

METRIC DASHBOARD

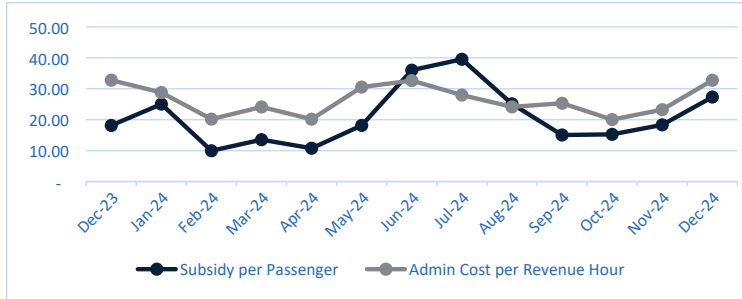
December 2024

Leveraging Competitive Funding & Partnerships

Average Fleet Age

6.00

Since Last Month (0.02) -0.33%
Since Last Year 0.34 5.67%



Enhancing Connectivity

BCRTA Transit App Users

4,457

Since Last Month (2,643) -59.30%
Since Last Year 10 0.22%

BGO App Rides/Total BGO Rides

58.03%

Since Last Month 4.79% 8.25%
Since Last Year 27.18% 46.83%

BCRTA Transit App Downloads

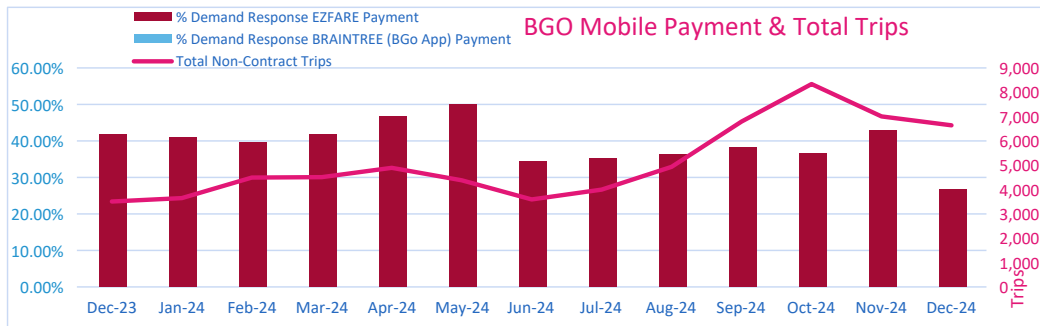
797

Since Last Month (523) -65.62%
Since Last Year 312 39.15%

BGO App Downloads

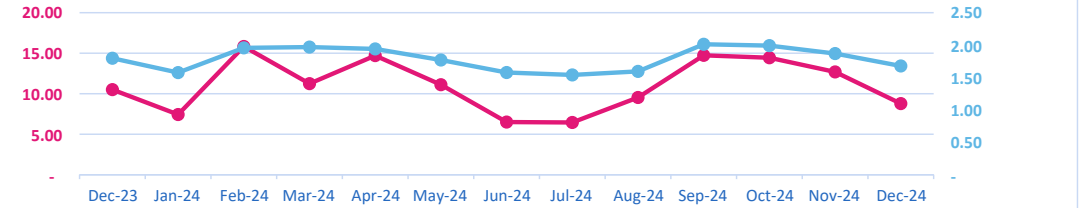
556

Since Last Month (46) -8.27%
Since Last Year 488 87.77%

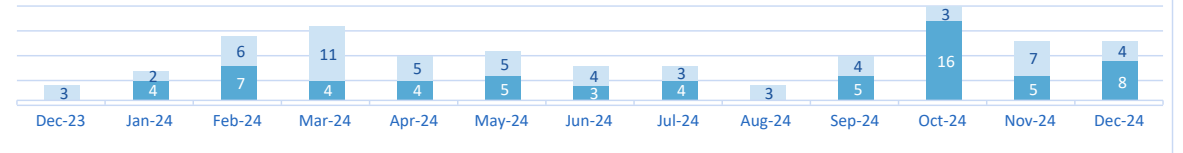


Improving Mobility & Eliminating Barriers

Pax per Revenue Hour



Accidents & Injuries



Target Operator Staffing

80%

Since Last Month 0.64%
Since Last Year 7.30%
12 Month Average 79.69%
GOAL 100.00%

Denials & Refusals/Total BGO

27.86%

Since Last Month -5.10%
Since Last Year -7.90%
12 Month Average 32.38%
GOAL 0.00%

Supporting Employers

CincyLink Total Trips

1,920

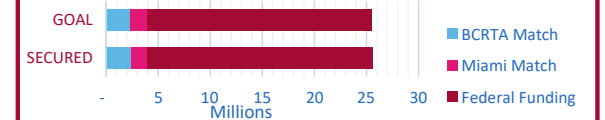
Since Last Month (88) -5%
Since Last Year (138) -7%

BGO Employment Trips

2,659

Since Last Month 165 6.21%
Since Last Year 1,108 41.67%

Developing Multimodal Infrastructure



Days Until Chestnut Fields Completed

239

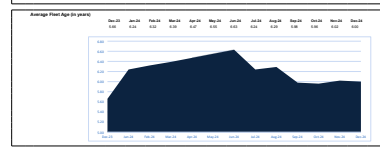


BCRTA Main: Scorecard
 Leverage Financial Focus



Month-to-date

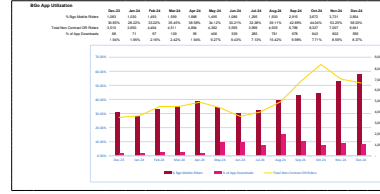
| | |
|---------|------|
| Actual | 0.18 |
| Target | 0.15 |
| Delta | 0.03 |
| Delta % | 20% |



