

REVENUE
EFFICIENCY
STANDARDS

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REVENUE
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STANDARDS

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

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REVENUE EFFICIENCY STANDARDS

December, 1987

A REFERENCE BOOKLET WITH DEFINITIONS USED BY DISTRICT

DEPARTMENTS WHICH GENERATE BASIC DATA/REPORTS TO MEET

FUNDING AGENCIES' REQUIREMENTS FOR THE FOLLOWING CATEGORIES:

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TABLE I
MILES DEFINITIONS

REVENUE EFFICIENCY STANDARDS
 TABLE I MILES DEFINITIONS
 (revised 12/24/87)

DATA BASE ITEM	DEFINITION OF DATA BASE ITEM	AGENCY GENERATING DEFINITION
General Comment:	<p>A basic purpose of this table is to identify the various funding agencies' definitions of data base items requested to meet required funding requirements. SCRTD produces these basic statistics in response to these funding agencies' requirements.</p> <p>A second purpose of this table is to identify definitions used by District departments which generate data base/reports. The primary and secondary user departments use the original data base to create primary and secondary data base/reports.</p> <p>In all cases SCRTD's definition complies UMTA's definition, although SCRTD provides additional details for clarification. The UMTA definitions are more general, whereas the SCRTD definitions reflect refinements necessary to distinguish the various aspects which comprise the general categories.</p> <p>Some of the definitions may vary between departments and also within departments, depending upon the concerned department's purpose in generating the data base/report. For further information, contact the department generating the definition.</p>	
1. SCHEDULED REVENUE VEHICLE MILES	<p>Scheduled Revenue Vehicle Miles is the sum of all scheduled miles from the first scheduled time point after pull-out until the last scheduled time point prior to pull-in less any inter-line (between-line) off-route mileage. Scheduled Revenue Vehicle Miles includes all in-service trip miles, and intra-line (within-line) off-route mileage. Inter-line off-route miles are not included.</p>	SCRTD

REVENUE EFFICIENCY STANDARDS
 TABLE I MILES DEFINITIONS
 (revised 12/24/87)

DEPARTMENT GENERATING DATA BASE	DEPARTMENT'S DATA BASE/REPORT GENERATED UTILIZING DEFINITION	PRIMARY USER DEPARTMENT	DATA BASE/ REPORT	SECONDARY USER DEPARTMENT	DATA BASE/ REPORT
SCHEDULING	4-24 REPORTS SCHEDULED PINK LETTERS SCHEDULED SPECIAL SERVICE	SCHEDULING	MONTHLY PERFORMANCE INDICATORS REPORT	OMB	OMB MONTHLY PERFORMANCE REPORT
PLANNING/ SYSTEMS	PROJECTED PINK LETTERS PROJECTED SPECIAL SERVICE	PLANNING/ SYSTEMS	MONTHLY PERFORMANCE INDICATORS REPORT	OMB	OMB MONTHLY PERFORMANCE REPORT

REVENUE EFFICIENCY STANDARDS
 TABLE I MILES DEFINITIONS
 (revised 12/24/87)

DATA BASE ITEM	DEFINITION OF DATA BASE ITEM	AGENCY GENERATING DEFINITION
2. SCHEDULED IN-SERVICE VEHICLE MILES	<p>Scheduled In-service Vehicle Miles is equivalent to passenger carrying miles.</p> <p>In-service Vehicle Miles excludes all pull-out miles, pull-in miles, intra-line off-route miles, and inter-line off-route miles.</p>	SCRTD
3. ACTUAL ADJUSTED REVENUE VEHICLE MILES (OR VEHICLE SERVICE MILES)	<p>Actual Adjusted Revenue Vehicle Miles are the same as Scheduled Revenue Vehicle Miles, except that actual instead of projected pink letters and special service are included.</p>	SCRTD
4. a. REVENUE VEHICLE MILES (or ACTUAL ADJUSTED IN-SERVICE MILES)	<p>Revenue Vehicle Miles is the sum of mileage traveled in revenue service. It includes miles traveled from terminal to terminal, but excludes all pull-out miles, pull-in miles, inter-line off-route miles, and intra-line off-route miles. Planning/System's definition of Revenue Vehicle Miles is equivalent to what was previously known as "Actual Adjusted In-Service Miles." CS-10 sample is included.</p>	SCRTD
4. b. VEHICLE REVENUE MILES (UMTA) (or TOTAL ACTUAL VEHICLE REVENUE MILES)	<p>Vehicle Revenue Miles is the sum of miles a vehicle travels when in revenue service. A transit vehicle is in revenue service only when the vehicle is available to the public and there is reasonable expectation of carrying passengers who either directly pay fares or provide payment through some contract agreement. The miles a vehicle travels when out of service, i.e., returning to the garage, changing routes, etc., and when there is no reasonable expectation of carrying revenue passengers, are considered deadhead miles.</p> <p>(UMTA's definition of Vehicle Revenue Miles is the same as 4.a., Planning/System's definition .)</p>	<p>UMTA Section 15 (Federal Register, 5/8/1986)</p>

REVENUE EFFICIENCY STANDARDS
 TABLE I MILES DEFINITIONS
 (revised 12/24/87)

DEPARTMENT GENERATING DATA BASE	DEPARTMENT'S DATA BASE/REPDRT GENERATED UTILIZING DEFINITION	PRIMARY USER DEPARTMENT	DATA BASE/ REPORT	SECONDARY USER DEPARTMENT	DATA BASE/ REPORT
SCHEDULING	4-24 DISAGGREGATE REPORT				
SCHEDULING	4-24 REPORTS SCHEDULED PINK LETTERS SCHEDULED SPECIAL SERVICE	PLANNING/ POLICY & GUIDEWAY	TPM TABLES/SRTP (Service Type Proportion)		
PLANNING/ SYSTEMS	ACTUAL PINK LETTERS ACTUAL SPECIAL SERVICE PROJECTED CS-10 SERVICE				
PLANNING/ SYSTEMS	SDS 4-24 TRIP FILES (Scheduling generates trip files) ACTUAL PINK LETTERS ACTUAL SPECIAL SERVICE PROJECTED CS-10 SERVICE	PLANNING/ SYSTEMS	SECTION 15 STATE REPORT	PLANNING/ POLICY & GUIDEWAY	TPM TABLES/ SRTP (Control Totals)

REVENUE EFFICIENCY STANDARDS
 TABLE I MILES DEFINITIONS
 (revised 12/24/87)

