CITY OF ROSEVILLE CALIFORNIA

AGENDA
November 19, 2019

TRANSPORTATION COMMISSION MEETING
6:00 PM
Council Chambers
311 Vernon Street
Roseville, California
www.roseville.ca.us

THE CITY OF ROSEVILLE WELCOMES YOUR PARTICIPATION

If an agenda item is open to public comment, such public comment shall be addressed to the chair of the meeting.

Public Comment - Speakers have three minutes under Public Comment to speak on issues that are not listed on the agenda and are within the City's jurisdiction. The Brown Act does not permit any action or discussion on items not listed on the agenda.

Consent Calendar - If applicable, the Consent Calendar consists of routine items that may be approved by one motion. Any person can remove an item from the Consent Calendar to be discussed separately.

Agenda Items - Speakers have five minutes to address items that are listed on the agenda.

Americans with Disabilities Act - Notify the City Clerk or Secretary at least 72 hours in advance if special assistance is required to participate in a meeting including the need of auxiliary aids or services.

Audio/Visual Presentations - If making a presentation regarding an agenda item, audio/visual materials must be submitted to the City Clerk or Secretary at least 72 hours in advance.

Roseville City Clerk 311 Vernon Street, Roseville, CA 916-774-5200 TDD 916-774-5220

1. CALL TO ORDER

2. ROLL CALL

3. PLEDGE OF ALLEGIANCE

4. PUBLIC COMMENTS

5. MINUTES

5.1. Approval of August 20, 2019 Minutes

6. REQUESTS/PRESENTATIONS

6.1. Placer-Sacramento Gateway Plan Project Overview

An informational update on the status of the Placer-Sacramento Gateway Plan Project.

6.2. Transit Performance Report - 4th Quarter of Fiscal Year 2019

Transit Performance Report of Fiscal Year 2019 is presented for Transportation Commission review and acceptance.

7. COMMISSIONER / STAFF REPORT

8. ADJOURNMENT

TRANSPORTATION COMMISSION COMMUNICATION

CITY OF ROSEVILLE CALIFORNIA

Title: Placer-Sacramento Gateway Plan Project Overview
Contact: Michael Dour, mdour@roseville.ca.us, (916) 746-1304

Meeting Date: 11/19/2019
Item #: 6.1.

RECOMMENDATION

None. For information and discussion only.

BACKGROUND

The Placer-Sacramento Gateway Plan (Gateway Plan) is a comprehensive multi-modal corridor plan for Interstate 80 from Sacramento to Auburn and State Route 65 from Roseville to Lincoln. The plan is being developed with regional collaboration to qualify for funding under the Senate Bill 1 (SB1) Congested Corridors grant program. Please see the attached staff report that was presented to the Placer County Transportation Planning Agency Board and the accompanying draft PowerPoint presentation for more information.

Respectfully Submitted,

Michael Dour, Alternative Transportation Manager

Jason Shykowski, Public Works Director

ATTACHMENTS:

Description

PCTPA Board Staff Report

Draft Powerpoint Presentation

Placer County Transportation Planning Agency

MEMORANDUM

TO: **PCTPA Board of Directors** **DATE: October 23, 2019**

FROM: **David Melko, Senior Transportation Planner**

SUBJECT: **PLACER-SACRAMENTO GATEWAY PLAN PROJECT OVERVIEW**

ACTION REQUESTED
None. For information and discussion only.

BACKGROUND
Senate Bill 1 (SB1), the Road Repair and Accountability Act of 2017, was passed and signed into law in April 2017. SB1 created a variety of funding programs such as Local Streets and Roads, Local Partnership, and Solutions for Congested Corridors.

In January 2019, the Board approved a contract with Fehr and Peers to prepare a comprehensive multimodal Corridor Plan for Interstate 80 (from Auburn to downtown Sacramento) and State Route 65 (from Lincoln to Interstate 80). The corridor plan, branded as the Placer-Sacramento Gateway Plan (Gateway Plan), is the first comprehensive multimodal corridor plan developed under SB1 in the Sacramento region. The Gateway Plan is sponsored by four agencies: PCTPA, SACOG, CCJPA and Caltrans District 3, and is being developed in collaboration with a project development team of 14 public agencies.

Projects seeking Solutions for Congested Corridors funding must be included in the Gateway Plan. They are expected to achieve a variety of transportation performance metrics, including safety, congestion, accessibility, economic development, job creation and retention, air quality and greenhouse gas emissions reduction, and efficient land use. These performance metrics will form the basis for how projects are evaluated by the California Transportation Commission (CTC) when seeking program funding. Solutions for Congested Corridors funding can only be used for the construction phase of the project.

The first cycle of funding for the Congested Corridors Program was programmed by the CTC in May 2018. The second cycle of funding begins in FY 2021/22. Applications for the second cycle of funding is anticipated to be due in spring 2020 with funding awarded in June 2020. PCTPA intends to apply for Cycle 2 funding.

DISCUSSION
The Gateway Plan process represents a comprehensive multimodal approach to address Interstate 80 and State Route 65 corridor congestion and quality of life issues through investment in transportation and related environmental solutions.

PCTPA staff along with the plan consultant Fehr and Peers will provide the Board with an overview of the Gateway Plan development process, summarizing planning progress to date and identifying key next steps toward plan acceptance and application submittal for Congested Corridors Program funding.

DM:LM:MWL:ss

PLACER-SACRAMENTO GATEWAY PLAN

Placer-Sacramento Gateway Plan
Project Overview

November 2019

PRESENTATION OUTLINE

- Introducing the Plan
- Engagement
- Analysis
- Next Steps

PLACER-SACRAMENTO GATEWAY PLAN

PLAN OVERVIEW

2 Mile Buffer Around Project Corridor

The study corridor serves a variety of major employment and educational centers in Placer and Sacramento counties.About 387,000 employees and 80,000 college students work and attend school within two miles of the corridor, respectively.

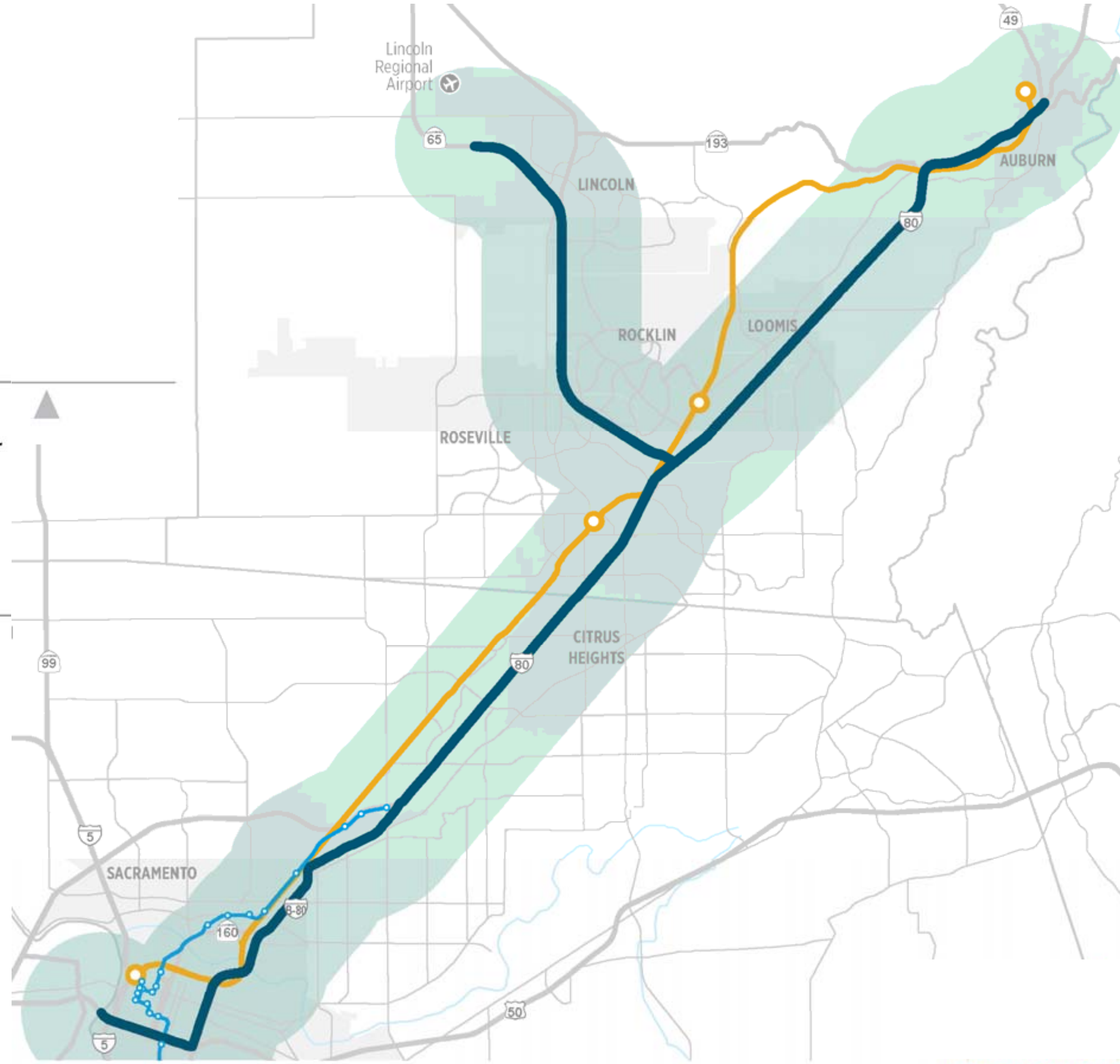
2 Mile Buffer

Corridor Study Transportation Network

Capitol Corridor Train

Blue Line Light Rail

State Highway



PLACER-SACRAMENTO GATEWAY PLAN

PLAN OVERVIEW

- Led by a strategy team consisting of
  - Placer County Transportation Planning Agency (PCTPA)
  - Caltrans District 3
  - Capitol Corridor (CCJPA)
  - Sacramento Area Council of Governments (SACOG)

- Advised by project development team (PDT) comprised of 14 cities, counties, and transit operators located along the study corridor

- Primary goal is to make the region more competitive for discretionary transportation funding programs

PLACER-SACRAMENTO GATEWAY PLAN

PLAN OVERVIEW

- Plan is required to apply for funding through the State's Solutions for Congested Corridors Program (SCCP), funded by Senate Bill 1

- SCCP statutory requirements:
  - Reduce congestion
  - Produce more transportation choices
  - Preserve the character of the community
  - Create an opportunity for neighborhood enhancement

