January 2018

| HARTFORD | CTTRANSIT <br> Operating Statistics Jan-18 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Current Month |  |  | Year To Date |  |  |
|  | This Year | Prior Year | \% Chg | This Year | Prior Year | \% Chg |
| OPERATING MILES AND HOURS |  |  |  |  |  |  |
| Local Miles Operated | 556,671 | 533,753 | 4.3\% | 3,827,236 | 3,743,905 | 2.2\% |
| Express Miles Operated | 145,288 | 109,532 | 32.6\% | 959,579 | 769,374 | 24.7\% |
| CTFastrak Miles Operated | 233,724 | 231,172 | 1.1\% | 1,616,496 | 1,592,292 | 1.5\% |
| Total Miles Operated | 935,683 | 874,457 | 7.0\% | 6,403,311 | 6,105,571 | 4.9\% |
| Local Hours Operated | 46,960 | 45,003 | 4.3\% | 322,144 | 315,849 | 2.0\% |
| Express Hours Operated | 6,014 | 4,586 | 31.1\% | 39,624 | 32,590 | 21.6\% |
| CTFastrak Hours Operated | 15,258 | 15,122 | 0.9\% | 105,615 | 105,866 | (0.2\%) |
| Total Hours Operated | 68,232 | 64,711 | 5.4\% | 467,383 | 454,305 | 2.9\% |
| OPERATING DAYS |  |  |  |  |  |  |
| Weekdays <br> Saturdays <br> Sundays <br> Holidays <br> TOTAL | 20 5 5 1 31 | 20 4 5 2 31 |  | 147 31 31 $\underline{6}$ 215 | 147 31 31 $\underline{6}$ 215 |  |
| EQUIPMENT |  |  |  |  |  |  |
| Total Buses <br> Peak Bus Requirement <br> Peak to Base Ratio <br> Non-Revenue Vehicles <br> Total Vehicles | 314 236 1.84 29 343 | 289 232 1.81 29 318 | 8.7\% <br> 1.7\% <br> 1.7\% <br> 0.0\% <br> 7.9\% |  |  |  |
| FLUIDS |  |  |  |  |  |  |
| Diesel Fuel Consumed <br> Miles Per Gallon <br> Quarts of Oil Added <br> Miles Per Quart Oil Added | $\begin{array}{r} \hline 206,096 \\ 4.54 \\ 126 \\ 7,426 \\ \hline \end{array}$ | $\begin{array}{r} \hline 185,905 \\ 4.70 \\ 294 \\ 2,974 \\ \hline \end{array}$ | $10.9 \%$ $(3.4 \%)$ $(57.1 \%)$ $149.7 \%$ | $\begin{array}{r} \hline 1,465,428 \\ 4.37 \\ 1,224 \\ 5,231 \\ \hline \end{array}$ | $\begin{array}{r} \hline 1,503,695 \\ 4.06 \\ 4,801 \\ 1,272 \\ \hline \end{array}$ | $\begin{array}{r} (2.5 \%) \\ 7.6 \% \\ (74.5 \%) \\ 311.4 \% \\ \hline \end{array}$ |
| AVERAGES PER BUS |  |  |  |  |  |  |
| Average Miles Per Bus Average Hours Per Bus Average Speed Per Bus On-Time Performance Average Parts Inventory Per Bus | $\begin{array}{r\|} \hline 2,980 \\ 217 \\ 13.71 \\ 71.2 \% \\ 13,084 \\ \hline \end{array}$ | $\begin{array}{r} 3,026 \\ 224 \\ 13.51 \\ 86.6 \% \\ 16,201 \\ \hline \end{array}$ | $\begin{array}{\|r\|} \hline(1.5 \%) \\ (3.1 \%) \\ 1.5 \% \\ (17.8 \%) \\ (19.2 \%) \\ \hline \end{array}$ | 20,393 1,488 13.70 $69.2 \%$ | 21,127 1,572 13.44 $90.2 \%$ | $\begin{array}{r} (3.5 \%) \\ (5.3 \%) \\ 1.9 \% \\ (23.3 \%) \end{array}$ |
| MILES PER ROAD CALL |  |  |  |  |  |  |
| Miles Per Chargeable Road Call Miles Per Total Road Call | $\begin{array}{r} 37,427 \\ 3,669 \\ \hline \end{array}$ | $\begin{array}{r} 25,719 \\ 2,010 \\ \hline \end{array}$ | $\begin{aligned} & 45.5 \% \\ & 82.5 \% \\ & \hline \end{aligned}$ | $\begin{array}{r} 32,504 \\ 3,458 \\ \hline \end{array}$ | $\begin{array}{r} 20,557 \\ 1,545 \\ \hline \end{array}$ | $\begin{array}{r} 58.1 \% \\ 123.8 \% \end{array}$ |
| ACCIDENTS |  |  |  |  |  |  |
| Accidents Per 100,000 Miles | 5.0 | 3.9 | 28.2\% | 4.0 | 4.9 | (18.4\%) |
| EMPLOYMENT RATIOS |  |  |  |  |  |  |
| Operator's Pay to Platform Hours Operators Per Peak Bus Total Buses Per Maint. Employee | $\begin{array}{r\|} \hline 129.7 \% \\ 1.88 \\ 2.05 \\ \hline \end{array}$ | $\begin{array}{\|r\|} \hline 129.9 \% \\ 1.81 \\ 1.93 \\ \hline \end{array}$ | $\begin{array}{r\|} \hline(0.2 \%) \\ 3.9 \% \\ 6.2 \% \\ \hline \end{array}$ | 134.7\% | 129.7\% | 3.9\% |
| EMPLOYMENT |  |  |  |  |  |  |
| Operators <br> Maintenance <br> Salaried <br> Total | $\begin{aligned} & \hline 444 \\ & 153 \\ & 123 \\ & \hline 720 \\ & \hline \end{aligned}$ | $\begin{aligned} & 421 \\ & 150 \\ & 126 \\ & \hline 697 \\ & \hline \end{aligned}$ | $\begin{array}{r} 5.5 \% \\ 2.0 \% \\ (2.4 \%) \\ 3.3 \% \end{array}$ |  |  |  |

January 2018

| NEW HAVEN | CTTRANSIT <br> Operating Statistics Jan-18 <br> Current Month |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | Year To Date |  |  |
|  | This Year | Prior Year | \% Chg | This Year | Prior Year | \% Chg |
| OPERATING MILES AND HOURS |  |  |  |  |  |  |
| Local Miles Operated | 354,880 | 341,604 | 3.9\% | 2,432,959 | 2,412,837 | 0.8\% |
| Express Miles Operated | 0 | 0 | 0.0\% | 0 | 0 | 0.0\% |
| CTFastrak Miles Operated | 0 | 0 | 0.0\% | 0 | 0 | 0.0\% |
| Total Miles Operated | 354,880 | 341,604 | 3.9\% | 2,432,959 | 2,412,837 | 0.8\% |
| Local Hours Operated | 30,904 | 29,930 | 3.3\% | 211,713 | 211,414 | 0.1\% |
| Express Hours Operated | 0 | 0 | 0.0\% | 0 | 0 | 0.0\% |
| CTFastrak Hours Operated | 0 | 0 | 0.0\% | 0 | 0 | 0.0\% |
| Total Hours Operated | 30,904 | 29,930 | 3.3\% | 211,713 | 211,414 | 0.1\% |
| OPERATING DAYS |  |  |  |  |  |  |
| Weekdays Saturdays Sundays Holidays TOTAL | 20 5 5 1 31 | 20 4 5 2 31 |  | $\begin{array}{r}147 \\ 31 \\ 31 \\ 6 \\ 215 \\ \hline\end{array}$ | $\begin{array}{r}147 \\ 31 \\ 31 \\ \underline{6} \\ 215 \\ \hline\end{array}$ |  |
| EQUIPMENT |  |  |  |  |  |  |
| Total Buses <br> Peak Bus Requirement <br> Peak to Base Ratio <br> Non-Revenue Vehicles <br> Total Vehicles | 130 97 1.47 17 147 | 129 97 1.47 17 146 | $\begin{aligned} & \hline 0.8 \% \\ & 0.0 \% \\ & 0.0 \% \\ & 0.0 \% \\ & 0.7 \% \\ & \hline \end{aligned}$ |  |  |  |
| FLUIDS |  |  |  |  |  |  |
| Diesel Fuel Consumed <br> Miles Per Gallon <br> Quarts of Oil Added <br> Miles Per Quart Oil Added | $\begin{array}{r} 88,758 \\ 4.00 \\ 44 \\ 8,065 \end{array}$ | $\begin{array}{r} 92,215 \\ 3.70 \\ 131 \\ 2,608 \end{array}$ | $\begin{array}{r} \hline(3.7 \%) \\ 8.1 \% \\ (66.4 \%) \\ 209.3 \% \end{array}$ | $\begin{array}{r} \hline 673,620 \\ 3.61 \\ 563 \\ 4,321 \end{array}$ | $\begin{array}{r} \hline 695,074 \\ 3.47 \\ 926 \\ 2,606 \\ \hline \end{array}$ | $\begin{array}{r} \text { (3.1\%) } \\ 4.0 \% \\ (39.2 \%) \\ 65.8 \% \end{array}$ |
| AVERAGES PER BUS |  |  |  |  |  |  |
| Average Miles Per Bus Average Hours Per Bus Average Speed Per Bus On-Time Performance Average Parts Inventory Per Bus | $\begin{array}{r\|} \hline 2,730 \\ 238 \\ 11.48 \\ 58.7 \% \\ 4,735 \\ \hline \end{array}$ | $\begin{array}{r\|} \hline 2,648 \\ 232 \\ 11.41 \\ 88.6 \% \\ 4,688 \\ \hline \end{array}$ | $3.1 \%$ $2.6 \%$ $0.6 \%$ $(33.8 \%)$ $1.0 \%$ | $\begin{array}{r} 18,715 \\ 1,629 \\ 11.49 \\ 58.5 \% \end{array}$ | $\begin{array}{r} 18,704 \\ 1,639 \\ 11.41 \\ 84.5 \% \end{array}$ | $\begin{array}{r} 0.1 \% \\ (0.6 \%) \\ 0.7 \% \\ (30.8 \%) \end{array}$ |
| MILES PER ROAD CALL |  |  |  |  |  |  |
| Miles Per Chargeable Road Call Miles Per Total Road Call | $\begin{array}{r} 25,349 \\ 4,175 \end{array}$ | $\begin{array}{r} 37,956 \\ 3,105 \end{array}$ | $\begin{array}{r} \hline(33.2 \%) \\ 34.5 \% \end{array}$ | $\begin{array}{r} 19,464 \\ 3,152 \end{array}$ | $\begin{array}{r} 10,400 \\ 1,756 \\ \hline \end{array}$ | $\begin{aligned} & 87.2 \% \\ & 79.5 \% \end{aligned}$ |
| ACCIDENTS |  |  |  |  |  |  |
| Accidents Per 100,000 Miles | 7.3 | 6.4 | 14.1\% | 6.3 | 6.0 | 5.0\% |
| EMPLOYMENT RATIOS |  |  |  |  |  |  |
| Operator's Pay to Platform Hours Operators Per Peak Bus <br> Total Buses Per Maint. Employee | $\begin{array}{r} \hline 127.4 \% \\ 2.12 \\ 2.24 \\ \hline \end{array}$ | $\begin{array}{r} \hline 135.5 \% \\ 2.11 \\ 2.19 \\ \hline \end{array}$ | $\begin{array}{r\|} \hline(6.0 \%) \\ 0.5 \% \\ 2.3 \% \\ \hline \end{array}$ | 134.0\% | 130.3\% | 2.8\% |
| EMPLOYMENT |  |  |  |  |  |  |
| Operators <br> Maintenance <br> Salaried <br> Total | 206 58 50 314 | 205 59 49 313 | $\begin{array}{r} \hline 0.5 \% \\ (1.7 \%) \\ 2.0 \% \\ 0.3 \% \end{array}$ |  |  |  |

January 2018

| STAMFORD | CTTRANSIT <br> Operating Statistics Jan-18 <br> Current Month |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | Year To Date |  |  |
|  | This Year | Prior Year | \% Chg | This Year | Prior Year | \% Chg |
| OPERATING MILES AND HOURS |  |  |  |  |  |  |
| Local Miles Operated | 113,193 | 109,545 | 3.3\% | 772,998 | 773,043 | (0.0\%) |
| Express Miles Operated | 20,286 | 19,768 | 2.6\% | 138,730 | 138,866 | (0.1\%) |
| CTFastrak Miles Operated | 0 | 0 | 0.0\% | 0 | 0 | 0.0\% |
| Total Miles Operated | 133,479 | 129,313 | 3.2\% | 911,728 | 911,909 | (0.0\%) |
| Local Hours Operated | 11,025 | 10,383 | 6.2\% | 75,401 | 74,775 | 0.8\% |
| Express Hours Operated | 1,008 | 952 | 5.9\% | 6,913 | 6,877 | 0.5\% |
| CTFastrak Hours Operated | 0 | 0 | 0.0\% | 0 | 0 | 0.0\% |
| Total Hours Operated | 12,033 | 11,335 | 6.2\% | 82,314 | 81,652 | 0.8\% |
| OPERATING DAYS |  |  |  |  |  |  |
| Weekdays Saturdays Sundays Holidays TOTAL | 20 5 5 1 31 | 20 4 5 2 31 |  | $\begin{array}{r} 147 \\ 31 \\ 31 \\ \underline{6} \\ 215 \end{array}$ | 147 31 31 $\underline{6}$ 215 |  |
| EQUIPMENT |  |  |  |  |  |  |
| Total Buses <br> Peak Bus Requirement <br> Peak to Base Ratio <br> Non-Revenue Vehicles <br> Total Vehicles | 61 40 1.00 8 69 | 59 40 1.82 8 67 | $\begin{array}{r} \hline 3.4 \% \\ 0.0 \% \\ (45.1 \%) \\ 0.0 \% \\ 3.0 \% \\ \hline \end{array}$ |  |  |  |
| FLUIDS |  |  |  |  |  |  |
| Diesel Fuel Consumed <br> Miles Per Gallon <br> Quarts of Oil Added <br> Miles Per Quart Oil Added | $\begin{array}{r} 29,822 \\ 4.48 \\ 42 \\ 3,178 \\ \hline \end{array}$ | $\begin{array}{r} \hline 29,227 \\ 4.42 \\ 132 \\ 980 \\ \hline \end{array}$ | $2.0 \%$ $1.4 \%$ $(68.2 \%)$ $224.4 \%$ | $\begin{array}{r} 221,013 \\ 4.13 \\ 366 \\ 2,491 \\ \hline \end{array}$ | $\begin{array}{r} \hline 215,239 \\ 4.24 \\ 616 \\ 1,480 \\ \hline \end{array}$ | $\begin{array}{r} \hline 2.7 \% \\ (2.6 \%) \\ (40.6 \%) \\ 68.3 \% \\ \hline \end{array}$ |
| AVERAGES PER BUS |  |  |  |  |  |  |
| Average Miles Per Bus Average Hours Per Bus Average Speed Per Bus On-Time Performance Average Parts Inventory Per Bus | $\begin{array}{r} 2,188 \\ 197 \\ 11.09 \\ 67.5 \% \\ 8,604 \\ \hline \end{array}$ | $\begin{array}{r} 2,192 \\ 192 \\ 11.41 \\ 98.5 \% \\ 8,931 \\ \hline \end{array}$ | $(0.2 \%)$ <br> $2.6 \%$ <br> $(2.8 \%)$ <br> $(31.4 \%)$ <br> $(3.7 \%)$ | 14,946 1,349 11.08 $86.3 \%$ | $\begin{array}{r} 15,456 \\ 1,384 \\ 11.17 \\ 96.9 \% \end{array}$ | $\begin{array}{r} \hline(3.3 \%) \\ (2.5 \%) \\ (0.8 \%) \\ (11.0 \%) \end{array}$ |
| MILES PER ROAD CALL |  |  |  |  |  |  |
| Miles Per Chargeable Road Call Miles Per Total Road Call | $\begin{array}{r} 26,696 \\ 3,104 \end{array}$ | $\begin{array}{r} 31,665 \\ 3,233 \end{array}$ | $\begin{array}{r} \hline(15.7 \%) \\ (4.0 \%) \\ \hline \end{array}$ | $\begin{array}{r} 32,562 \\ 2,533 \end{array}$ | $\begin{array}{r} 12,665 \\ 2,961 \end{array}$ | $\begin{aligned} & 157.1 \% \\ & (14.5 \%) \end{aligned}$ |
| ACCIDENTS |  |  |  |  |  |  |
| Accidents Per 100,000 Miles | 6.7 | 12.4 | (46.0\%) | 8.4 | 9.2 | (8.7\%) |
| EMPLOYMENT RATIOS |  |  |  |  |  |  |
| Operator's Pay to Platform Hours Operators Per Peak Bus Total Buses Per Maint. Employee | $\begin{array}{r} 123.1 \% \\ 1.90 \\ 2.90 \end{array}$ | $\begin{array}{r} \hline 126.2 \% \\ 1.95 \\ 3.11 \\ \hline \end{array}$ | $\begin{array}{l\|} \hline(2.5 \%) \\ (2.6 \%) \\ (6.8 \%) \\ \hline \end{array}$ | 134.3\% | 132.3\% | 1.5\% |
| EMPLOYMENT |  |  |  |  |  |  |
| Operators <br> Maintenance <br> Salaried <br> Total | 76 21 19 116 | 78 19 17 114 | $\begin{array}{r} (2.6 \%) \\ 10.5 \% \\ 11.8 \% \\ 1.8 \% \end{array}$ |  |  |  |

January 2018

| SYSTEM | CTTRANSIT <br> Operating Statistics Jan-18 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Current Month |  |  | Year To Date |  |  |
|  | This Year | Prior Year | \% Chg | This Year | Prior Year | \% Chg |
| OPERATING MILES AND HOURS |  |  |  |  |  |  |
| Local Miles Operated | 1,024,744 | 984,902 | 4.0\% | 7,033,193 | 6,929,785 | 1.5\% |
| Express Miles Operated | 165,574 | 129,300 | 28.1\% | 1,098,309 | 908,240 | 20.9\% |
| CTFastrak Miles Operated | 233,724 | 231,172 | 1.1\% | 1,616,496 | 1,592,292 | 1.5\% |
| Total Miles Operated | 1,424,042 | 1,345,374 | 5.8\% | 9,747,998 | 9,430,317 | 3.4\% |
| Local Hours Operated | 88,889 | 85,316 | 4.2\% | 609,258 | 602,038 | 1.2\% |
| Express Hours Operated | 7,022 | 5,538 | 26.8\% | 46,537 | 39,467 | 17.9\% |
| CTFastrak Hours Operated | 15,258 | 15,122 | 0.9\% | 105,615 | 105,866 | (0.2\%) |
| Total Hours Operated | 111,169 | 105,976 | 4.9\% | 761,410 | 747,371 | 1.9\% |
| OPERATING DAYS |  |  |  |  |  |  |
| Weekdays <br> Saturdays <br> Sundays <br> Holidays <br> TOTAL | 20 5 5 1 31 | $\begin{array}{r} \hline 20 \\ 4 \\ 5 \\ 2 \\ 31 \\ \hline \end{array}$ |  | $\begin{array}{r}147 \\ 31 \\ 31 \\ \underline{6} \\ 215 \\ \hline\end{array}$ | $\begin{array}{r}147 \\ 31 \\ 31 \\ \underline{6} \\ 215 \\ \hline\end{array}$ |  |
| EQUIPMENT |  |  |  |  |  |  |
| Total Buses <br> Peak Bus Requirement <br> Peak to Base Ratio <br> Non-Revenue Vehicles <br> Total Vehicles | $\begin{array}{r} 505 \\ 373 \\ 1.59 \\ 54 \\ 559 \\ \hline \end{array}$ | 477 369 1.72 54 531 | $5.9 \%$ $1.1 \%$ $(7.6 \%)$ $0.0 \%$ $5.3 \%$ |  |  |  |
| FLUIDS |  |  |  |  |  |  |
| Diesel Fuel Consumed <br> Miles Per Gallon <br> Quarts of Oil Added <br> Miles Per Quart Oil Added | $\begin{array}{r} 324,676 \\ 4.39 \\ 212 \\ 6,717 \\ \hline \end{array}$ | $\begin{array}{r} \hline 307,347 \\ 4.38 \\ 557 \\ 2,415 \\ \hline \end{array}$ | $\begin{array}{\|r\|} \hline 5.6 \% \\ 0.2 \% \\ (61.9 \%) \\ 178.1 \% \\ \hline \end{array}$ | $\begin{array}{r} \hline 2,360,061 \\ 4.13 \\ 2,153 \\ 4,528 \\ \hline \end{array}$ | $\begin{array}{r} \hline 2,414,008 \\ 3.91 \\ 6,343 \\ 1,487 \\ \hline \end{array}$ | $\begin{array}{r} (2.2 \%) \\ 5.6 \% \\ (66.1 \%) \\ 204.5 \% \end{array}$ |
| AVERAGES PER BUS |  |  |  |  |  |  |
| Average Miles Per Bus Average Hours Per Bus Average Speed Per Bus On-Time Performance Average Parts Inventory Per Bus | $\begin{array}{r} 2,820 \\ 220 \\ 12.81 \\ 67.4 \% \\ 10,394 \\ \hline \end{array}$ | $\begin{array}{r\|} \hline 2,820 \\ 222 \\ 12.70 \\ 91.6 \% \\ 9,951 \\ \hline \end{array}$ | $\begin{array}{r\|} \hline 0.0 \% \\ (0.9 \%) \\ 0.9 \% \\ (26.4 \%) \\ 4.5 \% \\ \hline \end{array}$ | $\begin{array}{r} 19,303 \\ 1,508 \\ 12.80 \\ 69.7 \% \end{array}$ | $\begin{array}{r} 19,770 \\ 1,567 \\ 12.62 \\ 86.1 \% \end{array}$ | $\begin{array}{r} \hline(2.4 \%) \\ (3.8 \%) \\ 1.4 \% \\ (19.0 \%) \end{array}$ |
| MILES PER ROAD CALL |  |  |  |  |  |  |
| Miles Per Chargeable Road Call <br> Miles Per Total Road Call | $\begin{array}{r} 32,365 \\ 2,676 \end{array}$ | $\begin{array}{r\|} \hline 28,625 \\ 1,684 \\ \hline \end{array}$ | $\begin{aligned} & 13.1 \% \\ & 58.9 \% \end{aligned}$ | $\begin{array}{r} 27,851 \\ 2,357 \\ \hline \end{array}$ | $\begin{array}{r} 15,691 \\ 1,230 \end{array}$ | $\begin{aligned} & 77.5 \% \\ & 91.6 \% \end{aligned}$ |
| ACCIDENTS |  |  |  |  |  |  |
| Accidents Per 100,000 Miles | 5.8 | 5.7 | 1.8\% | 5.0 | 5.1 | (2.0\%) |
| EMPLOYMENT RATIOS |  |  |  |  |  |  |
| Operator's Pay to Platform Hours Operators Per Peak Bus Total Buses Per Maint. Employee | $\begin{array}{r\|} \hline 128.3 \% \\ 1.95 \\ 2.18 \\ \hline \end{array}$ | $\begin{array}{r} \hline 131.1 \% \\ 1.91 \\ 2.09 \\ \hline \end{array}$ | $\begin{array}{r} (2.1 \%) \\ 2.1 \% \\ 4.3 \% \\ \hline \end{array}$ | 134.5\% | 130.1\% | 3.4\% |
| EMPLOYMENT |  |  |  |  |  |  |
| Operators <br> Maintenance <br> Salaried <br> Total | 726 232 192 1,150 | 704 228 192 1,124 | $\begin{aligned} & 3.1 \% \\ & 1.8 \% \\ & 0.0 \% \\ & 2.3 \% \end{aligned}$ |  |  |  |

