

Los Angeles County
Metropolitan Transportation Authority
California

OPERATIONS MONTHLY BUS PERFORMANCE REPORT

APRIL 2018



Metro

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Metro Bus Systemwide and Division Scorecard Overview

Metro Bus has eleven Metro operating divisions: Division 1 and 2, both operating out of the downtown Los Angeles area; Division 3 in Cypress Park; Arthur Winston Division 5 in South Los Angeles; Division 6 in Venice (Closed); Division 7 in West Hollywood; Division 8 in Chatsworth; Division 9 in El Monte; Division 10 in Los Angeles; Division 13 in Los Angeles; Division 15 in Sun Valley; and Division 18 in Carson. Metro Bus systemwide is responsible for the operation of approximately 2,490 Metro buses and 144 Metro Bus lines carrying nearly 395.5 million boarding passengers each year. Metro bus also operates the Orange and Silver Lines.

This report gives a brief overview of Systemwide and Division operations:

- * Mean Miles Between Mechanical Failures Requiring Bus Exchange (MMBMF).
- * Mean Miles Between Total Road Calls (MMBTRC).
- * In-Service On-Time Performance.
- * Traffic Accidents per 100,000 Hub Miles.
- * Complaints per 100,000 Boardings.
- * New Reported Workers' Compensation Indemnity & Medical Claims per 200,000 Exposure Hours.

Measurement	FY 2015	FY 2016	FY 2017	FY 2018 Target	FY 2018 YTD	FYTD Status	Feb Month	Mar Month	Apr Month
Bus Systemwide									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)	4,710	5,043	5,368	5,400	6,056	●	7,626	6,302	6,832
Number of Unaddressed Road Calls	40	115	60	5	39	-	1	2	2
Mean Miles Between Total Road Calls	3,369	3,870	4,290	3,908	4,228	●	4,887	3,867	4,064
Bus Traffic Accidents Per 100,000 Miles	3.83	4.26	4.42	3.75	4.26	●	3.44	4.52	4.50
Number of 482 Alleged Accidents	230	238	277	-	219	-	20	23	22
Complaints per 100,000 Boardings	3.77	4.28	5.09	4.25	5.45	●	6.02	5.78	5.28
New Reported Workers' Compensation Claims per 200,000 Exposure Hours	17.50	15.89	17.35	14.10	17.55	●	13.87	15.88	16.94
*Lost Work Days per 200,000 Exposure Hours	1,375	1,318	1,256	1,200	1,147	●	1,152	1,154	N/A
*OSHA Injuries per 200,000 Exposure Hours	11.71	10.34	11.41	9.64	11.25	●	10.21	10.73	N/A
% of OnTime Pullouts	95.77%	96.22%	96.22%	96.22%	96.36%	●	97.06%	96.82%	96.80%
In-Service On-time Performance - Early	4.01%	4.08%	4.15%	2.00%	3.84%	●	3.60%	3.96%	3.60%
In-Service On-time Performance - Late	20.66%	22.38%	23.00%	19.80%	22.56%	●	24.11%	21.82%	22.25%
In-Service On-time Performance - OnTime	75.34%	73.55%	72.85%	78.20%	73.60%	●	72.29%	74.22%	74.15%
Bus Directly Operated									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)	4,482	4,818	5,117	5,266	5,798	●	6,958	6,207	6,683
Number of Unaddressed Road Calls	40	115	60	5	39	-	1	2	2
Mean Miles Between Total Road Calls	3,271	3,761	4,058	3,900	3,995	●	4,302	3,712	3,864
Bus Traffic Accidents Per 100,000 Miles	3.77	4.20	4.35	3.69	4.31	●	3.92	4.54	4.41
Number of 482 Alleged Accidents	230	238	277	-	219	-	20	23	22
Complaints per 100,000 Boardings	3.63	4.13	4.81	3.97	5.11	●	5.66	5.45	4.95
New Reported Workers' Compensation Claims per 200,000 Exposure Hours	17.50	15.89	17.35	14.10	17.55	●	13.87	15.88	16.94
*Lost Work Days per 200,000 Exposure Hours	1,375	1,318	1,256	1,200	1,147	●	1,152	1,154	N/A
*OSHA Injuries per 200,000 Exposure Hours	11.71	10.34	11.41	9.64	11.25	●	10.21	10.73	N/A
% of OnTime Pullouts	95.57%	96.04%	96.12%	96.22%	96.31%	●	97.01%	96.78%	96.76%
In-Service On-time Performance - Early	4.29%	4.33%	4.37%	2.00%	4.02%	●	3.78%	4.16%	3.75%
In-Service On-time Performance - Late	20.69%	22.59%	23.08%	19.94%	22.43%	●	23.91%	21.68%	22.16%
In-Service On-time Performance - OnTime	75.02%	73.09%	72.55%	78.06%	73.56%	●	72.31%	74.17%	74.09%
Bus Purchased Transportation									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)	12,302	10,754	11,623	7,500	10,447	●	13,853	7,469	8,904
Mean Miles Between Total Road Calls	5,267	5,778	11,533	4,000	9,347	●	13,434	6,783	8,780
Bus Traffic Accidents Per 100,000 Miles	4.56	4.96	5.15	4.46	3.81	●	1.20	4.36	5.38
Complaints per 100,000 Boardings	6.88	7.29	10.89	10.00	12.55	●	13.54	12.88	12.38
% of OnTime Pullouts	99.03%	99.12%	97.93%	96.22%	97.25%	●	97.93%	97.62%	97.55%
In-Service On-time Performance - Early	0.70%	1.05%	1.20%	2.00%	1.34%	●	0.90%	1.15%	1.22%
In-Service On-time Performance - Late	20.29%	19.85%	22.00%	18.00%	24.42%	●	27.12%	23.89%	23.71%
In-Service On-time Performance - OnTime	79.01%	79.10%	76.80%	80.00%	74.24%	●	71.98%	74.96%	75.07%

N/A = Not Available

* There is One Month lag in reporting this data

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Measurement	FY 2015	FY 2016	FY 2017	FY 2018 Target	FY 2018 YTD	FYTD Status	Feb Month	Mar Month	Apr Month
Division 1									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)	3,099	3,590	4,655	4,793	6,689	●	8,027	8,495	5,974
Number of Unaddressed Road Calls	18	45	0	5	1	-	0	0	0
Mean Miles Between Total Road Calls	2,058	2,795	3,571	3,433	4,065	●	4,730	4,342	3,686
Bus Traffic Accidents Per 100,000 Miles	4.18	5.01	4.65	4.48	4.63	●	3.96	4.44	3.88
Number of 482 Alleged Accidents	42	40	31	-	19	-	0	2	1
Complaints per 100,000 Boardings	2.92	3.87	4.11	3.83	3.86	●	3.83	4.30	3.21
New Reported Workers' Compensation Claims per 200,000 Exposure Hours	16.40	14.12	14.57	14.10	12.66	●	14.59	16.68	10.18
*Lost Work Days per 200,000 Exposure Hours	1,387	1,199	695	1,200	850	●	721	796	N/A
*OSHA Injuries per 200,000 Exposure Hours	10.72	8.60	8.65	9.64	8.83	●	5.84	11.92	N/A
% of OnTime Pullouts	96.47%	96.48%	95.71%	96.22%	95.65%	●	96.32%	96.67%	96.08%
In-Service On-time Performance - Early	3.88%	4.17%	3.74%	2.00%	3.61%	●	2.92%	3.34%	2.93%
In-Service On-time Performance - Late	21.53%	25.83%	23.93%	23.28%	23.19%	●	23.97%	22.05%	22.80%
In-Service On-time Performance - OnTime	74.59%	70.00%	72.33%	75.01%	73.19%	●	73.10%	74.61%	74.28%
Division 2									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)	3,461	5,297	7,225	7,438	8,808	●	10,451	7,432	13,000
Number of Unaddressed Road Calls	2	2	5	5	2	-	0	0	1
Mean Miles Between Total Road Calls	2,360	3,652	4,659	4,480	5,433	●	5,533	4,817	6,584
Bus Traffic Accidents Per 100,000 Miles	4.24	4.52	4.79	3.98	4.79	●	5.53	4.81	5.33
Number of 482 Alleged Accidents	25	16	13	-	8	-	2	0	1
Complaints per 100,000 Boardings	2.19	2.56	3.11	2.46	3.22	●	4.14	3.50	2.90
New Reported Workers' Compensation Claims per 200,000 Exposure Hours	20.68	23.74	16.48	14.10	21.87	●	15.62	17.83	18.58
*Lost Work Days per 200,000 Exposure Hours	1,359	1,319	1,410	1,200	1,157	●	1,259	1,201	N/A
*OSHA Injuries per 200,000 Exposure Hours	11.95	14.10	9.31	9.64	10.82	●	3.12	7.64	N/A
% of OnTime Pullouts	95.76%	97.19%	97.06%	96.22%	98.04%	●	98.36%	98.21%	98.31%
In-Service On-time Performance - Early	4.95%	4.70%	4.52%	2.00%	4.59%	●	4.60%	5.02%	3.82%
In-Service On-time Performance - Late	20.82%	23.22%	24.78%	20.71%	27.48%	●	30.71%	28.80%	28.08%
In-Service On-time Performance - OnTime	74.23%	72.08%	70.70%	77.22%	67.93%	●	64.69%	66.17%	68.10%
Division 3									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)	5,599	5,230	4,780	4,920	5,812	●	6,370	7,197	6,526
Number of Unaddressed Road Calls	3	1	2	5	1	-	0	0	0
Mean Miles Between Total Road Calls	3,924	4,347	3,999	3,844	4,219	●	4,793	3,553	4,404
Bus Traffic Accidents Per 100,000 Miles	4.67	5.35	5.35	4.82	5.11	●	5.17	4.15	7.02
Number of 482 Alleged Accidents	2	15	29	-	15	-	1	2	4
Complaints per 100,000 Boardings	3.80	4.19	4.91	4.11	5.06	●	6.01	5.27	4.81
New Reported Workers' Compensation Claims per 200,000 Exposure Hours	14.16	18.69	19.02	14.10	16.96	●	15.55	10.36	18.52
*Lost Work Days per 200,000 Exposure Hours	1,146	2,076	1,995	1,200	1,294	●	918	781	N/A
*OSHA Injuries per 200,000 Exposure Hours	10.51	13.84	13.96	9.64	11.80	●	12.44	10.36	N/A
% of OnTime Pullouts	96.93%	97.92%	97.73%	96.22%	97.37%	●	97.54%	97.49%	97.41%
In-Service On-time Performance - Early	5.65%	5.35%	5.36%	2.00%	5.06%	●	5.13%	5.79%	4.65%
In-Service On-time Performance - Late	19.95%	21.87%	24.32%	19.53%	22.17%	●	23.23%	21.07%	23.09%
In-Service On-time Performance - OnTime	74.40%	72.78%	70.32%	78.02%	72.77%	●	71.65%	73.14%	72.26%

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Measurement	FY 2015	FY 2016	FY 2017	FY 2018 Target	FY 2018 YTD	FYTD Status	Feb Month	Mar Month	Apr Month
Division 5									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)	5,383	5,922	5,678	5,847	6,379	●	6,564	7,289	7,526
Number of Unaddressed Road Calls	3	4	13	5	1	-	1	0	0
Mean Miles Between Total Road Calls	3,838	4,752	4,481	4,308	3,867	●	3,900	3,355	3,470
Bus Traffic Accidents Per 100,000 Miles	4.88	4.66	5.69	4.16	5.15	●	5.39	5.42	3.74
Number of 482 Alleged Accidents	37	38	43	-	21	-	4	3	0
Complaints per 100,000 Boardings	2.85	3.53	4.17	3.51	4.71	●	5.36	4.92	4.67
New Reported Workers' Compensation Claims per 200,000 Exposure Hours	17.28	17.95	20.62	14.10	17.30	●	16.55	2.26	14.97
*Lost Work Days per 200,000 Exposure Hours	1,998	1,237	1,254	1,200	1,075	●	747	585	N/A
*OSHA Injuries per 200,000 Exposure Hours	12.85	10.45	14.43	9.64	9.80	●	8.27	0.00	N/A
% of OnTime Pullouts	96.97%	97.21%	97.24%	96.22%	97.30%	●	98.14%	97.54%	97.65%
In-Service On-time Performance - Early	5.05%	5.32%	5.49%	2.00%	5.03%	●	4.88%	4.98%	5.18%
In-Service On-time Performance - Late	20.62%	22.03%	25.23%	19.57%	24.34%	●	26.62%	22.97%	23.30%
In-Service On-time Performance - OnTime	74.32%	72.65%	69.28%	77.92%	70.63%	●	68.50%	72.05%	71.51%
Division 7									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)	5,913	5,078	4,601	4,736	5,306	●	6,948	5,668	6,433
Number of Unaddressed Road Calls	2	0	12	5	17	-	0	1	0
Mean Miles Between Total Road Calls	4,216	3,995	4,058	3,902	3,418	●	3,831	3,116	3,542
Bus Traffic Accidents Per 100,000 Miles	4.59	4.64	4.78	4.13	5.20	●	4.69	3.35	5.71
Number of 482 Alleged Accidents	12	24	25	-	34	-	2	3	2
Complaints per 100,000 Boardings	3.29	3.87	4.94	3.60	5.74	●	6.34	6.33	6.07
New Reported Workers' Compensation Claims per 200,000 Exposure Hours	11.36	11.39	12.53	14.10	15.89	●	14.66	13.81	10.52
*Lost Work Days per 200,000 Exposure Hours	875	746	634	1,200	708	●	1,617	788	N/A
*OSHA Injuries per 200,000 Exposure Hours	6.67	6.15	5.53	9.64	8.37	●	14.66	11.84	N/A
% of OnTime Pullouts	95.22%	95.73%	96.02%	96.22%	95.56%	●	96.63%	96.21%	96.92%
In-Service On-time Performance - Early	4.28%	4.41%	5.38%	2.00%	4.79%	●	4.71%	5.64%	5.17%
In-Service On-time Performance - Late	24.09%	25.25%	25.86%	21.89%	25.60%	●	27.01%	24.44%	25.34%
In-Service On-time Performance - OnTime	71.64%	70.34%	68.75%	75.65%	69.61%	●	68.28%	69.92%	69.49%
Division 8									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)	5,623	5,316	5,776	5,947	7,119	●	8,404	9,215	6,735
Number of Unaddressed Road Calls	0	29	5	5	2	-	0	0	0
Mean Miles Between Total Road Calls	4,979	4,754	5,113	4,915	5,262	●	5,553	5,683	4,074
Bus Traffic Accidents Per 100,000 Miles	2.02	2.47	2.45	2.26	2.40	●	2.41	2.35	1.52
Number of 482 Alleged Accidents	8	19	25	-	15	-	0	3	1
Complaints per 100,000 Boardings	3.43	4.41	5.39	4.31	5.51	●	6.25	5.70	6.06
New Reported Workers' Compensation Claims per 200,000 Exposure Hours	17.88	18.38	17.96	14.10	19.81	●	12.00	36.20	15.19
*Lost Work Days per 200,000 Exposure Hours	1,707	1,752	1,796	1,200	1,561	●	1,528	2,175	N/A
*OSHA Injuries per 200,000 Exposure Hours	15.06	14.14	14.51	9.64	14.45	●	9.00	19.31	N/A
% of OnTime Pullouts	96.16%	96.25%	96.22%	96.22%	96.71%	●	97.47%	97.03%	97.04%
In-Service On-time Performance - Early	3.21%	3.21%	4.07%	2.00%	3.53%	●	3.13%	3.34%	3.07%
In-Service On-time Performance - Late	12.05%	13.75%	14.74%	11.67%	13.74%	●	14.42%	12.57%	13.92%
In-Service On-time Performance - OnTime	84.74%	83.04%	81.19%	86.47%	82.73%	●	82.46%	84.09%	83.01%

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Measurement	FY 2015	FY 2016	FY 2017	FY 2018 Target	FY 2018 YTD	FYTD Status	Feb Month	Mar Month	Apr Month
Division 9									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)	5,141	5,806	7,130	7,338	5,823	●	8,751	6,077	10,616
Number of Unaddressed Road Calls	0	17	5	5	2	-	0	1	0
Mean Miles Between Total Road Calls	4,104	4,045	4,388	4,218	4,841	●	6,701	4,672	5,308
Bus Traffic Accidents Per 100,000 Miles	2.23	2.47	2.94	2.25	2.74	●	2.69	4.08	3.27
Number of 482 Alleged Accidents	12	6	10	-	11	-	1	1	2
Complaints per 100,000 Boardings	5.86	6.69	7.32	6.38	7.33	●	8.00	6.71	7.54
New Reported Workers' Compensation Claims per 200,000 Exposure Hours	24.72	17.66	19.08	14.10	21.07	●	19.88	20.59	29.72
*Lost Work Days per 200,000 Exposure Hours	1,662	1,750	1,643	1,200	1,280	●	1,040	893	N/A
*OSHA Injuries per 200,000 Exposure Hours	15.34	10.38	11.29	9.64	13.54	●	24.84	16.47	N/A
% of OnTime Pullouts	97.34%	96.72%	96.99%	96.22%	96.56%	●	96.75%	96.79%	96.96%
In-Service On-time Performance - Early	5.01%	4.02%	3.70%	2.00%	3.39%	●	3.29%	3.57%	3.48%
In-Service On-time Performance - Late	19.96%	20.57%	19.34%	17.76%	18.14%	●	17.82%	16.41%	16.96%
In-Service On-time Performance - OnTime	75.02%	75.42%	76.96%	80.55%	78.46%	●	78.88%	80.02%	79.56%
Division 10									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)	2,961	3,478	3,841	3,956	3,770	●	4,693	5,691	5,818
Number of Unaddressed Road Calls	2	3	11	5	6	-	0	0	0
Mean Miles Between Total Road Calls	2,343	2,746	2,244	2,157	1,863	●	1,701	2,084	2,072
Bus Traffic Accidents Per 100,000 Miles	4.61	5.26	4.19	6.97	4.25	●	0.73	4.73	5.29
Number of 482 Alleged Accidents	29	23	7	-	8	-	0	0	3
Complaints per 100,000 Boardings	2.94	3.20	5.93	4.15	6.77	●	7.96	7.73	5.52
New Reported Workers' Compensation Claims per 200,000 Exposure Hours	24.23	16.47	33.77	14.10	36.05	●	29.64	33.09	32.16
*Lost Work Days per 200,000 Exposure Hours	1,371	1,232	4,309	1,200	1,908	●	1,708	2,905	N/A
*OSHA Injuries per 200,000 Exposure Hours	16.36	8.95	15.71	9.64	25.37	●	19.76	33.09	N/A
% of OnTime Pullouts	90.76%	91.59%	91.83%	96.22%	93.20%	●	95.07%	94.91%	95.31%
In-Service On-time Performance - Early	4.12%	4.74%	4.49%	2.00%	4.40%	●	3.94%	5.11%	4.26%
In-Service On-time Performance - Late	24.39%	25.68%	25.62%	22.42%	25.72%	●	27.70%	24.12%	24.69%
In-Service On-time Performance - OnTime	71.49%	69.59%	69.90%	75.53%	69.88%	●	68.36%	70.77%	71.05%
Division 13									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)	N/A	5,123	3,491	3,593	4,403	●	5,911	4,045	4,798
Number of Unaddressed Road Calls	N/A	0	2	5	2	-	0	0	0
Mean Miles Between Total Road Calls	N/A	3,696	2,937	2,824	2,851	●	2,990	2,503	2,996
Bus Traffic Accidents Per 100,000 Miles	N/A	7.54	5.60	4.73	5.46	●	4.92	7.88	5.16
Number of 482 Alleged Accidents	0	1	23	-	28	-	1	0	3
Complaints per 100,000 Boardings	N/A	4.75	3.72	3.06	3.99	●	4.08	4.81	3.61
New Reported Workers' Compensation Claims per 200,000 Exposure Hours	N/A	4.72	15.72	14.10	18.63	●	12.09	19.70	17.94
*Lost Work Days per 200,000 Exposure Hours	N/A	83	360	1,200	1,240	●	1,108	1,701	N/A
*OSHA Injuries per 200,000 Exposure Hours	N/A	2.36	10.25	9.64	10.86	●	3.02	9.85	N/A
% of OnTime Pullouts	N/A	95.54%	94.46%	96.22%	95.99%	●	96.43%	96.16%	96.36%
In-Service On-time Performance - Early	N/A	5.61%	3.74%	2.00%	4.07%	●	3.99%	4.65%	4.46%
In-Service On-time Performance - Late	N/A	23.85%	24.67%	23.20%	24.43%	●	27.09%	24.25%	23.01%
In-Service On-time Performance - OnTime	N/A	70.54%	71.59%	75.09%	71.50%	●	68.92%	71.10%	72.54%

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Division 15									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)	4,133	4,344	4,682	4,819	5,537	●	5,347	5,294	6,161
Number of Unaddressed Road Calls	9	13	5	5	4	-	0	0	0
Mean Miles Between Total Road Calls	3,485	3,887	4,369	4,200	4,175	●	3,925	3,798	4,338
Bus Traffic Accidents Per 100,000 Miles	3.12	4.01	3.83	3.49	3.53	●	3.26	5.04	3.76
Number of 482 Alleged Accidents	19	15	21	-	13	-	1	2	2
Complaints per 100,000 Boardings	4.47	4.83	5.68	4.66	6.35	●	6.88	7.21	5.75
New Reported Workers' Compensation Claims per 200,000 Exposure Hours	13.50	13.92	16.55	14.10	14.13	●	6.95	17.05	13.77
*Lost Work Days per 200,000 Exposure Hours	981	1,138	1,098	1,200	1,013	●	860	1,031	N/A
*OSHA Injuries per 200,000 Exposure Hours	9.72	12.29	12.59	9.64	10.46	●	9.26	11.37	N/A
% of OnTime Pullouts	95.61%	95.41%	95.32%	96.22%	94.97%	●	96.53%	95.75%	95.62%
In-Service On-time Performance - Early	3.71%	3.83%	4.07%	2.00%	4.00%	●	4.06%	4.25%	3.71%
In-Service On-time Performance - Late	18.74%	21.40%	20.96%	18.31%	20.48%	●	21.28%	19.53%	20.76%
In-Service On-time Performance - OnTime	77.55%	74.78%	74.98%	79.83%	75.52%	●	74.66%	76.22%	75.53%
Division 18									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)	5,168	5,138	5,466	5,627	5,259	●	6,850	5,629	5,362
Number of Unaddressed Road Calls	1	1	0	5	1	-	0	0	1
Mean Miles Between Total Road Calls	3,176	3,634	4,300	4,135	3,979	●	4,449	3,595	3,128
Bus Traffic Accidents Per 100,000 Miles	4.12	4.61	4.61	4.09	5.16	●	3.49	4.44	5.46
Number of 482 Alleged Accidents	41	38	50	-	47	-	8	7	3
Complaints per 100,000 Boardings	4.31	4.25	4.82	4.02	5.08	●	5.40	5.31	4.96
New Reported Workers' Compensation Claims per 200,000 Exposure Hours	15.30	10.47	17.34	14.10	13.81	●	8.59	3.58	15.57
*Lost Work Days per 200,000 Exposure Hours	1,378	945	957	1,200	1,182	●	1,475	1,243	N/A
*OSHA Injuries per 200,000 Exposure Hours	9.86	7.15	13.05	9.64	10.27	●	6.44	3.58	N/A
% of OnTime Pullouts	93.93%	96.12%	95.82%	96.22%	96.18%	●	96.65%	96.71%	96.05%
In-Service On-time Performance - Early	4.01%	3.97%	3.76%	2.00%	2.55%	●	1.79%	1.80%	1.74%
In-Service On-time Performance - Late	24.35%	25.19%	25.61%	22.47%	24.22%	●	25.94%	23.76%	23.42%
In-Service On-time Performance - OnTime	71.64%	70.84%	70.63%	75.81%	73.23%	●	72.27%	74.44%	74.84%

N/A = Not Available

* There is One Month lag in reporting this data

- Green - High probability of achieving the target (on track). Meets Target at 100% or better.
- Yellow - Uncertain if the target will be achieved -- slight problems, delays or management issues. Falls below Target 70 - 99%.
- Red - High probability that the target will not be achieved -- significant problems and/or delays. Falls below Target >70%.

Measurement	FY 2015	FY 2016	FY 2017	FY 2018 Target	FY 2018 YTD	FYTD Status	Feb Month	Mar Month	Apr Month
Division 95									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)	18,327	48,943	23,796	7,500	24,254	●	25,297	41,692	40,139
Mean Miles Between Total Road Calls	6,602	21,806	17,224	4,000	19,118	●	25,297	15,161	40,139
Bus Traffic Accidents Per 100,000 Miles	4.94	3.54	5.70	3.04	4.31	●	2.64	4.20	6.23
Complaints per 100,000 Boardings	7.52	6.43	7.11	10.00	8.43	●	8.40	11.95	8.20
% of OnTime Pullouts	99.77%	99.74%	99.80%	96.22%	99.74%	N/A	99.88%	99.44%	99.77%
In-Service On-time Performance - Early	0.27%	0.58%	0.51%	2.00%	0.71%	●	0.51%	0.65%	0.55%
In-Service On-time Performance - Late	19.90%	20.05%	20.68%	18.00%	22.05%	●	20.37%	18.34%	19.65%
In-Service On-time Performance - OnTime	79.83%	79.38%	78.81%	80.00%	77.23%	●	79.13%	81.01%	79.79%
Division 97									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)	8,154	5,980	6,221	7,500	4,765	●	3,030	3,729	4,282
Mean Miles Between Total Road Calls	4,301	4,399	8,656	4,000	4,653	●	2,992	3,628	4,210
Bus Traffic Accidents Per 100,000 Miles	4.38	4.83	5.19	4.33	4.27	●	0.84	5.96	5.23
Complaints per 100,000 Boardings	8.18	8.59	13.46	10.00	17.30	●	17.52	17.59	17.94
% of OnTime Pullouts	99.26%	99.11%	98.13%	96.22%	97.72%	N/A	97.91%	97.37%	97.53%
In-Service On-time Performance - Early	0.82%	0.77%	1.17%	2.00%	1.75%	●	1.17%	1.71%	1.84%
In-Service On-time Performance - Late	23.32%	20.03%	22.95%	18.00%	24.93%	●	26.97%	23.98%	24.09%
In-Service On-time Performance - OnTime	75.86%	79.20%	75.88%	80.00%	73.32%	●	71.86%	74.32%	74.08%
Division 98									
Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF)	22,149	16,131	32,212	7,500	37,980	●	85,347	17,654	24,805
Mean Miles Between Total Road Calls	6,079	4,435	13,589	4,000	23,210	●	72,217	17,654	24,805
Bus Traffic Accidents Per 100,000 Miles	4.41	6.57	4.71	6.07	3.15	●	1.07	2.61	4.93
Complaints per 100,000 Boardings	4.13	6.19	10.25	10.00	9.50	●	12.15	7.68	8.68
% of OnTime Pullouts	98.16%	98.70%	96.73%	96.22%	95.47%	N/A	96.75%	96.65%	96.20%
In-Service On-time Performance - Early	0.91%	1.79%	1.79%	2.00%	1.39%	●	0.94%	1.01%	1.17%
In-Service On-time Performance - Late	16.62%	19.47%	21.79%	18.00%	25.75%	●	33.46%	28.49%	26.68%
In-Service On-time Performance - OnTime	82.47%	78.73%	76.42%	80.00%	72.86%	●	65.60%	70.51%	72.15%

N/A = Not Available

● Green - High probability of achieving the target (on track). Meets Target at 100% or better.

● Yellow - Uncertain if the target will be achieved -- slight problems, delays or management issues. Falls below Target 70 - 99%.

