http://www.cityofdubuque.org/ 2401 Central Avenue Dubuque, IA 52001

City of Dubuque (The Jule) 2014 Annual Agency Profile

	ormation					nformation			
Urbanized Area (UZA) Statistics - 2010 Census		Sources of Operating Funds Expended				Funding Sources	Capital Funding Sources		
Dubuque, IA-IL			Fare Revenues	\$198,894	5.9%				
34 Square Miles 67,818 Population			Local Funds State Funds	\$1,315,883 \$235,181	39.3% 7.0%				
409 Pop. Rank out	of /98 1174s	Fed	eral Assistance	\$1,413,557	42.2%				
	01 450 0243	1 eu	Other Funds	\$187.742	5.6%		5.6%	45.9%	
		Total Operating F		\$3,351,257	100.0%	42.2%	5.6 %		
		rotar operating i		\$0,001,201	100.070		5.9%		
Service Area Statistics									
26 Square Miles		Source	s of Capital Fun	ds Expended	d				20.8%
58,000 Population			are Revenues	\$0	0.0%				
•			Local Funds	\$29,867	20.8%				
Service Consumption			State Funds	\$47,731	33.3%				
475,527 Annual Unlinked Trips (UPT)		Fed	eral Assistance	\$65,768	45.9%	7.0%	39.3%		
			Other Funds	\$0	0.0%		00.070		
Service Supplied		Total Capital F	unds Expended	\$143,366	100.0%			33.3%	
741,502 Annual Vehicle	()								
62,927 Annual venicio	e Revenue Hours (VRH)								
Database Information									
NTDID: 70011									
Reporter Type: Small Systems	Reporter								
			Modal	Characteri	ietice				
Operation Characteristics									
	Vahiclas On	oratod							
	Vehicles Op								
	Vehicles Op at Maximum				Uses of				
	at Maximum		Operating	Fare	Uses of Capital	Annual	Annual Vehicle	Annual Vehicle	Average Fleet Ag
Mode		Service	Operating Expenses	Fare Revenues	Uses of Capital Funds	Annual Unlinked Trips	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	
Mode Demand Response	at Maximum	Service Purchased			Capital				in Years
Demand Response Bus	at Maximum S Directly Operated 12 13	Service Purchased	Expenses \$1,257,097 \$2,094,161	Revenues \$50,926 \$147,968	Capital Funds \$45,811 \$97,555	Unlinked Trips 66,383 409,144	Revenue Miles 292,135 449,367	Revenue Hours 27,250 35,677	in Years 3.
Demand Response	at Maximum S Directly Operated 12	Service Purchased	Expenses \$1,257,097	Revenues \$50,926	Capital Funds \$45,811	Unlinked Trips 66,383	Revenue Miles 292,135	Revenue Hours 27,250	in Years 3.
Demand Response Bus Total	at Maximum S Directly Operated 12 13	Service Purchased	Expenses \$1,257,097 \$2,094,161	Revenues \$50,926 \$147,968	Capital Funds \$45,811 \$97,555	Unlinked Trips 66,383 409,144	Revenue Miles 292,135 449,367	Revenue Hours 27,250 35,677	in Years 3.
Demand Response Bus	at Maximum Directly Operated 12 13 25	Service Purchased Transportation - -	Expenses \$1,257,097 \$2,094,161	Revenues \$50,926 \$147,968	Capital Funds \$45,811 \$97,555	Unlinked Trips 66,383 409,144	Revenue Miles 292,135 449,367 741,502	Revenue Hours 27,250 35,677 62,927	in Years 3.
Demand Response Bus Total	at Maximum Directly Operated 12 13 25	Service Purchased	Expenses \$1,257,097 \$2,094,161	Revenues \$50,926 \$147,968	Capital Funds \$45,811 \$97,555	Unlinked Trips 66,383 409,144	Revenue Miles 292,135 449,367 741,502	Revenue Hours 27,250 35,677	in Years 3. 4.
