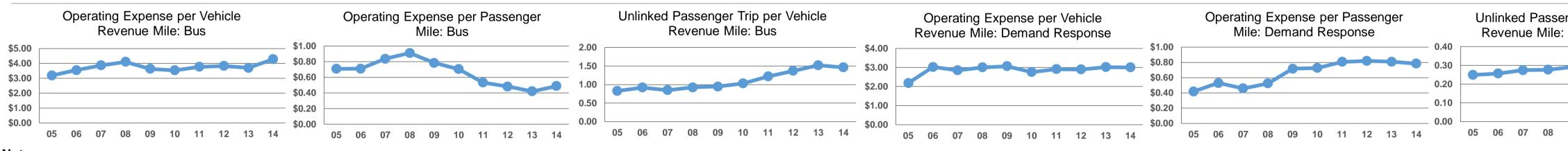
| | | | General Info | ormation | | | | | | Financial I | nformati | on |
|---|--------------|---|------------------------------------|--------------------|------------------------------|--------------------------------|------------------------------------|-----------------------|-----------------------|-------------------|-----------|----------|
| Urbanized Area Statistics - 2010 Census Service Consumption | | | | | Database | Information | Sources of Operating Funds Expende | | | | Opera | |
| | | | 3,487 Annual Passenger Miles (PMT) | | | NTDID: 40063 | | | Fare Revenues | \$2,426,499 | 20.3% | |
| 232 Square N | liles | 2,921,644 Annual Unlinked Trips (UPT) | | | Reporter Type: Full Reporter | | | | Local Funds | \$1,550,643 | 13.0% | |
| 452,791 Population | | 10,578 | Average Weekday | Unlinked Trips | - - · | | | State Funds | | \$3,880,570 | 32.5% | |
| 84 Pop. Rank out of 498 UZAs | | 4,270 Average Saturday Unlinked Trips | | | | | | | Federal Assistance | \$3,921,618 | 32.8% | |
| Other UZAs Served | | 790 Average Sunday Unlinked Trips | | | | | | Other Funds | | \$167,399 | 1.4% | |
| 0 Florida Non-UZA; 470 Titusville, FL | | | | | | Total Operating Funds Expended | | | \$11,946,729 | 100.0% | | |
| Service Area Statistics | | Servio | e Supplied | | | | | | Sources of Capital | Funds Expended | | 32 |
| 262 Square N | liles | 4,283,153 Annual Vehicle Revenue Miles (VRM) | | | | | | | Fare Revenues | - \$0 | 0.0% | |
| 554,354 Populatio | | 193,031 | Annual Vehicle Re | evenue Hours (VRH) | | | | | Local Funds | \$0 | 0.0% | |
| | | 172 Vehicles Operated in Maximum Service (VOMS) | | | | | | State Funds | | | \$0 0.0% | |
| | | 268 Vehicles Available for Maximum Service (VAMS) | | | | | | | \$3,118,181 | · · | | |
| | | | | | | | | | Other Funds | \$0 | 0.0% | Capi |
| | | | Modal Chara | acteristics | | | | Total Ca | pital Funds Expended | \$3,118,181 | 100.0% | |
| | Vehicles C | • | | | | | | | | | | |
| Modal Overview | | in Maximum Service Uses of Capital I | | | | | | | ng Expenses (OE) | | | |
| | Directly | Purchased | Revenue | Systems and | Facilities and | | | | | | | |
| Mode | Operated | Transportation | Vehicles | Guideways | Stations | Other | Total | Sala | ary, Wages, Benefits | \$8,009,188 | 67.0% | |