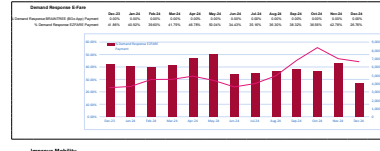
| | |
|---------|------|
| Actual | 0.13 |
| Target | 0.05 |
| Delta | 0.08 |
| Delta % | 160% |



| | |
|---------|------|
| Actual | 22% |
| Target | 10% |
| Delta | 12% |
| Delta % | 120% |



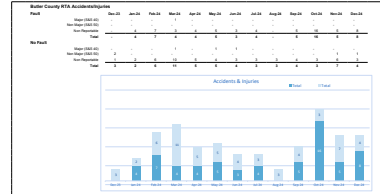
| | |
|---------|-----|
| Actual | 91% |
| Target | 95% |
| Delta | -4% |
| Delta % | -4% |



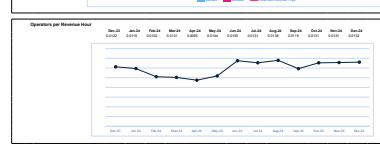
| | |
|---------|------|
| Actual | 22% |
| Target | 10% |
| Delta | 12% |
| Delta % | 120% |



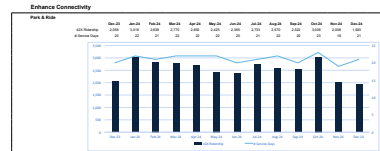
| | |
|---------|------|
| Actual | 0.17 |
| Target | 0.05 |
| Delta | 0.12 |
| Delta % | 240% |



| | |
|---------|------|
| Actual | 4 |
| Target | 10 |
| Delta | -6 |
| Delta % | -60% |



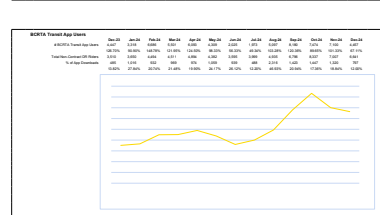
| | |
|---------|-----|
| Actual | 160 |
| Target | 100 |
| Delta | 60 |
| Delta % | 60% |



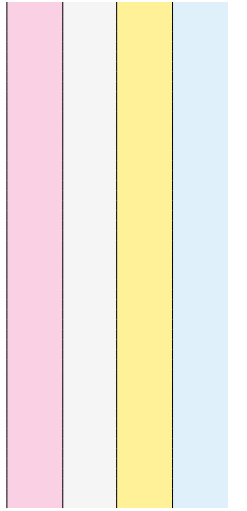
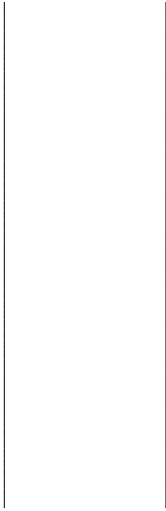
| | |
|---------|-----|
| Actual | 160 |
| Target | 100 |
| Delta | 60 |
| Delta % | 60% |

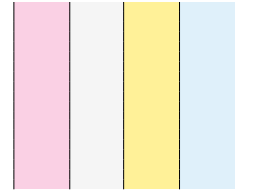
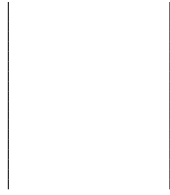


| | |
|---------|-----|
| Actual | 160 |
| Target | 100 |
| Delta | 60 |
| Delta % | 60% |



| | |
|---------|------|
| Actual | 22% |
| Target | 10% |
| Delta | 12% |
| Delta % | 120% |





Leverage Fed Funds

- X Subsidy per passenger - expense less fares/passenger - DR and FR,CS combined
- X Admin per revenue hour
- X Fleet age

Enhance connectivity

- X App riders (etickets) FR&CS (MTS/BCRTA) vs total riders
- X Bgo mobile vs Total less contracts, have a line of # of downloads
- X Braintree dollars vs cash

Improve Mobility

- X Passengers per revenue hour - fixed(include cs) & bgo
- X Accidents/Injuries as bar chart
- X Denials/refusals to total DR trips
- Operators head count/revenue hours

Support Employers

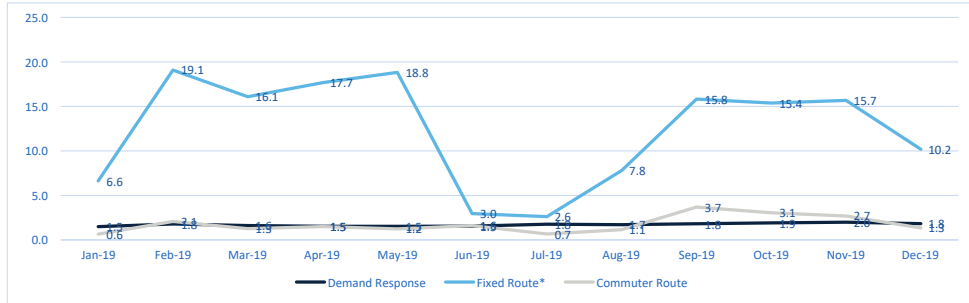
- Park n Ride add # of service days
- Bgo work trips vs Total less contracts

