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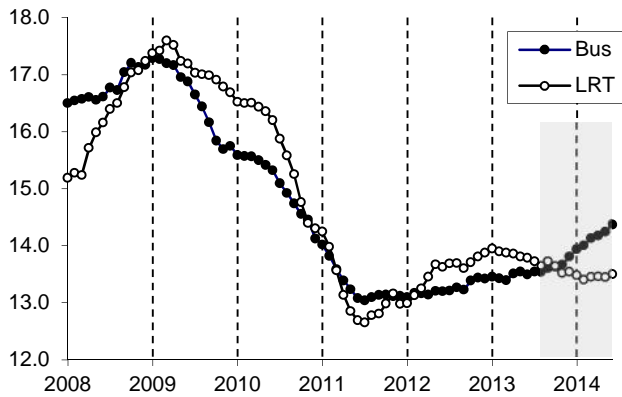
**Regional Transit**  
Quarterly Ridership Report  
Period Ending June 30, 2014

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

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

Annual Boardings  
12-Month Rolling Average  
(millions)

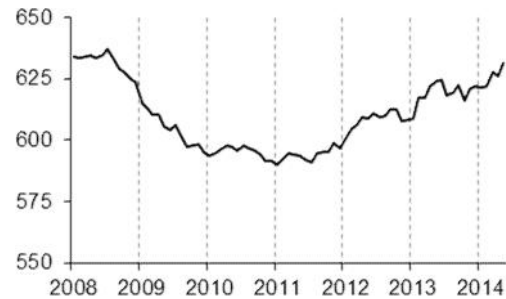


Weekday bus ridership continued a trend of increased ridership compared to FY 2013 results, and overall bus ridership finished the year at 14.4 million, up 6.5 percent. Light rail fared better during the Fix-50 project in late April, May, and June, but struggled for most of the year to keep pace with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

**Employment Trends**

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

Total Employment  
Sacramento County  
(thousands)



