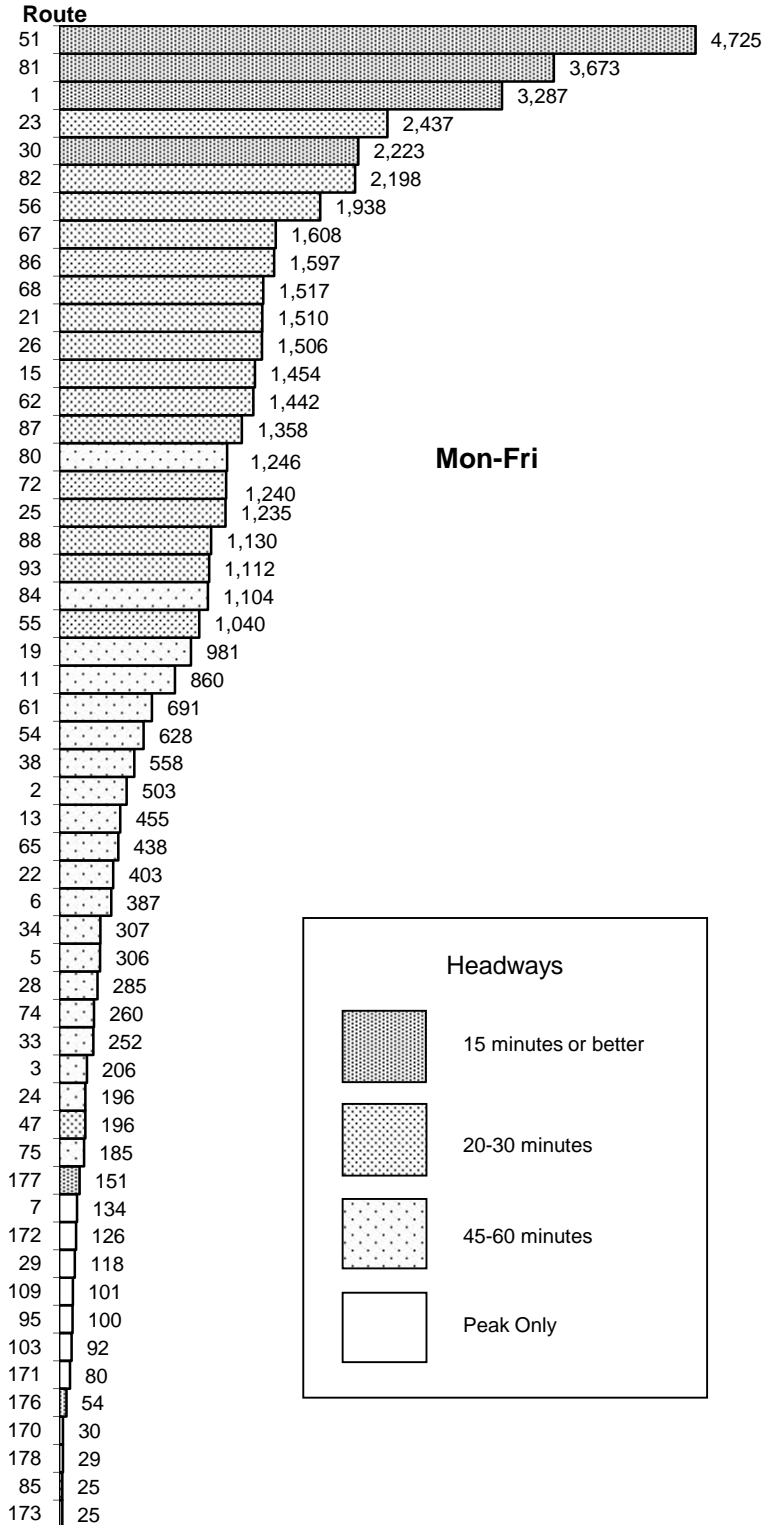



Regional Transit
Quarterly Ridership Report
Period Ending March 31, 2015

RT Bus Routes
Average Daily Boardings



Performance Monitoring
Monday-Friday

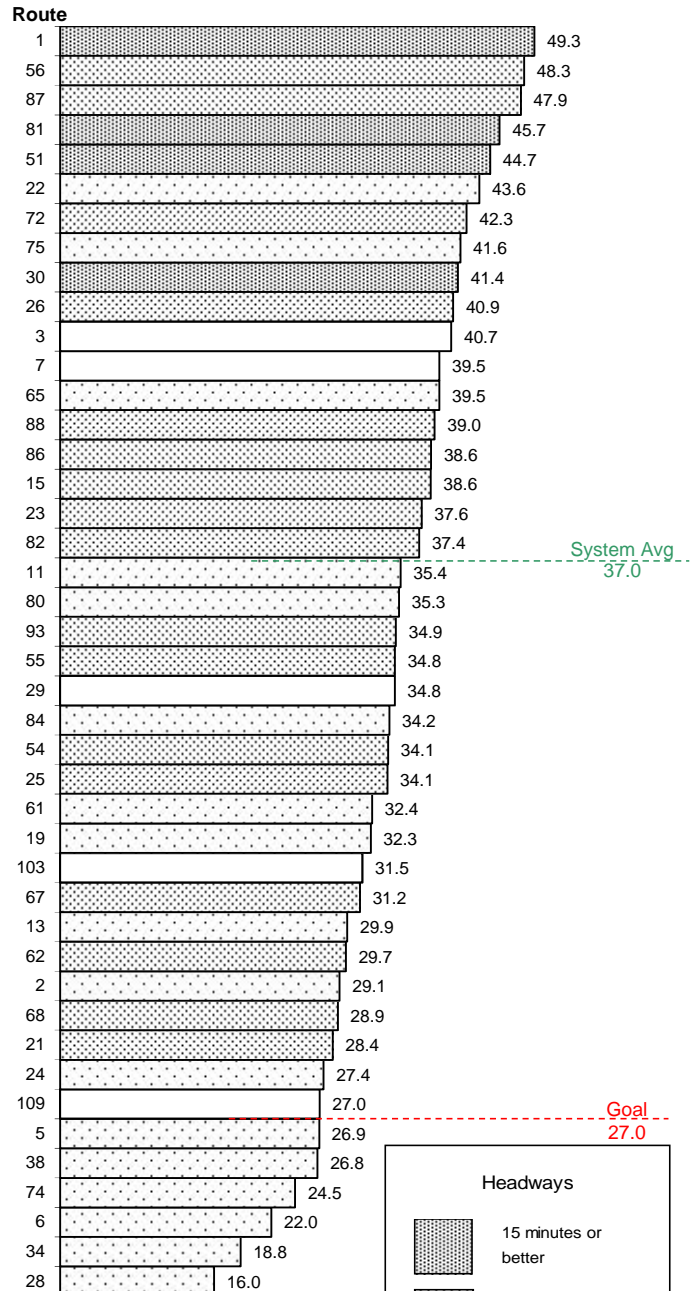
Minimum productivity standards for regular weekday bus routes are **27.0 boardings per service hour**. Low-productivity routes are reviewed by staff for possible corrective action. Newly created routes that do not meet minimum productivity standards within two years are subject to automatic elimination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

Routes Below Standard

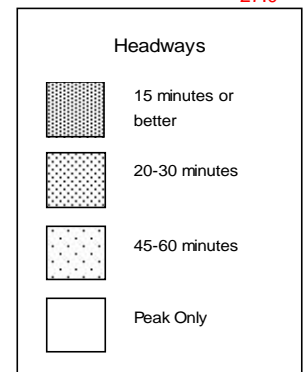
| Route | Name | Quarters |
|-------|-----------------------------|----------|
| 6 | Land Park | 11 qtrs. |
| 28 | Fair Oaks/Cordova Town Ctr. | 11 qtrs. |
| 34 | McKinley | 11 qtrs. |
| 74 | International | 11 qtrs. |
| 38 | P/Q Streets | 8 qtrs. |
| 5 | Meadowview/Valley Hi | 1 qtr. |

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, service changes implemented in April 2015 could potentially improve productivity on this route. The route was extended from the Mather Field/Mills light rail station to the Butterfield light rail station in April.
- Ridership on Route 5 had been trending positively over the past several months. Although it met the minimum productivity standard last quarter, the route is now back to falling just under the minimum productivity standard.
- Route 24 is now performing above standard after 10 quarters of performing below standard.
- Route 109 is now performing above standard after two quarters of performing below standard.

