

SERVICE STANDARDS

A. SYSTEM RELIABILITY and TRAFFIC OPERATIONS

1a. % of Vehicles that run on time according to published schedules (no more than 4 minutes late or 1 minute early) measured at terminals and established intermediate points.

GOAL: No less than 85% on July 1, 2007 (*Goal is Mandated by the Charter*)

Purpose: To measure schedule adherence.

Definition of Measurement: Each line will be checked at least once in each six-month period. Such checks shall be conducted no less often than 10 weekdays and weekends per check. An annual checking schedule shall be established for the routes. The order in which the routes are checked will be determined monthly through a random selection process. To the extent automated systems can be substituted at less cost for such checks, or the measurement of any performance standard, such systems must be used.

Method of Measurement: Check the designated lines using criteria of -1 minute to + 4 minutes. “ Periods of time includes morning rush (6 a.m. to 9 a.m.) midday (9 a.m.- 4 p.m.) evening rush (4 p.m. to 7 p.m.) and night (7 p.m. to 1 a.m.)” Supervisory personnel shall conduct a one-hour, on time, and load standard check at a point at mid-route during all four time periods stated above.”

Milestones:

FY01	FY02	FY03	FY04	FY05	FY06	FY07	
65%	70%	75%	85%	85%	85%	85%	
Actual 4th Q 65.5%	Actual 4th Q 71.9%	Actual 4th Q 70.9%	Actual 4th Q 68.3%	Actual 4th Q 70.7%	Actual 4th Q 69.5%	FY06 Actual Q3 69.2%	FY07 Actual Q3 73.5%
					FY06 Actual 69.2%		

SERVICE STANDARDS

FY07 On Time Performance by Mode

MODES	FY06 Q3	FY07 Q1	FY07 Q2 Q1	FY07 Q3 Q1
System-Wide	69.2%	68.7%	70.4%	73.5%
Motor Coach	65.6%	66.6%	67.9%	71.6%
Trolley Coach	74.0%	71.5%	73.8%	76.5%
LRV	66.0%	69.2%	69.2%	73.1%
Cable Car	72.4%	70.6%	73.9%	69.7%

ON-TIME PERFORMANCE MEASUREMENT

July 2006 – 69.9% Overall

Lines	On-Time %
Rail	
L Taraval	71.9%
TOTAL Rail	71.9%
Trolley	
7 Haight	62.0%
21 Hayes	72.2%
30 Stockton	73.4%
TOTAL Trolley	71.0%
Motor Coach	
12 Folsom	65.8%
14X Mission Express	71.4%
16 AX Noriega “A” Ex	86.4%
23 Monterey	53.4%
31 AX Balboa “A” Exp	85.7%
38 Geary	72.9%
38 AX Geary “A” Exp	55.9%
48 Quintara/24 th	69.1%
90 Owl	72.2%
TOTAL Motor Coach	68.7%

August 2006 – 69.9% Overall

Lines	On-Time %
Rail	
60 Powell/Hyde	70.6%
M Oceanview	73.0%
TOTAL Rail	71.1%
Trolley	
31 Balboa	56.8%
41 Union	72.1%
45 Union/Stockton	72.5%
TOTAL Trolley	68.5%
Motor Coach	
14 Mission Limited	70.0%
18 46 th Avenue	72.0%
30X Marina Express	82.9%
31BX Balboa “B” Exp	70.0%
38L Geary Limited	73.0%
38 BX Geary “B” Exp	60.9%
66 Quintara	58.6%
71 Haight/Noriega	62.2%
TOTAL Motor Coach	70.0%

SERVICE STANDARDS

September 2006 – 66.2% Overall

Lines	On-Time %
Rail	
J Church	60.7%
TOTAL Rail	60.7%
Trolley	
3 Jackson	77.8%
5 Fulton	73.9%
49 Mission/Van Ness	72.6%
TOTAL Trolley	74.2%
Motor Coach	
10 Townsend	73.5%
27 Bryant	65.6%
28 19th Avenue	61.8%
29 Sunset	57.5%
35 Eureka	62.5%
39 Coit	36.1%
52 Excelsior	67.7%
54 Felton	42.9%
81X CalTrain	50.0%
TOTAL Motor Coach	60.5%

October 2006 – 72.1% Overall

Lines	On-Time %
Rail	
K Ingleside	68.5%
61 California	77.9%
TOTAL Rail	74.2%
Trolley	
1 California	82.6%
22 Fillmore	66.2%
TOTAL Trolley	76.7%
Motor Coach	
1AX California "A" Exp	70.3%
2 Clement	73.8%
9 San Bruno	63.5%
15 Third	63.6%
67 Bernal Heights	79.1%
82X Cal Train Express	72.7%
88 BART Shuttle	59.1%
91 Owl	72.2%
108 Treasure Island	92.9%
TOTAL Motor Coach	68.4%

SERVICE STANDARDS

November 2006 – 70.7% Overall

Lines	On-Time %
Rail	
F Market	65.5%
TOTAL Rail	65.5%
Trolley	
4 Sutter	76.2%
6 Parnassus	78.3%
33 Stanyan	68.8%
TOTAL Trolley	75.0%
Motor Coach	
1BX California “B” Exp	73.8%
9 BX San Bruno “B” Exp	70.64%
17 Park Merced	75.5%
19 Polk	55.3%
44 O’Shaughnessy	73.9%
47 Van Ness	77.2%
53 Southern Heights	90.9%
56 Rutland	38.2%
80X CalTrain Exp	75.0%
TOTAL Motor Coach	69.9%

December 2006 – 68.1% Overall

Lines	On-Time %
Rail	
N Judah	73.4%
59 Powell/Mason	69.9%
TOTAL Rail	71.8%
Trolley	
14 Mission	70.2%
24 Divisadero	68.6%
TOTAL Trolley	69.6%
Motor Coach	
9AX San Bruno “A” Exp	70.3%
9X San Bruno Express	69.7%
16 BX Noriega “B” Exp	71.4%
26 Valencia	57.8%
28L 19 th Ave Limited	69.4%
36 Teresita	56.8%
37 Corbett	74.6%
43 Masonic	61.6%
89 Laguna Honda	50.0%
TOTAL Motor Coach	64.7%

SERVICE STANDARDS

January 2007 – 73.8% Overall

Lines	On-Time %
Rail	
M Oceanview	71.3%
TOTAL Rail	71.3%
Trolley	
5 Fulton	78.3%
30 Stockton	77.7%
41 Union	77.6%
TOTAL Trolley	77.8%
Motor Coach	
1BX California “B” Exp	82.1%
2 Clement	68.2%
9 BX San Bruno “B” Exp	79.2%
31 AX Balboa “A” Exp	54.9%
38 AX Geary “B” Exp	78.8%
44 O’Shaughnessy	66.8%
47 Van Ness	69.5%
89 Laguna Honda	63.2%
TOTAL Motor Coach	70.4%

February 2007 – 73.6% Overall

Lines	On-Time %
Rail	
K Ingleside	80.6%
59 Powell	69.7%
TOTAL Rail	72.0%
Trolley	
4 Sutter	85.7%
45 Union/Stockton	70.5%
TOTAL Trolley	72.5%
Motor Coach	
35 Eureka	95.2%
38 BX Geary “B” Exp	75.0%
39 Coit	39.1%
43 Masonic	65.4%
48 Quintera/24 th St	76.5%
81X Cal Train Exp	100.0%
108 Treasure Island	95.2%
TOTAL Motor Coach	74.7%

SERVICE STANDARDS

March 2007 – 71.1% Overall

Lines	On-Time %
Rail	
J Church	71.4%
TOTAL Rail	71.4%
Trolley	
3 Jackson	74.3%
7 Haight	55.6%
49 Mission/Van Ness	73.3%
TOTAL Trolley	75.0%
Motor Coach	
9 San Bruno	73.0%
28 18 th Ave	52.4%
30X Marina Express	66.7%
36 Terista	64.3%
37 Corbett	76.5%
52 Excelsior	100.0%
80X Cal Train Exp	100.0%
TOTAL Motor Coach	70.4%

SERVICE STANDARDS

2a. % of Scheduled service hours that are delivered and percentage of scheduled vehicles that begin service at the scheduled time.

GOAL: No less than 98.5% on July 1, 2007 (*Goal is Mandated by the Charter*)

Purpose: To measure service hours through available operators and available equipment, actually deployed in revenue service, along with the percentage of equipment available for service.

Definition of Measurement: Monthly measurement of the percent of total available hours for service measuring operators and equipment and percentage of equipment available daily.

Method of Measurement: Both operators and equipment are measured as to the total number of hours in service as a percentage of the total scheduled hours. Data come from the online Dispatching System. Measurement of the vehicles that begin service at the scheduled time will be provided from the 8 a.m. and 6 p.m. “Not-Out Report” generated by Central Control and will show the percent of vehicles that went out at the scheduled time for both the a.m. and p.m. pullout.