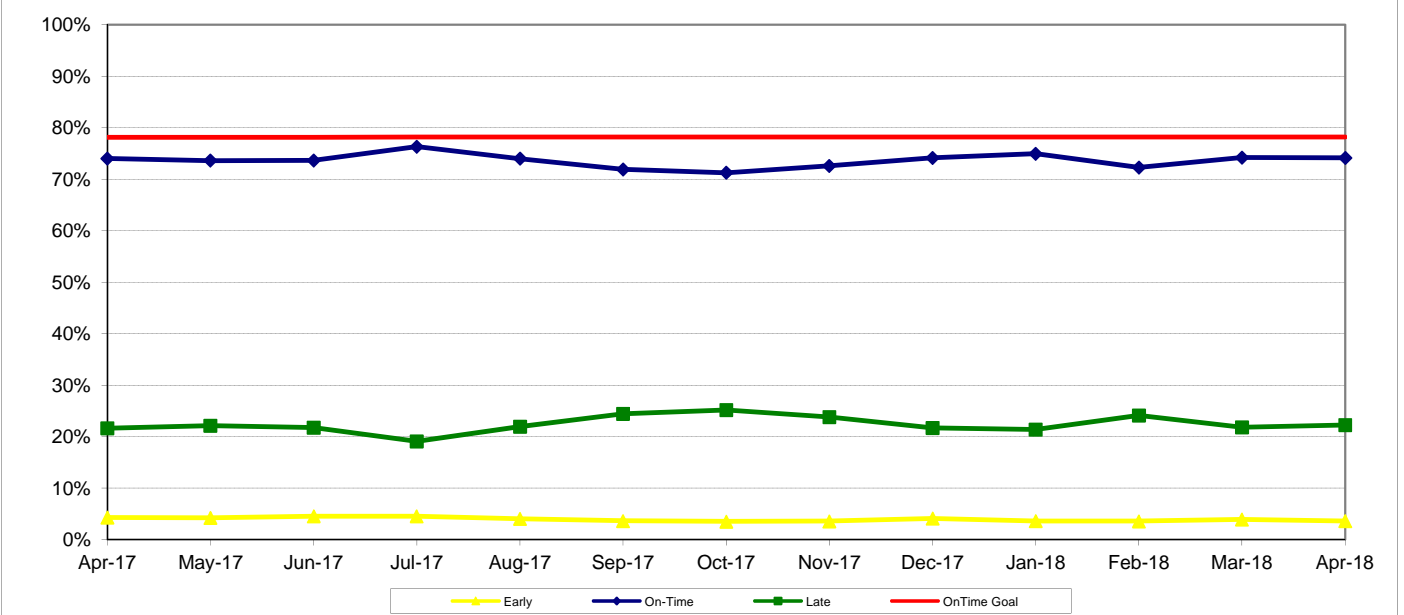
● Red - High probability that the target will not be achieved -- significant problems and/or delays. Falls below Target >70%.

BUS SERVICE PERFORMANCE IN-SERVICE ON-TIME PERFORMANCE

Definition: This performance indicator measures the percentage of actual buses in revenue service that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Includes Rapid buses).

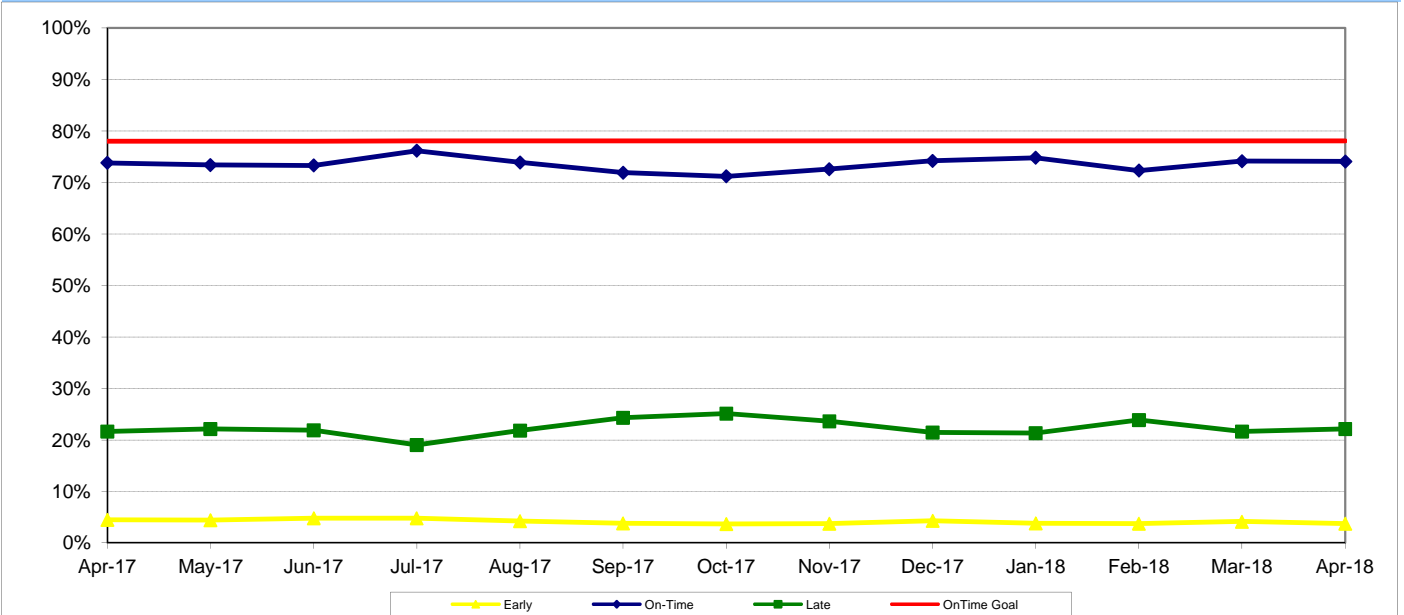
Calculation: ISOTP%: Early = Early Cases/Total Cases; OnTime = OnTime Cases/Total Cases; Late = Late Cases/Total Cases

Systemwide Trend Bus Operating Divisions ISOTP - 1 Minute Tolerance for Running Hot



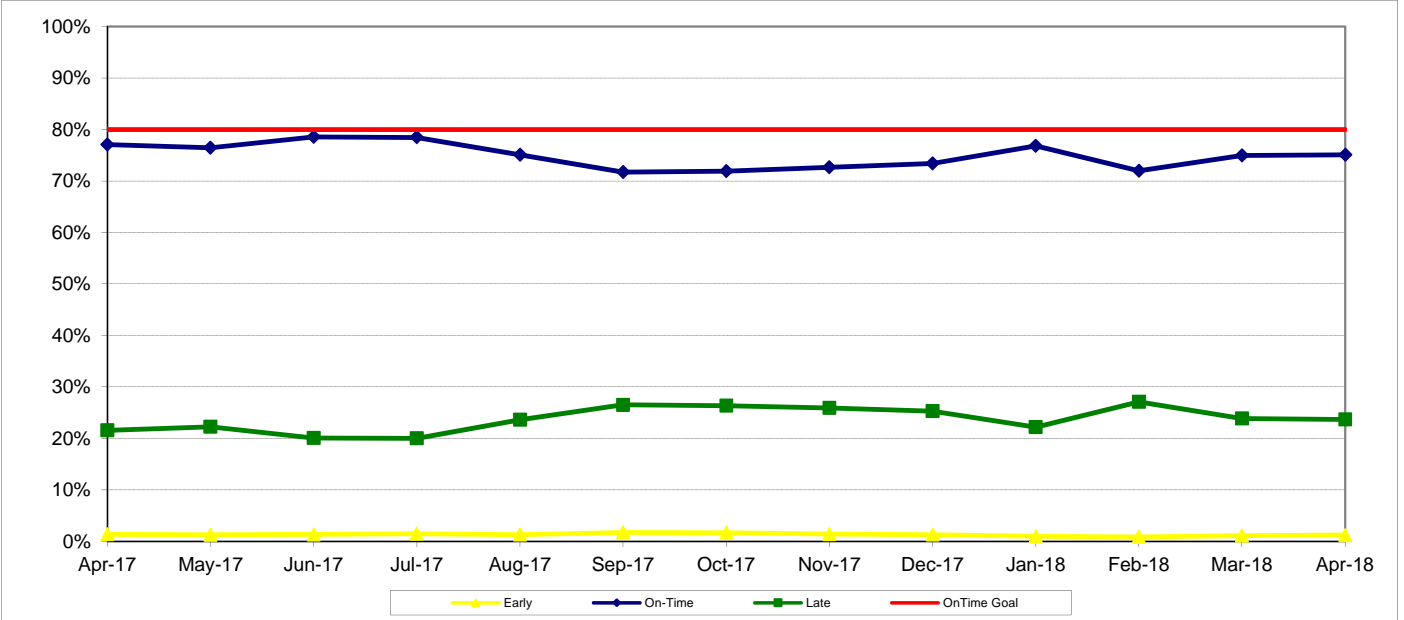
Remaining Above the Goal line is the target.

Directly Operated ISOTP - 1 Minute Tolerance for Running Hot

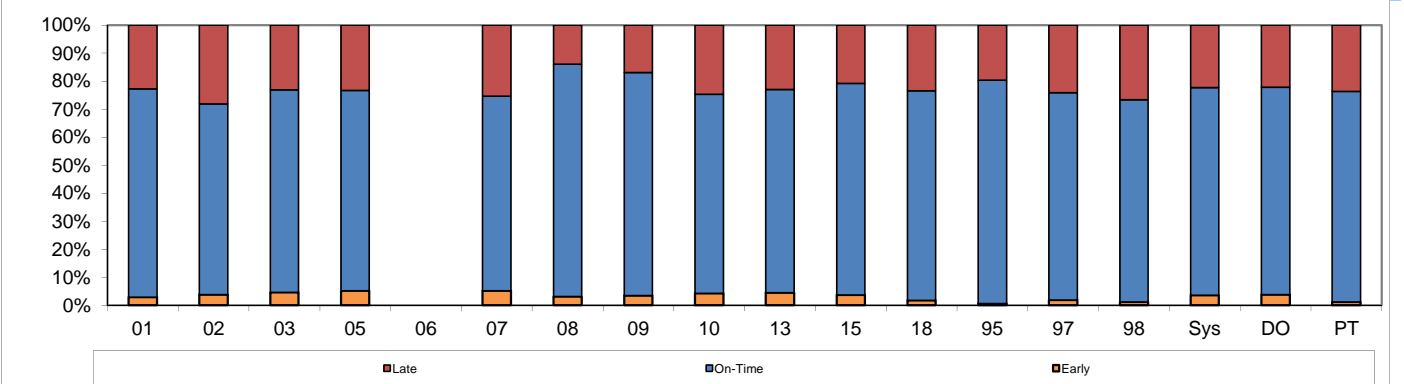


Remaining Above the Goal line is the target.

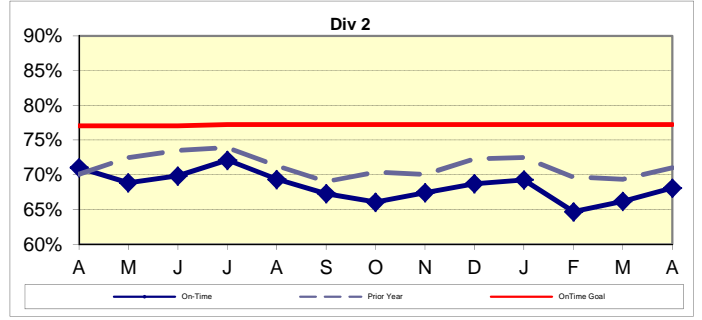
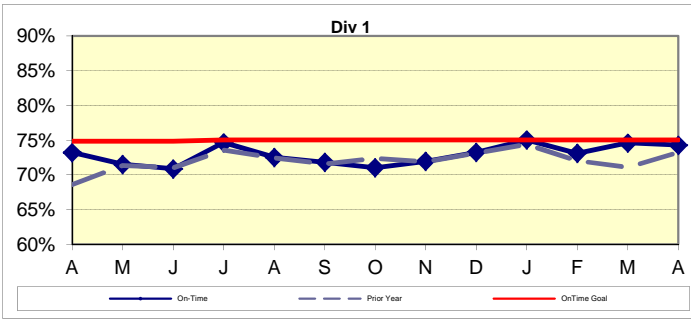
Purchased Transportation ISOTP - 1 Minute Tolerance for Running Hot



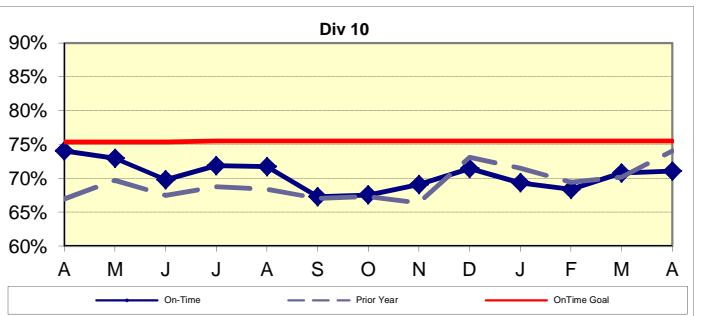
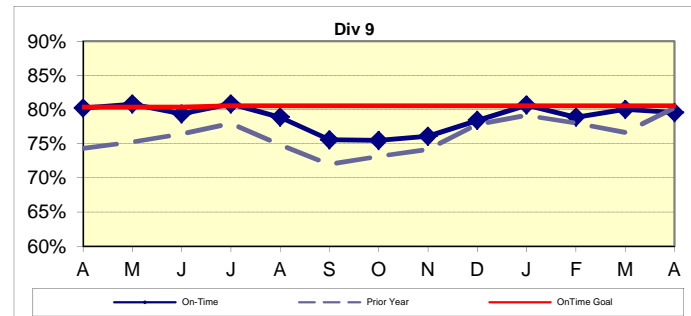
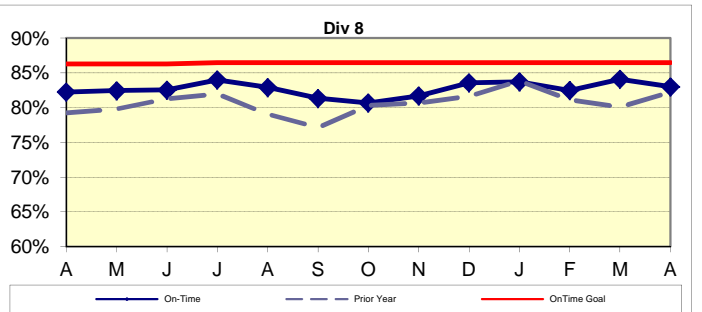
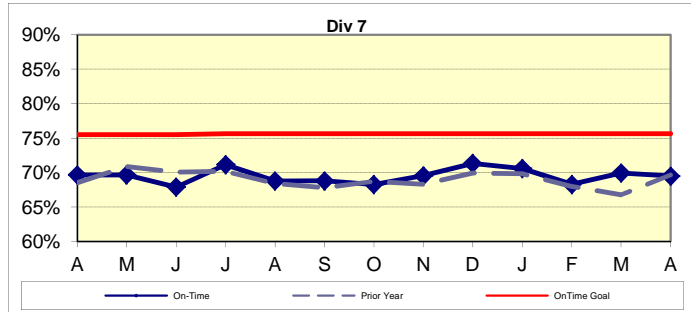
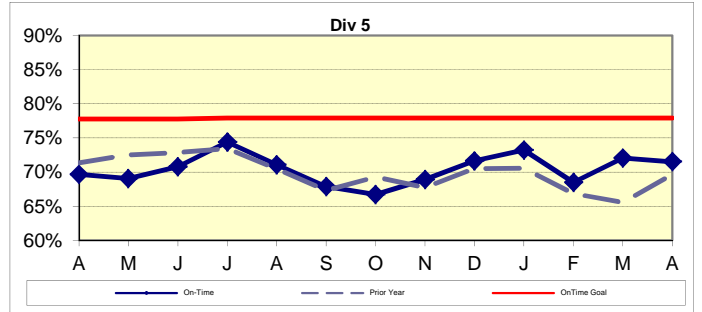
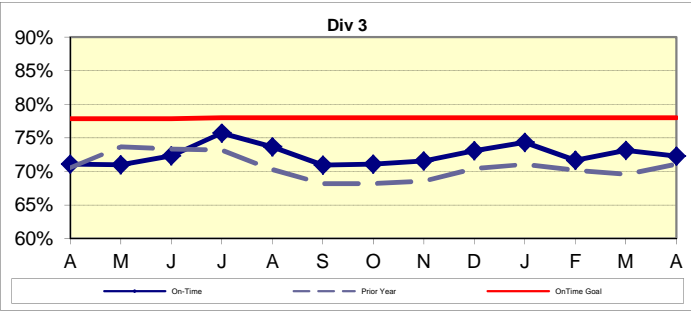
Bus Operating Divisions - Apr 2018

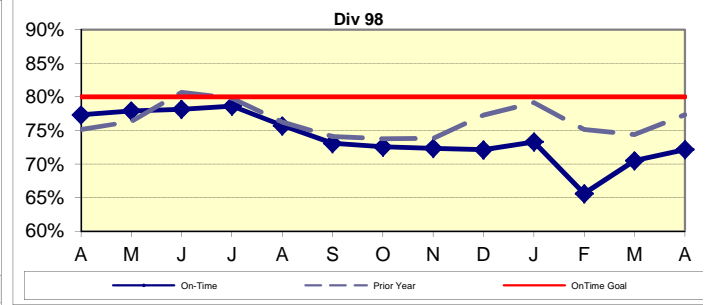
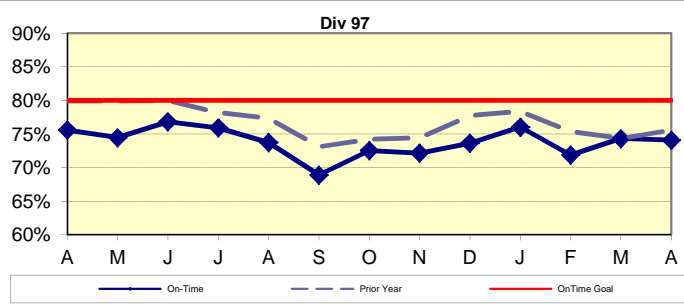
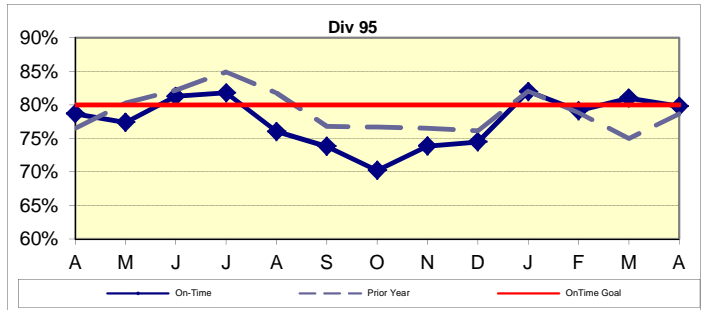
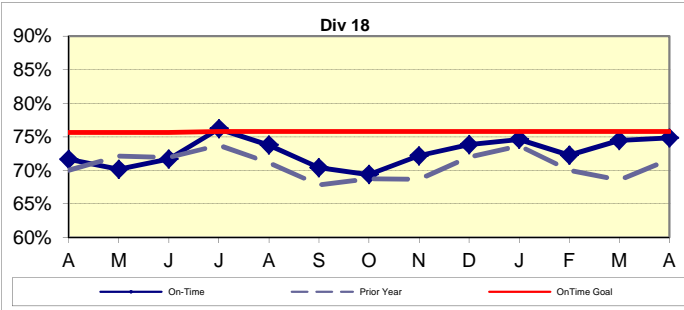
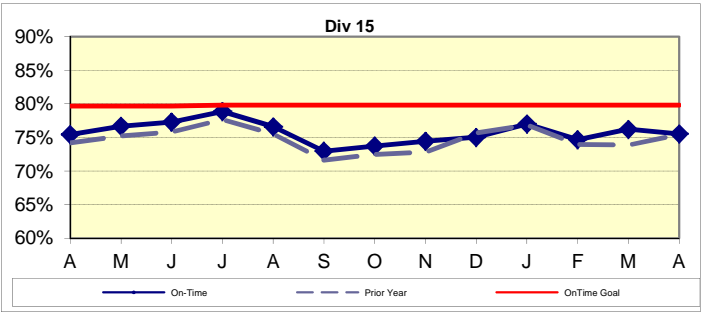
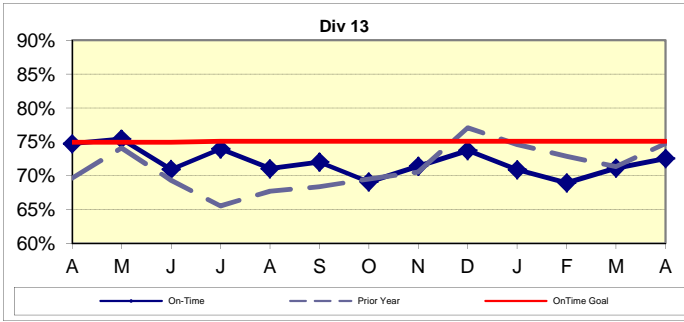


ISOTP By Division



Remaining Above the Goal line is the target.





ISOTP By Division

Year-to-Date Compared To Last Year

	FY 2017	FY 2018 YTD	Variance
Division 1			
Early	3.74%	3.61%	-0.13%
On-Time	72.33%	73.19%	0.86%
Late	23.93%	23.19%	-0.74%

	FY 2017	FY 2018 YTD	Variance
Division 2			
Early	4.52%	4.59%	0.06%
On-Time	70.70%	67.93%	-2.77%
Late	24.78%	27.48%	2.71%

	FY 2017	FY 2018 YTD	Variance
Division 3			
Early	5.36%	5.06%	-0.31%
On-Time	70.32%	72.77%	2.45%
Late	24.32%	22.17%	-2.14%

	FY 2017	FY 2018 YTD	Variance
Division 5			
Early	5.49%	5.03%	-0.46%
On-Time	69.28%	70.63%	1.35%
Late	25.23%	24.34%	-0.89%

	FY 2017	FY 2018 YTD	Variance
Division 7			
Early	5.38%	4.79%	-0.59%
On-Time	68.75%	69.61%	0.86%
Late	25.86%	25.60%	-0.27%

	FY 2017	FY 2018 YTD	Variance
Division 8			
Early	4.07%	3.53%	-0.54%
On-Time	81.19%	82.73%	1.54%
Late	14.74%	13.74%	-0.99%

	FY 2017	FY 2018 YTD	Variance
Division 9			
Early	3.70%	3.39%	-0.31%
On-Time	76.96%	78.46%	1.50%
Late	19.34%	18.14%	-1.20%

	FY 2017	FY 2018 YTD	Variance
Division 10			
Early	4.49%	4.40%	-0.09%
On-Time	69.90%	69.88%	-0.02%
Late	25.62%	25.72%	0.11%

	FY 2017	FY 2018 YTD	Variance
Division 13			
Early	3.74%	4.07%	0.33%
On-Time	71.59%	71.50%	-0.09%
Late	24.67%	24.43%	-0.25%

	FY 2017	FY 2018 YTD	Variance
Division 15			
Early	4.07%	4.00%	-0.07%
On-Time	74.98%	75.52%	0.55%
Late	20.96%	20.48%	-0.47%

	FY 2017	FY 2018 YTD	Variance
Division 18			
Early	3.76%	2.55%	-1.21%
On-Time	70.63%	73.23%	2.60%
Late	25.61%	24.22%	-1.39%

	FY 2017	FY 2018 YTD	Variance
Division 95			
Early	0.51%	0.71%	0.20%
On-Time	78.81%	77.23%	-1.57%
Late	20.68%	22.05%	1.37%

	FY 2017	FY 2018 YTD	Variance
Division 97			
Early	1.17%	1.75%	0.58%
On-Time	75.88%	73.32%	-2.56%
Late	22.95%	24.93%	1.98%

	FY 2017	FY 2018 YTD	Variance
Division 98			
Early	1.79%	1.39%	-0.40%
On-Time	76.42%	72.86%	-3.56%
Late	21.79%	25.75%	3.95%

	FY 2017	FY 2018 YTD	Variance
SYSTEMWIDE			
Early	4.15%	3.84%	-0.31%
On-Time	72.85%	73.60%	0.75%
Late	23.00%	22.56%	-0.44%

	FY 2017	FY 2018 YTD	Variance
DIRECTLY OPERATED			
Early	4.37%	4.02%	-0.36%
On-Time	72.55%	73.56%	1.01%
Late	23.08%	22.43%	-0.65%

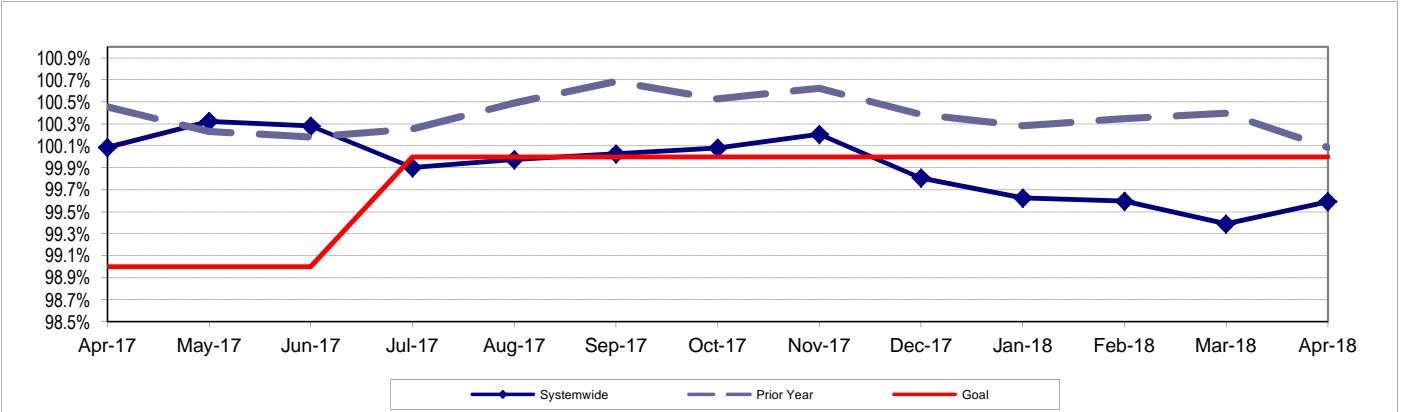
	FY 2017	FY 2018 YTD	Variance
PURCHASED TRANSPORTATION			
Early	1.20%	1.34%	0.13%
On-Time	76.80%	74.24%	-2.56%
Late	22.00%	24.42%	2.43%

ACTUAL TO SCHEDULED REVENUE HOURS DELIVERED

Definition: This performance indicator shows the percentage of scheduled Revenue Hours delivered after deducting cancellations, outlates and in-service equipment failures.