Boardings Per Service Hour


1/1/15 – 3/31/15



Performance Monitoring
Saturday

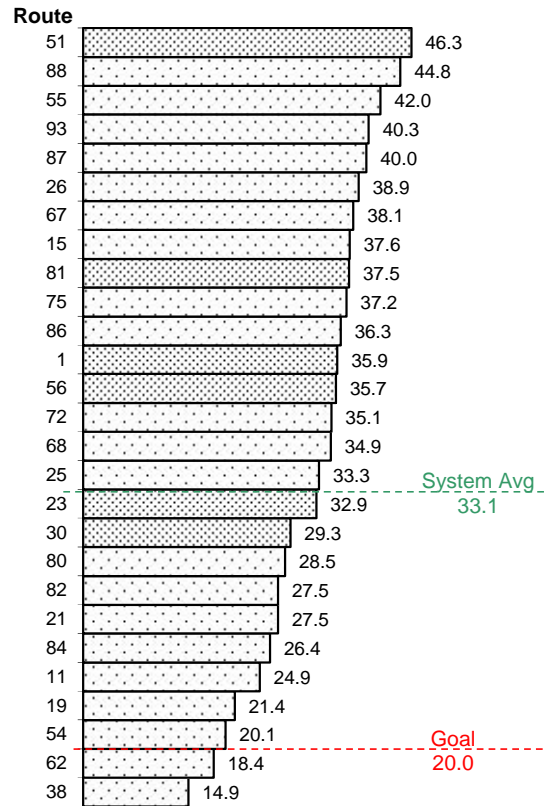
Minimum productivity standards for Saturday bus routes are **20.0 boardings per service hour**. Low-productivity routes are reviewed by staff for possible corrective action. Newly created routes that do not meet minimum productivity standards within two years are subject to automatic elimination pursuant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

Routes Below Standard

| Route | Name | Quarters |
|-------|-------------|----------|
| 38 | P/Q Streets | 11 qtrs. |
| 62 | Freeport | 11 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


1/1/15 – 3/31/15

Performance Monitoring
Sunday/Holiday

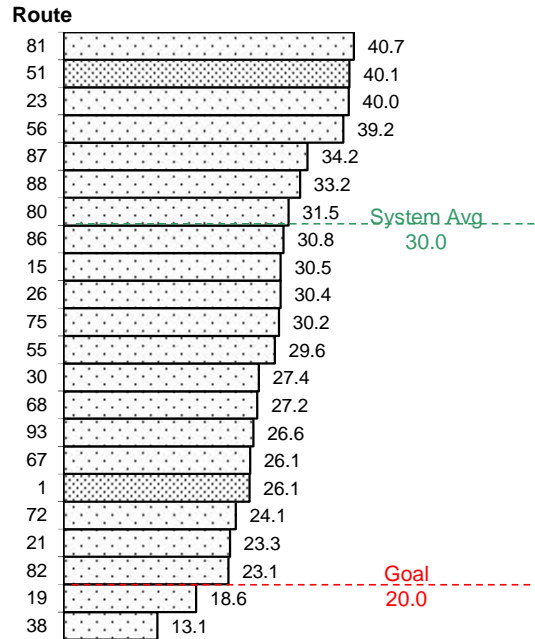
Minimum productivity standards for Sunday/Holiday bus routes are **20.0 boardings per service hour**. Low-productivity routes are reviewed by staff for possible corrective action. Newly created routes that do not meet minimum productivity standards within two years are subject to automatic elimination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

Routes Below Standard

| Route | Name | Quarters |
|-------|-------------|----------|
| 19 | Rio Linda | 4 qtr. |
| 38 | P/Q Streets | 11 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.

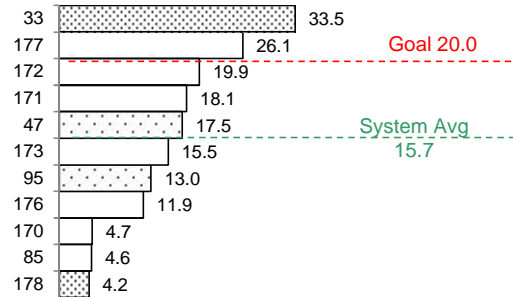
Boardings Per Service Hour


1/1/15 – 3/31/15

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 **\$10.74 per passenger**. Low-productivity routes are reviewed by staff for possible corrective action. Newly created routes that do not meet minimum productivity standards within two years are subject to automatic elimination pursuant to RT's route sunset process.

| Route | Name | Contract | Quarters |
|-------|---------------------------|----------|----------|
| 47 | Phoenix Park | No | 4 qtr. |
| 85 | McClellan Shuttle | Yes | 11 qtrs. |
| 95 | Citrus Hts. - Antelope Rd | No | 10 qtrs. |
| 170 | Natomas Flyer Eastside | Yes | 5 qtrs. |
| 171 | Natomas Flyer Westside | Yes | 4 qtr. |
| 173 | Natomas Flyer Square | Yes | 4 qtr. |
| 176 | Cordovan - Anatolia | Yes | 11 qtrs. |
| 178 | Granite Shuttle | Yes | 11 qtrs. |

Boardings Per Service Hour
Routes


1/1/15 – 3/31/15

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 to Route 95 were implemented in April 2015.

Quarterly Ridership Report
Period Ending March 31, 2015

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).

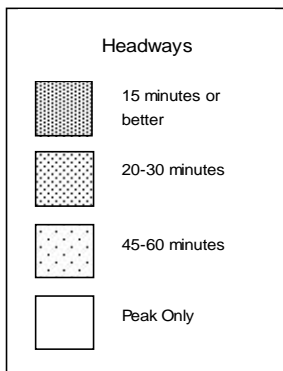
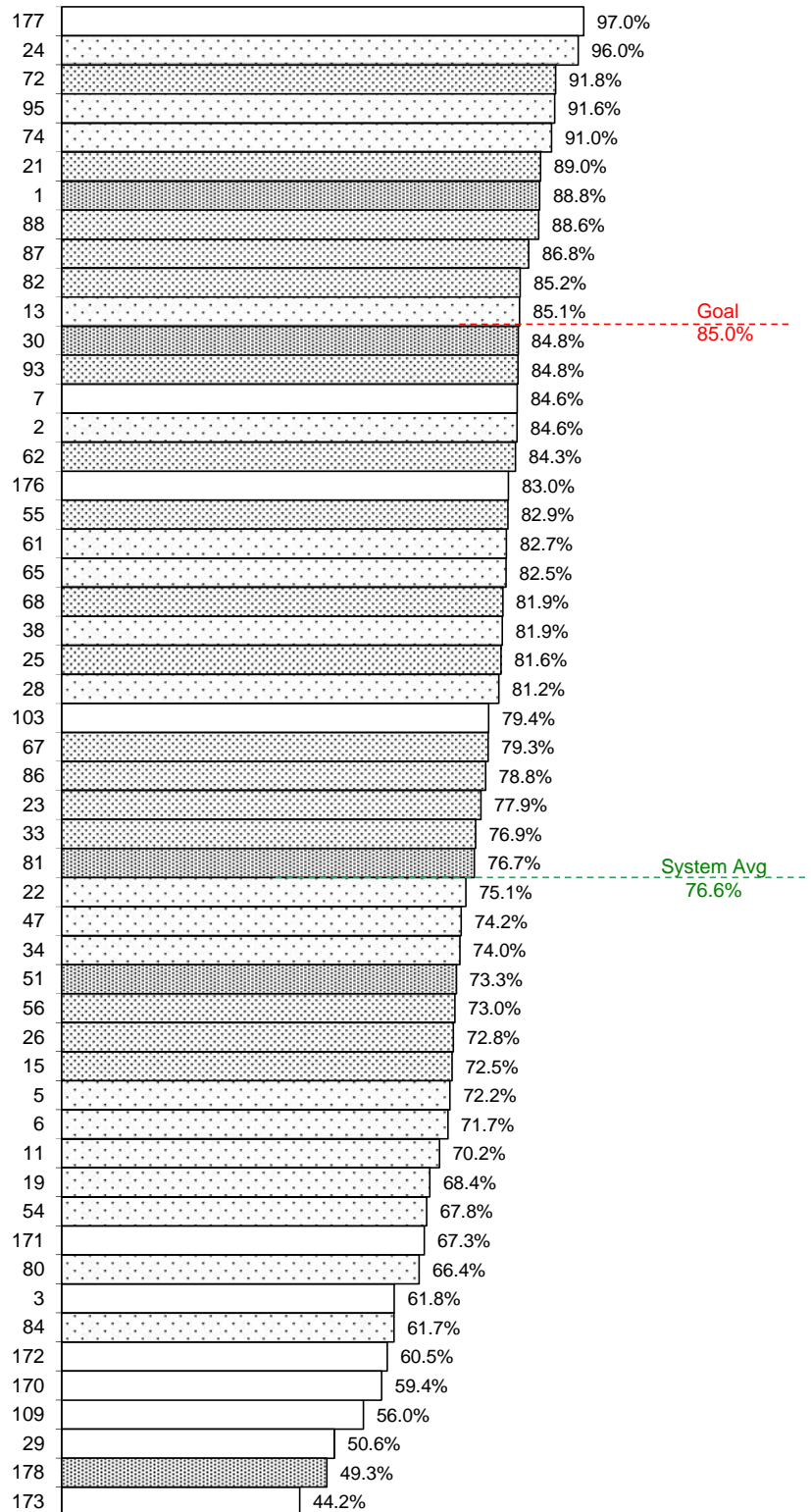
A bus is considered on-time if it leaves its time point 0-5:59 minutes late. On-time performance indicates the percent of time points where the bus was on-time according to this definition.