Milestones:

FY01	FY02	FY03	FY04	FY05	FY06	FY07	
GOAL 96.5%	GOAL 97%	GOAL 97.5%	GOAL 98.5%	GOAL 98.5%	GOAL 98.5%	GOAL 98.5%	GOAL 98.5%
Actual 4 th Q 94.53%	Actual 4 th Q 97.8%	Actual 4 th Q 94.52%	Actual 4 th Q 97.23%	Actual 4 th Q 94.33%	Actual 4 th Q 92.96%	FY06 Actual Q3 94.8%	FY07 Actual Q3 95.6%

SERVICE STANDARDS

**Scheduled Hours of Service and Equipment Achieved
GOAL is 98.5%**

Division	Q1 % Op Avail.	Q2 % Op Avail.	Q3 % Op Avail.	Q1 % Equip. Avail.	Q2 % Equip. Avail.	Q3 % Equip. Avail	Q1 Total % Avail.	Q2 Total % Avail.	Q3 Total % Avail.
SYSTEM	94.28%	94.83%	95.67%	99.87%	99.8%	99.9%	94.15%	94.65%	95.56%
Motor Coach	94.09%	94.57%	95.83%	99.83%	99.63%	99.8%	93.92%	94.25%	95.63%
Flynn	93.53%	94.45%	94.96%	99.93%	99.96%	99.82%	93.47%	94.42%	94.78%
Woods	93.30%	96.30%	97.64%	99.97%	99.5%	99.83%	93.28%	95.88%	97.47%
Kirkland	95.55%	91.90%	94.34%	99.57%	99.52%	99.76%	95.12%	91.38%	94.10%
Trolley Coach	93.79%	96.11%	96.07%	99.92%	99.98%	99.98%	93.71%	96.09%	96.05%
Potrero	92.70%	95.74%	93.81%	100%	100%	100%	92.70%	95.74%	93.81%
Presidio	95.03%	96.53%	98.47%	99.83%	99.95%	99.96%	94.86%	96.49%	98.42%
LRV	94.74%	91.20%	93.74%	99.86%	99.96%	99.96%	94.60%	91.15%	93.70%
Cable Car	98.10%	96.88%	97.45%	99.96%	99.97%	99.96%	98.06%	96.85%	97.40%

SERVICE STANDARDS

*% of LATE PULL-OUTS
(Of All Scheduled Runs That Went Into Service)*

Mode	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	FYTD Avg.
SYSTEM	.41	.41	.38	.45	.50	.68	.61	.59	.63	.52
MOTOR COACH										
Flynn	0.5	0.5	0.5	0.6	0.6	0.6	0.7	0.6	0.5	.57
Woods	0.3	0.3	0.3	0.3	0.4	0.5	0.6	0.5	0.6	.42
Kirkland	0.4	0.4	0.4	0.8	0.6	0.6	0.8	0.7	0.7	.60
TROLLEY										
Potrero	0.5	0.5	0.5	0.4	0.4	0.5	0.5	0.6	0.5	.49
Presidio	0.5	0.3	0.3	0.2	0.2	0.2	0.4	0.3	0.3	.30
LRV	0.4	0.3	0.3	0.4	0.5	0.9	0.5	0.6	0.8	.52
F Line	0.5	0.8	0.3	0.6	1.0	1.8	1.1	1.0	1.2	.92
Cable Car	0.2	0.2	0.3	0.3	0.3	0.4	0.3	0.4	0.4	.31

SERVICE STANDARDS

3a. % of vehicles that pass published time points during measurement periods unable to pick up passengers due to crowding without being followed within 3 minutes or less by another vehicle on the same route with space for all waiting passengers.

GOAL: Less than 5%

Purpose: To measure crowding in vehicles

Definition of Measurement: Pass-up measurements shall be conducted no less often than 10 weekdays per month. At the beginning of each quarter, supervisory personnel will review all the lines checked in the previous quarter, and identify the five lines with the highest load factors, and the time period these load factors occurred. Supervisory personnel will then check those five lines, during the time period that the high load factor occurred, each month during the coming quarter for pass-ups. Supervisory personnel will check to see if any PSRs for pass-ups were made for any of those five lines, and if the location of the pass-up was recorded. If it was recorded, supervisory personnel will use that point as the point to check for pass-ups. If there are no locations recorded, supervisory personnel will use the stop just before the MLP.

Method of Measurement: “Periods of time includes morning rush (6 a.m. to 9 a.m.) midday (9 a.m.- 4 p.m.) evening rush (4 p.m. to 7 p.m.) and night (7 p.m. to 1 a.m.).

Milestones:

FY01	FY02	FY03	FY04	FY05	FY06	FY07	
GOAL Less than 5%	GOAL Less than 5%	GOAL Less than 5%	GOAL Less than 5%	GOAL Less than 5%	GOAL Less than 5%	GOAL Less than 5%	
Actual 4 th Q 0.0%	Actual 4 th Q .33%	Actual 4 th Q 1.62%	Actual 4 th Q 2.11%	Actual 4 th Q .43%	Actual 4 th Q 2.82%	FY06 Q3 .57%	FY07 Q3 0%

SERVICE STANDARDS

Pass ups – FY07

LINES	LOCATION	Time/ Direct.	July	Aug	Sept	Q1 Total
30 Stockton	Stockton/Sutter	6am -9am Inbound	0	0	0	0.00%
38 Geary Limited	Geary/Van Ness	4pm – 7pm Outbound	0	0	0	0.00%
44 O’Shaughnessy	Silver/Mission	6am -9am Inbound	0	0	0	0.00%
45 Union	Stockton/Sutter	4pm – 7pm Outbound	No Checks	2	0	2.78%
K Ingleside	West Portal Station	6am -9am Inbound	No Checks	1	0	1.52%

Total 1st Quarter: 515 Checks, 0.58%

LINES	LOCATION	Time/ Direct.	Oct	Nov	Dec	Q2 Total
28 19 th Ave	19 th Ave/Sloat	4pm – 7pm Inbound	0	0	0	0.00%
29 Sunset	Geneva/Balboa BART	4pm – 7pm Outbound	0	0	0	0.00%
30X Geary Express	Chestnut/Van Ness	6am -9am Inbound	0	0	0	0.00%
45 Union	Stockton/Sutter	4pm – 7pm Inbound	0	0	0	0.00%
54 Felton	Geneva/Balboa BART	6am -9am Outbound	0	0	0	0.00%

Total 2nd Quarter: 243 Checks, 0%

SERVICE STANDARDS

LINES	LOCATION	Time/ Direct.	Jan	Feb	Mar	Q3 Total
2 Clement	Clay/Powell	6am -9am Inbound	0	0	0	0.00%
88 BART Shuttle	Geneva BART Station	6am -9am Outbound	0	0	0	0.00%

Total 3rd Quarter: 27 Checks*, 0%

* Due to the demands of the Transit Effectiveness Project staff was not able to measure as many lines as usual.

4a. Peak period passenger load factors

GOAL: No greater than 85% of combined seating & standing capacity. The goal will be a percentage of lines complying with the 85% target. Lines not in compliance will have their schedule and level of service examined

Purpose: To measure load factors at peak periods

Definition of Measurement: Each line will be checked twice a year. Such checks shall be conducted no less often than 10 weekdays and weekends per check. An annual checking schedule shall be established for the routes. The order in which the routes are checked will be determined monthly through a random selection process. To the extent automated systems can be substituted at less cost for such checks, or the measurement of any performance standard, such systems must be used.

Method of Measurement: “Periods of time includes morning rush (6 a.m. to 9 a.m.) midday (9 a.m.- 4 p.m.) evening rush (4 p.m. to 7 p.m.) and night (7 p.m. to 1 a.m.). Supervisory personnel shall conduct a one-hour, on time, and load standard check at a maximum load point at mid-route during all four time periods stated above.”

SERVICE STANDARDS

Milestones:

FY01	FY02	FY03	FY04	FY05	FY06	FY07	
GOAL No Greater than 85%	GOAL No Greater than 85%	GOAL No Greater than 85%	GOAL No Greater than 85%	GOAL No Greater than 85%	GOAL No Greater than 85%	GOAL No Greater than 85%	
Actual 4 th Q 13 Lines Exceeded LF	Actual 4 th Q 8 Lines Exceeded LF	Actual 4 th Q 2 Lines Exceeded LF	Actual 4 th Q 3 Lines Exceeded LF	Actual 4 th Q 9 Lines Exceeded LF	Actual 4 th Q 5 Lines Exceeded LF	FY06 – Q3 9 of the lines measured exceeded the 85% load factor	FY07 – Q3 4 of the lines measured exceeded the 85% load factor

Load Factor

July 2006	
Lines	Load Factor
Rail	
L Taraval	61.5%
Trolley	
7 Haight	52.6%
21 Hayes	81.5%
30 Stockton	84.8%
Motor Coach	
12 Folsom	71.2%
14X Mission Express	66.8%
16 AX Noriega “A” Ex	60.5%
23 Monterey	44.9%
31 AX Balboa “A” Exp	72.7%
38 Geary	73.5%
38 AX Geary “A” Exp	73.9%
48 Quintara/24 th	82.9%
90 Owl	10.6%

August 2006	
Lines	Load Factor
Rail	
60 Powell/Hyde	82.6%
M Oceanview	73.9%
Trolley	
31 Balboa	84.5%
41 Union	84.0%
45 Union/Stockton	94.7%
Motor Coach	
14 Mission Limited	46.8%
18 46 th Avenue	37.8%
30X Marina Express	95.9%
31BX Balboa “B” Exp	71.6%
38L Geary Limited	83.9%
38 BX Geary “B” Exp	54.4%
66 Quintara	22.9%
71 Haight/Noriega	81.4%

SERVICE STANDARDS

September 2006	
Lines	Load Factor
Rail	
J Church	42.3%
Trolley	
3 Jackson	67.0%
5 Fulton	82.3%
49 Mission/Van Ness	64.9%
Motor Coach	
10 Townsend	66.7%
27 Bryant	71.5%
28 19th Avenue	113.8%
29 Sunset	87.4%
35 Eureka	34.5%
39 Coit	43.4%
52 Excelsior	92.1%
54 Felton	86.3%
81X CalTrain	63.9%

October 2006	
Lines	Load Factor
Rail	
K Ingleside	134.8%
61 California	43.2%
Trolley	
1 California	87.7%
22 Fillmore	94.2%
Motor Coach	
1AX California "A" Exp	73.8%
2 Clement	85.8%
9 San Bruno	83.2%
15 Third	60.5%
67 Bernal Heights	50.5%
82X Cal Train Express	64.3%
88 BART Shuttle	93.6%
91 Owl	14.1%
108 Treasure Island	47.0%