Source: California Employment Development Department

**Gas Prices**

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

California Gas Prices  
Per Gallon of Regular Unleaded

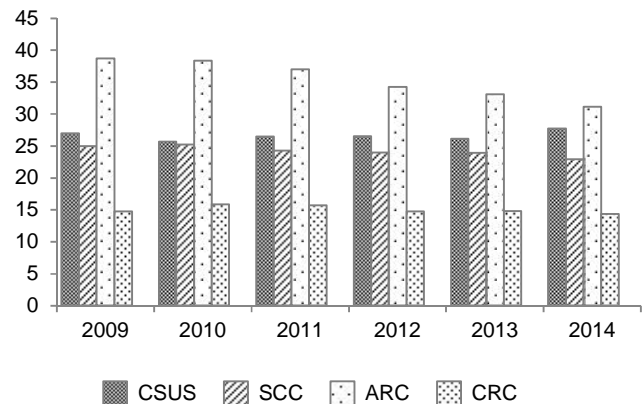


Source: U.S. Energy Information Administration

**College Enrollment**

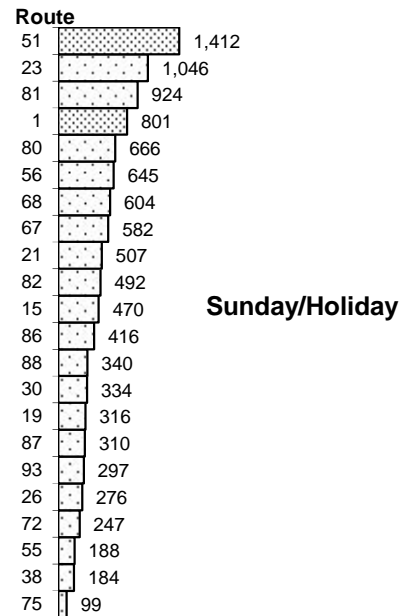
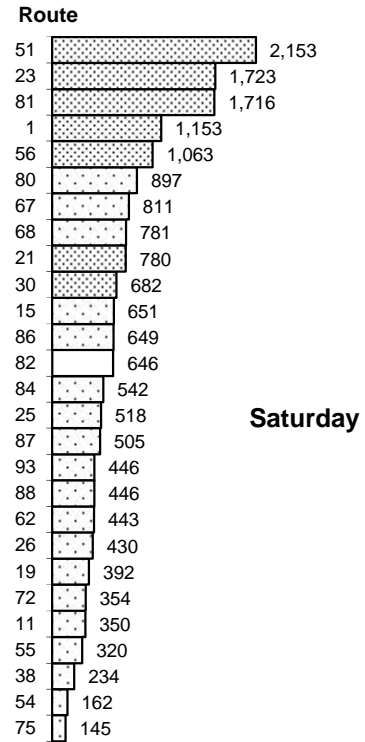
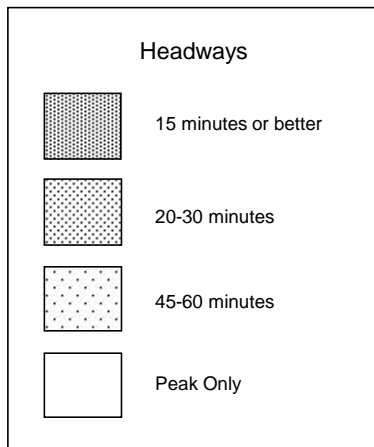
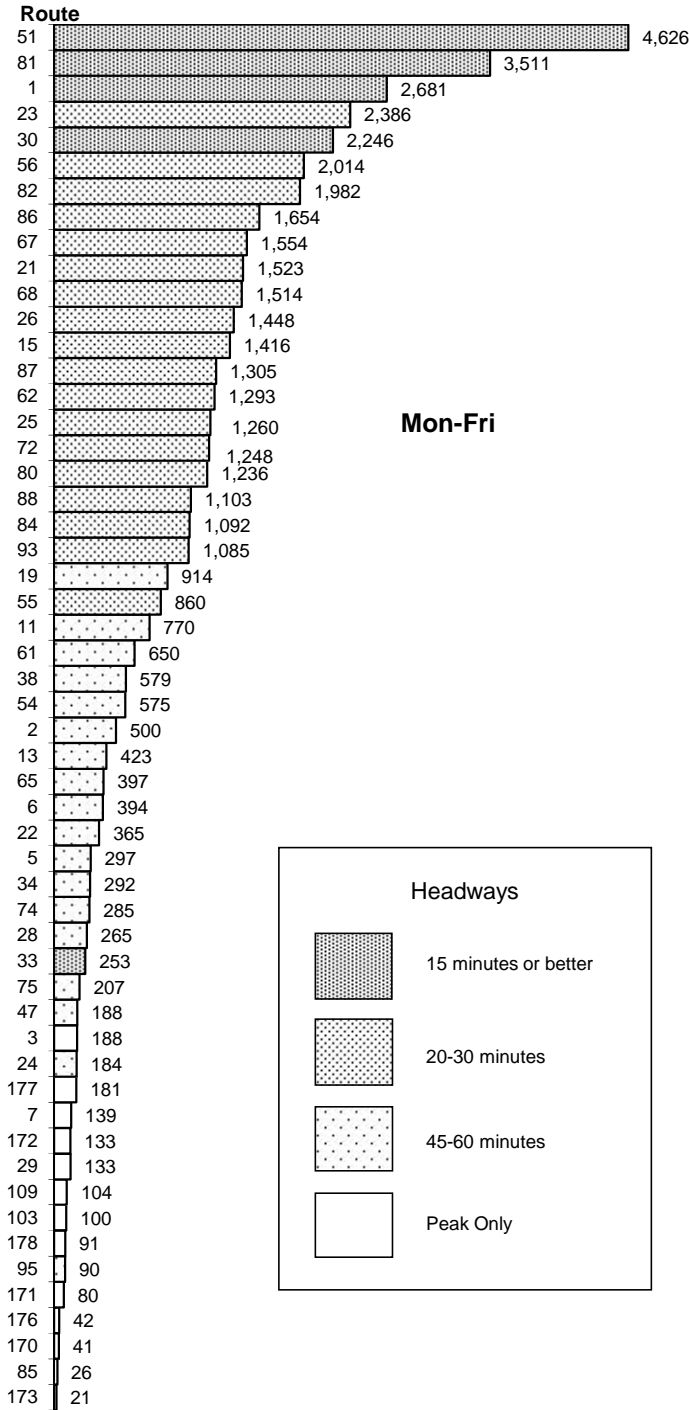
Enrollment at major area colleges decreased by 1,748 (1.8 percent) from 97,780 to 96,032. Most of the decrease was from American River College, where enrollment decreased by 1,930 (5.8 percent) from 33,038 to 31,108. Compared to 2009, enrollment is down by 9,302 (8.8 percent) from 105,334 to 96,032.

Spring Enrollment  
(thousands)



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

**RT Bus Routes**  
**Average Daily Boardings**



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**Methodological Update**

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**Changes**

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

**Definitions**

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

**Productivity Statistics – Industry Norms**

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

**Productivity Statistics – Industry Norms (cont.)**

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

**Service Hours vs. Revenue Hours**

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

**Performance Monitoring**
**Monday-Friday**

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

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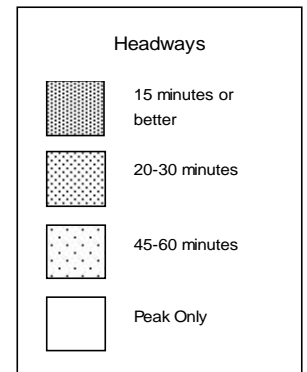
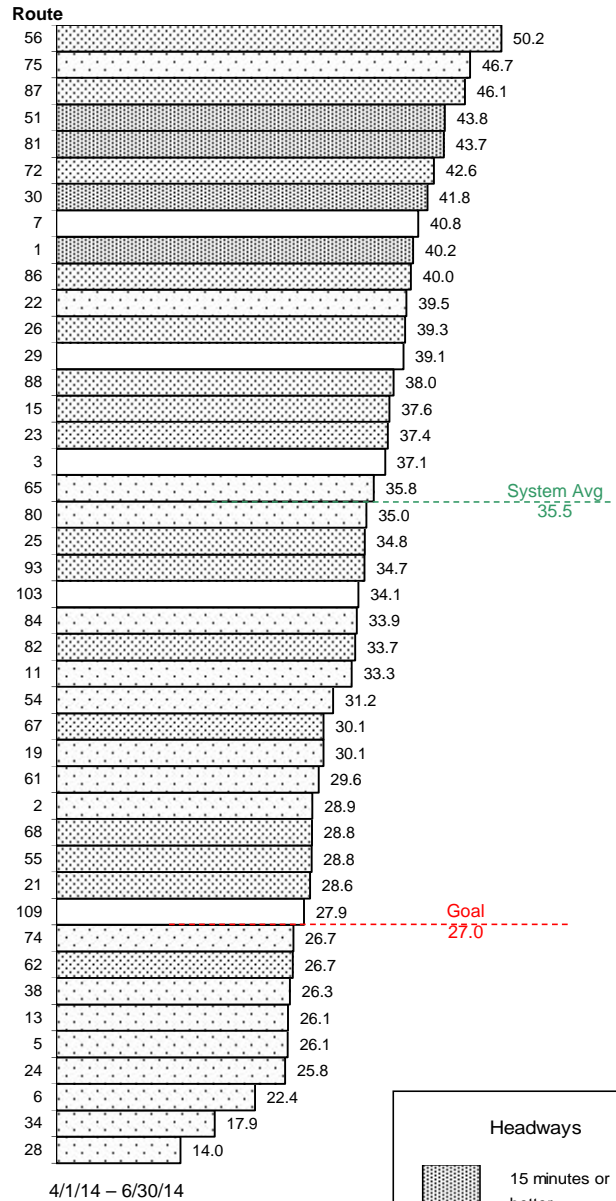
**Routes Below Standard**