Weekday on-time performance is slightly down from 76.7 to 76.6 percent compared to last quarter, and is down compared to 78.2 percent for the same quarter last year.

| Quarter | 2014 | 2015 |
|---------|-------|-------|
| Q1 | 78.2% | 76.6% |
| Q2 | 78.9% | |
| Q3 | 77.9% | |
| Q4 | 76.7% | |

Notes:

- Route 33 improved from 56.5% last quarter to 76.9% this quarter.
- Route 22 improved from 65.2% last quarter to 75.1% this quarter.
- Route 84 decreased from 70.6% last quarter to 61.7% this quarter.
- Route 3 decreased from 72.9% last quarter to 61.8% this quarter. This drop in on-time performance may be due to detours resulting from downtown construction work.
- Route 109 decreased from 65.8% last quarter to 56.0% this quarter. This drop in on-time performance may be due to detours resulting from downtown construction work.


On-Time Performance


1/1/15 – 3/31/15

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 0-5:59 minutes late. On-time performance indicates the percent of time points where the bus was on-time according to this definition.

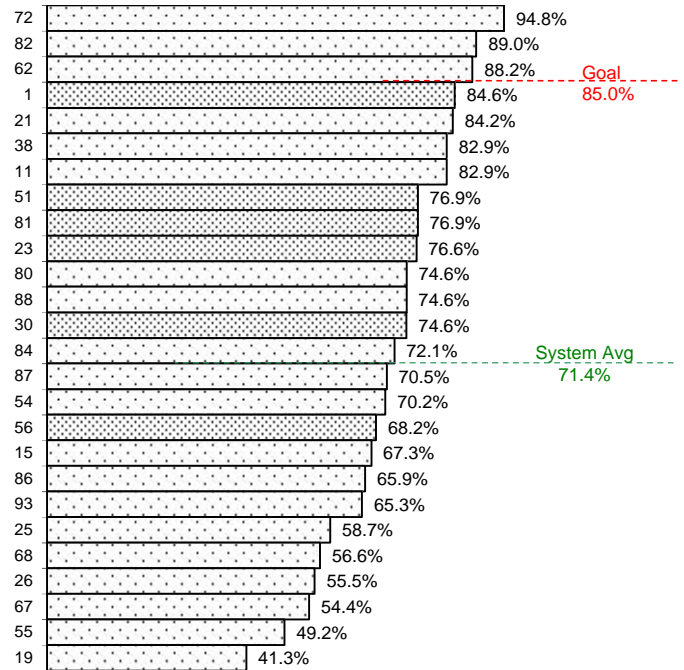
Saturdays continue to be RT's most difficult day for on-time performance, and the system wide on-time performance slightly decreased from 71.9 to 71.4 percent compared to last quarter.

| Quarter | 2014 | 2015 |
|---------|-------|-------|
| Q1 | 74.4% | 71.4% |
| Q2 | 72.1% | |
| Q3 | 73.2% | |
| Q4 | 71.9% | |

Notes:

- Route 93 decreased from 77.5% last quarter to 65.3% this quarter.
- Route 26 decreased from 68.1% last quarter to 55.5% this quarter
- Route 67 decreased from 65.4% last quarter to 54.4% this quarter.
- Route 88 improved from 58.4% last quarter to 74.6% this quarter.

On-Time Performance



1/1/15 – 3/31/15

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).

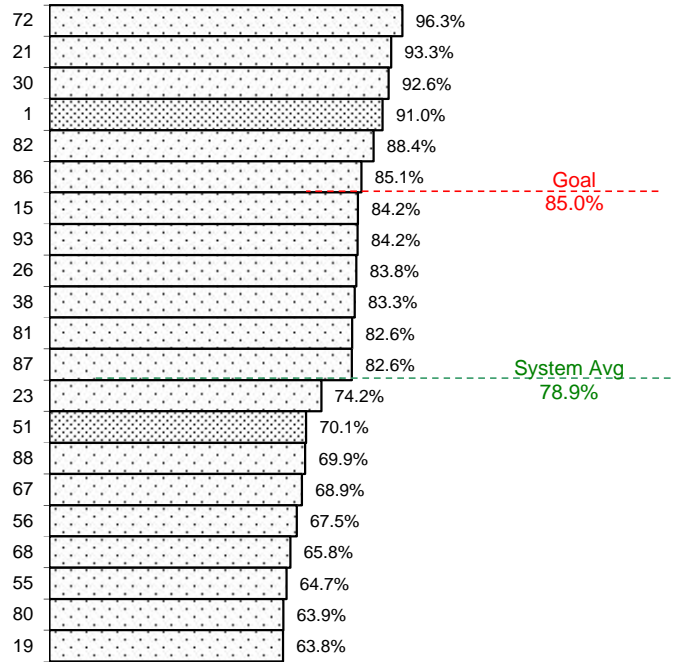
A bus is considered on-time if it leaves its time point 0-5:59 minutes late. On-time performance indicates the percent of time points where the bus was on-time according to this definition.

Sunday/Holiday on-time performance was 78.9 percent, up from last quarter.

| Quarter | 2014 | 2015 |
|---------|-------|-------|
| Q1 | 79.1% | 78.9% |
| Q2 | 77.3% | |
| Q3 | 78.7% | |
| Q4 | 76.7% | |

Notes:

- Route 86 improved from 75.6% last quarter to 85.1% this quarter.
- Route 15 improved from 72.7% last quarter to 84.2% this quarter.
- Route 26 improved from 72.3% last quarter to 83.8% this quarter.
- Route 80 improved from 53.6% last quarter to 63.9% this quarter.
- Route 67 decreased from 78.8% last quarter to 68.9% this quarter.

