http://www.cityofcamarillo.org 601 Carmen Drive Camarillo, CA 93011-0248

## **Camarillo Area Transit**

2017 Annual Agency Profile

| Urbanized Area (UZA) Sta  |  |  |  |  |   | nformation  |  |   |   |
|---|--|--|--|--|---|---|--|---|---|
| Urbanized Area (UZA) Statistics - 2010 Census   |  | Sources of Operating Funds Expended  |  |  |   | Operating Funding Sources   |  | Capital Funding Sources   |   |
| Camarillo, CA   |  | Far  | e Revenues   | \$200,804                                      | 10.2%   |   |  |   |   |
| 22 Square Mi  | les  | I  | Local Funds  | \$672,164                                      | 34.1%   |   |  |   |   |
| 71,772 Population   | า  | :  | State Funds  | \$0  | 0.0%  |   |  |   |   |
| 386 Pop. Rank   | out of 498 UZAs  | Federal  | Assistance   | \$1,096,689                                    | 55.7%   |   |  |   |   |
|   |  |  | Other Funds  | \$0  | 0.0%  |   |  |   |   |
|   |  |  |  |  | 100.0%  |   |  |   |   |
|   |  | Total Operating F  | -unas Expendea   | \$1,969,657                                    | 100.0%  | 55.7%   |  |   |   |
|   |  |  |  |  |   |   | 10.2%  |   |   |
| Service Area Statistics   |  |  |  |  |   |   |  |   |   |
| 20 Square Mi  | les  | Sources  | s of Capital Fun   | ds Expended                                    | 1   |   |  |   | 20.0%   |
| 66,923 Population   | า  | Far  | e Revenues   | \$0  | 0.0%  |   |  | 80.0%   |   |
|   |  | I  | Local Funds  | \$54,022                                       | 20.0%   |   |  |   |   |
| Service Consumption   |  | :  | State Funds  | \$0  | 0.0%  |   | ·  |   |   |
| 179.443 Annual Unlinked Trips (UPT)   |  |  | Assistance   | \$216,090                                      | 80.0%   |   |  |   |   |
|   |  |  | Other Funds  | \$0  | 0.0%  |   | 34.1%  |   |   |
| Service Supplied  |  |  | Funds Expended   | \$270,112                                      | 100.0%  |   |  |   |   |
|   | hiele Devenue Miles (//DM)   | i otar Capital r   | unus Expended  | <b>φ</b> 270,112                               | 100.0%  |   |  |   |   |
|   | hicle Revenue Miles (VRM)  |  |  |  |   |   |  |   |   |
| 31,749 Annual Ve  | hicle Revenue Hours (VRH)  |  |  |  |   |   |  |   |   |
|   |  |  |  |  |   |   |  |   |   |
| Database Information  |  |  |  |  |   |   |  |   |   |
| NTDID: 90163  |  |  |  |  |   |   |  |   |   |
| Reporter Type: Reduced R  | Reporter   |  |  |  |   |   |  |   |   |
|   |  |  | Modal  | Characteri                                     | stics   |   |  |   |   |
| Operation Characteristics   |  |  |  |  |   |   |  |   |   |
| Operation Characteristics   |  |  |  |  |   |   |  |   |   |
|   | Vehicles O   | Operated   |  |  |   |   |  |   |   |
|   |  |  |  |  |   |   |  |   |   |
|   | at Maximun   | •  |  |  |   |   |  |   |   |
|   |  | •  |  |  | Uses of   |   |  |   |   |
|   |  | •  | Operating  | Fare   | Uses of<br>Capital  | Annual  | Annual Vehicle   | Annual Vehicle  | Average Fleet A   |
| Mode  | at Maximun   | n Service<br>Purchased   | Operating<br>Expenses  |  |   | Annual<br>Unlinked Trips  | Annual Vehicle<br>Revenue Miles  | Annual Vehicle<br>Revenue Hours   |   |