February 2018

| HARTFORD | CTTRANSIT <br> Operating Statistics <br> Feb-18 <br> Current Month |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | Year To Date |  |  |
|  | This Year | Prior Year | \% Chg | This Year | Prior Year | \% Chg |
| OPERATING MILES AND HOURS |  |  |  |  |  |  |
| Local Miles Operated | 509,479 | 494,102 | 3.1\% | 4,336,714 | 4,238,007 | 2.3\% |
| Express Miles Operated | 134,696 | 102,177 | 31.8\% | 1,094,275 | 871,551 | 25.6\% |
| CTFastrak Miles Operated | 213,274 | 210,287 | 1.4\% | 1,829,770 | 1,802,579 | 1.5\% |
| Total Miles Operated | 857,449 | 806,566 | 6.3\% | 7,260,759 | 6,912,137 | 5.0\% |
| Local Hours Operated | 42,973 | 41,603 | 3.3\% | 365,117 | 357,452 | 2.1\% |
| Express Hours Operated | 5,583 | 4,267 | 30.8\% | 45,207 | 36,857 | 22.7\% |
| CTFastrak Hours Operated | 13,908 | 13,716 | 1.4\% | 119,523 | 119,582 | (0.0\%) |
| Total Hours Operated | 62,464 | 59,586 | 4.8\% | 529,847 | 513,891 | 3.1\% |
| OPERATING DAYS |  |  |  |  |  |  |
| Weekdays <br> Saturdays <br> Sundays <br> Holidays <br> TOTAL | 20 4 4 $\underline{0}$ 28 | $\begin{array}{r} 21 \\ 4 \\ 4 \\ \underline{0} \\ 29 \\ \hline \end{array}$ |  | $\begin{array}{r} \hline 169 \\ 35 \\ 35 \\ \underline{5} \\ 244 \\ \hline \end{array}$ | $\begin{array}{r} \hline 169 \\ 35 \\ 35 \\ \underline{5} \\ 244 \\ \hline \end{array}$ |  |
| EQUIPMENT |  |  |  |  |  |  |
| Total Buses <br> Peak Bus Requirement <br> Peak to Base Ratio <br> Non-Revenue Vehicles <br> Total Vehicles | $\begin{array}{r} \hline 307 \\ 236 \\ 1.84 \\ 29 \\ 336 \\ \hline \end{array}$ | $\begin{array}{r\|} \hline 289 \\ 232 \\ 1.81 \\ 29 \\ 318 \\ \hline \end{array}$ | $\begin{aligned} & \hline 6.2 \% \\ & 1.7 \% \\ & 1.7 \% \\ & 0.0 \% \\ & 5.7 \% \\ & \hline \end{aligned}$ |  |  |  |
| FLUIDS |  |  |  |  |  |  |
| Diesel Fuel Consumed <br> Miles Per Gallon <br> Quarts of Oil Added <br> Miles Per Quart Oil Added | $\begin{array}{r} \hline 201,060 \\ 4.26 \\ 151 \\ 5,678 \\ \hline \end{array}$ | $\begin{array}{r} \hline 189,853 \\ 4.25 \\ 343 \\ 2,352 \\ \hline \end{array}$ | $5.9 \%$ $0.2 \%$ $(56.0 \%)$ $141.5 \%$ | $\begin{array}{r} \hline 1,666,488 \\ 4.36 \\ 1,375 \\ 5,281 \\ \hline \end{array}$ | $\begin{array}{r} \hline 1,693,548 \\ 4.08 \\ 5,144 \\ 1,344 \end{array}$ | $\begin{array}{r} \hline(1.6 \%) \\ 6.9 \% \\ (73.3 \%) \\ 293.0 \% \end{array}$ |
| AVERAGES PER BUS |  |  |  |  |  |  |
| Average Miles Per Bus Average Hours Per Bus Average Speed Per Bus On-Time Performance Average Parts Inventory Per Bus | $\begin{array}{r\|} \hline 2,793 \\ 203 \\ 13.73 \\ 71.7 \% \\ 13,390 \\ \hline \end{array}$ | $\begin{array}{r\|} \hline 2,791 \\ 206 \\ 13.54 \\ 85.7 \% \\ 16,139 \\ \hline \end{array}$ | $0.1 \%$ <br> $(1.5 \%)$ <br> $1.4 \%$ <br> $(16.3 \%)$ <br> $(17.0 \%)$ | $\begin{array}{r} 23,651 \\ 1,726 \\ 13.70 \\ 69.6 \% \end{array}$ | $\begin{array}{r} 23,917 \\ 1,778 \\ 13.45 \\ 89.7 \% \end{array}$ | $\begin{array}{r} \hline(1.1 \%) \\ (2.9 \%) \\ 1.9 \% \\ (22.4 \%) \end{array}$ |
| MILES PER ROAD CALL |  |  |  |  |  |  |
| Miles Per Chargeable Road Call Miles Per Total Road Call | $\begin{array}{r} 57,163 \\ 3,118 \end{array}$ | $\begin{array}{r} 33,607 \\ 1,727 \end{array}$ | $\begin{aligned} & 70.1 \% \\ & 80.5 \% \end{aligned}$ | $\begin{array}{r} 34,249 \\ 3,414 \end{array}$ | $\begin{array}{r} 24,686 \\ 1,565 \end{array}$ | $\begin{array}{r} 38.7 \% \\ 118.1 \% \end{array}$ |
| ACCIDENTS |  |  |  |  |  |  |
| Accidents Per 100,000 Miles | 4.4 | 4.3 | 2.3\% | 4.0 | 5.7 | (29.8\%) |
| EMPLOYMENT RATIOS |  |  |  |  |  |  |
| Operator's Pay to Platform Hours Operators Per Peak Bus <br> Total Buses Per Maint. Employee | $\begin{array}{r} \hline 122.1 \% \\ 1.86 \\ 1.97 \\ \hline \end{array}$ | $\begin{array}{r} \hline 132.2 \% \\ 1.85 \\ 1.94 \\ \hline \end{array}$ | $\begin{array}{r\|} \hline(7.6 \%) \\ 0.5 \% \\ 1.5 \% \\ \hline \end{array}$ | 133.2\% | 130.0\% | 2.5\% |
| EMPLOYMENT |  |  |  |  |  |  |
| Operators <br> Maintenance <br> Salaried <br> Total | 440 <br> 156 <br> 125 <br> 721 | $\begin{aligned} & 429 \\ & 149 \\ & 122 \\ & \hline 700 \end{aligned}$ | $\begin{aligned} & 2.6 \% \\ & 4.7 \% \\ & 2.5 \% \\ & 3.0 \% \end{aligned}$ |  |  |  |

February 2018

| NEW HAVEN | CTTRANSIT <br> Operating Statistics <br> Feb-18 <br> Current Month |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | Year To Date |  |  |
|  | This Year | Prior Year | \% Chg | This Year | Prior Year | \% Chg |
| OPERATING MILES AND HOURS |  |  |  |  |  |  |
| Local Miles Operated | 323,880 | 319,093 | 1.5\% | 2,756,839 | 2,731,930 | 0.9\% |
| Express Miles Operated | 0 | 0 | 0.0\% | 0 | 0 | 0.0\% |
| CTFastrak Miles Operated | 0 | 0 | 0.0\% | 0 | 0 | 0.0\% |
| Total Miles Operated | 323,880 | 319,093 | 1.5\% | 2,756,839 | 2,731,930 | 0.9\% |
| Local Hours Operated | 28,214 | 27,770 | 1.6\% | 239,927 | 239,184 | 0.3\% |
| Express Hours Operated | 0 | 0 | 0.0\% | 0 | 0 | 0.0\% |
| CTFastrak Hours Operated | 0 | 0 | 0.0\% | 0 | 0 | 0.0\% |
| Total Hours Operated | 28,214 | 27,770 | 1.6\% | 239,927 | 239,184 | 0.3\% |
| OPERATING DAYS |  |  |  |  |  |  |
| Weekdays <br> Saturdays <br> Sundays <br> Holidays <br> TOTAL | $\begin{array}{r}20 \\ 4 \\ 4 \\ \underline{0} \\ 28 \\ \hline\end{array}$ | 21 4 4 $\underline{0}$ 29 |  | $\begin{array}{r} 169 \\ 35 \\ 35 \\ \underline{5} \\ 244 \\ \hline \end{array}$ | 169 35 35 $\underline{5}$ 244 |  |
| EQUIPMENT |  |  |  |  |  |  |
| Total Buses <br> Peak Bus Requirement <br> Peak to Base Ratio <br> Non-Revenue Vehicles <br> Total Vehicles | $\begin{array}{r}128 \\ 97 \\ 1.47 \\ 17 \\ 145 \\ \hline\end{array}$ | $\begin{array}{r} 129 \\ 97 \\ 1.47 \\ 17 \\ 146 \\ \hline \end{array}$ | (0.8\%) $0.0 \%$ $0.0 \%$ $0.0 \%$ $(0.7 \%)$ |  |  |  |
| FLUIDS |  |  |  |  |  |  |
| Diesel Fuel Consumed <br> Miles Per Gallon <br> Quarts of Oil Added <br> Miles Per Quart Oil Added | $\begin{array}{r} \hline 81,090 \\ 3.99 \\ 28 \\ 11,567 \end{array}$ | $\begin{array}{r} \hline 86,166 \\ 3.70 \\ 103 \\ 3,098 \\ \hline \end{array}$ | $\begin{array}{r} \hline(5.9 \%) \\ 7.8 \% \\ (72.8 \%) \\ 273.4 \% \\ \hline \end{array}$ | $\begin{array}{r} \hline 754,710 \\ 3.65 \\ 591 \\ 4,665 \\ \hline \end{array}$ | $\begin{array}{r} \hline 781,240 \\ 3.50 \\ 1,029 \\ 2,655 \\ \hline \end{array}$ | $\begin{array}{r} \hline(3.4 \%) \\ 4.3 \% \\ (42.6 \%) \\ 75.7 \% \\ \hline \end{array}$ |
| AVERAGES PER BUS |  |  |  |  |  |  |
| Average Miles Per Bus Average Hours Per Bus Average Speed Per Bus On-Time Performance Average Parts Inventory Per Bus | $\begin{array}{r} 2,530 \\ 220 \\ 11.48 \\ 58.4 \% \\ 4,840 \\ \hline \end{array}$ | $\begin{array}{r\|} \hline 2,474 \\ 215 \\ 11.49 \\ 83.8 \% \\ 5,519 \\ \hline \end{array}$ | $\begin{array}{r} \hline 2.3 \% \\ 2.3 \% \\ (0.1 \%) \\ (30.2 \%) \\ (12.3 \%) \\ \hline \end{array}$ | 21,538 1,874 11.49 $58.5 \%$ | 21,178 1,854 11.42 $84.4 \%$ | $\begin{array}{r} \hline 1.7 \% \\ 1.1 \% \\ 0.6 \% \\ (30.7 \%) \end{array}$ |
| MILES PER ROAD CALL |  |  |  |  |  |  |
| Miles Per Chargeable Road Call Miles Per Total Road Call | $\begin{array}{r} 32,388 \\ 3,175 \\ \hline \end{array}$ | $\begin{array}{r} \hline 26,591 \\ 3,324 \\ \hline \end{array}$ | $\begin{aligned} & \hline 21.8 \% \\ & (4.5 \%) \end{aligned}$ | $\begin{array}{r\|} \hline 20,421 \\ 3,154 \end{array}$ | $\begin{array}{r} 15,435 \\ 1,858 \end{array}$ | $\begin{aligned} & 32.3 \% \\ & 69.8 \% \\ & \hline \end{aligned}$ |
| ACCIDENTS |  |  |  |  |  |  |
| Accidents Per 100,000 Miles | 4.3 | 10.3 | (58.3\%) | 6.1 | 6.5 | (6.2\%) |
| EMPLOYMENT RATIOS |  |  |  |  |  |  |
| Operator's Pay to Platform Hours <br> Operators Per Peak Bus <br> Total Buses Per Maint. Employee | $\begin{array}{r} 133.4 \% \\ 2.12 \\ 2.13 \\ \hline \end{array}$ | $\begin{array}{r} \hline 127.8 \% \\ 2.10 \\ 2.19 \\ \hline \end{array}$ | $4.4 \%$ <br> $1.0 \%$ <br> $(2.7 \%)$ | 133.9\% | 130.0\% | 3.0\% |
| EMPLOYMENT |  |  |  |  |  |  |
| Operators <br> Maintenance <br> Salaried <br> Total | 206 60 50 316 | 204 59 49 312 | $\begin{aligned} & 1.0 \% \\ & 1.7 \% \\ & 2.0 \% \\ & 1.3 \% \end{aligned}$ |  |  |  |

February 2018

| STAMFORD | CTTRANSIT <br> Operating Statistics <br> Feb-18 <br> Current Month |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | Year To Date |  |  |
|  | This Year | Prior Year | \% Chg | This Year | Prior Year | \% Chg |
| OPERATING MILES AND HOURS |  |  |  |  |  |  |
| Local Miles Operated | 103,914 | 101,937 | 1.9\% | 876,912 | 874,980 | 0.2\% |
| Express Miles Operated | 18,445 | 18,125 | 1.8\% | 157,175 | 156,991 | 0.1\% |
| CTFastrak Miles Operated | 0 | 0 | 0.0\% | 0 | 0 | 0.0\% |
| Total Miles Operated | 122,359 | 120,062 | 1.9\% | 1,034,087 | 1,031,971 | 0.2\% |
| Local Hours Operated | 10,101 | 9,615 | 5.1\% | 85,502 | 84,390 | 1.3\% |
| Express Hours Operated | 918 | 874 | 5.0\% | 7,831 | 7,732 | 1.3\% |
| CTFastrak Hours Operated | 0 | 0 | 0.0\% | 0 | 0 | 0.0\% |
| Total Hours Operated | 11,019 | 10,489 | 5.1\% | 93,333 | 92,122 | 1.3\% |
| OPERATING DAYS |  |  |  |  |  |  |
| Weekdays <br> Saturdays <br> Sundays <br> Holidays <br> TOTAL | 20 4 4 0 28 | 21 4 4 $\underline{0}$ 29 |  | $\begin{array}{r} 169 \\ 35 \\ 35 \\ \underline{5} \\ 244 \end{array}$ | 169 35 35 $\underline{5}$ 244 |  |
| EQUIPMENT |  |  |  |  |  |  |
| Total Buses <br> Peak Bus Requirement <br> Peak to Base Ratio <br> Non-Revenue Vehicles <br> Total Vehicles | 54 40 1.00 8 62 | 59 40 1.91 8 67 | $\begin{array}{r} (8.5 \%) \\ 0.0 \% \\ (47.6 \%) \\ 0.0 \% \\ (7.5 \%) \\ \hline \end{array}$ |  |  |  |
| FLUIDS |  |  |  |  |  |  |
| Diesel Fuel Consumed <br> Miles Per Gallon <br> Quarts of Oil Added <br> Miles Per Quart Oil Added | $\begin{array}{r} \hline 25,626 \\ 4.77 \\ 25 \\ 4,894 \\ \hline \end{array}$ | $\begin{array}{r} \hline 27,263 \\ 4.40 \\ 66 \\ 1,819 \\ \hline \end{array}$ | $\begin{array}{r} \hline(6.0 \%) \\ 8.4 \% \\ (62.1 \%) \\ 169.1 \% \\ \hline \end{array}$ | $\begin{array}{r} 246,639 \\ 4.19 \\ 391 \\ 2,645 \\ \hline \end{array}$ | $\begin{array}{r} 242,502 \\ 4.26 \\ 682 \\ 1,513 \\ \hline \end{array}$ | $\begin{array}{r} \hline 1.7 \% \\ (1.6 \%) \\ (42.7 \%) \\ 74.8 \% \\ \hline \end{array}$ |
| AVERAGES PER BUS |  |  |  |  |  |  |
| Average Miles Per Bus Average Hours Per Bus Average Speed Per Bus On-Time Performance Average Parts Inventory Per Bus | $\begin{array}{r} \hline 2,266 \\ 204 \\ 11.10 \\ 70.7 \% \\ 9,601 \end{array}$ | $\begin{array}{r} \hline 2,035 \\ 178 \\ 11.45 \\ 0.0 \% \\ 9,978 \end{array}$ | $\begin{array}{r} \hline 11.4 \% \\ 14.6 \% \\ (3.1 \%) \\ 0.0 \% \\ (3.8 \%) \end{array}$ | 19,150 1,728 11.08 $85.6 \%$ | 17,491 1,561 11.20 $0.0 \%$ | $\begin{array}{r} \hline 9.5 \% \\ 10.7 \% \\ (1.1 \%) \\ 0.0 \% \end{array}$ |
| MILES PER ROAD CALL |  |  |  |  |  |  |
| Miles Per Chargeable Road Call Miles Per Total Road Call | $\begin{array}{r} 40,786 \\ 2,603 \\ \hline \end{array}$ | $\begin{array}{r} \hline 120,062 \\ 4,618 \\ \hline \end{array}$ | $\begin{aligned} & \text { (66.0\%) } \\ & (43.6 \%) \end{aligned}$ | $\begin{array}{r} \hline 33,358 \\ 2,541 \end{array}$ | $\begin{array}{r} 14,137 \\ 3,090 \\ \hline \end{array}$ | $\begin{aligned} & 136.0 \% \\ & (17.8 \%) \\ & \hline \end{aligned}$ |
| ACCIDENTS |  |  |  |  |  |  |
| Accidents Per 100,000 Miles | 7.4 | 4.2 | 76.2\% | 8.3 | 8.6 | (3.5\%) |
| EMPLOYMENT RATIOS |  |  |  |  |  |  |
| Operator's Pay to Platform Hours <br> Operators Per Peak Bus <br> Total Buses Per Maint. Employee | $\begin{array}{r} \hline 123.7 \% \\ 1.90 \\ 2.70 \\ \hline \end{array}$ | $\begin{array}{r\|} \hline 119.3 \% \\ 1.98 \\ 3.11 \\ \hline \end{array}$ | $\begin{array}{r} \hline 3.7 \% \\ (4.0 \%) \\ (13.2 \%) \\ \hline \end{array}$ | 133.0\% | 130.8\% | 1.7\% |
| EMPLOYMENT |  |  |  |  |  |  |
| Operators <br> Maintenance <br> Salaried <br> Total | 76 20 19 115 | 79 19 18 116 | $\begin{array}{r} \hline(3.8 \%) \\ 5.3 \% \\ 5.6 \% \\ (0.9 \%) \\ \hline \end{array}$ |  |  |  |