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

**Notes:**

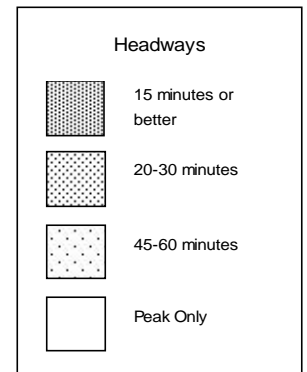
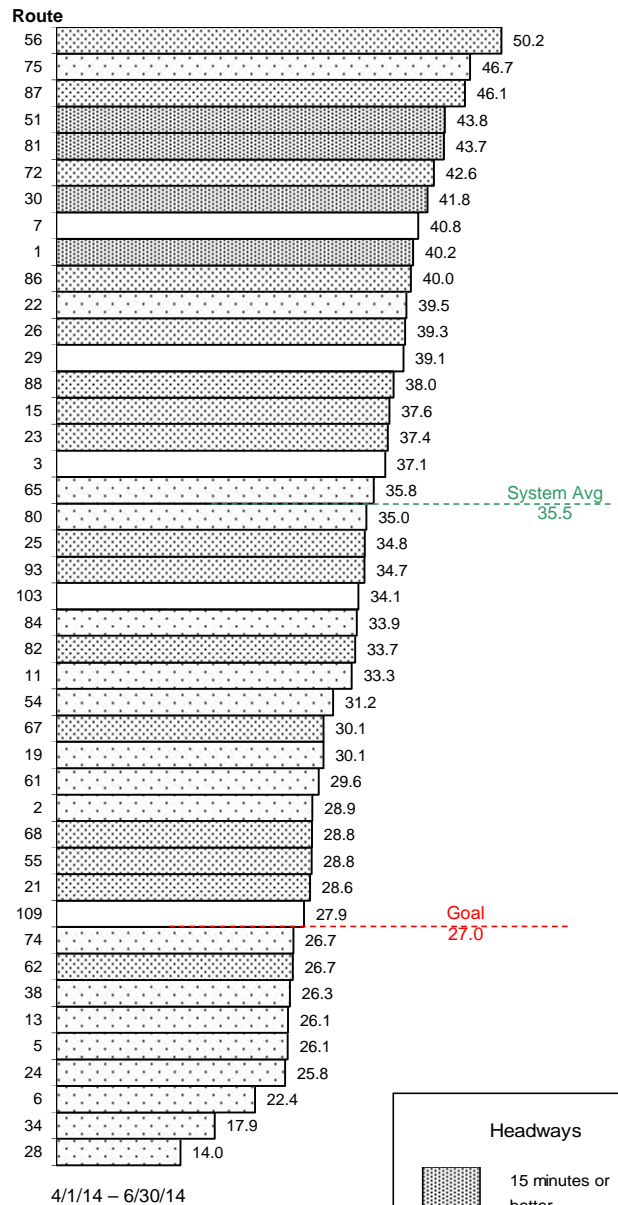
- The new methodology has caused productivity to increase on paper for Routes 65 and 75. Route 65 went from 27% below standard to 32% above standard due to this change. Route 75 went from 6% below standard to 73% above standard. Note that neither of these routes are or have ever been subject to RT's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

(more)

**Boardings Per Service Hour**


**Performance Monitoring**
**Monday-Friday (cont.)**

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

**Boardings Per Service Hour**




**Performance Monitoring**
**Saturday**

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

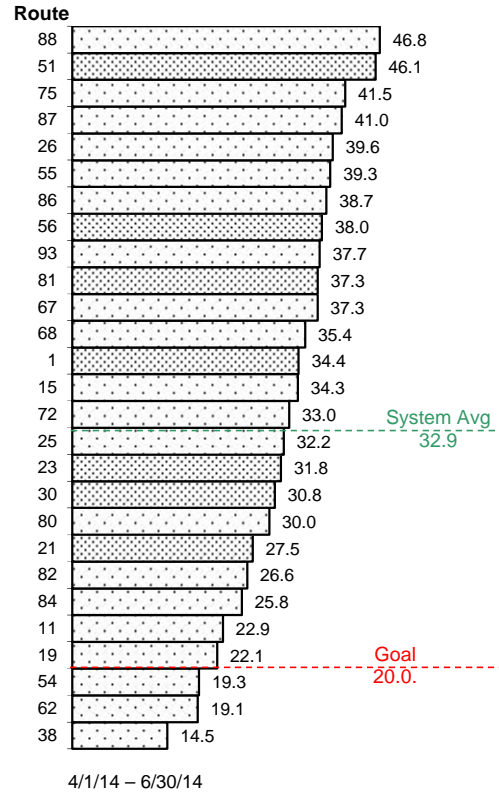
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**Routes Below Standard**