|   | at Maximun<br>Directly   | n Service<br>Purchased<br>Transportation   | Expenses   | Revenues                                       | Capital<br>Funds  | Unlinked Trips  | Revenue Miles  | Revenue Hours   | in Year   |
| Demand Response   | at Maximun<br>Directly   | n Service<br>Purchased<br>Transportation<br>14   | Expenses<br>\$1,540,503  | <b>Revenues</b><br>\$131,494                   | Capital<br>Funds<br>\$270,112   | Unlinked Trips<br>96,942  | Revenue Miles<br>272,509   | Revenue Hours<br>26,347   | in Year   |
| Demand Response<br>Bus  | at Maximun<br>Directly   | n Service<br>Purchased<br>Transportation<br>14<br>2  | Expenses<br>\$1,540,503<br>\$369,788   | <b>Revenues</b><br>\$131,494<br>\$69,310       | Capital<br>Funds<br>\$270,112<br>\$0  | Unlinked Trips<br>96,942<br>82,501  | <b>Revenue Miles</b><br>272,509<br>54,274  | Revenue Hours<br>26,347<br>5,402  | in Year<br>2  |
| Demand Response   | at Maximun<br>Directly   | n Service<br>Purchased<br>Transportation<br>14   | Expenses<br>\$1,540,503  | <b>Revenues</b><br>\$131,494                   | Capital<br>Funds<br>\$270,112   | Unlinked Trips<br>96,942  | Revenue Miles<br>272,509   | Revenue Hours<br>26,347   | in Year<br>2  |
| Demand Response<br>Bus<br>Total   | at Maximun<br>Directly   | n Service<br>Purchased<br>Transportation<br>14<br>2  | Expenses<br>\$1,540,503<br>\$369,788   | <b>Revenues</b><br>\$131,494<br>\$69,310       | Capital<br>Funds<br>\$270,112<br>\$0  | Unlinked Trips<br>96,942<br>82,501  | <b>Revenue Miles</b><br>272,509<br>54,274  | Revenue Hours<br>26,347<br>5,402  | in Year<br>2  |
| Demand Response<br>Bus<br>Total   | at Maximun<br>Directly<br>Operated<br>-<br>-   | n Service<br>Purchased<br>Transportation<br>14<br>2<br>16  | Expenses<br>\$1,540,503<br>\$369,788   | <b>Revenues</b><br>\$131,494<br>\$69,310       | Capital<br>Funds<br>\$270,112<br>\$0  | Unlinked Trips<br>96,942<br>82,501  | Revenue Miles<br>272,509<br>54,274<br>326,783  | Revenue Hours<br>26,347<br>5,402<br>31,749  | in Year<br>2<br>2   |
| Demand Response<br>Bus  | at Maximun<br>Directly<br>Operated<br>-<br>-   | n Service<br>Purchased<br>Transportation<br>14<br>2  | Expenses<br>\$1,540,503<br>\$369,788   | <b>Revenues</b><br>\$131,494<br>\$69,310       | Capital<br>Funds<br>\$270,112<br>\$0  | Unlinked Trips<br>96,942<br>82,501<br>179,443   | Revenue Miles<br>272,509<br>54,274<br>326,783  | Revenue Hours<br>26,347<br>5,402  | in Year<br>2<br>2   |
| Demand Response<br>Bus<br>Total   | at Maximun<br>Directly<br>Operated<br>-<br>-   | n Service<br>Purchased<br>Transportation<br>14<br>2<br>16  | Expenses<br>\$1,540,503<br>\$369,788   | <b>Revenues</b><br>\$131,494<br>\$69,310       | Capital<br>Funds<br>\$270,112<br>\$0  | Unlinked Trips<br>96,942<br>82,501<br>179,443   | Revenue Miles<br>272,509<br>54,274<br>326,783  | Revenue Hours<br>26,347<br>5,402<br>31,749  | in Year<br>2<br>2   |
| Demand Response<br>Bus<br>Total   | at Maximun<br>Directly<br>Operated<br>-<br>-   | n Service<br>Purchased<br>Transportation<br>14<br>2<br>16<br>ervice Efficiency   | Expenses<br>\$1,540,503<br>\$369,788   | <b>Revenues</b><br>\$131,494<br>\$69,310       | Capital<br>Funds<br>\$270,112<br>\$0  | Unlinked Trips<br>96,942<br>82,501<br>179,443   | Revenue Miles<br>272,509<br>54,274<br>326,783  | Revenue Hours<br>26,347<br>5,402<br>31,749  | in Year<br>2<br>2<br>S  |
