



Quarterly Ridership Report  
Period Ending December 31, 2012

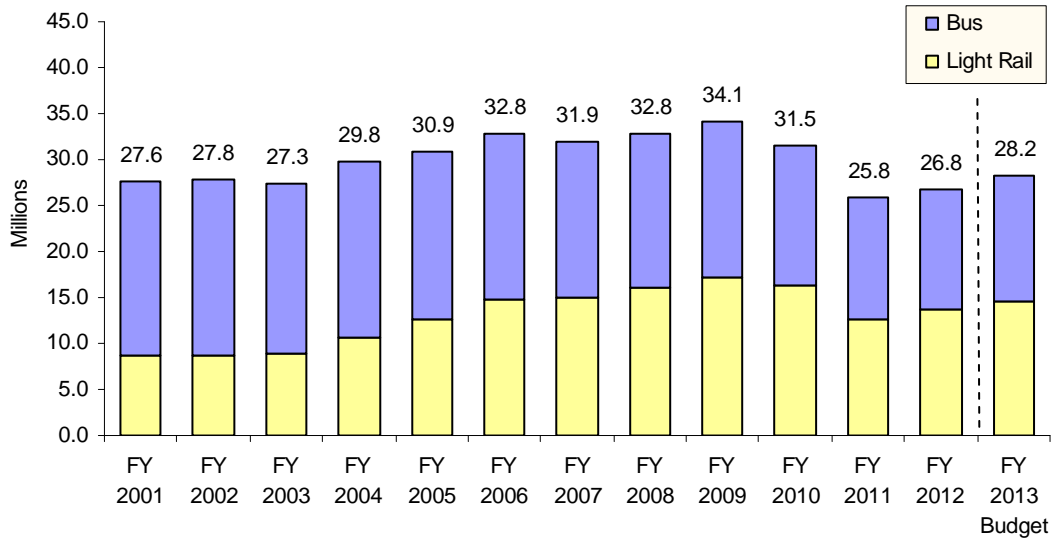
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and

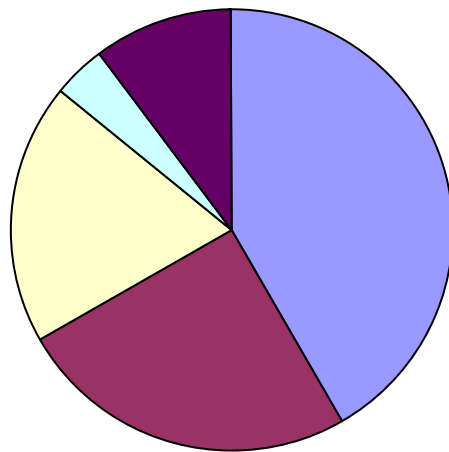
Post-September 2012  
Service Change Analysis

Quarterly Ridership Report  
 Period Ending December 31, 2012

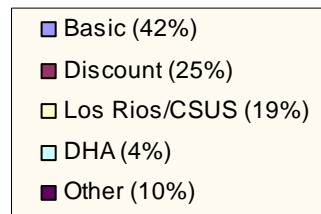
### System Profile - Annual Boardings by Fiscal Year



Source: RT Monthly Ridership Reports



### Fare Payment by Category

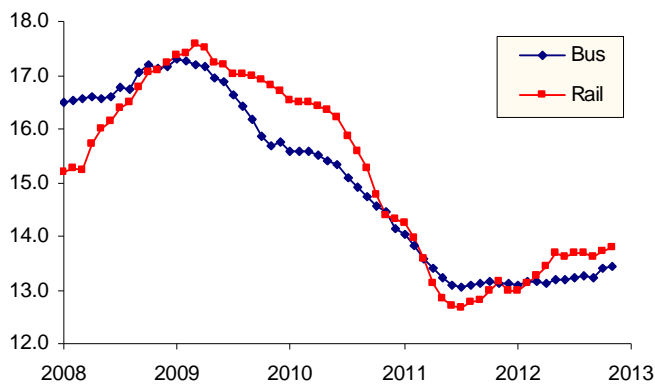


Source: RT FY 2012 Fare Survey

**Quarterly Ridership Report  
Period Ending December 31, 2012**
**Historical Trends**

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

**Rolling 12-Month Ridership**  
(millions)



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

With no major changes, ridership rebounded in FY 2012, increasing by 4 percent to 26.8 million. FY 2012 operating revenues were \$129.8 million, and expenses \$124.6 million, with \$5.2 million contributed to operating reserves.

RT's ridership goal for FY 2013 is currently 28.2 million boardings, an increase of another 5 percent over FY 2012. Service improvements were implemented in September 2012 and through the first half of the fiscal

<sup>1</sup> Fares increased to \$2.25 in January 2009 and to \$2.50 in September 2009.  
<sup>2</sup> Light rail train-hours were reduced by 16 percent. Light rail vehicle revenue hours, which count all cars in multi-car trains, were only reduced by 11 percent.

year, system-wide ridership was within 0.3 percent of expectations.

**Economic Factors**

After two summers where average California gas prices did not exceed \$4.00 per gallon, 2011 and 2012 both had periods of over \$4.00 per gallon gas. There was a notable spike in gas prices to over \$4.50 per gallon for about 20 days in October 2012. This may have been a contributing factor in the strong ridership RT experienced in October and November, especially considering the strong ridership that followed the spike in gas prices in 2008.

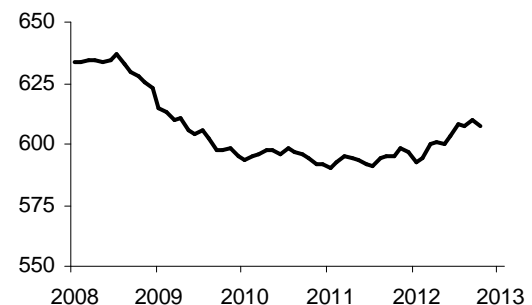
**California Gas Prices**



Source: U.S. Energy Information Association

Employment in the Sacramento area declined sharply from 2008 to 2010 and was relatively flat until 2012. In 2012, employment began to increase gradually.

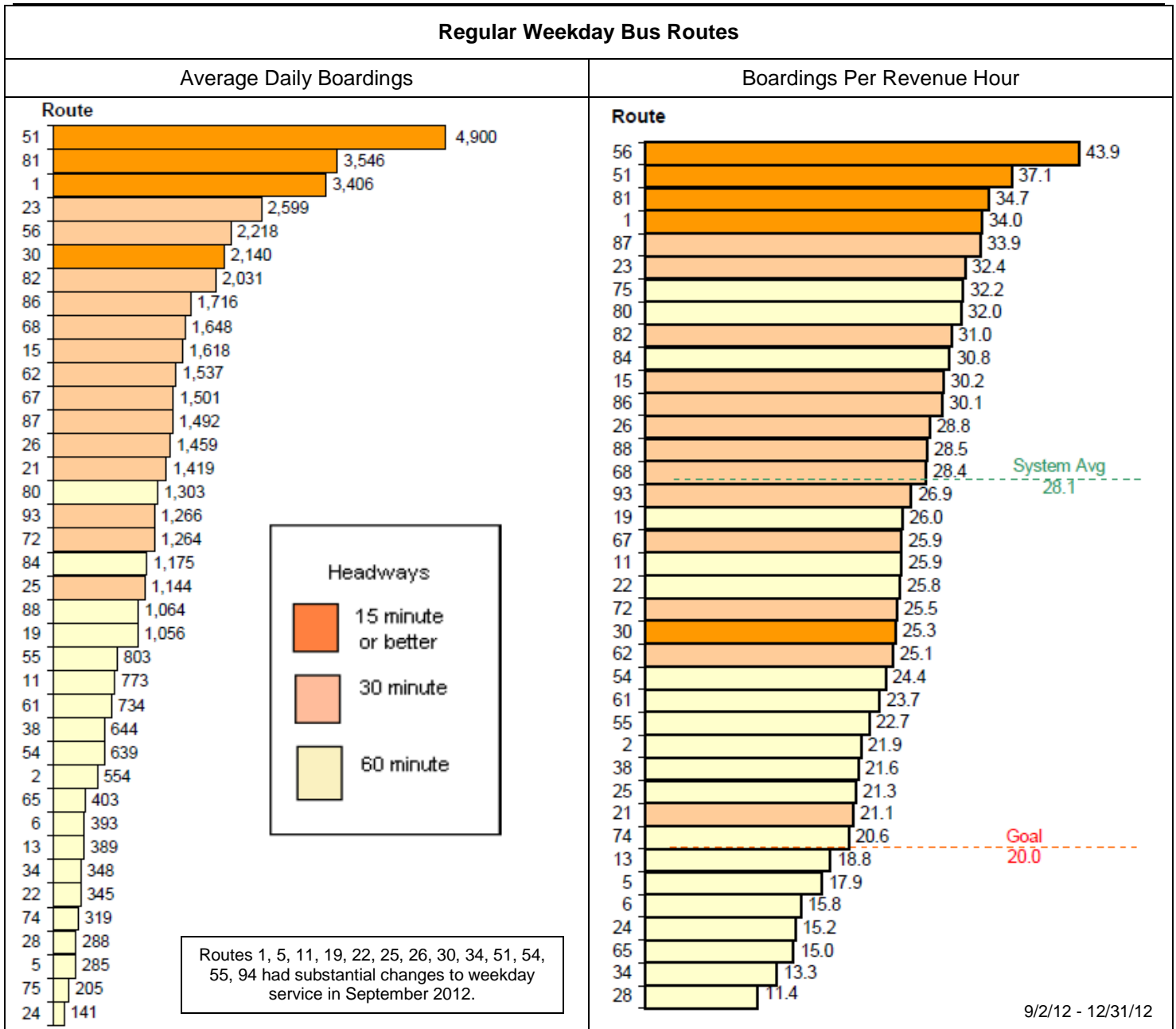
**Total Employment  
in Sacramento County**  
(thousands)



Source: Calif. Employment Development Dept.

RT ridership, especially on light rail, has correlated fairly closely with employment levels; however, the importance of service changes and fare increases should not be discounted.