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

**Notes:**

- The three routes that are below standard were below standard before the methodological change as well.
- Route 11 was added on Saturdays in September 2012 and is now consistently meeting or exceeding RT's minimum productivity standards.
- Route 54 was added on Saturdays in September 2012 and has not been meeting productivity standards, however, it has consistently been within 5 to 10% of meeting the standards. It has also consistently performed as well or better than established Routes 38 and 62. Staff anticipates bringing a resolution in December 2014 for the Board to provisionally exempt Route 54 from the route sunset process.
- See Attachment 2 for a side-by-side comparison of productivity using revenue hours versus service hours.

**Boardings Per Service Hour**


**Performance Monitoring**
**Sunday/Holiday**

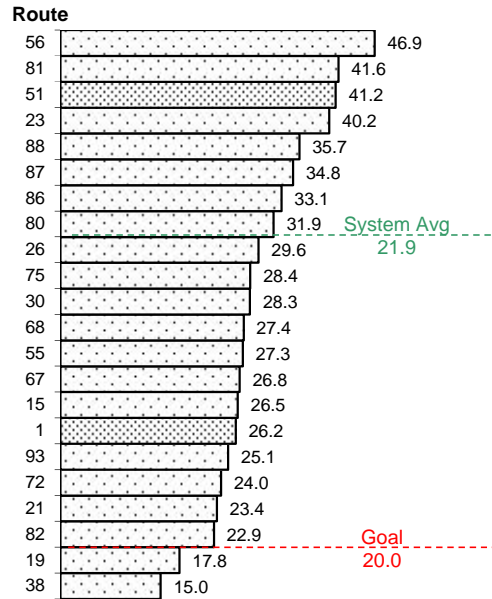
Minimum productivity standards for Sunday/Holiday bus routes are **15.0 boardings per revenue hour**. Low-productivity routes are reviewed by staff for possible corrective action. Newly created routes that do not meet minimum productivity standards within two years are subject to automatic elimination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

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**Routes Below Standard**

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

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

**Boardings Per Service Hour**


4/1/14 – 6/30/14

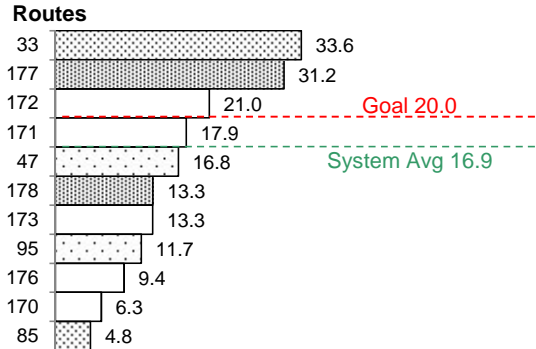


**Performance Monitoring**
**Community Bus Service**

Minimum productivity standards for CBS routes are **15.0 boardings per revenue hour**. CBS routes supported by a third-party subsidy are considered to be meeting standards if the net operating cost does not exceed **\$9.74 per passenger**. Low-productivity routes are reviewed by staff for possible corrective action. Newly created routes that do not meet minimum productivity standards within two years are subject to automatic elimination pursuant to RT's route sunset process.

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

**Boardings Per Service Hour**


4/1/14 – 6/30/14

**Notes:**

- The change in methodology did not result in any major changes in productivity on paper.
- Routes 47, 171, and 173 are now slightly below standard, but they were only slightly above standard before.
- Routes 85, 170-173, and 176-178 are operated according to agreements with outside parties.
- Route 95 is subject to RT's route sunset process and is not currently on pace to meet productivity goals within its first two years. Staff recommended on March 10, 2014 that the route be exempt from the sunset process based on level-of-service commitments to the City of Citrus Heights and lack of superior cost-constrained alternatives. Staff is currently investigating ways to improve the route in a low-cost manner.

