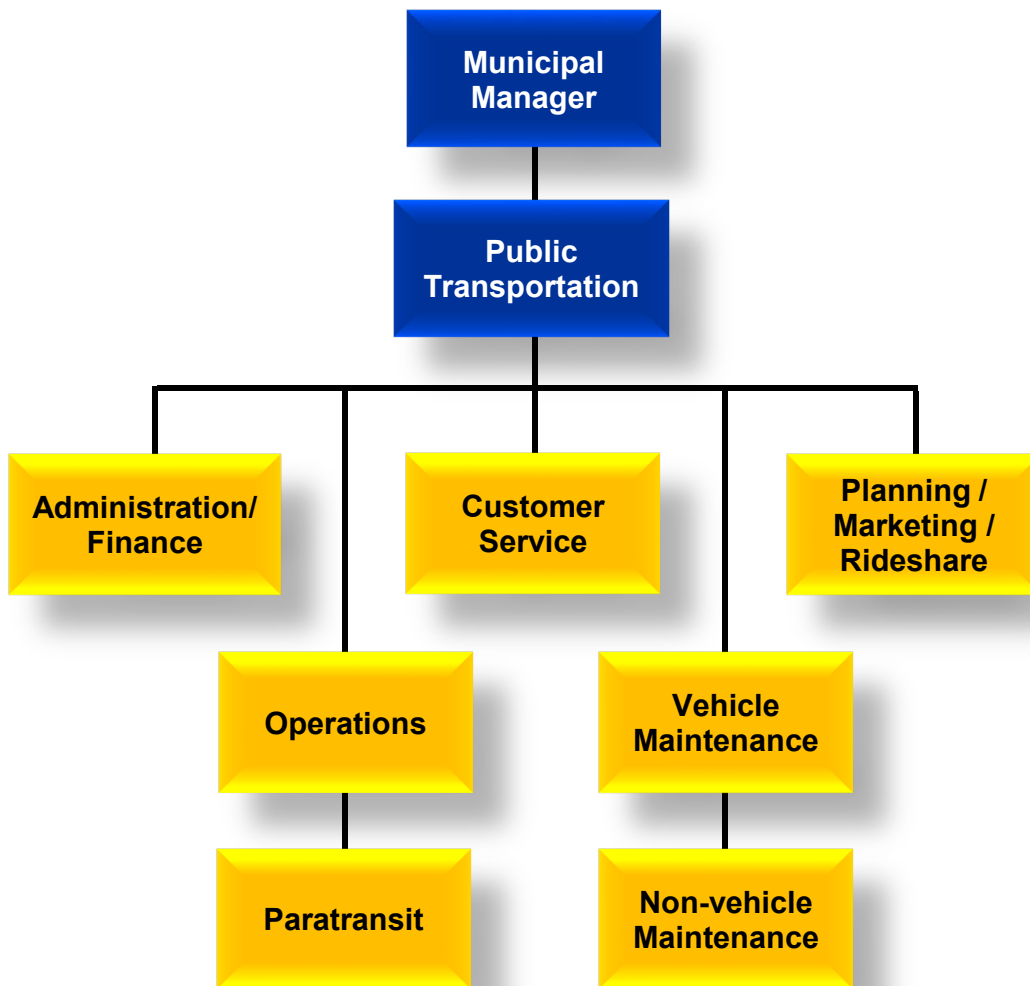


# Public Transportation



## Public Transportation

### Description

Public Transportation's mission is to serve Anchorage residents and visitors by providing public transportation that emphasizes quality, safety, cost effectiveness, and economic vitality. The department provides three transportation services: People Mover fixed route, AnchorRIDES paratransit, and RideShare carpool.

### Department Services

#### People Mover

The largest transit system in the state provides service that connects our community with a reliable transportation option for work, education, grocery, medical, and leisure trips.

People Mover maintains a fleet of 60 fully accessible buses that transports about 3.4 million riders annually (pre-COVID). Professional bus operators serve the Anchorage and Eagle River areas with 14 transit routes (4 frequent routes, 4 standard routes, 4 neighborhood routes, and 2 commuter routes).

#### AnchorRIDES

AnchorRIDES is a shared ride service providing accessible transportation throughout the Anchorage Bowl in compliance with various local, state, and federal guidelines:

- **Americans with Disabilities Act (ADA)** - Complementary paratransit service for people whose disabilities prevent them from using People Mover.
- **Senior Citizen Transportation** - Transportation service for individuals age 60 and over for health care and pharmacy related trips.
- **HCB Medicaid Waiver** - Transportation service for persons eligible for the Medicaid Home and Community Based Waiver through the State of Alaska, Senior and Disabilities Services.