Develop Multimodal

BCRTA Metric Scorecard

Passengers per Revenue Hour

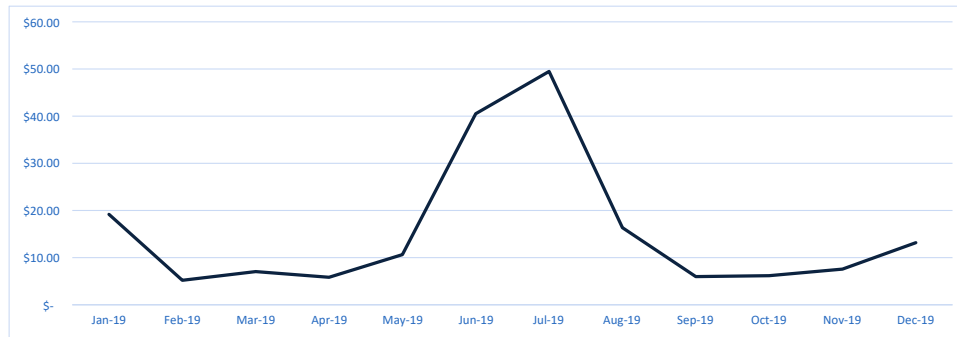
| | Jan-19 | Feb-19 | Mar-19 | Apr-19 | May-19 | Jun-19 | Jul-19 | Aug-19 | Sep-19 | Oct-19 | Nov-19 | Dec-19 |
|-----------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Demand Response | 1.5 | 1.8 | 1.6 | 1.5 | 1.5 | 1.5 | 1.8 | 1.7 | 1.8 | 1.9 | 2.0 | 1.8 |
| Fixed Route* | 6.6 | 19.1 | 16.1 | 17.7 | 18.8 | 3.0 | 2.6 | 7.8 | 15.8 | 15.4 | 15.7 | 10.2 |
| Commuter Route | 0.6 | 2.3 | 1.9 | 1.5 | 1.2 | 1.9 | 0.7 | 1.1 | 3.7 | 3.1 | 2.7 | 1.8 |



*does not include shuttle trips

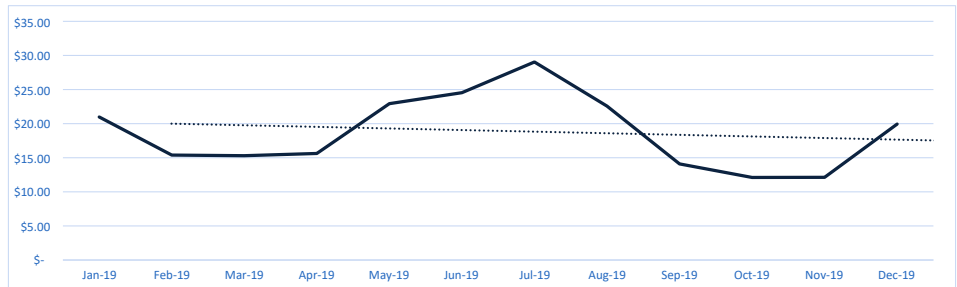
Cost per Passenger (Blended)

| Jan-19 | Feb-19 | Mar-19 | Apr-19 | May-19 | Jun-19 | Jul-19 | Aug-19 | Sep-19 | Oct-19 | Nov-19 | Dec-19 |
|----------|---------|---------|---------|----------|----------|----------|----------|---------|---------|---------|----------|
| \$ 19.18 | \$ 5.20 | \$ 7.04 | \$ 5.83 | \$ 10.64 | \$ 40.52 | \$ 49.48 | \$ 16.35 | \$ 5.98 | \$ 6.17 | \$ 7.57 | \$ 13.17 |



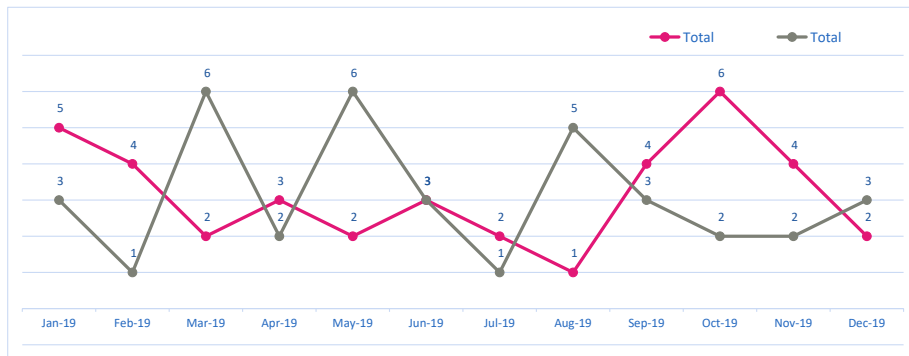
Admin/Overhead Cost per Revenue Hour

| Jan-19 | Feb-19 | Mar-19 | Apr-19 | May-19 | Jun-19 | Jul-19 | Aug-19 | Sep-19 | Oct-19 | Nov-19 | Dec-19 |
|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| \$ 20.98 | \$ 15.39 | \$ 15.30 | \$ 15.63 | \$ 22.93 | \$ 24.54 | \$ 29.04 | \$ 22.57 | \$ 14.10 | \$ 12.11 | \$ 12.13 | \$ 19.94 |