DATA BASE ITEM	DEFINITION OF DATA BASE ITEM	AGENCY GENERATING DEFINITION
4. c. VEHICLE SERVICE MILES (STATE OF CALIF.)	Vehicle Service Miles is the total number of miles that each vehicle is in revenue service. (Same as 4.b.)	STATE OF CALIF. (FY86 TRIENNIAL PERFORMANCE AUDIT)
4. d. IN-SERVICE VEHICLE MILES (LACTC)	In-Service Vehicle Miles is the total mileage traveled by revenue vehicles while in revenue service. This excludes miles traveled to and from storage facilities and other deadhead travel. This is the same as 4.a. Revenue Vehicle Miles.	LACTC (FY86 TRIENNIAL PERFORMANCE AUDIT)
5. SCHEDULED TOTAL VEHICLE MILES	Scheduled Total Vehicle Miles is the sum of all scheduled miles from pull-out to pull-in, including all pull-out miles, intra-line off-route miles, inter-line off-route miles, in-service trip miles, and pull-in miles. (Scheduled Total Vehicle Miles is equal to Scheduled Revenue Vehicle Miles plus inter-line off-route miles, pull-in miles, and pull-out miles.)	SCRTD
6. a. ACTUAL ADJUSTED TOTAL VEHICLE MILES	Actual Adjusted Total Vehicle Miles is the same as Scheduled Total Vehicle Miles, except that actual instead of projected pink letters and special service are included. CS-10 Sample is included to account for service cancellation or bus breakdown. (Actual Adjusted Total Vehicle Miles is equal to Actual Adjusted Revenue Vehicle Miles, plus inter-line off-route miles, pull-in miles, and pull-out miles.)	SCRTD

REVENUE EFFICIENCY STANDARDS
 TABLE I MILES DEFINITIONS
 (revised 12/24/87)

DEPARTMENT GENERATING DATA BASE	DEPARTMENT'S DATA BASE/REPORT GENERATED UTILIZING DEFINITION	PRIMARY USER DEPARTMENT	DATA BASE/ REPORT	SECONDARY USER DEPARTMENT	DATA BASE/ REPORT
SCHEDULING	4-24 REPORTS	SCHEDULING	MONTHLY PERFORMANCE INDICATORS REPORT	OMB	OMB MONTHLY PERFORMANCE REPORT
PLANNING/ SYSTEMS	PROJECTED PINK LETTERS (monthly) PROJECTED SPECIAL SERVICE (monthly)	PLANNING/ SYSTEMS	MONTHLY PERFORMANCE INDICATORS REPORT	OMB	OMB MONTHLY PERFORMANCE REPORT
		PLANNING/ SYSTEMS	SECTION 15 (ANNUAL) STATE REPORT (ANNUAL)	PLANNING/ POLICY & GUIDEWAY	TPM TABLES/ SRTP (Control Totals)

REVENUE EFFICIENCY STANDARDS
 TABLE I MILES DEFINITIONS
 (revised 12/24/87)

DATA BASE ITEM	DEFINITION OF DATA BASE ITEM	AGENCY GENERATING DEFINITION
6. b. TOTAL VEHICLE MILES (LACTC)	Total Vehicle Miles is the total distance traveled by revenue vehicles, including revenue miles and deadhead miles. (This definition is the same as 6.a.)	
6. c. TOTAL ACTUAL VEHICLE MILES (UMTA)	The total miles traveled by revenue vehicles consist of miles traveled when in revenue service and these deadhead miles. (This definition is the same as 6.a.)	
7. HUB MILES	Hub Miles is the mileage gathered within the Vehicle Management System, that depicts total life miles on any coach at any time. Also, it is the basis that drives the Preventive Maintenance Program.	SCRTD

REVENUE EFFICIENCY STANDARDS
 TABLE I MILES DEFINITIONS
 (revised 12/24/87)

DEPARTMENT GENERATING DATA BASE	DEPARTMENT'S DATA BASE/REPORT GENERATED UTILIZING DEFINITION	PRIMARY USER DEPARTMENT	DATA BASE/ REPORT	SECONDARY USER DEPARTMENT	DATA BASE/ REPORT
LACTC (FY86 TRIENNIAL PERFORMANCE AUDIT)					
UMTA Section 15 (Federal Register, 5/8/1986)					
Equipment Maintenance/ VMS	Hub Miles Report				

TABLE II
HOURS DEFINITIONS

REVENUE EFFICIENCY STANDARDS
 TABLE II HOURS DEFINITIONS
 (revised 12/24/87)

DATA BASE ITEM	DEFINITION OF DATA BASE ITEM	AGENCY GENERATING DEFINITION
General Comment:	<p>A basic purpose of this table is to identify the various funding agencies' definitions of data base items requested to meet required funding requirements. SCRTD produces these basic statistics in response to these funding agencies' requirements.</p> <p>A second purpose of this table is to identify definitions used by District departments which generate data base/reports. The primary and secondary user departments use the original data base to create primary and secondary data base/reports.</p> <p>In all cases SCRTD's definition complies UMTA's definition, although SCRTD provides additional details for clarification. The UMTA definitions are more general, whereas the SCRTD definitions reflect refinements necessary to distinguish the various aspects which comprise the general categories.</p> <p>Some of the definitions may vary between departments and also within departments, depending upon the concerned department's purpose in generating the data base/report. For further information, contact the department generating the definition.</p>	
1. SCHEDULED REVENUE VEHICLE HOURS	<p>Scheduled Revenue Vehicle Hours is the sum of all time from the first scheduled time point after pull-out until the last scheduled time point prior to pull-in less any inter-line (between-line) off-route time. Scheduled Revenue Vehicle Hours include in-service trip time, layover time and intra-line (within-line) off-route time. Interline non-revenue hours are not included.</p>	SCRTD

REVENUE EFFICIENCY STANDARDS
 TABLE II HOURS DEFINITIONS
 (revised 12/24/87)

DEPARTMENT GENERATING DATA BASE	DEPARTMENT'S DATA BASE/REPORT GENERATED UTILIZING DEFINITION	PRIMARY USER DEPARTMENT	DATA BASE/ REPORT	SECONDARY USER DEPARTMENT	DATA BASE/ REPORT
SCHEDULING	4-24 REPORTS SCHEDULED PINK LETTERS SCHEDULED SPECIAL SERVICE	SCHEDULING	MONTHLY PERFORMANCE INDICATORS REPORT	OMB	OMB MONTHLY PERFORMANCE REPORT
PLANNING/ SYSTEMS	PROJECTED PINK LETTERS PROJECTED SPECIAL SERVICE	PLANNING/ SYSTEMS	MONTHLY PERFORMANCE INDICATORS REPORT	OMB	OMB MONTHLY PERFORMANCE REPORT

REVENUE EFFICIENCY STANDARDS
 TABLE II HOURS DEFINITIONS
 (revised 12/24/87)