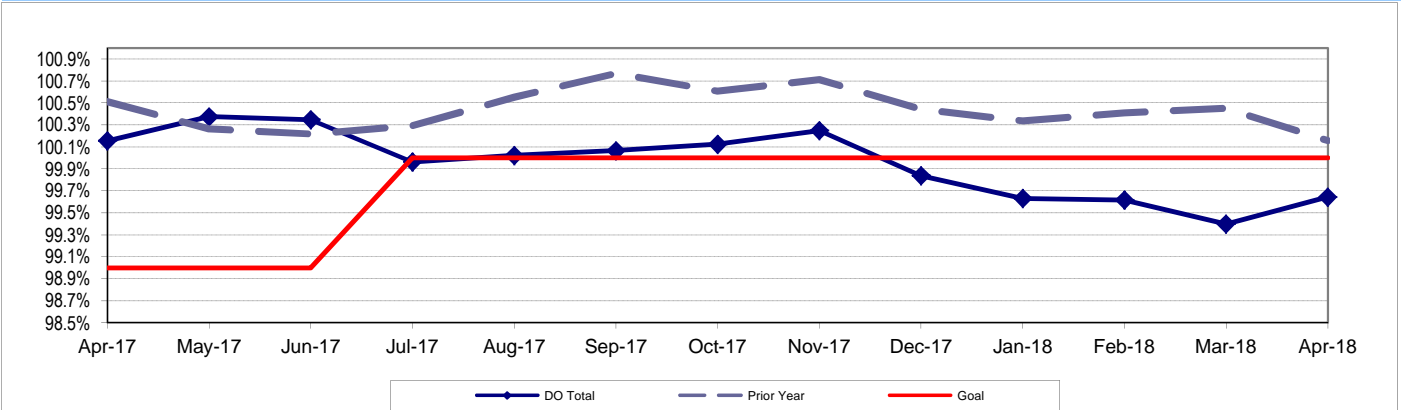
Calculation: $SRHD\% = \text{Actual Revenue Hours} / \text{Scheduled Revenue Hours}$

Actual To Scheduled Revenue Hours Delivered - Systemwide Trend



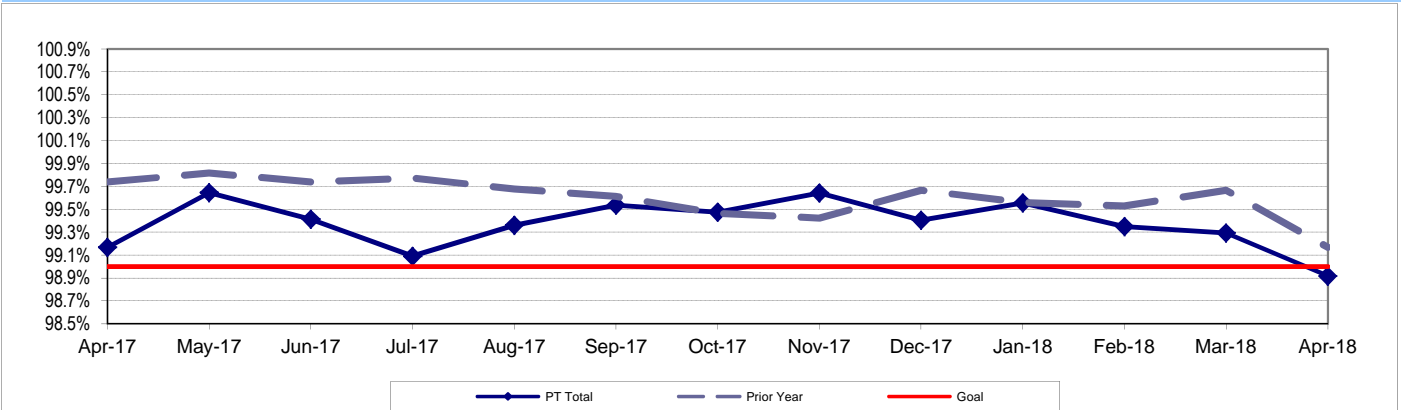
Remaining At the Goal line is the target.

Actual To Scheduled Revenue Hours Delivered - Directly Operated



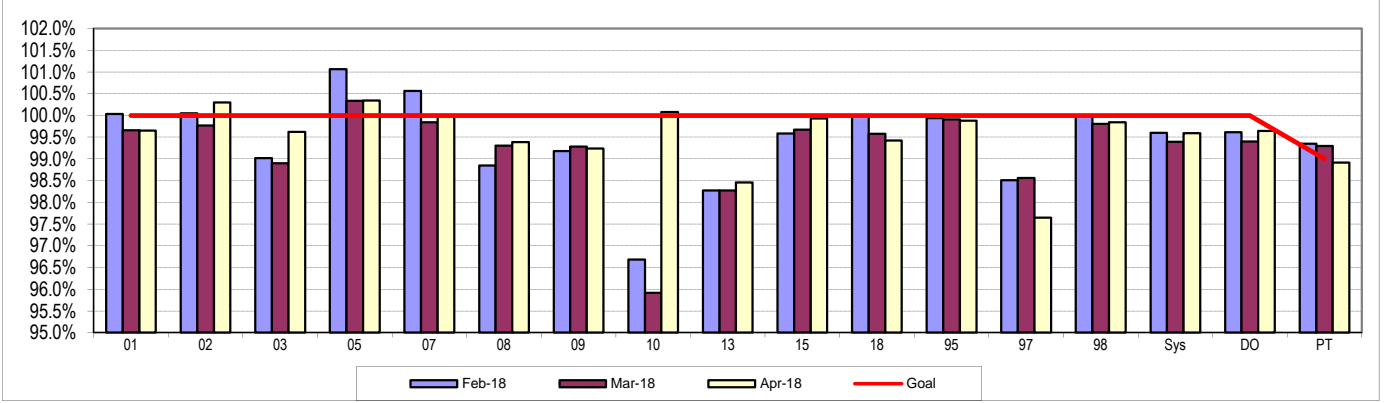
Remaining At the Goal line is the target.

Actual To Scheduled Revenue Hours Delivered - Purchased Transportation



Remaining At the Goal line is the target.

**Actual To Scheduled Revenue Hours Delivered - by Divisions
Feb 2018 - Apr 2018**



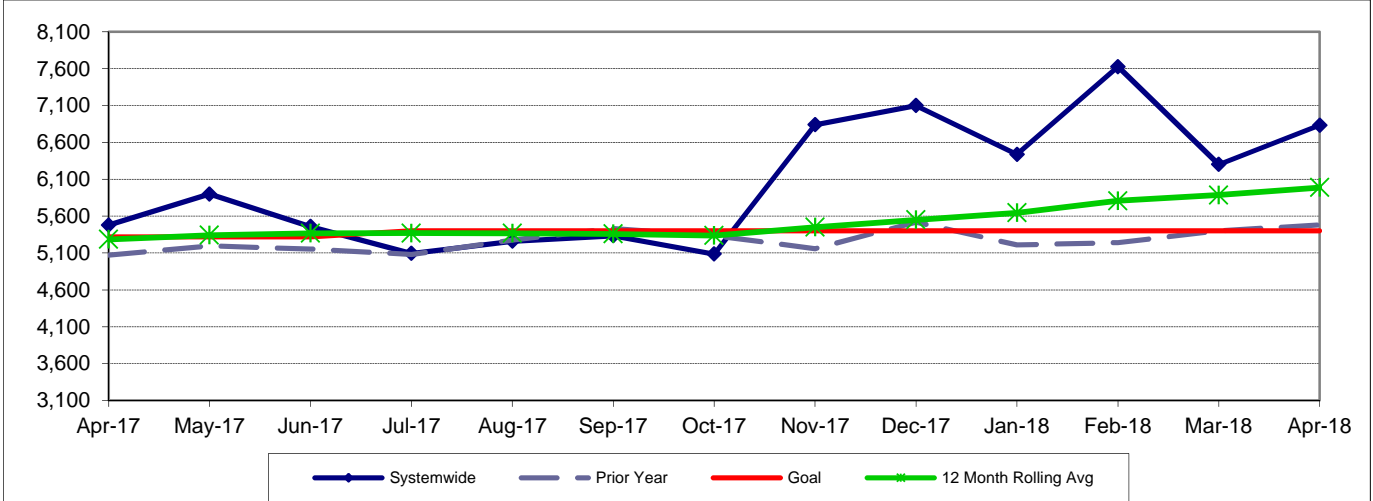
BUS MAINTENANCE PERFORMANCE

MEAN MILES BETWEEN MECHANICAL FAILURES (MMBMF)

Definition: Number of Hub Miles traveled between mechanical failures. This includes only those Road Calls that required a bus exchange.

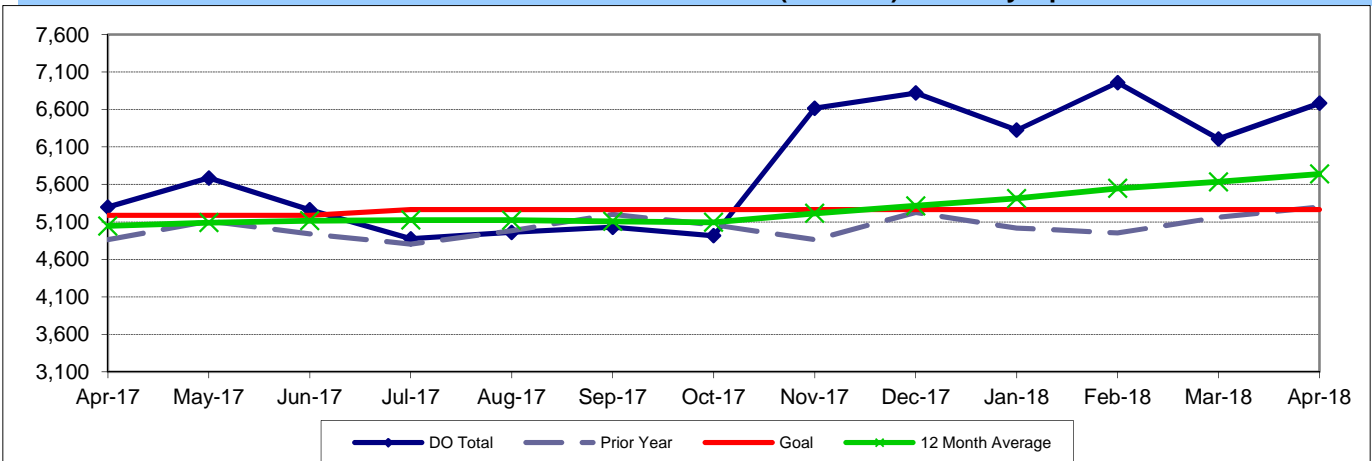
Calculation: $MMBMF = \text{Total Hub Miles} / \text{Mechanical Failures Requiring a Bus Exchange}$

Mean Miles Between Mechanical Failures (MMBMF) - Systemwide Trend



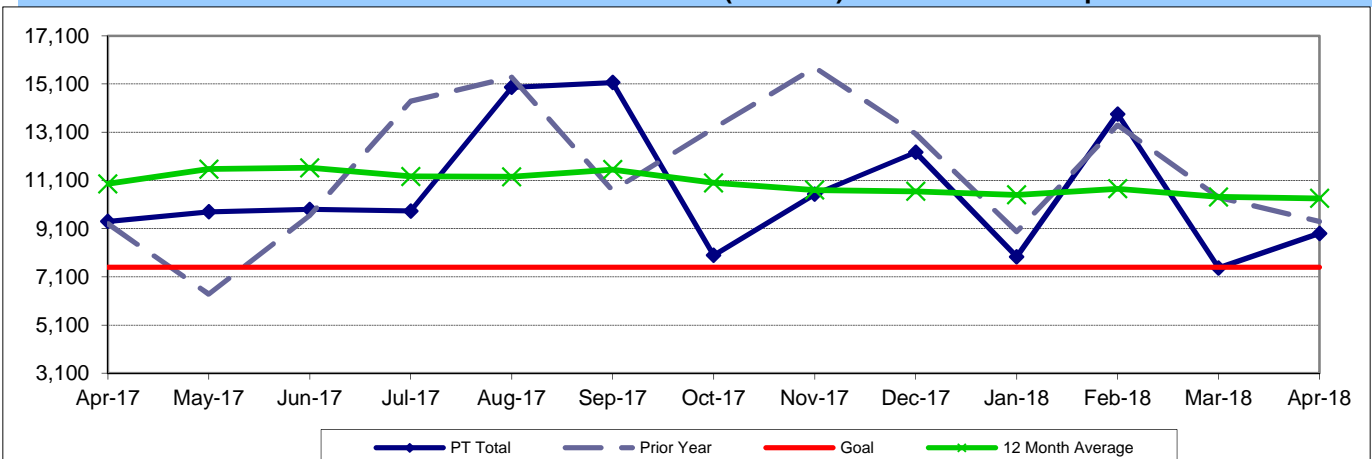
Remaining Above the Goal line is the target.

Mean Miles Between Mechanical Failures (MMBMF) - Directly Operated



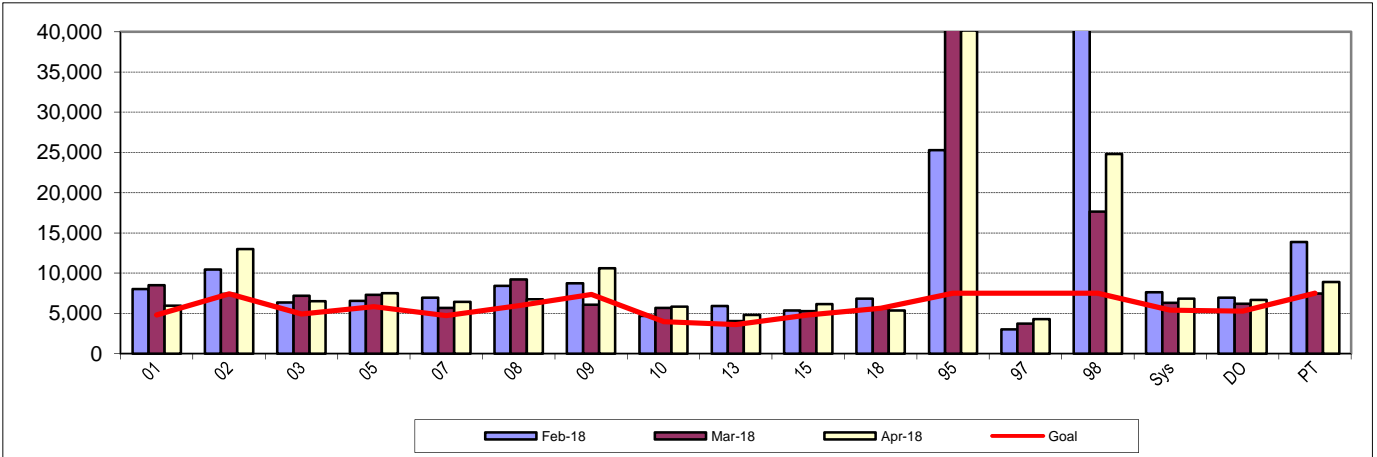
Remaining Above the Goal line is the target.

Mean Miles Between Mechanical Failures (MMBMF) - Purchased Transportation

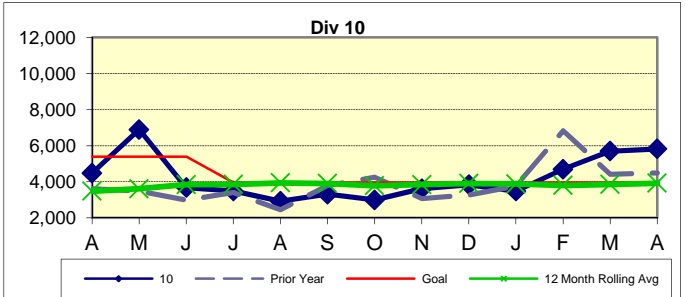
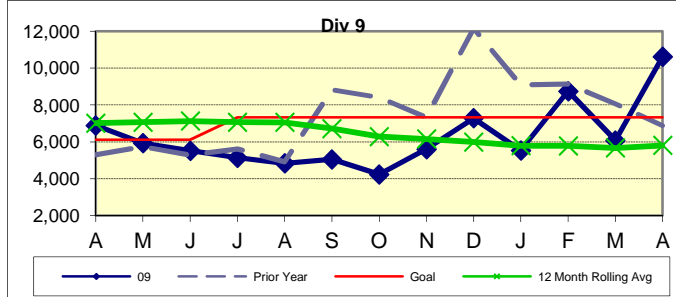
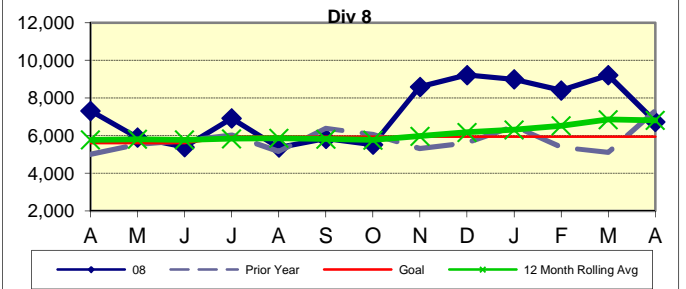
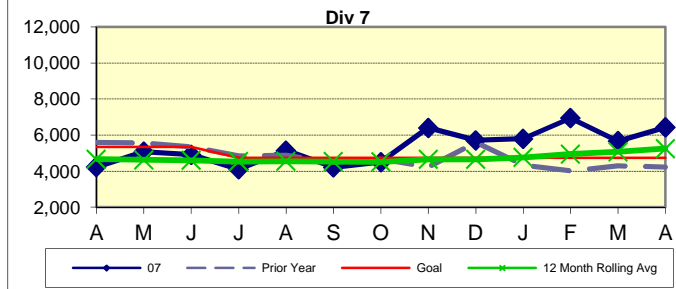
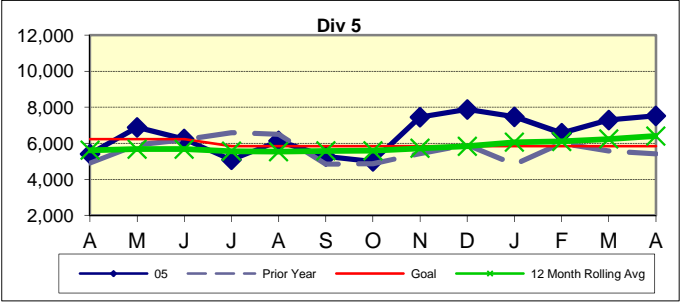
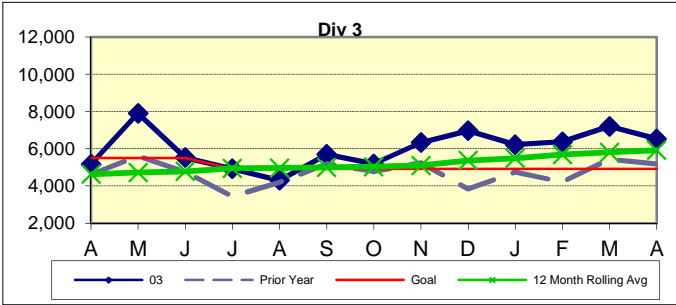
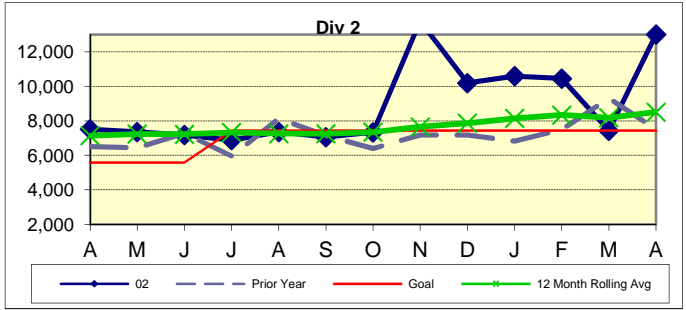
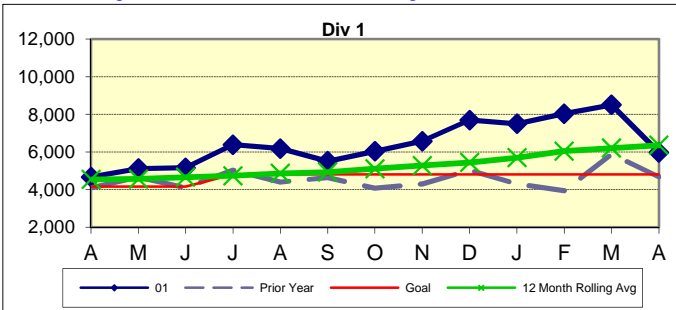


Remaining Above the Goal line is the target.

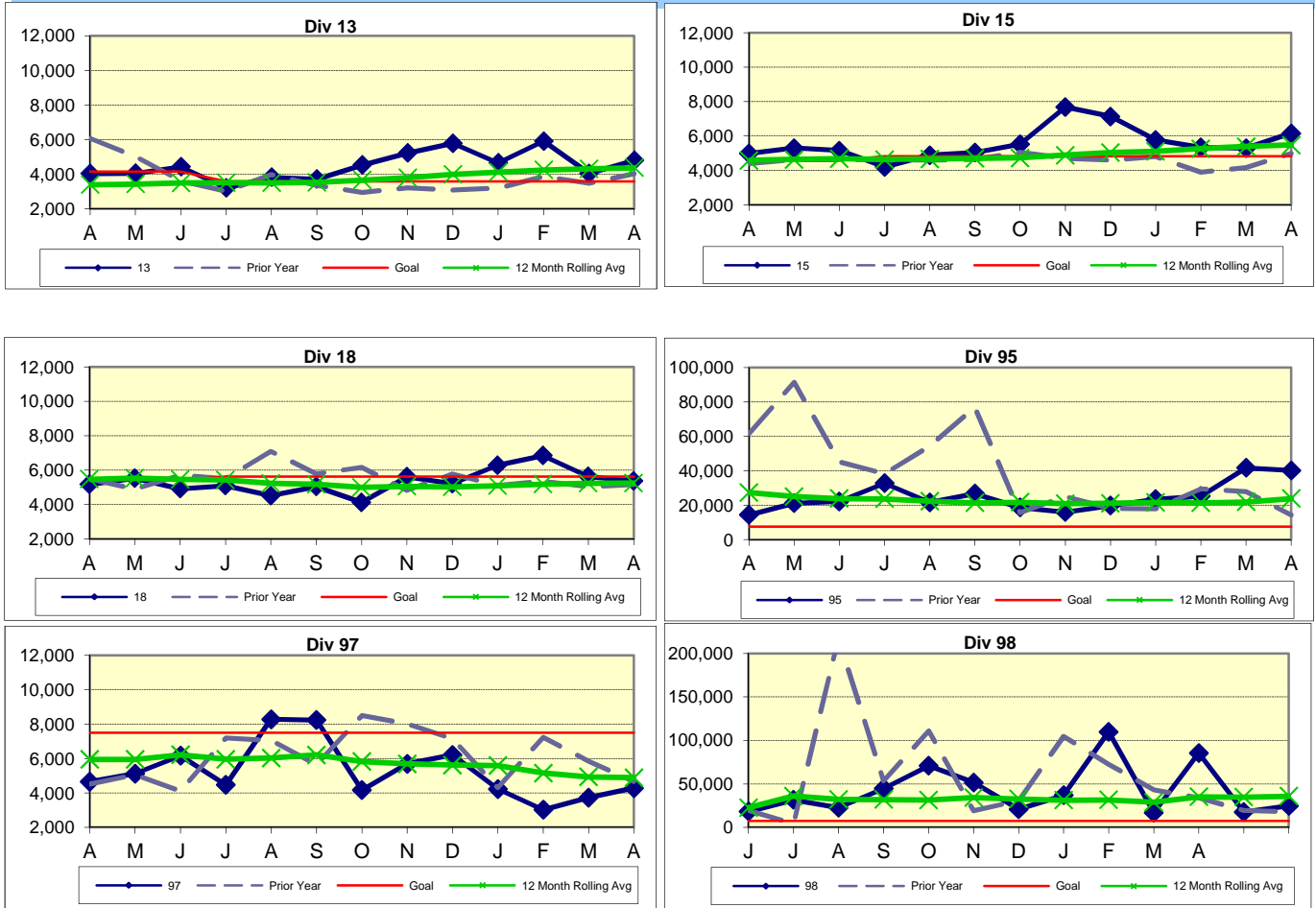
Mean Miles Between Mechanical Failures (MMBMF) - Bus Operating Divisions Feb 2018 - Apr 2018



Remaining Above the Goal line is the target.



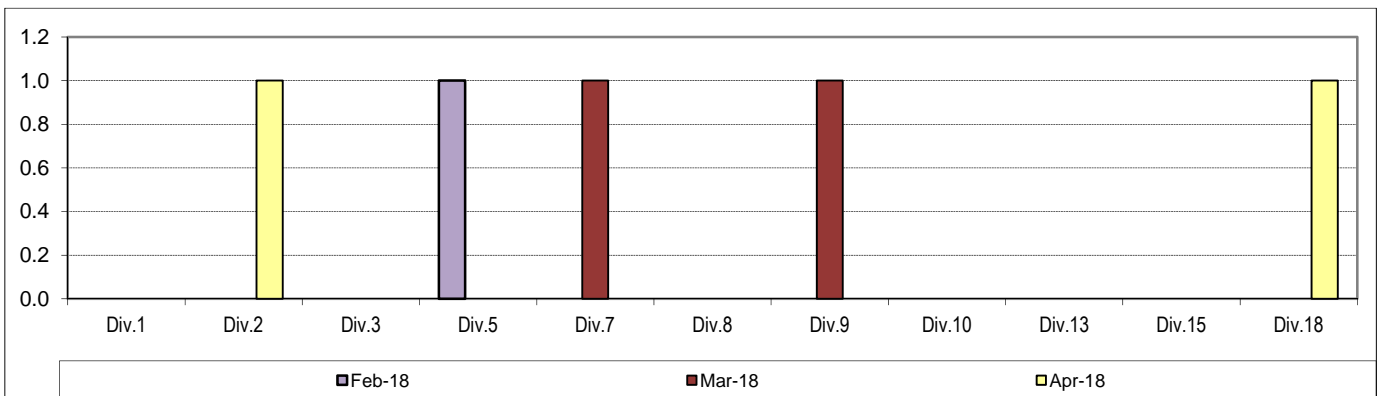
Mean Miles Between Mechanical Failures (MMBMF) - Bus Operating Divisions (cont.)



Unaddressed Road Calls - Bus Operating Divisions Feb 2018 - Apr 2018

Definition: Road Calls that were not assigned in the system.

Calculation: Unaddressed Road Calls = Total Number of Unaddressed Road Calls.

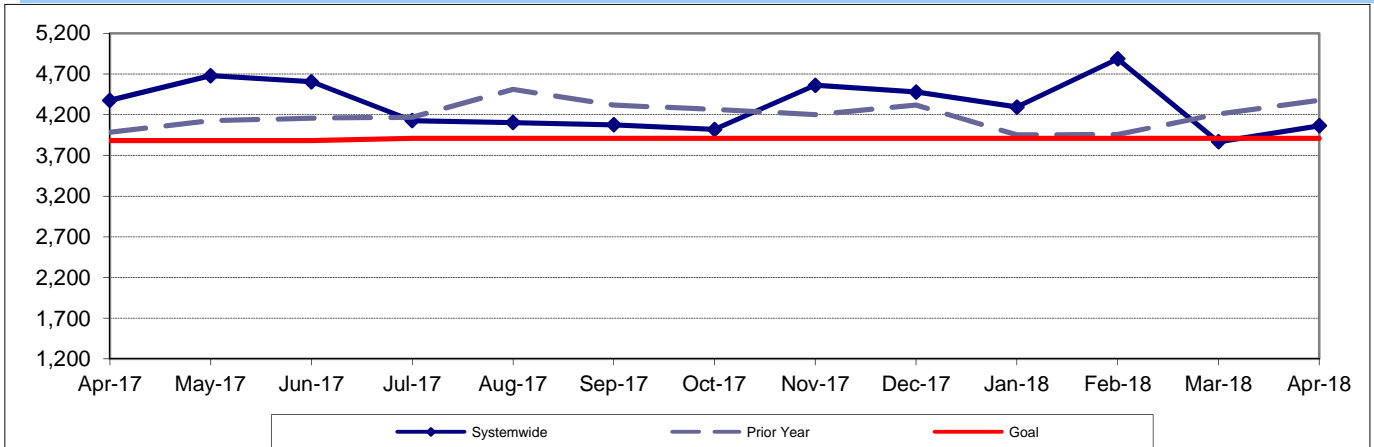


MEAN MILES BETWEEN TOTAL ROAD CALLS (MMBTRC)

Definition: Number of Hub Miles traveled between Total Road Calls. This includes all Road Calls that required a mechanic dispatch.