On-Time Performance


1/1/15 – 3/31/15

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 and Gold Line on-time performance decreased slightly to 98.0 percent and 98.6 percent, respectively. Green Line on-time performance decreased to 97.9 percent.

| | 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% |
| 2015-Q1 | 98.0% | 98.6% | 97.9% |



Weekday Bus Ridership

1/1/15 - 3/31/15

(Goal = 27)

| Route | Name | Boardings Per Day | Trips Per Day | Serv Hrs Per Day | Rev Hrs Per Day | Psg Per Serv Hr | Full Cost Per Psg | Net Cost Per Psg | Farebox Recovery | Below Standards |
|-------|-----------------------------|----------------------|------------------|---------------------|--------------------|--------------------|----------------------|---------------------|---------------------|--------------------|
| 1 | Greenback | 3,287 | 121 | 66.6 | 100.1 | 49.3 | \$4.31 | \$3.21 | 25% | |
| 56 | Pocket-C.R.C. | 1,938 | 66 | 40.2 | 50.6 | 48.3 | \$3.70 | \$2.60 | 30% | |
| 87 | Howe | 1,358 | 55 | 28.3 | 41.5 | 47.9 | \$4.32 | \$3.23 | 25% | |
| 81 | Florin-65th Street | 3,673 | 119 | 80.3 | 104.3 | 45.7 | \$4.02 | \$2.92 | 27% | |
| 51 | Broadway-Stockton | 4,725 | 143 | 105.6 | 132.2 | 44.7 | \$3.96 | \$2.87 | 28% | |
| 22 | Arden | 403 | 28 | 9.2 | 13.4 | 43.6 | \$4.70 | \$3.60 | 23% | |
| 72 | Rosemont-Lincoln Village | 1,240 | 63 | 29.3 | 44.1 | 42.3 | \$5.04 | \$3.95 | 22% | |
| 75 | Mather Field | 185 | 14 | 4.4 | 10.0 | 41.7 | \$7.69 | \$6.60 | 14% | |
| 30 | J Street (DASH) | 2,223 | 116 | 53.7 | 84.5 | 41.4 | \$5.38 | \$4.29 | 20% | |
| 26 | Fulton | 1,506 | 52 | 36.8 | 51.4 | 40.9 | \$4.83 | \$3.73 | 23% | |
| 3 | Riverside Express | 206 | 8 | 5.1 | 5.3 | 40.7 | \$3.66 | \$2.57 | 30% | |
| 7 | Pocket Express | 134 | 6 | 3.4 | 4.1 | 39.5 | \$4.33 | \$3.23 | 25% | |
| 65 | Franklin South | 438 | 28 | 11.1 | 26.9 | 39.5 | \$8.69 | \$7.59 | 13% | |
| 88 | West El Camino | 1,130 | 59 | 29.0 | 39.1 | 39.0 | \$4.89 | \$3.80 | 22% | |
| 86 | San Juan-Silver Eagle | 1,597 | 61 | 41.4 | 57.1 | 38.6 | \$5.06 | \$3.97 | 22% | |
| 15 | Rio Linda Blvd-O Street | 1,454 | 56 | 37.7 | 53.2 | 38.6 | \$5.18 | \$4.09 | 21% | |
| 23 | El Camino | 2,437 | 65 | 64.8 | 83.9 | 37.6 | \$4.88 | \$3.78 | 22% | |
| 82 | Howe-65th Street | 2,198 | 66 | 58.8 | 80.3 | 37.4 | \$5.17 | \$4.08 | 21% | |
| 11 | Truxel Road | 860 | 43 | 24.3 | 31.5 | 35.4 | \$5.19 | \$4.09 | 21% | |
| 80 | Watt-Elkhorn | 1,246 | 32 | 35.4 | 40.8 | 35.3 | \$4.63 | \$3.54 | 24% | |
| 93 | Hillsdale | 1,112 | 55 | 31.8 | 48.2 | 34.9 | \$6.13 | \$5.04 | 18% | |
| 55 | Scottsdale | 1,040 | 52 | 29.9 | 38.2 | 34.8 | \$5.20 | \$4.11 | 21% | |
| 29 | Arden-California Avenue | 118 | 4 | 3.4 | 3.9 | 34.8 | \$4.65 | \$3.55 | 24% | |
| 84 | Watt Avenue-North Highlands | 1,104 | 28 | 32.2 | 38.2 | 34.3 | \$4.89 | \$3.80 | 22% | |
| 54 | Center Parkway | 628 | 31 | 18.4 | 26.2 | 34.1 | \$5.92 | \$4.82 | 19% | |
| 25 | Marconi | 1,235 | 55 | 36.3 | 53.6 | 34.1 | \$6.15 | \$5.05 | 18% | |
| 61 | Fruitridge | 691 | 31 | 21.3 | 30.2 | 32.5 | \$6.18 | \$5.08 | 18% | |
| 19 | Rio Linda | 981 | 29 | 30.4 | 40.6 | 32.3 | \$5.85 | \$4.76 | 19% | |
| 103 | Auburn Blvd | 92 | 8 | 2.9 | 4.2 | 31.5 | \$6.50 | \$5.40 | 17% | |
| 67 | Franklin | 1,608 | 58 | 51.6 | 64.3 | 31.2 | \$5.66 | \$4.56 | 19% | |
| 13 | Northgate | 455 | 31 | 15.2 | 20.0 | 29.9 | \$6.21 | \$5.12 | 18% | |
| 62 | Freeport | 1,442 | 60 | 48.5 | 61.3 | 29.7 | \$6.01 | \$4.92 | 18% | |
| 2 | Riverside | 503 | 26 | 17.3 | 25.3 | 29.1 | \$7.13 | \$6.03 | 15% | |
| 68 | 44th Street | 1,517 | 59 | 52.5 | 66.4 | 28.9 | \$6.19 | \$5.10 | 18% | |
| 21 | Sunrise | 1,510 | 70 | 53.3 | 67.7 | 28.4 | \$6.35 | \$5.25 | 17% | |
| 24 | Madison-Greenback | 196 | 27 | 7.1 | 13.0 | 27.4 | \$9.39 | \$8.30 | 12% | |
| 109 | Hazel Express | 101 | 4 | 3.7 | 3.8 | 27.0 | \$5.36 | \$4.26 | 20% | |
| 5 | Meadowview-Valley Hi | 306 | 31 | 11.4 | 16.0 | 27.0 | \$7.37 | \$6.28 | 15% | |
| 38 | P/Q Streets | 558 | 29 | 20.8 | 28.0 | 26.8 | \$7.10 | \$6.01 | 15% | X |
| 74 | International | 260 | 29 | 10.7 | 17.9 | 24.5 | \$9.74 | \$8.64 | 11% | X |
| 6 | Land Park | 387 | 27 | 17.6 | 25.0 | 22.0 | \$9.13 | \$8.03 | 12% | X |
| 34 | McKinley | 307 | 27 | 16.4 | 26.3 | 18.8 | \$12.12 | \$11.02 | 9% | X |
| 28 | Fair Oaks-Folsom | 285 | 32 | 17.8 | 30.4 | 16.0 | \$15.12 | \$14.03 | 7% | X |
| TOTAL | | 48,674 | 2,004 | 1,316 | 1,803 | 37.0 | | | | |