Quarterly Ridership Report  
 Period Ending June 30, 2014

**Weekday Bus and CBS Routes**

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

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





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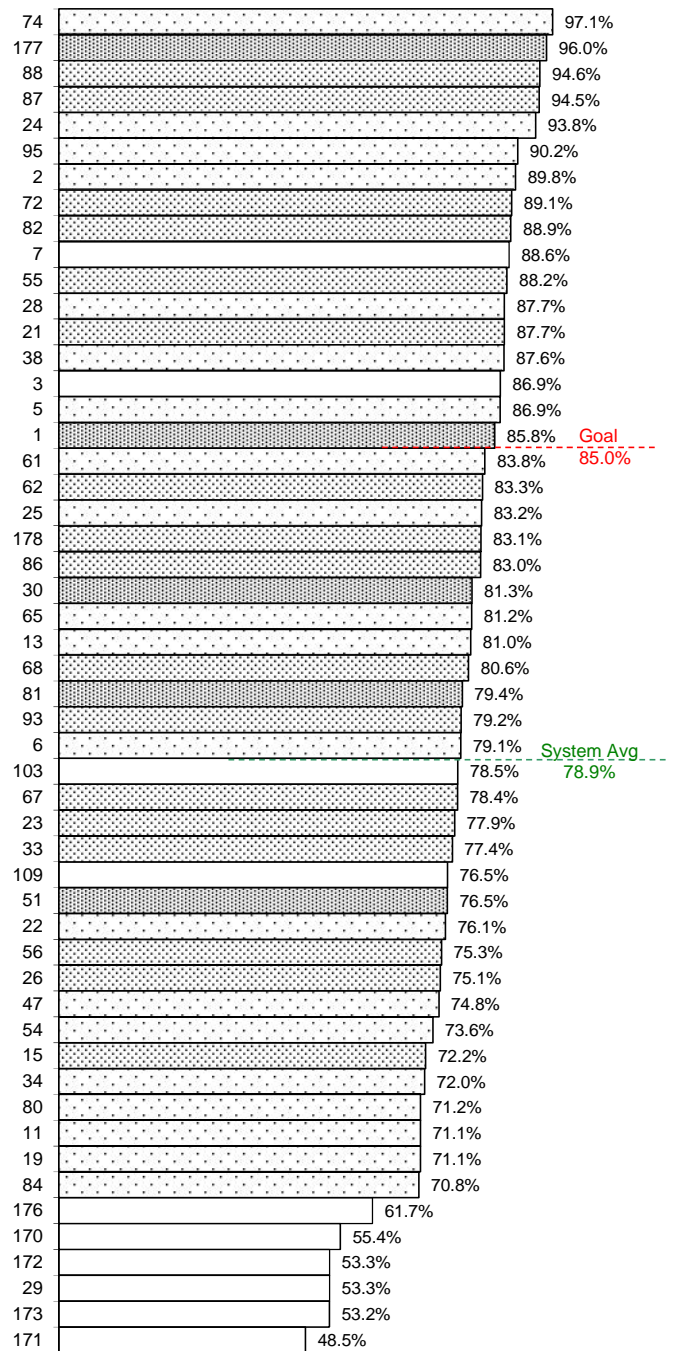
Weekday on-time performance improved from 78.2 to 78.9 percent compared to last quarter but was down compared to 79.5 percent for the same quarter last year.

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

**Notes:**

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

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

**On-Time Performance**


4/1/14 – 6/30/14

### Saturday Bus Routes

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

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

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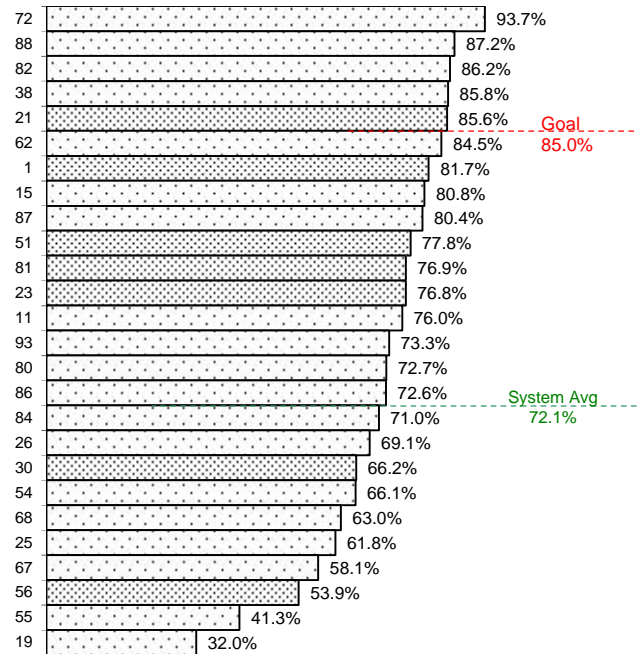
Saturdays continued to be RT's most difficult day for on-time performance. System wide on-time performance decreased from 74.4 to 72.1 percent compared to last quarter and was also down compared to 75.1 percent for the same quarter last year.

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

### Notes:

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

### On-Time Performance



4/1/14 – 6/30/14

### Sunday/Holiday Bus Routes

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

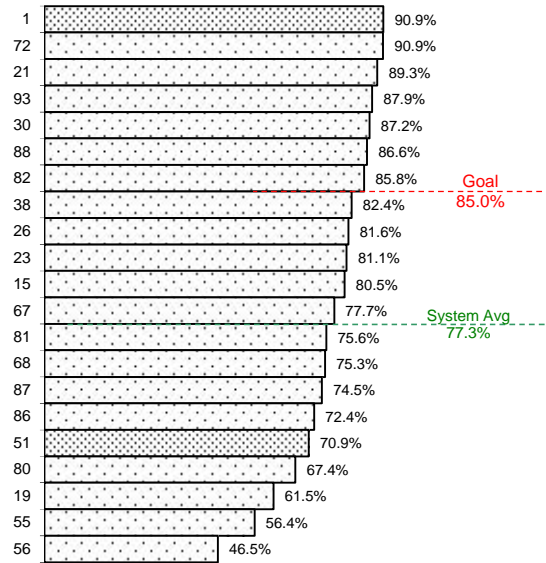
A bus is considered on-time if it leaves its time point 0-5 minutes late. On-time performance indicates the percent of time points where the bus was on-time according to this definition.