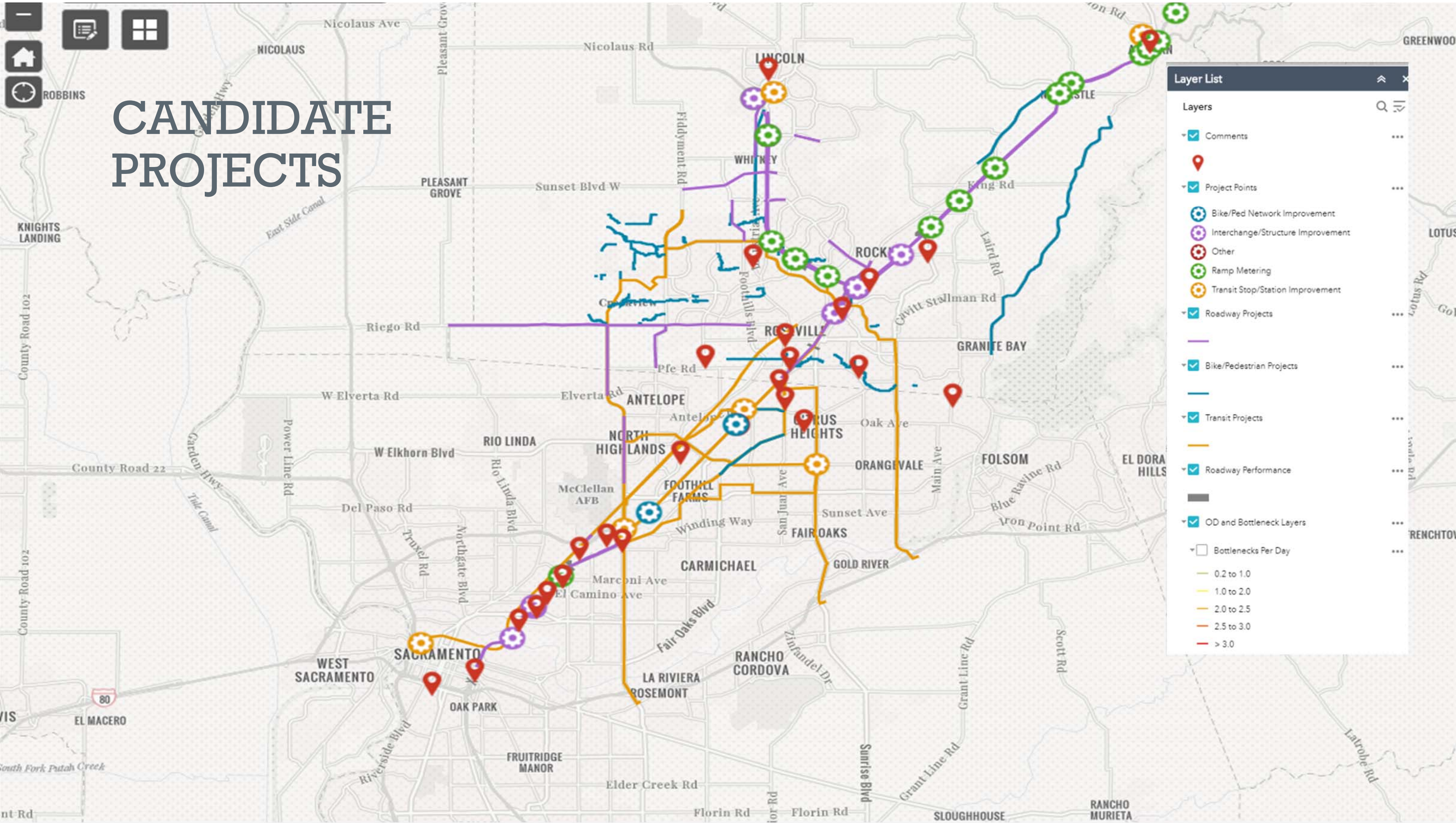
- California Transportation Commission (CTC) is responsible for SCCP oversight and evaluating/awarding applicants

PLAN PROCESS

1. Create pool of eligible projects from MTP/SCS
2. Compile data from public agencies
3. Understand corridor priorities through public engagement
4. Conduct analysis
5. Prepare draft and final plan
6. Prepare and Submit SCCP grant application

PLACER-SACRAMENTO GATEWAY PLAN

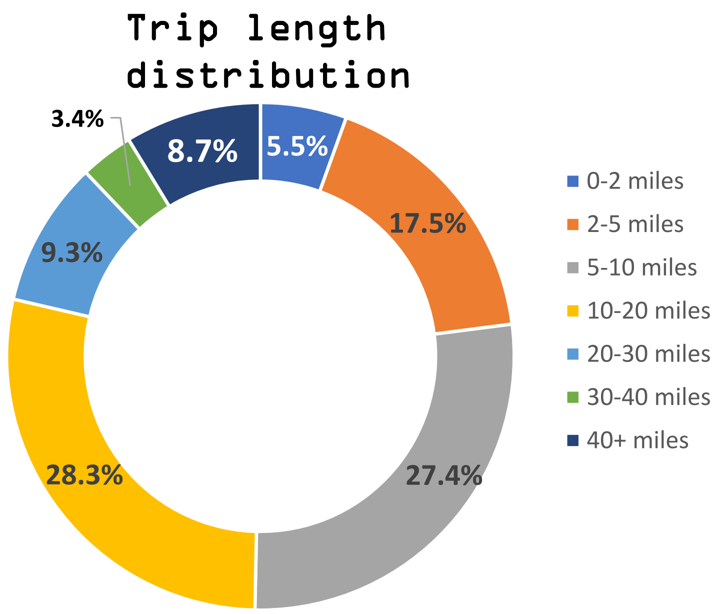
CANDIDATE PROJECTS



DATA COLLECTION

Compiled information from a variety of data sources

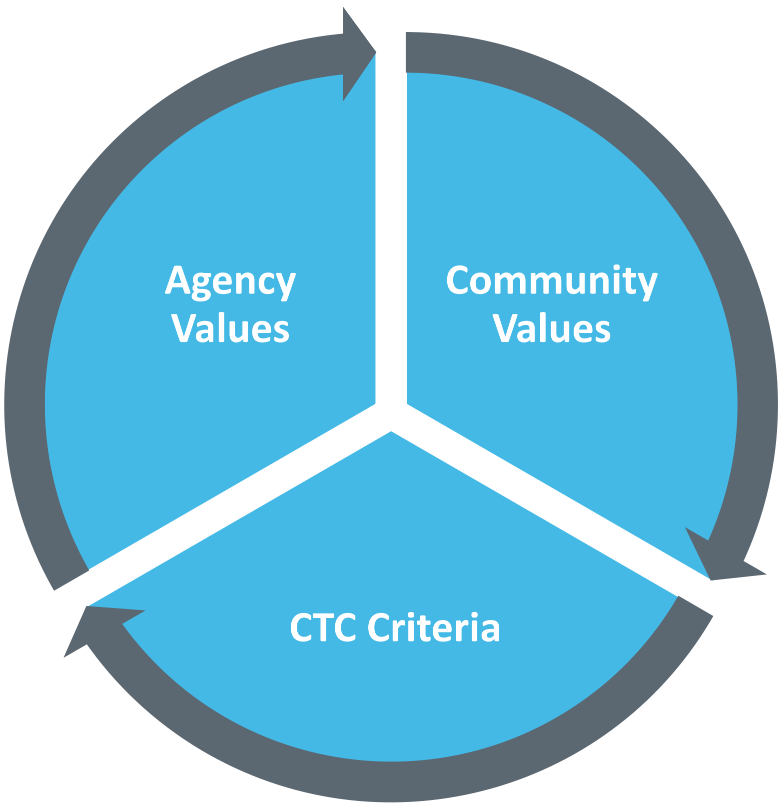
- Relevant plans and studies
- Population, employment, and demographics
- Traffic volume, speed, and reliability
- Transit service, ridership, and reliability
- Bicycle and pedestrian networks
- "Big data" pertaining to traffic speed, congestion, and travel patterns



"During the Winter ski season, average daily traffic on the corridor can jump as much as 23 percent on Fridays compared to the typical midweek day."

PLACER-SACRAMENTO GATEWAY PLAN

CORRIDOR PRIORITIES



PLACER-SACRAMENTO GATEWAY PLAN

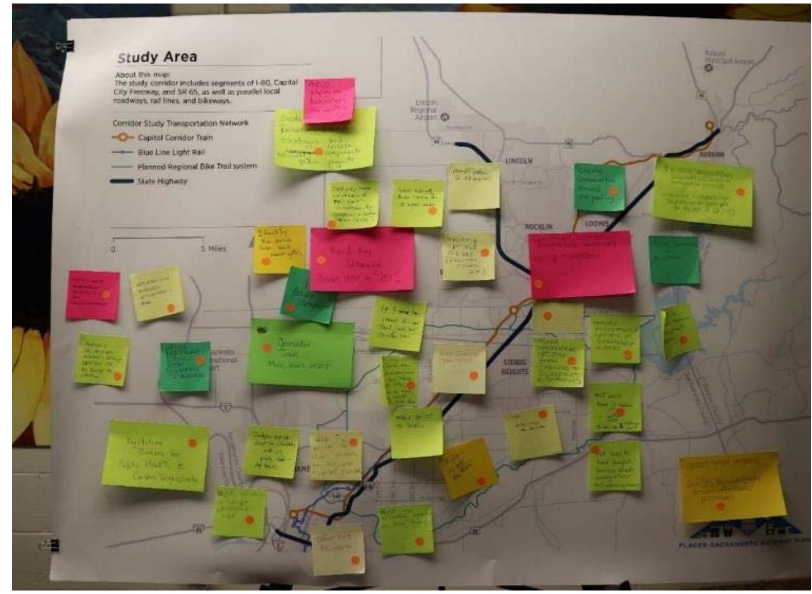
ENGAGEMENT

STRATEGY TEAM

PROJECT DEVELOPMENT TEAM

STAKEHOLDERS, COMMUNITY, AND USERS

PLACER-SACRAMENTO GATEWAY PLAN



STAKEHOLDER FEEDBACK

Protect

- Existing travel options
- Public transit services for senior, youth, and low-income populations

Avoid

- Reducing public transit service levels, reliability, and access
- Land use sprawl
- Unnecessary tax increases

Create

- More reliable travel options
- New bus and rail service
- Complete bike and pedestrian facilities
- More lanes

COMMUNITY FEEDBACK

Interest from community to reduce congestion by:

- **Increasing commuter trains**
- **Extending light rail to the 80/65 bottleneck**
- **Adding bike facilities parallel to, and across, the corridor**
- **Creating more bus/carpool lanes**
- **Creating more lanes specifically for through-traffic**

PLACER-SACRAMENTO GATEWAY PLAN

FEEDBACK – USER SURVEY

60% of Placer residents and 59% of Sacramento residents use the corridor **5 or more days per week**

77% of all users are **driving alone** on the corridor

71% of all users are **strongly dissatisfied** or **dissatisfied** with their travel time

