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BUS OPERATION MANAGEMENT SYSTEM

A Capstone Project
Presented to the Faculty of
Polytechnic University of the Philippines
Quezon City Campus

In Partial Fulfillment of the Requirements for the Degree in Bachelor of Science
in Information Technology

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JANUARY 2026

CERTIFICATION

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Furthermore, the team wish to express their sincere appreciation to their families, friends, and loved ones. Their unwavering support, patience, and encouragement provided the determination to persevere. Their belief in the team's abilities motivated them to strive for excellence and complete this study successfully.

CERTIFICATE OF ORIGINALITY

This is to certify that the work presented in the capstone project, *BUS OPERATION MANAGEMENT SYSTEM* for the degree Bachelor of Science in Information Technology at Polytechnic University of the Philippines Quezon City Campus embodies the result of original and scholarly work conducted by the undersigned. This undergraduate thesis does not contain words or ideas taken from published sources or written works that have been accepted as basis for the award of degree from any higher education institution, except proper referencing and acknowledgements were made.

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ABSTRACT

Title : Bus Operation Management System

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The Bus Operation Management System (BOMS) is a comprehensive web-based platform designed to automate and streamline the daily operations of bus services. It centralizes key functions such as route and stop management, bus assignment readiness checks, dispatch control, and post-dispatch ticket sales recording. Administrators can efficiently create, update, and organize routes and stops, ensuring accurate route structures and improved passenger service. The system also supports pre-dispatch readiness checks, enabling admins to verify bus conditions, driver and conductor readiness, and ticket availability before operations begin. Once verified, buses can be dispatched and monitored throughout their trip lifecycle.

BOMS includes a Bus Rental module that allows admins to process rental requests, calculate dynamic pricing based on duration, distance, and bus type, and manage the rental status from pending to completed. Additionally, the system integrates a performance and analytics dashboard that aggregates operational data, tracks bus sales, identifies top-performing routes, and offers machine learning-based insights for predicting profitable routes and top earning driver-conductor pairs. This feature enhances decision-making by providing real-time metrics and trend analysis. The system's architecture ensures reliable data handling through PostgreSQL and Prisma, while RESTful APIs connect frontend components for seamless user interactions. Overall, BOMS improves operational efficiency, ensures data accuracy, and supports strategic planning through automated processes and actionable analytics.

TABLE OF CONTENTS

	Page
Title Page	i
Certification and Approval Sheet	ii
Acknowledgements	iii
Certification of Originality	iv
Abstract	v
Table of Contents	vii
List of Tables	ix
List of Figures	x
1 Introduction	2
Problem Statement	3
Project Vision and Scope	4
Objectives and Goals	4
Significance and Relevance	6
Definition of Terms	7
Structure of the Document	9
2 Review of Related Literatures, Studies, and Technical Background	10
Review of Related Literature	10
Analysis of Related Studies and Existing Systems	14
Agile Scrum Methodology	15
Microservices Architecture	17
DevOps Culture and CI/CD Practices	18
Enterprise Architecture & System Integration	19
Conceptual Framework	21
Theoretical Paradigm	22

3 Methodology and Project Management	23
The Adapted Agile Scrum Framework	23
Architectural Design Decisions	28
Development, Operations, and Quality Assurance (QA) Methodology	31
Innovation Framework	33
4 System Design, Development, and Implementation	36
Requirements Engineering	36
High System Level Design	81
Business Process Architecture	84
Application Architecture	88
Data Architecture and Design	90
Technology Architecture and Infrastructure	107
Development Journey	113
Implementation Strategy	123
Testing and Quality Assurance Report	127
5 Summary, Conclusion, and Recommendations	141
Summary of the Project	141
Conclusion	143
Project Contribution	144
Recommendation	145
References	147
Appendices	148
Appendix A: Technical Documentation	148
Appendix B: Project Management Artifacts	226
Appendix C: Research and Requirements Artefacts	246
Appendix D: Defense and Validation	300
Appendix E: Access Links	304
Appendix F: Plagiarism Certificate	306
Appendix G: Grammarly Certificate	307
Appendix H: Biographical Statements	310

LIST OF TABLES

Number	Title	Page
1	TOGAF ADM Phases and Project Mapping	20
2	Zachman Framework Mapping (Simplified)	20
3	Stakeholder Identification	37
4	Elicitation Technique	39
5	Functional requirements	40
6	Non-functional Requirements	47
7	User Stories, Acceptance Criteria, and Use Cases	48
8	Stop Table	100
9	Route Table	101
10	Route-stop Table	101
11	Bus Assignment Table	101
12	Ticket Bus Assignment Table	102
13	Ticket Type Table	102
14	Quota Policy Table	102
15	Fixed Quota Table	103
16	Percentage Quota Policy	103
17	Regular Bus Assignment Table	103
18	Rental Bus Assignment Table	104

19	Rental Driver Table	104
20	Rental Request Table	104
21	UAT Participants	135
22	UAT Schedule	136

LIST OF FIGURES

Number	Title	Page
1	Agile Model	16
2	The Basic Elements of the Scrum Framework	17
3	IPO Diagram	22
4	System Context Diagram	82
5	Overview of the Integrated System	83
6	Current As-Is Process	85
7	Process Model	87
8	Component Diagram	90
9	Use Case Diagram	90
10	ERD	92
11	Data Flow Diagram	105
12	Network Architecture	110
13	Cloud Infrastructure	112

Chapter 1

INTRODUCTION

Project Background and Motivation

Efficient management of transportation operations is essential for ensuring reliable service, reducing operational costs, and maintaining competitiveness in the transport industry. Bus operations, in particular, involve complex processes such as scheduling drivers and conductors, coordinating dispatch activities, managing route assignments, tracking performance, and handling rentals. When these processes are conducted manually, they are prone to errors, inconsistencies, and inefficiencies that undermine operational effectiveness (Mahaphan, 2024). Manual tracking through spreadsheets, phone calls, and handwritten logs limits real-time visibility and increases the risk of miscommunication and poor decision-making.

Recent research highlights the critical role of digital transformation in improving public transport management systems by introducing automation, real-time data integration, and centralized control (Mahaphan, 2024). Digital solutions can provide transport operators with the tools needed to optimize resource allocation, monitor employee attendance, enforce discipline policies, and produce timely performance reports. Without these systems, organizations struggle with fragmented data, excessive manual workload, and limited operational insights.

Agila Bus Transport Corporation currently relies on manual methods for key operational tasks. Scheduling and dispatching responsibilities have been centralized to

one person, with communication to employees conducted largely through phone calls, particularly when dealing with late or absent drivers and conductors. The company's fixed routes, defined by franchise requirements, leave little room for flexibility in planning, yet management lacks a centralized system to monitor route performance, rental inquiries, employee discipline records, and dispatch readiness. These gaps reveal a significant need for a modern information system to support daily operations and organizational growth.

To address these challenges, this capstone project proposes the development of a Bus Operations Management System that centralizes operational data, automates routine processes, and provides real-time insights through intuitive dashboards and reports. By leveraging contemporary information system practices, the project aims to enhance operational efficiency, accountability, and data-driven decision-making.

Problem Statement

Agila Bus Transport Corporation currently manages bus assignments, employee schedules, dispatch operations, rentals, and performance monitoring through largely manual processes. This reliance on manual tracking results in difficulty maintaining accurate daily schedules, frequent errors in employee assignment and quota calculations, and the absence of centralized performance records. The lack of a centralized system limits the organization's ability to monitor operational performance, enforce discipline policies, and evaluate route efficiency.

Additionally, the concentration of scheduling and dispatching responsibilities on a single person increases operational risk and reduces overall efficiency. As operations expand, manual tracking becomes increasingly burdensome and error-prone,

exacerbating operational inefficiencies. These challenges indicate a critical need for a 4 centralized system to streamline processes and support effective decision-making.

Project Vision and Scope

The main objective of this capstone project is to design and develop a centralized Bus Operations Management System that enhances operational efficiency and transparency. The system will automate the assignment of buses, drivers, conductors, and routes while ensuring accurate tracking of dispatch activities and quotas. It will also support structured rental management including approval workflows, billing, and historical tracking.

Another key goal is to provide management with real-time operational insights through dashboards and performance reports. By integrating all key operational functions into a unified platform, the system aims to reduce manual workloads, improve data accuracy, and support evidence-based decision-making. Ultimately, the system should be scalable, user-friendly, and capable of adapting to the organization's ongoing operational needs.

Objectives and Goals

The objectives and goals of the Bus Operation Management System are established to guide the development and implementation of the system in addressing existing challenges in bus operations. These objectives define the overall purpose of the system and outline specific targets aimed at improving operational efficiency, accuracy of data management, monitoring of bus activities, and support for informed decision-making.

General Objective

The general objective of this study is to design and develop a Bus Operation Management System that enhances the overall efficiency, reliability, and effectiveness of bus operations by providing a centralized and automated platform for managing operational processes. The system aims to address common issues in traditional bus operations such as manual record-keeping, inaccurate quota counting, limited monitoring of bus activities, and delays in decision-making. By integrating key functionalities such as route management, assignment scheduling, trip monitoring, quota tracking, and performance reporting, the system seeks to support administrators and dispatchers in supervising daily operations, improving resource utilization, and ensuring consistent and well-documented bus services.

Specific Objectives

Specifically, this study aims to achieve the following objectives:

1. To develop a centralized system that manages bus routes, schedules, and vehicle assignments in an organized and efficient manner.
2. To implement a structured trip management process that includes pre-trip readiness checks and post-trip completion validation to ensure operational compliance.
3. To design and integrate an automated quota counting and ticket tracking feature that accurately records passenger data and trip outcomes.
4. To generate comprehensive reports and analytics that evaluate bus performance in terms of utilization, efficiency, and operational readiness.
5. To monitor and assess driver and conductor performance based on attendance records, completed trips, and quota fulfillment.
6. To reduce errors and inconsistencies associated with manual data entry through system automation and standardized processes.

7. To ensure data security, integrity, and controlled access by implementing proper user roles and authorization for administrators and dispatchers.
8. To provide reliable and accessible operational data that supports informed decision-making and long-term planning for bus operations.

Significance and Relevance

The Bus Operations & Scheduling System is significant to Agila Bus Transport Corporation because it directly addresses major inefficiencies caused by manual processes and fragmented record-keeping. For administrators and dispatchers, the system reduces dependency on phone-based coordination and paper logs, leading to improved accuracy and workflow efficiency. For management, consolidated dashboards and performance reporting provide timely insights that support strategic planning and decision-making.

From an academic perspective, this project demonstrates the practical application of digital transformation principles in the transport sector. Research on intelligent transportation systems underscores the positive impact such technologies have on operational efficiency and service quality (Zhai et al., 2023). The project also contributes to the growing body of literature on digital transformation in public services, highlighting how technology can be leveraged to improve accountability, operational visibility, and organizational performance.

Definition of Terms

BOMS (Bus Operation Management System). A computerized system designed to manage and monitor bus operations. In this capstone project, it refers to the centralized

platform developed to handle route management, dispatching, quota tracking, bus rentals, and performance reporting for administrative and operational use.

Bus. A large motor vehicle designed to transport passengers along designated routes. In this capstone project, it refers to a registered vehicle within the system that is assigned to routes, tracked during trips, and monitored for operational performance.

Bus Rental. A service that allows the temporary use of a bus for private or special purposes. In this capstone project, it refers to a system module used to manage rental requests, assignments, schedules, and records separate from regular bus operations.

Conductor. A transport personnel responsible for assisting passengers and managing fare or ticket collection. In this capstone project, it refers to a staff member assigned to a bus trip whose performance is monitored based on attendance, trip completion, and quota fulfillment.

Dispatch. The act of sending out a vehicle for operation or service. In this capstone project, it refers to the process of officially authorizing and recording a bus trip within the system.

Dispatcher. An individual responsible for coordinating and monitoring vehicle operations. In this capstone project, it refers to a system user who manages bus assignments, initiates dispatch and post-dispatch processes, and oversees daily operational activities.

Driver. A licensed individual responsible for operating a bus. In this capstone project, it refers to a staff member assigned to specific routes and trips, whose attendance and trip performance are recorded and evaluated in the system.

Operational Manager. A person responsible for overseeing operational activities and ensuring efficiency. In this capstone project, it refers to a supervisory role that monitors overall bus performance, reviews reports, and supports decision-making using system-generated data.

Petty Cash. A small amount of cash kept on hand for minor expenses. In this capstone project, it refers to recorded operational funds used for small trip-related expenses, tracked for accountability and reporting purposes.

Post-dispatch. Activities conducted after a bus trip has been completed. In this capstone project, it refers to the system process of validating trip completion, recording quota counts, and finalizing operational records.

Pre-dispatch. Activities conducted before a bus trip begins. In this capstone project, it refers to the system process of performing readiness checks, confirming assignments, and authorizing a bus for departure.

Quota Policy. A set of rules governing required or expected passenger or revenue counts. In this capstone project, it refers to predefined system rules used to evaluate quota fulfillment for trips, drivers, and conductors.

Route. A predefined path or course followed by a vehicle. In this capstone project, it refers to a system-defined route consisting of multiple stops, assigned buses, and scheduled trips.

Stop. A designated location where passengers board or disembark. In this capstone project, it refers to a recorded point within a route used for tracking movement and operational coverage.

Structure of the Document

This document is organized to provide a comprehensive discussion of the Bus Operations Management System (BOMS) from conceptualization through implementation and evaluation. Chapter 1 introduces the background of the study, including the problem statement, objectives, scope and limitations, significance of the study, and the overall structure of the document. Chapter 2 presents the requirements analysis of the proposed system, detailing both the functional and non-functional requirements that guide the

system's development. Chapter 3 discusses the business process architecture and workflows of the Bus Operations Management System, illustrating how existing processes are improved and how the proposed system supports operational efficiency. Chapter 4 focuses on the System Design, Development, and Implementation of the Bus Operations Management System. This chapter covers requirements engineering, high-level system design, business process architecture using BPMN 2.0, application architecture, data architecture and design, and technology architecture and infrastructure. It also presents the system's development journey, implementation strategy, testing and quality assurance report, and the results and evaluation of the developed system. Chapter 5 provides the Summary, Conclusion, and Recommendations of the study. This chapter summarizes the entire project, presents the conclusions drawn from the system development and evaluation, highlights the project's contributions, and offers recommendations for future enhancements and related projects.

Chapter 2

RELATED LITERATURE, STUDIES, AND TECHNICAL BACKGROUND

This chapter reviews related studies and existing literature that support the design and development of the Bus Operation Management System (BOMS) for Agila Bus Transport Corporation. The discussion focuses on Agile Scrum methodology, enterprise architecture concepts, microservices architecture, DevOps and CI/CD practices, relevant empirical studies, and the integration of information systems within enterprise environments. These concepts provide the theoretical and technical foundation for building a scalable, maintainable, and efficient system that addresses operational challenges in public bus transport management.

Review of Related Literature

Ando et al. (2018) improved the existing community bus operation management system in Uwajima City, Japan. While the original 2013 system allowed bus location and passenger monitoring via a tablet app, it lacked essential features needed by users. Through interviews with customers, the researchers identified operational issues and redesigned the system to better meet user needs. The updated system enhanced functionality and overall satisfaction, demonstrating the value of user-centered design in public transport management.

Challapalli (2024) utilized AnyLogic simulation to optimize the Dallas-Fort Worth bus transportation system. The study focused on solving operational challenges such as bus bunching and delays by simulating real-world variables like bus intervals, dwell times,

and passenger loads. By testing various scheduling strategies, the study found that adjusting bus frequencies based on peak and non-peak hours significantly improved efficiency—from 75% to 88%. The results emphasize the importance of dynamic scheduling in improving reliability and reducing wait times in public bus systems.

11

Chen, He, and Zhong (2022) proposed an integrated framework for bus timetabling and vehicle scheduling under a multi-line operation mode, addressing the need for more efficient and centralized bus service planning in urban areas. Their approach connects trip-link chains with departure time data to enable the simultaneous optimization of timetabling and vehicle scheduling. A multi-objective model was developed to balance service quality with operational costs, incorporating constraints based on logic and operational rules. They implemented a heuristic algorithm based on neighborhood search and validated the framework using actual data from Chongqing, China. The results provided bus operators with Pareto-optimal solutions as practical alternatives for improving daily operations.

Guan et al. (2022) proposed a real-time control strategy to reduce bus bunching and improve operational stability on single-line routes using Intelligent Transportation Systems (ITS). The strategy focuses on adjusting cruising speed, dwell time, and load rate to maintain consistent bus spacing and improve punctuality. They compared this approach with two existing methods: a timetable-based single-point control (S1) and a time headway-based multi-point control (S2). Using simulation data from Bus Line 245 in Nanchang, China, the real-time strategy (S3) showed the best performance, reducing average travel time by 34% and maintaining optimal bus intervals. The study offers practical insights for improving urban bus efficiency and reliability.

Lu et al. (2023) developed a robust integrated bus control system using a physics-informed deep reinforcement learning (DRL) approach to address bus bunching and improve operational efficiency along urban signalized corridors. Their multi-strategy framework leverages connected and autonomous vehicle (CAV) technology to adapt in real time to varying traffic and passenger conditions. By integrating control theory concepts and traffic data, the system dynamically manages dwell time, cruising speed, and signal priority to reduce delays and maintain bus stability. Simulation results confirmed its effectiveness under different traffic scenarios, demonstrating improved travel times and system reliability.

McMillen, Harper, and Conover (2024) introduced the Electric Bus System Simulator (EBSS), a tool designed to optimize and expand electric bus operations, specifically for the Utah Transit Authority. EBSS enhances fleet efficiency by managing state of charge (SoC), minimizing idle time, and maximizing charger utilization through real-time telemetry and predictive modeling. It incorporates data from OCPP-connected chargers and uses adaptive AI to forecast power needs based on routes and schedules. Beyond daily operations, the simulator also supports planning for fleet expansion by simulating future performance and providing actionable insights for electrified transport systems.

Pérez-De-La-Cruz, Belmonte, and Ruiz (2008) presented a multi-agent decision support system for bus fleet management, developed in collaboration with the Málaga urban bus company (EMT). The system uses a multi-agent architecture combined with ontologies to represent and manage operational knowledge, enabling intelligent decision-making under real-world conditions. It was designed to simulate and support the management of three actual bus lines, focusing on both knowledge representation and

software engineering aspects. The study highlights the potential of agent-based systems in improving the efficiency and responsiveness of urban bus operations.

13

Sinha (2013) implemented a Real-Time Bus Monitoring and Passenger Information System (RTPIS) aimed at improving the efficiency of city bus operations by addressing uncertainties such as traffic delays, irregular dispatching, and varying passenger demand. The system uses GPS devices installed on buses to transmit live location data to a centralized control unit, which then displays bus positions on a route map through symbolic representations. Key components include real-time arrival displays at bus stops, a web-based interface for control room monitoring, and a mobile application for passengers to check schedules and bus locations. This research highlights the importance of real-time data in enhancing public transport reliability and user experience.

Teng and Jin (2015) developed a bus operation control system aimed at reducing bus bunching and maintaining consistent headways along routes. The system dynamically adjusts bus speed, dwell time, and traffic signal timings to improve service stability. Using simulation data from bus route 210 in Shanghai, the authors demonstrated that their control strategy effectively minimizes headway deviations and keeps bus intervals within acceptable limits. The study highlights the importance of real-time adjustments in enhancing bus reliability and overall service quality.

Zhang, Sun, Zhao, and Zhang (2023) designed an AR-based remote maintenance system for buses to enhance maintenance efficiency and reduce operational costs. The system integrates Augmented Reality technology to provide virtual guidance during remote maintenance and monitoring processes. It includes a maintenance guideline library and client-side function design to support real-time assistance. Experimental results

demonstrated improvements in service quality, cost reduction, and user experience. 14

Additionally, the system offers training resources for maintenance personnel, helping to improve their skills and technical capabilities.

Analysis of Related Studies and Existing Systems

An analysis of related studies and existing systems reveals a wide range of approaches aimed at improving the efficiency, reliability, and management of bus operations. These studies provide valuable insights that inform the design and development of the proposed Bus Operation Management System.

Several researchers emphasize the importance of user-centered system design and real-time data utilization in enhancing service quality and operational reliability. Ando et al. (2018) highlight how systems designed around user needs improve usability and operational effectiveness, while Sinha (2013) and Guan et al. (2022) demonstrate that real-time data integration enables better monitoring, faster decision-making, and improved service responsiveness.

Simulation-based and optimization-driven approaches are also commonly explored to address operational challenges such as delays, inefficiencies, and bus bunching. Studies by Challapalli (2024), Teng and Jin (2015), and Lu et al. (2023) show that dynamic scheduling, predictive modeling, and adaptive control mechanisms significantly improve operational stability and resource utilization. These findings underscore the value of incorporating structured workflows and performance monitoring in bus management systems.

focuses on the integration of scheduling systems and decision support tools to improve fleet coordination and operational planning. Their work highlights the role of centralized systems in supporting administrative decision-making and enhancing overall operational control.

Advancements in related operational support systems, such as maintenance management platforms (Zhang et al., 2023) and electric fleet management systems (McMillen et al., 2024), further demonstrate how technology-driven solutions can reduce operational costs, improve asset utilization, and enhance service quality. These systems emphasize the importance of data-driven insights, performance tracking, and system scalability.

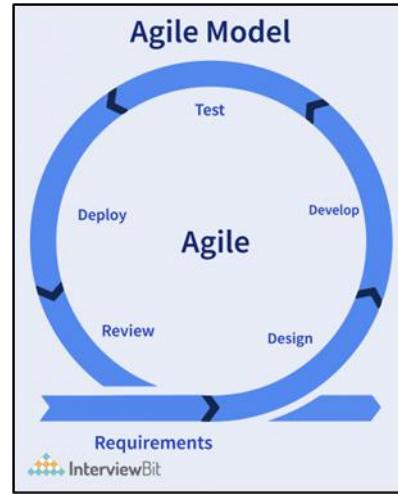
Collectively, these studies and existing systems establish the foundation for the development of the proposed Bus Operation Management System. The insights gained from prior research guide the system's functional design, process automation, and performance evaluation, while also identifying opportunities for future enhancements and system expansion.

Agile Scrum Methodology

The development of the Bus Operation Management System (BOMS) adopted the Agile Scrum methodology to ensure iterative progress and flexibility. This approach allowed the team to quickly respond to changes in requirements and operational needs, particularly for modules such as bus assignment, driver and conductor management, and rentals. By conducting frequent reviews and incorporating feedback from Agila Bus Transport Corporation, the system was continuously refined to meet real-world operational demands.

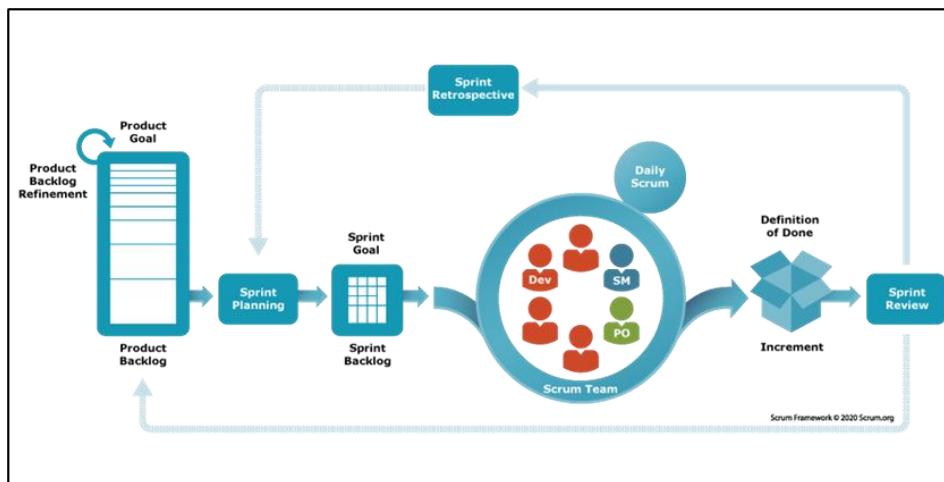
Figure 1. Agile Model

16



Agile Scrum, microservices principles, and DevOps practices form the foundation of the Bus Operation Management System, making it robust, scalable, and focused on user needs. Iterative sprints in Agile Scrum enable continuous improvement, while defined roles such as Product Owner, Scrum Master, and development team ensure accountability, collaboration, and clear responsibility for system features. The modular design allows functional areas, such as bus assignment, rentals, and reporting, to operate independently, enhancing flexibility and minimizing the impact of potential failures. DevOps practices, including continuous integration, continuous delivery, and automated testing, help streamline deployment, maintain high system reliability, and ensure that updates and new features are implemented efficiently. By incorporating user-friendly interfaces, data-driven insights, and a modular infrastructure, the system remains adaptable to operational demands and aligned with the strategic goals of Agila Bus Transport Corporation.

Figure 2. The Basic Elements of the Scrum Framework



Microservices Architecture

Microservices architecture organizes software systems as a collection of independently deployable services, each responsible for a specific business capability and communicating through well-defined interfaces (Newman, 2021). In large enterprise environments, this approach is commonly used to allow different departments or systems to operate independently while still sharing data and services when needed.

In the case of Agila Bus Transport Corporation, the Bus Operation Management System (BOMS) functions as one component within a broader organizational system that also includes Human Resources, Inventory, and Finance systems. Rather than implementing a full microservices architecture internally, BOMS integrates with an external microservice provided by another system, specifically for accessing inventory-related data such as bus resources and operational items. This approach allows BOMS to focus on operational functions such as scheduling, dispatching, and trip monitoring, while delegating inventory management responsibilities to a separate system.

This form of selective microservice integration reflects a practical application of microservices principles, where services are shared across systems to promote separation of concerns and reduce duplication of functionality. Industry studies emphasize that one of the primary benefits of microservices is the ability to scale and manage services independently across organizational boundaries, which improves system maintainability and operational efficiency without requiring full system decomposition (Callaway, 2020). However, integrating external microservices also introduces challenges related to service dependency, data consistency, and monitoring. These challenges highlight the importance of clearly defined APIs, access control mechanisms, and reliable communication between systems to ensure uninterrupted bus operations.

By using microservices only where cross-system integration is required, BOMS maintains a focused operational scope while remaining compatible with a larger enterprise architecture. This design choice supports flexibility and future expansion, allowing additional services such as HR or finance-related integrations to be incorporated as the organization's digital infrastructure evolves.

DevOps Culture and CI/CD Practices

DevOps practices were incorporated into the development of the Bus Operation Management System to improve collaboration between development and operations and to ensure reliable system delivery. Continuous Integration and Continuous Deployment (CI/CD) pipelines automate the process of building, testing, and deploying system updates, reducing the risk of errors and ensuring that BOMS remains in a deployable state. Research indicates that organizations with mature DevOps practices deploy software more frequently and recover from failures significantly faster than those with traditional development approaches (Forsgren et al., 2022). For BOMS, this approach

supports the rapid deployment of improvements to scheduling logic, assignment rules, and system interfaces. Kim, Humble, and Debois (2020) further note that automated pipelines foster continuous experimentation and refinement, which is critical for improving operational efficiency and system reliability in transport management systems.

Enterprise Architecture & System Integration

The Bus Operation Management System (BOMS) is designed to function as an operational subsystem within Agila Bus Transport Corporation's broader enterprise environment, interacting selectively with other organizational systems. Integration with the Human Resource Management System (HRMS) allows the synchronization of driver and conductor availability, schedules, and role assignments, ensuring accurate and timely dispatching. For inventory management, BOMS connects with an external microservice provided by the Inventory System to retrieve bus-related items and operational resources, enabling efficient tracking without duplicating data or processes. In addition, BOMS supports potential integration with the Finance System to facilitate quota management, rental payments, and billing information, which helps streamline revenue tracking and operational reporting.

By focusing on these targeted integrations, BOMS preserves its primary operational scope while benefiting from cross-system data sharing. The system uses standardized interfaces and APIs to communicate with external services, which reduces manual processes, enhances data accuracy, and ensures that critical operational decisions such as bus assignments, resource allocation, and billing can be informed by up-to-date information from other organizational systems. This design approach allows BOMS to remain modular and adaptable, supporting future expansion or tighter integration as Agila Bus Transport's digital infrastructure evolves.

Table 1

20

TOGAF ADM Phases and Project Mapping

TOGAF ADM Phase	Description	Bus Operations Management System Mapping
Preliminary	Define architecture principles, scope	Chose Microservices and Cloud-native approach
A: Architecture Vision	High-level system overview	BusOps System supports route, ticketing
B: Business Architecture	Business process modeling	Bus route planning, dispatching, ticketing workflows
C: Information Systems Architecture	Data and application architecture	Auth Microservice, PostgreSQL DB, Next.js Frontend
D: Technology Architecture	Tech stack & infrastructure	Vercel deployment, REST APIs, GitHub CI/CD
E: Opportunities and Solutions	Implementation planning	Sprint-based releases, MVP in Phase 1
F: Migration Planning	Migration strategy	Progressive enhancement per module
G: Implementation Governance	Ensure compliance with architecture	Architecture Review Board (ARB) checkpoints
H: Architecture Change Management	Continuous improvements	Future support for GPS

Table 2

Zachman Framework Mapping (Simplified)

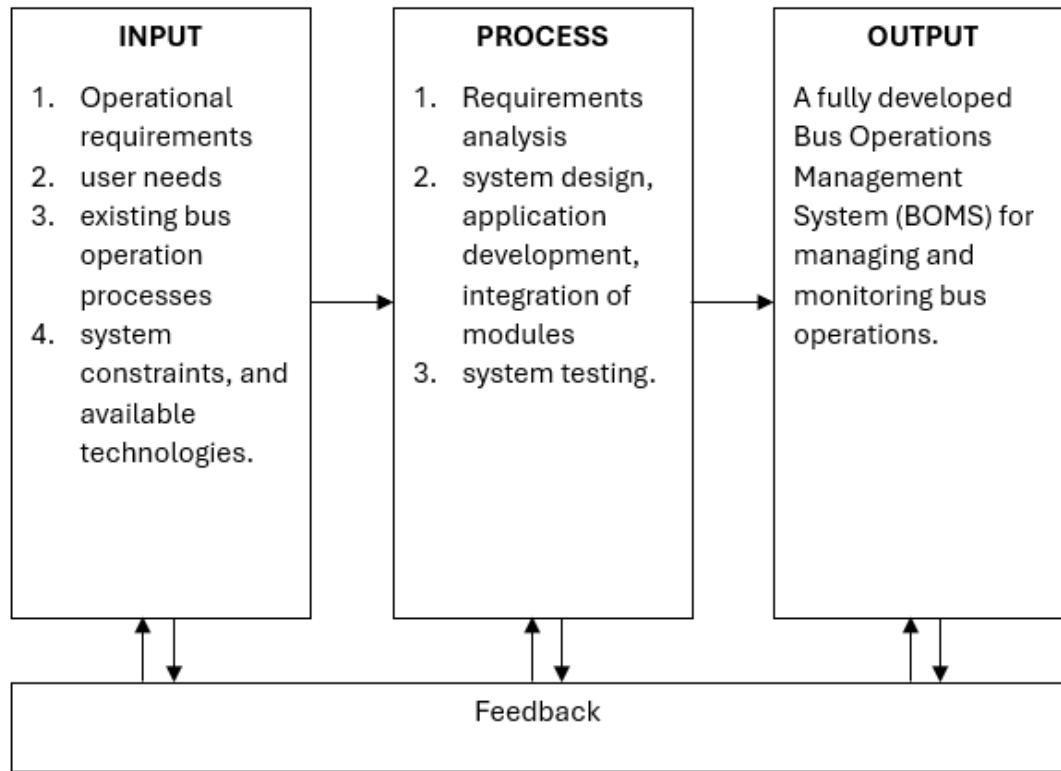
Perspective (Rows)	What (Data)	How (Function)	Where (Network)	Who (People)	When (Time)	Why (Motivation)
Planner (Scope)	Bus data, routes	Ticketing logic	Web-based access	Admins, Operators	Daily schedule	Improve public transit
Owner (Business)	Route database	Ticket system	Central dashboard	Dispatcher, Driver	Live operations	Faster scheduling
Designer (System)	ERDs, APIs	Microservice flow	Frontend–Backend	Auth roles setup	Task timelines	Scalable design
Builder (Tech)	PostgreSQL schema	Auth endpoints	Vercel deployment	GitHub teams	CI/CD pipeline	Developer efficiency

This project follows a structured and systematic approach in developing a Bus Operations Management System (BOMS) by first identifying the essential inputs required for effective system implementation. These inputs include operational requirements, user needs, existing workflows, and technical specifications that define how bus operations are currently managed. By carefully analyzing these elements, the project ensures that the system design is aligned with real-world operational demands. The conceptual framework serves as a guide, illustrating how these requirements are translated into clear objectives and functional components that address scheduling, monitoring, reporting, and overall management efficiency.

Through a series of organized stages including analysis, design, development, integration, and testing, the project transforms these inputs into a fully functional system. Each phase builds upon the previous one to ensure accuracy, reliability, and usability. The analysis phase defines system requirements, the design phase outlines the technical structure, and the development phase constructs the core features of the system. Integration ensures seamless interaction among modules, while testing verifies performance and correctness before deployment.

Figure 3. IPO Diagram

22



Theoretical Paradigm

The theoretical paradigm for this study is based on the Input–Process–Output (IPO) Model which explains how systems transform resources into outcomes through systematic procedures. In the context of the Bus Operations Management System, the inputs include operational requirements, user needs, existing processes, and available technologies. These inputs undergo systematic processes such as requirements analysis, system design, development, integration, and testing. The final output is a functional Bus Operations Management System that supports efficient bus operations, improves data accuracy, and provides real-time monitoring and reporting for administrators and dispatchers.

Chapter 3

METHODOLOGY AND PROJECT MANAGEMENT

The Adapted Agile Scrum Framework

The Adapted Agile Scrum Framework is a flexible project management approach that organizes development into short, iterative cycles called sprints. It emphasizes collaboration, continuous improvement, and frequent delivery of functional components. In this study, the framework is adapted to fit the team's schedule and project scope, ensuring efficient progress, regular feedback, and timely completion of the Bus Operations Management System (BOMS).

Team Roles and Responsibilities

To ensure that all team members understand their responsibilities and contribute effectively to the development of the Bus Operation Management System, clear roles are defined following the Agile Scrum methodology.

1. Product Owner.

The Product Owner oversees the project and defines the system requirements, prioritizing features such as trip assignment, driver availability, and scheduling. This role ensures that the development aligns with the operational goals of Agila Bus Transport Corporation and coordinates closely with stakeholders to determine which features are most critical for short-term functionality and long-term efficiency.

2. Scrum Master.

The Scrum Master facilitates Scrum processes and ensures that the team adheres to Agile principles. They help remove obstacles that could slow progress, enabling the developers and testers to work efficiently and maintain collaboration throughout each sprint.

24

3. Development Team.

The development team consists of programmers, designers, and testers responsible for designing, implementing, and refining modules such as assignment, scheduling, dashboards, and trip monitoring. Team members work together to meet sprint goals, deliver high-quality increments, and ensure that the system is functional, reliable, and aligned with the operational needs of the bus company.

Scrum Events

The development of the Bus Operation Management System is organized into sprint cycles, with each sprint lasting approximately two to three weeks. This approach ensures structured progress while allowing for incremental improvements based on feedback and operational needs.

1. Sprint Planning.

At the beginning of each sprint, the Product Owner collaborates with the development team to define the objectives, tasks, and expected outcomes for that cycle. This planning ensures that each sprint focuses on critical features, such as trip assignment, route management, or dashboard updates, prioritizing work that provides the most value to Agila Bus Transport Corporation.

2. Daily Stand-ups.

The development team conducts brief daily meetings to share progress, discuss challenges, and coordinate upcoming tasks. These stand-ups promote accountability,

maintain team alignment, and enable the immediate resolution of any issues that may hinder the completion of sprint goals. 25

3.Sprint Review.

At the conclusion of each sprint, the team presents completed features and modules to the stakeholders for evaluation and feedback. This review ensures that the development aligns with operational requirements, including driver and conductor assignment, trip readiness, and schedule monitoring, and allows adjustments to be made before the next cycle.

4.Sprint Retrospective.

Following the review, the team reflects on what went well and identifies areas for improvement. This retrospective fosters continuous learning, helping the team enhance workflows, improve collaboration, and deliver increasingly efficient and effective iterations of the system.

Scrum Artifacts

Scrum artifacts are key tools that help the development team organize work, track progress, and maintain transparency throughout the project. They provide a clear record of tasks, priorities, and deliverables for each sprint.

1.Product Backlog.

The Product Backlog is a comprehensive list of all features, enhancements, and bug fixes required for the Bus Operation Management System. This includes modules such as bus assignment, route management, dashboard analytics, and bus rental functionality. The Product Owner is responsible for maintaining and prioritizing the backlog, ensuring that items align with the operational goals of Agila Bus Transport Corporation and address the most pressing needs first.

2.Sprint Backlog.

27

The Sprint Backlog consists of selected items from the Product Backlog that the team commits to completing during a specific sprint. By focusing on these high-priority tasks, the team can maintain clarity and ensure that critical functionality—such as driver scheduling or trip readiness indicators—is delivered incrementally and effectively.

3.Increment.

The Increment represents the sum of all completed backlog items at the end of a sprint. Each increment is a potentially deployable version of the Bus Operation Management System that can be tested, reviewed, and integrated into ongoing operations. Through these iterative releases, the system continuously improves, providing stakeholders with tangible, usable updates after every sprint.

Toolstack

A toolstack (or technology stack) refers to the combination of software tools, programming languages, frameworks, and platforms used to build and support an application. It includes everything from the user interface (frontend) and server-side logic (backend) to the database, APIs, and hosting services. In this study, the chosen toolstack enables the development, deployment, and efficient operation of the Bus Operations Management System (BOMS).

Frontend: Next.js (React Framework)

Next.js is a powerful React-based framework used for building fast and scalable web applications. It offers server-side rendering (SSR), static site generation (SSG), and seamless routing which helps in creating responsive and dynamic user interfaces. In the Bus Operations Management System (BOMS), Next.js is used to develop the frontend

user interface for administrators and dispatchers, providing real-time updates, easy navigation, and interactive dashboards for monitoring bus operations.

Backend: Node.js

Node.js is a JavaScript runtime environment that enables server-side application development using JavaScript. It supports high performance and scalability due to its non-blocking, event-driven architecture. For BOMS, Node.js is responsible for handling server-side logic, processing requests, managing authentication, and executing business rules such as dispatch management, quota counting, and user roles.

API Architecture: RESTful APIs

RESTful APIs (Representational State Transfer) provide a standardized way for the frontend and backend to communicate using HTTP methods (GET, POST, PUT, DELETE). This architecture ensures clear separation between client and server, enabling modular development and easier maintenance. In BOMS, RESTful APIs are used to handle data exchange for operations such as route management, bus assignment, trip dispatching, quota tracking, and report generation.

Database: PostgreSQL

PostgreSQL is a reliable and powerful open-source relational database management system (RDBMS) known for its strong data integrity, support for complex queries, and scalability. It is suitable for storing structured data such as bus information, routes, user accounts, trip records, and quota data. In BOMS, PostgreSQL serves as the main database for storing all operational and transactional data securely.

Vercel – Frontend Hosting and Backend Services

Vercel is a cloud platform optimized for hosting Next.js applications. It provides fast deployment, automatic scaling, and seamless integration with Git repositories. In BOMS, Vercel is used to host the frontend interface and support serverless backend functions for faster performance and reliable accessibility.

Railway / Render – PostgreSQL Database Hosting and Microservices

Railway and Render are cloud platforms used for hosting backend services and the PostgreSQL database. They provide flexible infrastructure for deploying microservices, managing environments, and scaling resources based on demand. In BOMS, Railway or Render is utilized to host the backend services, APIs, and database to ensure consistent performance and availability.

Redis Upstash – Caching

Redis Upstash is a managed cloud service for Redis, an in-memory data store used for caching frequently accessed data to improve system performance and reduce database load. In BOMS, Redis is used to cache frequently requested data such as route information, bus status, and reports, allowing faster response times and smoother user experience.

Architectural Design Decisions

Architectural design decisions refer to the critical choices made during system design that determine the structure, components, and technologies of the application. These decisions define how modules interact, how data is stored and processed, and how

the system achieves scalability, security, and performance. In this study, the architectural design decisions guide the development of the Bus Operations Management System (BOMS) by selecting appropriate frameworks, database systems, integration methods, and deployment strategies to meet project requirements.

30

Why Microservice

Microservices architecture divides an application into smaller, independent services that each perform a specific function. This approach improves scalability, flexibility, and maintainability because individual components can be developed, deployed, and updated separately without affecting the entire system. For the Bus Operations Management System (BOMS), using microservices enables efficient management of separate modules such as dispatching, route management, quota tracking, and reporting, allowing the system to grow and adapt more easily in the future.

Core Architectural Patterns Used

The Bus Operations Management System (BOMS) utilizes several key architectural patterns to ensure scalability, modularity, and efficient communication between system components. The core patterns implemented include:

1. Microservices Architecture

This pattern divides the application into small, independent services that each handle specific business capabilities. For BOMS, separate microservices can manage modules such as dispatching, route management, quota tracking, reporting, and bus rental. This approach enables independent development, deployment, and scaling of each service, making the system more flexible and easier to maintain.

The client–server pattern separates the user interface (client) from the backend services (server). In BOMS, the frontend application built with Next.js acts as the client, while the backend services powered by Node.js serve as the server. This separation allows for clear division of responsibilities, improved security, and easier updates to the user interface or backend without affecting the other.

3. RESTful API Pattern

The RESTful API pattern provides a standardized way for the client and server to communicate using HTTP methods such as GET, POST, PUT, and DELETE. In BOMS, RESTful APIs are used to exchange data between the frontend and backend services for operations like bus assignment, route management, dispatching, quota counting, and report generation. This pattern ensures consistency, scalability, and easier integration with external services.

4. Layered (N-Tier) Architecture

A layered architecture organizes the system into distinct layers such as presentation, application, and data layers. In BOMS, the presentation layer is the user interface, the application layer contains business logic and APIs, and the data layer handles database operations. This separation improves maintainability, simplifies debugging, and promotes reusability of components.

While not fully implemented in the initial version, the event-driven pattern is considered for future enhancements where real-time updates and notifications are needed. This pattern enables services to communicate using events, which can improve responsiveness and reduce direct dependencies between services.

Together, these architectural patterns provide a strong foundation for building a modern and resilient Bus Operations Management System that supports future growth, easier maintenance, and better operational performance.

Development, Operations, and Quality Assurance (QA) Methodology

The Development, Operations, and Quality Assurance (QA) methodology refers to the structured approach used throughout the project lifecycle to ensure that the system is developed efficiently, deployed reliably, and maintained with high quality. This methodology integrates software development practices, operational deployment strategies, and testing procedures to deliver a stable and functional Bus Operations Management System (BOMS).

DevOps Toolchain

The DevOps toolchain for BOMS consists of integrated tools and services that support version control, automated deployment, hosting, and environment management. This includes:

1. Version Control System (Git): All code changes are tracked using Git, enabling collaboration, code review, and version management.
2. Hosting Platforms (Vercel, Railway/Render): These platforms are used for deploying the frontend, backend services, and database.

3. Containerization and Deployment Tools: The team uses container-based or platform-based deployment methods to ensure consistent runtime environments.

4. Infrastructure as Code (IaC): Infrastructure setup and configuration are managed through code, ensuring reproducible environments and minimizing human errors.

5. Monitoring and Logging Tools: Tools are used to monitor application performance, uptime, and logs to quickly detect and resolve issues during deployment and operation.

CI/CD Pipeline Design

The CI/CD pipeline for the Bus Operation Management System is designed to automate the build, testing, and deployment processes. This pipeline ensures that updates are integrated and delivered smoothly without disrupting system operations.

Continuous Integration (CI):

Code changes are frequently merged into a shared main branch and automatically tested. This process detects integration issues early, ensuring that new updates do not disrupt existing functionality and that the system remains stable for operational use.

Continuous Delivery (CD):

The continuous delivery pipeline automatically prepares code changes for deployment, allowing new features or improvements, such as trip assignment enhancements or dashboard updates, to be delivered rapidly and consistently. This approach ensures the system remains responsive to operational needs and can be updated regularly with minimal downtime.

The testing strategy for BOMS combines automated testing with manual quality assurance to ensure system reliability and usability.

Automated Testing:

Automated tests are executed as part of the CI pipeline to verify key functionalities, detect bugs early, and ensure that system updates do not break existing features.

Manual Testing:

In addition to automated processes, manual testing is conducted by quality assurance personnel to validate usability, functionality, and performance. This step ensures that every new update meets quality standards and maintains reliability for end-users such as dispatchers, drivers, and conductors.

Environment Validation:

Testing environments are managed using IaC to ensure consistent and reproducible setups. This reduces human errors and provides a stable environment for testing new modules and features.

Innovation Framework

Innovation plays a crucial role in the design and functionality of the Bus Operation Management System, ensuring that it remains adaptable, efficient, and user-friendly for all operational stakeholders.

1. User-Centric Design.

35

The system emphasizes ease of use, allowing dispatchers, drivers, conductors, and administrators to navigate features such as trip assignments, scheduling, and bus monitoring efficiently. Intuitive interfaces reduce errors and improve operational coordination.

2. Data-Driven Insights.

BOMS collects and analyzes operational data, including driver availability, trip performance, and route efficiency. These insights enable managers to make informed decisions, optimize bus assignments, and adjust routes or schedules based on actual usage patterns and performance trends.

3. Modular Scalability.

The system is designed with modularity in mind, allowing additional features or integrations—such as GPS tracking, maintenance logs, or inventory updates—to be incorporated without disrupting existing functionality. This ensures the platform can grow alongside the evolving needs of Agila Bus Transport Corporation.

4. Cloud-Based Infrastructure.

By leveraging cloud technology, the system ensures that data and services are accessible from multiple locations. This provides operational flexibility, enables real-time updates, and supports remote monitoring of bus operations, making the system resilient and adaptable to dynamic transportation demands.

Chapter 4

SYSTEM DESIGN, DEVELOPMENT, AND IMPLEMENTATION

Requirements Engineering

Requirements Engineering is the systematic process of identifying, documenting, analyzing, validating, and managing the needs and expectations of stakeholders for a software system. This process ensures that the Bus Operations Management System (BOMS) is designed and developed based on clear and accurate requirements, which helps prevent misunderstandings, reduces development risks, and ensures that the final system meets the intended goals and user needs.

Stakeholder Analysis

Stakeholder analysis is the process of identifying and evaluating all individuals or groups who have an interest in, influence over, or are affected by the system. This includes both direct users and indirect stakeholders, such as administrators, dispatchers, drivers, conductors, and management. The purpose of stakeholder analysis is to understand each stakeholder's roles, needs, expectations, and level of involvement in the project. By clearly identifying stakeholders and their requirements, the development team can prioritize features, address concerns early, and ensure that the Bus Operations Management System (BOMS) effectively supports operational goals and improves overall workflow.

Table 3

37

Stakeholder Identification

Stakeholder Group	Specific Stakeholders	Bus Operations Role / Responsibility	Interest Level	Influence Level	Operational Goals / Concerns
Key Decision Makers	- Admin / Owner - Dispatcher	Admin/Owner: Oversees the entire Bus Operations Management System; approves route schedules, staff assignments, and reviews performance reports. Dispatcher: Operates the system daily; handles bus assignment, trip monitoring, and scheduling coordination.	High	High	Ensure operational efficiency, minimize delays, and optimize fleet utilization.
Support & Oversight	- Chief Mechanic - Supervisors (Optional)	Chief Mechanic: Assigns maintenance personnel and certifies bus readiness before dispatch. Supervisors: Monitor overall operational flow and ensure procedures are followed.	Medium	High	Maintain safety standards and smooth day-to-day operations.
Direct System Users	- Drivers & Conductors - Mechanics	Drivers/Conductors: View and confirm their assigned routes and schedules through the system. Mechanics: Access maintenance schedules and update bus status after inspection.	High	Medium	Ensure clarity in assignments and reduce communication errors.
Indirect Stakeholders	- Passengers (Optional) - Regulatory Bodies (Optional)	Passengers: Benefit from improved scheduling and on-time trips but do not interact directly with	Medium	Low	Benefit from reliable services and accurate

Stakeholder Group	Specific Stakeholders	Bus Operations Role / Responsibility	Interest Level	Influence Level	Operational Goals / Concerns
		the system. Regulatory Bodies: Oversee compliance with transportation and safety regulations.			compliance reports.

The table 3 summarizes the stakeholder analysis for the Bus Operations Management System (BOMS). It identifies key stakeholder groups, specific stakeholders, their roles and responsibilities in bus operations, and their level of interest and influence. The table also highlights each group's operational goals and concerns, which guide the development priorities and ensure that the system addresses the needs of both direct users and indirect beneficiaries.

Elicitation Techniques

Elicitation techniques are methods used to gather requirements and information from stakeholders to understand their needs, expectations, and challenges. These techniques help ensure that the system's features are aligned with real operational requirements. Common elicitation methods include interviews, surveys, observation, document analysis, and brainstorming sessions. In the Bus Operations Management System (BOMS), elicitation techniques are used to collect data from administrators, dispatchers, drivers, and mechanics to accurately define the system's functionalities and operational requirements.

Table 4

39

Elicitation Technique

Technique	Description	Stakeholders Involved	Purpose / Expected Output (Specific to Bus Operations)
Interviews	Conducted structured and semi-structured interviews with key operational staff to understand how daily bus operations are managed. These interviews gathered detailed insights into scheduling procedures, maintenance coordination, and route management.	Admin/Owner, Dispatcher, Chief Mechanic, Mechanics, Drivers, Conductors	To capture in-depth operational challenges, user roles, and data dependencies in existing manual workflows. The findings helped define system functionalities such as bus assignment, trip readiness validation, and dispatch reporting.
Surveys and Questionnaires	Distributed digital and printed questionnaires to a wider group of users to validate and quantify operational needs. Questions focused on scheduling accuracy, communication between departments, system usability, and preferred automation features.	Dispatcher, Drivers, Conductors, Mechanics, Supervisors (Optional)	To gather measurable feedback and identify recurring operational issues. Results were analyzed to prioritize requirements for route scheduling, maintenance scheduling, and real-time trip monitoring.

The table 4 presents the elicitation techniques used in the study to gather requirements for the Bus Operations Management System (BOMS). It details each method, the stakeholders involved, and the specific purpose or expected output related to bus operations. Interviews were conducted with key operational staff to capture detailed insights into manual workflows and operational challenges, while surveys and questionnaires were used to validate and quantify user needs across a broader group. The outputs of these techniques guided the definition and prioritization of system functionalities such as dispatch management, route scheduling, maintenance coordination, and real-time monitoring.

Functional Requirements

Functional requirements define the specific features and core operations that the Bus Operations Management System (BOMS) must perform in order to effectively support daily bus operations. These requirements describe how the system should respond to user inputs and interactions, ensuring that each function contributes to efficient and accurate operational management. Key functionalities include route management, bus assignment, dispatch processing, quota tracking, and report generation. By clearly outlining these features, the system establishes a structured foundation for handling operational tasks in a consistent and organized manner.

In addition, functional requirements ensure that the system delivers the necessary capabilities to meet both operational demands and stakeholder expectations. They guide the development process by specifying what the system must accomplish, helping developers translate business processes into practical system actions. Through well-defined functional requirements, BOMS can streamline workflows, improve coordination among personnel, and provide reliable access to critical operational data.

Table 5

Functional requirements

FR ID	MODULE	SUBMODULE	DESCRIPTION
FR-001	Assignment Module		The system shall allow the user to access the Bus Driver/Conductor Assignment module through the Assignment Management section.
FR-002	Assignment Module		The system shall display modals for selecting a bus, driver, and conductor.
FR-003	Assignment Module		The system shall display modals for selecting a Route.