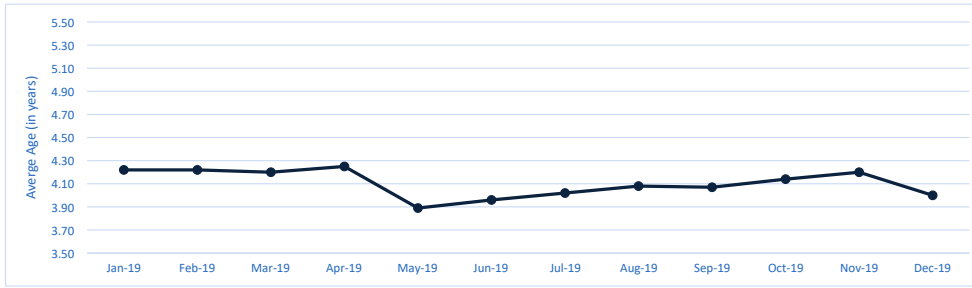
Butler County RTA Accidents/Injuries

| Fault | Jan-19 | Feb-19 | Mar-19 | Apr-19 | May-19 | Jun-19 | Jul-19 | Aug-19 | Sep-19 | Oct-19 | Nov-19 | Dec-19 |
|--------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Major (S&S 40) | - | - | 1 | - | - | - | - | - | - | 1 | - | - |
| Non Major (S&S 50) | - | - | - | - | 1 | - | - | - | - | - | - | - |
| Non Reportable | 5 | 4 | 1 | 3 | 1 | 3 | 2 | 1 | 4 | 5 | 4 | 2 |
| Total | 5 | 4 | 2 | 3 | 2 | 3 | 2 | 1 | 4 | 6 | 4 | 2 |
| No Fault | | | | | | | | | | | | |
| Major (S&S 40) | - | - | - | - | - | - | - | - | - | - | - | - |
| Non Major (S&S 50) | - | - | - | - | - | - | - | 1 | 1 | - | - | - |
| Non Reportable | 3 | 1 | 6 | 2 | 6 | 3 | 1 | 4 | 2 | 2 | 2 | 3 |
| Total | 3 | 1 | 6 | 2 | 6 | 3 | 1 | 5 | 3 | 2 | 2 | 3 |



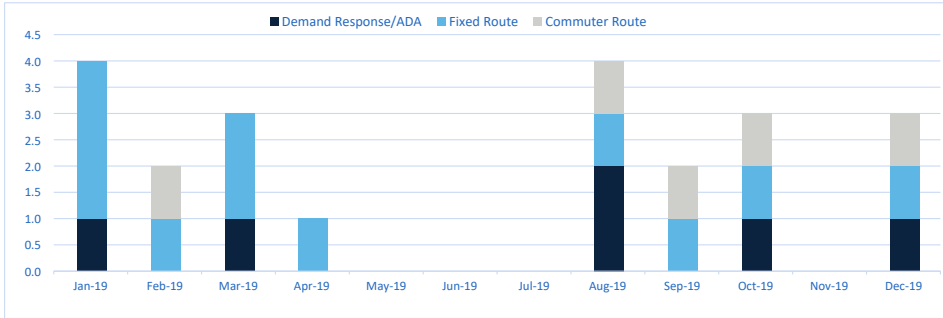
Average Fleet Age (in years)

| Month | Jan-19 | Feb-19 | Mar-19 | Apr-19 | May-19 | Jun-19 | Jul-19 | Aug-19 | Sep-19 | Oct-19 | Nov-19 | Dec-19 |
|-------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Average Age | 4.22 | 4.22 | 4.20 | 4.25 | 3.89 | 3.96 | 4.02 | 4.08 | 4.07 | 4.14 | 4.20 | 4.00 |



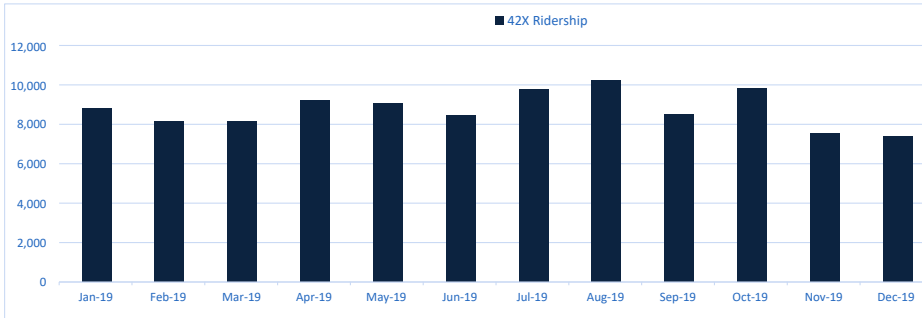
Road Calls

| Month | Jan-19 | Feb-19 | Mar-19 | Apr-19 | May-19 | Jun-19 | Jul-19 | Aug-19 | Sep-19 | Oct-19 | Nov-19 | Dec-19 |
|---------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Demand Response/ADA | 1.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 1.0 | 0.0 | 1.0 |
| Fixed Route | 3.0 | 1.0 | 2.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 1.0 | 1.0 | 0.0 | 1.0 |
| Commuter Route | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 1.0 | 1.0 | 0.0 | 1.0 |