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

| Period  | On-Time Performance |
|---------|---------------------|
| Q1 2013 | 78.6%               |
| Q2 2013 | 78.3%               |
| Q3 2013 | 77.8%               |
| Q4 2013 | 77.5%               |
| Q1 2014 | 79.1%               |
| Q2 2014 | 77.3%               |

### On-Time Performance



4/1/14 – 6/30/14

### Notes:

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

### Light Rail On-Time Departures

Light rail on-time performance is measured at trip start points. A one-way trip is considered on-time if it departs 0-5 minutes late. The goal is 97.0 percent on-time departures.

Blue Line on-time performance decreased to 98.3 percent. Gold Line was unchanged at 99.1 percent. Green Line decreased to 97.7 percent.

|         | Blue  | Gold  | Green |
|---------|-------|-------|-------|
| 2013-Q4 | 98.8% | 99.4% | 99.8% |
| 2014-Q1 | 98.9% | 99.1% | 98.9% |
| 2014-Q2 | 98.3% | 99.1% | 97.7% |



# Weekday Bus Ridership

4/1/14 - 6/30/14

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



## Saturday Bus Ridership

4/1/14 - 6/30/14

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

Costing factors and average fare assumptions from FY 2014 operating budget





## Sun/Hol Bus Ridership

4/1/14 - 6/30/14

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

Costing factors and average fare assumptions from FY 2014 operating budget

Quarterly Ridership Report  
 Period Ending June 30, 2014

**CBS Ridership**

4/1/14 - 6/30/14

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




Costing factors and average fare assumptions from FY 2014 operating budget  
 Routes 85, 95 170, 171, 172, 173, 176, 177, and 178 are operated according to service agreements  
 Contract revenue has been treated as fare revenue, reducing net cost and increasing fare box recovery  
 List excludes CityRide dial-a-ride service launched 10/29/12

Quarterly Ridership Report  
 Period Ending June 30, 2014

**Trend Analysis**

Apr. 1 - Jun. 30

## Average Daily Boardings

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

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

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

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

Total Vehicle Hours = Revenue hours plus deadhead

Bus vehicle hours are stated in terms of service hours per day (updated for period ending 6/30/14)

Rail hours are still stated in terms of revenue hours

Dial-a-Ride (DAR) service hours are time spent in service or available for service (excludes scheduled lunch breaks and other out-of-service time).