| Demand Response<br>Bus<br>Total   | At Maximum<br>Directly<br>Operated<br>-<br>-<br>-<br>Se  | n Service<br>Purchased<br>Transportation<br>14<br>2<br>16<br>ervice Efficiency<br>per Operating  | Expenses<br>\$1,540,503<br>\$369,788<br>\$1,910,291  | <b>Revenues</b><br>\$131,494<br>\$69,310       | Capital<br>Funds<br>\$270,112<br>\$0<br>\$270,112   | Unlinked Trips<br>96,942<br>82,501<br>179,443   | Revenue Miles<br>272,509<br>54,274<br>326,783<br>Operating Expenses<br>per Unlinked  | Revenue Hours<br>26,347<br>5,402<br>31,749<br>Service Effectivenes  | in Year<br>2<br>2<br>5<br>Unlinked Trips p  |
| Demand Response<br>Bus<br>Total<br>Performance Measures<br>Mode   | at Maximum<br>Directly<br>Operated<br>-<br>-<br>-<br>Se<br>Operating Expenses<br>Vehicle Revenue I   | n Service<br>Purchased<br>Transportation<br>14<br>2<br>16<br>ervice Efficiency<br>per Operating  | Expenses<br>\$1,540,503<br>\$369,788<br>\$1,910,291<br>Expenses per  | <b>Revenues</b><br>\$131,494<br>\$69,310       | Capital<br>Funds<br>\$270,112<br>\$0<br>\$270,112   | Unlinked Trips<br>96,942<br>82,501<br>179,443   | Revenue Miles<br>272,509<br>54,274<br>326,783<br>Operating Expenses<br>per Unlinked  | Revenue Hours<br>26,347<br>5,402<br>31,749<br>Service Effectivenes:<br>Unlinked Trips per   | in Year<br>2<br>2<br>5<br>Unlinked Trips p<br>Vehicle Revenue Ho  |
| Demand Response<br>Bus<br>Total<br>Performance Measures   | at Maximun<br>Directly<br>Operated<br>-<br>-<br>Se<br>Operating Expenses<br>Vehicle Revenue I<br>\$8   | n Service<br>Purchased<br>Transportation<br>14<br>2<br>16<br>ervice Efficiency<br>per Operating<br>Mile Vehicle<br>5.65  | Expenses<br>\$1,540,503<br>\$369,788<br>\$1,910,291<br>Expenses per<br>Revenue Hour<br>\$58.47   | <b>Revenues</b><br>\$131,494<br>\$69,310       | Capital<br>Funds<br>\$270,112<br>\$0<br>\$270,112   | Unlinked Trips<br>96,942<br>82,501<br>179,443<br>Iode<br>Demand Response  | Revenue Miles<br>272,509<br>54,274<br>326,783<br>Operating Expenses<br>per Unlinked<br>Passenger Trip<br>\$15.89   | Revenue Hours<br>26,347<br>5,402<br>31,749<br>Service Effectiveness<br>Unlinked Trips per<br>Vehicle Revenue Mile<br>0.4                                    | Unlinked Trips p<br>Vehicle Revenue Ho<br>3   |
| Demand Response<br>Bus<br>Total<br>Performance Measures<br>Mode<br>Demand Response<br>Bus   | at Maximun<br>Directly<br>Operated<br>-<br>-<br>Se<br>Operating Expenses<br>Vehicle Revenue I  | n Service<br>Purchased<br>Transportation<br>14<br>2<br>16<br>ervice Efficiency<br>per Operating<br>Mile Vehicle<br>5.65<br>6.81                                    | Expenses<br>\$1,540,503<br>\$369,788<br>\$1,910,291<br>Expenses per<br>Revenue Hour<br>\$58.47<br>\$68.45                                    | <b>Revenues</b><br>\$131,494<br>\$69,310       | Capital<br>Funds<br>\$270,112<br>\$0<br>\$270,112<br>M<br>D<br>B<br>B                             | Unlinked Trips<br>96,942<br>82,501<br>179,443<br>   | Revenue Miles<br>272,509<br>54,274<br>326,783<br>Operating Expenses<br>per Unlinked<br>Passenger Trip<br>\$15.89<br>\$4.48   | Revenue Hours<br>26,347<br>5,402<br>31,749<br>Service Effectiveness<br>Unlinked Trips per<br>Vehicle Revenue Mile<br>0.4<br>1.5                             | in Year<br>2<br>2<br>5<br>Vehicle Revenue Ho<br>3<br>15   |