49% of all users suggest **more highway lanes** to improve their experience

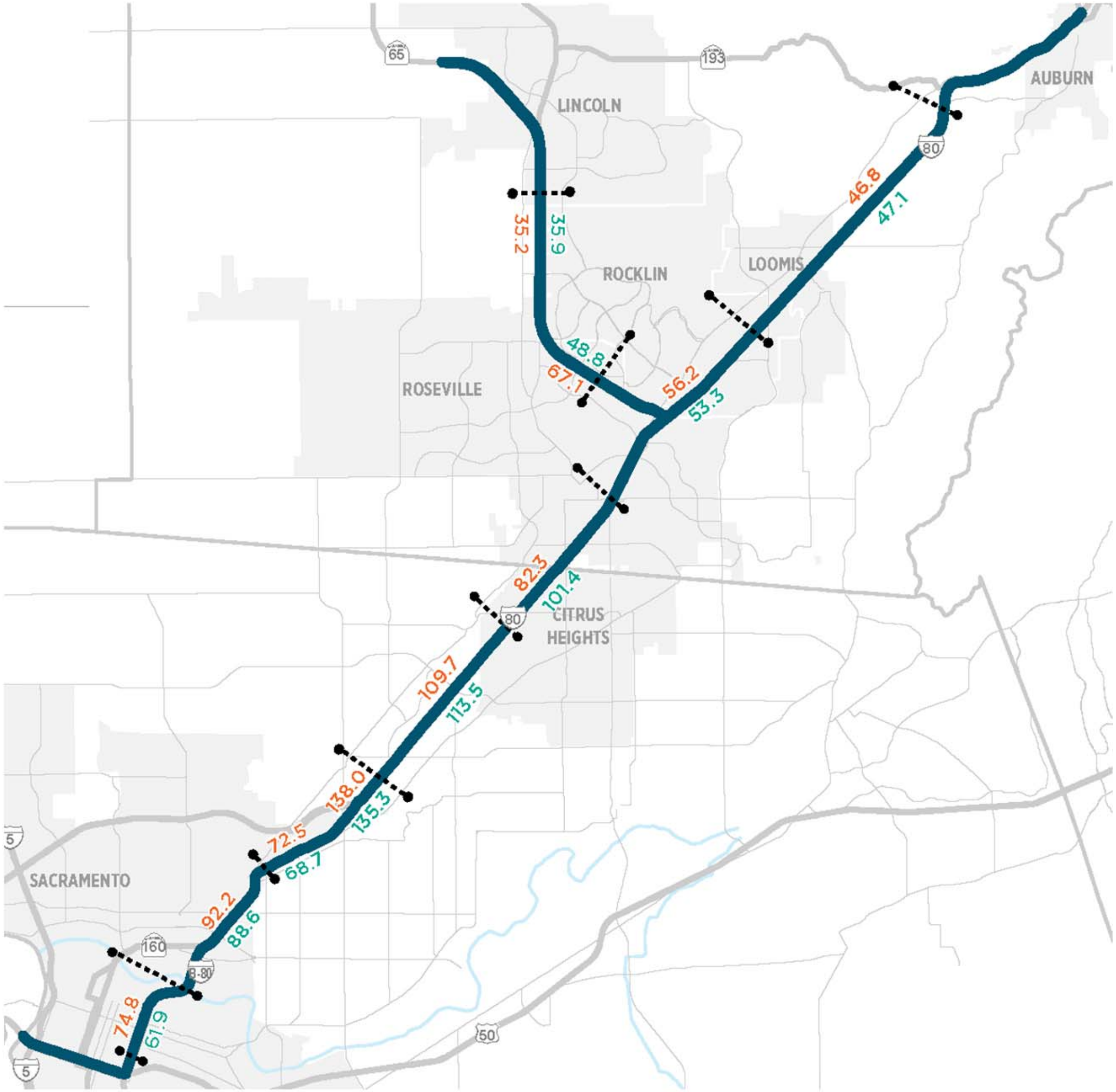
PERFORMANCE METRICS

- Accessibility
- Congestion/Delay
- Economic Development, Job Creation & Retention
- Efficient Land Use
- Regional Air Quality & GHG Emissions
- Safety

CORRIDOR ANALYSIS

ANALYSIS

Average Daily Traffic
(x 1,000)

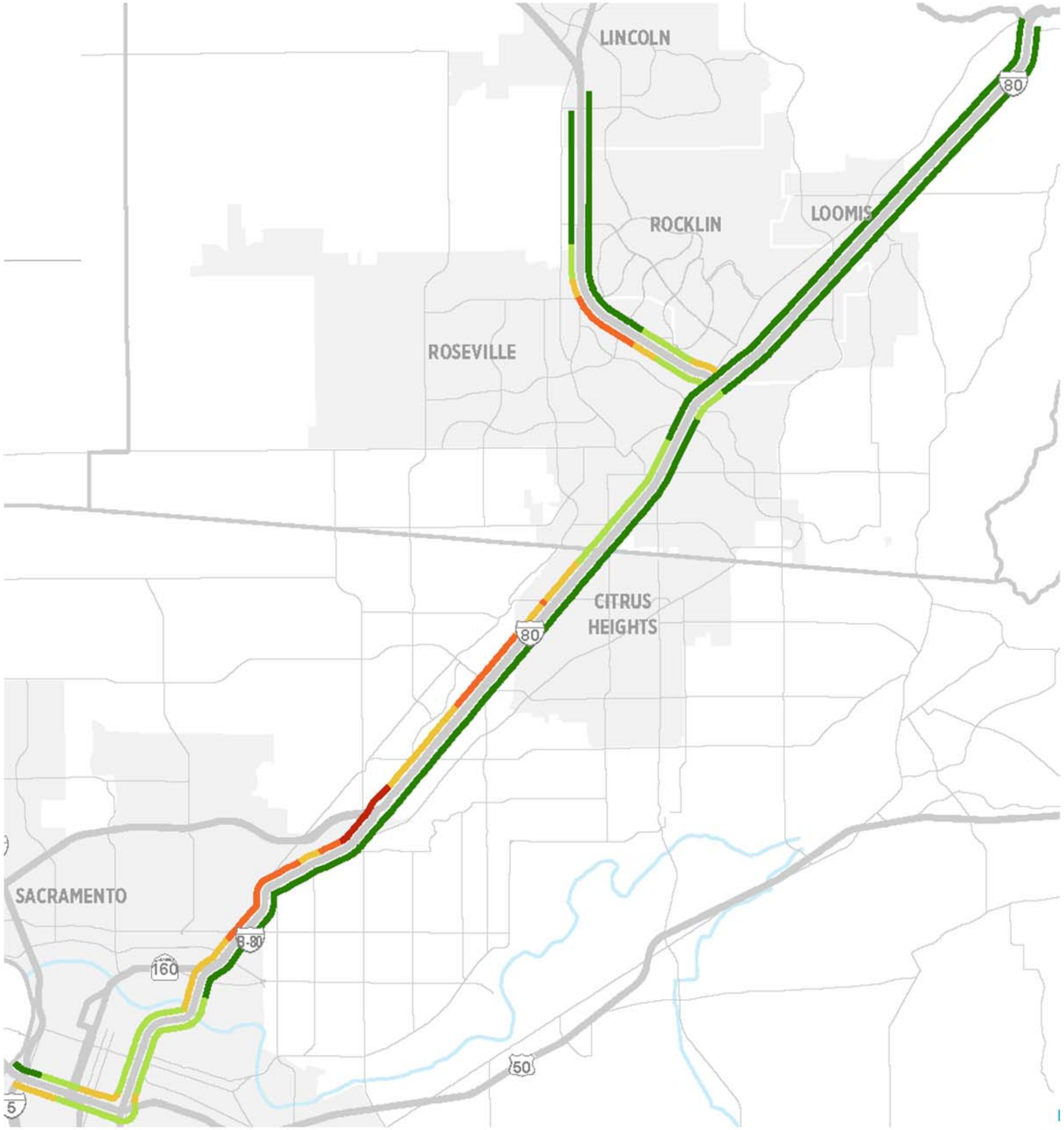


PLACER-SACRAMENTO GATEWAY PLAN

ANALYSIS

Average Observed Speed (MPH) (7 AM)

- > 60 mph
- 51-60
- 41-50
- 31-40
- <= 30

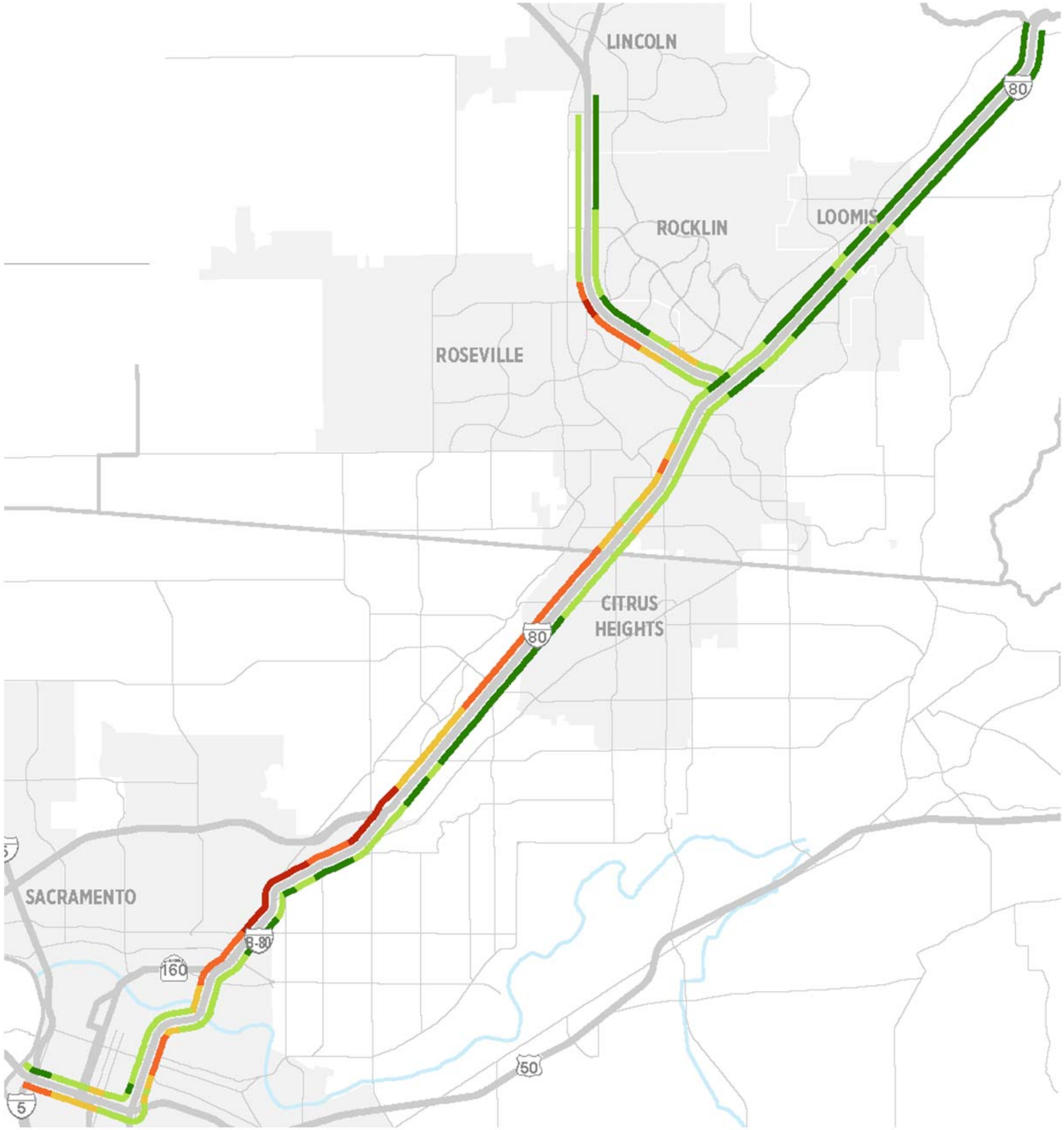


PLACER-SACRAMENTO GATEWAY PLAN

ANALYSIS

Planning Time Index
(AM peak)