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**Watch List**

**High Performers**

Route 56 - Exceeding maximum standards (2 qtrs)

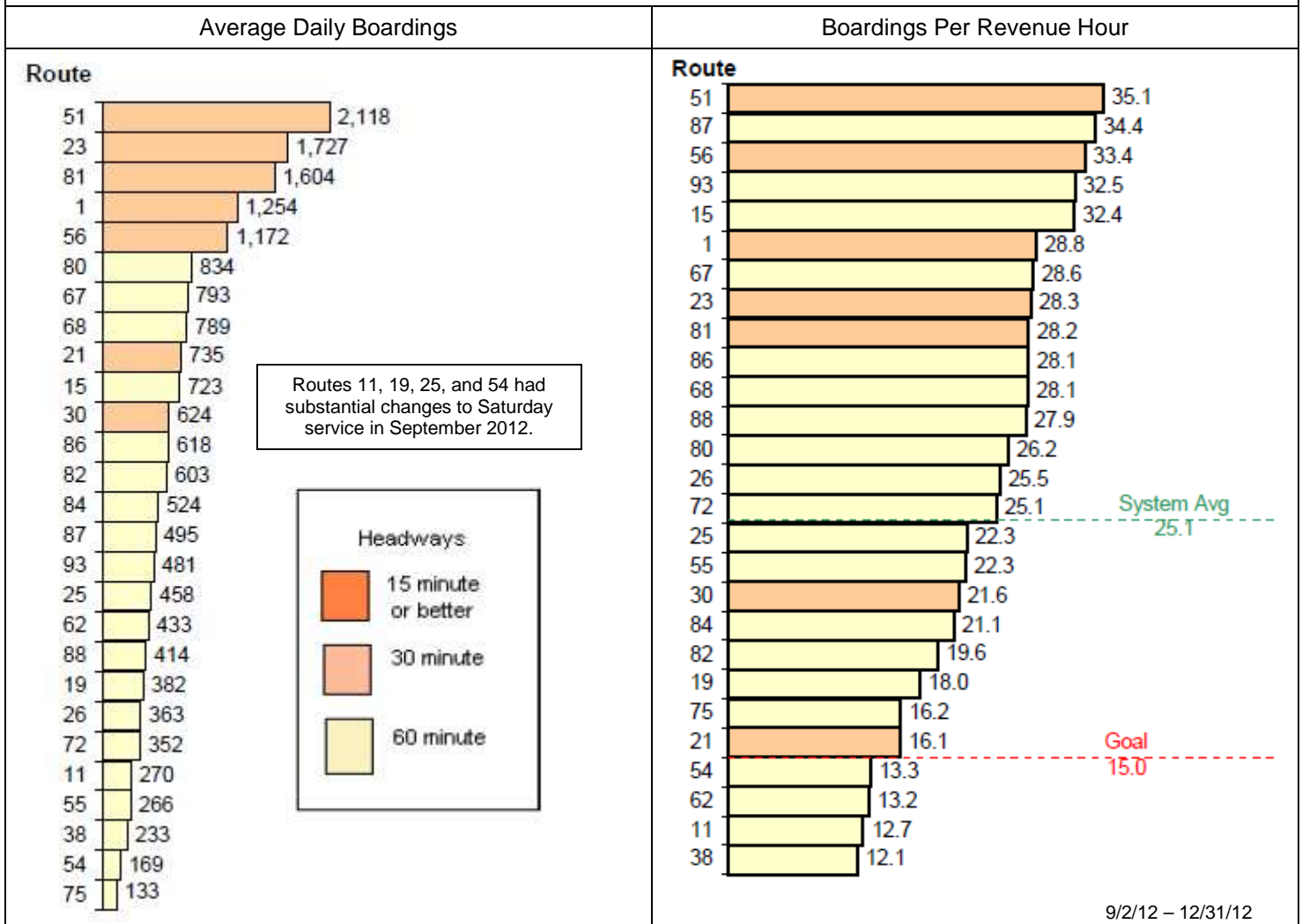
Notes:  
Headways improved on Routes 1, 51, and 55 in Sep. 2012

**Low Performers**

#13, 6, 24, 34, 28 all below RT standards (2 qtrs)  
#5 - Rerouted in Sep. 2012, still below standard (2 qtrs)  
#65 - Not meeting standards

Notes:  
#19 now meeting standards after Sep. 2012 changes  
#74 now meeting standards after slight increase  
#14 eliminated in Sep. 2012

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**Saturday Bus Routes**

**Watch List**
**High Performers**

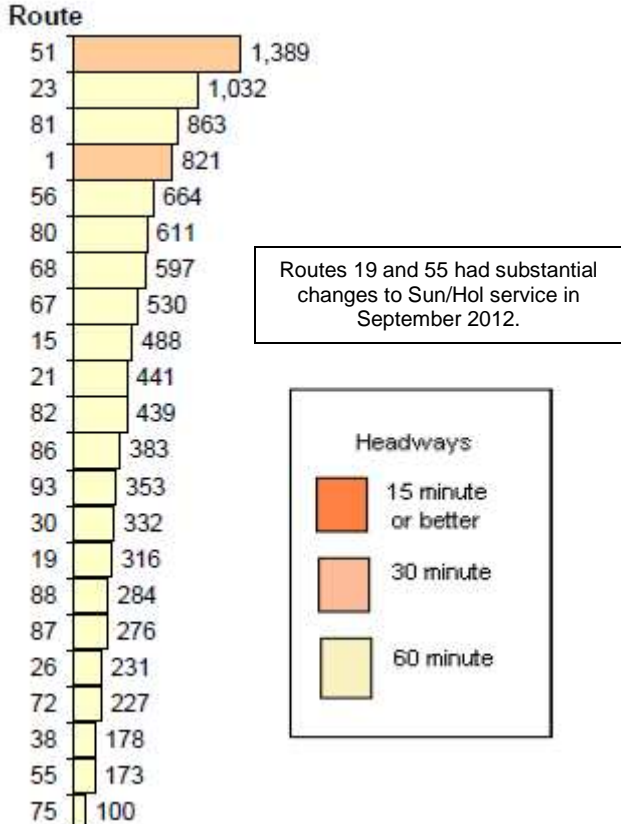
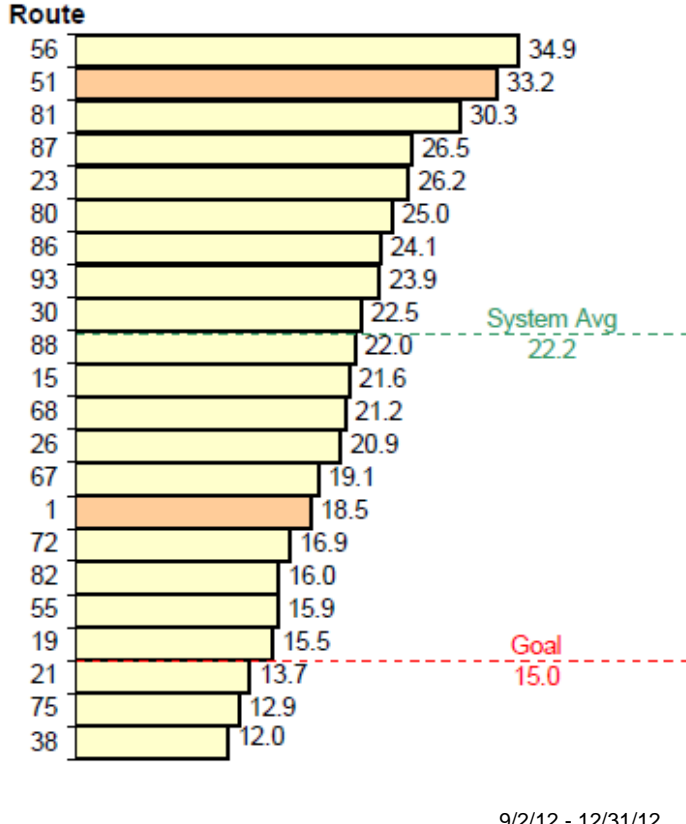
Notes:  
 Only seven routes currently have 30 minute headways

**Low Performers**

#62 and 38 not meeting standards (2 qtrs)  
 #11 and #54 - new Saturday service began Sep. 2012

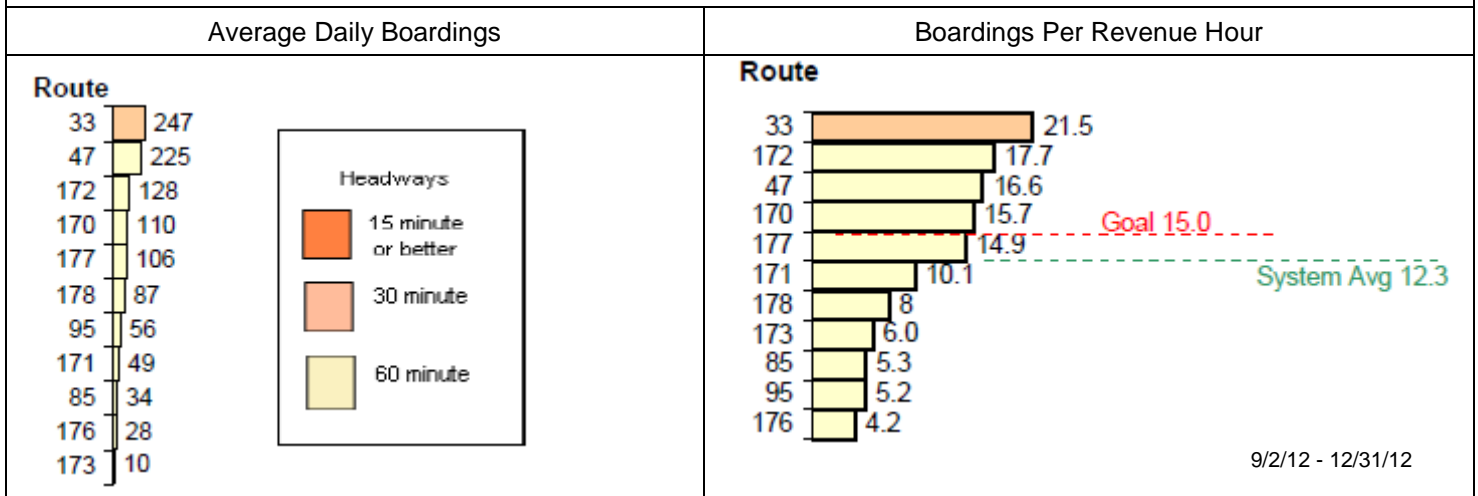
Notes:  
 #75 now meeting standards after slight improvement  
 #34 and 47 eliminated in Sep. 2012

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| <b>Sunday/Holiday Bus Routes</b>   |   |
|--|---|
| Average Daily Boardings  | Boardings Per Revenue Hour  |
| <p><b>Route</b></p>  <p>Routes 19 and 55 had substantial changes to Sun/Hol service in September 2012.</p> <p><b>Headways</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: orange; border: 1px solid black;"></span> 15 minute or better</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #FFDAB9; border: 1px solid black;"></span> 30 minute</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: yellow; border: 1px solid black;"></span> 60 minute</li> </ul> | <p><b>Route</b></p>  <p style="text-align: right;">System Avg<br/>22.2</p> <p style="text-align: right;">Goal<br/>15.0</p> <p style="text-align: right;">9/2/12 - 12/31/12</p> |
| <b>Watch List</b>  |   |
| <b>High Performers</b>   | <b>Low Performers</b>   |
| <p>Notes:<br/>                 Only two routes currently have 30 minute headways</p>   | <p>#21 not meeting standards<br/>                 #75 and 38 not meeting standards (2 qtrs)<br/>                 #82 and 55 now meeting standards; no changes to service</p>  |

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**Community Bus Routes**



Route 95 was created in September 2012  
Route 85 paid for by McClellan Business Park  
Routes 170-173 paid for by North Natomas TMA  
Routes 176-177 paid for by City of Rancho Cordova  
Route 178 paid for by Granite Park  
Route 16 was eliminated in September 2012.