| Demand Response<br>Bus<br>Fotal<br>Performance Measures<br>Mode<br>Demand Response<br>Bus   | at Maximun<br>Directly<br>Operated<br>-<br>-<br>Se<br>Operating Expenses<br>Vehicle Revenue I  | n Service<br>Purchased<br>Transportation<br>14<br>2<br>16<br>ervice Efficiency<br>per Operating<br>Mile Vehicle<br>5.65  | Expenses<br>\$1,540,503<br>\$369,788<br>\$1,910,291<br>Expenses per<br>Revenue Hour<br>\$58.47   | <b>Revenues</b><br>\$131,494<br>\$69,310       | Capital<br>Funds<br>\$270,112<br>\$0<br>\$270,112<br>M<br>D<br>B<br>B                             | Unlinked Trips<br>96,942<br>82,501<br>179,443<br>Iode<br>Demand Response  | Revenue Miles<br>272,509<br>54,274<br>326,783<br>Operating Expenses<br>per Unlinked<br>Passenger Trip<br>\$15.89   | Revenue Hours<br>26,347<br>5,402<br>31,749<br>Service Effectiveness<br>Unlinked Trips per<br>Vehicle Revenue Mile<br>0.4                                    | in Year<br>2<br>2<br>5<br>Unlinked Trips p<br>Vehicle Revenue Ho<br>3<br>15   |
| Demand Response<br>Bus<br>Total<br>Performance Measures<br>Mode<br>Demand Response<br>Bus<br>Total  | at Maximun<br>Directly<br>Operated<br>-<br>-<br>Se<br>Operating Expenses<br>Vehicle Revenue I<br>\$5<br>\$6  | n Service<br>Purchased<br>Transportation<br>14<br>2<br>16<br>ervice Efficiency<br>per Operating<br>Mile Vehicle<br>5.65<br>6.81<br>5.85                            | Expenses<br>\$1,540,503<br>\$369,788<br>\$1,910,291<br>Expenses per<br>Revenue Hour<br>\$58.47<br>\$68.45<br>\$60.17                         | Revenues<br>\$131,494<br>\$69,310<br>\$200,804 | Capital<br>Funds<br>\$270,112<br>\$0<br>\$270,112<br>M<br>D<br>B<br>T                             | Unlinked Trips<br>96,942<br>82,501<br>179,443<br>Inde<br>eemand Response<br>tus                                     | Revenue Miles           272,509         54,274           326,783         326,783           Operating Expenses         per Unlinked           Passenger Trip         \$15.89           \$4.48         \$10.65   | Revenue Hours<br>26,347<br>5,402<br>31,749<br>Service Effectiveness<br>Unlinked Trips per<br>Vehicle Revenue Mile<br>0.4<br>1.5<br>0.5                      | in Year<br>2<br>2<br>5<br>Unlinked Trips p<br>Vehicle Revenue Ho<br>3<br>15<br>5                                      |
| Demand Response<br>Bus<br>Total<br>Performance Measures<br>Mode<br>Demand Response<br>Bus<br>Total<br>Operating Expense per Ve                                  | at Maximun<br>Directly<br>Operated<br>-<br>-<br>Se<br>Operating Expenses<br>Vehicle Revenue I<br>\$5<br>\$6<br>\$6   | n Service<br>Purchased<br>Transportation<br>14<br>2<br>16<br>ervice Efficiency<br>per Operating<br>Mile Vehicle<br>5.65<br>6.81<br>5.85<br>Unlinked Passenger Trip | Expenses<br>\$1,540,503<br>\$369,788<br>\$1,910,291<br>Expenses per<br>Revenue