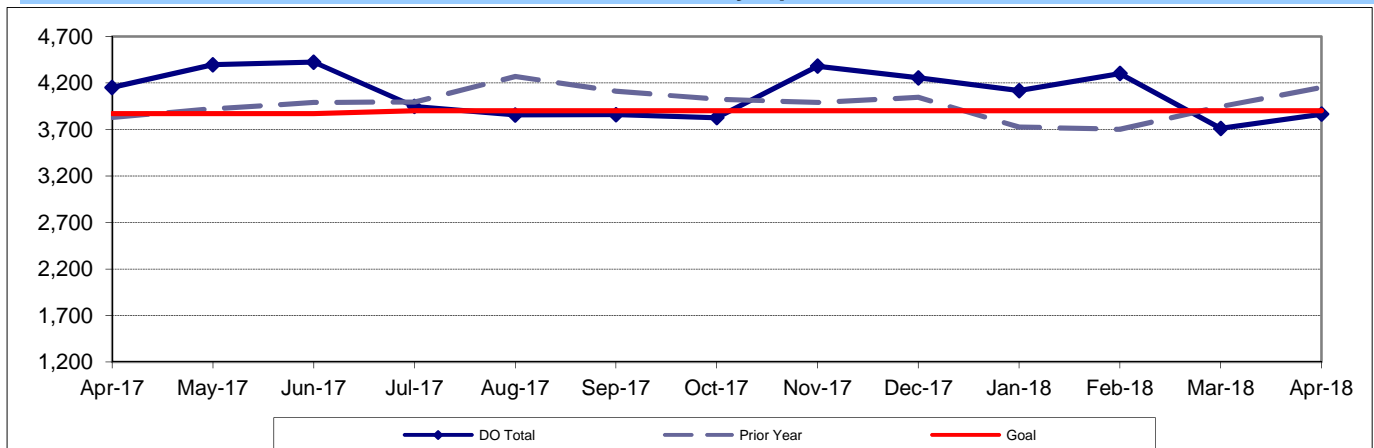
Calculation: $MMBTRC = \text{Total Hub Miles} / \text{Total Road Calls}$

MMBTRC Systemwide Trend



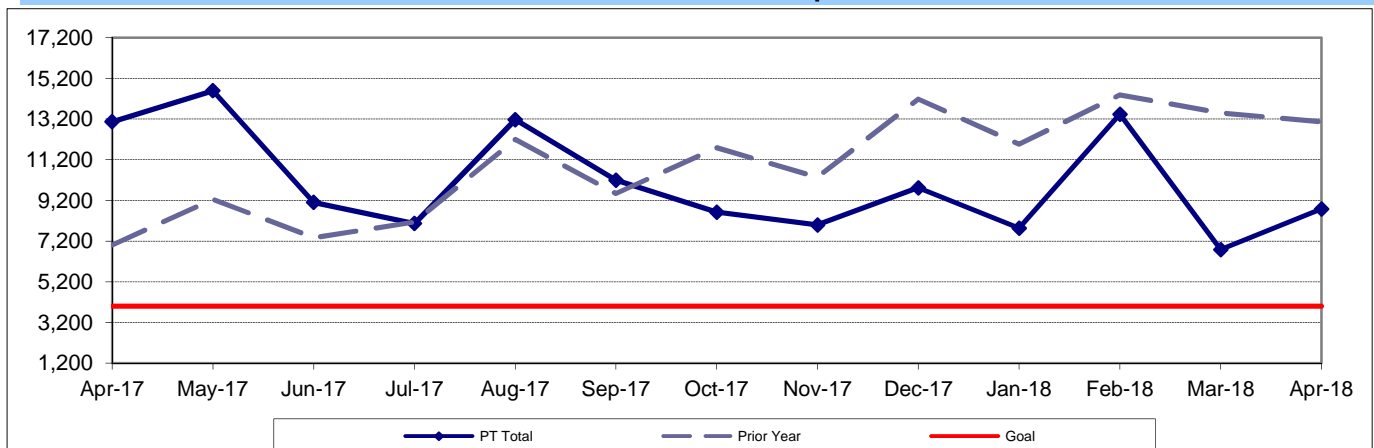
Remaining Above the Goal line is the target.

MMBTRC Directly Operated



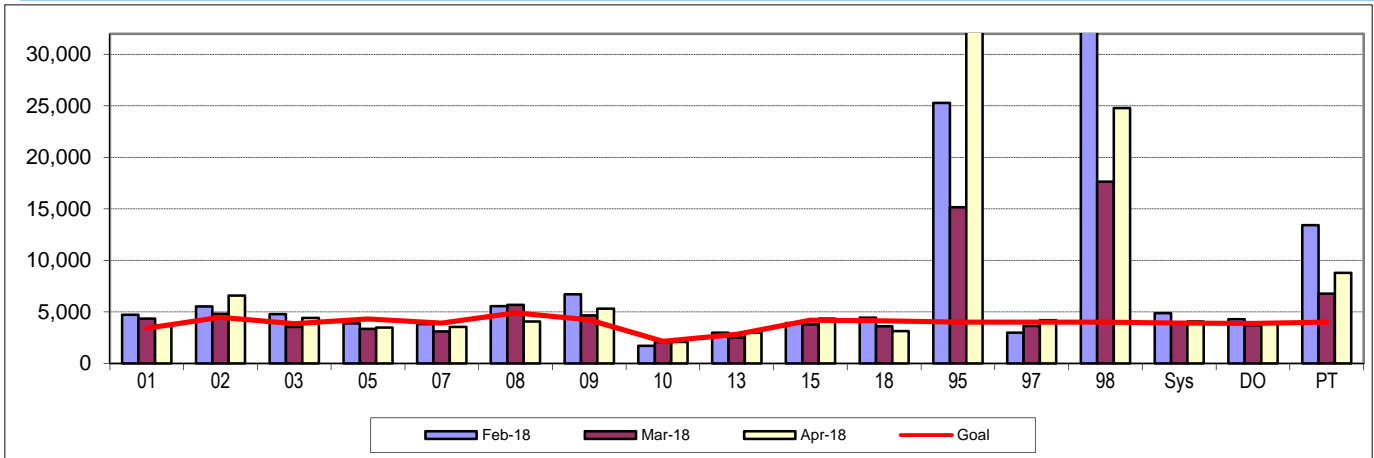
Remaining Above the Goal line is the target.

MMBTRC Purchased Transportation



Remaining Above the Goal line is the target.

**MMBTRC - Bus Operating Divisions
Feb 2018 - Apr 2018**



Fleet Mix by Fuel Type Systemwide (Including Contract Services)

	<u>Number of Buses</u>	<u>Percent of Buses</u>
CNG	2,193	100.00%
Electric	0	0.00%
Diesel	0	0.00%
Gasoline	0	0.00%
Propane	0	0.00%
Hybrid	0	0.00%
Total	<u>2,193</u>	<u>100.00%</u>

Average Age of Fleet by Divisions

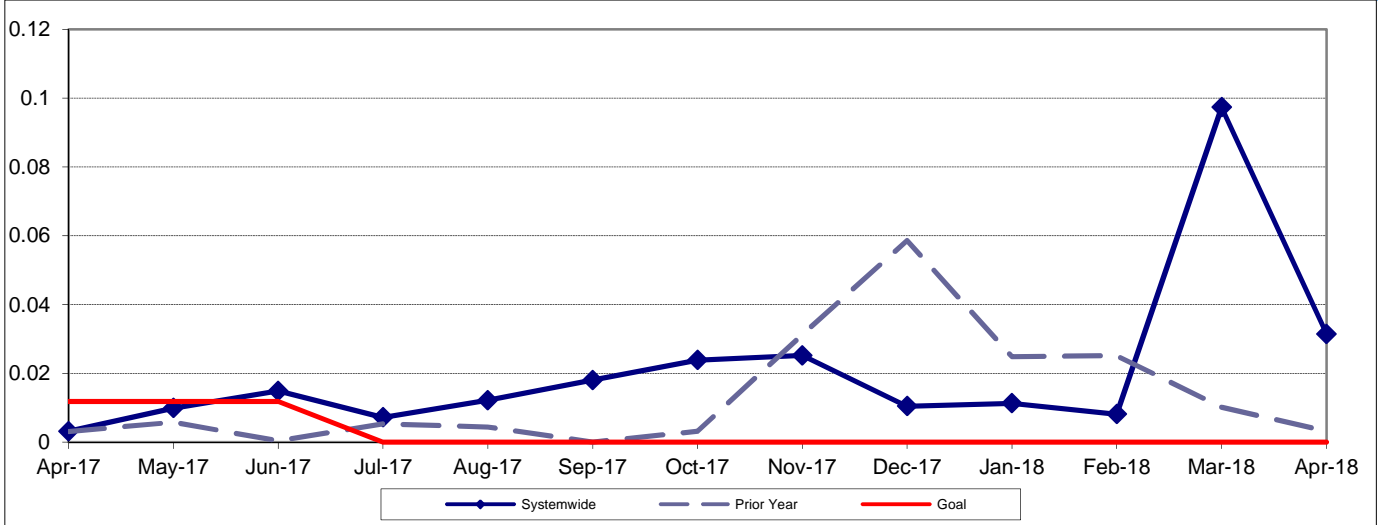
Div 1	Div 2	Div 3	Div 5	Div 7	Div 8
7.34	6.59	7.93	7.07	6.71	8.39
Div 9	Div 10	Div 13	Div 15	Div 18	
6.95	10.25	9.45	8.98	8.40	

PAST DUE CRITICAL PREVENTIVE MAINTENANCE PROGRAM JOBS (PMP's)

Definition: Number of critical preventative maintenance jobs that are not completed on the last day of the month. This indicator measures maintenance management's ability to prioritize and perform critical repairs and indicates the general maintenance condition of the fleet.

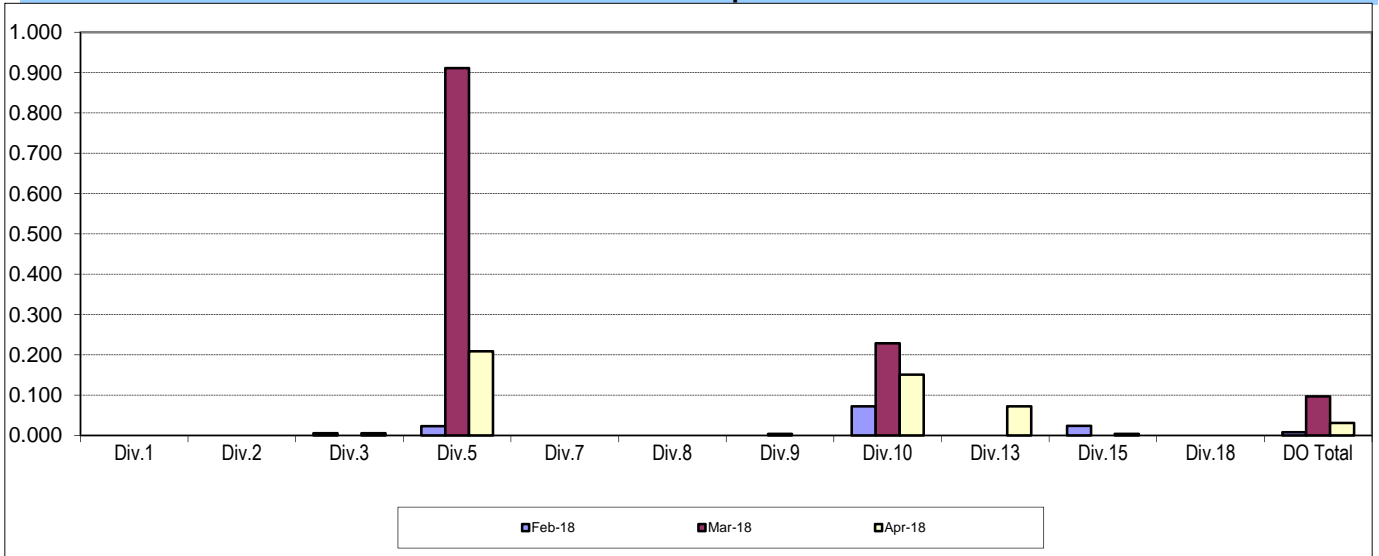
Calculation: Past Due Critical PMP's = Total Past Due Critical PMP's / Number of Buses

Past Due Critical PMPs - Systemwide Trend



Remaining Below the Goal line is the target.

Past Due Critical PMPs - By Divisions Feb 2018 - Apr 2018



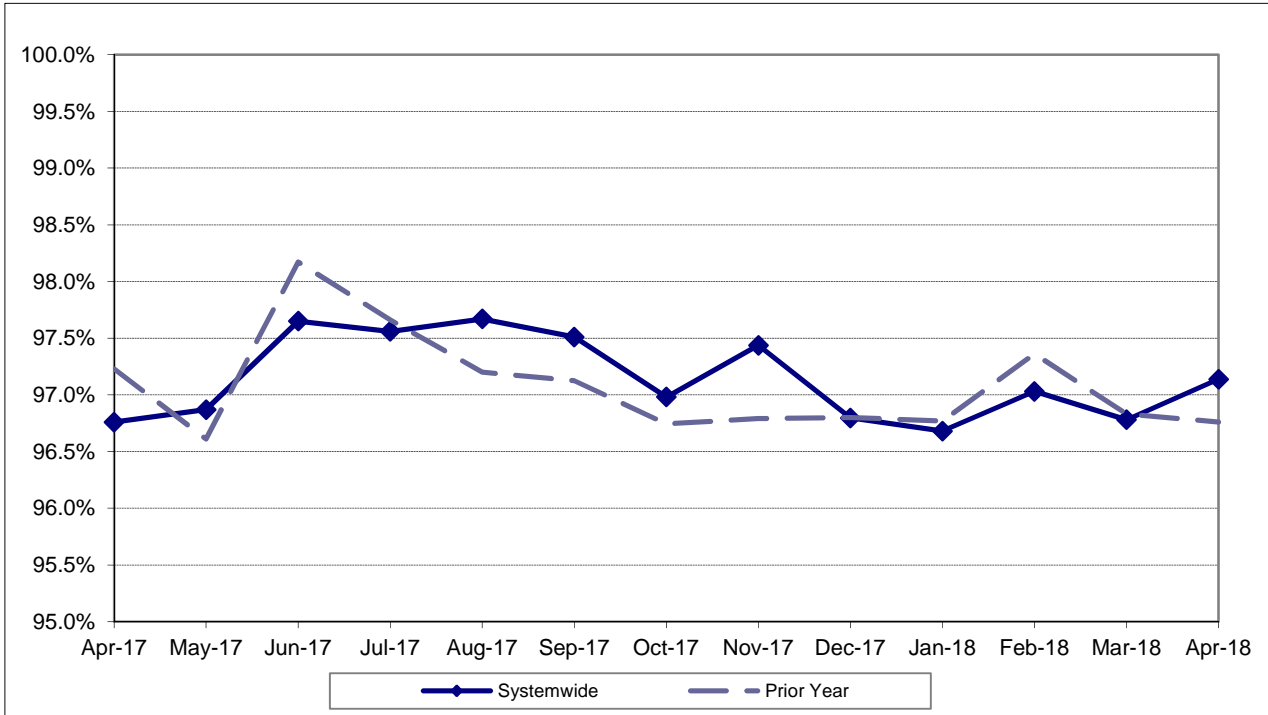
ATTENDANCE

MAINTENANCE ATTENDANCE

Definition: Maintenance Mechanics and Service Attendants - % attendance Monday through Friday for the calendar month.

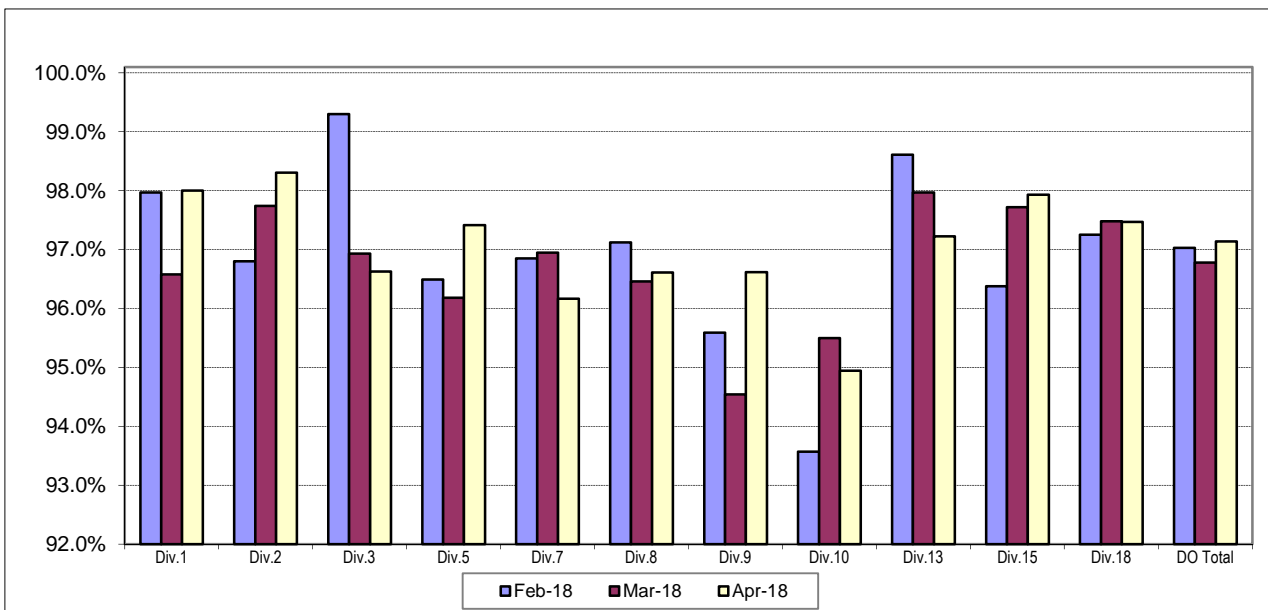
Calculation: $\frac{\text{Total FTEs assigned} - \text{FTEs absent}}{\text{Total FTEs assigned}}$

Maintenance Attendance - Systemwide Trend



Higher is better.

Maintenance Attendance - By Divisions Feb 2018 - Apr 2018

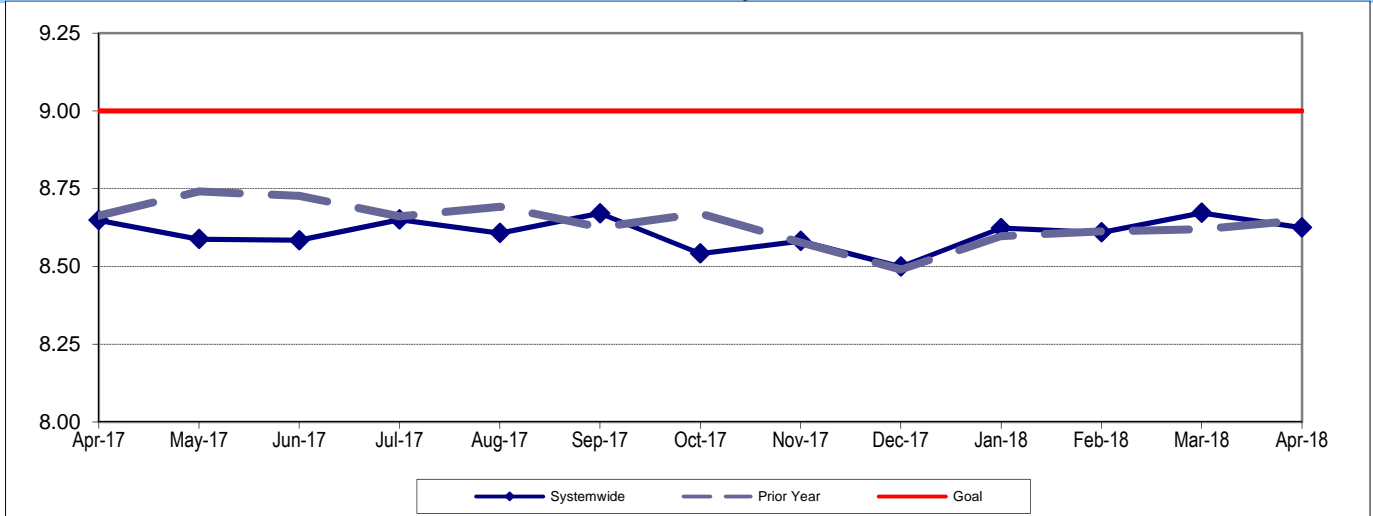


BUS CLEANLINESS

Definition: A team of two Quality Assurance Supervisors inspects and rates ten percent of the fleet at each division per time period. Sixteen categories are examined and assigned a point value as follows: 1-3 = Unsatisfactory; 4-7 = Conditional; 8-10 = Satisfactory. The individual item scores are averaged, unweighted, to produce an overall cleanliness rating.

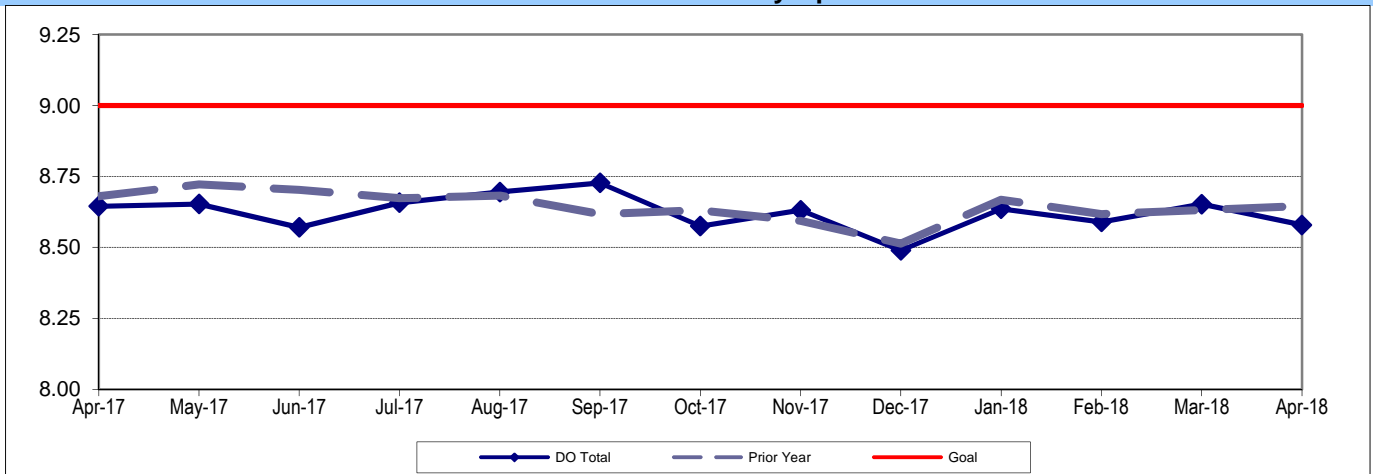
Calculation: Overall Cleanliness Rating = Total Points Accumulated / number of categories

Bus Cleanliness - Systemwide



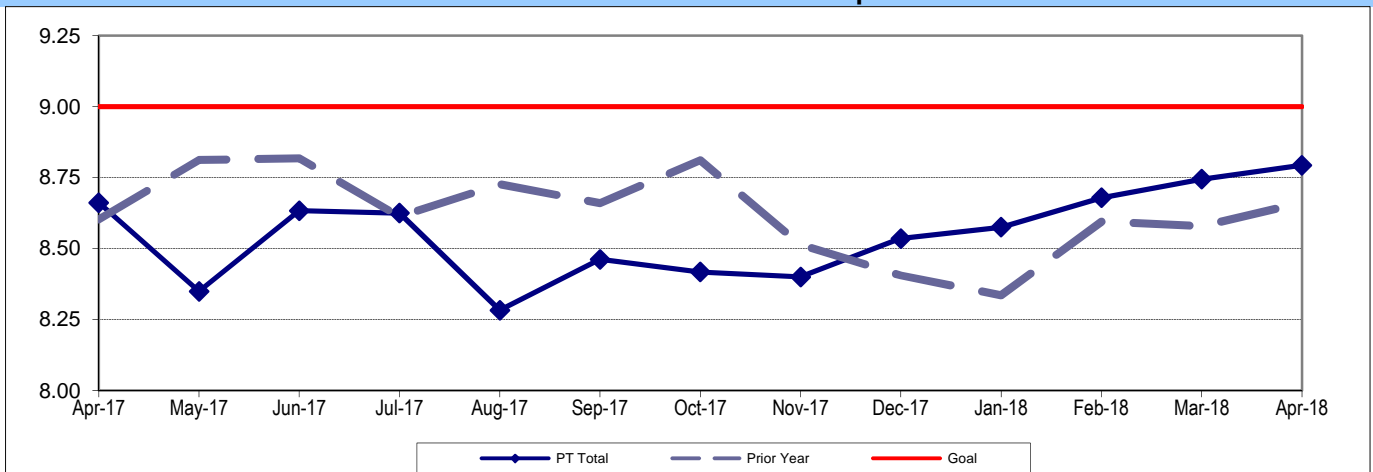
Remaining Above the Goal line is the target.

Bus Cleanliness - Directly Operated



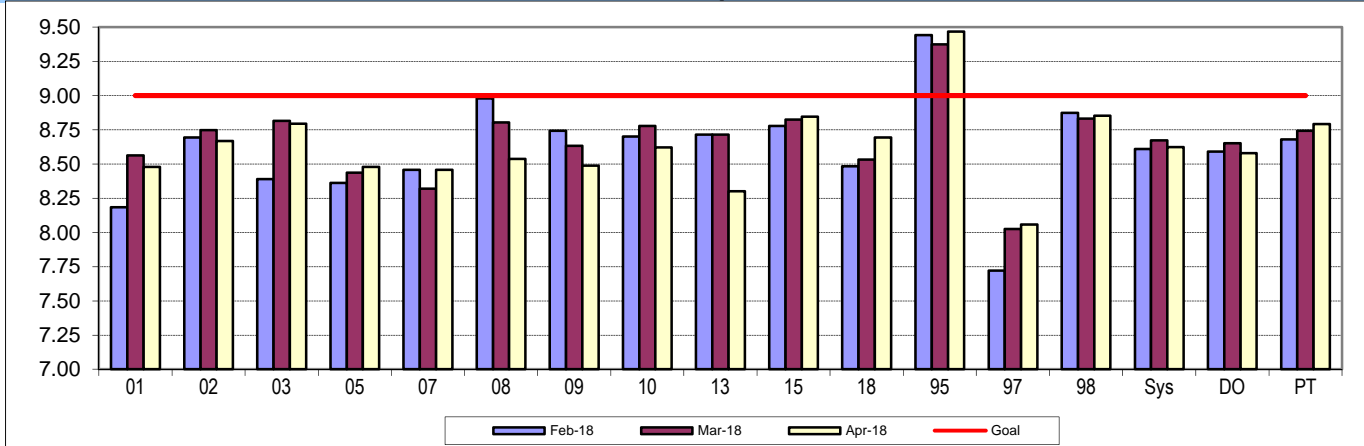
Remaining Above the Goal line is the target.

