| | | | General Info | ormation | | | | | | Financial | nformati | on |
|--|----------------------------|-----------------------------------|------------------------|--------------------|---|-----------------|---|-------------------|-------------------------------|-----------------------|------------|-------------------|
| Urbanized Area Statistics | s - 2010 Census | Servio | ce Consumption | า | | Database | Information | Sou | rces of Operating | Funds Expended | | Opera |
| Cleveland, OH | | 559,626 / | Annual Passenge | r Miles (PMT) | | NTDID: | 50198 | | Fare Revenues | \$64,665 | 3.0% | |
| 772 Square Mil | es | | Annual Unlinked 1 | ` | | Reporter Type: | Full Reporter | | Local Funds | \$198,067 | 9.1% | |
| 1,780,673 Population | | | Average Weekday | • • • | | | | | State Funds | \$136,379 | 6.3% | |
| 25 Pop. Rank | Average Saturday | - | | | | F | ederal Assistance | \$1,160,087 | 53.4% | | | |
| Other UZAs Served | | | • | - | | | | | Other Funds | | | |
| | | 0 4 | Average Sunday l | Juinked mps- | | | | Total Operation | | \$612,908 | 28.2% | |
| 71 Akron, OH; 0 Ohio Non-UZ | LA | | | | | | | i otal Operatin | g Funds Expended | \$2,172,106 | 100.0% | |
| Service Area Statistics Serv | | | e Supplied | | | | | S | Sources of Capital | Funds Expended | | |
| 425 Square Mil | es | 497,778 / | Annual Vehicle Re | evenue Miles (VRM) | | | | | Fare Revenues | \$0 | 0.0% | |
| 180,000 Population | 1 | 33,110 / | Annual Vehicle Re | evenue Hours (VRH | | | | | Local Funds | \$16,123 | 21.3% | |
| • | | | | d in Maximum Servi | | | | | State Funds | \$0 | 0.0% | - |
| | | | - | e for Maximum Serv | • • | | | F | ederal Assistance | \$59,494 | 78.7% | |
| | | | | | | | | | Other Funds | \$0 | 0.0% | Cap |
| | | | Modal Chara | acteristics | | | | Total Capit | al Funds Expended | \$75,617 | 100.0% | |
| | Vehicles O | perated | | | | | | | | <i> </i> | | |
| Modal Overview | in Maximum | | | | s of Capital Fu | | | Su | mmary of Operatii | ng Expenses (OE) | | |
| | Directly | Purchased | Revenue | Systems and | Facilities and | | | | | | | |
| Mode | Operated | Transportation | Vehicles | Guideways | Stations | Other | Total | Salary | , Wages, Benefits | \$1,293,930 | 59.6% | |
| Demand Response | 9 | - | \$75,617 | \$0 | \$0 | \$0 | \$75,617 | Mate | rials and Supplies | \$186,756 | 8.6% | 78.7 |
| Demand Response - Taxi | - | 7 | \$0 | \$0 | \$0 | \$0 | \$0 | Purchas | ed Transportation | \$301,823 | 13.9% | |
| Bus | 5 | - ~ | \$0 | \$0 | \$0 | \$0 | \$0 | Other Op | erating Expenses | \$389,597 | 17.9% | |
| Total | 14 | 7 | \$75,617 | \$0 | \$0 | \$0 | \$75,617 | Total O | perating Expenses | \$2,172,106 | 100.0% | |
| | | | | | | | | Reconciling OE C | ash Expenditures | \$0 | | |
| | | | | | | | | Purchas | ed Transportation | | | |
| | | | | | | | | (Rep | oorted Separately) | \$0 | | |
| Operation Characteristic | S | | | | | | | Fixed Guideway | Vehicles Available | Vehicles Operated | | |
| | Operating | | Uses of | Annual | Annual | Annual Vehicle | Annual Vehicle | Directional | for Maximum | in Maximum | | Ре |
| Mode | Expenses | Fare Revenues | Capital Funds | | Unlinked Trips | | | Route Miles | | Service | Sr | bare Veh |
| Demand Response | \$1,150,998 | \$41,220 | \$75,617 | 314,820 | 40,622 | | 13,596 | 0.0 | | | <u> </u> | |
| Demand Response - Taxi | \$339,389 | \$41,220 \$0 | \$73,017 | 125,908 | 5,244 | | 5,206 | 0.0 | 7 | 5 | | I |
| | | | | • | | | • | | 7 | 5 | ~ | 2 |
| Bus Total | \$681,719 ~ \$2,172,106 | \$23,445 ~ | \$0 \$75,617 | 118,898 | 18,963 | • | 14,308 | 0.0 0.0 | 25 | 21 | | 2 |
| Total | \$2,172,106 | \$64,665 | \$75,017 | 559,626 | 64,829 | 497,778 | 33,110 | 0.0 | 23 | 21 | | |
| Performance Measures Service Efficiency | | | | | | _ | | | Service Effe | ectiveness | | |
| | Operat | ting Expenses per | Opera | ating Expenses per | | | Operating Expe | enses per Opera | ating Expenses per | Unlinked | Trips per | |
| Mode | Veh | icle Revenue Mile | Revenue Mile Vehi | | | Mode | Passe | enger Mile Unlinl | ked Passenger Trip | Vehicle Rev | enue Mile | Veh |
| Demand Response | | \$5.61 | | \$84.66 | | Demand Response | е | \$3.66 | \$28.33 | | 0.2 | |
| Demand Response - Taxi | | \$2.88 | | \$65.19 | | Demand Response | e - Taxi | \$2.70 | \$64.72 | | 0.0 | |
| Bus | | \$3.90 | | \$47.65 | | Bus | | \$5.73 | \$35.95 | | 0.1 | |
| Total | | \$4.36 | | \$65.60 | | Total | | \$3.88 | \$33.51 | | 0.1 | |
| Operating Expense pe Revenue Mile: Demand | | Operating Expense Mile: Demand | | | senger Trip per Veh e: Demand Respor | | perating Expense per V Revenue Mile: Bus | | Operating Expense Mile: Bu | | Unlinked I | Passen Revenue |

