

## **General Manager's Report June 10, 2013**

### **GOVERNMENT AFFAIRS UPDATE**

#### **FEDERAL**

On June 3, the House and Senate returned from a week-long recess. The first of the FY14 appropriations bills (Military Construction Bill and Homeland Security Bill) will reach the House floor this week. A House committee markup on the FY14 Transportation-HUD Bill has not been scheduled yet. The Senate Appropriations Committee will begin marking-up bills later this month. Meanwhile, the Obama administration said Monday it would recommend vetoes of any FY14 spending bills, including the Military Construction-VA and Homeland Security appropriations bills, unless Congress changes the overall funding allocations.

On May 22, the Senate Commerce Committee conducted a confirmation hearing for Charlotte Mayor Anthony Foxx to serve as Transportation Secretary. The Committee is delaying the vote on Foxx's nomination until ranking member John Thune (R-SD) receives a reply from DOT about how the sequester's cuts were implemented.

#### **STATE**

##### **Legislature**

##### **Budget Conference Committee**

The Conference on the 2013-14 budget Act commenced on Friday, May 31, and the few items in the transportation budget area were among the initial issues discussed. There were no controversial issues that affect transit or regional agencies, so this will likely be an uneventful budget cycle for transportation entities.

##### **Bill Hearing**

AB 206 (Dickinson), a measure carried by the author at the request of Sacramento Regional Transit (RT), was considered in the Senate Transportation & Housing Committee and passed committee (10-0), on June 4. The bill will now move to the Senate floor for debate. If approved the bill would provide statutory relief for RT for use of 3-bike racks, in lieu of the present 2-bike racks.

### **INTERNATIONAL RAIL RODEO UPDATE**

Oral report by Mark Lonergan.

### **MONTHLY PERFORMANCE REPORT (APRIL 2013)**

The April Monthly Performance Report is attached and will be discussed at the Board meeting.

**RT CALENDAR**

**Regional Transit Board Meeting**

June 24, 2013  
RT Auditorium  
6:00 P.M

July 22, 2013  
RT Auditorium  
6:00 P.M

August 12, 2013  
RT Auditorium  
6:00 P.M

**Executive Committee Meetings for 2013**

Will be approved and scheduled by the Chair  
on an as needed basis.

**Mobility Advisory Council**

July 11, 2013  
RT Auditorium  
2:30 P.M

August 1, 2013  
RT Auditorium  
2:30 P.M

September 5, 2013  
RT Auditorium  
2:30 P.M

**Quarterly Retirement Board Meeting**

June 19, 2013  
RT Auditorium  
9:00 A.M

September 18, 2013  
RT Auditorium  
9:00 A.M

December 18, 2013  
RT Auditorium  
9:00 A.M

**Paratransit Board Meeting**

June 27, 2013  
2501 Florin Road  
6:00 P.M.

September 26, 2013  
Eskaton  
6:00 P.M.

November 21, 2013  
2501 Florin Road  
6:00 P.M.

# April 2013

## FY 2013 - Key Performance Report

### Management Notes:

- FY 2013 Operating Budget was revised on February 25, 2013. This report reflects the revised budget and the revised farebox recovery ratio, cost per passenger, cost per revenue hour and cost per revenue mile goals compared to the previous reports.
- RT's farebox recovery ratio in the month of April was 22.9 percent and year-to date it is 23.9 percent. It has decreased by 0.9 percent compared to April 2012 and decreased by 1.4 percent year-to-date. In relation to the District's established goal for FY 2013, the RT's farebox recovery ratio is 0.2 percent below the established year-to-date goal. For the month of April, fare revenue was \$2.4 million and below budget by \$105 thousand.
- Systemwide ridership for the month of April compared to the same period last year increased by 4.3 percent, rail ridership decreased 1.4 percent and combined bus ridership increased 10.4 percent. Year-to-date, systemwide ridership compared to the same period last year increased by 2.4 percent, rail ridership increased 2.0 percent and combined bus ridership increased 2.8 percent. In relation to the District's established year-to-date ridership goals for FY 2013, in April, systemwide ridership was 2.7 percent below the established goal, rail ridership was 4.0 percent below the goal, and combined bus ridership was 1.3 percent below the goal. April 2013 has one more weekday compared to April 2012.
- Despite the fact that most schools had spring break in April last year and in March this year, expectations that April 2013 light rail ridership would significantly exceed last year didn't come into reality. Therefore, the additional light rail ridership analysis was performed by the Planning Department to determine the reasons for lower than expected ridership in April. Analysis of parking lot counts and fare vending machine sales proved the integrity of light rail ridership data. Average daily parking lot counts decreased in April by 435 cars (-15.2%) on a year-over-year basis from 2,859 to 2,424. April 2013 fare vending machine sales were also down 3.2 percent from prior year. Overall, April was not the best month for Regional Transit. Several major service disruptions took place this month including a derailment in Downtown Sacramento, disrupting all trains throughout the majority of the day as well as several accidents requiring bus bridges. These events negatively impacted the patrons' confidence in reliability of RT's service, which lowered the ridership counts and proved again the importance of providing the high standard reliable service to RT passengers.
- State & Local Revenue is recorded at the budgeted level at month-end. FY 2013 Budget projects 5.5 percent growth in sales tax. Actual growth year-to-date is trending at 6.01 percent. This is very close to the budgeted amount.
- Year-to-date, RT's cost per passenger for bus service was under the District's goal at \$5.31, and cost per passenger for rail service was over the District's goal at \$3.59.
- Year-to-date, RT's other cost factors (cost per hour, cost per mile) are slightly under the District's budgeted levels for bus, CBS and rail.
- Year-to-date, RT's passengers per revenue hour is below the District's goal by 7.4 percent for rail, bus is below the goal by 0.5% while CBS is above the goal by 5.1 percent.
- RT monitors the overall performance of the fleet to evaluate potential failure trends. In the month of April, combined bus service was reported at 9,862 miles between service calls, and rail service was reported at 15,029 miles between service calls.

For Light Rail, the Siemens fleet exceeded the goal with 18,694 miles between road calls related to various systems with no pattern of specific failures. The CAF fleet had 15,029 miles between road calls. The systems with the most failures were the propulsion and couplers. There were 3 propulsion related road calls. Alstom has improved their response and reliability in repairing failed components and providing sub-components for in-house repair. We have been repairing propulsion control circuit boards in-house with limited success while waiting for replacement boards that are due at the end of May. The expectation is that the new boards will improve overall



reliability of the propulsion units. There was an increase in coupler related road calls in April. Most of the coupler related road calls were related to coupler adjustments. LRV Maintenance is working with the technicians to ensure the coupler heads are adjusted correctly.

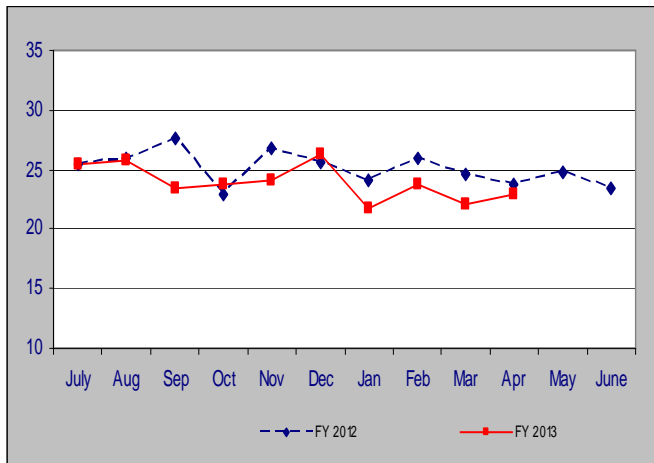
For Bus, for the month of April, the overall Service Interruptions of ninety-two (92) were up by twenty-five (25) compared to March, but were lower than both January and February. Chargeable road calls were higher in Bus by twenty-two (22). No Trouble Found (NTF) were down slightly in Bus to nine (9) and Non-Chargeable were similar to last month in the Bus and CBS division. The increase in service interruptions can be attributed to engine road calls. All other major systems had similar totals for road calls from previous months. In April we experienced one (1) cracked piston failure of our 8.9L Cummins engines, this is being covered by warranty. Road calls for spark plugs with five (5) and ICM failures with four (4) continue and should trend down in the future as we replace ICMs on our 2800 series buses with the improved model. We have focused on the scheduled Preventive Maintenance of all systems to identify any potential problems and formulate solutions. Door systems were our next highest number of road calls with seven (7), there were no clear trends in this system. Road calls for alternator failures continue with four (4), we are working with the Procurement department to identify the problem and work toward finding a solution.