DATA BASE ITEM	DEFINITION OF DATA BASE ITEM	AGENCY GENERATING DEFINITION
2. SCHEDULED IN-SERVICE VEHICLE HOURS	Scheduled In-service Vehicle Hours is equivalent to passenger carrying hours. In-service Vehicle Hours excludes all pull-out time, pull-in time, layover time, intra-line off-route time, and inter-line off-route time.	SCRTD
3. ACTUAL ADJUSTED REVENUE VEHICLE HOURS (OR VEHICLE SERVICE HOURS)	Actual Adjusted Revenue Vehicle Hours is the same as Scheduled Revenue Vehicle Hours, except that actual instead of projected pink letters and special service are included.	SCRTD
4. a. REVENUE VEHICLE HOURS (OR ACTUAL ADJUSTED REVENUE VEHICLE HOURS)	Revenue Vehicle Hours is the sum of hours traveled in revenue service. It includes hours traveled from terminal to terminal, but excludes pull-out hours, pull-in hours, inter-line off-route hours, and intra-line off-route hours. CS-1D sample is included.	SCRTD
4.b. VEHICLE REVENUE HOURS (UMTA) (OR TOTAL ACTUAL VEHICLE REVENUE HOURS)	Vehicle Revenue Hours is the sum of hours a vehicle travels when in revenue service. A transit vehicle is in revenue service only when the vehicle is available to the public and there is reasonable expectation of carrying passengers who either directly pay fares or provide payment through some contract agreement. The hours a vehicle travels when out of service, i.e., returning to the garage, changing routes, etc., and when there is no reasonable expectation of carrying revenue passengers, are considered deadhead hours. (UMTA's definition of Vehicle Revenue Hours is the same as 4.a., Planning/System's definition.)	UMTA Section 15 (Federal Register, 5/8/1986)

REVENUE EFFICIENCY STANDARDS
 TABLE II HOURS DEFINITIONS
 (revised 12/24/87)

DEPARTMENT GENERATING DATA BASE	DEPARTMENT'S DATA BASE/REPDRT GENERATED UTILIZING DEFINITION	PRIMARY USER DEPARTMENT	DATA BASE/ REPORT	SECONDARY USER DEPARTMENT	DATA BASE/ REPORT
SCHEDULING	4-24 DISAGGREGATE REPORT				
SCHEDULING	4-24 REPORTS SCHEDULED PINK LETTERS SCHEDULED SPECIAL SERVICE	PLANNING/ POLICY & GUIDEWAY	TPM TABLES/SRTP (Service Type Proportion)		
PLANNING/ SYSTEMS	ACTUAL PINK LETTERS ACTUAL SPECIAL SERVICE PROJECTED CS-10 SERVICE				
PLANNING/ SYSTEMS	SDS 4-24 TRIP FILES (Scheduling generates trip files) ACTUAL PINK LETTERS ACTUAL SPECIAL SERVICE PROJECTED CS-10 SERVICE (CS-10 report = service cancellations)	PLANNING/ SYSTEMS	SECTION 15 STATE REPORT	PLANNING/ POLICY & GUIDEWAY	TPM TABLES/ SRTP (Control Totals)

REVENUE EFFICIENCY STANDARDS
 TABLE II HOURS DEFINITIONS
 (revised 12/24/87)

DATA BASE ITEM	DEFINITION OF DATA BASE ITEM	AGENCY GENERATING DEFINITION
4.c. VEHICLE SERVICE HOURS (STATE OF CALIF.)	Vehicle Service Hours is the total number of hours that each vehicle is in revenue service, including layover.	STATE OF CALIF. (FY86 TRIENNIAL PERFORMANCE AUDIT)
4.d. IN-SERVICE VEHICLE HOURS (LACTC)	In-Service Vehicle Hours is the total hours traveled by revenue vehicles while in revenue service. This excludes hours traveled to and from storage facilities and other deadhead travel. This is the same as 4.a. Revenue Vehicle Hours.	LACTC (FY86 TRIENNIAL PERFORMANCE AUDIT)
5. SCHEDULED TOTAL VEHICLE HOURS	Scheduled Total Vehicle Hours is the sum of all scheduled time from pull-out to pull-in, including pull-out time, intra-line off-route time, in-service trip time, inter-line off-route time, layover time, and pull-in time. (Scheduled Total Vehicle Hours is equal to Scheduled Revenue Vehicle Hours plus inter-line off-route time, pull-in time, and pull-out time.)	SCRTD
6. a. ACTUAL ADJUSTED TOTAL VEHICLE HOURS	Actual Adjusted Total Vehicle Hours is the same as Scheduled Total Vehicle Hours, except that actual instead of projected pink letters and special service are included. (Actual Adjusted Total Vehicle Hours is equal to Actual Adjusted Revenue Vehicle Hours, plus inter-line off-route hours, pull-in hours, and pull-out hours.) CS-10 sample is included.	SCRTD
6.b. TOTAL VEHICLE HOURS (LACTC)	Total Vehicle Hours is the total hours of travel by revenue vehicles, including scheduled hours consumed in passenger service and deadhead travel. (This definition is the same as 6.a.)	LACTC (FY86 TRIENNIAL PERFORMANCE AUDIT)
6.c. TOTAL VEHICLE REVENUE HOURS (UMTA) (OR TOTAL ACTUAL VEHICLE HOURS)	The total hours traveled by revenue vehicles consist of hours traveled when in revenue service and these deadhead hours. (This definition is the same as 6.a.)	UMTA Section 15 (Federal Register, 5/8/1986)

REVENUE EFFICIENCY STANDARDS
 TABLE II HOURS DEFINITIONS
 (revised 12/24/87)

DEPARTMENT GENERATING DATA BASE	DEPARTMENT'S DATA BASE/REPORT GENERATED UTILIZING DEFINITION	PRIMARY USER DEPARTMENT	DATA BASE/ REPORT	SECONDARY USER DEPARTMENT	DATA BASE/ REPORT
SCHEDULING	4-24 REPORTS PROJECTED PINK LETTERS PROJECTED SPECIAL SERVICE	SCHEDULING	MONTHLY PERFORMANCE INDICATORS REPORT	OMB	OMB MONTHLY PERFORMANCE REPORT
		PLANNING/	MONTHLY PERFORMANCE INDICATORS REPORT	OMB	OMB MONTHLY PERFORMANCE REPORT
PLANNING/ SYSTEMS	SDS 4-24 TRIP FILES (Scheduling generates trip files) ACTUAL PINK LETTERS ACTUAL SPECIAL SERVICE PROJECTED CS-1D SERVICE	PLANNING/ SYSTEMS	SECTION 15 STATE REPORT	PLANNING/ POLICY & GUIDEWAY	TPM TABLES/ SRTP (Control Totals)