#### RideShare

RideShare provides carpool group subsidies and contractual oversight of COMMUTE with Enterprise for the Municipality of Anchorage (MOA) commute area. A carpool is a group of five or more riders who work and travel at agreed upon times, days and locations. Carpool members receive a variety of benefits in one low, monthly rate plus fuel costs. In 2019, more than 5 million lbs. of CO2 emissions were eliminated and congestion on the Glenn Highway was reduced by removing over 186,000 single-occupancy vehicle trips

### Department Goals that Contribute to Achieving the Mayor's Mission:



**Public Safety – Preserve law and order. Focus on recruitment and retention of high-quality emergency responders. Lower crime rates and increase active policing throughout the community.**

- Provide public transportation services which are safe, convenient, accessible, and reliable.
- Ensure vehicles, bus stops, and transit assets are maintained in an accessible, safe, and reliable condition.
- Implement a transit safety and security program.
- Provide operator safety and training.
- Maintain enhanced COVID-19 cleaning protocols for vehicles and facilities.



**Economic Recovery – Build a city that attracts and retains a talented workforce, is hospitable to entrepreneurs and business owners, provides a strong environment for economic growth, attract new and innovative industries to Anchorage, and expand the tourism opportunities of Southcentral Alaska.**

- Provide public transportation services which are safe, convenient, accessible, affordable, and reliable.
- Operate an equitable transportation system that connects people to opportunity.
- Connect people to jobs and jobs with people.
- Increase mobility options to help get the community back to work and allowing them to get to school, church, grocery store, medical services, and other supporting businesses.
- Provide fast and frequent service to make public transportation a viable option for residents and tourists and allow employers to tap into a larger workforce.
- Expand access to People Mover fare sales using new and existing technology.
- Contribute to economic development, improved environmental quality, better public health, land use, and improved quality of life.
- Operate an equitable transportation system that offers individuals greater opportunity to better themselves and provide for their families.
- Connect social service agencies with people experiencing homelessness through transit services and facilities.



**Increased Development – Work to streamline the Anchorage development process and provide incentives to bring capital projects to the city. Foster an atmosphere that welcomes business investment through stable taxes and restrained government spending.**

- Support parking reductions that lower development costs in transit supportive development corridors.



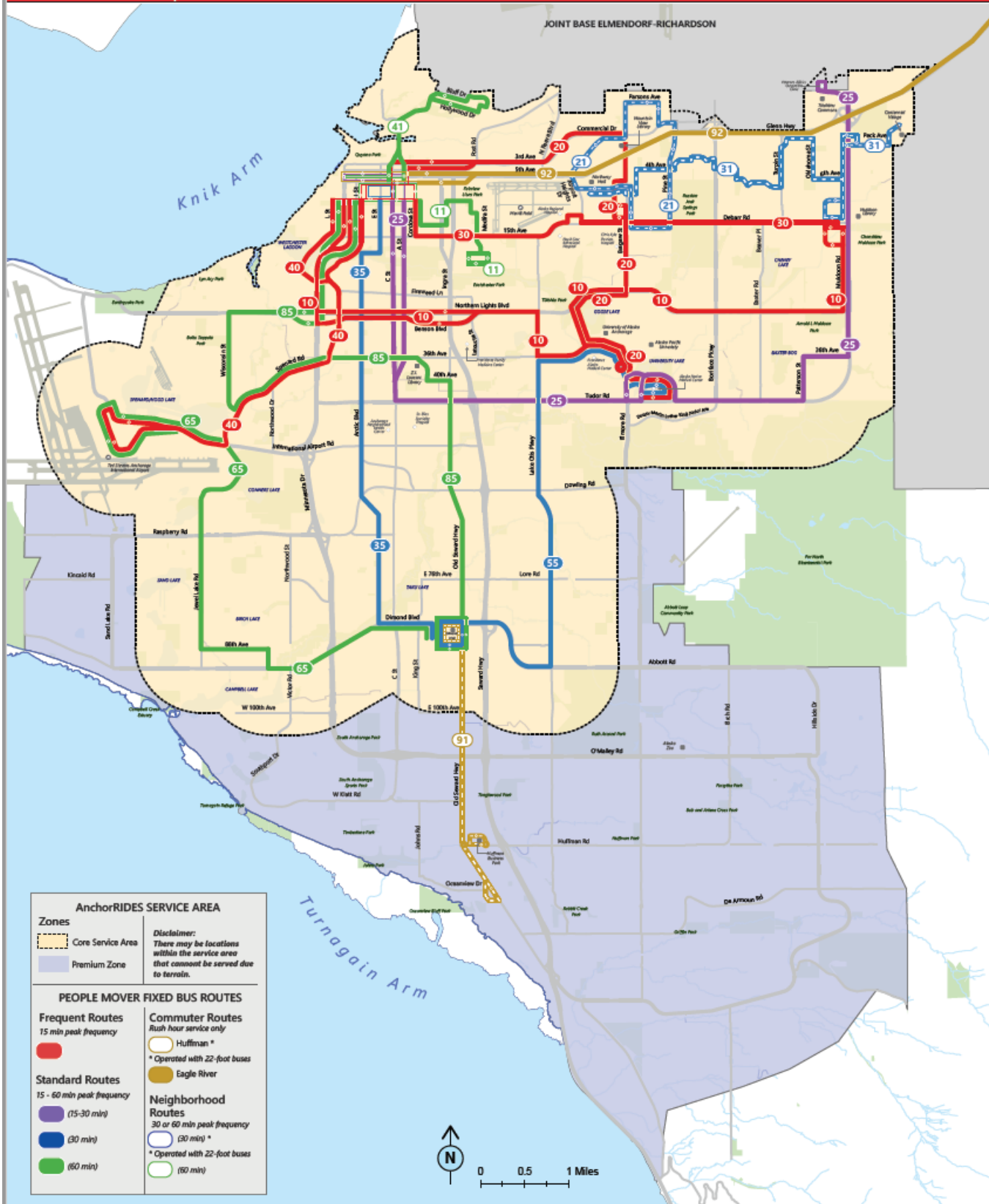
**Exemplary Municipal Operations – Improve the efficiency and effectiveness of Municipal operations to deliver services faster and better.**