| | | | | rmation | | | | | | | nformati | |
|------------------------------------|-------------|-------------------------|-----------------------|--------------------|-----------------|----------------------|----------------------|---|---------------------------------------|--------------------|-------------------------|----------|
| Urbanized Area Statistics - | Servio | e Consumption | 1 | | Database | Information | Sour | Funds Expended | | Opera | | |
| Cleveland, OH | | | nnual Passenger | | | NTDID: 4 | 50198 | | Fare Revenues | \$64,665 | 3.0% | · · |
| 772 Square Miles | | | nnual Unlinked T | | | Reporter Type: | | | Local Funds | \$198,067 | 9.1% | |
| 1,780,673 Population | | verage Weekday | • • • | | | | | State Funds | \$136,379 | 6.3% | | |
| 25 Pop. Rank ou | | verage Saturday | - | | | | Fe | \$1,160,087 | 53.4% | | | |
| • | | | • | - | | | | 10 | deral Assistance Other Funds | | | |
| Other UZAs Served | | 0 4 | verage Sunday L | niinked rnps* | | | | Total Operating | \$612,908 | 28.2% | | |
| 71 Akron, OH; 0 Ohio Non-UZA | | | | | | | | Total Operating | Funds Expended | \$2,172,106 | 100.0% | |
| Service Area Statistics | | Servic | e Supplied | | | | | So | ources of Capital | Funds Expended | | |
| 425 Square Miles | | | | venue Miles (VRM) | | | | | Fare Revenues | \$0 | 0.0% | |
| 180,000 Population | | | | venue Hours (VRH) | | | | | Local Funds | \$16,123 | 21.3% | |
| | | | | l in Maximum Servi | | | | | State Funds | \$0 | 0.0% | |
| | | | - | for Maximum Serv | • • | | | Fe | deral Assistance | \$59,494 | 78.7% | |
| | | 20 | | | | | | 10 | Other Funds | \$0 | 0.0% | Capi |
| | | | Modal Chara | octoristics | | | | Total Capital | | | 100.0% | Cap |
| | Vehicles O |)nerated | | | | | | Total Capital | Funds Expended | \$75,617 | 1001070 | |
| Modal Overview | in Maximun | • | | Use | s of Capital Fu | nds | | Sum | ng Expenses (OE) | | | |
| | Directly | Purchased | Revenue | Systems and | Facilities and | | | Cult | | | | |
| Mode | Operated | Transportation | Vehicles | Guideways | Stations | Other | Total | Salary | Wages, Benefits | \$1,293,930 | 59.6% | |
| Demand Response | q | - | \$75,617 | \$0 | \$0 | \$0 | \$75,617 | • | als and Supplies | \$186,756 | 8.6% | |
| Demand Response - Taxi | - | 7 | \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 | | d Transportation | \$301,823 | 13.9% | 78.7 |
| Bus | 5 | _ ~ | | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | | rating Expenses | \$389,597 | 17.9% | |
| Total | 14 | 7 | پر \$75,617 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$75,617 | • | erating Expenses | \$2,172,106 | 100.0% | |
| Total | 14 | ' | φ <i>1</i> 3,017 | Ψ | φυ | ΨΟ | φ 7 5,017 | Reconciling OE Ca | | \$0 | 100.078 | |
| | | | | | | | | • | • | φΟ | | |
| | | | | | | | | Purchased Transportation (Reported Separately) | | \$0 | | |
| | | | | | | | | | | ¢0 | | |
| Operation Characteristics | | | | | | | | Fixed Guideway | /ehicles Available | Vehicles Operated | | |
| | Operating | | Uses of | Annual | Annual | Annual Vehicle | Annual Vehicle | Directional | for Maximum | in Maximum | | Ре |
| Mode | Expenses | Fare Revenues | Capital Funds | Passenger Miles | Unlinked Trips | Revenue Miles | Revenue Hours | Route Miles | Service | Service | Sp | oare Veh |
| Demand Response | \$1,150,998 | \$41,220 | \$75,617 | 314,820 | 40,622 | 205,178 | 13,596 | 0.0 | 11 | 9 | | 1 |
| Demand Response - Taxi | \$339,389 | \$0 | \$0 | 125,908 | 5,244 | 117,846 | 5,206 | 0.0 | 7 | 7 | | |
| Bus | \$681,719 ~ | \$23,445 [~] | \$0 | 118,898 | 18,963 | 174,754 | 14,308 | 0.0 | 7 | 5 ′ | - | 2 |
| Total | \$2,172,106 | \$64,665 | \$75,617 | 559,626 | 64,829 | 497,778 | 33,110 | 0.0 | 25 | 21 | | 1 |
| | | 0 | | | | | | | Comise Eff | | | |
| Performance Measures | | | vice Efficiency | ting Expenses per | | - | Operating Exp | enses per Operat | ectiveness | Unlinked Trips per | | |
| Mode | | | | icle Revenue Hour | | Mode | | • | ing Expenses per ed Passenger Trip | Vehicle Revo | • • | |
| Demand Response | | \$5.61 | | \$84.66 | | Demand Response | | \$3.66 | \$28.33 | | 0.2 | Veh |
| Demand Response - Taxi | | \$2.88 | | \$65.19 | | Demand Response | | \$2.70 | \$64.72 | | 0.2 | |
| Bus | | \$3.90 | | \$47.65 | | Bus | | \$5.73 | \$35.95 | | | |
| Total | | \$3.90 \$4.36 | | \$65.60 | | Total | | \$3.88 | \$33.51 | | 0.1 <mark>0.1</mark> | |
| ΤΟΙΔΙ | | | | \$03.00 | | TOLAT | | 40.00 | \$ 33.3 1 | | 0.1 | |
| | | | | | | | | | | | | |