February 2018

| SYSTEM | CTTRANSIT <br> Operating Statistics <br> Feb-18 <br> Current Month |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | Year To Date |  |  |
|  | This Year | Prior Year | \% Chg | This Year | Prior Year | \% Chg |
| OPERATING MILES AND HOURS |  |  |  |  |  |  |
| Local Miles Operated | 937,273 | 915,132 | 2.4\% | 7,970,465 | 7,844,917 | 1.6\% |
| Express Miles Operated | 153,141 | 120,302 | 27.3\% | 1,251,450 | 1,028,542 | 21.7\% |
| CTFastrak Miles Operated | 213,274 | 210,287 | 1.4\% | 1,829,770 | 1,802,579 | 1.5\% |
| Total Miles Operated | 1,303,688 | 1,245,721 | 4.7\% | 11,051,685 | 10,676,038 | 3.5\% |
| Local Hours Operated | 81,288 | 78,988 | 2.9\% | 690,546 | 681,026 | 1.4\% |
| Express Hours Operated | 6,501 | 5,141 | 26.5\% | 53,038 | 44,589 | 18.9\% |
| CTFastrak Hours Operated | 13,908 | 13,716 | 1.4\% | 119,523 | 119,582 | (0.0\%) |
| Total Hours Operated | 101,697 | 97,845 | 3.9\% | 863,107 | 845,197 | 2.1\% |
| OPERATING DAYS |  |  |  |  |  |  |
| Weekdays Saturdays Sundays Holidays TOTAL | 20 4 4 0 28 | $\begin{array}{r}21 \\ 4 \\ 4 \\ 0 \\ \hline 29\end{array}$ |  | 169 35 35 $\underline{5}$ 244 | 169 35 35 $\underline{5}$ 244 |  |
| EQUIPMENT |  |  |  |  |  |  |
| Total Buses <br> Peak Bus Requirement <br> Peak to Base Ratio <br> Non-Revenue Vehicles <br> Total Vehicles | $\begin{array}{r\|} \hline 489 \\ 373 \\ 1.72 \\ 54 \\ 543 \\ \hline \end{array}$ | $\begin{array}{r} 477 \\ 369 \\ 1.72 \\ 54 \\ 531 \end{array}$ | $\begin{aligned} & 2.5 \% \\ & 1.1 \% \\ & 0.0 \% \\ & 0.0 \% \\ & 2.3 \% \\ & \hline \end{aligned}$ |  |  |  |
| FLUIDS |  |  |  |  |  |  |
| Diesel Fuel Consumed <br> Miles Per Gallon <br> Quarts of Oil Added <br> Miles Per Quart Oil Added | $\begin{array}{r} \hline 307,776 \\ 4.24 \\ 204 \\ 6,391 \\ \hline \end{array}$ | $\begin{array}{r} \hline 303,282 \\ 4.11 \\ 512 \\ 2,433 \\ \hline \end{array}$ | $1.5 \%$ $3.2 \%$ $(60.2 \%)$ $162.7 \%$ | $\begin{array}{r} 2,667,837 \\ 4.14 \\ 2,357 \\ 4,689 \\ \hline \end{array}$ | $\begin{array}{r} 2,717,290 \\ 3.93 \\ 6,855 \\ 1,557 \\ \hline \end{array}$ | $\begin{array}{r} \hline(1.8 \%) \\ 5.3 \% \\ (65.6 \%) \\ 201.1 \% \\ \hline \end{array}$ |
| AVERAGES PER BUS |  |  |  |  |  |  |
| Average Miles Per Bus Average Hours Per Bus Average Speed Per Bus On-Time Performance Average Parts Inventory Per Bus | $\begin{array}{r} 2,666 \\ 208 \\ 12.82 \\ 67.8 \% \\ 10,733 \\ \hline \end{array}$ | 2,612 <br> 205 <br> 12.73 <br> 85.5\% <br> 10,498 | $2.1 \%$ <br> $1.5 \%$ <br> $0.7 \%$ <br> $(20.7 \%)$ <br> $2.2 \%$ | $\begin{array}{r} 22,601 \\ 1,765 \\ 12.80 \\ 69.4 \% \end{array}$ | $\begin{array}{r} 22,382 \\ 1,772 \\ 12.63 \\ 86.4 \% \end{array}$ | $\begin{array}{r} 1.0 \% \\ (0.4 \%) \\ 1.3 \% \\ (19.7 \%) \end{array}$ |
| MILES PER ROAD CALL |  |  |  |  |  |  |
| Miles Per Chargeable Road Call Miles Per Total Road Call | $\begin{array}{r} 46,560 \\ 3,075 \end{array}$ | $\begin{array}{r} 33,668 \\ 2,115 \end{array}$ | $\begin{aligned} & 38.3 \% \\ & 45.4 \% \end{aligned}$ | $\begin{array}{r} 29,237 \\ 3,243 \end{array}$ | $\begin{array}{r} 20,143 \\ 1,716 \end{array}$ | $\begin{aligned} & 45.1 \% \\ & 89.0 \% \end{aligned}$ |
| ACCIDENTS |  |  |  |  |  |  |
| Accidents Per 100,000 Miles | 4.7 | 6.7 | (29.9\%) | 4.9 | 5.3 | (7.5\%) |
| EMPLOYMENT RATIOS |  |  |  |  |  |  |
| Operator's Pay to Platform Hours Operators Per Peak Bus Total Buses Per Maint. Employee | $\begin{array}{r} 125.4 \% \\ 1.94 \\ 2.07 \\ \hline \end{array}$ | $\begin{array}{r} 123.3 \% \\ 1.93 \\ 2.10 \\ \hline \end{array}$ | $\begin{array}{r} 1.7 \% \\ 0.5 \% \\ (1.4 \%) \end{array}$ | 133.4\% | 130.4\% | 2.3\% |
| EMPLOYMENT |  |  |  |  |  |  |
| Operators <br> Maintenance <br> Salaried <br> Total | $\begin{array}{r} 722 \\ 236 \\ \underline{194} \\ 1,152 \end{array}$ | $\begin{array}{r} 712 \\ 227 \\ 189 \\ \hline 1,128 \\ \hline \end{array}$ | $\begin{aligned} & 1.4 \% \\ & 4.0 \% \\ & 2.6 \% \\ & 2.1 \% \\ & \hline \end{aligned}$ |  |  |  |

March 2018

| HARTFORD | CTTRANSIT <br> Operating Statistics <br> Mar-18 <br> Current Month |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | Year To Date |  |  |
|  | This Year | Prior Year | \% Chg | This Year | Prior Year | \% Chg |
| OPERATING MILES AND HOURS |  |  |  |  |  |  |
| Local Miles Operated | 563,935 | 546,671 | 3.2\% | 4,900,649 | 4,784,678 | 2.4\% |
| Express Miles Operated | 148,194 | 114,631 | 29.3\% | 1,242,469 | 986,182 | 26.0\% |
| CTFastrak Miles Operated | 236,176 | 231,800 | 1.9\% | 2,065,946 | 2,034,379 | 1.6\% |
| Total Miles Operated | 948,305 | 893,102 | 6.2\% | 8,209,064 | 7,805,239 | 5.2\% |
| Local Hours Operated | 47,584 | 46,124 | 3.2\% | 412,701 | 403,576 | 2.3\% |
| Express Hours Operated | 6,144 | 4,796 | 28.1\% | 51,351 | 41,653 | 23.3\% |
| CTFastrak Hours Operated | 15,400 | 15,131 | 1.8\% | 134,923 | 134,713 | 0.2\% |
| Total Hours Operated | 69,128 | 66,051 | 4.7\%. | 598,975 | 579,942 | 3.3\% |
| OPERATING DAYS |  |  |  |  |  |  |
| Weekdays <br> Saturdays <br> Sundays <br> Holidays <br> TOTAL | $\begin{array}{r} 22 \\ 5 \\ 4 \\ \underline{0} \\ 31 \end{array}$ | $\begin{array}{r} 22 \\ 4 \\ 4 \\ \underline{0} \\ 30 \end{array}$ |  | $\begin{array}{r} 190 \\ 40 \\ 39 \\ \underline{5} \\ 274 \end{array}$ | 189 39 39 $\underline{6}$ 273 |  |
| EQUIPMENT |  |  |  |  |  |  |
| Total Buses <br> Peak Bus Requirement <br> Peak to Base Ratio <br> Non-Revenue Vehicles <br> Total Vehicles | $\begin{array}{r\|} \hline 301 \\ 236 \\ 1.84 \\ 29 \\ 330 \\ \hline \end{array}$ | $\begin{array}{r\|} \hline 289 \\ 232 \\ 1.81 \\ 29 \\ 318 \\ \hline \end{array}$ | $\begin{aligned} & \hline 4.2 \% \\ & 1.7 \% \\ & 1.7 \% \\ & 0.0 \% \\ & 3.8 \% \\ & \hline \end{aligned}$ |  |  |  |
| FLUIDS |  |  |  |  |  |  |
| Diesel Fuel Consumed <br> Miles Per Gallon <br> Quarts of Oil Added <br> Miles Per Quart Oil Added | $\begin{array}{r} \hline 203,042 \\ 4.67 \\ 142 \\ 6,678 \\ \hline \end{array}$ | $\begin{array}{r} \hline 210,267 \\ 4.25 \\ 525 \\ 1,701 \\ \hline \end{array}$ | $\begin{array}{r} \hline(3.4 \%) \\ 9.9 \% \\ (73.0 \%) \\ 292.6 \% \\ \hline \end{array}$ | $\begin{array}{r} \hline 1,869,530 \\ 4.39 \\ 1,517 \\ 5,411 \\ \hline \end{array}$ | $\begin{array}{r} 1,912,127 \\ 4.08 \\ 3,918 \\ 1,992 \\ \hline \end{array}$ | $\begin{array}{r} \hline(2.2 \%) \\ 7.6 \% \\ (61.3 \%) \\ 171.6 \% \\ \hline \end{array}$ |
| AVERAGES PER BUS |  |  |  |  |  |  |
| Average Miles Per Bus <br> Average Hours Per Bus <br> Average Speed Per Bus <br> On-Time Performance <br> Average Parts Inventory Per Bus | $\begin{array}{\|r\|} \hline 3,151 \\ 230 \\ 13.72 \\ 71.9 \% \\ 13,902 \\ \hline \end{array}$ | $\begin{array}{\|r\|} \hline 3,090 \\ 229 \\ 13.52 \\ 82.5 \% \\ 20,653 \\ \hline \end{array}$ | $2.0 \%$ $0.4 \%$ $1.5 \%$ $(12.8 \%)$ $(32.7 \%)$ | 27,273 1,990 13.71 $70.0 \%$ | 27,008 2,007 13.46 $89.0 \%$ | $\begin{array}{r} 1.0 \% \\ (0.8 \%) \\ 1.9 \% \\ (21.4 \%) \end{array}$ |
| MILES PER ROAD CALL |  |  |  |  |  |  |
| Miles Per Chargeable Road Call Miles Per Total Road Call | $\begin{array}{r} 22,579 \\ 3,733 \\ \hline \end{array}$ | $\begin{array}{r} 52,535 \\ 3,409 \\ \hline \end{array}$ | $\begin{array}{r\|} \hline(57.0 \%) \\ 9.5 \% \\ \hline \end{array}$ | $\begin{array}{r} 26,827 \\ 3,374 \\ \hline \end{array}$ | $\begin{array}{r} 26,280 \\ 2,028 \\ \hline \end{array}$ | $\begin{array}{r} 2.1 \% \\ 66.4 \% \\ \hline \end{array}$ |
| ACCIDENTS |  |  |  |  |  |  |
| Accidents Per 100,000 Miles | 3.6 | 4.8 | (25.0\%) | 4.0 | 5.6 | (28.6\%) |
| EMPLOYMENT RATIOS |  |  |  |  |  |  |
| Operator's Pay to Platform Hours <br> Operators Per Peak Bus <br> Total Buses Per Maint. Employee | $\begin{array}{r} \hline 124.4 \% \\ 1.86 \\ 1.94 \\ \hline \end{array}$ | $\begin{array}{r} \hline 141.6 \% \\ 1.85 \\ 1.97 \\ \hline \end{array}$ | $\begin{array}{r} \hline(12.1 \%) \\ 0.5 \% \\ (1.5 \%) \\ \hline \end{array}$ | 132.1\% | 131.3\% | 0.6\% |
| EMPLOYMENT |  |  |  |  |  |  |
| Operators <br> Maintenance <br> Salaried <br> Total | $\begin{aligned} & 438 \\ & 155 \\ & 124 \\ & \hline 717 \end{aligned}$ | $\begin{aligned} & 430 \\ & 147 \\ & 123 \\ & \hline 700 \end{aligned}$ | $\begin{aligned} & 1.9 \% \\ & 5.4 \% \\ & 0.8 \% \\ & 2.4 \% \end{aligned}$ |  |  |  |

March 2018

| NEW HAVEN | CTTRANSIT <br> Operating Statistics <br> Mar-18 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Current Month |  | \% Chg | Year To Date |  |  |
|  | This Year | Prior Year |  | This Year | Prior Year | \% Chg |
| OPERATING MILES AND HOURS |  |  |  |  |  |  |
| Local Miles Operated | 359,857 | 341,674 | 5.3\% | 3,116,696 | 3,073,604 | 1.4\% |
| Express Miles Operated | 0 | 0 | 0.0\% | 0 | 0 | 0.0\% |
| CTFastrak Miles Operated | 0 | 0 | 0.0\% | 0 | 0 | 0.0\% |
| Total Miles Operated | 359,857 | 341,674 | 5.3\% | 3,116,696 | 3,073,604 | 1.4\% |
| Local Hours Operated | 31,360 | 29,933 | 4.8\% | 271,287 | 269,117 | 0.8\% |
| Express Hours Operated | 0 | 0 | 0.0\% | 0 | 0 | 0.0\% |
| CTFastrak Hours Operated | 0 | 0 | 0.0\% | 0 | 0 | 0.0\% |
| Total Hours Operated | 31,360 | 29,933 | 4.8\% | 271,287 | 269,117 | 0.8\% |
| OPERATING DAYS |  |  |  |  |  |  |
| Weekdays <br> Saturdays <br> Sundays <br> Holidays <br> TOTAL | 22 5 4 $\underline{0}$ 31 | $\begin{array}{r} 22 \\ 4 \\ 4 \\ \underline{0} \\ 30 \end{array}$ |  | $\begin{array}{r} 190 \\ 40 \\ 39 \\ \underline{5} \\ 274 \end{array}$ | 189 39 39 6 273 |  |
| EQUIPMENT |  |  |  |  |  |  |
| Total Buses <br> Peak Bus Requirement <br> Peak to Base Ratio <br> Non-Revenue Vehicles <br> Total Vehicles | 151 97 1.47 17 168 | 129 97 1.47 17 146 | $\begin{array}{r} 17.1 \% \\ 0.0 \% \\ 0.0 \% \\ 0.0 \% \\ 15.1 \% \end{array}$ |  |  |  |
| FLUIDS |  |  |  |  |  |  |
| Diesel Fuel Consumed <br> Miles Per Gallon <br> Quarts of Oil Added <br> Miles Per Quart Oil Added | $\begin{array}{r} 84,995 \\ 4.23 \\ 24 \\ 14,994 \\ \hline \end{array}$ | $\begin{array}{r} 95,893 \\ 3.56 \\ 110 \\ 3,106 \\ \hline \end{array}$ | $\begin{array}{r} \hline(11.4 \%) \\ 18.8 \% \\ (78.2 \%) \\ 382.7 \% \\ \hline \end{array}$ | $\begin{array}{r} \hline 839,705 \\ 3.71 \\ 615 \\ 5,068 \\ \hline \end{array}$ | $\begin{array}{r} \hline 877,133 \\ 3.50 \\ 1,139 \\ 2,699 \\ \hline \end{array}$ | $\begin{array}{r} \hline(4.3 \%) \\ 6.0 \% \\ (46.0 \%) \\ 87.8 \% \\ \hline \end{array}$ |
| AVERAGES PER BUS |  |  |  |  |  |  |
| Average Miles Per Bus Average Hours Per Bus Average Speed Per Bus On-Time Performance Average Parts Inventory Per Bus | $\begin{array}{r} \hline 2,383 \\ 208 \\ 11.48 \\ 69.9 \% \\ 4,067 \end{array}$ | 2,649 <br> 232 <br> 11.41 <br> 86.9\% <br> 5,665 | (10.0\%) (10.3\%) $0.6 \%$ $(19.5 \%)$ $(28.2 \%)$ | 20,640 1,797 11.49 $84.3 \%$ | 23,826 2,086 11.42 $84.6 \%$ | $\begin{array}{r} \hline(13.4 \%) \\ (13.9 \%) \\ 0.6 \% \\ (0.4 \%) \end{array}$ |
| MILES PER ROAD CALL |  |  |  |  |  |  |
| Miles Per Chargeable Road Call Miles Per Total Road Call | $\begin{array}{r} 32,714 \\ 2,465 \end{array}$ | $\begin{array}{r} \hline 26,283 \\ 3,796 \end{array}$ | $\begin{array}{r} \hline 24.5 \% \\ (35.1 \%) \\ \hline \end{array}$ | $\begin{array}{r} 19,852 \\ 3,023 \end{array}$ | $\begin{array}{r\|} \hline 16,177 \\ 2,495 \end{array}$ | $\begin{aligned} & 22.7 \% \\ & 21.2 \% \end{aligned}$ |
| ACCIDENTS |  |  |  |  |  |  |
| Accidents Per 100,000 Miles | 6.9 | 9.1 | (24.2\%) | 6.2 | 6.8 | (8.8\%) |
| EMPLOYMENT RATIOS |  |  |  |  |  |  |
| Operator's Pay to Platform Hours Operators Per Peak Bus <br> Total Buses Per Maint. Employee | $\begin{array}{r} 129.5 \% \\ 2.12 \\ 2.52 \\ \hline \end{array}$ | $\begin{array}{r} \hline 140.4 \% \\ 2.08 \\ 2.19 \\ \hline \end{array}$ | $\begin{array}{r\|} \hline(7.8 \%) \\ 1.9 \% \\ 15.1 \% \end{array}$ | 133.4\% | 131.1\% | 1.8\% |
| EMPLOYMENT |  |  |  |  |  |  |
| Operators <br> Maintenance <br> Salaried <br> Total | 206 60 50 316 | 202 59 49 310 | $\begin{aligned} & 2.0 \% \\ & 1.7 \% \\ & 2.0 \% \\ & 1.9 \% \end{aligned}$ |  |  |  |

March 2018

| STAMFORD | CTTRANSIT <br> Operating Statistics <br> Mar-18 <br> Current Month |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | Year To Date |  |  |
|  | This Year | Prior Year | \% Chg | This Year | Prior Year | \% Chg |
| OPERATING MILES AND HOURS |  |  |  |  |  |  |
| Local Miles Operated | 114,412 | 106,795 | 7.1\% | 991,324 | 981,775 | 1.0\% |
| Express Miles Operated | 20,436 | 19,601 | 4.3\% | 177,611 | 176,592 | 0.6\% |
| CTFastrak Miles Operated | 0 | 0 | 0.0\% | 0 | 0 | 0.0\% |
| Total Miles Operated | 134,848 | 126,396 | 6.7\% | 1,168,935 | 1,158,367 | 0.9\% |
| Local Hours Operated | 11,121 | 10,623 | 4.7\% | 96,623 | 95,013 | 1.7\% |
| Express Hours Operated | 1,021 | 964 | 5.9\% | 8,852 | 8,696 | 1.8\% |
| CTFastrak Hours Operated | 0 | 0 | 0.0\% | 0 | 0 | 0.0\% |
| Total Hours Operated | 12,142 | 11,587 | 4.8\% | 105,475 | 103,709 | 1.7\% |
| OPERATING DAYS |  |  |  |  |  |  |
| Weekdays <br> Saturdays <br> Sundays <br> Holidays <br> TOTAL | $\begin{array}{r} 22 \\ 5 \\ 4 \\ \underline{0} \\ 31 \\ \hline \end{array}$ | $\begin{array}{r} 22 \\ 4 \\ 4 \\ \underline{0} \\ 30 \end{array}$ |  | $\begin{array}{r} 190 \\ 40 \\ 39 \\ \underline{5} \\ 274 \end{array}$ | 189 39 39 6 273 |  |
| EQUIPMENT |  |  |  |  |  |  |
| Total Buses <br> Peak Bus Requirement <br> Peak to Base Ratio <br> Non-Revenue Vehicles <br> Total Vehicles | 58 40 1.82 8 66 | 59 40 1.82 8 67 | $\begin{array}{r} \hline(1.7 \%) \\ 0.0 \% \\ 0.0 \% \\ 0.0 \% \\ (1.5 \%) \\ \hline \end{array}$ |  |  |  |
| FLUIDS |  |  |  |  |  |  |
| Diesel Fuel Consumed <br> Miles Per Gallon <br> Quarts of Oil Added <br> Miles Per Quart Oil Added | $\begin{array}{r} \hline 29,698 \\ 4.54 \\ 61 \\ 2,211 \end{array}$ | $\begin{array}{r} \hline 31,052 \\ 4.07 \\ 79 \\ 1,600 \end{array}$ | $\begin{array}{r} \hline(4.4 \%) \\ 11.5 \% \\ (22.8 \%) \\ 38.2 \% \end{array}$ | $\begin{array}{r} \hline 276,337 \\ 4.23 \\ 452 \\ 2,586 \\ \hline \end{array}$ | $\begin{array}{r} \hline 273,554 \\ 4.23 \\ 761 \\ 1,522 \end{array}$ | $\begin{array}{r} \hline 1.0 \% \\ 0.0 \% \\ (40.6 \%) \\ 69.9 \% \end{array}$ |
| AVERAGES PER BUS |  |  |  |  |  |  |
| Average Miles Per Bus <br> Average Hours Per Bus <br> Average Speed Per Bus <br> On-Time Performance <br> Average Parts Inventory Per Bus | $\begin{array}{r\|} \hline 2,325 \\ 209 \\ 11.11 \\ 58.7 \% \\ 8,999 \\ \hline \end{array}$ | $\begin{array}{r\|} \hline 2,142 \\ 196 \\ 10.91 \\ 98.6 \% \\ 10,141 \\ \hline \end{array}$ | $8.5 \%$ $6.6 \%$ $1.8 \%$ $(40.5 \%)$ $(11.3 \%)$ | $\begin{array}{r} 20,154 \\ 1,819 \\ 11.08 \\ 58.5 \% \end{array}$ | $\begin{array}{r} 19,633 \\ 1,758 \\ 11.17 \\ 97.1 \% \end{array}$ | $\begin{array}{r} \hline 2.7 \% \\ 3.5 \% \\ (0.8 \%) \\ (39.7 \%) \end{array}$ |
| MILES PER ROAD CALL |  |  |  |  |  |  |
| Miles Per Chargeable Road Call Miles Per Total Road Call | $\begin{array}{r} 33,712 \\ 3,211 \\ \hline \end{array}$ | $\begin{array}{r} 63,198 \\ 3,241 \\ \hline \end{array}$ | $\begin{array}{r} \hline(46.7 \%) \\ (0.9 \%) \\ \hline \end{array}$ | $\begin{array}{r} 27,832 \\ 2,603 \\ \hline \end{array}$ | $\begin{array}{r} 17,289 \\ 3,209 \end{array}$ | $\begin{array}{r} \hline 61.0 \% \\ (18.9 \%) \\ \hline \end{array}$ |
| ACCIDENTS |  |  |  |  |  |  |
| Accidents Per 100,000 Miles | 6.7 | 2.9 | 131.0\% | 8.1 | 8.0 | 1.3\% |
| EMPLOYMENT RATIOS |  |  |  |  |  |  |
| Operator's Pay to Platform Hours <br> Operators Per Peak Bus <br> Total Buses Per Maint. Employee | $\begin{array}{r} \hline 129.6 \% \\ 1.90 \\ 2.76 \\ \hline \end{array}$ | $\begin{array}{r} \hline 139.9 \% \\ 1.95 \\ 3.11 \\ \hline \end{array}$ | $\begin{array}{r\|} \hline(7.4 \%) \\ (2.6 \%) \\ (11.3 \%) \\ \hline \end{array}$ | 132.6\% | 131.8\% | 0.6\% |
| EMPLOYMENT |  |  |  |  |  |  |
| Operators <br> Maintenance <br> Salaried <br> Total | 76 21 19 116 | 78 19 18 115 | $\begin{array}{r} \hline(2.6 \%) \\ 10.5 \% \\ 5.6 \% \\ 0.9 \% \\ \hline \end{array}$ |  |  |  |