- Year-to-date, RT's on-time performance for bus service is at 81.1 percent which is 3.9 percent below the District's goal. On-time departures for rail service are at 96.6 percent, below the District's goal by 0.4 percent due to challenges with Green Line on-time departures at the beginning of the fiscal year. Completed trips for bus are 0.02% and CBS are 0.17% above the District's goal, and under the goal for rail by 0.29%.
  - The District's security statistics from RT's Police Services indicate a passenger inspection rate of 9.98 percent for the month of April. There was a slight increase in the passenger inspection rate due to implementation of a plan to do more blitzes and utilize sworn officers' help.
  - The District's security statistics from RT's Police Services indicate a total of 22 reported crimes for the month of April. FY 2013 year-to-date trend for crimes per 1,000 passengers is just slightly higher than last year. In the month of April, RT's Customer Advocacy department recorded 7 security related customer reports, which is a decrease of 5 security related reports from March 2013.
  - RT monitors factors that may influence operator absenteeism such as high levels of unscheduled operator overtime resulting from unfilled operator vacancies. In the month of April, the District had 21.43 scheduled work days with all RT recording a 8.26 percent rate of absenteeism equal to 1.77 unscheduled absentee days.
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# Operating Budget

Net results for the month of April 2013 indicate a \$631 thousand positive variance to the District's FY 2013 Revised Budget. In April, operating costs were over budget by \$29 thousand and revenues were under budget by \$109 thousand.

| In thousands<br>Categories             | April 2013       |                  |                | FY 2013 Year-to-date |                   |                 |
|--|------------------|------------------|----------------|----------------------|-------------------|-----------------|
|  | Actual           | Budget           | Variance       | Actual               | Budget            | Variance        |
| <b>Income</b>                          |                  |                  |                |                      |                   |                 |
| Fare Revenue                           | \$ 2,392         | \$ 2,497         | \$ (105)       | \$ 24,380            | \$ 24,971         | \$ (591)        |
| Contracted Services                    | 473              | 471              | 2              | 4,551                | 4,710             | (159)           |
| Other Income                           | 289              | 295              | (6)            | 2,929                | 2,941             | (12)            |
| State & Local Revenue                  | 6,214            | 6,214            | -              | 62,145               | 62,145            | -               |
| Federal Revenue                        | 2,194            | 2,194            | -              | 21,940               | 21,940            | -               |
| <b>Total</b>                           | <b>11,562</b>    | <b>11,671</b>    | <b>(109)</b>   | <b>115,945</b>       | <b>116,707</b>    | <b>(762)</b>    |
| <b>Expenses</b>                        |                  |                  |                |                      |                   |                 |
| Labor/Fringes                          | 7,506            | 7,165            | (341)          | 72,452               | 71,654            | (798)           |
| Services                               | 1,959            | 2,058            | 99             | 19,479               | 20,583            | 1,104           |
| Supplies                               | 772              | 799              | 27             | 7,805                | 7,995             | 190             |
| Utilities                              | 339              | 506              | 167            | 4,574                | 5,067             | 493             |
| Insurance/Liability                    | 703              | 686              | (17)           | 6,895                | 6,856             | (39)            |
| Other Expenses                         | 145              | 181              | 36             | 1,367                | 1,810             | 443             |
| <b>Total</b>                           | <b>\$ 11,424</b> | <b>\$ 11,395</b> | <b>\$ (29)</b> | <b>\$ 112,572</b>    | <b>\$ 113,965</b> | <b>\$ 1,393</b> |
| <b>Net Operating Surplus (Deficit)</b> | <b>138</b>       | <b>276</b>       | <b>(138)</b>   | <b>3,373</b>         | <b>2,742</b>      | <b>631</b>      |



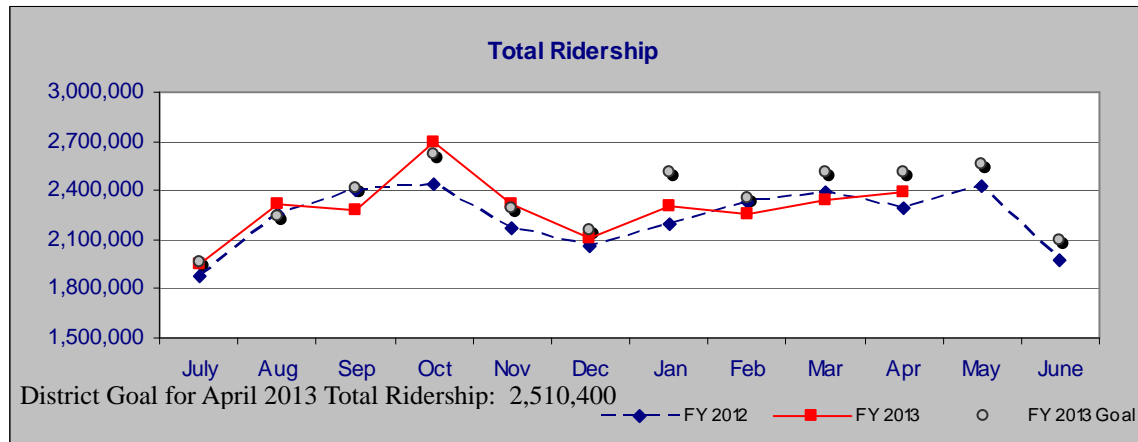
## Fare Recovery Ratio

Compared to April 2012, the fare recovery ratio for April 2013 decreased by 2.5 percent.

|                                   | APRIL        | YTD          | YTD GOAL     | VARIANCE     |
|-----------------------------------|--------------|--------------|--------------|--------------|
| <b>FY2013 Total Fare Recovery</b> | <b>22.9%</b> | <b>23.9%</b> | <b>24.1%</b> | <b>-0.2%</b> |
| <b>FY2012 Total Fare Recovery</b> | <b>23.8%</b> | <b>25.3%</b> | <b>26.2%</b> | <b>-0.9%</b> |
| <b>Variance</b>                   | <b>-0.9%</b> | <b>-1.4%</b> | <b>-2.1%</b> |              |

| FARE RECOVERY       | MAY 12 | JUN 12 | JUL 12 | AUG 12 | SEP 12 | OCT 12 | NOV 12 | DEC 12 | JAN 13 | FEB 13 | MAR* 13 | APR 13 |
|---------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|---------|--------|
| <b>Total</b>        | 24.8%  | 23.5%  | 25.5%  | 25.8%  | 23.5%  | 23.7%  | 24.1%  | 26.3%  | 21.8%  | 23.8%  | 22.1%   | 22.9%  |
| <b>Light Rail</b>   | 33.0%  | 30.5%  | 32.4%  | 33.1%  | 26.7%  | 28.6%  | 32.5%  | 34.6%  | 27.3%  | 29.7%  | 26.2%   | 28.1%  |
| <b>Combined Bus</b> | 19.5%  | 18.7%  | 20.5%  | 20.8%  | 21.2%  | 20.2%  | 18.9%  | 21.0%  | 17.9%  | 19.9%  | 19.0%   | 19.5%  |
| Bus                 | 20.4%  | 19.4%  | 21.3%  | 21.8%  | 22.2%  | 21.2%  | 19.8%  | 21.9%  | 18.5%  | 20.6%  | 18.8%   | 20.2%  |
| CBS                 | 7.1%   | 8.4%   | 9.0%   | 7.7%   | 6.2%   | 6.1%   | 5.8%   | 6.9%   | 7.2%   | 7.7%   | 53.9%   | 7.8%   |

\* March 2013 CBS statistics include 8 months of savings posted to March to reflect an adjustment in Operators Training cost tracking. Cost of new operators in training was moved from the CBS department to the Operations Training department.



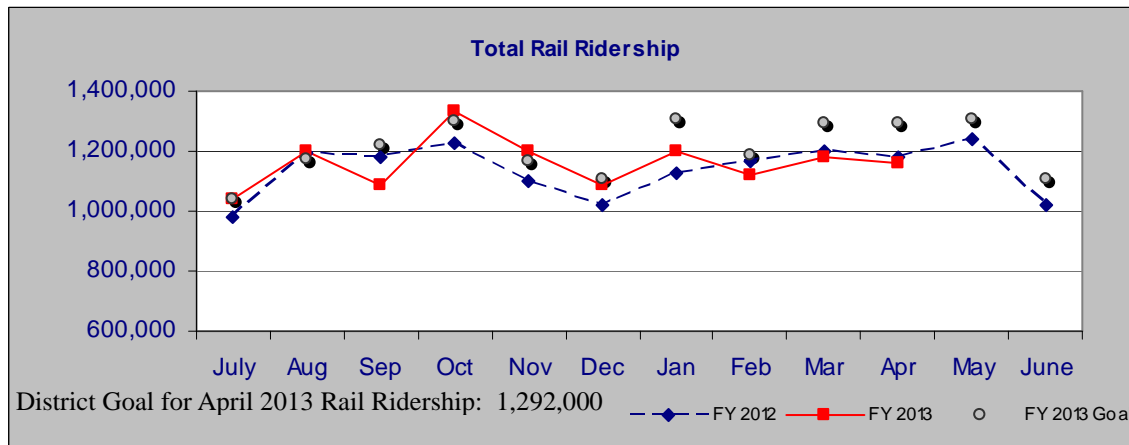
## Total Ridership

Compared to April 2012, total combined bus and rail ridership for April 2013 increased by 4.3 percent.

|                 | APRIL       | YTD         |
|-----------------|-------------|-------------|
| <b>FY2013</b>   |             |             |
| Total Ridership | 2,391,396   | 22,959,293  |
| <b>FY2012*</b>  |             |             |
| Total Ridership | 2,292,492   | 22,416,963  |
| <b>Variance</b> | <b>4.3%</b> | <b>2.4%</b> |

| MAY 12*   | JUN 12*   | JUL 12    | AUG 12    | SEP 12    | OCT 12    | NOV 12    | DEC 12    | JAN 13    | FEB 13    | MAR 13    | APT 13    |
|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| 2,429,964 | 1,979,269 | 1,952,272 | 2,315,662 | 2,279,151 | 2,695,833 | 2,322,475 | 2,115,388 | 2,299,079 | 2,250,886 | 2,337,151 | 2,391,396 |

\* Reflects revised FY 2012 Bus ridership due to new methodology introduced in July 2012.



## Light Rail Ridership

Compared to April 2012, total rail ridership for April 2013 decreased by 1.4 percent.