November 2006	
Lines	Load Factor
Rail	
F Market	69.5%
Trolley	
4 Sutter	63.3%
6 Parnassus	52.2%
33 Stanyan	42.8%
Motor Coach	
1BX California "B" Exp	81.7%
9 BX San Bruno "B" Exp	76.3%
17 Park Merced	28.0%
19 Polk	69.1%
44 O'Shaughnessy	61.1%
47 Van Ness	60.2%
53 Southern Heights	62.6%
56 Rutland	23.7%
80X CalTrain Exp	65.9%

December 2006	
Lines	Load Factor
Rail	
N Judah	51.1%
59 Powell/Mason	57.5%
Trolley	
14 Mission	53.1%
24 Divisadero	73.8%
Motor Coach	
9AX San Bruno "A" Exp	73.6%
9X San Bruno Express	13.5%
16 BX Noriega "B" Exp	38.6%
26 Valencia	33.1%
28L 19 th Ave Limited	61.9%
36 Teresita	23.9%
37 Corbett	72.0%
43 Masonic	54.3%
89 Laguna Honda	2.2%

SERVICE STANDARDS

January 2007

Lines	Load Factor
Rail	
M Oceanview	55.0%
Trolley	
5 Fulton	95.0%
30 Stockton	76.1%
41 Union	71.9%
Motor Coach	
1BX California "B" Exp	79.41%
2 Clement	62.4%
9 BX San Bruno "B" Exp	59.5%
31 AX Balboa "A" Exp	79.4%
38 AX Geary "B" Exp	82.4%
44 O'Shaughnessy	99.0%
47 Van Ness	69.2%
89 Laguna Honda	12.2%

February 2007

Lines	Load Factor
Rail	
K Ingleside	32.7%
59 Powell	73.0%
Trolley	
4 Sutter	67.5%
45 Union/Stockton	106.2%
Motor Coach	
35 Eureka	40.3%
38 BX Geary "B" Exp	79.0%
43 Masonic	113.8%
48 Quintera/24 th St	83.4%
81X Cal Train Exp	49.2%
108 Treasure Island	60.2%

March 2007

Lines	Load Factor
Rail	
J Church	26.7%
Trolley	
3 Jackson	26.1%
7 Haight	45.0%
49 Mission/Van Ness	82.2%
Motor Coach	
9 San Bruno	73.2%
28 18 th Ave	64.4%
30X Marina Express	62.9%
36 Terista	16.9%
37 Corbett	41.0%
80X Cal Train Exp	64.6%

SERVICE STANDARDS

5a. Actual headways against scheduled headways on all radial express, cross-town, secondary, and feeder lines for peak, base, evening, and late night services.

GOAL: Operate no less than 85% of the time within 30% or 10 minutes of scheduled headway. (whichever is less)

Purpose: Measurement of scheduled headways against actual headways.

Definition of Measurement: Each line will be checked twice a year. Such checks shall be conducted no less often than 10 weekdays and weekends per check. An annual checking schedule shall be established for the routes. The order in which the routes are checked will be determined monthly through a random selection process. To the extent automated systems can be substituted at less cost for such checks, or the measurement of any performance standard, such systems must be used. Actual headways against scheduled headways on all radial express, cross-town, secondary, and feeder lines for peak, base, evening, and late night services. Will also check lines during periods when their headway is greater than 10 minutes.

Method of Measurement: Check the headways of designated lines. “Periods of time includes morning rush (6 a.m. to 9 a.m.) midday (9 a.m.- 4 p.m.) evening rush (4 p.m. to 7 p.m.) and night (7 p.m. to 1 a.m.). Supervisory personnel shall conduct a one-hour, on time, and load standard check at a maximum load point at mid-route during all four time periods stated above.”

Milestones:

FY01	FY02	FY03	FY04	FY05	FY06	FY07	
GOAL 80%	GOAL 85%	GOAL 85%	GOAL 85%	GOAL 85%	GOAL 85%	GOAL 85%	
4th Q Actual 56.8%	4th Q Actual 72.1%	4th Q Actual 74.8%	4th Q Actual 69.2%	4th Q Actual 66.4%	4th Q Actual 62.7% FY06 Actual 59.8%	FY06 Q3 Actual 56.2%	FY07 Q3 Actual 58.8%

SERVICE STANDARDS

FY07 Headway by Mode

MODES	FY06 Q3	FY07 Q1	FY07 Q2	FY07 Q3
System-Wide	56.2%	58.9%	61.8%	58.8%
Motor Coach	63.1%	62.4%	69.5%	66.0%
Trolley Coach	48.0%	52.8%	52.8%	49.9%
LRV	50.2%	50.6%	53.4%	59.5%
Cable Car	75.3%	65.1%	63.8%	55.3%

SERVICE STANDARDS

Headway Measurement

July 2006 – 55.9% Overall

Lines	Headway %
Rail	
L Taraval	51.7%
AVERAGE Rail	51.7%
Trolley	
7 Haight	66.1%
21 Hayes	76.1%
30 Stockton	37.0%
AVERAGE Trolley	51.5%
Motor Coach	
12 Folsom	69.6%
14X Mission Express	64.0%
16 AX Noriega “A” Ex	90.0%
23 Monterey	69.2%
31 AX Balboa “A” Exp	94.7%
38 Geary	38.7%
38 AX Geary “A” Exp	64.5%
48 Quintara/24 th	61.9%
90 Owl	93.8%
AVERAGE Motor Coach	58.3%

August 2006 – 62.0% Overall

Lines	Headway %
Rail	
60 Powell/Hyde	65.1%
M Oceanview	66.7%
AVERAGE Rail	65.3%
Trolley	
31 Balboa	59.8%
41 Union	47.5%
45 Union/Stockton	60.0%
AVERAGE Trolley	55.7%
Motor Coach	
14 Mission Limited	93.8%
18 46 th Avenue	79.5%
30X Marina Express	56.9%
31BX Balboa “B” Exp	77.8%
38L Geary Limited	57.1%
38 BX Geary “B” Exp	76.2%
66 Quintara	86.0%
71 Haight/Noriega	56.0%
AVERAGE Motor Coach	64.0%

SERVICE STANDARDS

September 2006 – 58.5% Overall

Lines	Headway %
Rail	
J Church	36.8%
AVERAGE Rail	36.8%
Trolley	
3 Jackson	87.8%
5 Fulton	40.5%
49 Mission/Van Ness	50.4%
AVERAGE Trolley	51.5%
Motor Coach	
10 Townsend	74.2%
27 Bryant	63.4%
28 19th Avenue	56.4%
29 Sunset	61.1%
35 Eureka	71.4%
39 Coit	74.2%
52 Excelsior	79.5%
54 Felton	81.3%
81X CalTrain	33.3%
AVERAGE Motor Coach	66.3%

October 2006 – % Overall

Lines	Headway %
Rail	
K Ingleside	53.6%
61 California	54.8%
AVERAGE Rail	74.2%
Trolley	
1 California	37.4%
22 Fillmore	47.9%
AVERAGE Trolley	41.2%
Motor Coach	
1AX California “A” Exp	90.9%
2 Clement	66.1%
9 San Bruno	50.5%
15 Third	51.2%
67 Bernal Heights	91.9%
82X Cal Train Express	62.5%
88 BART Shuttle	55.0%
91 Owl	93.8%
108 Treasure Island	97.4%
AVERAGE Motor Coach	62.2%

SERVICE STANDARDS

November 2006 – 70.9% Overall

Lines	Headway %
Rail	
F Market	48.9%
AVERAGE Rail	48.9%
Trolley	
4 Sutter	92.1%
6 Parnassus	80.2%
33 Stanyan	68.1%
AVERAGE Trolley	75.0%
Motor Coach	
1BX California “B” Exp	59.6%
9 BX San Bruno “B” Exp	72.0%
17 Park Merced	93.3%
19 Polk	66.3%
44 O’Shaughnessy	75.0%
47 Van Ness	77.2%
53 Southern Heights	57.0%
56 Rutland	84.6%
80X CalTrain Exp	100.0%
AVERAGE Motor Coach	73.3%

December 2006 – 55.6% Overall

Lines	Headway %
Rail	
N Judah	61.8%
59 Powell/Mason	69.9%
AVERAGE Rail	62.4%
Trolley	
14 Mission	70.2%
24 Divisadero	68.6%
AVERAGE Trolley	69.6%
Motor Coach	
9AX San Bruno “A” Exp	50.0%
9X San Bruno Express	71.4%
16 BX Noriega “B” Exp	63.2%
26 Valencia	87.5%
28L 19 th Ave Limited	60.0%
36 Teresita	86.7%
37 Corbett	92.1%
43 Masonic	69.6%
89 Laguna Honda	100.0%
AVERAGE Motor Coach	66.5%

SERVICE STANDARDS

January 2007 – 55.6% Overall

Lines	Headway %
Rail	
M Oceanview	61.1%
AVERAGE Rail	61.1%
Trolley	
5 Fulton	56.6%
30 Stockton	38.7%
41 Union	45.2%
AVERAGE Trolley	77.8%
Motor Coach	
1BX California “B” Exp	56.3%
2 Clement	78.3%
9 BX San Bruno “B” Exp	72.7%
31 AX Balboa “A” Exp	71.7%
38 AX Geary “B” Exp	80.0%
44 O’Shaughnessy	70.2%
47 Van Ness	54.3%
89 Laguna Honda	100.0%
AVERAGE Motor Coach	66.5%

February 2007 – 70.3% Overall

Lines	Headway %
Rail	
K Ingleside	75.9%
59 Powell	55.3%
AVERAGE Rail	59.5%
Trolley	
4 Sutter	94.4%
45 Union/Stockton	65.7%
AVERAGE Trolley	72.5%
Motor Coach	
35 Eureka	100.0%
38 BX Geary “B’ Exp	45.5%
39 Coit	100.0%
43 Masonic	61.8%
48 Quintera/24 th St	73.0%
81X Cal Train Exp	100.0%
108 Treasure Island	98.2%
AVERAGE Motor Coach	75.3%

SERVICE STANDARDS

March 2007 – 64.0% Overall

Lines	Headway %
Rail	
J Church	42.4%
AVERAGE Rail	42.4%
Trolley	
3 Jackson	75.0%
7 Haight	62.5%
49 Mission/Van Ness	65.9%
AVERAGE Trolley	69.1%
Motor Coach	
9 San Bruno	62.1%
28 18 th Ave	47.4%
30X Marina Express	64.7%
36 Terista	75.3%
37 Corbett	86.7%
52 Excelsior	100.0%
80X Cal Train Exp	100.0%
AVERAGE Motor Coach	66.4%

SERVICE STANDARDS

6a. % vehicle availability and reliability (mean distance between failure) by mode.

