Call to order
Without a quorum present, Jeri Reed, Vice-Chair, called the Public Transit Advisory Board (PTAB) meeting to order at 3:45 p.m. The new member, Jason Van Engen was introduced as the new member.

1. Meeting Procedures
Jeri Reed read the meeting procedures noting that due to no quorum, official action on the November 2019 minutes will take place at the next meeting.

2. Approval of Agenda: Due to the lack of a quorum, no changes to the published agenda were proposed.

3. Approval of November 27, 2019 PTAB Meeting Minutes
No action take.

4. Public input on non-agenda items:
No comments were received on non-agenda items.

5. LRTP Plan Research Study (Informational)

Sam Trebilcock began by explaining the background of the Long Range Transportation Plan (LRTP) that includes a research study. The first step is a statistically valid survey which includes not just Sioux Falls, but also communities within the Metropolitan Planning Organization (MPO). Additionally, three separate
surveys are included in the study, including employers, residents, and the traditionally underserved population. Sam went on to say that the slides in the presentation focus on public transportation. (The slides are included in pages after the minutes).

The full survey and the results are available on line at www.siouxfallsmpo.org by clicking on the resources tab. The full study is about 400 pages long. Information regarding how many employees each employer has, and other demographic information is also available. The number of employees for each employer surveyed is located on page 42 of the Employer Survey. Jim Feeney explained that the link to a survey dashboard can be e-mailed to anyone who wants it, and Shawna noted those that wanted the link it would be e-mailed to them. Link to DASHBOARD

6. Curb Extensions - what are they and how do they help pedestrians?
Sam Trebilcock presented examples of various curb extensions. He described how the pedestrians are better protected by these bump-outs. The curb extensions reduce the crossing distance for pedestrians. The images demonstrated how the curb extensions also provide for car parking further away from the crossing. Pilot projects for the curb extensions were also shown and are painted areas that, if perform well, the extensions could be constructed into the road. An example of this, is the Main Avenue road diet, where the pilot was to paint bump-outs first, and follow with construction for areas that worked well in the pilot.

7. Reports: November & December 2019 Operations Reports
Randy Hartman went through the PTAB report for November 2019. There were no questions. He then turned to the December 2019 operations report. He explained that fixed route ridership for December was up 6% compared to last year. On the other hand, fixed-route ridership for all of 2019 was down 1.6%. Sam Trebilcock explained that the December report gives the yearend snapshot. He also reminded the Board that there was a conscious effort to move some of the paratransit rides to River City Transit, the Coordinated Community Transit Service. He also said the annual report to PTAB will be available by March.

8. Update: Request for Proposal Software Platform for Mass Transit On-Demand Pilot Project - LINK TO CITY RFP WEBSITE
Shawna Goldammer explained the link provided in the agenda, and demonstrated how the link works by going on-line and explaining what is posted on the RFP website. She explained the questions are answered to the vendors via a process that offers all those interested in submitting a proposal the same information. The questions are answered in the addendums and then posted on the RFP website. A member of the public asked about the presentations dates and if these are presented at an informational to the City Council. Sam Trebilcock clarified that the presentations indicated in the RFP are to the selection committee, and not the City.
Council informational. A member of the public inquired about how many submittals have been provided so far, and Shawna Goldammer responded by saying the submittals are not due until January 30, 2020. The number of submittals would not be known until that time. A member of the public inquired about the RFP financial report and asked how this report reflects the federal operating assistance. Sam Trebilcock explained that federal operating assistance is a 50-50 up to a maximum award amount. He went on to say that the capital assistance is where the shift from 80/20 to 20/80 has happened, and capital is primarily bus purchases. A member of the public then asked for an explanation of the fixed route and paratransit wages as a percentage of the budget provided in the report. Sam Trebilcock explained that the cost per trip is what is provided to PTAB in a summary format and is not reflective of only wages. The summary report is provided to PTAB as requested by the board. Should the board want the full unaudited reports, it could be provided as it has in the past. A member of the public inquired about the project budget as depicted in the RFP of $300,000-$200,000 as a onetime expense. Additionally, Sam Trebilcock clarified that the pilot and the simulation is not the same thing. Allie Hartzler explained not all vendors have the same pricing models for example some vendors detail their cost per vehicle.