March 2018

| SYSTEM | CTTRANSIT <br> Operating Statistics <br> Mar-18 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Current Month |  |  | Year To Date |  |  |
|  | This Year | Prior Year | \% Chg | This Year | Prior Year | \% Chg |
| OPERATING MILES AND HOURS |  |  |  |  |  |  |
| Local Miles Operated | 1,038,204 | 995,140 | 4.3\% | 9,008,669 | 8,840,057 | 1.9\% |
| Express Miles Operated | 168,630 | 134,232 | 25.6\% | 1,420,080 | 1,162,774 | 22.1\% |
| CTFastrak Miles Operated | 236,176 | 231,800 | 1.9\% | 2,065,946 | 2,034,379 | 1.6\% |
| Total Miles Operated | 1,443,010 | 1,361,172 | 6.0\% | 12,494,695 | 12,037,210 | 3.8\% |
| Local Hours Operated | 90,065 | 86,680 | 3.9\% | 780,611 | 767,706 | 1.7\% |
| Express Hours Operated | 7,165 | 5,760 | 24.4\% | 60,203 | 50,349 | 19.6\% |
| CTFastrak Hours Operated | 15,400 | 15,131 | 1.8\% | 134,923 | 134,713 | 0.2\% |
| Total Hours Operated | 112,630 | 107,571 | 4.7\% | 975,737 | 952,768 | 2.4\% |
| OPERATING DAYS |  |  |  |  |  |  |
| Weekdays <br> Saturdays <br> Sundays <br> Holidays <br> TOTAL | 22 5 4 $\underline{0}$ 31 | 22 4 4 $\underline{0}$ 30 |  | $\begin{array}{r} \hline 190 \\ 40 \\ 39 \\ \underline{5} \\ 274 \end{array}$ | 189 39 39 $\underline{6}$ 273 |  |
| EQUIPMENT |  |  |  |  |  |  |
| Total Buses <br> Peak Bus Requirement Peak to Base Ratio Non-Revenue Vehicles Total Vehicles | 510 373 1.59 54 564 | 477 369 1.71 54 531 | $6.9 \%$ <br> $1.1 \%$ <br> $(7.0 \%)$ <br> $0.0 \%$ <br> $6.2 \%$ |  |  |  |
| FLUIDS |  |  |  |  |  |  |
| Diesel Fuel Consumed <br> Miles Per Gallon <br> Quarts of Oil Added <br> Miles Per Quart Oil Added | $\begin{array}{r} \hline 317,735 \\ 4.54 \\ 227 \\ 6,357 \end{array}$ | $\begin{array}{r} \hline 337,212 \\ 4.04 \\ 714 \\ 1,906 \end{array}$ | $\begin{array}{r} \hline(5.8 \%) \\ 12.4 \% \\ (68.2 \%) \\ 233.4 \% \end{array}$ | $\begin{array}{r} 2,985,572 \\ 4.19 \\ 2,584 \\ 4,835 \end{array}$ | $\begin{array}{r} \hline 3,062,814 \\ 3.93 \\ 5,818 \\ 2,069 \end{array}$ | $\begin{array}{r} (2.5 \%) \\ 6.6 \% \\ (55.6 \%) \\ 133.7 \% \end{array}$ |
| AVERAGES PER BUS |  |  |  |  |  |  |
| Average Miles Per Bus Average Hours Per Bus Average Speed Per Bus On-Time Performance Average Parts Inventory Per Bus | 2,829 221 12.81 $87.6 \%$ 10,433 | $\begin{array}{r\|} \hline 2,854 \\ 226 \\ 12.65 \\ 87.6 \% \\ 15,299 \\ \hline \end{array}$ | $(0.9 \%)$ $(2.2 \%)$ $1.3 \%$ $(0.0 \%)$ $(31.8 \%)$ | $\begin{array}{r} 24,499 \\ 1,913 \\ 12.81 \\ 87.3 \% \end{array}$ | $\begin{array}{r} 25,235 \\ 1,997 \\ 12.63 \\ 86.0 \% \end{array}$ | $\begin{array}{r} (2.9 \%) \\ (4.2 \%) \\ 1.4 \% \\ 87.3 \% \end{array}$ |
| MILES PER ROAD CALL |  |  |  |  |  |  |
| Miles Per Chargeable Road Call Miles Per Total Road Call | $\begin{array}{r} \hline 25,316 \\ 3,265 \\ \hline \end{array}$ | $\begin{array}{r} 42,537 \\ 3,481 \\ \hline \end{array}$ | $\begin{array}{r} \hline(40.5 \%) \\ (6.2 \%) \\ \hline \end{array}$ | $\begin{array}{r} 24,742 \\ 3,193 \\ \hline \end{array}$ | $\begin{array}{r} 21,728 \\ 2,212 \end{array}$ | $\begin{aligned} & 13.9 \% \\ & 44.3 \% \\ & \hline \end{aligned}$ |
| ACCIDENTS |  |  |  |  |  |  |
| Accidents Per 100,000 Miles | 4.7 | 5.7 | (17.5\%) | 4.9 | 6.1 | (19.7\%) |
| EMPLOYMENT RATIOS |  |  |  |  |  |  |
| Operator's Pay to Platform Hours Operators Per Peak Bus <br> Total Buses Per Maint. Employee | $\begin{array}{r} \hline 126.4 \% \\ 1.93 \\ 2.16 \\ \hline \end{array}$ | $\begin{array}{r} \hline 141.1 \% \\ 1.92 \\ 2.12 \\ \hline \end{array}$ | $\begin{array}{r} \hline(10.4 \%) \\ 0.5 \% \\ 1.9 \% \\ \hline \end{array}$ | 132.6\% | 131.3\% | 1.0\% |
| EMPLOYMENT |  |  |  |  |  |  |
| Operators <br> Maintenance <br> Salaried <br> Total | $\begin{array}{r} 720 \\ 236 \\ \underline{193} \\ 1,149 \end{array}$ | $\begin{array}{r}710 \\ 225 \\ \underline{190} \\ \hline 1,125\end{array}$ | 1.4\% <br> 4.9\% <br> 1.6\% <br> 2.1\% |  |  |  |

## April 2018

| HARTFORD | CTTRANSIT <br> Operating Statistics April 2018 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Current Month |  | \% Chg | Year To Date |  | \% Chg |
|  | This Year | Prior Year |  | This Year | Prior Year |  |
| OPERATING MILES AND HOURS |  |  |  |  |  |  |
| Local Miles Operated | 536,032 | 521,146 | 2.9\% | 5,436,691 | 5,305,824 | 2.5\% |
| Express Miles Operated | 142,044 | 104,004 | 36.6\% | 1,384,513 | 1,090,186 | 27.0\% |
| CTFastrak Miles Operated | 225,464 | 224,665 | 0.4\% | 2,291,410 | 2,259,044 | 1.4\% |
| Total Miles Operated | 903,540 | 849,815 | 6.3\% | 9,112,614 | 8,655,054 | 5.3\% |
| Local Hours Operated | 45,189 | 43,885 | 3.0\% | 457,890 | 447,461 | 2.3\% |
| Express Hours Operated | 5,875 | 4,323 | 35.9\% | 57,226 | 45,976 | 24.5\% |
| CTFastrak Hours Operated | 14,749 | 14,728 | 0.1\% | 149,672 | 149,441 | 0.2\% |
| Total Hours Operated | 65,813 | 62,936 | 4.6\% | 664,788 | 642,878 | 3.4\% |
| OPERATING DAYS |  |  |  |  |  |  |
| Weekdays <br> Saturdays <br> Sundays <br> Holidays <br> TOTAL | 20 5 5 0 30 | $\begin{array}{r} 20 \\ 5 \\ 5 \\ \underline{0} \\ 30 \\ \hline \end{array}$ |  | 208 44 44 $\underline{7}$ 303 | 208 44 44 $\underline{7}$ 303 |  |
| EQUIPMENT |  |  |  |  |  |  |
| Total Buses <br> Peak Bus Requirement <br> Peak to Base Ratio <br> Non-Revenue Vehicles <br> Total Vehicles | 299 236 1.84 29 328 | 289 233 1.82 29 318 | $3.5 \%$ $1.3 \%$ $1.1 \%$ $0.0 \%$ $3.1 \%$ |  |  |  |
| FLUIDS |  |  |  |  |  |  |
| Diesel Fuel Consumed Miles Per Gallon Quarts of Oil Added Miles Per Quart Oil Added | $\begin{array}{r} \hline 194,968 \\ 4.63 \\ 215 \\ 4,203 \end{array}$ | $\begin{array}{r} \hline 175,629 \\ 4.84 \\ 397 \\ 2,141 \end{array}$ | $11.0 \%$ $(4.3 \%)$ $(45.8 \%)$ $96.3 \%$ | $\begin{array}{r} \hline 2,064,498 \\ 4.41 \\ 1,732 \\ 5,261 \end{array}$ | $\begin{array}{r} \hline 2,087,756 \\ 4.15 \\ 4,315 \\ 2,006 \\ \hline \end{array}$ | $\begin{array}{r} \hline(1.1 \%) \\ 6.3 \% \\ (59.9 \%) \\ 162.3 \% \end{array}$ |
| AVERAGES PER BUS |  |  |  |  |  |  |
| Average Miles Per Bus Average Hours Per Bus Average Speed Per Bus On-Time Performance Average Parts Inventory Per Bus | 3,022 220 13.73 $72.1 \%$ 14,554 | 2,941 218 13.50 $84.2 \%$ 16,013 | $2.8 \%$ $0.9 \%$ $1.7 \%$ $(14.4 \%)$ $(9.1 \%)$ | 30,477 2,223 13.71 $70.2 \%$ | 29,948 2,224 13.46 $88.8 \%$ | $1.8 \%$ $(0.0 \%)$ $1.9 \%$ $(20.9 \%)$ |
| MILES PER ROAD CALL |  |  |  |  |  |  |
| Miles Per Chargeable Road Call Miles Per Total Road Call | $\begin{array}{r} 25,098 \\ 2,859 \end{array}$ | $\begin{array}{r} 22,364 \\ 2,672 \end{array}$ | $\begin{array}{r} 12.2 \% \\ 7.0 \% \end{array}$ | $\begin{array}{r} 30,174 \\ 2,824 \end{array}$ | $\begin{array}{r} 25,836 \\ 2,077 \end{array}$ | $\begin{aligned} & 16.8 \% \\ & 36.0 \% \end{aligned}$ |
| ACCIDENTS |  |  |  |  |  |  |
| Accidents Per 100,000 Miles | 4.1 | 4.1 | 0.0\% | 4.0 | 5.5 | (27.3\%) |
| EMPLOYMENT RATIOS |  |  |  |  |  |  |
| Operator's Pay to Platform Hours Operators Per Peak Bus Total Buses Per Maint. Employee | $\begin{array}{r} \hline 128.2 \% \\ 1.86 \\ 1.94 \\ \hline \end{array}$ | $\begin{array}{r} \hline 137.6 \% \\ 1.85 \\ 1.97 \\ \hline \end{array}$ | $\begin{array}{r} \hline(6.8 \%) \\ 0.5 \% \\ (1.5 \%) \\ \hline \end{array}$ | 131.8\% | 131.9\% | (0.1\%) |
| EMPLOYMENT |  |  |  |  |  |  |
| Operators <br> Maintenance <br> Salaried <br> Total | 438 <br> 154 <br> 122 <br> 714 | $\begin{aligned} & \hline 430 \\ & 147 \\ & 120 \\ & \hline 697 \end{aligned}$ | $\begin{aligned} & 1.9 \% \\ & 4.8 \% \\ & 1.7 \% \\ & 2.4 \% \end{aligned}$ |  |  |  |

## April 2018



April 2018

| STAMFORD | CTTRANSIT <br> Operating Statistics April 2018 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Current Month |  | \% Chg | Year To Date |  |  |
|  | This Year | Prior Year |  | This Year | Prior Year | \% Chg |
| OPERATING MILES AND HOURS |  |  |  |  |  |  |
| Local Miles Operated | 109,613 | 102,078 | 7.4\% | 1,100,937 | 1,083,853 | 1.6\% |
| Express Miles Operated | 19,514 | 18,827 | 3.6\% | 197,125 | 195,419 | 0.9\% |
| CTFastrak Miles Operated | 0 | 0 | 0.0\% | 0 | 0 | 0.0\% |
| Total Miles Operated | 129,127 | 120,905 | 6.8\% | 1,298,062 | 1,279,272 | 1.5\% |
| Local Hours Operated | 10,668 | 10,153 | 5.1\% | 107,291 | 105,166 | 2.0\% |
| Express Hours Operated | 970 | 929 | 4.4\% | 9,822 | 9,625 | 2.0\% |
| CTFastrak Hours Operated | 0 | 0 | 0.0\% | 0 | 0 | 0.0\% |
| Total Hours Operated | 11,638 | 11,082 | 5.0\% | 117,113 | 114,791 | 2.0\% |
| OPERATING DAYS |  |  |  |  |  |  |
| Weekdays Saturdays Sundays Holidays TOTAL | 20 5 5 $\underline{0}$ 30 | 20 5 5 0 30 |  | 208 44 44 $\underline{7}$ 303 | $\begin{array}{r} 208 \\ 44 \\ 44 \\ \underline{7} \\ 303 \end{array}$ |  |
| EQUIPMENT |  |  |  |  |  |  |
| Total Buses Peak Bus Requirement Peak to Base Ratio Non-Revenue Vehicles Total Vehicles | 56 40 1.82 8 64 | 59 40 1.82 8 67 | $\begin{array}{r} \hline(5.1 \%) \\ 0.0 \% \\ 0.0 \% \\ 0.0 \% \\ (4.5 \%) \end{array}$ |  |  |  |
| FLUIDS |  |  |  |  |  |  |
| Diesel Fuel Consumed Miles Per Gallon Quarts of Oil Added Miles Per Quart Oil Added | $\begin{array}{r} \hline 28,070 \\ 4.60 \\ 54 \\ 2,391 \end{array}$ | $\begin{array}{r} 29,580 \\ 4.09 \\ 94 \\ 1,286 \end{array}$ | (5.1\%) $12.5 \%$ $(42.6 \%)$ $85.9 \%$ | $\begin{array}{r} \hline 304,407 \\ 4.26 \\ 506 \\ 2,565 \end{array}$ | $\begin{array}{r} 303,134 \\ 4.22 \\ 855 \\ 1,496 \end{array}$ | $\begin{array}{r} 0.4 \% \\ 0.9 \% \\ (40.8 \%) \\ 71.5 \% \end{array}$ |
| AVERAGES PER BUS |  |  |  |  |  |  |
| Average Miles Per Bus <br> Average Hours Per Bus <br> Average Speed Per Bus <br> On-Time Performance <br> Average Parts Inventory Per Bus | 2,306 208 11.10 $70.0 \%$ 8,432 | 2,049 188 10.91 $98.6 \%$ 8,801 | $12.5 \%$ $10.6 \%$ $1.7 \%$ $(29.1 \%)$ $(4.2 \%)$ | 23,180 2,091 11.08 $83.3 \%$ | 21,683 1,946 11.14 $97.1 \%$ | $6.9 \%$ $7.5 \%$ $(0.5 \%)$ $(14.2 \%)$ |
| MILES PER ROAD CALL |  |  |  |  |  |  |
| Miles Per Chargeable Road Call Miles Per Total Road Call | $\begin{array}{r} 64,564 \\ 2,189 \\ \hline \end{array}$ | $\begin{array}{r} 40,302 \\ 1,982 \\ \hline \end{array}$ | $60.2 \%$ $10.4 \%$ | $\begin{array}{r} 35,083 \\ 2,555 \\ \hline \end{array}$ | $\begin{array}{r} \hline 18,275 \\ 3,031 \\ \hline \end{array}$ | $\begin{array}{r} \hline 92.0 \% \\ (15.7 \%) \\ \hline \end{array}$ |
| ACCIDENTS |  |  |  |  |  |  |
| Accidents Per 100,000 Miles | 7.0 | 6.6 | 6.1\% | 8.0 | 7.8 | 2.6\% |
| EMPLOYMENT RATIOS |  |  |  |  |  |  |
| Operator's Pay to Platform Hours Operators Per Peak Bus <br> Total Buses Per Maint. Employee | $\begin{array}{r} \hline 129.4 \% \\ 1.98 \\ 2.80 \\ \hline \end{array}$ | $\begin{array}{r} 129.4 \% \\ 1.95 \\ 3.11 \end{array}$ | $\begin{array}{\|r\|} \hline 0.0 \% \\ 1.5 \% \\ (10.0 \%) \end{array}$ | 132.3\% | 131.6\% | 0.5\% |
| EMPLOYMENT |  |  |  |  |  |  |
| Operators <br> Maintenance <br> Salaried <br> Total | 79 20 19 118 | 78 19 18 115 | $\begin{aligned} & 1.3 \% \\ & 5.3 \% \\ & 5.6 \% \\ & 2.6 \% \end{aligned}$ |  |  |  |