Saturday Bus Ridership

1/1/15 - 3/31/15

| 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 | | | | |
| 51 | Broadway-Stockton | 2,163 | 68 | 46.7 | 64.1 | 46.4 | \$4.19 | \$3.10 | 26% | |
| 88 | West El Camino | 427 | 26 | 9.5 | 14.9 | 44.8 | \$4.93 | \$3.84 | 22% | |
| 55 | Scottsdale | 342 | 19 | 8.2 | 12.0 | 42.0 | \$4.95 | \$3.85 | 22% | |
| 93 | Hillsdale | 478 | 22 | 11.9 | 14.9 | 40.3 | \$4.42 | \$3.32 | 25% | |
| 87 | Howe | 493 | 29 | 12.3 | 14.4 | 40.0 | \$4.13 | \$3.04 | 26% | |
| 26 | Fulton | 422 | 21 | 10.9 | 14.3 | 38.9 | \$4.78 | \$3.68 | 23% | |
| 67 | Franklin | 829 | 28 | 21.7 | 27.8 | 38.1 | \$4.74 | \$3.65 | 23% | |
| 15 | Rio Linda Blvd-O Street | 714 | 29 | 19.0 | 22.3 | 37.6 | \$4.43 | \$3.33 | 25% | |
| 81 | Florin-65th Street | 1,725 | 60 | 46.0 | 59.0 | 37.5 | \$4.84 | \$3.74 | 23% | |
| 75 | Mather Field | 130 | 11 | 3.5 | 8.3 | 37.2 | \$9.02 | \$7.92 | 12% | |
| 86 | San Juan-Silver Eagle | 611 | 28 | 16.8 | 22.0 | 36.4 | \$5.10 | \$4.00 | 21% | |
| 1 | Greenback | 1,201 | 66 | 33.5 | 45.4 | 35.9 | \$5.35 | \$4.26 | 20% | |
| 56 | Pocket-C.R.C. | 998 | 55 | 28.0 | 37.1 | 35.7 | \$5.26 | \$4.17 | 21% | |
| 72 | Rosemont-Lincoln Village | 376 | 23 | 10.7 | 14.1 | 35.1 | \$5.29 | \$4.19 | 21% | |
| 68 | 44th Street | 771 | 28 | 22.1 | 28.1 | 34.9 | \$5.16 | \$4.07 | 21% | |
| 25 | Marconi | 536 | 21 | 16.1 | 20.5 | 33.3 | \$5.42 | \$4.32 | 20% | |
| 23 | El Camino | 1,786 | 53 | 54.2 | 63.9 | 32.9 | \$5.06 | \$3.97 | 22% | |
| 30 | J Street (DASH) | 649 | 53 | 22.2 | 28.9 | 29.3 | \$6.30 | \$5.21 | 17% | |
| 80 | Watt-Elkhorn | 854 | 29 | 30.0 | 36.5 | 28.5 | \$6.05 | \$4.95 | 18% | |
| 82 | Howe-65th Street | 668 | 31 | 24.3 | 30.7 | 27.5 | \$6.50 | \$5.41 | 17% | |
| 21 | Sunrise | 781 | 42 | 28.4 | 45.6 | 27.5 | \$8.27 | \$7.18 | 13% | |
| 84 | Watt Avenue-North Highlands | 554 | 20 | 21.0 | 24.8 | 26.4 | \$6.34 | \$5.25 | 17% | |
| 11 | Truxel Road | 381 | 26 | 15.3 | 21.3 | 24.9 | \$7.90 | \$6.80 | 14% | |
| 19 | Rio Linda | 380 | 20 | 17.8 | 21.2 | 21.4 | \$7.91 | \$6.82 | 14% | |
| 54 | Center Parkway | 169 | 24 | 8.4 | 12.7 | 20.1 | \$10.65 | \$9.55 | 10% | |
| 62 | Freeport | 427 | 29 | 23.2 | 32.8 | 18.4 | \$10.87 | \$9.77 | 10% | X |
| 38 | P/Q Streets | 240 | 25 | 16.2 | 19.3 | 14.9 | \$11.37 | \$10.28 | 10% | X |
| TOTAL | | 19,102 | 886 | 577 | 757 | 33.1 | | | | |

Costing factors and average fare assumptions from FY 2015 operating budget



Sun/Hol Bus Ridership

1/1/15 - 3/31/15

| Route | Name | Boardings | Trips | Serv Hrs | Rev Hrs | (Goal = 20) Psgr Per | Full Cost Per Psgr | Net Cost Per Psgr | Farebox Recovery | Below Standards |
|-------|--------------------------|-----------|---------|----------|---------|-------------------------|-----------------------|----------------------|---------------------|--------------------|
| | | Per Day | Per Day | Per Day | Per Day | Serv Hr | | | | |
| 81 | Florin-65th Street | 905 | 29 | 22.2 | 28.5 | 40.7 | \$4.46 | \$3.36 | 25% | |
| 51 | Broadway-Stockton | 1,376 | 50 | 34.3 | 41.9 | 40.1 | \$4.31 | \$3.21 | 25% | |
| 23 | El Camino | 1,041 | 28 | 26.0 | 39.3 | 40.0 | \$5.35 | \$4.25 | 20% | |
| 56 | Pocket-C.R.C. | 539 | 27 | 13.7 | 19.0 | 39.2 | \$4.99 | \$3.90 | 22% | |
| 87 | Howe | 305 | 21 | 8.9 | 10.4 | 34.2 | \$4.83 | \$3.74 | 23% | |
| 88 | West El Camino | 316 | 26 | 9.5 | 12.9 | 33.2 | \$5.79 | \$4.69 | 19% | |
| 80 | Watt-Elkhorn | 659 | 23 | 20.9 | 24.5 | 31.5 | \$5.26 | \$4.17 | 21% | |
| 86 | San Juan-Silver Eagle | 389 | 21 | 12.6 | 15.9 | 30.8 | \$5.81 | \$4.71 | 19% | |
| 15 | Rio Linda Blvd-O Street | 540 | 26 | 17.7 | 22.7 | 30.5 | \$5.94 | \$4.85 | 18% | |
| 26 | Fulton | 284 | 20 | 9.3 | 11.1 | 30.4 | \$5.51 | \$4.42 | 20% | |
| 75 | Mather Field | 105 | 11 | 3.5 | 7.8 | 30.2 | \$10.43 | \$9.33 | 11% | |
| 55 | Scottsdale | 204 | 16 | 6.9 | 10.9 | 29.6 | \$7.54 | \$6.44 | 15% | |
| 30 | J Street (DASH) | 323 | 28 | 11.8 | 14.8 | 27.4 | \$6.47 | \$5.38 | 17% | |
| 68 | 44th Street | 600 | 28 | 22.1 | 28.1 | 27.2 | \$6.63 | \$5.54 | 17% | |
| 93 | Hillsdale | 315 | 22 | 11.9 | 14.8 | 26.6 | \$6.62 | \$5.53 | 17% | |
| 67 | Franklin | 568 | 28 | 21.7 | 27.8 | 26.2 | \$6.91 | \$5.82 | 16% | |
| 1 | Greenback | 798 | 63 | 30.6 | 44.3 | 26.1 | \$7.87 | \$6.77 | 14% | |
| 72 | Rosemont-Lincoln Village | 248 | 22 | 10.3 | 13.4 | 24.1 | \$7.67 | \$6.58 | 14% | |
| 21 | Sunrise | 506 | 30 | 21.7 | 32.1 | 23.3 | \$8.98 | \$7.88 | 12% | |
| 82 | Howe-65th Street | 495 | 28 | 21.4 | 27.5 | 23.1 | \$7.86 | \$6.77 | 14% | |
| 19 | Rio Linda | 330 | 20 | 17.8 | 20.3 | 18.6 | \$8.71 | \$7.62 | 13% | X |
| 38 | P/Q Streets | 161 | 20 | 12.3 | 14.9 | 13.1 | \$13.08 | \$11.99 | 8% | X |
| TOTAL | | 11,007 | 587 | 367 | 483 | 30.0 | | | | |