- 0.0 to 1.0
- 1.0 to 1.5
- 1.5 to 2.0
- 2.0 to 3.0
- > 3.0



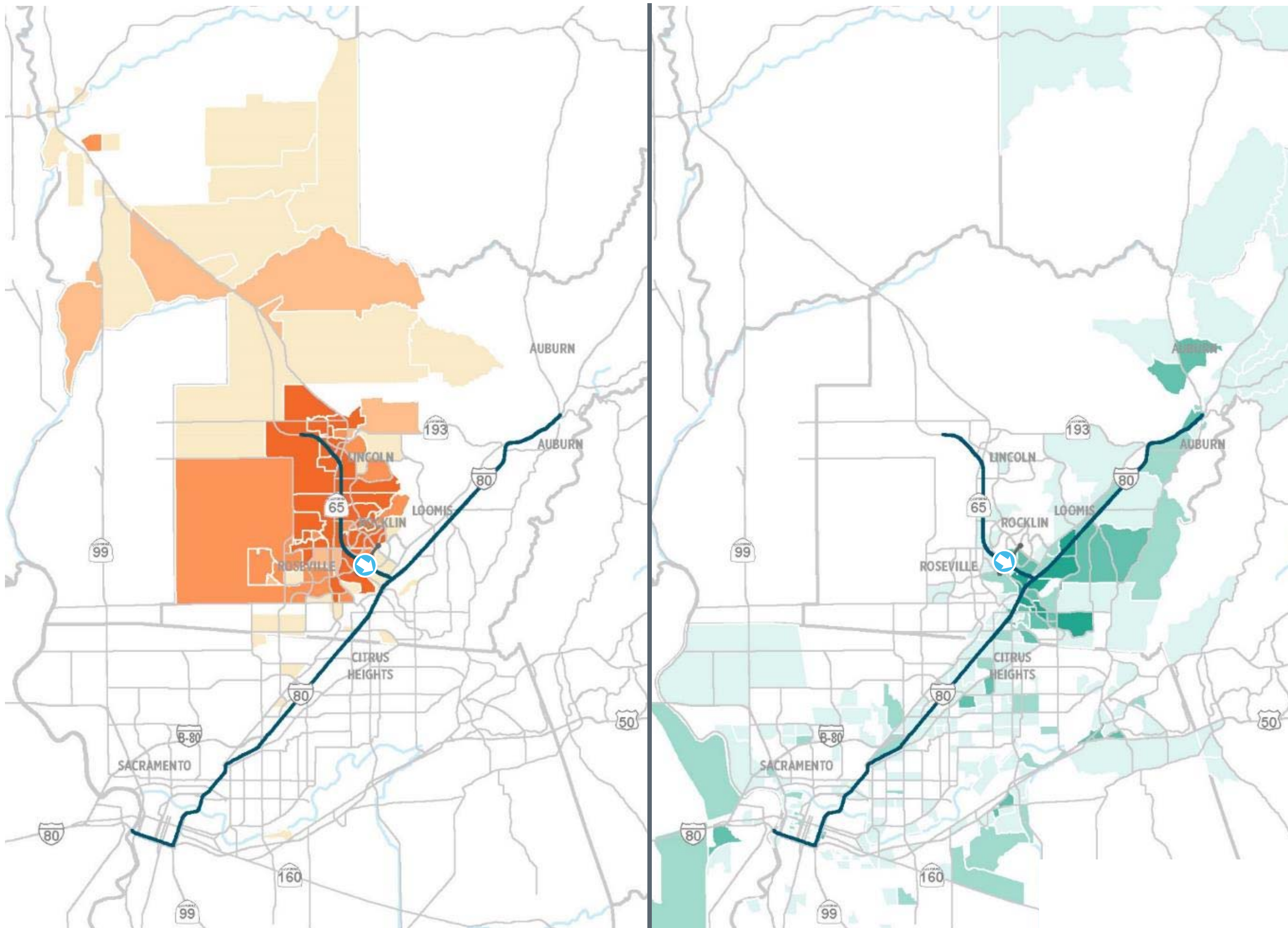
PLACER-SACRAMENTO GATEWAY PLAN

ANALYSIS

Origins & Destinations

Southbound Highway 65 at Galleria Blvd

Origin	Destination	
		5 to 25
		26 to 50
		51 to 100
		> 100



ORIGIN

DESTINATION

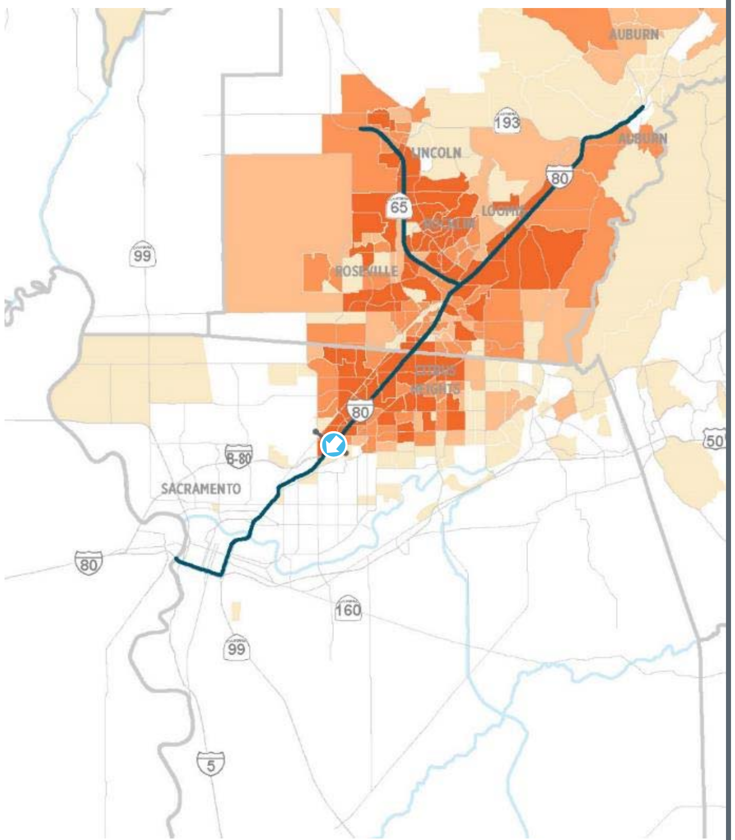
PLACER-SACRAMENTO GATEWAY PLAN

ANALYSIS

Origins & Destinations

Westbound I-80 at
Madison Avenue

Origin	Destination	
		5 to 25
		26 to 50
		51 to 100
		> 100



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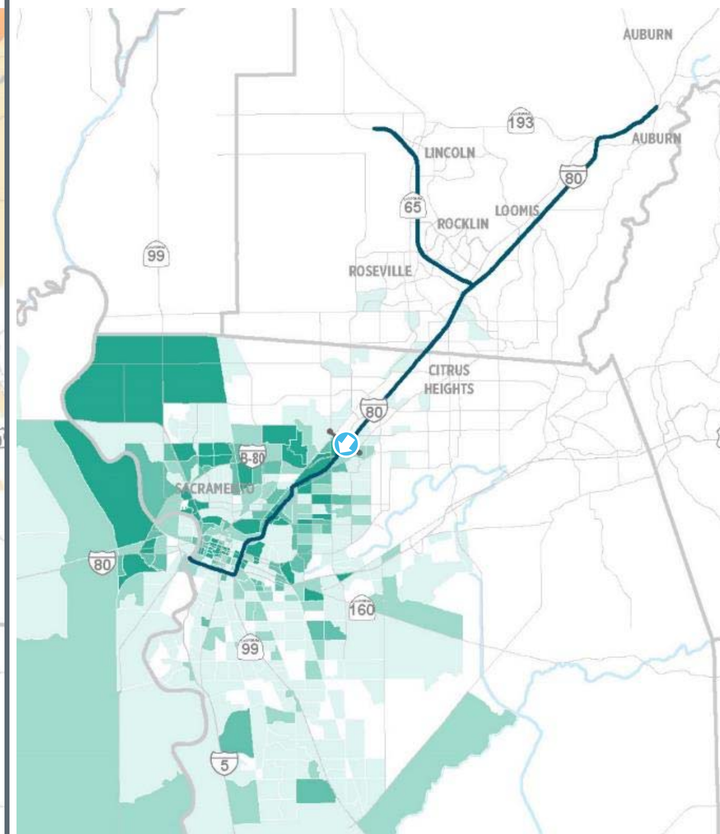