- Provide a cost-effective service by maximizing local tax dollars which support transit efforts in coordination with eligible state and federal grants.
- Maximize administrative resources to reduce redundancy, promote concise processes, and clear communication.
- Maintain hardware and software applications for providing automated operating systems to meet the needs of transit customers most efficiently and effectively.
- Ensure effective and efficient bus route planning and scheduling.
- Provide education and outreach to social service organizations serving the homeless population.
- Treat all individuals with dignity and respect, serve the entire community. Provide training and education for public transportation employees to be more effective and responsive to those who are experiencing homelessness.
- Explore best practices in three key areas: engagement and support, engineering and maintenance, and enforcement and monitoring.

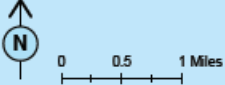
# AnchorRIDES Service Area



Effective Date: September 20, 2021



AnchorRIDES SERVICE AREA	
<b>Zones</b>	<b>Disclaimer:</b> There may be locations within the service area that cannot be served due to terrain.
Core Service Area	
Premium Zone	
<b>PEOPLE MOVER FIXED BUS ROUTES</b>	
<b>Frequent Routes</b> 15 min peak frequency	<b>Commuter Routes</b> Rush hour service only
Frequent Routes	Huffman *
<b>Standard Routes</b> 15 - 60 min peak frequency	* Operated with 22-foot buses
(15-30 min)	Eagle River
(30 min)	<b>Neighborhood Routes</b>
(60 min)	30 or 60 min peak frequency
	(30 min) *
	* Operated with 22-foot buses
	(60 min)