FR ID	MODULE	SUBMODULE	DESCRIPTION
FR-004	Assignment Module		The system shall allow the user to choose between a Fixed Quota and a Percentage-Based Quota type.
FR-005	Assignment Module		The system shall allow input of a target amount for Fixed Quota assignments and Percentage-Based Quota type.
FR-006	Assignment Module		The system shall prevent assigning the same driver or conductor to multiple buses at the same time.
FR-007	Assignment Module		The system shall display a summary of the selected bus, driver, conductor.
FR-008	Assignment Module		The system shall provide a Confirm button to finalize the assignment.
FR-009	Assignment Module		The system shall provide an Edit button to modify selections before confirmation.
FR-010	Assignment Module		The system shall provide an delete button to delete assignment.
FR-011	Assignment Module		The system shall validate all required fields and display error messages if any are incomplete.
FR-012	Assignment Module		The system shall generate a confirmation message upon successful assignment.
FR-013	Assignment Module		The system shall save and record the assignment data in the system.
FR-014	Route Management Module	Routes	The system shall allow administrators to create new bus routes
FR-015	Route Management Module	Routes	The system shall display a list of all existing bus routes
FR-016	Route Management Module	Routes	The system shall allow administrators to edit an existing route
FR-017	Route Management Module	Routes	The system shall allow administrators to delete existing routes

FR ID	MODULE	SUBMODULE	DESCRIPTION
FR-018	Route Management Module	Routes	The system shall validate required fields during route creation and editing, and display error messages if fields are missing or invalid.
FR-019	Route Management Module	Routes	The system shall dynamically update the route list after adding, editing, or deleting a route.
FR-020	Route Management Module	Routes	The system shall provide a search bar to find routes by route name or code.
FR-021	Route Management Module	Routes	The system shall provide filter options to display active routes, inactive routes, or all routes.
FR-022	Route Management Module	Routes	The system shall include an Add button to create a route, a Clear button to reset input fields, and an Update button to save edits.
FR-023	Route Management Module	Stops	The system shall allow administrators to select a route in order to manage its stops.
FR-024	Route Management Module	Stops	The system shall display a list of stops for a selected route
FR-025	Route Management Module	Stops	The system shall allow administrators to add new stops to the selected route
FR-026	Route Management Module	Stops	The system shall allow administrators to remove stops from the selected route.
FR-027	Route Management Module	Stops	The system shall allow administrators to reorder stops within a route using drag-and-drop functionality or up/down buttons.
FR-028	Route Management Module	Stops	The system shall dynamically update the stops list after adding, removing, or reordering stops.
FR-029	Route Management	Stops	The system shall prevent duplicate stop names within the same route.

FR ID	MODULE	SUBMODULE	DESCRIPTION
	ment Module		
FR-030	Route Management Module	Stops	The system shall validate required fields for stops and display error messages for missing or invalid inputs.
FR-031	Route Management Module	Stops	The system shall provide an Add button to add new stops, a Clear button to reset stop input fields, and an Update button to save changes.
FR-032	Route Management Module	Stops	The system shall provide a search bar to filter stops
FR-033	Route Management Module	Stops	The system shall include visual cues to indicate the sequence or order of stops.
FR-034	Bus Operations Module	Pre-Operations (Bus Readiness)	The system shall provide a modal for selecting the Bus Assignment ID.
FR-035	Bus Operations Module	Pre-Operations (Bus Readiness)	The system shall display a readiness checklist including vehicle conditions (brakes, tires, engine oil, fuel, lights), personnel conditions (driver, conductor), and operations (change/money).
FR-036	Bus Operations Module	Pre-Operations (Bus Readiness)	The system shall allow users to mark each readiness item as checked or unchecked.
FR-037	Bus Operations Module	Pre-Operations (Bus Readiness)	The system shall display a Bus Readiness Marker indicating readiness status (Green for Pass, Red for Fail).
FR-038	Bus Operations Module	Pre-Operations (Bus Readiness)	The system shall display detailed readiness criteria status
FR-039	Bus Operations Module	Pre-Operations (Bus Readiness)	The system shall save and record the readiness results

FR ID	MODULE	SUBMODULE	DESCRIPTION
		Readiness)	
FR-040	Bus Operations Module	Post-Operations (Quota counting)	The system shall provide a modal for selecting the Bus Assignment ID
FR-041	Bus Operations Module	Post-Operations (Quota counting)	The system shall provide a textbox for inputting the total Ticket Sales Count.
FR-042	Bus Operations Module	Post-Operations (Quota counting)	The system shall save and update the entered ticket sales data linked to the selected bus assignment.
FR-043	Bus Operations Module	Post-Operations (Quota counting)	The system shall display a success message upon saving the ticket sales data.
FR-044	Bus Operations Module	Post-Operations (Quota counting)	The system shall determine and record whether the quota is successfully met or not (Success or Failure).
FR-045	Bus Operations Module	Post-Operations (Quota counting)	The system shall display an error message if the ticket sales input is invalid or missing.
FR-046	Bus Rental Module	New Rental Request	The system shall allow users to create a new rental request
FR-047	Bus Rental Module	New Rental Request	The system shall validate that all required fields are filled and rental date and time are in the future.
FR-048	Bus Rental Module	New Rental Request	The system shall display a rental summary preview and allow confirmation or cancellation.
FR-049	Bus Rental Module	New Rental Request	The system shall prevent submission if required fields are missing and display appropriate validation errors.
FR-050	Bus Rental Module	Price Calculation	The system shall calculate the rental price based on pickup and drop-off locations, duration, number of passengers, and special requirements.

FR ID	MODULE	SUBMODULE	DESCRIPTION
FR-051	Bus Rental Module	Price Calculation	The system shall display a detailed price breakdown including base fare, additional fees
FR-052	Bus Rental Module	Price Calculation	The system shall allow users to edit rental details before proceeding to booking.
FR-053	Bus Rental Module	Rental Request List	The system shall display a list of rental requests with filters
FR-054	Bus Rental Module	Rental Request List	The system shall dynamically update the rental request list based on applied filters or searches.
FR-055	Bus Rental Module	Rental Request List	The system shall allow users to view detailed information of each rental request.
FR-056	Bus Rental Module	Rental Request List	The system shall display an appropriate message if no rental requests match the filters.
FR-057	Bus Rental Module	Approval & Scheduling	The system shall display rental request information during the approval and scheduling process.
FR-058	Bus Rental Module	Approval & Scheduling	The system shall allow admins to assign available buses, drivers, and conductors based on availability.
FR-059	Bus Rental Module	Approval & Scheduling	The system shall calculate and display the final rental cost including additional admin-defined fees.
FR-060	Bus Rental Module	Approval & Scheduling	The system shall confirm and schedule rental requests or prompt a rejection reason if rejected.
FR-061	Bus Rental Module	Pending	The system shall generate a billing summary for each approved rental request and include it in a payment notification email to the customer.
FR-062	Bus Rental Module	Pending	The system shall calculate the total rental cost, including base fare and any additional charges, and include the amount in the billing summary email.
FR-063	Bus Rental Module	Pending	The system shall associate each billing summary with the corresponding rental request ID for tracking and reference purposes.
FR-064	Bus Rental Module	Pending	The system shall prevent sending the billing summary if required rental or billing data is missing and display an appropriate error message.

FR ID	MODULE	SUBMODULE	DESCRIPTION
FR-065	Performance Report Module		The system shall visualize key metrics (driver/conductor performance, route performance, bus utilization) through charts and summary cards.
FR-066	Performance Report Module		The system shall allow filtering by date range, route, bus ID, or staff ID to view specific performance insights.
FR-067	Performance Report Module		The system shall use a trained ML model to identify top-earning driver–conductor pairs based on trip and revenue data.
FR-068	Performance Report Module		The system shall use regression or correlation techniques to predict route profitability and performance trends.
FR-069	Performance Report Module		The system shall generate a downloadable PDF or Excel file of the full dashboard, including charts and ML insights.
FR-070	Performance Report Module		The system shall dynamically refresh the displayed data whenever filters are changed, without reloading the entire page.

The table lists the functional requirements of the Bus Operations Management System (BOMS). Each entry includes a unique requirement ID, the module and submodule where the feature belongs, and a brief description of the required system behavior. For example, FR-001 specifies that users must be able to access the Bus Driver/Conductor Assignment module within the Assignment Management section.

Non-functional Requirements

Non-functional requirements define the quality attributes and constraints of the system that determine how well it performs rather than what functions it performs. These requirements focus on system performance, security, usability, reliability, scalability, and maintainability. In the Bus Operations Management System (BOMS), non-functional

requirements ensure that the system operates efficiently, remains secure, and is reliable and user-friendly for administrators, dispatchers, and other users.

47

Table 6

Non-functional Requirements

NFR ID	Category	Description
NFR-001	Performance	The system shall respond to user requests within 3 seconds for 95% of transactions under normal operational load.
NFR-002	Security	The system shall enforce user authentication and role-based access control to prevent unauthorized access to sensitive data and administrative functions.
NFR-003	Data Integrity	The system shall ensure that all transaction records (e.g., dispatch logs, quota counts, and trip reports) are accurately stored and protected from data loss or corruption.
NFR-004	Availability	The system shall be available 99% of the time during operational hours to ensure continuous support for daily bus operations.
NFR-005	Usability	The system interface shall be intuitive and user-friendly, enabling users to perform core tasks with minimal training and within 2 minutes for common operations.
NFR-006	Scalability	The system shall support an increasing number of users and data volume without significant performance degradation, allowing future expansion of routes, buses, and users.
NFR-007	Maintainability	The system shall be designed using modular architecture to allow easy updates, bug fixes, and addition of new features with minimal downtime.

The table outlines the non-functional requirements of the Bus Operations Management System (BOMS). It includes a unique identifier (NFR ID), the category of each requirement, and a clear description of the expected system behavior. These requirements focus on quality attributes such as performance, security, usability, reliability, scalability, and maintainability, ensuring that the system operates efficiently and securely while remaining user-friendly and easy to maintain.

This section presents the user stories, acceptance criteria, and use cases that define the system's required behavior from the perspective of its users. User stories describe what users need to accomplish, acceptance criteria specify the conditions for successful completion, and use cases provide detailed scenarios of how the system should respond to user actions. Together, they help ensure that the Bus Operations Management System (BOMS) meets user expectations and functions correctly.

Table 7

User Stories, Acceptance Criteria, and Use Cases

BR ID	Business Requirements	FR ID	Functional Requirements	US ID	Title	User Story	Acceptance Criteria
BR - 001	System must allow admin to assign a driver and conductor to each bus.	FR-001	The system shall allow the user to access the Bus Driver/Conductor Assignment module through the Assignment Management section.	US - 001	Bus Personnel Assignment by Admin	As an admin, I want to assign a driver and conductor to a bus so that I can manage bus personnel efficiently.	User can navigate to assignment page.
BR - 001	System must allow admin to assign a driver and conductor to each bus.	FR-002	The system shall display modals for selecting a bus, driver, and conductor.	US - 001	Bus Personnel Assignment by Admin	As an admin, I want to assign a driver and conductor to a bus so	Each modal should display all available Bus, Driver, and

BR ID	Business Requirements	FR ID	Functional Requirements	US ID	Title	User Story	Acceptance Criteria
						that I can manage bus personnel efficiently.	Conduct or with search
BR - 002	System must allow admin to assign buses to specific routes.	FR-003	The system shall display modals for selecting a Route.	US - 002	Bus-to-Route Assignment	As an admin, I want to assign a bus to a route so that I can track which buses are on which routes.	The modal should display all Routes with search and filter functions .
BR - 003	System must allow admin to assign a quota to a bus.	FR-004	The system shall allow the user to choose between a Fixed Quota and a Percentage-Based Quota type.	US - 003	Quota Assignment per Bus	As an admin, I want to assign a quota to a bus so that I can set expected ticket sales per trip.	Dropdown list must have Fixed and Percentage as options.
BR - 003	System must allow admin to assign a quota to a bus.	FR-005	The system shall allow input of a target amount for Fixed Quota assignments and Percentage-Based Quota type.	US - 003	Quota Assignment per Bus	As an admin, I want to assign a quota to a bus so that I can set expected ticket sales per trip.	If Fixed is selected, the value should be fixed format. If Percentage is selected, the value should be

BR ID	Business Requirements	FR ID	Functional Requirements	US ID	Title	User Story	Acceptance Criteria
							percentage format.
BR - 001	System must allow admin to assign a driver and conductor to each bus.	FR-006	The system shall prevent assigning the same driver or conductor to multiple buses at the same time.	US - 001	Bus Personnel Assignment by Admin	As an admin, I want to assign a driver and conductor to a bus so that I can manage bus personnel efficiently.	There should be no conflicting assignments.
BR - 001	System must allow admin to assign a driver and conductor to each bus.	FR-007	The system shall display a summary of the selected bus, driver, conductor.	US - 001	Bus Personnel Assignment by Admin	As an admin, I want to assign a driver and conductor to a bus so that I can manage bus personnel efficiently.	User can see the BusID, Driver name, and Conductor name selected.
BR - 001	System must allow admin to assign a driver and conductor to each bus.	FR-008	The system shall provide a Confirm button to finalize the assignment.	US - 001	Bus Personnel Assignment by Admin	As an admin, I want to assign a driver and conductor	Add button adds the assignment in the database and is

BR ID	Business Requirements	FR ID	Functional Requirements	US ID	Title	User Story	Acceptance Criteria
						or to a bus so that I can manage bus personnel efficiently.	reflected in the table.
BR - 001	System must allow admin to assign a driver and conductor to each bus.	FR-009	The system shall provide an Edit button to modify selections before confirmation.	US - 001	Bus Personnel Assignment by Admin	As an admin, I want to assign a driver and conductor to a bus so that I can manage bus personnel efficiently.	Edit button should activate edit mode where the user can edit the selected row.
BR - 001	System must allow admin to assign a driver and conductor to each bus.	FR-010	The system shall provide an delete button to delete assignment.	US - 001	Bus Personnel Assignment by Admin	As an admin, I want to assign a driver and conductor to a bus so that I can manage bus personnel efficiently.	Delete button prompts the user to confirm the delete action, once confirmed, softdeletes the row.

BR ID	Business Requirements	FR ID	Functional Requirements	US ID	Title	User Story	Acceptance Criteria
BR - 001	System must allow admin to assign a driver and conductor to each bus.	FR-011	The system shall validate all required fields and display error messages if any are incomplete.	US - 001	Bus Personnel Assignment by Admin	As an admin, I want to assign a driver and conductor to a bus so that I can manage bus personnel efficiently.	Input validation works correctly
BR - 001	System must allow admin to assign a driver and conductor to each bus.	FR-012	The system shall generate a confirmation message upon successful assignment.	US - 001	Bus Personnel Assignment by Admin	As an admin, I want to assign a driver and conductor to a bus so that I can manage bus personnel efficiently.	Displays "Assignment successfully added!"
BR - 001	System must allow admin to assign a driver and conductor to each bus.	FR-013	The system shall save and record the assignment data in the system.	US - 001	Bus Personnel Assignment by Admin	As an admin, I want to assign a driver and conductor to a bus so that I can manage bus	New row is added in the database

BR ID	Business Requirements	FR ID	Functional Requirements	US ID	Title	User Story	Acceptance Criteria
						personnel efficiently.	
BR - 004	System must allow admin to create, update, and delete bus routes.	FR-014	The system shall allow administrators to create new bus routes	US - 004	Route Management (Add, Edit, Delete)	As an admin, I want to manage bus routes by adding, editing, and deleting routes so that I can organize the transportation system efficiently.	There should be a form field where user can input necessary fields: Route name Route Start stop Route End stop
BR - 004	System must allow admin to create, update, and delete bus routes.	FR-015	The system shall display a list of all existing bus routes	US - 004	Route Management (Add, Edit, Delete)	As an admin, I want to manage bus routes by adding, editing, and deleting routes so that I can organize the transportation system efficiently.	The table shows all bus routes with search and filter functions .

BR ID	Business Requirements	FR ID	Functional Requirements	US ID	Title	User Story	Acceptance Criteria
BR - 004	System must allow admin to create, update, and delete bus routes.	FR-016	The system shall allow administrators to edit an existing route	US - 004	Route Management (Add, Edit, Delete)	As an admin, I want to manage bus routes by adding, editing, and deleting routes so that I can organize the transportation system efficiently.	Edit button should activate edit mode where the user can edit the selected row.
BR - 004	System must allow admin to create, update, and delete bus routes.	FR-017	The system shall allow administrators to delete existing routes	US - 004	Route Management (Add, Edit, Delete)	As an admin, I want to manage bus routes by adding, editing, and deleting routes so that I can organize the transportation system efficiently.	Delete button prompts the user to confirm the delete action, once confirmed, softdeletes the row.

BR ID	Business Requirements	FR ID	Functional Requirements	US ID	Title	User Story	Acceptance Criteria
BR - 004	System must allow admin to create, update, and delete bus routes.	FR-018	The system shall validate required fields during route creation and editing, and display error messages if fields are missing or invalid.	US - 004	Route Management (Add, Edit, Delete)	As an admin, I want to manage bus routes by adding, editing, and deleting routes so that I can organize the transportation system efficiently.	Input validation displays the correct error message
BR - 004	System must allow admin to create, update, and delete bus routes.	FR-019	The system shall dynamically update the route list after adding, editing, or deleting a route.	US - 004	Route Management (Add, Edit, Delete)	As an admin, I want to manage bus routes by adding, editing, and deleting routes so that I can organize the transportation system efficiently.	The table updates and displays the newly added row

BR ID	Business Requirements	FR ID	Functional Requirements	US ID	Title	User Story	Acceptance Criteria
BR - 004	System must allow admin to create, update, and delete bus routes.	FR-020	The system shall provide a search bar to find routes by route name or code.	US - 004	Route Management (Add, Edit, Delete)	As an admin, I want to manage bus routes by adding, editing, and deleting routes so that I can organize the transportation system efficiently.	The search function correctly gives the correct row.
BR - 004	System must allow admin to create, update, and delete bus routes.	FR-021	The system shall provide filter options to display active routes, inactive routes, or all routes.	US - 004	Route Management (Add, Edit, Delete)	As an admin, I want to manage bus routes by adding, editing, and deleting routes so that I can organize the transportation system efficiently.	Filters correctly displays the correct row.

BR ID	Business Requirements	FR ID	Functional Requirements	US ID	Title	User Story	Acceptance Criteria
BR - 004	System must allow admin to create, update, and delete bus routes.	FR-022	The system shall include an Add button to create a route, a Clear button to reset input fields, and an Update button to save edits.	US - 004	Route Management (Add, Edit, Delete)	As an admin, I want to manage bus routes by adding, editing, and deleting routes so that I can organize the transportation system efficiently.	Buttons correctly does their job. Add buttons adds new row, clear button to clear input fileds, and edit button to edit the row.
BR - 005	System must allow admin to create, update, and delete bus stops for each route.	FR-023	The system shall allow administrators to select a route in order to manage its stops.	US - 005	Stop Management within Routes	As an admin, I want to manage stops by adding, removing, and reordering them in a route so that the route can be properly structured for passengers.	There should be a button that displays the modal of routes.
BR - 005	System must allow admin to create, update, and delete bus stops for each route.	FR-024	The system shall display a list of stops for a selected route	US - 005	Stop Management within Routes	As an admin, I want to manage stops by adding,	The modal displays all routes available, with

BR ID	Business Requirements	FR ID	Functional Requirements	US ID	Title	User Story	Acceptance Criteria
						removing, and reordering them in a route so that the route can be properly structured for passengers.	search and filter functionality
BR - 005	System must allow admin to create, update, and delete bus stops for each route.	FR-025	The system shall allow administrators to add new stops to the selected route	US - 005	Stop Management within Routes	As an admin, I want to manage stops by adding, removing, and reordering them in a route so that the route can be properly structured for passengers.	There should be an add button that when clicked, will add new input fields for new stops.
BR - 005	System must allow admin to create, update, and delete bus stops for each route.	FR-026	The system shall allow administrators to remove stops from the selected route.	US - 005	Stop Management within Routes	As an admin, I want to manage stops by adding, removing, and reordering them in a route so that the	In each added stop, there should be a delete button that removes that stop.

BR ID	Business Requirements	FR ID	Functional Requirements	US ID	Title	User Story	Acceptance Criteria
						route can be properly structured for passengers.	
BR - 005	System must allow admin to create, update, and delete bus stops for each route.	FR-027	The system shall allow administrators to reorder stops within a route using drag-and-drop functionality or up/down buttons.	US - 005	Stop Management within Routes	As an admin, I want to manage stops by adding, removing, and reordering them in a route so that the route can be properly structured for passengers.	The UI should have a dragging functionality that allows the user to drag and reorder the stops.
BR - 005	System must allow admin to create, update, and delete bus stops for each route.	FR-028	The system shall dynamically update the stops list after adding, removing, or reordering stops.	US - 005	Stop Management within Routes	As an admin, I want to manage stops by adding, removing, and reordering them in a route so that the route can be properly structured for passengers.	The table displays the newly added row.

BR ID	Business Requirements	FR ID	Functional Requirements	US ID	Title	User Story	Acceptance Criteria
BR - 005	System must allow admin to create, update, and delete bus stops for each route.	FR-029	The system shall prevent duplicate stop names within the same route.	US - 005	Stop Management within Routes	As an admin, I want to manage stops by adding, removing, and reordering them in a route so that the route can be properly structured for passengers.	Stops cannot be chosen more than once.
BR - 005	System must allow admin to create, update, and delete bus stops for each route.	FR-030	The system shall validate required fields for stops and display error messages for missing or invalid inputs.	US - 005	Stop Management within Routes	As an admin, I want to manage stops by adding, removing, and reordering them in a route so that the route can be properly structured for passengers.	There should be input validation for stop names and there should be a corresponding error message .
BR - 005	System must allow admin to create, update, and delete bus stops for each route.	FR-031	The system shall provide an Add button to add new stops, a Clear button to reset stop input fields, and	US - 005	Stop Management within Routes	As an admin, I want to manage stops by adding, removing	Buttons correctly does their job. Add buttons adds

BR ID	Business Requirements	FR ID	Functional Requirements	US ID	Title	User Story	Acceptance Criteria
			an Update button to save changes.			g, and reordering them in a route so that the route can be properly structured for passengers.	new row, clear button to clear input fileds, and edit button to edit the row.
BR - 005	System must allow admin to create, update, and delete bus stops for each route.	FR-032	The system shall provide a search bar to filter stops	US - 005	Stop Management within Routes	As an admin, I want to manage stops by adding, removing, and reordering them in a route so that the route can be properly structured for passengers.	The UI should have a dragging functionality that allows the user to drag and reorder the stops.
BR - 005	System must allow admin to create, update, and delete bus stops for each route.	FR-033	The system shall include visual cues to indicate the sequence or order of stops.	US - 005	Stop Management within Routes	As an admin, I want to manage stops by adding, removing, and reordering them in a route so that the route	

BR ID	Business Requirements	FR ID	Functional Requirements	US ID	Title	User Story	Acceptance Criteria
						can be properly structured for passengers.	
BR - 006	System must allow admin/dispatcher to check if a bus is ready for departure.	FR-034	The system shall provide a modal for selecting the Bus Assignment ID.	US - 007	Pre-Departure Readiness Check	As an admin, I want to perform a readiness check before departur e to ensure that the bus, driver, and conductor are prepared for the journey.	There should be a button that displays the modal of bus assignment and the modal displays all bus assignments with search and filter functions .
BR - 006	System must allow admin/dispatcher to check if a bus is ready for departure.	FR-035	The system shall display a readiness checklist including vehicle conditions (brakes, tires, engine oil, fuel, lights), personnel conditions (driver, conductor), and operations (change/money).	US - 007	Pre-Departure Readiness Check	As an admin, I want to perform a readiness check before departur e to ensure that the bus, driver, and conductor are prepared for the journey.	Readiness checklist is automatically displayed when a bus assignment is selected for readiness check. Checklist includes items like brakes,

BR ID	Business Requirements	FR ID	Functional Requirements	US ID	Title	User Story	Acceptance Criteria
						d for the journey.	tires, engine oil, fuel, lights, driver, conductor, and change/money.
BR - 006	System must allow admin/dispatcher to check if a bus is ready for departure.	FR-036	The system shall allow users to mark each readiness item as checked or unchecked.	US - 007	Pre-Departure Readiness Check	As an admin, I want to perform a readiness check before departur e to ensure that the bus, driver, and conductor are prepared for the journey.	Each checklist item has a toggle or checkbox to mark it as checked or uncheck ed.
BR - 006	System must allow admin/dispatcher to check if a bus is ready for departure.	FR-037	The system shall display a Bus Readiness Marker indicating readiness status (Green for Pass, Red for Fail).	US - 007	Pre-Departure Readiness Check	As an admin, I want to perform a readiness check before departur e to ensure that the bus, driver, and conductor are prepared for the journey.	After checklist is completed, a colored marker (green or red) displays overall readiness status. Marker updates automati

BR ID	Business Requirements	FR ID	Functional Requirements	US ID	Title	User Story	Acceptance Criteria
						conduct or are prepared for the journey.	cally based on checklist completion (e.g., all checked = Green, any unchecked = Red).
BR - 006	System must allow admin/dispatcher to check if a bus is ready for departure.	FR-038	The system shall display detailed readiness criteria status	US - 007	Pre-Departure Readiness Check	As an admin, I want to perform a readiness check before departur e to ensure that the bus, driver, and conductor are prepared for the journey.	Admin can click to expand and see individual status of each readiness criterion.
BR - 006	System must allow admin/dispatcher to check if a bus is ready for departure.	FR-039	The system shall save and record the readiness results	US - 007	Pre-Departure Readiness Check	As an admin, I want to perform a readiness check before departur e to ensure that the bus,	Each checklist item shows a pass/fail status beside it with visual indicators (e.g., check mark or

BR ID	Business Requirements	FR ID	Functional Requirements	US ID	Title	User Story	Acceptance Criteria
						driver, and conduct or are prepared for the journey.	cross icon).
BR - 007	System must allow admin/dispatcher to check if the bus has met its quota.	FR-040	The system shall provide a modal for selecting the Bus Assignment ID	US - 008	Ticket Sales Data Management	As an admin, I want to manage and record ticket sales data per bus, so that the quota counts and sales are accurately tracked.	Admin can open a modal that lists bus assignments to select one for ticket sales input. Selected bus assignment is clearly displayed on the form.
BR - 007	System must allow admin/dispatcher to check if the bus has met its quota.	FR-041	The system shall provide a textbox for inputting the total Ticket Sales Count.	US - 008	Ticket Sales Data Management	As an admin, I want to manage and record ticket sales data per bus, so that the quota counts and sales are accurately tracked.	Admin can input ticket sales count using a textbox with numeric-only validation. Textbox disallows non-numeric input or gives a warning for

BR ID	Business Requirements	FR ID	Functional Requirements	US ID	Title	User Story	Acceptance Criteria
							invalid characters.
BR - 007	System must allow admin/dispatcher to check if the bus has met its quota.	FR-042	The system shall save and update the entered ticket sales data linked to the selected bus assignment.	US - 008	Ticket Sales Data Management	As an admin, I want to manage and record ticket sales data per bus, so that the quota counts and sales are accurately tracked.	Admin can click a "Save" button to record the ticket sales for the selected assignment. Ticket sales data is saved to the correct assignment ID and can be retrieved for later viewing.
BR - 007	System must allow admin/dispatcher to check if the bus has met its quota.	FR-043	The system shall display a success message upon saving the ticket sales data.	US - 008	Ticket Sales Data Management	As an admin, I want to manage and record ticket sales data per bus, so that the quota counts and sales are	System shows a clear confirmation or toast message (e.g., "Ticket sales successfully saved"). Success message disapea

BR ID	Business Requirements	FR ID	Functional Requirements	US ID	Title	User Story	Acceptance Criteria
						accurately tracked.	rs after a few seconds or when user closes it.
BR - 007	System must allow admin/dispatcher to check if the bus has met its quota.	FR-044	The system shall determine and record whether the quota is successfully met or not (Success or Failure).	US - 008	Ticket Sales Data Management	As an admin, I want to manage and record ticket sales data per bus, so that the quota counts and sales are accurately tracked.	After sales data is saved, system compares the total ticket sales against the required quota. System shows a "Quota Met" or "Quota Not Met" status next to the assignment after evaluation.
BR - 007	System must allow admin/dispatcher to check if the bus has met its quota.	FR-045	The system shall display an error message if the ticket sales input is invalid or missing.	US - 008	Ticket Sales Data Management	As an admin, I want to manage and record ticket sales data per bus, so that the	User cannot proceed to save ticket sales if there are validation errors.

BR ID	Business Requirements	FR ID	Functional Requirements	US ID	Title	User Story	Acceptance Criteria
						quota counts and sales are accurately tracked.	
BR - 008	System must allow admin to file a new request for bus rental.	FR-046	The system shall allow users to create a new rental request	US - 009	Admin Rental Request Entry	As an admin, I want to submit a new rental request with the required details to ensure that the customer's rental request is processed.	Admin can access a form to enter a new rental request with fields like date, time, location, and customer info. System checks that all required fields are completed before allowing form submission.
BR - 008	System must allow admin to file a new request for bus rental.	FR-047	The system shall validate that all required fields are filled and rental date and time are in the future.	US - 009	Admin Rental Request Entry	As an admin, I want to submit a new rental request with the required details to ensure	The system displays an error if any required field (e.g., date, pickup location, customer

BR ID	Business Requirements	FR ID	Functional Requirements	US ID	Title	User Story	Acceptance Criteria
						that the customer's rental request is processed.	name) is left blank. The system validates that the selected rental date and time are in the future before submission is allowed.
BR - 008	System must allow admin to file a new request for bus rental.	FR-048	The system shall display a rental summary preview and allow confirmation or cancellation.	US - 009	Admin Rental Request Entry	As an admin, I want to submit a new rental request with the required details to ensure that the customer's rental request is processed.	After filling the form, a preview screen is shown with a full summary of the entered details (bus, date, route, etc.). Admin can confirm the rental request or cancel from the summary screen.

BR ID	Business Requirements	FR ID	Functional Requirements	US ID	Title	User Story	Acceptance Criteria
BR - 008	System must allow admin to file a new request for bus rental.	FR-049	The system shall prevent submission if required fields are missing and display appropriate validation errors.	US - 009	Admin Rental Request Entry	As an admin, I want to submit a new rental request with the required details to ensure that the customer's rental request is processed.	The system blocks submission if required fields are missing and shows messages (e.g., "Pickup location is required"). Error messages are clearly associated with the problematic fields and disappear once corrected.
BR - 009	System must allow admin to calculate rental pricing based on distance, bus type, etc.	FR-050	The system shall calculate the rental price based on pickup and drop-off locations, duration, number of passengers, and special requirements.	US - 010	Accurate Rental Pricing by Admin	As an admin, I want to calculate the price for a rental based on provided details so that the customer is charged.	Admin inputs details such as pickup/drop-off locations, bus type, number of passengers, and any special requirements.

BR ID	Business Requirements	FR ID	Functional Requirements	US ID	Title	User Story	Acceptance Criteria
						accurately.	System calculates rental price using pre-defined logic (e.g., distance × rate + special requirement fee).
BR - 009	System must allow admin to calculate rental pricing based on distance, bus type, etc.	FR-051	The system shall display a detailed price breakdown including base fare, additional fees	US - 010	As an admin, I want to calculate the price for a rental based on provided details so that the customer is charged accurately.	Accurate Rental Pricing by Admin	System displays a breakdown of the price including base fare, extra charges (e.g., overnight, amenities), and subtotal. Price breakdown is updated in real time if rental details are changed.

BR ID	Business Requirements	FR ID	Functional Requirements	US ID	Title	User Story	Acceptance Criteria
BR - 009	System must allow admin to calculate rental pricing based on distance, bus type, etc.	FR-052	The system shall allow users to edit rental details before proceeding to booking.	US - 010	Accurate Rental Pricing by Admin	As an admin, I want to calculate the price for a rental based on provided details so that the customer is charged accurately.	Admin can go back and edit any input (e.g., change destination or date) before confirming the booking. Edited details reflect in both the summary and price calculation immediately.
BR - 010	System must allow admin to view rental requests filtered by status (Pending, Approved, Rejected, Completed).	FR-053	The system shall display a list of rental requests with filters	US - 011	Rental Request List Management	As an admin, I want to view and filter the rental request list so that I can efficiently manage the requests.	System must allow admin to filter rental requests by status (Pending, Approved, Rejected, Completed). Rental requests can be filtered by their current status—Pending, Approved, Rejected, or Completed—

BR ID	Business Requirements	FR ID	Functional Requirements	US ID	Title	User Story	Acceptance Criteria
							using a dropdown or tab interface. (Approved, Rejected, Completed).
BR - 010	System must allow admin to view rental requests filtered by status (Pending, Approved, Rejected, Completed).	FR-054	The system shall dynamically update the rental request list based on applied filters or searches.	US - 011	Rental Request List Management	As an admin, I want to view and filter the rental request list so that I can efficiently manage the requests.	The list of rental requests updates automatically based on filters or search terms, reflecting only relevant entries without reloading the page.
BR - 011	System must allow admin to view detailed rental request information for review.	FR-055	The system shall allow users to view detailed information of each rental request.	US - 012	Rental Request Details Review	As an admin, I want to view the details of a rental request so that I can make informed decisions regarding approval or	Admin can open a rental request and view all relevant information including renter details, rental date, time, route, and requested bus.

BR ID	Business Requirements	FR ID	Functional Requirements	US ID	Title	User Story	Acceptance Criteria
						rejection.	
BR - 011	System must allow admin to view detailed rental request information for review.	FR-056	The system shall display an appropriate message if no rental requests match the filters.	US - 012	Rental Request Details Review	As an admin, I want to view the details of a rental request so that I can make informed decisions regarding approval or rejection.	If no rental requests match the applied filters or search, a message clearly states that there are no results to show.
BR - 012	System must allow admin to assign a bus, driver, and schedule after approval.	FR-057	The system shall display rental request information during the approval and scheduling process.	US - 013	Rental Approval & Scheduling	As an admin, I want to approve and schedule a rental request, assign a bus and driver, and finalize the booking.	During the approval process, all rental details are visible, allowing scheduling and resource assignment before confirmation.

BR ID	Business Requirements	FR ID	Functional Requirements	US ID	Title	User Story	Acceptance Criteria
BR - 012	System must allow admin to assign a bus, driver, and schedule after approval.	FR-058	The system shall allow admins to assign available buses, drivers, and conductors based on availability.	US - 013	Rental Approval & Scheduling	As an admin, I want to approve and schedule a rental request, assign a bus and driver, and finalize the booking.	Admins can assign only available buses, drivers, and conductors based on real-time availability, preventing overbooking or conflicts.
BR - 013	System must allow admin to approve rental requests and update their status.	FR-059	The system shall calculate and display the final rental cost including additional admin-defined fees.	US - 014	Rental Status Update (Validation & Approval)	As an admin, I want to review validated rental requests, approve them, and send confirmation and payment instructions to customers.	Admins can review a summary of the total rental cost, including any additional fees, before approving the rental request and sending payment instructions.
BR - 013	System must allow admin to approve rental requests and update their status.	FR-060	The system shall confirm and schedule approved rental requests and automatically	US - 014	Rental Status Update (Validation &	As an admin, I want to review validated rental	When approving a request, the system

BR ID	Business Requirements	FR ID	Functional Requirements	US ID	Title	User Story	Acceptance Criteria
			reject requests that fail validation with a recorded rejection reason.		Approval	requests, approve them, and send confirmation and payment instructions to customers.	finalizes the rental schedule and sends confirmation and payment instructions to the customer.
BR - 013	System must allow admin to approve rental requests and update their status.	FR-061	The system shall generate a summary and payment details based on approved rental request details.	US - 014	Rental Status Update (Validation & Approval)	As an admin, I want to review validated rental requests, approve them, and send confirmation and payment instructions to customers.	Once approved, the system automatically generates an invoice based on the rental details and makes it available for admin review.
BR - 014	System must generate a billing summary with a detailed cost breakdown and payment instructions for rental requests.	FR-062	The system shall calculate the total rental cost including base fare and additional charges and include it in a billing notification email..	US - 015	Billing Summary and Payment Notification for Rentals	As an admin, I want to send a billing summary and payment instructions to	The billing summary email displays the rental details and total amount due in a clear and

BR ID	Business Requirements	FR ID	Functional Requirements	US ID	Title	User Story	Acceptance Criteria
						the customer after approval so they can complete the payment.	understandable format.
BR - 014	System must generate a billing summary with a detailed cost breakdown and payment instructions for rental requests.	FR-063	The system shall associate the billing summary with the approved rental request ID for tracking purposes.	US - 015	Billing Summary and Payment Notification for Rentals	As an admin, I want to reference billing information using the rental request record so I can track pending payments.	Each billing notification is linked to a unique rental request ID in the system.
BR - 014	System must generate a billing summary with a detailed cost breakdown and payment instructions for rental requests.	FR-064	The system shall send payment instruction emails and display error messages if required billing data is missing.	US - 016	Billing Summary and Payment Notification for Rentals	As an admin, I want to notify customers of payment instructions so they know how and when to complete their payment.	If required rental or billing data is missing, the system prevents sending the email and shows an appropriate error message.

BR ID	Business Requirements	FR ID	Functional Requirements	US ID	Title	User Story	Acceptance Criteria
BR - 015	The system must identify and display top and low-performing drivers, conductors, and routes based on performance metrics.	FR-065	The system shall visualize key metrics (driver/conductor performance, route performance, bus utilization) through charts and summary cards.	US - 016	Unified Performance Dashboard (Driver, Conductor, Route)	As an owner/admin, I want to view a unified dashboard showing driver, conductor, and route performance with ML-based insights so that I can easily assess overall operations.	Dashboard shows all metrics & insights in one page. Charts and summary cards for top/low performers for drivers, conductors, and routes.
BR - 015	The system must identify and display top and low-performing drivers, conductors, and routes based on performance metrics.	FR-066	The system shall allow filtering by date range, route, bus ID, or staff ID to view specific performance insights.	US - 016	Unified Performance Dashboard (Driver, Conductor, Route)	As an owner/admin, I want to view a unified dashboard showing driver, conductor, and route performance with ML-based insights so that I can	Filters work and refresh data dynamically without page reload.

BR ID	Business Requirements	FR ID	Functional Requirements	US ID	Title	User Story	Acceptance Criteria
						easily assess overall operations.	
BR - 017	The system must generate insights on top-earning driver-conductor pairs based on combined performance and revenue.	FR-067	The system shall use a trained ML model to identify top-earning driver-conductor pairs based on trip and revenue data.	US - 017	ML-Based Performance Prediction	As an admin, I want the system to use machine learning to analyze and predict performance trends so that I can make data-driven decisions.	ML model identifies top-earning driver-conductor pairs. Dashboard displays ML insights, results auto-refresh when data changes.
BR - 016	The system must calculate and visualize route profitability based on revenue, operational cost, and ridership.	FR-068	The system shall use regression or correlation techniques to predict route profitability and performance trends.	US - 017	ML-Based Performance Prediction	As an admin, I want the system to use machine learning to analyze and predict performance trends so that I	Route profitability prediction is displayed per route. Trends visualized with charts.

BR ID	Business Requirements	FR ID	Functional Requirements	US ID	Title	User Story	Acceptance Criteria
						can make data-driven decisions.	
BR - 018	The system must allow exporting performance analytics and insights into PDF or Excel formats for reporting.	FR-069	The system shall generate a downloadable PDF or Excel file of the full dashboard, including charts and ML insights.	US - 016	Unified Performance Dashboard (Driver, Conductor, Route)	As an owner/admin, I want to view a unified dashboard showing driver, conductor, and route performance with ML-based insights so that I can easily assess overall operations.	Exports generates full dashboard PDF/Excel including charts, summary cards, and ML insights.
BR - 015	The system must identify and display top and low-performing drivers, conductors, and routes based on performance metrics.	FR-070	The system shall dynamically refresh the displayed data whenever filters are changed, without reloading the entire page.	US - 016	Unified Performance Dashboard (Driver, Conductor, Route)	As an owner/admin, I want to view a unified dashboard showing driver, conductor, and route performance	Data refreshes instantly; all dashboard metrics update without page reload.

BR ID	Business Requirements	FR ID	Functional Requirements	US ID	Title	User Story	Acceptance Criteria
						with ML-based insights so that I can easily assess overall operations.	

High System Level Design

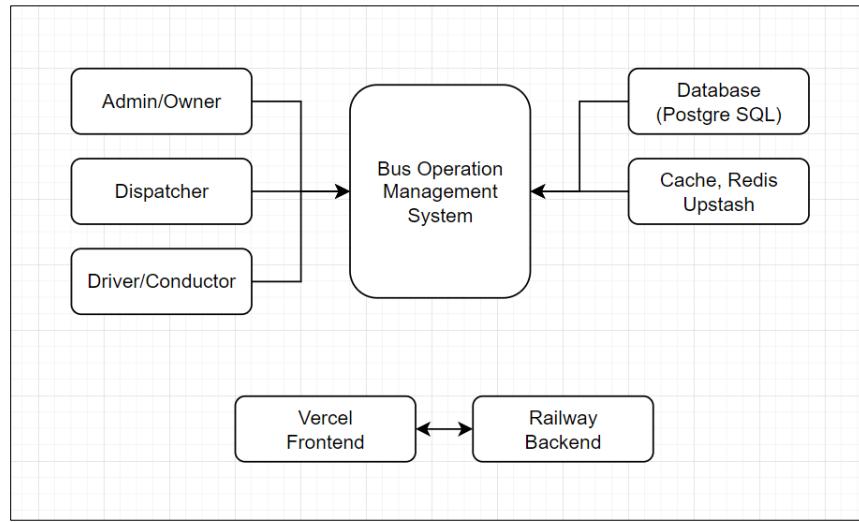
High System Level Design provides an overview of the Bus Operations Management System (BOMS) architecture and major components. It highlights how the system is structured, including its core modules, main data flows, and external integrations (e.g., database, and hosting platforms). This section focuses on the overall system layout and relationships between major components, helping readers understand how the system functions at a high level without going into detailed technical specifications.

System Context Diagram

The System Context Diagram illustrates the Bus Operations Management System (BOMS) as the central system and shows its interactions with external actors and external systems. It identifies all users, such as administrators, dispatchers, drivers, conductors, mechanics, and other stakeholders, along with external services like GPS tracking and database hosting. The diagram displays data flows between the BOMS and these external entities, clarifying what information is exchanged and how the system integrates with other components. This provides a high-level overview of the system's environment and boundaries.

Figure 4. System Context Diagram

82

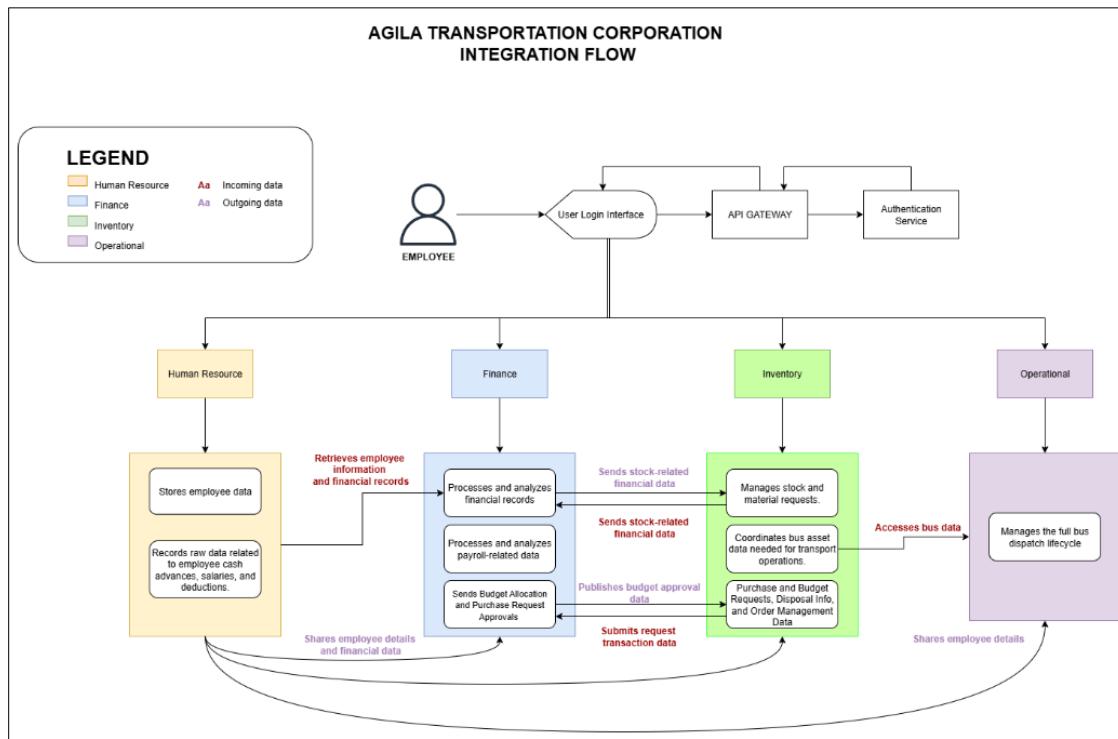


Overview of the Integrated System

This section provides a summary of how the Bus Operations Management System (BOMS) integrates its different components and external services to form a unified platform. It explains how the system combines modules such as assignment management, route scheduling, dispatch operations, quota counting, and maintenance monitoring into a single cohesive solution. The overview also highlights integrations with external services like cloud hosting, and database systems, showing how they work together to support efficient and reliable bus operations.

Figure 5. Overview of the Integrated System

83



The integration flow begins when an employee logs in through the Authentication Microservice, which verifies their identity and grants access to the system. The platform is composed of four integrated systems: Employee Management System, Finance Tracking Management System, Inventory Management System, and Bus Operations Management System (BOMS). Once authenticated, the employee can access the relevant system modules based on their role and permissions, enabling seamless coordination across operations, finance, inventory, and bus management.

As-Is Process Model

The current business process of Agila Bus Transport Corporation is primarily manual and paper-based, with minimal use of digital tools. All operational activities are handled by a single personnel, resulting in a highly centralized but labor-intensive workflow.

At present, bus operations begin with the manual planning of daily trips. The assigned personnel records bus schedules, routes, and trip details using handwritten logs and paper forms. Bus and personnel assignments are determined based on personal knowledge and physical records rather than a centralized system, increasing the risk of oversight and inconsistency.

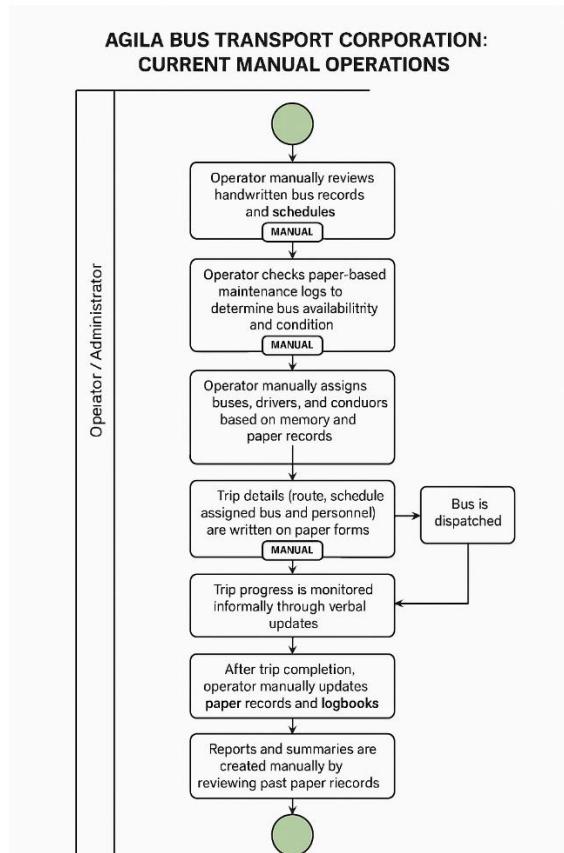
Maintenance records and bus status are also documented manually. Information such as bus condition, maintenance history, and readiness for dispatch is written in logbooks or loose paper files. Before dispatching a bus, the operator manually checks these records to determine whether a bus is available and roadworthy. There is no automated validation to ensure that maintenance requirements are completed prior to assignment.

Because all responsibilities such as scheduling, assignment, maintenance verification, and record-keeping are performed by a single individual, operational decisions rely heavily on memory, experience, and manual cross-checking of documents. Communication is informal and typically done verbally, further increasing the likelihood of miscommunication and delays.

Generating summaries such as trip history, bus utilization, or operational performance requires manually reviewing past records, which is time-consuming and prone to error. As a result, management has limited real-time visibility into operations and must rely on delayed or incomplete information for decision-making.

Overall, the existing As-Is process is characterized by manual documentation, lack of real-time visibility, high dependency on a single operator, and limited operational control. These conditions highlight the need for a centralized Bus Operation Management System to improve efficiency, accuracy, accountability, and scalability.

Figure 6. Current As-Is Process



The To-Be Business Process Model illustrates the improved and optimized operational workflow of Agila Bus Transport Corporation after the implementation of the Bus Operation Management System (BOMS). This model represents the transition from a manual, paper-based operation to a digital, centralized, and cloud-based system that enhances efficiency, accuracy, and accessibility.

In the To-Be process, all operational data, including bus records, maintenance logs, personnel assignments, and trip details, are stored in a centralized database, eliminating the need for paper documentation. This paperless approach ensures consistent record-keeping, reduces data loss, and improves long-term data reliability.

BOMS is deployed on a cloud-based infrastructure, allowing authorized users to access the system anytime and anywhere using internet-enabled devices. This enables real-time updates, faster decision-making, and continuous operational visibility, even outside the office environment.

The system introduces a user-friendly and senior-friendly interface, designed with clear navigation, readable layouts, and simplified workflows. This ensures that users of varying technical skill levels can operate the system efficiently with minimal training.

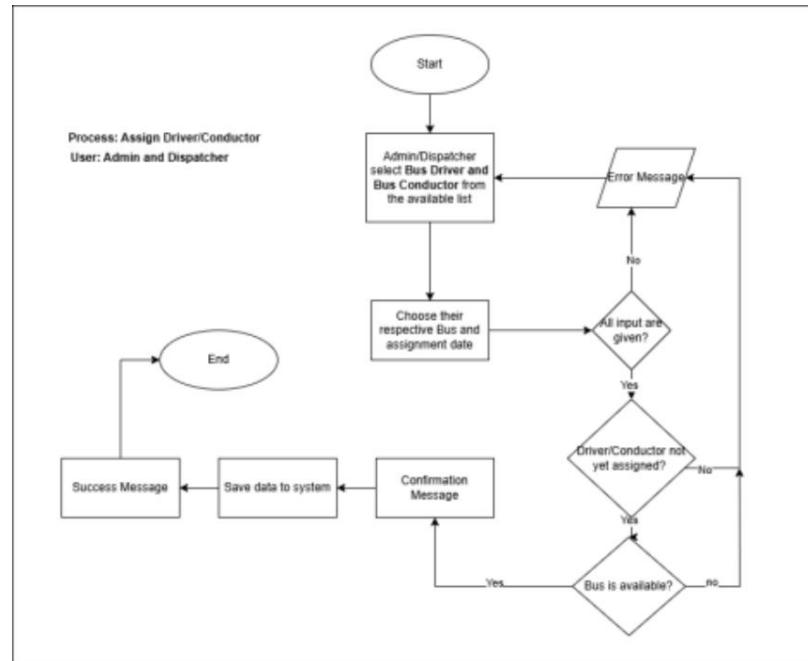
Operational processes are streamlined and standardized, significantly reducing redundant steps and manual verification. Automated validations, such as checking bus availability, maintenance readiness, and personnel assignments, ensure that only qualified resources are deployed before a trip is activated.