DESTINATION

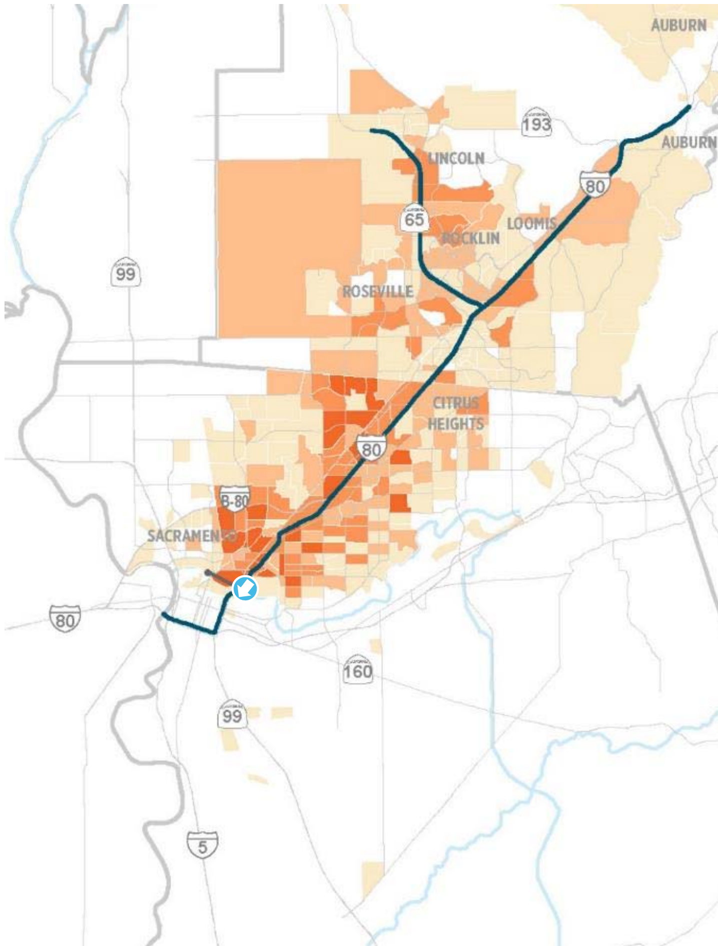
PLACER-SACRAMENTO GATEWAY PLAN

ANALYSIS

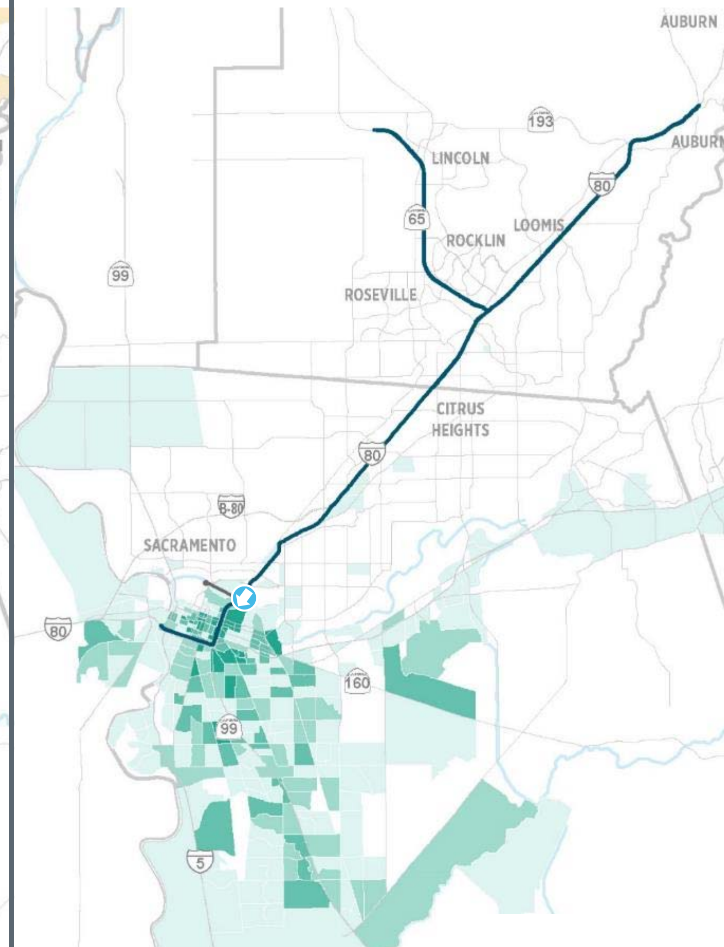
Origins & Destinations

Westbound Business 80 at the American River

Origin	Destination	
		5 to 25
		26 to 50
		51 to 100
		> 100



ORIGIN



DESTINATION

PLACER-SACRAMENTO GATEWAY PLAN

DEFINING THE PROBLEM

Can corridor travelers easily complete these trips using these options?	Private Vehicle	Capitol Corridor Rail	Light Rail	Bus	Walking	Bicycling
Peak hour commute from South Placer (Roseville, Rocklin, etc.) to Sacramento	Yes	Yes	No	Yes	No	No
Peak hour commute from Sacramento to South Placer	Yes	No	No	Yes	No	No
Midday travel between (both directions) South Placer and Sacramento	Yes	No	No	No	No	No
Evening travel between South Placer and Sacramento	Yes	No	No	No	No	No
Weekend travel between South Placer and Sacramento	Yes	No	No	No	No	No

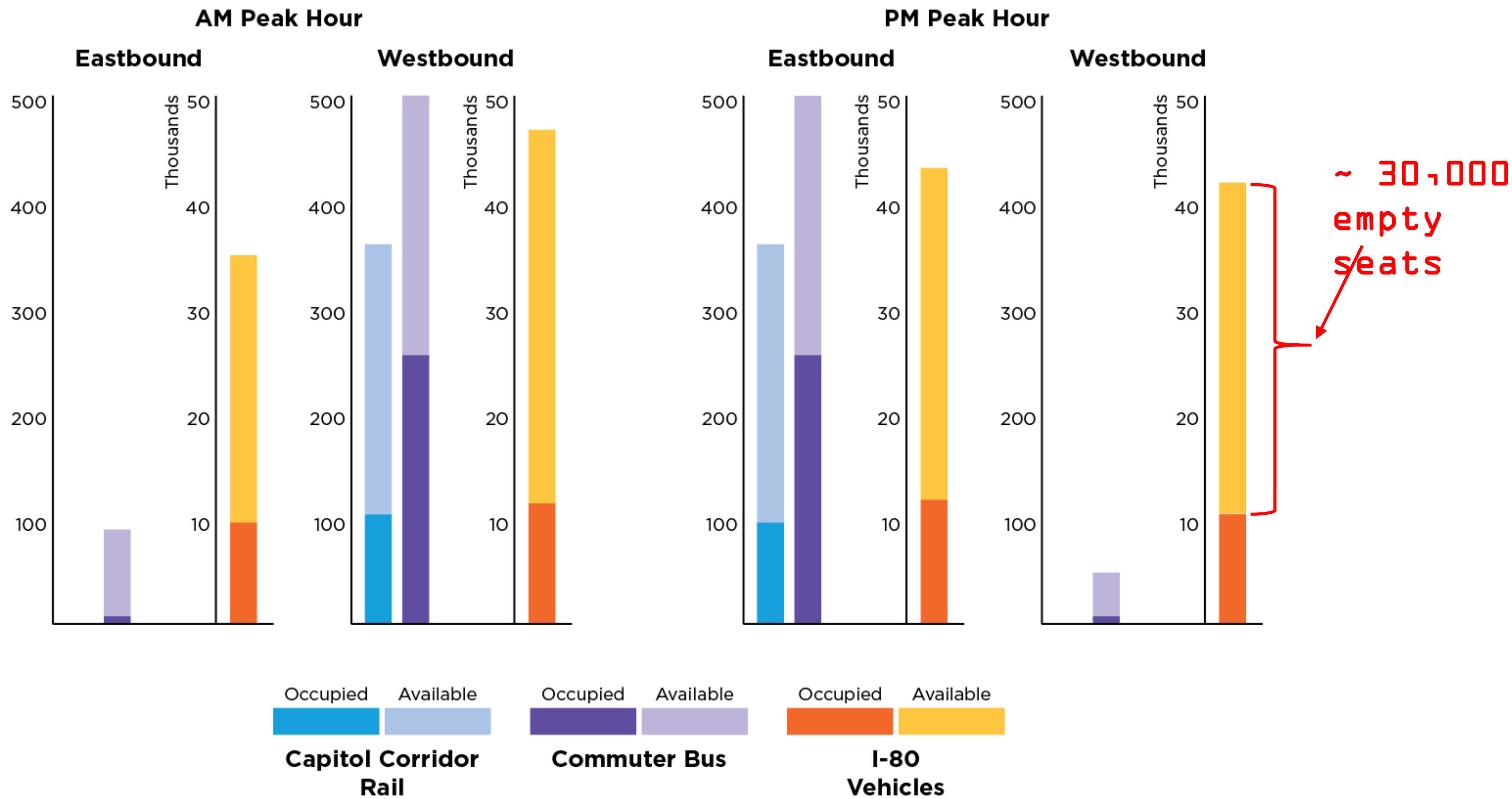
Weekend Capitol Corridor service is limited to one round trip per day.

Light rail and off-peak bus travel is possible, but requires multiple connections.

PLACER-SACRAMENTO GATEWAY PLAN

DEFINING THE PROBLEM

SEAT UTILIZATION – I-80 at MADISON AVE



PLACER-SACRAMENTO GATEWAY PLAN

NEXT STEPS

Late 2019	January 2020	June 2020	On-Going
Draft Plan	Plan Acceptance	Submit SCCP Grant Application	Performance Monitoring & Planning


QUESTIONS?
www.more80choices.com

TRANSPORTATION COMMISSION COMMUNICATION

Title:	Transit Performance Report - 4th Quarter of Fiscal Year 2019
Contact:	Mike Dour, mdour@roseville.ca.us, 916-746-1304 Eileen Bruggeman, ebruggeman@Roseville.ca.us, 916-774-5449

Meeting Date: 11/19/2019
Item #: 6.2.

RECOMMENDATION

Staff recommends that the Transportation Commission accept the Transit Performance Report for the year end 4th Quarter of Fiscal Year 2019.

BACKGROUND

The City Council adopts a series of performance standards as contained in the current Short Range Transit Plan. These goals and standards are a method for the Council, the Transportation Commission, and staff to evaluate the performance of the City's transit services each quarter, and at the end of each fiscal year.

Discussion

Overall, the key performance measurements (KPMs) for services in Fiscal Year 2019 (FY19) have remained stable. The system experienced decreases in ridership that seemed to stabilize in FY 18. In FY19 ridership continued to decrease slightly in Local and in Dial-A-Ride, but fare revenue remained fairly constant, and operational costs remained stable.
Roseville Transit in FY19 experienced:

• An overall decrease of 2.6% in ridership between FY18 and FY19;
• Fare revenue overall was less than 1% lower than FY18 ($1,231,288 FY19, in comparison to $1,234,721 FY18, or a 0.3% decrease);
• Vehicle Revenue Hours remained stable with a slightly less than 1% increase (50,708 vehicle hours versus 50,603 hours last year); and
• Total operating expenses decreased over the prior year by 1%; with
• The fare box recovery ratio remaining well above the required minimum 15% ratio, with a slight increase to 22.4% in comparison to 22.2% last year.

All measurements for safety and service, such as preventable accidents per service mile, all accidents per service mile, and miles between road calls exceeded expectations and the established standards.

Goal 1 – Service Efficiency: Service efficiency is typically rated by farebox recovery and cost per passenger (a.k.a. the subsidy per trip) for the overall system and for each service type.

Farebox Recovery Ratio: The farebox recovery ratio provides a means of evaluating the overall costs to the fare revenues for all services provided, as well as for each service individually. The required minimum fare box recovery ratio for Roseville Transit is 15% system wide.

A comparison of how the system wide fare box recovery ratio has changed annually for the previous 5 years (FY15 through FY19) indicates very slight variations ranging between a low of 21.5% in FY15, 22.1% in FYF16, 23.2% in FY17, 22.2% in FY18, with a slight increase to 22.4% in FY19.

The system-wide fare recovery ratio is comprised of operational costs and fare revenue associated with operation of all modes offered by Roseville Transit (Dial-A-Ride, Commuter, Game Day Express, and Local services).

Key components of operational costs in FY19 are about 62% for contract services (bus drivers, operations, dispatch, and management), City administrative staff costs are about 10% with an additional 1% for services and supplies, City vehicle maintenance is 17%, and fuel represents another 10% of operational costs.

Fare revenue is revenue derived from advance fare sales and money deposited in fare boxes. Per Transportation Development Act guidelines (TDA), additional sources of revenue may be included in the calculation of the fare box recovery ratio (the percentage of operational costs covered by fare box revenue), such as advertisement revenue and additional payments from other government entities to support provision of transit services.

It is primarily due to these additional sources of revenue that overall the fare revenue has remained very stable and actually increasing, even in light of decreasing ridership. Fare revenue increased by 8% between FY15 to FY19 (from $1,134,718 in FY15 to $1,231,289 in FY19).

During this same time period changes in annual ridership, by modes, over the last 5 years from FY15 through FY19 indicate an overall decrease of over 14%. DAR combined with ADA Paratransit decreased by almost 3,000 trips per year. However, demand for this service is expected to grow as the Roseville population grows with an increasing number of seniors. Local service has experienced the most significant decrease in ridership of over 57,500 trips per year (approximately 24%), while Commuter service ridership continues to increase (over 4,000 trips per year, or 3%).