GOAL: No less than 98.5% Vehicle Availability

Purpose: To measure the percentage of equipment available for service.

Definition of Measurement: Monthly measurement of availability as a percentage of vehicles at each facility available at 7 a.m. and 4 p.m. on non-holiday weekdays against peak demand requirements.

Method of Measurement: The Shop History and Online Parts System (SHOPS) provides the data. A vehicle is considered available for service if it is available for assignment to an operator no later than 7 a.m. and 4 p.m.

Milestones:

FY2001	FY2002	FY2003	FY2004	FY2005	FY2006	FY2007	
GOAL 98.5%	GOAL 98.5%	GOAL 98.5%	GOAL 98.5%	GOAL 98.5%	GOAL 98.5%	GOAL 98.5%	
4th Q Actual 99.5%	4th Q Actual 99.2%	4th Q Actual 99.6%	4th Q Actual 99.2%	4th Q Actual 97.6%	4th Q Actual 98.2%	FY06 Q3 Actual 98.6%	FY07 Q3 Actual 99.5%

SERVICE STANDARDS

AM & PM Vehicle Availability	Q1 AM	Q1 PM	Q2 AM	Q2 PM	Q3 AM	Q3 PM
System Wide	98.6%	98.2%	98.7%	98.8%	99.3%	99.6%
Motor Coach	95.6%	95.6%	97.1%	97.5%	98.5%	99.2%
Flynn-Artic	99.0%	99.0%	100%	99.9%	100%	100%
Kirkland	95.9%	95.9%	95.8%	95.9%	99.2%	98.7%
Woods	92.7%	92.8%	95.9%	97.0%	98.5%	98.9%
TrolleyCoach	99.9%	98.8%	100%	100%	99.9%	100%
Potrero-Artic	100%	100%	100%	100%	100%	100%
Potrero	100%	100%	100%	100%	100%	100%
Presidio	99.8%	97.3%	100%	100%	99.9%	100%
Light Rail	99.1%	99.1%	99.9%	99.8%	99.9%	99.7%
F-Line	99.8%	99.5%	98.8%	98.3%	98.9%	99.4%
Cable Car	100%	100%	100%	100%	100%	100%

SERVICE STANDARDS

7a. Unscheduled absences by operator, mechanical and administrative personnel.

GOAL: Annual 5% reduction of YTD average for Maintenance (Mechanical), 10% reduction for Transportation (Operators) and 5% reduction for Administration, as long as the goal does not drop below 5%. For DPT Shop employees, an annual reduction of 5%, as long as the goal does not drop below 5%.

Purpose: To measure unscheduled absences

Definition of Measurement: Monthly measurement of unscheduled absences is defined as time that is not scheduled in advance and includes the following payroll categories: Sick pay (with pay), Sick Leave (without pay), AWOL, Worker’s Comp, SDI, and Assault Pay.

Method of Measurement: The online TESS and the online Attendance Tracking System currently provides the data as a calculation of scheduled hours available against unscheduled hours for Muni Employees. For DPT employees, data is extracted from the DETS system.

Milestones:

DIVISION	FY07
Maintenance	5% Reduction of FYTD
Administration	5% Reduction of FYTD
Operations	5% Reduction of FYTD
Transit Operators	10 % Reduction of FYTD
DPT Shops	5% Reduction of FYTD

**% OF UNSCHEDULED ABSENCES
For the MTA Employee Incentive Program**

FY GOALS	Q1	Q2	Q3	Q4
Maintenance	6.45%	6.33%	6.22%	6.1%
Administration	5.24%	5.16%	5.1%	5.0%
Operations	6.64%	6.53%	6.41%	6.3%
DPT Shops	10.1%	9.93%	9.77%	9.6%

SERVICE STANDARDS

FY07
% Unscheduled Absences for DPT Employees

	FY02 Actual	FY03 Actual	FY04 Actual	FY05 Actual	FY06 Actual	FY06 Q3	FY07 Q1	FY07 Q2	FY07 Q3	FY07 GOAL
Administration	4.68%	4.78%	5.19%	5.22%	4.26%	5.36%	4.34% *	5.32%	4.21%	5.0%
Enforcement	15.28%	17.63%	15.66%	17.05%	15.66%	17.11%	17.33% *	16.69%	17.43%	14.9%
Engineering	5.27%	5.80%	4.93%	6.62%	6.79%	5.12%	5.53% *	4.81%	5.40%	6.45%
Shops	7.76%	9.80%	10.12%	8.84%	10.1%	10.62%	12.27% *	13.69%	13.28%	9.6%
Citations					13.8%		6.96% *	5.68%	8.36%	13.11%

*Revised

8a. Miles between roadcalls by mode

GOAL: Increase the miles between roadcalls

FY07
% Unscheduled Absences for MUNI Employees FY07

	FY02 Actual	FY03 Actual	FY04 Actual	FY05 Actual	FY06 Actual	FY06 Q3	FY07 Q1	FY07 Q2	FY07 Q3	FY07 GOAL
Maintenance	7.6%	6.2%	6.46%	7.16%	6.45%	6.92 %	6.95 %	7.85 %	7.52 %	6.1%
Administration	6.0%	5.0%	4.99%	5.32%	5.24%	5.8%	5.37 %	5.71 %	6.09 %	5.0%
Operations	8.1%	7.2%	7.36%	6.50%	6.64%	6.8%	8.23 %	7.26 %	6.65 %	6.3%
Transit Operators	12.8%	11.1%	10.3%	10.8%	11.9%	11.39 %	11.35 %	11.1 %	10.97 %	10.7%

SERVICE STANDARDS

Purpose: Measure reliability through the miles a vehicle travels between failures.

Definition of Measurement: Monthly measurement is currently dictated by the Federal Transit Administration as follows:

“Failures are classified as either a major or minor failure of an element of the vehicle’s mechanical system. For each incident of a major or minor failure, report whether the vehicle completes the trip or the vehicle does not complete the trip. If the failure occurs during deadhead or layover, include this in revenue vehicle system failures.”

Method of Measurement: Data is collected from the Central Control Log and the online SHOPS system. All verifiable major and minor mechanical defects are included as part of the Mean Distance between defects number. Areas that do not result in a chargeable roadcall to the maintenance shops include accidents, sick passengers, vandalism, body damage and broken windows.

Milestones:

FY07
Increase Miles

SERVICE STANDARDS

*Mean Distance Between Failure
(MDBF)*

Mode	FY02 4 th Q Actual	FY03 4 th Q Actual	FY04 4 th Q Actual	FY04 Actual	FY05 Actual	FY06 Actual	FY06 Q3	FY07 Q1	FY07 Q2	FY07 Q3	FY07 Goals
Flynn - Artic	1929	3003	2996	2519	3309	3093	3048	2187	2429	2081	3000
Woods-Stand.	1760	2802	3245	2502	3337	2636	2273	2644	2383	2225	3000
Kirkland-Stand.	2381	3992	2706	3098	2970	3251	2873	2878	2630	3028	3100
Potrero Division	665	687	942	827	837	899	1031	897	1142	1225	
Potrero-Artic	508	493	873	724	770	785	898	756	964	969	700
Potrero-Stand.	795	818	1023	926	902	1004	1153	1145	1349	1533	1250
Presidio Trolley	1223	1221	1241	1235	1239	1121	1037	1302	1300	1407	1250
Breda Light Rail	3276	3128	3357	3162	3112	1943	1765	3029	3838	4304	3500
PCC (F-Line)	1496	1148	1300	1065	1167	940	879	1206	2113	1328	1250
Cable Car	5631	6387	5724	5814	5586	5638	5364	5860	5946	6225	5500

SERVICE STANDARDS

9a. Requests for changes to traffic or parking controls from the public

GOAL: To investigate and respond to at least 80% of all requests for changes to traffic or parking controls from the public or other governmental agencies within 90 days.

Purpose: To measure responsiveness to the public.

Definition of Measurement: Each request is logged into an electronic database system and given a tracking number. Requests are then assigned to staff for investigation which can include evaluation of existing conditions, collision history, traffic and pedestrian volume, circulation and transit impact. Residents are notified of results of investigation and recommendations. The request is then logged as completed.

Method of Measurement: Using the existing database system, a report is generated to provide a response rate for all requests completed within a specific quarter.

Milestones:

FY04 Actual	FY05 Actual	FY06 1 st Q Actual	FY06 2 nd Q Actual	FY06 3 rd Q Actual	FY06 4 th Q Actual	FY07 Q1 Actual	FY07 Q2 Actual	FY07 Q3 Actual	FY07 Goal
77%	84%	84%	84%	80%	76%	89%	87%	77%	80%

10a. Color curb applications

GOAL: To review and respond to at least 90% of all color curb applications within 30 days.