Costing factors and average fare assumptions from FY 2015 operating budget

Quarterly Ridership Report
 Period Ending March 31, 2015

CBS Ridership

1/1/15 - 3/31/15

| Route | Name | Boardings | Trips | Serv Hrs | Rev Hrs | Psg'r Per | Full Cost | Net Cost | Farebox | Contract | Below |
|-------|----------------------------|-----------|---------|----------|---------|-----------|-----------|-----------|----------|----------|-----------|
| | | Per Day | Per Day | Per Day | Per Day | Serv Hr | Per Psg'r | Per Psg'r | Recovery | Service | Standards |
| 177 | Rancho Cordovan | 151 | 58 | 5.8 | 7.1 | 26.1 | \$8.34 | \$4.22 | 49% | X | |
| 172 | Central Flyer | 126 | 8 | 6.3 | 7.3 | 19.9 | \$10.21 | \$5.38 | 47% | X | |
| 171 | Westside Flyer | 80 | 6 | 4.5 | 4.9 | 18.1 | \$10.77 | \$5.56 | 48% | X | |
| 173 | Square Flyer | 25 | 2 | 1.6 | 1.6 | 15.5 | \$11.47 | \$5.57 | 51% | X | |
| 33 | Dos Rios | 252 | 60 | 7.5 | 11.5 | 33.5 | \$8.07 | \$6.98 | 14% | | |
| 47 | Phoenix Park | 196 | 24 | 11.2 | 13.5 | 17.5 | \$12.27 | \$11.18 | 9% | | X |
| 176 | Cordovan - Anatolia | 54 | 18 | 4.5 | 6.5 | 11.9 | \$21.48 | \$13.80 | 36% | X | X |
| 95 | Citrus Heights-Antelope Rd | 100 | 23 | 7.7 | 10.8 | 13.0 | \$19.09 | \$18.00 | 6% | | X |
| 170 | Eastside Flyer | 120 | 8 | 6.5 | 7.0 | 4.7 | \$40.75 | \$35.64 | 13% | X | X |
| 85 | McClellan Shuttle | 25 | 14 | 5.5 | 6.4 | 4.6 | \$44.84 | \$43.75 | 2% | X | X |
| 178 | Granite Shuttle | 29 | 41 | 6.8 | 11.6 | 4.2 | \$71.47 | \$60.28 | 16% | X | X |
| TOTAL | | 1,158 | 262 | 68 | 88 | 17.1 | | | | | |




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 March 31, 2015

Trend Analysis

Jan. 1 - Mar. 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 | 48,674 | 49,798 | -1,124 | -2.3% | 1,316 | 1,317 | -1 | -0.1% | 37.0 | 37.8 |
| | Saturday | 19,102 | 19,049 | 53 | 0.3% | 577 | 577 | 0 | 0.0% | 33.1 | 33.0 |
| | Sun/Hol | 11,007 | 11,560 | -553 | -4.8% | 367 | 367 | 0 | 0.0% | 30.0 | 31.5 |
| | CBS (Mon-Fri) | 1,215 | 1,203 | 12 | 1.0% | 68 | 68 | 0 | 0.0% | 17.9 | 17.7 |
| RAIL  | Mon-Fri | 43,082 | 47,647 | -4,565 | -9.6% | 263 | 263 | 0 | 0.0% | 163.9 | 181.2 |
| | Saturday | 16,871 | 18,092 | -1,221 | -6.7% | 159 | 159 | 0 | 0.0% | 106.2 | 113.8 |
| | Sun/Hol | 12,776 | 14,340 | -1,563 | -10.9% | 138 | 138 | 0 | 0.0% | 92.3 | 103.6 |
| DAR  | ADA Paratransit | 884 | 833 | 51 | 6.1% | 605 | 572 | 33 | 5.7% | 1.46 | 1.46 |
| | CityRide | 38 | 33 | 6 | 17.4% | 15.3 | 15.0 | 0.3 | 2.2% | 2.49 | 2.17 |
| | | 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 | 22,207 | 25,004 | -2,797 | -11.2% | 117 | 117 | 0 | 0.0% | 190.2 | 214.1 |
| | Saturday | 7,632 | 8,044 | -412 | -5.1% | 75 | 75 | 0 | 0.0% | 102.3 | 107.8 |
| | Sun/Hol | 5,732 | 7,997 | -2,264 | -28.3% | 65 | 65 | 0 | 0.0% | 88.8 | 123.9 |
| Gold Line | Mon-Fri | 20,472 | 22,297 | -1,825 | -8.2% | 131 | 131 | 0 | 0.0% | 156.0 | 169.9 |
| | Saturday | 9,238 | 10,048 | -809 | -8.1% | 84 | 84 | 0 | 0.0% | 109.6 | 119.1 |
| | Sun/Hol | 7,044 | 6,343 | 701 | 11.1% | 74 | 74 | 0 | 0.0% | 95.4 | 85.9 |
| Green Line | Mon-Fri | 403 | 345 | 58 | 16.7% | 15 | 15 | 0 | 0.0% | 27.2 | 23.3 |

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

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

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

Total Vehicle Hours = Revenue hours plus deadhead

Bus vehicle hours are stated in terms of service hours per day

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 March 31, 2015**
Trend Analysis
Bus - Weekdays

Q1 - Jan/Feb/Mar

| 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 | 3,287 | 3,411 | -124 | -3.6% | 66.6 | 66.6 | 0.0 | 0.0% | 49.3 | 51.2 |
| 2 | Riverside | 503 | 531 | -28 | -5.2% | 17.3 | 17.3 | 0.0 | 0.0% | 29.1 | 30.7 |
| 3 | Riverside Express | 206 | 210 | -3 | -1.7% | 5.1 | 5.1 | 0.0 | 0.0% | 40.7 | 41.3 |
| 5 | Meadowview-Valley Hi | 306 | 293 | 13 | 4.4% | 11.4 | 11.4 | 0.0 | 0.0% | 26.9 | 25.8 |
| 6 | Land Park | 387 | 374 | 13 | 3.5% | 17.6 | 17.6 | 0.0 | 0.0% | 22.0 | 21.2 |
| 7 | Pocket Express | 134 | 144 | -9 | -6.6% | 3.4 | 3.4 | 0.0 | 0.0% | 39.5 | 42.2 |
| 11 | Truxel Road | 860 | 807 | 54 | 6.6% | 24.3 | 23.1 | 1.2 | 5.1% | 35.4 | 34.9 |
| 13 | Northgate | 455 | 424 | 30 | 7.1% | 15.2 | 16.2 | -1.0 | -6.0% | 29.9 | 26.2 |
| 15 | Rio Linda Blvd-O Street | 1,454 | 1,508 | -54 | -3.6% | 37.7 | 37.7 | 0.0 | 0.0% | 38.6 | 40.0 |
| 19 | Rio Linda | 981 | 973 | 8 | 0.8% | 30.4 | 30.4 | 0.0 | 0.0% | 32.3 | 32.1 |
| 21 | Sunrise | 1,510 | 1,607 | -97 | -6.0% | 53.3 | 53.3 | 0.0 | 0.0% | 28.4 | 30.2 |
| 22 | Arden | 403 | 379 | 24 | 6.4% | 9.2 | 9.2 | 0.0 | 0.0% | 43.6 | 41.0 |
| 23 | El Camino | 2,437 | 2,447 | -10 | -0.4% | 64.8 | 63.8 | 0.9 | 1.5% | 37.6 | 38.3 |
| 24 | Madison-Greenback | 196 | 203 | -7 | -3.5% | 7.1 | 7.1 | 0.0 | 0.0% | 27.4 | 28.5 |
| 25 | Marconi | 1,235 | 1,245 | -10 | -0.8% | 36.3 | 36.3 | 0.0 | 0.0% | 34.1 | 34.3 |
| 26 | Fulton | 1,506 | 1,518 | -12 | -0.8% | 36.8 | 36.8 | 0.0 | 0.0% | 40.9 | 41.2 |
| 28 | Fair Oaks-Folsom | 285 | 280 | 5 | 1.8% | 17.8 | 18.9 | -1.2 | -6.1% | 16.0 | 14.8 |
| 29 | Arden-California Avenue | 118 | 128 | -10 | -7.5% | 3.4 | 3.4 | 0.0 | 0.0% | 34.8 | 37.6 |
| 30 | J Street (DASH) | 2,223 | 2,235 | -13 | -0.6% | 53.7 | 53.7 | 0.0 | 0.0% | 41.4 | 41.6 |
| 34 | McKinley | 307 | 300 | 7 | 2.2% | 16.4 | 16.4 | 0.0 | 0.0% | 18.8 | 18.4 |
| 38 | P/Q Streets | 558 | 577 | -19 | -3.3% | 20.8 | 22.0 | -1.2 | -5.2% | 26.8 | 26.3 |
| 51 | Broadway-Stockton | 4,725 | 4,865 | -140 | -2.9% | 105.6 | 105.6 | 0.0 | 0.0% | 44.7 | 46.1 |
| 54 | Center Parkway | 628 | 675 | -48 | -7.1% | 18.4 | 18.4 | 0.0 | 0.0% | 34.1 | 36.7 |
| 55 | Scottsdale | 1,040 | 970 | 70 | 7.2% | 29.9 | 29.9 | 0.0 | 0.0% | 34.8 | 32.5 |
| 56 | Pocket-C.R.C. | 1,938 | 2,245 | -307 | -13.7% | 40.2 | 40.2 | 0.0 | 0.0% | 48.3 | 55.9 |
| 61 | Fruitridge | 691 | 686 | 6 | 0.8% | 21.3 | 22.0 | -0.7 | -3.0% | 32.4 | 31.2 |
| 62 | Freeport | 1,442 | 1,500 | -58 | -3.8% | 48.5 | 48.5 | 0.0 | 0.0% | 29.7 | 30.9 |
| 65 | Franklin South | 438 | 391 | 47 | 12.1% | 11.1 | 11.1 | 0.0 | 0.0% | 39.5 | 35.2 |
| 67 | Franklin | 1,608 | 1,514 | 93 | 6.2% | 51.6 | 51.6 | 0.0 | 0.0% | 31.2 | 29.4 |
| 68 | 44th Street | 1,517 | 1,564 | -47 | -3.0% | 52.5 | 52.5 | 0.0 | 0.0% | 28.9 | 29.8 |
| 72 | Rosemont-Lincoln Village | 1,240 | 1,284 | -45 | -3.5% | 29.3 | 29.3 | 0.0 | 0.0% | 42.3 | 43.8 |
| 74 | International | 260 | 287 | -27 | -9.3% | 10.7 | 10.7 | 0.0 | 0.0% | 24.5 | 27.0 |
| 75 | Mather Field | 185 | 189 | -5 | -2.4% | 4.4 | 4.4 | 0.0 | 0.0% | 41.7 | 42.7 |
| 80 | Watt-Elkhorn | 1,246 | 1,310 | -63 | -4.8% | 35.4 | 35.4 | 0.0 | 0.0% | 35.3 | 37.0 |
| 81 | Florin-65th Street | 3,673 | 3,786 | -113 | -3.0% | 80.3 | 80.3 | 0.0 | 0.0% | 45.7 | 47.1 |
| 82 | Howe-65th Street | 2,198 | 2,248 | -50 | -2.2% | 58.8 | 58.8 | 0.0 | 0.0% | 37.4 | 38.2 |
| 84 | Watt Avenue-North Highlands | 1,104 | 1,138 | -34 | -3.0% | 32.2 | 32.2 | 0.0 | 0.0% | 34.3 | 35.3 |
| 86 | San Juan-Silver Eagle | 1,597 | 1,719 | -122 | -7.1% | 41.4 | 41.4 | 0.0 | 0.0% | 38.6 | 41.5 |
| 87 | Howe | 1,358 | 1,395 | -37 | -2.7% | 28.3 | 28.3 | 0.0 | 0.0% | 47.9 | 49.2 |
| 88 | West El Camino | 1,130 | 1,123 | 7 | 0.6% | 29.0 | 29.0 | 0.0 | 0.0% | 39.0 | 38.7 |
| 93 | Hillsdale | 1,112 | 1,111 | 1 | 0.1% | 31.8 | 31.3 | 0.6 | 1.9% | 34.9 | 35.6 |
| 103 | Auburn Blvd | 92 | 104 | -12 | -11.4% | 2.9 | 2.9 | 0.0 | 0.0% | 31.5 | 35.5 |
| 109 | Hazel Express | 101 | 99 | 2 | 1.9% | 3.7 | 3.7 | 0.0 | 0.0% | 27.0 | 26.5 |
| TOTAL | | 48,674 | 49,798 | -1,124 | -2.3% | 1,315.8 | 1,317.1 | -1.3 | -0.1% | 37.0 | 37.8 |