Bus Cleanliness - Purchased Transportation

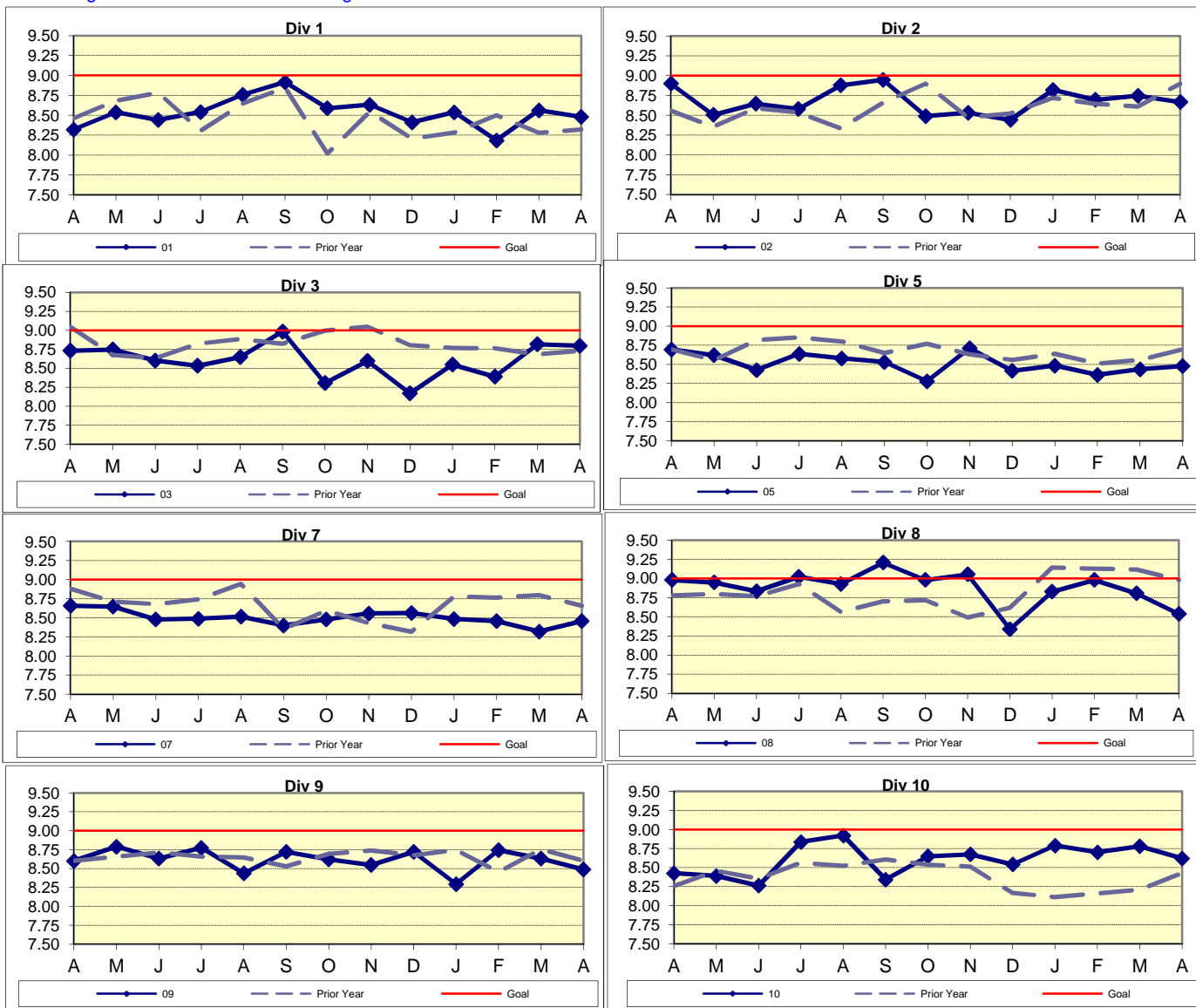


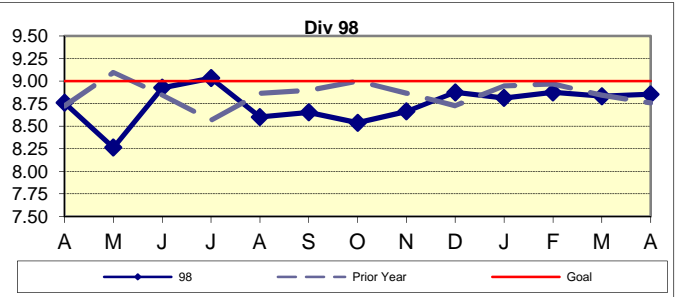
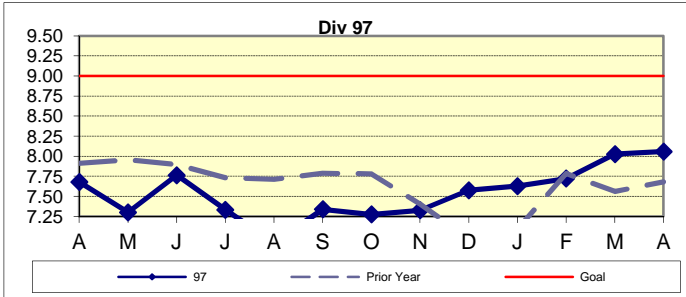
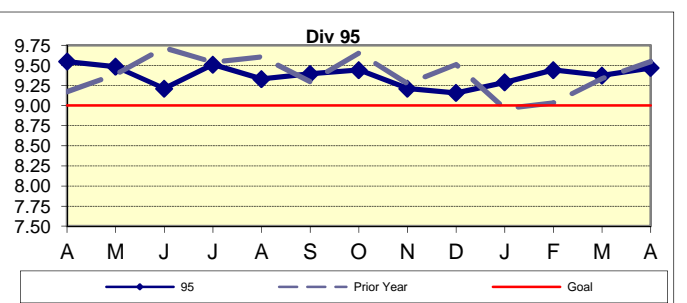
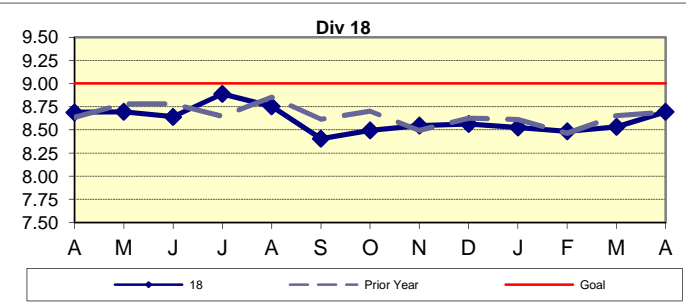
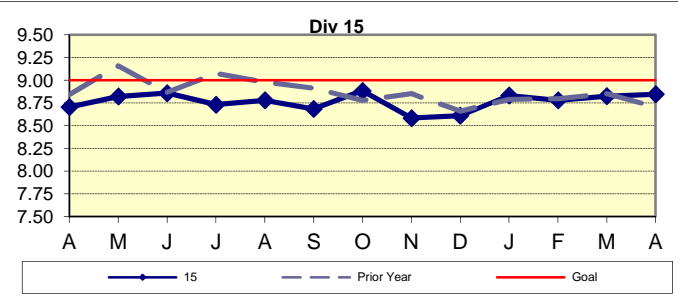
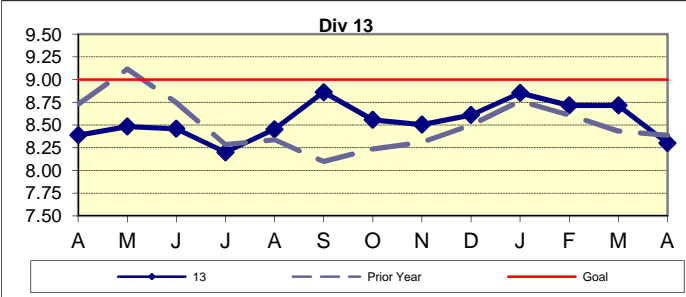
Remaining Above the Goal line is the target.

Cleanliness by Bus Operating Divisions Feb 2018 - Apr 2018



Remaining Above the Goal line is the target.





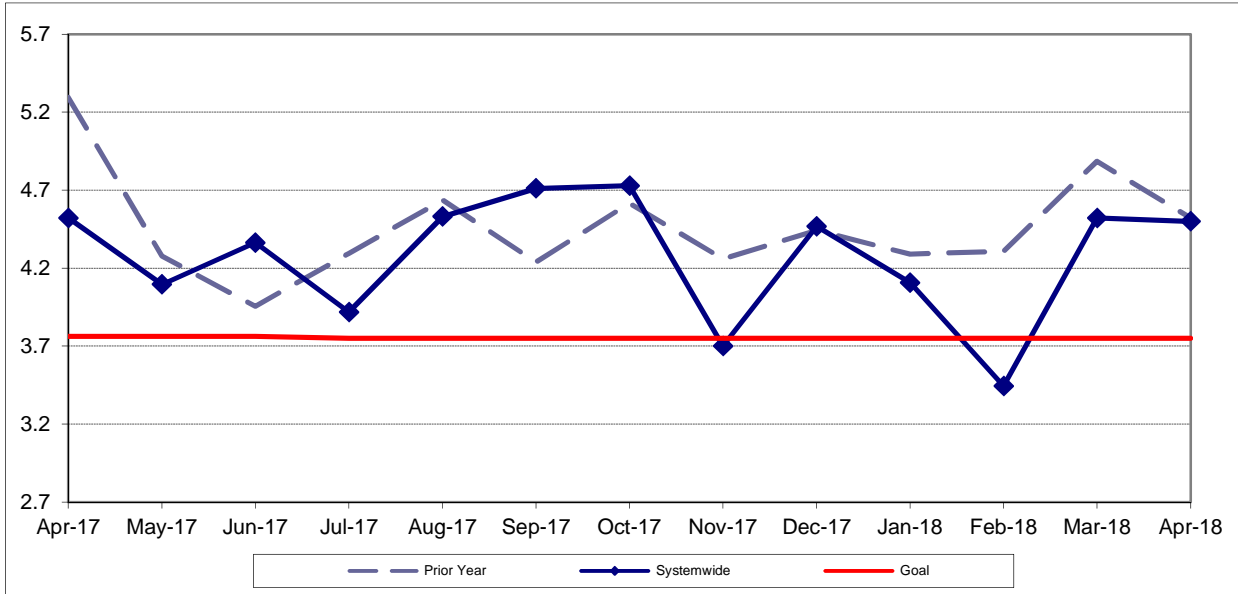
SAFETY PERFORMANCE

BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES

Definition: Number of Traffic Accidents for every 100,000 Hub Miles traveled.

Calculation: Traffic Accidents Per 100,000 Hub Miles = Number of Traffic Accidents / (Hub Miles / 100,000)

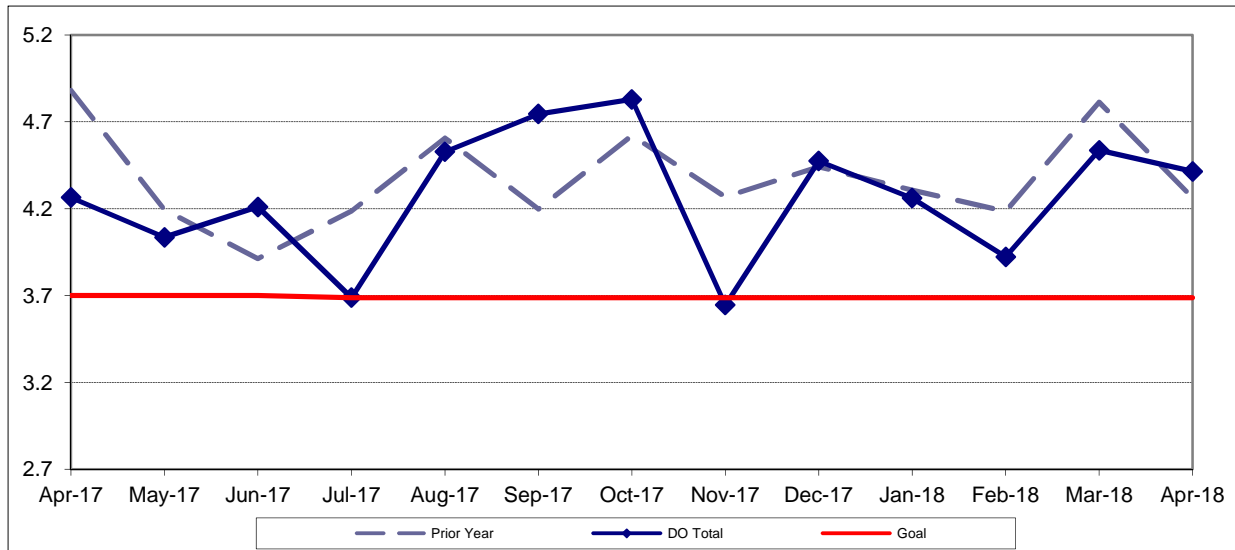
Bus Traffic Accidents per 100,000 Hub Miles - Systemwide Trend



Note: The thirteen months prior to the reporting month are re-examined each month to allow for reclassification of accidents and late filing of reports.

Remaining Below the Goal line is the target.

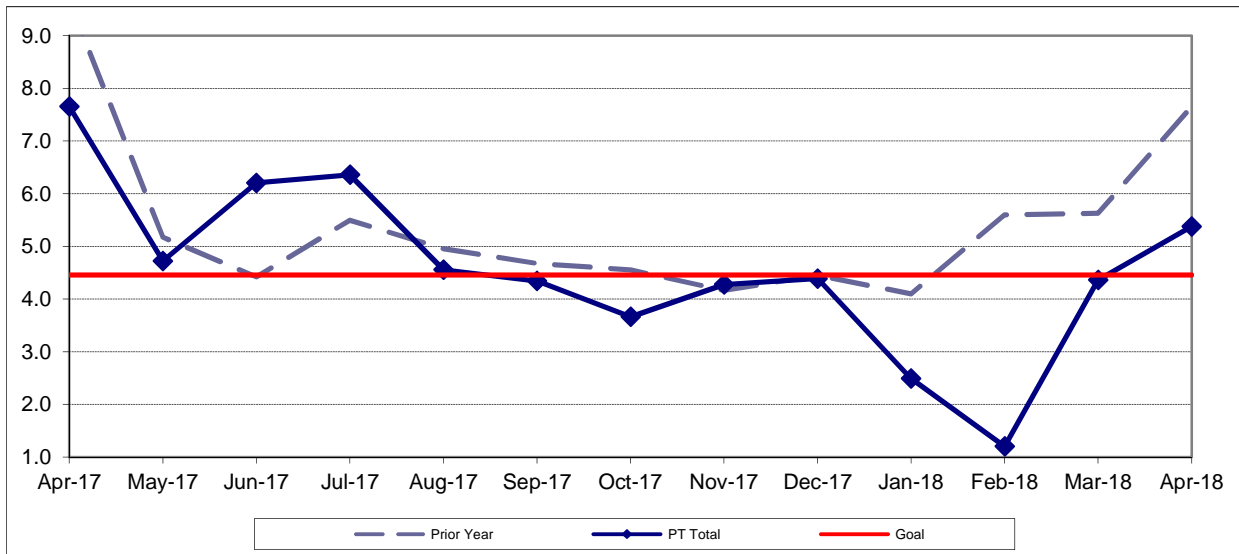
Bus Traffic Accidents per 100,000 Hub Miles - Directly Operated



Note: The thirteen months prior to the reporting month are re-examined each month to allow for reclassification of accidents and late filing of reports.

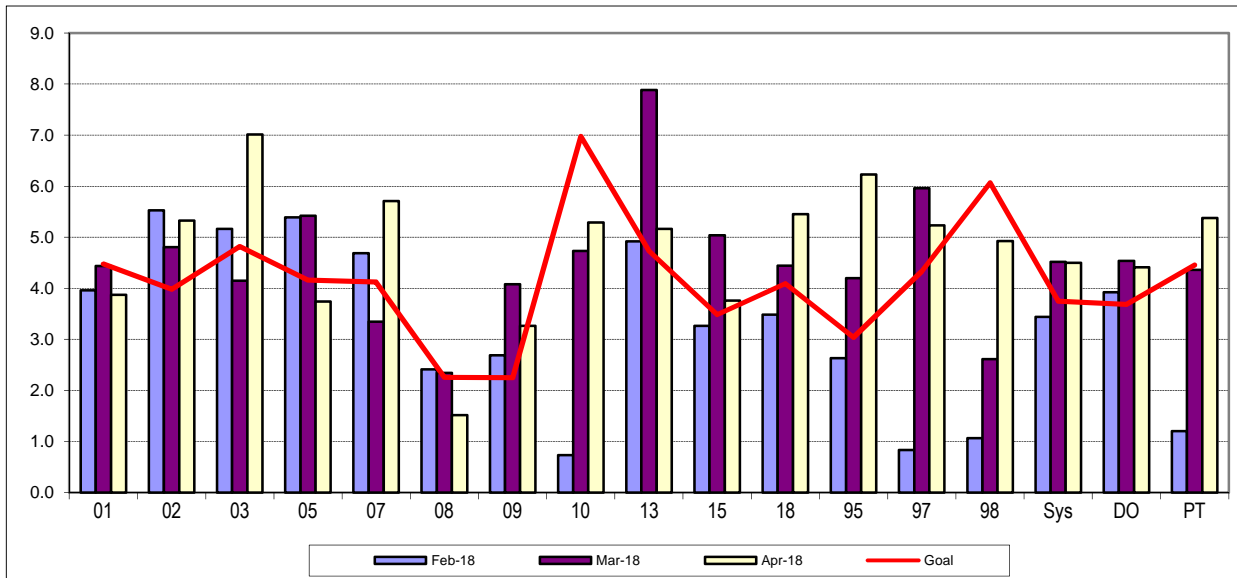
Remaining Below the Goal line is the target.

Bus Traffic Accidents per 100,000 Hub Miles - Purchased Transportation



Note: The thirteen months prior to the reporting month are re-examined each month to allow for reclassification of accidents and late filing of reports.
 Remaining Below the Goal line is the target.

Bus Traffic Accidents per 100,000 Hub Miles - By Divisions Feb 2018 - Apr 2018

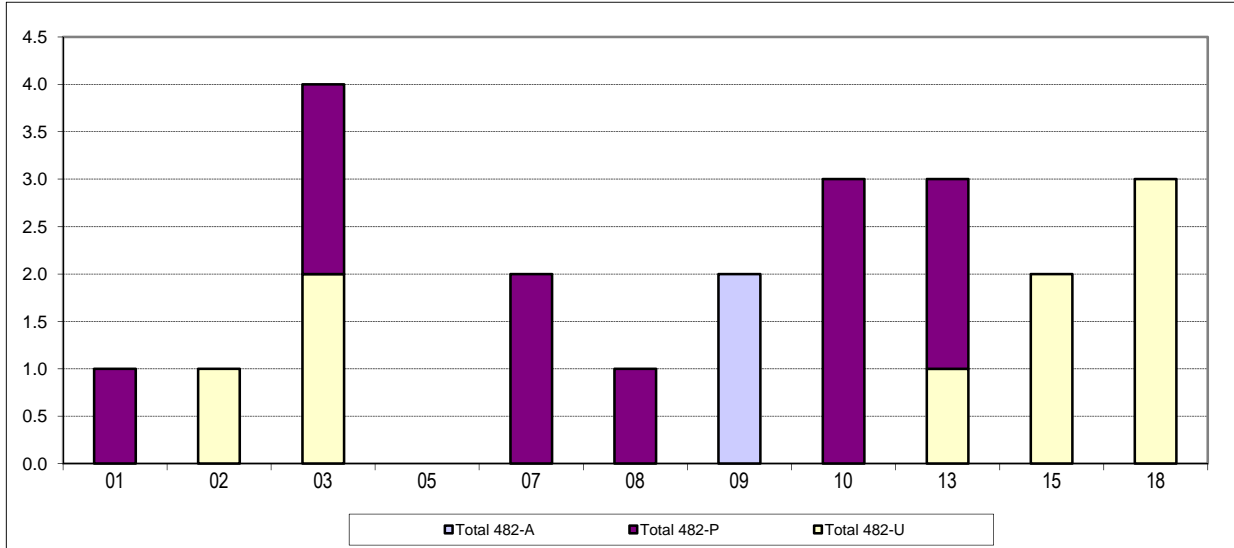


Number of 482 Accidents in Vehicle Accident Management System (VAMS) Download by Avoidable (A), Pending (P) or Unavoidable (U) Bus Operating Divisions - Apr 2018

Definition: Number of accidents that are coded as Alleged Accidents (482).

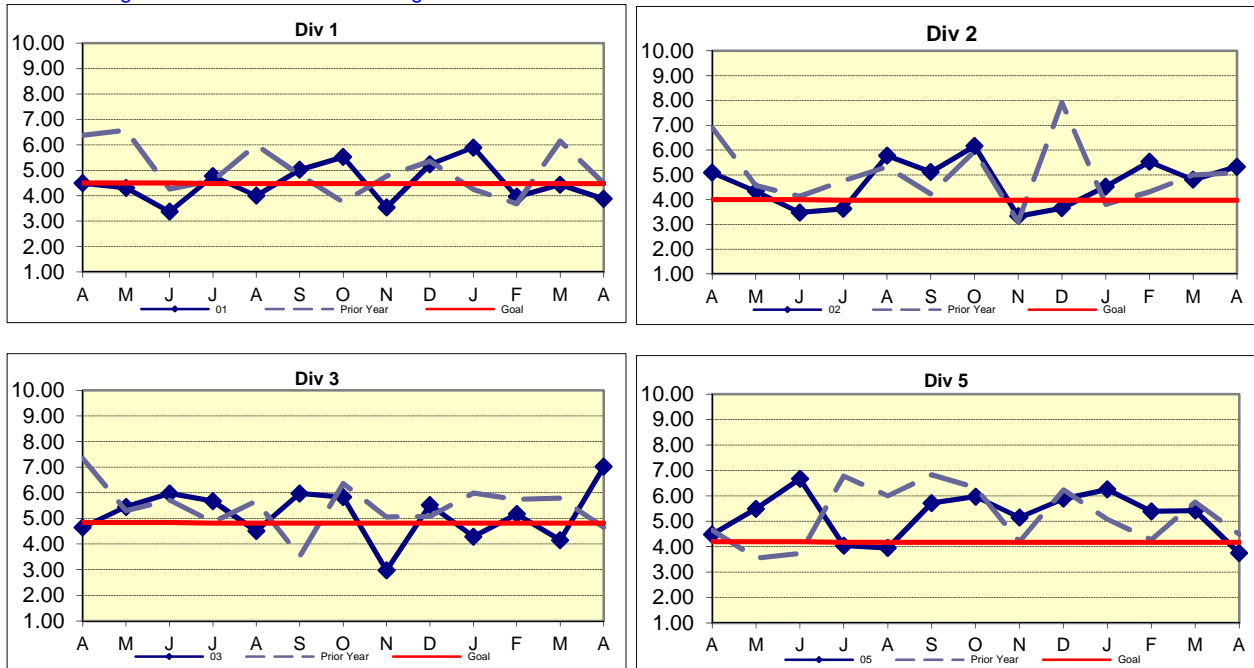
Calculation: Number of accidents in prior 13 months coded 482 "alleged" in the categories of avoidable (A), pending investigation (P) or unavoidable (U).

NOTE: Alleged Accidents (482) are not included in the bus traffic accident ratio.



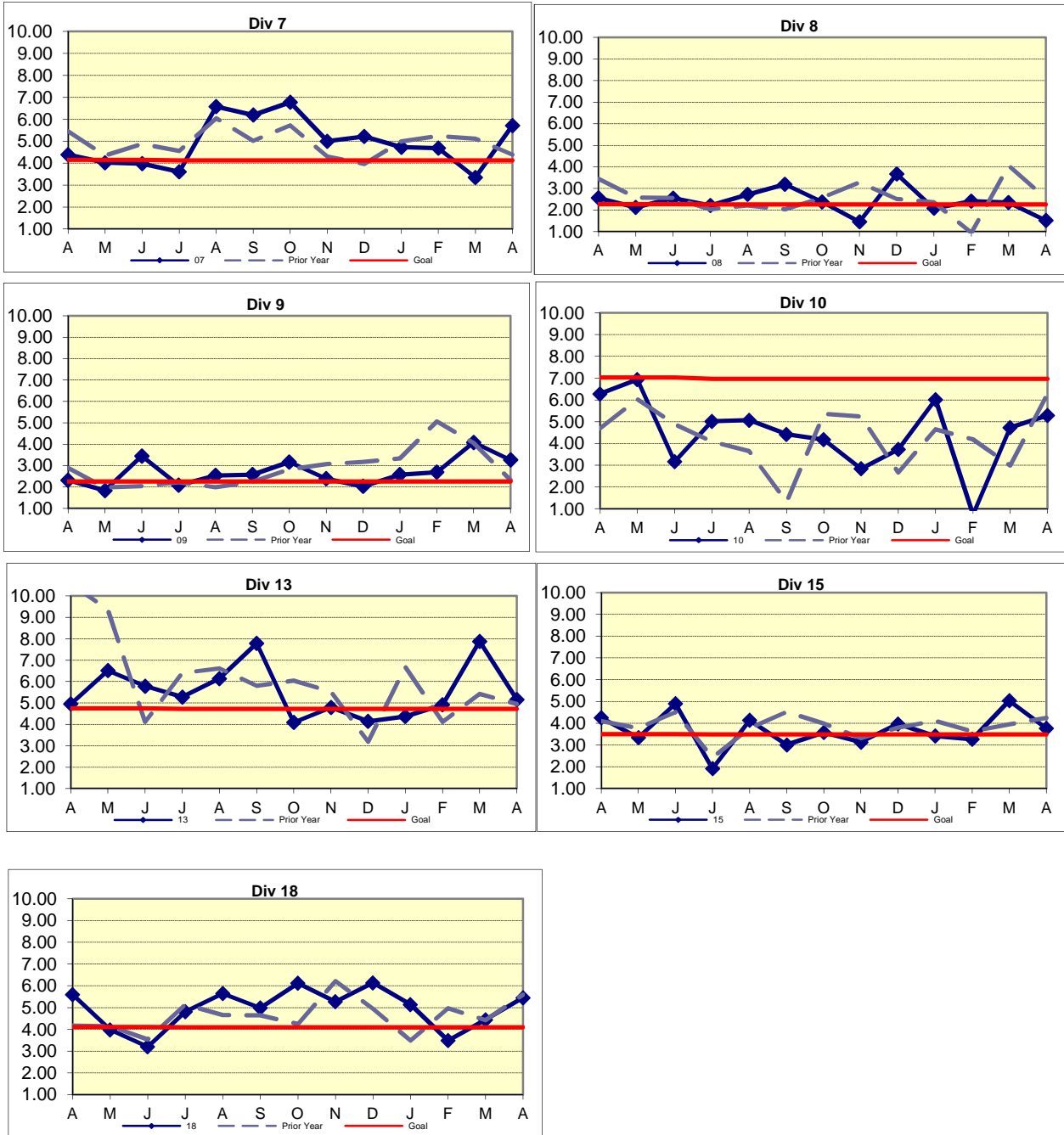
BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES Bus Operating Divisions

Remaining Below the Goal line is the target.



BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES Bus Operating Divisions

Remaining Below the Goal line is the target.