REVENUE EFFICIENCY STANDARDS
 TABLE II HOURS DEFINITIONS
 (revised 12/24/87)

DATA BASE ITEM	DEFINITION OF DATA BASE ITEM	AGENCY GENERATING DEFINITION
7. SCHEDULED PLATFDRM HOURS	Scheduled Platform Hours is synonymous with the Scheduling Department's definition of Scheduled Total Vehicle Hours, which is the sum of all scheduled time from pull-out to pull-in. This includes all pull-out time, intra-line off-route time, inter-line off-route time, in-service trip time, layover time, and pull-in time.	SCRTD

REVENUE EFFICIENCY STANDARDS
 TABLE 11 HOURS DEFINITIONS
 (revised 12/24/87)

DEPARTMENT GENERATING DATA BASE	DEPARTMENT'S DATA BASE/REPORT GENERATED UTILIZING DEFINITION	PRIMARY USER DEPARTMENT	DATA BASE/ REPORT	SECONDARY USER DEPARTMENT	DATA BASE/ REPORT
SCHEDULING	SDS 4-24 TRIP FILES	PLANNING/ SYSTEMS	SECTION 15 STATE REPORT		

TABLE III
FLEET DEFINITIONS

REVENUE EFFICIENCY STANDARDS
 TABLE III FLEET DEFINITIONS
 (revised 12/24/87)

DATA BASE ITEM	DEFINITION OF DATA BASE ITEM	AGENCY GENERATING DEFINITION
General Comment:	<p>A basic purpose of this table is to identify the various funding agencies' definitions of data base items requested to meet required funding requirements. SCRTD produces these basic statistics in response to these funding agencies' requirements.</p> <p>A second purpose of this table is to identify definitions used by District departments which generate data base/reports. The primary and secondary user departments use the original data base to create primary and secondary data base/reports.</p> <p>In all cases SCRTD's definition complies UMTA's definition, although SCRTD provides additional details for clarification. The UMTA definitions are more general, whereas the SCRTD definitions reflect refinements necessary to distinguish the various aspects which comprise the general categories.</p> <p>Some of the definitions may vary between departments and also within departments, depending upon the concerned department's purpose in generating the data base/report. For further information, contact the department generating the definition.</p>	
TOTAL FLEET	<ol style="list-style-type: none"> 1. The total fleet refers to all of the buses owned by that agency and includes buses in the active fleet and the inactive fleet. 2. Total Fleet is equal to the sum of the Active Fleet plus the Inactive Fleet. 	<p>UMTA</p> <p>SCRTD</p>

REVENUE EFFICIENCY STANDARDS
 TABLE III FLEET DEFINITIONS
 (revised 12/24/87)

DEPARTMENT GENERATING DATA BASE	DEPARTMENT'S DATA BASE/REPORT GENERATED UTILIZING DEFINITION	PRIMARY USER DEPARTMENT	DATA BASE/ REPORT	SECONDARY USER DEPARTMENT	DATA BASE/ REPORT
Operations General Department	Equipment Assignment (4-12 Report) Quarterly	Planning/Policy & Guideway Planning/ Systems Equip. Maint. Scheduling OMB	SRTP Section 15		

REVENUE EFFICIENCY STANDARDS
 TABLE III FLEET DEFINITIONS
 (revised 12/24/87)

DATA BASE ITEM	DEFINITION OF DATA BASE ITEM	AGENCY GENERATING DEFINITION
I. ACTIVE FLEET		
(1.) ACTIVE FLEET	<p>The active fleet is composed of buses needed for peak operations (peak fleet) and spares (spare fleet). The active fleet is composed of all buses which are within their service life expectancy (as defined by the rolling stock policy) as well as all other buses not supported by a contingency or disposition plan. A bus is in the active fleet if it is not in the inactive fleet, as part of the energy contingency fleet or bone pile. The active fleet includes all buses within their service life expectancy: 12 years of age or 500,000 miles for standard buses (or under extenuating circumstances buses may be replaced or rebuilt if they have at least one-half the minimum normal service life expectancy and continued operation is judged by the grantee to be unsafe or uneconomical.)</p>	UMTA
(2.) ACTIVE FLEET	<p>The active fleet includes all buses of the revenue bus fleet, (including spares) still within their useful life, (regardless of bus age) engaged in providing regularly scheduled public transportation. (This definition is compatible with UMTA's definition).</p>	SCRTD
(3.) ACTIVE FLEET	<p>The active fleet includes all buses providing fixed-route service. Paratransit (demand-responsive service) is not part of the active fleet.</p>	SCAG for S RTP Categories

REVENUE EFFICIENCY STANDARDS
 TABLE III FLEET DEFINITIONS
 (revised 12/24/87)

DEPARTMENT GENERATING DATA BASE	DEPARTMENT'S DATA BASE/REPORT GENERATED UTILIZING DEFINITION	PRIMARY USER DEPARTMENT	DATA BASE/ REPORT	SECONDARY USER DEPARTMENT	DATA BASE/ REPORT
Operations General Department	Equipment Assignment Report (4-12 Report) Quarterly	Planning/Policy & Guideway Planning/ Systems Equip. Maint. Scheduling - OMB	SRTP Section 15		

REVENUE EFFICIENCY STANDARDS
 TABLE III FLEET DEFINITIONS
 (revised 12/24/87)

DATA BASE ITEM	DEFINITION OF DATA BASE ITEM	AGENCY GENERATING DEFINITION
I.A.1 PEAK FLEET (1.) PEAK FLEET	<p>The peak fleet consists of all regularly scheduled buses required for passenger service during the peak period. The largest peak period system-wide should be used (whether AM or PM). If no real peak exists, the largest number of buses required during any period of the day should be used.</p>	<p>UMTA 5/B5 Region IX Management Bulletin No. 14</p>
(2.) PEAK FLEET	<p>The peak fleet includes all regularly scheduled buses required for passenger service in the peak period. Also, the largest number of buses required during any period of the day should be used on a system-wide basis but determined on a Division by Division basis. An example of counting the peak fleet on a Division by Division basis is to separately total the required number of buses in the AM Peak and the PM Peak at a division and choose the larger number. For instance the larger number of buses may occur in the AM Peak at Division 6 and in the PM Peak at Division 15. On-call Training buses are no longer considered peak fleet; they are spares. Buses used for training at divisions come from spares, whereas Basic training buses are in the inactive fleet.</p>	SCRTD
(3.) PEAK FLEET	<p>Peak hour fleet. SCRTD uses peak fleet as defined by UMTA to address this definition. (Same as I.B.1)</p>	<p>SCAG, for SRTP Categories</p>