Additionally, search and filter functionalities allow users to quickly locate buses, routes, assignments, and trip records from the database. This replaces time-consuming manual record reviews and enables faster retrieval of operational information and reports.

87

Overall, the To-Be Process Model demonstrates how BOMS transforms daily bus operations into a paperless, efficient, accessible, and user-centered system, improving coordination, reducing errors, and supporting sustainable operational growth for Agila Bus Transport Corporation.

Figure 7. Process Model



Analysis of Improvements

The implementation of the Bus Operation Management System (BOMS) significantly improves the efficiency, accuracy, and reliability of bus operations at Agila Bus Transport Corporation. By transitioning from a manual, paper-based workflow to a centralized, cloud-based digital system, several measurable improvements were achieved across key operational areas.

1. Processing Time Reduction

88

Manual preparation of assignments, route verification, and readiness checks previously required extensive paper review and manual validation, often taking 3–5 working days to complete. With BOMS, these processes are automated and supported by real-time data validation, reducing processing time to **less than 1 hour** per dispatch cycle.

2. Record Retrieval and Search Efficiency

Under the manual system, retrieving historical bus records, maintenance logs, or assignment details required physical file searching, which typically took 30 minutes to several hours. Using BOMS' search and filter functionality, the same information can now be retrieved in under 5 seconds, significantly improving decision-making speed.

3. Error Reduction and Data Accuracy

Paper-based entries were prone to human errors such as incomplete records, duplicate assignments, and misfiled documents. The use of a centralized database with automated validations reduces data entry and assignment errors by an estimated 70–80%, improving operational reliability and accountability.

4. Workforce Efficiency

Previously, a single personnel handled all operational tasks manually, resulting in high workload and process bottlenecks. BOMS streamlines workflows and automates repetitive tasks, enabling the same workload to be managed with less manual effort and allowing staff to focus on monitoring and decision-making rather than paperwork.

5. Accessibility and Operational Continuity

Manual records limited access to physical office locations and office hours. With the cloud-based architecture of BOMS, authorized users can access the system anytime and anywhere, improving operational continuity and reducing delays caused by location or availability constraints.

6. Reporting and Oversight Improvements

89

Generating operational summaries and reports previously required manual compilation and verification, taking 1–2 days. BOMS automatically generates dashboards and reports in real time, enabling management to monitor performance instantly and respond proactively to operational issues.

Overall, the adoption of BOMS transforms Agila Bus Transport Corporation's operations from a slow, error-prone manual process into a fast, reliable, and scalable digital workflow. These improvements not only enhance daily operational efficiency but also establish a strong foundation for future system enhancements such as GPS tracking, predictive analytics, and maintenance optimization.

Application Architecture

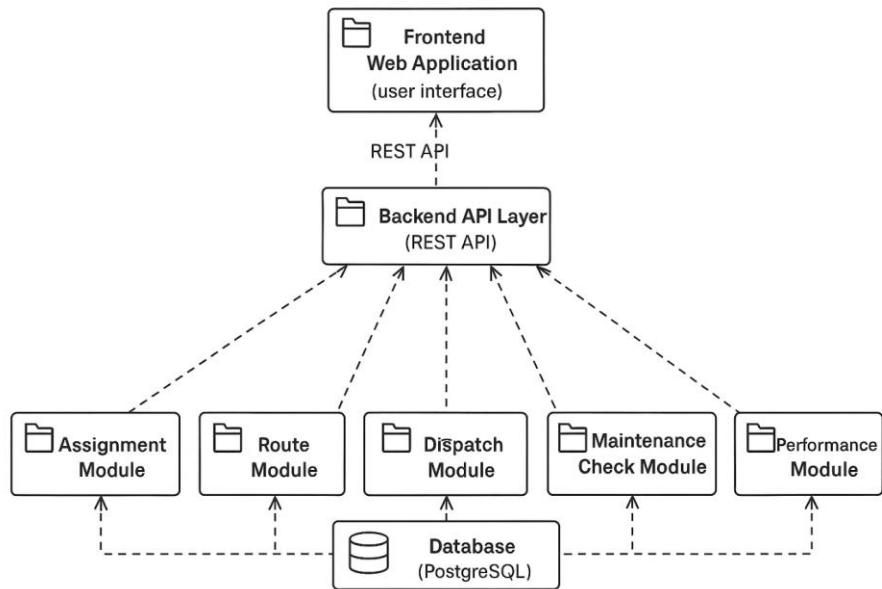
The application architecture of the Bus Operation Management System (BOMS) defines how the system's major components are structured and interact to support efficient bus operations. It follows a modular, web-based design consisting of a frontend interface, backend services, and a centralized database. Each system module handles specific business functions while communicating through RESTful APIs. This architecture ensures scalability, maintainability, secure access, and seamless integration of current and future system features.

Component Diagram

A component diagram illustrates the high-level structure of the Bus Operation Management System by showing its major software modules and how they interact with each other. It highlights system components, their dependencies, and communication relationships, providing a clear view of how different modules work together within the overall application architecture.

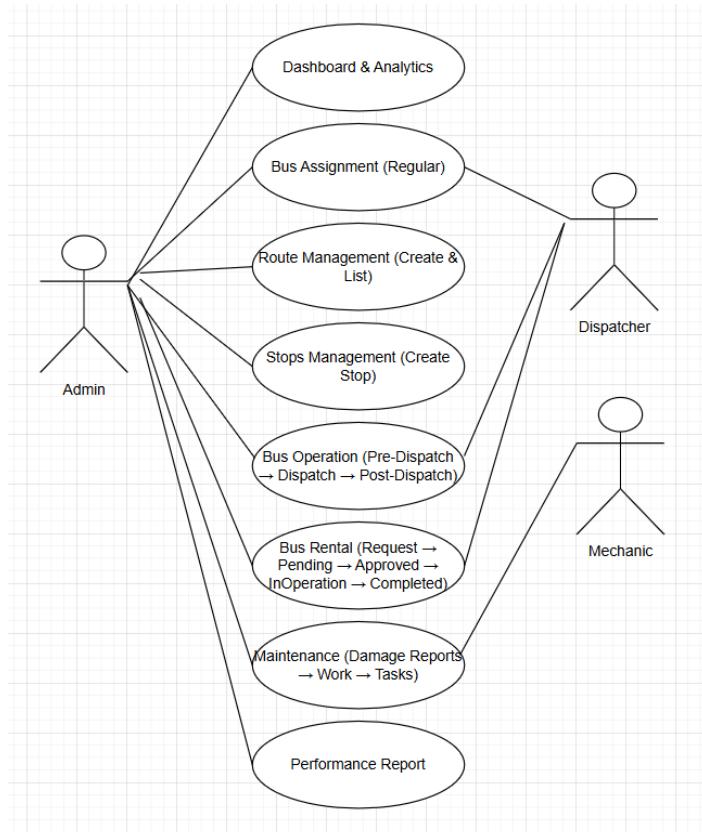
Figure 8. Component Diagram

90



Detailed UML Diagrams for Key Services

Figure 9. Use Case Diagram



Logical Data Model and Physical Data Model

This document details the database schema for the core operational modules of the Bus Operation Management System (BOMS). The schema is designed to support essential internal operations such as route planning, stop sequencing, bus and personnel assignment, ticket allocation, quota tracking, and internal or rental-based bus usage. It ensures data consistency, traceability, and operational validation across assignments, trips, and resource utilization. The design supports key system functionalities including route and stop management, regular and rental bus assignments, internal and external ticket tracking, quota policy enforcement, and trip monitoring. The schema integrates operational data with reference entities such as buses, drivers, conductors, and mechanics sourced from inventory and HR systems. Logging and status fields across assignment-related tables enable accountability, auditing, and real-time operational oversight.

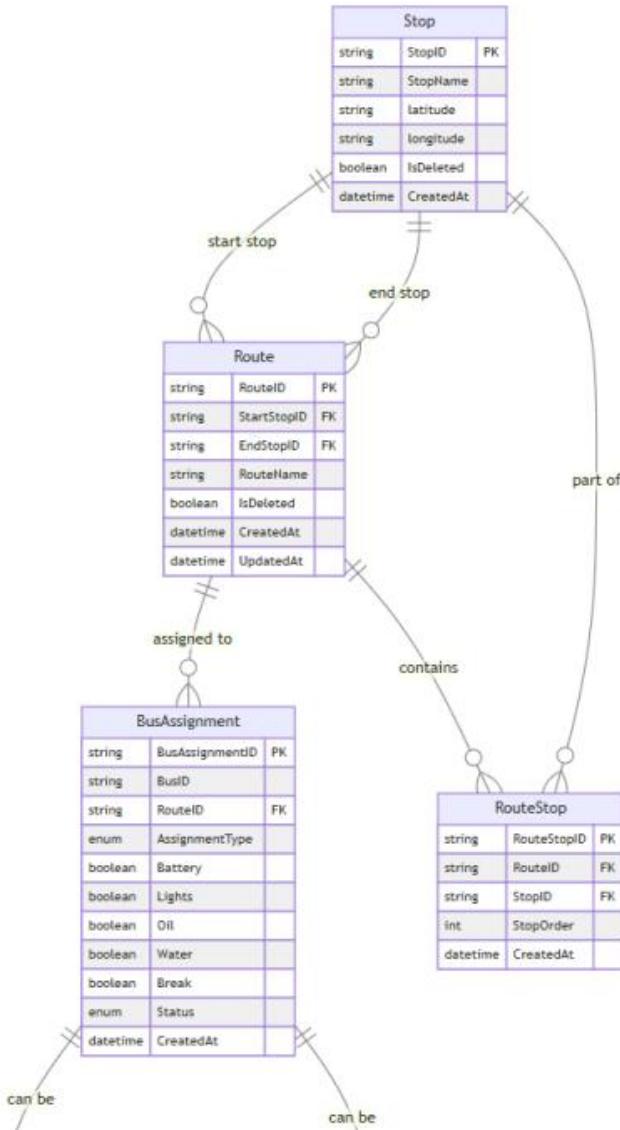
Figure 10. ERD

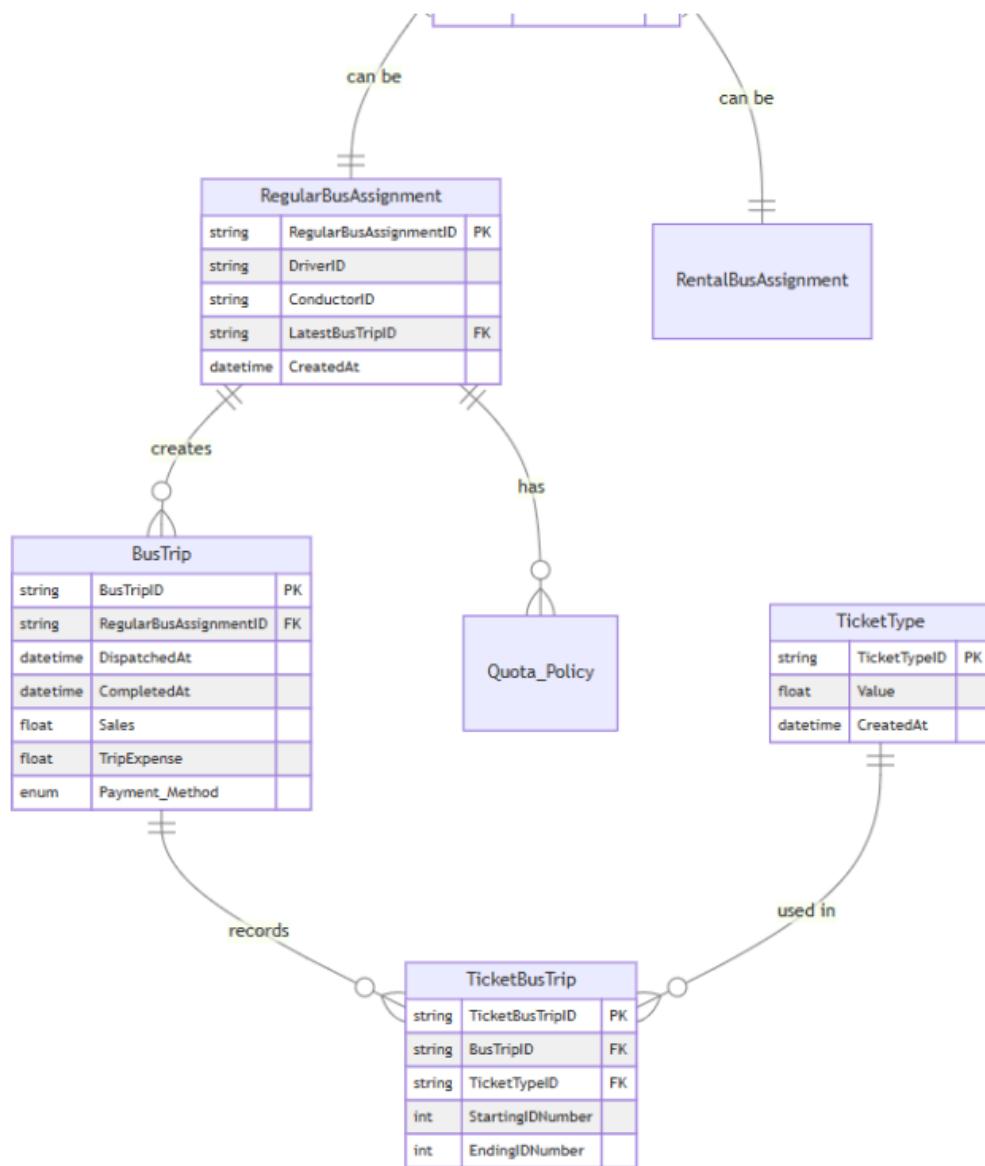
92

Bus Operations Management System (BOMS) Entity Relationship Diagram

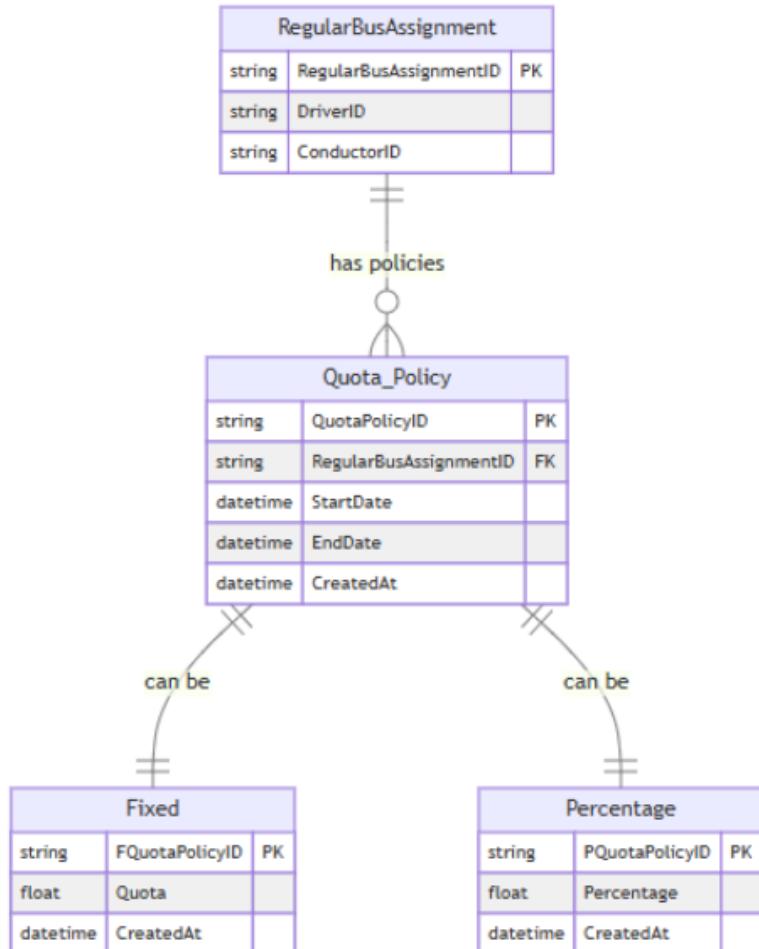
PK = Primary Key **FK** = Foreign Key ||-o{ = One to Many ||-|| = One to One }o-|| = Many to One

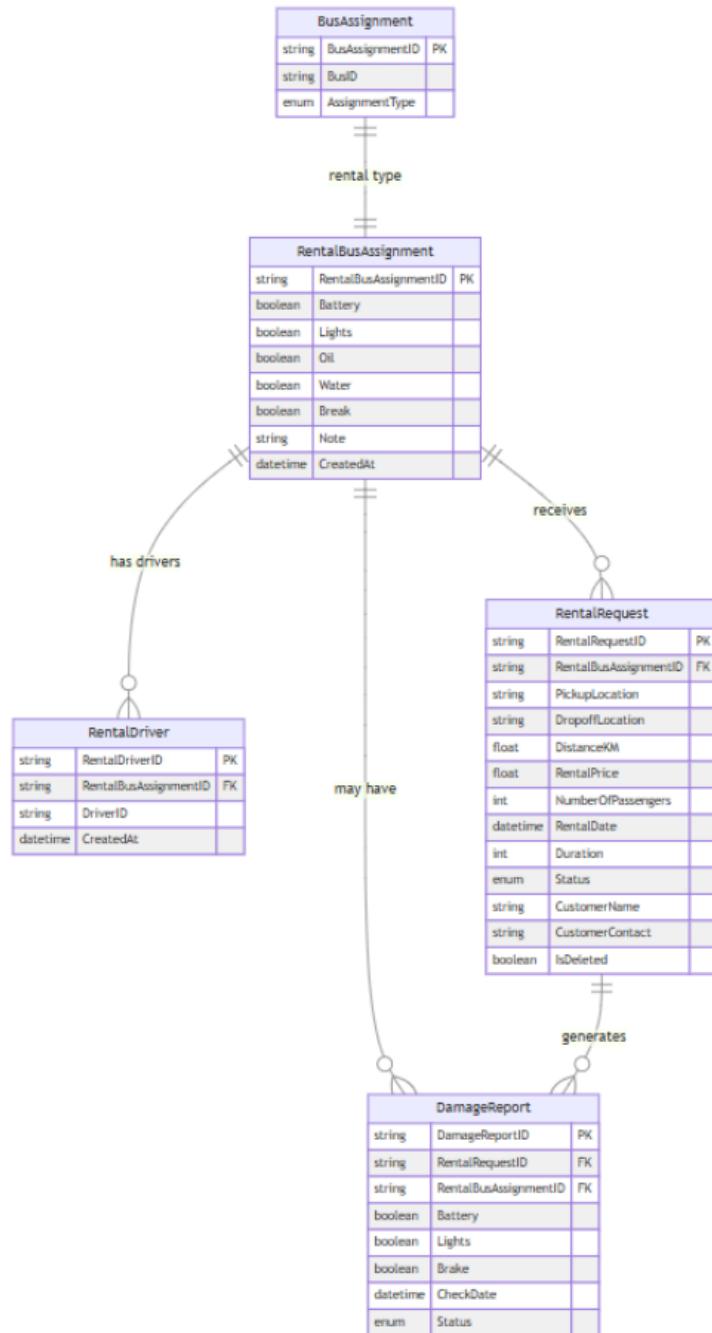
1. Core Bus Operations & Route Management

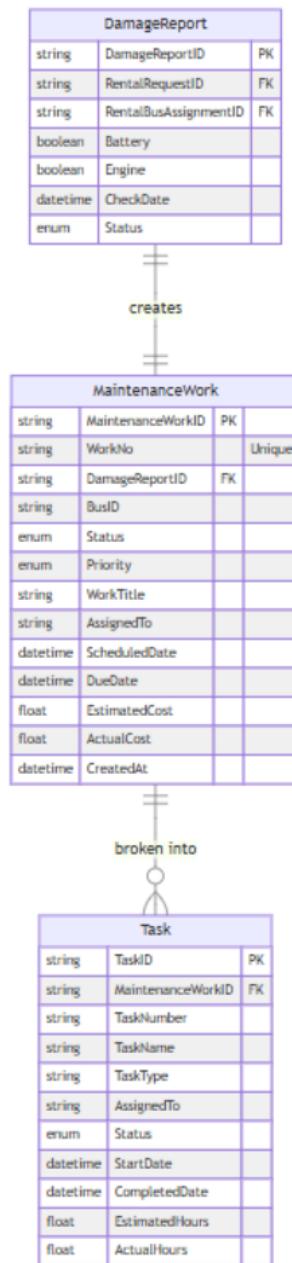


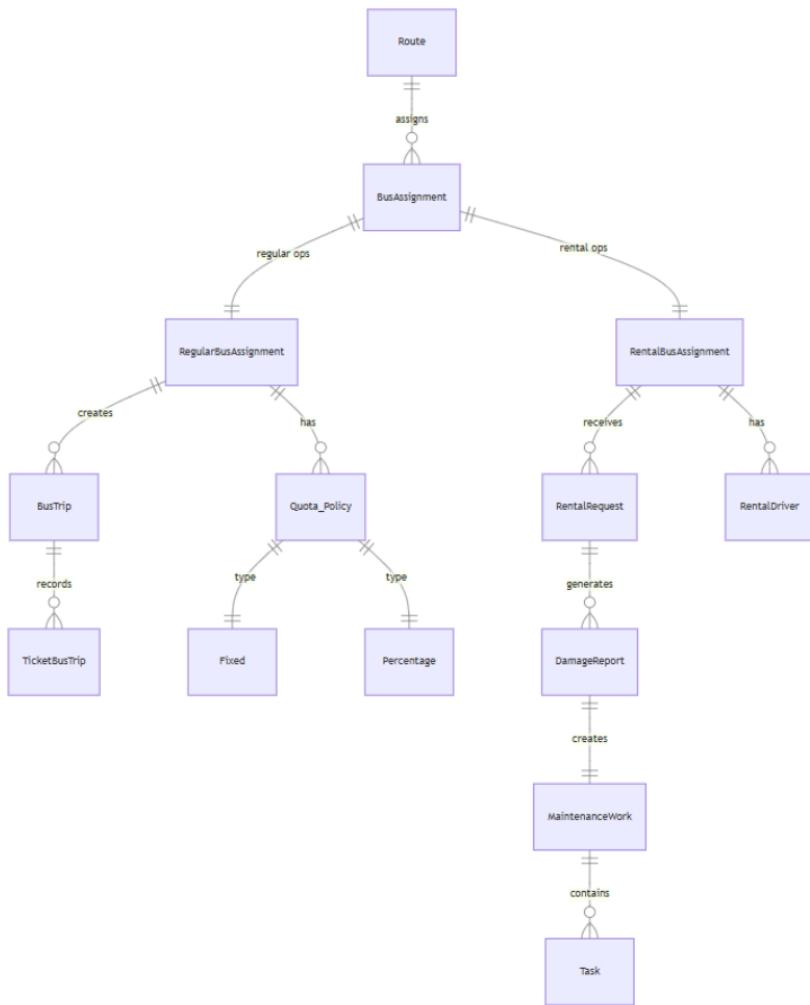


2. Quota Management System









1. Routes to Stops (Many-to-Many)

Routes and Stops are linked through the **RouteStop** join table. One route may consist of multiple stops, and a single stop may belong to multiple routes. The **RouteStop** table also stores the **StopOrder**, defining the exact sequence of stops within a route.

2. Routes to BusAssignment (One-to-Many)

98

A single route can have multiple bus assignments over time. Each BusAssignment record represents the allocation of a specific bus to a route on a given assignment date, along with operational readiness indicators and trip status.

3. BusAssignment to RegularBusAssignment (One-to-One)

For standard daily operations, a RegularBusAssignment extends the BusAssignment entity by linking assigned drivers and conductors. This supports tracking of routine operations and maintains a reference to the latest bus trip.

4. BusAssignment to RentalBusAssignment (One-to-One)

For rental operations, RentalBusAssignment extends the BusAssignment entity. This separation ensures clarity between regular dispatches and rental-based usage.

5. RegularBusAssignment to BusTrip (One-to-Many)

A regular bus assignment can have multiple bus trips over time. Each BusTrip records dispatch and completion times, sales data, expenses, payment methods, and revenue/expense recording status.

6. RegularBusAssignment to BusTrip (Latest Trip Reference)

RegularBusAssignment maintains a special one-to-one relationship with its most recent BusTrip through the LatestBusTripID field, enabling quick access to current trip status.

7. BusTrip to TicketBusTrip (One-to-Many)

Each bus trip can be associated with multiple ticket allocations through the TicketBusTrip table. This allows tracking of ticket ranges (starting and ending ID numbers) issued for a specific trip.

8. TicketType to TicketBusTrip (One-to-Many)

A TicketType (e.g., fare category) may be used across multiple bus assignments. This relationship ensures consistent ticket classification and value reference across operations.

9. Quota_Policy to RegularBusAssignment (Many-to-One)

99

Multiple quota policies can be defined for a single regular bus assignment, allowing flexible quota management over different time periods. Each policy includes start and end dates.

10. Quota_Policy to Fixed (One-to-One)

A quota policy may implement a fixed quota system through the Fixed table, which specifies an absolute quota value.

11. Quota_Policy to Percentage (One-to-One)

Alternatively, a quota policy may implement a percentage-based quota system through the Percentage table, which specifies a percentage value for quota calculation.

12. RentalBusAssignment to RentalDriver (One-to-Many)

A regular assignment may involve one or more driver records in InternalDriver, enabling traceability of assigned drivers and supporting HR-based reporting.

13. RentalBusAssignment to RentalRequest (One-to-One)

Each rental assignment is directly linked to a RentalRequest, which stores customer details, pickup and drop-off locations, schedule, pricing, and approval status.

14. BusAssignment to DamageReport (One-to-Many)

Each bus assignment can have multiple damage reports tracking vehicle condition across all operational checks (Battery, Lights, Oil, Water, Brake, Air, Gas, Engine, TireCondition).

Each report includes check date, status, and optional notes.

15. BusTrip to DamageReport (One-to-Many)

Bus trips can be associated with damage reports, allowing condition tracking at specific points during trip operations.

16. DamageReport to MaintenanceWork (One-to-One)

Each damage report can be escalated to a maintenance work order. MaintenanceWork tracks status, priority, scheduling, cost estimates and actuals, and detailed work notes.

17. MaintenanceWork to Task (One-to-Many)

100

A maintenance work order is broken down into multiple tasks. Each Task specifies the task type (Inspection, Repair, Replacement, Cleaning, Testing, Documentation, Other), assignment details, time tracking, and completion status.

18. Task to TaskTool (One-to-Many)

Each task can utilize multiple tools or materials tracked through the TaskTool table. This records quantity used, unit measurements, source type (from inventory or purchased externally), cost tracking, and references to external inventory items.

19. BusAssignment to Bus Inventory (Many-to-One)

Each assignment references a specific bus from the Bus Inventory, ensuring that operational data remains consistent with fleet records and availability.

20. BusAssignment to HR Entities (Many-to-One)

Drivers, conductors, and mechanics assigned to trips are referenced from HR-managed entities, allowing seamless integration with employee records and role validation.

Data Dictionary

Table 8

Stop Table

Column Name	Data Type	Null
StopID (PK)	Integer	No
StopName	String	Yes
LocationLongitude	Float	Yes
Latitude	Float	Yes

Table 9

101

Route Table

Column Name	Data Type	Null
RouteID (PK)	Integer	No
StartStopID	Integer	Yes
EndStopID	Integer	Yes
RouteName	String	Yes

Table 10

Route-stop Table

Column Name	Data Type	Null
RouteStopID (PK)	Integer	No
RouteID (FK)	Integer	No
StopID (FK)	Integer	No
StopOrder	Integer	Yes

Table 11

Bus Assignment Table

Column Name	Data Type	Null
BusAssignmentID (PK)	Integer	No
BusID (FK)	Integer	No
RouteID (FK)	Integer	No
AssignmentDate	DateTime	Yes
Battery	Boolean	Yes
Lights	Boolean	Yes
Oil	Boolean	Yes
Water	Boolean	Yes
Break	Boolean	Yes
Air	Boolean	Yes

Column Name	Data Type	Null
Gas	Boolean	Yes
Engine	Boolean	Yes
TireCondition	String	Yes
Self_Driver	Boolean	Yes
Self_Conductor	Boolean	Yes
NoteLabel	String	Yes
Status	Enum	No

102

Table 12

Ticket Bus Assignment Table

Column Name	Data Type	Null
TicketBusAssignmentID (PK)	Integer	No
BusAssignmentID (FK)	Integer	No
TicketTypeID (FK)	Integer	No
StartingIDNumber	Integer	Yes
EndingIDNumber	Integer	Yes

Table 13

Ticket Type Table

Column Name	Data Type	Null
TicketTypeID (PK)	Integer	No
Value	Decimal	Yes

Table 14

Quota Policy Table

Column Name	Data Type	Null
QuotaPolicyID (PK)	Integer	No

Column Name	Data Type	Null
StartDate	Date	Yes
EndDate	Date	Yes

103

Table 15

Fixed Quota Table

Column Name	Data Type	Null
QuotaPolicyID (PK, FK)	Integer	No
Quota	Integer	Yes

Table 16

Percentage Quota Policy

Column Name	Data Type	Null
QuotaPolicyID (PK, FK)	Integer	No
Percentage	Float	Yes

Table 17

Regular Bus Assignment Table

Column Name	Data Type	Null
RegularBusAssignmentID (PK)	Integer	No
DriverID (FK)	Integer	No
ConductorID (FK)	Integer	No
Change	Decimal	Yes
TripRevenue	Decimal	Yes

Table 18

104

Rental Bus Assignment Table

Column Name	Data Type	Null
RentalBusAssignmentID (PK)	Integer	No
RentalDriverID (FK)	Integer	No

Table 19

Rental Driver Table

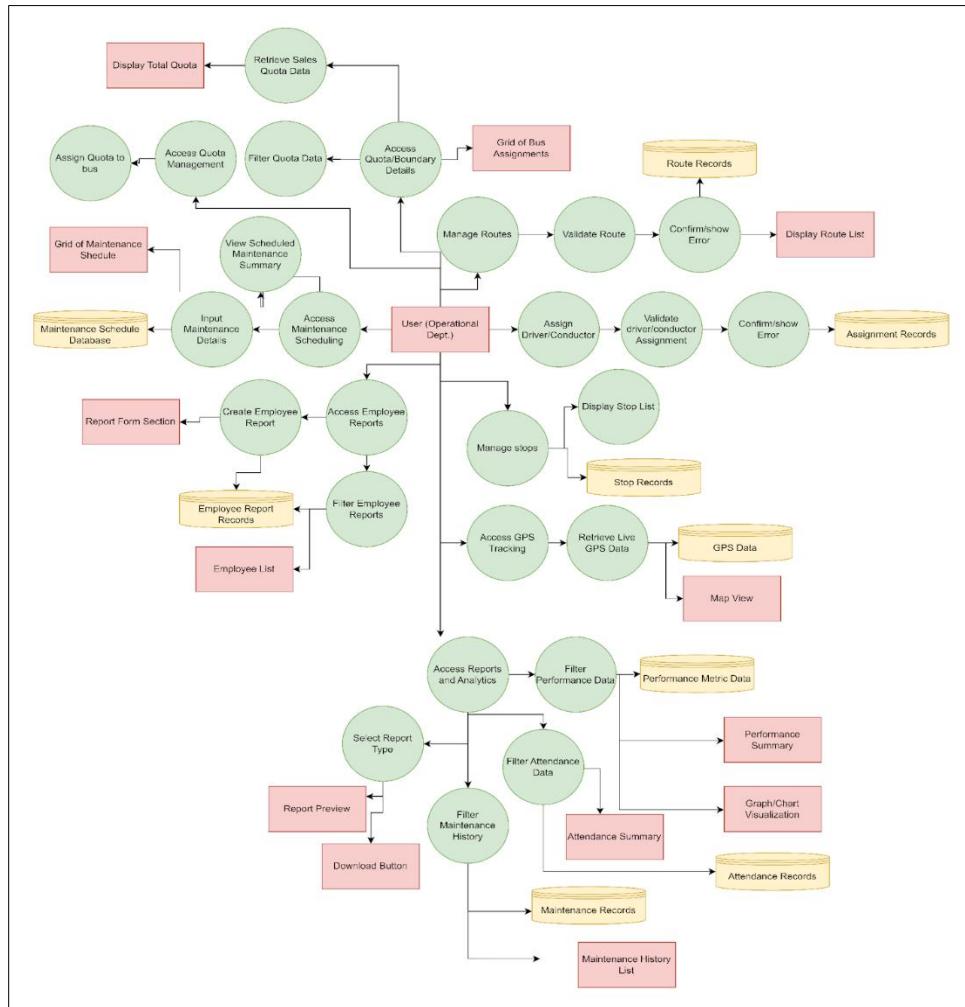
Column Name	Data Type	Null
RentalDriverID (PK)	Integer	No
RentalBusAssignmentID (FK, UQ1)	Integer	No
DriverID (FK, UQ2)	Integer	No

Table 20

Rental Request Table

Column Name	Data Type	Null
RentalRequestID (PK)	Integer	No
PickupLocation	String	Yes
DropoffLocation	String	Yes
NumberOfPassengers	Integer	Yes
PickupDateAndTime	DateTime	Yes
ExpectedArrivalTime	DateTime	Yes
SpecialRequirements	String	Yes
Status	Enum	No
CustomerName	String	Yes
CustomerContact	String	Yes

Figure 11. Data Flow Diagram



The diagram represents a detailed functional process flow of the Bus Operation Management System (BOMS), illustrating how operational users interact with the system to manage core bus operations, data validation, and reporting. It shows the relationships between user actions, system processes, data stores, and output interfaces across multiple operational modules. At the center of the diagram is the User (Operational Department), who initiates and controls most system activities. From this role, users can access several major functional areas, including quota management, route and stop

management, personnel assignment, maintenance scheduling, and reporting and analytics. 106

For quota management, the user accesses quota and boundary details, which are filtered and processed to retrieve sales and quota data. The system then displays the total quota and generates a grid of bus assignments, allowing administrators to assign quotas to specific buses. This ensures effective monitoring of operational limits and performance targets. In the maintenance management process, users access the maintenance scheduling module to input maintenance details and view scheduled maintenance summaries. These records are stored in the Maintenance Schedule Database, and a maintenance schedule grid is displayed to provide visibility on bus availability and readiness.

The route and stop management workflow allows users to manage routes and stops by validating route information before saving it to the Route Records database. Upon successful validation, the system displays the updated route list; otherwise, it prompts error messages for correction. Similarly, stop details are managed and stored in the Stop Records database, with corresponding stop lists displayed to users. For personnel assignment, the user assigns drivers and conductors to routes or buses. The system validates these assignments to prevent conflicts or invalid entries and stores confirmed assignments in the Assignment Records database. Errors are flagged when validation fails, ensuring data accuracy and operational consistency.

Lastly, the reports and analytics module allows users to select report types and apply filters to performance, attendance, and maintenance history data. Filtered results are stored in corresponding databases such as Performance Metric Data, Attendance Records, and Maintenance Records. The system generates outputs including performance summaries, attendance summaries, maintenance history lists, and graph/chart visualizations, with options to preview reports and download them for further

use. Overall, the diagram demonstrates how the Bus Operation Management System integrates multiple operational processes into a single, structured workflow. It highlights systematic validation, centralized data storage, and comprehensive reporting mechanisms that support efficient decision-making, accountability, and real-time operational monitoring fully aligned with the objectives and scope of the BOMS.

107

Technology Architecture and Infrastructure

Technology Stack Justification

Frontend: Next.js (React Framework)

Next.js is a powerful React-based framework used for building fast and scalable web applications. It offers server-side rendering (SSR), static site generation (SSG), and seamless routing which helps in creating responsive and dynamic user interfaces. In the Bus Operations Management System (BOMS), Next.js is used to develop the frontend user interface for administrators and dispatchers, providing real-time updates, easy navigation, and interactive dashboards for monitoring bus operations.

Backend: Node.js

Node.js is a JavaScript runtime environment that enables server-side application development using JavaScript. It supports high performance and scalability due to its non-blocking, event-driven architecture. For BOMS, Node.js is responsible for handling server-side logic, processing requests, managing authentication, and executing business rules such as dispatch management, quota counting, and user roles.

RESTful APIs (Representational State Transfer) provide a standardized way for the frontend and backend to communicate using HTTP methods (GET, POST, PUT, DELETE). This architecture ensures clear separation between client and server, enabling modular development and easier maintenance. In BOMS, RESTful APIs are used to handle data exchange for operations such as route management, bus assignment, trip dispatching, quota tracking, and report generation.

Database: PostgreSQL

PostgreSQL is a reliable and powerful open-source relational database management system (RDBMS) known for its strong data integrity, support for complex queries, and scalability. It is suitable for storing structured data such as bus information, routes, user accounts, trip records, and quota data. In BOMS, PostgreSQL serves as the main database for storing all operational and transactional data securely.

Hosting / Cloud Platforms

Vercel – Frontend Hosting and Backend Services

Vercel is a cloud platform optimized for hosting Next.js applications. It provides fast deployment, automatic scaling, and seamless integration with Git repositories. In BOMS, Vercel is used to host the frontend interface and support serverless backend functions for faster performance and reliable accessibility.

Railway / Render – PostgreSQL Database Hosting and Microservices

Railway and Render are cloud platforms used for hosting backend services and the PostgreSQL database. They provide flexible infrastructure for deploying microservices, managing environments, and scaling resources based on demand.

In BOMS, Railway or Render is utilized to host the backend services, APIs, and database to ensure consistent performance and availability. 109

Redis Upstash – Caching

Redis Upstash is a managed cloud service for Redis, an in-memory data store used for caching frequently accessed data to improve system performance and reduce database load. In BOMS, Redis is used to cache frequently requested data such as route information, bus status, and reports, allowing faster response times and smoother user experience.

Deployment Architecture

The implementation of the Bus Operations Management System (BOMS) for Agila Bus Transport Corporation will be conducted in several structured phases to ensure a smooth transition from existing manual processes to a fully automated digital platform. The strategy focuses on minimizing operational disruptions while maximizing user adoption and data integrity.

a. Deployment Phases

1. Preparation and Setup

- Installation of the system on designated servers and workstations.
- Configuration of network access, database connections, and user authentication.
- Migration of essential operational data such as bus fleet records, route details, and employee profiles.

2. Pilot Testing

- Limited deployment in one operational branch or route cluster.
- Collection of feedback from dispatchers, drivers, and administrators.
- Identification and resolution of issues before full-scale rollout.

3. Full Deployment

110

- Organization-wide rollout of the system after successful pilot validation.
- Activation of all modules including route management, bus assignments, and KPI dashboards.
- Implementation of real-time monitoring features and reporting tools.

4. User Training and Support

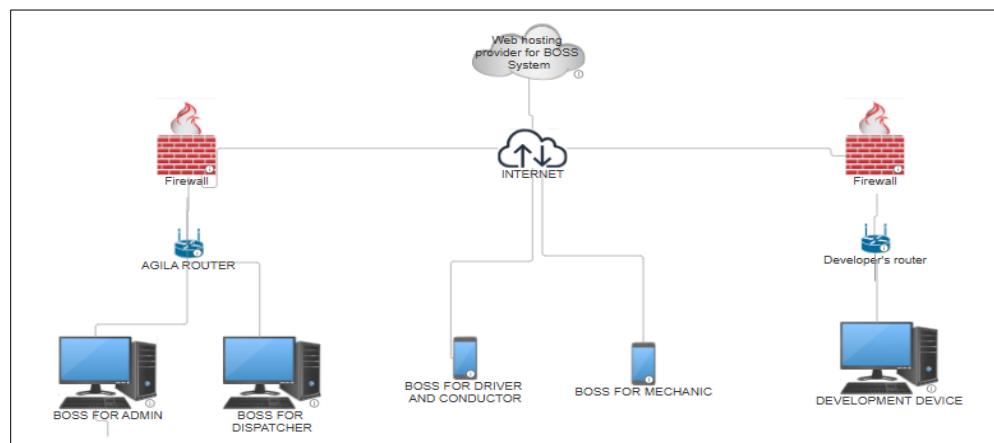
- Conduct training sessions for dispatchers, fleet managers, and administrative staff.
- Distribution of a user manual and quick-start guide.
- Establishment of a technical support channel for post-deployment issues.

5. Maintenance and Continuous Improvement

- Scheduled system updates for feature enhancements and security patches.
- Regular performance monitoring and feedback collection.
- Integration of new modules based on operational needs.

Network and Security Design

Figure 12. Network Architecture

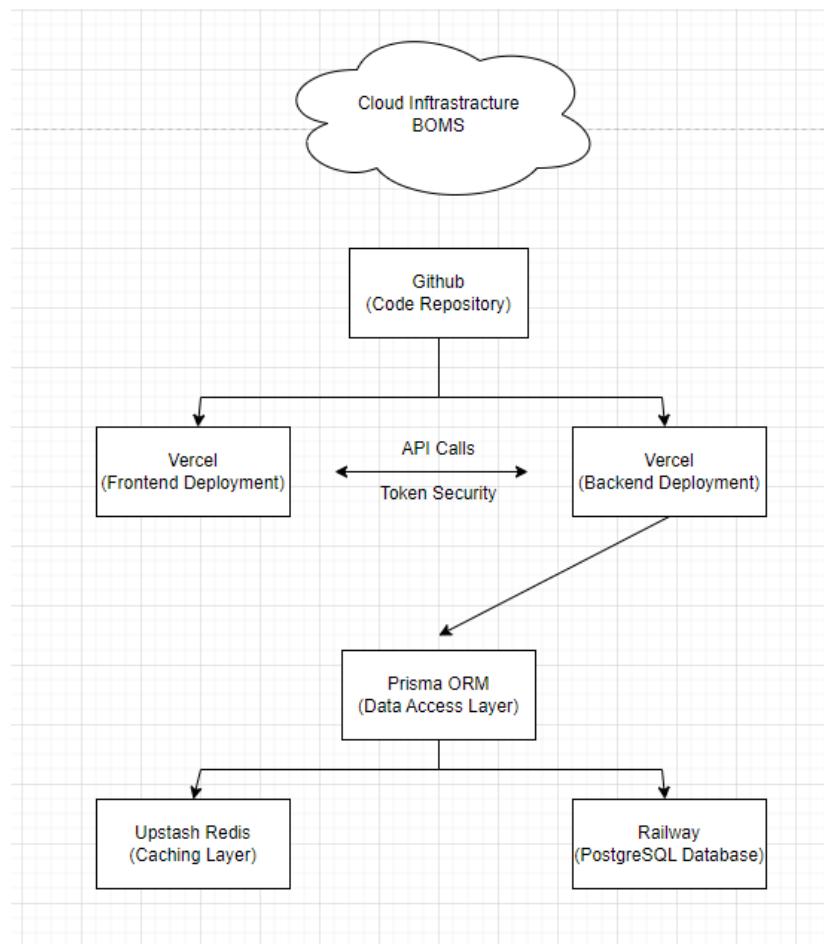


The diagram illustrates the network architecture of the Bus Operation Management System (BOMS) deployed for Agila Bus Transport Corporation. The system is hosted on

a web hosting provider, which serves as the central platform where the BOMS application and database are deployed. Access to the system is made available through the internet, allowing authorized users to securely connect from different locations. On the operations side, the Agila local network is protected by a firewall and connected through the Agila Router. Within this secured network, internal users such as the Admin and Dispatcher access the BOMS using desktop workstations. These users are responsible for core operational tasks including bus assignment, trip scheduling, monitoring, and report generation. The firewall ensures that only permitted traffic can reach the internal network, safeguarding sensitive operational data.

The system also supports remote role-based access for specific personnel. The Driver/Conductor and Mechanic interfaces connect to the BOMS via the internet using mobile or tablet devices. These access points allow mechanics to update bus readiness and maintenance status, while drivers and conductors can view or confirm assigned trips, consistent with the system's internal operational scope. On the development side, a separate and isolated environment is shown. The Developer's network, protected by its own firewall and router, connects a development device to the hosted system. This setup allows developers to perform system updates, maintenance, testing, and enhancements without directly exposing the operational network of Agila Bus Transport Corporation. Overall, the architecture demonstrates a secure, centralized, and role-based network design. By combining firewalls, controlled internet access, and centralized web hosting, the BOMS ensures data security, operational reliability, and scalability while supporting both internal operations and ongoing system development.

Figure 13. Cloud Infrastructure



Hosting / Cloud Platforms

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Redis Upstash is a managed cloud service for Redis, an in-memory data store used for caching frequently accessed data to improve system performance and reduce database load. In BOMS, Redis is used to cache frequently requested data such as route information, bus status, and reports, allowing faster response times and smoother user experience.

Development Journey

Sprint Summaries

Sprint 1

The primary goal of Sprint 1 was to establish the foundation of the Assignment Module and core navigation of the Bus Operations Management System (BOMS). This sprint focused on enabling administrators to efficiently assign buses, drivers, conductors, routes, and multiple quota policies through a structured and user-friendly interface. By the end of the sprint, the team aimed to deliver a fully functional assignment workflow integrated with the backend system, ensuring accurate data handling and smooth user interaction.

During this sprint, the team successfully implemented the Assignment Page with essential features such as table displays, search and filter functionality, pagination, and row-level actions for adding, editing, and deleting assignments. Multiple modal

components were developed, including Add Assignment, Edit Assignment, and selection modals for buses, drivers, conductors, and routes. These modals supported dynamic data loading from the backend, input validation, and prevention of incomplete submissions. The backend was also configured with CRUD API endpoints connected to a PostgreSQL database via Prisma, enabling reliable data storage, retrieval, updates, and soft deletion. Additionally, a navigation bar consisting of a sidebar and top bar was introduced to allow seamless access across system modules.

Several challenges were encountered during Sprint 1, particularly in coordinating complex modal interactions and ensuring consistent data flow between the frontend and backend. Managing multiple quota policies per assignment and validating required fields across interconnected components required careful handling. These challenges were addressed by implementing strict validation rules, structured API integration, and iterative testing of user flows. As a result, Sprint 1 concluded with a stable and fully operational Assignment Module, laying a strong technical and architectural foundation for subsequent sprints.

Sprint 2

The objective of Sprint 2 was to develop the Route Management and Stop Management modules of the Bus Operations Management System (BOMS). This sprint focused on giving administrators full control over defining routes and stops, ensuring that transportation paths could be accurately structured, modified, and maintained. By the end of the sprint, the system aimed to support complete CRUD operations for routes and stops, along with proper ordering and geographical data handling.

Throughout the sprint, the team successfully implemented the Create Route and Create Stop pages, each featuring table displays, search and filter functionality, pagination, and row-level actions for adding, editing, and deleting records. For route

management, modals were developed to allow administrators to define route names, assign start and end stops, and manage intermediate stops with draggable ordering to preserve route hierarchy. Similarly, the Stop Management module enabled the creation and modification of stops using latitude and longitude inputs integrated with Leaflet maps for accurate geolocation. All frontend components were fully connected to backend APIs, ensuring data consistency and real-time updates through a PostgreSQL database managed via Prisma.

Several challenges arose during Sprint 2, particularly in maintaining the correct order of stops within routes and ensuring reliable integration between draggable UI components and backend data structures. Additionally, validating geolocation data and preventing incomplete submissions required careful handling. These challenges were addressed through strict input validation, structured API payloads, and backend logic that preserved stop sequencing. As a result, Sprint 2 concluded with robust and flexible route and stop management capabilities, significantly strengthening the system's core transportation structure.

Sprint 3

The goal of Sprint 3 was to implement the Bus Operations workflow, covering the Pre-Dispatch, Dispatch, and Post-Dispatch stages of bus operations. This sprint focused on ensuring that buses undergo proper readiness checks before departure, are dispatched only when fully prepared, and have their ticket sales and quota data accurately recorded once operations are underway. These features were critical in enforcing operational control and improving accountability within the Bus Operations Management System (BOMS).

During this sprint, the team successfully developed the Pre-Dispatch module, which allowed administrators to view unready bus assignments and perform detailed

readiness checks through an interactive checklist modal. The checklist captured vehicle condition, driver and conductor readiness, change fund validation, and ticket setup, with readiness status automatically determined and stored in the database. The Dispatch module was also completed, enabling administrators to view only ready assignments and formally dispatch buses through a confirmation process that updated assignment statuses in real time. Backend APIs were integrated to ensure accurate filtering, pagination, and state transitions across all stages.

116

Work also progressed on the Post-Dispatch module, where administrators can manage ticket sales and quota tracking for buses currently in operation. Fixed and Percentage Quota sales entry modals were partially implemented, including business logic for quota validation periods, ticket tracking, and sales calculations. While some Post-Dispatch features remained in progress by the end of the sprint, major hurdles, such as readiness logic computation, conditional modal rendering, and backend data synchronization, were successfully addressed. Overall, Sprint 3 established a strong operational backbone for BOMS, linking preparation, execution, and revenue tracking into a unified workflow.

Sprint 4

Sprint 4 focused on enhancing the Dashboard and completing the Post-Dispatch module for bus sales recording. The main goal was to provide administrators with quick insights into the system's performance and ensure accurate tracking of ticket sales and quotas. The team implemented dashboard components such as sales KPI cards, bus status charts, and route performance highlights, enabling administrators to monitor key metrics at a glance. This sprint also finalized the Post-Dispatch sales entry modals for both fixed and percentage quota policies.

During the sprint, the Dashboard module was successfully completed. The team

117

built KPI cards showing today's sales, weekly sales, and monthly sales, supported by backend APIs that correctly compute totals and handle timezone logic. A bus status summary was implemented using a pie chart to show buses in garage vs. in operation, while the top-performing route card displayed the highest-grossing route based on total sales. The backend logic ensured accurate data aggregation and handled cases with missing or zero data gracefully.

In the Post-Dispatch module, the team completed the Fixed Quota and Percentage Quota sales entry features. The modals now properly validate the quota period, load ticket types from the readiness checklist, calculate expected sales, and save sales data to the database. This ensured that bus operations could accurately record sales, compute company and driver/conductor shares, and update quota statuses. With these features finalized, Sprint 4 successfully strengthened the system's reporting and revenue tracking capabilities.

Sprint 5

Sprint 5 centered on implementing the Bus Rental Module, specifically focusing on rental request submission and accurate rental pricing. The main goal was to ensure that administrators can process rental requests smoothly and calculate rental costs automatically based on user inputs. This sprint introduced the rental lifecycle workflow, enabling tracking of rental status from Pending → Approved → Ongoing → Completed, and ensured that rentals are processed without booking conflicts.

The team successfully developed the Rental Request Form, which includes all required fields such as customer name, contact info, bus type, rental date, duration,

destination, and a dropdown for available buses. Form validations were implemented to prevent invalid submissions, and success/error notifications were added for better user feedback. The backend /api/rentals (POST) endpoint was built to store rental requests in the PostgreSQL database, while additional business logic was added to check bus availability and prevent double booking. Once a rental is saved, the bus availability status is automatically updated.

118

Another key achievement in Sprint 5 was the creation of the Rental Price Calculator. This feature dynamically calculates rental price based on factors like bus type, duration, and distance, displaying a clear breakdown of base rate, duration fee, distance fee, and extra fees. The calculator is powered by a backend endpoint /api/rentals/calculate (POST) that uses pricing configurations stored in the database for flexibility. The frontend updates prices in real-time as inputs change, and rental submissions are blocked if the price is missing or invalid. With these improvements, Sprint 5 ensured a reliable and automated rental processing system.