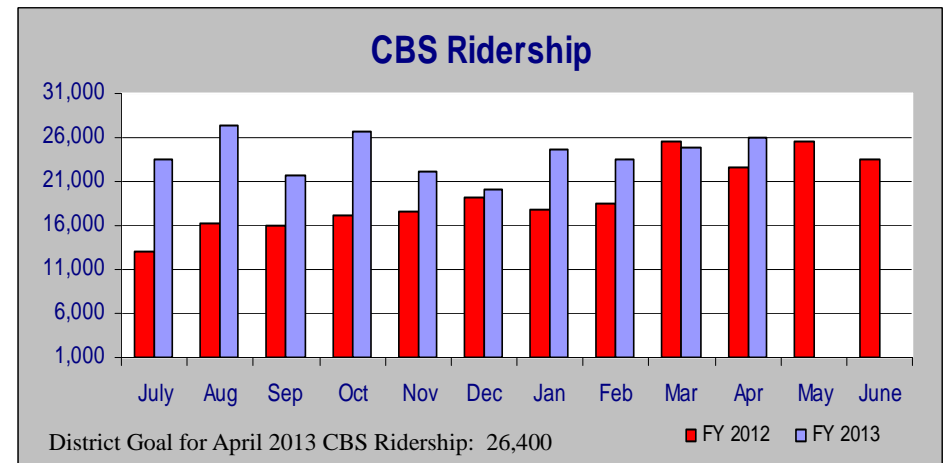
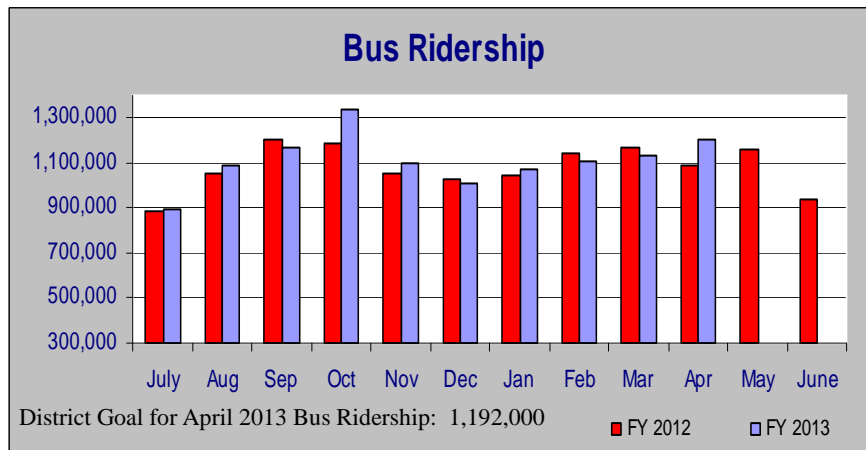
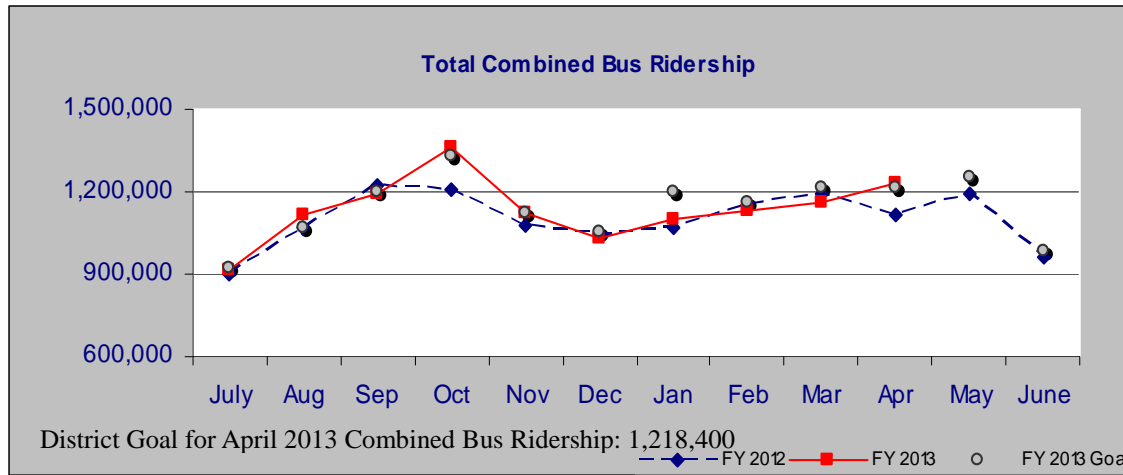
|                 | APRIL        | YTD         |
|-----------------|--------------|-------------|
| <b>FY2013</b>   |              |             |
| Rail Ridership  | 1,161,200    | 11,600,130  |
| <b>FY2012</b>   |              |             |
| Rail Ridership  | 1,177,700    | 11,369,100  |
| <b>Variance</b> | <b>-1.4%</b> | <b>2.0%</b> |

| MAY 12    | JUN 12    | JUL 12    | AUG 12    | SEP 12    | OCT 12    | NOV 12    | DEC 12    | JAN 13    | FEB 13    | MAR 13    | APR 13    |
|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| 1,240,700 | 1,018,008 | 1,038,580 | 1,196,720 | 1,089,200 | 1,330,580 | 1,199,710 | 1,087,100 | 1,199,280 | 1,120,400 | 1,177,360 | 1,161,200 |

## Combined Bus Ridership

Compared to April 2012, total bus ridership for April 2013 increased by 10.4 percent.

|                        | FY2013 | APRIL        | YTD         |
|------------------------|--------|--------------|-------------|
| Combined Bus Ridership |        | 1,230,196    | 11,359,163  |
| FY2012*                |        | 1,114,792    | 11,047,863  |
| <b>Variance</b>        |        | <b>10.4%</b> | <b>2.8%</b> |

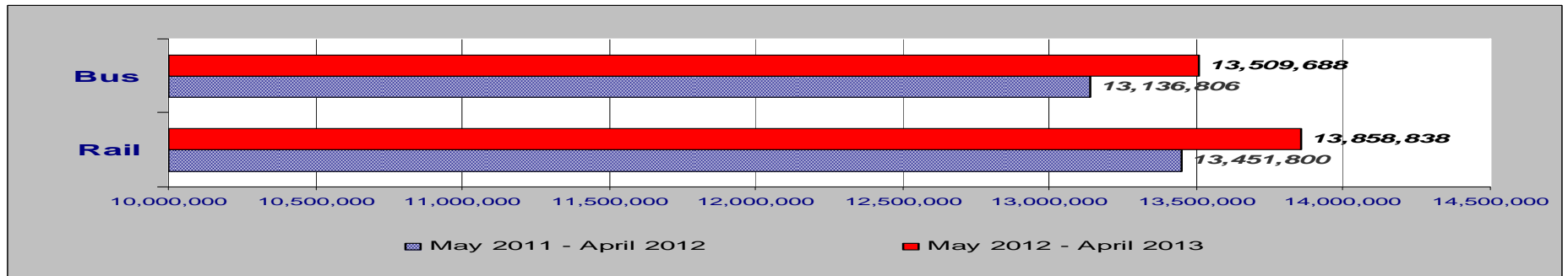
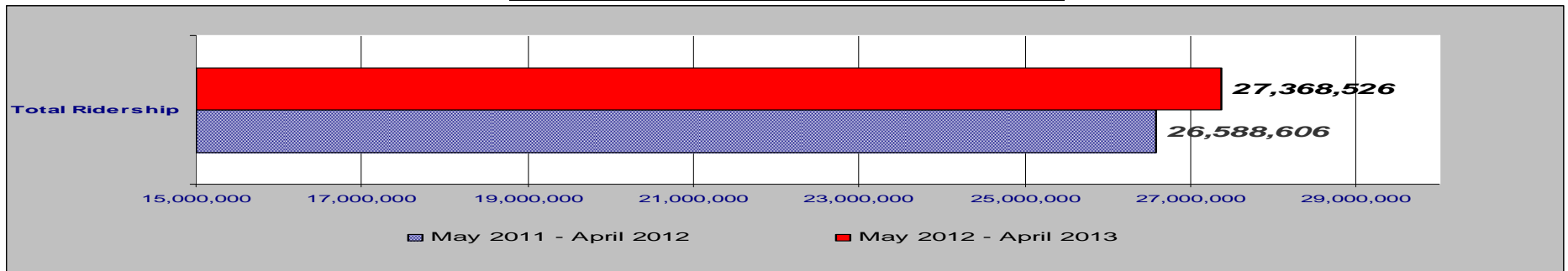


|                      | MAY 12    | JUN 12  | JUL 12  | AUG 12    | SEP 12    | OCT 12    | NOV 12    | DEC 12    | JAN 13    | FEB 13    | MAR 13    | APR 13    |
|----------------------|-----------|---------|---------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| <b>Combined Bus*</b> | 1,189,264 | 961,261 | 913,692 | 1,118,942 | 1,189,951 | 1,365,253 | 1,122,765 | 1,028,288 | 1,099,799 | 1,130,486 | 1,159,791 | 1,230,196 |
| <b>Bus*</b>          | 1,163,732 | 937,804 | 890,144 | 1,091,565 | 1,168,349 | 1,338,656 | 1,100,583 | 1,008,233 | 1,075,154 | 1,106,881 | 1,134,957 | 1,204,252 |
| <b>CBS</b>           | 25,532    | 23,457  | 23,458  | 27,377    | 21,602    | 26,597    | 22,182    | 20,055    | 24,645    | 23,605    | 24,834    | 25,944    |

\* Reflects revised FY 2012 Bus ridership due to new methodology introduced in July 2012.



