http://www.cityofalexandriala.com/ 2021 Industrial Park Road Alexandria, LA 71309

## City of Alexandria (Atrans) 2014 Annual Agency Profile

Urbanized Area (UZA) Statistic	General Information		Financial Information							
Urbanized Area (UZA) Statistics - 2010 Census			Sources of Operating Funds Expended				Funding Sources	Capital Fundi	ng Sources	
Alexandria, LA		ł	are Revenues	\$445,454	15.6%					
66 Square Miles			Local Funds	\$1,199,133	41.9%					
82,804 Population			State Funds	\$200,375	7.0%					
346 Pop. Rank out o	of 498 UZAs	Fede	eral Assistance	\$980,440	34.3%	34.3%	<sup>6</sup> 1.2%	43.0%		
			Other Funds	\$33,989	1.2%			43.0%		
		Total Operating F	unds Expended	\$2,859,391	100.0%					
Service Area Statistics										
28 Square Miles		Source	s of Capital Fun	ds Expended			15.6%			
62,924 Population			Fare Revenues			7.0%				
		·	Local Funds	\$0 \$11,609	0.0%					
Service Consumption			State Funds	\$0	0.0%					
724,570 Annual Unlinked Trips (UPT)		Fed	eral Assistance	\$8.747	43.0%					
		100	Other Funds	\$0,7 <i>47</i>	0.0%				57.0%	
Service Supplied		Total Capital F	Funds Expended	\$20,356	100.0%		41.9%		unit A	
647,277 Annual Vehicle	Revenue Miles (VRM)									
40,428 Annual Vehicle										
Database Information NTDID: 60025										
Reporter Type: Small Systems F	Poportor									
Reporter Type. Offair Oysterns I	reporter		Model	Characteri	otion					
Operation Characteristics			wouar	Characteria	51105					
Operation characteristics	Vehicles C	Onerated								
	at Maximur	•								
	at waximur	in Service			Uses of					
	Directly	Purchased	Operating	Fare	Capital	Annual	Annual Vehicle	Annual Vehicle	Average Fleet Ag	
	Directly		Expenses	Revenues	Funds	Unlinked Trips	Revenue Miles	Revenue Hours		
abol	Operated	Iransportation							in Year	
	Operated 2	Transportation	\$390 156							
Demand Response	2	I ransportation -	\$390,156 \$2,469,235	\$10,555	\$20,356	16,095	93,621	6,171	4	
Demand Response Bus		I ransportation - - -	\$390,156 \$2,469,235 <b>\$2,859,391</b>						4	
Demand Response Bus Total	2 8	I ransportation - - -	\$2,469,235	\$10,555 \$434,899	\$20,356 \$0	16,095 708,475	93,621 553,656	6,171 34,257	4	
Demand Response Bus Fotal	2 8 10		\$2,469,235	\$10,555 \$434,899	\$20,356 \$0	16,095 708,475	93,621 553,656 <b>647,277</b>	6,171 34,257 <b>40,42</b> 8	4	
Demand Response Bus Total	2 8 10	Prvice Efficiency	\$2,469,235	\$10,555 \$434,899	\$20,356 \$0	16,095 708,475 <b>724,570</b>	93,621 553,656 647,277	6,171 34,257	45	
Demand Response Bus Fotal	2 8 10 Se	- - Prvice Efficiency	\$2,469,235 \$2,859,391	\$10,555 \$434,899	\$20,356 \$0	16,095 708,475 <b>724,570</b>	93,621 553,656 647,277 Operating Expenses	6,171 34,257 40,428 Service Effectiveness	4 5 Unlinked Trips p	
Demand Response Bus Fotal Performance Measures	2 8 10 Se Operating Expenses	ervice Efficiency	\$2,469,235 \$2,859,391 Expenses per	\$10,555 \$434,899	\$20,356 \$0 <b>\$20,356</b>	16,095 708,475 724,570	93,621 553,656 647,277 Operating Expenses per Unlinked	6,171 34,257 40,428 Service Effectiveness Unlinked Trips per	4 5 Unlinked Trips p Vehicle Revenu	