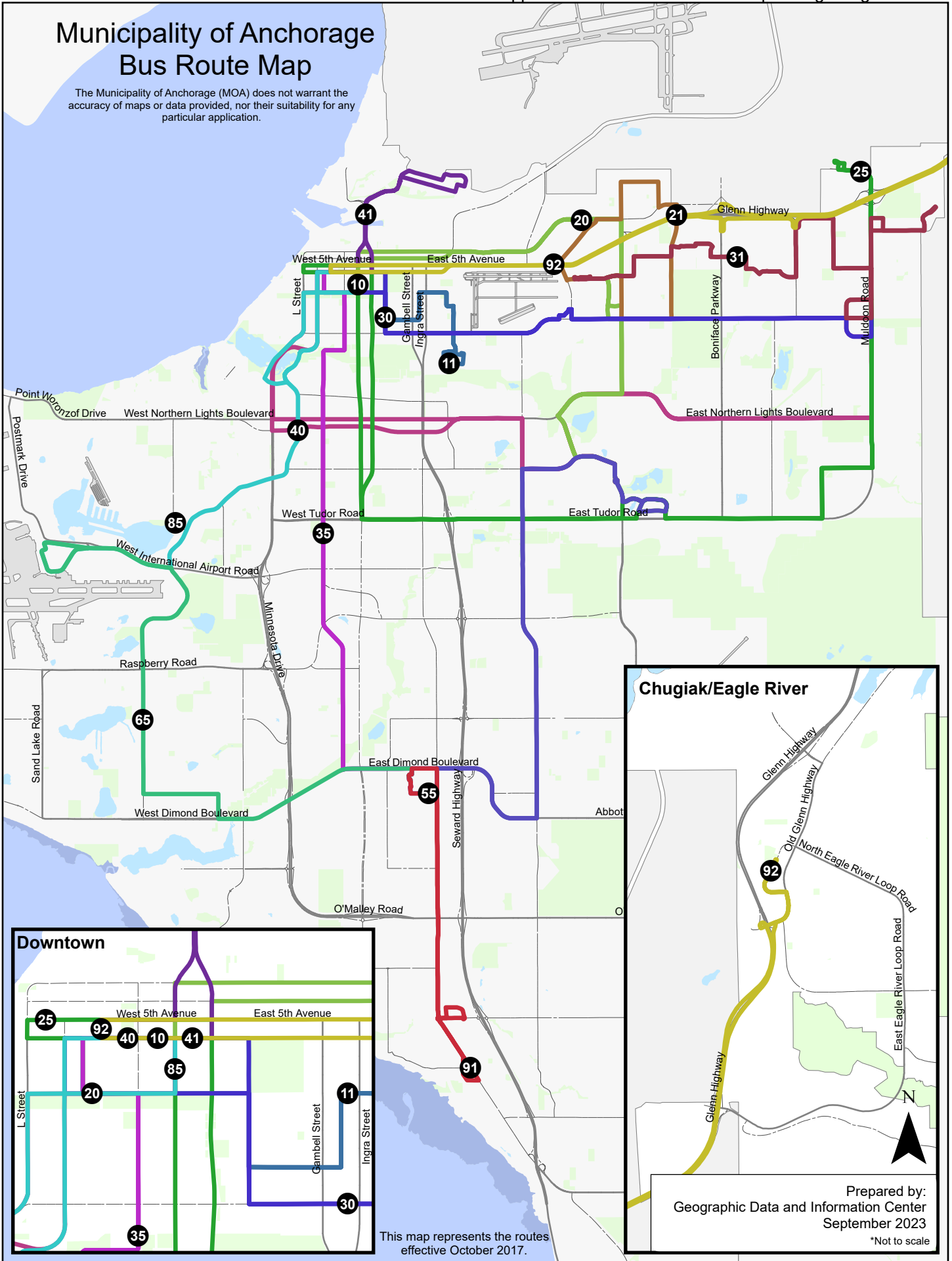
[www.AnchorRIDES.org](http://www.AnchorRIDES.org)

907.343.6543



# Municipality of Anchorage Bus Route Map

The Municipality of Anchorage (MOA) does not warrant the accuracy of maps or data provided, nor their suitability for any particular application.



This map represents the routes effective October 2017.

Prepared by:  
Geographic Data and Information Center  
September 2023

\*Not to scale

## Public Transportation Department Summary

	2022 Actuals Unaudited	2023 Revised	2024 Approved	24 v 23 % Chg
<b>Direct Cost by Division</b>				
PTD Administration	1,516,271	3,158,339	3,115,606	(1.35%)
PTD Customer Service	369,246	436,057	457,899	5.01%
PTD Operations	20,431,191	20,343,570	22,318,471	9.71%
PTD Planning/Marketing/Rideshare	4,245,417	6,052,050	6,007,171	(0.74%)
<b>Direct Cost Total</b>	<b>26,562,125</b>	<b>29,990,016</b>	<b>31,899,147</b>	<b>6.37%</b>
<b>Intragovernmental Charges</b>				
Charges by/to Other Departments	2,684,473	3,062,661	3,184,249	3.97%
<b>Function Cost Total</b>	<b>29,246,598</b>	<b>33,052,677</b>	<b>35,083,396</b>	<b>6.14%</b>
Program Generated Revenue	(3,617,406)	(3,329,337)	(3,329,924)	0.02%
<b>Net Cost Total</b>	<b>25,629,192</b>	<b>29,723,340</b>	<b>31,753,472</b>	<b>6.83%</b>
<b>Direct Cost by Category</b>				
Salaries and Benefits	18,573,164	18,641,737	20,732,784	11.22%
Supplies	2,778,365	3,365,555	3,454,555	2.64%
Travel	1,982	-	-	-
Contractual/Other Services	4,599,653	7,189,201	7,012,128	(2.46%)
Debt Service	594,046	793,523	699,680	(11.83%)
Equipment, Furnishings	14,914	-	-	-
<b>Direct Cost Total</b>	<b>26,562,125</b>	<b>29,990,016</b>	<b>31,899,147</b>	<b>6.37%</b>
<b>Position Summary as Budgeted</b>				
Full-Time	167	168	180	7.14%
Part-Time	-	-	-	-
<b>Position Total</b>	<b>167</b>	<b>168</b>	<b>180</b>	<b>7.14%</b>