| | Operating Expenses per | Operating Expenses per |
|------------------------|------------------------|-------------------------------|
| Mode | Vehicle Revenue Mile | Vehicle Revenue Hour |
| Demand Response | \$5.61 | \$84.66 |
| Demand Response - Taxi | \$2.88 | \$65.19 |
| Bus | \$3.90 | \$47.65 |
| Total | \$4.36 | \$65.60 |
| | | |

| | Operating Expense per Vehicle Revenue Mile: Demand Response | | Operating Expense per Passenger Mile: Demand Response | | | Unlinked Passenger Trip per Vehicle Revenue Mile: Demand Response | | | | Operating Expense per Vehicle Revenue Mile: Bus | | | | | Operating Expense per Passenger Mile: Bus | | | Unlinked Passen Revenue | | |
|--------|--|-----------------------|--|----|----|--|----|----|----|--|----|----|----|--------|--|----|------|----------------------------|---|--|
| \$6.00 | | \$4.00 | | | | - 0.25 | | | | - \$8.00 | | | | \$8.00 | | | 0.50 | | | |
| \$4.00 | | \$3.00 | | | | 0.20 | • | | | \$6.00 | | | | \$6.00 | | | 0.40 | | | |
| ψ4.00 | | \$2.00 | | | | 0.15 | | | | \$4.00 | | | | \$4.00 | | | 0.30 | | | |
| \$2.00 | | \$1.00 | | | | 0.10 | | | | \$2.00 | | | | \$2.00 | | | 0.10 | | | |
| \$0.00 | | — \$0.00 [[] | | | | 0.00 | | | | \$0.00 | | | | \$0.00 | | | 0.00 | | | |
| | 12 13 14 | , | 12 | 13 | 14 | | 12 | 13 | 14 | + • • | 12 | 13 | 14 | | 12 | 13 | | 12 | , | |

Notes: ^aAverage Unlinked Trips not available for Demand Response Taxi.

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

"Excludes data for purchased transportation filed separately.

*This agency has a purchased transportation relationship in which they sell service to Brunswick Transit Alternative (NTDID: 50143), and in which the data are captured in another report for mode MB/DO.

2014 Annual Agency Profile