Purpose: To measure responsiveness to the public.

SERVICE STANDARDS

Definition of Measurement: Residents, organizations and business owners may apply for various color curb parking designations as authorized by the California Vehicle Code. These zones include loading zones (white), green zones (ten-minute parking) and red zones (driveway tip prohibited parking). This program administered by DPT is fully cost recovery. Upon receipt of application and fee, each request is logged into an electronic database system and given a tracking number. Requests are then assigned to staff for investigation which includes an on-site survey to determine feasibility, necessity and parking impact. Once the investigation is completed the resident will be notified in writing of the results. If the application is approved an invoice will be sent for painting fees. The request is then logged as completed.

Method of Measurement: Using the existing database system, a report is generated to provide a response rate for all requests completed within a specific quarter.

Milestones:

FY04 Actual	FY05 Actual	FY06 1st Q Actual	FY06 2nd Q Actual	FY06 3rd Q Actual	FY06 4th Q Actual	FY07 Q1 Actual	FY07 Q2 Actual	FY07 Q3 Actual	FY07 Goal
54%	88%	84%	43%	64%	53%	51%	52%	91.1%	90%

11a. Parking meter repair

GOAL: To respond within 48 hours to at least 85% of all reports of meter malfunctions.

Purpose: To ensure consistent operation of parking meters and to promptly repair inoperable meters.

SERVICE STANDARDS

Definition of Measurement: San Francisco’s new electronic parking meters are equipped with the capability of self-reporting malfunctions. In addition, a hotline number is posted on each meter to enable members of the public to report instances of malfunction directly to the meter shop. These reporting mechanisms enable DPT to respond and repair meters in a timely and efficient manner to ensure the highest level of service to the public.

Method of Measurement: The San Francisco Parking Meter Management System (SFPM) is a work order system which automates requests for service and allow them to be tracked and compiled. The Meter continues to work with the software contractor to finalize the design and implementation of the system. A report is generated providing the average response rate for all complaints received within a quarter.

Milestones:

FY04 Actual	FY05 Actual	FY06 1st Q Actual	FY06 2nd Q Actual	FY06 3rd Q Actual	FY06 4th Q Actual	FY07 Q1 Actual	FY07 Q2 Actual	FY07 Q3 Actual	FY07 GOAL
77%	80%	72%	83%	78%	86%	83%	81%	81%	85%

12a. Hazardous traffic sign conditions

GOAL: To respond to and repair at least 98% of hazardous safety sign conditions within 24 hours.

Purpose: To ensure the safety of all modes of transportation by responding quickly to complaints of hazardous traffic sign conditions.

Definition of Measurement: DPT’s Sign Shop receives reports of hazardous sign conditions from city agencies and members of the public. Hazardous conditions include missing safety related signs or those that create physical public danger due to damage or disrepair. Staff maintains a manual log to record receipt of complaints and dispatches crews immediately to repair.

Method of Measurement: Sign Shop staff manually logs in each complaint and the date and time that the work is completed. DPT plans on upgrading this manual record keeping process to an electronic database system in the future.

SERVICE STANDARDS

Milestones:

FY04 Actual	FY05 Actual	FY06 1st Q Actual	FY06 2nd Q Actual	FY06 3rd Q Actual	FY06 4th Q Actual	FY07 Q1 Actual	FY07 Q2 Actual	FY07 Q3 Actual	FY07 GOAL
96%	95%	87%	85%	86%	98.5%	98%	98%	98%	98%

13a. Hazardous traffic signal conditions

GOAL: To respond to and repair at least 92% of hazardous signal conditions within two hours.

Purpose: To ensure the safety of all modes of transportation by responding quickly to complaints of hazardous traffic signal conditions.

Definition of Measurement: During business hours, the Signal Shop logs reports of malfunctions in a manual log and dispatches crews. During off hours calls are routed to the 24-hour hotline which logs the call and dispatches staff from the Department of Telecommunications and Information Systems (DTIS). If the problem is major and urgent, DTIS pages a DPT Signal Shop emergency crew to the scene. Repair crews record their arrival time and the time the call is completed.

Method of Measurement: All complaints and service requests are maintained in a database system. Reports are generated to determine average response rate.

Milestones:

FY04 Actual	FY05 Actual	FY06 1st Q Actual	FY06 2nd Q Actual	FY06 3rd Q Actual	FY06 4th Q Actual	FY07 Q1 Actual	FY07 Q2 Actual	FY07 Q3 Actual	FY07 GOAL
92%	92%	92%	93%	91%	91%	93%	90%	87.5%	92%

SERVICE STANDARDS

14a. Traffic lane line maintenance

GOAL: To maintain at least 10% of all traffic lane lines, bus zones and crosswalks on an ongoing basis. Currently there are 4,741,431 feet to maintain.

Purpose: To ensure the safety of all modes of transportation by maintaining visibility of existing lane line, bus zone and crosswalk designations.

Definition of Measurement: Measures productivity of DPT’s Paint Shop in relationship to annual goal. This measurement has been adjusted from a percentage of goal to a percentage of total inventory maintained.

Method of Measurement: Work crews report actual daily production numbers to staff at the end of each day. This information is entered into a spreadsheet and tabulated to generate a report.

Milestones:

FY04 Actual	FY05 Actual	FY06 1 st Q Actual	FY06 2 nd Q Actual	FY06 3 rd Q Actual	FY06 4 th Q Actual	FY07 Q1 Actual	FY07 Q2 Actual	FY07 Q3 Actual	FY07 GOAL
11%	15.2%	13.9%	13.1%	8.4%	13.5%	10.9%	9.9%	20.3%	10%

B. SYSTEM PERFORMANCE

1b. Passengers carried by mode

GOAL: Passenger boarding by mode-should increase by 1.5% per year compared with prior year performance

Purpose: Measurement of the ridership.

Definition of Measurement: Annual measurement of the number of passengers who board the Muni’s revenue vehicles. A passenger is counted each time they board a vehicle, even though they may be on the same journey from origin to destination.

SERVICE STANDARDS

Method of Measurement: Ride checkers are utilized to count the passenger boardings.

Milestones:

FY01	FY02	FY03	FY04	FY05	FY06	FY07
GOAL 2% Increase	GOAL 2% Increase	GOAL 224 M Boardings	GOAL 224 M Boardings	GOAL Increase by 1.5% over prior year 218,979,8 55	GOAL Increase by 1.5% over prior year	GOAL Increase by 1.5% over prior year
FY Actual 4.1%	FY Actual -7.4%	FY Actual 216M	FY Actual 216M	FY Actual 217M	FY Actual 211M	FY Actual N/A

Annual Ridership - Passenger Boardings

Mode	FY00	FY01	FY02	FY03	FY04	FY05	FY06
<i>Motor Coach</i>	96,394,514	96,032,546	92,259,201	90,880,579	87,471,668	88,208,662	90,630,173
<i>Trolley Coach</i>	78,460,995	80,868,518	73,968,384	74,398,945	75,215,805	74,940,773	69,064,602
<i>Light Rail</i>	41,610,040	49,698,816	44,976,474	42,896,269	45,187,031	46,803,108	43,678,772
<i>Cable Car</i>	9,206,298	8,312,945	7,257,683	7,418,790	7,869,197	6,965,728	7,474,763
TOTAL	225,671,847	234,912,825	218,461,742	215,594,583	215,743,701	216,918,271	210,848,310*

* Revised

2b. Average Fare Per Passenger

GOAL: Provide average fare per passenger. Fare revenue should increase by 1.5% per year compared with prior year performance, except in years when a fare increase takes place.

Purpose: Measure fare revenue by average fare by passenger, by mode, as well as by general Fast Pass sales.

Definition of Measurement: Fare revenue collection on board revenue vehicles, sales of Fast Pass, sales of individual tickets at POP stations and special 1, 3 and 7 day pass sales, Weekly Fast Pass, Cable Car Souvenir Tickets, Bart Plus, Tokens, Adult Passes,

SERVICE STANDARDS

Youth Passes, Senior Passes, Ballpark and Special Event Passes, Regional Passes, etc.

Method of Measurement: Cash fares are collected electronically on board all revenue vehicles (with the exception of Cable Car), utilizing the Cubic Farebox system. In Cable Car, a manual fare collection system along with sale of special passes is utilized. POP stations sell tickets at the platform.