**Public Transportation  
Reconciliation from 2023 Revised Budget to 2024 Approved Budget**

	Direct Costs	Positions		
		FT	PT	Seas/T
<b>2023 Revised Budget</b>	29,990,016	168	-	-
<b>Debt Service Changes</b>				
- General Obligation (GO) Bonds	(93,843)	-	-	-
<b>Changes in Existing Programs/Funding for 2024</b>				
- Salaries and benefits adjustments, includes one new position funded with non-labor reduction	814,479	1	-	-
<b>2024 Continuation Level</b>	<b>30,710,652</b>	<b>169</b>	-	-
<b>2024 Proposed Budget Changes</b>				
- Continue Route 85	1,188,495	11	-	-
<b>2024 Approved Budget</b>	<b>31,899,147</b>	<b>180</b>	-	-

## Public Transportation Operating Grant and Alternative Funded Programs

Program	Fund Center	Award Amount	Prior Expenses	Expected Expenditures Thru 12/31/2023	Expected Expenditures in 2024	Expected Balance at End of 2024	Personnel			Program Expiration
							FT	PT	T	
<b>Program Planning/Marketing/Rideshare Division</b>										
<b>TRANSIT SECTION 5303 - FTA TRANSIT PLANNING</b>										
(FHWA/UPWP AMATS Pass-Thru) #1000100	614000	1,254,413	-	250,000	1,002,000	2,413	2.60	-	-	Sep-25
- Provide partial funding for Public Transportation planning function.										
<b>Rideshare &amp; Marketing</b>										
(State Grant - Revenue Pass Thru) #6000079	614000	2,312,347	302,933	615,000	1,200,000	194,414	3	-	-	Mar-27
- Promote carpools, vanpools and other ridesharing services to assist Anchorage in compliance with the Federal Clean Air Act.										
- Develop and implement marketing programs to reduce single-occupant vehicle travel.										
<b>Transportation Operation and Maintenance Division</b>										
<b>SENIOR TRANSPORTATION (ALASKA COMMISSION ON AGING)</b>										
(State Grant - Direct / Partial Federal Pass-Thru) #6000071	615000	1,114,725	521,243	-	593,482	-	-	-	-	Jun-24
- Provide senior transportation services										
<b>ACT AMHT Grant</b>										
(State Grant) #PendingGrantAgreement	615000	250,000	-	-	250,000	-	-	-	-	Jun-24
- AMHT Grant for AnchorRIDES Services										
<b>FTA Section 5310 - Travel Training Program</b>										
(Federal Grant) #6000068	615000	188,947	28,268	50,000	100,000	10,679	3	-	-	Mar-28
- Provide funds to assist public transportation operations for seniors and disabled patrons.										
<b>FTA Section 5307 - CARES Act</b>										
(Federal Grant) #6000062	622000 / 630	18,580,864	5,880,381	3,920,601	4,600,000	4,179,882	8	-	-	Mar-29
Prepare, Prevent, and Respond to COVID										
- Provide funds for vehicle maintenance										
- Provide funds for facility maintenance										
- Provide funds for security										
- Provide funds for operating assistance										
<b>CMAQ - Transit Operating Assistance for Service Expansion</b>										
(Federal Grant) #6000056	622000	6,020,436	4,020,437	1,999,999	-	-	-	-	-	Jun-24
- Provide funds to assist public transportation fixed route service.										
<b>Total Grant and Alternative Operating Funding for Department</b>		<b>29,721,732</b>	<b>10,753,262</b>	<b>6,835,600</b>	<b>7,745,482</b>	<b>4,387,388</b>	<b>17</b>	<b>-</b>	<b>-</b>	
<b>Total General Government Operating Direct Cost for Department</b>					<b>31,899,147</b>	<b>180</b>	<b>-</b>	<b>-</b>		
<b>Total Operating Budget for Department</b>					<b>39,644,629</b>	<b>197</b>	<b>-</b>	<b>-</b>		



## Public Transportation Department

*Anchorage: Performance. Value. Results.*

### Mission

Serve Anchorage residents and visitors by providing public transportation that emphasizes quality, safety, cost effectiveness, and economic vitality.

### Core Services

- People Mover fixed route buses
- Share-a-Ride carpool and vanpool service
- AnchorRIDES service

### Accomplishment Goals

- Provide public transportation services which are safe, convenient, accessible, and reliable
- Provide cost effective service
- Increase ridership

### Performance Measures

Progress in achieving goals shall be measured by

- Percent of trips that are on-time, total number of trips with insufficient capacity, and total number of passengers by-passed due to full trips. AnchorRIDES denials are those trips unable to be provided due to capacity issues.
- Local taxpayer cost per passenger trip, adjusted for CPI/U
- Percent change in system ridership

**Measure #1: Percent of trips that are on-time, and the number of trips with insufficient capacity including total passengers by-passed due to full trips or those AnchorRIDES trips unable to be provided due to insufficient capacity.**

	Total 2021	Total 2022	Q1 2023	Q2 2023	Q3 2023	Q4 2023
<b>PEOPLE MOVER</b>						
% of trips on time*	89.6%	86.1%	73%	72%		
Number of trips with insufficient capacity	0	0	0	0	0	0
Number of passengers bypassed	1,478 out of 1,878,749 passengers	0 out of 2,412,095 passengers	0 out of 628,370 passengers	0 out of 727,476 passengers	0 out of passengers	0 out of passengers
<b>ANCHORRIDES</b>						
% of trips on time **	96.8%	94.5%	85.07%	85.54%		
System Trip Denials (capacity)	0	0	0	0		
ADA Trip Denials (capacity)	0	0	0	0		
Note Reference #		1	2			

\* On-Time = Trips within 5 minutes of scheduled time. Trips due to weather, construction, detours, and/or accidents.