## April 2018

| SYSTEM | CTTRANSIT <br> Operating Statistics April 2018 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Current Month |  | \% Chg | Year To Date |  | \% Chg |
|  | This Year | Prior Year |  | This Year | Prior Year |  |
| OPERATING MILES AND HOURS |  |  |  |  |  |  |
| Local Miles Operated | 986,807 | 957,338 | 3.1\% | 9,995,486 | 9,797,395 | 2.0\% |
| Express Miles Operated | 161,558 | 122,831 | 31.5\% | 1,581,638 | 1,285,605 | 23.0\% |
| CTFastrak Miles Operated | 225,464 | 224,665 | 0.4\% | 2,291,410 | 2,259,044 | 1.4\% |
| Total Miles Operated | 1,373,829 | 1,304,834 | 5.3\% | 13,868,534 | 13,342,044 | 3.9\% |
| Local Hours Operated | 85,522 | 83,175 | 2.8\% | 866,133 | 850,881 | 1.8\% |
| Express Hours Operated | 6,845 | 5,252 | 30.3\% | 67,048 | 55,601 | 20.6\% |
| CTFastrak Hours Operated | 14,749 | 14,728 | 0.1\% | 149,672 | 149,441 | 0.2\% |
| Total Hours Operated | 107,116 | 103,155 | 3.8\% | 1,082,853 | 1,055,923 | 2.6\% |
| OPERATING DAYS |  |  |  |  |  |  |
| Weekdays <br> Saturdays <br> Sundays <br> Holidays <br> TOTAL | 20 5 5 0 30 | 20 5 5 0 30 |  | 208 44 44 $\underline{7}$ 303 | 208 44 44 $\underline{7}$ 303 |  |
| EQUIPMENT |  |  |  |  |  |  |
| Total Buses <br> Peak Bus Requirement <br> Peak to Base Ratio <br> Non-Revenue Vehicles <br> Total Vehicles | 487 373 1.31 54 541 | $\begin{array}{r} \hline 477 \\ 370 \\ 1.29 \\ 54 \\ 531 \end{array}$ | $2.1 \%$ $0.8 \%$ $1.3 \%$ $0.0 \%$ $1.9 \%$ |  |  |  |
| FLUIDS |  |  |  |  |  |  |
| Diesel Fuel Consumed <br> Miles Per Gallon <br> Quarts of Oil Added <br> Miles Per Quart Oil Added | $\begin{array}{r} \hline 305,206 \\ 4.50 \\ 298 \\ 4,610 \end{array}$ | $\begin{array}{r} \hline 297,086 \\ 4.39 \\ 596 \\ 2,189 \end{array}$ | $2.7 \%$ $2.5 \%$ $(50.0 \%)$ $110.6 \%$ | $\begin{array}{r} 3,290,778 \\ 4.21 \\ 2,882 \\ 4,812 \end{array}$ | $\begin{array}{r} 3,359,900 \\ 3.97 \\ 6,414 \\ 2,080 \end{array}$ | $\begin{array}{r} (2.1 \%) \\ 6.0 \% \\ (55.1 \%) \\ 131.3 \% \end{array}$ |
| AVERAGES PER BUS |  |  |  |  |  |  |
| Average Miles Per Bus <br> Average Hours Per Bus <br> Average Speed Per Bus <br> On-Time Performance <br> Average Parts Inventory Per Bus | 2,821 220 12.83 $68.4 \%$ 11,161 | 2,736 216 12.65 $83.6 \%$ 12,332 | $3.1 \%$ $1.9 \%$ $1.4 \%$ $(18.2 \%)$ $(9.5 \%)$ | 28,477 2,224 12.81 $69.1 \%$ | 27,971 2,214 12.64 $97.1 \%$ | $\begin{array}{r} 1.8 \% \\ 0.5 \% \\ 1.3 \% \\ (28.8 \%) \end{array}$ |
| MILES PER ROAD CALL |  |  |  |  |  |  |
| Miles Per Chargeable Road Call Miles Per Total Road Call | $\begin{array}{r\|} \hline 32,710 \\ 2,798 \end{array}$ | $\begin{array}{r} 21,391 \\ 2,713 \end{array}$ | $52.9 \%$ $3.1 \%$ | 28,419 2,791 | $\begin{array}{r} 21,694 \\ 2,253 \end{array}$ | $31.0 \%$ $23.9 \%$ |
| ACCIDENTS |  |  |  |  |  |  |
| Accidents Per 100,000 Miles | 4.6 | 4.2 | 9.5\% | 4.9 | 5.9 | (16.9\%) |
| EMPLOYMENT RATIOS |  |  |  |  |  |  |
| Operator's Pay to Platform Hours Operators Per Peak Bus <br> Total Buses Per Maint. Employee | $\begin{array}{r} 129.8 \% \\ 1.94 \\ 2.07 \end{array}$ | $\begin{array}{r\|} \hline 134.6 \% \\ 1.92 \\ 2.11 \end{array}$ | $\begin{array}{r} (3.6 \%) \\ 1.0 \% \\ (1.9 \%) \end{array}$ | 132.3\% | 131.6\% | 0.5\% |
| EMPLOYMENT |  |  |  |  |  |  |
| Operators <br> Maintenance <br> Salaried <br> Total | $\begin{array}{r}723 \\ 235 \\ 189 \\ \hline 1,147\end{array}$ | $\begin{array}{r}710 \\ 226 \\ 187 \\ \hline 1,123\end{array}$ | $\begin{aligned} & 1.8 \% \\ & 4.0 \% \\ & 1.1 \% \\ & 2.1 \% \end{aligned}$ |  |  |  |

May 2018


May 2018


May 2018


May 2018


June 2018

| HARTFORD | CTTRANSIT <br> Operating Statistics June-18 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Current Month |  |  | Year To Date |  |  |
|  | This Year | Prior Year | \%Chg | This Year | Prior Year | \% Chg |
| OPERATING MILES AND HOURS |  |  |  |  |  |  |
| Local Miles Operated | 539,185 | 546,033 | (1.3\%) | 6,531,602 | 6,404,607 | 2.0\% |
| Express Miles Operated | 142,492 | 113,842 | 25.2\% | 1,675,400 | 1,317,774 | 27.1\% |
| CTFastrak Miles Operated | 228,216 | 231,982 | (1.6\%) | 2,753,526 | 2,726,036 | 1.0\% |
| Total Miles Operated | 909,893 | 891,857 | 2.0\% | 10,960,528 | 10,448,417 | 4.9\% |
| Local Hours Operated | 45,474 | 46,086 | (1.3\%) | 550,246 | 540,152 | 1.9\% |
| Express Hours Operated | 5,885 | 4,684 | 25.6\% | 69,230 | 55,341 | 25.1\% |
| CTFastrak Hours Operated | 14,943 | 15,231 | (1.9\%) | 179,934 | 180,122 | (0.1\%) |
| Total Hours Operated | 66,302 | 66,001 | 0.5\% | 799,410 | 775,615 | 3.1\% |
| OPERATING DAYS |  |  |  |  |  |  |
| Weekdays <br> Saturdays <br> Sundays <br> Holidays <br> TOTAL | 22 4 4 0 30 | 22 4 4 0 30 |  | 254 53 52 $\underline{6}$ 365 | 255 52 52 $\frac{6}{6}$ 365 |  |
| EQUIPMENT |  |  |  |  |  |  |
| Total Buses <br> Peak Bus Requirement Peak to Base Ratio Non-Revenue Vehicles Total Vehicles | $\begin{array}{r} 299 \\ 236 \\ 1.84 \\ 35 \\ 334 \end{array}$ | $\begin{array}{r} 303 \\ 233 \\ 1.86 \\ 35 \\ 338 \end{array}$ | $\begin{array}{r} (1.3 \%) \\ 1.3 \% \\ (1.1 \%) \\ 0.0 \% \\ (1.2 \%) \end{array}$ |  |  |  |
| FLUIDS |  |  |  |  |  |  |
| Diesel Fuel Consumed Miles Per Gallon Quarts of Oil Added Miles Per Quart Oil Added | $\begin{array}{r} 211,433 \\ 4.30 \\ 144 \\ 6,319 \\ \hline \end{array}$ | $\begin{array}{r} 217,852 \\ 4.09 \\ 316 \\ 2,822 \\ \hline \end{array}$ | $(2.9 \%)$ $5.1 \%$ $(54.4 \%)$ $123.9 \%$ | $\begin{array}{r} 2,489,101 \\ 4.40 \\ 2,022 \\ 5,421 \end{array}$ | $\begin{array}{r} 2,512,184 \\ 4.16 \\ 4,972 \\ 2,101 \end{array}$ | $\begin{array}{r} (0.9 \%) \\ 5.8 \% \\ (59.3 \%) \\ 157.9 \% \end{array}$ |
| AVERAGES PER BUS |  |  |  |  |  |  |
| Average Miles Per Bus Average Hours Per Bus Average Speed Per Bus On-Time Performance Average Parts Inventory Per Bus | 3,043 222 13.72 $66.6 \%$ 13,997 | 2,943 218 13.51 $87.9 \%$ 15,510 | $3.4 \%$ $1.8 \%$ $1.6 \%$ $(24.2 \%)$ $(9.8 \%)$ | 36,657 2,674 13.71 $69.7 \%$ | 34,483 2,560 13.47 $88.5 \%$ | $6.3 \%$ $4.5 \%$ $1.8 \%$ $(21.2 \%)$ |
| MLIES PER ROAD CAL |  |  |  |  |  |  |
| Miles Per Chargeable Road Call Miles Per Total Road Call | $\begin{array}{r} 18,569 \\ 2,800 \end{array}$ | $\begin{array}{r} 21,235 \\ 2,719 \end{array}$ | $\begin{array}{r} (12.6 \%) \\ 3.0 \% \end{array}$ | $\begin{array}{r} 27,265 \\ 2,836 \end{array}$ | 24,996 2,171 | $9.1 \%$ $30.6 \%$ |
| ACCIDENTS |  |  |  |  |  |  |
| Accidents Per 100,000 Miles | 3.7 | 5.8 | (36.2\%) | 4.0 | 5.0 | (20.0\%) |
| EMPL OYMENT RATIOS |  |  |  |  |  |  |
| Operator's Pay to Platform Hours Operators Per Peak Bus Total Buses Per Maint. Employee | $\begin{array}{r\|} \hline 131.1 \% \\ 1.90 \\ 1.95 \end{array}$ | $\begin{array}{r\|} \hline 130.1 \% \\ 1.81 \\ 2.08 \end{array}$ | $\begin{array}{r\|} \hline 0.8 \% \\ 5.0 \% \\ (6.3 \%) \\ \hline \end{array}$ | 131.5\% | 131.4\% | 0.1\% |
| EMPLOYMENT |  |  |  | 析 | п |  |
| Operators <br> Maintenance <br> Salaried <br> Total | $\begin{array}{r} 448 \\ 153 \\ \underline{125} \\ \hline 726 \end{array}$ | $\begin{aligned} & 421 \\ & 146 \\ & 124 \\ & \hline 691 \end{aligned}$ | $\begin{aligned} & 6.4 \% \\ & 4.8 \% \\ & 0.8 \% \\ & 5.1 \% \end{aligned}$ |  |  |  |

June 2018

|  |  | RANSIT <br> ing Statist <br> ne-18 | (cs. |  |  | п |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Cur | t Month |  |  | Date |  |
| NEW HAVENV | This Year | Prior Year | \% Chg | This Year | Prior Year | \% Chg |
| OPERATING MILES AND HOURS |  |  |  |  |  |  |
| Local Miles Operated | 332,599 | 352,290 | (5.6\%) | 4,146,039 | 4,115,450 | 0.7\% |
| Express Miles Operated | 0 | 0 | 0.0\% | 0 | 0 | 0.0\% |
| CTFastrak Miles Operated | 0 | 0 | 0.0\% | 0 | 0 | 0.0\% |
| Total Miles Operated | 332,599 | 352,290 | (5.6\%) | 4,146,039 | 4,115,450 | 0.7\% |
| Local Hours Operated | 28,951 | 30,643 | (5.5\%) | 360,843 | 359,799 | 0.3\% |
| Express Hours Operated | 0 | 0 | 0.0\% | 0 | 0 | 0.0\% |
| CTFastrak Hours Operated | 0 | 0 | 0.0\% | 0 | 0 | 0.0\% |
| Total Hours Operated | 28,951 | 30,643 | (5.5\%) | 360,843 | 359,799 | 0.3\% |
| OPERATING DAYS |  |  |  |  |  |  |
| Weekdays <br> Saturdays <br> Sundays <br> Holidays <br> TOTAL | $\begin{array}{r} 22 \\ 4 \\ 4 \\ 0 \\ 30 \end{array}$ | 22 4 4 $\underline{0}$ 30 |  |  | $\begin{array}{r}255 \\ 52 \\ 52 \\ 6 \\ \hline 65\end{array}$ |  |
| EQUIPMENT |  |  |  |  |  |  |
| Total Buses <br> Peak Bus Requirement Peak to Base Ratio Non-Revenue Vehicles Total Vehicles | 133 97 1.47 28 161 | 132 97 1.47 28 160 | $\begin{aligned} & 0.8 \% \\ & 0.0 \% \\ & 0.0 \% \\ & 0.0 \% \\ & 0.6 \% \end{aligned}$ |  |  |  |
| FLUDS |  |  |  |  |  |  |
| Diesel Fuel Consumed <br> Miles Per Gallon <br> Quarts of Oil Added <br> Miles Per Quart Oil Added | $\begin{array}{r} 92,067 \\ 3.61 \\ 40 \\ 8,315 \\ \hline \end{array}$ | $\begin{array}{r} 105,158 \\ 3.35 \\ 91 \\ 3,871 \end{array}$ | $\begin{array}{r} (12.4 \%) \\ 7.8 \% \\ (56.0 \%) \\ 114.8 \% \end{array}$ | $\begin{array}{r} 1,106,164 \\ 3.75 \\ 721 \\ 5,750 \end{array}$ | $\begin{array}{r} 1,173,821 \\ 3.51 \\ 1,412 \\ 2,915 \end{array}$ | $\begin{array}{r} (5.8 \%) \\ 6.8 \% \\ (48.9 \%) \\ 97.3 \% \end{array}$ |
| AVERAGES PERBUS |  |  |  |  |  |  |
| Average Miles Per Bus <br> Average Hours Per Bus <br> Average Speed Per Bus <br> On-Time Performance <br> Average Parts Inventory Per Bus | 2,501 218 11.49 $54.6 \%$ 4,595 | 2,669 232 11.50 $79.1 \%$ 5,385 | $\begin{array}{r} (6.3 \%) \\ (6.0 \%) \\ (0.1 \%) \\ (31.0 \%) \\ (14.7 \%) \end{array}$ | 31,173 2,713 11.49 $58.0 \%$ | $\begin{array}{r} 31,178 \\ 2,726 \\ 11.44 \\ 84.2 \% \end{array}$ | $\begin{array}{r} (0.0 \%) \\ (0.5 \%) \\ 0.4 \% \\ (31.2 \%) \end{array}$ |
| MLLES PER ROAD CALL |  |  |  |  |  |  |
| Miles Per Chargeable Road Call Miles Per Total Road Call | $\begin{array}{r} 27,717 \\ 2,749 \end{array}$ | $\begin{array}{r} 11,364 \\ 2,036 \end{array}$ | $\begin{array}{r} 143.9 \% \\ 35.0 \% \end{array}$ | $\begin{array}{r} 23,292 \\ 2,748 \end{array}$ | $\begin{array}{r} 15,530 \\ 2,487 \end{array}$ | $\begin{aligned} & 50.0 \% \\ & 10.5 \% \end{aligned}$ |
| ACCIDENTS |  |  |  |  |  |  |
| Accidents Per 100,000 Miles | 3.6 | 4.3 | (16.3\%) | 5.8 | 6.3 | (7.9\%) |
| EM PLOYMENT RATIOS |  |  |  |  |  |  |
| Operator's Pay to Platform Hours Operators Per Peak Bus Total Buses Per Maint. Employee | $\begin{array}{r} 138.3 \% \\ 2.11 \\ 2.18 \\ \hline \end{array}$ | $\begin{array}{r} 129.3 \% \\ 2.14 \\ 2.20 \\ \hline \end{array}$ | $\begin{array}{r} 7.0 \% \\ (1.4 \%) \\ (0.9 \%) \\ \hline \end{array}$ | 134.0\% | 130.8\% | 2.4\% |
| EMPLOYMENT |  |  |  |  |  |  |
| Operators <br> Maintenance <br> Salaried <br> Total | $\begin{array}{r} 205 \\ 61 \\ \underline{47} \\ 313 \end{array}$ | 208 60 49 317 | $\begin{array}{r} (1.4 \%) \\ 1.7 \% \\ (4.1 \%) \\ (1.3 \%) \end{array}$ |  |  |  |

June 2018

| STAMFORD | CTTRANSIT <br> Operating Statistics <br> June-18 <br> Current Month |  |  |  | п |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | Year To Date |  |  |
|  | This Year | Prior Vear | \% Chg | This Year | Prior Year | \% Chg |
| OPERATING MILES AND HOURS |  |  |  |  |  |  |
| Local Miles Operated | 108,838 | 110,514 | (1.5\%) | 1,321,415 | 1,307,180 | 1.1\% |
| Express Miles Operated | 19,746 | 19,929 | (0.9\%) | 236,875 | 235,590 | 0.5\% |
| CTFastrak Miles Operated | 0 | 0 | 0.0\% | 0 | 0 | 0.0\% |
| Total Miles Operated | 128,584 | 130,443 | (1.4\%) | 1,558,290 | 1,542,770 | 1.0\% |
| Local Hours Operated | 10,610 | 10,804 | (1.8\%) | 128,779 | 126,987 | 1.4\% |
| Express Hours Operated | 985 | 994 | (0.9\%) | 11,802 | 11,627 | 1.5\% |
| CTFastrak Hours Operated | 0 | 0 | 0.0\% | 0 | 0 | 0.0\% |
| Total Hours Operated | 11,595 | 11,798 | (1.7\%) | 140,581 | 138,614 | 1.4\% |
| OPERATING DAYS |  |  |  |  |  |  |
| Weekdays <br> Saturdays <br> Sundays <br> Holidays <br> TOTAL | $\begin{array}{r} 22 \\ 4 \\ 4 \\ 0 \\ 30 \end{array}$ | 22 4 4 0 30 |  | 254 53 52 6 365 | 255 52 52 6 365 |  |
| EQUPMENT |  |  |  |  |  |  |
| Total Buses <br> Peak Bus Requirement <br> Peak to Base Ratio <br> Non-Revenue Vehicles <br> Total Vehicles | 55 40 1.82 14 69 | 59 40 1.82 14 73 | $\begin{array}{r} \hline(6.8 \%) \\ 0.0 \% \\ 0.0 \% \\ 0.0 \% \\ (5.5 \%) \\ \hline \end{array}$ |  |  |  |
| FLuDS |  |  |  |  |  |  |
| Diesel Fuel Consumed Miles Per Gallon Quarts of Oil Added Miles Per Quart Oil Added | $\begin{array}{r} 31,567 \\ 4.07 \\ 60 \\ 2,143 \\ \hline \end{array}$ | $\begin{array}{r} 32,203 \\ 4.05 \\ 58 \\ 2,249 \\ \hline \end{array}$ | $\begin{array}{r} \hline(2.0 \%) \\ 0.5 \% \\ 3.4 \% \\ (4.7 \%) \\ \hline \end{array}$ | $\begin{array}{r} 367,232 \\ 4.24 \\ 617 \\ 2,526 \\ \hline \end{array}$ | $\begin{array}{r} 366,155 \\ 4.21 \\ 990 \\ 1,558 \\ \hline \end{array}$ | $0.3 \%$ $0.7 \%$ $(37.7 \%)$ $62.1 \%$ |
| AVERAGES PER BUS |  |  |  |  |  |  |
| Average Miles Per Bus <br> Average Hours Per Bus <br> Average Speed Per Bus <br> On-Time Performance <br> Average Parts Inventory Per Bus | $\begin{array}{r} 2,338 \\ 211 \\ 11.09 \\ 63.0 \% \\ 8,498 \end{array}$ | $\begin{array}{r} 2,211 \\ 200 \\ 11.06 \\ 93.2 \% \\ 9,845 \end{array}$ | $5.7 \%$ $5.5 \%$ $0.3 \%$ $(32.4 \%)$ $(13.7 \%)$ | 28,333 2,556 11.08 $80.8 \%$ | $\begin{array}{r} 26,149 \\ 2,349 \\ 11.13 \\ 96.4 \% \end{array}$ | $8.4 \%$ $8.8 \%$ $(0.4 \%)$ $(16.2 \%)$ |
| MILES PER ROAD CALL. |  |  |  |  |  |  |
| Miles Per Chargeable Road Call Miles Per Total Road Call | $\begin{array}{r} \hline 42,861 \\ 2,217 \end{array}$ | $\begin{array}{r} 32,611 \\ 1,890 \end{array}$ | $\begin{aligned} & 31.4 \% \\ & 17.3 \% \end{aligned}$ | $\begin{array}{r} 31,802 \\ 2,420 \end{array}$ | $\begin{array}{r} 18,588 \\ 2,697 \end{array}$ | $\begin{array}{r} 71.1 \% \\ (10.3 \%) \end{array}$ |
| AcCidents |  |  |  |  |  |  |
| Accidents Per 100,000 Miles | 7.8 | 5.6 | 39.3\% | 8.1 | 5.6 | 44.6\% |
| EM PLOYMENT RATIOS |  |  |  |  |  |  |
| Operator's Pay to Platform Hours Operators Per Peak Bus <br> Total Buses Per Maint. Employee | $\begin{array}{r\|} \hline 126.8 \% \\ 1.98 \\ 2.75 \\ \hline \end{array}$ | $\begin{array}{r} 126.4 \% \\ 2.00 \\ 3.11 \\ \hline \end{array}$ | $\begin{array}{r} 0.3 \% \\ (1.0 \%) \\ (11.6 \%) \end{array}$ | 131.8\% | 130.8\% | 0.8\% |
| EMPLOVMENT |  |  |  |  |  |  |
| Operators <br> Maintenance <br> Salaried <br> Total | 79 20 20 119 | $\begin{array}{r}80 \\ 19 \\ 17 \\ \hline 116\end{array}$ | $\begin{array}{r} (1.3 \%) \\ 5.3 \% \\ 17.6 \% \\ 2.6 \% \end{array}$ | пı | র |  |