Demand Response Bus Total	at Maximum 3	Service Purchased Transportation - - vice Efficiency	Expenses \$1,257,097 \$2,094,161 \$3,351,258	Revenues \$50,926 \$147,968	Capital Funds \$45,811 \$97,555	Unlinked Trips 66,383 409,144	Revenue Miles 292,135 449,367 741,502 741,502	Revenue Hours 27,250 35,677 62,927 Service Effectiveness	in Years 3. 4. Unlinked Trips pe
Demand Response Bus Total Performance Measures	at Maximum a Directly Operated 12 13 25 Serv Operating Expenses pe	Service Purchased Transportation - - vice Efficiency er Operating	Expenses \$1,257,097 \$2,094,161 \$3,351,258 Expenses per	Revenues \$50,926 \$147,968	Capital Funds \$45,811 \$97,555 \$143,366	Unlinked Trips 66,383 409,144 475,527	Revenue Miles 292,135 449,367 741,502 Operating Expenses per Unlinked	Revenue Hours 27,250 35,677 62,927 Service Effectiveness Unlinked Trips per	in Years 3. 4. Unlinked Trips pe Vehicle Revenu
Demand Response Bus Total Performance Measures Mode	at Maximum a Directly Operated 12 13 25 Serv Operating Expenses po Vehicle Revenue Mi	Service Purchased Transportation - - - vice Efficiency er Operating ile Vehicle	Expenses \$1,257,097 \$2,094,161 \$3,351,258 Expenses per Revenue Hour	Revenues \$50,926 \$147,968	Capital Funds \$45,811 \$97,555 \$143,366	Unlinked Trips 66,383 409,144 475,527 Mode	Revenue Miles 292,135 449,367 741,502 Operating Expenses per Unlinked Passenger Trip	Revenue Hours 27,250 35,677 62,927 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile	in Years 3. 4. Unlinked Trips pe Vehicle Revenu Hou
Demand Response Bus Total Performance Measures Mode Demand Response	at Maximum 3	Service Purchased Transportation - - - vice Efficiency er Operating ile Vehicle 30	Expenses \$1,257,097 \$2,094,161 \$3,351,258 Expenses per Revenue Hour \$46.13	Revenues \$50,926 \$147,968	Capital Funds \$45,811 \$97,555 \$143,366	Unlinked Trips 66,383 409,144 475,527 Mode Demand Response	Revenue Miles 292,135 449,367 741,502 Operating Expenses per Unlinked Passenger Trip \$18.94	Revenue Hours 27,250 35,677 62,927 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.2	in Years 3. 4. Unlinked Trips pe Vehicle Revenu Hou 2.
Demand Response Bus Total Performance Measures Mode	at Maximum a Directly Operated 12 13 25 Serv Operating Expenses po Vehicle Revenue Mi	Service Purchased Transportation - - - vice Efficiency er Operating ile Vehicle 30	Expenses \$1,257,097 \$2,094,161 \$3,351,258 Expenses per Revenue Hour	Revenues \$50,926 \$147,968	Capital Funds \$45,811 \$97,555 \$143,366	Unlinked Trips 66,383 409,144 475,527 Mode	Revenue Miles 292,135 449,367 741,502 Operating Expenses per Unlinked Passenger Trip	Revenue Hours 27,250 35,677 62,927 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile	in Years 3. 4. Unlinked Trips pe Vehicle Revenu Hou 2. 11.
Demand Response Bus Total Performance Measures Mode Demand Response Bus	at Maximum a Directly Operated 12 13 25 Serv Operating Expenses por Vehicle Revenue Mi \$4.3 \$4.6	Service Purchased Transportation - - - vice Efficiency er Operating ile Vehicle 30	Expenses \$1,257,097 \$2,094,161 \$3,351,258 Expenses per Revenue Hour \$46.13 \$58.70	Revenues \$50,926 \$147,968	Capital Funds \$45,811 \$97,555 \$143,366	Unlinked Trips 66,383 409,144 475,527 Mode Demand Response Bus	Revenue Miles 292,135 449,367 741,502 Operating Expenses per Unlinked Passenger Trip \$18.94 \$5.12	Revenue Hours 27,250 35,677 62,927 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.2 0.9	in Years 3. 4. Unlinked Trips pe Vehicle Revenu Hou 2. 11.