\*\* Trips performed within 15 minutes from scheduled/negotiated pick-up time. Trips delayed due to weather, construction, detours, and/or accidents beyond AnchorRIDES control are exempted, and on-time percentage is recalculated.

1. On-time performance for Q4 2022 is unavailable. This data is unavailable because the source data is split between two databases creating a unique and difficult problem to correct.
2. This is the first time People Mover is reporting On-time performance with our new software.

**Measure #2: Cost per passenger, adjusted for CPI/U**

	2021	2022	Q1 2023	Q2 2023	Q3 2023	Q4 2023
CPI/U*	243.568	255.001	254.887	257.506		
<b>PEOPLE MOVER</b>						
Passenger trips	1,878,749	2,412,095	628,370	727,476		
Annual Local Tax Supported Expenditures	\$21,762,989	\$22,213,165	\$4,924,913	\$6,068,861		
Cost per Trip	\$11.58	\$9.21	\$7.84	\$8.34		
Adjusted Cost per Trip for CPI^	\$10.42	\$8.13	\$6.92	\$7.29		
<b>AnchorRIDES</b>						
Passenger trips **	87,066	128,854	34,596	37,653		
Annual Local Tax Supported Expenditures	\$3,707,037	\$3,803,412	\$1,015,056	\$881,031		
Cost per Trip	\$42.58	\$29.52	\$29.34	\$23.40		
Adjusted Cost per Trip^	\$38.31	\$26.06	\$25.92	\$20.46		
<b>VANPOOL</b>						
Passenger trips	150,954	189,684	55,000	56,335		
Annual Tax Supported Expenditures	\$0	\$0	\$0	\$0		
Adjusted Cost per Passenger	N/A	N/A	N/A	N/A		
Note Reference #	1	2,3				

\* Consumer Price Index All-Urban Consumers (CPI/U) for Anchorage, AK is obtained from: [http://www.bls.gov/eag/eag.ak\\_anchorage\\_msa.htm](http://www.bls.gov/eag/eag.ak_anchorage_msa.htm). The most recent CPI/U is used when the current quarter's CPI/U is not yet available.

\*\*Revenue Passenger Trips (excludes Personal Care Attendants)

1. Passenger Trips reduction due to COVID-19.
2. AnchorRIDES Passenger trips have been updated to reflect correct data
3. People Mover passenger trips used a different database (GFI) and process during this period.

**Customer Services/AnchorRIDES Division**  
**Public Transportation Department**

*Anchorage: Performance. Value. Results.*

**Mission**

Provide information about and support of riding the various public transportation choices, enabling, and ensuring equitable access to the systems.

**Core Services**

- Public information and education campaigns to inform the public about fares, schedules, routes, special events, lost and found, complaints, passenger ID's and the many benefits of utilizing the public transportation system
- Conduct in-person assessments of AnchorRIDES applicants to determine ability to ride People Mover buses
- Travel training of customers to use People Mover buses
- Program coordination and contract management of complementary paratransit service and other coordinated transportation activities
- Distribution and sales of various public transportation fares

**Accomplishment Goals**

- Expand access to People Mover fare sales using new and existing technology.
- Increase the number of agencies participating in coordinated transportation by purchasing AnchorRIDES trips.

**Performance Measures**

- Percent of AnchorRIDES trips provided from non-municipal funds including Medicaid, Anchorage School District, Federal Transit Administration grants, and State of Alaska operating budgets and grants.

**Measure #3: Percent of AnchorRIDES trips funded by non-MOA sources**

	Total 2021	Total 2022	Q1 2023	Q2 2023	Q3 2023	Q4 2023
Total AnchorRIDES Trips	87,384	120,104	34,596	37,029		
Trips funded by M.O.A.**	55,626	91,299	21,896	23,402		
% funded by Non-MOA sources (Medicaid Waiver, UPASS, Federal Transit Administration grants, and State of Alaska operating budgets and grants)	36.6%	64.6%	34.90%	36.80%		
Note Reference #						

\* Trips funded by the MOA include ADA, Senior Citizen trips ineligible for the NTS senior grant, Eligibility Assessment, and Eagle River transportation. This measure is targeted at operating AnchorRIDES as a brokerage and encouraging other organizations to participate in coordinated efforts including the purchase of trips. Non-MOA trips include Medicaid Waiver and SOA Senior NTS grant. (Excludes Personal Care Attendants)

\*\*AnchorRIDES Passenger trips have been updated to reflect correct data.