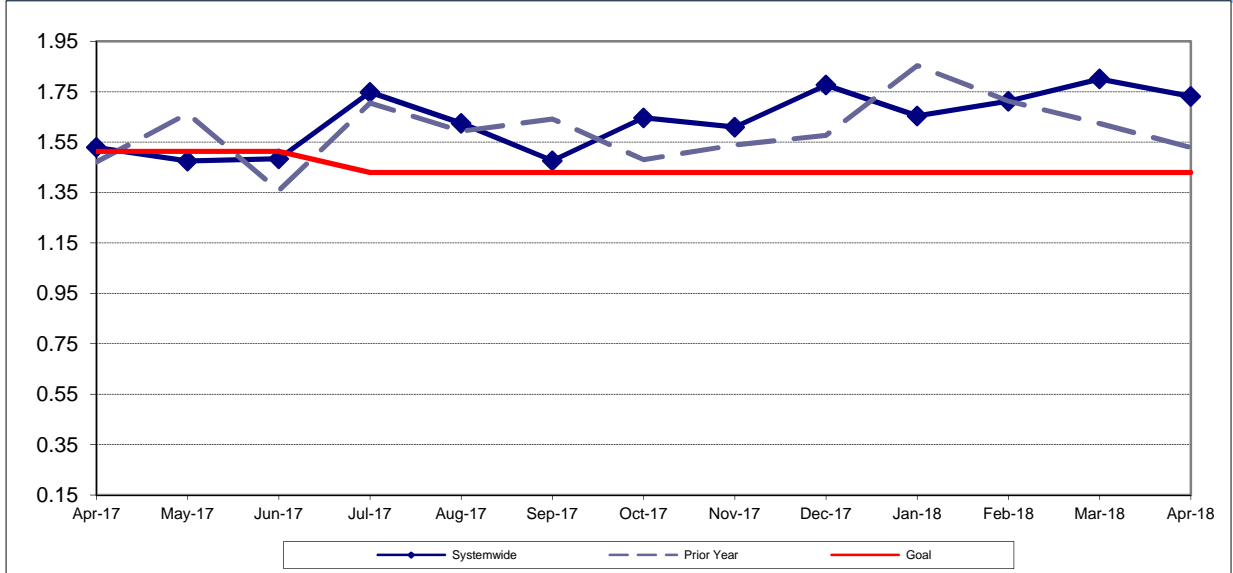


BUS PASSENGER ACCIDENTS PER 100,000 BOARDINGS

Definition: Number of Passenger Accidents for every 100,000 boardings.

Calculation: Passenger Accidents Per 100,000 Boardings = Number of Passenger Accidents / (Boardings / by 100,000)

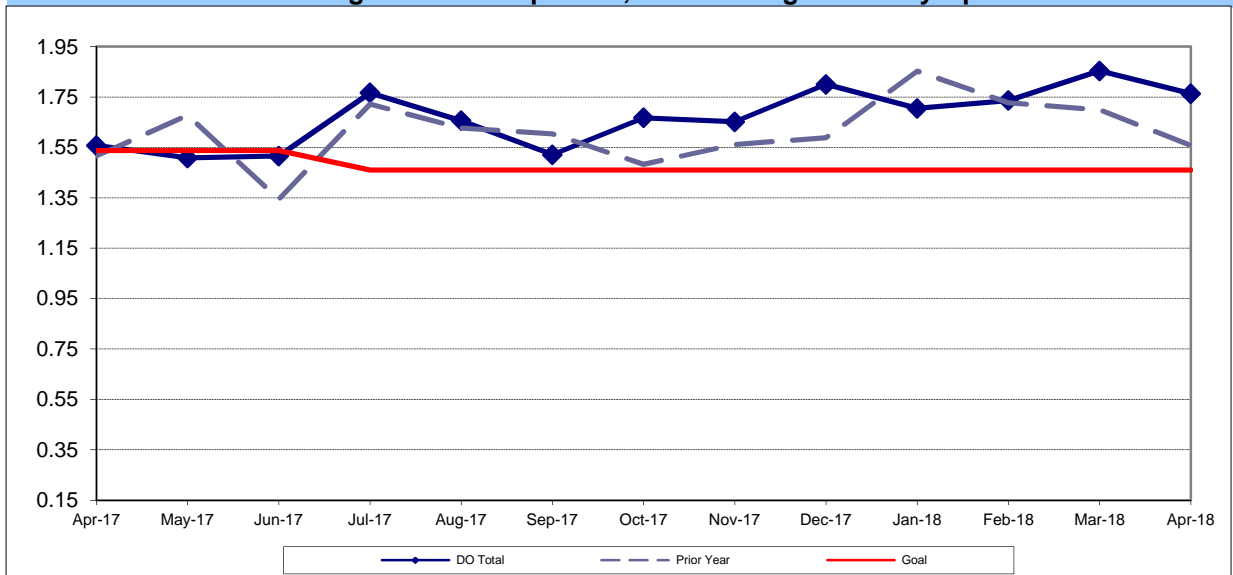
Bus Passenger Accidents per 100,000 Boardings - Systemwide Trend



Remaining Below the Goal line is the target.

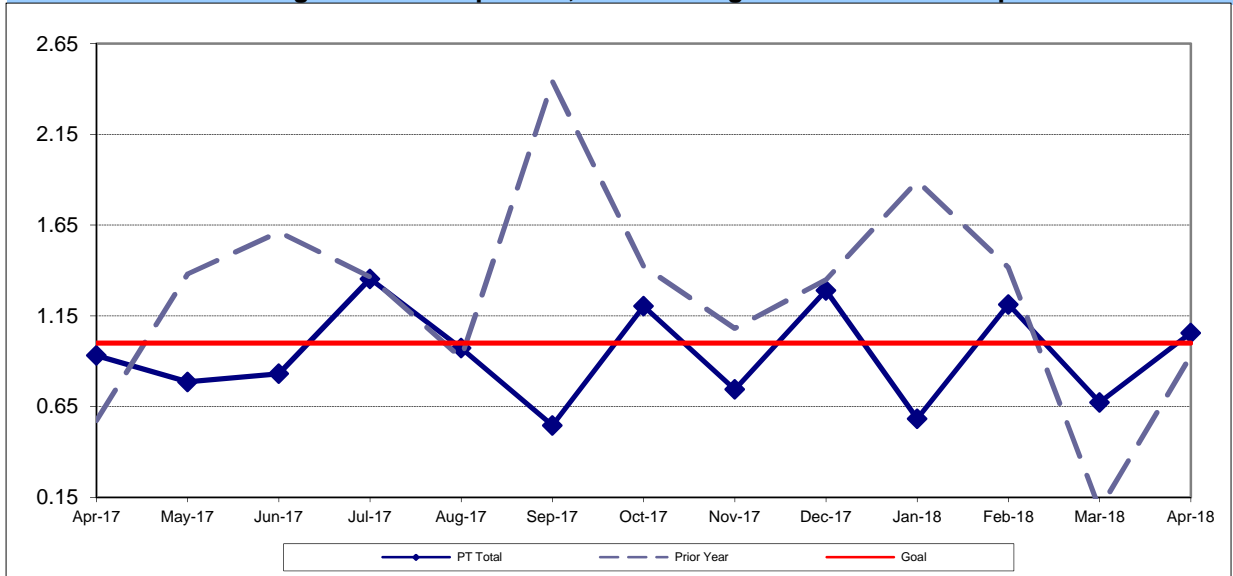
Note: The thirteen months prior to the reporting month are re-examined each month to allow for reclassification of accidents and late filing of reports.

Bus Passenger Accidents per 100,000 Boardings - Directly Operated



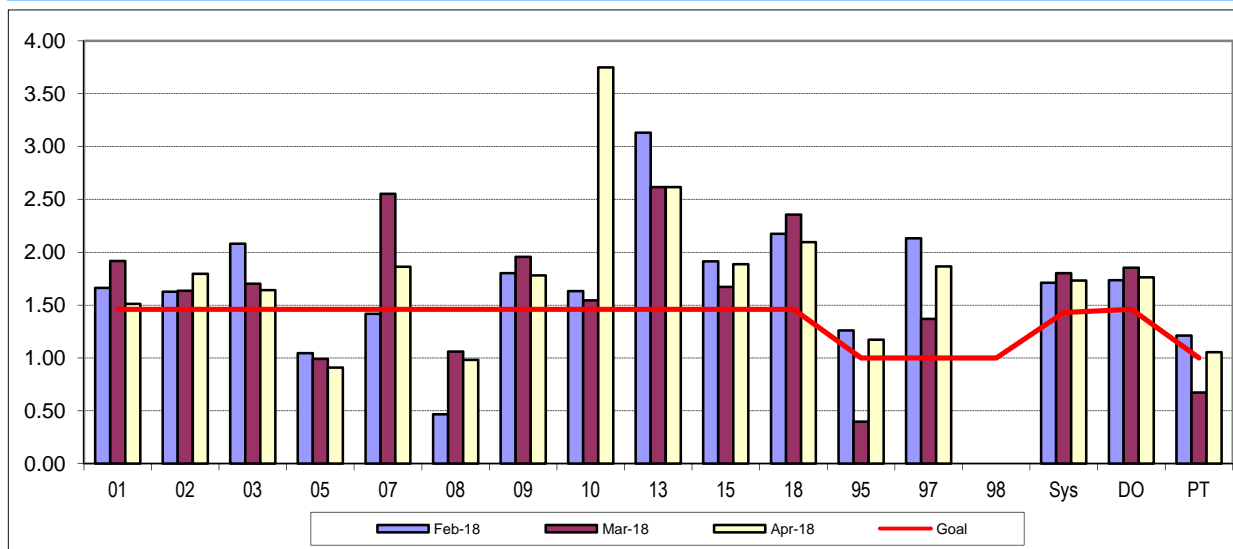
Remaining Below the Goal line is the target.

Bus Passenger Accidents per 100,000 Boardings - Purchased Transportation



Remaining Below the Goal line is the target.

Bus Passenger Accidents per 100,000 Boardings - By Divisions Feb 2018 - Apr 2018



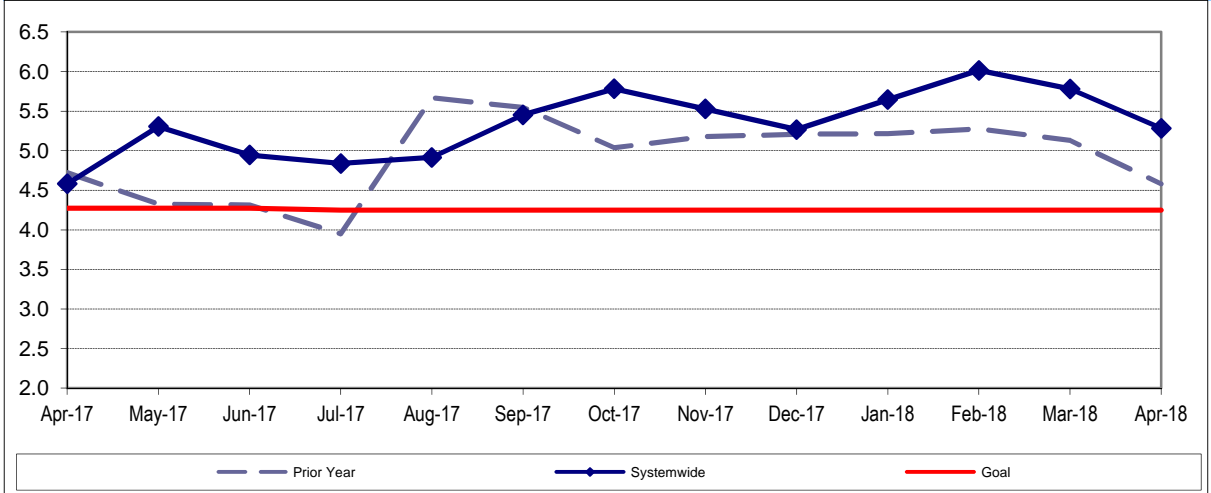
CUSTOMER SATISFACTION

COMPLAINTS PER 100,000 BOARDINGS

Definition: Number of customer complaints per 100,000 boardings.

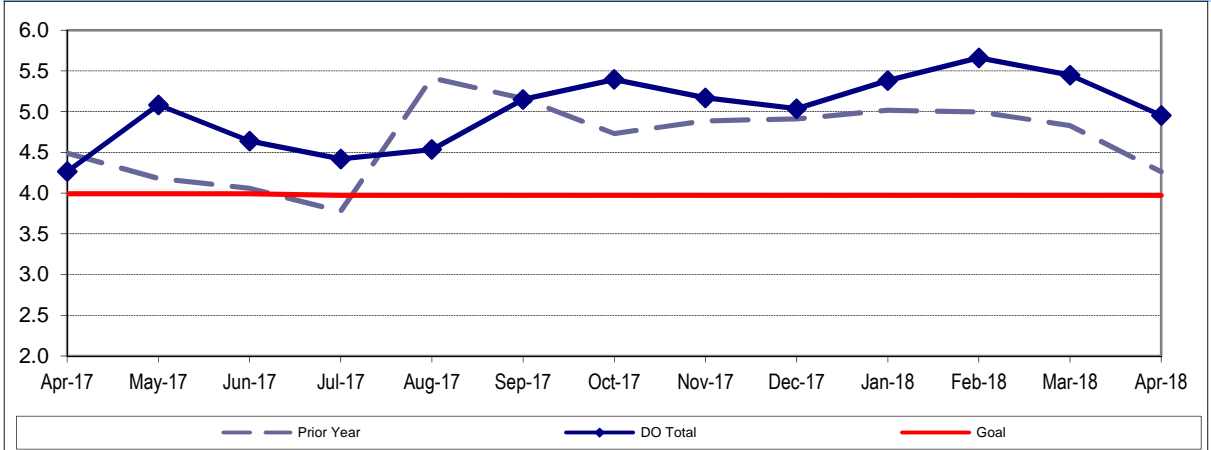
Calculation: Customer complaints per 100,000 Boardings = Complaints/(Boardings/100,000)

Bus Complaints per 100,000 Boardings - Systemwide Trend



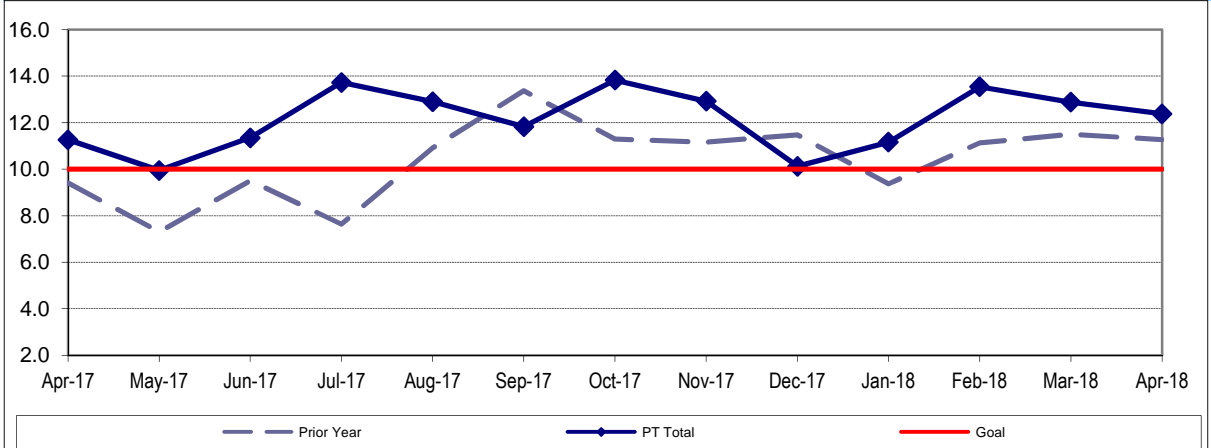
Remaining Below the Goal line is the target.

Bus Complaints per 100,000 Boardings - Directly Operated



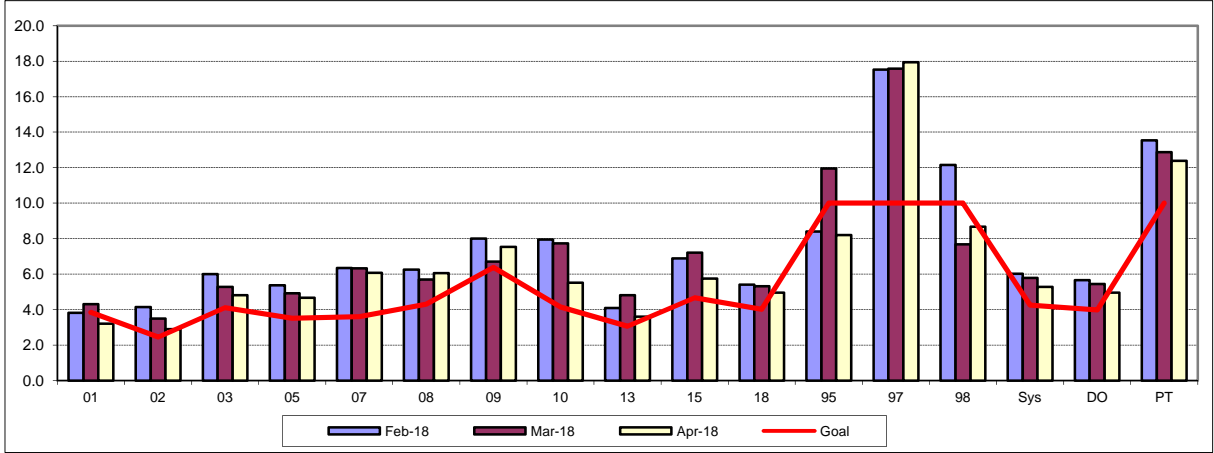
Remaining Below the Goal line is the target.

Bus Complaints per 100,000 Boardings - Purchased Transportation

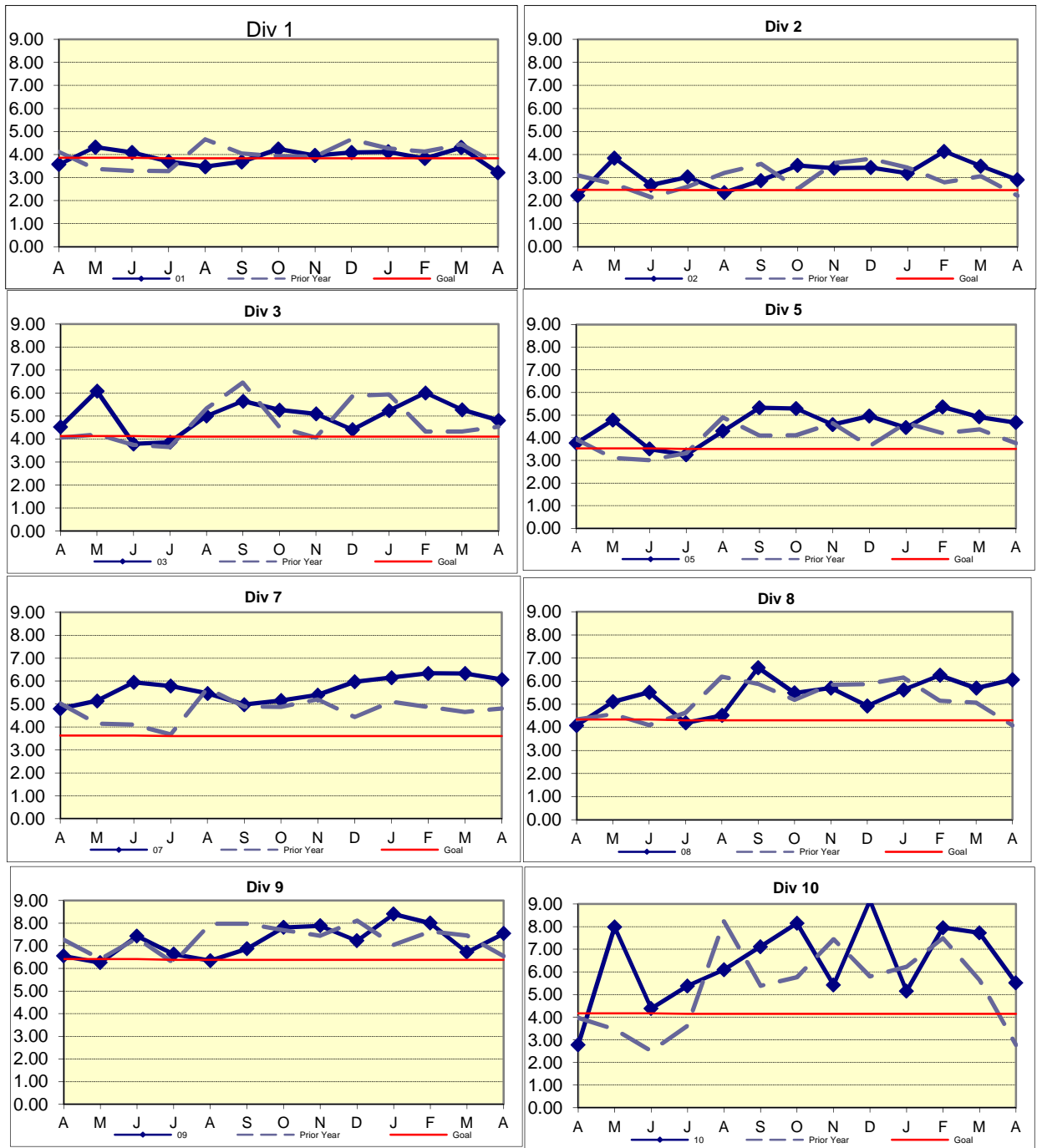


Remaining Below the Goal line is the target.

**Bus Complaints per 100,000 Boardings By Division
Feb 2018 - Apr 2018**

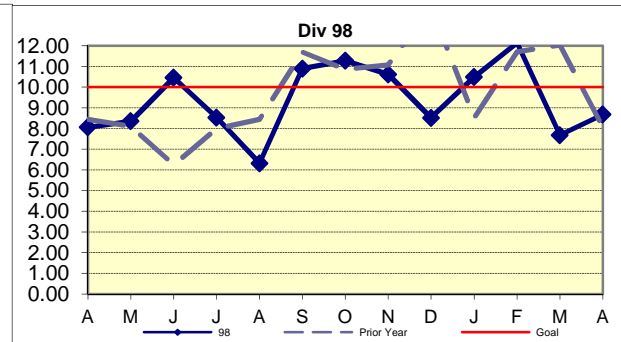
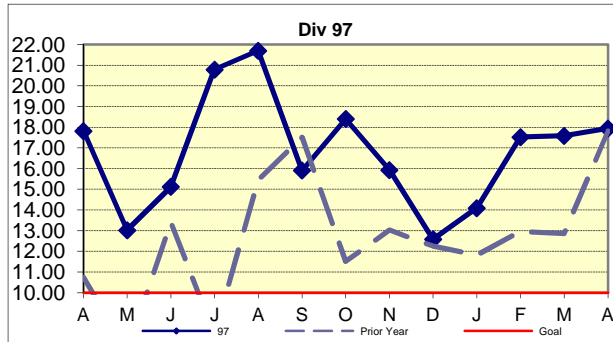
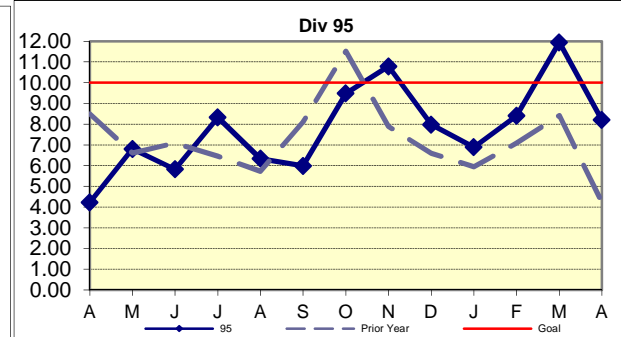
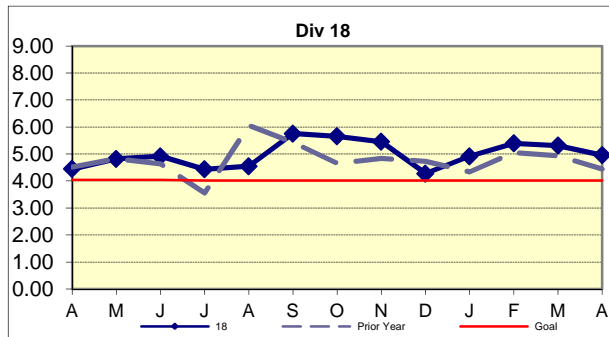
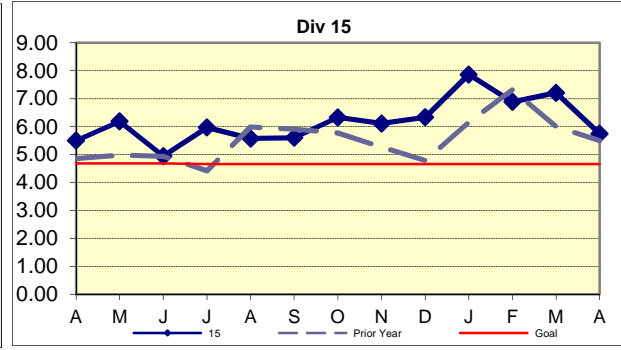
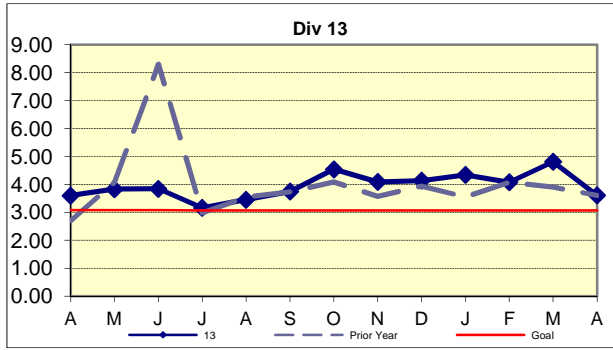


COMPLAINTS PER 100,000 BOARDINGS



Remaining Below the Goal line is the target.

COMPLAINTS PER 100,000 BOARDINGS



Remaining Below the Goal line is the target.

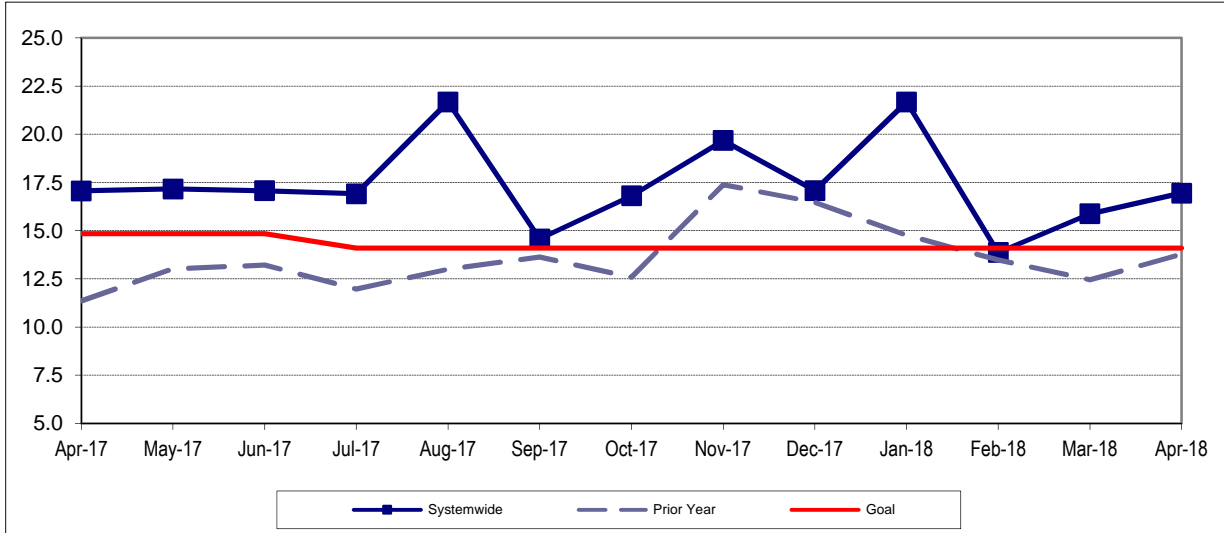
WORKERS COMPENSATION CLAIMS

New Workers Compensation Claims per 200,000 Exposure Hours

Definition: Number of New Bus Workers Compensation Indemnity and Medical Claims filed per 200,000 Bus exposure hours.