Sam Trebilcock then recognized Phil Jacobson for his 6 years of service on the Public Transit Advisory Board. Phil is a regular rider of the bus, and his perspective what much appreciated while in the role of the PTAB member. Mr. Jacobson was then presented with a certificate of service.

9. ADJOURNMENT

The meeting was adjourned at 4:45 pm.
2019 LRTP Research Study

Transit Results for following:
- Resident Survey
- Employer Survey
- Traditional Underserved Survey
(Cont.) Satisfaction with Various Components of the Sioux Falls Metropolitan Area’s Transportation System:
by percentage of respondents who were “very” or “somewhat satisfied” with the item (excluding don’t knows)

- Maintenance of streets in Sioux Falls: 48%, 36%, 66%, 69%
- Ease of travel from one side of SF to the other: 43%, 50%, 53%, 53%
- Maintenance of streets outside Sioux Falls: 40%, 48%, 48%, 52%
- Maintenance of rural roads: 37%, 43%, 50%, 50%
- Availability of public transportation/bus service: 33%, 39%, 40%, 41%
- Availability of public transportation outside SF: 15%, 13%, 13%, Not previously asked

Source: ETC Institute (2019 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)
Most Important Aspects of the Sioux Falls Metropolitan Area’s Transportation System
by percentage of respondents who selected the item as one of their top three choices

- Maintenance of streets in Sioux Falls: 79%
- Ease of travel from one side of SF to the other: 54%
- How well the region is planning for growth: 32%
- Maintenance of interstates/highways around SF: 31%
- Ease of travel to/from SF & other communities: 19%
- Maintenance of streets outside Sioux Falls: 17%
- Availability of safe walking/pedestrian facilities: 16%
- Availability of safe biking facilities: 12%
- Maintenance of rural roads: 11%
- Availability of public transportation inside SF: 9%
- Adequacy of signage along streets/highways: 7%
- Availability of public transportation outside SF: 3%

Source: ETC Institute (2019 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)
Have you ever used public transportation outside the City of Sioux Falls?
by percentage of respondents

Yes
40%

No
60%

Source: ETC Institute (2019 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)
Q13. Have you ever used public transportation inside the City of Sioux Falls?

by percentage of respondents

- Yes: 22%
- No: 78%

Source: ETC Institute (2019 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)
Have you ever used public transit inside the City of Sioux Falls?
by percentage of respondents

Yes
45%

No
53%

Not provided
3%

Source: ETC Institute (2019 Sioux Falls Metropolitan Planning Area Transportation Survey of Traditionally Underserved Populations)
How long ago did you last use public transit inside the City of Sioux Falls?
by percentage of respondents

- Within last year: 12%
- Within last 6 mos.: 6%
- Within past month: 4%
- Within past week: 3%
- Within last 2 yrs.: 13%
- Within last 3-4 yrs.: 10%
- 5 yrs. ago or longer: 52%

Source: ETC Institute (2019 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)
Reasons Residents Do Not Use Public Transit More Often Than They Currently Do in Sioux Falls
by percentage of respondents

- Prefer to use my own personal vehicle: 66%
- Don't need it/have a working vehicle: 54%
- Not convenient: 39%
- Service is not available where I live: 32%
- Service is not available at times I want to use it: 13%
- I don't understand how to use it: 10%
- I do not feel safe: 5%
- Weather: 5%
- It is not reliable: 2%

Source: ETC Institute (2019 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)
How likely would you be to use public transportation if....

by percentage of respondents who were “very likely” or “likely” to use public transportation under various conditions (excluding not provided)