DAR and ADA Paratransit: The fare box recovery ratio for Dial-A-Ride (DAR) services combined with Americans with Disabilities Act (ADA) Paratransit trips for the year increased from 8.7% last year to 9.1% in FY19 exceeding the DAR fare recovery ratio of 8% per the Short Range Transit Plan. Fare revenue was stable between FY18 and FY19, but ridership decreased by about 1,500 trips, or 4.9%. However, as noted above it is anticipated that demand for this service will grow over time.

Commuter and Game Day Express: The fare recovery ratio for Commuter service (combined with the Game Day Express data) during FY19 increased from 65.8% in FY18 to 70.4% in FY19. The fare recovery ratio goal is 75%. Another measurement of ridership and system service is the goal of 20 commuter passengers per vehicle revenue hours (VRH). In FY19 that indicator was met with 20.3 passengers per VRH. The adjustment to using the regional Connect Card seems to be completed, with fare revenue up and operational costs slightly decreased. Ridership remained relatively level with a slight increase.

Local: In FY19 Local services experienced a 4.6% lower ridership (178,277 in FY19 vs. 186,909 in FY18), and less fare revenue ($411,919 vs. 442,969 in FY18). Operation costs remained stable, with a slight increase ($3,238,016 in FY19 vs. $3,195,615 in FY18). The fare box recovery ratio for the Local services decreased from 13.9% to 12.7%. The fare recovery ratio for Local services has a goal of 15%.

Subsidy per Trip: The total subsidy for all service trips provides yet another means to measure service efficiency and effectiveness. Subsidy per trip is calculated based on operational expenses, less fare revenue, and divided by ridership. Not only do costs impact the subsidy calculations, overall ridership is a key factor. If ridership is up and costs are fixed when compared to the previous quarter or fiscal year, then the subsidy per trip will be lower.

DAR and Commuter both experienced a decrease in subsidies per trip, while Local service experienced an increase in subsidy per trip as shown in Attachment 1.

<u>Goal 2 - Service Effectiveness</u> – Service effectiveness is rated by total ridership and the number of passenger trips provided for each vehicle revenue hour (PTVRH). The PTRVH measurement remained relatively consistent when compared with the previous fiscal year. Overall, Roseville Transit carried 6.7 passengers per revenue hour in FY19, which is only slightly down from 6.8 during the previous fiscal year. The Key Performance Measure goal is to provide 7 PTVRH.

<u>Goal 3 - Service Quality</u> – Service quality is measured by the number of preventable and non-preventable accidents per 1,000 miles traveled, on-time performance, the number of passenger complaints per trip provided, and the number of road calls per mile traveled.

The average number of all accidents (preventable and non-preventable) and number of road calls between miles for the 4th quarter meets the standards established for Roseville Transit. On-time performance remains good system-wide.

The number of passenger complaints received also meets the established standards for each service type, except for DAR which was slightly under standard. Overall, the service quality remains good as measured against the established standards.

What Else Happened in FY19, and Looking Forward
Working towards meeting performance standards is only a portion of the transit picture. We also manage a number of special projects that affect transit. Highlights from FY19 and a preview of upcoming activities is provided below.

Sierra Gardens Transfer Point – In FY19 the Sierra Gardens Transfer Point and roadway project was completed. Local TDA funds were used to construct a bus pull-out on the north side, construct pedestrian enhancements, install new bus shelters, and replace the roadway. Seven (7) of the 11 total Local routes connect at this transfer stop.

Short Range Transit Plan Implementation – In FY19 the Short Range Transit Plan (SRTP) was adopted. In FY20 Local routes will be evaluated in light of Short Range Transit Plan findings and recommendations. Recommendations for route changes will be developed in consideration of regional transit planning efforts being conducted by the Placer County Transportation Planning

Agency (PCTPA) and the Sacramento Area Council of Governments (SACOG), presented for public input, and brought to the Transportation Commission for review and recommendation to City Council. This effort may extend into FY21.

Zero-Emission Buses – We are in the process of developing the Zero Emission Bus Business Plan that will guide the conversion of our transit fleet to zero emission technologies as required by the California Air Resources Board Transit Fleet Emissions Rules. We will present the Business Plan to the Transportation Commission at an upcoming meeting. Staff will also be working to procure the first five zero emission battery-electric commuter buses and associated charging infrastructure consistent with the various state and federal grants we have received. We anticipate delivery of these first battery-electric buses in 2022.

Respectfully Submitted,

Mike Dour, Alternative Transportation Manager

Jason Shykowski, Public Works Director

ATTACHMENTS:

Description

Attachment 1 - Performance Report FY19

Attachment 2 - Performance Report FY18

Attachment 3 - Local Annual Ridership by Route

All Services Systemwide

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
Farebox Ratio for All Services > 15%					
Total Expenses - All Services	$1,344,142	$1,377,884	$1,328,721	$1,452,150	$5,502,897
Total Fares - All Services	$273,859	$297,960	$297,308	$362,161	$1,231,288
FY18/19 Combined Farebox Ratio for All Services	**20.4%**	**21.6%**	**22.4%**	**24.9%**	**22.4%**
FY17/18 Combined Farebox Ratio for All Services	**20.2%**	**22.6%**	**23.6%**	**22.5%**	**22.2%**
Percent Difference	**0.2%**	**-1.0%**	**-1.2%**	**2.4%**	**0.2%**
Subsidy per Trip (All Services)					
Total Expenses - All Services	$1,344,142	$1,377,884	$1,328,721	$1,452,150	$5,502,897
Less Fares (All Services)	$273,859	$297,960	$297,308	$362,161	$1,231,288
Total Subsidy	$1,070,283	$1,079,924	$1,031,412	$1,089,989	$4,271,609
Divided by Ridership (All Services)	88,739	83,937	83,276	85,410	341,362
FY18/19 Total Subsidy for All Service Trips	**$12.06**	**$12.87**	**$12.39**	**$12.76**	**$12.51**
FY17/18 Total Subsidy for All Service Trips	**$13.25**	**$11.21**	**$12.56**	**$12.32**	**$12.34**
Subsidy Increase/Decrease from Previous Year	**-$1.19**	**$1.66**	**-$0.17**	**$0.44**	**$0.17**
Total Ridership for All Services					
FY18/19 Quarter	88,739	83,937	83,276	85,410	341,362
FY17/18 Quarter	87,291	85,835	86,831	90,520	350,477
Total Ridership Increase/Decrease	**1.7%**	**-2.2%**	**-4.1%**	**-5.6%**	**-2.6%**
Passenger Trips per VRH (All Services) Standard 7/VRH					
Total Ridership	88,739	83,937	83,276	85,410	341,362
Divided by Total Vehicle Revenue Hours (VRH)	12,722	12,661	12,437	12,889	50,708
Total Passenger Trips per Vehicle Revenue Hour	**7.0**	**6.6**	**6.7**	**6.6**	**6.7**
Preventable Accident Standard <1/50,000					
Total Service Miles (All Services)	216,155	214,304	211,635	217,040	859,134
Divided by Total Preventable Accidents	4	3	3	2	12
Total Service Miles per Preventable Accident	**54,039**	**71,435**	**70,545**	**108,520**	**71,595**
All Accidents Standard < 1/25,000					
Total Service Miles (All Services)	216,155	214,304	211,635	217,040	859,134
Divided by Total Accidents	6	6	6	6	24
Total Service Miles per Accident	**36,026**	**35,717**	**35,273**	**36,173**	**35,797**
Maintenance Standard > 1/10,000 miles between Road Calls					
Total Service Miles (All Services)	216,155	214,304	211,635	217,040	859,134
Divided by All Road Calls (average)	6	5	8	9	28
Total Service Miles per Road Calls	**36,026**	**42,861**	**26,454**	**24,116**	**30,683**

Report prepared based on data available as of the date presented to Transportation Commission.
Minor modifications may occur as revised financial or ridership data becomes available.

prepared 11/6/2019

Dial-A-Ride and ADA Paratransit Services

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
DAR Farebox >8%					
Total Expenses - All Services	$1,344,142	$1,377,884	$1,328,721	$1,452,150	$5,502,897
Percentage of DAR Service Hours to Total Contract Service Hours	**25.96%**	**24.52%**	**23.99%**	**26.30%**	**100.77%**
Total Expenses - DAR Service	$317,505	$307,606	$290,533	$347,818	$1,263,461
DAR Fare Revenue	$27,217	$24,438	$30,634	$32,367	$114,656
FY18/19 DAR Farebox Ratio	**8.6%**	**7.9%**	**10.5%**	**9.3%**	**9.1%**
FY17/18 DAR Farebox Ratio	9.3%	8.4%	8.5%	8.8%	8.7%
DAR Subsidy					
Total Expenses - DAR Service	$317,505	$307,606	$290,533	$347,818	$1,263,461
Less DAR Fare Revenue	$27,217	$24,438	$30,634	$32,367	$114,656
Total Subsidy	$290,288	$283,168	$259,898	$315,452	$1,148,805
Divided by DAR Ridership	7,124	6,758	6,252	7,068	27,202
Subsidy per DAR Passenger	**$40.75**	**$41.90**	**$41.57**	**$44.63**	**$42.23**
Last Year Quarter	$42.60	$42.51	$44.60	$41.05	$42.64
Subsidy Increase/Decrease from Previous Year	**-$1.85**	**-$0.61**	**-$3.03**	**$3.58**	**-$0.41**
DAR Ridership					
FY18/19 RIDERSHIP	7,124	6,758	6,252	7,068	27,202
FY17/18 RIDERSHIP	7,288	7,124	6,748	7,455	28,615
Ridership % Increase/Decrease	**-2.3%**	**-5.14%**	**-7.4%**	**-5.2%**	**-4.9%**
DAR Passenger Trips per VRH Standard > 2.5					
DAR Ridership	7,124	6,758	6,252	7,068	27,202
Divided by DAR Vehicle Revenue Hours (VRH)	3,047	2,853	2,725	3,099	11,724
DAR Passenger Trips per Vehicle Revenue Hour	**2.3**	2.4	**2.3**	**2.3**	**2.3**
Last Year Quarter	2.5	2.4	2.3	2.5	2.4
DAR Ridership per DAR Complaint Standard <1/3000					
DAR Ridership	7,124	6,758	6,252	7,068	27,202
Number of Complaints	3	11	3	0	17
Divided by Substantiated Complaints	3	6	2	0	11
DAR Ridership per Substantiated Complaint	**2,375**	**1,126**	**3,126**	**7,068**	**2,473**
Last Year Quarter	7,288	7,124	2,249	7,455	4,769
DAR On Time Performance > 95%					
1st Month of Quarter	95.7%	95.34%	97.30%	97.76%	96.5%
2nd Month of Quarter	95.2%	94.35%	97.07%	96.58%	95.8%
3rd Month of Quarter	94.5%	94.84%	97.47%	95.78%	95.6%
Avg On-Time Performance (%)	**95.1%**	**94.84%**	**97.3%**	**96.7%**	**96.0%**
Last Year Quarter	**97.8%**	**97.76%**	**97.2%**	**96.2%**	**97.2%**