Calculation: $\text{New reported workers' compensation indemnity and medical claims filed per 200,000 Exposure Hours} = \frac{\text{New Claims}}{(\text{Exposure Hours}/200,000)}$

Bus Systemwide Trend



Transportation & Maintenance Performance combined.

Remaining Below the Goal line is the target.

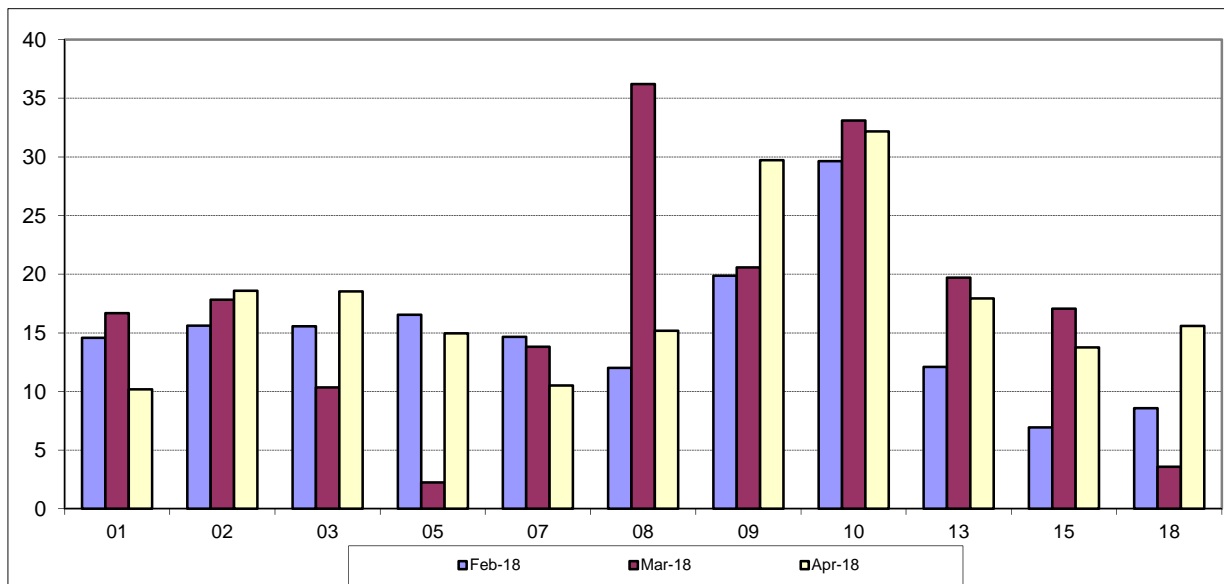
NEW CLAIMS PER 200,000 EXPOSURE HOURS - MONTH BY BUS DIVISION

Definition: Number of New Bus Workers Compensation Indemnity and Medical Claims filed per 200,000 Bus exposure hours.

Calculation: $\text{New reported workers' compensation indemnity and medical claims filed per 200,000 Exposure Hours} = \frac{\text{New Claims}}{(\text{Exposure Hours}/200,000)}$

New Claims per 200,000 Exposure Hours by Division Feb 2018 - Apr 2018

Transportation & Maintenance Performance combined.

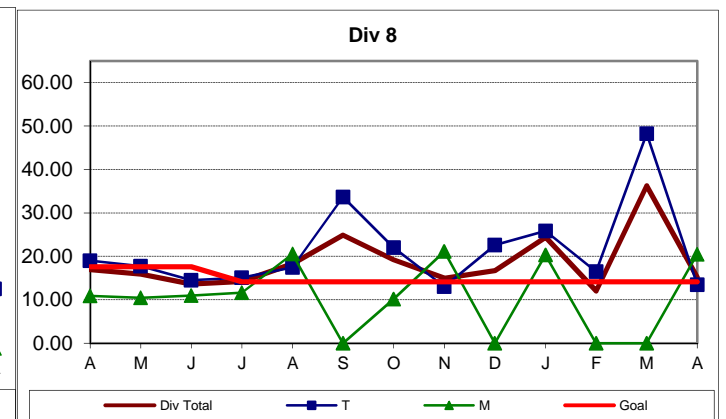
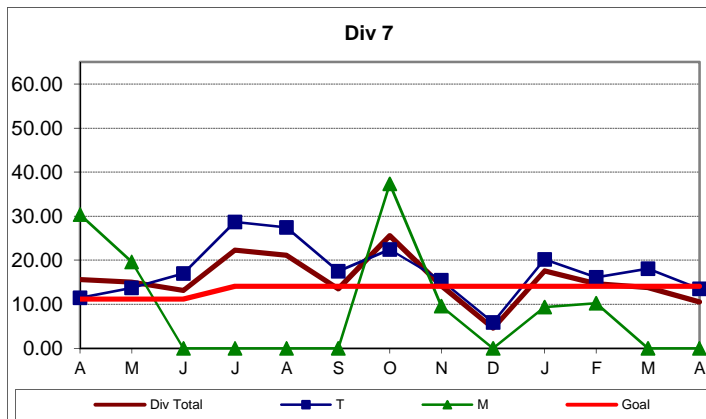
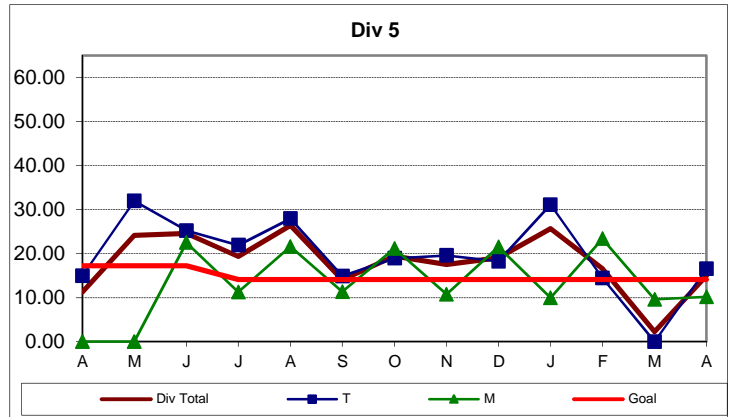
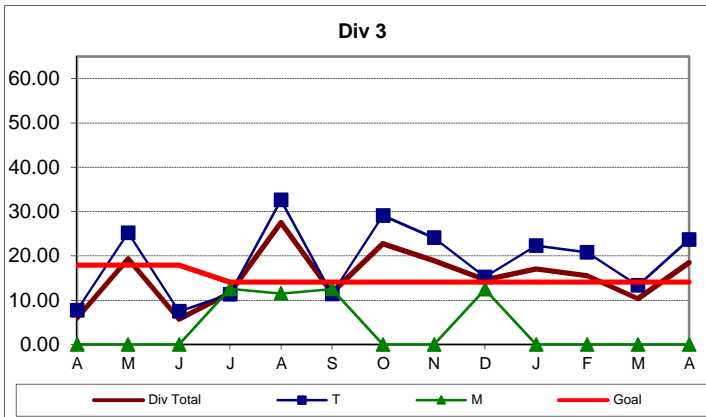
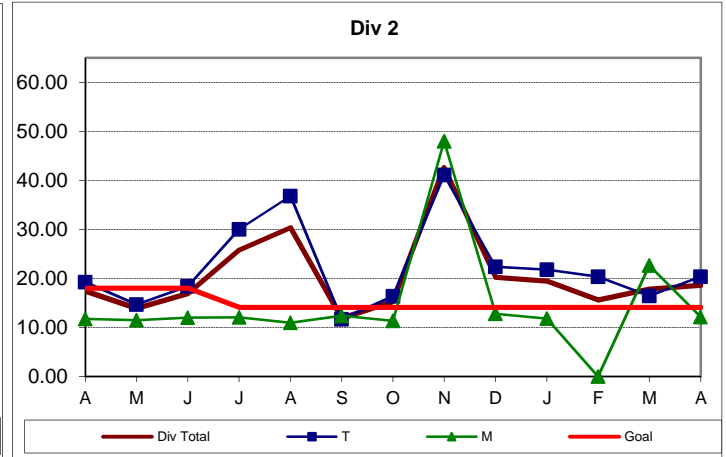
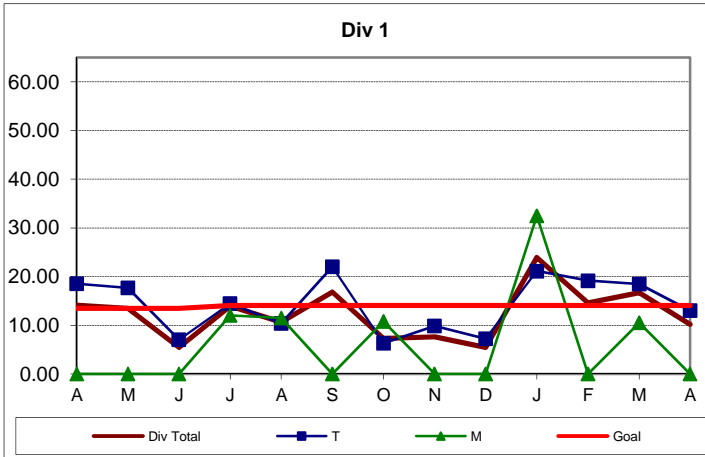


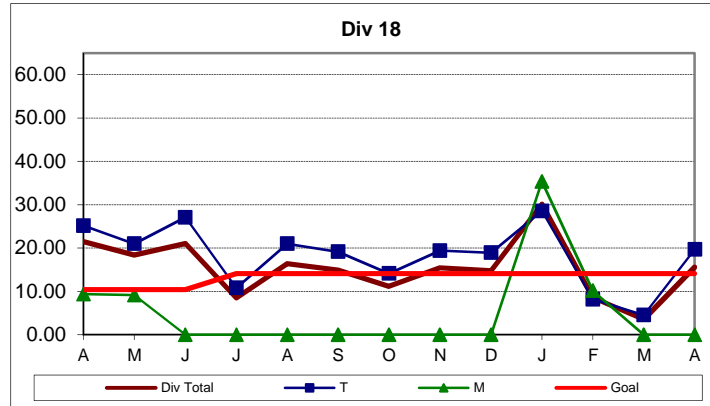
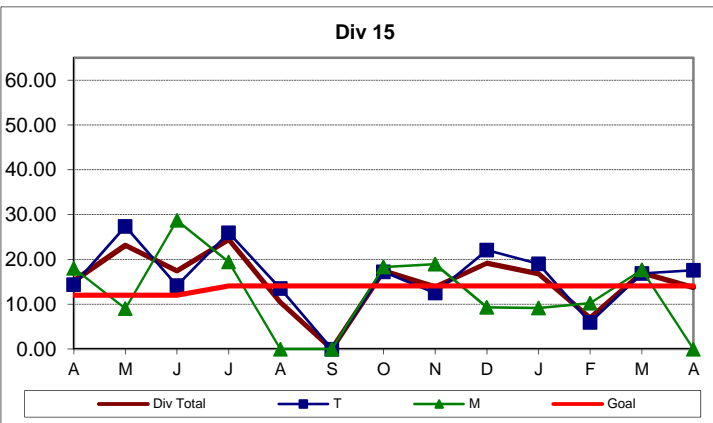
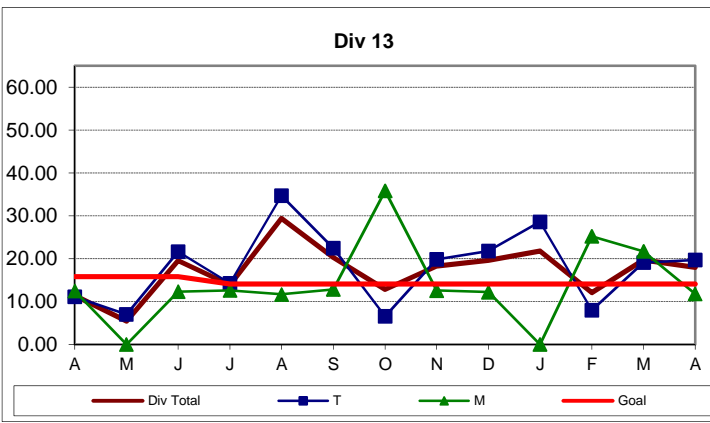
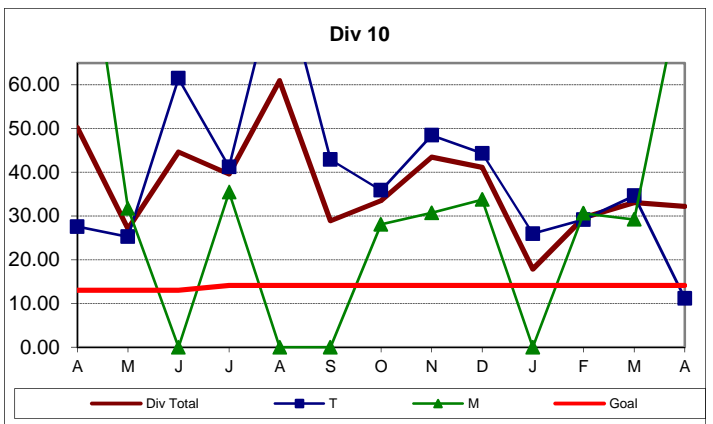
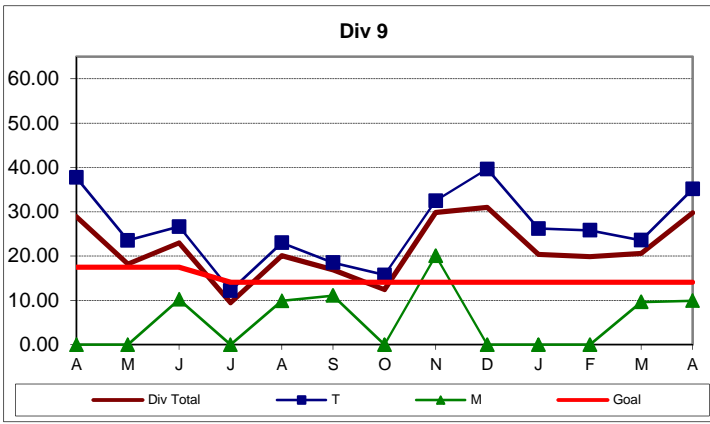
NEW WORKERS' COMPENSATION CLAIMS FILED PER 200,000 EXPOSURE HOURS

Bus Operating Divisions

Definition: Number of new reported Workers Compensation Indemnity and Medical claims filed per 200,000 exposure hours. This indicator measures safety.

Calculation: New reported Workers' Compensation Indemnity and Medical claims filed per 200,000 Exposure Hours = New Claims/(Exposure Hours/200,000)





Remaining below the goal line is the target.

OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS

Systemwide and Bus Operating Divisions

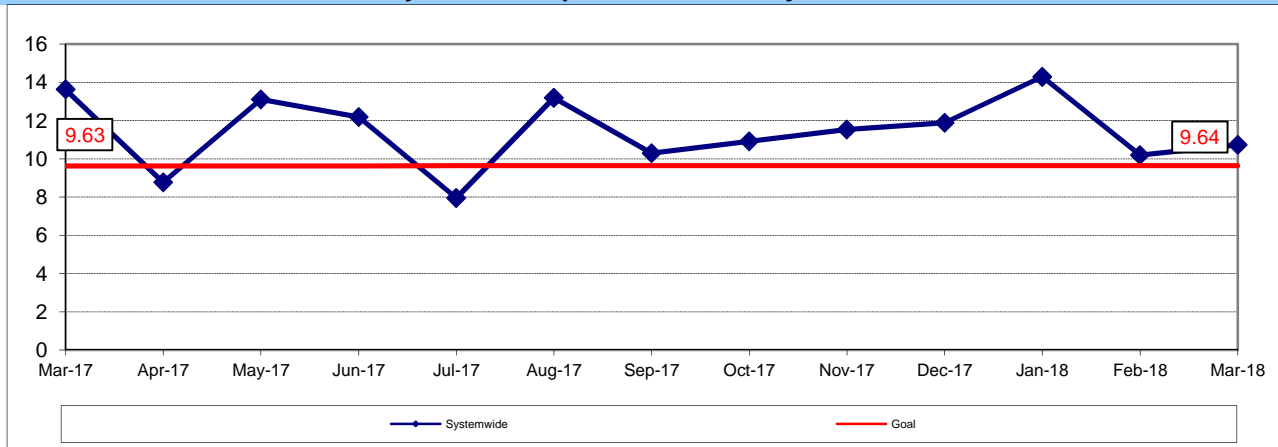
Definition: Work-related injuries and illnesses that result in: death, loss of consciousness, days away from work, restricted work activity or job transfer, or medical treatment beyond first aid which are filed per 200,000 exposure hours.

Calculation: New OSHA Injuries filed per 200,000 Exposure Hours = New Injuries / (Exposure Hours/200,000)

OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) RECORDABLE INJURIES PER 200,000 EXPOSURE HOURS

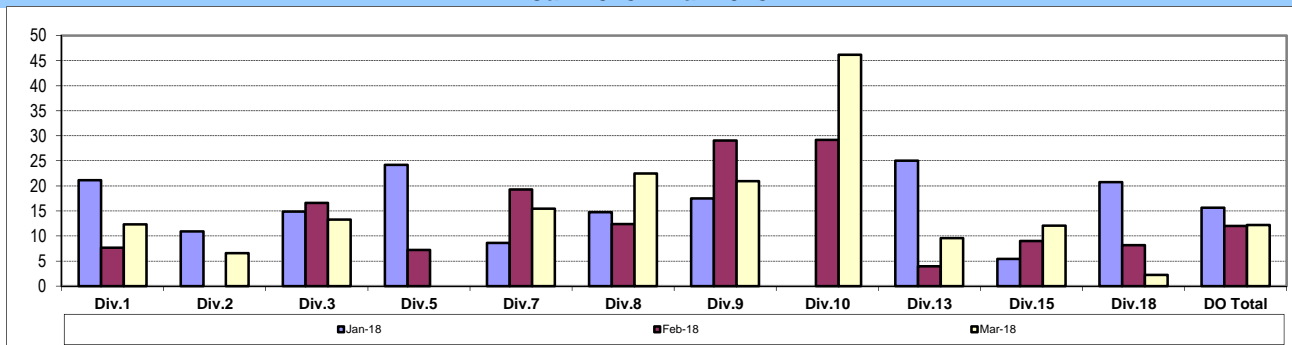
One month lag from current month

Bus Systemwide Operations OSHA Injuries Trend

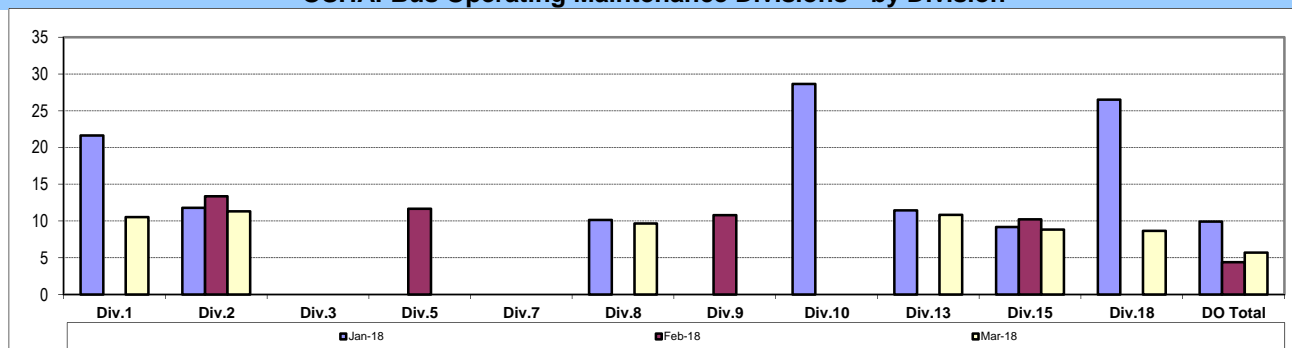


Remaining below the goal line is the target.

OSHA: Bus Operating Transportation Divisions - by Division Jan 2018 - Mar 2018

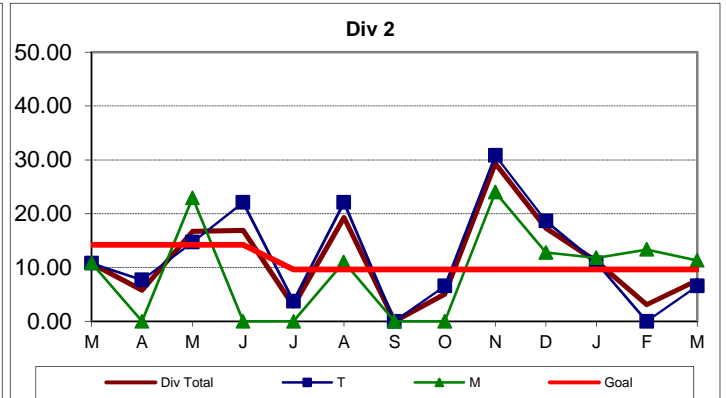
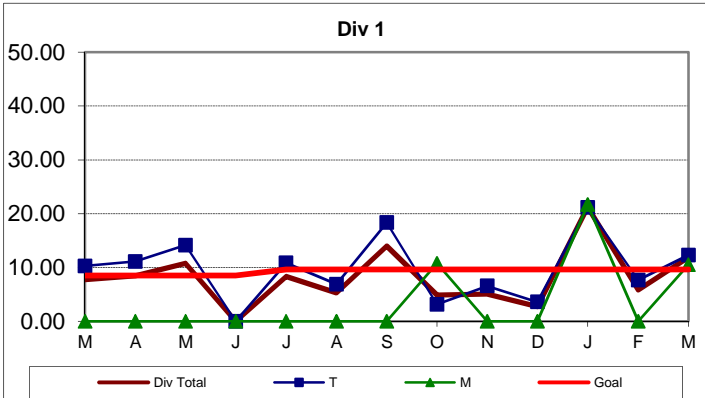


OSHA: Bus Operating Maintenance Divisions - by Division

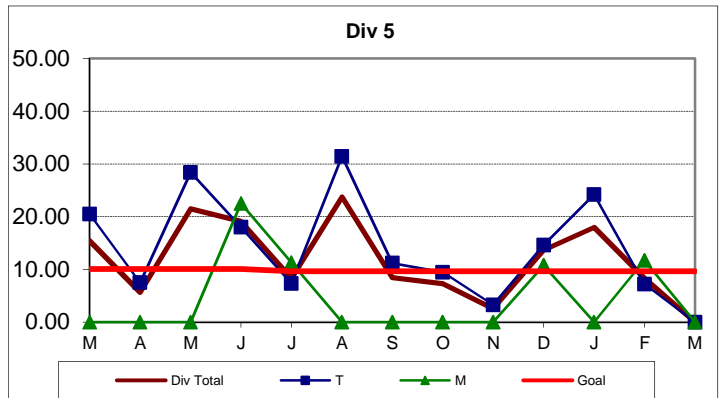
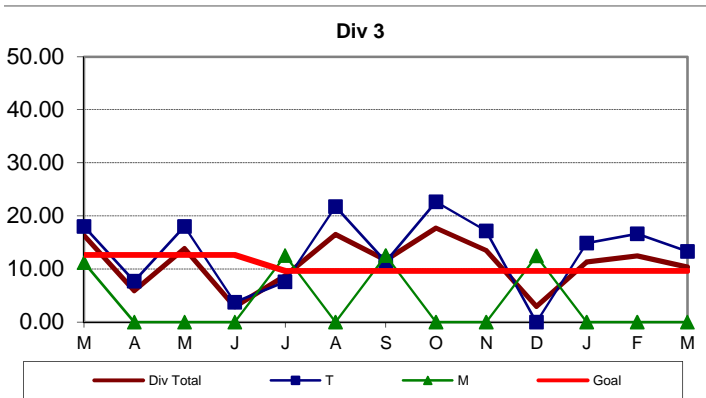


Remaining below the goal line is the target.

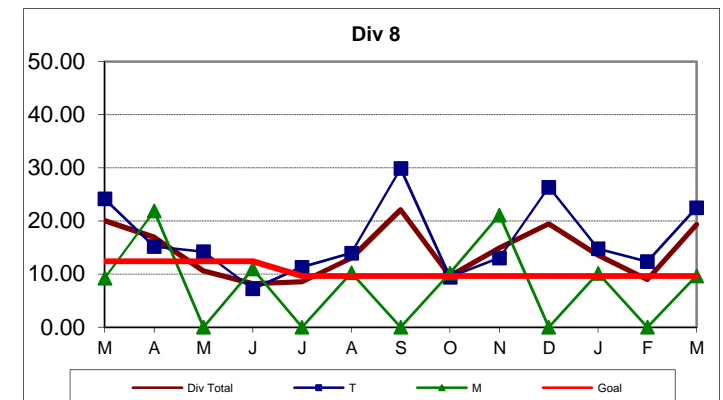
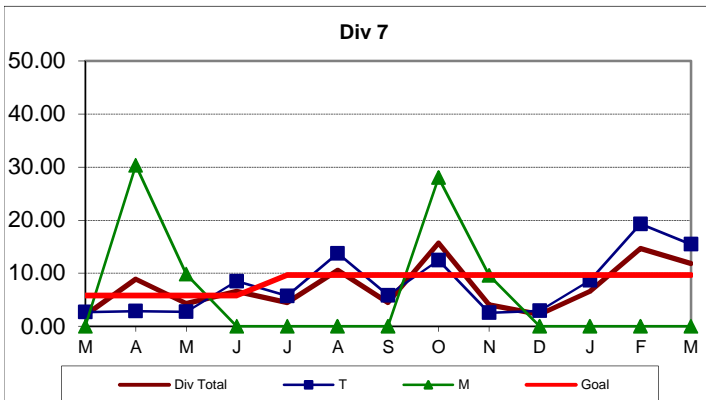
One month lag in reporting.



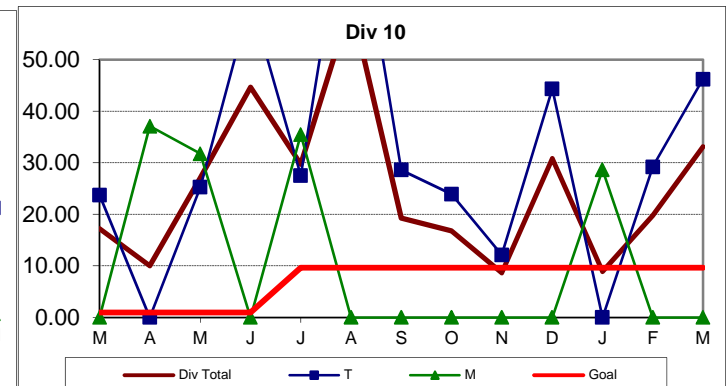
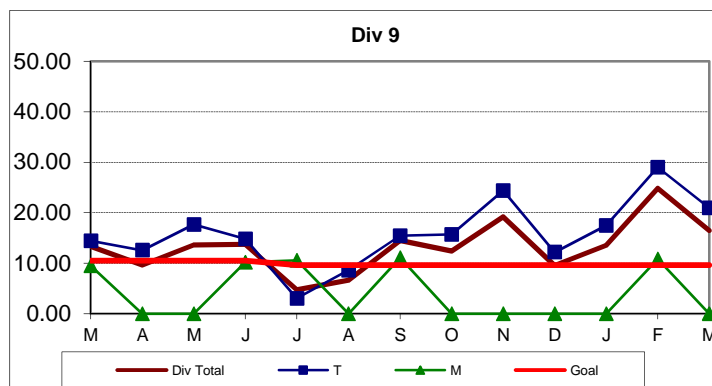
One month lag in reporting.