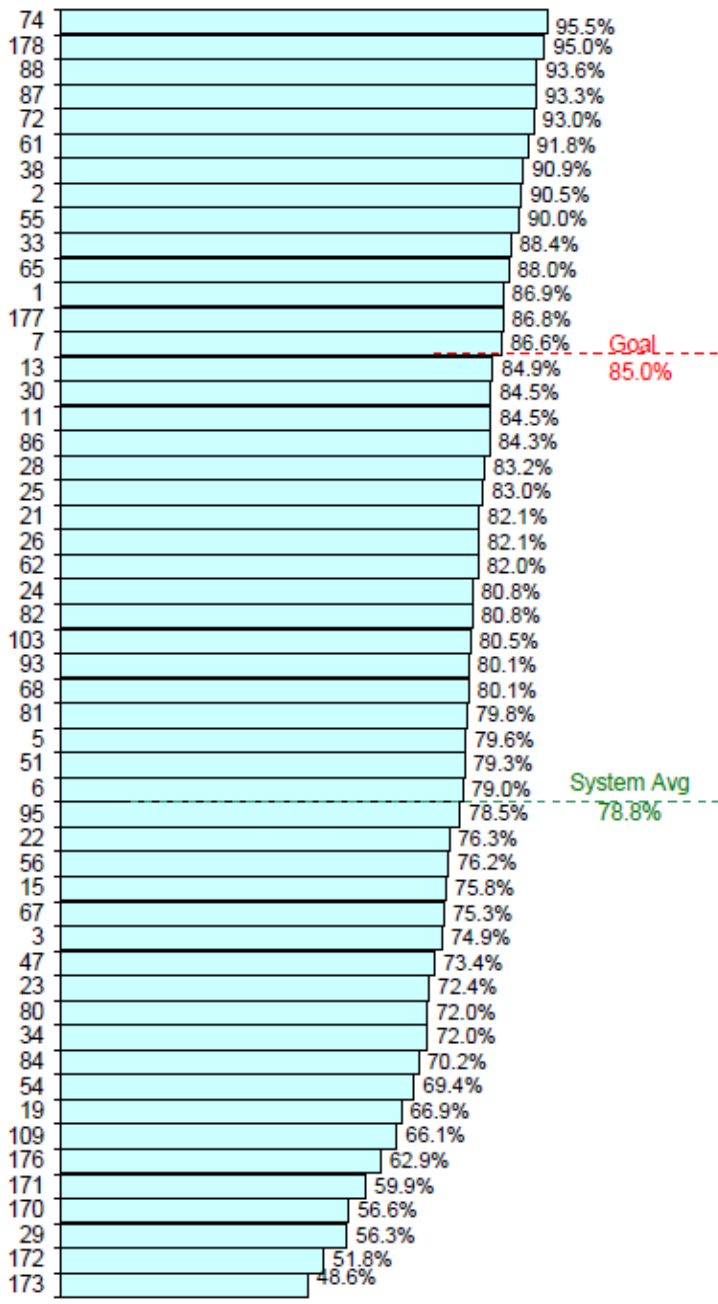
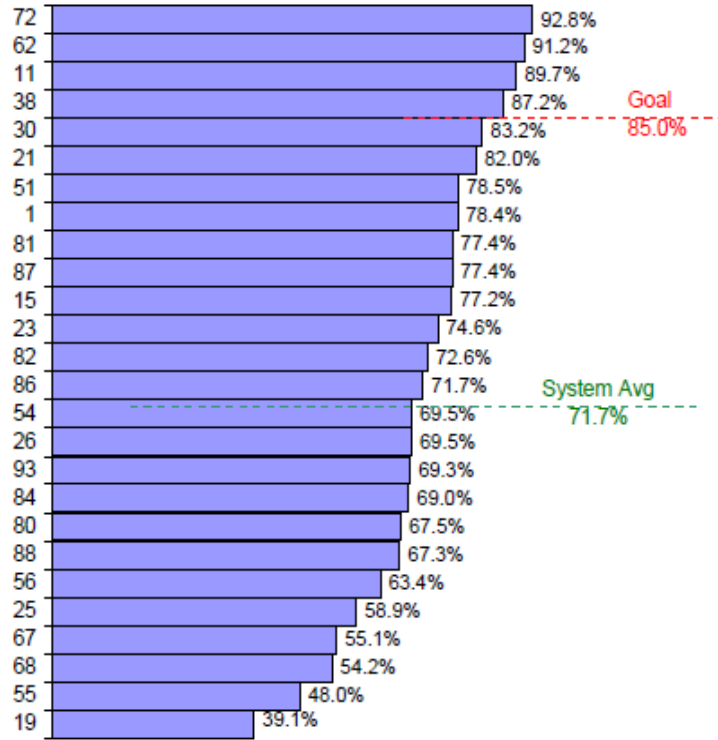
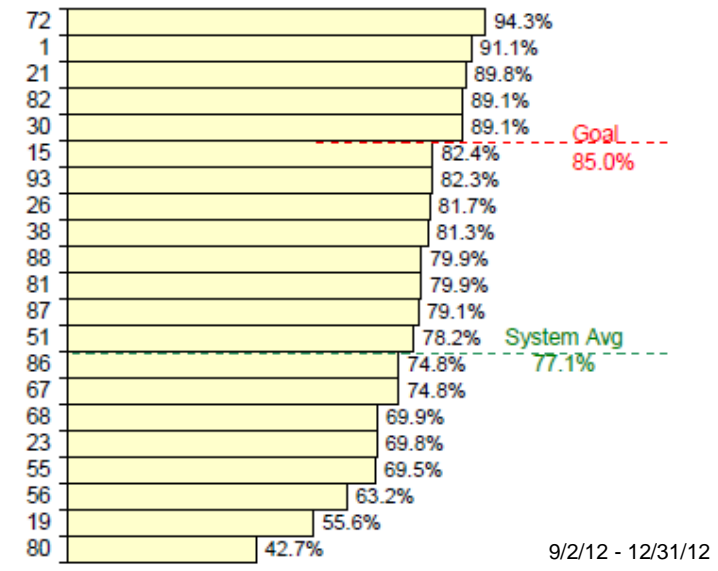
**Peak-Only Buses**

| Route | Morning Trips |           |          |         | Afternoon Trips |           |          |         |
|-------|---------------|-----------|----------|---------|-----------------|-----------|----------|---------|
|       | FromTime      | Boardings | Max Load | RunTime | FromTime        | Boardings | Max Load | RunTime |
| 3     | 6:15          | 27        | 25       | 0:39    | 16:19           | 32        | 30       | 0:38    |
|       | 6:45          | 28        | 26       | 0:35    | 16:34           | 22        | 20       | 0:36    |
|       | 7:00          | 32        | 31       | 0:37    | 16:49           | 22        | 21       | 0:39    |
|       | 7:15          | 37        | 32       | 0:42    | 17:04           | 19        | 18       | 0:42    |
| 7     | 6:09          | 22        | 20       | 0:35    | 16:15           | 27        | 23       | 0:34    |
|       | 6:39          | 23        | 19       | 0:34    | 16:45           | 19        | 17       | 0:34    |
|       | 7:09          | 34        | 31       | 0:36    | 17:15           | 16        | 15       | 0:36    |
| 29    | 6:22          | 36        | 30       | 0:51    | 16:35           | 39        | 31       | 1:04    |
|       | 6:52          | 40        | 36       | 0:52    | 17:05           | 28        | 21       | 1:02    |
| 103   | 5:53          | 15        | 13       | 0:20    | 16:36           | 20        | 14       | 0:24    |
|       | 6:23          | 14        | 10       | 0:18    | 17:06           | 19        | 16       | 0:25    |
|       | 6:38          | 15        | 11       | 0:23    | 17:36           | 16        | 13       | 0:24    |
|       | 6:53          | 18        | 14       | 0:22    | 18:06           | 7         | 5        | 0:23    |
| 109   | 6:26          | 27        | 24       | 0:51    | 16:35           | 26        | 24       | 1:02    |
|       | 6:56          | 30        | 28       | 0:54    | 17:20           | 20        | 16       | 0:58    |

9/2/12 - 12/31/12

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**On-Time Performance** 0-5 minutes late

**Weekday Bus Routes**

**Saturday Bus Routes**

**Sunday/Holiday Routes**

**Light Rail On-Time Departures** 0-5 minutes late

Goal = 97.0%

|                  |              |                  |              |                   |              |
|------------------|--------------|------------------|--------------|-------------------|--------------|
| <b>Blue Line</b> | <b>97.6%</b> | <b>Gold Line</b> | <b>98.7%</b> | <b>Green Line</b> | <b>97.9%</b> |
|------------------|--------------|------------------|--------------|-------------------|--------------|

9/2/12 - 12/31/12





Quarterly Ridership Report  
Period Ending December 31, 2012



## Weekday Bus Ridership

1/1/13 - 3/31/13

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

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

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

\* Indicates route with substantial changes in September 2012



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Period Ending December 31, 2012



## Weekday Bus Ridership

1/1/13 - 3/31/13

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

Cost figures based on fully allocated cost of \$135.54 per revenue hour.  
Average fare assumed to be \$1.096 per boarding passenger.