| Demand Response | 34 | 59 | \$0 | \$114,172 | \$70,739 | \$684,133 | \$869,044 | Ma | aterials and Supplies | \$2,412,100 | 20.2% | |
| Bus | 29 | - | \$1,560,752 | \$90,438 | \$56,035 | \$541,912 | \$2,249,137 | Purch | ased Transportation | \$1,056,043 | 8.8% | |
| Vanpool | - | 50 | \$0 | \$0 | \$0 | \$0 | \$0 | Other | Operating Expenses | \$469,398 | 3.9% | 10 |
| Total | 63 | 109 | \$1,560,752 | \$204,610 | \$126,774 | \$1,226,045 | \$3,118,181 | Tota | I Operating Expenses | \$11,946,729 | 100.0% | |
| | | | | | | | | Reconciling OB | E Cash Expenditures | \$0 | | |
| | | | | | | | | | ased Transportation | | | |
| | | | | | | | | (F | Reported Separately) | \$0 | | |
| Operation Characterist | ics | | | | | | | Fixed Guidewa | ay Vehicles Available | Vehicles Operated | | |
| | Operating | | Uses of | Annual | Annual | | Annual Vehicle | Direction | al for Maximum | in Maximum | | Ре |
| Mode | Expenses | Fare Revenues | Capital Funds | Passenger Miles | Unlinked Trips | Revenue Miles | Revenue Hours | Route Mile | es Service | Service | Sp | oare Veh |
| Demand Response | \$4,557,986 | \$466,243 | \$869,044 | 5,820,551 | 438,387 | 1,518,115 | 80,811 | 0 | .0 143 | 93 | | 3 |
| Bus | \$6,802,249 | \$1,226,770 | \$2,249,137 | 13,939,382 | 2,327,109 | 1,589,833 | 86,498 | 0 | .0 64 | 29 | | 5 |
| Vanpool | \$586,494 | \$367,592 | \$0 | 7,113,554 | 156,148 | 1,175,205 | 25,722 | 0 | .0 61 | 50 | | 1 |
| Total | \$11,946,729 | \$2,060,605 | \$3,118,181 | 26,873,487 | 2,921,644 | 4,283,153 | 193,031 | 0 | .0 268 | 172 | | 3 |
| Operating Expenses per | | Se | Service Efficiency | | | | | Service Effectiveness | | | | |
| | | • • • | - | ting Expenses per | | | Operating Expe | | erating Expenses per | Unlinked | | |
| Mode | Vel | hicle Revenue Mile | Veh | icle Revenue Hour | | Mode | | • | inked Passenger Trip | Vehicle Reve | enue Mile | Veh |
| Demand Response | | \$3.00 | | \$56.40 | | Demand Response | e | \$0.78 | \$10.40 | | 0.3 | |
| Bus | | \$4.28 | | \$78.64 | | Bus | | \$0.49 | \$2.92 | | 1.5 | |
| Vanpool | | \$0.50 | | \$22.80 | | Vanpool | | \$0.08 | \$3.76 | | 0.1 | |
| Totol | | ¢0.70 | | 00 100 | | Total | | ¢0 44 | ¢ 4 00 | | 07 | |