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**Marketing/Share-a-Ride Division**  
**Public Transportation Department**

*Anchorage: Performance. Value. Results.*

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**\*\*\*\*\*PRIMARILY GRANT FUNDED PROGRAMS\*\*\*\*\***

**Mission**

Provide information about and support of riding various People Mover transportation options including carpooling and vanpooling between Anchorage and the Matanuska-Susitna Borough; improve the economic vitality of Anchorage and the Mat-Su Valley by assisting with workforce delivery with the support of Employer Transportation Coordinators; and improve air quality by promoting alternatives to driving alone.

**Core Services**

- Marketing campaigns
- Program coordination and contract management of vanpool services
- Share-a-Ride carpool matching services
- Contract management of transit advertising

**Accomplishment Goals**

- Increase the number of participants using vanpool services

**Performance Measures**

Progress in achieving goals shall be measured by:

- A 2% increase in number of vanpool participants
- Transit advertising revenue to be \$402,000 annually

<b>Measure #4: Percent change in number of vanpool participants</b>
---

	Total 2021	Total 2022	Q1 2023	Q2 2023	Q3 2023	Q4 2023
Vanpool Participants	5,712	6,345	1,933	1,890		
% change over prior year (same period)	-16.43%	+11.0%	+27.6%	+33.9%		
Note Reference #	1					

Comments/Notes:

1. COVID-19 impacts participant numbers.

**Measure #5: Percent change in advertising revenues received by the Municipality**

Description	Total Budgeted	% of Budget Realized	Q1	Q2	Q3	Q4	Total
2023	\$316,000	23.85%	\$75,366.08	114,198.40			\$189,564.48
% change over prior year (same period)			-29.26%	-9.53%			
2022	\$316,000	153.87%	\$106,543.94	\$126,233.99	\$132,006.00	\$121,450.64	\$486,234.57
% change over prior year (same period)			+29.55%	+48.85%	-42.72%	+22.39%	+12.47%
2021	\$316,000	132.08%	\$129,746.96	\$173,097.40	\$39,543.32	\$79,974.47	\$417,362.15
% change over prior year (same period)			+257.31%	-19.6%	-31.4%	50.4%	1.72%
Note Reference#							

Comments/Notes:

## Planning and Scheduling Division Public Transportation Department

*Anchorage: Performance. Value. Results.*

### \*\*\*\*\*PRIMARILY GRANT FUNDED PROGRAMS\*\*\*\*\*

#### Mission

Develop transportation improvement plans and programs by developing innovative programs and improved strategies to reduce bus travel times, and continued support and research of possible solutions to congestion.

#### Core Services

- Perform passenger surveys and transportation studies as required by granting agencies, local government, and other agencies or to assess service needs of the public
- Develop programs, plans and strategies that enhance the quality of public transportation and its benefits to the community
- Coordinate service change activities throughout the department and external agencies

#### Accomplishment Goals

- Provide safe and accessible bus stops
- Ensure effective and efficient bus route planning and scheduling

#### Performance Measures

Progress in achieving goals shall be measured by:

- Percent of bus stops meeting ADA standards
- Percent change in People Mover system productivity (measured by ridership per timetable hour of service)

#### **Measure #6: Percent of bus stops meeting ADA standards.**

	12/31/2020	12/31/2021	12/31/2022	12/31/2023
# of Bus Stops	608	674	674	
# meeting ADA Standards	220	225	225	
% meeting ADA Standards	36%	33%	33%	
Note Reference #	2	3	4	

1. The bus stop database is currently being updated. Adjustments made during the 7/2019 service change added 2 stops.
2. The bus stop database has been updated. A partial audit of all the bus stops took place between 2019 – 2020 to better understand ADA compliance within the People Mover system. 608 bus stops were present; 220 met ADA standards, 260 failed, 128 remain uncategorized. This number is expected to change as the audit is ongoing.
3. In 2021 a new route was added to the People Mover system, increasing the total number of active stops. Updates to the database also added additional stops that were excluded in previous counts. 674 bus stops are active; 225 met ADA standards, 260 failed, and 189 remain uncategorized.
4. An updated inventory is being completed by a 3<sup>rd</sup> party and will be available soon. There were no changes from the previous year.

**Measure #7: Percent change in People Mover productivity (measured by riders per timetable revenue hour.**

	2021	2022	Q1 2023	Q2 2023	Q3 2023	Q4 2023
People Mover Passengers per timetable revenue hour	14.00	16.00		19.90		
% change from prior year (same period)	37.03%	15.41%		17.96%		
Note Reference #	1,2,3		4			

Comments/Notes:

1. People Mover experienced low ridership due to rider limits set in place due to COVID-19.
2. People Mover lifted ridership limits.
3. On 9/20/2021 People Mover had a service change, route 85 was added.
4. Due to technical problems, productivity is unavailable for Q1 2023. People Mover is working with the vendor to address the issue.