Park & Ride

| Month | Jan-19 | Feb-19 | Mar-19 | Apr-19 | May-19 | Jun-19 | Jul-19 | Aug-19 | Sep-19 | Oct-19 | Nov-19 | Dec-19 |
|---------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| 42X Ridership | 8,799 | 8,135 | 8,163 | 9,217 | 9,048 | 8,430 | 9,767 | 10,213 | 8,513 | 9,818 | 7,522 | 7,364 |



| | BCRTA Ridership - FY2018 | | | | | | | | | | | | BCRTA Ridership - FY2019 | | | | | | | | | | | | 2018 Totals | |
|--|--------------------------|--------|--------|--------|--------|-------|-------|--------|--------|--------|--------|--------|--------------------------|--------|--------|--------|--------|-------|-------|--------|--------|--------|--------|--------|-------------|-------|
| | Jan. | Feb. | Mar. | Apr. | May | Jun. | Jul. | Aug. | Sep. | Oct. | Nov. | Dec. | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | | |
| General Public Demand Response | | | | | | | | | | | | | | | | | | | | | | | | | | |
| service days | 30 | 28 | 31 | 30 | 30 | 30 | 30 | 31 | 30 | 31 | 30 | 30 | 30 | 28 | 31 | 30 | 30 | 30 | 30 | 31 | 30 | 31 | 30 | 31 | 723 | |
| service hours | 1,362 | 1,429 | 1,508 | 1,486 | 1,470 | 1,342 | 1,408 | 1,486 | 1,353 | 1,587 | 1,350 | 1,167 | 1,330 | 1,358 | 1,409 | 1,587 | 1,513 | 1,243 | 1,353 | 1,535 | 1,611 | 1,844 | 1,597 | 1,534 | 34,923 | |
| trips per hour | 1.5 | 1.8 | 1.8 | 1.9 | 1.7 | 1.6 | 1.8 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.5 | 1.8 | 1.6 | 1.5 | 1.5 | 1.5 | 1.8 | 1.7 | 1.8 | 1.9 | 2.0 | 1.8 | 0.8 | |
| City Zone | 46 | 44 | 34 | 30 | 39 | 127 | 173 | 101 | 21 | 54 | 34 | 65 | 37 | 118 | 69 | 91 | 86 | 89 | 375 | 375 | 573 | 711 | 592 | 472 | 768 | |
| Butler County Zone | 15 | 12 | 54 | 51 | 52 | 66 | 70 | 15 | | 6 | | | 6 | 7 | 2 | | 4 | 107 | 47 | 78 | 6 | 9 | 11 | 5 | 340 | |
| 5310 Trips | 285 | 321 | 347 | 360 | 418 | 413 | 446 | 596 | 498 | 615 | 488 | 448 | 542 | 434 | 518 | 410 | 463 | 403 | 478 | 530 | 503 | 599 | 528 | 547 | 5,235 | |
| Shopping | 118 | 134 | 134 | 123 | 123 | 138 | 148 | 162 | 114 | 127 | 122 | 139 | 128 | 151 | - | - | - | - | - | - | - | - | - | - | - | 1,582 |
| Middletown Night/ADA | 367 | 370 | 381 | 372 | 405 | 423 | 400 | 386 | 374 | 379 | 365 | 266 | 308 | 361 | 358 | 345 | 339 | 332 | 370 | 362 | 347 | 448 | 389 | 370 | 4,488 | |
| Oxford Safe Ride | 86 | 413 | 399 | 496 | 270 | 32 | 1 | 27 | 199 | 267 | 289 | 212 | 76 | 321 | 328 | 403 | 286 | 59 | 69 | 112 | 302 | 388 | 498 | 227 | 2,691 | |
| ADA | 81 | 335 | 295 | 433 | 210 | 34 | 60 | 121 | 196 | 224 | 135 | 46 | 145 | 224 | 128 | 179 | 116 | 77 | 102 | 173 | 215 | 264 | 228 | 268 | 2,170 | |
| Group | 39 | - | 20 | 8 | 50 | 28 | 284 | - | 28 | 98 | 86 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 641 |
| | 1,037 | 1,629 | 1,664 | 1,873 | 1,567 | 1,263 | 1,582 | 1,408 | 1,430 | 1,767 | 1,519 | 1,176 | 1,242 | 1,616 | 1,403 | 1,428 | 1,294 | 1,067 | 1,441 | 1,630 | 1,946 | 2,419 | 2,246 | 1,889 | 17,915 | |
| Contract | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Medicaid - BCDD | 601 | 516 | 582 | 537 | 540 | 461 | 490 | 533 | 404 | 426 | 363 | 351 | 369 | 395 | 434 | 482 | 480 | 422 | 485 | 511 | 497 | 581 | 450 | 460 | 5,804 | |
| Butler County Veterans Svcs | 456 | 422 | 442 | 401 | 459 | 464 | 438 | 539 | 506 | 513 | 453 | 409 | 448 | 421 | 438 | 490 | 536 | 437 | 461 | 486 | 481 | 528 | 483 | 454 | 5,502 | |
| | 1,057 | 938 | 1,024 | 938 | 999 | 925 | 928 | 1,072 | 910 | 939 | 816 | 760 | 817 | 816 | 872 | 972 | 1,016 | 859 | 946 | 997 | 978 | 1,109 | 933 | 914 | 11,306 | |
| General Public Fixed and Flex Route | | | | | | | | | | | | | | | | | | | | | | | | | | |
| service days | 30 | 28 | 31 | 30 | 30 | 30 | 31 | 30 | 31 | 30 | 30 | 30 | 28 | 31 | 30 | 30 | 30 | 30 | 31 | 30 | 31 | 30 | 31 | 391 | | |
| service hours FR | 1,316 | 2,990 | 2,463 | 3,160 | 2,471 | 1,121 | 1,092 | 1,990 | 2,857 | 3,029 | 2,706 | 1,327 | 3,114 | 4,161 | 3,766 | 4,534 | 2,260 | 2,361 | 2,671 | 3,554 | 4,637 | 5,096 | 4,337 | 3,067 | 70,070 | |