# Rolling Year Ridership Totals



**MAY 2012 – APRIL 2013  
Total Ridership  
27,368,526**

**MAY 2012 – APRIL 2013  
Combined Bus Ridership  
13,509,688**

**MAY 2012 – APRIL 2013  
Rail Ridership  
13,858,838**

**MAY 2011 – APRIL 2012  
Total Ridership  
26,588,606**

**MAY 2011 – APRIL 2012  
Combined Bus Ridership  
13,136,806**

**MAY 2011 – APRIL 2012  
Rail Ridership  
13,451,800**

**Change**

**779,920**

**372,882**

**407,038**

**Variance**

**2.93%**

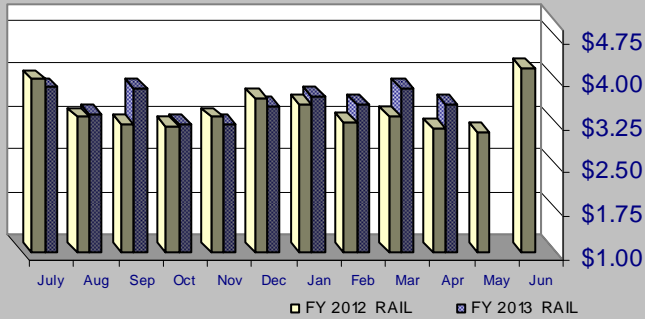
**2.84%**

**3.03%**

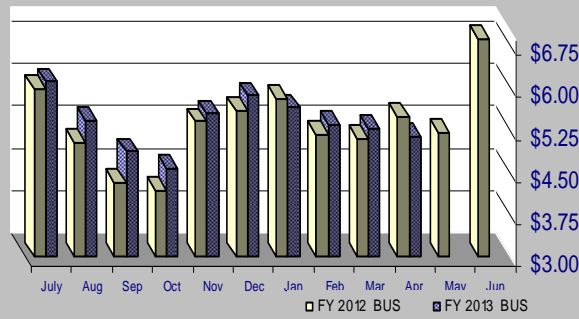
|                             | May-12    | Jun-12    | Jul-12    | Aug-12    | Sep-12    | Oct-12    | Nov-12    | Dec-12    | Jan-13    | Feb-13    | Mar-13    | Apr-13    |
|-----------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| <b>Total Ridership*</b>     | 2,429,964 | 1,979,269 | 1,952,272 | 2,315,662 | 2,279,151 | 2,695,833 | 2,322,475 | 2,115,388 | 2,299,079 | 2,250,886 | 2,337,151 | 2,391,396 |
| <b>Light Rail Ridership</b> | 1,240,700 | 1,018,008 | 1,038,580 | 1,196,720 | 1,089,200 | 1,330,580 | 1,199,710 | 1,087,100 | 1,199,280 | 1,120,400 | 1,177,360 | 1,161,200 |
| <b>Bus Ridership*</b>       | 1,189,264 | 961,261   | 913,692   | 1,118,942 | 1,189,951 | 1,365,253 | 1,122,765 | 1,028,288 | 1,099,799 | 1,130,486 | 1,159,791 | 1,230,196 |
|                             | May-11    | Jun-11    | Jul-11    | Aug-11    | Sep-11    | Oct-11    | Nov-11    | Dec-11    | Jan-12    | Feb-12    | Mar-12    | Apr-12    |
| <b>Total Ridership*</b>     | 2,142,773 | 2,028,868 | 1,882,091 | 2,257,190 | 2,402,343 | 2,433,353 | 2,175,400 | 2,064,347 | 2,192,523 | 2,325,383 | 2,391,843 | 2,292,492 |
| <b>Light Rail Ridership</b> | 1,020,100 | 1,062,600 | 981,300   | 1,190,600 | 1,178,200 | 1,226,200 | 1,100,900 | 1,019,800 | 1,126,100 | 1,168,300 | 1,200,000 | 1,177,700 |
| <b>Bus Ridership*</b>       | 1,122,673 | 966,268   | 900,791   | 1,066,590 | 1,224,143 | 1,207,153 | 1,074,500 | 1,044,547 | 1,066,423 | 1,157,083 | 1,191,843 | 1,114,792 |

\* Reflects revised FY 2011 and FY 2012 Bus ridership due to new methodology introduced in July 2012.

### Light Rail Cost Per Passenger



### Combined Bus Cost Per Passenger

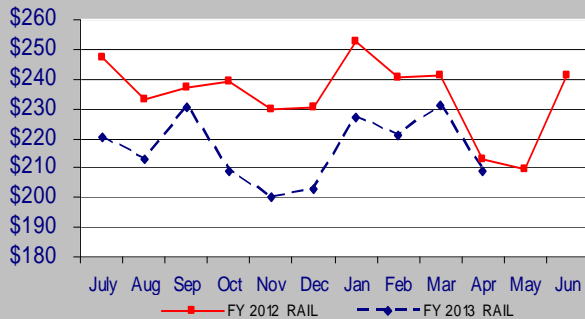


## Cost Per Passenger

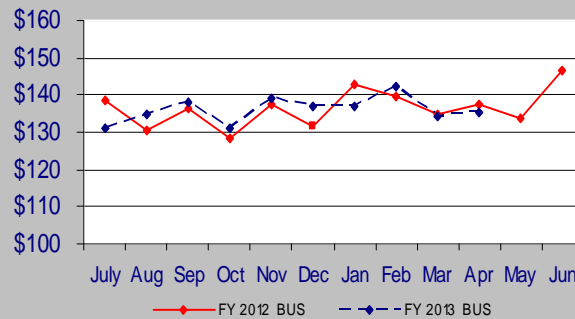
| FY2013       | YTD     | YTD Goal | Variance |
|--------------|---------|----------|----------|
| Light Rail   | \$3.59  | \$3.48   | -3.2%    |
| Combined Bus | \$5.31  | \$5.36   | 0.9%     |
| Bus          | \$5.13  | \$5.16   | 0.6%     |
| CBS          | \$13.82 | \$14.52  | 4.8%     |

| Cost Per Passenger | MAY 12  | JUN 12  | JUL 12  | AUG 12  | SEP 12  | OCT 12  | NOV 12  | DEC 12  | JAN 13  | FEB 13  | MAR 13* | APR 13  |
|--------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Light Rail         | \$3.08  | \$4.21  | \$3.87  | \$3.41  | \$3.86  | \$3.23  | \$3.22  | \$3.55  | \$3.70  | \$3.59  | \$3.84  | \$3.56  |
| Combined Bus       | \$5.20  | \$6.85  | \$6.10  | \$5.42  | \$4.86  | \$4.57  | \$5.53  | \$5.85  | \$5.64  | \$5.34  | \$5.27  | \$5.12  |
| Bus                | \$4.99  | \$6.62  | \$5.90  | \$5.18  | \$4.65  | \$4.36  | \$5.28  | \$5.61  | \$5.45  | \$5.16  | \$5.35  | \$4.95  |
| CBS                | \$14.30 | \$15.33 | \$13.89 | \$14.65 | \$16.61 | \$15.07 | \$18.01 | \$17.82 | \$13.98 | \$13.79 | \$1.86  | \$12.82 |

### Light Rail Cost Per Revenue Vehicle Hour



### Combined Bus Cost Per Revenue Vehicle Hour



## Cost Per Revenue Vehicle Hour

| FY2013       | YTD      | YTD Goal | Variance |
|--------------|----------|----------|----------|
| Light Rail   | \$217.24 | \$227.17 | 4.4%     |
| Combined Bus | \$135.50 | \$137.05 | 1.1%     |
| Bus          | \$134.39 | \$135.96 | 1.2%     |
| CBS          | \$157.77 | \$157.90 | 0.1%     |

| Cost Per Revenue Vehicle Hour | MAY 12   | JUN 12   | JUL 12   | AUG 12   | SEP 12   | OCT 12   | NOV 12   | DEC 12   | JAN 13   | FEB 13   | MAR 13*  | APR 13   |
|-------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Light Rail                    | \$209.38 | \$241.48 | \$220.53 | \$213.17 | \$230.39 | \$209.17 | \$200.38 | \$202.73 | \$226.95 | \$221.09 | \$230.92 | \$209.11 |
| Combined Bus                  | \$133.81 | \$146.60 | \$131.31 | \$134.72 | \$138.21 | \$131.03 | \$139.27 | \$136.82 | \$136.96 | \$142.18 | \$134.10 | \$135.23 |
| Bus                           | \$131.31 | \$144.93 | \$130.12 | \$132.65 | \$135.07 | \$128.06 | \$136.66 | \$134.75 | \$135.87 | \$141.58 | \$139.92 | \$134.84 |
| CBS                           | \$187.61 | \$180.39 | \$154.11 | \$172.78 | \$213.43 | \$197.88 | \$192.67 | \$180.89 | \$158.57 | \$153.46 | \$20.77  | \$142.56 |

\* March 2013 CBS statistics include 8 months of savings posted to March to reflect an adjustment in Operators Training cost tracking. Cost of new operators in training was moved from the CBS department to the Operations Training department.

