

General Information

Urbanized Area Statistics - 2010 Census

Cleveland, OH
772 **Square Miles**
1,780,673 **Population**
25 **Pop. Rank out of 498 UZAs**

Service Consumption

8,220,345 **Annual Passenger Miles (PMT)**
736,901 **Annual Unlinked Trips (UPT)**
2,767 **Average Weekday Unlinked Trips**
531 **Average Saturday Unlinked Trips**
0 **Average Sunday Unlinked Trips**

Database Information

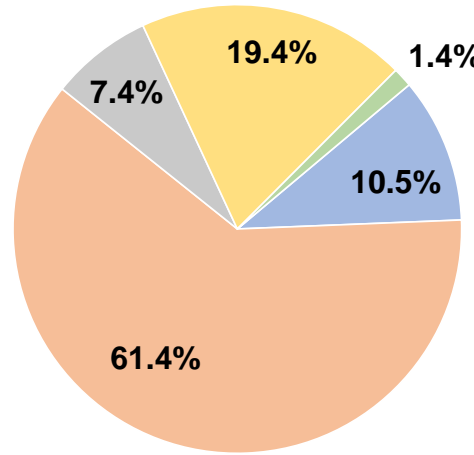
NTDID: 50117
Reporter Type: Full Reporter

Financial Information

Sources of Operating Funds Expended

| | | |
|---------------------------------------|---------------------|---------------|
| Fare Revenues | \$1,426,598 | 10.5% |
| Local Funds | \$8,360,119 | 61.4% |
| State Funds | \$1,001,943 | 7.4% |
| Federal Assistance | \$2,644,043 | 19.4% |
| Other Funds | \$190,399 | 1.4% |
| Total Operating Funds Expended | \$13,623,102 | 100.0% |

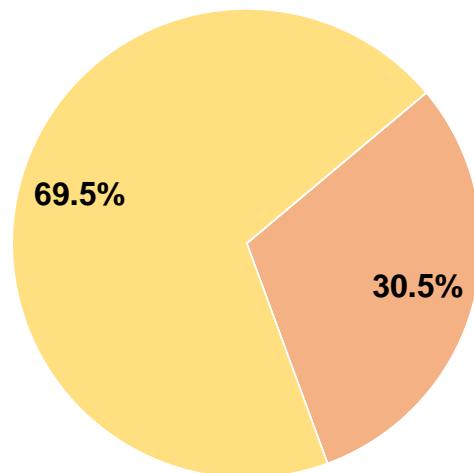
Operating Funding Sources



Sources of Capital Funds Expended

| | | |
|-------------------------------------|---------------------|---------------|
| Fare Revenues | \$0 | 0.0% |
| Local Funds | \$3,168,718 | 30.5% |
| State Funds | \$0 | 0.0% |
| Federal Assistance | \$7,216,505 | 69.5% |
| Other Funds | \$0 | 0.0% |
| Total Capital Funds Expended | \$10,385,223 | 100.0% |

Capital Funding Sources



Service Area Statistics

227 **Square Miles**
229,230 **Population**

Service Supplied

3,178,759 **Annual Vehicle Revenue Miles (VRM)**
177,290 **Annual Vehicle Revenue Hours (VRH)**
95 **Vehicles Operated in Maximum Service (VOMS)**
118 **Vehicles Available for Maximum Service (VAMS)**

Modal Characteristics

| Modal Overview | Vehicles Operated in Maximum Service | | Uses of Capital Funds | | | | |
|-----------------|---|-----------------------------|-----------------------|--------------------------|----------------------------|-----------|--------------|
| | Directly Operated | Purchased Transportation | Revenue Vehicles | Systems and Guideways | Facilities and Stations | Other | Total |
| Commuter Bus | 13 | - | \$8,570,469 | \$0 | \$0 | \$0 | \$8,570,469 |
| Demand Response | 72 | - | \$1,095,462 | \$165,041 | \$187,971 | \$253,059 | \$1,701,533 |
| Bus | 10 | - | \$0 | \$0 | \$113,221 | \$0 | \$113,221 |
| Total | 95 | - | \$9,665,931 | \$165,041 | \$301,192 | \$253,059 | \$10,385,223 |