| service hours CR | 2,040 | 2,074 | 2,289 | 2,188 | 2,138 | 1,874 | 1,872 | 2,167 | 2,276 | 2,928 | 2,558 | 2,379 | 772 | 639 | 736 | 733 | 602 | 690 | 675 | 661 | 597 | 678 | 567 | 587 | 34,720 | |
| trips per hour FR | 9.5 | 23.0 | 23.1 | 22.0 | 15.2 | 2.6 | 1.9 | 11.6 | 25.7 | 24.6 | 24.3 | 15.9 | 6.6 | 19.1 | 16.1 | 17.7 | 18.8 | 3.0 | 2.6 | 7.8 | 15.8 | 15.4 | 15.7 | 10.2 | 16 | |
| trips per hour CR | 2.2 | 3.7 | 3.2 | 3.6 | 3.0 | 2.4 | 2.5 | 2.9 | 3.6 | 3.6 | 3.1 | 2.5 | 0.6 | 2.1 | 1.3 | 1.5 | 1.2 | 1.6 | 0.7 | 1.1 | 3.7 | 3.1 | 2.7 | 1.3 | 2 | |
| M / H (R1) | 1,383 | 1,425 | 1,566 | 1,461 | 1,372 | 1,278 | 1,413 | 1,311 | 1,058 | 1,885 | 1,327 | 1,667 | 1,475 | 1,757 | 1,435 | 1,911 | 1,673 | 1,545 | 1,624 | 2,393 | 1,793 | 2,253 | 2,079 | 2,081 | 17,144 | |
| M / O (R2) | 514 | 964 | 878 | 934 | 688 | 342 | 416 | 699 | 1,320 | 1,663 | 1,138 | 619 | 463 | 1,275 | 863 | 1,052 | 682 | 396 | 351 | 644 | 1,376 | 1,494 | 1,067 | 686 | 10,175 | |
| O / H (R3) | 1,659 | 4,218 | 3,637 | 4,234 | 2,910 | 1,326 | 1,428 | 2,673 | 4,287 | 5,017 | 3,670 | 2,156 | 1,990 | 3,986 | 3,424 | 4,479 | 2,652 | 1,568 | 1,572 | 2,332 | 4,921 | 5,697 | 4,367 | 2,684 | 37,215 | |
| H / T (R4) | 538 | 608 | 683 | 716 | 806 | 868 | 804 | 879 | 800 | 1,059 | 805 | 713 | 665 | 852 | 800 | 825 | 903 | 763 | 887 | 929 | 922 | 794 | 665 | 608 | 9,279 | |
| JC (R6) | 431 | 489 | 510 | 503 | 555 | 750 | 662 | 799 | 607 | 873 | 914 | 701 | 735 | 674 | 681 | 755 | 669 | 546 | 678 | 591 | 465 | 636 | 481 | 450 | 7,794 | |
| WL(R7) | - | - | - | - | - | - | - | - | 22 | 43 | 49 | 27 | 37 | 51 | 66 | 46 | 64 | 81 | 97 | 116 | 93 | 127 | 107 | 96 | 141 | |
| B/C/W/L (LF) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 79 | 18 | 83 | 61 | - | - | - | - | - | - | - | - |
| Atrium Shuttle | 129 | 94 | 138 | 155 | 140 | 88 | 93 | 90 | 15 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 942 |
| Alive After 5 (A5) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 37 | - | 5 | - | - | - | - | - | |
| Campus Core (U1) | 3,421 | 11,905 | 9,239 | 10,495 | 7,301 | 1,982 | 1,310 | 5,954 | 14,247 | 11,928 | 11,523 | 3,678 | 4,705 | 11,945 | 7,894 | 10,673 | 6,479 | 2,194 | 1,655 | 5,237 | 10,649 | 10,278 | 9,114 | 3,885 | 92,983 | |
| Oxford Park and Ride (U2) | 2,222 | 9,785 | 9,462 | 10,575 | 6,111 | 818 | 720 | 374 | 1,473 | 1,127 | 1,056 | 136 | 34 | 1,851 | - | 1,577 | - | - | - | - | - | - | - | - | 43,859 | |
| Totigale Loop (U3) | 4,652 | 31,752 | 24,785 | 31,504 | 15,749 | - | - | 9,476 | 33,243 | 35,753 | 29,479 | 8,462 | 5,456 | 33,763 | 24,694 | 33,732 | 14,589 | - | 9,581 | 32,704 | 34,653 | 29,711 | - | 11,457 | 224,855 | |
| City Loop (U4) | 2,102 | 15,333 | 13,234 | 16,824 | 8,311 | - | - | 3,817 | 13,423 | 12,196 | 11,170 | 3,768 | 2,275 | 11,956 | 9,204 | 10,286 | 4,639 | - | 2,895 | 8,826 | 9,521 | 8,689 | - | 4,052 | 100,178 | |
| Chestnut Fields Express (P1) | - | - | - | - | - | - | - | 1,424 | 6,014 | 8,217 | 7,412 | 2,513 | 1,551 | 7,504 | 6,334 | 9,409 | 4,760 | - | - | 1,713 | 6,994 | 9,069 | 8,068 | 3,875 | 25,580 | |
| Park & Ride (P2) | - | - | - | - | - | - | - | 788 | 1,437 | 860 | 475 | 475 | 1,052 | 1,935 | 1,568 | 2,726 | 1,377 | 322 | 569 | 1,211 | 2,384 | 2,553 | 1,778 | 764 | 4,190 | |
| Ditmer Express (P3) | - | - | - | - | - | - | - | 979 | 3,462 | 4,759 | 4,277 | 2,020 | 653 | 3,106 | 2,891 | 3,279 | 1,628 | 7 | - | 834 | 3,716 | 2,901 | 3,048 | 1,381 | 15,497 | |
| Shuttles (US) | - | - | 131 | - | 1,222 | - | 429 | - | - | 261 | 73 | 58 | 58 | - | 88 | 1,949 | 3,115 | 631 | - | - | 733 | 447 | 348 | - | 2,116 | |
| | 17,051 | 76,573 | 64,263 | 77,401 | 45,165 | 7,879 | 6,846 | 29,263 | 81,408 | 85,150 | 73,941 | 27,008 | 21,149 | 80,734 | 61,527 | 81,205 | 43,291 | 8,090 | 7,433 | 28,481 | 75,576 | 80,433 | 69,522 | 32,029 | 591,948 | |