Hour<br>\$58.47<br>\$68.45<br>\$60.17<br>os per Vehicle Rever | Revenues<br>\$131,494<br>\$69,310<br>\$200,804 | Capital<br>Funds<br>\$270,112<br>\$0<br>\$270,112<br>M<br>D<br>B<br>T                             | Unlinked Trips<br>96,942<br>82,501<br>179,443<br>Inde<br>Jode<br>Jode<br>Jode<br>Jode<br>Jode<br>Jode<br>Jode<br>Jo | Revenue Miles           272,509         54,274           326,783         326,783           Operating Expenses         per Unlinked           Passenger Trip         \$15.89           \$4.48         \$10.65   | Revenue Hours<br>26,347<br>5,402<br>31,749<br>Service Effectiveness<br>Unlinked Trips per<br>Vehicle Revenue Mile<br>0.4<br>1.5<br>0.5                      | in Year<br>2<br>3<br>5<br>Unlinked Trips p<br>Vehicle Revenue Ho<br>15<br>5<br>6                                      |
| Demand Response<br>Bus<br>Total<br>Performance Measures<br>Mode<br>Demand Response<br>Bus<br>Total<br>Operating Expense per Ve<br>Demand Res                    | at Maximun<br>Directly<br>Operated<br>-<br>-<br>Se<br>Operating Expenses<br>Vehicle Revenue I<br>\$6<br>\$6<br>\$6   | n Service<br>Purchased<br>Transportation<br>14<br>2<br>16<br>ervice Efficiency<br>per Operating<br>Mile Vehicle<br>5.65<br>6.81<br>5.85                            | Expenses<br>\$1,540,503<br>\$369,788<br>\$1,910,291<br>Expenses per<br>Revenue Hour<br>\$58.47<br>\$68.45<br>\$60.17<br>os per Vehicle Rever | Revenues<br>\$131,494<br>\$69,310<br>\$200,804 | Capital<br>Funds<br>\$270,112<br>\$0<br>\$270,112<br>\$<br>B<br>B<br>T<br>Operating E             | Unlinked Trips<br>96,942<br>82,501<br>179,443<br>Inde<br>eemand Response<br>tus                                     | Revenue Miles<br>272,509<br>54,274<br>326,783<br>Operating Expenses<br>per Unlinked<br>Passenger Trip<br>\$15.89<br>\$4.48<br>\$10.65  | Revenue Hours<br>26,347<br>5,402<br>31,749<br>Service Effectiveness<br>Unlinked Trips per<br>Vehicle Revenue Mile<br>0.4<br>1.5<br>0.5<br>Unlinked Passenge | in Year<br>2<br>2<br>5<br>Vehicle Revenue Ho<br>15<br>5<br>5  |
| Demand Response<br>Bus<br>Total<br>Performance Measures<br>Mode<br>Demand Response<br>Bus<br>Total<br>Operating Expense per Ve<br>Demand Res                    | at Maximun<br>Directly<br>Operated<br>-<br>-<br>Se<br>Operating Expenses<br>Vehicle Revenue I<br>\$5<br>\$6<br>\$6   | n Service<br>Purchased<br>Transportation<br>14<br>2<br>16<br>ervice Efficiency<br>per Operating<br>Mile Vehicle<br>5.65<br>6.81<br>5.85<br>Unlinked Passenger Trip | Expenses<br>\$1,540,503<br>\$369,788<br>\$1,910,291<br>Expenses per<br>Revenue Hour<br>\$58.47<br>\$68.45<br>\$60.17<br>os per Vehicle Rever | Revenues<br>\$131,494<br>\$69,310<br>\$200,804 | Capital<br>Funds<br>\$270,112<br>\$0<br>\$270,112<br>\$<br>B<br>B<br>T<br>Operating E             | Unlinked Trips<br>96,942<br>82,501<br>179,443<br>Inde<br>Jode<br>Jode<br>Jode<br>Jode<br>Jode<br>Jode<br>Jode<br>Jo | Revenue Miles         272,509           54,274         326,783           Operating Expenses         per Unlinked           Passenger Trip         \$15.89           \$4.48         \$10.65           evenue Mile:         2.00   | Revenue Hours<br>26,347<br>5,402<br>31,749<br>Service Effectiveness<br>Unlinked Trips per<br>Vehicle Revenue Mile<br>0.4<br>1.5<br>0.5<br>Unlinked Passenge | in Year<br>2<br>3<br>5<br>Unlinked Trips p<br>Vehicle Revenue Ho<br>15<br>5<br>6                                      |