- Gas prices rise to $5 a gallon: 38%
- You could get real time information about location of buses: 36%
- Employer provides incentives to use public transit: 35%
- Transit stops are located closer to destinations: 32%
- Buses arrive at stops more frequently: 27%
- Better informed about how to use the bus system: 27%
- Buses run later in the evening and on Sundays: 22%
- Work commute is increased by 15 minutes: 15%

Source: ETC Institute (2019 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)
Likelihood of Using Public Transit in the Sioux Falls Metropolitan Area Based on the Following Factors

by percentage of respondents (excluding “don't know”)

- You could get real-time information about location of buses: 61%
- Employer provided incentives to use public transit: 55%
- Buses are scheduled to arrive more frequently: 55%
- Transit stops are located closer to destinations: 54%
- Bus service operated later in evening and Sundays: 54%
- Gas prices rise to $5 per gallon: 53%
- Better informed about how to use bus system: 44%
- Drive time to work increased by 15 minutes: 29%

Source: ETC Institute (2019 Sioux Falls Metropolitan Planning Area Transportation Survey of Traditionally Underserved Populations)
Incentives for Making More Trips by Means Other Than Car

by percentage of respondents who selected the item as one of their top three choices

- Living closer to work: 38%
- Improved safety of walking or biking: 32%
- Living closer to public transit: 29%
- More bike lanes: 22%
- Improved safety of public transit: 14%
- More sidewalks: 13%
- Availability of bike racks at locations: 11%
- More pedestrian crossings: 11%
- More affordable public transit: 10%
- More shade on sidewalks: 8%
- Access to a bicycle: 7%

Source: ETC Institute (2019 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)
Top Priorities for Transportation Improvements in the Sioux Falls Metropolitan Area Over the Next 20 Years
by percentage of respondents who rated the item as being a "very high" or "high" priority

- Improving east-west roads in Sioux Falls: 84%
- Setting aside land for traffic corridors/roads: 72%
- Improving the timing of traffic lights: 71%
- Improving north-south roads in Sioux Falls: 66%
- Improving existing interchanges on Interstates: 59%
- Adding interchanges on the Interstates: 59%
- Improving transportation for seniors/persons with disabilities: 57%
- Improving airport services: 52%
- Sustainability and livability: 51%
- Improving highways that link SF to outlying areas: 46%
- Developing new pedestrian/biking facilities: 38%
- Improving roads in communities outside SF: 38%
- Improving existing pedestrian/biking facilities: 36%
- Improving the appearance of roads/highways: 34%
- Improving public transportation inside SF: 32%
- Improving the area's freight transportation: 31%
- Improving/adding public transportation outside SF: 28%
- Reducing traffic delays caused by trans: 28%
- Developing autonomous transportation services: 16%

Source: ETC Institute (2019 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)
### Priorities for Improvement in the Sioux Falls Metropolitan Area Over the Next 20 Years

by percentage of respondents (excluding “don’t know”)

<table>
<thead>
<tr>
<th>Priority</th>
<th>Very High</th>
<th>High</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improving transportation for seniors/persons with disabilities</td>
<td>77%</td>
<td>71%</td>
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<tr>
<td>Improving east-west roads in Sioux Falls</td>
<td>68%</td>
<td>67%</td>
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<tr>
<td>Setting aside land for traffic corridors/roads</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Improving the timing of traffic lights</td>
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<td></td>
</tr>
<tr>
<td>Sustainability and livability</td>
<td>66%</td>
<td></td>
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<tr>
<td>Improving public transportation inside SF</td>
<td>65%</td>
<td></td>
</tr>
<tr>
<td>Improving highways that link SF to outlying areas</td>
<td>63%</td>
<td></td>
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<tr>
<td>Improving north-south roads in Sioux Falls</td>
<td>63%</td>
<td></td>
</tr>
<tr>
<td>Improving/adding public transportation outside SF</td>
<td>59%</td>
<td></td>
</tr>
<tr>
<td>Improving roads in communities outside SF</td>
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<tr>
<td>Improving airport services</td>
<td>52%</td>
<td></td>
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<tr>
<td>Improving existing pedestrian/biking facilities</td>
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<td></td>
</tr>
<tr>
<td>Developing new pedestrian/biking facilities</td>
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<tr>
<td>Reducing traffic delays caused by trains</td>
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<tr>
<td>Adding interchanges on the Interstates</td>
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</tr>
<tr>
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<tr>
<td>Improving the appearance of roads/highways</td>
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<tr>
<td>Improving the area’s freight transportation</td>
<td>39%</td>
<td></td>
</tr>
<tr>
<td>Developing autonomous transportation services</td>
<td>36%</td>
<td></td>
</tr>
</tbody>
</table>