| Revenues | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|---|
| Farebox Total | 7,269 | 8,093 | 12,630 | 10,740 | 13,237 | 10,387 | 12,361 | 10,089 | 8,426 | 10,747 | 8,756 | 7,939 | 10,091 | 8,726 | 10,635 | 8,098 | 8,792 | 8,616 | 10,271 | 10,731 | 10,380 | 13,570 | 12,691 | 16,901 | 120,674 | |
| Demand Response | 2,942 | 3,128 | 7,437 | 4,921 | 4,059 | 5,402 | 7,779 | 4,800 | 3,580 | 4,383 | 3,836 | 3,248 | 4,045 | 3,534 | 3,587 | 3,027 | 3,358 | 4,548 | 5,678 | 5,320 | 5,571 | 7,187 | 6,061 | 5,451 | 55,412 | |
| Commuter Route | 4,314 | 4,498 | 4,717 | 5,339 | 8,903 | 4,928 | 4,515 | 4,992 | 4,323 | 5,932 | 4,572 | 4,588 | 1,174 | 219 | 2,546 | 198 | 200 | 147 | 211 | 256 | 181 | 270 | 271 | 283 | 61,622 | |
| Fixed Route | 113 | 467 | 476 | 481 | 274 | 58 | 67 | 297 | 523 | 432 | 349 | 104 | 4,873 | 4,974 | 4,501 | 4,873 | 5,235 | 3,922 | 4,382 | 5,155 | 4,627 | 6,113 | 6,359 | 11,167 | 3,641 | |
| Contracts | 16,625 | 14,907 | 16,431 | 15,584 | 17,476 | 16,475 | 16,492 | 19,833 | 15,908 | 17,882 | 15,513 | 13,573 | 14,534 | 14,129 | 14,940 | 17,387 | 19,556 | 15,961 | 17,878 | 18,899 | 18,855 | 20,939 | 17,736 | 18,554 | 196,696 | |
| Total | 23,894 | 23,000 | 29,060 | 26,324 | 30,713 | 26,862 | 28,852 | 29,922 | 24,334 | 28,629 | 24,269 | 21,512 | 24,625 | 22,855 | 25,574 | 25,485 | 28,348 | 24,577 | 28,149 | 29,631 | 29,235 | 34,510 | 30,427 | 35,455 | 317,370 | |
| Total Adjusted Expenses | | | | | | | | | | | | | 25% | 22% | 20% | 22% | 21% | 26% | 28% | 26% | 21% | 18% | 14% | 23% | | |
| (from Grant spreadsheet) | 416,907 | 409,331 | 437,274 | 424,269 | 454,234 | 396,045 | 384,652 | 491,320 | 409,626 | 463,195 | 551,327 | 447,148 | 445,110 | 432,104 | 449,237 | 487,778 | 485,110 | 408,810 | 483,934 | 508,721 | 469,369 | 519,264 | 550,167 | 458,757 | 5,286,237 | |
| Total Admin/OH per month | 97,515 | 70,816 | 86,836 | 68,802 | 83,845 | 83,896 | 82,764 | 108,931 | 83,871 | 87,237 | 138,620 | 156,716 | 110,464 | 94,775 | 90,435 | 106,794 | 100,321 | 105,370 | 136,460 | 129,794 | 96,489 | 92,245 | 78,843 | 103,435 | 1,157,849 | |
| Admin YTD | 74,666 | 128,573 | 186,806 | 249,316 | 321,822 | 391,118 | 460,147 | 551,173 | 621,124 | 695,648 | 820,910 | 960,115 | 91,761 | 171,923 | 250,400 | 338,181 | 428,025 | 516,224 | 637,327 | 750,734 | 838,109 | 919,287 | 983,502 | 1,063,221 | 5,481,421 | |
| Facility Maint YTD | 22,849 | 39,757 | 68,360 | 72,652 | 83,991 | 108,592 | 122,327 | 140,232 | 154,153 | 166,865 | 180,224 | 177,734 | 18,703 | 33,316 | 45,274 | 64,287 | 74,764 | 91,935 | 107,292 | 123,679 | 132,794 | 143,861 | 158,489 | 182,204 | 2,514,333 | |
| Total Oper/Veh Maint per month | 319,392 | 338,515 | 350,439 | 357,467 | 370,389 | 302,148 | 301,887 | 382,389 | 325,755 | 375,869 | 412,707 | 290,432 | 334,646 | 337,329 | 358,802 | 380,985 | 384,789 | 300,439 | 349,473 | 378,927 | 372,870 | 426,019 | 471,334 | 355,322 | 4,127,388 | |
| Oper YTD | 284,669 | 578,899 | 688,262 | 1,203,114 | 1,525,776 | 1,785,137 | 2,051,396 | 2,399,641 | 2,707,781 | 3,044,640 | 3,419,462 | 3,680,476 | 284,859 | 594,667 | 923,462 | 1,272,799 | 1,629,670 | 1,898,080 | 2,214,336 | 2,557,913 | 2,895,714 | 3,280,408 | 3,713,737 | 4,041,131 | 30,171,790 | |