\* Indicates route with substantial changes in September 2012



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## Saturday Bus Ridership

1/1/13 - 3/31/13

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

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

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

\* Indicates route with substantial changes in September 2012



Quarterly Ridership Report  
Period Ending December 31, 2012



## Sun/Hol Bus Ridership

1/1/13 - 3/31/13

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

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

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

\* Indicates route with substantial changes in September 2012



Quarterly Ridership Report  
Period Ending December 31, 2012



## CBS Ridership

1/1/13 - 3/31/13

| Route | Name                         | Boardings<br>Per Day | Trips<br>Per Day | Rev Hrs<br>Per Day | (Goal > 15)         | Psgr Per<br>Rev Mile | Full Cost<br>Per Psgr | (Goal < \$9.414)     | Net Cost<br>Per Rev Hr | Farebox<br>Recovery | Contract<br>Service | Below<br>Standards |
|-------|------------------------------|----------------------|------------------|--------------------|---------------------|----------------------|-----------------------|----------------------|------------------------|---------------------|---------------------|--------------------|
|       |                              |                      |                  |                    | Psg'r Per<br>Rev Hr |                      |                       | Net Cost<br>Per Psgr |                        |                     |                     |                    |
| 33    | Dos Rios                     | 237                  | 60               | 11.5               | 20.6                | 2.9                  | \$7.64                | \$6.54               | \$135.03               | 14%                 |                     |                    |
| 47    | Phoenix Park                 | 199                  | 24               | 13.5               | 14.7                | 1.3                  | \$10.71               | \$9.62               | \$141.52               | 10%                 |                     | X                  |
| 85    | McClellan Shuttle            | 30                   | 14               | 6.4                | 4.8                 | 0.2                  | \$33.05               | \$31.95              | \$152.42               | 3%                  | X                   | X                  |
| 95    | Citrus Heights-Antelope Rd * | 59                   | 23               | 10.8               | 5.5                 | 0.4                  | \$28.84               | \$27.74              | \$151.66               | 4%                  | X                   | X                  |
| 170   | Eastside Flyer               | 89                   | 8                | 7.0                | 12.7                | 0.8                  | \$12.39               | \$5.45               | \$69.36                | 56%                 | X                   |                    |
| 171   | Westside Flyer               | 66                   | 6                | 4.9                | 13.6                | 5.1                  | \$11.63               | \$5.05               | \$68.46                | 57%                 | X                   |                    |
| 172   | Central Flyer                | 69                   | 8                | 7.3                | 9.6                 | 4.0                  | \$16.45               | \$7.60               | \$72.81                | 54%                 | X                   |                    |
| 173   | Square Flyer                 | 21                   | 2                | 1.6                | 13.2                | 4.9                  | \$11.91               | \$5.20               | \$68.80                | 56%                 | X                   |                    |
| 176   | Cordovan - Anatolia          | 26                   | 18               | 6.5                | 3.9                 | 0.3                  | \$40.14               | \$18.68              | \$73.38                | 53%                 | X                   | X                  |
| 177   | Rancho Cordovan              | 96                   | 58               | 7.1                | 13.5                | 0.9                  | \$11.69               | \$4.66               | \$62.90                | 60%                 | X                   |                    |
| 178   | Granite Shuttle              | 79                   | 41               | 11.6               | 6.8                 | 1.2                  | \$23.20               | \$15.85              | \$107.73               | 32%                 | X                   | X                  |

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





# Regional Transit

Quarterly Ridership Report  
 Period Ending December 31, 2012

## Trend Analysis

Sep. 1 - Dec. 31

Average Daily Ridership

|             |   | FY 2013       | Daily Boardings |          |       | FY 2013 | Revenue Hours |          |     | Boardings / Rev Hour |         |       |
|-------------|---|---------------|-----------------|----------|-------|---------|---------------|----------|-----|----------------------|---------|-------|
|             |   |               | FY 2012         | Variance | %     | FY 2013 | FY 2012       | Variance | %   | FY 2013              | FY 2012 |       |
| <b>BUS</b>  |  | Mon-Fri       | 49,517          | 47,810   | 1,707 | 3.6%    | 1,755         | 1,647    | 108 | 6.6%                 | 28.2    | 29.0  |
|             |   | Saturday      | 18,567          | 18,209   | 358   | 2.0%    | 739           | 727      | 12  | 1.7%                 | 25.1    | 25.0  |
|             |   | Sun/Hol       | 10,728          | 10,511   | 217   | 2.1%    | 483           | 490      | -7  | -1.4%                | 22.2    | 21.5  |
|             |   | CBS (Mon-Fri) | 1,079           | 304      | 775   | 254.9%  | 88            | 66       | 22  | 33.3%                | 12.3    | 4.6   |
| <b>RAIL</b> |  | Mon-Fri       | 49,348          | 46,940   | 2,408 | 5.1%    | 263           | 218      | 45  | 20.7%                | 187.7   | 215.5 |
|             |   | Saturday      | 17,184          | 17,210   | -25   | -0.1%   | 159           | 120      | 39  | 32.0%                | 108.1   | 143.0 |
|             |   | Sun/Hol       | 13,065          | 13,448   | -383  | -2.8%   | 138           | 123      | 15  | 12.2%                | 94.4    | 109.0 |

|                  |          |        |        |       |       |     |     |    |       |       |       |
|------------------|----------|--------|--------|-------|-------|-----|-----|----|-------|-------|-------|
| <b>Blue Line</b> | Mon-Fri  | 25,618 | 24,216 | 1,403 | 5.8%  | 117 | 109 | 8  | 7.5%  | 219.4 | 223.0 |
|                  | Saturday | 8,371  | n/a*   | n/a*  | n/a*  | 75  | 59  | 16 | 26.2% | 112.2 | n/a*  |
|                  | Sun/Hol  | 7,016  | 7,165  | -149  | -2.1% | 65  | 65  | 0  | -0.1% | 108.7 | 110.9 |

|                  |          |        |        |      |       |     |     |    |       |       |       |
|------------------|----------|--------|--------|------|-------|-----|-----|----|-------|-------|-------|
| <b>Gold Line</b> | Mon-Fri  | 23,455 | 22,724 | 730  | 3.2%  | 131 | 109 | 22 | 20.2% | 178.7 | 208.1 |
|                  | Saturday | 8,814  | n/a*   | n/a* | n/a*  | 84  | 61  | 23 | 37.6% | 104.5 | n/a*  |
|                  | Sun/Hol  | 6,049  | 6,283  | -234 | -3.7% | 74  | 59  | 15 | 25.6% | 81.9  | 106.9 |

|                   |         |     |  |  |  |    |  |  |  |      |  |
|-------------------|---------|-----|--|--|--|----|--|--|--|------|--|
| <b>Green Line</b> | Mon-Fri | 275 |  |  |  | 15 |  |  |  | 18.5 |  |
|-------------------|---------|-----|--|--|--|----|--|--|--|------|--|

In April 2012 light rail service hours increased 8.3 percent (8th Train was added to the Gold Line for schedule adherence purposes)

In June 2012 service began on the Green Line

In Sept. 2012 weekday light rail service hours were increased by 5.5 percent (additional two hours evening service)

In Sept. 2012 Saturday light rail service hours were increased by 19.3 percent (additional two hours evening service)

In Sept. 2012 weekday bus service was increased 6.2 percent (major service changes)

New CBS service in past year includes Granite Shuttle, North Natomas Flyer routes, new Rancho Cordovan Anatolia route, and Route 95 - Citrus Heights

\* Saturday Light Rail ridership from FY 2012 was determined to be unreliable for comparison purposes due to fluctuation in the random sample set



Quarterly Ridership Report  
Period Ending December 31, 2012

## Trend Analysis

Average Daily Ridership

Bus - Weekdays

| Route | Name                    | 9/1/12 - 12/31/12 |         |         | 9/1/11 - 12/31/11 |         |         | Variance  |         |     |       |
|-------|-------------------------|-------------------|---------|---------|-------------------|---------|---------|-----------|---------|-----|-------|
|       |                         | Boardings         | Rev Hrs | Psgr/Hr | Boardings         | Rev Hrs | Psgr/Hr | Boardings | Rev Hrs |     |       |
| 1     | Greenback               | 3,406             | 100     | 34      | 3,446             | 83      | 42      | -41       | -1%     | 17  | 21%   |
| 2     | Riverside               | 554               | 25      | 22      | 577               | 25      | 23      | -23       | -4%     | 0   | 0%    |
| 3     | Riverside Express       | 228               | 6       | 41      | 227               | 6       | 39      | 0         | 0%      | 0   | -3%   |
| 5     | Meadowview-Valley Hi    | 285               | 16      | 18      | 329               | 15      | 22      | -44       | -13%    | 1   | 7%    |
| 6     | Land Park               | 393               | 25      | 16      | 379               | 25      | 15      | 14        | 4%      | 0   | 0%    |
| 7     | Pocket Express          | 145               | 4       | 35      | 145               | 4       | 35      | 0         | 0%      | 0   | 0%    |
| 11    | Truxel Road             | 773               | 30      | 26      | 663               | 27      | 25      | 110       | 17%     | 3   | 11%   |
| 13    | Northgate               | 389               | 21      | 19      | 337               | 18      | 19      | 53        | 16%     | 3   | 18%   |
| 14    | Norwood (eliminated)    |                   |         |         | 420               | 21      | 20      | -420      | -100%   | -21 | -100% |
| 15    | Rio Linda Blvd-O Street | 1,618             | 54      | 30      | 1,445             | 53      | 27      | 173       | 12%     | 1   | 1%    |
| 19    | Rio Linda               | 1,056             | 41      | 26      | 771               | 40      | 19      | 285       | 37%     | 1   | 2%    |
| 21    | Sunrise                 | 1,419             | 67      | 21      | 1,461             | 63      | 23      | -42       | -3%     | 4   | 6%    |
| 22    | Arden                   | 345               | 13      | 26      | 351               | 15      | 24      | -6        | -2%     | -2  | -10%  |
| 23    | El Camino               | 2,599             | 80      | 32      | 2,501             | 77      | 32      | 98        | 4%      | 3   | 4%    |
| 24    | Madison-Greenback       | 141               | 9       | 15      | 155               | 9       | 16      | -14       | -9%     | 0   | -2%   |
| 25    | Marconi                 | 1,144             | 54      | 21      | 1,054             | 39      | 27      | 90        | 9%      | 15  | 39%   |
| 26    | Fulton                  | 1,459             | 51      | 29      | 1,113             | 36      | 31      | 346       | 31%     | 14  | 39%   |
| 28    | Fair Oaks-Folsom        | 288               | 25      | 11      | 297               | 25      | 12      | -9        | -3%     | 0   | 0%    |
| 29    | Arden-California Avenue | 147               | 4       | 38      | 138               | 4       | 35      | 9         | 7%      | 0   | -2%   |
| 30    | J Street (DASH)         | 2,140             | 85      | 25      | 1,792             | 67      | 27      | 349       | 19%     | 18  | 26%   |
| 31    | River Park (eliminated) |                   |         |         | 505               | 19      | 27      | -505      | -100%   | -19 | -100% |
| 34    | McKinley                | 348               | 26      | 13      | 318               | 26      | 12      | 29        | 9%      | 0   | -1%   |
| 38    | P/Q Streets             | 644               | 30      | 22      | 709               | 30      | 24      | -65       | -9%     | 0   | 0%    |
| 51    | Broadway-Stockton       | 4,900             | 132     | 37      | 4,347             | 100     | 43      | 552       | 13%     | 32  | 32%   |
| 54    | Center Parkway          | 639               | 26      | 24      | 620               | 26      | 24      | 19        | 3%      | 1   | 3%    |
| 55    | Scottsdale              | 803               | 35      | 23      | 668               | 16      | 41      | 135       | 20%     | 19  | 118%  |
| 56    | Pocket-C.R.C.           | 2,218             | 51      | 44      | 2,135             | 47      | 45      | 83        | 4%      | 3   | 7%    |
| 61    | Fruitridge              | 734               | 31      | 24      | 725               | 31      | 23      | 9         | 1%      | 0   | 0%    |
| 62    | Freeport                | 1,537             | 61      | 25      | 1,510             | 61      | 25      | 28        | 2%      | 0   | 0%    |