**Cost Per  
Revenue Mile**

**Passenger Per  
Revenue Mile**

**Passenger Per  
Revenue Hour**

| FY2013     | YTD     | YTD Goal | Variance | YTD  | YTD Goal | Variance | YTD   | YTD Goal | Variance |
|------------|---------|----------|----------|------|----------|----------|-------|----------|----------|
| Light Rail | \$12.30 | \$12.53  | 1.8%     | 3.43 | 3.60     | -4.9%    | 60.56 | 65.37    | -7.4%    |
| Bus        | \$12.08 | \$12.21  | 1.1%     | 2.35 | 2.37     | -0.7%    | 26.20 | 26.34    | -0.5%    |
| CBS        | \$16.63 | \$17.86  | 6.9%     | 1.20 | 1.23     | -2.1%    | 11.42 | 10.87    | 5.1%     |

**Bus  
On – Time Performance**

**Light Rail  
On – Time Departures**

|        | YTD   | YTD Goal | Variance |        | YTD   | YTD Goal | Variance |
|--------|-------|----------|----------|--------|-------|----------|----------|
| FY2013 | 81.1% | 85.0%    | -3.9%    | FY2013 | 96.6% | 97.0%    | -0.4%    |

**Completed Trips**

|            | FY2013 | YTD    | YTD Goal | Variance |
|------------|--------|--------|----------|----------|
| Light Rail |        | 99.51% | 99.80%   | -0.29%   |
| Bus        |        | 99.82% | 99.80%   | 0.02%    |
| CBS        |        | 99.57% | 99.40%   | 0.17%    |

**Mean Distance Between Service Calls (miles)**

**FY2013**

Light Rail Mean Distance Between Service Calls

| YTD    | YTD Goal | Variance |
|--------|----------|----------|
| 11,609 | 16,800   | -30.9%   |

Combined Bus Mean Distance Between Service Calls

| YTD   | YTD Goal | Variance |
|-------|----------|----------|
| 9,630 | 9,500    | 1.4%     |

|              | MAY 12 | JUN 12 | JUL 12 | AUG 12 | SEP 12 | OCT 12 | NOV 12 | DEC 12 | JAN 13 | FEB 13 | MAR 13 | APR 13 |
|--------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Light Rail   | 11,662 | 13,085 | 12,015 | 9,283  | 11,270 | 12,444 | 11,458 | 9,767  | 11,455 | 11,383 | 11,990 | 15,029 |
| Combined Bus | 10,320 | 10,948 | 9,849  | 10,352 | 11,323 | 8,171  | 6,345  | 9,515  | 10,139 | 6,528  | 14,220 | 9,862  |

## Light Rail Fare Evasion

|                                      |   |        |        |        | APR 2013 |        |        |        | APR 2012 |        |        |        | FY 12 YTD |  | FY 13 YTD |  |
|--------------------------------------|---|--------|--------|--------|----------|--------|--------|--------|----------|--------|--------|--------|-----------|--|-----------|--|
|                                      | % of Passengers Inspected                   |        |        |        | 9.98%    |        |        |        | 7.11%    |        |        |        | 9.89%     |  | 9.08%     |  |
|                                      | Passengers Cited without Proper Fare        |        |        |        | 1,548    |        |        |        | 1,893    |        |        |        | 21,322    |  | 16,569    |  |
|                                      | Data from SRTD Transit Officers             |        |        |        |          |        |        |        |          |        |        |        |           |  |           |  |
|                                      | % of Fare Evasion                           |        |        |        | 1.34%    |        |        |        | 2.26%    |        |        |        | 1.90%     |  | 1.57%     |  |
|                                      | Fare Evasion Citations/Passengers Inspected |        |        |        |          |        |        |        |          |        |        |        |           |  |           |  |
|                                      | MAY 12                                      | JUN 12 | JUL 12 | AUG 12 | SEP 12   | OCT 12 | NOV 12 | DEC 12 | JAN 13   | FEB 13 | MAR 13 | APR 13 |           |  |           |  |
| % of Passengers Inspected            | 6.91%                                       | 8.29%  | 8.54%  | 8.97%  | 10.03%   | 8.56%  | 7.46%  | 9.28%  | 8.42%    | 9.68%  | 10.09% | 9.98%  |           |  |           |  |
| Passengers Cited without Proper Fare | 1,743                                       | 1,689  | 2,141  | 2,205  | 1,808    | 1,687  | 1,512  | 1,234  | 1,400    | 1,405  | 1,629  | 1,548  |           |  |           |  |
| % of Fare Evasion                    | 2.03%                                       | 2.00%  | 2.41%  | 2.06%  | 1.66%    | 1.48%  | 1.69%  | 1.22%  | 1.39%    | 1.30%  | 1.37%  | 1.34%  |           |  |           |  |

## System Crime\* Statistics

\*System crime data based on RTPS reports and reports obtained in cooperation with surrounding law enforcement agencies that are felony and misdemeanor crimes and does not include citations for infractions. Examples of felony crime on RT system are assault, robbery, assault with a weapon, auto theft, false impersonation, felony vandalism, burglary, and misdemeanor crime examples are battery, petty theft, misdemeanor vandalism, trespassing.

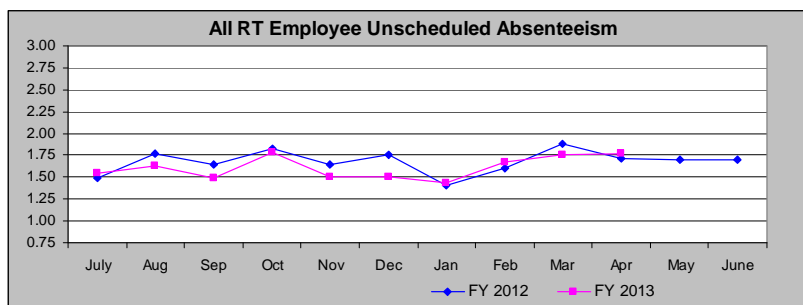
|  | APR 2013 |        |        |        | APR 2012 |        |        |        | FY12 YTD |        |        |        | FY13 YTD |  |  |  | APRIL                |  | YTD                  |  |
|--|----------|--------|--------|--------|----------|--------|--------|--------|----------|--------|--------|--------|----------|--|--|--|----------------------|--|----------------------|--|
| <b>Crimes per Thousand Boarding Passengers</b> | .009     |        |        |        | .005     |        |        |        | .008     |        |        |        | .010     |  |  |  | FY2013               |  | FY2012               |  |
| No. of Crimes/Total Ridership                  |          |        |        |        |          |        |        |        |          |        |        |        |          |  |  |  | # of Reported Crimes |  | # of Reported Crimes |  |
|  | 1        |        |        |        | 0        |        |        |        | 0        |        |        |        | 2        |  |  |  | 12                   |  | 169                  |  |
|  | MAY 12   | JUN 12 | JUL 12 | AUG 12 | SEP 12   | OCT 12 | NOV 12 | DEC 12 | JAN 13   | FEB 13 | MAR 13 | APR 13 |          |  |  |  |                      |  |                      |  |
| # of Reported Crimes                           | 22       | 23     | 12     | 16     | 21       | 21     | 24     | 24     | 37       | 23     | 19     | 22     |          |  |  |  |                      |  |                      |  |
| Crimes per 1000 Boarding Passengers            | .009     | .012   | .006   | .007   | .009     | .008   | .010   | .011   | .016     | .010   | .008   | .009   |          |  |  |  |                      |  |                      |  |
| Prohibition Orders                             | 1        | 0      | 0      | 0      | 0        | 0      | 0      | 0      | 0        | 0      | 1      | 1      |          |  |  |  |                      |  |                      |  |

## Customer Advocacy Report

|   | APR 2013 |        |        |        | APR 2012 |        |        |        | FY12 YTD |        |        |        | FY13 YTD |  |  |  | APRIL   |  | YTD   |  |
|---|----------|--------|--------|--------|----------|--------|--------|--------|----------|--------|--------|--------|----------|--|--|--|---|--|---|--|
| <b># of Customer Contacts</b>                               | 598      |        |        |        | 628      |        |        |        | 7,365    |        |        |        | 5,175    |  |  |  | FY2013 - # of Security Related Customer Reports |  | FY2012 - # of Security Related Customer Reports |  |
| # of PSRs Passenger Service Reports processed from contacts | 40       |        |        |        | 30       |        |        |        | 467      |        |        |        | 336      |  |  |  | 7   |  | 78  |  |
| % of Security Related Customer Contacts                     | 1.17%    |        |        |        | 0.32%    |        |        |        | 1.00%    |        |        |        | 1.51%    |  |  |  | 2   |  | 74  |  |
|   | MAY 12   | JUN 12 | JUL 12 | AUG 12 | SEP 12   | OCT 12 | NOV 12 | DEC 12 | JAN 13   | FEB 13 | MAR 13 | APR 13 |          |  |  |  |   |  |   |  |
| # of Customer Contacts                                      | 556      | 437    | 358    | 496    | 554      | 542    | 531    | 446    | 583      | 572    | 495    | 598    |          |  |  |  |   |  |   |  |
| # of PSRs   | 46       | 17     | 17     | 47     | 57       | 17     | 40     | 27     | 35       | 31     | 25     | 40     |          |  |  |  |   |  |   |  |
| # of Security Related Customer Reports                      | 9        | 8      | 4      | 5      | 7        | 6      | 7      | 14     | 10       | 6      | 12     | 7      |          |  |  |  |   |  |   |  |
| % of Security Related Customer Contacts                     | 1.62%    | 1.83%  | 1.12%  | 1.01%  | 1.26%    | 1.11%  | 1.32%  | 3.14%  | 1.72%    | 1.05%  | 2.42%  | 1.17%  |          |  |  |  |   |  |   |  |

# Employee Unscheduled Absenteeism

| FY 2013                  | APRIL 2013 | YTD         |
|--------------------------|------------|-------------|
| # of Scheduled Work Days | 21.43 days | 217.13 days |