REVENUE EFFICIENCY STANDARDS
 TABLE III FLEET DEFINITIONS
 (revised 12/24/87)

DEPARTMENT GENERATING DATA BASE	DEPARTMENT'S DATA BASE/REPORT GENERATED UTILIZING DEFINITION	PRIMARY USER DEPARTMENT	DATA BASE/ REPORT	SECONDARY USER DEPARTMENT	DATA BASE/ REPORT
Operations General Department	Equipment Assignment Report (4-12 Report) Quarterly	Planning/Policy & Guideway	SRTP (required tables by SCAG & LACTC)		
		Planning/ Systems Equip. Maint. Scheduling OMB	Section 15		

REVENUE EFFICIENCY STANDARDS
 TABLE III FLEET DEFINITIONS
 (revised 12/24/87)

DATA BASE ITEM	DEFINITION OF DATA BASE ITEM	AGENCY GENERATING DEFINITION
I.A.1 PEAK FLEET (continued) (4.) PEAK FLEET	<p>a. Scheduled Service/Peak Service The total number of buses required to support the peak service requirement for all operating divisions, including regularly scheduled service, temporary letters (pinks), and seasonal scheduled service.</p> <p>b. Unscheduled Peak Seasonal unscheduled service, on-call buses.</p>	<p>SCRTD</p> <p>SCRTD</p>
(5) PEAK PERIOD FLEET	<p>The Peak Period Fleet is the maximum number of individual revenue vehicles assigned to service during any one period of time on a system-wide basis, either AM or PM, whichever is greater. The Peak Period Fleet can represent the heaviest day of the month, a monthly average, or an annual average.</p>	<p>LACTC Transit Performance Measures Tables Definitions</p>
(6) PEAK PERIOD FLEET	<p>The Peak Period Fleet is the maximum number of individual revenue vehicles required for service on any one day of the year. It is determined by summing the maximum number of vehicles required on a division-by-division basis for that day.</p>	<p>SCRTD</p>

REVENUE EFFICIENCY STANDARDS
 TABLE III FLEET DEFINITIONS
 (revised 12/24/87)

DEPARTMENT GENERATING DATA BASE	DEPARTMENT'S DATA BASE/REPORT GENERATED UTILIZING DEFINITION	PRIMARY USER DEPARTMENT	DATA BASE/ REPORT	SECONDARY USER DEPARTMENT	DATA BASE/ REPORT
Scheduling	Equipment Count Report	Operations General	Equipment Assignment Report (4-12 Report) Quarterly Daily Bus Requirements Actual & Projected Report	Scheduling OMB Planning/ Policy Guideway Equipment Maintenance	Pull-Out Sheets
Transportation; Operations Control	Service Needs for the Week; Special Memorandum to Operations General	Operations General	Bus Requirement Report		
Scheduling	Equipment Count Report	Operations General Department	Equipment Assignment Report (4-12 Report) Quarterly Daily Bus Requirements Actual & Projected Report	Scheduling OMB Planning/ Policy Guideway Equipment Maintenance	Pull-Out Sheets

REVENUE EFFICIENCY STANDARDS
 TABLE III FLEET DEFINITIONS
 (revised 12/24/87)

DATA BASE ITEM	DEFINITION OF DATA BASE ITEM	AGENCY GENERATING DEFINITION
I.A.1. PEAK FLEET (continued) (7) MAXIMUM SERVICE FLEET	<p>The Maximum Service Fleet are vehicles operated in maximum service. This revenue vehicle count should be taken during the reporter's maximum season of the year, on the week and day that this maximum occurs. Do not take the count on a day when a special event or extreme set of circumstances would cause the resulting tally to represent a "one time" event rather than a recurring maximum service requirement. Do not include any standby or spare vehicles, out-of-service vehicles, and vehicles in or awaiting maintenance. Only the vehicles needed to operate the maximum service should be counted. If the maximum service fleet varies during the year, i.e., if different schedules are in effect that require different numbers of maximum service vehicles, the highest figure should be reported.</p>	UMTA Section 15 (Form 003)
I.A.2. AM PEAK BUSES (1.) AM PEAK BUSES	<p>AM Peak Buses are the total number of revenue vehicles in operation on an average weekday during the period in the morning when additional services are provided to handle higher passenger volumes.</p> <p>The AM Peak Period begins when normal, scheduled headways are reduced and ends when headways return to normal.</p> <p>Note: an average weekday is the average of several weekdays selected at random throughout the year, i.e., several Monday through Friday periods or individual days should be selected at random during the year. Abnormal days (i.e. strikes) should be avoided.</p>	UMTA Section 15 (Form 406)

REVENUE EFFICIENCY STANDARDS
 TABLE III FLEET DEFINITIONS
 (revised 12/24/87)

DEPARTMENT GENERATING DATA BASE	DEPARTMENT'S DATA BASE/REPORT GENERATED UTILIZING DEFINITION	PRIMARY USER DEPARTMENT	DATA BASE/ REPORT	SECONDARY USER DEPARTMENT	DATA BASE/ REPDRT

REVENUE EFFICIENCY STANDARDS
 TABLE III FLEET DEFINITIONS
 (revised 12/24/87)

DATA BASE ITEM	DEFINITION OF DATA BASE ITEM	AGENCY GENERATING DEFINITION
I.A.2. AM PEAK BUSES (continued) (2.) AM PEAK BUSES	AM Peak Buses are the total number of revenue vehicles scheduled to operate on a weekday at any time in the period from 6:00 AM to 9:30 AM.	SCRTD
(3.) AM PEAK BUSES	<p>The AM peak bus count is the maximum number of buses scheduled to operate, in either revenue or non-revenue service, in the period from 6:00 AM to 9:00 AM. The calculation is done at the line level and allows a minimum of 15 minutes before an AM peak pull-in bus is available for the next AM peak pull-out.</p> <p>(The UTPS modeling technique calculates a simulated number of total buses required to operate AM Peak Bus Service within a specified time period. The URAP (Route Analysis Program) is a simulation program to determine demand headways for projected revenue service. Original headways from schedules are used in simulation to estimate demand. Demand may be more than capacity. URAP determines the headway needed to accommodate demand. An average travel speed is assigned to local and express service by area type. The number of buses is equal to the demand divided by vehicle capacity. The headway is equal to the roundtrip time, including layover, divided by the number of required buses.</p>	SCRTD

REVENUE EFFICIENCY STANDARDS
 TABLE III FLEET DEFINITIONS
 (revised 12/24/87)