Sprint 6

Sprint 6 focused on strengthening the Analytics and Performance Reporting capabilities of BOMS. The main goal was to automate performance data processing and display it in a unified dashboard with machine learning insights. The team started building the Analytics Microservice, which aggregates data such as trips, income, punctuality, and ratings. This service is designed to produce structured JSON output for the dashboard and support real-time updates. The development included planning for a /api/analytics/performance endpoint that would process aggregated data and return it for frontend consumption.

The sprint also introduced the Machine Learning (ML) integration, which aims to analyze performance data to identify profitable routes and top-earning driver-conductor pairs. The team prepared the dataset, trained a basic ML model, and integrated the ML outputs into the analytics endpoint. This allows the dashboard to show dynamic insights based on current performance trends. Filters like date range, route, and bus type were added to make the analytics customizable and accurate based on selected criteria.

119

On the dashboard side, the Performance Report Module was completed with a layout consisting of charts, tables, and KPI cards. An ML Insights section was included to display top-performing pairs and profitable routes, while export functionality was prepared to allow users to generate PDF/Excel reports. The final step remaining is connecting the dashboard to the analytics APIs and ensuring automatic updates and report exports work smoothly. Once completed, this sprint will provide admins with a powerful tool for monitoring and decision-making based on real-time operational performance.

Key Technical Challenges and Solutions

1. Handling Complex Assignments and Quota Policies

Challenge:

The Assignment Module required complex functionality where each bus assignment could include multiple quota policies (fixed or percentage-based). This made the data structure and UI interactions complicated, especially when adding, editing, or validating multiple quota entries per assignment.

Solution:

120

A dynamic modal form was implemented to handle multiple quota policies with add/remove options. Backend validation ensured that each quota policy has valid start/end dates and values. The system also prevented saving incomplete entries by enforcing field validation before submission. This reduced errors and ensured consistent data integrity.

2. Synchronizing Frontend and Backend for Dynamic Data

Challenge:

The system required seamless integration between the UI and the backend for real-time updates, search/filter functionality, and pagination. The main issue was ensuring that the data displayed in tables always matched the backend records.

Solution:

Each module's table was connected to the backend using REST APIs. Search, filter, and pagination were implemented on the backend to ensure accurate data retrieval and reduce frontend load. API endpoints were designed to support data retrieval based on query parameters, improving efficiency and consistency.

3. Implementing Readiness Check and Trip Lifecycle

Challenge:

The Pre-Dispatch, Dispatch, and Post-Dispatch processes required a strict workflow to ensure buses are only dispatched when ready, and ticket sales are accurately tracked. Ensuring proper status transitions and preventing unauthorized operations was critical.

A status-based system was created to manage bus assignments. The readiness checklist was validated and updated through the backend. Dispatch actions were only allowed for “Ready” assignments, while post-dispatch sales were recorded only for buses marked “In Operation.” This ensured the system followed a strict lifecycle and reduced operational errors.

4. Building Route and Stop Management with Drag-and-Drop Ordering

Challenge:

Creating routes required managing multiple stops, including stop order and draggable rearrangement. Ensuring the correct order was saved in the database and accurately displayed on the UI was complex.

Solution:

A drag-and-drop feature was integrated into the route creation modal, allowing admins to reorder stops. The final stop order was passed to the backend and saved using ordered data structures. This improved route organization and ensured correct passenger flow.

5. Creating a Robust Rental Request and Pricing System

Challenge:

The rental module required dynamic price calculation based on bus type, duration, distance, and additional fees. Additionally, the system had to check bus availability to prevent double bookings.

Solution:

122

A dedicated pricing API endpoint (/api/rentals/calculate) was developed to compute rental costs using configurable pricing data from the database. Bus availability checks were performed before submission to prevent conflicts. This ensured accurate pricing and reliable booking management.

6. Integrating Analytics and Machine Learning

Challenge:

Developing an analytics microservice that aggregates performance data and provides ML insights was complex. It required data processing, model training, and dynamic output for the dashboard.

Solution:

A performance analytics endpoint was created to aggregate trips, income, and performance metrics. A simple ML model was trained to identify profitable routes and top driver-conductor pairs. This model was integrated into the analytics endpoint and displayed on the dashboard through a dedicated ML Insights section.

7. Ensuring Seamless Deployment and Cloud Integration

Challenge:

The system required reliable deployment and hosting for frontend, backend, database, and caching. Ensuring consistent performance and scalability was crucial.

Solution:

Vercel for frontend hosting and serverless backend functions.

Railway/Render for PostgreSQL database hosting and microservices.

Redis Upstash for caching frequently accessed data (e.g., routes, bus statuses).

This setup ensured fast access, scalability, and improved performance through caching.

Implementation Strategy

Deployment Plan

The implementation of the Bus Operations Management System (BOMS) for Agila Bus Transport Corporation will be conducted in several structured phases to ensure a smooth transition from existing manual processes to a fully automated digital platform. The strategy focuses on minimizing operational disruptions while maximizing user adoption and data integrity.

a. Deployment Phases

1. Preparation and Setup

- Installation of the system on designated servers and workstations.
- Configuration of network access, database connections, and user authentication.
- Migration of essential operational data such as bus fleet records, route details, and employee profiles.

2. Pilot Testing

- Limited deployment in one operational branch or route cluster.
- Collection of feedback from dispatchers, drivers, and administrators.
- Identification and resolution of issues before full-scale rollout.

3. Full Deployment

- Organization-wide rollout of the system after successful pilot validation.

- Activation of all modules including route management, bus assignments, and KPI dashboards.

124

- Implementation of real-time monitoring features and reporting tools.

4. User Training and Support

- Conduct training sessions for dispatchers, fleet managers, and administrative staff.
- Distribution of a user manual and quick-start guide.
- Establishment of a technical support channel for post-deployment issues.

5. Maintenance and Continuous Improvement

- Scheduled system updates for feature enhancements and security patches.
- Regular performance monitoring and feedback collection.
- Integration of new modules based on operational needs.

Migration Plan

1. Data Collection and Preparation

Since the current system is paper-based, the first step is to gather all existing records such as bus records, driver and conductor details, route and stop lists, maintenance logs, and any available historical trip or ticket sales data. These documents will be scanned and organized into digital formats like Excel or CSV files to prepare them for migration.

2. Data Cleaning and Standardization

Before importing, the collected data will be cleaned to ensure consistency and accuracy. This includes removing duplicate entries, correcting misspelled names, standardizing formats, ensuring proper date formats, and validating bus IDs, route names, and stop locations. This step ensures that the migrated data is reliable and compatible with the BOMS database.

3. Mapping Data to BOMS Database Structure

125

A data mapping document will be created to match existing data fields to the new BOMS database tables. This ensures that each data item is correctly mapped to the corresponding module, such as buses, routes, stops, assignments, maintenance records, and user details.

4. Importing Data to the Database

Using the cleaned and mapped data, the migration process will be executed through CSV import scripts or database seeding tools. Data will be imported in batches to prevent system overload. The order of migration will follow the database dependencies, starting with foundational data such as stops and routes, followed by buses, personnel, assignments, and maintenance logs.

5. Validation and Verification

After migration, the data will be verified by checking totals (number of buses, routes, and stops), ensuring relational integrity, and performing random record checks for accuracy. Test operations such as assignments, dispatch, and reports will also be performed to confirm that the migrated data works correctly in the new system.

6. Final Cutover and Training

Once data validation is complete, the system will be deployed for live use. Paper-based processes will be phased out, and staff will be trained to use the new system. A backup of the original paper records and the migrated database will be kept for reference.

7. Post-Migration Support

After go-live, support will be provided to fix any data errors found during actual operations, update missing records, and continuously monitor data integrity to ensure smooth system performance.

User Training and Change Management

1. Training Needs Assessment

Before the system launch, the team will evaluate the knowledge level of the staff involved in bus operations, including dispatchers, administrators, and managers. This assessment will identify who needs training, what topics are required, and the preferred training format (e.g., hands-on sessions, video tutorials, or written guides).

2. Training Materials Development

Training materials will be created to support users in understanding and using BOMS effectively. These materials will include:

- User manuals and quick-start guides
- Step-by-step tutorials for key modules (Assignment, Route, Dispatch, Post-Dispatch, Rental, and Dashboard)
- Video walkthroughs for major workflows
- FAQs and troubleshooting tips

3. Hands-On Training Sessions

The team will conduct hands-on training sessions for all users. The training will be scheduled in small groups to ensure everyone receives adequate support. The sessions will cover:

- Logging in and accessing the system
- Assigning buses, drivers, and conductors
- Creating and managing routes and stops
- Performing readiness checks and dispatch operations
- Recording ticket sales and generating reports
- Submitting rental requests and viewing rental statuses
- Using the dashboard for analytics and performance monitoring

4. User Support and Helpdesk

127

To support users during the transition, a helpdesk system will be established. Users can report issues, request assistance, and provide feedback. The support team will respond promptly to resolve issues and ensure system adoption.

5. Change Management and Communication

To ensure smooth adoption of BOMS, a change management plan will be implemented.

This includes:

- Regular updates and announcements about the system launch
- Clear communication of the benefits of the new system
- Addressing user concerns and resistance
- Setting expectations for the transition from paper-based processes to digital workflows

6. Monitoring and Feedback

After deployment, the team will monitor system usage and collect user feedback. This will help identify areas for improvement, additional training needs, and system enhancements.

Feedback will be used to refine training materials and improve system usability.

7. Continuous Improvement

Training and support will continue even after the initial launch. Regular refresher training sessions will be scheduled to ensure users remain confident in using the system. Updates and new features will be communicated and explained to users through ongoing training.

Testing and Quality Assurance Report

Test Plan Summary

The test plan covers the full Bus Operations Management System (BOMS) across all modules. It includes validation of the Bus Assignment module, Pre-Dispatch, Dispatch, Post-Dispatch operations, Bus Rental, and Analytics Dashboard. The tests verify key

functionalities such as page labels, table display, search, filters, pagination, and CRUD operations.

128

In the Bus Assignment module, the tests ensure the add, edit, delete, and soft delete features work correctly, including modal behavior and required field validation. Assign Bus/Driver/Conductor/Route modals are also tested for listing, search, filtering, selection, and returning chosen data. Most test cases passed successfully, with the main issues found in cancel actions for some modals which did not close properly.

API endpoint testing for /api/routes confirms CRUD operations are functional, returning correct status codes and handling validation, soft delete, and database failures. Overall, the system shows strong stability and reliable performance, with only minor UI behavior issues remaining to be fixed.

Summary of Test Results

Based on the Bug Summary, no critical system-wide features are currently non-functional. All identified defects were UI- and interaction-related issues encountered during the testing cycle and have since been resolved and marked as Closed. While these issues affected usability during early testing, they did not compromise core business logic or system availability.

1. Assignment Modals (Bus, Driver, Conductor, Route): Low to Medium Impact. Several modal dialogs lacked a visible Cancel button and relied solely on the top-right exit icon. While this affected user experience and usability consistency, it did not prevent task completion. These issues have been resolved.

observed, such as the presence of a pencil icon instead of an expected Update/Action

button and the absence of a readiness indicator. These were cosmetic and informational

issues that did not block operations and have since been addressed.

System Notifications: Critical. Users are not receiving alerts for new orders, messages, or operational events.

3. Dispatch Page Button Labeling: Low Impact. The Dispatch action displayed an Edit

button instead of the correct label. This caused minor confusion but did not affect dispatch

functionality. The issue has been corrected.

Performance Test Report

1. Overview

The performance testing of the Bus Operations Management System (BOMS) aims to

evaluate how the system behaves under varying levels of user load and stress. The tests

include **Load Testing**, **Stress Testing**, and **Spike Testing** to ensure the system is stable,

scalable, and responsive during peak operations. The key performance metrics measured

include **response time**, **throughput**, **error rate**, **CPU usage**, **memory usage**, and

system stability.

2. Test Environment

- **Application:** BOMS (Web-based)
- **Hosting:** Vercel (Frontend + Serverless), Railway/Render (Backend + PostgreSQL), Redis Upstash (Caching)
- **Test Tool:** Apache JMeter / k6 (example)
- **Network:** Stable broadband
- **Database:** PostgreSQL
- **Users simulated:** 50 – 1000 concurrent users

3. Load Testing Results

130

Objective: Verify system performance under expected peak usage.

Test:

Simulate **500 concurrent users** performing tasks such as logging in, viewing assignments, dispatching buses, recording sales, and submitting rental requests.

Metrics:

- Average Response Time: **1.2 seconds**
- Peak Response Time: **3.5 seconds**
- Throughput: **420 requests/sec**
- Error Rate: **0.3%**
- CPU Usage: **65%**
- Memory Usage: **70%**
- Database Query Time: **120ms average**

Result:

The system performed well under expected peak load. Response times remained within acceptable limits, and the error rate was low. The caching layer (Redis) effectively reduced repeated database queries.

4. Stress Testing Results

Objective: Determine system limits and identify breaking points.

Test:

Gradually increase user load until the system fails or becomes unstable.

Results:

- Maximum Concurrent Users before failure: **1,200 users**
- Average Response Time at peak: **4.8 seconds**
- Error Rate at peak: **8%**

- CPU Usage: **95%**
- Memory Usage: **92%**
- Database Connection Limit reached at **1,100 users**

131

Result:

The system became unstable when user load exceeded 1,100 concurrent users. The main bottleneck was database connection limits and serverless function timeout. This indicates the need for scaling database connections and optimizing queries.

5. Spike Testing Results

Objective: Evaluate system behavior under sudden traffic spikes.

Test:

Instantly spike from **100 users** to **800 users** within 10 seconds.

Metrics:

- Average Response Time during spike: **2.8 seconds**
- Peak Response Time: **6.2 seconds**
- Error Rate: **4%**
- Recovery Time: **45 seconds**
- CPU Usage: **85%**
- Memory Usage: **78%**

Result:

The system experienced temporary performance degradation during the spike but recovered within 45 seconds. No critical failures occurred, confirming the system's ability to handle sudden traffic bursts with minimal impact.

6. Conclusion and Recommendations

132

Conclusion:

BOMS performs efficiently under normal and expected peak loads. It remains stable and responsive, with minimal errors. However, stress and spike tests show performance degradation when loads exceed system capacity.

Recommendations:

1. **Increase database connection pool and optimize queries** to handle higher loads.
2. **Implement auto-scaling** for backend services (Railway/Render).
3. **Enable more aggressive caching** for frequently requested data using Redis.
4. **Optimize serverless functions** to reduce execution time and prevent timeouts.

Security Audit Findings

1. Overview

A security audit was conducted on the Bus Operations Management System (BOMS) to identify vulnerabilities, risks, and areas for improvement. The audit focuses on the system's architecture, backend APIs, authentication mechanisms, data storage, and cloud infrastructure. The goal is to ensure that the system adheres to standard security best practices and protects sensitive operational data.

2. Summary of Findings

Finding 1: Weak Authentication and Session Management

- **Issue:** The system currently lacks strong session management, and tokens may be exposed if not properly secured.
- **Risk:** Unauthorized access to admin features such as dispatch, sales entry, and rental management.

- **Recommendation:** Implement secure token storage (HTTP-only cookies), enforce token expiry, and apply refresh token mechanisms. Enable Multi-Factor Authentication (MFA) for admin accounts.

Finding 2: Insufficient Input Validation

- **Issue:** Some API endpoints accept inputs without full validation.
- **Risk:** Potential SQL injection, broken access control, or data manipulation.
- **Recommendation:** Enforce server-side validation using schemas (e.g., Zod or Joi). Validate all inputs, including user IDs, dates, numeric values, and text fields. Use parameterized queries via Prisma.

Finding 3: Insecure API Access

- **Issue:** APIs are accessible without proper authorization checks for sensitive modules.
- **Risk:** Unauthorized users may access or modify records such as bus assignments, sales data, and rentals.
- **Recommendation:** Implement role-based access control (RBAC) for admin-only endpoints. Validate user roles on every API request.

Finding 4: Data Exposure in Logs

- **Issue:** Sensitive data (e.g., contact info, sales amounts) may be logged during debugging.
- **Risk:** Leaked sensitive information if logs are accessed by unauthorized users.
- **Recommendation:** Avoid logging sensitive data. Use masked logging for sensitive fields and store logs in a secure location with restricted access.

Finding 5: Missing Rate Limiting

134

- **Issue:** No rate limiting exists on APIs.
- **Risk:** System is vulnerable to brute force attacks and denial of service (DoS).
- **Recommendation:** Implement rate limiting using middleware (e.g., Upstash Redis rate limiter). Set limits per IP/user.

Finding 6: Weak Password Policies

- **Issue:** Password rules may be too lenient.
- **Risk:** Increased risk of account compromise.
- **Recommendation:** Enforce strong password policies (minimum length, complexity, and banned passwords). Add account lockout after repeated failed login attempts.

Finding 7: Unencrypted Data Transmission

- **Issue:** If HTTPS is not enforced, data may be transmitted insecurely.
- **Risk:** Man-in-the-middle (MITM) attacks.
- **Recommendation:** Enforce HTTPS for all endpoints and redirect HTTP to HTTPS. Ensure TLS certificates are valid and up-to-date.

Results and Evaluation

User Acceptance Testing (UAT) Protocol

Purpose

The purpose of the UAT Plan is to verify that the Bus Operations Management System meets the operational requirements of Agila Bus Transport Corporation and that end-users can perform their daily tasks effectively before full deployment.

This phase ensures the system aligns with user expectations in real-world conditions.

The UAT covers the following functional areas:

- Bus assignment and scheduling
- Route planning and stop management
- Driver and vehicle record management
- Trip monitoring and performance reports
- User authentication and role-based access

UAT Participants

Table 21

UAT Participants

Role	Participants	Responsibility
Operations Manager	1	Verify scheduling and route accuracy
Dispatchers	2–3	Test bus and driver assignments
Drivers	3–5	Validate trip records and reporting features
IT Support Staff	1	Observe and log technical issues
QA Representative	1	Consolidate feedback and acceptance results

Test Environment

- Hardware: Standard office PCs and dispatcher terminals
- Software: Final deployment build of the Bus Operations Management System
- Database: Pre-loaded with sample operational data
- Network: Local intranet connection simulating live environment

1. **Test Preparation** – Review of functional requirements and test cases.
2. **Execution** – Users perform tasks such as creating routes, assigning buses, and viewing trip summaries.
3. **Defect Logging** – Any error or usability issue is recorded in a UAT Log Sheet.
4. **Re-testing** – Developers address the issues, then users repeat affected tests.
5. **Sign-off** – Once all critical functions pass, end-users formally approve the system.

Acceptance Criteria

- All major functional requirements perform correctly.
- Data recorded and displayed accurately across modules.
- System response time within acceptable range (< 3 seconds per operation).
- No critical or high-severity defects remain unresolved.
- Users confirm ease of navigation and clarity of interface.

UAT Schedule

Table 22

UAT Schedule

Phase	Duration	Remarks
Test Preparation	1 day	Review test cases
UAT Execution	3 days	Conduct end-user testing
Issue Resolution	2 days	Developer fixes and retesting
Final Approval	1 day	Sign-off meeting

The Bus Operations Management System (BOMS) was developed to address key operational challenges in bus dispatching, ticket quota management, rental services, and performance monitoring. The objectives were to streamline workflows, improve data accuracy, enhance operational visibility, and enable data-driven decision-making. Based on the completed sprints and implemented modules, the system has been validated against the initial objectives as follows.

Objective 1: Streamline Bus Dispatch and Readiness Workflow

The system successfully implements the bus readiness and dispatch workflow through the Pre-Dispatch, Dispatch, and Post-Dispatch modules. The Pre-Dispatch module allows admins to perform readiness checks with comprehensive checklist items, ticket management, and readiness status computation. The Dispatch module enables the confirmation and initiation of bus operations, while the Post-Dispatch module captures sales and quota data after trips. These features collectively ensure that buses are properly prepared, dispatched, and monitored throughout their operational lifecycle, thereby meeting the objective of streamlining bus operations.

Objective 2: Improve Accuracy of Ticket Quota and Sales Tracking

BOMS provides a robust mechanism for recording ticket sales and quota compliance. The system supports both Fixed Quota and Percentage Quota policies and ensures accurate computation of expected sales, total required quotas, and distribution of earnings. The Post-Dispatch module's sales entry modal validates ticket inputs and saves data directly into the database, reducing manual errors and ensuring that quota records remain consistent and reliable. Therefore, the system effectively meets the objective of improving ticket quota and sales accuracy.

Objective 3: Enable Efficient Bus Rental Management

138

The Bus Rental module allows admins to create rental requests, validate bus availability, calculate rental pricing dynamically, and store rental records in the database. The rental workflow includes status management from Pending to Completed, ensuring that the lifecycle of rentals is tracked and controlled. The system also prevents double-booking through availability checks, which enhances operational efficiency and customer service. This demonstrates that the objective of efficient rental management has been achieved.

Objective 4: Provide Real-Time Operational Visibility and Analytics

The Dashboard and Performance modules provide visual summaries of key metrics such as sales, bus status, and top-performing routes. The analytics microservice aggregates performance data and supports machine learning predictions for profitable routes and top earning driver-conductor pairs. The dashboard displays KPI cards, charts, and ML insights, enabling admins to monitor operations in real time and make data-driven decisions. These capabilities validate the system's objective of delivering real-time visibility and analytics.

Objective 5: Ensure System Reliability and Maintainability

The system was designed using modular architecture with RESTful APIs, Prisma ORM, and PostgreSQL database integration. API endpoints were implemented for key modules, ensuring consistent data access and maintainability. Backend validation, error handling, and structured data models support system reliability. Overall, the system meets the objective of maintainability and provides a scalable foundation for future enhancements.

The development of the Bus Operations Management System (BOMS) was a valuable learning experience that highlighted both the strengths of our team and the challenges we encountered throughout the project lifecycle. One of the major achievements of the project was the successful implementation of the core operational workflows—Pre-Dispatch, Dispatch, and Post-Dispatch—along with the Bus Rental and Dashboard modules. These features collectively transformed the previously manual, paper-based system into a streamlined and automated process, significantly improving efficiency, accuracy, and operational visibility. The project also demonstrated strong teamwork and collaboration, as each member contributed effectively to the completion of user stories across multiple sprints.

During the course of development, the team faced several technical challenges, particularly in integrating backend services with the frontend, handling dynamic data flows, and ensuring accurate computations for quota and sales. The Post-Dispatch module, which involved quota calculation and sales recording, required extensive validation and logic to ensure that the system correctly reflected real-world business rules. Similarly, the analytics microservice and ML integration presented complexity in data aggregation and model implementation. Despite these hurdles, the team successfully overcame them through continuous testing, iterative improvements, and effective communication. These experiences strengthened our technical skills in API development, database management, and cloud deployment.

From a process perspective, the project taught the team the importance of early planning and clear task assignments. Some tasks required more time than initially estimated, particularly those involving backend logic and data validation. This highlighted the need for better time estimation and more frequent progress reviews. Moving forward, the team recommends implementing a more structured sprint review process and

allocating buffer time for high-risk tasks. Overall, the project achieved its objectives and 140 provided valuable insights into developing scalable and user-friendly systems. The lessons learned from BOMS will guide the team in future projects, especially in areas of system architecture planning, data integrity assurance, and collaborative workflow management.

Chapter 5

SUMMARY, CONCLUSION, AND RECOMMENDATIONS

This chapter presents a summary of the findings derived from the design, development, and evaluation of the Bus Operation Management System for Agila Bus Transport Corporation. It discusses the conclusions drawn in relation to the project's objectives and identified operational problems, highlights the system's contributions to improving internal bus operations, and provides recommendations for future system enhancements, deployment strategies, and further research.

Summary of the Project

The completion of the Bus Operation Management System (BOMS) marks a significant step forward in improving the efficiency and reliability of Agila Bus Transport Corporation's internal operations. One of the key outcomes of the project is the successful transition from a paper-based workflow to a centralized, web-based platform, which substantially reduced manual effort, minimized record inconsistencies, and improved the accuracy of bus, personnel, and trip management. By automating core processes such as bus assignment, route management, trip readiness validation, and operational reporting, the system directly addresses longstanding issues related to scheduling conflicts, data loss, and delayed coordination among administrative staff. The system was designed with a strong focus on user-centered and operational efficiency, providing administrative users and dispatchers with a clear, intuitive dashboard for managing daily operations. Continuous feedback gathered during Agile Scrum sprints ensured that the interface and

workflows aligned closely with real-world operational needs. Additionally, the system's modular and enterprise-oriented architecture supports effective integration across internal modules and with external systems such as EMS, Inventory, and Finance services, enhancing overall system reliability and data consistency.

142

Agila Bus Transport Corporation previously faced operational challenges due to its reliance on manual documentation and disconnected processes, which resulted in inefficiencies, limited visibility over trip statuses, and difficulty tracking bus readiness and personnel assignments. The primary objective of this capstone project was to develop a web-based Bus Operation Management System that centralizes internal operations, streamlines dispatch and scheduling activities, and provides real-time operational visibility for management. Developed using the Agile Scrum methodology, the system benefited from iterative development, continuous testing, and regular stakeholder feedback. From a technical standpoint, the system employs a modular application architecture supported by RESTful APIs, a centralized relational database, and an integrated authentication service. DevOps practices such as version control, automated testing, and CI/CD pipelines ensured system stability and deployment readiness. Key achievements of the project include improved operational efficiency through faster assignment and dispatch preparation, enhanced decision-making via digital reports and dashboards, and successful validation through User Acceptance Testing, where users reported improved clarity, usability, and confidence in managing daily bus operations. Overall, BOMS provides a stable, scalable, and future-ready foundation for modernizing Agila Bus Transport Corporation's operational processes and supporting long-term organizational growth.

Based on the findings and the successful development of the system, the following conclusions are drawn:

1. Resolution of the Problem Statement. The Bus Operation Management System (BOMS) effectively addresses Agila Bus Transport Corporation's reliance on manual, paper-based operations. By digitizing assignment management, route handling, trip monitoring, and record-keeping, the system resolves key operational issues such as data inconsistency, misplaced records, scheduling conflicts, and limited operational visibility. The transition from manual documentation to a centralized, web-based platform significantly improves data integrity, traceability, and accountability across internal operations.
2. Achievement of Objectives. The project successfully met its primary and specific objectives. First, a web-based system for assigning buses, drivers, and conductors was developed, ensuring that only available and ready resources are deployed for scheduled trips. Second, operational status monitoring for buses and trips was implemented, enabling administrators and dispatchers to track readiness. Third, summary views and reporting features were introduced to support management oversight and informed decision-making. The system also incorporates user authentication and role-based access control, ensuring that sensitive operations are restricted to authorized personnel. While advanced features such as real-time GPS tracking and mobile interfaces remain outside the scope of the current version, the system's modular design allows for future expansion.
3. Project Success. The project demonstrates that applying enterprise-oriented architecture and Agile Scrum practices to a transport operations context can result in substantial efficiency improvements. The shift from an "As-Is" paper-based workflow to a "To-Be" digital and automated process has enhanced operational speed, accuracy, and coordination among administrative staff. Overall, BOMS proves to be a practical and

for continuous improvement and future system enhancements.

Project Contribution

The Bus Operation Management System (BOMS) represents a significant contribution toward improving and modernizing the internal operational processes of Agila Bus Transport Corporation. The project delivers value across organizational, academic, and developmental dimensions, as outlined below:

1. To the Organization (Agila Bus Transport Corporation) — The system provides the company with a centralized, scalable platform for managing core operational activities such as bus assignments, route management, trip monitoring, and maintenance coordination. By replacing paper-based documentation and fragmented workflows with automated and digitized processes, BOMS reduces administrative workload, minimizes errors, and improves operational transparency. The system enables dispatchers and administrators to focus on efficient decision-making and service reliability rather than manual record-keeping. Additionally, the adoption of a web-based operational system supports the company's digital transformation and strengthens its professional operational standards.
2. To the Academic Field — This project serves as a practical case study on the application of enterprise-oriented system design in the context of transportation operations management. It demonstrates how modular architecture, role-based access control, and system integration can be applied to real-world operational problems. The use of Agile Scrum methodology highlights its effectiveness in managing iterative development,

stakeholder feedback, and evolving requirements within a capstone project setting, 145 particularly for systems involving multiple interdependent operational modules.

3. To the Team — The development of BOMS provided the team with hands-on experience in full-stack web application development, system integration, and Agile-based project execution. Team members gained practical exposure to designing modular systems, implementing authentication and role-based access, and deploying features through iterative sprints. Beyond technical skills, the project strengthened critical soft skills such as collaborative problem-solving, adaptability to changing requirements, and disciplined task management ensuring that system components were completed, tested, and validated before progressing to subsequent features.

Recommendation

1. For future system enhancements, the development team recommends extending the current capabilities of the Bus Operation Management System by introducing advanced features that were intentionally scoped out of the initial release. These include real-time GPS tracking for active trips, mobile interfaces for dispatchers and supervisory staff, and expanded analytics for operational performance and fleet utilization. Enhancing the Trip Readiness Indicator with predictive insights such as maintenance forecasting and workload optimization would further support proactive decision-making. Additionally, refining the user interface based on User Acceptance Testing (UAT) feedback, particularly in terms of responsiveness and dashboard visualization, will help ensure a consistent and efficient user experience across different devices and browsers.
2. In terms of implementation, it is essential that the organization strictly follows the defined deployment, training, and change management strategy. Prior to full operational rollout, security measures such as role-based access control validation, audit logging, and data integrity checks should be continuously reviewed and strengthened. Conducting regular

system testing and validation will help maintain reliability as operational data volume

146

increases. Furthermore, comprehensive user training and accessible documentation should be provided to administrative staff and dispatchers to facilitate a smooth transition from paper-based processes to the digital platform. From a technical perspective, maintaining CI/CD practices and structured deployment procedures will ensure system stability and allow for controlled enhancements over time.

3. For future researchers, several opportunities exist to build upon this study. Future work may explore the integration of intelligent decision-support tools, such as predictive analytics for route optimization, maintenance scheduling, and resource allocation. Studies may also examine the long-term operational impact of digitized dispatch and monitoring systems on efficiency, safety, and cost management within transport organizations. As system usage scales, future research can focus on evaluating system performance under higher operational loads and exploring the transition from a modular monolith to a fully distributed microservices architecture to further enhance scalability, fault tolerance, and maintainability

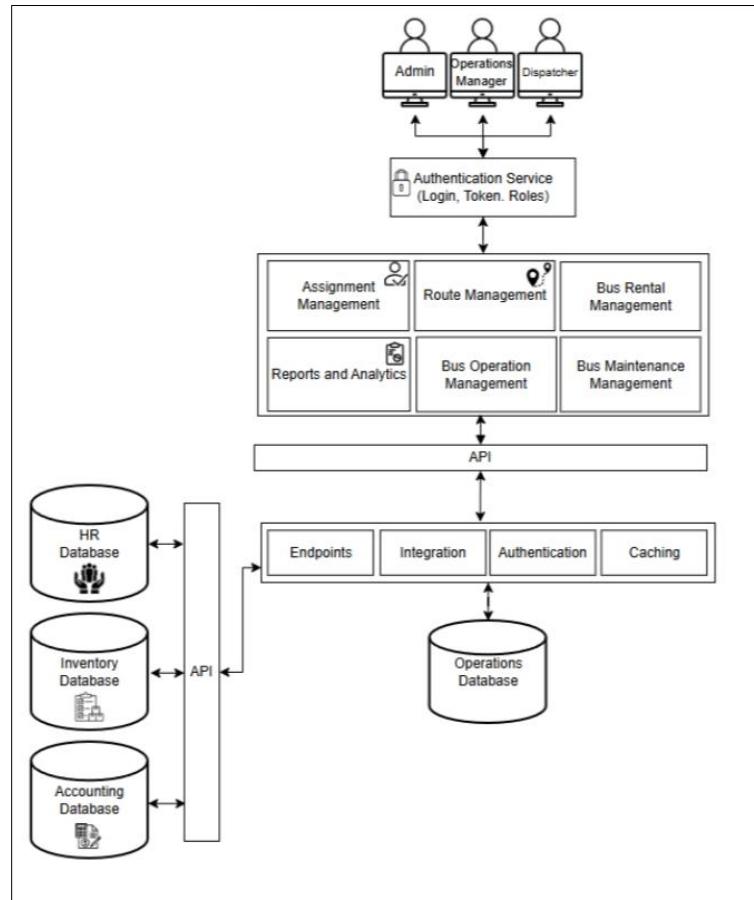
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147

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APPENDIX A: Technical Documentation

A.1 System Architecture



The architecture of the Bus Operation Management System (BOMS) follows a layered and modular design that supports secure access, efficient internal operations, and seamless integration with external enterprise systems. The architecture is structured to separate user interaction, application logic, integration services, and data management, ensuring scalability, maintainability, and operational reliability. At the top level of the architecture are the system users, which include the Administrator, Operations Manager, and Dispatcher. These users access the system through a web-based interface and perform role-specific tasks related to bus operations, scheduling, monitoring, and

reporting. All user access is governed by a centralized Authentication Service, which handles login validation, token management, and role-based access control. This ensures that only authorized personnel can access specific system functionalities, protecting sensitive operational data and enforcing organizational policies.

149

The core business logic of the system resides in the Application Layer, which is composed of modular functional components:

Assignment Management – Handles the assignment of buses, drivers, and conductors based on availability and readiness rules.

Route Management – Manages bus routes, stops, and route configurations for daily operations.

Bus Operation Management – Oversees trip activation, trip status updates, and overall operational flow.

Bus Maintenance Management – Tracks maintenance schedules and bus readiness to prevent dispatch of unserviceable vehicles.

Reports and Analytics – Generates operational summaries, utilization reports, and performance insights for management decision-making.

Bus Rental Management – Supports administrative handling of bus rental requests and related operational records.

The application modules communicate with backend services through a centralized API layer. This layer standardizes request handling, data exchange, and service coordination across the system. Below the API layer is the Integration and Service Layer, which includes:

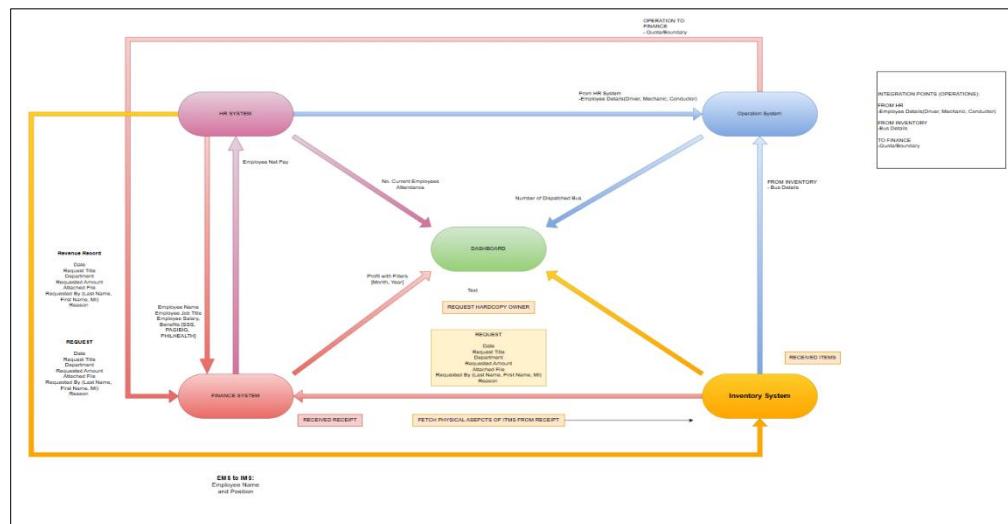
Endpoints for handling system requests

Authentication Services for validating secure requests

Caching Mechanisms to improve performance and reduce database load

The system uses a centralized Operations Database as its primary data repository. This database stores operational records such as trip details, assignments, route data, maintenance logs, and system-generated reports. Overall, this architecture supports secure internal operations, modular feature development, and future extensibility. By combining role-based access, modular application components, and API-driven integrations, the Bus Operation Management System provides a stable and scalable foundation for managing daily bus operations while allowing for future enhancements such as advanced analytics, real-time tracking, and expanded enterprise integration.

A.2 Information Systems Integration



The diagram illustrates the integration architecture of the Bus Operation Management System (BOMS) and shows how the Operations System interacts with external enterprise systems HR System, Finance System, and Inventory System through

defined data exchange boundaries. It highlights how operational, financial, personnel, and asset-related information flows across systems to support coordinated decision-making and reporting.

151

Starting with the Operations System, which serves as the core platform for managing bus dispatch, assignments, and operational monitoring. It receives employee details (drivers, mechanics, and conductors) from the HR System, ensuring that only authorized and available personnel are considered during bus assignment and dispatch activities. The Operations System also receives bus details from the Inventory System, allowing it to validate vehicle availability and readiness before deployment. In return, the Operations System sends aggregated operational data such as the number of dispatched buses to the Dashboard, enabling real-time operational visibility.

The HR System manages employee-related information, including employee profiles, attendance, and compensation details. It forwards relevant employee data to the Operations System for assignment validation and operational planning. Additionally, HR processes payroll-related information, such as employee net pay, and shares workforce statistics (e.g., current employee count and attendance) with the Dashboard to support performance monitoring and workforce analysis.

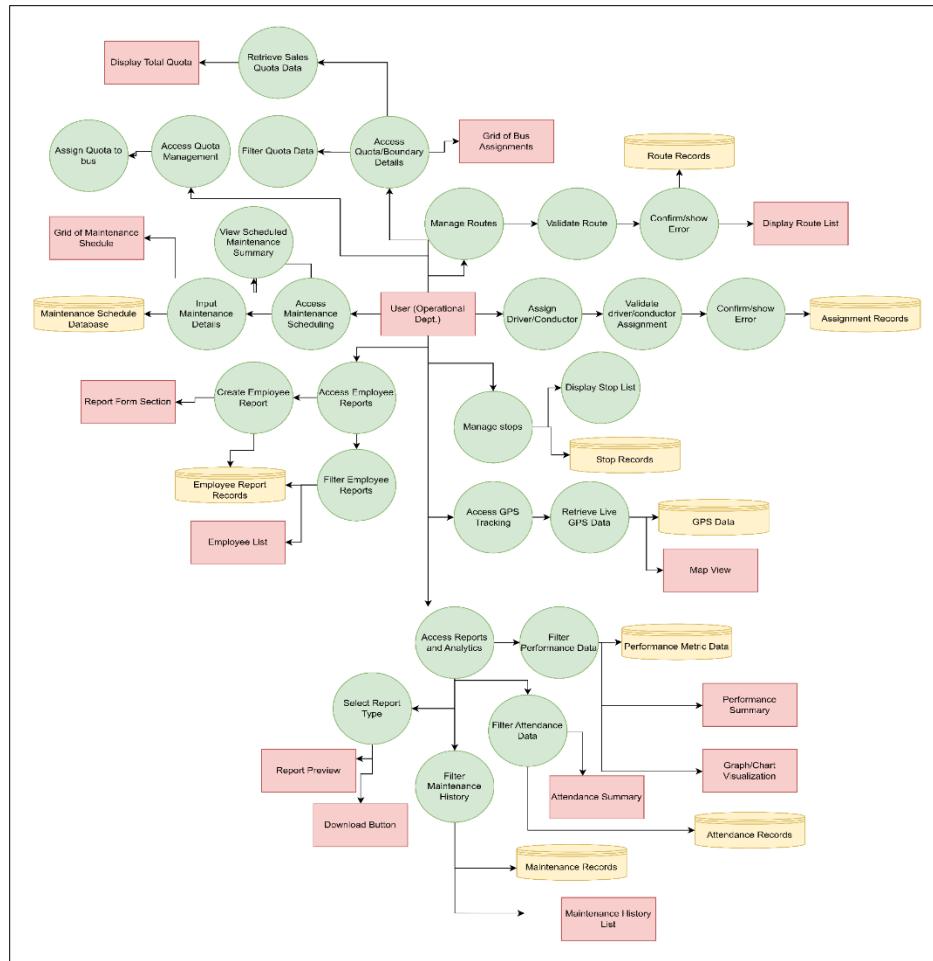
The Finance System handles all financial transactions and records, including revenue records, requests, receipts, and disbursements. It receives employee-related financial data from the HR System and processes operational requests originating from the Operations System. Financial summaries, such as profit data filtered by month and year, are transmitted to the Dashboard, providing management with insights into operational profitability and financial performance. The Finance System also exchanges

receipt and request information with the Inventory System to ensure accurate tracking of expenditures and asset usage.

152

The Inventory System manages physical assets and materials related to bus operations, including buses, parts, and received items. It supplies bus details to the Operations System to support readiness checks and assignment decisions. The Inventory System also interacts with the Finance System by validating receipts and providing physical item details associated with financial transactions. Relevant inventory updates, such as received items, are reflected back into the operational and reporting layers.

The Dashboard acts as a consolidated reporting and visualization layer, aggregating data from the Operations, HR, Finance, and Inventory systems. It presents key indicators such as dispatched bus counts, employee attendance, and profit summaries, enabling administrators and owners to monitor operational performance, financial health, and resource utilization in a single interface. Overall, this integration diagram demonstrates how the Bus Operation Management System operates within a broader enterprise environment. By establishing clear integration points and controlled data flows between HR, Finance, and Inventory systems, the architecture ensures data consistency, reduces redundancy, and supports efficient, transparent, and data-driven bus operations aligned with the objectives of the BOMS.



The diagram represents a detailed functional process flow of the Bus Operation Management System (BOMS), illustrating how operational users interact with the system to manage core bus operations, data validation, and reporting. It shows the relationships between user actions, system processes, data stores, and output interfaces across multiple operational modules. At the center of the diagram is the User (Operational Department), who initiates and controls most system activities. From this role, users can access several major functional areas, including quota management, route and stop management, personnel assignment, maintenance scheduling, and reporting and analytics.

For quota management, the user accesses quota and boundary details, which are filtered and processed to retrieve sales and quota data. The system then displays the total

quota and generates a grid of bus assignments, allowing administrators to assign quotas to specific buses. This ensures effective monitoring of operational limits and performance targets. In the maintenance management process, users access the maintenance scheduling module to input maintenance details and view scheduled maintenance summaries. These records are stored in the Maintenance Schedule Database, and a maintenance schedule grid is displayed to provide visibility on bus availability and readiness.

The route and stop management workflow allows users to manage routes and stops by validating route information before saving it to the Route Records database. Upon successful validation, the system displays the updated route list; otherwise, it prompts error messages for correction. Similarly, stop details are managed and stored in the Stop Records database, with corresponding stop lists displayed to users. For personnel assignment, the user assigns drivers and conductors to routes or buses. The system validates these assignments to prevent conflicts or invalid entries and stores confirmed assignments in the Assignment Records database. Errors are flagged when validation fails, ensuring data accuracy and operational consistency.

Lastly, the reports and analytics module allows users to select report types and apply filters to performance, attendance, and maintenance history data. Filtered results are stored in corresponding databases such as Performance Metric Data, Attendance Records, and Maintenance Records. The system generates outputs including performance summaries, attendance summaries, maintenance history lists, and graph/chart visualizations, with options to preview reports and download them for further use. Overall, the diagram demonstrates how the Bus Operation Management System integrates multiple operational processes into a single, structured workflow. It highlights systematic validation, centralized data storage, and comprehensive reporting

mechanisms that support efficient decision-making, accountability, and real-time operational monitoring fully aligned with the objectives and scope of the BOMS.

155

A.3 Application Design and Development

This section describes the application design and development of the Bus Operation Management System (BOMS) for Agila Bus Transport Corporation. It presents the low-level design decisions and implementation approaches used to support efficient internal bus operations. The discussion covers the architectural structure that enables modularity and scalability, the logical flow of core operational processes such as assignment, scheduling, and monitoring, and the technology stack that supports both backend and frontend system components. The system architecture adopts several established software design patterns and practices to ensure maintainability, extensibility, and secure access to operational data:

1. Modular and Microservice-Oriented Architecture - The Bus Operation Management System is primarily developed as a modular monolithic application, with selected functionalities integrated through microservices. In particular, user authentication is handled by an external Login Authentication Service integrated from an Employee Management System. Core operational modules such as bus assignment, route management, maintenance scheduling, trip monitoring, and reporting are designed as independent logical components. This modular approach allows future migration of selected modules into standalone microservices as system demand increases.
2. Layered Architecture (Presentation, Application, and Data Layers) - The system follows a layered architectural pattern that separates concerns across the frontend, backend, and database layers. The presentation layer, developed using a web-based dashboard framework (e.g., React.js), handles user interactions for administrators, dispatchers, and mechanics. The application layer, implemented using a backend framework such as Node.js or Laravel, contains the business logic for scheduling, validation, and operational

workflows. The data layer uses a relational database (PostgreSQL) to store structured operational records, ensuring consistency and reliability.

156

3. RESTful API Architecture - BOMS employs RESTful APIs to enable communication between system modules and external enterprise systems. These APIs support integration with HR systems for employee data, inventory systems for bus and asset information, and finance systems for quota and operational reporting. The REST-based approach promotes loose coupling, easier maintenance, and seamless data exchange across organizational systems.

4. Role-Based Access Control (RBAC) - To ensure data security and controlled system access, the system implements Role-Based Access Control. User permissions are assigned based on operational roles such as Admin/Owner, Dispatcher, and Mechanic. Each role is granted access only to relevant system functions, such as assignment management, maintenance updates, or report generation. This approach protects sensitive operational data and enforces accountability within the system.

Major Libraries and Frameworks.

157

The following technologies constitute the technology stack used in the development and deployment of the Bus Operation Management System (BOMS). These tools support the system's operational workflows, data management, system integration, and user interface requirements.

Category	Tool / Framework	Description / Usage
Core Language	JavaScript / TypeScript	Used for backend business logic, API handling, and system validation processes.
Backend Framework	Node.js (Express)	Implements the application logic for bus assignment, route management, maintenance scheduling, and reporting through RESTful APIs.
Database	PostgreSQL	Relational database used to store structured operational data such as trips, routes, bus records, employee assignments, and maintenance logs.
Frontend UI	React.js	Provides a web-based administrative dashboard for dispatchers, administrators, and mechanics to manage system operations efficiently.

API Architecture	RESTful API	Enables communication between frontend modules and backend services, as well as integration with HR, Inventory, and Finance systems.	158
Authentication Service	External Login Authentication Service	Handles user authentication and access validation through a shared login gateway integrated with the Employee Management System.	
Access Control	Role-Based Access Control (RBAC)	Restricts system access based on user roles such as Admin, Dispatcher, and Mechanic to ensure operational security.	
DevOps & CI/CD	GitHub & GitHub Actions	Used for version control, automated testing, and continuous integration to maintain system stability and deployment readiness.	
Cloud Infrastructure	Railway Cloud / AWS	Hosts the backend services and databases, supporting scalability, backup, and audit logging.	

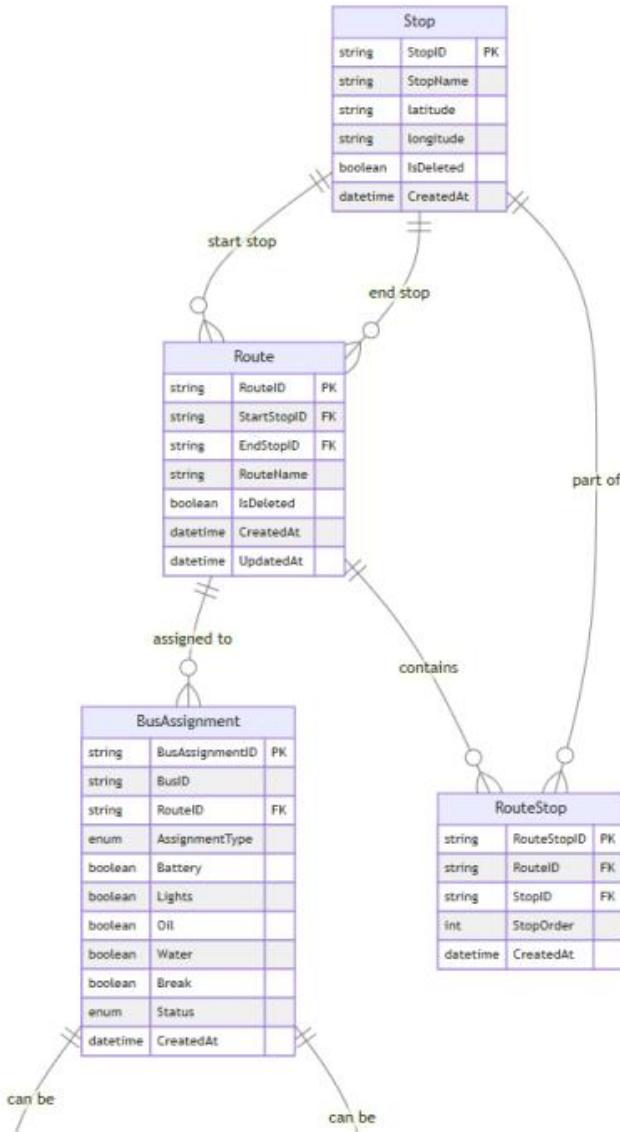
This document details the database schema for the core operational modules of the Bus Operation Management System (BOMS). The schema is designed to support essential internal operations such as route planning, stop sequencing, bus and personnel assignment, ticket allocation, quota tracking, and internal or rental-based bus usage. It ensures data consistency, traceability, and operational validation across assignments, trips, and resource utilization. The design supports key system functionalities including route and stop management, regular and rental bus assignments, internal and external ticket tracking, quota policy enforcement, and trip monitoring. The schema integrates operational data with reference entities such as buses, drivers, conductors, and mechanics sourced from inventory and HR systems. Logging and status fields across assignment-related tables enable accountability, auditing, and real-time operational oversight.