Demand Response Bus Total Performance Measures Mode Demand Response Bus Total	at Maximum a Directly Operated 12 13 25 Serv Operating Expenses po Vehicle Revenue Mi \$4.3 \$4.6	Service Purchased Transportation - - - vice Efficiency er Operating ile Vehicle 30 52	Expenses \$1,257,097 \$2,094,161 \$3,351,258 Expenses per Revenue Hour \$46.13 \$58.70 \$53.26	Revenues \$50,926 \$147,968 \$198,894	Capital Funds \$45,811 \$97,555 \$143,366 M D B T	Unlinked Trips 66,383 409,144 475,527 Mode Demand Response Bus Total	Revenue Miles 292,135 449,367 741,502 Operating Expenses per Unlinked Passenger Trip \$18.94 \$18.94 \$5.12 \$7.05 \$7.05	Revenue Hours 27,250 35,677 62,927 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.2 0.9 0.6	Unlinked Trips pe Vehicle Revenu Hou 2. 11. 7.
Demand Response Bus Total Performance Measures Mode Demand Response Bus	at Maximum a Directly Operated 12 13 25 Serv Operating Expenses po Vehicle Revenue Mi \$4.3 \$4.6	Service Purchased Transportation - - - vice Efficiency er Operating ile Vehicle 30 66 52 Unlinked Passenge	Expenses \$1,257,097 \$2,094,161 \$3,351,258 Expenses per Revenue Hour \$46.13 \$58.70	Revenues \$50,926 \$147,968 \$198,894	Capital Funds \$45,811 \$97,555 \$143,366 M D B T T	Unlinked Trips 66,383 409,144 475,527 Mode Demand Response Bus	Revenue Miles 292,135 449,367 741,502 741,502 Operating Expenses per Unlinked Passenger Trip \$18.94 \$5.12 \$7.05 Revenue \$200,000	Revenue Hours 27,250 35,677 62,927 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.2 0.9 0.6 Unlinked Passenger Trips	Unlinked Trips pe Vehicle Revenu Hou 2. 11. 7.
Demand Response Bus Total Performance Measures Mode Demand Response Bus Total Operating Expense per Vehicl	at Maximum a Directly Operated 12 13 25 Serv Operating Expenses po Vehicle Revenue Mi \$4.3 \$4.6	Service Purchased Transportation - - - vice Efficiency er Operating ile Vehicle 30 66 52 Unlinked Passenge	Expenses \$1,257,097 \$2,094,161 \$3,351,258 Expenses per Revenue Hour \$46.13 \$58.70 \$53.26 er Trips per Vehicle F	Revenues \$50,926 \$147,968 \$198,894	Capital Funds \$45,811 \$97,555 \$143,366 M D B T T Operating E	Unlinked Trips 66,383 409,144 475,527 Mode Demand Response Bus Fotal Expense per Vehicle I	Revenue Miles 292,135 449,367 741,502 741,502 Operating Expenses per Unlinked Passenger Trip \$18.94 \$5.12 \$7.05 Revenue \$200,000	Revenue Hours 27,250 35,677 62,927 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.2 0.9 0.6 Unlinked Passenger Trips Deman	in Years 3. 4. Unlinked Trips pe Vehicle Revenu Hou 2. 11. 7. s per Vehicle Revenue I
Demand Response Bus Total Performance Measures Mode Demand Response Bus Total Operating Expense per Vehicl Bus	at Maximum Directly Operated 12 13 25 Serv Operating Expenses pr Vehicle Revenue Mil \$4.3 \$4.6 \$4.5 e Revenue Mile: 3.00	Service Purchased Transportation - - - vice Efficiency er Operating ile Vehicle 30 66 52 Unlinked Passenge	Expenses \$1,257,097 \$2,094,161 \$3,351,258 Expenses per Revenue Hour \$46.13 \$58.70 \$53.26 er Trips per Vehicle F	Revenues \$50,926 \$147,968 \$198,894	Capital Funds \$45,811 \$97,555 \$143,366 M D B T Operating E	Unlinked Trips 66,383 409,144 475,527 Mode Demand Response Bus Fotal Expense per Vehicle I	Revenue Miles 292,135 292,135 449,367 741,502 741,502 Operating Expenses per Unlinked Passenger Trip \$18.94 \$18.94 \$5.12 \$7.05 \$7.05	Revenue Hours 27,250 35,677 62,927 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.2 0.9 0.6 Unlinked Passenger Trips Deman	in Years 3. 4. Unlinked Trips pe Vehicle Revenu Hou 2. 11. 7. s per Vehicle Revenue I