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

Q2 - April/May/June

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

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

Q2 - April/May/June

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

**Trend Analysis**
**Bus - Sun/Hol**

Q2 - April/May/June

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

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

CBS - Weekdays

Q2 - April/May/June

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



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

**Average Weekday Ridership**

Historical Trends by Station



| BLUE LINE - TOTAL          | Year Ended <sup>1</sup><br>6/30/09 |        | Year Ended <sup>2</sup><br>6/30/10 |        | Year Ended<br>6/30/11 |        | Year Ended<br>6/30/12 |        | Year Ended<br>6/30/13 |        | Year Ended<br>6/30/2014 |        | Percent Change<br>FY13 to FY14 |      |
|----------------------------|------------------------------------|--------|------------------------------------|--------|-----------------------|--------|-----------------------|--------|-----------------------|--------|-------------------------|--------|--------------------------------|------|
|                            | On                                 | Off    | On                                 | Off    | On                    | Off    | On                    | Off    | On                    | Off    | On                      | Off    | On                             | Off  |
| WATT / I-80                | 2,487                              | 2,295  | 2,111                              | 2,087  | 1,785                 | 1,825  | 2,164                 | 2,108  | 2,157                 | 2,088  | 2,020                   | 2,130  | -6%                            | 2%   |
| WATT I-80 WEST             | 96                                 | 216    | 102                                | 161    | 143                   | 150    | 116                   | 116    | 131                   | 127    | 118                     | 165    | -10%                           | 29%  |
| ROSEVILLE RD               | 699                                | 1,178  | 634                                | 1,035  | 677                   | 713    | 633                   | 736    | 633                   | 635    | 576                     | 596    | -9%                            | -6%  |
| MARCONI / ARCADE           | 1,262                              | 934    | 999                                | 928    | 827                   | 716    | 916                   | 870    | 1,057                 | 959    | 1,062                   | 988    | 0%                             | 3%   |
| SWANSTON                   | 416                                | 417    | 313                                | 267    | 271                   | 294    | 269                   | 299    | 313                   | 304    | 341                     | 393    | 9%                             | 29%  |
| ROYAL OAKS                 | 751                                | 707    | 547                                | 437    | 429                   | 398    | 515                   | 417    | 588                   | 539    | 602                     | 535    | 2%                             | -1%  |
| ARDEN / DEL PASO           | 1,644                              | 1,917  | 1,605                              | 1,777  | 1,186                 | 1,366  | 1,361                 | 1,606  | 1,297                 | 1,457  | 1,316                   | 1,394  | 1%                             | -4%  |
| GLOBE AVENUE               | 317                                | 374    | 309                                | 320    | 243                   | 253    | 296                   | 301    | 297                   | 288    | 304                     | 304    | 3%                             | 6%   |
| ALKALI FLAT / LA VALENTINA | 1,805                              | 1,402  | 1,256                              | 1,199  | 920                   | 948    | 949                   | 978    | 1,086                 | 1,020  | 1,076                   | 1,058  | -1%                            | 4%   |
| 12TH & I STREETS           | 732                                | 711    | 639                                | 677    | 512                   | 551    | 612                   | 662    | 504                   | 591    | 576                     | 577    | 14%                            | -2%  |
| CATHEDRAL SQUARE           | 1,203                              | 1,295  | 998                                | 1,111  | 885                   | 893    | 846                   | 939    | 743                   | 927    | 809                     | 871    | 9%                             | -6%  |
| 7TH / 9TH & K              | 3,136                              | 2,972  | 2,629                              | 2,156  | 1,825                 | 1,652  | 2,022                 | 1,887  | 1,921                 | 1,890  | 1,943                   | 1,825  | 1%                             | -3%  |
| 7TH / 8TH & CAPITOL        | 1,061                              | 955    | 967                                | 753    | 701                   | 616    | 673                   | 629    | 611                   | 637    | 588                     | 593    | -4%                            | -7%  |
| 8TH & O STREETS            | 891                                | 714    | 855                                | 653    | 754                   | 668    | 763                   | 679    | 675                   | 693    | 693                     | 707    | 3%                             | 2%   |
| ARCHIVES PLAZA             | 730                                | 521    | 619                                | 511    | 478                   | 484    | 519                   | 487    | 489                   | 491    | 520                     | 477    | 6%                             | -3%  |
| 13TH STREET                | 398                                | 541    | 446                                | 496    | 346                   | 392    | 429                   | 416    | 508                   | 472    | 494                     | 478    | -3%                            | 1%   |
| 16TH STREET                | 2,758                              | 2,850  | 2,454                              | 2,564  | 1,767                 | 1,982  | 2,213                 | 2,396  | 2,008                 | 2,225  | 1,984                   | 2,148  | -1%                            | -3%  |
| BROADWAY                   | 1,218                              | 1,503  | 1,073                              | 1,127  | 863                   | 924    | 1,030                 | 930    | 1,034                 | 1,012  | 1,014                   | 929    | -2%                            | -8%  |
| 4TH/WAYNE HULTGREN         | 677                                | 812    | 850                                | 656    | 637                   | 570    | 760                   | 577    | 684                   | 594    | 723                     | 532    | 6%                             | -10% |
| CITY COLLEGE               | 1,795                              | 1,896  | 1,923                              | 2,061  | 1,433                 | 1,393  | 1,757                 | 1,682  | 1,689                 | 1,789  | 1,772                   | 1,626  | 5%                             | -9%  |
| FRUITRIDGE                 | 822                                | 762    | 654                                | 633    | 535                   | 552    | 675                   | 682    | 642                   | 618    | 612                     | 577    | -5%                            | -7%  |
| 47TH AVE                   | 673                                | 718    | 626                                | 721    | 649                   | 576    | 717                   | 728    | 763                   | 682    | 720                     | 733    | -6%                            | 7%   |
| FLORIN                     | 2,322                              | 2,085  | 1,672                              | 1,902  | 1,383                 | 1,341  | 1,508                 | 1,723  | 1,606                 | 1,631  | 1,590                   | 1,783  | -1%                            | 9%   |
| MEADOWVIEW                 | 3,456                              | 3,575  | 3,050                              | 3,098  | 2,443                 | 2,437  | 2,813                 | 2,706  | 2,774                 | 2,542  | 2,460                   | 2,493  | -11%                           | -2%  |
|                            | 31,349                             | 31,349 | 27,331                             | 27,331 | 21,693                | 21,692 | 24,555                | 24,555 | 24,209                | 24,210 | 23,912                  | 23,912 | -1%                            | -1%  |