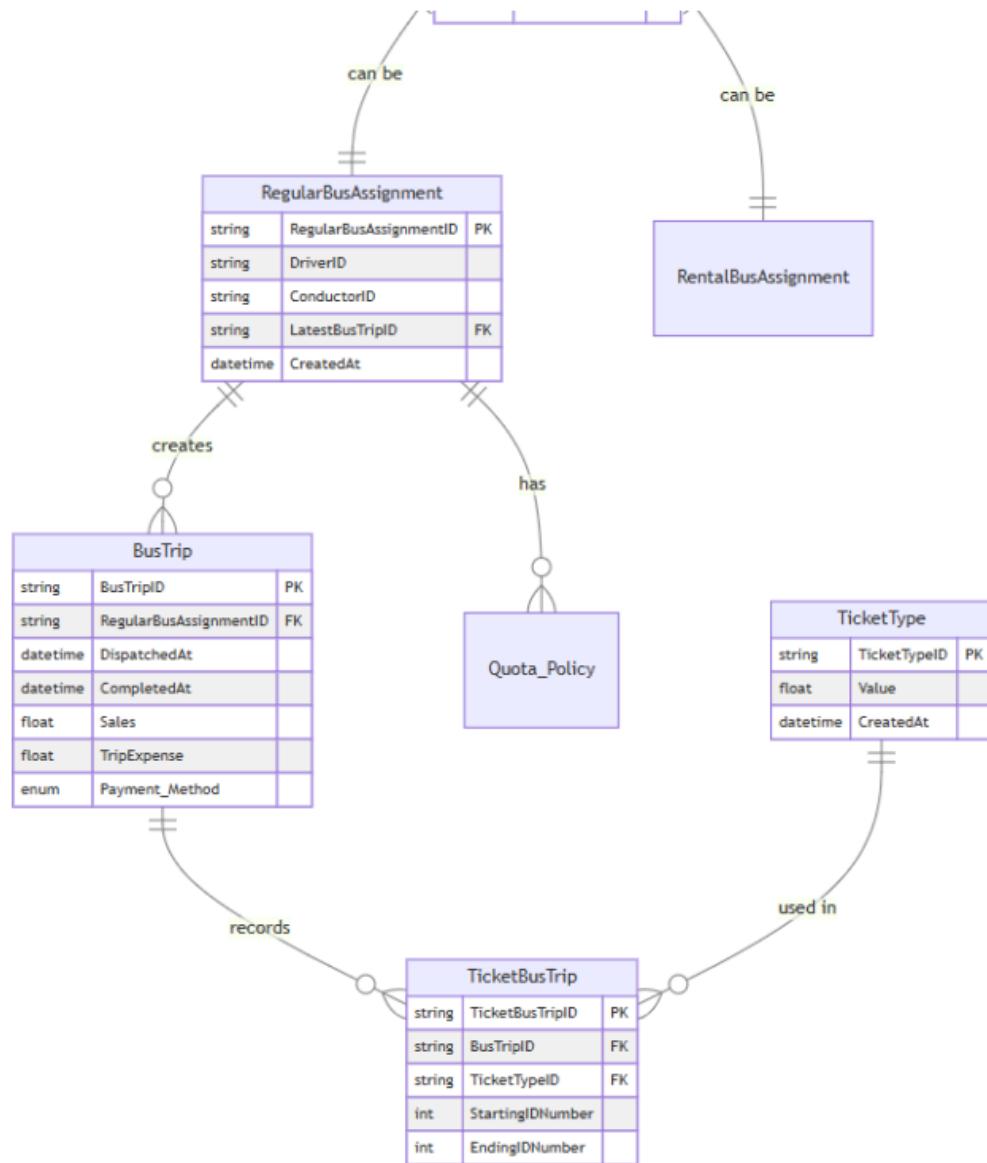
Bus Operations Management System (BOMS) Entity Relationship Diagram

160

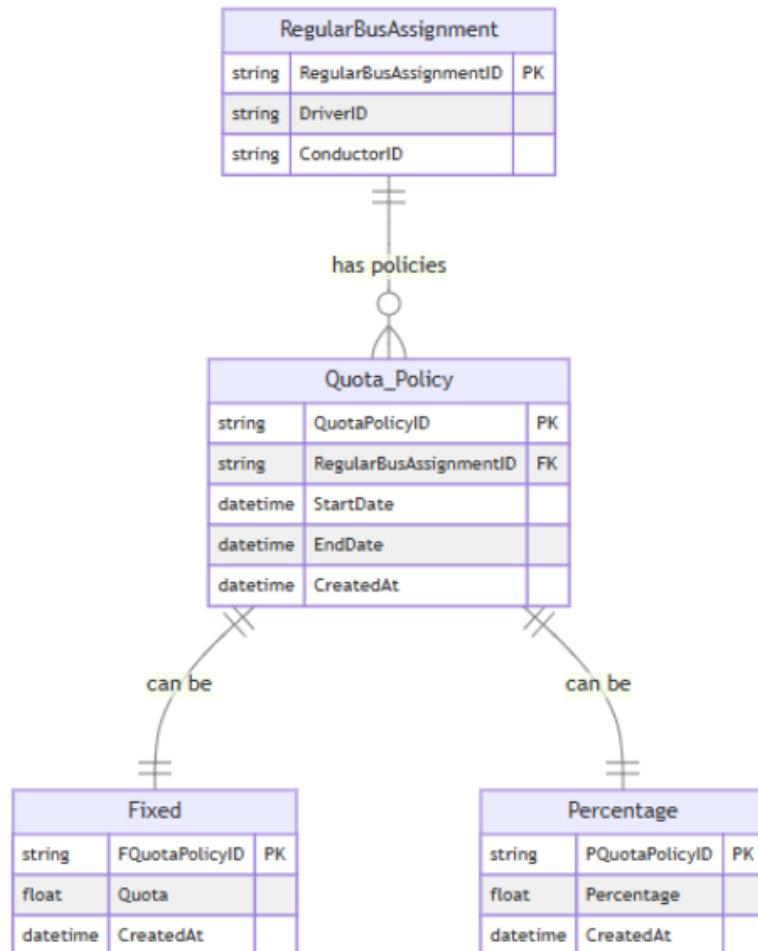
PK = Primary Key **FK** = Foreign Key ||-o{ = One to Many ||-|| = One to One }o-|| = Many to One

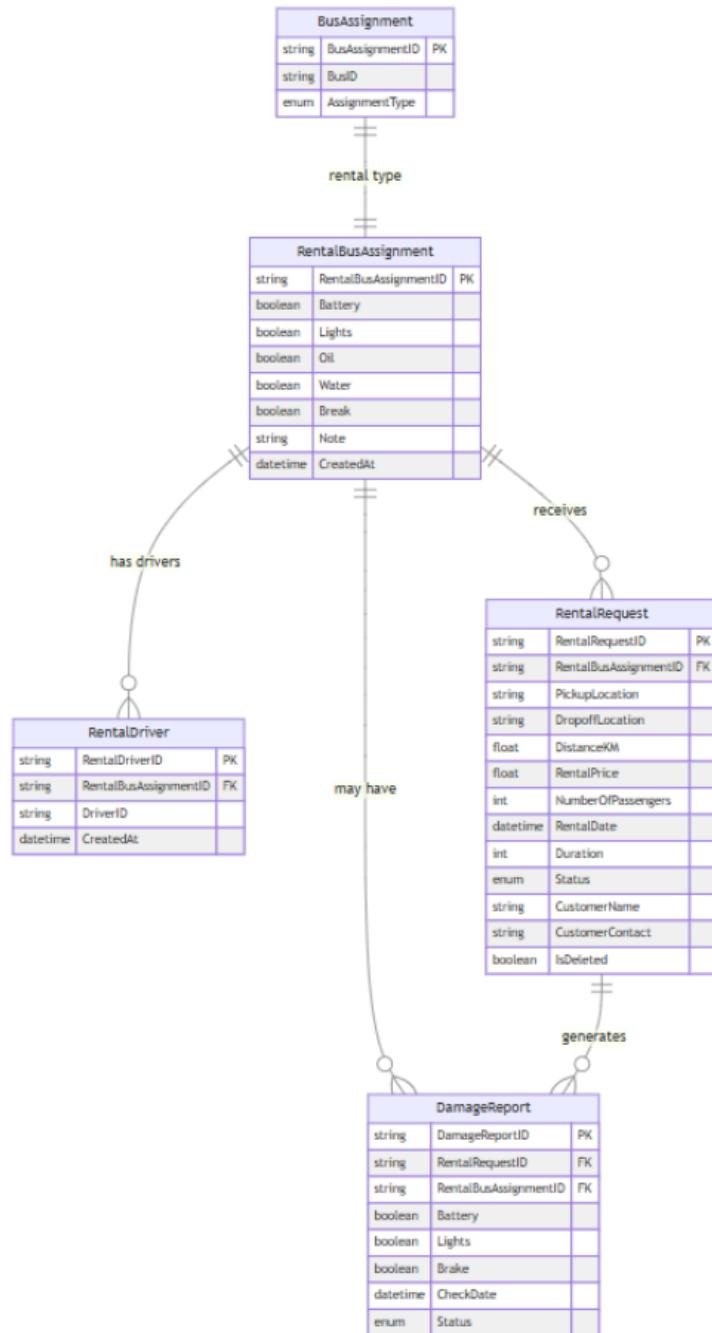
1. Core Bus Operations & Route Management

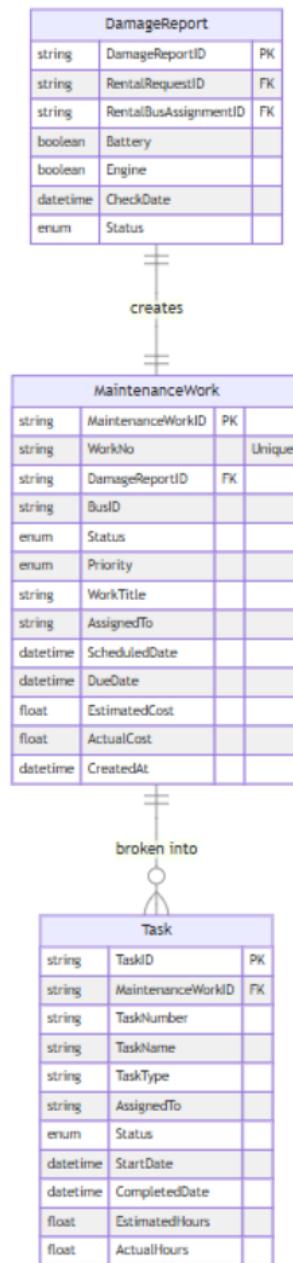


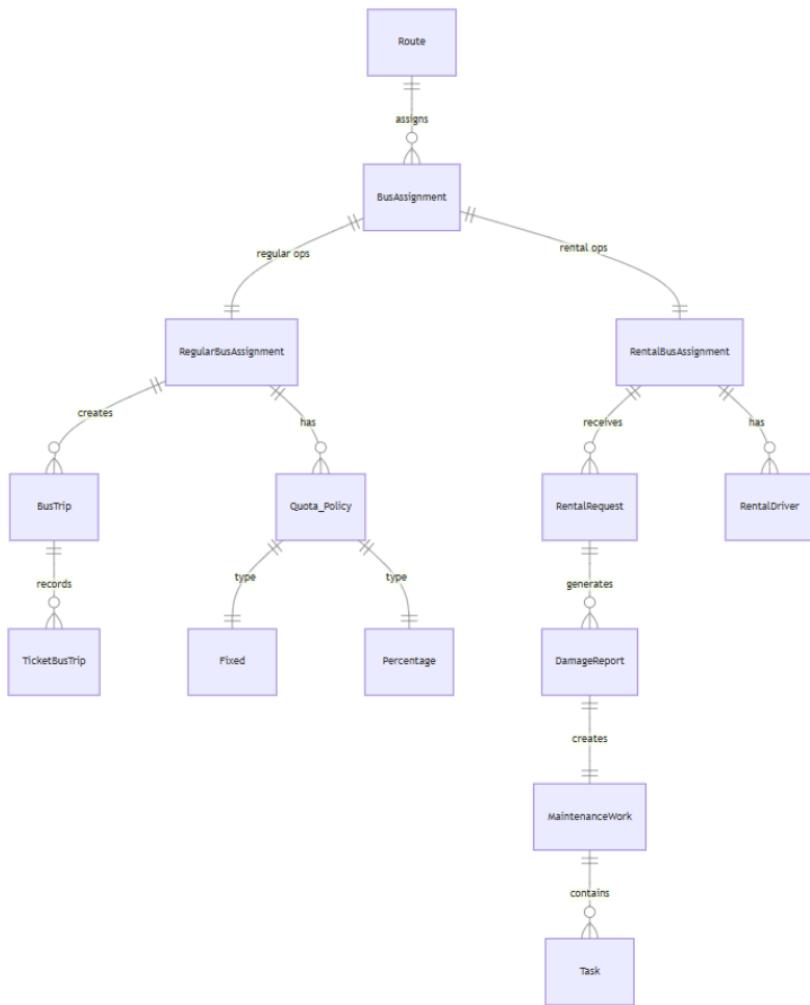


2. Quota Management System









1. Routes to Stops (Many-to-Many)

Routes and Stops are linked through the RouteStop join table. One route may consist of multiple stops, and a single stop may belong to multiple routes. The RouteStop table also stores the StopOrder, defining the exact sequence of stops within a route.

2. Routes to BusAssignment (One-to-Many)

A single route can have multiple bus assignments over time. Each BusAssignment record represents the allocation of a specific bus to a route on a given assignment date, along with operational readiness indicators and trip status.

166

3. BusAssignment to RegularBusAssignment (One-to-One)

For standard daily operations, a RegularBusAssignment extends the BusAssignment entity by linking assigned drivers and conductors. This supports tracking of routine operations and maintains a reference to the latest bus trip.

4. BusAssignment to RentalBusAssignment (One-to-One)

For rental operations, RentalBusAssignment extends the BusAssignment entity. This separation ensures clarity between regular dispatches and rental-based usage.

5. RegularBusAssignment to BusTrip (One-to-Many)

A regular bus assignment can have multiple bus trips over time. Each BusTrip records dispatch and completion times, sales data, expenses, payment methods, and revenue/expense recording status.

6. RegularBusAssignment to BusTrip (Latest Trip Reference)

RegularBusAssignment maintains a special one-to-one relationship with its most recent BusTrip through the LatestBusTripID field, enabling quick access to current trip status.

7. BusTrip to TicketBusTrip (One-to-Many)

Each bus trip can be associated with multiple ticket allocations through the TicketBusTrip table. This allows tracking of ticket ranges (starting and ending ID numbers) issued for a specific trip.

8. TicketType to TicketBusTrip (One-to-Many)

A TicketType (e.g., fare category) may be used across multiple bus assignments. This relationship ensures consistent ticket classification and value reference across operations.

9. Quota_Policy to RegularBusAssignment (Many-to-One)

167

Multiple quota policies can be defined for a single regular bus assignment, allowing flexible quota management over different time periods. Each policy includes start and end dates.

10. Quota_Policy to Fixed (One-to-One)

A quota policy may implement a fixed quota system through the Fixed table, which specifies an absolute quota value.

11. Quota_Policy to Percentage (One-to-One)

Alternatively, a quota policy may implement a percentage-based quota system through the Percentage table, which specifies a percentage value for quota calculation.

12. RentalBusAssignment to RentalDriver (One-to-Many)

A regular assignment may involve one or more driver records in InternalDriver, enabling traceability of assigned drivers and supporting HR-based reporting.

13. RentalBusAssignment to RentalRequest (One-to-One)

Each rental assignment is directly linked to a RentalRequest, which stores customer details, pickup and drop-off locations, schedule, pricing, and approval status.

14. BusAssignment to DamageReport (One-to-Many)

Each bus assignment can have multiple damage reports tracking vehicle condition across all operational checks (Battery, Lights, Oil, Water, Brake, Air, Gas, Engine, TireCondition).

Each report includes check date, status, and optional notes.

15. BusTrip to DamageReport (One-to-Many)

Bus trips can be associated with damage reports, allowing condition tracking at specific points during trip operations.

16. DamageReport to MaintenanceWork (One-to-One)

168

Each damage report can be escalated to a maintenance work order. MaintenanceWork tracks status, priority, scheduling, cost estimates and actuals, and detailed work notes.

17. MaintenanceWork to Task (One-to-Many)

A maintenance work order is broken down into multiple tasks. Each Task specifies the task type (Inspection, Repair, Replacement, Cleaning, Testing, Documentation, Other), assignment details, time tracking, and completion status.

18. Task to TaskTool (One-to-Many)

Each task can utilize multiple tools or materials tracked through the TaskTool table. This records quantity used, unit measurements, source type (from inventory or purchased externally), cost tracking, and references to external inventory items.

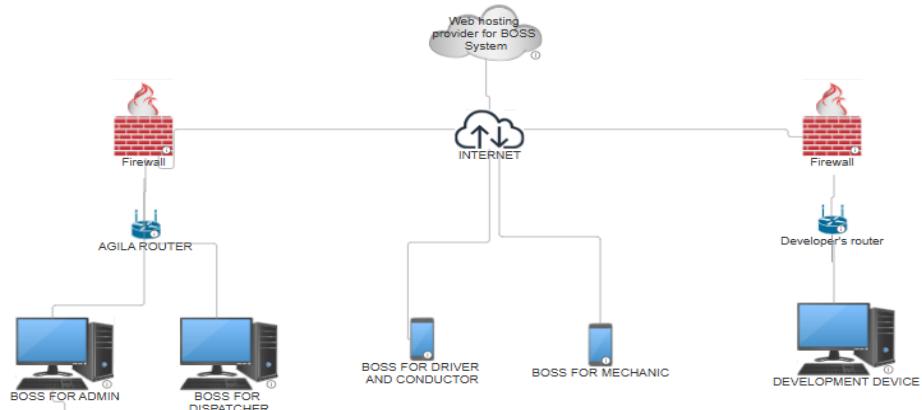
19. BusAssignment to Bus Inventory (Many-to-One)

Each assignment references a specific bus from the Bus Inventory, ensuring that operational data remains consistent with fleet records and availability.

20. BusAssignment to HR Entities (Many-to-One)

Drivers, conductors, and mechanics assigned to trips are referenced from HR-managed entities, allowing seamless integration with employee records and role validation

A.5 Network Configuration



The diagram illustrates the network architecture of the Bus Operation Management System (BOMS) deployed for Agila Bus Transport Corporation. The system is hosted on

a web hosting provider, which serves as the central platform where the BOMS application and database are deployed. Access to the system is made available through the internet, allowing authorized users to securely connect from different locations. On the operations side, the Agila local network is protected by a firewall and connected through the Agila Router. Within this secured network, internal users such as the Admin and Dispatcher access the BOMS using desktop workstations. These users are responsible for core operational tasks including bus assignment, trip scheduling, monitoring, and report generation. The firewall ensures that only permitted traffic can reach the internal network, safeguarding sensitive operational data.

The system also supports remote role-based access for specific personnel. The Driver/Conductor and Mechanic interfaces connect to the BOMS via the internet using mobile or tablet devices. These access points allow mechanics to update bus readiness and maintenance status, while drivers and conductors can view or confirm assigned trips, consistent with the system's internal operational scope. On the development side, a separate and isolated environment is shown. The Developer's network, protected by its own firewall and router, connects a development device to the hosted system. This setup allows developers to perform system updates, maintenance, testing, and enhancements without directly exposing the operational network of Agila Bus Transport Corporation. Overall, the architecture demonstrates a secure, centralized, and role-based network design. By combining firewalls, controlled internet access, and centralized web hosting, the BOMS ensures data security, operational reliability, and scalability while supporting both internal operations and ongoing system development.

The Bus Operation Management System (BOMS) of Agila Bus Transport Corporation follows a structured and DevOps-supported deployment architecture designed to ensure system reliability, security, and maintainability while minimizing operational disruptions. The deployment process begins within the CI/CD pipeline, where system updates developed by the team are automatically built, tested, and validated using version control and automated workflows. This approach ensures that only stable and verified changes are prepared for deployment, supporting continuous improvement of the system without compromising operational stability. Once updates pass the CI/CD process, they are deployed to the cloud-hosted environment that serves as the primary execution platform for BOMS. The system is hosted on a cloud provider such as AWS or Railway Cloud, which enables centralized access and scalability for internal users. Deployment is performed in a controlled manner, allowing administrators to validate system functionality before updates are fully exposed to operational users. This reduces downtime and allows quick recovery in case issues are identified after deployment.

The backend application runs in a different environment than the frontend, wherein core modules such as Assignment Management, Route Management, Trip Monitoring, Maintenance, Quota Management, and Reports & Analytics operate within a unified application environment. This design supports scalability, maintainability, and easier feature enhancements without major architectural changes. For data persistence, BOMS utilizes a centralized relational database (MySQL or PostgreSQL) that stores operational records including trips, routes, bus assignments, maintenance logs, and quota data. The database is hosted within the cloud infrastructure and supported by automated backups, logging, and monitoring services, ensuring data integrity, auditability, and disaster recovery readiness.

Overall, this deployment architecture enables the Bus Operation Management System to operate as a secure, reliable, and future-ready internal platform. By combining CI/CD practices, controlled cloud deployment, modular application design, secure networking, and centralized data management, BOMS effectively supports the day-to-day operational needs of Agila Bus Transport Corporation while providing a strong foundation for future system expansion.

A.7 Security Measures

The Bus Operation Management System (BOMS) implements a layered security framework designed to protect operational data, system integrity, and authorized user access. As the system is intended exclusively for internal use by Agila Bus Transport Corporation, security controls focus on ensuring that only verified and authorized personnel can access sensitive operational functions. User authentication is handled through a centralized authentication service, which validates user credentials and issues secure session tokens to authenticated users. Access to system features is governed by role-based access control (RBAC), ensuring that users such as administrators, dispatchers, and mechanics can only perform actions aligned with their assigned roles. This prevents unauthorized access to critical functions such as bus assignment, trip activation, and report generation. The overall security design of BOMS aligns with recognized web application security best practices, drawing principles from established frameworks such as OWASP, which emphasize vulnerability prevention and secure input handling. Additionally, broader security concepts inspired by standards such as NIST and ISO are reflected in the system's approach to access control, data protection, and risk mitigation.

A.8 Testing and Quality Assurance

172

TEST CASE ID	TITLE	PRE CONDITION S	STEPS TO EXECUTE	INPUT DATA	EXPECTED RESULTS	STATUS
Bus Assignment Module Components						
BAM-001	Verify Assignment Page Label	User is on the Assignment Page	<ol style="list-style-type: none"> Go to 'https://auth.agilabuscorp.me/authentication/login' Insert credentials Click on the login button Assert <div> element with class name "logo-img" equals "false" Click on the link "Assignment" to https://boms.agilabuscorp.me/bus-assignment Assert "innerText" of the <h2> element with text "Bus Assignments" equals "Bus Assignments" 	Link: https://auth.agilabuscorp.me/authentication/login Credentials: EMP-2025-1G46NX P@ssw0rd00119	"Assignment Page" label is visible	Passed
BAM-002	Search Functionality	User is on the Assignment Page	<ol style="list-style-type: none"> Go to 'https://auth.agilabuscorp.me/authentication/login' Insert credentials Click on the login button Assert <div> element with class name "logo-img" equals "false" Click on the link "Assignment" to https://boms.agilabuscorp.me/bus-assignment Click on the "Search..." text field Enter "PITX" in the "Search..." text field Assert "innerText" of the first <td> element that meets the selected criteria equals "Sapang Palay - PITX" 	Link: https://auth.agilabuscorp.me/authentication/login Credentials: EMP-2025-1G46NX P@ssw0rd00120	Table displays only rows matching the search keyword	Passed
BAM-003	Filter Functionality	User is on the Assignment Page	<ol style="list-style-type: none"> Go to 'https://auth.agilabuscorp.me/authentication/login' Insert credentials Click on the login 	Link: https://auth.agilabuscorp.me/authentication/login Credentials:	Table displays rows matching selected filter criteria	Passed

TEST CASE ID	TITLE	PRE CONDITIONS	STEPS TO EXECUTE	INPUT DATA	EXPECTED RESULTS	STATUS
			button 4. Assert <div> element with class name "logo-img" equals "false" 5. Click on the link "Assignment" to https://boms.agilabuscrop.me/bus-assignment 6. Click on the Filter button 7. Click all the available options	EMP-2025-1G46NX P@ssw0rd00121		
BAM-004	Add Button Functionality	User is on the Assignment Page	1. Go to 'https://auth.agilabuscrop.me/authentication/login' 2. Insert credentials 3. Click on the login button 4. Assert <div> element with class name "logo-img" equals "false" 5. Click on the link "Assignment" to https://boms.agilabuscrop.me/bus-assignment 6. Click on the Add Button 7. Check if the modal exists	Link: https://auth.agilabuscrop.me/authentication/login Credentials: EMP-2025-1G46NX P@ssw0rd00122	"Add Assignment" modal appears	Passed
BAM-005	Edit Button Functionality	Assignment exists in table	1. Go to 'https://auth.agilabuscrop.me/authentication/login' 2. Insert credentials 3. Click on the login button 4. Assert <div> element with class name "logo-img" equals "false" 5. Click on the link "Assignment" to https://boms.agilabuscrop.me/bus-assignment 6. Click on the Edit Button 7. Check if the modal exists	Link: https://auth.agilabuscrop.me/authentication/login Credentials: EMP-2025-1G46NX P@ssw0rd00123	"Edit Assignment" modal appears with assignment data pre-filled	Passed
BAM-006	Delete Button Confirmation	Assignment exists in table	1. Go to 'https://auth.agilabuscrop.me/authentication/login'	Link: https://auth.agilabuscrop.me/authentication/login	Confirmation dialog appears	Passed

TEST CASE ID	TITLE	PRE CONDITIONS	STEPS TO EXECUTE	INPUT DATA	EXPECTED RESULTS	STATUS
			2. Insert credentials 3. Click on the login button 4. Assert <div> element with class name "logo-img" equals "false" 5. Click on the link "Assignment" to https://boms.agilabuscrop.me/bus-assignment 6. Click on the Delete Button of a certain row 7. Check if the confirmation exists	Credentials: EMP-2025-1G46NX P@ssw0rd00124		
BAM-007	Soft Delete Assignment	User confirms deletion	1. Go to ' https://auth.agilabuscrop.me/authentication/login ' 2. Insert credentials 3. Click on the login button 4. Assert <div> element with class name "logo-img" equals "false" 5. Click on the link "Assignment" to https://boms.agilabuscrop.me/bus-assignment 6. Click on the Delete Button of a certain row 7. Click "Yes Delete It" button	Link: https://auth.agilabuscrop.me/authentication/login Credentials: EMP-2025-1G46NX P@ssw0rd00125	Assignment is soft-deleted (e.g., disappears from list but not permanently)	Passed
BAM-008	Pagination Navigation	More than one page of data	1. Go to ' https://auth.agilabuscrop.me/authentication/login ' 2. Insert credentials 3. Click on the login button 4. Assert <div> element with class name "logo-img" equals "false" 5. Click on the link "Assignment" to https://boms.agilabuscrop.me/bus-assignment 6. Click on the Delete Button of a certain row 7. Click "Yes Delete It" button	Link: https://auth.agilabuscrop.me/authentication/login Credentials: EMP-2025-1G46NX P@ssw0rd00126	Table updates to show correct page data	Passed
Add Assignment Modal						

TEST CASE ID	TITLE	PRE CONDITIONS	STEPS TO EXECUTE	INPUT DATA	EXPECTED RESULTS	STATUS
BAM-009	Display Add Assignment Modal	User is on Assignment Page	<ol style="list-style-type: none"> 1. Go to 'https://auth.agilabuscrop.me/authentication/login' 2. Insert credentials 3. Click on the login button 4. Assert <div> element with class name "logo-img" equals "false" 5. Click on the link "Assignment" to https://boms.agilabuscrop.me/bus-assignment 6. Click on the 'Add Assignment' button 7. Assert 'Add Regular Bus Assignment' label 	<p>Link: https://auth.agilabuscrop.me/authentication/login Credentials: EMP-2025-1G46NX P@ssw0rd00120</p>	"Add Assignment" modal appears with proper label	Passed
BAM-010	Show Assign Bus Modal	Add Assignment Modal is open	<ol style="list-style-type: none"> 1. Go to 'https://auth.agilabuscrop.me/authentication/login' 2. Insert credentials 3. Click on the login button 4. Assert <div> element with class name "logo-img" equals "false" 5. Click on the link "Assignment" to https://boms.agilabuscrop.me/bus-assignment 6. Click on the 'Add Assignment' button 7. Assert 'Add Regular Bus Assignment' label 8. Click on 'Click to select Bus' input field 9. Assign Bus Modal will open 	<p>Link: https://auth.agilabuscrop.me/authentication/login Credentials: EMP-2025-1G46NX P@ssw0rd00121</p>	"Assign Bus" modal appears	Passed
BAM-011	Display Selected Bus	Assign Bus Modal is open, a bus is selected	<ol style="list-style-type: none"> 1. Go to 'https://auth.agilabuscrop.me/authentication/login' 2. Insert credentials 3. Click on the login button 4. Assert <div> element with class name "logo-img" equals "false" 5. Click on the link "Assignment" to 	<p>Link: https://auth.agilabuscrop.me/authentication/login Credentials: EMP-2025-1G46NX P@ssw0rd00122</p>	Bus input field in Add Assignment Modal displays selected bus license plate	Passed

TEST CASE ID	TITLE	PRE CONDITIONS	STEPS TO EXECUTE	INPUT DATA	EXPECTED RESULTS	STATUS
			<p>https://boms.agilabuscorp.me/bus-assignment</p> <p>6. Click on the 'Add Assignment' button</p> <p>7. Assert 'Add Regular Bus Assignment' label</p> <p>8. Click on 'Click to select Bus' input field</p> <p>9. Assign Bus Modal will open</p> <p>11. Assign a single bus</p> <p>12. The bus is assigned to the input field</p>			
BAM -012	Show Assign Driver Modal	Add Assignment Modal is open	<p>1. Go to 'https://auth.agilabuscorp.me/authentication/login'</p> <p>2. Insert credentials</p> <p>3. Click on the login button</p> <p>4. Assert <div> element with class name "logo-img" equals "false"</p> <p>5. Click on the link "Assignment" to https://boms.agilabuscorp.me/bus-assignment</p> <p>6. Click on the 'Add Assignment' button</p> <p>7. Assert 'Add Regular Bus Assignment' label</p> <p>8. Click on 'Click to select Driver' input field</p> <p>9. Assign Driver Modal will open</p>	<p>Link: https://auth.agilabuscorp.me/authentication/login</p> <p>Credentials: EMP-2025-1G46NX P@ssw0rd00123</p>	"Assign Driver" modal appears	Passed
BAM -013	Display Selected Driver	Assign Driver Modal is open, a driver is selected	<p>1. Go to 'https://auth.agilabuscorp.me/authentication/login'</p> <p>2. Insert credentials</p> <p>3. Click on the login button</p> <p>4. Assert <div> element with class name "logo-img" equals "false"</p> <p>5. Click on the link "Assignment" to https://boms.agilabuscorp.me/bus-assignment</p> <p>6. Click on the 'Add Assignment' button</p> <p>7. Assert 'Add Regular</p>	<p>Link: https://auth.agilabuscorp.me/authentication/login</p> <p>Credentials: EMP-2025-1G46NX P@ssw0rd00124</p>	Driver input field displays selected driver name	Passed

176

TEST CASE ID	TITLE	PRE CONDITIONS	STEPS TO EXECUTE	INPUT DATA	EXPECTED RESULTS	STATUS
			Bus Assignment' label 8. Click on 'Click to select Driver' input field 9. Assign Driver Modal will open 10. Click on Assign button on the first driver 11. The driver is visible in the input field			
BAM -014	Show Assign Conductor Modal	Add Assignment Modal is open	1. Go to "https://auth.agilabuscorp.me/authentication/login" 2. Insert credentials 3. Click on the login button 4. Assert <div> element with class name "logo-img" equals "false" 5. Click on the link "Assignment" to https://boms.agilabuscorp.me/bus-assignment 6. Click on the 'Add Assignment' button 7. Assert 'Add Regular Bus Assignment' label 8. Click on 'Click to select Conductor' input field 9. Assign Conductor Modal will open	Link: https://auth.agilabuscorp.me/authentication/login Credentials: EMP-2025-1G46NX P@ssw0rd00125	"Assign Conductor" modal appears	Passed
BAM -015	Display Selected Conductor	Assign Conductor Modal is open, a conductor is selected	1. Go to "https://auth.agilabuscorp.me/authentication/login" 2. Insert credentials 3. Click on the login button 4. Assert <div> element with class name "logo-img" equals "false" 5. Click on the link "Assignment" to https://boms.agilabuscorp.me/bus-assignment 6. Click on the 'Add Assignment' button 7. Assert 'Add Regular Bus Assignment' label 8. Click on 'Click to select Conductor' input	Link: https://auth.agilabuscorp.me/authentication/login Credentials: EMP-2025-1G46NX P@ssw0rd00126	Conductor input field displays selected conductor name	Blocked

TEST CASE ID	TITLE	PRE CONDITIONS	STEPS TO EXECUTE	INPUT DATA	EXPECTED RESULTS	STATUS
			field 9. Assign Conductor Modal will open 10. Click on the assign button of the first conductor 11. The driver will be visible in the input field			
BAM-016	Add Quota Policy Inputs	Add Assignment Modal is open	1. Go to 'https://auth.agilabuscrop.me/authentication/login' 2. Insert credentials 3. Click on the login button 4. Assert <div> element with class name "logo-img" equals "false" 5. Click on the link "Assignment" to https://boms.agilabuscrop.me/bus-assignment 6. Click on the 'Add Assignment' button 7. Click on Add Quota Policy Button 8. A new row will be created	Link: https://auth.agilabuscrop.me/authentication/login Credentials: EMP-2025-1G46NX P@ssw0rd00127	A new set of Quota Policy input fields (Start Date, End Date, Quota Type, Quota Value) is added	Passed
BAM-017	Remove Quota Policy Inputs	At least one Quota Policy input set is visible	1. Go to 'https://auth.agilabuscrop.me/authentication/login' 2. Insert credentials 3. Click on the login button 4. Assert <div> element with class name "logo-img" equals "false" 5. Click on the link "Assignment" to https://boms.agilabuscrop.me/bus-assignment 6. Click on the 'Add Assignment' button 7. Click on Add Quota Policy Button 8. Delete the second row 9. There should only one row	Link: https://auth.agilabuscrop.me/authentication/login Credentials: EMP-2025-1G46NX P@ssw0rd00128	That Quota Policy input set is removed	Passed
BAM-018	Prevent Submission	Add Assign	1. Go to 'https://auth.agilabuscrop	Link: https://auth.agila	Error is shown,	Passed

178

TEST CASE ID	TITLE	PRE CONDITIONS	STEPS TO EXECUTE	INPUT DATA	EXPECTED RESULTS	STATUS
	with Empty Fields	ment Modal is open	p.me/authentication/login 2. Insert credentials 3. Click on the login button 4. Aser <div> element with class name "logo-img" equals "false" 5. Click on the link "Assignment" to https://boms.agilabuscorp.me/bus-assignment 6. Click on the 'Add Assignment' button 7. Click on Create Assignment button having empty values with the row</div>	buscorp.me/authentication/login Credentials: EMP-2025-1G46NX P@ssw0rd00129	modal does not allow submission	
BAM-019	Allow Submission with All Fields Filled	Add Assignment Modal is open, all inputs are properly filled	1. Go to 'https://auth.agilabuscorp.me/authentication/login' 2. Insert credentials 3. Click on the login button 4. Aser <div> element with class name "logo-img" equals "false" 5. Click on the link "Assignment" to https://boms.agilabuscorp.me/bus-assignment 6. Click on the 'Add Assignment' button 7. Add all values to the row 8. Click on "Create Assignment" button</div>	Link: https://auth.agilabuscorp.me/authentication/login Credentials: EMP-2025-1G46NX P@ssw0rd00130	Assignment is successfully added, modal closes	Passed
Edit Assignment Modal						
BAM-020	Display Edit Assignment Modal	User is on Assignment Page with existing assignments	1. Go to 'https://auth.agilabuscorp.me/authentication/login' 2. Insert credentials 3. Click on the login button 4. Aser <div> element with class name "logo-img" equals "false" 5. Click on the link "Assignment" to https://boms.agilabuscor</div>	Link: https://auth.agilabuscorp.me/authentication/login Credentials: EMP-2025-1G46NX P@ssw0rd00120	"Edit Assignment" modal appears with proper label	Passed

TEST CASE ID	TITLE	PRE CONDITIONS	STEPS TO EXECUTE	INPUT DATA	EXPECTED RESULTS	STATUS
			p.me/bus-assignment 6. Click on edit button on the first row			
BAM -021	Populate Fields with Existing Data	Edit Assignment Modal is open	1. Go to 'https://auth.agilabuscorg.p.me/authentication/login' 2. Insert credentials 3. Click on the login button 4. Assert <div> element with class name "logo-img" equals "false" 5. Click on the link "Assignment" to https://boms.agilabuscorg.p.me/bus-assignment 6. Click on edit button on the first row	Link: https://auth.agilabuscorg.p.me/authentication/login Credentials: EMP-2025-1G46NX P@ssw0rd00121	All fields are pre-filled with data from the selected assignment	Passed
BAM -022	Show Assign Bus Modal from Edit	Edit Assignment Modal is open	1. Go to 'https://auth.agilabuscorg.p.me/authentication/login' 2. Insert credentials 3. Click on the login button 4. Assert <div> element with class name "logo-img" equals "false" 5. Click on the link "Assignment" to https://boms.agilabuscorg.p.me/bus-assignment 6. Click on edit button on the first row 7. Click on Bus input	Link: https://auth.agilabuscorg.p.me/authentication/login Credentials: EMP-2025-1G46NX P@ssw0rd00122	"Assign Bus" modal appears	Passed
BAM -023	Display Updated Bus in Input	Assign Bus Modal is open, a bus is selected	1. Go to 'https://auth.agilabuscorg.p.me/authentication/login' 2. Insert credentials 3. Click on the login button 4. Assert <div> element with class name "logo-img" equals "false" 5. Click on the link "Assignment" to https://boms.agilabuscorg.p.me/bus-assignment 6. Click on edit button on the first row	Link: https://auth.agilabuscorg.p.me/authentication/login Credentials: EMP-2025-1G46NX P@ssw0rd00123	Bus input field shows updated bus license plate	Passed

TEST CASE ID	TITLE	PRE CONDITIONS	STEPS TO EXECUTE	INPUT DATA	EXPECTED RESULTS	STATUS
			7. Click on Bus input 8. Click on any row 9. The bus selected is reflected			
BAM-024	Show Assign Driver Modal from Edit	Edit Assignment Modal is open	1. Go to 'https://auth.agilabuscrop.me/authentication/login' 2. Insert credentials 3. Click on the login button 4. Asert <div> element with class name "logo-img" equals "false" 5. Click on the link "Assignment" to https://boms.agilabuscrop.me/bus-assignment 6. Click on edit button on the first row 7. Click on driver input	Link: https://auth.agilabuscrop.me/authentication/login Credentials: EMP-2025-1G46NX P@ssw0rd00124	"Assign Driver" modal appears	Passed
BAM-025	Display Updated Driver in Input	Assign Driver Modal is open, a driver is selected	1. Go to 'https://auth.agilabuscrop.me/authentication/login' 2. Insert credentials 3. Click on the login button 4. Asert <div> element with class name "logo-img" equals "false" 5. Click on the link "Assignment" to https://boms.agilabuscrop.me/bus-assignment 6. Click on edit button on the first row 7. Click on driver input 8. Click on 'Assign' button on any row	Link: https://auth.agilabuscrop.me/authentication/login Credentials: EMP-2025-1G46NX P@ssw0rd00125	Driver input field shows updated driver name	Passed
BAM-026	Show Assign Conductor Modal from Edit	Edit Assignment Modal is open	1. Go to 'https://auth.agilabuscrop.me/authentication/login' 2. Insert credentials 3. Click on the login button 4. Asert <div> element with class name "logo-img" equals "false" 5. Click on the link "Assignment" to	Link: https://auth.agilabuscrop.me/authentication/login Credentials: EMP-2025-1G46NX P@ssw0rd00126	"Assign Conductor" modal appears	Passed

TEST CASE ID	TITLE	PRE CONDITIONS	STEPS TO EXECUTE	INPUT DATA	EXPECTED RESULTS	STATUS
			https://boms.agilabuscorgp.me/bus-assignment 6. Click on edit button on the first row 7. Click on conductor input field			
BAM-027	Display Updated Conductor in Input	Assign Conductor Modal is open, a conductor is selected	1. Go to 'https://auth.agilabuscorgp.me/authentication/login' 2. Insert credentials 3. Click on the login button 4. Assert <div> element with class name "logo-img" equals "false" 5. Click on the link "Assignment" to https://boms.agilabuscorgp.me/bus-assignment 6. Click on edit button on the first row 7. Click on conductor input field 8. Click on the assign button of any row 9. The new assigned conductor must appear	Link: https://auth.agilabuscorgp.me/authentication/login Credentials: EMP-2025-1G46NX P@ssw0rd00127	Conductor input field shows updated conductor name	Passed
BAM-028	Add Quota Policy Inputs in Edit Modal	Edit Assignment Modal is open	1. Go to 'https://auth.agilabuscorgp.me/authentication/login' 2. Insert credentials 3. Click on the login button 4. Assert <div> element with class name "logo-img" equals "false" 5. Click on the link "Assignment" to https://boms.agilabuscorgp.me/bus-assignment 6. Click on edit button on the first row 7. Click on Add Quota Policy button	Link: https://auth.agilabuscorgp.me/authentication/login Credentials: EMP-2025-1G46NX P@ssw0rd00128	A new set of Quota Policy input fields is added	Passed
BAM-029	Remove Quota Policy Inputs in Edit Modal	There are atleast two Quota	1. Go to 'https://auth.agilabuscorgp.me/authentication/login' 2. Insert credentials 3. Click on the login	Link: https://auth.agilabuscorgp.me/authentication/login Credentials:	That Quota Policy input set is removed	Passed

TEST CASE ID	TITLE	PRE CONDITIONS	STEPS TO EXECUTE	INPUT DATA	EXPECTED RESULTS	STATUS
		Policy input set	button 4. Assert <div> element with class name "logo-img" equals "false" 5. Click on the link "Assignment" to https://boms.agilabuscrop.me/bus-assignment 6. Click on edit button on the first row 7. Add one more row if there are only one Quota Policy 8. Click on 'x' button on any row of the Quota Configuration	EMP-2025-1G46NX P@ssw0rd00129		
BAM-030	Prevent Update with Empty Fields	Edit Assignment Modal is open	1. Go to 'https://auth.agilabuscrop.me/authentication/login' 2. Insert credentials 3. Click on the login button 4. Assert <div> element with class name "logo-img" equals "false" 5. Click on the link "Assignment" to https://boms.agilabuscrop.me/bus-assignment 6. Click on edit button on the first row 7. Empty any value in a certain Quota Policy 8. Click on 'Save Assignment' button	Link: https://auth.agilabuscrop.me/authentication/login Credentials: EMP-2025-1G46NX P@ssw0rd00130	Error is shown, modal prevents submission	Passed
BAM-031	Allow Update with All Fields Filled	Edit Assignment Modal is open, all fields are valid	1. Go to 'https://auth.agilabuscrop.me/authentication/login' 2. Insert credentials 3. Click on the login button 4. Assert <div> element with class name "logo-img" equals "false" 5. Click on the link "Assignment" to https://boms.agilabuscrop.me/bus-assignment 6. Click on edit button on the first row	Link: https://auth.agilabuscrop.me/authentication/login Credentials: EMP-2025-1G46NX P@ssw0rd00131	Assignment is successfully updated, modal closes	Passed

TEST CASE ID	TITLE	PRE CONDITIONS	STEPS TO EXECUTE	INPUT DATA	EXPECTED RESULTS	STATUS
			7. Edit one column on any Quota Policy 8. Click on Save Assignemnt			
Assign Bus Modal						
BAM-032	Display All Buses in Assign Bus Modal	Assign Bus Modal is open	1. Go to 'https://auth.agilabuscorp.me/authentication/login' 2. Insert credentials 3. Click on the login button 4. Asert <div> element with class name "logo-img" equals "false" 5. Click on the link "Assignment" to https://boms.agilabuscorp.me/bus-assignment 6. Click on edit button on the first row 7. Click on bus input field 8. Check the list of bus displayed	Link: https://auth.agilabuscorp.me/authentication/login Credentials: EMP-2025-1G46NX P@ssw0rd00120	All available buses are listed in the modal	Passed
BAM-033	Search Buses in Assign Bus Modal	Assign Bus Modal is open	1. Go to 'https://auth.agilabuscorp.me/authentication/login' 2. Insert credentials 3. Click on the login button 4. Asert <div> element with class name "logo-img" equals "false" 5. Click on the link "Assignment" to https://boms.agilabuscorp.me/bus-assignment 6. Click on edit button on the first row 7. Click on bus input field 8. Click on Search input field on the assign bus modal 9 . Enter 'BUS-00013'	Link: https://auth.agilabuscorp.me/authentication/login Credentials: EMP-2025-1G46NX P@ssw0rd00120 Search Value Term: 'BUS-00013'	List updates to show only buses matching the filter criteria List only shows 'BUS-00013'	Passed
BAM-034	Filter Buses in Assign Bus Modal	Assign Bus Modal is open	1. Go to 'https://auth.agilabuscorp.me/authentication/login'	Link: https://auth.agilabuscorp.me/authentication/login	List updates to show only buses	Passed

TEST CASE ID	TITLE	PRE CONDITIONS	STEPS TO EXECUTE	INPUT DATA	EXPECTED RESULTS	STATUS
			2. Insert credentials 3. Click on the login button 4. Asert <div> element with class name "logo-img" equals "false" 5. Click on the link "Assignment" to https://boms.agilabuscrop.me/bus-assignment 6. Click on edit button on the first row 7. Click on bus input field 8 . Check Filter criteria 'All, Alphabetical, Aircon, Non-aircon'	Credentials: EMP-2025-1G46NX P@ssw0rd00120	matching the filter criteria	
BAM-035	Assign Bus Modal	Assign Bus Modal is open and a bus is selected	1. Go to 'https://auth.agilabuscrop.me/authentication/login' 2. Insert credentials 3. Click on the login button 4. Asert <div> element with class name "logo-img" equals "false" 5. Click on the link "Assignment" to https://boms.agilabuscrop.me/bus-assignment 6. Click on edit button on the first row 7. Click on bus input field 8. Click on assign button on any bus	Link: https://auth.agilabuscrop.me/authentication/login Credentials: EMP-2025-1G46NX P@ssw0rd00120	Modal closes and selected bus information is returned to the previous modal	Passed
BAM-036	Cancel Assign Bus Modal	Assign Bus Modal is open	1. Go to 'https://auth.agilabuscrop.me/authentication/login' 2. Insert credentials 3. Click on the login button 4. Asert <div> element with class name "logo-img" equals "false" 5. Click on the link "Assignment" to https://boms.agilabuscrop.me/bus-assignment 6. Click on edit button	Link: https://auth.agilabuscrop.me/authentication/login Credentials: EMP-2025-1G46NX P@ssw0rd00120	Modal closes without assigning any bus	Failed

TEST CASE ID	TITLE	PRE CONDITIONS	STEPS TO EXECUTE	INPUT DATA	EXPECTED RESULTS	STATUS
			on the first row 7. Click on bus input field 8. Click on Cancel Button			
Assign Driver Modal						
BAM -037	Display All Drivers in Assign Driver Modal	Assign Driver Modal is open	1. Go to 'https://auth.agilabuscorgp.me/authentication/login' 2. Insert credentials 3. Click on the login button 4. Asert <div> element with class name "logo-img" equals "false" 5. Click on the link "Assignment" to https://boms.agilabuscorgp.me/bus-assignment 6. Click on edit button on the first row 7. Click on driver input field 8. Verify the list of drivers rendered	Link: https://auth.agilabuscorgp.me/authentication/login Credentials: EMP-2025-1G46NX P@ssw0rd00120	All available drivers are listed in the modal	Passed
BAM -038	Search Drivers in Assign Driver Modal	Assign Driver Modal is open	1. Go to 'https://auth.agilabuscorgp.me/authentication/login' 2. Insert credentials 3. Click on the login button 4. Asert <div> element with class name "logo-img" equals "false" 5. Click on the link "Assignment" to https://boms.agilabuscorgp.me/bus-assignment 6. Click on edit button on the first row 7. Click on driver input field 8. Click on the search button 9. Enter any driver name	Link: https://auth.agilabuscorgp.me/authentication/login Credentials: EMP-2025-1G46NX P@ssw0rd00120 Search Term: - Any driver available	List updates to show only drivers matching the keyword	Passed
BAM -039	Filter Drivers in Assign	Assign Driver	1. Go to 'https://auth.agilabuscorgp.me/authentication/login'	Link: https://auth.agilabuscorgp.me/authentication/login	List updates to show only	Passed

TEST CASE ID	TITLE	PRE CONDITIONS	STEPS TO EXECUTE	INPUT DATA	EXPECTED RESULTS	STATUS
	Driver Modal	Modal is open	n' 2. Insert credentials 3. Click on the login button 4. Asert <div> element with class name "logo-img" equals "false" 5. Click on the link "Assignment" to https://boms.agilabuscorgp.me/bus-assignment 6. Click on edit button on the first row 7. Click on driver input field 8 . Check Filter criteria 'All, Alphabetical'	entication/login Credentials: EMP-2025- 1G46NX P@ssw0rd0012 0	drivers matching the filter criteria	
BAM-040	Assign Driver from Modal	Assign Driver Modal is open and a driver is selected	1. Go to 'https://auth.agilabuscorgp.me/authentication/login' 2. Insert credentials 3. Click on the login button 4. Asert <div> element with class name "logo-img" equals "false" 5. Click on the link "Assignment" to https://boms.agilabuscorgp.me/bus-assignment 6. Click on edit button on the first row 7. Click on driver input field 8. Click on assign button on any bus	Link: https://auth.agilabuscorgp.me/authentication/login Credentials: EMP-2025- 1G46NX P@ssw0rd0012 0	Modal closes and selected driver information is returned to the previous modal	Passed
BAM-041	Cancel Assign Driver Modal	Assign Driver Modal is open	1. Go to 'https://auth.agilabuscorgp.me/authentication/login' 2. Insert credentials 3. Click on the login button 4. Asert <div> element with class name "logo-img" equals "false" 5. Click on the link "Assignment" to https://boms.agilabuscorgp.me/bus-assignment 6. Click on edit button	Link: https://auth.agilabuscorgp.me/authentication/login Credentials: EMP-2025- 1G46NX P@ssw0rd0012 0	Modal closes without assigning any driver	Failed

TEST CASE ID	TITLE	PRE CONDITIONS	STEPS TO EXECUTE	INPUT DATA	EXPECTED RESULTS	STATUS
			on the first row 7. Click on driver input field 8. Click on cancel button			
Assign Conductor Modal						
BAM -042	Display All Conductors in Assign Conductor Modal	Assign Conductor Modal is open	1. Go to 'https://auth.agilabuscrop.me/authentication/login' 2. Insert credentials 3. Click on the login button 4. Asert <div> element with class name "logo-img" equals "false" 5. Click on the link "Assignment" to https://boms.agilabuscrop.me/bus-assignment 6. Click on edit button on the first row 7. Click on conductor input field 8. Verify the list of drivers rendered	Link: https://auth.agilabuscrop.me/authentication/login Credentials: EMP-2025-1G46NX P@ssw0rd00120	All available conductors are listed in the modal	Passed
BAM -043	Search Conductors in Assign Conductor Modal	Assign Conductor Modal is open	1. Go to 'https://auth.agilabuscrop.me/authentication/login' 2. Insert credentials 3. Click on the login button 4. Asert <div> element with class name "logo-img" equals "false" 5. Click on the link "Assignment" to https://boms.agilabuscrop.me/bus-assignment 6. Click on edit button on the first row 7. Click on conductor input field 8. Click on the search button 9. Enter any conductor name available	Link: https://auth.agilabuscrop.me/authentication/login Credentials: EMP-2025-1G46NX P@ssw0rd00120 Search Value Term: - Any conductor available	List updates to show only conductors matching the keyword	Passed
BAM -044	Filter Conductors in Assign	Assign Conductor	1. Go to 'https://auth.agilabuscrop.me/authentication/login'	Link: https://auth.agilabuscrop.me/authentication/login	List updates to show only	Passed

TEST CASE ID	TITLE	PRE CONDITIONS	STEPS TO EXECUTE	INPUT DATA	EXPECTED RESULTS	STATUS
	Conductor Modal	Modal is open	n' 2. Insert credentials 3. Click on the login button 4. Asert <div> element with class name "logo-img" equals "false" 5. Click on the link "Assignment" to https://boms.agilabuscorgp.me/bus-assignment 6. Click on edit button on the first row 7. Click on conductor input field 8 . Check Filter criteria 'All, Alphabetical'	entication/login Credentials: EMP-2025- 1G46NX P@ssw0rd0012 0 Search Value Term: - Any route available	conductors matching the filter criteria	
BAM-045	Assign Conductor from Modal	Assign Conductor Modal is open and a conductor is selected	1. Go to 'https://auth.agilabuscorgp.me/authentication/login' 2. Insert credentials 3. Click on the login button 4. Asert <div> element with class name "logo-img" equals "false" 5. Click on the link "Assignment" to https://boms.agilabuscorgp.me/bus-assignment 6. Click on edit button on the first row 7. Click on conductor input field 8. Click on assign button on any conductor	Link: https://auth.agilabuscorgp.me/authentication/login Credentials: EMP-2025- 1G46NX P@ssw0rd0012 0	Modal closes and selected conductor information is returned to the previous modal	Passed
BAM-046	Cancel Assign Conductor Modal	Assign Conductor Modal is open	1. Go to 'https://auth.agilabuscorgp.me/authentication/login' 2. Insert credentials 3. Click on the login button 4. Asert <div> element with class name "logo-img" equals "false" 5. Click on the link "Assignment" to https://boms.agilabuscorgp.me/bus-assignment 6. Click on edit button	Link: https://auth.agilabuscorgp.me/authentication/login Credentials: EMP-2025- 1G46NX P@ssw0rd0012 0	Modal closes without assigning any conductor	Failed