| Veh Maint YTD | 34,723 | 79,007 | 120,084 | 162,699 | 210,425 | 253,213 | 288,841 | 322,985 | 340,599 | 379,610 | 417,494 | 446,912 | 49,788 | 77,309 | 108,315 | 138,963 | 166,881 | 198,911 | 232,128 | 267,478 | 302,547 | 343,872 | 381,868 | 409,796 | 5,734,448 | |
| Butler County RTA Accidents/Injuries | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fault | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Major (S&S 40) | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | 1 | - | - | 1 |
| Non Major (S&S 50) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - |
| Non Reportable | 1 | 1 | 1 | - | 3 | 3 | - | 3 | 4 | 2 | 3 | 2 | 5 | 4 | 1 | 3 | 1 | 3 | 2 | 1 | 4 | 5 | 4 | 2 | 23 | |
| No Fault | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Major (S&S 40) | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | 1 | |
| Non Major (S&S 50) | - | - | 2 | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | 4 | |
| Non Reportable | 1 | 2 | - | 2 | 4 | 2 | - | - | 2 | - | 1 | 4 | 3 | 1 | 6 | 2 | 6 | 3 | 1 | 4 | 2 | 2 | 2 | 3 | 18 | |
| Average Fleet Age | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 4.56 | 4.64 | 4.71 | 4.75 | 4.91 | 4.83 | 4.99 | 4.50 | 4.33 | 4.55 | 4.39 | 4.32 | 4.22 | 4.22 | 4.20 | 4.25 | 3.89 | 3.96 | 4.02 | 4.08 | 4.07 | 4.14 | 4.20 | 4.00 | 4.32 | |
| Park & Ride | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 42X Ridership | 9,085 | 8,553 | 9,106 | 8,569 | 8,634 | 8,835 | 8,828 | 9,223 | 7,589 | 9,326 | 7,639 | 6,365 | 8,799 | 8,135 | 8,163 | 9,217 | 9,048 | 8,430 | 9,767 | 10,213 | 8,513 | 9,818 | 7,522 | 7,364 | 101,752 | |
| | 9,085 | 8,553 | 9,106 | 8,569 | 8,634 | 8,835 | 8,828 | 9,223 | 7,589 | 9,326 | 7,639 | 6,365 | 8,799 | 8,135 | 8,163 | 9,217 | 9,048 | 8,430 | 9,767 | 10,213 | 8,513 | 9,818 | 7,522 | 7,364 | 101,752 | |
| Road Calls | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Demand Response/ADA | - | - | - | - | 1 | - | 1 | 1 | - | 1 | 2 | - | 1 | - | 1.00 | - | - | - | - | 2.00 | - | 1.00 | - | 1.00 | 8.00 | |
| Fixed Route | 1 | 1 | 2 | 1 | - | 2 | - | - | - | - | - | 1 | 3 | 1.00 | 2.00 | 1.00 | - | - | - | 1.00 | 1.00 | 1.00 | - | 1.00 | 14.00 | |
| Commuter Route | 1 | 1 | - | - | - | 1 | - | 1 | 1 | - | 1 | - | - | 1.00 | - | - | - | - | - | 1.00 | 1.00 | 1.00 | - | 1.00 | 7.00 | |

The data is correct. Four of our routes that were previously classified as CB-DO are now classified as MB-DO, leaving only two routes as CB-DO. This change has caused a significant difference from prior month and same month last year.

Current Ridership - Cincinnati & Butler County Express Commuter Service

| Park & Ride | Jan 19 | Feb 19 | Mar 19 | Apr 19 | May 19 | Jun 19 | Jul 19 |
|------------------------|--------|--------|--------|--------|--------|--------|--------|
| Service Days | 22 | 20 | 21 | 22 | 22 | 20 | 22 |
| 42X Ridership | 8,799 | 8,135 | 8,163 | 9,217 | 9,048 | 8,430 | 9,767 |
| | 8,799 | 8,135 | 8,163 | 9,217 | 9,048 | 8,430 | 53,436 |

| Aug 19 | Sep 19 | Oct 19 | Nov 19 | Dec 19 |
|--------|--------|--------|--------|--------|
| 22 | 20 | 23 | 20 | 21 |
| 10,213 | 8,513 | 9,818 | 7,522 | 7,364 |
| 10,213 | 8,513 | 9,818 | 7,522 | 7,364 |