Demand Response Bus Fotal Performance Measures Mode	2 8 10 Se Operating Expenses Vehicle Revenue	ervice Efficiency s per Operating Mile Vehicle	\$2,469,235 \$2,859,391 Expenses per Revenue Hour	\$10,555 \$434,899	\$20,356 \$0 \$20,356	16,095 708,475 724,570	93,621 553,656 647,277 Operating Expenses per Unlinked Passenger Trip	6,171 34,257 40,428 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile	4 5 Unlinked Trips p Vehicle Revenu Hot	
Mode Demand Response Bus Total Performance Measures Mode Demand Response Bus	2 8 10 Se Operating Expenses Vehicle Revenue	ervice Efficiency s per Operating Mile Vehicle	\$2,469,235 \$2,859,391 Expenses per Revenue Hour \$63.22	\$10,555 \$434,899	\$20,356 \$0 \$20,356 M	16,095 708,475 724,570	93,621 553,656 647,277 Operating Expenses per Unlinked Passenger Trip \$24.24	6,171 34,257 40,428 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.2	in Year 4. 5. Unlinked Trips pe Vehicle Revenu Hou 2 20	
Demand Response Bus Fotal Performance Measures Mode Demand Response Bus	2 8 10 Operating Expenses Vehicle Revenue \$	ervice Efficiency s per Operating Mile Vehicle	\$2,469,235 \$2,859,391 Expenses per Revenue Hour	\$10,555 \$434,899	\$20,356 \$0 <b>\$20,356</b> M D B	16,095 708,475 724,570	93,621 553,656 647,277 Operating Expenses per Unlinked Passenger Trip	6,171 34,257 40,428 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile	4 5 Unlinked Trips p Vehicle Revenu Ho 2 20	
Demand Response Bus Fotal Performance Measures Mode Demand Response Bus Fotal	2 8 10 Operating Expenses Vehicle Revenue \$ \$	ervice Efficiency Sper Operating Mile Vehicle 44.46 44.42	\$2,469,235 \$2,859,391 Expenses per Revenue Hour \$63.22 \$72.08 \$70.73	\$10,555 \$434,899 \$445,454	\$20,356 \$0 <b>\$20,356</b> M D B T	16,095 708,475 724,570	93,621 553,656 647,277 Operating Expenses per Unlinked Passenger Trip \$24.24 \$3.49 \$3.95	6,171 34,257 40,428 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.2 1.3 1.1	Unlinked Trips p Vehicle Revenu Ho 20 17	
Demand Response Bus Fotal Performance Measures Mode Demand Response Bus Fotal Operating Expense per Vehicle	2 8 10 Operating Expenses Vehicle Revenue \$ \$	ervice Efficiency Si per Operating Mile Vehicle 14.17 14.46 14.42 Unlinked Passenge	\$2,469,235 <b>\$2,859,391</b> Expenses per Revenue Hour \$63.22 \$72.08 \$70.73 er Trips per Vehicle I	\$10,555 \$434,899 \$445,454	\$20,356 \$0 <b>\$20,356</b> M D B T T	16,095 708,475 724,570	93,621 553,656 647,277 Operating Expenses per Unlinked Passenger Trip \$24.24 \$3.49 \$3.95 Revenue	6,171 34,257 40,428 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.2 1.3 1.1 Unlinked Passenger Trips	Unlinked Trips p Vehicle Revenu Ho 2 20 17 ; per Vehicle Revenue	
Demand Response Bus Fotal Performance Measures Mode Demand Response Bus Fotal	2 8 10 Operating Expenses Vehicle Revenue \$ \$	ervice Efficiency Si per Operating Mile Vehicle 14.17 14.46 14.42 Unlinked Passenge	\$2,469,235 \$2,859,391 Expenses per Revenue Hour \$63.22 \$72.08 \$70.73	\$10,555 \$434,899 \$445,454	\$20,356 \$0 <b>\$20,356</b> M D B T T	16,095 708,475 724,570	93,621 553,656 647,277 Operating Expenses per Unlinked Passenger Trip \$24.24 \$3.49 \$3.95 Revenue	6,171 34,257 40,428 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.2 1.3 1.1 Unlinked Passenger Trips	4 5 Unlinked Trips p Vehicle Revenu Ho 2 20 17	