Summary of Operating Expenses (OE)

| | | |
|--|---------------------|---------------|
| Salary, Wages, Benefits | \$9,694,590 | 71.2% |
| Materials and Supplies | \$1,918,107 | 14.1% |
| Purchased Transportation | \$0 | 0.0% |
| Other Operating Expenses | \$2,010,405 | 14.8% |
| Total Operating Expenses | \$13,623,102 | 100.0% |
| Reconciling OE Cash Expenditures | \$0 | |
| Purchased Transportation (Reported Separately) | \$0 | |

Operation Characteristics

| Mode | Operating Expenses | Fare Revenues | Uses of Capital Funds | Annual Passenger Miles | Annual Unlinked Trips | Annual Vehicle Revenue Miles | Annual Vehicle Revenue Hours | Fixed Guideway Directional Route Miles | Vehicles Available for Maximum Service | Vehicles Operated in Maximum Service | Percent Spare Vehicles | Average Fleet Age in Years ^a |
|-----------------|---------------------|--------------------|-----------------------|------------------------|-----------------------|------------------------------|------------------------------|--|--|--------------------------------------|------------------------|---|
| Commuter Bus | \$1,678,380 | \$574,410 | \$8,570,469 | 4,116,095 | 158,984 | 301,785 | 12,401 | 0.0 | 22 | 13 | 40.9% | 4.4 |
| Demand Response | \$8,740,829 | \$568,121 | \$1,701,533 | 2,589,199 | 263,591 | 2,322,111 | 127,328 | 0.0 | 80 | 72 | 10.0% | 2.7 |
| Bus | \$3,203,893 | \$284,067 | \$113,221 | 1,515,051 | 314,326 | 554,863 | 37,561 | 0.0 | 16 | 10 | 37.5% | 6.6 |
| Total | \$13,623,102 | \$1,426,598 | \$10,385,223 | 8,220,345 | 736,901 | 3,178,759 | 177,290 | 0.0 | 118 | 95 | 19.5% | |

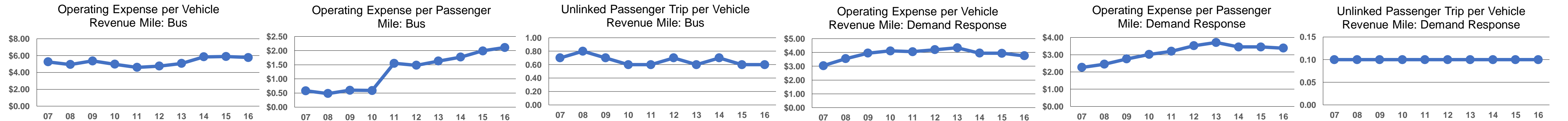
Performance Measures

Service Efficiency

| Mode | Operating Expenses per Vehicle Revenue Mile | Operating Expenses per Vehicle Revenue Hour |
|-----------------|---|---|
| Commuter Bus | \$5.56 | \$135.34 |
| Demand Response | \$3.76 | \$68.65 |
| Bus | \$5.77 | \$85.30 |
| Total | \$4.29 | \$76.84 |

Service Effectiveness

| Mode | Operating Expenses per Passenger Mile | Operating Expenses per Unlinked Passenger Trip | Unlinked Trips per Vehicle Revenue Mile | Unlinked Trips per Vehicle Revenue Hour |
|-----------------|---------------------------------------|--|---|---|
| Commuter Bus | \$0.41 | \$10.56 | 0.5 | 12.8 |
| Demand Response | \$3.38 | \$33.16 | 0.1 | 2.1 |
| Bus | \$2.11 | \$10.19 | 0.6 | 8.4 |
| Total | \$1.66 | \$18.49 | 0.2 | 4.2 |



Notes:

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