Source: ETC Institute (2019 Sioux Falls Metropolitan Planning Area Transportation Survey of Traditionally Underserved Populations)
Transportation Improvements Residents Are Most Willing to Fund With Their Tax Dollars
by percentage of respondents who selected the item as one of their top four choices

Improving east-west roads in Sioux Falls: 63%
Improving north-south roads in Sioux Falls: 42%
Improving the timing of traffic lights: 40%
Adding interchanges on the Interstates: 32%
Improving existing interchanges on Interstates: 28%
Setting aside land for traffic corridors/roads: 19%
Improving highways that link SF to outlying areas: 15%
Improving transportation for seniors/persons with disabilities: 14%
Improving airport services: 14%
Developing new pedestrian/biking facilities: 14%
Improving roads in communities outside SF: 12%
Sustainability and livability: 12%
Improving public transportation inside SF: 12%
Reducing traffic delays caused by trains: 9%
Improving existing pedestrian/biking facilities: 8%
Improving/adducing public transportation outside SF: 7%
Improving the appearance of roads/highways: 6%
Developing autonomous transportation services: 4%
Improving the area’s freight transportation: 3%

Source: ETC Institute (2019 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)
Transportation Improvements Residents Would be Most Willing to Fund With Their Tax Dollars

by percentage of respondents who selected the item as one of their top four choices

- Improving east-west roads in Sioux Falls: 37%
- Improving public transportation inside SF: 30%
- Improving north-south roads in Sioux Falls: 28%
- Improving the timing of traffic lights: 28%
- Improving transportation for seniors/persons with disabilities: 24%
- Improving highways that link SF to outlying areas: 23%
- Adding interchanges on the Interstates: 23%
- Improving roads in communities outside SF: 22%
- Developing new pedestrian/biking facilities: 18%
- Improving/adding public transportation outside SF: 18%
- Improving existing interchanges on Interstates: 16%
- Sustainability and livability: 15%
- Improving existing pedestrian/biking facilities: 15%
- Setting aside land for traffic corridors/roads: 12%
- Improving airport services: 11%
- Reducing traffic delays caused by trains: 10%
- Improving the appearance of roads/highways: 5%
- Developing autonomous transportation services: 5%
- Improving the area’s freight transportation: 2%

Source: ETC Institute (2019 Sioux Falls Metropolitan Planning Area Transportation Survey of Traditionally Underserved Populations)
How Residents Think the Current Level of Funding for Road and Highway Improvements Should Change Over the Next Five Years

by percentage of respondents

- Much greater: 19%
- Somewhat greater: 50%
- Stay the same: 13%
- Reduced: 1%
- Don't know: 17%

Source: ETC Institute (2019 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)
How Residents Think the Current Level of Funding for Public Transportation Should Change Over the Next Five Years
by percentage of respondents

- Somewhat greater: 35%
- Much greater: 11%
- Don't know: 22%
- Stay the same: 28%
- Reduced: 5%

Source: ETC Institute (2019) Sioux Falls Metropolitan Planning Area Transportation Resident Survey
How Residents Think the Current Level of Funding for Public Transportation Should Change Over the Next Five Years
by percentage of respondents