Demand Response Bus Total Performance Measures Mode Demand Response Bus Total Operating Expense per Vehick Bus	at Maximum a Directly Operated 12 13 25 Serv Operating Expenses por Vehicle Revenue Mile: \$4.5 \$4.6 \$4.6	Service Purchased Transportation - - - vice Efficiency er Operating ile Vehicle 30 66 52 Unlinked Passenge	Expenses \$1,257,097 \$2,094,161 \$3,351,258 Expenses per Revenue Hour \$46.13 \$58.70 \$53.26 er Trips per Vehicle F	Revenues \$50,926 \$147,968 \$198,894	Capital Funds \$45,811 \$97,555 \$143,366 M D B T T Operating E	Unlinked Trips 66,383 409,144 475,527 Mode Demand Response Bus Fotal Expense per Vehicle I	Revenue Miles 292,135 449,367 741,502 Operating Expenses per Unlinked Passenger Trip \$18.94 \$5.12 \$7.05 Revenue tse	Revenue Hours 27,250 35,677 62,927 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.2 0.9 0.6 Unlinked Passenger Trips Deman	in Years 3. 4. Unlinked Trips per Vehicle Revenue Hou 2. 11. 7. s per Vehicle Revenue M
Demand Response Bus Total Performance Measures Mode Demand Response Bus Total Operating Expense per Vehicl Bus	at Maximum Directly Operated 12 13 25 Serv Operating Expenses pr Vehicle Revenue Mil \$4.3 \$4.6 \$4.5 e Revenue Mile: 3.00	Service Purchased Transportation - - - vice Efficiency er Operating ile Vehicle 30 66 52 Unlinked Passenge	Expenses \$1,257,097 \$2,094,161 \$3,351,258 Expenses per Revenue Hour \$46.13 \$58.70 \$53.26 er Trips per Vehicle F	Revenues \$50,926 \$147,968 \$198,894 Revenue \$6.00	Capital Funds \$45,811 \$97,555 \$143,366 M D B T T Operating E	Unlinked Trips 66,383 409,144 475,527 Mode Demand Response Bus Fotal Expense per Vehicle I	Revenue Miles 292,135 292,135 449,367 741,502 741,502 Operating Expenses per Unlinked Passenger Trip \$18.94 \$18.94 \$5.12 \$7.05 \$7.05	Revenue Hours 27,250 35,677 62,927 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.2 0.9 0.6 Unlinked Passenger Trips Deman	
Demand Response Bus Total Performance Measures Mode Demand Response Bus Total Operating Expense per Vehicl Bus	at Maximum 3	Service Purchased Transportation - - - vice Efficiency er Operating ile Vehicle 30 66 52 Unlinked Passenge	Expenses \$1,257,097 \$2,094,161 \$3,351,258 Expenses per Revenue Hour \$46.13 \$58.70 \$53.26 er Trips per Vehicle F	Revenues \$50,926 \$147,968 \$198,894	Capital Funds \$45,811 \$97,555 \$143,366 M D B T T Operating E	Unlinked Trips 66,383 409,144 475,527 Mode Demand Response Bus Fotal Expense per Vehicle I	Revenue Miles 292,135 449,367 741,502 Operating Expenses per Unlinked Passenger Trip \$18.94 \$5.12 \$7.05 Revenue nse 0.60 0.40	Revenue Hours 27,250 35,677 62,927 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.2 0.9 0.6 Unlinked Passenger Trips Deman	in Years 3. 4. Unlinked Trips pe Vehicle Revenue Hou 2. 11. 7. s per Vehicle Revenue M

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