Milestones:

FY01	FY02	FY03	FY04	FY05	FY06	FY07
GOAL Increase by \$1.6M	GOAL Increase by \$1.6M	GOAL Achieve \$100 M	GOAL Achieve \$117 M	GOAL Increase by 1.5% over prior year or \$117,270,585	GOAL Achieve \$130M In Fare Revenue	GOAL Increase by 1.5% over prior year
FY Actual +\$2.07M	FY Actual -\$5.99M	FY Actual \$97.4M	FY Actual \$115.5M	FY Actual \$121.6M	FY Actual \$136.2M	N/A

*Annual Fare per Passenger by Unlinked Passenger Trips **

	FY05	FY06
Average Fare-All Modes	\$.56	\$.65
Average Fare (Excluding Cable Cars)	\$.49	\$.57
Average Fare (Excluding Cable Cars, reduced by BART payment)	\$.45	\$.53

***Passengers are counted each time they board a vehicle**

Annual Cash Fare Summary

Mode	FY00	FY01	FY02	FY03	FY04	FY05	FY06
Motor Coach	\$15,067,705	\$14,504,449	\$14,079,936	\$14,040,087	\$15,578,130	\$16,504,108	\$18,704,525
Trolley Coach	\$13,881,967	\$13,576,560	\$12,104,879	\$12,249,779	\$14,060,902	\$14,742,810	\$15,902,545
Light Rail Vehicle	\$ 8,542,470	\$9,554,673	\$8,300,364	\$7,910,161	\$9,487,989	\$11,404,840	\$13,306,489
Cable Car	\$12,835,482	\$12,384,768	\$11,045,770	\$11,008,050	\$15,446,312	\$16,207,388	\$20,243,760
Fast Pass Sales	\$45,446,026	\$47,537,279	\$45,659,002	\$44,817,894	\$53,171,122	\$52,645,064	\$61,797,681
Other Fare Media	\$5,554,630	\$5,731,066	\$5,957,878	\$6,255,035	\$6,498,416	\$7,285,031	\$4,865,390*
Para-transit Revenue	\$764,616	\$865,741	\$1,010,027	\$1,071,099	\$1,271,203	\$1,374,728	\$1,411,424
Charter Service	\$10,570	\$21,058	\$23,797	\$15,609	\$23,450	\$20,282	\$2,063
TOTAL	\$102,103,466	\$104,175,594	\$98,181,653	\$97,367,714	\$115,537,524	\$120,184,250	\$136,233,877

* Revised by Finance with NTD Report submittal

SERVICE STANDARDS

3b. Fully Allocated Costs Per Hour of Service and by Passenger Mile (By Mode)

GOAL: Provide fully allocated costs per hour of Service and by Passenger Mile By Mode.

Purpose: Measure the cost of producing revenue service by fully allocated costs per hour of Service and by Passenger Mile By Mode.

Definition of Measurement: Provide-fully allocated costs per hour of Service By Mode.

Method of Measurement: Data will be reported to the board on an annual basis based on fully allocated costs per hour of Service By Mode.

Milestones:

FY07
Fully Allocated Costs Per Hour of Service/Passenger Mile by Mode

SERVICE STANDARDS

*Hourly Rate Per Mode
Based on Operating Expenses over Revenue Hours*

	<i>FY05</i>	<i>FY06</i>	<i>FY05</i>	<i>FY06</i>	<i>FY05</i>	<i>FY06</i>	<i>FY05</i>	<i>FY06</i>	<i>FY05</i>	<i>FY06</i>
Cost Category	<i>LRV</i>	<i>LRV</i>	<i>Cable Car</i>	<i>Cable Car</i>	<i>Trolley Coach</i>	<i>Trolley Coach</i>	<i>Motor Coach</i>	<i>Motor Coach</i>	<i>System</i>	<i>System</i>
Vehicle Operations	\$58.62	\$59.52	\$146.49	\$148.56	\$66.92	\$72.57	\$74.12	\$82.87	\$71.93	\$78.29
Vehicle Maintenance	\$68.45	\$72.07	\$40.78	\$35.36	\$15.19	\$18.26	\$20.13	\$22.24	\$28.06	\$30.76
Non-Vehicle Maintenance	\$20.35	\$21.61	\$72.37	\$66.00	\$8.09	\$9.07	\$2.04	\$1.81	\$10.10	\$10.57
General & Administrative	\$40.52	\$37.72	\$52.49	\$45.95	\$27.10	\$26.05	\$29.91	\$28.53	\$31.82	\$30.23
TOTAL Hourly Rate Per Mode	\$187.94	\$190.92	\$312.13	\$295.88	\$117.30	\$125.94	\$126.20	\$135.45	\$141.91	\$149.85

Fully Allocated Costs Per Passenger Mile

Mode	FY06 Passenger Miles	FY06 Operating Expenses	Cost Per Passenger Mile
LRV	107,311,251	\$106,708,304*	\$.99
Cable Car	8,442,953	\$39,934,396*	\$4.73
Trolley	101,949,463	\$119,068,197*	\$1.17*
Motor Coach	195,139,225*	\$188,460,807*	\$.97
System Wide	412,842,892*	\$454,171,704	\$1.10*

* Revised by Finance with NTD Report submittal - FTA defines a passenger mile as the cumulative sum of the distance ridden by each passenger.

C. STAFFING PERFORMANCE

1c. Net vacancies by position (vacancies remaining once promotions and new hires have been deducted from retirees or resignations) for each division.

GOAL: No greater than 5% vacancy rate

Purpose: Efficiency level of the department in hiring.

Definition of Measurement: Monthly measurement of net vacancies against budgeted positions for Transit Operators and Maintenance personnel.

Method of Measurement: The Vacancy Report will be the basis of the data reported to the board on a quarterly basis.

FY01	FY02	FY03	FY04	FY05	FY06	FY07	
GOAL No Greater Than 5%	GOAL No Greater Than 5%	GOAL No Greater Than 5%	GOAL No Greater Than 5%	GOAL No Greater Than 5%	GOAL No Greater Than 5%	GOAL No Greater Than 5%	
Actual 4 th Q 4.5%	Actual 4 th Q 3.7%	Actual 4 th Q 4.2%	Actual 4 th Q 5.3%	Actual 4 th Q 3.8%	Actual 4 th Q 3.6%	FY06 Actual Q3 3.6%	FY07 Actual Q3 2.6%

SERVICE STANDARDS

Milestones:

Division	Budgeted Positions	Vacancies Beginning of Q3	%	Vacancies End of Q3	%
Transit Operators	2035	0	0%	0	0%
Crafts	884	77	8.7%	62	7.0%
Maintenance	255	14	5.5%	22	8.6%
Operations Total	3174	91	2.9%	84	2.6%

2c. Attrition rates for new employees, by division and level.

GOAL: No greater than 10%

Purpose: Measurement of effectiveness of recruitment and employee satisfaction by the rate of voluntary separations for new employees.

Definition of Measurement: Number of employees by division and class who are released during probationary period or who are voluntarily separated during probation. To calculate attrition only those employees who separate after six months or within one year will be counted. Data will be reported to the board on a quarterly basis. An Exit Interview Form will be available on-line for employees to complete.

Method of Measurement: Vacancy Report will provide data for quarterly reporting.

SERVICE STANDARDS

Milestones:

FY01	FY02	FY03	FY04	FY05	FY06	FY07	
GOAL No Greater Than 10%	GOAL No Greater Than 10%	GOAL No Greater Than 10%	GOAL No Greater Than 10%	GOAL No Greater Than 10%	GOAL No Greater Than 10%	GOAL No Greater Than 10%	
Actual 4th Q 25.9%	Actual 4th Q 76.6%	Actual 4th Q 59.4%	Actual 4th Q 23.5%	Actual 4th Q .008%	Actual 4th Q .004%	FY06 Q3 Actual 0%	FY07 Q3 Actual 3%

**Attrition Rate
FY07 Q3**

	Hired Last 3 Quarters	Q3 # of hires	Total Last 12 Months	Released Q3	Voluntary Q3	Class	Total
Transit Operators FT	76	29	105	5	2	9163	7
Crafts	51	28	79	1	0	7346	1
Maintenance	16	10	26	1	0	7514	1
Operations Admin.	33	6	39	1	0	9139	1
Finance & Administration	44	18	62	0	1	1202	1
GM Programs	31	19	50	0	0		
TOTALS	251	110	361	8	3		11

D. CUSTOMER SERVICE

1d. Development of an annual marketing plan identifying specific programs and projects that will promote increased patronage.

GOAL: To develop an annual Marketing Plan by January 1, 2007.

Purpose: To produce a variety of marketing tools that will provide the Public with an incentive to utilize the services of Muni.

Definition of Measurement: Marketing Plan developed.

Method of Measurement: Marketing Plan completed and approved for implementation.

Milestones:

FY07
Jan. 1, 2007

2d. Publication and distribution to the public of schedules for all trips taken by all vehicles which shall consist of specific arrival times at terminals and established intermediate points.

GOAL: Publish a complete timetable during FY2007.

Purpose: Provide riders with an updated schedule.

Definition of Measurement: Publication and distribution schedules for all trips taken by all vehicles which shall consist of specific arrival times at terminals and established intermediate points.

Method of Measurement: Distribution of the timetable to the public. Muni is in the process of reviewing the schedules of all the lines. Once the review is complete, we will publish schedules for individual lines, as well as an updated system-wide schedule.

Milestones:

FY07
Publish Timetable

SERVICE STANDARDS

3d. Operator conduct complaints and their resolution, by complaint, consistent with due process and required confidentiality.

GOAL: 75% of all Passenger Service Reports will be resolved in 30 days.

Purpose: Monthly measurement of customer satisfaction with the agency as well as measuring the effectiveness of internal process to address the complaints

Definition of Measurement: Muni will make available a summary of complaints received, resolved and outstanding on a quarterly basis. We have replaced Minor and Major categories with:

- Three Categories of Operator Complaints
- a. Dismissed/No Merit
 - b. No Action/Possible Merit
 - c. Action Taken/Repeated Reports

Have added a breakdown of Miscellaneous Employees and have added Commendations.

Method of Measurement: Data provided from the Passenger Service Report Unit and will be reported to the board on a quarterly basis.

Milestones:

FY07
75% PSRs resolved within 30 days

SERVICE STANDARDS

*FY07
Passenger Service Reports*

	Operator Complaints Requiring Follow-Up
Complaints	
Q1	595
Q2	591
Q3	505
Open	
Q1	24
Q2	29
Q3	12
Closed	
Q1	571
Q2	567
Q3	493
FYTD Closed	1631

Of the 591 Operator complaints requiring follow-up, 54 were recommended for neutral hearings of which 59% were closed within the timeframe. In FY06 Q2, 71% were closed in the timeframe

	FY06 Q3	FY07 Q1	FY07 Q2	FY07 Q3
Operator Complaints Requiring Follow-up		595	591	505
Other Operator		1663	1440	1586
Service		1263	1096	1002
Vehicle		73	54	39
ADA		179	134	167
Criminal Activity		55	97	63
Miscellaneous Complaints		258	293	513
TOTAL		4086	3705	3875

SERVICE STANDARDS

**FY07
Status of Passenger Service Reports**

	FY06 Q3	FY07 Q1	FY07 Q2	FY07 Q3
Dismissed/No Merit		29	12	18
No Action/Possible Merit		203	202	113
Action		595	591	324
Commendations		222	322	217
Miscellaneous Station Ops		62	39	52
TOTAL		1111	1166	724

FY 01 Actual	FY 02 Actual	FY03 Actual	FY04 Actual	FY05 Actual	FY06 Actual	FY07 YTD
12,931	13,373	12,740	10,371	11,665	15,155	11,666

4d. Annual passenger surveys and follow-up by management.