- Much greater: 30%
- Somewhat greater: 37%
- Stay the same: 12%
- Reduced: 4%
- Don't know: 17%

Source: ETC Institute (2019 Sioux Falls Metropolitan Planning Area Transportation Resident Survey)
How Employers Would Allocate $100 Worth of Transportation Funding for the Sioux Falls Metro Area:

2005 to 2019

by percentage of employers

TREND DATA

Source: ETC Institute (2019 Sioux Falls Metropolitan Planning Area Transportation Employer Survey)
Satisfaction Among Employers with the Availability of Public Transportation in the Metropolitan Area:

2005 to 2019

by percentage of employers (excluding don’t know)

Source: ETC Institute (2019 Sioux Falls Metropolitan Planning Area Transportation Employer Survey)
Willingness of Employers to Provide Incentives to Encourage Employees to Use the Bus or Carpool to Work: 2005 to 2019

by percentage of employers

Source: ETC Institute (2019 Sioux Falls Metropolitan Planning Area Transportation Employer Survey)

ETC Institute (2019)
Willingness of Employers to Fund a Portion of the Cost of Providing Public Transportation Services to Their Location or Increasing Frequency of Existing Service

by percentage of employers

- Very willing: 2%
- Somewhat willing: 6%
- Not sure: 31%
- Not willing: 62%

Source: ETC Institute (2019 Sioux Falls Metropolitan Planning Area Transportation Employer Survey)
Curb Extensions

Sioux Falls
A REPORT TO THE PUBLIC TRANSIT ADVISORY BOARD
Nov 2019

<table>
<thead>
<tr>
<th></th>
<th>Nov 2019</th>
<th>Year-to-date</th>
</tr>
</thead>
<tbody>
<tr>
<td>FR Ridership by Passenger Count</td>
<td>63,323</td>
<td>708,371</td>
</tr>
<tr>
<td>PT Ridership by Passenger Count</td>
<td>6,554</td>
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<td>Total Ridership by Passenger Count</td>
<td>69,877</td>
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<td>FR Average Daily Ridership</td>
<td>2,533</td>
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<td>PT Average Daily Ridership</td>
<td>262</td>
<td>270</td>
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<tr>
<td>FR Ridership 2018 Comparison</td>
<td>-5.78%</td>
<td>-2.25%</td>
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<tr>
<td>PT Ridership 2018 Comparison</td>
<td>-13.39%</td>
<td>-10.36%</td>
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<td>Total Ridership 2018 Comparison</td>
<td>-6.55%</td>
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<tr>
<td>FR Miles Traveled</td>
<td>60,251</td>
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<td>PT Miles Traveled</td>
<td>36,831</td>
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<td>97,082</td>
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<td>FR Average Miles Traveled Daily</td>
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<td>PT Average Miles Traveled Daily</td>
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<td>FR Net Expense Per Passenger</td>
<td>$5.91</td>
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<td>PT Net Expense Per Passenger</td>
<td>$39.85</td>
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<td>$16,314</td>
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<td>PT Average Expense Per Day</td>
<td>$10,673</td>
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<tr>
<td>FR Lost-time Road Calls</td>
<td>5</td>
<td>83</td>
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<td>PT Lost-time Road Calls</td>
<td>10</td>
<td>55</td>
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<tr>
<td>FR Avg. # Road Calls per 100,000 Miles</td>
<td>8.3</td>
<td>14.13</td>
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<tr>
<td>PT Avg. # Road Calls per 100,000 Miles</td>
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<td>17.61</td>
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<td>FR Reportable Accidents</td>
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<td>PT Reportable Accidents</td>
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<td>Maintenance Reportable Accidents</td>
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<tr>
<td>FR On-time Performance</td>
<td>98%</td>
<td>98%</td>
</tr>
<tr>
<td>PT On-time Performance</td>
<td>99%</td>
<td>99%</td>
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<tr>
<td>FR Bus Spare Ratio</td>
<td>26%</td>
<td>26%</td>
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<tr>
<td>PT Bus Spare Ratio</td>
<td>32%</td>
<td>32%</td>
</tr>
<tr>
<td>FR Preventive Maintenance Completed On Time</td>
<td>100%</td>
<td>100%</td>
</tr>
<tr>
<td>PT Preventive Maintenance Completed On Time</td>
<td>100%</td>
<td>100%</td>
</tr>
<tr>
<td>FR Complaints</td>
<td>1</td>
<td>17</td>
</tr>
<tr>
<td>PT Complaints</td>
<td>0</td>
<td>8</td>
</tr>
</tbody>
</table>