Quarterly Ridership Report  
Period Ending December 31, 2012

## Trend Analysis

Average Daily Ridership

Bus - Weekdays

| Route | Name                        | 9/1/12 - 12/31/12 |         |         | 9/1/11 - 12/31/11 |         |         | Variance  |         |           |         |
|-------|-----------------------------|-------------------|---------|---------|-------------------|---------|---------|-----------|---------|-----------|---------|
|       |                             | Boardings         | Rev Hrs | Psgr/Hr | Boardings         | Rev Hrs | Psgr/Hr | Boardings | Rev Hrs | Boardings | Rev Hrs |
| 65    | Franklin South              | 403               | 27      | 15      | 408               | 16      | 26      | -4        | -1%     | 11        | 68%     |
| 67    | Franklin                    | 1,501             | 58      | 26      | 1,410             | 58      | 24      | 91        | 6%      | 0         | 0%      |
| 68    | 44th Street                 | 1,648             | 58      | 28      | 1,603             | 59      | 27      | 45        | 3%      | -1        | -1%     |
| 72    | Rosemont-Lincoln Village    | 1,264             | 50      | 25      | 1,394             | 50      | 28      | -129      | -9%     | 0         | 0%      |
| 74    | International               | 319               | 16      | 21      | 303               | 16      | 20      | 16        | 5%      | 0         | 0%      |
| 75    | Mather Field                | 205               | 6       | 32      | 197               | 7       | 29      | 9         | 4%      | 0         | -6%     |
| 80    | Watt-Elkhorn                | 1,303             | 41      | 32      | 1,195             | 38      | 31      | 108       | 9%      | 3         | 7%      |
| 81    | Florin-65th Street          | 3,546             | 102     | 35      | 3,466             | 95      | 36      | 80        | 2%      | 7         | 7%      |
| 82    | Howe-65th Street            | 2,031             | 66      | 31      | 1,854             | 61      | 31      | 177       | 10%     | 5         | 8%      |
| 84    | Watt Avenue-North Highlands | 1,175             | 38      | 31      | 1,121             | 37      | 30      | 53        | 5%      | 1         | 2%      |
| 86    | San Juan-Silver Eagle       | 1,716             | 57      | 30      | 1,708             | 57      | 30      | 8         | 0%      | 0         | 0%      |
| 87    | Howe                        | 1,492             | 44      | 34      | 1,507             | 47      | 32      | -15       | -1%     | -3        | -7%     |
| 88    | West El Camino              | 1,064             | 37      | 29      | 1,090             | 42      | 26      | -26       | -2%     | -5        | -11%    |
| 93    | Hillsdale                   | 1,266             | 47      | 27      | 1,192             | 48      | 25      | 74        | 6%      | -1        | -1%     |
| 103   | Auburn Blvd                 | 126               | 4       | 30      | 136               | 4       | 32      | -9        | -7%     | 0         | -2%     |
| 109   | Hazel Express               | 107               | 4       | 28      | 90                | 4       | 24      | 17        | 19%     | 0         | 0%      |
| TOTAL |                             | 49,517            | 1,755   | 28      | 47,810            | 1,647   | 29      | 1,707     | 3.6%    | 109       | 6.6%    |





Quarterly Ridership Report  
Period Ending December 31, 2012

## Trend Analysis

Average Daily Ridership

Bus - Saturday

| Route | Name                        | 9/1/12 - 12/31/12 |         |         | 9/1/11 - 12/31/11 |         |         | Variance  |       |         |       |
|-------|-----------------------------|-------------------|---------|---------|-------------------|---------|---------|-----------|-------|---------|-------|
|       |                             | Boardings         | Rev Hrs | Psgr/Hr | Boardings         | Rev Hrs | Psgr/Hr | Boardings | %     | Rev Hrs | %     |
| 1     | Greenback                   | 1,254             | 43      | 29      | 1,139             | 44      | 26      | 115       | 10%   | -1      | -2%   |
| 11    | Truxel Road                 | 270               | 21      | 13      |                   |         |         | 270       | n/a   | 21      | n/a   |
| 15    | Rio Linda Blvd-O Street     | 723               | 22      | 32      | 645               | 22      | 29      | 78        | 12%   | 0       | 0%    |
| 19    | Rio Linda                   | 382               | 21      | 18      | 418               | 21      | 19      | -36       | -9%   | 0       | -1%   |
| 21    | Sunrise                     | 735               | 46      | 16      | 742               | 36      | 20      | -7        | -1%   | 9       | 26%   |
| 22    | Arden                       |                   |         |         | 234               | 11      | 21      | -234      | -100% | -11     | -100% |
| 23    | El Camino                   | 1,727             | 61      | 28      | 1,685             | 61      | 28      | 42        | 3%    | 0       | 0%    |
| 25    | Marconi                     | 458               | 21      | 22      | 515               | 24      | 21      | -57       | -11%  | -4      | -15%  |
| 26    | Fulton                      | 363               | 14      | 25      | 365               | 14      | 26      | -2        | -1%   | 0       | 0%    |
| 30    | J Street (DASH)             | 624               | 29      | 22      | 600               | 29      | 21      | 25        | 4%    | 0       | 0%    |
| 34    | McKinley                    |                   |         |         | 53                | 9       | 6       | -53       | -100% | -9      | -100% |
| 38    | P/Q Streets                 | 233               | 19      | 12      | 271               | 19      | 14      | -38       | -14%  | 0       | 0%    |
| 47    | Phoenix Park                |                   |         |         | 116               | 9       | 14      | -116      | -100% | -9      | -100% |
| 51    | Broadway-Stockton           | 2,118             | 60      | 35      | 2,070             | 60      | 34      | 48        | 2%    | 0       | 0%    |
| 54    | Center Parkway              | 169               | 13      | 13      |                   |         |         | 169       | n/a   | 13      | n/a   |
| 55    | Scottsdale                  | 266               | 12      | 22      | 275               | 12      | 24      | -9        | -3%   | 0       | 4%    |
| 56    | Pocket-C.R.C.               | 1,172             | 35      | 33      | 1,114             | 34      | 33      | 58        | 5%    | 1       | 4%    |
| 62    | Freeport                    | 433               | 33      | 13      | 437               | 29      | 15      | -4        | -1%   | 4       | 15%   |
| 67    | Franklin                    | 793               | 28      | 29      | 790               | 27      | 30      | 3         | 0%    | 1       | 4%    |
| 68    | 44th Street                 | 789               | 28      | 28      | 767               | 28      | 28      | 22        | 3%    | 0       | 1%    |
| 72    | Rosemont-Lincoln Village    | 352               | 14      | 25      | 356               | 14      | 25      | -4        | -1%   | 0       | 0%    |
| 75    | Mather Field                | 133               | 8       | 16      | 127               | 8       | 15      | 7         | 5%    | 0       | 0%    |
| 80    | Watt-Elkhorn                | 834               | 32      | 26      | 796               | 32      | 25      | 38        | 5%    | 0       | 0%    |
| 81    | Florin-65th Street          | 1,604             | 57      | 28      | 1,572             | 57      | 27      | 32        | 2%    | 0       | -1%   |
| 82    | Howe-65th Street            | 603               | 31      | 20      | 542               | 30      | 18      | 60        | 11%   | 1       | 2%    |
| 84    | Watt Avenue-North Highlands | 524               | 25      | 21      | 527               | 25      | 21      | -3        | -1%   | 0       | 0%    |
| 86    | San Juan-Silver Eagle       | 618               | 22      | 28      | 700               | 22      | 32      | -81       | -12%  | 0       | 0%    |
| 87    | Howe                        | 495               | 14      | 34      | 519               | 14      | 36      | -25       | -5%   | 0       | 0%    |
| 88    | West El Camino              | 414               | 15      | 28      | 405               | 15      | 27      | 9         | 2%    | 0       | 0%    |
| 93    | Hillsdale                   | 481               | 15      | 32      | 429               | 20      | 22      | 52        | 12%   | -5      | -25%  |
| TOTAL |                             | 18,567            | 739     | 25      | 18,209            | 727     | 25      | 358       | 2.0%  | 12      | 1.7%  |