**Average Weekday Ridership**

Historical Trends by Station



| GOLD LINE - TOTAL    | Year Ended <sup>1</sup><br>6/30/09 |        | Year Ended <sup>2</sup><br>6/30/10 |        | Year Ended<br>6/30/11 |        | Year Ended<br>6/30/12 |        | Year Ended<br>6/30/13 |        | Year Ended<br>6/30/2014 |        | Percent Change<br>FY13 to FY14 |      |
|----------------------|------------------------------------|--------|------------------------------------|--------|-----------------------|--------|-----------------------|--------|-----------------------|--------|-------------------------|--------|--------------------------------|------|
|                      | On                                 | Off    | On                                 | Off    | On                    | Off    | On                    | Off    | On                    | Off    | On                      | Off    | On                             | Off  |
| SAC VALLEY           | 749                                | 951    | 741                                | 619    | 490                   | 561    | 504                   | 482    | 387                   | 363    | 439                     | 299    | 14%                            | -18% |
| 7TH & I              | 715                                | -      | 636                                | -      | 379                   | 34     | 375                   | 22     | 359                   | 9      | 399                     | 14     | 11%                            | 53%  |
| 8TH & H              | -                                  | -      | -                                  | -      | -                     | -      | 55                    | 304    | 23                    | 279    | 21                      | 317    | -6%                            | 14%  |
| 7TH & K              | -                                  | -      | 687                                | 13     | 886                   | 61     | 1,047                 | 47     | 1,002                 | 46     | 1,016                   | 58     | 1%                             | 26%  |
| 8TH & K              | -                                  | 1,922  | -                                  | 1,972  | 80                    | 1,585  | 71                    | 1,567  | 39                    | 1,351  | 48                      | 1,173  | 22%                            | -13% |
| 7TH / 8TH & CAPITOL  | 1,716                              | 557    | 982                                | 460    | 633                   | 649    | 610                   | 572    | 483                   | 511    | 498                     | 511    | 3%                             | 0%   |
| 8TH & O STREETS      | 1,165                              | 672    | 946                                | 632    | 911                   | 767    | 871                   | 832    | 732                   | 714    | 746                     | 687    | 2%                             | -4%  |
| ARCHIVES PLAZA       | 1,085                              | 618    | 897                                | 628    | 723                   | 745    | 691                   | 699    | 628                   | 660    | 620                     | 663    | -1%                            | 0%   |
| 13TH STREET          | 780                                | 648    | 718                                | 526    | 536                   | 460    | 524                   | 484    | 627                   | 538    | 515                     | 487    | -18%                           | -10% |
| 16TH STREET          | 3,139                              | 2,368  | 2,974                              | 2,476  | 2,168                 | 2,169  | 2,437                 | 2,367  | 2,146                 | 2,317  | 1,982                   | 2,148  | -8%                            | -7%  |
| 23RD STREET          | 809                                | 911    | 763                                | 773    | 625                   | 610    | 661                   | 580    | 573                   | 571    | 549                     | 500    | -4%                            | -13% |
| 29TH STREET          | 2,235                              | 2,238  | 2,079                              | 1,919  | 1,597                 | 1,622  | 1,817                 | 1,684  | 1,767                 | 1,571  | 1,659                   | 1,599  | -6%                            | 2%   |
| 39TH STREET          | 504                                | 525    | 386                                | 340    | 355                   | 310    | 353                   | 307    | 396                   | 321    | 350                     | 295    | -12%                           | -8%  |
| 48TH STREET          | 209                                | 340    | 241                                | 232    | 194                   | 237    | 204                   | 227    | 206                   | 231    | 216                     | 211    | 5%                             | -9%  |
| 59TH STREET          | 391                                | 259    | 365                                | 291    | 255                   | 294    | 303                   | 245    | 308                   | 287    | 254                     | 259    | -18%                           | -10% |
| 65TH STREET          | 1,945                              | 2,544  | 1,826                              | 1,920  | 1,523                 | 1,520  | 1,670                 | 1,762  | 1,678                 | 1,708  | 1,634                   | 1,728  | -3%                            | 1%   |
| POWER INN ROAD       | 1,108                              | 1,321  | 1,181                              | 1,201  | 832                   | 806    | 846                   | 806    | 796                   | 770    | 758                     | 723    | -5%                            | -6%  |
| COLLEGE GREENS       | 1,153                              | 973    | 856                                | 878    | 769                   | 752    | 823                   | 779    | 795                   | 736    | 808                     | 773    | 2%                             | 5%   |
| WATT / MANLOVE       | 1,299                              | 1,483  | 1,318                              | 1,665  | 1,185                 | 1,170  | 1,214                 | 1,330  | 1,256                 | 1,333  | 1,179                   | 1,265  | -6%                            | -5%  |
| STARFIRE             | 575                                | 889    | 605                                | 628    | 439                   | 358    | 511                   | 388    | 480                   | 416    | 443                     | 375    | -8%                            | -10% |
| TIBER                | 384                                | 420    | 388                                | 461    | 307                   | 323    | 372                   | 383    | 358                   | 390    | 371                     | 390    | 4%                             | 0%   |
| BUTTERFIELD          | 817                                | 664    | 741                                | 790    | 677                   | 662    | 737                   | 705    | 690                   | 719    | 714                     | 677    | 3%                             | -6%  |
| MATHER FIELD / MILLS | 2,581                              | 2,279  | 2,048                              | 2,350  | 1,600                 | 1,632  | 1,762                 | 1,914  | 1,814                 | 1,844  | 1,758                   | 1,754  | -3%                            | -5%  |
| ZINFANDEL            | 1,034                              | 1,064  | 1,236                              | 1,201  | 878                   | 833    | 942                   | 921    | 1,040                 | 1,010  | 1,064                   | 1,119  | 2%                             | 11%  |
| CORDOVA TOWN CTR     | 654                                | 638    | 788                                | 781    | 652                   | 601    | 684                   | 698    | 661                   | 602    | 638                     | 618    | -3%                            | 3%   |
| SUNRISE              | 823                                | 938    | 972                                | 1,111  | 836                   | 825    | 840                   | 909    | 883                   | 862    | 823                     | 803    | -7%                            | -7%  |
| HAZEL                | 189                                | 285    | 187                                | 445    | 199                   | 190    | 215                   | 239    | 209                   | 192    | 186                     | 179    | -11%                           | -7%  |
| IRON POINT           | 419                                | 643    | 363                                | 593    | 446                   | 466    | 481                   | 537    | 473                   | 497    | 480                     | 488    | 2%                             | -2%  |
| GLENN                | 264                                | 436    | 256                                | 360    | 325                   | 308    | 289                   | 294    | 284                   | 247    | 241                     | 261    | -15%                           | 6%   |
| HIST FOLSOM          | 433                                | 590    | 582                                | 495    | 512                   | 460    | 533                   | 510    | 508                   | 511    | 486                     | 513    | -4%                            | 0%   |
|                      | 27,175                             | 27,175 | 25,760                             | 25,759 | 21,009                | 21,010 | 22,443                | 22,591 | 21,602                | 21,608 | 20,895                  | 20,888 | -3%                            | -3%  |


**Average Weekday Ridership**

Historical Trends by Station



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

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

Mon-Fri

4/1/14 - 6/30/14

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

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

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

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

Saturday

4/1/14 - 6/30/14

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

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

Sun/Hol

4/1/14 - 6/30/14

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