**Quarterly Ridership Report
Period Ending March 31, 2015**
Trend Analysis
Bus - Saturday

Q1 - Jan/Feb/Mar

| 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 | 1,201 | 1,209 | -8 | -0.6% | 33.5 | 33.5 | 0.0 | 0.0% | 35.9 | 36.1 |
| 11 Truxel Road | 381 | 331 | 50 | 15.1% | 15.3 | 15.3 | 0.0 | 0.0% | 24.9 | 21.7 |
| 15 Rio Linda Blvd-O Street | 714 | 672 | 42 | 6.3% | 19.0 | 19.0 | 0.0 | 0.0% | 37.6 | 35.4 |
| 19 Rio Linda | 380 | 379 | 1 | 0.3% | 17.8 | 17.8 | 0.0 | 0.0% | 21.4 | 21.3 |
| 21 Sunrise | 781 | 781 | 0 | 0.0% | 28.4 | 28.4 | 0.0 | 0.0% | 27.5 | 27.5 |
| 23 El Camino | 1,786 | 1,704 | 81 | 4.8% | 54.2 | 54.2 | 0.0 | 0.0% | 32.9 | 31.4 |
| 25 Marconi | 536 | 514 | 22 | 4.3% | 16.1 | 16.1 | 0.0 | 0.0% | 33.3 | 32.0 |
| 26 Fulton | 422 | 449 | -27 | -6.0% | 10.9 | 10.9 | 0.0 | 0.0% | 38.9 | 41.4 |
| 30 J Street (DASH) | 649 | 621 | 28 | 4.4% | 22.2 | 22.2 | 0.0 | 0.0% | 29.3 | 28.0 |
| 38 P/Q Streets | 240 | 251 | -11 | -4.5% | 16.2 | 16.2 | 0.0 | 0.0% | 14.9 | 15.6 |
| 51 Broadway-Stockton | 2,163 | 2,147 | 16 | 0.7% | 46.7 | 46.7 | 0.0 | 0.0% | 46.3 | 46.0 |
| 54 Center Parkway | 169 | 177 | -8 | -4.5% | 8.4 | 8.4 | 0.0 | 0.0% | 20.1 | 21.0 |
| 55 Scottsdale | 342 | 323 | 19 | 6.0% | 8.2 | 8.2 | 0.0 | 0.0% | 42.0 | 39.6 |
| 56 Pocket-C.R.C. | 998 | 1,104 | -106 | -9.6% | 28.0 | 28.0 | 0.0 | 0.0% | 35.7 | 39.5 |
| 62 Freeport | 427 | 435 | -8 | -1.7% | 23.2 | 23.2 | 0.0 | 0.0% | 18.4 | 18.7 |
| 67 Franklin | 829 | 779 | 50 | 6.4% | 21.7 | 21.7 | 0.0 | 0.0% | 38.1 | 35.9 |
| 68 44th Street | 771 | 742 | 29 | 3.9% | 22.1 | 22.1 | 0.0 | 0.0% | 34.9 | 33.6 |
| 72 Rosemont-Lincoln Village | 376 | 370 | 7 | 1.8% | 10.7 | 10.7 | 0.0 | 0.0% | 35.1 | 34.5 |
| 75 Mather Field | 130 | 127 | 3 | 2.2% | 3.5 | 3.5 | 0.0 | 0.0% | 37.2 | 36.4 |
| 80 Watt-Elkhorn | 854 | 891 | -37 | -4.2% | 30.0 | 30.0 | 0.0 | 0.0% | 28.5 | 29.7 |
| 81 Florin-65th Street | 1,725 | 1,758 | -33 | -1.9% | 46.0 | 46.0 | 0.0 | 0.0% | 37.5 | 38.2 |
| 82 Howe-65th Street | 668 | 664 | 4 | 0.7% | 24.3 | 24.3 | 0.0 | 0.0% | 27.5 | 27.3 |
| 84 Watt Avenue-North Highlands | 554 | 544 | 10 | 1.8% | 21.0 | 21.0 | 0.0 | 0.0% | 26.4 | 25.9 |
| 86 San Juan-Silver Eagle | 611 | 653 | -42 | -6.4% | 16.8 | 16.8 | 0.0 | 0.0% | 36.3 | 38.8 |
| 87 Howe | 493 | 521 | -28 | -5.4% | 12.3 | 12.3 | 0.0 | 0.0% | 40.0 | 42.3 |
| 88 West El Camino | 427 | 448 | -22 | -4.8% | 9.5 | 9.5 | 0.0 | 0.0% | 44.8 | 47.0 |
| 93 Hillsdale | 478 | 456 | 22 | 4.8% | 11.9 | 11.9 | 0.0 | 0.0% | 40.3 | 38.5 |
| TOTAL | 19,102 | 19,049 | 53 | 0.3% | 577.5 | 577.5 | 0.0 | 0.0% | 33.1 | 33.0 |