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## Trend Analysis

Bus - Sun/Hol

Average Daily Ridership

| Route | Name                     | 9/1/12 - 12/31/12 |         |         | 9/1/11 - 12/31/11 |         |         | Variance  |         |           |         |
|-------|--------------------------|-------------------|---------|---------|-------------------|---------|---------|-----------|---------|-----------|---------|
|       |                          | Boardings         | Rev Hrs | Psgr/Hr | Boardings         | Rev Hrs | Psgr/Hr | Boardings | Rev Hrs | Boardings | Rev Hrs |
| 1     | Greenback                | 821               | 44      | 19      | 769               | 45      | 17      | 52        | 7%      | 0         | -1%     |
| 15    | Rio Linda Blvd-O Street  | 488               | 23      | 22      | 474               | 23      | 21      | 14        | 3%      | 0         | 0%      |
| 19    | Rio Linda                | 316               | 20      | 16      | 306               | 20      | 15      | 10        | 3%      | 0         | 0%      |
| 21    | Sunrise                  | 441               | 32      | 14      | 459               | 27      | 17      | -18       | -4%     | 5         | 18%     |
| 23    | El Camino                | 1,032             | 39      | 26      | 1,060             | 39      | 27      | -29       | -3%     | 0         | 0%      |
| 26    | Fulton                   | 231               | 11      | 21      | 247               | 11      | 22      | -16       | -7%     | 0         | 0%      |
| 30    | J Street (DASH)          | 332               | 15      | 22      | 290               | 15      | 20      | 43        | 15%     | 0         | 0%      |
|       |                          |                   |         |         | 38                | 9       | 4       | -38       | -100%   | -9        | -100%   |
| 38    | P/Q Streets              | 178               | 15      | 12      | 196               | 15      | 13      | -18       | -9%     | 0         | 0%      |
| 51    | Broadway-Stockton        | 1,389             | 42      | 33      | 1,353             | 42      | 32      | 36        | 3%      | 0         | 0%      |
| 55    | Scottsdale               | 173               | 11      | 16      | 135               | 9       | 15      | 38        | 28%     | 2         | 25%     |
| 56    | Pocket-C.R.C.            | 664               | 19      | 35      | 639               | 21      | 30      | 25        | 4%      | -2        | -9%     |
| 67    | Franklin                 | 530               | 28      | 19      | 519               | 27      | 19      | 11        | 2%      | 1         | 4%      |
| 68    | 44th Street              | 597               | 28      | 21      | 551               | 28      | 20      | 45        | 8%      | 0         | 1%      |
| 72    | Rosemont-Lincoln Village | 227               | 13      | 17      | 238               | 13      | 18      | -11       | -5%     | 0         | 0%      |
| 75    | Mather Field             | 100               | 8       | 13      | 100               | 8       | 13      | 0         | 0%      | 0         | 0%      |
| 80    | Watt-Elkhorn             | 611               | 24      | 25      | 612               | 24      | 25      | -1        | 0%      | 0         | 0%      |
| 81    | Florin-65th Street       | 863               | 28      | 30      | 841               | 28      | 30      | 22        | 3%      | 0         | 1%      |
| 82    | Howe-65th Street         | 439               | 28      | 16      | 388               | 27      | 14      | 51        | 13%     | 0         | 1%      |
| 86    | San Juan-Silver Eagle    | 383               | 16      | 24      | 407               | 16      | 26      | -24       | -6%     | 0         | 0%      |
| 87    | Howe                     | 276               | 10      | 27      | 274               | 10      | 26      | 2         | 1%      | 0         | 0%      |
| 88    | West El Camino           | 284               | 13      | 22      | 302               | 13      | 23      | -19       | -6%     | 0         | 0%      |
| 93    | Hillsdale                | 353               | 15      | 24      | 312               | 20      | 16      | 42        | 13%     | -5        | -25%    |
|       | TOTAL                    | 10,728            | 483     | 22      | 10,511            | 490     | 21      | 217       | 2.1%    | -8        | -1.5%   |



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## Trend Analysis

CBS - Weekdays

Average Daily Ridership

| Route | Name                        | 9/1/12 - 12/31/12 |         |        | 9/1/11 - 12/31/11 |         |        | Variance  |         |     |       |
|-------|-----------------------------|-------------------|---------|--------|-------------------|---------|--------|-----------|---------|-----|-------|
|       |                             | Boardings         | Rev Hrs | Psg/Hr | Boardings         | Rev Hrs | Psg/Hr | Boardings | Rev Hrs |     |       |
| 16    | Del Paso Hts-Norwood Avenue |                   |         |        | 160               | 11      | 14     | -160      | -100%   | -11 | -100% |
| 33    | Dos Rios                    | 247               | 11      | 22     | 141               | 11      | 12     | 107       | 76%     | 0   | 0%    |
| 47    | Phoenix Park                | 225               | 14      | 17     | 211               | 14      | 16     | 14        | 7%      | 0   | 0%    |
| 85    | McClellan Shuttle           | 34                | 6       | 5      | 32                | 6       | 5      | 1         | 4%      | 0   | 0%    |
| 95    | Citrus Heights-Antelope Rd  | 56                | 11      | 5      |                   |         |        | 56        | n/a     | 11  | n/a   |
| 170   | Eastside Flyer              | 110               | 7       | 16     |                   |         |        | 110       | n/a     | 7   | n/a   |
| 171   | Westside Flyer              | 49                | 5       | 10     |                   |         |        | 49        | n/a     | 5   | n/a   |
| 172   | Central Flyer               | 128               | 7       | 18     |                   |         |        | 128       | n/a     | 7   | n/a   |
| 173   | Square Flyer                | 10                | 2       | 6      |                   |         |        | 10        | n/a     | 2   | n/a   |
| 176   | Cordovan - Anatolia         | 28                | 7       | 4      |                   |         |        | 28        | n/a     | 7   | n/a   |
| 177   | Rancho Cordovan             | 106               | 7       | 15     | 132               | 12      | 11     | -26       | -19%    | -5  | -42%  |
| 178   | Granite Shuttle             | 87                | 12      | 8      | 99                | 11      | 9      | -12       | -12%    | 0   | 2%    |
|       | TOTAL                       | 1,079             | 88      | 12     | 775               | 66      | 12     | 304       | 39%     | 22  | 33%   |



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Trend Analysis

Blue Line - Weekdays

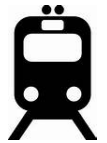
Average Daily Ridership

| 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 |        | FY 2013 YTD <sup>3</sup><br>9/2/12 - 12/31/12 |        | Percent Change<br>FY 2012 to 2013 |      |
|--------------------------|------------------------------------|--------|------------------------------------|--------|-----------------------|--------|-----------------------|--------|---|--------|-----------------------------------|------|
|                          | On                                 | Off    | On                                 | Off    | On                    | Off    | On                    | Off    | On  | Off    | On                                | Off  |
| WATT / I-80              | 2,487                              | 2,295  | 2,111                              | 2,087  | 1,785                 | 1,825  | 2,164                 | 2,108  | 2,319   | 2,182  | 7%                                | 4%   |
| WATT I-80 WEST           | 96                                 | 216    | 102                                | 161    | 143                   | 150    | 116                   | 116    | 121   | 135    | 4%                                | 16%  |
| ROSEVILLE RD             | 699                                | 1,178  | 634                                | 1,035  | 677                   | 713    | 633                   | 736    | 600   | 673    | -5%                               | -9%  |
| MARCONI / ARCADE         | 1,262                              | 934    | 999                                | 928    | 827                   | 716    | 916                   | 870    | 1,088   | 971    | 19%                               | 12%  |
| SWANSTON                 | 416                                | 417    | 313                                | 267    | 271                   | 294    | 269                   | 299    | 304   | 291    | 13%                               | -3%  |
| ROYAL OAKS               | 751                                | 707    | 547                                | 437    | 429                   | 398    | 515                   | 417    | 584   | 553    | 13%                               | 33%  |
| ARDEN / DEL PASO         | 1,644                              | 1,917  | 1,605                              | 1,777  | 1,186                 | 1,366  | 1,361                 | 1,606  | 1,333   | 1,580  | -2%                               | -2%  |
| GLOBE AVENUE             | 317                                | 374    | 309                                | 320    | 243                   | 253    | 296                   | 301    | 310   | 280    | 5%                                | -7%  |
| ALKALI FLAT / LA VALENTI | 1,805                              | 1,402  | 1,256                              | 1,199  | 920                   | 948    | 949                   | 978    | 1,150   | 1,003  | 21%                               | 3%   |
| 12TH & I STREETS         | 732                                | 711    | 639                                | 677    | 512                   | 551    | 612                   | 662    | 505   | 557    | -18%                              | -16% |
| CATHEDRAL SQUARE         | 1,203                              | 1,295  | 998                                | 1,111  | 885                   | 893    | 846                   | 939    | 718   | 997    | -15%                              | 6%   |
| 7TH / 9TH & K            | 3,136                              | 2,972  | 2,629                              | 2,156  | 1,825                 | 1,652  | 2,022                 | 1,887  | 1,962   | 1,907  | -3%                               | 1%   |
| 7TH / 8TH & CAPITOL      | 1,061                              | 955    | 967                                | 753    | 701                   | 616    | 673                   | 629    | 640   | 636    | -5%                               | 1%   |
| 8TH & O STREETS          | 891                                | 714    | 855                                | 653    | 754                   | 668    | 763                   | 679    | 754   | 716    | -1%                               | 5%   |
| ARCHIVES PLAZA           | 730                                | 521    | 619                                | 511    | 478                   | 484    | 519                   | 487    | 472   | 448    | -9%                               | -8%  |
| 13TH STREET              | 398                                | 541    | 446                                | 496    | 346                   | 392    | 429                   | 416    | 511   | 511    | 19%                               | 23%  |
| 16TH STREET              | 2,758                              | 2,850  | 2,454                              | 2,564  | 1,767                 | 1,982  | 2,213                 | 2,396  | 2,266   | 2,374  | 2%                                | -1%  |
| BROADWAY                 | 1,218                              | 1,503  | 1,073                              | 1,127  | 863                   | 924    | 1,030                 | 930    | 1,137   | 1,052  | 10%                               | 13%  |
| 4TH/WAYNE HULTGREN       | 677                                | 812    | 850                                | 656    | 637                   | 570    | 760                   | 577    | 853   | 735    | 12%                               | 27%  |
| CITY COLLEGE             | 1,795                              | 1,896  | 1,923                              | 2,061  | 1,433                 | 1,393  | 1,757                 | 1,682  | 2,025   | 2,066  | 15%                               | 23%  |
| FRUITRIDGE               | 822                                | 762    | 654                                | 633    | 535                   | 552    | 675                   | 682    | 691   | 676    | 2%                                | -1%  |
| 47TH AVE                 | 673                                | 718    | 626                                | 721    | 649                   | 576    | 717                   | 728    | 776   | 767    | 8%                                | 5%   |
| FLORIN                   | 2,322                              | 2,085  | 1,672                              | 1,902  | 1,383                 | 1,341  | 1,508                 | 1,723  | 1,755   | 1,737  | 16%                               | 1%   |
| MEADOWVIEW               | 3,456                              | 3,575  | 3,050                              | 3,098  | 2,443                 | 2,437  | 2,813                 | 2,706  | 2,809   | 2,837  | 0%                                | 5%   |
|                          | 31,349                             | 31,349 | 27,331                             | 27,331 | 21,693                | 21,692 | 24,555                | 24,555 | 25,682  | 25,682 | 5%                                | 5%   |

