

City of Cleburne

2017 Annual Agency Profile

General Information

Urbanized Area (UZA) Statistics - 2010 Census

Dallas-Fort Worth-Arlington, TX
1,779 **Square Miles**
5,121,892 **Population**
6 **Pop. Rank out of 498 UZAs**

Other UZAs Served

0 Texas Non-UZA

Service Area Statistics

725 **Square Miles**
163,274 **Population**

Service Consumption

36,482 **Annual Unlinked Trips (UPT)**

Service Supplied

351,328 **Annual Vehicle Revenue Miles (VRM)**
21,890 **Annual Vehicle Revenue Hours (VRH)**

Database Information

NTDID: 60113

Reporter Type: Reduced Reporter

Financial Information

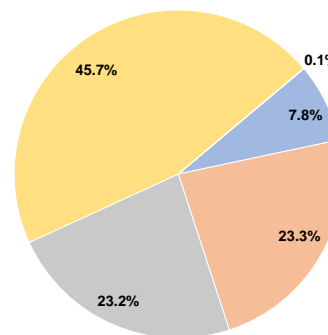
Sources of Operating Funds Expended

| | | |
|---------------------------------------|--------------------|---------------|
| Fare Revenues | \$86,487 | 7.8% |
| Local Funds | \$259,198 | 23.3% |
| State Funds | \$258,053 | 23.2% |
| Federal Assistance | \$508,195 | 45.7% |
| Other Funds | \$566 | 0.1% |
| Total Operating Funds Expended | \$1,112,499 | 100.0% |

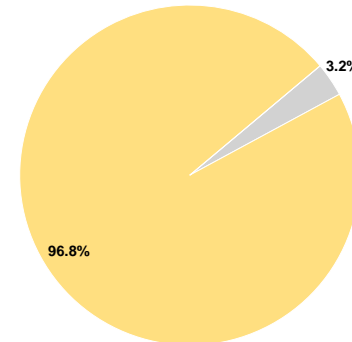
Sources of Capital Funds Expended

| | | |
|-------------------------------------|------------------|---------------|
| Fare Revenues | \$0 | 0.0% |
| Local Funds | \$0 | 0.0% |
| State Funds | \$25,949 | 3.2% |
| Federal Assistance | \$777,829 | 96.8% |
| Other Funds | \$0 | 0.0% |
| Total Capital Funds Expended | \$803,778 | 100.0% |

Operating Funding Sources



Capital Funding Sources



Modal Characteristics

Operation Characteristics

| Mode | Vehicles Operated at Maximum Service | | Operating Expenses | Fare Revenues | Uses of Capital Funds | Annual Unlinked Trips | Annual Vehicle Revenue Miles | Annual Vehicle Revenue Hours | Average Fleet Age in Years ^a |
|-----------------|--------------------------------------|--------------------------|--------------------|-----------------|-----------------------|-----------------------|------------------------------|------------------------------|---|
| | Directly Operated | Purchased Transportation | | | | | | | |
| Commuter Bus | 3 | - | \$131,275 | \$2,183 | \$126,193 | 3,961 | 53,571 | 2,007 | 3.0 |
| Demand Response | 14 | - | \$981,224 | \$84,304 | \$677,585 | 32,521 | 297,757 | 19,883 | 1.5 |
| Total | 17 | - | \$1,112,499 | \$86,487 | \$803,778 | 36,482 | 351,328 | 21,890 | |

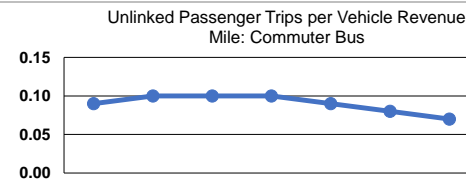
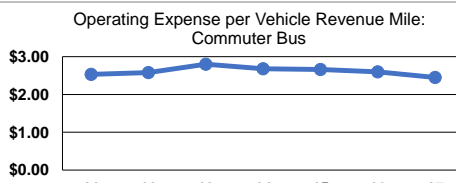
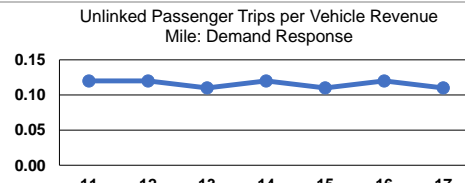
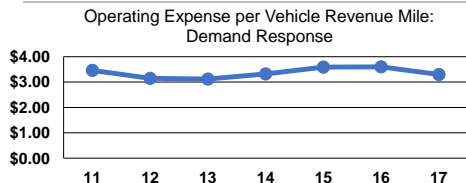
Performance Measures

Service Efficiency

| Mode | Operating Expenses per Vehicle Revenue Mile | Operating Expenses per Vehicle Revenue Hour |
|-----------------|---|---|
| Commuter Bus | \$2.45 | \$65.41 |
| Demand Response | \$3.30 | \$49.35 |
| Total | \$3.17 | \$50.82 |

Service Effectiveness

| Mode | Operating Expenses per Unlinked Passenger Trip | Unlinked Trips per Vehicle Revenue Mile | Unlinked Trips per Vehicle Revenue Hour |
|-----------------|--|---|---|
| Commuter Bus | \$33.14 | 0.1 | 2.0 |
| Demand Response | \$30.17 | 0.1 | 1.6 |
| Total | \$30.49 | 0.1 | 1.7 |



Notes:

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