YTD - Year-to-date
FR - Fixed route service
PT - Paratransit service
Reportable accident - accident in which the driver is at-fault
Miles traveled - driver training miles, dead-head miles, and service miles
FTA recommends a bus spare ratio of 20%
# A REPORT TO THE PUBLIC TRANSIT ADVISORY BOARD

**Dec 2019**

<table>
<thead>
<tr>
<th></th>
<th>Dec 2019</th>
<th>Year-to-date</th>
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<tbody>
<tr>
<td>FR Ridership by Passenger Count</td>
<td>61,066</td>
<td>769,437</td>
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<td>PT Ridership by Passenger Count</td>
<td>6,889</td>
<td>82,636</td>
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<td><strong>Total Ridership by Passenger Count</strong></td>
<td><strong>67,955</strong></td>
<td><strong>852,073</strong></td>
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<td>FR Average Daily Ridership</td>
<td>2,443</td>
<td>2,515</td>
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<td>PT Average Daily Ridership</td>
<td>276</td>
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<tr>
<td>FR Ridership 2018 Comparison</td>
<td>6.30%</td>
<td>-1.62%</td>
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<tr>
<td>PT Ridership 2018 Comparison</td>
<td>-0.29%</td>
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<td><strong>Total Ridership 2018 Comparison</strong></td>
<td><strong>5.59%</strong></td>
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<td>FR Miles Traveled</td>
<td>59,966</td>
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<td><strong>Total Miles Traveled</strong></td>
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<td><strong>1,216,551</strong></td>
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<td>FR Average Miles Traveled Daily</td>
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<td>PT Average Miles Traveled Daily</td>
<td>1,542</td>
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<td>FR Net Expense Per Passenger</td>
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<td>$13,106</td>
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<td>FR Lost-time Road Calls</td>
<td>7</td>
<td>90</td>
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<tr>
<td>PT Lost-time Road Calls</td>
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<td>62</td>
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<tr>
<td>FR Avg. # Road Calls per 100,000 Miles</td>
<td>11.67</td>
<td>13.93</td>
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<td>PT Avg. # Road Calls per 100,000 Miles</td>
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<td>FR Reportable Accidents</td>
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<td>PT Reportable Accidents</td>
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<td>3</td>
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<td>0</td>
<td>2</td>
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<tr>
<td>FR On-time Performance</td>
<td>98%</td>
<td>98%</td>
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<td>FR Bus Spare Ratio</td>
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<td>PT Bus Spare Ratio</td>
<td>32%</td>
<td>32%</td>
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<tr>
<td>FR Preventive Maintenance Completed On Time</td>
<td>100%</td>
<td>100%</td>
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<tr>
<td>PT Preventive Maintenance Completed On Time</td>
<td>100%</td>
<td>100%</td>
</tr>
<tr>
<td>FR Complaints</td>
<td>2</td>
<td>19</td>
</tr>
<tr>
<td>PT Complaints</td>
<td>0</td>
<td>8</td>
</tr>
</tbody>
</table>

**YTD - Year-to-date**

**25**

**306**

**FR** - Fixed route service  
**PT** - Paratransit service  
Reportable accident - accident in which the driver is at-fault  
Miles traveled - driver training miles, dead-head miles, and service miles  
FTA recommends a bus spare ratio of 20%