FY 2009 is actually FY 2009 Q4 data only. Full year total was 31,667.  
 FY 2010 data ends on 6/20/10 when major service changes were adopted  
 FY 2013 YTD data purposes excludes data prior to September 2013 service changes



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## Trend Analysis

### Gold Line - Weekdays

Average Daily Ridership

| 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 |        | FY 2013 YTD <sup>3</sup><br>9/2/12 - 12/31/12 |        | Percent Change<br>FY 2012 to 2013 |      |
|----------------------|------------------------------------|--------|------------------------------------|--------|-----------------------|--------|-----------------------|--------|---|--------|-----------------------------------|------|
|                      | On                                 | Off    | On                                 | Off    | On                    | Off    | On                    | Off    | On  | Off    | On                                | Off  |
| SAC VALLEY           | 749                                | 951    | 741                                | 619    | 490                   | 561    | 504                   | 482    | 363   | 371    | -28%                              | -23% |
| 7TH & I              | 715                                | -      | 636                                | -      | 379                   | 34     | 375                   | 22     | 385   | 6      | 3%                                | -72% |
| 8TH & H              | -                                  | -      | -                                  | -      | -                     | -      | 55                    | 304    | 20  | 245    | -63%                              | -20% |
| 7TH & K              | -                                  | -      | 687                                | 13     | 886                   | 61     | 1,047                 | 47     | 1,161   | 30     | 11%                               | -36% |
| 8TH & K              | -                                  | 1,922  | -                                  | 1,972  | 80                    | 1,585  | 71                    | 1,567  | 41  | 1,400  | -43%                              | -11% |
| 7TH / 8TH & CAPITOL  | 1,716                              | 557    | 982                                | 460    | 633                   | 649    | 610                   | 572    | 526   | 497    | -14%                              | -13% |
| 8TH & O STREETS      | 1,165                              | 672    | 946                                | 632    | 911                   | 767    | 871                   | 832    | 790   | 754    | -9%                               | -9%  |
| ARCHIVES PLAZA       | 1,085                              | 618    | 897                                | 628    | 723                   | 745    | 691                   | 699    | 633   | 616    | -8%                               | -12% |
| 13TH STREET          | 780                                | 648    | 718                                | 526    | 536                   | 460    | 524                   | 484    | 731   | 577    | 40%                               | 19%  |
| 16TH STREET          | 3,139                              | 2,368  | 2,974                              | 2,476  | 2,168                 | 2,169  | 2,437                 | 2,367  | 2,380   | 2,665  | -2%                               | 13%  |
| 23RD STREET          | 809                                | 911    | 763                                | 773    | 625                   | 610    | 661                   | 580    | 597   | 601    | -10%                              | 4%   |
| 29TH STREET          | 2,235                              | 2,238  | 2,079                              | 1,919  | 1,597                 | 1,622  | 1,817                 | 1,684  | 1,880   | 1,680  | 4%                                | 0%   |
| 39TH STREET          | 504                                | 525    | 386                                | 340    | 355                   | 310    | 353                   | 307    | 426   | 331    | 21%                               | 8%   |
| 48TH STREET          | 209                                | 340    | 241                                | 232    | 194                   | 237    | 204                   | 227    | 192   | 229    | -6%                               | 1%   |
| 59TH STREET          | 391                                | 259    | 365                                | 291    | 255                   | 294    | 303                   | 245    | 346   | 339    | 14%                               | 39%  |
| 65TH STREET          | 1,945                              | 2,544  | 1,826                              | 1,920  | 1,523                 | 1,520  | 1,670                 | 1,762  | 1,910   | 1,980  | 14%                               | 12%  |
| POWER INN ROAD       | 1,108                              | 1,321  | 1,181                              | 1,201  | 832                   | 806    | 846                   | 806    | 809   | 831    | -4%                               | 3%   |
| COLLEGE GREENS       | 1,153                              | 973    | 856                                | 878    | 769                   | 752    | 823                   | 779    | 806   | 754    | -2%                               | -3%  |
| WATT / MANLOVE       | 1,299                              | 1,483  | 1,318                              | 1,665  | 1,185                 | 1,170  | 1,214                 | 1,330  | 1,391   | 1,496  | 15%                               | 13%  |
| STARFIRE             | 575                                | 889    | 605                                | 628    | 439                   | 358    | 511                   | 388    | 582   | 491    | 14%                               | 27%  |
| TIBER                | 384                                | 420    | 388                                | 461    | 307                   | 323    | 372                   | 383    | 363   | 407    | -2%                               | 6%   |
| BUTTERFIELD          | 817                                | 664    | 741                                | 790    | 677                   | 662    | 737                   | 705    | 721   | 700    | -2%                               | -1%  |
| MATHER FIELD / MILLS | 2,581                              | 2,279  | 2,048                              | 2,350  | 1,600                 | 1,632  | 1,762                 | 1,914  | 1,960   | 2,110  | 11%                               | 10%  |
| ZINFANDEL            | 1,034                              | 1,064  | 1,236                              | 1,201  | 878                   | 833    | 942                   | 921    | 1,141   | 1,204  | 21%                               | 31%  |
| CORDOVA TOWN CTR     | 654                                | 638    | 788                                | 781    | 652                   | 601    | 684                   | 698    | 709   | 645    | 4%                                | -8%  |
| SUNRISE              | 823                                | 938    | 972                                | 1,111  | 836                   | 825    | 840                   | 909    | 954   | 906    | 13%                               | 0%   |
| HAZEL                | 189                                | 285    | 187                                | 445    | 199                   | 190    | 215                   | 239    | 218   | 222    | 2%                                | -7%  |
| IRON POINT           | 419                                | 643    | 363                                | 593    | 446                   | 466    | 481                   | 537    | 519   | 519    | 8%                                | -3%  |
| GLENN                | 264                                | 436    | 256                                | 360    | 325                   | 308    | 289                   | 294    | 302   | 254    | 4%                                | -14% |
| HIST FOLSOM          | 433                                | 590    | 582                                | 495    | 512                   | 460    | 533                   | 510    | 549   | 548    | 3%                                | 7%   |
|                      | 27,175                             | 27,175 | 25,760                             | 25,759 | 21,009                | 21,010 | 22,443                | 22,591 | 23,407  | 23,407 | 4%                                | 4%   |

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

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

FY 2013 YTD data purposes excludes data prior to September 2013 service changes



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**Post-Service Change Analysis**

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

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

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

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

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

The following is a special report on ridership impacts observed since the changes were implemented. All comparisons are for the period Sep. 1 to Dec. 31 of 2012 compared to 2011 unless otherwise noted.

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**Route 1 (Greenback)** - An extra hour of evening service was added, headways were improved from 20 to 15

minutes and the segment north of I-80 was eliminated (changed to Route 26) on weekdays. Excluding the eliminated segment, average daily ridership went from 3,058 to 3,406, an increase of 348 or 11 percent. Service levels increased approximately 33 percent on the same portion of the route. On-time performance is now exceeding 85 percent compared to 79 percent last year.

**Route 5 (Meadowview/Valley Hi)** - Service on Power Inn Road was eliminated due to low ridership. Ridership on Route 5 nevertheless decreased, partly due to fewer student riders going to Florin High School.

**Route 11 (Truxel)** - Two evening trips were added leaving downtown at 6:08 and 6:38 p.m. (last trip was previously 5:38 p.m.). Average daily ridership increased by 110 (+17%) from 663 to 773, while revenue hours only increased by 11 percent. Saturday service was also initiated and averaged 270 boardings per day and 13 boardings per revenue hour.

**North Sacramento** - Route 14 (Norwood) and Route 16 (Del Paso Hts.) were eliminated. Route 19 (Rio Linda) was realigned to cover Norwood Ave, eliminating a partial redundancy with Route 15 on Rio Linda Blvd. A segment of Route 25 on Del Paso Blvd. was also eliminated due to partial redundancy with Route 15. Overall, for Routes 13, 14, 15, 16, and 19, average weekday ridership decreased by 70 (-2%) from 3,133 to 3,063; however, weekday revenue hours decreased by 28 (-19%) from 143 to 115. Productivity increased from 21.9 to 26.6 boardings per revenue hour.

**Route 13 (Northgate)** - Connections were adjusted, but the number of trips was unchanged; however, with the elimination of Route 14, Route 13 became the primary way to get from the Arden/Del Paso area to the vicinity of Truxel Road and Gateway Park Blvd. in North Natomas. Average daily ridership on Route 13 consequently increased by 53 boardings per day (+16%) from 337 to 389. An unforeseen drawback was that due to the elimination of Route 14, a single specific morning trip became overloaded. Due to the prevalence of disabled passengers on this trip and the long 60 minute headways, a special tripper bus was added to supplement this trip. Between the tripper service and the schedule adjustments, revenue hours increased as

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**Post-Service Change Analysis**

much as ridership, so productivity remained at 19 boardings per hour, just below RT's standards.

**Route 15 (Rio Linda Blvd.)** - Route 15 was essentially unchanged; however, the rerouting of Route 19 from Rio Linda Blvd. and the elimination of Route 25 on Del Paso Blvd. resulted in ridership increases on Route 15 as riders used Route 15 instead. Ridership increased on Rio Linda Blvd. by 58 daily boardings and on Del Paso Blvd. by 57 daily boardings. Overall, ridership increased by 173 daily boardings or 12 percent, from 1,445 to 1,618 daily boardings. This increased productivity from 27 to 30 boardings per hour; however, on-time performance declined from 81 to 76 percent.