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prepared 11/6/2019

Commuter and Game Day Express Services

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
Commuter Farebox Standard >75%					
Total Expenses - All Services	$1,344,142	$1,377,884	$1,328,721	$1,452,150	$5,502,897
Percentage of Commuter Service Hours to Total Contract Service Hours	**15.74%**	**15.98%**	**16.61%**	**15.58%**	**15.98%**
Total Expenses - Commuter Service	$241,809	$252,051	$245,934	$261,627	$1,001,420
Commuter Fare Revenue	$139,320	$167,320	$166,856	$231,218	$704,714
FY18/19 Farebox Ratio	**57.6%**	**66.38%**	**67.8%**	**88.4%**	**70.4%**
FY17/18 Farebox Ratio	61.70%	57.35%	74.20%	69.70%	65.80%
Commuter Subsidy Standard <$3.00 per trip					
Total Expenses - Commuter Service	$241,809	$252,051	$245,934	$261,627	$1,001,420
Less Commuter Fare Revenue	$139,320	$167,320	$166,856	$231,218	$704,714
Total Subsidy	$102,489	$84,730	$79,078	$30,409	$296,706
Divided by Commuter Ridership	33,372	31,653	35,438	35,420	135,883
Subsidy per Commuter Trip	**$3.07**	**$2.68**	**$2.23**	**$0.86**	**$2.18**
Last Year Quarter	$2.96	$3.29	$1.93	$2.28	$2.60
Commuter Ridership Standard > 2% Increase					
Current Quarter	33,372	31,653	35,438	35,420	135,883
Last Year Quarter	33,423	32,405	34,746	34,379	134,953
Ridership Increase/Decrease	**-0.2%**	**-2.32%**	**2.0%**	**3.0%**	**0.7%**
Commuter Passenger Trips per VRH Standard > 20.0					
Commuter Ridership	33,372	31,653	35,438	35,420	135,883
Divided by Commuter Vehicle Revenue Hours (VRH)	1,621	1,659	1,678	1,614	6,572
Commuter Passenger Trips per Vehicle Revenue Hour	**20.6**	**19.1**	**21.1**	**21.9**	**20.7**
Last Year Quarter	21.2	19.9	20.6	21.0	20.7
Comm. Ridership per Comm. Complaint Standard <1/5000					
Commuter Ridership	33,372	31,653	35,438	35,420	135,883
Number of Complaints	19	7	16	2	44
Divided by Substantiated Complaints	12	1	11	2	26
Commuter Ridership per Substantiated Complaint	**2,781**	**31,653**	**3,222**	**17,710**	**5,226**
Last Year Quarter	8,356	16,203	3,861	34,379	8,435
Commuter On Time Performance > 95%					
1st Month of Quarter	93.1%	*	*	90.0%	91.6%
2nd Month of Quarter	88.1%	*	85.0%	94.0%	89.0%
3rd Month of Quarter	*	*	85.0%	87.0%	86.0%
Avg On-Time Performance (%)	**90.6%**	**0.0%**	**85.0%**	**90.3%**	**88.9%**
Last Year Quarter	**88.1%**	**85.47%**	**88.9%**	**90.8%**	**88.3%**

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**** On Time Perfornance data not available months of Sept - Jan due to software change.***

Local Services

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
Local Fixed Route Farebox Standard >15%					
Total Expenses - All Services	$1,344,142	$1,377,884	$1,328,721	$1,452,150	$5,502,897
Percentage of FR Service Hours to Total Contract Service Hours	**58.30%**	**59.50%**	**59.40%**	**58.12%**	**58.8%**
Total Expenses - Fixed Route Services	$784,829	$818,228	$792,254	$842,705	$3,238,016
Local Fixed Route Fare Revenue	$107,322	$106,201	$99,818	$98,577	$411,919
Fixed Route Farebox Ratio	**13.7%**	**12.98%**	**12.6%**	**11.7%**	**12.7%**
Last Year Quarter	12.0%	16.6%	13.9%	13.6%	13.9%
Local Fixed Route Subsidy Standard <$5.00 per trip					
Total Expenses - Fixed Route Services	$784,829	$818,228	$792,254	$842,705	$3,238,016
Less Local Fixed Route Fare Revenue	$107,322	$106,201	$99,818	$98,577	$411,919
Total Subsidy	$677,507	$712,026	$692,436	$744,128	$2,826,097
Divided by Fixed Route Ridership	48,243	45,526	41,586	42,922	178,277
Subsidy per Fixed Route Trip	**$14.04**	**$15.64**	**$16.65**	**$17.34**	**$15.85**
Last Year Quarter	$16.03	$11.93	$15.94	$15.00	$14.73
Local Fixed Route Ridership Standard > 2% Increase					
Current Quarter	48,243	45,526	41,586	42,922	178,277
Last Year Quarter	46,580	46,306	45,337	48,686	186,909
Ridership Increase/Decrease	**3.6%**	**-1.68%**	**-8.3%**	**-11.8%**	**-4.6%**
Local Fixed Route Passenger Trips Per VRH Standard > 7.0					
Local Fixed Route Ridership	48,243	45,526	41,586	42,922	178,277
Divided by FR Vehicle Revenue Hours (VRH)	8,054	8,148	8,034	8,165	32,402
FR Passenger Trips per Vehicle Revenue Hour	**6.0**	**5.6**	**5.2**	**5.3**	**5.5**
Last Year Quarter	5.7	5.8	5.7	6.0	5.8
Local FR Ridership per FR Complaint Standard <1/5000					
Local Fixed Route Ridership	48,243	45,526	41,586	42,922	178,277
Number of Complaints	11	14	18	7	50
Divided by Substantiated Complaints	5	4	9	6	24
Fixed Route Ridership per Substantiated Complaint	**9,649**	**11,382**	**4,621**	**7,154**	**7,428**
Last Year Quarter	6,654	15,435	9,067	6,955	8,496
Local Fixed Route On Time Performance > 95%					
1st Month of Quarter	94.2%	*	*	91.0%	92.6%
2nd Month of Quarter	93.8%	*	91.0%	91.0%	91.9%
3rd Month of Quarter	*	*	91.0%	92.0%	91.5%
Avg On-Time Performance (%)	**94.0%**	**0.00%**	**91.0%**	**91.3%**	**92.0%**
Last Year Quarter	**85.3%**	**86.11%**	**87.9%**	**88.5%**	**87.0%**

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**** On Time Perfornance data not available months of Sept - Jan due to software change.***

prepared 11/6/2019

All Services Systemwide

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
Farebox Ratio for All Services					
Total Expenses - All Services	$1,448,551	$1,243,199	$1,427,630	$1,439,094	$5,558,474
Total Fares - All Services	$292,234	$281,182	$336,965	$324,340	$1,234,721
FY17/18 Combined Farebox Ratio for All Services	**20.2%**	**22.6%**	**23.6%**	**22.5%**	**22.2%**
FY16/17 Combined Farebox Ratio for All Services	**22.8%**	**23.0%**	**23.0%**	**24.0%**	**23.2%**
Percent Difference	**-2.6%**	**-0.4%**	**0.6%**	**-1.5%**	**-1.0%**
Subsidy per Trip (All Services)					
Total Expenses - All Services	$1,448,551	$1,243,199	$1,427,630	$1,439,094	$5,558,474
Less Fares (All Services)	$292,234	$281,182	$336,965	$324,340	$1,234,721
Total Subsidy	$1,156,317	$962,018	$1,090,664	$1,114,754	$4,323,753
Divided by Ridership (All Services)	87,291	85,835	86,831	90,520	350,477
FY17/18 Total Subsidy for All Service Trips	**$13.25**	**$11.21**	**$12.56**	**$12.32**	**$12.34**
FY16/17 Total Subsidy for All Service Trips	**$10.86**	**$11.44**	**$11.78**	**$10.92**	**$11.24**
Subsidy Increase/Decrease from Previous Year	**$2.39**	**-$0.23**	**$0.78**	**$1.40**	**$1.10**
Total Ridership for All Services					
FY17/18 Quarter	87,291	85,835	86,831	90,520	350,477
FY16/17 Quarter	94,604	88,825	88,940	88,512	360,882
Total Ridership Increase/Decrease	**-7.7%**	**-3.4%**	**-2.4%**	**2.3%**	**-2.9%**
Passenger Trips per VRH (All Services) Standard 8/VRH					
Total Ridership	87,291	85,835	86,831	90,520	350,477
Divided by Total Vehicle Revenue Hours (VRH)	12,651	12,659	12,507	12,786	50,603
Total Passenger Trips per Vehicle Revenue Hour	**6.9**	**6.8**	**6.9**	**7.1**	**6.9**
Preventable Accident Standard <1/50,000					
Total Service Miles (All Services)	222,386	217,589	218,865	219,809	878,649
Divided by Total Preventable Accidents	3	3	6	5	17
Total Service Miles per Preventable Accident	**74,129**	**72,530**	**36,478**	**43,962**	**51,685**
All Accidents Standard < 1/25,000					
Total Service Miles (All Services)	222,386	217,589	218,865	219,809	878,649
Divided by Total Accidents	4	4	5	6	19
Total Service Miles per Accident	**55,597**	**54,397**	**43,773**	**36,635**	**46,245**
Maintenance Standard > 1/10,000 miles between Road Calls					
Total Service Miles (All Services)	222,386	217,589	218,865	219,809	878,649
Divided by All Road Calls (average)	7	4	5	7	23
Total Service Miles per Road Calls	**31,769**	**54,397**	**43,773**	**31,401**	**38,202**

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prepared 11/1/2019

Dial-A-Ride and ADA Paratransit Services

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
DAR Farebox >15%					
Total Expenses - All Services	$1,448,551	$1,243,199	$1,427,630	$1,439,094	$5,558,474
Percentage of DAR Service Hours to Total Contract Service Hours	**24.65%**	**24.85%**	**24.49%**	**25.08%**	**99.07%**
Total Expenses - DAR Service	$342,133	$330,681	$328,847	$335,376	$1,337,037
DAR Fare Revenue	$31,651	$27,854	$27,907	$29,371	$116,783
FY17/18 DAR Farebox Ratio	**9.3%**	**8.4%**	**8.5%**	**8.8%**	**8.7%**
FY16/17 DAR Farebox Ratio	7.2%	8.6%	8.3%	9.3%	8.3%

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
DAR Subsidy					
Total Expenses - DAR Service	$342,133	$330,681	$328,847	$335,376	$1,337,037
Less DAR Fare Revenue	$31,651	$27,854	$27,907	$29,371	$116,783
Total Subsidy	$310,481	$302,827	$300,940	$306,006	$1,220,254
Divided by DAR Ridership	7,288	7,124	6,748	7,455	28,615
Subsidy per DAR Passenger	**$42.60**	**$42.51**	**$44.60**	**$41.05**	**$42.64**
Last Year Quarter	$41.03	$40.71	$41.98	$37.71	$40.33
Subsidy Increase/Decrease from Previous Year	**$1.57**	**$1.80**	**$2.62**	**$3.34**	**$2.31**

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
DAR Ridership					
FY17/18 RIDERSHIP	7,288	7,124	6,748	7,455	28,615
FY16/17 RIDERSHIP	7,180	6,794	7,057	7,377	28,408
Ridership % Increase/Decrease	**1.5%**	**4.86%**	**-4.4%**	**1.1%**	**0.7%**