TEST CASE ID	TITLE	PRE CONDITIONS	STEPS TO EXECUTE	INPUT DATA	EXPECTED RESULTS	STATUS
			on the first row 7. Click on conductor input field 8. Click on cancel button			
Assign Route Modal						
BAM -047	Display All Routes in Assign Route Modal	Assign Route Modal is open	1. Go to 'https://auth.agilabuscrop.me/authentication/login' 2. Insert credentials 3. Click on the login button 4. Asert <div> element with class name "logo-img" equals "false" 5. Click on the link "Assignment" to https://boms.agilabuscrop.me/bus-assignment 6. Click on edit button on the first row 7. Click on route input field 8. Verify the list of drivers rendered	Link: https://auth.agilabuscrop.me/authentication/login Credentials: EMP-2025-1G46NX P@ssw0rd00120	All available routes are listed in the modal	Passed
BAM -048	Search Routes in Assign Route Modal	Assign Route Modal is open	1. Go to 'https://auth.agilabuscrop.me/authentication/login' 2. Insert credentials 3. Click on the login button 4. Asert <div> element with class name "logo-img" equals "false" 5. Click on the link "Assignment" to https://boms.agilabuscrop.me/bus-assignment 6. Click on edit button on the first row 7. Click on route input field 8. Click on the search button 9. Enter any route name available	Link: https://auth.agilabuscrop.me/authentication/login Credentials: EMP-2025-1G46NX P@ssw0rd00120 Search Value Term: - Any route available	List updates to show only routes matching the keyword	Passed
BAM -049	Filter Routes in Assign	Assign Route	1. Go to 'https://auth.agilabuscrop.me/authentication/login'	Link: https://auth.agilabuscrop.me/authentication/login	List updates to show only	Passed

190

TEST CASE ID	TITLE	PRE CONDITIONS	STEPS TO EXECUTE	INPUT DATA	EXPECTED RESULTS	STATUS
	Route Modal	Modal is open	n' 2. Insert credentials 3. Click on the login button 4. Asert <div> element with class name "logo-img" equals "false" 5. Click on the link "Assignment" to https://boms.agilabuscorp.me/bus-assignment 6. Click on edit button on the first row 7. Click on route input field 8 . Check Filter criteria 'All, Alphabetical'	entication/login Credentials: EMP-2025- 1G46NX P@ssw0rd0012 0	routes matching the filter criteria	
BAM-050	Assign Route from Modal	Assign Route Modal is open and a route is selected	1. Go to 'https://auth.agilabuscorp.me/authentication/login' 2. Insert credentials 3. Click on the login button 4. Asert <div> element with class name "logo-img" equals "false" 5. Click on the link "Assignment" to https://boms.agilabuscorp.me/bus-assignment 6. Click on edit button on the first row 7. Click on route input field 8. Click on assign button on any conductor	Link: https://auth.agilabuscorp.me/authentication/login Credentials: EMP-2025- 1G46NX P@ssw0rd0012 0	Modal closes and selected route information is returned to the previous modal	Passed
BAM-051	Cancel Assign Route Modal	Assign Route Modal is open	1. Go to 'https://auth.agilabuscorp.me/authentication/login' 2. Insert credentials 3. Click on the login button 4. Asert <div> element with class name "logo-img" equals "false" 5. Click on the link "Assignment" to https://boms.agilabuscorp.me/bus-assignment 6. Click on edit button	Link: https://auth.agilabuscorp.me/authentication/login Credentials: EMP-2025- 1G46NX P@ssw0rd0012 0	Modal closes without assigning any route	Passed

TEST CASE ID	TITLE	PRE CONDITIONS	STEPS TO EXECUTE	INPUT DATA	EXPECTED RESULTS	STATUS
			on the first row 7. Click on route input field 8. Click on cancel button			
Set Up API Endpoints (CRUD) for Assignment Page						
BAM-052	GET /api/routes returns all routes	API server is running; database contains routes	1. Go to 'https://auth.agilabuscorg.me/authentication/login' 2. Insert credentials 3. Click on the login button 4. Send GET request to /api/routes	Link: https://auth.agilabuscorg.me/authentication/login Credentials: EMP-2025-1G46NX P@ssw0rd00120	Response status 200; returns list of all routes for table display	Passed
BAM-053	POST /api/routes adds new route	API server is running	1. Go to 'https://auth.agilabuscorg.me/authentication/login' 2. Insert credentials 3. Click on the login button 4. Send POST request to /api/routes with valid route data	Link: https://auth.agilabuscorg.me/authentication/login Credentials: EMP-2025-1G46NX P@ssw0rd00120	Response status 201; new route is created in database	Passed
BAM-054	POST /api/routes validation error	API server is running	1. Go to 'https://auth.agilabuscorg.me/authentication/login' 2. Insert credentials 3. Click on the login button 4. Send POST request with missing or invalid route data	Link: https://auth.agilabuscorg.me/authentication/login Credentials: EMP-2025-1G46NX P@ssw0rd00120	Response status 400; error message indicating validation failure	Passed
BAM-055	PUT /api/routes updates a route	API server is running; route exists	1. Go to 'https://auth.agilabuscorg.me/authentication/login' 2. Insert credentials 3. Click on the login button 4. Send PUT request to /api/routes/{id} with updated data	Link: https://auth.agilabuscorg.me/authentication/login Credentials: EMP-2025-1G46NX P@ssw0rd00120	Response status 200; route data is updated in database	Passed
BAM-056	PUT /api/routes with invalid ID	API server is running	1. Go to 'https://auth.agilabuscorg.me/authentication/login' 2. Insert credentials	Link: https://auth.agilabuscorg.me/authentication/login	Response status 404; error message	Passed

TEST CASE ID	TITLE	PRE CONDITIONS	STEPS TO EXECUTE	INPUT DATA	EXPECTED RESULTS	STATUS
			3. Click on the login button 4. Send PUT request to /api/routes/{invalid_id}	Credentials: EMP-2025-1G46NX P@ssw0rd00120	"Route not found"	
BAM-057	PATCH /api/routes soft deletes a route	API server is running; route exists	1. Go to 'https://auth.agilabuscrop.me/authentication/login' 2. Insert credentials 3. Click on the login button 4. Send PATCH request to /api/routes/{id} to mark route deleted	Link: https://auth.agilabuscrop.me/authentication/login Credentials: EMP-2025-1G46NX P@ssw0rd00120	Response status 200; route is soft deleted (e.g., isDeleted = true)	Passed
BAM-058	DELETE /api/routes permanently deletes a route	API server is running; route exists	1. Go to 'https://auth.agilabuscrop.me/authentication/login' 2. Insert credentials 3. Click on the login button 4. Send DELETE request to /api/routes/{id}	Link: https://auth.agilabuscrop.me/authentication/login Credentials: EMP-2025-1G46NX P@ssw0rd00120	Response status 200; route is removed from database	Passed
BAM-059	Error handling for database failure	Database connection interrupted	1. Go to 'https://auth.agilabuscrop.me/authentication/login' 2. Insert credentials 3. Click on the login button 4. Send any CRUD request	Link: https://auth.agilabuscrop.me/authentication/login Credentials: EMP-2025-1G46NX P@ssw0rd00120	Response status 500; appropriate error message returned	Passed

Executive Summary

The testing phase for the defined system scope has been successfully completed.

A total of 264 test cases were executed, representing 100% test execution coverage. Of these, 260 test cases passed, resulting in an overall execution pass rate of 98.48%, which indicates a high level of system stability and functional correctness across the tested modules. Only three test cases (0.0113%) failed, while one test case (0.0037%) was blocked, suggesting that the remaining issues are minimal and isolated. These results

demonstrate that the majority of system functionalities perform as expected and meet the defined requirements. The small number of failed and blocked cases require targeted corrective action but do not significantly affect the overall readiness of the system for deployment. Overall, the testing outcomes confirm that the system is stable, reliable, and largely compliant with the functional and non-functional requirements within the tested scope.

194

Execution Status

Status	Count	Percentage of Total
Passed	260	98.48%
Failed	3	0.0113%
Blocked	1	0.0037%
Total Executed	264	100%
Total Test Cases	264	100%

Success Rate Analysis

To assess system quality and reliability, execution-based metrics were used, as they provide the most accurate representation of system stability by focusing on test cases that were actually run. Since all 264 test cases were executed, the success rate is calculated directly from execution results:

Success Rate = 260 / 264 = 98.48%

This metric is recommended as the primary indicator of system readiness, as it reflects real test outcomes rather than planned or unexecuted cases. The high success rate indicates that the system's core functionalities are stable and functioning correctly under test conditions. The presence of a very small number of failed and blocked test cases highlights specific areas for refinement but does not undermine the overall quality of the system. Addressing these remaining issues is expected to further improve system robustness and ensure full operational readiness.

Bug Summary

#	Defect Name	Steps to Replicate	Input	Status
1	Assign Bus Modal -Cancel button does not exist, only exit button at the top of the modal	1. Go to 'https://auth.agilabuscorp.me/authentication/login' 2. Insert credentials 3. Click on the login button 4. Assert <div> element with class name "logo-img" equals "false" 5. Click on the link "Assignment" to https://boms.agilabuscorp.me/bus-assignment 6. Click on the 'Add Assignment' button 7. Assert 'Add Regular Bus Assignment' label 8. Click on 'Click to select Conductor' input field	Link: https://auth.agilabuscorp.me/authentication/login Password: P@ssw0rd	Closed
2	Assign Conductor Modal There are no conductors yet	1. Go to 'https://auth.agilabuscorp.me/authentication/login' 2. Insert credentials 3. Click on the login button 4. Assert <div> element with class name "logo-img" equals "false" 5. Click on the link "Assignment" to https://boms.agilabuscorp.me/bus-assignment 6. Click on the 'Add Assignment' button 7. Assert 'Add Regular Bus Assignment' label 8. Click on 'Click to select Conductor' input field	Link: https://auth.agilabuscorp.me/authentication/login Password: P@ssw0rd	Closed
3	Assign Driver	1. Go to 'https://auth.agilabuscorp.me/authentication/login'	Link: https://auth.agilabuscorp.me/authentication/login	Closed

#	Defect Name	Steps to Replicate	Input	Status
	Modal Cancel button does not exist, only exit button at the top of the assign bus modal	on/login' 2. Insert credentials 3. Click on the login button 4. Assert <div> element with class name "logo-img" equals "false" 5. Click on the link "Assignment" to https://boms.agilabuscorp.me/bus-assignment 6. Click on the 'Add Assignment' button 7. Assert 'Add Regular Bus Assignment' label 8. Click on 'Click to select Driver input field	tion/login Password: P@ssw0rd	
4	Assign Route Modal Cancel button does not exist, only exit button at the top of the assign bus modal	1. Go to ' https://auth.agilabuscorp.me/authentication/login ' 2. Insert credentials 3. Click on the login button 4. Assert <div> element with class name "logo-img" equals "false" 5. Click on the link "Assignment" to https://boms.agilabuscorp.me/bus-assignment 6. Click on the 'Add Assignment' button 7. Assert 'Add Regular Bus Assignment' label 8. Click on 'Click to select Route input field	Link: https://auth.agilabuscorp.me/authentication/login Password: P@ssw0rd	Closed
5	Readiness Checklist Modal Instead of Update/Action button, the button contains pencil icon	1. Go to ' https://auth.agilabuscorp.me/authentication/login ' 2. Insert credentials 3. Click on the login button 4. Click on Bus Operation dropdown 5. Click on Create Stop Page 6. Click on Pre Dispatch Option 7. Click "Update/Action" button in a row	Link: https://auth.agilabuscorp.me/authentication/login Password: P@ssw0rd	Closed
6	Pres Dispatch Page No Readiness indicator yet	1. Go to ' https://auth.agilabuscorp.me/authentication/login ' 2. Insert credentials 3. Click on the login button 4. Click on Bus Operation dropdown 5. Click on Create Stop Page 6. Click on Pre Dispatch Option 7. Click "Update/Action" button in a row	Link: https://auth.agilabuscorp.me/authentication/login Password: P@ssw0rd	Closed
7	Dispatch page Edit button is encountered instead of 'Dispatch Button'	1. Go to ' https://auth.agilabuscorp.me/authentication/login ' 2. Insert credentials 3. Click on the login button 4. Click on Bus Operation dropdown 5. Click on Create Stop Page 6. Click on Dispatch Option 7. Click the "Dispatch" button on any row	Link: https://auth.agilabuscorp.me/authentication/login Password: P@ssw0rd	Closed

196

Based on the Bug Summary, no critical system-wide features are currently non-functional. All identified defects were UI- and interaction-related issues encountered during the testing cycle and have since been resolved and marked as Closed. While these issues affected usability during early testing, they did not compromise core business logic or system availability.

197

1. Assignment Modals (Bus, Driver, Conductor, Route): Low to Medium Impact. Several modal dialogs lacked a visible Cancel button and relied solely on the top-right exit icon. While this affected user experience and usability consistency, it did not prevent task completion. These issues have been resolved.
2. Readiness Checklist and Pre-Dispatch Pages: Low Impact. UI inconsistencies were observed, such as the presence of a pencil icon instead of an expected Update/Action button and the absence of a readiness indicator. These were cosmetic and informational issues that did not block operations and have since been addressed. System Notifications: Critical. Users are not receiving alerts for new orders, messages, or operational events.
3. Dispatch Page Button Labeling: Low Impact. The Dispatch action displayed an Edit button instead of the correct label. This caused minor confusion but did not affect dispatch functionality. The issue has been corrected.

The Bus Operations Management System (BOMS) is continuously monitored and maintained to ensure high availability, performance stability, and secure operation. Monitoring and maintenance activities are carried out regularly to detect and resolve issues proactively, ensuring smooth bus operations and minimizing system downtime.

Monitoring Activities

1. Performance Monitoring

- System performance is monitored through metrics such as response time, server CPU usage, memory utilization, and database query performance.
- Alerts are configured to notify the team if performance thresholds are exceeded, ensuring prompt corrective actions.

2. Error and Log Monitoring

- Application logs and error reports are continuously tracked to identify and diagnose system issues.
- Critical errors trigger immediate notifications to the development and operations team for rapid resolution.

3. Availability and Uptime Monitoring

- The system's uptime is tracked to ensure continuous access for users.
- Downtime incidents are logged and analyzed to prevent future occurrences.

4. Security Monitoring

- Monitoring of suspicious activities, unauthorized access attempts, and security vulnerabilities is performed regularly.
- Security patches and updates are applied promptly to maintain system integrity.

1. Routine Updates and Patches

- The system is updated periodically with security patches, dependency upgrades, and performance improvements.
- Updates are tested in a staging environment before deployment to production.

2. Database Maintenance

- Regular database backups are scheduled to prevent data loss.
- Database optimization tasks such as indexing and query optimization are performed to maintain system efficiency.

3. Bug Fixes and Enhancements

- Reported bugs are documented, prioritized, and resolved based on severity and impact.
- System enhancements and new feature updates are planned and implemented according to operational needs.

4. Infrastructure Maintenance

- Cloud infrastructure components are reviewed and maintained to ensure reliability and scalability.
- Monitoring of hosting services and resource usage helps prevent service interruptions.

Reporting and Review

- Monthly monitoring reports are generated to review system health, incident history, and maintenance activities.
- A review meeting is conducted to evaluate system performance, discuss improvements, and plan future maintenance.

A.10 APIs and Integration Points

200

This section presents the official API Documentation for the Bus Operation Management System (BOMS). It serves as the formal contract that defines how internal modules and external systems interact with the platform's services. The documentation specifies all integration points, communication standards, authentication mechanisms, and technical requirements necessary to ensure secure, reliable, and seamless interoperability across the system.

Purpose of the API Documentation.

The primary purpose of this documentation is to describe the structure, behavior, and access requirements of all exposed API endpoints within the BOMS platform. It ensures that internal modules such as Bus Assignment, Route Management, Dispatch Operations, Reporting, and Employee Management as well as authorized external systems, can communicate with the backend consistently and securely. In addition, this documentation defines how backend services built using the Node.js Framework interact with supporting tools and services used for authentication, reporting, geographic data handling, and operational updates.

Technologies Utilized in API Development.

Backend Frameworks & Authentication

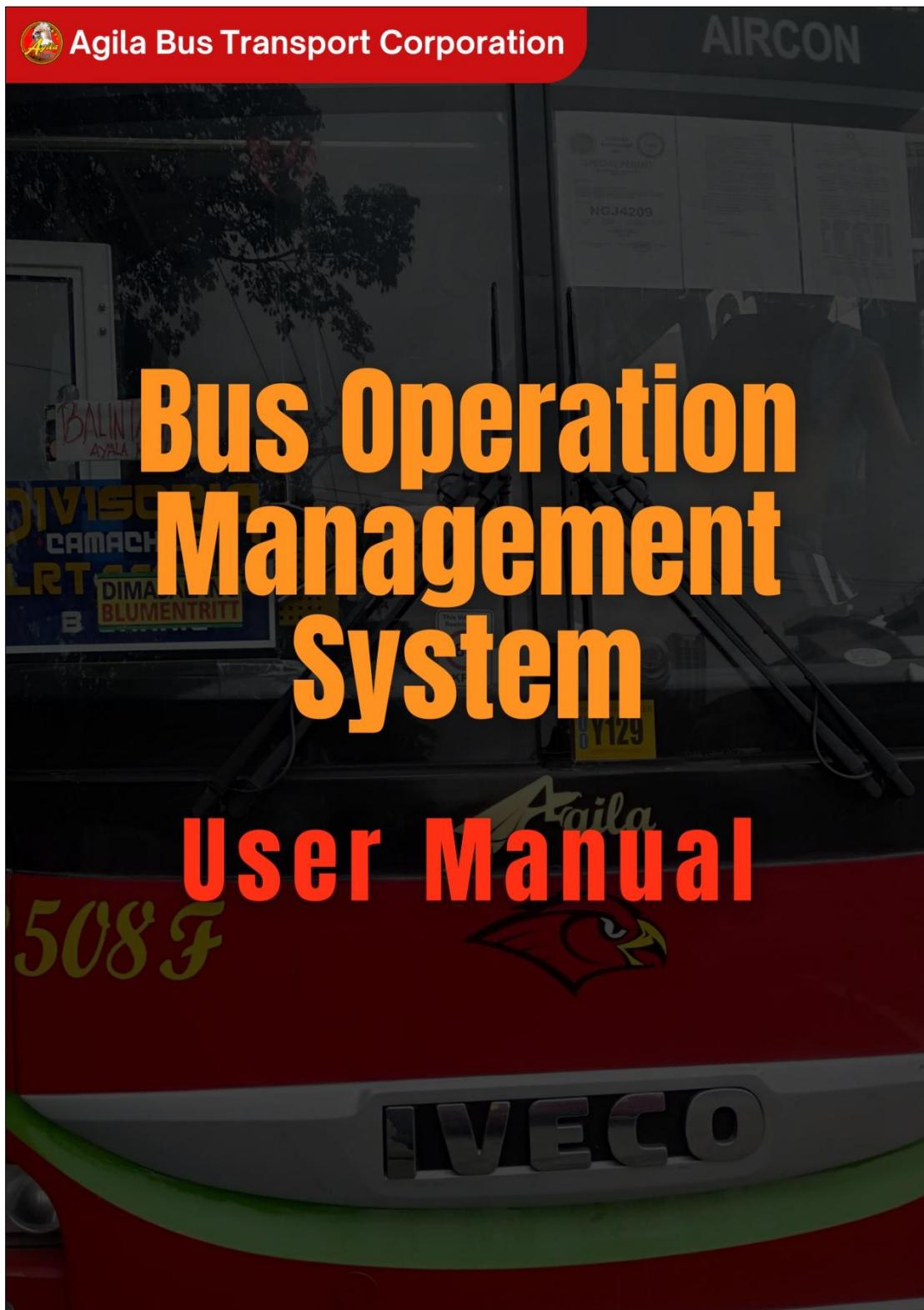
Next.js API Routes serve as the core backend framework for building RESTful and server-side APIs within the Bus Operations Management System (BOMS). These API routes manage essential system functionalities such as bus assignments, route management, dispatch status updates, report generation, and operational data

processing. They enable seamless communication between the frontend interface and the database, ensuring that real-time updates and transactions are handled efficiently. By leveraging Next.js, the system benefits from a unified frontend and backend architecture, simplified deployment, and optimized server-side rendering performance. This integrated approach enhances maintainability while reducing development complexity.

201

JWT-Based Authentication implements token-based security mechanisms to ensure controlled and secure system access for administrators, dispatchers, and other authorized personnel. JSON Web Tokens (JWTs) are used to verify user identity, maintain session validity, and enforce role-based access control across protected API endpoints. This ensures that sensitive operational data and administrative functions remain accessible only to permitted users, strengthening overall system security.

Node.js Runtime Environment provides the server-side execution environment that powers API handling and backend logic within the Next.js framework. It enables asynchronous request processing, allowing the system to efficiently handle multiple simultaneous operations such as dispatch updates and report queries. The scalability and event-driven architecture of Node.js ensure that BOMS can maintain consistent performance even as user demand and operational data volume increase.





Where will I request my Credentials?

To log in to the Bus Operations Management System (BOMS), users must first have a registered account.

Only employees of Agila Bus Transport Corporation are authorized to be registered in the system.

Follow the steps below to request and activate your account:

1. Go to the Human Resources (HR) Department of Agila Bus Transport Corporation.
2. Request registration for BOMS system access.
3. Provide your official company email address and required employee information.
4. The HR Department will register your email in the system.
5. Check your email inbox for the registration message sent by the BOMS system.
6. Open the email and follow the instructions provided to:
 - Set your account password
 - Configure security questions
7. Once the registration process is completed, your account will be successfully activated and ready for use.

After completing these steps, you may proceed to the BOMS login page and access the system using your registered credentials.

How to Login?

To login into BOMS, follow the steps below:

1. Open browser and open this URL <https://auth.agilabuscorp.me/authentication/login>
2. Enter your credentials in the fields.
 - a. If you forgot password, you may click the “Reset Password?” and enter your email address. You will receive a message on how to Reset your password.
3. Click Login.

The screenshot shows the login interface for the AGILA Bus Transportation system. The page has a clean, modern design with a white background and a red header bar. The Agila logo is prominently displayed at the top left. Below the logo, the text "AGILA Bus Transportation" is centered in a bold, sans-serif font. Underneath this, a smaller line of text reads "Login your credentials". The main form area contains two input fields: "Username" and "Password". The "Username" field has a placeholder text "Enter your email, username, or employee number...". The "Password" field also has a placeholder text "Password here...". To the right of the "Password" field is an '@' symbol. Below the password field is a small, underlined link "Reset password?". At the bottom of the form is a large, solid red button labeled "Login".

Figure 1. Login Page



Agila Bus Transport Corporation

Dashboard

This is the dashboard where you will see the monthly, weekly, and daily bus earnings, Trip history of each bus, bus status, and top performing routes.

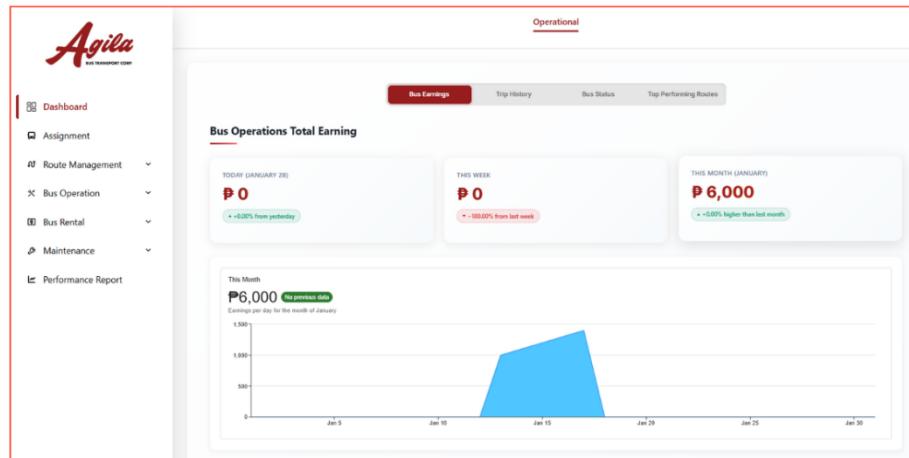


Figure 2. Dashboard - Bus Earning

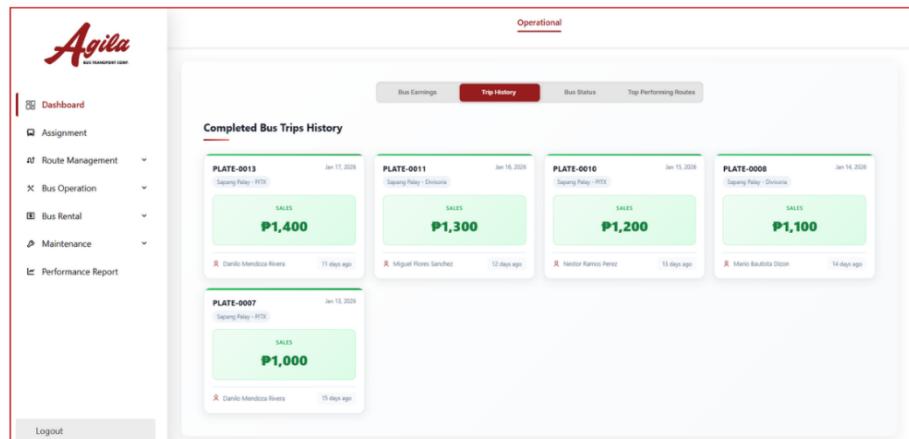


Figure 3. Dashboard - Trip History



Dashboard (cont.)

This is the dashboard where you will see the monthly, weekly, and daily bus earnings, Trip history of each bus, bus status, and top performing routes.

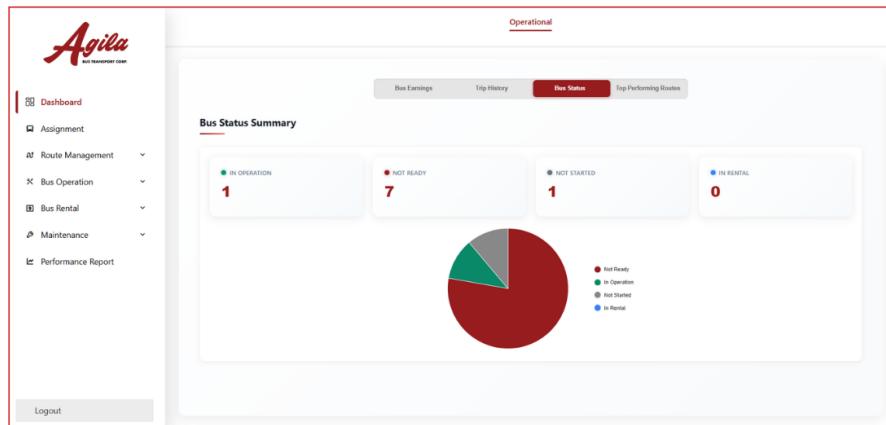


Figure 3. Dashboard - Bus Status

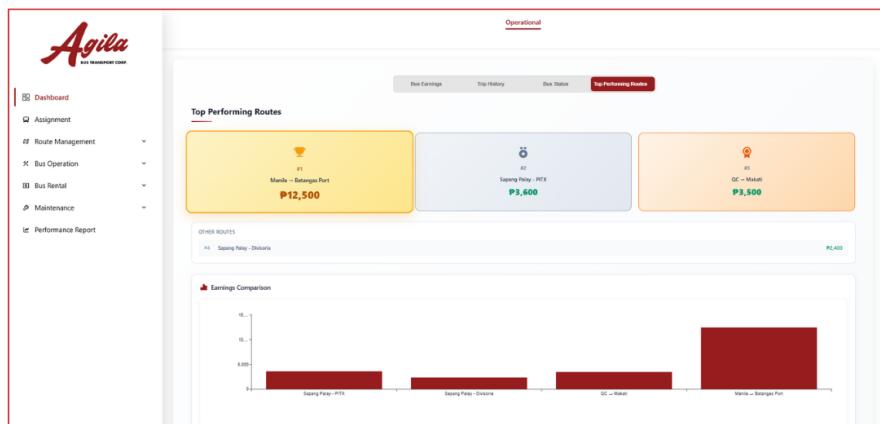


Figure 4. Dashboard - Top Performing Routes



Assignment

The Assignment Module manages the assignment of buses, drivers, conductors, routes, and quota policies, allowing users to create, update, view, and monitor operational assignments efficiently.

Figure 5. Assignment Module

Click the action buttons to add, edit, or delete an assignment.

Figure 6. Add Assignment Modal

Figure 7. Edit Assignment Modal

Figure 8. View Assignment Modal

Figure 9. Delete Assignment Modal



Assignment (cont.)

Within both Add Assignment Modal and Edit Assignment Modal, you can add a Bus, Driver, Conductor, and Route by clicking their corresponding selection button.

The Assign Bus modal interface includes a search bar labeled 'Search Bus' and a dropdown menu 'Filter by: Options'. Below this, a section titled 'Available Buses (4)' displays a card for 'PLATE-0001' which is an Aircon bus with 41 seats. An 'Assign' button is located to the right of the bus card. The timestamp '1/29/2026, 12:04:10 PM' is at the bottom.

Figure 10. Assign Bus Modal

The Assign Driver modal interface includes a search bar labeled 'Search Driver' and a dropdown menu 'Filter by: Options'. Below this, a section titled 'Available Drivers (1)' displays a card for 'Mario Ramos Perez' with the contact number '+6393099025401' and address 'Santo Niño, 1100'. An 'Assign' button is located to the right of the driver card. The timestamp '1/29/2026, 12:04:32 PM' is at the bottom.

Figure 11. Assign Driver Modal

The Assign Conductor modal interface includes a search bar labeled 'Search Conductor' and a dropdown menu 'Filter by: Options'. Below this, a section titled 'Available Conductors (3)' displays a card for 'Armando Aquino Mendoza' with the contact number '+639476029222' and address 'San Jose, 1870'. An 'Assign' button is located to the right of the conductor card. The timestamp '1/29/2026, 12:05:00 PM' is at the bottom.

Figure 12. Assign Conductor Modal

The Assign Route modal interface includes a search bar labeled 'Search Route' and a dropdown menu 'Filter by: Options'. Below this, a section titled 'Available Routes (2)' displays a card for 'Sapang Palay - Divisoria' with the start point 'Sapang Palay Terminal' and end point 'Divisoria'. An 'Assign' button is located to the right of the route card. The timestamp '1/29/2026, 12:04:32 PM' is at the bottom.

Figure 13. Assign Route Modal



Route Management

The Route Management Module manages bus routes and stops, allowing users to create and maintain stops and define routes by organizing stops into structured paths for efficient transport operations.

This screenshot shows the 'Create Stop' page within the Agila Bus Transport Corporation's Route Management module. The left sidebar includes links for Dashboard, Assignment, Route Management (with Create Stop and Create Route), Bus Operation, Bus Rental, Maintenance, and Performance Report, along with a Logout button. The main content area has a header 'Operational' and a search/filter bar. A table lists stops with columns for Stop Name, Longitude, Latitude, Created At, Updated At, and Actions. The table contains 12 entries, including stops like Divisoria, Recto Avenue, and Sta. Maria Proper (Villanueva). A red circle highlights the 'Actions' column for the first stop, Divisoria. Navigation buttons at the bottom indicate pages 1 through 5, with 'Go to:' and 'Go' buttons.

Figure 14. Create Stop

This screenshot shows the 'Create Route' page within the Agila Bus Transport Corporation's Route Management module. The left sidebar includes links for Dashboard, Assignment, Route Management (with Create Stop and Create Route), Bus Operation, Bus Rental, Maintenance, and Performance Report, along with a Logout button. The main content area has a header 'Operational' and a search/filter bar. A table lists routes with columns for Route Name, Start Stop, End Stop, No. of Stops, Created At, Updated At, and Actions. The table contains 2 entries, both starting from Sapang Palay. A red circle highlights the 'Actions' column for the second route, Sapang Palay - PTX. Navigation buttons at the bottom indicate pages 1 through 5, with 'Go to:' and 'Go' buttons.

Figure 13. Create Route



Route Management (cont.)

Both “Create Stop” and “Create Route” have action buttons that allow users to add, edit, delete, or view a Stop or Route.

Create Stop

Name / Address
Enter a name or address for this location
You can type a name or click the map to pick coordinates.

Select a location on the map to set the coordinates.

Latitude: _____ Longitude: _____

1/29/2026, 12:15:10 PM Create Stop

Edit Stop

Stop Information
Stop Name
Divisoria
* Max 30 characters and only . , - & # allowed.

Select a location on the map to set the stop's coordinates.

Latitude: 14.6025300 Longitude: 120.9697916

1/29/2026, 12:15:29 PM Save Stop

Figure 14. Create Stop Modal

Figure 15. Edit Stop Modal

View Stop

Stop Name
Divisoria

Select a location on the map to set the stop's coordinates.

Latitude: 14.6025300 Longitude: 120.9697916

Figure 16. View Stop Modal

Delete Stop

Are you sure you want to delete this stop?
Recto Avenue
This action cannot be undone!

Cancel Delete

Figure 17. Delete Stop Modal



Route Management (cont.)

Both “Create Stop” and “Create Route” have action buttons that allow users to add, edit, delete, or view a Stop or Route.

The 'Add Route' modal displays fields for 'Route Name' (Sapang Palay - Divisoria), 'Start Stop' (Sapang Palay Terminal), and 'End Stop' (Divisoria). It includes a map with a blue route line and a 'Stops Between' section indicating no intermediate stops. Buttons for 'Add Stop' and 'Create Route' are present at the bottom.

Figure 18. Create Stop Modal

The 'Edit Route' modal shows the same route information as the 'Add Route' modal. The 'Start Stop' is now Sapang Palay Terminal and the 'End Stop' is Divisoria. The 'Stops Between' section lists three stops: Sapang Palay Terminal, Sapang Palay, and Sapang Palay Elementary School. A large red 'X' icon is visible on the map.

Figure 19. Edit Stop Modal

The 'View Route' modal displays the route name (Sapang Palay - Divisoria) and stops (Sapang Palay Terminal, Divisoria). Below this is a 'Route Visualization' section with a green line connecting stops and a map showing the route path.

Figure 20. View Stop Modal

The 'Delete Route' modal features a large red trash bin icon with a white 'X'. It asks, "Are you sure you want to delete this route?" and specifies the route as "Sapang Palay - Divisoria". A note states, "This action cannot be undone!" with 'Cancel' and 'Delete' buttons at the bottom.

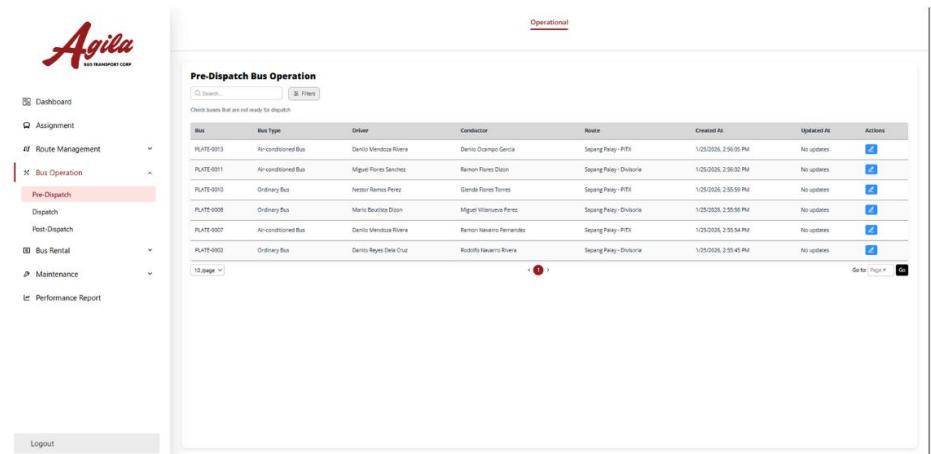
Figure 21. Delete Stop Modal



Agila Bus Transport Corporation

Bus Operation

Bus Operation module allows user to monitor the readiness of each bus and dispatch them accordingly.



Pre-Dispatch Bus Operation

Bus	Bus Type	Driver	Conductor	Route	Created At	Updated At	Actions
PLATE-0013	Air-conditioned Bus	Danilo Mendoza Rivera	Danilo Ocampo Garcia	Sepang Paly - PIKX	1/29/2026, 2:56:05 PM	No updates	
PLATE-0011	Air-conditioned Bus	Miguel Flores Sanchez	Ramon Flores Diaz	Sepang Paly - Divisoria	1/29/2026, 2:56:02 PM	No updates	
PLATE-0010	Ordinary Bus	Nestor Ramos Perez	Geron Flores Torres	Sepang Paly - PIKX	1/29/2026, 2:55:59 PM	No updates	
PLATE-0008	Ordinary Bus	Mario Beutiful Diaz	Miguel Vilchez Perez	Sepang Paly - Divisoria	1/29/2026, 2:55:58 PM	No updates	
PLATE-0007	Air-conditioned Bus	Danilo Mendoza Rivera	Ramon Navarro Hernandez	Sepang Paly - PIKX	1/29/2026, 2:55:54 PM	No updates	
PLATE-0002	Ordinary Bus	Danilo Ayres Dela Cruz	Rodrigo Navarro Rivera	Sepang Paly - Divisoria	1/29/2026, 2:55:49 PM	No updates	

Operational

Check issues that are not ready for dispatch

Pre-Dispatch Bus Operation

Bus

Bus Type

Driver

Conductor

Route

Created At

Updated At

Actions

10 page < >

Logout

Figure 22. Pre Dispatch

Bus Readiness Checklist

Bus Information

Bus: PLATE-0013
Driver: Danilo Mendoza Rivera
Conductor: Danilo Ocampo Garcia

Personnel Condition

Driver
 Conductor

Operations

Petty Cash

Vehicle Condition

Battery Air
 Lights Gas
 Oil Engine
 Water Tire
 Brake

Tickets

Ticket Type	Starting ID Number	Ending ID Number
<input type="button" value="Select Tic"/>	<input type="button" value="Startin"/>	<input type="button" value="Ending"/>
<input type="button" value="+ Add Ticket"/>		

2/3/2026, 12:41:07 PM

Figure 23. Pre Dispatch - Bus Readiness Modal



Bus Operation (cont.)

Bus Operation module allows user to monitor the readiness of each bus and dispatch them accordingly.

The screenshot shows the 'Dispatch Bus Operation' section of the Agila Bus Transport Corporation software. The left sidebar has 'Bus Operation' selected under 'Route Management'. The main area is titled 'Dispatch Bus Operation' and contains a table with columns: Bus, Bus Type, Driver, Conductor, Route, Created At, Updated At, and Actions. A message at the top says 'Check buses that are ready for dispatch.' Below the table is a dropdown menu for '10 page' and a 'Go to' button.

Figure 24. Dispatch

The screenshot shows the 'Post-Dispatch Bus Operation' section of the software. The left sidebar has 'Post-Dispatch' selected under 'Bus Operation'. The main area is titled 'Post-Dispatch Bus Operation' and contains a table with columns: Bus, Bus Type, Driver, Conductor, Route, Created At, Updated At, and Actions. A message at the top says 'Conduct post-drip vehicle condition check before recording sales.' Below the table is a dropdown menu for '10 page' and a 'Go to' button.

Figure 25. Post Dispatch



Bus Rental

Bus Rental Module allows user to apply for a bus rental, and process its approval and rejection. It also displays all pending and completed bus rentals.

Bus Rental Request

Fill out the form below to create a rental request.

Customer Information

Customer Name	Contact Number
First Name	0000000000
Email	Vehicle ID
email@domain.com	Click to select ID type
Home Address	
Full home address	

Rental Details

Bus Type	Available Bus
Select Bus Type	Select bus type first.
Rental Period (Start Date - End Date)	01/01/2022 to 04/01/2022
Distance (km) (Auto-calculated)	Distance
Select pickup and destination first	Click to pick destination
Pickup Location	Passenger
Click to pick pickup location	

Note

Additional Notes

Rental Price Calculator

Select bus type & enter details to calculate price

Rental Request Preview

Customer Name	Not specified
Contact Number	Not specified
Email	Not specified
Home Address	Not specified
Vehicle ID	Not specified
Bus Type	Not selected
Selected Bus	Not specified
Rental Date	Not specified
Duration	Not specified
Distance	Not specified
Passenger	Not specified
Destination	Not specified
Pickup Location	Not specified
Note	Not specified

Figure 26. Bus Rental - Request

Pending Bus Rental Requests

Review and approve valid rental requests that have passed automatic vicinity validation. Approved requests (outside service area) are automatically blocked out.

Customer Name	Contact No.	Bus Type	Bus	Rental Date	Duration	Distance	Destination	Pickup Location	Passenger	Price	Customer Info	Action
Maria Series	09182345678	AIRCONDITIONED	PLATE-0019	2020-01-06	2 days	60 km	Tuguegarao	Ferry	40	\$4,500	View Details	Approve & Send Payment Info
												Go to Page #

Figure 27. Bus Rental - Pending



Bus Rental (cont.)

Bus Rental Module allows user to apply for a bus rental, and process its approval and rejection. It also displays all pending and completed bus rentals.

Customer Name	Contact No.	Bus Type	Bus	Rental Date	Duration	Distance	Destination	Pickup Location	Passengers	Price	Status	Drv. Action
Juan Della Cruz	09111234567	ORDINARY	PLATE-0014	2020-01-01	1 day	12.5 km	Maron	QC	20	\$1,500	Ready	<button>Details</button> <button>Edit</button> <button>Delete</button> <button>Start Operation</button>

Figure 28. Bus Rental - Approved

Customer Name	Bus	Rental Date	Passengers	Price	Customer Info	Damage	Status
Pepito Reyes	PLATE-0020	2020-01-10	30	\$12,000	<button>View Details</button>	<button>Edit</button>	Completed

Figure 29. Bus Rental - Completed



Maintenance

Maintenance module allows the user to monitor buses that needs maintenance and assign a specific employee to a task related to its maintenance.

Report ID	Bus No.	Plate Number	Route	Check Date	Damaged Items	Notes	Reported By	Status	Actions
DR-1234567890123456789	8	PLATE-0004	Seapar Path - PTX	1/24/2028	Battery, Lights, Oil, Water, Brake, AC, Gas, Engine, Tire Condition	Sample damage report for inOperation BusAssignment with status Pending	OP-2024-00123	Pending	<button>Pending</button> <button>Accept</button> <button>Report</button>
DR-9876543210987654321	5	PLATE-0001	Seapar Path - PTX	1/24/2028	Battery, Lights, Oil, Water, Brake, AC, Gas, Engine, Tire Condition	Sample damage report for NotStarted BusAssignment with status Pending	OP-2024-00123	Pending	<button>Pending</button> <button>Accept</button> <button>Report</button>
DR-1234567890123456789	6	PLATE-0002	Seapar Path - Divisoria	1/24/2028	No damage reported	Sample damage report for NotReady BusAssignment with status Pending	OP-2024-00123	Pending	<button>Pending</button> <button>Accept</button> <button>Report</button>

Figure 30. Maintenance - Damage Report

Work No.	Work Title	Bus No.	Priority	Start Date	Due Date	Status	Actions
MW-MW-dppg	Maintenance for DamageReport DR-1234567890123456789 - Low Priority	PLATE-0002	LOW	1/25/2028	1/26/2028	PENDING	<button>Pending</button> <button>Accept</button> <button>Report</button>
MW-MW-wtsa	Maintenance for DamageReport DR-1234567890123456789 - Critical Priority	PLATE-0002	Critical	1/25/2028	1/26/2028	CANCELLED	<button>Pending</button> <button>Accept</button> <button>Report</button>
MW-MW-g21u	Maintenance for DamageReport DR-1234567890123456789 - High Priority	PLATE-0002	HIGH	1/25/2028	1/26/2028	COMPLETED	<button>Pending</button> <button>Accept</button> <button>Report</button>
MW-MW-p0jg	Maintenance for DamageReport DR-1234567890123456789 - Medium Priority	PLATE-0002	MEDIUM	1/25/2028	1/27/2028	IN PROGRESS	<button>Pending</button> <button>Accept</button> <button>Report</button>

Figure 31. Maintenance - Add Work Details



Maintenance (cont.)

Maintenance module allows the user to monitor buses that needs maintenance and assign a specific employee to a task related to its maintenance.

Work Title	Bus Plate Number	Priority	Status	Damage Reported By	Total Tasks	Actions
Maintenance for DamageReport DR-0456789012345678901234 - Low Priority	PLT77-0002	LOW	PENDING	OP-2024-00123	3	View
Maintenance for DamageReport DR-0456789012345678901234 - Medium Priority	PLT77-0002	MEDIUM	IN PROGRESS	OP-2024-00123	3	View
Maintenance for DamageReport DR-0456789012345678901234 - Critical Priority	PLT77-0002	Critical	Cancelled	OP-2024-00123	3	View
Maintenance for DamageReport DR-0456789012345678901234 - High Priority	PLT77-0002	HIGH	Completed	OP-2024-00123	3	View

Figure 31. Maintenance - Task Management



Performance Report

Performance Report Module allows user to see the overall performance of the bus operations. It displays Top Earning Routes, Best Driver-Conductor Duo, and the Overall Revenue, which can all be exported.

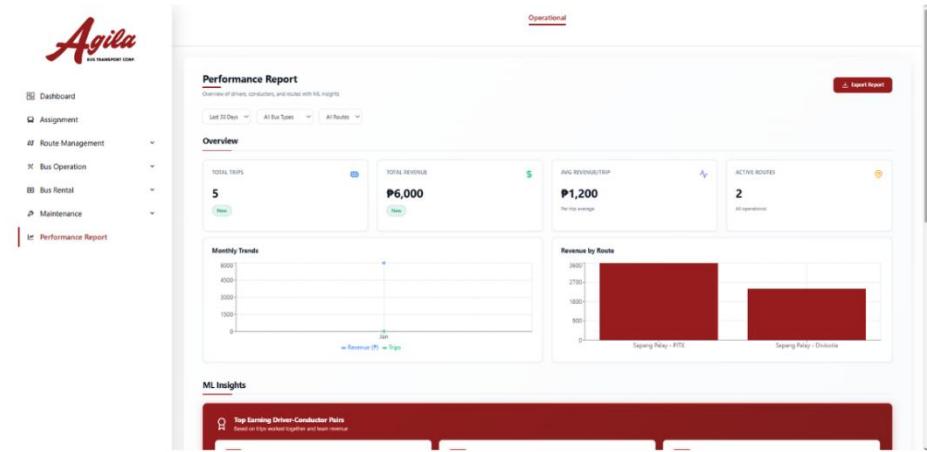


Figure 32. Maintenance - Task Management

A.12 Known Issues and Troubleshooting

This section provides a transparent record of system limitations and defects identified during the latest testing and validation phase of the Bus Operation Management System (BOMS). It also documents their resolution status and offers guidance for users and administrators. Based on the most recent Bug Summary, no critical or high-severity issues remain unresolved in the current build.

Known Issues Log.

All defects identified during the testing cycle were related to user interface behavior and interaction consistency. These issues have been resolved and officially closed prior to deployment.

Issue ID	Component	Description	Severity	Status
KI-001	Assignment Modals (Bus, Driver, Conductor, Route)	Missing visible Cancel button; modal relied only on top-right exit icon	Low–Medium	Closed
KI-002	Assign Conductor Modal	No conductors available for selection during early test data setup	Low	Closed

Issue ID	Component	Description	Severity	Status
KI-003	Readiness Checklist Modal	Update/Action button displayed as pencil icon	Low	Closed
KI-004	Pre-Dispatch Page	Readiness indicator not yet displayed	Low	Closed
KI-005	Dispatch Page	Edit button displayed instead of Dispatch button label	Low	Closed

User Workarounds

As all identified issues have been resolved, no active user workarounds are required at this time. Users are advised to operate the system as intended using the standard interface components.

Technical Troubleshooting Procedures

Although no open defects exist, administrators may follow the procedures below should similar UI-related issues reoccur in future updates.

UI Rendering and Interaction Issues

220

Symptom: Buttons, labels, or modal controls do not display as expected.

Diagnostic Steps:

1. Clear browser cache and reload the application.
2. Verify that the latest frontend build has been deployed.
3. Inspect browser console (F12) for JavaScript or rendering errors.

Confirm consistency between frontend component labels and backend action mappings.

Reporting New Issues

If users encounter an issue not listed above, it should be reported following the standard defect reporting procedure:

1. Navigate to: Help & Support > Report a Bug.
2. Required Details: Include "Steps to Reproduce," "Expected Result vs. Actual Result," and any relevant screenshots or screen recordings.
3. Priority Level: Please indicate if this blocks your core workflow (High) or is cosmetic (Low).

A.13 Version Control and Source Code Repository

A.13.1 Repository URL

Name	Repository Name	URL	Description	Branching Strategy
Bus Operations Management Frontend	Bus-Operations-System	https://github.com/RHILIUS/Bus-Operations-System	Frontend web application	Git Flow

Name	Repository Name	URL	Description	Branching Strategy
Bus Operations Management Backend	Bus-Operations-System-Backend	https://github.com/Ri-Aquino/Bus-Operations-System-Backend	Backend web application	Git Flow
Analytics Microservice	Microservice-ML-Capstone	https://github.com/Ri-Aquino/Microservice-ML-Capstone	Handles Analytics and Forecasting	Git Flow

A.13.2 Branching Strategy

Branch Name	Purpose
main	Contains production-ready code; always stable and deployable
developer_name	Individual developer branches for isolated development
feature_name	Dedicated branches used as checkpoints before implementing new features or fixes

A.13.3 Commit Messages

Format:

- Title: A concise summary of the feature, fix, or enhancement introduced.
- Message/Body: A detailed explanation of the changes, including:
 - Affected modules or components
 - Setup or configuration steps (if applicable)

A.13.4 Tagging Strategy

Purpose: Tags are used to mark specific points in the repository for feature updates or fixes, making it easy to identify and deploy changes. This enables easy identification of stable builds and supports rollback if necessary.

Usage:

- Tagged versions serve as references for deployment, validation, or rollback operations.
- 222

A.13.5 Code Reviews

Code reviews are conducted to maintain quality, consistency, and maintainability.

1. Pre-Merge Check

- The qa or developer double-checks the code before merging into main.
- Ensures compliance with project standards and helps prevent merge conflicts in GitHub.

A.14 DevOps and CI/CD

The development workflow leverages a CI/CD pipeline primarily managed through GitHub, automating code integration, testing, and deployment to ensure frequent and reliable releases. Developers work on dedicated feature branches and submit pull requests to merge their changes into the main branch. While testers verify features in the staging environment. Once approved, Vercel handles deployment to the production environment, which is continuously monitored for errors, performance issues, and system health. This workflow ensures stable releases while enabling continuous improvement through feedback from each cycle.