Demand Response Bus Fotal Performance Measures Mode Demand Response Bus Fotal Operating Expense per Vehicle Bus	2 8 10 Se Operating Expenses Vehicle Revenue \$ \$ Revenue Mile: 2.00	ervice Efficiency Si per Operating Mile Vehicle 14.17 14.46 14.42 Unlinked Passenge	\$2,469,235 <b>\$2,859,391</b> Expenses per Revenue Hour \$63.22 \$72.08 \$70.73 er Trips per Vehicle I	\$10,555 \$434,899 \$445,454 Revenue \$6.00	\$20,356 \$0 <b>\$20,356</b> M D B T T	16,095 708,475 724,570	93,621 553,656 647,277 Operating Expenses per Unlinked Passenger Trip \$24.24 \$3.49 \$3.95 Revenue ise	6,171 34,257 40,428 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.2 1.3 1.1 Unlinked Passenger Trips Demand	Unlinked Trips p Vehicle Revenu Ho 2 20 17 ; per Vehicle Revenue	
Demand Response Bus Fotal Performance Measures Mode Demand Response Bus Fotal Operating Expense per Vehicle Bus 00	2 8 10 Se Operating Expenses Vehicle Revenue \$ \$ Revenue Mile: 2.00 1.50	ervice Efficiency Si per Operating Mile Vehicle 14.17 14.46 14.42 Unlinked Passenge	\$2,469,235 <b>\$2,859,391</b> Expenses per Revenue Hour \$63.22 \$72.08 \$70.73 er Trips per Vehicle I	\$10,555 \$434,899 <b>\$445,454</b> Revenue	\$20,356 \$0 <b>\$20,356</b> M D B T T	16,095 708,475 724,570	93,621 553,656 647,277 Operating Expenses per Unlinked Passenger Trip \$24.24 \$3.49 \$3.95 Revenue ise	6,171 34,257 40,428 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.2 1.3 1.1 Unlinked Passenger Trips Demand	Unlinked Trips p Vehicle Revenu Ho 2 20 17 ; per Vehicle Revenue	
Demand Response Bus Fotal Performance Measures Mode Demand Response Bus Fotal Operating Expense per Vehicle Bus	2 8 10 Se Operating Expenses Vehicle Revenue \$ \$ Revenue Mile: 2.00 1.50 1.00	ervice Efficiency Si per Operating Mile Vehicle 14.17 14.46 14.42 Unlinked Passenge	\$2,469,235 <b>\$2,859,391</b> Expenses per Revenue Hour \$63.22 \$72.08 \$70.73 er Trips per Vehicle I	\$10,555 \$434,899 \$445,454 Revenue \$6.00	\$20,356 \$0 <b>\$20,356</b> M D B T T	16,095 708,475 724,570	93,621 553,656 647,277 Operating Expenses per Unlinked Passenger Trip \$24.24 \$3.49 \$3.95 Revenue ise 0.18 0.10	6,171 34,257 40,428 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.2 1.3 1.1 Unlinked Passenger Trips Deman	4 5 Unlinked Trips p Vehicle Revenue Ho 2 20 17 ; per Vehicle Revenue	
Demand Response Bus Fotal Performance Measures Mode Demand Response Bus Fotal Operating Expense per Vehicle Bus 00	2 8 10 Se Operating Expenses Vehicle Revenue \$ \$ Revenue Mile: 2.00 1.50	ervice Efficiency Si per Operating Mile Vehicle 14.17 14.46 14.42 Unlinked Passenge	\$2,469,235 <b>\$2,859,391</b> Expenses per Revenue Hour \$63.22 \$72.08 \$70.73 er Trips per Vehicle I	\$10,555 \$434,899 \$445,454 Revenue \$6.00 \$4.00	\$20,356 \$0 <b>\$20,356</b> M D B T T	16,095 708,475 724,570	93,621 553,656 647,277 Operating Expenses per Unlinked Passenger Trip \$24.24 \$3.49 \$3.95 Revenue ise	6,171 34,257 40,428 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.2 1.3 1.1 Unlinked Passenger Trips Deman	4 5 Unlinked Trips p Vehicle Revenue 2 20 17 per Vehicle Revenue	

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