One month lag in reporting.

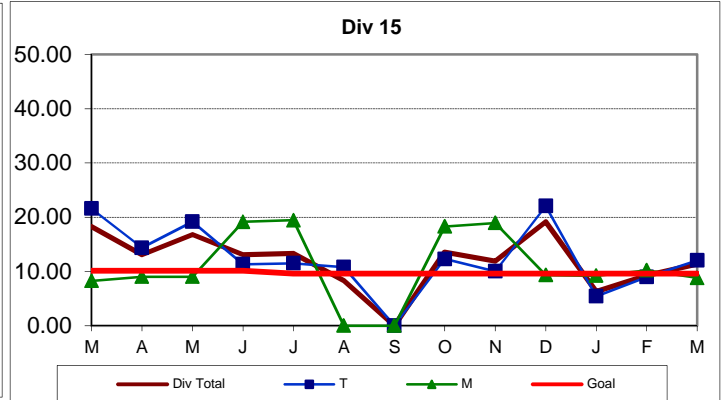
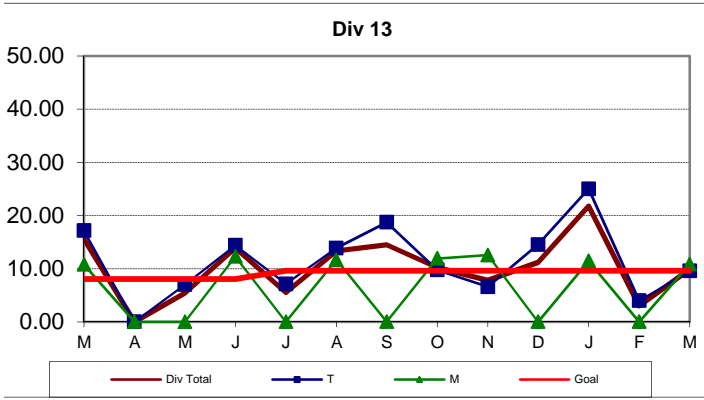


One month lag in reporting.

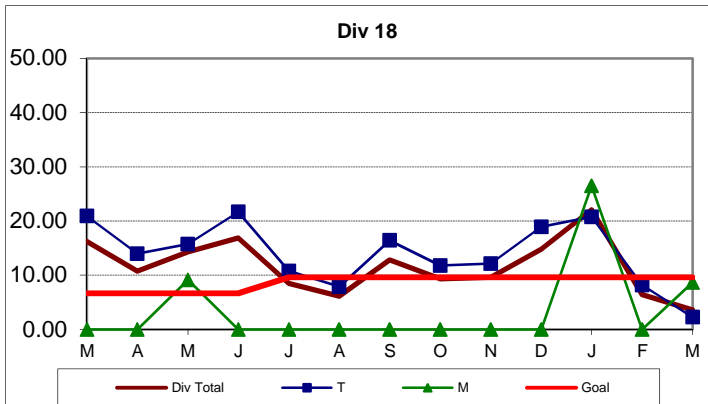


Remaining below the goal line is the target.

One month lag in reporting.



One month lag in reporting.



One month lag in reporting.

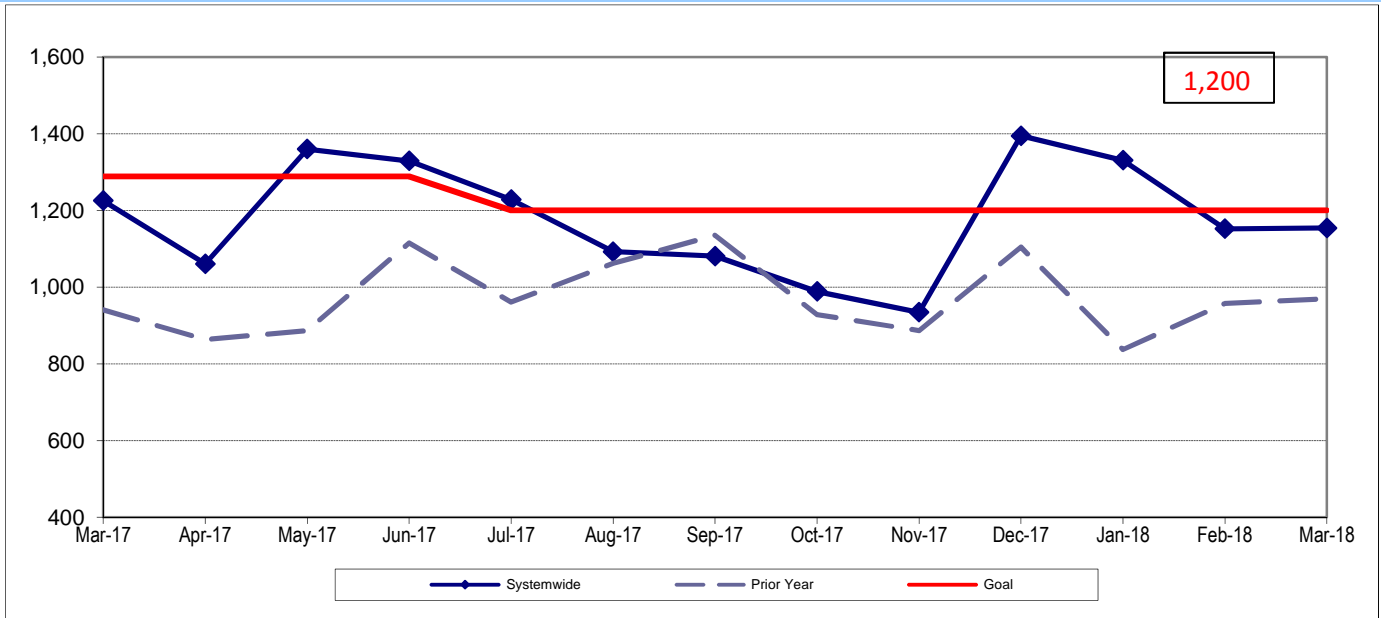
NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS Systemwide and Bus Operating Divisions

Definition: Number of paid working days lost due to employees workers' compensation injuries each month per 200,000 exposure hours. This indicator measures use of Transitional Duty Program.

Calculation: $(\text{Total Temporary Disability Benefit Payments} / \text{Estimated TD Benefit Rate}) \times (5/7) / (\text{Number of Exposure Hours} / 200,000)$

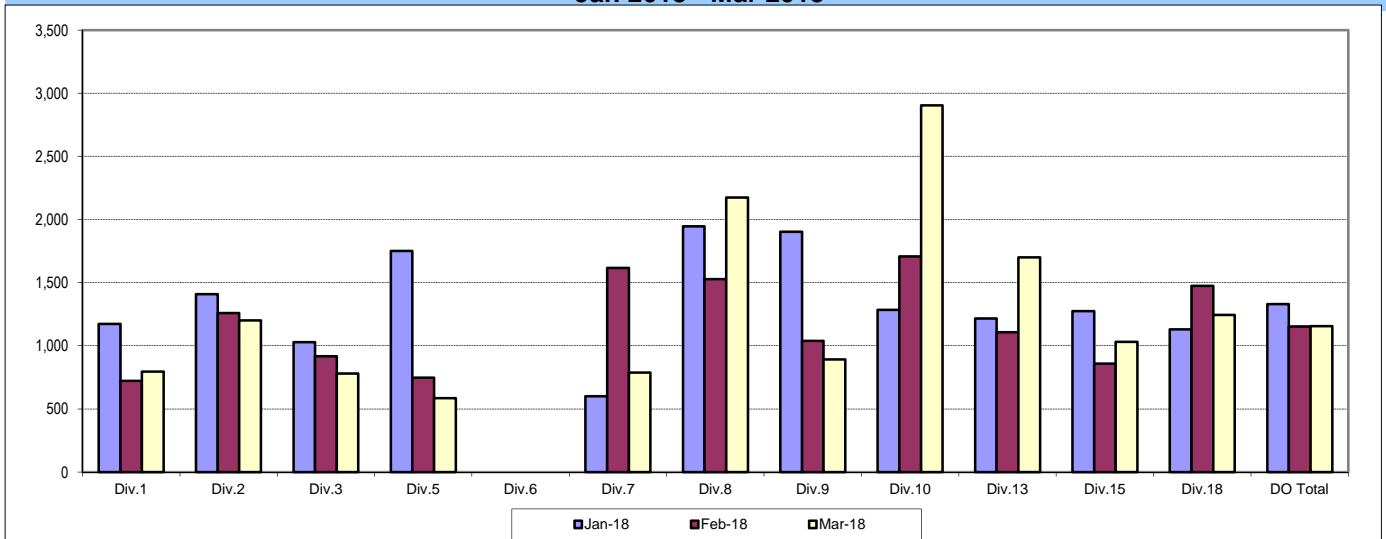
One month lag from current month

LWD Systemwide Trend



One month lag from current month

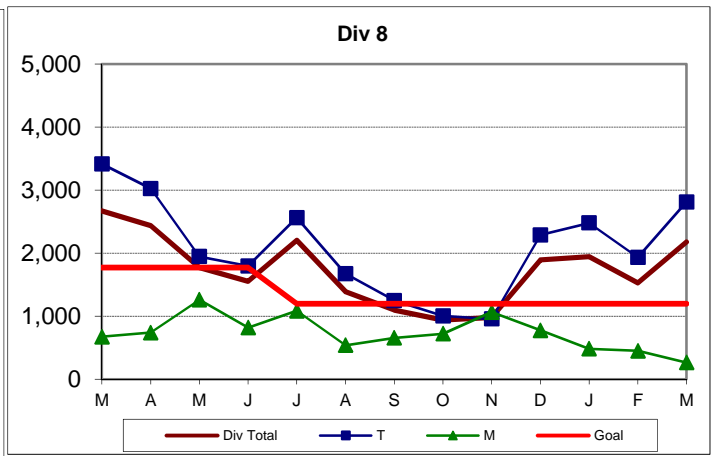
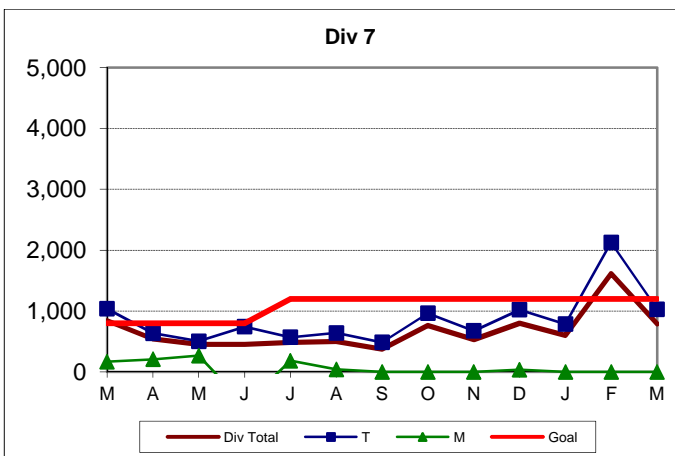
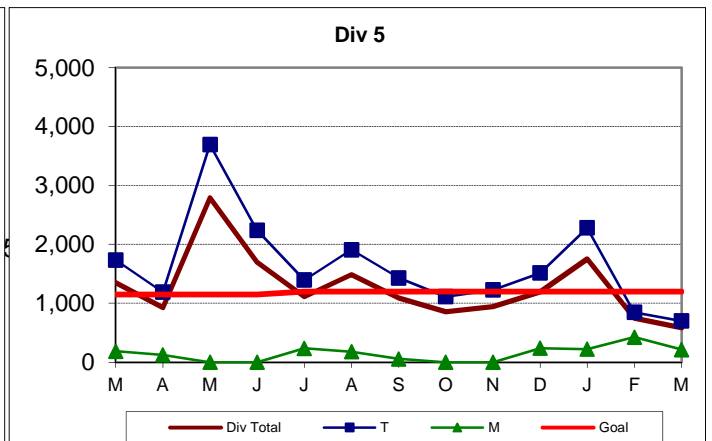
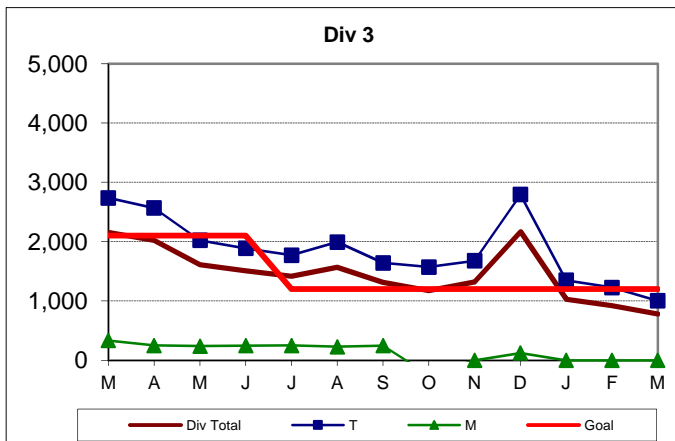
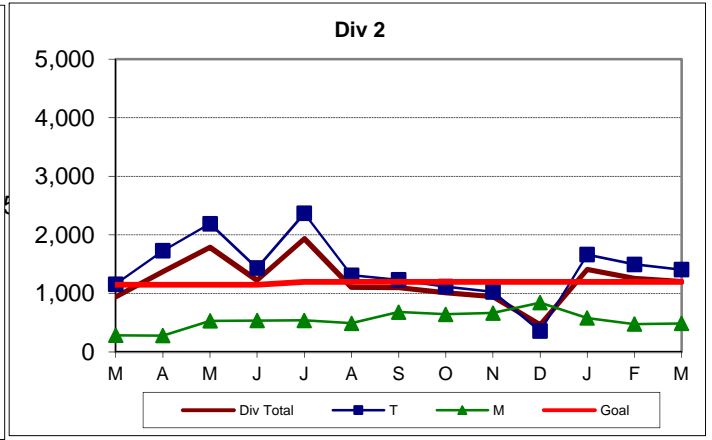
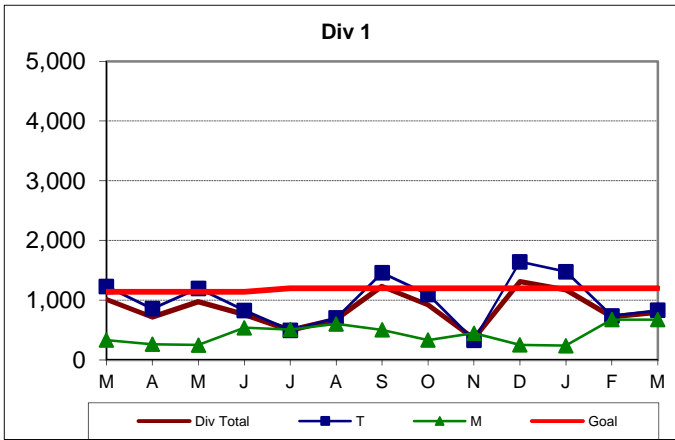
LWD/200,000 Exposure Hours per Operating Divisions - by Bus Division Jan 2018 - Mar 2018



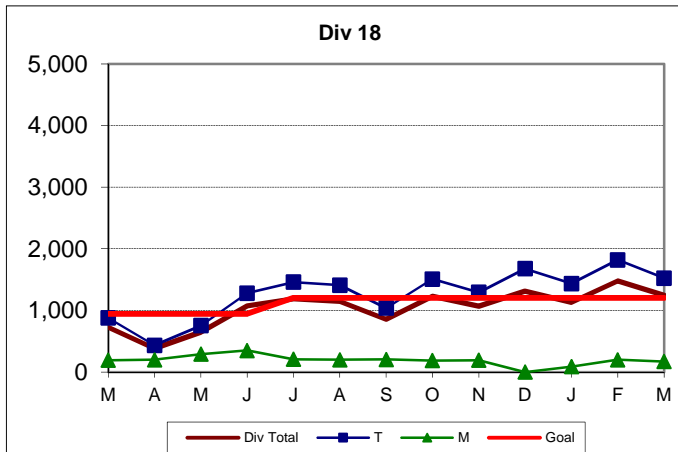
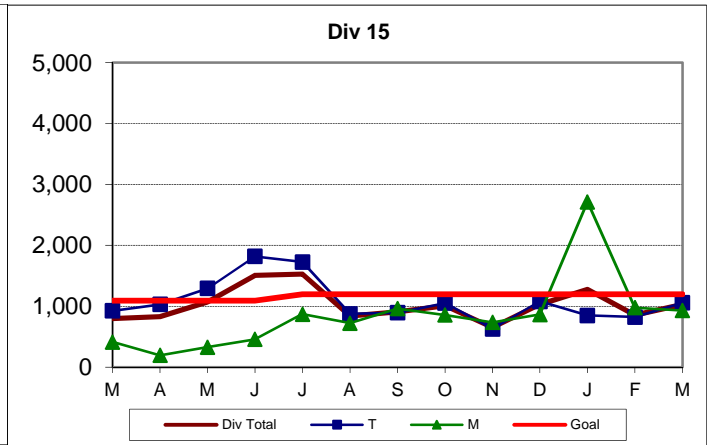
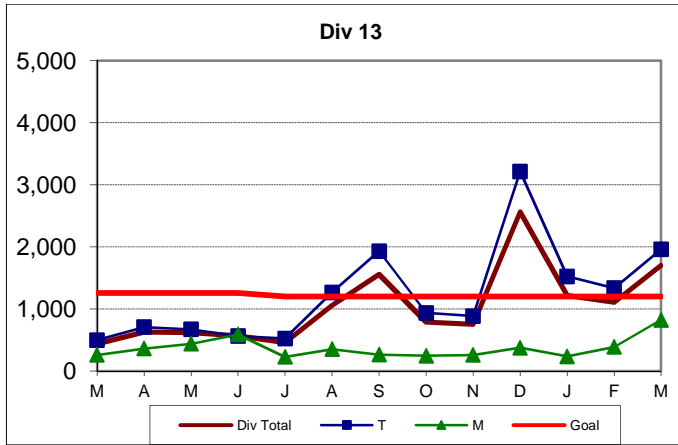
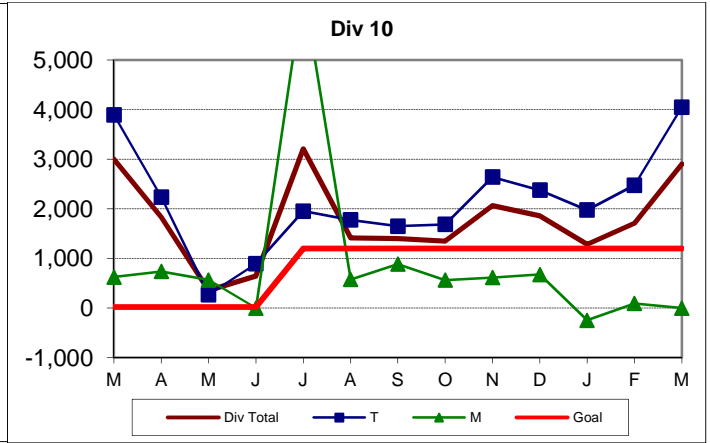
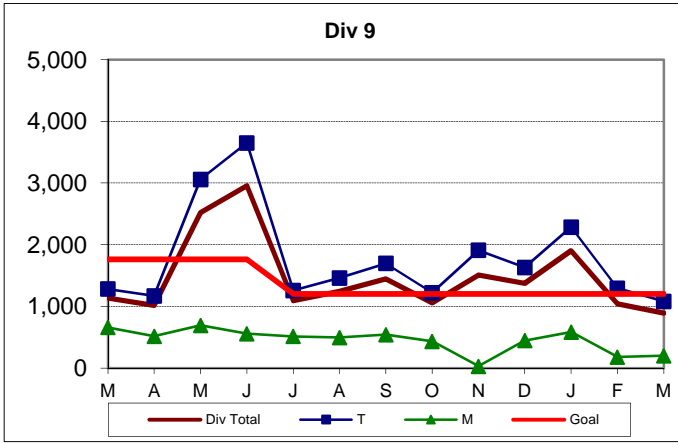
LWD/200,000 Exposure Hours per Operating Divisions - by Bus Division

One month lag in reporting.

Lower is better.



LWD/200,000 Exposure Hours per Operating Divisions - by Bus Division



One month lag in reporting.

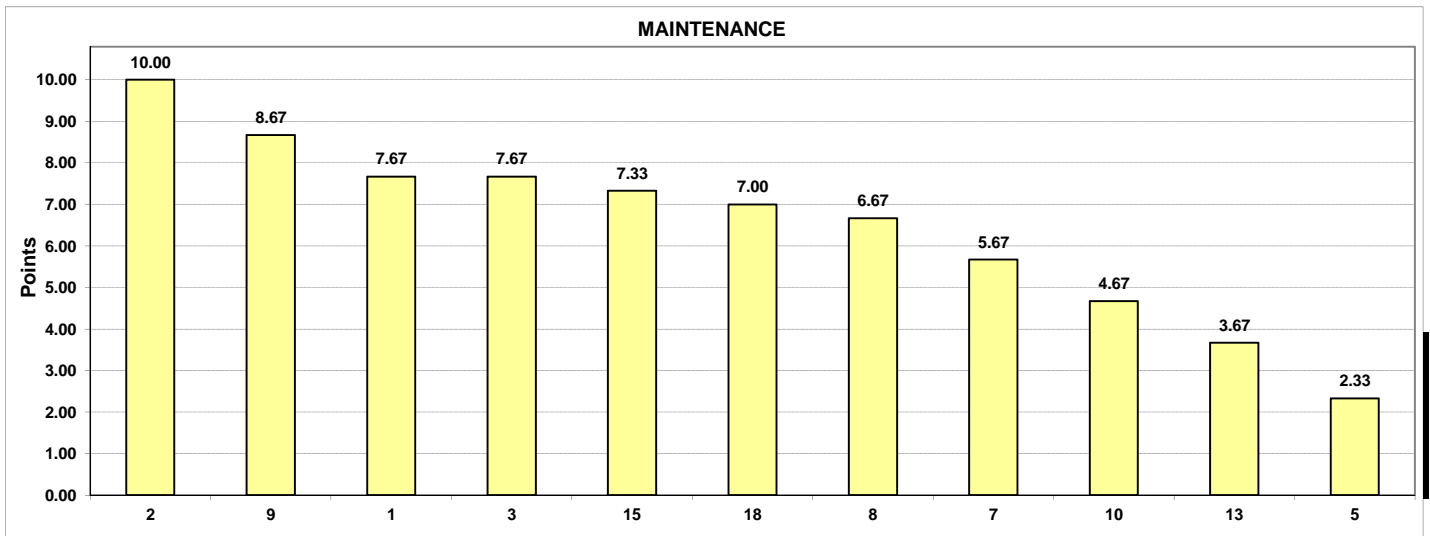
"Excellence in Service and Support" PERFORMANCE INCENTIVE PROGRAM

**Monthly Calculations - Apr 2018
Metro Bus - Maintenance**

Definition: A performance awareness program designed to increase productivity and efficiency.

Calculation: At the start of the fiscal year, each Division is given a unique goal for each Key Performance Indicator (KPI). Every month, the difference between each Division's performance and goal is calculated for each KPI. Divisions are ranked 1 through 11 based on how much better they performed in relation to their own unique goal. If the difference between the performance and the goal is the most favorable variance, the Division is given a score of 11 for that KPI. The lowest performing Division is given a score of 1. For the final ranking, each score is weighted based on the weight of the KPI. The final ranking is calculated by aggregating the weighted scores to give a total score out of a total possible maximum of 11 points.

Maintenance												
Weight	1	2	3	5	7	8	9	10	13	15	18	
Miles Between												
Total Road Calls	33.3%	3,686	6,584	4,404	3,470	3,542	4,074	5,308	2,072	2,996	4,338	3,128
Target		3,433	4,480	3,844	4,308	3,902	4,915	4,218	2,157	2,824	4,200	4,135
Points		8	11	9	2	4	3	10	5	7	6	1
Past Due PMPs												
Past Due PMPs	33.3%	0.000	0.000	0.005	0.209	0.000	0.000	0.000	0.151	0.072	0.004	0.000
Target		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Points		11	11	4	1	11	11	11	2	3	5	11
Bus Cleanliness												
Bus Cleanliness	33.3%	8.479	8.668	8.795	8.479	8.458	8.537	8.489	8.621	8.300	8.847	8.695
Target		9.000	9.000	9.000	9.000	9.000	9.000	9.000	9.000	9.000	9.000	9.000
Points		4	8	10	4	2	6	5	7	1	11	9
Totals												
		7.67	10.00	7.67	2.33	5.67	6.67	8.67	4.67	3.67	7.33	7.00
		3	1	3	11	8	7	2	9	10	5	6
FINAL RANKING												
		Maintenance Division Ranking (Sorted)										
DIV.		2	9	1	3	15	18	8	7	10	13	5
Score		10.00	8.67	7.67	7.67	7.33	7.00	6.67	5.67	4.67	3.67	2.33
Rank		1	2	3	3	5	6	7	8	9	10	11



Monthly Calculations - Apr 2018
Metro Bus - Transportation

Definition: A performance awareness program designed to increase productivity and efficiency.

Calculation: At the start of the fiscal year, each Division is given a unique goal for each Key Performance Indicator (KPI). Every month, the difference between each Division's performance and goal is calculated for each KPI. Divisions are ranked 1 through 11 based on how much better they performed in relation to their own unique goal. If the difference between the performance and the goal is the most favorable variance, the Division is given a score of 11 for that KPI. The lowest performing Division is given a score of 1. For the final ranking, each score is weighted based on the weight of the KPI. The final ranking is calculated by aggregating the weighted scores to give a total score out of a total possible maximum of 11 points.

Transportation												
Weight	1	2	3	5	7	8	9	10	13	15	18	
ISOTP On-Time	25%	74.276%	68.098%	72.262%	71.512%	69.493%	83.006%	79.560%	71.051%	72.538%	75.526%	74.836%
Target		75.014%	77.224%	78.016%	77.924%	75.653%	86.470%	80.551%	75.529%	75.088%	79.835%	75.810%
Points		11	1	4	2	3	7	10	5	8	6	9
ISOTP Early	25%	2.926%	3.821%	4.650%	5.184%	5.170%	3.072%	3.482%	4.261%	4.456%	3.713%	1.742%
Target		2.000%	2.000%	2.000%	2.000%	2.000%	2.000%	2.000%	2.000%	2.000%	2.000%	2.000%
Points		10	6	3	1	2	9	8	5	4	7	11
Traffic Accident Ratio	25%	3.876	5.326	7.015	3.743	5.711	1.515	3.266	5.288	5.164	3.764	5.455
Target		4.475	3.977	4.818	4.164	4.126	2.258	2.252	6.972	4.730	3.486	4.090
Points		9	4	1	8	3	11	2	10	6	7	5
Complaints/100K Boardings	25%	2.505	2.257	3.337	3.304	4.389	3.496	4.923	3.945	2.668	3.259	3.592
Target		2.518	1.570	2.718	2.259	2.354	2.473	3.935	3.193	2.097	2.318	2.721
Points		11	3	10	2	1	4	8	9	7	5	6
4.58												
Totals		10.25	3.50	4.50	3.25	2.25	7.75	7.00	7.25	6.25	6.25	7.75
		1	9	8	10	11	2	5	4	6	6	2
FINAL RANKING												
	DIV.	1	8	18	10	9	13	15	3	2	5	7
	Score	10.25	7.75	7.75	7.25	7.00	6.25	6.25	4.50	3.50	3.25	2.25
	Rank	1	2	2	4	5	6	6	8	9	10	11