June 2018

|  |  | RANSI <br> ng Statist ne-18 | 京 |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Month |  |  | To Date |  |
|  | This Year | Prior Vear | \% Chg | This Year | Prior Year | \% Chg |
| OPERATING MILES AND HOURS |  |  |  |  |  |  |
| Local Miles Operated | 980,622 | 1,008,837 | (2.8\%) | 11,999,056 | 11,827,237 | 1.5\% |
| Express Miles Operated | 162,238 | 133,771 | 21.3\% | 1,912,275 | 1,553,364 | 23.1\% |
| CTFastrak Miles Operated | 228,216 | 231,982 | (1.6\%) | 2,753,526 | 2,726,036 | 1.0\% |
| Total Miles Operated | 1,371,076 | 1,374,590 | (0.3\%) | 16,664,857 | 16,106,637 | 3.5\% |
| Local Hours Operated | 85,035 | 87,533 | (2.9\%) | 1,039,868 | 1,026,938 | 1.3\% |
| Express Hours Operated | 6,870 | 5,678 | 21.0\% | 81,032 | 66,968 | 21.0\% |
| CTFastrak Hours Operated | 14,943 | 15,231 | (1.9\%) | 179,934 | 180,122 | (0.1\%) |
| Total Hours Operated | 106,848 | 108,442 | (1.5\%) | 1,300,834 | 1,274,028 | 2.1\% |
| OPERATING DAYS |  |  |  |  |  |  |
| Weekdays <br> Saturdays <br> Sundays <br> Holidays <br> TOTAL | $\begin{array}{r} 22 \\ 4 \\ 4 \\ 0 \\ 30 \end{array}$ | 22 4 4 0 30 |  | [ $\begin{array}{r}254 \\ 53 \\ 52 \\ 6 \\ \hline 65\end{array}$ | 255 52 52 $\underline{6}$ 365 |  |
| EQUPMENT |  |  |  |  |  |  |
| Total Buses <br> Peak Bus Requirement <br> Peak to Base Ratio <br> Non-Revenue Vehicles <br> Total Vehicles | $\begin{array}{r} 487 \\ 373 \\ 1.73 \\ 77 \\ 564 \end{array}$ | 494 370 1.74 77 571 | $\begin{array}{r} (1.4 \%) \\ 0.8 \% \\ (0.6 \%) \\ 0.0 \% \\ (1.2 \%) \end{array}$ |  |  |  |
| FLUDS |  |  |  |  |  |  |
| Diesel Fuel Consumed <br> Miles Per Gallon <br> Quarts of Oil Added <br> Miles Per Quart Oil Added | $\begin{array}{r} 335,067 \\ 4.09 \\ 244 \\ 5,619 \end{array}$ | $\begin{array}{r} 355,213 \\ 3.87 \\ 465 \\ 2,956 \end{array}$ | $\begin{array}{r} (5.7 \%) \\ 5.7 \% \\ (47.5 \%) \\ 90.1 \% \end{array}$ | $\begin{array}{r} 3,962,497 \\ 4.21 \\ 3,360 \\ 4,960 \\ \hline \end{array}$ | $\begin{array}{r} 4,052,160 \\ 3.97 \\ 7,374 \\ 2,184 \end{array}$ | $\begin{array}{r} (2.2 \%) \\ 6.0 \% \\ (54.4 \%) \\ 127.1 \% \end{array}$ |
| AVERAGES PER BUS |  |  |  |  |  |  |
| Average Miles Per Bus Average Hours Per Bus Average Speed Per Bus On-Time Performance Average Parts Inventory Per Bus | $\begin{array}{r} 2,815 \\ 219 \\ 12.83 \\ 63.0 \% \\ 10,775 \\ \hline \end{array}$ | 2,783 220 12.68 $82.4 \%$ 12,128 | $\begin{array}{r} 1.1 \% \\ (0.5 \%) \\ 1.2 \% \\ (23.5 \%) \\ (11.2 \%) \end{array}$ | 34,219 2,671 12.81 $68.1 \%$ | 32,605 2,579 12.64 $86.7 \%$ | $\begin{array}{r} 5.0 \% \\ 3.6 \% \\ 1.3 \% \\ (21.4 \%) \end{array}$ |
| MLIES PER ROAD CALL. |  |  |  |  |  |  |
| Miles Per Chargeable Road Call <br> Miles Per Total Road Call | $\begin{array}{r} 21,423 \\ 2,720 \\ \hline \end{array}$ | $\begin{array}{r} 17,852 \\ 2,412 \end{array}$ | $\begin{aligned} & 20.0 \% \\ & 12.8 \% \\ & \hline \end{aligned}$ | $\begin{array}{r} 26,494 \\ 2,769 \\ \hline \end{array}$ | $\begin{array}{r} 21,027 \\ 2,288 \\ \hline \end{array}$ | $\begin{aligned} & 26.0 \% \\ & 21.0 \% \\ & \hline \end{aligned}$ |
| ACCIDENTS |  |  |  |  |  |  |
| Accidents Per 100,000 Miles |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |
| Operator's Pay to Platform Hours Operators Per Peak Bus Total Buses Per Maint. Employee | $\begin{array}{r} 132.6 \% \\ 1.96 \\ 2.08 \end{array}$ | $\begin{array}{r} 129.5 \% \\ 1.92 \\ 2.20 \end{array}$ | $\begin{array}{r} 2.4 \% \\ 2.1 \% \\ (5.5 \%) \end{array}$ | 132.2\% | 131.2\% | 0.8\% |
| EMPLOYMENT |  |  |  |  |  |  |
| Operators <br> Maintenance <br> Salaried <br> Total | $\begin{array}{r} 732 \\ 234 \\ \underline{192} \\ 1,158 \end{array}$ | $\begin{array}{r} 709 \\ 225 \\ \underline{190} \\ \hline 1,124 \end{array}$ | $\begin{aligned} & \hline 3.2 \% \\ & 4.0 \% \\ & 1.1 \% \\ & 3.0 \% \end{aligned}$ |  |  |  |

July 2018

| HARTFORD | CTTRANSIT <br> Operating Statistics July-18 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Current Month |  | \% Chg | Year To Date |  | \% Chg |
|  | This Year | Prior Year |  | This Year | Prior Year |  |
| OPERATING MILES AND HOURS |  |  |  |  |  |  |
| Local Miles Operated | 536,423 | 523,820 | 2.4\% | 536,423 | 523,820 | 2.4\% |
| Express Miles Operated | 143,319 | 103,665 | 38.3\% | 143,319 | 103,665 | 38.3\% |
| CTFastrak Miles Operated | 229,246 | 228,537 | 0.3\% | 229,246 | 228,537 | 0.3\% |
| Total Miles Operated | 908,988 | 856,022 | 6.2\% | 908,988 | 856,022 | 6.2\% |
| Local Hours Operated | 45,232 | 44,116 | 2.5\% | 45,232 | 44,116 | 2.5\% |
| Express Hours Operated | 5,915 | 4,270 | 38.5\% | 5,915 | 4,270 | 38.5\% |
| CTFastrak Hours Operated | 15,029 | 15,041 | (0.1\%) | 15,029 | 15,041 | (0.1\%) |
| Total Hours Operated | 66,176 | 63,427 | 4.3\% | 66,176 | 63,427 | 4.3\% |
| OPERATING DAYS |  |  |  |  |  |  |
| Weekdays Saturdays Sundays Holidays TOTAL | 21 4 5 1 31 | 20 <br> 5 <br> 5 <br> 1 <br> 31 |  | 21 4 5 1 31 | 20 5 5 1 31 |  |
| EQUIPMENT |  |  |  |  |  |  |
| Total Buses <br> Peak Bus Requirement Peak to Base Ratio Non-Revenue Vehicles Total Vehicles | 299 236 1.84 35 334 | 312 233 1.86 35 347 | $\begin{array}{r} \hline(4.2 \%) \\ 1.3 \% \\ (1.1 \%) \\ 0.0 \% \\ (3.7 \%) \\ \hline \end{array}$ |  |  |  |
| FLUIDS |  |  |  |  |  |  |
| Diesel Fuel Consumed Miles Per Gallon Quarts of Oil Added Miles Per Quart Oil Added | $\begin{array}{r} 215,760 \\ 4.21 \\ 261 \\ 3,483 \end{array}$ | $\begin{array}{r} \hline 209,481 \\ 4.09 \\ 261 \\ 3,280 \end{array}$ | $3.0 \%$ $2.9 \%$ $0.0 \%$ $6.2 \%$ | $\begin{array}{r} 215,760 \\ 4.21 \\ 261 \\ 3,483 \end{array}$ | $\begin{array}{r} 209,481 \\ 4.09 \\ 261 \\ 3,280 \end{array}$ | $3.0 \%$ $2.9 \%$ $0.0 \%$ $6.2 \%$ |
| AVERAGES PER BUS |  |  |  |  |  |  |
| Average Miles Per Bus <br> Average Hours Per Bus <br> Average Speed Per Bus <br> On-Time Performance <br> Average Parts Inventory Per Bus | 3,040 221 13.74 $68.1 \%$ 14,115 | 2,744 203 13.50 $91.6 \%$ 15,375 | $10.8 \%$ $8.9 \%$ $1.8 \%$ $(25.7 \%)$ $(8.2 \%)$ | 3,040 221 13.74 $68.1 \%$ | 2,744 203 13.50 $91.6 \%$ | $10.8 \%$ $8.9 \%$ $1.8 \%$ (25.7\%) |
| MILES PER ROAD CALL |  |  |  |  |  |  |
| Miles Per Chargeable Road Call Miles Per Total Road Call | $\begin{array}{r} 16,527 \\ 2,325 \end{array}$ | 25,940 2,863 | (36.3\%) $(18.8 \%)$ | $\begin{array}{r} 16,527 \\ 2,325 \end{array}$ | $\begin{array}{r} 25,940 \\ 2,863 \end{array}$ | $\begin{aligned} & (36.3 \%) \\ & (18.8 \%) \end{aligned}$ |
| ACCIDENTS |  |  |  |  |  |  |
| Accidents Per 100,000 Miles | 3.4 | 3.0 | 13.3\% | 3.4 | 3.0 | 13.3\% |
| EMPLOYMENT RATIOS |  |  |  |  |  |  |
| Operator's Pay to Platform Hours <br> Operators Per Peak Bus <br> Total Buses Per Maint. Employee | $\begin{array}{r\|} \hline 141.6 \% \\ 1.87 \\ 1.95 \\ \hline \end{array}$ | $\begin{array}{r\|} \hline 134.2 \% \\ 1.80 \\ 2.14 \end{array}$ | $5.5 \%$ $3.9 \%$ $(8.9 \%)$ | 141.6\% | 134.2\% | 5.5\% |
| EMPLOYMENT |  |  |  |  |  |  |
| Operators <br> Maintenance <br> Salaried <br> Total | 442 <br> 153 <br> 125 <br> 720 | 420 <br> 146 <br> 124 <br> 690 | $\begin{aligned} & 5.2 \% \\ & 4.8 \% \\ & 0.8 \% \\ & 4.3 \% \\ & \hline \end{aligned}$ |  |  |  |

July 2018

| NEW HAVEN | CTTRANSIT <br> Operating Statistics July-18 |  |  | Year To Date |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Current Month |  |  |  |  |  |
|  | This Year | Prior Year | \% Chg | This Year | Prior Year | \% Chg |
| OPERATING MILES AND HOURS |  |  |  |  |  |  |
| Local Miles Operated | 345,009 | 339,040 | 1.8\% | 349,005 | 339,040 | 2.9\% |
| Express Miles Operated | 0 | 0 | 0.0\% | 0 | 0 | 0.0\% |
| CTFastrak Miles Operated | 0 | 0 | 0.0\% | 0 | 0 | 0.0\% |
| Total Miles Operated | 345,009 | 339,040 | 1.8\% | 349,005 | 339,040 | 2.9\% |
| Local Hours Operated | 30,018 | 29,453 | 1.9\% | 30,018 | 29,453 | 1.9\% |
| Express Hours Operated | 0 | 0 | 0.0\% | 0 | 0 | 0.0\% |
| CTFastrak Hours Operated | 0 | 0 | 0.0\% | 0 | 0 | 0.0\% |
| Total Hours Operated | 30,018 | 29,453 | 1.9\% | 30,018 | 29,453 | 1.9\% |
| OPERATING DAYS |  |  |  |  |  |  |
| Weekdays <br> Saturdays <br> Sundays <br> Holidays <br> TOTAL | 21 4 5 1 31 | 20 5 5 1 31 |  | 21 4 5 1 31 | 20 5 5 1 31 |  |
| EQUIPMENT |  |  |  |  |  |  |
| Total Buses <br> Peak Bus Requirement <br> Peak to Base Ratio <br> Non-Revenue Vehicles <br> Total Vehicles | $\begin{array}{r} 133 \\ 97 \\ 1.47 \\ 26 \\ 159 \\ \hline \end{array}$ | 132 97 1.47 26 158 | $\begin{aligned} & 0.8 \% \\ & 0.0 \% \\ & 0.0 \% \\ & 0.0 \% \\ & 0.6 \% \end{aligned}$ |  |  |  |
| FLUIDS |  |  |  |  |  |  |
| Diesel Fuel Consumed Miles Per Gallon Quarts of Oil Added Miles Per Quart Oil Added | $\begin{array}{r\|} \hline 92,938 \\ 3.71 \\ 58 \\ 5,948 \\ \hline \end{array}$ | $\begin{array}{r} \hline 103,526 \\ 3.27 \\ 101 \\ 3,357 \\ \hline \end{array}$ | $\begin{array}{r} (10.2 \%) \\ 13.5 \% \\ (42.6 \%) \\ 77.2 \% \end{array}$ | $\begin{array}{r} \hline 92,938 \\ 3.76 \\ 58 \\ 6,017 \\ \hline \end{array}$ | $\begin{array}{r} 103,526 \\ 3.27 \\ 101 \\ 3,357 \end{array}$ | $\begin{array}{r} (10.2 \%) \\ 15.0 \% \\ (42.6 \%) \\ 79.3 \% \end{array}$ |
| AVERAGES PER BUS |  |  |  |  |  |  |
| Average Miles Per Bus <br> Average Hours Per Bus <br> Average Speed Per Bus <br> On-Time Performance <br> Average Parts Inventory Per Bus | 2,594 226 11.49 $55.2 \%$ 4,443 | 2,568 223 11.51 $83.3 \%$ 5,124 | $1.0 \%$ $1.3 \%$ $(0.2 \%)$ $(33.7 \%)$ $(13.3 \%)$ | 2,624 226 11.63 $55.2 \%$ | 2,568 223 11.51 $83.3 \%$ | $2.2 \%$ $1.3 \%$ $1.0 \%$ (33.7\%) |
| MILES PER ROAD CALL |  |  |  |  |  |  |
| Miles Per Chargeable Road Call Miles Per Total Road Call | $\begin{array}{r} 20,295 \\ 2,413 \end{array}$ | $\begin{array}{r\|} \hline 14,741 \\ 2,608 \end{array}$ | $\begin{aligned} & 37.7 \% \\ & (7.5 \%) \end{aligned}$ | $\begin{array}{r} \hline 20,530 \\ 2,441 \end{array}$ | $\begin{array}{r} 14,741 \\ 2,608 \end{array}$ | $\begin{aligned} & 39.3 \% \\ & (6.4 \%) \end{aligned}$ |
| ACCIDENTS |  |  |  |  |  |  |
| Accidents Per 100,000 Miles | 4.9 | 3.5 | 40.0\% | 4.9 | 3.5 | 40.0\% |
| EMPLOYMENT RATIOS |  |  |  |  |  |  |
| Operator's Pay to Platform Hours Operators Per Peak Bus Total Buses Per Maint. Employee | $\begin{array}{r} \hline 138.5 \% \\ 2.18 \\ 2.18 \\ \hline \end{array}$ | $\begin{array}{r} \hline 137.0 \% \\ 2.14 \\ 2.20 \\ \hline \end{array}$ | $\begin{array}{r} \hline 1.1 \% \\ 1.9 \% \\ (0.9 \%) \\ \hline \end{array}$ | 138.5\% | 137.0\% | 1.1\% |
| EMPLOYMENT |  |  |  |  |  |  |
| Operators <br> Maintenance <br> Salaried <br> Total | $\begin{array}{r}211 \\ 61 \\ 47 \\ \hline 319\end{array}$ | $\begin{array}{r}208 \\ 60 \\ 49 \\ 317 \\ \hline\end{array}$ | $\begin{array}{r} \hline 1.4 \% \\ 1.7 \% \\ (4.1 \%) \\ 0.6 \% \\ \hline \end{array}$ |  |  |  |

July 2018


July 2018

| SYSTEM | CTTRANSIT <br> Operating Statistics <br> July-18 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Current Month |  | \% Chg | Year To Date |  |  |
|  | This Year | Prior Year |  | This Year | Prior Year | \% Chg |
| OPERATING MILES AND HOURS |  |  |  |  |  |  |
| Local Miles Operated | 990,142 | 969,307 | 2.1\% | 994,138 | 969,307 | 2.6\% |
| Express Miles Operated | 163,049 | 123,127 | 32.4\% | 163,049 | 123,127 | 32.4\% |
| CTFastrak Miles Operated | 229,246 | 228,537 | 0.3\% | 229,246 | 228,537 | 0.3\% |
| Total Miles Operated | 1,382,437 | 1,320,971 | 4.7\% | 1,386,433 | 1,320,971 | 5.0\% |
| Local Hours Operated | 85,873 | 83,983 | 2.3\% | 85,873 | 83,983 | 2.3\% |
| Express Hours Operated | 6,895 | 5,241 | 31.6\% | 6,895 | 5,241 | 31.6\% |
| CTFastrak Hours Operated | 15,029 | 15,041 | (0.1\%) | 15,029 | 15,041 | (0.1\%) |
| Total Hours Operated | 107,797 | 104,265 | 3.4\% | 107,797 | 104,265 | 3.4\% |
| OPERATING DAYS |  |  |  |  |  |  |
| Weekdays <br> Saturdays <br> Sundays <br> Holidays <br> TOTAL | 21 4 5 1 31 | 20 5 5 1 31 |  | 21 ${ }^{21}$ | 20 5 5 1 31 |  |
| EQUIPMENT |  |  |  |  |  |  |
| Total Buses <br> Peak Bus Requirement <br> Peak to Base Ratio <br> Non-Revenue Vehicles <br> Total Vehicles | 487 373 1.72 65 552 | 503 370 1.72 65 568 | $\begin{array}{r} \hline(3.2 \%) \\ 0.8 \% \\ 0.0 \% \\ 0.0 \% \\ (2.8 \%) \\ \hline \end{array}$ |  |  |  |
| FLUIDS |  |  |  |  |  |  |
| Diesel Fuel Consumed <br> Miles Per Gallon <br> Quarts of Oil Added <br> Miles Per Quart Oil Added | $\begin{array}{r} 340,675 \\ 4.06 \\ 385 \\ 3,591 \end{array}$ | $\begin{array}{r} 343,491 \\ 3.85 \\ 421 \\ 3,138 \end{array}$ | $(0.8 \%)$ $5.5 \%$ $(8.6 \%)$ $14.4 \%$ | $\begin{array}{r} 340,675 \\ 4.07 \\ 385 \\ 3,601 \end{array}$ | $\begin{array}{r} 343,491 \\ 3.85 \\ 421 \\ 3,138 \end{array}$ | $\begin{array}{r} (0.8 \%) \\ 5.7 \% \\ (8.6 \%) \\ 14.8 \% \end{array}$ |
| AVERAGES PER BUS |  |  |  |  |  |  |
| Average Miles Per Bus <br> Average Hours Per Bus <br> Average Speed Per Bus <br> On-Time Performance <br> Average Parts Inventory Per Bus | 2,839 221 12.82 $84.5 \%$ 10,799 | 2,626 207 12.67 $84.5 \%$ 12,089 | $8.1 \%$ $6.8 \%$ $1.2 \%$ $(0.0 \%)$ $(10.7 \%)$ | 2,847 221 12.86 $84.5 \%$ | 2,626 207 12.67 $84.5 \%$ | 8.4\% $6.8 \%$ $1.5 \%$ $0.0 \%$ |
| MILES PER ROAD CALL |  |  |  |  |  |  |
| Miles Per Chargeable Road Call Miles Per Total Road Call | $\begin{array}{r} 16,859 \\ 2,233 \end{array}$ | 22,775 2,707 | (26.0\%) $(17.5 \%)$ | 16,908 2,240 | 24,462 2,707 | (30.9\%) $(17.3 \%)$ |
| ACCIDENTS |  |  |  |  |  |  |
| Accidents Per 100,000 Miles | 4.5 | 4.0 | 12.5\% | 4.5 | 4.0 | 12.5\% |
| EMPLOYMENT RATIOS |  |  |  |  |  |  |
| Operator's Pay to Platform Hours Operators Per Peak Bus Total Buses Per Maint. Employee | $\begin{array}{r\|} \hline 139.5 \% \\ 1.96 \\ 2.08 \end{array}$ | $\begin{array}{r\|} \hline 136.0 \% \\ 1.91 \\ 2.22 \end{array}$ | $\begin{array}{r\|} \hline 2.6 \% \\ 2.6 \% \\ (6.3 \%) \\ \hline \end{array}$ | 139.5\% | 136.0\% | 2.6\% |
| EMPLOYMENT |  |  |  |  |  |  |
| Operators <br> Maintenance <br> Salaried <br> Total | 732 234 192 1,158 | $\begin{array}{r} 706 \\ 227 \\ 190 \\ \hline 1,123 \end{array}$ | $\begin{aligned} & 3.7 \% \\ & 3.1 \% \\ & 1.1 \% \\ & 3.1 \% \end{aligned}$ |  |  |  |