DEPARTMENT GENERATING DATA BASE	DEPARTMENT'S DATA BASE/REPORT GENERATED UTILIZING DEFINITION	PRIMARY USER DEPARTMENT	DATA BASE/ REPORT	SECONDARY USER DEPARTMENT	DATA BASE/ REPORT
Planning/ Systems	Section 15 (Form 406)				
Scheduling	4-24 Report Equipment Count Report	Operations	4-12 Report		
Planning/ Systems & the GPC	UTPS Metro Rail Projections				

REVENUE EFFICIENCY STANDARDS
 TABLE III FLEET DEFINITIONS
 (revised 12/24/87)

DATA BASE ITEM	DEFINITION OF DATA BASE ITEM	AGENCY GENERATING DEFINITION
I.A.3 MIDDAY and BASE BUSES		
(1.) MIDDAY BUSES	Midday Buses are the total number of revenue vehicles in operation on an average weekday during the period between the end of the AM Peak and the beginning of the PM Peak.	UMTA Section 15 (Form 406)
(2.) MIDDAY BUSES	Midday Buses are the total number of revenue vehicles in operation on an average weekday during the period between 9:30 AM and 2:00 PM.	SCRTD
(3.) BASE BUSES	A bus which is scheduled through the 12 noon period is counted as a base bus.	SCRTD
(4.) BASE BUSES	A bus which is scheduled to operate at any time in the period from 9:00 AM to 2:59 PM is counted as a Base bus. (The UTPS modeling technique calculates a simulated number of total buses required to operate Base Bus Service within a specified time period.)	SCRTD
I.A.4 PM PEAK BUSES		
(1.) PM PEAK BUSES	PM Peak Buses are the total number of revenue vehicles scheduled to operate in the evening when additional services are provided to handle higher passenger volumes. The PM Peak Period begins when normal, scheduled headways are reduced and ends when headways return to normal.	UMTA Section 15 (Form 406)
(2.) PM PEAK BUSES	A bus which is scheduled to operate at any time in the period from 2:00 PM to 6:30 PM is counted as a PM Peak bus.	SCRTD

REVENUE EFFICIENCY STANDARDS
 TABLE III FLEET DEFINITIONS
 (revised 12/24/87)

DEPARTMENT GENERATING DATA BASE	DEPARTMENT'S DATA BASE/REPORT GENERATED UTILIZING DEFINITION	PRIMARY USER DEPARTMENT	DATA BASE/ REPORT	SECONDARY USER DEPARTMENT	DATA BASE/ REPDRT
Planning/ Systems	Section 15 (Form 406)				
Scheduling	4-24 Report Equipment Count Report	Operations General	4-12 Report		
Planning/ Systems & the GPC	UTPS				
Planning/ Systems	Section 15 (Form 406)				

REVENUE EFFICIENCY STANDARDS
 TABLE III FLEET DEFINITIONS
 (revised 12/24/87)

DATA BASE ITEM	DEFINITION OF DATA BASE ITEM	AGENCY GENERATING DEFINITION
I.A.4 PM PEAK BUSES (continued) (3.) PM PEAK BUSES	<p>A bus which is scheduled to operate at any time in the period from 3:00 PM to 5:59 PM is counted as a PM Peak bus. (The UTPS modeling technique calculates a simulated number of total buses required to operate PM Peak Bus Service within a specified time period. The input data is based on trip distances and uniform headways).</p>	SCRTD
(4.) PM PEAK BUSES (PM PEAK BUS NOTES)	<p>The PM peak bus count is the maximum number of buses scheduled to operate, in either revenue or non-revenue service, in the period from 3:00 PM to 6:00 PM. The calculation is done at the line level and allows a minimum of 15 minutes before a PM peak pull-in bus is available for the next PM peak pull-out.</p> <p>(The Equipment Count Report serves as a data base for the 4-12 Report. The 3:00 PM-6:00 PM definition of a PM Peak bus on the bus on the 4-24 Report is new, as of December, 1987 schedule changes. Until recently, the 3:45 PM definition of a PM Peak bus was used in the 4-24 Report in order to maintain historical consistency of data. The result of expanding the 4-24 Report's definition from 3:45PM-7:00PM to 3:00-6:00PM was projected to be a significant increase in both the Gross PM Equipment and Interline Savings categories. The associated computer file for the Report 4-24 file is RPT424.DATA.)</p>	SCRTD

REVENUE EFFICIENCY STANDARDS
 TABLE III FLEET DEFINITIONS
 (revised 12/24/87)

DEPARTMENT GENERATING DATA BASE	DEPARTMENT'S DATA BASE/REPORT GENERATED UTILIZING DEFINITION	PRIMARY USER DEPARTMENT	DATA BASE/ REPORT	SECONDARY USER DEPARTMENT	DATA BASE/ REPORT
Planning/ Systems & the GPC	UTPS				
Scheduling	4-24 Report	Planning/ Systems	Monthly Performance Indicators Report	OMB	OMB Monthly Performance Report
	Equipment Count Report	Operations General	4-12 Report		

REVENUE EFFICIENCY STANDARDS
 TABLE III FLEET DEFINITIONS
 (revised 12/24/87)

DATA BASE ITEM	DEFINITION OF DATA BASE ITEM	AGENCY GENERATING DEFINITION
I.A.5. OTHER BUSES	Other Buses are the total morning and night buses.	UMTA Section 15 (Form 406)
I.A.6. NIGHT BUS SERVICE (1.) NIGHT BUS SERVICE	Night Bus Service encompasses that time period between the end of the PM Peak period and 12 midnight.	UMTA Section 15 (Form 401)
(2.) NIGHT BUS SERVICE	Night Bus Service encompasses that time period between 6:30 PM and 12 midnight.	SCRTD
I.A.7. MORNING BUS SERVICE (1.) MORNING BUS SERVICE	Morning Bus Service encompasses that time period between 12 midnight and the beginning of the next day's AM Peak.	UMTA Section 15 (Form 401)
(2.) MORNING BUS SERVICE	Morning Bus Service is that time period between 12 midnight and 6:00 AM.	SCRTD
I.A.8. OWL BUSES	A bus scheduled through the entire 3:00 AM to 3:20 AM period is counted as a owl bus.	SCRTD

REVENUE EFFICIENCY STANDARDS
 TABLE III FLEET DEFINITIONS
 (revised 12/24/87)

DEPARTMENT GENERATING DATA BASE	DEPARTMENT'S DATA BASE/REPORT GENERATED UTILIZING DEFINITION	PRIMARY USER DEPARTMENT	DATA BASE/ REPORT	SECONDARY USER DEPARTMENT	DATA BASE/ REPORT
Planning/ Systems	Section 15 (Form 406)				
Planning/ Systems	Section 15 (Form 406)				
Scheduling	Equipment Count Report 4-24 Report	Operations General	4-12 Report		

