Austin, TX 78702

Capital Area Rural Transportation System (CARTS - RURAL) 2017 Annual Agency Profile

| General Information | Financial Information | | | | | | |
|--|-------------------------------------|-------------|--------|---------------------------|-------|-------------------------|-------|
| | Sources of Operating Funds Expended | | | Operating Funding Sources | | Capital Funding Sources | |
| | Fare Revenues | \$226,668 | 3.1% | | - | | |
| Service Consumption | Local Funds | \$108,216 | 1.5% | | | | |
| 240,348 Annual Unlinked Trips (UPT) | State Funds | \$637,999 | 8.8% | 40 70/ | | | |
| | Federal Assistance | \$2,879,684 | 39.8% | 46.7% | 3.1% | | |
| Service Supplied | Other Funds | \$3,381,245 | 46.7% | | 1.5% | | |
| 1,743,977 Annual Vehicle Revenue Miles (VRM) | Total Operating Funds Expended | \$7,233,812 | 100.0% | | | | |
| 78,709 Annual Vehicle Revenue Hours (VRH) | | | | | 8.8% | | 15.09 |
| | | | | | | | |
| Summary of Operating Expenses (OE) | Sources of Capital Funds Expended | | | | | 85.0% | |
| \$7,233,812 Total Operating Expenses | Fare Revenues | \$0 | 0.0% | | | 05.0 % | |
| | Local Funds | \$0 | 0.0% | | | | |
| Database Information | State Funds | \$780,303 | 15.0% | | | | |
| NTDID: 6R05-66271 | Federal Assistance | \$4,405,048 | 85.0% | | | | |
| Reporter Type: Rural General Public Transit | Other Funds | \$0 | 0.0% | | 39.8% | | |
| | Total Capital Funds Expended | \$5,185,351 | 100.0% | | | | |
| | Modal | Characteris | stics | | | | |

Vehicles Operated at Maximum Service

| Mode | Directly Operated | Purchased Transportation | Operating Expenses | Fare Revenues | Uses of Capital Funds | Annual Unlinked Trips | Annual Vehicle Revenue Miles | Annual Vehicle Revenue Hours |
|-----------------|----------------------|-----------------------------|-----------------------|------------------|--------------------------|--------------------------|---------------------------------|---------------------------------|
| Commuter Bus | 19 | - | \$3,212,245 | \$67,261 | \$0 | 140,955 | 774,430 | 31,958 |
| Demand Response | 70 | - | \$3,883,297 | \$157,001 | \$5,185,351 | 93,614 | 936,212 | 44,281 |
| Bus | 2 | - | \$138,270 | \$2,406 | \$0 | 5,779 | 33,335 | 2,470 |
| Total | 91 | - | \$7,233,812 | \$226,668 | \$5,185,351 | 240,348 | 1,743,977 | 78,709 |

Performance Measures

| | Service E | fficiency | | | Service Effectiveness | |
|-----------------|--|--|-----------------|--|--|--|
| Mode | Operating Expenses per Vehicle Revenue Mile | Operating Expenses per Vehicle Revenue Hour | Mode | Operating Expenses per Unlinked Passenger Trip | Unlinked Trips per Vehicle Revenue Mile | Unlinked Trips per Vehicle Revenue Hour |
| Commuter Bus | \$4.15 | \$100.51 | Commuter Bus | \$22.79 | 0.2 | 4.4 |
| Demand Response | \$4.15 | \$87.70 | Demand Response | \$41.48 | 0.1 | 2.1 |
| Bus | \$4.15 | \$55.98 | Bus | \$23.93 | 0.2 | 2.3 |
| Total | \$4.15 | \$91.91 | Total | \$30.10 | 0.1 | 3.1 |