**Route 15 - Average Weekday Ridership**

|                    | Before       | After        | Var        | %          |
|--------------------|--------------|--------------|------------|------------|
| Watt/I-80 Stn      | 141          | 154          | 13         | 9%         |
| Grand Ave.         | 263          | 305          | 42         | 16%        |
| Rio Linda Blvd.    | 198          | 257          | 58         | 30%        |
| Del Paso Blvd.     | 131          | 188          | 57         | 44%        |
| Arden/Del Paso Stn | 178          | 213          | 35         | 20%        |
| Downtown Segment   | 535          | 502          | -33        | -6%        |
| <b>Total</b>       | <b>1,445</b> | <b>1,618</b> | <b>173</b> | <b>12%</b> |

**Route 19 (Rio Linda)** - Route 19 was rerouted from Rio Linda Blvd. to Norwood Ave., as explained above. Riders on Norwood Ave., which were previously served by Routes 14 and 16, must now use Route 19 for north/south travel on Norwood Ave. (Route 86 still provides east/west travel.) These changes have caused weekday ridership on Route 19 to increase by 285 (+37%) from 771 to 1,056. This has increased productivity from 19 to 26 boardings per hour. This puts Route 19 within RT's minimum productivity standards of 20 boardings per hour. Weekday on-time performance, however, is now 67 percent, compared to 85 percent before.

On weekends, Route 19 now provides service on Norwood Ave., which has not had weekend service since June 2010. On Saturdays, the Norwood Ave. segment averaged 100 daily boardings and on Sundays/Holidays, average daily ridership was 81.

**Route 19 - Average Weekday Ridership**

|                          | Before     | After        | Var        | %          |
|--------------------------|------------|--------------|------------|------------|
| Arden/Del Paso Stn       | 85         | 143          | 58         | 69%        |
| Norwood Ave              |            | 282          |            |            |
| Del Paso/Rio Linda Blvd. | 116        |              |            |            |
| Remainder of Route       | 570        | 631          | 61         | 11%        |
| <b>Total</b>             | <b>771</b> | <b>1,056</b> | <b>285</b> | <b>37%</b> |

**Route 22 (Arden)** - The segment of Route 22 east of Morse Ave. was eliminated and the route was realigned to serve Kaiser Hospital on Morse Ave. and the Walmart on Watt Ave. Ridership has been virtually unchanged. Revenue hours decreased slightly, while productivity increased from 24 to 26 boardings per hour.

**Route 25 (Marconi)** - Ridership increased by 100 daily boardings at the Marconi/Arcade light rail station, most likely due to elimination of service to the Arden/Del Paso light rail station. Service was eliminated on Del Paso Blvd., affecting approximately 94 daily riders. Headways were improved from 60 to 30 minutes on Marconi Ave. but kept the same on the remainder of the route. An extra hour of evening service was added so that the last outbound trip from Marconi/Arcade is now at 7:47 p.m. Where headways were improved from 60 to 30 minutes, ridership increased by 32 percent. On the remainder of the route, ridership increased by 16 percent. Overall productivity for the route decreased from 27 to 21 boardings per hour.

**Route 25 - Average Weekday Ridership**

|                     | Before       | After        | Var       | %         |
|---------------------|--------------|--------------|-----------|-----------|
| Arden/Del Paso Stn. | 100          | 0            |           |           |
| Del Paso Blvd.      | 94           | 0            |           |           |
| Marconi/Arcade Stn. | 100          | 200          | 100       | 101%      |
| Marconi Ave.        | 394          | 521          | 126       | 32%       |
| Remainder of Route  | 366          | 423          | 57        | 16%       |
| <b>Total</b>        | <b>1,054</b> | <b>1,144</b> | <b>90</b> | <b>9%</b> |

**Route 30, 31, 34** - Route 31, which served J/L Streets like Route 30, but which also served River Park, was discontinued. Route 34 service from CSUS to the 65th Street light rail station was discontinued and the route was realigned to go from CSUS into River Park. This

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allowed River Park to still receive hourly service at a reduced overall cost, by eliminating a redundant part of Route 34 (the segment from CSUS to the 65th Street light rail station) which is still served by Routes 82 and 87. Combined ridership on Routes 30, 31, and 34 decreased by 127 daily boardings (-5 percent) from 2,615 to 2,488, while combined revenue hours decreased 1 percent from 112 to 111. Productivity increased on Route 34 from 12.1 to 13.3, decreased on Route 30 from 26.7 to 25.3, and decreased for the group overall from 23.3 to 22.5 boardings per hour.

**Route 51 (Stockton)** - Weekday headways were improved from 15 to 12 minutes during the day and evening service was extended an hour later, so that the last trip now leaves downtown at 9:54 p.m. Ridership increased by 552 daily boardings (+13 percent) from 4,347 to 4,900. Revenue hours increased 32 percent, while boardings per hour decreased from 43 to 37. On-time performance has improved from 72 to 80 percent, and anecdotal reports on reliability from operators, supervisors, and student riders have consistently been very positive.

**Route 54 (Center Parkway)** - Route 54 was extended from Cosumnes River College to Gerber Road via Calvine Road and Power Inn Road. Average daily ridership on the new segment was slightly over 100 boardings. The remainder of the route was adjusted to simplify and straighten the route. Ridership on this part of the route decreased by 50-90 daily riders. An unforeseen consequence of this change was that an additional vehicle became necessary to operate Route 65, which reduced its productivity from 26 to 15 boardings per revenue hour.

**Route 55 (Scottsdale)** - Weekday headways were improved from 60 to 30 minutes and recovery time was also added to the schedule. Ridership increased by 135 daily riders (+20 percent) from 668, to 803. Revenue hours increased 118 percent, however, due to more than doubling service. The route is, however, running much more reliably at 90 percent on-time, compared to 70 percent a year ago. On Sundays and Holidays, Route 55 was also extended to Cosumnes River College. Previously, the route ended at Kaiser Hospital on Sundays and Holidays. Sunday/Holiday ridership increased by 36 daily boardings (+28 percent) from 135 to 173, while revenue hours increased only 25 percent.

**Route 65 (Franklin South)** - Although there were no substantive changes to Route 65 ridership or service, statistical productivity was impacted negatively by unrelated changes to Route 54. Historically, the most efficient way to operate these two routes has been to share vehicles between both routes, which share a common terminal at the Florin light rail station. A marginal increase in service on Route 54 unfortunately pushed total running time for the two routes combined to a level where an additional bus in service was necessary. The addition of a new bus to the combined schedule added additional recovery time to the combined schedule. In order to minimize disruption to existing passenger schedules on both routes, most of the recovery time was added at the end of Route 65 trips. This resulted in a considerable increase in revenue hours for Route 65 on paper, from 16 to 27 per day, with no commensurate increase in ridership. This has resulted in Route 65's productivity decreasing from 26 to 15 boardings per hour, below RT's standard.

**Route 95 (Citrus Heights)** - For its first four months of operation, Route 95 averaged 56 daily boardings and 5 boardings per revenue hour.

**CityRide** - A pilot dial-a-ride service operating in the City of Citrus Heights, CityRide launched at the end of October 2012. CityRide averaged 11 boardings per day for its first month, and is now averaging about 20 daily boardings. This is equivalent to approximately 1.1 boardings per revenue hour. Marketing activities schedule for late February and March are expected to improve ridership and productivity.

**Light Rail** - An extra two hours of evening service were added on weekdays and an extra hour of evening service was added on Saturdays. In general, the start time for the last round trip of the night was changed from approximately 9:00 p.m. to approximately 11:00 p.m. On weekdays, later rail service was supported by later bus service on major routes, which generally was extended so that the last outbound trip would begin at approximately 10:00 p.m.

Although on a year-over-year basis, weekday revenue hours increased 21 percent, the September 2012 service changes were only a 5.4 percent annual increase over the pre-existing levels. The remainder of the increase from the prior year came from (1) adding running time



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and schedule recovery time to the Gold Line for schedule adherence purposes in April 2012, and (2) adding Green Line service in June 2012.

Although an hour of extra evening service was added on Saturdays on light rail, ridership was virtually unchanged.

Compared to a 5.5 percent increase in revenue hours, weekday light rail ridership increased by 5.1 percent, a gain of 2,408 daily boardings, from 46,940 to 49,348. This compares favorably to the bus system, where overall ridership increased 3.6 percent on a 6.6 percent increase in service.

As would be expected, early morning/late night service increased the most significantly on weekdays, from 5,294 to 6,434 daily boardings, a gain of 2,408 or 21.5 percent. Morning peak service unexpectedly increased by 9.3 percent, a gain of 1,012 daily boardings. Midday and afternoon peak ridership was essentially unchanged.

Cash from light rail fare vending machines also decreased approximately 1.5 percent for the same period. Given that discount ticket and pass use as well as fare evasion tend to be greater in the evenings, it is not altogether unexpected that light rail ridership would outpace fare revenue. It should also be noted that only 15-20 percent of light rail riders pay with cash into a fare vending machine; most have a pass that they purchased in advance or on an earlier bus trip.

**Light Rail - Average Weekday Boardings**

|              | FY 2013       | FY 2012       | Variance     | Percent     |
|--------------|---------------|---------------|--------------|-------------|
| AM Peak      | 11,891        | 10,879        | 1,012        | 9.3%        |
| Midday       | 20,170        | 19,858        | 311          | 1.6%        |
| PM Peak      | 10,853        | 10,909        | -56          | -0.5%       |
| Evenings     | 6,434         | 5,294         | 1,140        | 21.5%       |
| <b>Total</b> | <b>49,348</b> | <b>46,940</b> | <b>2,408</b> | <b>5.1%</b> |

\* Evenings includes early morning service before 6:00 a.m.

Please note that light rail ridership numbers are based on randomly chosen passenger counts, and that the random sampling technique is geared primarily toward producing an accurate annual number at the mode level for mandatory reporting to the Federal Transit Administration. Quarterly and especially monthly estimates broken down by line, time of day, or station will therefore be less reliable and be considered only in combination with other sources of information.

Average park-and-ride usage, for instance decreased approximately 6.0 percent for the same period. This would seem to cast doubt upon the reported increase in estimated peak-hour morning ridership.