REVENUE EFFICIENCY STANDARDS
 TABLE III FLEET DEFINITIONS
 (revised 12/24/87)

DATA BASE ITEM	DEFINITION OF DATA BASE ITEM	AGENCY GENERATING DEFINITION
I.B. SPARE FLEET (1.) SPARE FLEET	The spare fleet is composed of the buses remaining in the active fleet after subtracting the peak fleet.	UMTA
(2.) SPARE FLEET	a. Scheduled Spares and On-call vehicles a.1. Scheduled Spares This category includes buses kept for road calls, and buses undergoing routine, preventive, and scheduled maintenance. a.2. On-call vehicles. This category includes training buses kept at Divisions, and buses not scheduled. On-call buses are allocated to a Division to supplement seasonal and regular service. These buses are requested by the Dispatch Center in response to occasional fluctuations in in service demand. Division Training buses are placed in on-call, because buses used used for training at an operating division are pulled from the existing spare ratio.	SCRTD

REVENUE EFFICIENCY STANDARDS
 TABLE III FLEET DEFINITIONS
 (revised 12/24/87)

DEPARTMENT GENERATING DATA BASE	DEPARTMENT'S DATA BASE/REPORT GENERATED UTILIZING DEFINITION	PRIMARY USER DEPARTMENT	DATA BASE/ REPORT	SECONDARY USER DEPARTMENT	DATA BASE/ REPORT
Operations General Department	Equipment Assignment Report (4-12 Report) Quarterly	Planning/Policy & Guideway Planning/ Systems Equip. Maint. Scheduling OMB	SRTP Section 15		

REVENUE EFFICIENCY STANDARDS
 TABLE III FLEET DEFINITIONS
 (revised 12/24/87)

DATA BASE ITEM	DEFINITION OF DATA BASE ITEM	AGENCY GENERATING DEFINITION
I.B. SPARE FLEET (continued)	<p>b. Heavy Maintenance Spares and Vehicles Not Available (Non-Bone Pile)</p> <p>b.1. Heavy Maintenance Spares Heavy maintenance spares include major overhauls, retrofit campaigns, and rehabilitation projects. Retrofit campaigns are a percentage of any given bus fleet sub-component out of service for at least a fiscal year due to a major retrofit program. For retrofit campaigns, individual buses are not out of service for an entire year. A particular bus type (i.e. RTS II) will have a campaign for at least a year, in which a portion of its number is rotated out of service for retrofit for several months.</p> <p>b.2. Vehicles Not Available --Frame/Fire/Accident (Non-Bone Pile) Unlike Bone-Pile vehicles, these not-available vehicles are within their life expectancy but are temporarily impounded, out of the District for testing, or otherwise, temporarily unavailable for use. A damage assessment is conducted. Based upon the findings of the damage assessment a vehicle may be either repaired or disposed of. After a decision that repair is uneconomical, a bus would be slated for disposal.</p> <p>Note: Buses are not assigned to this temporary holding category nor are buses allocated to compensate for spares.</p>	SCRTD

REVENUE EFFICIENCY STANDARDS
 TABLE III FLEET DEFINITIONS
 (revised 12/24/87)

DEPARTMENT GENERATING DATA BASE	DEPARTMENT'S DATA BASE/REPORT GENERATED UTILIZING DEFINITION	PRIMARY USER DEPARTMENT	DATA BASE/ REPORT	SECONDARY USER DEPARTMENT	DATA BASE/ REPORT
Operations General Department	Equipment Assignment Report (4-12 Report) Quarterly	Planning/Policy & Guideway Planning/ Systems Equip. Maint. Scheduling OMB	S RTP Section 15		

REVENUE EFFICIENCY STANDARDS
 TABLE III FLEET DEFINITIONS
 (revised 12/24/87)

DATA BASE ITEM	DEFINITION OF DATA BASE ITEM	AGENCY GENERATING DEFINITION
II. INACTIVE FLEET		
(1.) INACTIVE FLEET	<p>Buses in the inactive fleet must have reached the end of their service life and be supported by a contingency or disposition plan. The active fleet is composed of buses needed for peak operations (peak fleet) and spares (spare fleet), and consists of all buses not included in the inactive fleet.</p>	UMTA
(2.) INACTIVE FLEET	<p>The Inactive Fleet is equal to the Fleet slated for Disposal or the Bone Pile plus the Contingency Fleet.</p> <p>Note: The definition for Inactive Fleet previously contained buses planned for historical preservation (referred to as the Museum Fleet) which are no longer in the fleet roster. Buses of historical value that are not equipped for revenue service. The museum fleet has been transferred to a non-revenue status, as per UMTA approval. The museum fleet are no longer part of the inactive fleet.</p>	SCRTD

REVENUE EFFICIENCY STANDARDS
 TABLE III FLEET DEFINITIONS
 (revised 12/24/87)

DEPARTMENT GENERATING DATA BASE	DEPARTMENT'S DATA BASE/REPORT GENERATED UTILIZING DEFINITION	PRIMARY USER DEPARTMENT	DATA BASE/ REPORT	SECONDARY USER DEPARTMENT	DATA BASE/ REPORT
Operations General Department	Equipment Assignment Report (4-12 Report)	Planning/Policy & Guideway Planning/ Systems Equip. Maint. Scheduling OMB	S RTP Section 15		

REVENUE EFFICIENCY STANDARDS
 TABLE III FLEET DEFINITIONS
 (revised 12/24/87)

DATA BASE ITEM	DEFINITION OF DATA BASE ITEM	AGENCY GENERATING DEFINITION
II.A. CONTINGENCY FLEET (1.) CONTINGENCY FLEET	<p>The Contingency Fleet contains buses, over 12 years of age, held for local emergency use or other contingencies. These buses should be supported by a contingency plan which generally documents how they will be maintained, under what conditions they will be used, how operations of the fleet will be handled and how the operation will be financed.</p>	UMTA
(2.) CONTINGENCY FLEET	<p>a. Emergency Contingency Fleet Although the SCRTO has an emergency contingency plan for up to 225 buses, the actual emergency contingency fleet is about one-third of the plan capacity. The Emergency Contingency Fleet is composed of buses in the fleet which are over 12 years of age; they are still operable, and can be used in service in an emergency.</p> <p>b. Basic Training Buses These buses have the fareboxes removed and are not available for revenue service. Only the training buses for El Monte are included in this category. Basic Training buses are in the inactive fleet. (In contrast, Division Training buses are used for training at divisions and come from on-call spares in the active fleet.)</p>	SCRTO
		SCRTO