Trend Analysis
Bus - Sun/Hol

Q1 - Jan/Feb/Mar

| 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 | 798 | 875 | -77 | -8.8% | 30.6 | 30.6 | 0.0 | 0.0% | 26.1 | 28.6 |
| 15 Rio Linda Blvd-O Street | 540 | 506 | 34 | 6.7% | 17.7 | 17.7 | 0.0 | 0.0% | 30.5 | 28.5 |
| 19 Rio Linda | 330 | 342 | -11 | -3.3% | 17.8 | 17.8 | 0.0 | 0.0% | 18.6 | 19.2 |
| 21 Sunrise | 506 | 510 | -4 | -0.7% | 21.7 | 21.7 | 0.0 | 0.0% | 23.3 | 23.5 |
| 23 El Camino | 1,041 | 1,095 | -54 | -4.9% | 26.0 | 26.0 | 0.0 | 0.0% | 40.0 | 42.0 |
| 26 Fulton | 284 | 300 | -16 | -5.3% | 9.3 | 9.3 | 0.0 | 0.0% | 30.4 | 32.1 |
| 30 J Street (DASH) | 323 | 324 | -1 | -0.3% | 11.8 | 11.8 | 0.0 | 0.0% | 27.4 | 27.5 |
| 38 P/Q Streets | 161 | 188 | -26 | -14.0% | 12.3 | 12.3 | 0.0 | 0.0% | 13.1 | 15.3 |
| 51 Broadway-Stockton | 1,376 | 1,454 | -78 | -5.4% | 34.3 | 34.3 | 0.0 | 0.0% | 40.1 | 42.4 |
| 55 Scottsdale | 204 | 198 | 6 | 3.1% | 6.9 | 6.9 | 0.0 | 0.0% | 29.6 | 28.7 |
| 56 Pocket-C.R.C. | 539 | 665 | -126 | -18.9% | 13.7 | 13.7 | 0.0 | 0.0% | 39.2 | 48.4 |
| 67 Franklin | 568 | 556 | 13 | 2.3% | 21.7 | 21.7 | 0.0 | 0.0% | 26.2 | 25.6 |
| 68 44th Street | 600 | 593 | 6 | 1.1% | 22.1 | 22.1 | 0.0 | 0.0% | 27.2 | 26.9 |
| 72 Rosemont-Lincoln Village | 248 | 248 | 0 | 0.0% | 10.3 | 10.3 | 0.0 | 0.0% | 24.1 | 24.1 |
| 75 Mather Field | 105 | 96 | 9 | 9.3% | 3.5 | 3.5 | 0.0 | 0.0% | 30.2 | 27.7 |
| 80 Watt-Elkhorn | 659 | 686 | -27 | -3.9% | 20.9 | 20.9 | 0.0 | 0.0% | 31.5 | 32.8 |
| 81 Florin-65th Street | 905 | 959 | -54 | -5.7% | 22.2 | 22.2 | 0.0 | 0.0% | 40.7 | 43.2 |
| 82 Howe-65th Street | 495 | 514 | -19 | -3.6% | 21.4 | 21.4 | 0.0 | 0.0% | 23.1 | 24.0 |
| 86 San Juan-Silver Eagle | 389 | 437 | -49 | -11.1% | 12.6 | 12.6 | 0.0 | 0.0% | 30.8 | 34.7 |
| 87 Howe | 305 | 320 | -14 | -4.5% | 8.9 | 8.9 | 0.0 | 0.0% | 34.2 | 35.8 |
| 88 West El Camino | 316 | 356 | -39 | -11.1% | 9.5 | 9.5 | 0.0 | 0.0% | 33.2 | 37.3 |
| 93 Hillsdale | 315 | 341 | -26 | -7.5% | 11.9 | 11.9 | 0.0 | 0.0% | 26.6 | 28.8 |
| TOTAL | 11,007 | 11,560 | -553 | -4.8% | 367.1 | 367.1 | 0.0 | 0.0% | 30.0 | 31.5 |

Quarterly Ridership Report
 Period Ending March 31, 2015

Trend Analysis

CBS - Weekdays

Q1 - Jan/Feb/Mar

| 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 | 252 | 219 | 33 | 15.1% | 7.5 | 7.5 | 0.0 | 0.0% | 33.5 | 29.1 |
| 47 | Phoenix Park | 196 | 209 | -13 | -6.4% | 11.2 | 11.2 | 0.0 | 0.0% | 17.5 | 18.7 |
| 85 | McClellan Shuttle | 25 | 34 | -8 | -24.8% | 5.5 | 5.5 | 0.0 | 0.0% | 4.6 | 6.1 |
| 95 | Citrus Heights-Antelope Rd | 100 | 88 | 12 | 13.6% | 7.7 | 7.7 | 0.0 | 0.0% | 13.0 | 11.5 |
| 170 | Eastside Flyer | 120 | 132 | -12 | -9.1% | 6.5 | 6.5 | 0.0 | 0.0% | 18.5 | 20.4 |
| 171 | Westside Flyer | 80 | 79 | 2 | 2.1% | 4.5 | 4.5 | 0.0 | 0.0% | 18.1 | 17.7 |
| 172 | Central Flyer | 126 | 137 | -11 | -7.8% | 6.3 | 6.3 | 0.0 | 0.0% | 19.9 | 21.6 |
| 173 | Square Flyer | 25 | 25 | 0 | -1.1% | 1.6 | 1.6 | 0.0 | 0.0% | 15.5 | 15.7 |
| 176 | Cordovan - Anatolia | 54 | 43 | 11 | 24.5% | 4.5 | 4.5 | 0.0 | 0.0% | 11.9 | 9.6 |
| 177 | Rancho Cordovan | 151 | 137 | 14 | 10.1% | 5.8 | 5.8 | 0.0 | 0.0% | 26.1 | 23.7 |
| 178 | Granite Shuttle | 85 | 100 | -15 | -14.7% | 6.8 | 6.8 | 0.0 | 0.0% | 12.5 | 14.6 |
| TOTAL | | 1,215 | 1,203 | 12 | 1.0% | 67.9 | 67.9 | 0.0 | 0.0% | 17.9 | 17.7 |


Average Weekday Ridership

Historical Trends by Station



| GREEN LINE - TOTAL | Year Ended 6/30/13 | | Year Ended 6/30/14 | | FY15 Q1 1/1/15-3/31/15 | | Percent Change FY14 to FY15 Q1 | |
|---------------------|--------------------|-----|--------------------|-----|------------------------|-----|--------------------------------|------|
| | On | Off | On | Off | On | Off | On | Off |
| RICHARDS BLVD | 79 | 82 | 103 | 105 | 134 | 126 | 30% | 21% |
| 7TH & I | 13 | 16 | 13 | 25 | 15 | 33 | 14% | 34% |
| 7TH & K | 25 | 34 | 26 | 41 | 25 | 41 | -3% | 0% |
| 7TH / 8TH & CAPITOL | 16 | 13 | 22 | 14 | 28 | 23 | 28% | 69% |
| 8TH & O STREETS | 21 | 17 | 28 | 23 | 18 | 26 | -35% | 10% |
| ARCHIVES PLAZA | 33 | 17 | 32 | 21 | 31 | 26 | -5% | 22% |
| 13TH STREET | 51 | 68 | 58 | 74 | 63 | 86 | 9% | 17% |
| 8TH & K | 38 | 35 | 48 | 38 | 62 | 26 | 29% | -32% |
| 8TH & H | 19 | 15 | 22 | 12 | 27 | 17 | 24% | 36% |
| | 297 | 297 | 352 | 352 | 403 | 404 | 15% | 15% |