GOAL: Conduct a Rider Survey and an Employee Survey.

Purpose: Measure the level of satisfaction of both transit riders and employees. Use the results of the survey to implement improvements.

Definition of Measurement: Muni will conduct an annual survey of riders to determine riders' sentiments and concerns. Surveys will include an Employee Survey along with a Rider Survey.

Method of Measurement: Successful completion of the surveys prior to the end of FY2007 and present findings of surveys to Board and Citizens Advisory Committee.

SERVICE STANDARDS

Milestones:

FY07
Conduct Rider & Employee Survey

5d. Improvements in public information regarding vehicle delays during operations as well as general user information regarding system modifications, route changes, and schedules.

GOAL: Improve Passenger Information

Purpose: Improve passenger information by communication of service problems and other information to each vehicle, the station platforms, the Telephone Information Center, media and the Service Hotline, and assess.

Definition of Measurement: Assess current practices, develop and implement improvement plan.

Method of Measurement: Plan completed and implemented.

Milestones:

FY07
Plan completed and implemented

6d. Efforts to improve driver training, technical as well as accident follow-up.

GOAL: 50,000 hours of Driver Training per year and 5% reduction in accidents

Purpose: Reduce accidents through effective operator training programs as well as effective accident follow-up training.

SERVICE STANDARDS

Definition of Measurement: Monthly measurement of the number of training hours by type of class. Track reduction in accidents as a result of more effective operator training and accident retraining.

Training hours will be tracked for the following areas:

- ◆ New Operator Training
- ◆ Immediate Follow-up Rides
- ◆ One Day Accident Retraining
- ◆ Two Day Accident Retraining
- ◆ Verification of Transit Training
- ◆ Operator Refresher
- ◆ Passenger Relations/Conflict Training

Method of Measurement: Number of reportable accidents and training hours. Data will be reported to the board on a quarterly basis.

Milestone:

FY01	FY02	FY03	FY04	FY05	FY06	FY07	
GOAL 100,000 hrs 5% Accident Reduction	GOAL 100,000 hrs 5% Accident Reduction	GOAL 100,000 hrs 5% Accident Reduction	GOAL 100,000 hrs 5% Accident Reduction	GOAL 50,000 hrs 5% Accident Reduction	GOAL 50,000 hrs 5% Accident Reduction	GOAL 50,000 hrs 5% Accident Reduction	
FY Actual 140,692 hrs	FY Actual 129,769 hrs	FY Actual 82,099 hrs	FY Actual 65,771 hrs	FY Actual 34,464 hrs	FY Actual 49,390 hrs	FY06 Q3 10,579 hrs	FY07 Q3 26,550 hrs

5% Accident Reduction in Accidents (Passenger & Vehicle)

	FY01 Actual	FY02 Actual	FY03 Actual	FY04 Actual	FY05 Actual	FY06 Actual	FY06 Q2	FY07 Q1	FY07 Q2	FY07 Q3	FY07 GOAL
Reduce Accidents by 5%	3,043	2,913	2,966	2,975	2,437	2,406	603	606	582	535	No > then 2286 accidents

SERVICE STANDARDS

**FY07 - Operator Training
Achieve 50,000 Hours**

Class Description	Q1 Hours	Q2 Hours	Q3 Hours	FYTD Hours
New Operator Training	9,232	8,952	10,944	29,128
Verification of Transit Training (VTT)	4,208	2,832	3,600	10,640
Non-Revenue Driver's Training	0	400	58	458
Accident Retraining	0	376	72	448
Line Trainer Training	160	112	192	464
Follow-up Ride Checks	97	412	335	844
General Sign-Up Training	0	0	2,506	2,506
Rubber Tire Re-Qualifications	995	339	335	1,669
9139 Training	1,360	144	1,184	2,688
Rail Accident Retraining	136	48	24	208
Rail Operator Refresher Course	200	2	92	294
Rail Follow Up Training	430	163	109	702
Rail Compliance Checks	90	115	259	464
Re-Qualifications	200	32	72	304
Rail Special Training	40	2,192	2,240	4,472
Rail General Sign-up Training	0	15,880	4,528	20,408
Total	17,148	31,999	26,550	75,697

SERVICE STANDARDS

7d. Number of crime incidents on Municipal Railway vehicles or in Municipal Railway facilities.

GOAL: Reduction of 5% from previous year.

Purpose: To measure the crime rate on transit vehicles and in facilities.

Definition of Measurement: Quarterly, we report on all categories of crime incidents.

Method of Measurement: Data is collected daily by the Muni Transit Police. Data will be reported to the board on a quarterly basis.

Milestones:

FY07
Goal Reduced by 5%

SERVICE STANDARDS

**Muni Related Incident Report
FY07 Goal - No Greater than 1955 Incidents**

	FY00 Actual	FY01 Actual	FY02 Actual	FY03 Actual	FY04 Actual	FY05 Actual	FY06 Actual	FY07 Q1	FY07 Q2	FY07 Q3
Fare Evasions	77	66	16	23	18	7347	9017	3143	2274	5458
Alarm	6	5	210	182	156	99	71	0	0	0
Alarm - No Merit	62	44	20	1	0	0	0	0	0	0
Arson	1	1	1	0	0	0	0	0	0	0
Auto Theft	1	0	0	0	0	0	0	0	0	1
Battery Operator	0	0	151	35	29	31	49	0	0	0
Battery	N/A	N/A	N/A	62	43	40	29	16	14	8
Bomb	0	0	0	0	0	0	0	0	0	0
Bomb Threats	1	0	2	1	0	0	0	0	0	0
Burglary	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1	0	0
Disturbance/Disorderl	961	1004	779	859	850	917	917	6	7	12
Drunk Person	360	344	275	216	165	188	148	0	0	0
Graffiti	78	84	37	17	39	65	26	0	0	0
Grand theft	28	4	3	1	0	1	2	0	0	0
Homicide	0	0	0	0	1	0	1	0	0	0
Insane Person	39	28	8	0	0	0	0	0	0	0
Malicious Mischief	66	73	63	49	37	7	12	6	11	9
Malicious Mischief	436	446	219	169	129	113	137	0	0	0
Operator Assault	64	47	23	16	13	11	1	0	0	8
Operator Threats	22	14	4	10	9	8	2	0	0	0
Op Passenger	0	0	2	0	0	0	0	0	0	5
Passenger Assault	99	71	42	29	12	4	0	29	23	30
Person on Drugs	13	4	2	1	0	0	0	0	0	5
Pickpocket	80	611	687	691	755	875	568	169	159	135
Prejudice Based	2	1	0	0	0	0	0	0	0	0
Robbery	44	49	48	30	15	25	72	36	36	33
Sex Crimes	2	5	23	2	1	0	3	2	1	1
Shots Fired	1	2	1	0	4	3	2	0	0	0
Shot Fired BB Gun	3	1	0	0	0	0	0	0	0	0
Larceny/Theft	11	13	8	2	3	6	11	0	0	4
Trespassing	5	10	12	1	2	5	1	0	0	0
Weapons Confiscated	1	0	3	1	2	1	6	2	1	3
Misc.	0	0	0	3	6	0	0	19	19	20
TOTAL	2,463	2,927	2,655	2,401	2,289	2,399	2,058	3,429	2,545	5,732

SERVICE STANDARDS

8d. Abandoned automobile reports

GOAL: To respond 100% of the time, within 48 hours to reports of abandoned automobiles.

Purpose: To abate quality of life nuisances and hazards associated with abandoned automobiles.

Definition of Measurement: Measures response time from receipt of complaint by the Enforcement Division’s “Abandoned Auto Detail” to vehicle being marked for removal.

Method of Measurement: The Enforcement Division’s “Abandoned Auto” detail maintains a manual log of complaints received and resolution. Staff compiles this information and generates a monthly report to track response rate.

Milestones:

FY04 Actua	FY05 Actua	FY06 1st Q	FY06 2nd Q	FY06 3rd Q	FY06 4th Q	FY07 Q1	FY07 Q2	FY07 Q3	FY07 GOA
87%	95%	92%	98%	95%	95%	99%	98%	99%	100%

9d. Citations and Residential Parking Permits

GOAL: To serve all walk-in citation or residential parking permit customers within 20 minutes of arrival at least 80% of the time.

Purpose: To provide a high level of customer service at our walk-in center.

Definition of Measurement: Percent of customers receiving service from the window clerk within 20 minutes of arrival.

Method of Measurement: Staff utilizes a card system to track and record customer waiting times.

SERVICE STANDARDS

Milestones:

FY06 4 th Q Actual	FY06 Q2 Actual	FY07 Q1 Actual	FY07 Q2 Actual	FY07 Q3 Actual	FY07 GOAL	FY06 4 th Q Avg. Wait Time	2 nd Q Avg. Wait Time	FY07 Q1 Actual	FY07 Q2 Actual	FY07 Q3 Actual	FY07 GOAL 20 minutes or less
90%	84%	94%	95%	90%	80%	9 min	11 min	7 min	7 min	8 min	

10d. Administrative and tow hearings

GOAL: To reduce customer waiting time for in-person administrative hearings and serve walk-in customers within 10 minutes of arrival, at least 80% of the time.