REVENUE EFFICIENCY STANDARDS
 TABLE III FLEET DEFINITIONS
 (revised 12/24/87)

DEPARTMENT GENERATING DATA BASE	DEPARTMENT'S DATA BASE/REPORT GENERATED UTILIZING DEFINITION	PRIMARY USER DEPARTMENT	DATA BASE/ REPORT	SECONDARY USER DEPARTMENT	DATA BASE/ REPORT
Operations General Department	Equipment Assignment Report (4-12 Report)	Planning/Policy & Guideway Planning/ Systems Equip. Maint. Scheduling DMB	SRTP Section 15		
Operations General Department	Equipment Assignment Report (4-12 Report)	Planning/Policy & Guideway Planning/ Systems Equip. Maint. Scheduling OMB	SRTP Section 15		

REVENUE EFFICIENCY STANDARDS
 TABLE III FLEET DEFINITIONS
 (revised 12/24/87)

DATA BASE ITEM	DEFINITION OF DATA BASE ITEM	AGENCY GENERATING DEFINITION
II.B. BONE PILE (1.) BONE PILE	<p>Bone pile buses are over age, non-running buses for sale which must be supported by a disposition plan. Or, if they have no other use, the buses can be parted out through the cannibalization process. Additionally, bone pile buses are special disposition buses that are not over age but are eligible for disposal under UMTA provisions, such as wrecks, fire damaged buses, buses damaged beyond economical repair and unsafe buses.</p>	UMTA
(2.) BONE PILE	<p>a. Bone Pile Buses are over age buses not available for service and are planned for sale with a disposition plan in process. The disposition plan is either being developed and/or has been proposed to UMTA. Additionally, the bone pile consists of special disposition buses that are not over age but are eligible for disposal under UMTA provisions. Examples include wrecks, fire damaged buses, buses damaged beyond economical repair and unsafe buses.</p> <p>b. Sales fleet - UMTA approved sales fleet awaiting sale. Over age buses which are not available should be placed in the bone pile and sold or used for parts. The sales fleet has a disposition plan which has been approved by UMTA.</p>	SCRTD
(3.) BONE PILE	Vehicles unavailable for service.	SCAG: SRTP

REVENUE EFFICIENCY STANDARDS
 TABLE III FLEET DEFINITIONS
 (revised 12/24/87)

DEPARTMENT GENERATING DATA BASE	DEPARTMENT'S DATA BASE/REPORT GENERATED UTILIZING DEFINITION	PRIMARY USER DEPARTMENT	DATA BASE/ REPORT	SECONDARY USER DEPARTMENT	DATA BASE/ REPORT
Operations General Department	Equipment Assignment Report (4-12 Report)	Equip. Maint. Purchasing Grants Planning	SRTP		
			Section 15		

TABLE IV
PATRONAGE DEFINITIONS

REVENUE EFFICIENCY STANDARDS
 TABLE IV PATRONAGE DEFINITIONS
 (revised 12/24/87)

DATA BASE ITEM	DEFINITION OF DATA BASE ITEM	AGENCY GENERATING DEFINITION
General Comment:	<p>A basic purpose of this table is to identify the various funding agencies' definitions of data base items requested to meet required funding requirements. SCRTD produces these basic statistics in response to these funding agencies' requirements.</p> <p>A second purpose of this table is to identify definitions used by District departments which generate data base/reports. The primary and secondary user departments use the original data base to create primary and secondary data base/reports.</p> <p>In all cases SCRTD's definition complies UMTA's definition, although SCRTD provides additional details for clarification. The UMTA definitions are more general, whereas the SCRTD definitions reflect refinements necessary to distinguish the various aspects which comprise the general categories.</p> <p>Some of the definitions may vary between departments and also within departments, depending upon the concerned department's purpose in generating the data base/report. For further information, contact the department generating the definition.</p>	LACTC (FY 86 Triennial Performance Audit)
1.a. UNLINKED PASSENGERS	<p>The number of passengers who board public transportation vehicles. Passengers are counted each time they board a vehicle even though it may be on the same journey from origin to destination.</p>	LACTC (FY 86 Triennial Performance Audit)

REVENUE EFFICIENCY STANDARDS
 TABLE IV PATRONAGE DEFINITIONS
 (revised 12/24/87)

DEPARTMENT GENERATING DATA BASE	DEPARTMENT'S DATA BASE/REPORT GENERATED UTILIZING DEFINITION	PRIMARY USER DEPARTMENT	DATA BASE/ REPORT	SECONDARY USER DEPARTMENT	DATA BASE/ REPORT
Planning/ Policy & Guideway	SRTP:TPM/TDA Tables (Note: This is the same as l.c., below, due to the manner in which this value is determined.)				

REVENUE EFFICIENCY STANDARDS
 TABLE IV PATRONAGE DEFINITIONS
 (revised 12/24/87)

DATA BASE ITEM	DEFINITION OF DATA BASE ITEM	AGENCY GENERATING DEFINITION
1.b. UNLINKED PASSENGERS	Total passengers means the number of boarding passengers whether revenue producing or not, carried by the public transportation system.	State of Calif. (FY 86 Triennial Performance Audit)
1.c. UNLINKED PASSENGERS	An estimated number of passenger boardings derived from a model which synthesizes unlinked passengers and fare usage based on surveys.	SCRTD
2. UNLINKED TRIPS	Unlinked trips is a total of observed boardings summarized by bus line, time of day, or geographic area. A boarding is one person entering a bus for a ride, and is usually associated with a date, time, bus line, location, and fare type. One boarding is equal to one unlinked trip.	SCRTD
3. LINKED TRIPS	Linked trips is an estimated number of passenger trips, some of which required transferring to a second or third bus, and is derived from a model which synthesizes unlinked trips, fare usage based on surveys. All transfer boardings regardless of method of fare payment are excluded.	SCRTD

REVENUE EFFICIENCY STANDARDS
 TABLE IV PATRONAGE DEFINITIONS
 (revised 12/24/87)

DEPARTMENT GENERATING DATA BASE	DEPARTMENT'S DATA BASE/REPORT GENERATED UTILIZING DEFINITION	PRIMARY USER DEPARTMENT	DATA BASE/ REPORT	SECONDARY USER DEPARTMENT	DATA BASE/ REPORT
Planning/ Policy & Guideway	SRTP:TPM/TDA Tables				
Planning/ Systems	Monthly Patronage Reports Section 15 Report				
Planning/ Systems	Line Performance Trends Report	Planning/ Policy & Guideway	SRTP:TPM/TDA Tables (Control Totals)		
Planning/ Policy & Guideway	SRTP:TPM/TDA Tables				