## Unscheduled Absenteeism by Employee Group

|                                  |           |            | Monthly Target | APRIL 2013                | YTD                        |
|----------------------------------|-----------|------------|----------------|---------------------------|----------------------------|
|                                  |           |            |                | Percentage of Absenteeism | Percentage of Absenteeism* |
| Management & Confidential        | 0.96 days | 9.73 days  | 0.64 days      | 4.48%                     | 4.48%                      |
| AEA                              | 0.74 days | 5.83 days  | 0.64 days      | 3.45%                     | 2.69%                      |
| IBEW 1245                        | 1.64 days | 13.79 days | 0.96 days      | 7.65%                     | 6.35%                      |
| Transit Officer & Clerical (ATU) | 2.77 days | 26.19 days | 1.93 days      | 12.93%                    | 12.06%                     |
| Bus & Rail Operators (ATU)       | 2.21 days | 19.80 days | 1.60 days      | 10.31%                    | 9.12%                      |
| ATU 256 (All Groups)             | 2.25 days | 20.32 days | 1.82 days      | 10.50%                    | 9.36%                      |
| AFSCME – Supervisor              | 1.07 days | 12.22 days | 0.64 days      | 4.99%                     | 5.63%                      |
| AFSCME – Admin Technical         | 0.74 days | 7.98 days  | 0.64 days      | 3.45%                     | 3.68%                      |
| All RT                           | 1.77 days | 16.09 days | 1.29 days      | 8.26%                     | 7.41%                      |

|                                  | MAY 12 | JUN 12 | JUL 12 | AUG 12 | SEP 12 | OCT 12 | NOV 12 | DEC 12 | JAN 13 | FEB 13 | MAR 13 | APR 13 |
|----------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Management & Confidential        | 0.57   | 0.64   | 0.85   | 1.03   | 0.86   | 1.31   | 0.96   | 1.07   | 1.20   | 0.77   | 0.72   | 0.96   |
| AEA                              | 0.71   | 0.68   | 0.36   | 0.34   | 0.60   | 0.71   | 0.69   | 0.55   | 0.54   | 0.85   | 0.45   | 0.74   |
| IBEW 1245                        | 1.22   | 1.47   | 1.24   | 1.33   | 1.06   | 1.66   | 1.13   | 1.20   | 1.31   | 1.54   | 1.68   | 1.64   |
| Transit Officer & Clerical (ATU) | 1.33   | 2.85   | 2.07   | 3.00   | 2.12   | 2.37   | 2.84   | 2.60   | 2.58   | 2.81   | 3.03   | 2.77   |
| Bus&Rail Operators(ATU)          | 2.39   | 2.13   | 2.04   | 2.05   | 1.99   | 2.06   | 1.83   | 1.88   | 1.64   | 2.03   | 2.07   | 2.21   |
| ATU 256 (All Groups)             | 2.31   | 2.18   | 2.05   | 2.13   | 2.00   | 2.08   | 1.90   | 1.94   | 1.72   | 2.10   | 2.15   | 2.25   |
| AFSCME – Supervisor              | 1.39   | 1.42   | 1.02   | 0.94   | 1.14   | 1.82   | 1.25   | 1.07   | 1.01   | 1.27   | 1.63   | 1.07   |
| AFSCME – Admin Techn.            |        |        | 0.70   | 1.11   | 0.28   | 0.80   | 1.01   | 0.52   | 0.94   | 0.77   | 1.11   | 0.74   |
| All RT                           | 1.70   | 1.70   | 1.55   | 1.63   | 1.49   | 1.79   | 1.51   | 1.50   | 1.43   | 1.67   | 1.75   | 1.77   |



# **Key Performance Report**

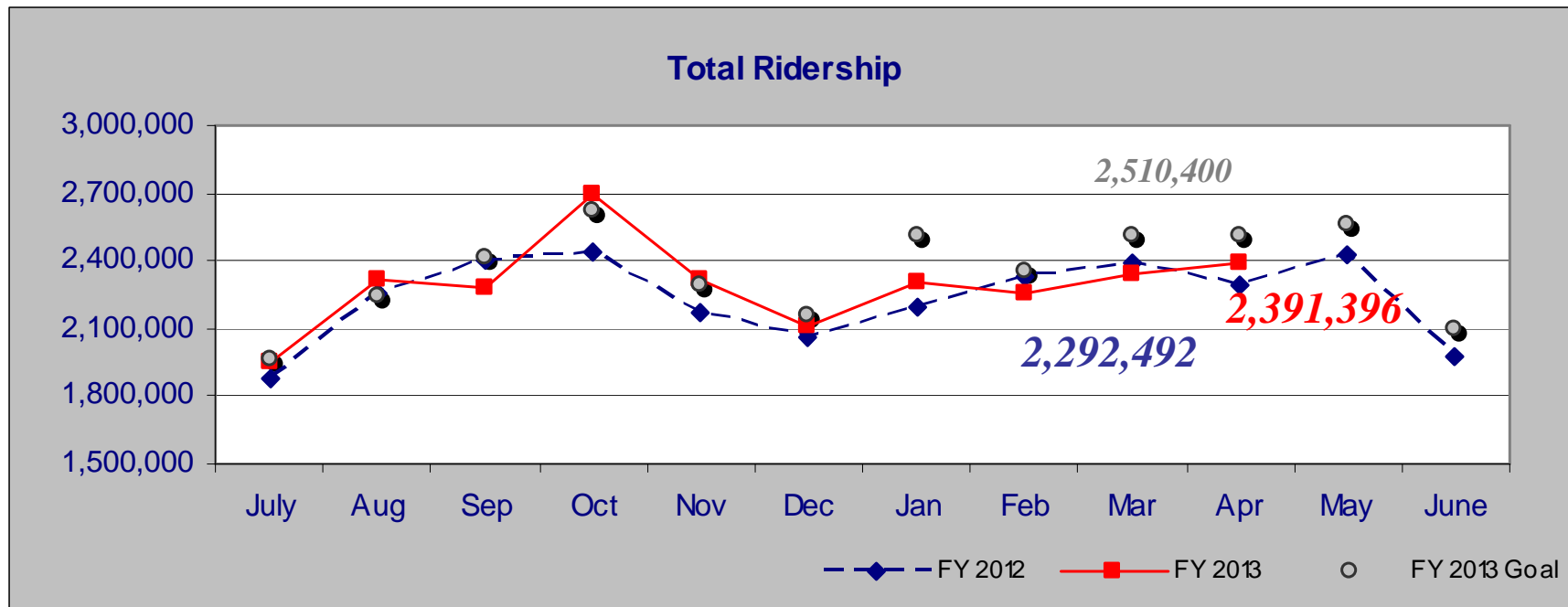
**June 10, 2013**

**Mike Wiley, General Manager/CEO**





**April FY 2013**  
4.3 percent



\*District Goal for April 2013 Total Ridership: 2,510,400

| 1 <sup>st</sup> Six Months | JUL         | AUG          | SEP          | OCT          | NOV         | DEC         |
|----------------------------|-------------|--------------|--------------|--------------|-------------|-------------|
| <i>Goal</i>                | 1,968,340   | 2,248,240    | 2,418,000    | 2,627,100    | 2,293,600   | 2,163,000   |
| <b>FY 2013</b>             | 1,952,272   | 2,315,662    | 2,279,151    | 2,695,833    | 2,322,475   | 2,115,388   |
| <b>FY 2012*</b>            | 1,882,091   | 2,257,190    | 2,402,343    | 2,433,353    | 2,175,400   | 2,064,347   |
| <b>Change</b>              | <b>3.7%</b> | <b>2.6%</b>  | <b>-5.1%</b> | <b>10.8%</b> | <b>6.8%</b> | <b>2.5%</b> |
| <b>TOTAL RIDERSHIP</b>     |             |              |              |              |             |             |
| 2 <sup>nd</sup> Six Months | JAN         | FEB          | MAR          | APR          | MAY         | JUNE        |
| <i>Goal</i>                | 2,506,200   | 2,350,000    | 2,510,500    | 2,510,400    | 2,562,600   | 2,092,000   |
| <b>FY 2013</b>             | 2,299,079   | 2,250,886    | 2,337,151    | 2,391,396    |             |             |
| <b>FY 2012*</b>            | 2,192,523   | 2,325,383    | 2,391,843    | 2,292,492    | 2,429,964   | 1,979,269   |
| <b>Change</b>              | <b>4.9%</b> | <b>-3.2%</b> | <b>-2.3%</b> | <b>4.3%</b>  |             |             |

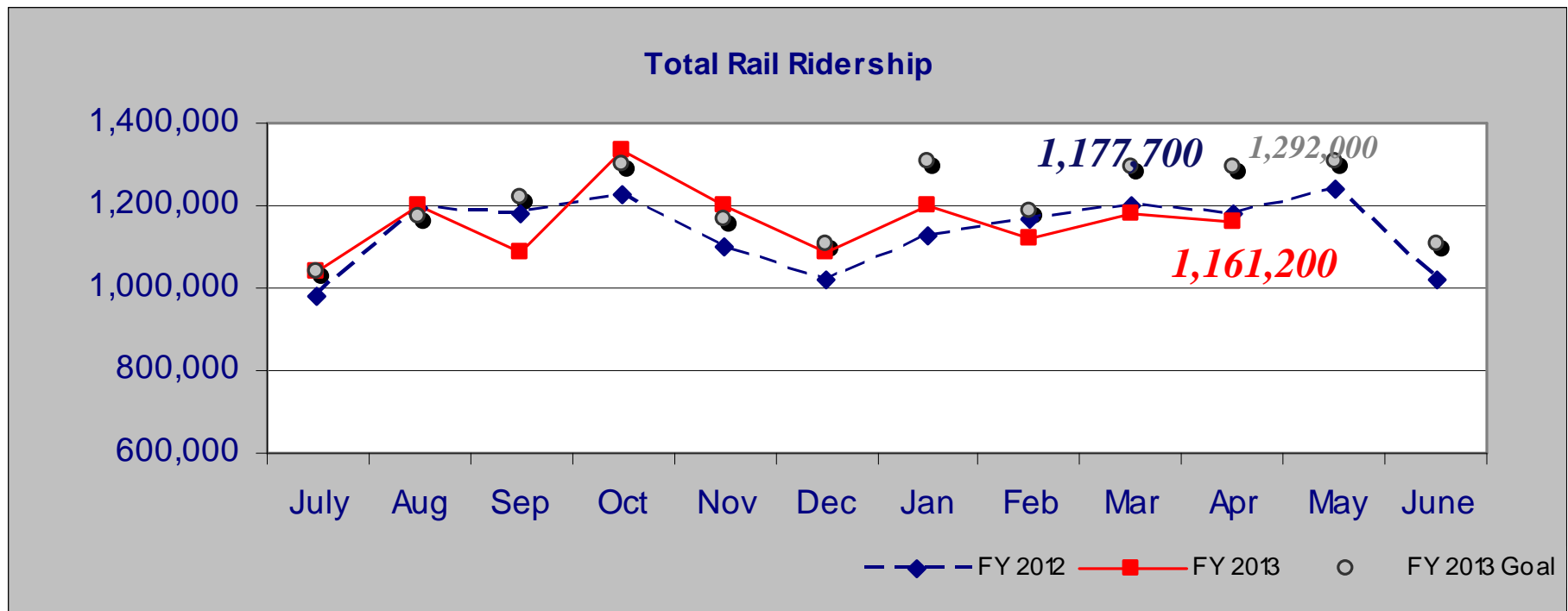
\* Reflects revised ridership for FY 2012 due to new methodology introduced in July 2012.