August 2018

| HARTFORD | CTTRANSIT <br> Operating Statistics <br> August-18 |  |  | Year To Date |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Current Month |  | \% Chg |  |  |  |
|  | This Year | Prior Year |  | This Year | Prior Year | \% Chg |
| OPERATING MILES AND HOURS |  |  |  |  |  |  |
| Local Miles Operated | 571,069 | 570,262 | 0.1\% | 1,107,492 | 1,094,082 | 1.2\% |
| Express Miles Operated | 153,141 | 139,978 | 9.4\% | 296,460 | 243,643 | 21.7\% |
| CTFastrak Miles Operated | 238,391 | 239,631 | (0.5\%) | 467,637 | 468,168 | (0.1\%) |
| Total Miles Operated | 962,601 | 949,871 | 1.3\% | 1,871,589 | 1,805,893 | 3.6\% |
| Local Hours Operated | 48,268 | 48,075 | 0.4\% | 93,500 | 92,191 | 1.4\% |
| Express Hours Operated | 6,307 | 5,759 | 9.5\% | 12,222 | 10,029 | 21.9\% |
| CTFastrak Hours Operated | 15,604 | 15,657 | (0.3\%) | 30,633 | 30,698 | (0.2\%) |
| Total Hours Operated | 70,179 | 69,491 | 1.0\% | 136,355 | 132,918 | 2.6\% |
| OPERATING DAYS |  |  |  |  |  |  |
| Weekdays <br> Saturdays <br> Sundays <br> Holidays <br> TOTAL | 23 4 4 0 31 | 23 4 4 0 31 |  | 43 9 9 1 62 | 43 9 9 1 62 |  |
| EQUIPMENT |  |  |  |  |  |  |
| Total Buses <br> Peak Bus Requirement Peak to Base Ratio Non-Revenue Vehicles Total Vehicles | 299 236 1.84 35 334 | 332 236 1.84 35 367 | $\begin{array}{r} (9.9 \%) \\ 0.0 \% \\ 0.0 \% \\ 0.0 \% \\ (9.0 \%) \\ \hline \end{array}$ |  |  |  |
| FLUIDS |  |  |  |  |  |  |
| Diesel Fuel Consumed Miles Per Gallon Quarts of Oil Added Miles Per Quart Oil Added | $\begin{array}{r} \hline 232,424 \\ 4.14 \\ 168 \\ 5,730 \end{array}$ | $\begin{array}{r} \hline 228,686 \\ 4.15 \\ 190 \\ 4,999 \end{array}$ | $1.6 \%$ $(0.2 \%)$ $(11.6 \%)$ $14.6 \%$ | $\begin{array}{r} 448,184 \\ 4.18 \\ 303 \\ 6,177 \end{array}$ | $\begin{array}{r} \hline 438,167 \\ 4.12 \\ 451 \\ 4,004 \end{array}$ | $2.3 \%$ $1.5 \%$ $(32.8 \%)$ $54.3 \%$ |
| AVERAGES PER BUS |  |  |  |  |  |  |
| Average Miles Per Bus Average Hours Per Bus Average Speed Per Bus On-Time Performance Average Parts Inventory Per Bus | 3,219 235 13.72 $67.3 \%$ 14,435 | 2,861 209 13.67 $77.2 \%$ 14,477 | $12.5 \%$ $12.4 \%$ $0.4 \%$ $(12.8 \%)$ $(0.3 \%)$ | 6,259 456 13.73 $67.7 \%$ | 5,439 400 13.59 $88.5 \%$ | $15.1 \%$ $14.0 \%$ $1.0 \%$ (23.6\%) |
| MILES PER ROAD CALL |  |  |  |  |  |  |
| Miles Per Chargeable Road Call Miles Per Total Road Call | $\begin{array}{r} 13,951 \\ 2,437 \end{array}$ | $\begin{array}{r\|} \hline 22,616 \\ 2,520 \end{array}$ | $\begin{array}{r} \hline(38.3 \%) \\ (3.3 \%) \end{array}$ | $\begin{array}{r} 15,093 \\ 2,381 \end{array}$ | $\begin{array}{r} 24,079 \\ 2,671 \end{array}$ | $\begin{aligned} & \hline(37.3 \%) \\ & (10.9 \%) \end{aligned}$ |
| ACCIDENTS |  |  |  |  |  |  |
| Accidents Per 100,000 Miles | 4.3 | 4.0 | 7.5\% | 3.9 | 3.5 | 11.4\% |
| EMPLOYMENT RATIOS |  |  |  |  |  |  |
| Operator's Pay to Platform Hours Operators Per Peak Bus <br> Total Buses Per Maint. Employee | $\begin{array}{r} \hline 131.0 \% \\ 1.85 \\ 1.97 \\ \hline \end{array}$ | $\begin{array}{r} \hline 134.9 \% \\ 1.81 \\ 2.26 \\ \hline \end{array}$ | $\begin{array}{r} \hline(2.9 \%) \\ 2.2 \% \\ (12.8 \%) \\ \hline \end{array}$ | 136.2\% | 134.6\% | 1.2\% |
| EMPLOYMENT |  |  |  |  |  |  |
| Operators <br> Maintenance <br> Salaried <br> Total | 437 <br> 152 <br> 126 <br> 715 | 426 <br> 147 <br> 124 <br> 697 | $\begin{aligned} & \hline 2.6 \% \\ & 3.4 \% \\ & 1.6 \% \\ & 2.6 \% \end{aligned}$ |  |  |  |

August 2018

| NEWHAVEN | CTTRANSIT <br> Operating Statistics <br> August-18 |  |  | Year To Date |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Current Month |  | \% Chg |  |  |  |
|  | This Year | Prior Year |  | This Year | Prior Year | \% Chg |
| OPERATING MILES AND HOURS |  |  |  |  |  |  |
| Local Miles Operated | 366,486 | 366,113 | 0.1\% | 711,495 | 705,153 | 0.9\% |
| Express Miles Operated | 0 | 0 | 0.0\% | 0 | 0 | 0.0\% |
| CTFastrak Miles Operated | 0 | 0 | 0.0\% | 0 | 0 | 0.0\% |
| Total Miles Operated | 366,486 | 366,113 | 0.1\% | 711,495 | 705,153 | 0.9\% |
| Local Hours Operated | 31,918 | 31,858 | 0.2\% | 61,936 | 61,311 | 1.0\% |
| Express Hours Operated | 0 | 0 | 0.0\% | 0 | 0 | 0.0\% |
| CTFastrak Hours Operated | 0 | 0 | 0.0\% | 0 | 0 | 0.0\% |
| Total Hours Operated | 31,918 | 31,858 | 0.2\% | 61,936 | 61,311 | 1.0\% |
| OPERATING DAYS |  |  |  |  |  |  |
| Weekdays Saturdays Sundays Holidays TOTAL | 23 4 4 $\underline{0}$ 31 | $\begin{array}{r} 23 \\ 4 \\ 4 \\ \underline{0} \\ 31 \end{array}$ |  | $\begin{array}{r} 43 \\ 9 \\ 9 \\ 1 \\ 62 \end{array}$ | $\begin{array}{r} 43 \\ 9 \\ 9 \\ 1 \\ 62 \end{array}$ |  |
| EQUIPMENT |  |  |  |  |  |  |
| Total Buses <br> Peak Bus Requirement Peak to Base Ratio Non-Revenue Vehicles Total Vehicles | 132 97 1.47 26 158 | 132 97 1.47 26 158 | $\begin{aligned} & 0.0 \% \\ & 0.0 \% \\ & 0.0 \% \\ & 0.0 \% \\ & 0.0 \% \end{aligned}$ |  |  |  |
| FLUIDS |  |  |  |  |  |  |
| Diesel Fuel Consumed <br> Miles Per Gallon <br> Quarts of Oil Added <br> Miles Per Quart Oil Added | $\begin{array}{r\|} \hline 99,195 \\ 3.69 \\ 60 \\ 6,108 \\ \hline \end{array}$ | 114,893 3.19 135 2,712 | $\begin{array}{r} \hline(13.7 \%) \\ 15.7 \% \\ (55.6 \%) \\ 125.2 \% \\ \hline \end{array}$ | 192,133 3.70 118 6,030 | $\begin{array}{r} \hline 218,419 \\ 3.23 \\ 236 \\ 2,988 \\ \hline \end{array}$ | $\begin{array}{r} \hline(12.0 \%) \\ 14.6 \% \\ (50.0 \%) \\ 101.8 \% \\ \hline \end{array}$ |
| AVERAGES PER BUS |  |  |  |  |  |  |
| Average Miles Per Bus <br> Average Hours Per Bus <br> Average Speed Per Bus <br> On-Time Performance <br> Average Parts Inventory Per Bus | 2,776 242 11.48 $53.1 \%$ 4,763 | 2,774 241 11.49 $81.2 \%$ 5,080 | $0.1 \%$ $0.4 \%$ $(0.1 \%)$ $(34.7 \%)$ $(6.2 \%)$ | 5,390 469 11.49 $54.1 \%$ | 5,342 464 11.50 $82.3 \%$ | $0.9 \%$ $1.1 \%$ $(0.1 \%)$ $(34.3 \%)$ |
| MILES PER ROAD CALL |  |  |  |  |  |  |
| Miles Per Chargeable Road Call Miles Per Total Road Call | $\begin{array}{r} 33,317 \\ 2,715 \end{array}$ | $\begin{array}{r} 13,075 \\ 2,795 \end{array}$ | $\begin{array}{r} 154.8 \% \\ (2.9 \%) \end{array}$ | 25,411 2,559 | $\begin{array}{r} 13,827 \\ 2,702 \end{array}$ | $\begin{aligned} & 83.8 \% \\ & (5.3 \%) \end{aligned}$ |
| ACCIDENTS |  |  |  |  |  |  |
| Accidents Per 100,000 Miles | 7.2 | 5.2 | 38.5\% | 6.1 | 4.4 | 38.6\% |
| EMPLOYMENT RATIOS |  |  |  |  |  |  |
| Operator's Pay to Platform Hours Operators Per Peak Bus Total Buses Per Maint. Employee | $\begin{array}{r} 135.8 \% \\ 2.15 \\ 2.16 \end{array}$ | $\begin{array}{r} \hline 140.6 \% \\ 2.14 \\ 2.20 \end{array}$ | $\begin{array}{r} \hline(3.4 \%) \\ 0.5 \% \\ (1.8 \%) \end{array}$ | 137.2\% | 138.8\% | (1.2\%) |
| EMPLOYMENT |  |  |  |  |  |  |
| Operators <br> Maintenance <br> Salaried <br> Total | $\begin{array}{r}209 \\ 61 \\ 47 \\ \hline 317\end{array}$ | 208 60 50 318 | $\begin{array}{r} 0.5 \% \\ 1.7 \% \\ (6.0 \%) \\ (0.3 \%) \end{array}$ |  |  |  |

August 2018

| STAMFORD | CTTRANSIT <br> Operating Statistics <br> August-18 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Current Month |  | \% Chg | Year To Date |  | \% Chg |
|  | This Year | Prior Year |  | This Year | Prior Year |  |
| OPERATING MILES AND HOURS |  |  |  |  |  |  |
| Local Miles Operated | 115,654 | 115,394 | 0.2\% | 224,364 | 221,841 | 1.1\% |
| Express Miles Operated | 20,793 | 20,748 | 0.2\% | 40,523 | 40,210 | 0.8\% |
| CTFastrak Miles Operated | 0 | 0 | 0.0\% | 0 | 0 | 0.0\% |
| Total Miles Operated | 136,447 | 136,142 | 0.2\% | 264,887 | 262,051 | 1.1\% |
| Local Hours Operated | 11,277 | 11,273 | 0.0\% | 21,900 | 21,687 | 1.0\% |
| Express Hours Operated | 1,034 | 1,034 | 0.0\% | 2,014 | 2,005 | 0.4\% |
| CTFastrak Hours Operated | 0 | 0 | 0.0\% | 0 | 0 | 0.0\% |
| Total Hours Operated | 12,311 | 12,307 | 0.0\% | 23,914 | 23,692 | 0.9\% |
| OPERATING DAYS |  |  |  |  |  |  |
| Weekdays <br> Saturdays <br> Sundays <br> Holidays <br> TOTAL | $\begin{array}{r} 23 \\ 4 \\ 4 \\ 0 \\ 31 \\ \hline \end{array}$ | $\begin{array}{r} 23 \\ 4 \\ 4 \\ \underline{0} \\ 31 \end{array}$ |  | 43 9 9 1 62 | $\begin{array}{r} 43 \\ 9 \\ 9 \\ \frac{1}{6} \end{array}$ |  |
| EQUIPMENT |  |  |  |  |  |  |
| Total Buses <br> Peak Bus Requirement Peak to Base Ratio Non-Revenue Vehicles Total Vehicles | 55 40 1.82 14 69 | 59 40 1.00 14 73 | $\begin{array}{r} (6.8 \%) \\ 0.0 \% \\ 82.0 \% \\ 0.0 \% \\ (5.5 \%) \\ \hline \end{array}$ |  |  |  |
| FLUIDS |  |  |  |  |  |  |
| Diesel Fuel Consumed <br> Miles Per Gallon <br> Quarts of Oil Added <br> Miles Per Quart Oil Added | $\begin{array}{r} \hline 35,056 \\ 3.89 \\ 67 \\ 2,037 \end{array}$ | $\begin{array}{r\|} \hline 31,908 \\ 4.27 \\ 72 \\ 1,891 \end{array}$ | $9.9 \%$ $(8.9 \%)$ $(6.9 \%)$ $7.7 \%$ | $\begin{array}{r} 67,033 \\ 3.95 \\ 133 \\ 1,992 \end{array}$ | $\begin{array}{r} 62,392 \\ 4.20 \\ 131 \\ 2,000 \end{array}$ | $\begin{array}{r} \hline 7.4 \% \\ (6.0 \%) \\ 1.5 \% \\ (0.4 \%) \end{array}$ |
| AVERAGES PER BUS |  |  |  |  |  |  |
| Average Miles Per Bus <br> Average Hours Per Bus <br> Average Speed Per Bus <br> On-Time Performance <br> Average Parts Inventory Per Bus | 2,481 224 11.08 $68.0 \%$ 7,250 | $\begin{array}{r} \hline 2,307 \\ 209 \\ 11.06 \\ 95.8 \% \\ 8,425 \end{array}$ | $7.5 \%$ $7.2 \%$ $0.2 \%$ $(29.0 \%)$ $(13.9 \%)$ | 4,816 435 11.08 $65.0 \%$ | 4,442 402 11.06 $96.1 \%$ | $\begin{array}{r} 8.4 \% \\ 8.2 \% \\ 0.2 \% \\ (32.4 \%) \end{array}$ |
| MILES PER ROAD CALL |  |  |  |  |  |  |
| Miles Per Chargeable Road Call Miles Per Total Road Call | $\begin{array}{r} 34,112 \\ 1,795 \\ \hline \end{array}$ | $\begin{array}{r} 13,614 \\ 1,840 \\ \hline \end{array}$ | $150.6 \%$ $(2.4 \%)$ | $\begin{array}{r} 18,921 \\ 1,645 \\ \hline \end{array}$ | $\begin{array}{r} 21,838 \\ 1,970 \\ \hline \end{array}$ | $\begin{aligned} & \hline(13.4 \%) \\ & (16.5 \%) \\ & \hline \end{aligned}$ |
| ACCIDENTS |  |  |  |  |  |  |
| Accidents Per 100,000 Miles | 5.8 | 8.8 | (34.1\%) | 8.3 | 10.7 | (22.4\%) |
| EMPLOYMENT RATIOS |  |  |  |  |  |  |
| Operator's Pay to Platform Hours Operators Per Peak Bus <br> Total Buses Per Maint. Employee | $\begin{array}{r} \hline 124.7 \% \\ 1.98 \\ 2.75 \\ \hline \end{array}$ | $\begin{array}{r} \hline 138.6 \% \\ 1.95 \\ 2.68 \\ \hline \end{array}$ | $\begin{array}{r} \hline(10.0 \%) \\ 1.5 \% \\ 2.6 \% \\ \hline \end{array}$ | 127.4\% | 140.7\% | (9.5\%) |
| EMPLOYMENT |  |  |  |  |  |  |
| Operators <br> Maintenance <br> Salaried <br> Total | 79 20 $\underline{20}$ 119 | 78 22 19 119 | $\begin{array}{r} \hline 1.3 \% \\ (9.1 \%) \\ 5.3 \% \\ 0.0 \% \end{array}$ |  |  |  |

## August 2018

| SYSTEM | CTTRANSIT <br> Operating Statistics <br> August-18 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Current Month |  | \% Chg | Year To Date |  | \% Chg |
|  | This Year | Prior Year |  | This Year | Prior Year |  |
| OPERATING MILES AND HOURS |  |  |  |  |  |  |
| Local Miles Operated | 1,053,209 | 1,051,769 | 0.1\% | 2,043,351 | 2,021,076 | 1.1\% |
| Express Miles Operated | 173,934 | 160,726 | 8.2\% | 336,983 | 283,853 | 18.7\% |
| CTFastrak Miles Operated | 238,391 | 239,631 | (0.5\%) | 467,637 | 468,168 | (0.1\%) |
| Total Miles Operated | 1,465,534 | 1,452,126 | 0.9\% | 2,847,971 | 2,773,097 | 2.7\% |
| Local Hours Operated | 91,463 | 91,206 | 0.3\% | 177,336 | 175,189 | 1.2\% |
| Express Hours Operated | 7,341 | 6,793 | 8.1\% | 14,236 | 12,034 | 18.3\% |
| CTFastrak Hours Operated | 15,604 | 15,657 | (0.3\%) | 30,633 | 30,698 | (0.2\%) |
| Total Hours Operated | 114,408 | 113,656 | 0.7\% | 222,205 | 217,921 | 2.0\% |
| OPERATING DAYS |  |  |  |  |  |  |
| Weekdays <br> Saturdays <br> Sundays <br> Holidays <br> TOTAL | $\begin{array}{r} 23 \\ 4 \\ 4 \\ \underline{0} \\ 31 \end{array}$ | $\begin{array}{r} \hline 23 \\ 4 \\ 4 \\ \underline{0} \\ 31 \end{array}$ |  | $\begin{array}{r} 43 \\ 9 \\ 9 \\ \frac{1}{62} \end{array}$ | 43 9 9 1 62 |  |
| EQUIPMENT |  |  |  |  |  |  |
| Total Buses <br> Peak Bus Requirement Peak to Base Ratio Non-Revenue Vehicles Total Vehicles | 486 373 1.72 75 561 | 523 373 1.72 75 598 | $\begin{array}{r} \hline(7.1 \%) \\ 0.0 \% \\ 0.0 \% \\ 0.0 \% \\ (6.2 \%) \\ \hline \end{array}$ |  |  |  |
| FLUIDS |  |  |  |  |  |  |
| Diesel Fuel Consumed Miles Per Gallon Quarts of Oil Added Miles Per Quart Oil Added | $\begin{array}{r} \hline 366,675 \\ 4.00 \\ 295 \\ 4,968 \end{array}$ | $\begin{array}{r} \hline 375,487 \\ 3.87 \\ 397 \\ 3,658 \end{array}$ | $\begin{array}{r} (2.3 \%) \\ 3.4 \% \\ (25.7 \%) \\ 35.8 \% \end{array}$ | $\begin{array}{r} \hline 707,350 \\ 4.03 \\ 554 \\ 5,141 \end{array}$ | $\begin{array}{r} \hline 718,978 \\ 3.86 \\ 818 \\ 3,390 \end{array}$ | $\begin{array}{r} (1.6 \%) \\ 4.4 \% \\ (32.3 \%) \\ 51.6 \% \end{array}$ |
| AVERAGES PER BUS |  |  |  |  |  |  |
| Average Miles Per Bus Average Hours Per Bus Average Speed Per Bus On-Time Performance Average Parts Inventory Per Bus | 3,016 235 12.81 $63.6 \%$ 10,995 | 2,777 217 12.78 $85.1 \%$ 11,664 | $8.6 \%$ $8.3 \%$ $0.2 \%$ $(25.3 \%)$ $(5.7 \%)$ | 5,860 457 12.82 $63.7 \%$ | 5,302 417 12.73 $90.9 \%$ | $\begin{array}{r} \hline 10.5 \% \\ 9.6 \% \\ 0.7 \% \\ (29.9 \%) \end{array}$ |
| MILES PER ROAD CALL |  |  |  |  |  |  |
| Miles Per Chargeable Road Call Miles Per Total Road Call | $\begin{array}{r} 17,447 \\ 2,418 \end{array}$ | $\begin{array}{r} 18,152 \\ 2,495 \end{array}$ | $\begin{aligned} & (3.9 \%) \\ & (3.1 \%) \\ & \hline \end{aligned}$ | $\begin{array}{r} 17,156 \\ 2,325 \end{array}$ | $\begin{array}{r} 20,095 \\ 2,592 \end{array}$ | $\begin{aligned} & \hline(14.6 \%) \\ & (10.3 \%) \\ & \hline \end{aligned}$ |
| ACCIDENTS |  |  |  |  |  |  |
| Accidents Per 100,000 Miles | 5.2 | 4.8 | 8.3\% | 4.8 | 4.4 | 9.1\% |
| EMPLOYMENT RATIOS |  |  |  |  |  |  |
| Operator's Pay to Platform Hours Operators Per Peak Bus Total Buses Per Maint. Employee | $\begin{array}{r} 131.7 \% \\ 1.94 \\ 2.09 \\ \hline \end{array}$ | $\begin{array}{r} 124.9 \% \\ 1.91 \\ 2.28 \\ \hline \end{array}$ | $\begin{array}{r\|} \hline 5.4 \% \\ 1.6 \% \\ (8.3 \%) \end{array}$ | 135.5\% | 130.0\% | 4.2\% |
| EMPLOYMENT |  |  |  |  |  |  |
| Operators <br> Maintenance <br> Salaried <br> Total | $\begin{array}{r}725 \\ 233 \\ 193 \\ \hline 1,151\end{array}$ | $\begin{array}{r} 712 \\ 229 \\ \underline{193} \\ \hline 1,134 \end{array}$ | $\begin{aligned} & 1.8 \% \\ & 1.7 \% \\ & 0.0 \% \\ & 1.5 \% \end{aligned}$ |  |  |  |