ROUTE	PEAK /OFF PEAK	1/23	2/23	3/23	4/23	5/23	6/23	7/23	8/23	9/23	10/23	11/23	12/23
10 – N Lights	:15/:30				19.3	18.7	18.3						
11 – City Hall / Senior Center	:60/:60				11.6	11.0	11.3						
20 – Mtn View	:15/:30				27.8	23.6	26.4						
21 – Mtn View Connector	:30/:30				8.2	7.5	8.0						
25 - Tudor	:15/:30				25.2	21.4	24.1						
30 - Debarr	:15/:30				23.3	20.6	22.1						
31 – East Anchorage	:30/:60				11.0	11.4	10.8						
35 – Arctic	:30/:60				25.1	25.2	24.8						
40 – Spenard / Airport	:15/:30				20.1	18.3	19.0						
41 – City Hall / Gov't Hill	:60/:60				20.2	18.2	19.8						
55 – Lk Otis	:60/:60				22.0	18.2	20.9						
65 – Jewel Lk	:60/:60				17.0	16.7	16.7						
85 – City Hall / Dimond	:60/:60				18.5	18.5	18.0						
91 – Huffman	PEAK HOURS				8.0	8.6	7.3						
92 – E. R.	PEAK HOURS				7.8	6.0	7.1						
System					20.8	18.9	20.0						
Note Ref #													

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## **Administration Division Public Transportation Department**

*Anchorage: Performance. Value. Results.*

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### **Mission**

Implement fiscal policies, procedures and practices that are both efficient and effective in the collection and expenditure of public funds, to provide complete accountability of all assets and to maintain the human resource controls and data processing support needed to comply with internal and external requirements.

### **Core Services**

- Preparation and administration of capital and operating budgets and application for and administration of federal and state grants
- Maintenance of current inventories and property records and replacement plans
- Collection and computations of employee time and attendance information for payment of wages to employees of the department
- Development of IT Plan and execution of the plan to provide replacements, upgrades, and new acquisitions of software and hardware
- Collection, accounting and fiscal management of transit revenues
- Support development of fiscal management of service and other contracts

### **Accomplishment Goals**

- Install and maintain hardware and application providing automated operating systems to most efficiently and effectively meet the needs of transit customers.

### **Performance Measures**

Progress in achieving goals shall be measured by:

- Percentage of time, operating systems are available to transit customers without failure.



## Operations & Maintenance Division Public Transportation Department

*Anchorage: Performance. Value. Results.*

### Mission

Operate and maintain a safe, reliable bus fleet with trained, professional bus operators.

### Core Services

- Vehicle maintenance for People Mover fleet
- Train, dispatch and manage People Mover Bus Operators
- Safety and security of public transportation employees and customers

### Accomplishment Goals

- Ensure People Mover buses are operated in a safe and reliable manner.
- Ensure People Mover buses are maintained in a safe and reliable condition.

### Performance Measures

Progress in achieving goals shall be measured by:

- Actual miles between major mechanical system failures (when a vehicle cannot complete a scheduled trip)
- Preventable accidents per 100,000 vehicle miles traveled

<b>Measure #9: Actual miles between major mechanical system failures (when a vehicle cannot complete a scheduled trip)</b>
--

	2018	2019	2020	2021	2022
Fleet Miles	2,343,197	2,005,247	1,847,049	2,398,736	2,444,711
Safety/Major Mechanical	65	59	217	354	278
Miles between	36,049	33,987	8,512	6,776	8,794

Major mechanical failures are computed during preparation of the annual NTD report and will be available by the 2<sup>nd</sup> quarter of the following calendar year.

<b>Measure #10: Preventable accidents per 100,000 vehicle miles traveled.</b>
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	Total 2021	Total 2022	Q1 2023	Q2 2023	Q3 2023	Q4 2023
Fleet Miles	2,398,736	2,500,407	578,653	589,631		
Preventable Accidents	16	27	36	6		
Preventable Accidents per 100,000 miles	.68	.93	.16	.98		
Note Reference #						

**PVR Measure WC: Managing Workers' Compensation Claims**

Reducing job-related injuries is a priority for the Administration by ensuring safe work conditions and safe practices. By instilling safe work practices, we ensure not only the safety of our employees but reduce the potential for injuries and property damage to the public. The Municipality is self-insured and every injury poses a financial burden on the public and the injured worker's family. It just makes good sense to WORK SAFE.

Results are tracked by monitoring monthly reports issued by the Risk Management Division.