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
DAR Passenger Trips per VRH Standard >3.0					
DAR Ridership	7,288	7,124	6,748	7,455	28,615
Divided by DAR Vehicle Revenue Hours (VRH)	2,969	2,994	2,911	2,982	11,855
DAR Passenger Trips per Vehicle Revenue Hour	**2.5**	2.4	**2.3**	**2.5**	**2.4**
Last Year Quarter	2.5	2.4	2.4	2.5	2.5

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
DAR Ridership per DAR Complaint Standard <1/3000					
DAR Ridership	7,288	7,124	6,748	7,455	28,615
Number of Complaints	3	4	8	3	18
Divided by Substantiated Complaints	1	1	3	1	6
DAR Ridership per Substantiated Complaint	**7,288**	**7,124**	**2,249**	**7,455**	**4,769**
Last Year Quarter	3,590	6,794	7,057	3,689	5,682

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
DAR On Time Performance					
1st Month of Quarter	97.3%	98.31%	97.1%	95.3%	97.0%
2nd Month of Quarter	98.6%	98.30%	97.5%	97.2%	97.9%
3rd Month of Quarter	97.5%	96.66%	97.2%	96.0%	96.8%
Avg On-Time Performance (%)	**97.8%**	**97.76%**	**97.2%**	**96.2%**	**97.2%**
Last Year Quarter	**98.4%**	**98.42%**	**98.7%**	**98.4%**	**98.5%**

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Commuter and Game Day Express Services

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
Commuter Farebox Standard >75%					
Total Expenses - All Services	$1,448,551	$1,243,199	$1,427,630	$1,439,094	$5,558,474
Percentage of Commuter Service Hours to Total Contract Service Hours	**15.73%**	**15.99%**	**16.27%**	**15.91%**	**15.97%**
Total Expenses - Commuter Service	$258,122	$250,186	$259,238	$258,276	$1,025,822
Commuter Fare Revenue	$159,170	$143,481	$192,350	$179,967	$674,969
FY17/18 Farebox Ratio	**61.7%**	**57.35%**	**74.2%**	**69.7%**	**65.8%**
FY16/17 Farebox Ratio	80.30%	81.46%	80.50%	80.30%	80.60%
Commuter Subsidy Standard <$3.00 per trip					
Total Expenses - Commuter Service	$258,122	$250,186	$259,238	$258,276	$1,025,822
Less Commuter Fare Revenue	$159,170	$143,481	$192,350	$179,967	$674,969
Total Subsidy	$98,951	$106,705	$66,888	$78,308	$350,853
Divided by Commuter Ridership	33,423	32405	34,746	34,379	134,953
Subsidy per Commuter Trip	**$2.96**	**$3.29**	**$1.93**	**$2.28**	**$2.60**
Last Year Quarter	$1.15	$1.13	$1.19	$1.17	$1.16
Commuter Ridership Standard > 2% Increase					
Current Quarter	33,423	32,405	34,746	34,379	134,953
Last Year Quarter	35,826	34,020	35,974	33,953	139,773
Ridership Increase/Decrease	**-6.7%**	**-4.75%**	**-3.4%**	**1.3%**	**-3.4%**
Commuter Passenger Trips per VRH Standard > 8.0					
Commuter Ridership	33,423	32405	34,746	34,379	134,953
Divided by Commuter Vehicle Revenue Hours (VRH)	1,574	1,630	1,686	1,641	6,530
Commuter Passenger Trips per Vehicle Revenue Hour	**21.2**	**19.9**	**20.6**	**21.0**	**20.7**
Last Year Quarter	22.5	20.5	21.0	21.1	21.3
Comm. Ridership per Comm. Complaint Standard <1/5000					
Commuter Ridership	33,423	32,405	34,746	34,379	134,953
Number of Complaints	15	11	15	10	51
Divided by Substantiated Complaints	4	2	9	1	16
Commuter Ridership per Substantiated Complaint	**8,356**	**16,203**	**3,861**	**34,379**	**8,435**
Last Year Quarter	11,942	3,780	5,996	33,953	7,356
Commuter On Time Performance					
1st Month of Quarter	90.7%	86.02%	88.9%	86.58%	88.1%
2nd Month of Quarter	87.2%	87.34%	88.5%	91.03%	88.5%
3rd Month of Quarter	86.3%	83.05%	89.38%	94.73%	88.4%
Avg On-Time Performance (%)	**88.1%**	**85.47%**	**88.9%**	**90.8%**	**88.3%**
Last Year Quarter	**92.7%**	**93.36%**	**92.9%**	**94.4%**	**93.3%**

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prepared 11/1/2019

Local Services

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
Local Fixed Route Farebox Standard >15%					
Total Expenses - All Services	$1,448,551	$1,243,199	$1,427,630	$1,439,094	$5,558,474
Percentage of FR Service Hours to Total Contract Service Hours	**59.62%**	**59.15%**	**59.24%**	**59.01%**	**59.3%**
Total Expenses - Fixed Route Services	$848,296	$662,333	$839,545	$845,442	$3,195,615
Local Fixed Route Fare Revenue	$101,412	$109,847	$116,709	$115,001	$442,969
Fixed Route Farebox Ratio	**12.0%**	**16.58%**	**13.9%**	**13.6%**	**13.9%**
Last Year Quarter	14.0%	13.5%	13.2%	14.5%	13.8%

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
Local Fixed Route Subsidy Standard <$5.00 per trip					
Total Expenses - Fixed Route Services	$848,296	$662,333	$839,545	$845,442	$3,195,615
Less Local Fixed Route Fare Revenue	$101,412	$109,847	$116,709	$115,001	$442,969
Total Subsidy	$746,884	$552,486	$722,836	$730,440	$2,752,646
Divided by Fixed Route Ridership	46,580	46,306	45,337	48,686	186,909
Subsidy per Fixed Route Trip	**$16.03**	**$11.93**	**$15.94**	**$15.00**	**$14.73**
Last Year Quarter	$13.40	$15.00	$15.46	$13.82	$14.29

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
Local Fixed Route Ridership Standard > 2% Increase					
Current Quarter	46,580	46,306	45,337	48,686	186,909
Last Year Quarter	51,598	48,011	45,909	47,183	192,701
Ridership Increase/Decrease	**-9.7%**	**-3.55%**	**-1.2%**	**3.2%**	**-3.0%**

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
Local Fixed Route Passenger Trips Per VRH Standard > 8.0					
Local Fixed Route Ridership	46,580	46,306	45,337	48,686	186,909
Divided by FR Vehicle Revenue Hours (VRH)	8,108	8,035	7,911	8,164	32,218
FR Passenger Trips per Vehicle Revenue Hour	**5.7**	**5.8**	**5.7**	**6.0**	**5.8**
Last Year Quarter	6.3	5.9	5.6	5.8	5.9

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
Local FR Ridership per FR Complaint Standard <1/5000					
Local Fixed Route Ridership	46,580	46,306	45,337	48,686	186,909
Number of Complaints	14	9	13	14	50
Divided by Substantiated Complaints	7	3	5	7	22
Fixed Route Ridership per Substantiated Complaint	**6,654**	**15,435**	**9,067**	**6,955**	**8,496**
Last Year Quarter	12,900	24,006	15,303	4,289	9,635

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year To Date
Local Fixed Route On Time Performance					
1st Month of Quarter	89.9%	86.87%	91.8%	86.3%	88.7%
2nd Month of Quarter	84.7%	86.62%	84.7%	85.9%	85.5%
3rd Month of Quarter	81.5%	84.85%	87.2%	93.4%	86.7%
Avg On-Time Performance (%)	**85.3%**	**86.11%**	**87.9%**	**88.5%**	**87.0%**
Last Year Quarter	**88.8%**	**88.49%**	**91.1%**	**89.3%**	**89.4%**

Report prepared based on data available as of the date presented to Transportation Commission.
Minor modifications may occur as revised financial or ridership data becomes available.

prepared 11/1/2019

18/19 FIXED ROUTE RIDERSHIP BY ROUTE																
18/19	**A1**	**A2**	**B1**	**B2**	**C**	**D**	**E**	**F**	**G**	**L**	**M**	**R AM**	**R PM**	**S**	Total	Adj Total
GFI Ridership	24,647	13,142	19,117	20,551	1,304	14,767	1,409	1,039	1,168	16,250	25,127	1,640	1,463	3,330	144,954	
	37,789		39,668													
CC Ridership	6,364		6,089		119	4,175	304	112	474	2,174	3,088	5,785		167	28,851	
Total Ridership	44,153		45,757		1,423	18,942	1,713	1,151	1,642	18,424	28,215	8,888		3,497		
% of Total	25.4%		26.3%		0.8%	10.9%	1.0%	0.7%	0.9%	10.6%	16.2%	5.1%		2.0%		**173,805**

17/18 FIXED ROUTE RIDERSHIP BY ROUTE																
17/18	**A1**	**A2**	**B1**	**B2**	**C**	**D**	**E**	**F**	**G**	**L**	**M**	**R AM**	**R PM**	**S**	Total	Adj Total
GFI Ridership	27608	16556	20517	25101	1,527	16,481	1,877	1,335	2,333	16,060	26,741	2,648	2,656	4,117	165,557	
	44164		45618													
CC Ridership	3,788		3,947		106	1,946	175	52	301	1,275	1,398	4,336		157	17,481	
Total Ridership	47,952		49,565		1,633	18,427	2,052	1,387	2,634	17,335	28,139	9,640		4,274		
% of Total	26.2%		27.1%		0.9%	10.1%	1.1%	0.8%	1.4%	9.5%	15.4%	5.3%		2.3%		**183,038**

16/17 FIXED ROUTE RIDERSHIP BY ROUTE																	
	A1	A2	B1	B2	C	D	E	F	G	I*	L	M	R AM	R PM	S	Total	Adj. Total
Total	32139	18340	19821	28314	2171	18277	2302	1553	2757	929	17643	28462	5168	4775	4322	186973	191798.5
	50,479		48,135														
% of Total	17.19%	9.81%	10.60%	15.14%	1.16%	9.78%	1.23%	0.83%	1.47%	0.50%	9.44%	15.22%	2.76%	2.55%	2.31%	100.00%	
	27.00%		25.74%														

15/16 FIXED ROUTE RIDERSHIP BY ROUTE																	
	A1	A2	B1	B2	C	D	E	F	G	I	L	M	R AM	R PM	S	Total	Adj. Total
Total	39167	20623	23104	34406	2939	10590	3334	2682	4088	11441	18663	33557	4808	4945	4178	218525	222688.4
	59790		57510														
% of Total	17.92%	9.44%	10.57%	15.74%	1.34%	4.85%	1.53%	1.23%	1.87%	5.24%	8.54%	15.36%	2.20%	2.26%	1.91%	100.00%	
	27.36%		26.32%														

14/15FIXED ROUTE RIDERSHIP BY ROUTE																		
	A1	A2	B1	B2	C	D	E	F	G	I	L	M	R AM	R PM	S	SC*	Total	Adj. Total
Total	42799	22520	25809	38143	3751	10004	983	1054	4546	10277	18439	39778	5943	5695	3790	52	233583	235931.7
	65319		63952															
% of Total	18.14%	9.55%	10.94%	16.17%	1.59%	4.24%	0.42%	0.45%	1.93%	4.36%	7.82%	16.86%	2.52%	2.41%	1.61%	0.02%	99.00%	
	27.69%		27.11%															

*discontinued routes