September 2018


September 2018


September 2018


September 2018


| HARTFORD | CTTRANSIT <br> Operating Statistics <br> October-18 |  |  | Year To Date |  | \% Chg |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Current Month |  | \% Chg |  |  |  |
|  | This Year | Prior Year |  | This Year | Prior Year |  |
| OPERATING MILES AND HOURS |  |  |  |  |  |  |
| Local Miles Operated | 573,254 | 558,044 | 2.7\% | 2,187,591 | 2,195,534 | (0.4\%) |
| Express Miles Operated | 150,482 | 148,317 | 1.5\% | 575,288 | 534,239 | 7.7\% |
| CTFastrak Miles Operated | 236,814 | 233,986 | 1.2\% | 921,246 | 930,587 | (1.0\%) |
| Total Miles Operated | 960,550 | 940,347 | 2.1\% | 3,684,125 | 3,660,360 | 0.6\% |
| Local Hours Operated | 48,586 | 46,950 | 3.5\% | 184,922 | 184,843 | 0.0\% |
| Express Hours Operated | 6,157 | 6,114 | 0.7\% | 23,635 | 22,013 | 7.4\% |
| CTFastrak Hours Operated | 15,581 | 15,232 | 2.3\% | 60,575 | 60,822 | (0.4\%) |
| Total Hours Operated | 70,324 | 68,296 | 3.0\% | 269,132 | 267,678 | 0.5\% |
| OPERATING DAYS |  |  |  |  |  |  |
| Weekdays <br> Saturdays <br> Sundays <br> Holidays <br> TOTAL | 23 4 4 0 31 | $\begin{array}{r} 21 \\ 5 \\ 5 \\ \underline{0} \\ 31 \end{array}$ |  | 85 18 18 2 123 | 85 18 18 2 123 |  |
| EQUIPMENT |  |  |  |  |  |  |
| Total Buses <br> Peak Bus Requirement <br> Peak to Base Ratio <br> Non-Revenue Vehicles <br> Total Vehicles | 299 236 1.84 29 328 | 332 236 1.84 29 361 | $\begin{array}{r} \hline(9.9 \%) \\ 0.0 \% \\ 0.0 \% \\ 0.0 \% \\ (9.1 \%) \\ \hline \end{array}$ |  |  |  |
| FLUIDS |  |  |  |  |  |  |
| Diesel Fuel Consumed <br> Miles Per Gallon <br> Quarts of Oil Added <br> Miles Per Quart Oil Added | $\begin{array}{r} \hline 214,029 \\ 4.49 \\ 142 \\ 6,764 \end{array}$ | $\begin{array}{r} 216,499 \\ 4.34 \\ 206 \\ 4,565 \end{array}$ | (1.1\%) $3.5 \%$ $(31.1 \%)$ $48.2 \%$ | $\begin{array}{r} \hline 862,532 \\ 4.27 \\ 541 \\ 6,810 \end{array}$ | $\begin{array}{r} 857,737 \\ 4.27 \\ 877 \\ 4,174 \end{array}$ | $0.6 \%$ $0.0 \%$ $(38.3 \%)$ $63.2 \%$ |
| AVERAGES PER BUS |  |  |  |  |  |  |
| Average Miles Per Bus <br> Average Hours Per Bus <br> Average Speed Per Bus <br> On-Time Performance <br> Average Parts Inventory Per Bus | 3,213 235 13.66 $65.9 \%$ 14,284 | $\begin{array}{r} \hline 2,832 \\ 206 \\ 13.77 \\ 67.7 \% \\ 13,852 \\ \hline \end{array}$ | $\begin{array}{r} \hline 13.5 \% \\ 14.1 \% \\ (0.8 \%) \\ (2.7 \%) \\ 3.1 \% \\ \hline \end{array}$ | 12,321 900 13.69 $66.8 \%$ | 11,025 806 13.67 $67.4 \%$ | 11.8\% |
| MILES PER ROAD CALL |  |  |  |  |  |  |
| Miles Per Chargeable Road Call <br> Miles Per Total Road Call | $\begin{array}{r} 20,011 \\ 2,653 \\ \hline \end{array}$ | $\begin{array}{r} 52,242 \\ 3,432 \\ \hline \end{array}$ | (61.7\%) $(22.7 \%)$ | $\begin{array}{r} 15,744 \\ 2,445 \\ \hline \end{array}$ | 29,519 2,938 | (46.7\%) $(16.8 \%)$ |
| ACCIDENTS |  |  |  |  |  |  |
| Accidents Per 100,000 Miles | 5.2 | 3.9 | 33.3\% | 4.5 | 3.6 | 25.0\% |
| EMPLOYMENT RATIOS |  |  |  |  |  |  |
| Operator's Pay to Platform Hours Operators Per Peak Bus <br> Total Buses Per Maint. Employee | $\begin{array}{r} 125.0 \% \\ 1.84 \\ 1.93 \\ \hline \end{array}$ | $\begin{array}{r} 133.8 \% \\ 1.84 \\ 2.13 \\ \hline \end{array}$ | $\begin{array}{r} (6.6 \%) \\ 0.0 \% \\ (9.4 \%) \\ \hline \end{array}$ | 132.0\% | 135.5\% | (2.6\%) |
| EMPLOYMENT |  |  |  |  |  |  |
| Operators <br> Maintenance <br> Salaried <br> Total | 434 <br> 155 <br> 126 <br> 715 | 434 <br> 156 <br> 124 <br> 714 | $\begin{array}{r} 0.0 \% \\ (0.6 \%) \\ 1.6 \% \\ 0.1 \% \end{array}$ |  |  |  |


| NEW HAVEN | CTTRANSIT <br> Operating Statistics <br> October-18 |  |  | Year To Date |  | \% Chg |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Current Month |  | \% Chg |  |  |  |
|  | This Year | Prior Year |  | This Year | Prior Year |  |
| OPERATING MILES AND HOURS |  |  |  |  |  |  |
| Local Miles Operated | 366,272 | 355,174 | 3.1\% | 1,402,961 | 1,395,759 | 0.5\% |
| Express Miles Operated | 0 | 0 | 0.0\% | 0 | 0 | 0.0\% |
| CTFastrak Miles Operated | 0 | 0 | 0.0\% | 0 | 0 | 0.0\% |
| Total Miles Operated | 366,272 | 355, 174 | 3.1\% | 1,402,961 | 1,395,759 | 0.5\% |
| Local Hours Operated | 31,904 | 30,948 | 3.1\% | 122,109 | 121,474 | 0.5\% |
| Express Hours Operated | 0 | 0 | 0.0\% | 0 | 0 | 0.0\% |
| CTFastrak Hours Operated | 0 | 0 | 0.0\% | 0 | 0 | 0.0\% |
| Total Hours Operated | 31,904 | 30,948 | 3.1\% | 122,109 | 121,474 | 0.5\% |
| OPERATING DAYS |  |  |  |  |  |  |
| Weekdays <br> Saturdays <br> Sundays <br> Holidays <br> TOTAL | 23 4 4 0 31 | $\begin{array}{r} 21 \\ 5 \\ 5 \\ 5 \\ 31 \end{array}$ |  | 85 18 18 2 123 | 85 18 18 2 123 |  |
| EQUIPMENT |  |  |  |  |  |  |
| Total Buses <br> Peak Bus Requirement <br> Peak to Base Ratio <br> Non-Revenue Vehicles <br> Total Vehicles | 132 97 1.47 17 149 | 150 97 1.47 17 167 | $(12.0 \%)$ $0.0 \%$ $0.0 \%$ $0.0 \%$ $(10.8 \%)$ |  |  |  |
| FLUIDS |  |  |  |  |  |  |
| Diesel Fuel Consumed Miles Per Gallon Quarts of Oil Added Miles Per Quart Oil Added | $\begin{array}{r} \hline 90,103 \\ 4.07 \\ 76 \\ 4,819 \end{array}$ | $\begin{array}{r} 95,924 \\ 3.70 \\ 84 \\ 4,228 \end{array}$ | $(6.1 \%)$ $10.0 \%$ $(9.5 \%)$ $14.0 \%$ | $\begin{array}{r} \hline 368,393 \\ 3.81 \\ 252 \\ 5,567 \end{array}$ | $\begin{array}{r} 414,582 \\ 3.37 \\ 451 \\ 3,095 \end{array}$ | $\begin{array}{r} (11.1 \%) \\ 13.1 \% \\ (44.1 \%) \\ 79.9 \% \end{array}$ |
| AVERAGES PER BUS |  |  |  |  |  |  |
| Average Miles Per Bus <br> Average Hours Per Bus <br> Average Speed Per Bus <br> On-Time Performance <br> Average Parts Inventory Per Bus | 2,775 242 11.48 $54.9 \%$ 4,392 | $\begin{array}{r} 2,368 \\ 206 \\ 11.48 \\ 81.2 \% \\ 4,713 \end{array}$ | $\begin{array}{r} 17.2 \% \\ 17.5 \% \\ 0.0 \% \\ (32.4 \%) \\ (6.8 \%) \end{array}$ | 10,628 925 11.49 $53.7 \%$ | $\begin{array}{r} 9,305 \\ 810 \\ 11.49 \\ 81.1 \% \end{array}$ | $\begin{array}{r} 14.2 \% \\ 14.2 \% \\ 0.0 \% \\ (33.8 \%) \end{array}$ |
| MILES PER ROAD CALL |  |  |  |  |  |  |
| Miles Per Chargeable Road Call Miles Per Total Road Call | $\begin{array}{r} 33,297 \\ 2,024 \end{array}$ | $\begin{array}{r} \hline 22,198 \\ 2,691 \\ \hline \end{array}$ | $\begin{array}{r} \hline 50.0 \% \\ (24.8 \%) \end{array}$ | $\begin{array}{r} \hline 28,059 \\ 2,350 \\ \hline \end{array}$ | $\begin{array}{r} \hline 16,230 \\ 2,737 \\ \hline \end{array}$ | $\begin{array}{r} 72.9 \% \\ (14.1 \%) \end{array}$ |
| ACCIDENTS |  |  |  |  |  |  |
| Accidents Per 100,000 Miles | 5.7 | 7.3 | (21.9\%) | 6.1 | 6.0 | 1.7\% |
| EMPLOYMENT RATIOS |  |  |  |  |  |  |
| Operator's Pay to Platform Hours Operators Per Peak Bus <br> Total Buses Per Maint. Employee | $\begin{array}{r\|} \hline 129.4 \% \\ 2.14 \\ 2.20 \\ \hline \end{array}$ | $\begin{array}{r\|} \hline 125.8 \% \\ 2.13 \\ 2.54 \\ \hline \end{array}$ | $\begin{array}{\|r\|} \hline 2.9 \% \\ 0.5 \% \\ (13.4 \%) \\ \hline \end{array}$ | 135.6\% | 135.8\% | (0.1\%) |
| EMPLOYMENT |  |  |  |  |  |  |
| Operators <br> Maintenance <br> Salaried <br> Total | 208 60 47 315 | 207 59 50 316 | $\begin{array}{r} 0.5 \% \\ 1.7 \% \\ (6.0 \%) \\ (0.3 \%) \end{array}$ |  |  |  |

October 2018


October 2018

| SYSTEM | CTTRANSIT <br> Operating Statistics <br> October-18 |  |  |  |  | \% Chg |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Current Month |  | \% Chg | Year To Date |  |  |
|  | This Year | Prior Year |  | This Year | Prior Year |  |
| OPERATING MILES AND HOURS |  |  |  |  |  |  |
| Local Miles Operated | 1,056,889 | 1,026,997 | 2.9\% | 4,036,252 | 4,034,027 | 0.1\% |
| Express Miles Operated | 171,177 | 168,493 | 1.6\% | 655,239 | 613,789 | 6.8\% |
| CTFastrak Miles Operated | 236,814 | 233,986 | 1.2\% | 921,246 | 930,587 | (1.0\%) |
| Total Miles Operated | 1,464,880 | 1,429,476 | 2.5\% | 5,612,737 | 5,578,403 | 0.6\% |
| Local Hours Operated | 91,902 | 88,993 | 3.3\% | 350,467 | 349,539 | 0.3\% |
| Express Hours Operated | 7,186 | 7,119 | 0.9\% | 27,611 | 25,981 | 6.3\% |
| CTFastrak Hours Operated | 15,581 | 15,232 | 2.3\% | 60,575 | 60,822 | (0.4\%) |
| Total Hours Operated | 114,669 | 111,344 | 3.0\% | 438,653 | 436,342 | 0.5\% |
| OPERATING DAYS |  |  |  |  |  |  |
| Weekdays <br> Saturdays <br> Sundays <br> Holidays <br> TOTAL | 23 4 4 $\underline{0}$ 31 | $\begin{array}{r} 21 \\ 5 \\ 5 \\ \underline{0} \\ 31 \end{array}$ |  | $\begin{array}{r} \hline 85 \\ 18 \\ 18 \\ \underline{2} \\ 123 \\ \hline \end{array}$ |  |  |
| EQUIPMENT |  |  |  |  |  |  |
| Total Buses <br> Peak Bus Requirement <br> Peak to Base Ratio <br> Non-Revenue Vehicles <br> Total Vehicles | 486 373 1.71 54 540 | 540 373 1.71 54 594 | $\begin{array}{r} \hline(10.0 \%) \\ 0.0 \% \\ 0.0 \% \\ 0.0 \% \\ (9.1 \%) \\ \hline \end{array}$ |  |  |  |
| FLUIDS |  |  |  |  |  |  |
| Diesel Fuel Consumed <br> Miles Per Gallon <br> Quarts of Oil Added <br> Miles Per Quart Oil Added | $\begin{array}{r} \hline 336,366 \\ 4.36 \\ 278 \\ 5,269 \\ \hline \end{array}$ | $\begin{array}{r} 343,577 \\ 4.16 \\ 340 \\ 4,204 \\ \hline \end{array}$ | $\begin{array}{r} (2.1 \%) \\ 4.8 \% \\ (18.2 \%) \\ 25.3 \% \\ \hline \end{array}$ | $\begin{array}{r} \hline 1,359,199 \\ 4.13 \\ 1,044 \\ 5,376 \\ \hline \end{array}$ | $\begin{array}{r} \hline 1,405,091 \\ 3.97 \\ 1,561 \\ 3,574 \\ \hline \end{array}$ | $\begin{array}{r} (3.3 \%) \\ 4.0 \% \\ (33.1 \%) \\ 50.4 \% \\ \hline \end{array}$ |
| AVERAGES PER BUS |  |  |  |  |  |  |
| Average Miles Per Bus Average Hours Per Bus Average Speed Per Bus On-Time Performance Average Parts Inventory Per Bus | 3,014 236 12.77 $62.7 \%$ 10,959 | 2,647 206 12.84 $67.5 \%$ 10,959 | 13.9\% $14.6 \%$ $(0.5 \%)$ $(7.1 \%)$ $0.0 \%$ | 11,549 903 12.80 $63.2 \%$ | 10,330 808 12.78 $68.0 \%$ | $\begin{array}{r} 11.8 \% \\ 11.8 \% \\ 0.2 \% \\ (7.1 \%) \end{array}$ |
| MILES PER ROAD CALL |  |  |  |  |  |  |
| Miles Per Chargeable Road Call Miles Per Total Road Call | $\begin{array}{r\|} \hline 23,252 \\ 2,487 \\ \hline \hline \end{array}$ | $\begin{array}{r} 38,634 \\ 3,054 \end{array}$ | $\begin{aligned} & (39.8 \%) \\ & (18.6 \%) \\ & \hline \end{aligned}$ | $\begin{array}{r} \hline 18,342 \\ 2,379 \end{array}$ | $\begin{array}{r} \hline 24,574 \\ 2,784 \\ \hline \hline \end{array}$ | $\begin{aligned} & (25.4 \%) \\ & (14.5 \%) \\ & \hline \end{aligned}$ |
| ACCIDENTS |  |  |  |  |  |  |
| Accidents Per 100,000 Miles | 6.0 | 5.2 | 15.4\% | 5.4 | 4.7 | 14.9\% |
| EMPLOYMENT RATIOS |  |  |  |  |  |  |
| Operator's Pay to Platform Hours Operators Per Peak Bus <br> Total Buses Per Maint. Employee | $\begin{array}{r\|} \hline 125.9 \% \\ 1.93 \\ 2.08 \end{array}$ | $\begin{array}{r\|} \hline 130.7 \% \\ 1.92 \\ 2.28 \\ \hline \end{array}$ | $\begin{array}{r} \hline(3.7 \%) \\ 0.5 \% \\ (8.8 \%) \end{array}$ | 132.4\% | 135.6\% | (2.4\%) |
| EMPLOYMENT |  |  |  |  |  |  |
| Operators <br> Maintenance <br> Salaried <br> Total | $\begin{array}{r}721 \\ 234 \\ 193 \\ \hline 1,148\end{array}$ | $\begin{array}{r}718 \\ 237 \\ 193 \\ \hline 1,148\end{array}$ | $\begin{array}{r} 0.4 \% \\ (1.3 \%) \\ 0.0 \% \\ 0.0 \% \end{array}$ |  |  |  |

November 2018


November 2018


November 2018


November 2018


December 2018

| CTTRANSIT <br> Operaling stalislies <br> December 18 |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | Yea TO DATE |  |  |
|  | This Years | Pror Year, \% Chg |  | This Year | Prior Year | $\% \mathrm{Chg}$ |
| OPERATING MILES AND HOURS |  |  |  |  |  |  |
| Local Miles Operated | 534,175 | 537,452 | (0.6\%) | 3,257,703 | 3,270,565 | (0.4\%) |
| Express Miles Operated | 132,785 | 138,076 | (3.8\%) | 847,030 | 814,291 | 4.0\% |
| CTFastrak Miles Operated | 225,824 | 227,056 | (0.5\%) | 1,370,351 | 1,382,772 | (0.9\%) |
| Total Miles Operated | 892,784 | 902,584 | (1.1\%) | 5,475,084 | 5,467,628 | 0.1\% |
| Local Hours Operated | 45,265 | 45,118 | 0.3\% | 275,522 | 275,184 | 0.1\% |
| Express Hours Operated | 5,439 | 5,733 | (5.1\%) | 34,756 | 33,610 | 3.4\% |
| CTFastrak Hours Operated | 14,959 | 14,854 | 0.7\% | 90,264 | 90,357 | (0.1\%) |
| Total Hours Operated | 65,663 | 65,705 | (0.1\%) | 400,542 | 399,151 | 0.3\% |
| OPERATING DAYS |  |  |  |  |  |  |
| Weekdays <br> Saturdays <br> Sundays <br> Holidays <br> TOTAL | 21 4 5 1 31 | 20 5 5 1 31 |  | $\begin{array}{r} 127 \\ 27 \\ 26 \\ 4 \\ 4 \\ 184 \end{array}$ | 127 27 26 4 184 |  |
| EQUIPMENT |  |  |  |  |  |  |
| Total Buses <br> Peak Bus Requirement <br> Peak to Base Ratio <br> Non-Revenue Vehicles <br> Total Vehicles | 294 235 1.82 29 323 | 332 236 1.84 29 361 | $\begin{array}{r} (11.4 \%) \\ (0.4 \%) \\ (1.1 \%) \\ 0.0 \% \\ (10.5 \%) \\ \hline \end{array}$ |  |  |  |
| FLURS |  |  |  |  |  |  |
| Diesel Fuel Consumed <br> Miles Per Gallon <br> Quarts of Oil Added <br> Miles Per Quart Oil Added | $\begin{array}{r} 195,589 \\ 4.56 \\ 171 \\ 5,221 \end{array}$ | $\begin{array}{r} 200,486 \\ 4.50 \\ 84 \\ 10,745 \\ \hline \end{array}$ | $(2.4 \%)$ $1.3 \%$ $103.6 \%$ $(51.4 \%)$ | $\begin{array}{r} 1,254,724 \\ 4.36 \\ 865 \\ 6,330 \\ \hline \end{array}$ | $\begin{array}{r} 1,259,332 \\ 4.34 \\ 1,098 \\ 4,980 \\ \hline \end{array}$ | $\begin{array}{r}(0.4 \%) \\ 0.5 \% \\ (21.2 \%) \\ 27.1 \% \\ \hline\end{array}$ |
| AVERAGES PER BUS |  |  |  |  |  |  |
| Average Miles Per Bus <br> Average Hours Per Bus <br> Average Speed Per Bus <br> On-Time Performance <br> Average Parts Inventory Per Bus | 3,037 223 13.60 $69.8 \%$ 14,375 | 2,719 198 13.74 $70.6 \%$ 12,804 | $11.7 \%$ $12.6 \%$ $(1.0 \%)$ $(1.2 \%)$ $12.3 \%$ | 18,623 1,362 13.67 $67.4 \%$ | 16,469 1,202 13.70 $68.7 \%$ | $13.1 \%$ $13.3 \%$ (0.2\%) (1.9\%) |
| MILES PER ROAD CALL |  |  |  |  |  |  |
| Miles Per Chargeable Road Call Miles Per Total Road Call | $\begin{array}{r} 18,220 \\ 2,747 \end{array}$ | $\begin{array}{r} 27,351 \\ 2,727 \\ \hline \end{array}$ | (33.4\%) $0.7 \%$ | 16,151 2,523 | 29,715 2,829 | (45.6\%) $(10.8 \%)$ |
| ACCIDENITS |  |  |  |  |  |  |
| Accidents Per 100,000 Miles | 3.4 | 4.0 | (15.0\%) | 4.4 | 3.8 | 15.8\% |
| EMPLOYMENT RATIOS |  |  |  |  |  |  |
| Operator's Pay to Platform Hours <br> Operators Per Peak Bus <br> Total Buses Per Maint. Employee | $\begin{array}{r} 141.6 \% \\ 1.88 \\ 1.96 \\ \hline \end{array}$ | $\begin{array}{r} \hline 143.0 \% \\ 1.89 \\ 2.16 \\ \hline \end{array}$ | $\begin{aligned} & (1.0 \%) \\ & (0.5 \%) \\ & (9.3 \%) \end{aligned}$ | 133.1\% | 135.6\% | (1.8\%) |
| EMPLOYMENT: |  |  |  |  |  |  |
| Operators <br> Maintenance <br> Salaried <br> Total | 442 <br> 150 <br> 127 <br> 719 | 447 <br> 154 <br> 124 <br> 725 | $\begin{array}{r} (1.1 \%) \\ (2.6 \%) \\ 2.4 \% \\ (0.8 \%) \\ \hline \end{array}$ |  |  |  |