A.15 Licensing and Open Source Libraries

Library / Tool	Purpose	License
Next.js	Frontend framework	MIT
React	UI library	MIT
Node.js	Backend runtime	MIT
Express.js	Web server framework	MIT
PostgreSQL	Database	PostgreSQL License
Redis (Upstash)	Caching	BSD-3-Clause

Library / Tool	Purpose	License
Sequelize / Prisma	ORM	MIT
Axios	API requests	MIT
Tailwind CSS	UI styling	MIT
JWT	Authentication	MIT
Bcrypt	Password hashing	MIT
Docker (optional)	Containerization	Apache 2.0
Vercel	Hosting	Proprietary
Railway / Render	Hosting	Proprietary

All open-source libraries used in this project are compliant with their respective licenses. The project uses these libraries under the terms specified by each license. Any redistribution or modification of the project must adhere to the license terms of the corresponding libraries.

All third-party libraries and frameworks used in this system are properly attributed. The developers acknowledge the contributions of the open-source community and adhere to the license requirements of each library.

A.16 Performance Metrics and Monitoring

Performance metrics and monitoring are implemented to ensure that the Bus Operations Management System (BOMS) operates efficiently, reliably, and continuously meets the needs of its users. The system tracks key performance indicators (KPIs) and generates regular reports to identify potential bottlenecks, maintain system stability, and support continuous improvement.

Metric	Description	Target
Response Time	Time taken for the system to respond to user requests	≤ 3 seconds
System Uptime	Percentage of time the system is available and operational	$\geq 99.5\%$
Error Rate	Percentage of failed transactions or errors	$\leq 1\%$
CPU Usage	Average CPU utilization of the server	$\leq 70\%$
Memory Usage	Average memory consumption of the system	$\leq 75\%$
Database Query Time	Average time taken to execute database queries	≤ 2 seconds
API Latency	Time delay in API responses	≤ 2 seconds
Cache Hit Rate	Percentage of requests served from cache	$\geq 80\%$
User Activity Load	Number of concurrent users supported	≥ 50 users

Performance monitoring is carried out using a combination of tools and regular procedures:

1. Real-Time Monitoring

- The system continuously tracks performance metrics and resource usage.
- Alerts are triggered when thresholds are exceeded (e.g., high response time, high CPU usage).

2. Log Monitoring

- System logs are analyzed for errors, warnings, and unusual activities.
- Error logs are reviewed daily to prevent recurring issues.

3. Weekly Performance Review

- The development team reviews performance reports weekly.
- Performance issues are documented, prioritized, and resolved.

4. Load Testing (Optional)

225

- Load tests are conducted to measure system performance under peak conditions.
- Results are used to optimize server resources and database queries.

To maintain optimal performance, the following actions are performed:

- **Database Optimization:** Indexing and query optimization to reduce query time.
- **Cache Implementation:** Caching frequently used data using Redis (Upstash) to improve response time.
- **Code Optimization:** Refactoring and optimizing code for faster execution.
- **Infrastructure Scaling:** Increasing server capacity or upgrading hosting plans when needed.

Performance monitoring reports are generated monthly and stored for review. The reports include performance trends, incidents, and improvement actions. These documents help support continuous system improvement and provide a historical record of system performance.

B.1 Project Charter / Proposal

1. Project Title

Agila Bus Transport Corporation – Bus Operation Management System

1.1 Project Background and Motivation

The increasing demand for efficient and reliable transportation services has highlighted the limitations of traditional, manual operational processes within bus transport companies. As operations grow in scale and complexity, organizations are expected to maintain accuracy, transparency, and timely coordination across scheduling, dispatching, and resource management. However, many transport operators continue to rely on paper-based records and fragmented workflows, which hinder operational efficiency and decision-making.

Two persistent challenges are evident in manual bus operations:

1. Operational Visibility and Data Reliability Issues

These arise from handwritten logs and disconnected records, making it difficult to track bus availability, personnel assignments, and trip statuses accurately. These issues often result in scheduling conflicts, delays, and accountability gaps.

2. Workflow Inefficiencies and Coordination Gaps

These affect dispatchers and administrative staff, as critical operational decisions depend heavily on manual verification and verbal communication, increasing the likelihood of human error.

In response to these challenges, the adoption of digital management systems has become essential rather than optional. Centralized, web-based platforms enable transport organizations to automate assignments, monitor operational

readiness, and maintain accurate records in real time. Such systems not only 227 improve internal efficiency but also support informed decision-making and long-term operational planning.

The motivation for this project stems from the need to modernize the internal operations of Agila Bus Transport Corporation by transitioning from a manual, paper-based process to a centralized digital platform. The development of the Bus Operation Management System (BOMS) aims to strengthen operational control, improve coordination among administrative staff, and establish a scalable foundation for future enhancements such as real-time tracking and advanced analytics.

1.2 Problem Statement

Bus transport companies that rely on manual and paper-based systems face significant challenges in managing daily operations effectively. The absence of a centralized digital platform results in inconsistent records, delayed updates, and limited visibility into bus readiness, personnel assignments, and trip progress. These issues increase the risk of scheduling conflicts, operational delays, and data inaccuracies.

Additionally, the lack of automated workflows places a heavy administrative burden on dispatchers and managers, reducing efficiency and making it difficult to maintain transparency and accountability across operations. Without a structured system to validate resource availability and track operational data, decision-making becomes reactive rather than proactive. As a result, transport organizations struggle to optimize resource utilization, ensure timely dispatch, and maintain reliable operational records.

Addressing these challenges requires a centralized, secure, and scalable Bus Operation Management System that digitizes internal processes, improves coordination, and supports efficient, data-driven transport operations. 228

2. Project Overview

The Bus Operation Management System (BOMS) is a web-based platform developed to modernize and streamline the internal operations of Agila Bus Transport Corporation. The system replaces manual, paper-based workflows with a centralized digital solution that improves efficiency, accuracy, and coordination across daily bus operations.

In the context of modern transport operations, there is a growing need for systems that go beyond basic record-keeping and provide real-time insights, operational validation, and integrated workflows. Traditional manual processes are no longer sufficient to support the increasing complexity of scheduling, dispatching, and resource allocation. As such, BOMS is designed to support smarter, more reliable operational management through digital transformation.

The system concentrates on core operational areas essential to bus transport management, including:

1. **Assignment Management** – Automating the assignment of buses, drivers, and conductors while validating availability and readiness.
2. **Route Management** – Digitally managing routes, stops, and schedules to ensure consistency and operational clarity.
3. **Trip Monitoring and Status Tracking** – Providing administrators and dispatchers with up-to-date information on trip readiness and progress.

reports that support management oversight and data-driven decision-making.

Through these capabilities, BOMS aims to improve operational efficiency, reduce scheduling conflicts, and strengthen accountability within the organization. The system serves as a scalable foundation for future enhancements such as real-time GPS tracking, maintenance analytics, and mobile access, positioning Agila Bus Transport Corporation for long-term operational growth.

3. Scope of Work

The scope of this project defines the functional and technical boundaries of the Bus Operation Management System, clearly outlining the features included in the current development phase and those intentionally excluded.

Inclusions

The project will cover the following activities and deliverables:

1. Development of the Assignment Management Module

Designing and implementing a system for assigning buses, drivers, and conductors based on availability and readiness, with complete documentation and traceability.

2. Implementation of Route Management Features

Enabling the creation, modification, and management of bus routes and stops through a centralized digital interface.

3. Trip Status and Readiness Monitoring

Providing tools for administrators and dispatchers to track trip readiness and operational status, ensuring only qualified resources are deployed.

4. Reports	and	Summary	Views	230
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Developing basic reporting and dashboard features that present operational data such as assignments, trip statuses, and bus utilization.

5. User Authentication and Role-Based Access Control

Ensuring system security by restricting access to sensitive operations based on defined user roles.

6. System Testing and Validation

Conducting unit testing, integration testing, and user acceptance testing to verify system reliability, usability, and alignment with operational requirements.

Exclusions

The following items are outside the scope of this project and will not be delivered as part of the initiative:

- **Passenger-Facing Features** – Modules such as online booking, fare payment, passenger notifications, and estimated arrival times are not included.
- **Mobile Applications for Drivers or Conductors** – The system is intended for internal administrative use only and does not include mobile interfaces for drivers or conductors.
- **Advanced Features** – Real-time GPS tracking, predictive analytics, and automated maintenance forecasting are excluded from the current version but may be considered for future development phases.

1.4.1 General Objective

The primary objective of this project is to develop and implement a web-based Bus Operation Management System (BOMS) for Agila Bus Transport Corporation that digitizes and streamlines internal operational processes. The system aims to improve efficiency, accuracy, transparency, and coordination in managing bus assignments, personnel deployment, trip monitoring, and operational reporting by replacing the existing paper-based workflows.

1.4.2 Specific Objectives

1. To design and develop a centralized Bus Operation Management System that automates the assignment of buses, drivers, and conductors, ensuring clear documentation, traceability, and reduced scheduling conflicts.
2. To implement real-time monitoring of bus and trip statuses (e.g., available, not ready, ongoing, completed) to support dispatchers and administrators in making informed operational decisions.
3. To establish a Trip Readiness Indicator that validates bus availability, personnel assignment, and maintenance clearance before a trip can be activated, preventing operational delays and safety risks.
4. To provide summary dashboards and basic reporting tools that allow management to monitor bus utilization, trip performance, and operational efficiency.
5. To ensure data security, system reliability, and controlled access through user authentication and role-based permissions, restricting sensitive operations to authorized personnel only.

Theoretical Significance

The Bus Operation Management System contributes to existing studies on transportation operations management and information systems by demonstrating how digital platforms can replace manual, paper-based workflows in small- to medium-sized transport companies. The system serves as a practical reference for applying concepts such as centralized data management, role-based access control, and modular system architecture within a real-world transport operations context.

By incorporating operational performance indicators—such as bus readiness, trip status monitoring, and resource utilization—the system provides a foundation for examining how structured digital processes can improve accountability, accuracy, and decision-making in transportation management. This contributes to broader research on the role of enterprise information systems in enhancing operational efficiency and organizational control.

Practical Significance

From a practical standpoint, the Bus Operation Management System delivers substantial benefits to administrative staff, dispatchers, and management at Agila Bus Transport Corporation. The system addresses common operational challenges such as misplaced records, scheduling conflicts, and delayed coordination by centralizing all operational data into a single, accessible platform. This reduces reliance on manual documentation and minimizes human error.

For dispatchers and administrators, the system simplifies daily operations by automating assignments, providing real-time visibility into trip readiness, and enabling faster responses to operational issues. Clear status indicators and digital

logs improve coordination among departments and ensure that only ready and

233

properly assigned resources are deployed.

Although drivers and conductors are not direct users of the system in its current version, they benefit indirectly from clearer and more consistent assignments managed through the platform. Improved documentation and tracking also enhance accountability and reduce miscommunication. For Agila Bus Transport Corporation as a whole, the BOMS supports long-term operational improvement by generating reliable data for performance analysis, planning, and optimization.

The system establishes a scalable digital foundation that can support future enhancements such as GPS tracking integration or maintenance analytics while ensuring smoother daily operations, improved safety, and better overall service reliability.

1.6 Definition of Terms

To ensure clarity and accessibility for all readers, this section defines key terms and technical acronyms used throughout this document. These definitions aim to simplify technical language and support understanding among both technical and non-technical stakeholders involved in bus operations and system administration.

- **BOMS (Bus Operation Management System)**

A web-based information system developed for Agila Bus Transport Corporation to digitize and manage internal bus operations, including assignment of buses and personnel, trip monitoring, maintenance coordination, and operational reporting.

- **CI/CD (Continuous Integration / Continuous Deployment)**

A software development practice in which code changes are regularly integrated into a shared repository and automatically tested and deployed.

In this project, CI/CD supports reliable system updates, reduces 234

deployment errors, and ensures the system remains in a deployable state.

- **UAT (User Acceptance Testing)**

The testing phase in which actual end-users such as administrators and dispatchers evaluate the system to confirm that it meets operational requirements and supports daily tasks before full deployment.

- **API (Application Programming Interface)**

A set of protocols that enables different software systems or modules to communicate and exchange data. Within BOMS, APIs are used to integrate with external systems such as Human Resource, Finance, and Inventory systems.

- **Trip Readiness Indicator**

A system feature that determines whether a bus trip can be activated by validating bus condition, personnel availability, and maintenance clearance. This indicator helps prevent operational delays and unsafe dispatching.

- **Assignment Management**

The process of allocating buses, drivers, and conductors to scheduled routes or trips. The Assignment Management Module automates this process based on availability and readiness rules.

- **Trip Monitoring**

The function of tracking the status and progress of active bus trips. This may include trip status updates (e.g., not started, ongoing, completed) and, in future versions, real-time GPS location tracking.

- **Maintenance Scheduling**

The process of planning, recording, and monitoring bus maintenance

activities to ensure fleet safety and readiness. Maintenance data directly influences bus availability for assignment. 235

- **Dashboard**

A visual interface that displays key operational data and summaries, such as bus status, trip readiness, assignments, and reports. Dashboards are primarily used by administrators and dispatchers for operational oversight.

- **Role-Based Access Control (RBAC)**
A security mechanism that restricts system access based on user roles. In BOMS, sensitive functions are accessible only to authorized personnel such as administrators and dispatchers.

1.7 Structure of the Document

This document is structured to guide the reader through the comprehensive analysis, design, development, implementation, and evaluation of the Bus Operation Management System (BOMS) for Agila Bus Transport Corporation. Each chapter focuses on a specific aspect of the project, providing a systematic discussion of the system's objectives, architecture, processes, and operational impact.

1. Chapter 1: Introduction

This chapter presents an overview of the Bus Operation Management System, including the background of the project, the existing operational challenges faced by the transport company, and the motivation for transitioning from manual, paper-based processes to a digital platform. It also outlines the system's objectives, scope, and significance, emphasizing its relevance to transportation operations management.

This chapter reviews relevant studies, methodologies, and existing systems related to transportation management, enterprise information systems, and operational optimization. It discusses how previous research and industry practices informed the design and development of the Bus Operation Management System.

3. Chapter 3: Methodology

Chapter 3 describes the development methodology adopted for the project, including the use of the Agile Scrum framework. It outlines team roles, sprint cycles, development tools, and quality practices that guided the iterative design, implementation, and testing of the system.

4. Chapter 4: System Analysis and Design

This chapter provides a detailed discussion of the system's requirements and architecture. It covers stakeholder analysis, user stories, use cases, business process modeling (As-Is and To-Be), and the application, data, and technology architectures. The chapter explains how the system modules such as assignment management, route management, trip monitoring, and maintenance scheduling support internal bus operations.

5. Chapter 5: Implementation Strategy and Development Journey

Chapter 5 outlines the implementation strategy of the Bus Operation Management System, including deployment phases, data migration, user training, and support plans. It also presents the development journey across sprint cycles, highlighting completed features, challenges encountered, and key achievements during system development.

6. Chapter 6: Testing, Quality Assurance, and Evaluation

This chapter discusses the testing and validation processes applied to

ensure system reliability and performance. It includes unit testing, integration testing, system testing, and User Acceptance Testing (UAT), as well as an evaluation of testing results and system readiness for deployment.

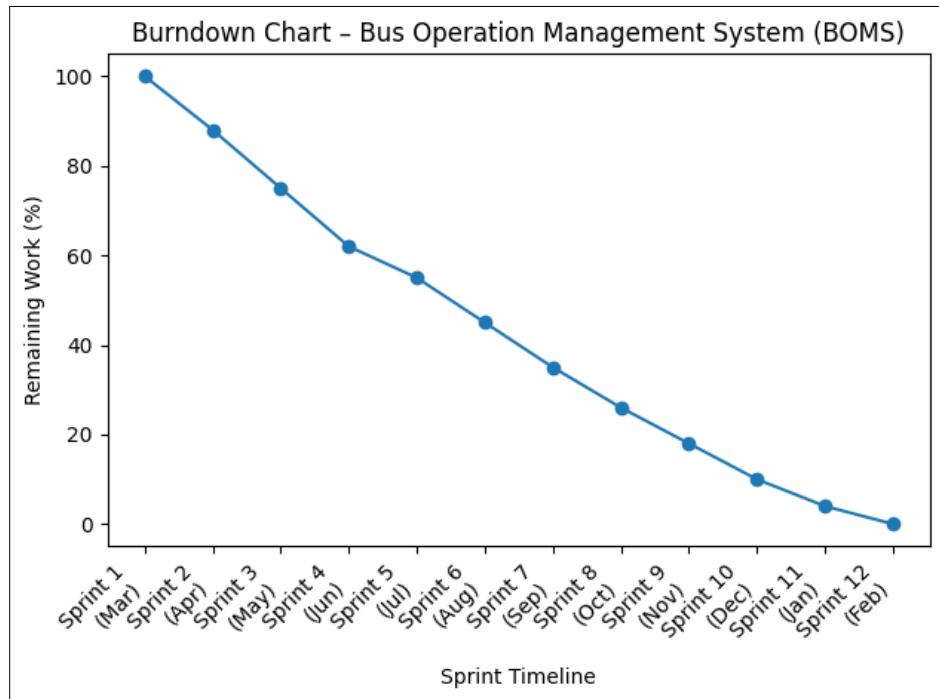
7. Chapter

7:

Conclusion

The final chapter summarizes the outcomes of the project and evaluates how the Bus Operation Management System meets its stated objectives. It reflects on the system's impact on operational efficiency and data accuracy and discusses potential enhancements and future development opportunities.

B.2 Sprint Backlogs and Burndown Charts



The burndown chart illustrates the progress of the Bus Operation Management System (BOMS) development across twelve sprint cycles, spanning March 2025 to February 2026. It represents the gradual reduction of remaining project workload as

development activities progressed from system setup to final deployment. At the start of

238

Sprint 1 (March), the project began with the full scope of work, including repository setup, environment configuration, and initial planning. Early sprints show a steady decline in remaining work, reflecting the successful completion of foundational modules such as Assignment Management, Route Management, and initial UI development. This period aligns with meetings focused on system setup, Figma design, and early module implementation.

From May to July, the chart shows a consistent burn rate as core functionalities including bus operations, dashboards, and reporting features were developed and refined. This steady progress corresponds with multiple coordination meetings on UI refinement, integration planning, and module expansion. Between August and October, a sharper decrease in remaining work is observed, indicating major milestones such as GPS tracking preparation, maintenance scheduling, quota counting, and full reporting features. This phase also included extensive testing, sprint reviews, and pre-deployment preparations, as documented in the meeting minutes. In the final sprints (November to February), the burndown curve approaches zero, reflecting activities focused on security checks, bug fixes, system stabilization, and code freeze enforcement. The final reduction to zero remaining work represents successful deployment readiness and completion of all planned features in time for the final presentation and system rollout.

Overall, the burndown chart demonstrates a controlled and consistent development pace, effective sprint planning, and successful scope management. Minor slowdowns during integration and testing phases were addressed through scope adjustments and prioritization, ensuring that the project remained on track and achieved full completion within the defined timeline.

B.3 Meeting Minutes

Phase 1: Project Setup and Initial Development

Meeting Record: April 14, 2025

Focus: System Setup and Repository Initialization

The team conducted an initial setup meeting to establish the development environment for the Bus Operation Management System. Activities included setting up the GitHub repository, installing required dependencies using npm install, and ensuring that all members could successfully run the system locally. This session marked the formal start of the development phase.

Meeting Record: April 15, 2025

Focus: Assignment Module Planning and Design

The team discussed and finalized the first core module of the system, the Assignment Management Module. Initial wireframes and interface designs were created using Figma. Following design approval, development of the module commenced, focusing on assigning buses, drivers, and conductors based on availability and readiness.

Meeting Record: April 25, 2025

Focus: Integration Planning with Other Capstone Groups

A coordination meeting was held to discuss potential system integration with other capstone groups. The discussion focused on identifying shared data requirements and defining possible API interactions, particularly for authentication and operational data exchange.

Phase 2: Core Feature Development & Integration

240

Meeting Record: May 10, 2025

Focus: New Module Planning and UI Refinement

The team met to plan the development of additional system modules, including Route Management, Bus Operations, and the Operations Dashboard. UI refinements were discussed to improve usability and consistency across modules. The team agreed on a standardized layout and navigation structure to support dispatcher and administrator workflows.

Meeting Record: June 16, 2025

Focus: Integration Readiness and Endpoint Preparation

A follow-up integration meeting was conducted to prepare system endpoints for inter-group connectivity. The team focused on finalizing API structures and ensuring compatibility with external systems, particularly for authentication and operational data sharing.

Meeting Record: June 20, 2025

Focus: UI and Module Finalization

The team finalized the user interface designs and completed the development of core modules. Integration points with the partner group were connected and tested. This meeting marked the completion of the primary development phase prior to formal testing and documentation.

Phase 3: Sprint Initialization and Dashboard

Meeting Record: July 14, 2025

Focus: Sprint Initialization and Repository Cleanup

The team convened to formally initiate the sprint cycle under the Agile Scrum methodology. The Scrum Master facilitated the session. Repository cleanup activities were

reported, including the removal of unused services and the standardization of branch naming conventions. Initial UI placement confirmations were conducted, and plans for defect review and test case creation were outlined.

241

Meeting Record: July 15, 2025

Focus: Operations Dashboard Conceptualization

The team discussed the design and content of the Operations Dashboard. It was agreed that the dashboard would include metrics such as Total Trips Scheduled, Active and Upcoming Trips, Bus Utilization Rate, and a summary of Top Routes by Frequency. Additional views for recent trips and performance trends were proposed.

Meeting Record: July 16, 2025

Focus: Dashboard Refinement and Module Progress

Discussions continued regarding dashboard consistency and layout. Card-based components were recommended for presenting summary metrics, and color schemes were aligned with system branding. Progress updates included successful implementation of multi-assignment logic and the initiation of reporting-related features.

Phase 4: Testing, Integration, and Finalization

Meeting Record: August 27, 2025

Focus: Pre-Deployment and Smoke Testing

The team reviewed the completion of sprint testing activities and confirmed submission of pre-deployment test reports. A temporary leadership assignment was made to oversee process continuity. Development updates included the completion of cancellation and report export functionalities relevant to operational tracking.

Meeting Record: November 3, 2025

Focus: Security Review and Code Freeze Planning

Security-related issues were discussed, including authentication validation and access

control. The team agreed to implement fixes prior to enforcing a formal Code Freeze to 242 prepare for final submission and presentation. Minor UI elements were removed to reduce interface clutter.

Meeting Record: November 10, 2025

Focus: Scope Finalization and Documentation Submission

The team reviewed remaining features and agreed to limit system scope to ensure stability and feasibility. Security enhancements were implemented to protect against unauthorized access. Documentation covering Chapters 1.0 to 4.10 was prepared for plagiarism checking and final submission.

Meeting Record: November 14, 2025

Focus: Deployment Authorization

The team authorized a test deployment of the current system build, including assignment management, route management, dashboards, and security controls. Deadlines were set for final validations and issue resolution prior to the final presentation.

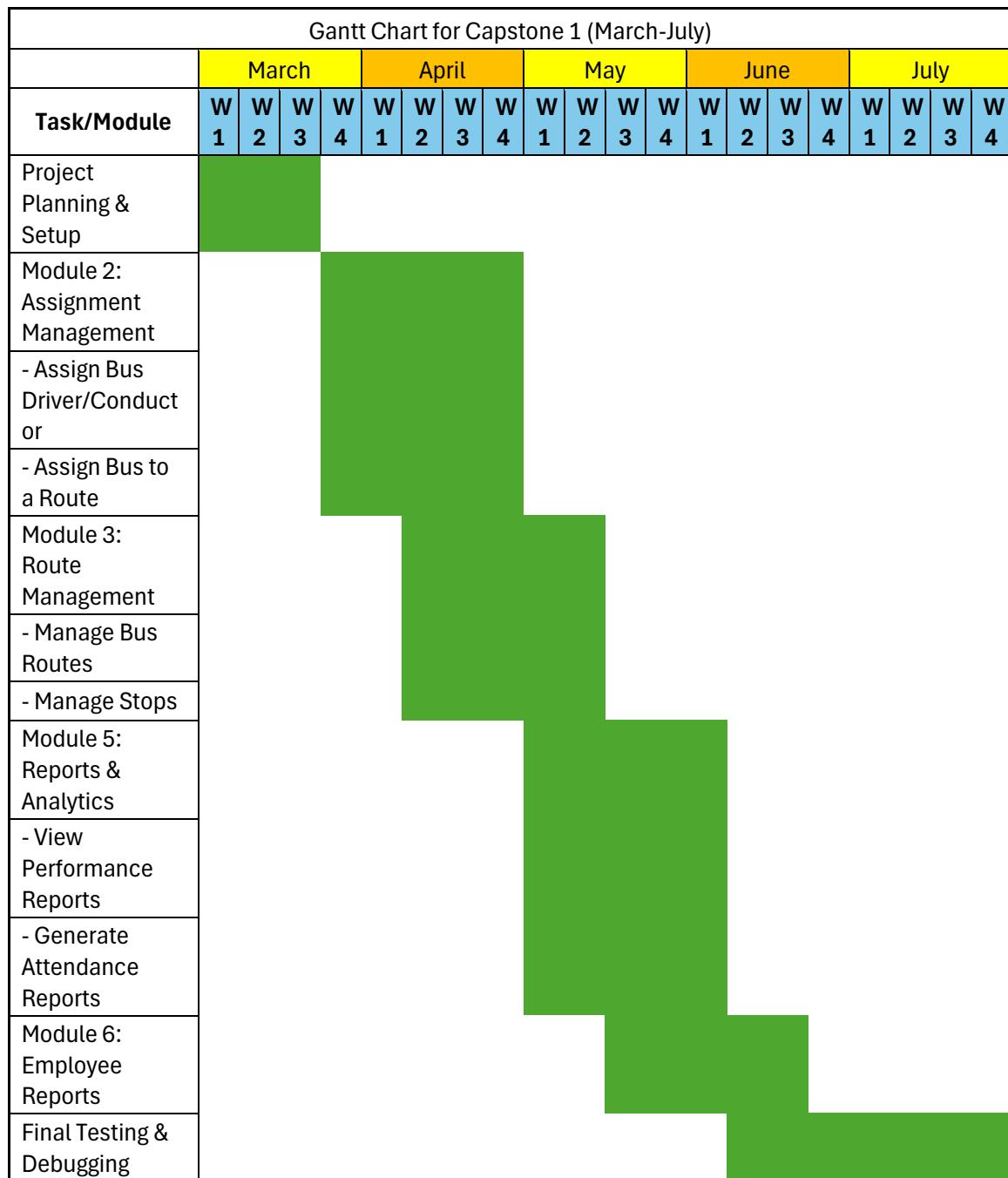
Meeting Record: November 17, 2025

Focus: Final System Polish and Freeze Strategy

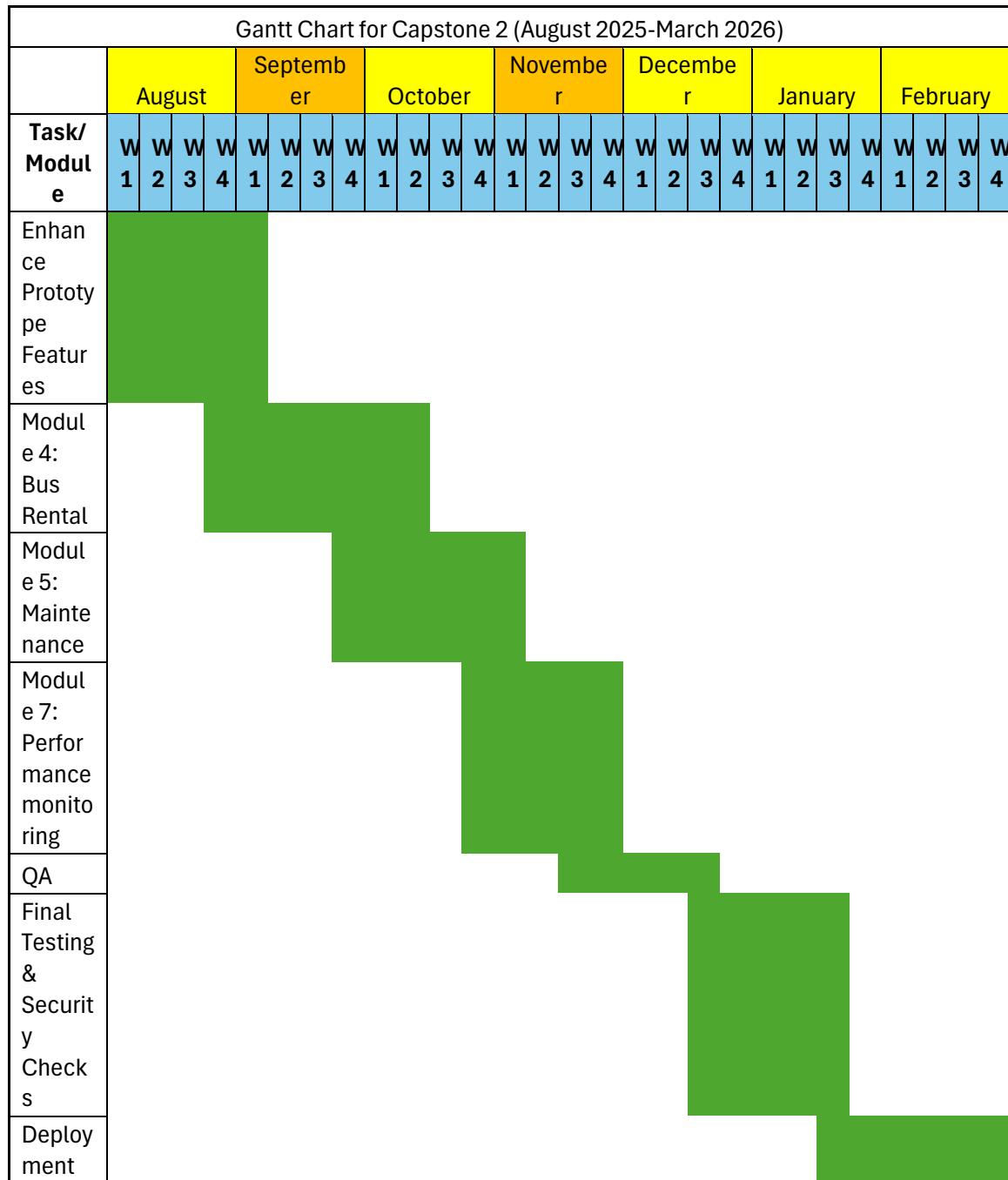
With the final presentation approaching, the team confirmed the completion of remaining features and dashboard components. A strict Final Code Freeze date was reaffirmed to ensure system stability. Final action items included completing validations, conducting last-round testing, and finalizing system diagrams.

B.4 Gantt Chart or Project Timeline

Capstone 1 Gantt Chart



Capstone 2 Gantt Chart



Operation Management System (BOMS) across two capstone periods, spanning from March to July for Capstone 1 and August to February for Capstone 2. The schedule reflects a structured, iterative approach aligned with the Agile Scrum methodology, ensuring progressive delivery of system modules and continuous improvement. Capstone

1 (March–July) focuses on system foundation and core operational modules. The project begins with Project Planning and Setup, establishing system requirements, architecture, and development environment. This is followed by the implementation of Assignment Management, including assigning drivers and conductors and linking buses to routes. Next, the Route Management Module is developed, covering route creation and stop management. The latter part of Capstone 1 emphasizes Reports and Analytics and Employee Reports, enabling performance monitoring and attendance tracking. The phase concludes with Final Testing and Debugging, ensuring system stability and readiness for the next development stage.

245

Capstone 2 (August–February) builds upon the initial prototype by enhancing features and introducing advanced operational modules. This is followed by the expansion of Reports and Analytics to full functionality, providing deeper operational insights. Additional modules such as Maintenance Scheduling and Quota Counting are then implemented to improve fleet readiness and resource utilization. The final months are dedicated to Comprehensive Testing and Security Checks, ensuring system reliability, followed by Deployment, marking the transition of BOMS to an operational environment. Overall, the Gantt chart demonstrates a logical progression from planning and core feature development to system enhancement, validation, and deployment. It reflects a realistic development timeline that supports iterative refinement, risk mitigation, and successful delivery of a scalable and future-ready Bus Operation Management System.

C.1 Approved Adviser Acceptance Form

 <p>REPUBLIC OF THE PHILIPPINES POLYTECHNIC UNIVERSITY OF THE PHILIPPINES OFFICE OF THE VICE PRESIDENT FOR CAMPUSES QUEZON CITY CAMPUS</p>	 <p>BAGONG PILIPINAS</p>
March 13, 2025	
Faculty, LEANDRO B. AVENA IV, MIT	
Sir/Ma'am:	
This is to inform you that you have been chosen to be the thesis adviser of:	
Section and Group Members : 3-1 – John Mark A. Garces, Rhian Joilus Baldomar, Richard Jason M. Aquino, and Yuan Exequiel Evangelista	
Program : BACHELOR OF SCIENCE IN INFORMATION TECHNOLOGY	
Capstone Project : Bus Operations and Scheduling System	
Please sign below if you accept the above-mentioned candidate for discipleship.	
Thank you very much for your cooperation.	
Demelyn E. Monzon, Ph.D	
CaPECorn Chairman	
This confirms my acceptance to be the thesis adviser:	
Faculty :	<u>LEANDRO AVENA IV, MIT</u>
Signature :	
Date :	<u>Mar. 13, 2025</u>
Rothlechner Bldg., PUP Quezon City Campus, Don Fabian St., Commonwealth, Quezon City Direct Line: 287-82-04; 952-78-18 Website: www.pup.edu.ph Email: quezoncity@pup.edu.ph	
 	
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Polytechnic University of the Philippines Quezon City Campus
Office of the Branch Director
1121 Don Fabian, Quezon City, Metro Manila

March 5, 2025

Agila Bus Transport Corporation
Ipo Road, Minuyan Proper, San Jose del Monte City, 3023 Bulacan

Subject: Request for Collaboration and Data Gathering for Capstone Project Development

Dear Mrs. Josephine R. Roxas,

We are a collective of **Bachelor of Science in Information Technology (BSIT)** students, composed of four (4) capstone project teams from the **Polytechnic University of the Philippines Quezon City Campus**. Our project involves developing an **integrated information system** tailored to address specific business needs. Each team is responsible for a key component of the system, working collaboratively to create a cohesive and effective solution. We are reaching out to your esteemed organization to request your collaboration in providing the necessary data and insights to ensure the success of our project.

About Our Capstone Project
We aim to design and develop a system that addresses real-world challenges and improves operational efficiency. To achieve this, we strive to:

1. Understand your current workflows, processes, and pain points.
2. Identify the technologies and systems currently in use.
3. Gather requirements for the proposed system, including features and functionalities that would benefit your organization.
4. Develop an **integrated solution** that aligns with your business needs and industry best practices.

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How Your Organization Can Help

We kindly request your assistance in the following areas:

1. **Interviews or Meetings:** To understand how things are done in your organization, including workflows, challenges, and expectations from the proposed system.
2. **Data Gathering:** To collect relevant data (e.g., sample datasets, process flows) necessary for system development.
3. **Feedback:** To validate our proposed solution and ensure it meets your requirements.

Assurance of Data Security

We understand the sensitivity of the information you may share with us. Please rest assured that:

- All data gathered will be used **solely for academic purposes** and system development.
- We will adhere to strict **data privacy and security protocols** to ensure the confidentiality of your information.
- Any data shared will be securely stored and accessible only to the project team.
- At the end of the project, all data will be securely deleted or returned to your organization, as you prefer.

Next Steps

If you are open to collaborating with us, we would appreciate the opportunity to discuss this further. We will accommodate your interview schedule, meetings, or data-sharing sessions. Please let us know a convenient time for you, and we will make the necessary arrangements.

We believe that this collaboration will benefit our academic growth and provide your organization with valuable insights and potential solutions to enhance your operations.

Thank you for considering our request. We look forward to your positive response. Should you have any questions or require additional information, please contact our **primary representative, Joel R. Estrada Jr.**, at joelrestradajr@gmail.com or **0994 961 8022**.

Sincerely,

Joel Robes Estrada Jr.

Capstone Project Coordinator

Polytechnic University of the Philippines Quezon City Campus

joelrestradajr@gmail.com | 0994 961 8022

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On behalf of the Capstone Project Teams:

Team 1: Accounting Department Management System

1. Ababa, Julia E.
2. Caube, Brian S.
3. Estrada, Joel Jr., R.
4. Soreto, Lei Ann M.

Team 2: Admin/Human Resources Department Management System

1. Bergado, Carl Aldrey D.
2. Danga, Crystalyn R.
3. Dela Torre, Mae Loraine Y.
4. Paller, Clarisse Irish J.

Team 3: Inventory Department Management System

1. Bravo, Nerie Ann S.
2. Cabarles, Bette Anjanelle M.
3. Cleofas, Kristine Mae L.
4. Dacapias, Christelle Anne S.

Team 4: Operational Department Management System

1. Aquino, Richard Jason M.
2. Baldomar, Rhian Jolius M.
3. Evangelista, Yuan Exequiel R.
4. Garces, Johnmark A.

Noted by:

Kezaiah M. Cruz, MSIT

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Leadership

Facilities

Student Life

Academic

Admissions

Student Support

Student Services

Student Life

Student Support

Student Services

C.3 Survey Questionnaires and Raw Data

250

This section presents the survey questionnaires developed and administered by the project team to gather requirements and insights directly from the product owner and key operational stakeholders of the Bus Operations Management System (BOMS). The questionnaires were carefully designed to identify the client's expectations, operational challenges, and priority features needed in the system.

The survey focused on core areas such as bus assignment workflows, route and schedule management, dispatch procedures, reporting needs, and system usability. Responses collected from the product owner and relevant personnel served as a primary source of raw data, which was analyzed and translated into functional and non-functional requirements of the system.

The inclusion of the raw survey data ensures transparency in the requirements engineering process and demonstrates that the design and development of BOMS are aligned with actual operational needs and stakeholder expectations.

March 2 Interview Questions

Department	Question
GENERAL	Anong panagalan ng kumpaniya niinyo?
	Ilan ang employado ninyo?
	Ano-anong klaseng (role) ng employado ang meron kayo?
	Ilan po ang bus (units) na meron kayo?
	Ano-anong proseso ang gusto niyong ma-computerize o ma-digitalize?
	Ano-anong reports ang gusto niyong makita sa system?
	Anong preference niyo sa kulay (UI)?
	Ano-anong device ang meron kayo?

Department	Question
ACCOUNTING DEPARTMENT	Ano po ang Accounting Department?
	May accountant po ba kayo?
	Ano-ano ang ni-re-record ninyo sa manual accounting/finance (notebook) niyo?
	Ano-anong document ang gusto niyong automatically na-print ng system?
	Ano pong inaasahan ninyo sa magiging Accounting System?
	Proseso at presyo ng pagbili ng bus?
	Sino pong nag-ha-handle ng payroll ng mga empleyado?
ADMIN / HUMAN RESOURCE DEPARTMENT	Ano po ang Secretary (HR/Admin) Department?
	Gusto niyo ba ng digitalized, computerized (forms) para sa application ng mga empleyado?
	Ano pong expectations ninyo sa isang HR System?
	Ano-ano po 'yung data na kinukuha niyo sa mga empleyado ninyo?
	Paano niyo po ni-re-record ang mga impormasyon ng empleyado niyo?
	Anong process ng employee hiring?
	Paano niyo po tina-track ang attendance at leave ng mga empleyado?
	Challenges in payroll?
	Paano niyo kino-compute ang suweldo ng mga empleyado (payroll)?
	Paano po kayo mag-performance evaluation ng mga empleyado?
	May training phase po ba kayo?
	Main issues/challenges ng HR?
	Paano po ang proseso ng resignation?
	May mga data access restriction po ba per employee?
	Ano pong mino-monitor sa mga emppleyado kapag hired na?
INVENTORY DEPARTMENT	Nanghihingi ba kayo ng email?
	Ano po ang Inventory Department?
	Okay lang bang i-require ang empleyado na ilista kung ano, ilan, sino, at kailan kinuha/kumuha ng piyesa?
	May room (bodega) po ba kayo para sa mga piyesa?
	Sino pong tao para sa inventory?

Department	Question	
OPERATIONAL DEPARTMENT	If ginagamit ang stock, paano po siya nai-re-record? (stock & maintenance)	252
	Paano po ang process niyo sa inventory (kailan kayo bumibili at kailan hindi)?	
	Paano niyo siya gustong i-record?	
	May supplier ba kayo?	
	Paano po kayo umu-order ng mga piyesa't materyales?	
	Challenges ng inventory bukod sa expense and counting?	
	Paano kapag delayed ang oreder, anong nangyayari?	
	Gusto niyo ba ng barcode?	
	Ang Inventory Department ba ay connected sa ibang department?	
	Ano ang Operational Department?	
GENERAL (G) FINANCE (F) DEPARTMENT	Sino ang humahawak ng scheduling/pag-assign ng mga empleyado sa bus?	
	Paano niyo kino-communicate ang schedule nila (employees)?	
	Ano pong penalty sa mga late?	
	Ano pong penalty sa mga absent?	
	Ang driver at kundoktor ba ay puwedeng i-assign sa kahit anong bus?	
	Fixed ba ang ruta (route) ng bus?	
	Puwede bang madagdagan o mabago ang route niyo?	
	May GPS ba ang mga bus?	
	Gusto niyo ba na nag-se-send ng SMS automatically sa mga employees na late na?	
	Puwede ba na ang mga empleyado ang namimilli ng schedule?	
	Gusto niyo po ba ng feedbacks?	

July 5 Interview Questions

Department	No.	Question
GENERAL (G)	G1	May gusto po ba kayong ipabago sa itsura ng system?
FINANCE (F) DEPARTMENT	F1	Paano po ang presyuhan niyo sa pagbebenta ng bus at piyesa?
	F2	Paano ang proses niyo (with the supplier) sa mga gamit na defective o sira?

Department	No.	Question
HUMAN RESOURCES (H) DEPARTMENT	F3	Paano ang proseso ninyo sa pag-abono ng mga empleyado at ano ang katunayan na kailangan nilang ibigay sa inyo?
	F4	Ni-re-record niyo po ba ang mga gastusin ng mga driver at kundoktor sa biyahe tulad ng basahan, pagkain, ...?
	F5 I2	Pagkabili ba ay may resibo na o nagkakaroon lang kapag na-deliver na, or both (may resibo pagkabili at pagka-deliver)?
	H1	Lahat ba ng driver at kundoktor ay mayroong PhilHealth at PAGIBIG na deductions?
	H2	Magkano at paano ang deduction ng PhilHealth, PAGIBIG, ... sa sahod ng mga empleyado (including weekly-based-salary employees)?
	H3	Paano kayo magbayad ng mga PhilHealth, PAGIBIG, ... ng mga empleyado, fixed ba o by percent?
	H4	Paano po ang cash advance, leave request ng mga empleyado? Si HR ba ang mag-approve no'n o ipapasa pa sa inyo?
	H5	May leave ba ang konduktor at driver?
	H6	Ni-re-record niyo pa ba kung hindi sila pumasok?
	H7	Okay po ba kung mag-implement ng facial recognition (sa attendance)?
INVENTORY (I) DEPARTMENT	H8	Ano-anong employee-document-related concerns ang gusto niyong matulugnan namin kayong i-address?
	H9	Ano-ano po ang mga company documents na mayroon kayo?
	I1	Okay lang ba kung galing sa Finance (resibo) 'yung mga stock (items)?
	F5 I2	Pagkabili ba ay may resibo na o nagkakaroon lang kapag na-deliver na, or both (may resibo pagkabili at pagka-deliver)?
	I3	About sa frequency ng pagpri-print ng stock report...
	I4	Kapag nanghihiram ba ng gamit sa inventory, mayroon bang "time limit" na kailangang masunod sa pagbabalik ng gamit?
	I4.1	Not asked but is informative.
	I4.2	Not asked but is informative.
	I5	Paano ang process niyo sa pag-o-order?
	I6	Lahat ba ng bus ay sabay-sabay niyong binili?
	I7	May available files (copy) pa ba kayo ng mga official attachments (documents) ng mga bus i.e. official receipts?
	I8	May iba pa bang documents (requirements) ang kailangang i-comply kapag bumili ng bus (unit)?

Department	No.	Question
OPERATIONS (O) DEPARTMENT	I9	Anong chini-check sa status ng bus bago bumiyah?
	I10	May routine inspection ba kayo ng mga bus i.e. monthly, weekly?
	I11	Paano ang process ng maintenance ng machine, equipments?
	I12	Ano-anong bus-related documents ang ina-update?
	I13	Napapalitan po ba ang engine number at chassis number ng mga bus?
	I14	Paano ang proseso ng pag-dispose ng sirang gamit at bus?
	I15	Paano niyo po pinagdedesiyunan kung ang isang unit ay hindi na talaga kayang ayusin at kailangan nang bitawan?
	I16	Sa pag-o-order, may siniset ba kayong budget limit?
	I17	Alam niyo po ba ang pricelist ng mga item kapag bumibili kayo?
	O1	Paano ang proseso/aksyon sa mga logged reports (issues ng bus) ng mga driver/conductor sa bus na na-assign sa kanila after ng biyahe?
	O2	Paano kayo nag-de-deploy ng mga mekaniko?
	O3	Ano-anong requirements ang kailangan ko kung gusto kong mag-renta ng bus?
	O4	Sino-sino ang nag-re-rent sa inyo? Private company ba, school, ...?
	O5	Ilan ang minimum (days/weeks) advanced ang kailangan sa pag-inform sa inyo kung gusto naming mag-renta ng bus?
	O6	Paano niyo prinepresuhan ang pagrenta?
	O7	Paano ang bayad sa driver sa pagrenta ng bus? Kasama na ba iyon sa binayaran?
	O8	May document at kung anong requirements po bang kailangan/hinihingi sa mga gustong mag-renta?
	O9	Paano tsini-check ang isang unit na iparerenta?
	O10	Anong empleyado (job title) ang nag-tsi-check ng bus (condition) bago iparenta?
	O11	Paano niyo ni-re-record ang mga nirerentahan?
	O12	May limit ba kung ilang bus lang ang pwede niyo iparenta?
	O13	Paano ang proseso kung may nasira sa bus habang nirerentahan?
	O14	Paano namin mako-contact ang GPS provider ninyo?

This section contains the complete interview guides and corresponding transcripts, including both the questions prepared by the project team and the actual responses provided by the product owner and key stakeholders involved in bus operations. The interviews were conducted to gain an in-depth understanding of current operational practices, existing challenges, and specific expectations for the Bus Operation Management System (BOMS).

The interview guides were structured to cover critical operational areas such as assignment management, route planning, trip readiness validation, reporting requirements, and system access control. The recorded responses offer qualitative insights into stakeholder workflows, pain points, and decision-making processes that are not easily captured through surveys alone.

The documented transcripts serve as a primary qualitative data source for the project and directly informed the system's functional requirements, non-functional requirements, and overall design decisions. Including both the guides and transcripts ensures traceability between stakeholder input and implemented system features, while also supporting transparency and validity in the system analysis process.

