

## Fiscal Year 2020

### Why Routes Are Analyzed:

PVTA must use its resources effectively and all routes should achieve a minimum level of productivity. The routes productivity is measured in terms of “Passengers per Revenue Vehicle Hour” for all services, with more frequent services held to higher productivity standards. Bus routes are categorized into one of five tiers based on the typical weekday departure intervals at their termini. Actual frequency varies based on time of day, day of week, time of year, and in some cases by route segment.

Passengers per Revenue Hour (PPRH) by Route - FY20														
Route	Service Tier	PPRH Standard	July	August	September	October	November	December	January	February	March	April	May	June
B7	1 (every 15 minutes)	30	29.3	30.7	33.4	34.2	32.0	27.2						
OWL	1 (every 15 minutes)	30	-	-	56.2	58.6	57.1	50.8						
30	1 (every 15 minutes)	30	40.8	43.4	82.6	81.6	74.8	62.6						
31	1 (every 15 minutes)	30	43.7	45.5	72.3	69.4	65.0	53.7						
34	1 (every 15 minutes)	30	-	-	52.4	54.9	59.6	52.8						
35	1 (every 15 minutes)	30	-	-	63.7	66.9	71.9	64.3						
B6	2 (every 20 minutes)	20	20.1	20.5	23.2	23.4	21.8	18.0						
G1	2 (every 20 minutes)	20	25.1	26.3	27.9	28.5	26.8	24.2						
P20	2 (every 20 minutes)	20	24.9	27.6	26.7	26.7	27.3	24.7						
B43	2 (every 20 minutes)	20	20.3	20.9	43.7	39.7	35.8	28.4						
P20E	3 (every 30 minutes)	15	15.8	21.1	16.8	17.8	17.6	18.2						
B4	3 (every 30 minutes)	15	20.4	21.7	24.0	27.3	24.5	18.7						
LOOP	3 (every 30 minutes)	15	7.3	10.0	9.7	8.2	7.6	5.6						
G2	3 (every 30 minutes)	15	30.1	31.1	33.3	32.7	30.6	26.5						
G3	3 (every 30 minutes)	15	20.0	20.9	21.6	21.3	20.0	17.4						
P21	3 (every 30 minutes)	15	27.7	28.8	30.3	30.1	28.5	24.4						
R10S	3 (every 30 minutes)	15	-	-	15.9	5.0	16.5	9.4						
X90	3 (every 30 minutes)	15	10.2	10.9	13.2	12.5	11.7	9.6						
B48	3 (every 30 minutes)	15	18.8	19.0	18.9	20.8	17.7	16.7						
33	3 (every 30 minutes)	15	25.2	26.5	45.0	44.0	39.4	33.2						
38	3 (every 30 minutes)	15	-	-	25.9	23.3	23.1	17.3						
39	3 (every 30 minutes)	15	-	-	10.8	9.5	9.1	7.2						



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Route	Service Tier	PPRH Standard	July	August	September	October	November	December	January	February	March	April	May	June
G2E	4 (every hour)	10	9.0	10.1	7.4	7.2	7.2	5.9						
P21E	4 (every hour)	10	34.6	33.8	36.9	34.9	29.3	28.0						
B17	4 (every hour)	10	18.7	18.8	21.1	22.4	20.5	17.1						
B23	4 (every hour)	10	10.8	11.0	20.3	20.2	17.6	12.1						
G5	4 (every hour)	10	15.9	18.1	17.6	17.6	17.0	14.1						
P11	4 (every hour)	10	6.7	4.3	24.3	22.2	20.0	12.9						
R10	4 (every hour)	10	13.5	14.4	18.7	18.7	17.5	14.5						
R14	4 (every hour)	10	14.1	15.7	20.9	16.1	15.6	13.3						
R24	4 (every hour)	10	14.2	14.7	16.7	14.5	15.2	14.1						
X92	4 (every hour)	10	18.8	19.0	18.9	20.8	17.7	16.7						
39E	4 (every hour)	10	-	-	9.1	8.1	8.9	7.2						
R41	4 (every hour)	10	11.4	11.7	17.0	16.4	15.9	12.8						
R42	4 (every hour)	10	13.5	13.5	14.0	14.5	13.2	11.9						
36	4 (every hour)	10	16.6	17.0	17.6	-	9.3	8.6						
B12	5 (less than hourly)	5	6.7	6.7	6.8	5.1	5.0	3.9						
R29	5 (less than hourly)	5	8.8	8.8	9.0	9.7	10.2	7.5						
R44	5 (less than hourly)	5	10.9	9.9	8.6	8.8	9.1	8.2						
45	5 (less than hourly)	5	12.2	12.5	29.3	29.1	23.8	17.7						
46	5 (less than hourly)	5	3.6	3.8	11.0	10.4	9.5	7.0						
NE	5 (less than hourly)	5	3.7	3.9	4.4	4.3	4.0	3.6						
WP	5 (less than hourly)	5	5.8	5.7	5.9	6.2	5.9	5.2						

### Application of Performance Measures

In cases where routes do not meet productivity standards, changes should be made to improve route performance. These changes can include a variety of measures, including reconfiguring the route alignment to attract more passengers, targeted marketing, eliminating particularly unproductive segments, and reducing service levels. If no changes can be identified that improve performance, steps may be taken to discontinue the route unless it serves a demonstrable critical need that is not served by other routes or services (including paratransit service).

In cases where routes significantly exceed productivity standards, changes should be made to accommodate high demand. Routes exceeding the productivity standard of a tier higher than their own should be prioritized for increased frequency.