|                | YTD         |
|----------------|-------------|
| <i>Goal</i>    | 23,595,380  |
| <b>FY 2013</b> | 22,959,293  |
| <b>FY 2012</b> | 20,416,963  |
| <b>Change</b>  | <b>2.4%</b> |





**April FY 2013**  
**1.4 percent**



\*District Goal for April 2013 Rail Ridership: 1,292,000

Average Weekday Ridership at 8<sup>th</sup> & H LR Station (rolling 3 months average) –  
529 total rider activity (52 on, 477 off)

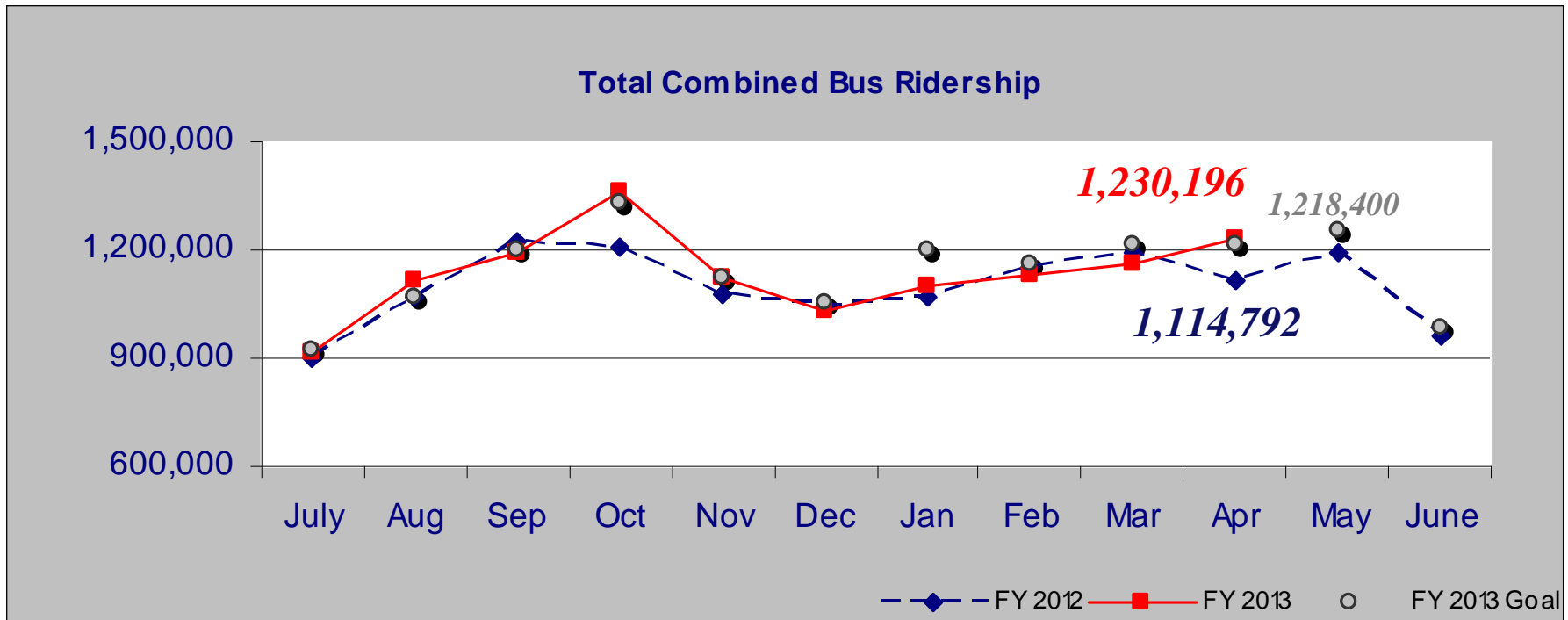
| 1 <sup>st</sup> Six Months | JUL         | AUG         | SEP          | OCT         | NOV         | DEC         |
|----------------------------|-------------|-------------|--------------|-------------|-------------|-------------|
| <i>Goal</i>                | 1,042,000   | 1,176,000   | 1,221,500    | 1,299,000   | 1,168,500   | 1,106,000   |
| <b>FY 2013</b>             | 1,038,580   | 1,196,720   | 1,089,200    | 1,330,580   | 1,199,710   | 1,087,100   |
| <b>FY 2012</b>             | 981,300     | 1,190,600   | 1,178,200    | 1,226,200   | 1,100,900   | 1,019,800   |
| <b>Change</b>              | <b>5.8%</b> | <b>0.5%</b> | <b>-7.6%</b> | <b>8.5%</b> | <b>9.0%</b> | <b>6.6%</b> |

## TOTAL RAIL RIDERSHIP

| 2 <sup>nd</sup> Six Months | JAN         | FEB          | MAR          | APR          | MAY       | JUNE      |
|----------------------------|-------------|--------------|--------------|--------------|-----------|-----------|
| <i>Goal</i>                | 1,305,500   | 1,186,000    | 1,291,500    | 1,292,000    | 1,305,000 | 1,107,000 |
| <b>FY 2013</b>             | 1,199,280   | 1,120,400    | 1,177,360    | 1,161,200    |           |           |
| <b>FY 2012</b>             | 1,126,100   | 1,168,300    | 1,200,000    | 1,177,700    | 1,240,700 | 1,018,008 |
| <b>Change</b>              | <b>6.5%</b> | <b>-4.1%</b> | <b>-1.9%</b> | <b>-1.4%</b> |           |           |

|                | YTD         |
|----------------|-------------|
| <i>Goal</i>    | 12,088,000  |
| <b>FY 2013</b> | 11,600,130  |
| <b>FY 2012</b> | 11,369,100  |
| <b>Change</b>  | <b>2.0%</b> |

 **April FY 2013**  
**10.4 percent**



\*District Goal for April 2013 Combined Bus Ridership: 1,218,400

| 1 <sup>st</sup> Six Months | JUL         | AUG         | SEP          | OCT          | NOV         | DEC          |
|----------------------------|-------------|-------------|--------------|--------------|-------------|--------------|
| <i>Goal</i>                | 926,340     | 1,072,240   | 1,196,500    | 1,328,100    | 1,125,100   | 1,057,000    |
| <b>FY 2013</b>             | 913,692     | 1,118,942   | 1,189,951    | 1,365,253    | 1,122,765   | 1,028,288    |
| <b>FY 2012*</b>            | 900,791     | 1,066,590   | 1,224,143    | 1,207,153    | 1,074,500   | 1,044,547    |
| <b>Change</b>              | <b>1.4%</b> | <b>4.9%</b> | <b>-2.8%</b> | <b>13.1%</b> | <b>4.5%</b> | <b>-1.6%</b> |