| | | | General Info | ormation | | | | | | Financial I | nformati | ion |
|---|--------------|--|---------------------------------------|-------------------------------|-------------------------|---|--------------------------------|-------------------------------------|-------------------------------------|----------------------------------|----------------|----------|
| Urbanized Area Statistics - 2010 Census Service Consumption | | | | | | Database I | nformation | Sources of Operating Funds Expended | | | | Opera |
| Palm Bay-Melbourne, FL | • | | | | NTDID: 40063 | | | Fare Revenues | \$2,426,499 | 20.3% | | |
| • | | | 2,921,644 Annual Unlinked Trips (UPT) | | | Reporter Type: Full Reporter | | | Local Funds | \$1,550,643 | 13.0% | |
| 452,791 Population | | 10,578 Average Weekday Unlinked Trips | | | | Reporter Type. I di Reporter | | | State Funds | \$3,880,570 | 32.5% | |
| 84 Pop. Rank out of 498 UZAs | | | 4,270 Average Saturday Unlinked Trips | | | | | Fe | deral Assistance | \$3,921,618 | 32.8% | i / |
| Other UZAs Served | | 790 Average Sunday Unlinked Trips | | | | | | | Other Funds | \$167,399 | 1.4% | |
| 0 Florida Non-UZA; 470 Titusville, FL | | 790 Average Sunday Onlinked Thps | | | | | Total Operating Funds Expended | | | \$11,946,729 | 100.0% | |
| Service Area Statistics | | Servio | ce Supplied | | | | | Sc | ources of Capital | Funds Expended | | 32 |
| 262 Square M | | 4,283,153 Annual Vehicle Revenue Miles (VRM) | | | | | Fare Revenues | | | \$0 | 0.0% | |
| 554,354 Populatio | | | | evenue Hours (VRH | | | | Local Funds \$0 | | | 0.0% | |
| oor,oor i opulation | | • | | d in Maximum Servi | • | | | | State Funds | | \$0 0.0% | |
| | | | • | e for Maximum Serv | · · · | | | Fee | deral Assistance | \$3,118,181 | 100.0% | |
| | | | | | | | | | Other Funds | \$0 | 0.0% | Capi |
| | | | Modal Chara | acteristics | | | | Total Capital | Funds Expended | \$3,118,181 | 100.0% | |
| | Vehicles C | • | | | | | | 0 | | | | |
| Modal Overview | in Maximur | | . | | s of Capital Fu | | | Sum | imary of Operatin | ng Expenses (OE) | | |
| M - 1- | Directly | Purchased | Revenue | Systems and | | | Tatal | Ostana | | \$0,000,400 | 07.00/ | |
| Mode | Operated | Transportation | Vehicles | Guideways | | | Total | | Wages, Benefits | \$8,009,188 | 67.0% | |
| Demand Response | 34 | 59 | \$0 \$1 500 750 | \$114,172 | \$70,739 \$50,035 | | \$869,044 | | als and Supplies | \$2,412,100 \$1,056,042 | | |
| Bus | 29 | - | \$1,560,752 | \$90,438 | \$56,035 | | \$2,249,137 | | d Transportation | \$1,056,043 | 8.8% | 10 |
| Vanpool Total | 63 | 50 109 | \$0 \$1,560,752 | \$0 \$204,610 | \$0 \$126,774 | | \$0 \$3,118,181 | • | rating Expenses erating Expenses | \$469,398 \$11,946,729 | 3.9% 100.0% | |
| Total | 05 | 103 | φ1, 300 ,732 | φ 20 4 ,010 | φ120,77 4 | φ1,220,0 4 5 | \$5,110,101 | Reconciling OE Ca | · · | \$11,540,729 | 100.078 | |
| | | | | | | | | • | d Transportation | ΨΟ | | |
| | | | | | | | | | rted Separately) | \$O | | |
| Operation Characteristi | ics | | | | | | | Fixed Guideway \ | /ehicles Available | Vehicles Operated | | |
| | Operating | | Uses of | Annual | Annual | Annual Vehicle | Annual Vehicle | Directional | for Maximum | in Maximum | | Pe |
| Mode | Expenses | Fare Revenues | Capital Funds | Passenger Miles | | | Revenue Hours | Route Miles | Service | Service | Sr | pare Veh |
| Demand Response | \$4,557,986 | \$466,243 | \$869,044 | 5,820,551 | 438,387 | 1,518,115 | 80,811 | 0.0 | 143 | 93 | - | 3 |
| Bus | \$6,802,249 | \$1,226,770 | \$2,249,137 | 13,939,382 | 2,327,109 | | 86,498 | 0.0 | 64 | 29 | | 5 |
| Vanpool | \$586,494 | \$367,592 | \$0 | 7,113,554 | 156,148 | | 25,722 | 0.0 | 61 | 50 | | 1 |
| Total | \$11,946,729 | \$2,060,605 | \$3,118,181 | 26,873,487 | 2,921,644 | | 193,031 | 0.0 | 268 | 172 | | 3 |
| Performance Measures | | Se | rvice Efficiency | , | | _ | | | Service Effe | ectiveness | | |
| | Opera | Operating Expenses per Operating Expenses | | | | | Operating Expe | enses per Operat | ing Expenses per | Unlinked | Trips per | |
| Mode | Vel | Vehicle Revenue Mile Vehicle Revenue Hour M | | Mode | Passe | Passenger Mile Unlinked Passenger Trip Vehicle Re | | | enue Mile | Veh | | |
| Demand Response | | \$3.00 | | \$56.40 | | Demand Response |) | \$0.78 | \$10.40 | | 0.3 | |
| Bus | | \$4.28 | | \$78.64 | | Bus | | \$0.49 | \$2.92 | | 1.5 | |
| Vanpool | | \$0.50 | | \$22.80 | | Vanpool | | \$0.08 | \$3.76 | | 0.1 | |

| | Operating Expenses per | Operating Expenses per | | | | | |
|-----------------|-------------------------------|-------------------------------|--|--|--|--|--|
| Mode | Vehicle Revenue Mile | Vehicle Revenue Hour | | | | | |
| Demand Response | \$3.00 | \$56.40 | | | | | |
| Bus | \$4.28 | \$78.64 | | | | | |
| Vanpool | \$0.50 | \$22.80 | | | | | |
| Total | \$2.79 | \$61.89 | | | | | |
| | | | | | | | |



Total

\$0.44

\$4.09

Notes:

¹Demand Response - Taxi (DT) and non-dedicated fleets do not report fleet age data.

Space Coast Area Transit (SCAT)

2014 Annual Agency Profile

0.7