Purpose: To provide a high level of customer service at our walk-in center.

Definition of Measurement: Average waiting time in minutes between hearing request being recorded by a window staff and fulfillment of request by a Hearing Officer.

Method of Measurement: Monthly reports generated by Hearing Division computer system.

Milestones:

FY06 Q2 Actual	FY06 Q3 Actual	FY06 Q4 Actual	FY07 Q1 Actual	FY07 Q2 Actual	FY07 Q3 Actual	FY07 GOAL	FY06 Q2 Aver- age Wait Time	FY06 Q3 Aver- age Wait Time	FY06 Q3 Aver- age Wait Time	FY07 Q1 Aver- age Wait Time	FY07 Q2 Aver- age Wait Time	FY07 Q3 Aver- age Wait Time	FY07 GOAL
43%	48%	59%	62%	68%	71%	80%	10 min	15 min	12 min	10 min	8 Min	8 Min	10 Min or less

SERVICE STANDARDS

11d. Residential Parking Permit renewals

GOAL: To decrease the turn-around time for mailing renewals for residential parking permits by responding at least 95% of the time within 21 days.

Purpose: To improve the level of customer service by ensuring prompt response to by-mail renewal residential parking permit applications.

Definition of Measurement: Percent of renewal permit applications returned to residents within 21 days of receipt.

Method of Measurement: Electronic report generated by DPT contractor overseeing this program.

Milestones:

FY04 Actual	FY05 Actual	FY06 1st Q Actual	FY06 2nd Q Actual	FY06 3rd Q Actual	FY06 4th Q Actual	FY07 Q1 Actual	FY07 Q2 Actual	FY07 Q3 Actual	FY07 GOAL
91%	51%	87%	92%	95%	93%	93%	95%	96%	95%

E. EMPLOYEE SATISFACTION

1e. Number of grievances

GOAL: Report quarterly on the number of grievances.

Purpose: Record and monitor the status of all grievances.

Definition of Measurement: Quarterly reports will include number of new grievances filed, resolved and active.

Method of Measurement: Internal tracking system will be used to provide data for the board on a quarterly basis.

SERVICE STANDARDS

Milestones:

GOAL - Report Quarterly and Resolve 75% in 30 days

FY01	FY02	FY03	FY04	FY05	FY06	FY07
Goal – Report Quarterly & Resolve 75% in 30 days	Goal – Report Quarterly & Resolve 75% in 30 days	Goal – Report Quarterly & Resolve 75% in 30 days	Goal – Report Quarterly & Resolve 75% in 30 days	Goal – Report Quarterly & Resolve 75% in 30 days	Goal – Report Quarterly & Resolve 75% in 30 days	Resolve 75% in 45 days*
4th Q Actual 75% Resolved	4th Q Actual 92% Resolved	4th Q Actual 87.5% Resolved	4th Q Actual 75% Resolved	4th Q Actual 83% Resolved	4th Q Actual 100% Resolved	Q3 Actual Resolved 100%

* We now use 45 days for a resolution rate, due to the availability of the Hearing Officer

	Transit Operators	Misc. Employees
New Grievances Filed		
Q1	10	13
Q2	30	2
Q3	17	10
Grievances Resolved		
Q1	18	10
Q2	13	1
Q3	22	4
FYTD Grievance Activity		
Received	57	25
Resolved	53	15
Active	16*	10

* 12 cases were carried over from last fiscal year.

2e. Speed of resolution of grievances

GOAL: Resolve 75% of internal grievances within 45 days.

Purpose: Measure the effectiveness of the Labor Relations in the resolution of grievances.

Definition of Measurement: Monthly measurement of the resolution of grievances.

Method of Measurement: Internal tracking system will be used to provide data for the board on a quarterly basis.

SERVICE STANDARDS

Milestones:

FY07
75% within 45 days

Q1 Report: For Operations grievances reported 82% were resolved within 45 days. Due to the availability of the Hearing Officer, we expanded the time frame by 15 days.

Q2 Report: For Operations grievances reported 100% were resolved within 45 days. Due to the availability of the Hearing Officer, we expanded the time frame by 15 days.

Q3 Report: For Operations grievances reported 100% were resolved within 45 days. Due to the availability of the Hearing Officer, we expanded the time frame by 15 days.

3e. Employee Recognition

GOAL: Annual achievement of honorees in the following programs:

- ◆ (12) Systemwide Operators of the Month Award
- ◆ (4) Transit Supervisor’s of the Quarter Award
- ◆ (4) Finance & Admin Employee’s of the Quarter
- ◆ (12) Maintenance Employees of the Month
- ◆ (4) Safety & Training Employee of the Quarter
- ◆ (4) Accessibility Employee of the Quarter

Purpose: To recognize the achievements of employees and encourage excellence in job performance

Definition of Measurement: Monthly tracking of all award programs. Award program criteria vary for the above. A detailed nomination evaluation process exists on file for each program. Criteria for non-operator awards includes, but is not limited to employee’s Performance evaluation, attendance, work performance, absence of disciplinary and or EEO measures. For Operator awards, attendance records, accident records, PSR’s and safety records are used to evaluate the candidate.

SERVICE STANDARDS

Method of Measurement: A detailed nomination evaluation process exists on file for each program and the time frame measured is generally on a rolling 12 month basis. Some of the criteria includes employee’s performance evaluation, attendance, work performance, absence of disciplinary and or EEO measures. Data will be reported to the board on a quarterly basis.

Milestones:

FY07
Annual Achievement

4e. Employee education and training opportunities

GOAL: Provide approximately 20 hours per FTE.

Purpose: Provide continuous opportunities for employee development

Definition of Measurement: Training hours will be tracked monthly for the following areas:

- ◆ Maintenance Training (including new revenue vehicle training)
- ◆ Ambassador Training
- ◆ Supervisory Skills Training
- ◆ Management Skills Training
- ◆ Violence in the Workplace
- ◆ Desktop Computer Training
- ◆ Additional training as developed

Method of Measurement: Track number of hours by type of training. Data will be reported to the board on a quarterly basis.

SERVICE STANDARDS

Milestones:

FY01	FY02	FY03	FY04	FY05	FY06	FY07	
GOAL 50,000 hrs	GOAL 50,000 hrs	GOAL 50,000 hrs	GOAL 40,820 hrs	GOAL 42,600 hrs	GOAL 39,940 hrs	GOAL 50,000 hrs	
FY Actual 53,296 hrs	FY Actual 50,880 hrs	FY Actual 31,241 hrs	FY Actual 36,860 hrs	FY Actual 22,148 hrs	FY Actual 14,369 hrs	FY06 Q3 1,715 hrs	FY07 Q3 5,839 hrs

SERVICE STANDARDS

**Summary of MTA Employee Training
Achieve 20 Hours per Employee (Not including Drivers)**

Class Description	Q1	Q2	Q3	FYTD Hours
MAINTENANCE TRAINING				
Forklift Training	0	129	30	159
Underground Storage Training	96	20	0	116
Transit Power Sub Station Training – T Line	400	28	440	868
New Employee Orientation Training	80	32	0	112
On Track Safety Training	0	20	102	122
LRV Training	96	176	960	1232
4 th Street Bridge Training-T Line	342	0	0	342
T-Line Signal Phase 1 Training	752	644	0	1396
PCC/Milan Car Training	108	96	304	508
SFFD LRV Jacking Drills	104	0	0	104
Veerder Root Alarm Training	84	0	0	84
Diesel Bus Luminator Training	82	0	0	82
Canac Signal Training	96	0	0	96
Spill Prevention Control	0	0	64	64
Hybrid Bus Introduction	0	0	572	572
CPR and First Aid	0	0	360	360
Gilligs Bus Vapor Door Training	0	0	216	216
LRV Vapor Door Training	0	0	752	752
Transmission Dynamometer Training	0	0	200	200
LRV EBALD Training	0	0	72	72
Hazardous Waste Training	0	0	952	952
Sub-Total Maintenance Training	2240	1145	5024	8409
ADMINISTRATIVE TRAINING				
Preventing & Responding to Sexual Harassment	88	24	18	130
Anti-Harassment Training	336	39	123	498
Cultural Diversity & Teambuilding	0	0	135	135
Drug & Alcohol Training – Supervisors	46	76	8	130
Drug & Alcohol Training – Employees	58	70	50	178
Violence in the Workplace-Prevention, Response & Recovery	0	108	104	212
Software Application Training/Technical Training	600	502	84	1186
Safety & Security Training	1410	912	293	2615
Sub-Total Administrative Training	2538	1731	815	5084
Sub-Total Maintenance Training	2240	1145	5024	8409
Total	4778	2876	5839	13,493

SERVICE STANDARDS

F. PARKING ENFORCEMENT

1f. Response to phone requests for parking enforcement

GOAL: To respond to parking enforcement requests within 20 minutes

Purpose: To measure the response rate for parking enforcement requests

Definition of Measurement: To measure the response rate for parking enforcement requests that resulted in parking citations.

Method of Measurement: We will utilize data from the Police Department dispatch system to measure the average response time for parking enforcement requests that resulted in parking citations.

Milestones:

FY07 GOAL
Respond Within 20 Min

**FY07
Average Minutes from when a Call was received to Arrival by an
Enforcement Officer**

	FY07 Q1	FY07 Q2	FY07 Q3
Type of Violation	Average Minutes	Average Minutes	Average Minutes
Parking Violation (587)	37.05 min	11.05 min	Data not Available
Driveway Violation (588)	61.00 min	12.73 min	
Tow Truck Requested (409)	37.53 min	12.42 min	