March 2 Interview with answers

Department	Question	Client's Response	Rating (Question:Answer)	Follow-Up Question	IT-Related Information Concluded
GENERAL	Anong panagalan ng kumpaniya niinyo?	Marami: Agila Bus Transport Corporation , Hilltop Tours Corporation, Pinagrealan Tours Inc., DARJ Transport Corporation.	Satisfied	N/A	Uncertain
	Ilan ang employado ninyo?	Pre-pandemic: >= 100; Post-pandemic >= 50.	Needs Elaboration	What is the exact number of current employees?	Uncertain
	Ano-anong klaseng (role) ng employado ang meron kayo?	Manager, Asst. Manager, Secretary, Asst. Secretary, Treasurer, Chief Mechanic, Mekaniko, Helper (3), Taga-washing, Driver, Kundoktor, Latero, Dispatcher, Tugis (Extra or backup employee) = 13 IN TOTAL . Saturday and Sunday lang pumapasok si Secretary . Siya ang nag-re-record ng mga	Satisfied	N/A	ATTRIBUTE: employee_role (including non-users) {Manager, Assistant Manager, Secretary, Assistant Secretary, Treasurer, Chief Mechanic, Mechanic, Helper, Bus Cleaner, Bus Driver, Bus Conductor, Latero, Dispatcher, Tugis}

Department	Question	Client's Response	Rating (Question:Answer)	Follow-Up Question	IT-Related Information Concluded
		employee details (e.g. SSS, PhilHealth, Pag-ibig, etc.) sa computer.			
	Ilan po ang bus (units) na meron kayo?	<= 100 in total, <= 30 ang tumatakbo.	Needs Elaboration	What is the exact number of current units (buses)?	Uncertain
	Ano-anong proseso ang gusto niyong ma-computerize o ma-digitalize?	<u>Scheduling</u> , ma-handle 'yung pasok ng mga empleyado kahit irregular ang schedule sa mga transportation company (may umaga, tanghali, hapon, o gabi pumapasok/umuuwi); <u>Accounting</u> , dapat nakabukod ang suweldo ko (may-ari). Hiwalay ang gastusing personal sa kumpanya; <u>Inventory</u> , dapat nakikita ko kung ilan ang stock ng mga piyesa (e.g gulong, lining, langis, etc.).	Unsure	N/A	<p><u>EXPECTATIONS:</u></p> <p>+ Operational Department (Scheduling): The system should be able to manage employee work schedules, even if they are irregular (morning, noon, afternoon, or night shifts).</p> <p>+ Accounting Department: The system should separate the owner's salary from personal and company expenses to maintain clear financial records.</p> <p>+ Inventory</p>

Department	Question	Client's Response	Rating (Question:Answer)	Follow-Up Question	IT-Related Information Concluded
	Ano-anong reports ang gusto niyong makita sa system?	Gusto kong makita kung kailan sila nag-start at umalis sa kumpaniya (HR); Makita nang tama at maayos ang kita at gastos ng kumpanya especially 'yung daily amount ng kita, weekly amount ng gastusin (ACCOUNTING); Kung ilang bus ang bumiyahen gayon---daily (OPERATIONAL);	Unsure	N/A	<p>Department: The system should provide "real-time" visibility into the stock levels (amounts) of spare parts (e.g., tires, brake linings, oil, etc.).</p> <p>EXPECTATION S:</p> <ul style="list-style-type: none"> + Operational Department: The system should provide a daily count of buses in operation, showing how many buses are running on a given day. + Accounting Department: The system should display company income and expenses clearly, focusing on Daily revenue tracking and Weekly expense monitoring. + Admin/Human Resource Department: The system should track employee hire

Department	Question	Client's Response	Rating (Question:Answer)	Follow-Up Question	IT-Related Information Concluded
HUMAN RESOURCE DEPARTMENT					dates and resignation/termination dates to monitor employment history.
	Anong preference niyo sa kulay (UI)?	Hindi dapat siya masakit sa mata tapos dapat 'yung "happy".	Unsure	N/A	<u>EXPECTATION:</u> Broad: UI's colors must be pleasant.
	Ano-anong device ang meron kayo?	Si Secretary lang ang may computer.	Satisfied	N/A	Uncertain
ACCOUNTING DEPARTMENT	Ano po ang Accounting Department?	Dito makikita kung magkano ang kinikita ng mga bus daily, magkano ang expenses namin, kung okay ang performance (revenue: positive or negative) namin.	Satisfied	N/A	<u>EXPECTATIONS:</u> + Accounting Department: The system is expected to provide financial monitoring by tracking daily bus revenue, company expenses, and overall performance. It should clearly show whether the company is operating at a profit or loss. The accounting module must generate reports for daily income, and weekly expenses.
	May accountant po ba kayo?	May personal accountant for BIR purposes pero hindi nya	Satisfied	N/A	Uncertain

Department	Question	Client's Response	Rating (Question:Answer)	Follow-Up Question	IT-Related Information Concluded
		handle ang kumpanya.			
	Ano-ano ang ni-re-record ninyo sa manual accounting/finance (notebook) niyo?	Ang ni-re-record lang ay ang mga empleyado, kinita nila, at litro ng diesel nila.	Satisfied	N/A	<u>ATTRIBUTES (TENTATIVE):</u> net_revenue = gross_income - (liters_used * cost_per_liter)
	Ano-anong document ang gusto niyong automatically na-pi-print ng system?	Yung resibo ng mga binibili, 'yung mga binibiling materyales dahil hinihingi ito ng Accountant sa BIR.	Unsure	N/A	<u>EXPECTATIONS:</u> + Accounting Department: <u>The system should store records of purchased materials along with their corresponding receipts.</u> <u>Each record should include item details, quantity, price, supplier, and receipt number for auditing and tax purposes.</u>
	Ano pong inaasahan ninyo sa magiging Accounting System?	Na magiging maayos at malinaw ang halaga ng gastos at kita ng kumpanya (might add personal expenses e.g food, electricity, water, etc.).	Unsure	N/A	<u>EXPECTATIONS:</u> + Accounting Department: <u>The system should provide a transparent breakdown of company income and expenses for accurate</u>

Department	Question	Client's Response	Rating (Question:Answer)	Follow-Up Question	IT-Related Information Concluded
ADMIN / HUMAN RESOURCE DEPARTMENT					<u>financial monitoring.</u> <u>It should also allow personal expenses (e.g., food, electricity, water, etc.) to be optionally recorded, ensuring they are separated from company expenses to maintain financial clarity.</u>
	Proseso at presyo ng pagbili ng bus?	Puwedeng loan. 10M to 12M ang isang bus na bago.	Needs Elaboration	What are the exact costs of ordinary and air-conditioned units?	Uncertain
	Sino pong nag-ha-handle ng payroll ng mga empleyado?	Ako, 'yung may-ari at 'yung isa kong assistant (Jenny), minsan si Lenlen---isa pang assistant.	Satisfied	N/A	Uncertain
ADMIN / HUMAN RESOURCE DEPARTMENT	Ano po ang Secretary (HR/Admin) Department?	Sila ang nagtatabi ng mga files/documents ng mga empleyado (e.g biodata/resume, 2x2 picture, SSS, PhilHealth, Pagibig), ng kumpaniya (e.g	Unsure	N/A	Uncertain

Department	Question	Client's Response	Rating (Question:Answer)	Follow-Up Question	IT-Related Information Concluded
		mga requirements namin sa DOLE, BIR), Ticket (ng bus?), at marami pang iba.			
	Gusto niyo ba ng digitalized, computerized (forms) para sa application ng mga empleyado?	Yes.	Unsure	N/A	Uncertain
	Ano pong expectations ninyo sa isang HR System?	Less paper, mas madaling maghanap (mag-search) ng mga empleyado (kung may kaso/kasalanan e.g AWOL kapag absent), mas matipid, less stress para sa amin (employees).	Unsure	N/A	Uncertain
	Ano-ano po 'yung data na kinukuha niyo sa mga empleyado ninyo?	Biodata/resume (pangalan, kung saang kumpanya nanggaling, year/s [DATE RANGE] ng pagtatrabaho nila doon) w/ signature nila, 2x2 picture, lisensya, barangay clearance na same year dapat kung	Unsure	N/A	Uncertain

Department	Question	Client's Response	Rating (Question:Answer)	Follow-Up Question	IT-Related Information Concluded
		kailan sila nag-apply, NBI/police clearance, sketch ng bahay nila, xerox ng mga valid IDs (voter's ID, license, etc.).			
	Paano niyo po ni-re-record ang mga impormasyon ng empleyado niyo?	Naka-computerized (ni Scretary) and may cabinet na pinaglalagyan ng mga folders (hiwalay ang driver and kundoktor). Expectation: to store employees' submitted documents in the system (e.g PhilHealth, SSS, etc.).	Unsure	N/A	Uncertain
	Anong process ng employee hiring?	For drivers , ini-interview ni Boss. Itatanong kung saan ka nakatira, sinong kaptian niyo, I-road test ka, etc. For kundoktors , interview lang.	Unsure	N/A	Uncertain
	Paano niyo po tina-track ang attendance at leave ng mga empleyado?	Attendance: sa notebook sinusulat and date, bus' body number, driver/kundokto	Unsure	N/A	Uncertain

Department	Question	Client's Response	Rating (Question:Answer)	Follow-Up Question	IT-Related Information Concluded
		r's name, signature. Leave: unanswered.			
	Challenges in payroll?	Unanswered.	Unsure	N/A	Uncertain
	Paano niyo kino-compute ang suweldo ng mga empleyado (payroll)?	Sa notebook lang based sa ruta (route). Daily tapos may boundary at may percentage. Example per unit (bus) may 8k na kailangang maibalik + diesel sa admin, the rest suweldo nila.	Unsure	N/A	Uncertain
	Paano po kayo mag-performance evaluation ng mga empleyado?	Walang gano'ng sistema. Basta on time kang pumapasok, everyday kang bumibuyahe, hindi ka na-sho-short, wala kang kasalanan... isa kang mabuting empleyado.	Unsure	N/A	Uncertain
	May training phase po ba kayo?	Wala. Bast dapat ang mag-a-apply ay kakilala ko or kakilala ng ibang empleyado + requirements na hinihingi. Dapat may experience na	Unsure	N/A	Uncertain

Department	Question	Client's Response	Rating (Question:Answer)	Follow-Up Question	IT-Related Information Concluded
		kapag nag-apply, dahil umaalis 'yung iba kahit may contract pa.			
	Main issues/challenges ng HR?	Non-IT related: Hindi lahat ng lisensya ay puwede nang maging driver.	Unsure	N/A	Uncertain
	Paano po ang proseso ng resignation?	Walang gano'n. Biglaan nalang silang umaalis lalo na kapag may kasalanan.	Unsure	N/A	Uncertain
	May mga data access restriction po ba per employee?	Wala naman dahil nakikita na nila ang ruta, kita nila daily kapag nag-compute sila.	Unsure	N/A	Uncertain
	Ano pong mino-monitor sa mga empleyado kapag hired na?	For drivers , maayos mag-drive, hindi nadidisgrasya. For kundoktors , kung nan-ticket nang maaayos at walang shortage. If may na-short, kapag maliit hindi na bibiyahe; kapag malaki , ipapupullis dahil nagnakaw ng pera ng kumpaniya.	Unsure	N/A	Uncertain
	Nanghihingi ba kayo ng email?	Hindi. Contact number lang.	Unsure	N/A	Uncertain

Department	Question	Client's Response	Rating (Question:Answer)	Follow-Up Question	IT-Related Information Concluded
INVENTORY DEPARTMENT	Ano po ang Inventory Department?	Sila ay para sa pagtitigin ng mga materyales kagaya ng sa stock namin sa molye, sa stock namin sa lining. Kung mayro'n bang kulang o kung mayro'n bang kailangang bilhin. May mga piyesa kasi sa mga auto supply (tindahan ng piyesa) na madaling bilhin at mayro'n namang mga kailangan pang order-in sa malalaki/malala yong auto-supply na nagiging cause ng delay sa pagbiyahe ng isang unit o bus.	Unsure	N/A	Uncertain
	Okay lang bang i-require ang employado na ilista kung ano, ilan, sino, at kailan kinuha/kumuha ng piyesa?	Yes. Non-IT-Related: Mas okay kung i-lock (bodega) ng mga piyesa.	Unsure	N/A	Uncertain
	May room (bodega) po ba kayo para	Iba-iba ang puwesto ng mga piyesa,	Unsure	N/A	Uncertain

Department	Question	Client's Response	Rating (Question:Answer)	Follow-Up Question	IT-Related Information Concluded
Inventory Management	sa mga piyesa?	hindi pa iisa ang bodega.			
	Sino pong tao para sa inventory?	Wala pa akong tao para ro'n.	Unsure	N/A	Uncertain
	If ginagamit ang stock, paano po siya nai-re-record? (stock & maintenance)	Si Chief mechanic at boss ang nag-re-record ng mga ginagamit na stock, materyales at piyesa.	Unsure	N/A	Uncertain
	Paano po ang process niyo sa inventory (kailan kayo bumibili at kailan hindi)?	If may stock, go lang. Kung nauubos na, tsaka palang order.	Unsure	N/A	Uncertain
	Paano niyo siya gustong i-record?	Gusto kong makita kung kailan ako um-order, kailan mauubos, at kung magkano ang nagagastos per piyesa monthly.	Unsure	N/A	Uncertain
	May supplier ba kayo?	Iba-iba. Iba sa diesel, sa langis, sa lining, etc.	Unsure	N/A	Uncertain
	Paano po kayo um-order ng mga piyesa't materyales?	Pinapaalam kay boss kung anong materyales ang bibilhin. Kapag approved, edi go.	Unsure	N/A	Uncertain
	Challenges ng inventory bukod sa	Hindi nalalaman kung may mekanikong	Unsure	N/A	Uncertain

Department	Question	Client's Response	Rating (Question:Answer)	Follow-Up Question	IT-Related Information Concluded
OPERATIONAL DEPARTMENT	expense and counting?	nagnanakaw. Hindi alam kung saang bus (Hilltop or Agila) ginamit ang mga stock/piyesa.			
	Paano kapag delayed ang oreder, anong nangyayari?	Wala pa namang case na ganiyan dahil sinasabi naman kaagad kung wala silang ganoong piyesa kaya maghahanap nalang kami sa iba (supplier).	Unsure	N/A	Uncertain
	Gusto niyo ba ng barcode?	Puwede. Para malaman kung anong mga materyales ang nilalabas.	Unsure	N/A	Uncertain
	Ang Inventory Department ba ay connected sa ibang department?	Inventory ay dapat laging dumadaan sa Finance/Accounting Department.	Unsure	N/A	Uncertain
OPERATIONAL DEPARTMENT	Ano ang Operational Department?	Hawak niya lahat ng departments, mga dispatcher --- nag-aasign ng driver at kundoktor sa isang biyafe ng bus while considering kung magkasundo (okay) ba sila o hindi---, at ang buong	Unsure	N/A	Uncertain

Department	Question	Client's Response	Rating (Question:Answer)	Follow-Up Question	IT-Related Information Concluded
		operasyon ng kumpanya. Dapat i-consider ang mga late/absent na employado at ang mga "tugis" or back-up employees.			
	Sino ang humahawak ng scheduling/pag-assign ng mga employado sa bus?	Noon ay may employado (nag-co-compute/huma hawak ng pera) para rito ang kaso, natutukso sila sa pera kaya nangungupit. Ang pag-dispatch naman noon ay hindi alam kung sinong magkasundo sa mga employado kaya hindi nakakapag-adjust kapag may hindi sumipot. Pero sa ngayon, ako lahat.	Unsure	N/A	Uncertain
	Paano niyo kino-communicate ang schedule nila (employees)?	Alam naman nila na may biyahe sila araw-araw, Tinatawagan ko lamang sila kung may late.	Unsure	N/A	Uncertain

Department	Question	Client's Response	Rating (Question:Answer)	Follow-Up Question	IT-Related Information Concluded
	Ano pong penalty sa mga late?	1st offence, warning. 2nd offence, pinagliilnis ng paligid nagdidillig ng halaman at hindi pinapabiyaha for today. 3rd, gagawa ng letter. 4th, suspension. 5th, possible termination.	Unsure	N/A	Uncertain
	Ano pong penalty sa mga absent?	1st offence, gagawa siya ng letter. 2nd offence, letter with medical certifiacate (if sakit ulilt ang dahilan).	Unsure	N/A	Uncertain
	Ang driver at kundoktor ba ay puwedeng i-assign sa kahit anong bus?	Ang driver ay may naka-assign na bus hence, iisang bus lang ang dina-drive nila dahil ayun ang kabisado nila. Pero ang kundoktor ay puwedeng pagpallit-palitin.	Unsure	N/A	Uncertain
	Fixed ba ang ruta (route) ng bus?	Ang prangkisa ko ay S.Palay to PITX & S. Palay to Sta. Cruz kaya bawal kang mag-iba ng ruta (out of line) dahil may 1M	Unsure	N/A	Uncertain

Department	Question	Client's Response	Rating (Question:Answer)	Follow-Up Question	IT-Related Information Concluded
		penalty fine 'yon sa LTO.			
	Puwede bang madagdagan o mabago ang route niyo?	<p>Puwede naman. Pero doon tayo sa ruta na maganda ang kita.</p> <p>Suggested: Puwedeng gumawa ng performance summary ng mga ruta, like alin ang mataas ang kita by season (month).</p>	Unsure	N/A	Uncertain
	May GPS ba ang mga bus?	May GPS at CCTV ang ilang units. At dapat sana, nakikita ko 'yun sa system.	Unsure	N/A	Uncertain
	Gusto niyo ba na nag-send ng SMS automatically sa mga employees na late na?	Puwede naman. Kayo ang nakakaalam kung anong mas magandang gawin.	Unsure	N/A	Uncertain
	Puwede ba na ang mga empleyado ang namimilling schedule?	Hindi, bawal 'yon dahil hindi maganda kung ikaw ang kinikontrol ng mga empleyado.	Unsure	N/A	Uncertain
	Gusto niyo po ba ng feedbacks?	Dapat nakikita sa system, 'yung mga comments, kung may	Unsure	N/A	Uncertain

Department	Question	Client's Response	Rating (Question:Answer)	Follow-Up Question	IT-Related Information Concluded
		gustong umarkila ng bus, at kung "puwede ba tayong mag-apply ryan?" (Marketing purposes, as stated.)			

July 5 Interview with Answers

Department	No.	Question	Client's Response	Rating (Question:Answer)	Follow-Up Question Needed	IT-Related Information Concluded
GENERAL (G)	G1	May gusto po ba kayong ipabago sa itsura ng system?	Okay naman pero laikhan pa ('yung fonts) kasi matatanda na kami hindi katulad niyo, mahihirapan na kaming mabasa 'yung mga 'yan. Okay naman 'yung kulay na red dahil favourite color ko 'yan, at paboritong kulay ng mga business 'yan.	Uncertain	N/A	Allow adjustable font sizes for better readability in printed and on-screen documents.
FINANCE (F) DEPARTMENT	F1	Paano po ang presyuhan niyo sa pagbebenta ng bus at piyesa?	Hindi kami nagbebenta ng piyesa. Sa pagbenta naman ng bus, si Boss naman ang bahala kung ano ang iprepresyo niya sa pagbenta no'n, wala na akong pakialam doon.	Needs Elaboration	- Paano pinipresuhan ni Boss ang mga pagbenta ng lumang units i.e. estimation, depreciation formula, etc.?	Allow manual input of depreciated selling prices for now, but design the system to support future integration of a flexible automated depreciation calculator.
	F2	Paano ang proses niyo (with the supplier) sa	Itatawag lang at gagawan naman nila ng paraan	Satisfied	N/A	Consider implementing a purchase

Department	No.	Question	Client's Response	Rating (Question:Answer)	Follow-Up Question Needed	IT-Related Information Concluded
		mga gamit na defective o sira?	'yun. Kung full refund naman ay syempre i-re-refund nila iyon kung hindi naman talaga nagamit. Inaalagaan din naman ng supplier ang relasyon nila sa customer kaya hindi nila kami pababayani.			refund processing module.
	F3	Paano ang proseso ninyo sa pag-abono ng mga employado at ano ang katunayan na kailangan nilang ibigay sa inyo?	Kailangan lang nilang magbigay ng resibo.	Satisfied	N/A	Add a feature for uploading and managing reimbursement support documents.
	F4	Ni-re-record niyo po ba ang mga gastusin ng mga driver at kundoktor sa biyahe tulad ng basahan, pagkain, ...?	Hindi dahil personal na pera nila ang ginagamit nila sa mga personal nilang kagamitan.	Satisfied	N/A	Uncertain
	F5 I2	Pagkabili ba ay may resibo na o nagkakaroon lang kapag nadeliver na, or both (may resibo	Hindi. May resibo pang-maramihang order, at 'yung isa kapag naubusan at	Needs Elaboration	I have no idea, send help.	Uncertain

Department	No.	Question	Client's Response	Rating (Question:Answer)	Follow-Up Question Needed	IT-Related Information Concluded
		pagkabili at pagka-deliver)?	bumili ka sa auto-supply.			
HUMAN RESOURCES (H) DEPARTMENT	H1	Lahat ba ng driver at kundoktor ay mayroong PhilHealth at PAGIBIG na deductions?	Hindi lahat, 'yung mga matatagal lang ang mayro'n.	Needs Elaboration	- How many years of employment ang "matagal"? - Paano naman sa mga non-driver at non-conductor na employees i.e. secretary, mekaniko?	Uncertain
	H2	Magkano at paano ang deduction ng PhilHealth, PAGIBIG, ... sa sahod ng mga empleyado (including weekly-based salary employees)?	Hindi ako nagbabawas, libre (ko) lahat. Malinis ang mga sahod nila hindi ko sila kinukuhaan, may nakaw pa sila (kupit).	Satisfied	N/A	Exclude PhilHealth, PAGIBIG, and SSS deductions from the current payroll system, but (optionally) design the system to allow optional inclusion and flexible configuration in the future.
	H3	Paano kayo magbayad ng mga	Iba-iba, by percentage.	Needs Elaboration	- Ilan ang rate (percentage)	Use percentage rate for

Department	No.	Question	Client's Response	Rating (Question:Answer)	Follow-Up Question Needed	IT-Related Information Concluded
		PhilHealth, PAGIBIG, ... ng mga empleyado, fixed ba o by percent?			e) per employee ? Paano dini-determine kung ano ang appropriate rate per employee ?	employees' PhilHealth, PAGIBIG, and SSS payments.
H4		Paano po ang cash advance, leave request ng mga empleyado? Si HR ba ang mag-approve no'n o ipapasa pa sa inyo?	<p>Applicable sa lahat ng empleyado:</p> <p>Ang Cash Advanced (might need to change terminology) nila ay hindi "bale" kung hindi isang "utang". Nakakahiram lang sila (empleyado) ng pera kapag may emergency sila tulad ng namatayan ng kamaganak o kung may bibilhin na pangangailangan.</p> <p>Pwede nilang hulugan 'yon (weekly, monthly, daily) bahala sila. Wala</p>	Not Satisfied	<p>- Paano ang leave request? (Will be addressed on the following question)</p>	Implement a flexible loan system with Admin approval flow, Secretary delegation, and no fixed repayment terms.

Department	No.	Question	Client's Response	Rating (Question:Answer)	Follow-Up Question Needed	IT-Related Information Concluded
			<p>iyong fixed installment amount, interes, at walang deadline.</p> <p>Ako ang nag-a-approve dahil sa akin manggagaling 'yung pera, pero minsan kapag gusto ko, pwedeng 'yung secretary ko muna ang kausapin nila.</p>			
	H5	May leave ba ang konduktor at driver?	<p>Walang leave dahil sila na mismo ang hindi pumapasok kapag gusto nila. Minsan pinagagawan ko sila ng letter.</p>	Uncertain	<ul style="list-style-type: none"> - Paano naman ang leave sa mga non-driver at non-conductor na employees i.e. secretary, mekaniko ? 	<p>No formal leave module needed, but add optional absence logging with excuse letter uploads.</p>
	H6	Ni-re-record niyo pa ba kung hindi sila pumasok?	<p>Oo, dahil may attendance sila lalo na ngayong may NCAP na.</p> <p>Kailangan alam kung sinong bumiyahen araw na iyon (route, body</p>	Needs Elaboration	<p><i>Probably? It is likely that the statement pertains exclusively to drivers and conductors.</i></p>	<p>Build a daily log module to capture date, driver and conductor names, route, and bus body number.</p>

Department	No.	Question	Client's Response	Rating (Question:Answer)	Follow-Up Question Needed	IT-Related Information Concluded
			number, date).		- Paano naman sa mga non-driver at non-conductor na employee s i.e. secretary, mekaniko ?	
	H7	Okay po ba kung mag-implement ng facial recognition (sa attendance)?	Okay lang pero gusto ko na-pri-print sila para madali nang ipakita sa mga pasaherong lumalapit tuwing may naiwan silang gamit. <i>Note: might need a lost and found module.</i>	Satisfied	N/A	Ensure printable format for attendance logs and consider adding a Lost and Found tracking module .
	H8	Ano-anong employee-document-related concerns ang gusto niyong matulugnan namin kayong i-address?	Kagaya nung sinabi ko sa iyo kanina, gusto kong na-pri-print 'yung (listahan at attendance) ng mga employado ko at 'yung year ng expiration ng driver's license nila.	Satisfied	N/A	Implement printable employee attendance and license records, and add an alert system for expired driver's licenses.

Department	No.	Question	Client's Response	Rating (Question:Answer)	Follow-Up Question Needed	IT-Related Information Concluded
			Lagyan mo ng alarma kapag expired na.			
	H9	Ano-ano po ang mga company documents na mayroon kayo?	Mayor's permit, BIR, SSS, PAGIBIG, PhilHealth, 'yung mga resibo naman ay binibigay ko sa secretary ko na binibigay niya sa accountant ko.	Satisfied	N/A	Include a document tracking module for company registrations (e.g., Mayor's Permit, BIR, SSS, PAGIBIG, PhilHealth).
INVENTORY (I) DEPARTMENT	I1	Okay lang ba kung galing sa Finance (resibo) 'yung mga stock (items)?	Hindi nasagot directly, hindi rin ata na-gets tapos sumingit agad ako ('ra ulo)	Not Satisfied	N/A	N/A
	F5 I2	Pagkibili ba ay may resibo na o nagkakaroon lang kapag na-deliver na, or both (may resibo pagkibili at pagka-deliver)?	Hindi. May resibo pang-maramihang order, at 'yung isa kapag naubusan at bumili ka sa auto-supply.	Needs Elaboration	I have no idea, send help.	Uncertain
	I3	About sa frequency ng pagpri-print ng stock report...	Mas maganda kung weekly or twice a month lang (1 to 15 & 16 to last day of the month)	Satisfied	N/A	Enable configurable stock report generation with options for scheduled

Department	No.	Question	Client's Response	Rating (Question:Answer)	Follow-Up Question Needed	IT-Related Information Concluded
						printing--- weekly or bi-monthly (1–15 and 16–end of month).
I4		Kapag nanghihiramban ng gamit sa inventory, mayroon bang "time limit" na kailangang masunod sa pagbabalik ng gamit?	Hindi nasagot 'yung about sa mga borrowed items. About sa mga replaceable-consumables? na item, dapat ibigay sa inventory manager 'yung gamit na ni-replace at siya ang mag-dispose no'n for assurance na ginamit ang kinuhang gamit at hindi tinago't binenta lang ng employadong kumuha. Example scenario: If kumuha ng gulong, dapat ibigay sa inventory manager 'yung lumang gulong na pinalitan as	Not Satisfied	- Mayroon bang "time limit" na kailangan g masunod sa pagbabalik ng gamit? For replaceable consumables , require return of the replaced item to the inventory manager for verification and proper disposal. Include proof-of-replacement logging (e.g., old item tag and disposal confirmation).	Probably? Implement a borrowing and return tracking system with optional time limits for borrowed items.

Department	No.	Question	Client's Response	Rating (Question:Answer)	Follow-Up Question Needed	IT-Related Information Concluded
			proof na ginamit 'yung kinuhang item (bagong gulong) para i-replace ito (lumang gulong). Si inventory manager din ang dapat na mag-dispose nung lumang gulong.			
I4.1	Not asked but is informative.		Although weekly/bi-weekly ang recommended na frequency ng stock report, dapat daw binabawas na agad ni inventory manager sa stocks 'yung mga items na kinukuha't nako-consume para updated 'yung bilang ng stock araw-araw.	Uncertain	N/A	While stock reports may be generated weekly or bi-weekly, the system must allow real-time or daily stock deduction by the inventory manager as items are withdrawn or consumed, ensuring up-to-date inventory counts.
I4.2	Not asked but is informative.		Ang isa sa titignan sa stock report ay 'yung balance ng biniling items at nagamit na items. If	Uncertain	N/A	Include balance tracking in the stock report by comparing purchased items

Department	No.	Question	Client's Response	Rating (Question:Answer)	Follow-Up Question Needed	IT-Related Information Concluded
			balanced, meaning walang nawawalang gamit (unauthorized usage/consume).			against consumed items to help identify discrepancies and detect unauthorized usage.
I5		Paano ang process niyo sa pag-order?	If sinabi ni inventory manager na olow stock nasi ITEM A, madali lang 'yon dahil on the spot, tatawag lang ako (sa supplier) at i-di-deliver naman nila agad 'yon. May contact na ako (mga supplier). Mahihirapan lang kung kailangang maghanap ng piyesa (meaning, walang ganoong item sa mga suppliers niya). May mga price comparison din na ginagawa	Satisfied	N/A	Implement a low-stock alert system that notifies when items reach reorder level. Optionally, include supplier contact management, manual ordering capability, and optional price comparison logging between suppliers. Allow exception handling for hard-to-source items.

Department	No.	Question	Client's Response	Rating (Question:Answer)	Follow-Up Question Needed	IT-Related Information Concluded
			between suppliers.			
I6		Lahat ba ng bus ay sabay-sabay niyong binili?	Hindi. Mayroong mga 2010, 2014, 2015, 2018, 2019, iba-iba 'yan.	Satisfied	N/A	Uncertain
I7		May available files (copy) pa ba kayo ng mga official attachments (documents) ng mga bus i.e. official receipts?	Hindi ko na alam kung saan siya nakalagay.	Uncertain	N/A	Uncertain
I8		May iba pa bang documents (requirements) ang kailangang i-comply kapag bumili ng bus (unit)?	Process ng pagbili ng unit: Pumunta sa manufacturer at i-check kung magkano ang isang unit, magkano ang huhulugan (installments), at kung gaano katagal mong huhulugan (installment term). May financing na nag-a-approve sa amin (if eligible na mag-installment/loan).	Satisfied	N/A	To/with Finance: Include a bus acquisition module that records unit price, financing details (installment amount, term, and approval status), and purchase method (full or installment). Allow attachment of compliance documents required for

Department	No.	Question	Client's Response	Rating (Question:Answer)	Follow-Up Question Needed	IT-Related Information Concluded
			Noong pre-pandemic, 3 years ang hulugan ng isang unit.			unit acquisition and financing.
I9		Anong chini-check sa status ng bus bago bumiyah?	Una dapat may driver at conductor (assigned by dispatcher), mag-check si driver ng BLOWBAG, mag-check si conductor ng opening niya (i-compare si starting ticket number sa ending ticket number ng last biyahe ng ticket na hawak niya).	Satisfied	N/A	To/with Operations: Implement a pre-trip checklist system requiring dispatcher assignment of driver and conductor, BLOWBAG inspection logging by the driver, and ticket sequence verification by the conductor (start vs. previous trip's end).
I10		May routine inspection ba kayo ng mga bus i.e. monthly, weekly?	Hindi siya monthly o weekly. Kapag ang isang bus ay walang biyahe o hindi bumiyah, tsini-check na siya agad. Or kapag ang bus ay umuwring	Satisfied	N/A	Implement an on-demand bus inspection system triggered by non-operation or reported issues, rather than fixed schedules.

Department	No.	Question	Client's Response	Rating (Question:Answer)	Follow-Up Question Needed	IT-Related Information Concluded
			sira, i-tse-check na agad 'yung bus (regardless kung hour, day ang interval). Kapag may sira, i-check agad.			Allow immediate logging and tracking of inspections upon bus return or breakdown.
I11		Paano ang process ng maintenance ng machine, equipments?	Hindi nasagot. Hindi naintindihan at about sa purchasing pa rin ang naging response. May mekaniko at assistant mechanic na tumitingin kung anong mga equipment at piyesa ang kailangang bilihin talaga, tapos si manager ang titingin (assuming it refers to "to shop") para bumili ng piyesa.	Not Satisfied	- Paano ang process ng maintenance ng machine, equipments? - Paano ang process ng maintenance ng machine, equipments?	Implement request and evaluation workflow where mechanics identify needed parts or equipment, and the manager reviews and approves items for purchase. Include roles for mechanic assessment and managerial approval before procurement.
I12		Ano-anong bus-related documents	Every year pinaparehistro (ina-	Satisfied	N/A	Uncertain

Department	No.	Question	Client's Response	Rating (Question:Answer)	Follow-Up Question Needed	IT-Related Information Concluded
		ang ina-update?	update) ang OR/CR.			
	I13	Napapatulan po ba ang engine number at chassis number ng mga bus?	Hindi. Habang-buhay na iyon.	Satisfied	N/A	Ensure engine and chassis numbers are fixed, non-editable fields in the system once registered, as these are permanent identifiers for each bus.
	I14	Paano ang proseso ng pag-dispose ng sirang gamit at bus?	Binabasura o binibenta--- ang mga pwedeng ibenta tapos kanila (employees, Boss, ...) na 'yon, wala na akong pakialam doon.	Satisfied	N/A	Implement a disposal tracking module that records whether damaged items or buses are discarded or sold. Include disposal method, recipient (e.g., employee, management), and mark items as non-trackable post-disposal.

Department	No.	Question	Client's Response	Rating (Question:Answer)	Follow-Up Question Needed	IT-Related Information Concluded
OPERATIONS (O) DEPARTMENT	I15	Paano niyo po pinagdedesiyunan kung ang isang unit ay hindi na talaga kayang ayusin at kailangan nang bitawan?	Kapag hindi na kayang ayusin, hindi na ipapagawa 'yun. I-ta-junk na 'yun, ibebenta nalang sa junkshop. Hindi kami nagpapabulo k ng unit.	Satisfied	N/A	Uncertain
	I16	Sa pag-o-order, may siniset ba kayong budget limit?	Wala, hindi kayang gawin dahil magastos talaga ang mga maintenance ng bus.	Satisfied	N/A	Uncertain
	I17	Alam niyo po ba ang pricelist ng mga item kapag bumibili kayo?	Oo kailangan 'yun para alam ko kung saan ako mas makakamura.	Satisfied	N/A	To/with Finance: Maintain an updatable price list per supplier to support cost comparison and informed purchasing decisions.
OPERATIONS (O) DEPARTMENT	O1	Paano ang proseso/aksyon sa mga logged reports (issues ng bus) ng mga driver/conduct	Isusulat ng mga driver/kundoktor 'yung sira tapos i-tsi-check ng mga	Satisfied	N/A	To/with Inventory: Implement a post-trip issue logging system

Department	No.	Question	Client's Response	Rating (Question:Answer)	Follow-Up Question Needed	IT-Related Information Concluded
		or sa bus na na-assign sa kanila after ng biyahe?	mekaniko lahat ng logged reports. Sila-sila (mga mekaniko) lang ang nag-a-assign kung sinong gagawa/mag-aayos ng mga sinulat sa report.			where drivers and conductors can report bus problems. Mechanics should be able to review all logged issues and internally assign tasks among themselves for resolution.
O2		Paano kayo nag-de-deploy ng mga mekaniko?	Mayroon silang Chief Mechanic at siya ang nagtuturo at nag-a-assign ng mga dapat gawin ng mga assistant mechanic. Tsaka lang magsasabi (sa akin o kay Boss) si Chief Mechanic kung mayroon siyang hindi kayang solusyunan katulad ng piyesa (kakulangan).	Satisfied	N/A	To/with Inventory: Implement a task assignment system led by the Chief Mechanic, who delegates repair tasks to assistant mechanics. Include escalation for unresolved issues (e.g., missing parts), and a status update feature to

Department	No.	Question	Client's Response	Rating (Question:Answer)	Follow-Up Question Needed	IT-Related Information Concluded
			After niyang ayusin 'yung bus, i-te-text niya sa akin na okay na (cleared) 'yung bus (through body number) para alam kong pwede kong i-dispatch 'yung bus na 'yon sa umaga.			mark buses as cleared and ready for dispatch.
O3		Ano-anong requirements ang kailangan ko kung gusto kong mag-renta ng bus?	Kailangan mong pumunta nang personal o mag-text sa akin at sabihin kung saang lugar ang pupuntahan mo, ilang katao, saan pi-pick up-in (meeting place), saan pupunta (stops and destinations). Then bibigyan kita ng presyo, if okay sa iyo ay kailangan mong mag-down ng at least 5,000	Satisfied	N/A	To/with Finance: Implement a rental booking module that captures trip details (pickup point, destination, number of passengers, stops), allows manual price quotation, and records down payment for LTFRB permit processing.

Department	No.	Question	Client's Response	Rating (Question:Answer)	Follow-Up Question Needed	IT-Related Information Concluded
			para makakuha tayo ng permit sa LTFRB.			
O4		Sino-sino ang nag-re-rent sa inyo? Private company ba, school, ...?	Iba-iba, depende. Hindi naman namin tatanggihan dahil kita 'yan.	Satisfied	N/A	Uncertain
O5		Ilan ang minimum (days/weeks) advanced ang kailangan sa pag-inform sa inyo kung gusto naming mag-rent ng bus?	At least one week before kailangan makapag-down payment ka or 10 days before dahil kailangan hingan ng permit iyon sa LTFRB. One day before naman dapat fully paid kana.	Satisfied	N/A	With Finance: Set rental booking requirements to accept reservations at least 7–10 days in advance for LTFRB permit processing, with full payment required at least 1 day before the scheduled trip.
O6		Paano niyo prinepresyuhan ang pag-renta?	Depende sa bilang ng tao, sa tagal, sa lugar, ...	Needs Elaboration	- Ano ang matrix or formula (talagang tantsahan lang)?	Enable manual input of rental pricing.
O7		Paano ang bayad sa driver sa	Ako na ang bahalang	Satisfied	N/A	To Finance: record/ded

Department	No.	Question	Client's Response	Rating (Question:Answer)	Follow-Up Question Needed	IT-Related Information Concluded
		pagrenta ng bus? Kasama na ba iyon sa binayaran?	magpasweldo sa driver.			uct drivers' share from rental revenue.
O8		May document at kung anong requirements po bang kailangan/hini hingi sa mga gustong magrenta?	Pera, contact number, at pangalan lang.	Satisfied	N/A	With Finance: For bus rental bookings, require collection of basic client information : name, contact number, and down payment. No formal documents are currently required, but the system should allow optional attachment of additional requirements if needed in the future.
O9		Paano tsini-check ang isang unit na iparerenta?	Nag-ge-general checkup 'yung mga mekaniko bago ipaarkela 'yung unit.	Satisfied	N/A	Include a mandatory general check-up process by mechanics before a unit is cleared for

Department	No.	Question	Client's Response	Rating (Question:Answer)	Follow-Up Question Needed	IT-Related Information Concluded
						rental. Log inspection results to ensure unit readiness and safety compliance.
O1	O10	Anong empleyado (job title) ang nag-tsi-check ng bus (condition) bago iparenta?	Mekaniko.	Satisfied	N/A	Uncertain
O1	O11	Paano niyo ni-re-record ang mga ninerentahan?	Mayroon akong notebook na sarili para alam ko kung sino 'yung nag-rent, contact number, kung magkano ang price na binigay ko, date, at kung saang lugar (pangalan mismo ng beach, for example). Para makita ko rin (reference) kung magkano ang bigayan ko last year (for example) sa lugar na ito.	Satisfied	N/A	Implement a rental record-keeping module to log renter name, contact number, quoted price, date, and destination. Include historical lookup to reference past pricing for specific locations.

Department	No.	Question	Client's Response	Rating (Question:Answer)	Follow-Up Question Needed	IT-Related Information Concluded
O1	2	May limit ba kung ilang bus lang ang pwede niyo iparenta?	Hindi nasagot directly. Depende kung ilan ang kaya naming ibigay. Kung limang bus ang okay (nasa condition) edi limang bus ang pwede.	Not Satisfied	N/A	Do not enforce a fixed rental bus limit. Instead, dynamically determine availability based on the number of buses in good condition and cleared for dispatch.
O1	3	Paano ang proseso kung may nasira sa bus habang ninerentahan?	Kung kasalanan ng nagrenta, babayaran nila 'yun. Kung aksidente naman, hindi nila (renters) babayaran 'yun.	Satisfied	N/A	To/with Finance: Include an incident reporting and liability tracking feature for rental units. Record whether damage was renter-caused or accidental, and flag renter liability only if at fault.
O1	4	Paano namin mako-contact ang GPS provider ninyo?	Nasa Secretary ko ang number ng GPS Provider. Kayo ang kokontak at magpapa-	Satisfied	- Ano ang contact number ng GPS provider?	Uncertain

Department	No.	Question	Client's Response	Rating (Question:Answer)	Follow-Up Question Needed	IT-Related Information Concluded
			appoint ng meeting sa kanila DITO (sa Agila office).			

USER ACCEPTANCE TEST (UAT)**Bus Operation Management System (BOMS)**

The purpose of this User Acceptance Testing (UAT) is to verify that the Bus Operation Management System meets business requirements and is ready for deployment. This document defines the test scenarios, test cases, and acceptance criteria to ensure the system functions as expected from an end-user perspective.

Test Environment

- Browser: Google Chrome / Microsoft Edge / Mozilla Firefox
- Operating System: Windows 10 / Windows 11

Module 1:

Test Case ID	Test Scenario	Coverage	Expected Result	Status
M1-01	Access Dashboard	Login → Operations → Dashboard	Loads within 3 seconds	Pass
M1-02	Tab Navigation	Bus Earnings / Bus Status / Top Routes	Tabs switch smoothly, auto-load data	Pass
M1-03	KPI Validation	Today / Week / Month earnings	Correct calculations with % comparison	Pass
M1-04	Trend Indicators	Previous day/week/month comparison	Accurate ↑ ↓ % trends	Pass
M1-05	Earnings Chart	Current vs previous month	Accurate visual rendering	Pass
M1-06	Bus Status Summary	In Operation, Not Ready, Not Started, Rental	Counts match BusAssignment data	Pass
M1-07	Route Performance	Revenue by route	Accurate bar chart values	Pass
M1-08	Loading/Error Handling	API delay/failure simulation	Loading indicator + graceful error	Pass
M1-09	Responsive UI	Desktop / Tablet / Mobile	Layout adapts correctly	Pass

Test Case ID	Test Scenario	Coverage	Expected Result	Status
M1-10	API Integration	/api/dashbo ard	Data pulled correctly from all modules	Pass

Module 2:

Test Case ID	Test Scenario	Coverage	Expected Result	Status
M2-01	Trip Creation	Create bus trip record	Trip saved successfully	Pass
M2-02	Earnings Recording	Input quota/collection	Earnings recorded accurately	Pass
M2-03	Status Update	Update operational status	Status reflected correctly	Pass
M2-04	Validation	Required fields enforced	Errors shown if incomplete	Pass
M2-05	Assignment Link	Linked to BusAssignment	Data synced correctly	Pass
M2-06	Reporting Sync	Earnings reflected in Dashboard	Dashboard updated correctly	Pass
M2-07	API Validation	POST/PATCH requests	Successful response codes	Pass

Module 3:

Test Case ID	Test Scenario	Coverage	Expected Result	Status
M3-01	Bus Assignment	Assign bus to route	Assignment saved	Pass
M3-02	Driver Assignment	Assign drivers	Linked successfully	Pass
M3-03	Status Reflection	In Operation / Not Ready / Not Started	Status accurate	Pass
M3-04	Validation	Required assignment fields	Proper validation enforced	Pass
M3-05	Dashboard Sync	Status appears in Dashboard	Counts match	Pass
M3-06	Edit Assignment	Update assignment details	Changes saved	Pass
M3-07	API Integration	CRUD operations	Successful execution	Pass

Module 4:

Test Case ID	Test Scenario	Coverage	Expected Result	Status
M4-01	Create Route	Add route details	Route saved	Pass

Test Case ID	Test Scenario	Coverage	Expected Result	Status
M4-02	Edit Route	Modify route info	Updated successfully	Pass
M4-03	Revenue Tracking	Revenue per route	Accurate aggregation	Pass
M4-04	Validation	Required route fields	Enforced properly	Pass
M4-05	Performance Sync	Data reflected in Dashboard & Reports	Accurate values	Pass
M4-06	API Integration	Route CRUD endpoints	Functional	Pass

Module 5:

Test Case ID	Test Scenario	Coverage	Expected Result	Status
M5-01	Rental Request Creation	Customer + trip details	Request saved successfully	Pass
M5-02	Field Validation	Date, duration, distance, passengers	Validation enforced	Pass
M5-03	Bus Filtering	Filter by type	Only available buses shown	Pass
M5-04	Price Calculation	Formula validation	Correct computation	Pass
M5-05	Server Validation	Tamper attempt	Prevented server-side	Pass
M5-06	Approval Workflow	Pending → Approved/Rejected	Status updated via PATCH	Pass
M5-07	Lifecycle Workflow	Not Ready → Ready → Not Started → Ongoing → Completed	Sequential workflow enforced	Pass
M5-08	Driver Assignment	Requires 2 drivers	Enforced	Pass
M5-09	Readiness Check	9 vehicle conditions required	Enforced	Pass
M5-10	Damage Reporting	Stored in DamageReports	Accurate record saved	Pass
M5-11	Archive View	Completed rentals read-only	No modification allowed	Pass
M5-12	Currency & Date Format	₹ + YYYY-MM-DD	Proper formatting	Pass

Test Case ID	Test Scenario	Coverage	Expected Result	Status
M5-13	API Integration	POST/PATCH operations	Successful	Pass

298

Module 6:

Test Case ID	Test Scenario	Coverage	Expected Result	Status
M6-01	Damage Report Review	Pending/Accepted/Rejected tabs	Filter works correctly	Pass
M6-02	Damaged Detection	Unchecked conditions flagged	Accurate list	Pass
M6-03	Accept Report	Creates MaintenanceWork (Medium priority)	Work auto-created	Pass
M6-04	Reject Report	Status updated	Removed from Pending	Pass
M6-05	Work Details	Add required title & due date	Saved successfully	Pass
M6-06	Status Auto-Update	Changes to In Progress	Updated correctly	Pass
M6-07	View Details	Shows damage + work info	Accurate display	Pass
M6-08	Task Management	Add/Edit tasks	POST & PATCH successful	Pass
M6-09	Task Validation	Name required	Enforced	Pass
M6-10	Filters & Sorting	Search, sort, priority filter	Functional	Pass
M6-11	Integration	Inventory trigger on acceptance	Successful	Pass

Module 7:

Test Case ID	Test Scenario	Coverage	Expected Result	Status
M7-01	Default Dashboard Load	30 Days / All Types / All Routes	Loads with defaults	Pass
M7-02	Filter Functionality	Date / Bus Type / Route	Data refresh triggered	Pass
M7-03	KPI Accuracy	Trips, Revenue, Punctuality, Active Routes	Correct calculations	Pass
M7-04	Trend Comparison	Previous period comparison	Accurate	Pass
M7-05	Monthly Chart	6-month trend display	Accurate	Pass
M7-06	Revenue by Route	Top 5 routes	Correct ranking	Pass

Test Case ID	Test Scenario	Coverage	Expected Result	Status
M7-07	ML Insights	Top 3 driver-conductor pairs	Accurate results	Pass
M7-08	Tables	Top/Low Drivers, Conductors, Routes	Correct population	Pass
M7-09	Badge Formatting	Punctuality color-coded	Accurate display	Pass
M7-10	PDF Export	Multi-page export	Generated successfully	Pass
M7-11	System Integration	Finance, HR, Inventory sync	Data integrated properly	Pass

UAT Sign-Off

By signing below, stakeholders confirm that the Bus Operation Management System has met the required business expectations and is approved for deployment.

Name: _____

Role: _____

Signature: _____

Date: _____

APPENDIX D: Defense and Validation

300

D.1 Panel Evaluation Sheets



Republic of the Philippines
Polytechnic University of the Philippines Quezon City Branch
Bachelor of Science in Information Technology



Capstone Final Defense Recommendation Form

Name: Richard Jason Aquino, Rhian Jolius Baldomar, Yuan Exequiel Evangelista, John Mark Garces

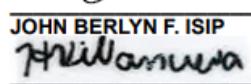
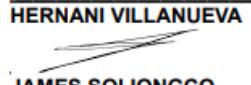
Course Year and Section: BSIT 4-1

Capstone Title: Agila Bus Operations Management System

Defense Date: January 10, 2026

Questions, Comments and Recommendations
Implement stronger security measures
Assign personnel for bus dispatch
Separate bus checking from bus operations
Tracking of routes for real time monitoring
Develop a microservice for bus monitoring

Name of Panelists


JOHN BERLYN F. ISIP

HERNANI VILLANUEVA

JAMES SOLIONGCO

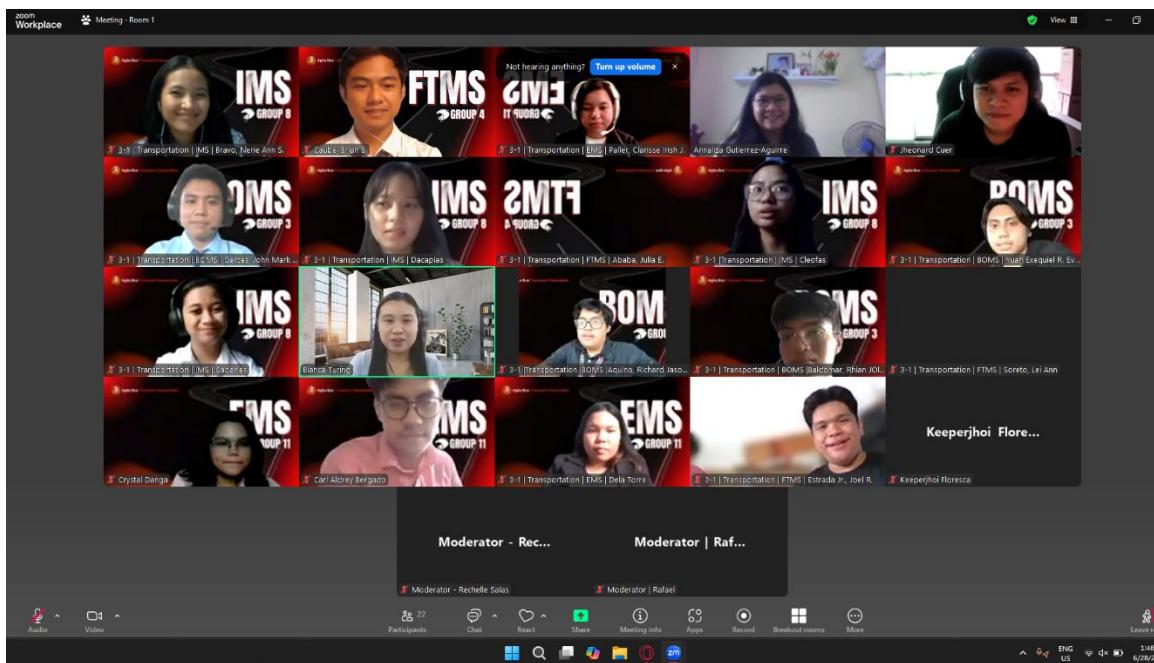
D.2 Photos from Defense and Pilot Testing

301

Pilot Test



Capstone 1 Final Defense via Zoom





Capstone Overnight





Capstone 2 Functionalities Defense



E.1 Live System URL

<https://auth.agilabuscorp.me/api/auth/login>



E.2 Source Code Repository

Name	Repository Name	URL	Description	Branching Strategy
Bus Operations Management Frontend	Bus-Operations-System	https://github.com/RHILIUS/Bus-Operations-System 	Frontend web application	Git Flow
Bus Operations Management Backend	Bus-Operations-System-Backend	https://github.com/Rj-Aquino/Bus-Operations-System-Backend 	Backend web application	Git Flow
Analytics Microservice	Microservice-ML-Capstone	https://github.com/Rj-Aquino/Microservice-ML-Capstone 	Handles Analytics and Forecasting	Git Flow

E.3 Comprehensive Online Documentation

305

“Comprehensive Online Documentation” is not considered applicable to the Bus Operations Management System (BOMS) because the system is primarily designed to support internal operational processes rather than serve as a public-facing platform. BOMS focuses on managing routes, dispatching buses, tracking quotas, and generating reports for authorized personnel within the organization. Its users are typically trained staff members who operate within a controlled environment. As a result, extensive public documentation, user manuals published online, or open-access knowledge bases are not essential to the system’s core functionality.

Additionally, BOMS operates within a structured organizational setting where guidance and training are usually provided directly through internal briefings, onboarding sessions, or limited user guides. The system’s effectiveness depends more on accuracy, reliability, and operational efficiency than on publicly accessible documentation. Since it is not intended for widespread public use or third-party integration, maintaining comprehensive online documentation would not significantly enhance its performance or usability. Therefore, such documentation is considered outside the primary scope and objectives of the system.

E.4 System Demo Video

https://www.youtube.com/watch?v=N9Pc6_ireN4





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Filtered from the Report

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Our system's algorithms look deeply at a document for any inconsistencies that would set it apart from a normal submission. If we notice something strange, we flag it for you to review.

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Report: Bus Operation Management System

Bus Operation Management System

by JM GARCES

General metrics

341,006	48,258	13,659	3 hr 34 min	5 hr 43 min
characters	words	sentences	reading time	speaking time

Score



This text scores better than 99% of
all texts checked by Grammarly

Writing Issues

No issues found

Unique Words

Measures vocabulary diversity by calculating the
used only once in your
document

1%

unique words percentage of words

Rare Words**43%**

Measures depth of vocabulary by identifying words that are not among the 5,000 most common English words.

rare words

Word Length**4.8**

Measures average word length

characters per word

Sentence Length**15.6**

Measures average sentence length

words per sentence



Richard Jason M. Aquino
Bachelor of Science in Information Technology

Mr. Richard Jason M. Aquino. is a third-year Information Technology student at the Polytechnic University of the Philippines – Quezon City Campus. As a full- time student, he spends most of his time improving his skills in programming and learning about computer hardware. Motivated by his goal of being a skilled programmer and technician, he is dedicated to constantly learning and growing in the field and takes on new challenges to further develop his skills. His commitment to personal and professional growth makes him a promising future expert in the IT industry.



Rhian Jolius M. Baldomar

Bachelor of Science in Information Technology

Mr. Rhian Jolius M. Baldomar is a third-year student at the Polytechnic University of the Philippines – Quezon City Campus. He graduated senior high school under the strand Information and Communications Technology in Quezon City. He is proficient in full-stack web development and stays updated with the latest IT trends by continuously learning and exploring different fields of technology. This curiosity helps him discover the best path that aligns with his skills and interests. His love for learning, problem-solving, and adapting to the fast-paced world of IT reflects his commitment to growth and innovation. With his determination and openness to new challenges, he aims to make a meaningful impact in the field of Information Technology.



Yuan Exequiel R. Evangelista
Bachelor of Science in Information Technology

Mr. Yuan Exequiel R. Evangelista is a third-year Information Technology student at the Polytechnic University of the Philippines – Quezon City Branch. He has a strong passion for video editing, film direction, and web design, and is committed to refining his skills in these creative fields. With a focus on mastering the art of editing and directing films, as well as crafting visually engaging websites, Yuan strives to blend technical expertise with creativity. His goal is to become a versatile professional with a well-rounded skill set in both the tech and creative aspects of web development and filmmaking.



John Mark A. Garces

Bachelor of Science in Information Technology

Mr. Johnmark A. Garces is a third-year student in Information Technology at the Polytechnic University of the Philippines – Quezon City Campus. He has a strong passion for learning new technologies and exploring advancements in the IT industry. His interests extend beyond academic coursework, as he enjoys inventing unique features in his projects, particularly in mobile applications and websites. He possesses proficiency in multiple programming languages, including Python, C, C#, and COBOL, and is wellversed in modern development frameworks and technologies such as Flutter Flow and Laravel. With a keen interest in full-stack development, he actively works on integrating both front-end and back-end solutions to create innovative and efficient digital experiences. His commitment to continuous learning and experimentation allows him to stay at the forefront of software development and emerging technologies.