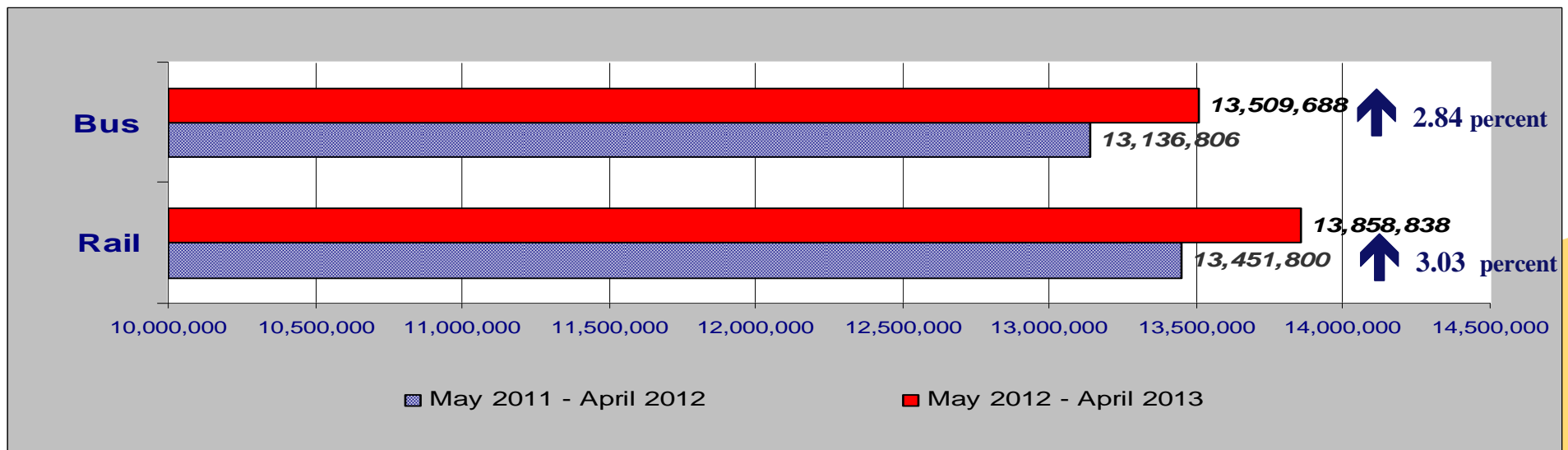
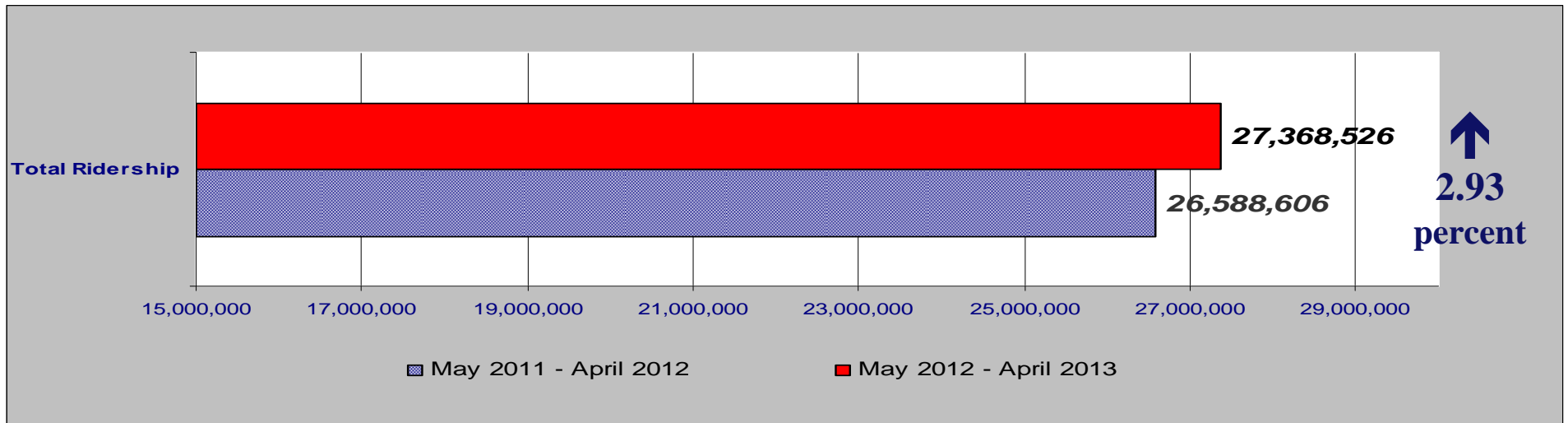
## TOTAL BUS RIDERSHIP

| 2 <sup>nd</sup> Six Months | JAN         | FEB          | MAR          | APR          | MAY       | JUNE    |
|----------------------------|-------------|--------------|--------------|--------------|-----------|---------|
| <i>Goal</i>                | 1,200,700   | 1,164,000    | 1,219,000    | 1,218,400    | 1,257,600 | 985,000 |
| <b>FY 2013</b>             | 1,099,799   | 1,130,486    | 1,159,791    | 1,230,196    |           |         |
| <b>FY 2012*</b>            | 1,066,423   | 1,157,083    | 1,191,843    | 1,114,792    | 1,189,264 | 961,261 |
| <b>Change</b>              | <b>3.1%</b> | <b>-2.3%</b> | <b>-2.7%</b> | <b>10.4%</b> |           |         |

\* Reflects revised ridership for FY 2012 due to new methodology introduced in July 2012.

|                | YTD         |
|----------------|-------------|
| <i>Goal</i>    | 11,507,380  |
| <b>FY 2013</b> | 11,359,163  |
| <b>FY 2012</b> | 11,047,863  |
| <b>Change</b>  | <b>2.8%</b> |

## ROLLING YEAR May - April



## Fare Recovery Ratio

|                 | APR          | YTD Goal     | YTD          |
|-----------------|--------------|--------------|--------------|
| <b>FY 2013</b>  | 22.9%        | 24.1%        | <b>23.9%</b> |
| <b>FY 2012</b>  | 23.8%        | 26.2%        | <b>25.3%</b> |
| <b>Variance</b> | <b>-0.9%</b> | <b>-2.1%</b> | <b>-1.4%</b> |

|                   | JUL<br>2012 | AUG<br>2012 | SEP<br>2012 | OCT<br>2012 | NOV<br>2012 | DEC<br>2012 | JAN<br>2013 | FEB<br>2013 | MAR*<br>2013 | APR<br>2013 | MAY<br>2013 | JUN<br>2013 |
|-------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|-------------|-------------|-------------|
| <b>TOTAL</b>      | 25.5%       | 25.8%       | 23.5%       | 23.7%       | 24.1%       | 26.3%       | 21.8%       | 23.8%       | 22.1%        | 22.9%       |             |             |
| <b>Light Rail</b> | 32.4%       | 33.1%       | 26.7%       | 28.6%       | 32.5%       | 34.6%       | 27.3%       | 29.7%       | 26.2%        | 28.1%       |             |             |
| <b>Bus</b>        | 21.3%       | 21.8%       | 22.2%       | 21.2%       | 19.8%       | 21.9%       | 18.5%       | 20.6%       | 18.8%        | 20.2%       |             |             |
| <b>CBS</b>        | 9.0%        | 7.7%        | 6.2%        | 6.1%        | 5.8%        | 6.9%        | 7.2%        | 7.7%        | 53.9%        | 7.8%        |             |             |

\* March 2013 CBS statistics have 8 months of savings posted to April to reflect an adjustment in Operators Training cost tracking. Cost of new operators in training was moved from the CBS department to the Operations Training department.

### Cost Per Passenger

| FY 2013             | YTD     | YTD Goal | Variance     |
|---------------------|---------|----------|--------------|
| <b>Light Rail</b>   | \$3.59  | \$3.48   | <b>-3.2%</b> |
| <b>Combined Bus</b> | \$5.31  | \$5.36   | <b>0.9%</b>  |
| <b>Bus</b>          | \$5.13  | \$5.16   | <b>0.6%</b>  |
| <b>CBS</b>          | \$13.82 | \$14.52  | <b>4.8%</b>  |

### Passenger Per Revenue Hour

| FY 2013           | YTD   | YTD Goal | Variance     |
|-------------------|-------|----------|--------------|
| <b>Light Rail</b> | 60.56 | 65.37    | <b>-7.4%</b> |
| <b>Bus</b>        | 26.20 | 26.34    | <b>-0.5%</b> |
| <b>CBS</b>        | 11.42 | 10.87    | <b>5.1%</b>  |

### Mean Distance Between Service Calls (miles)

| FY 2013           | YTD    | YTD Goal | Variance      |
|-------------------|--------|----------|---------------|
| <b>Light Rail</b> | 11,609 | 16,800   | <b>-30.9%</b> |
| <b>Bus</b>        | 9,630  | 9,500    | <b>1.4%</b>   |

### Light Rail Fare Evasion

|  | April | YTD    |
|--|-------|--------|
| <b>% of Passengers Inspected</b>   | 9.98% | 9.08%  |
| <b>Passengers Cited without Proper Fare</b><br>Data from SRTD Transit Officers | 1,548 | 16,569 |
| <b>% of Fare Evasion</b><br>Fare Evasion Citations/Passengers Inspected        | 1.34% | 1.57%  |

### Customer Advocacy Report

|   | April | YTD   |
|---|-------|-------|
| <b># of Customer Contacts</b>   | 598   | 5,175 |
| <b># of PSRs</b><br>Passenger Service Reports processed from contacts | 40    | 336   |
| <b># of Security Related Customer Reports</b>                         | 7     | 78    |
| <b>% Security Related Customer Contacts</b>                           | 1.17% | 1.51% |



## System Crime Statistics



|  | FY 2013<br>April<br>2013 | FY 2012<br>April<br>2012 | FY 2012<br>YTD | FY 2013<br>YTD |
|--|--------------------------|--------------------------|----------------|----------------|
| <b>Reported Crimes</b><br><small>Data from RTPS Officers and Deputies</small>                      | 22                       | 12                       | 169            | 219            |
| <b>Crimes per Thousand<br/>Boarding Passengers</b><br><small>No. of Crimes/Total Ridership</small> | .009                     | .005                     | .008           | .010           |
| <b>Prohibition Orders</b>  | 1                        | 0                        | 0              | 2              |

## Employee Unscheduled Absenteeism

|   | April 2013  | YTD          |                  | Percentage of Absenteeism |              |
|---|-------------|--------------|------------------|---------------------------|--------------|
| # of Scheduled Work Days                  | 21.43       | 217.13       |                  |                           |              |
| Unscheduled Absenteeism by Employee Group |             |              | Monthly Target   | April 2013                | YTD          |
| Management & Confidential                 | 0.96        | 9.73         | 0.64 days        | 4.48%                     | 4.48%        |
| AEA                                       | 0.74        | 5.83         | 0.64 days        | 3.45%                     | 2.69%        |
| IBEW 1245                                 | 1.64        | 13.79        | 0.96 days        | 7.65%                     | 6.35%        |
| Transit Officer & Clerical (ATU)          | 2.77        | 26.19        | 1.93 days        | 12.93%                    | 12.06%       |
| <b>Bus &amp; Rail Operators (ATU)</b>     | <b>2.21</b> | <b>19.80</b> | <b>1.60 days</b> | <b>10.31%</b>             | <b>9.12%</b> |
| ATU 256 (All Groups)                      | 2.25        | 20.32        | 1.82 days        | 10.50%                    | 9.36%        |
| AFSCME – Supervisor                       | 1.07        | 12.22        | 0.64 days        | 4.99%                     | 5.63%        |
| AFSCME – Admin Technical                  | 0.74        | 7.98         | 0.64 days        | 3.45%                     | 3.68%        |
| <b>All RT</b>                             | <b>1.77</b> | <b>16.09</b> | <b>1.29 days</b> | <b>8.26%</b>              | <b>7.41%</b> |