| Demand Response<br>Bus<br>Total<br>Performance Measures<br>Mode<br>Demand Response<br>Bus<br>Total<br>Operating Expense per Ve<br>Demand Res                    | at Maximun<br>Directly<br>Operated<br>-<br>-<br>Se<br>Operating Expenses<br>Vehicle Revenue I<br>\$6<br>\$6<br>\$6   | n Service<br>Purchased<br>Transportation<br>14<br>2<br>16<br>ervice Efficiency<br>per Operating<br>Mile Vehicle<br>5.65<br>6.81<br>5.85<br>Unlinked Passenger Trip | Expenses<br>\$1,540,503<br>\$369,788<br>\$1,910,291<br>Expenses per<br>Revenue Hour<br>\$58.47<br>\$68.45<br>\$60.17<br>os per Vehicle Rever | Revenues<br>\$131,494<br>\$69,310<br>\$200,804 | Capital<br>Funds<br>\$270,112<br>\$0<br>\$270,112<br>M<br>D<br>B<br>T<br>Operating E              | Unlinked Trips<br>96,942<br>82,501<br>179,443<br>Inde<br>Jode<br>Jode<br>Jode<br>Jode<br>Jode<br>Jode<br>Jode<br>Jo | Revenue Miles<br>272,509<br>54,274<br>326,783<br>Operating Expenses<br>per Unlinked<br>Passenger Trip<br>\$15.89<br>\$4.48<br>\$10.65  | Revenue Hours<br>26,347<br>5,402<br>31,749<br>Service Effectiveness<br>Unlinked Trips per<br>Vehicle Revenue Mile<br>0.4<br>1.5<br>0.5<br>Unlinked Passenge | in Year<br>2<br>3<br>5<br>Unlinked Trips p<br>Vehicle Revenue Ho<br>15<br>5<br>6                                      |
| Demand Response<br>Bus<br>Total<br>Performance Measures<br>Mode<br>Demand Response<br>Bus<br>Total<br>Operating Expense per Ve<br>Demand Res<br>Demand Response | at Maximun Directly Operated   | n Service<br>Purchased<br>Transportation<br>14<br>2<br>16<br>ervice Efficiency<br>per Operating<br>Mile Vehicle<br>5.65<br>6.81<br>5.85<br>Unlinked Passenger Trip | Expenses<br>\$1,540,503<br>\$369,788<br>\$1,910,291<br>Expenses per<br>Revenue Hour<br>\$58.47<br>\$68.45<br>\$60.17<br>os per Vehicle Rever | Revenues<br>\$131,494<br>\$69,310<br>\$200,804 | Capital<br>Funds<br>\$270,112<br>\$0<br>\$270,112<br>\$270,112<br>M<br>D<br>B<br>T<br>Operating E | Unlinked Trips<br>96,942<br>82,501<br>179,443<br>Inde<br>Jode<br>Jode<br>Jode<br>Jode<br>Jode<br>Jode<br>Jode<br>Jo | Revenue Miles         272,509           54,274         326,783           Operating Expenses         per Unlinked           Passenger Trip         \$15.89           \$4.48         \$10.65           evenue Mile:         2.00   | Revenue Hours<br>26,347<br>5,402<br>31,749<br>Service Effectivenes:<br>Unlinked Trips per<br>Vehicle Revenue Mile<br>0,4<br>1.5<br>0.5<br>Unlinked Passenge | in Year<br>2<br>2<br>5<br>Unlinked Trips p<br>Vehicle Revenue Ho<br>3<br>15<br>5<br>7<br>Trips per Vehicle Reven      |
| Demand Response<br>Bus<br>Total<br>Performance Measures<br>Mode<br>Demand Response<br>Bus<br>Total<br>Operating Expense per Ve<br>Demand Res                    | at Maximun<br>Directly<br>Operated<br>-<br>-<br>Se<br>Operating Expenses<br>Vehicle Revenue I<br>\$2<br>\$2<br>\$4<br>\$4<br>\$4<br>\$4<br>\$4<br>\$4<br>\$4<br>\$4<br>\$4<br>\$4<br>\$4<br>\$4<br>\$4 | n Service<br>Purchased<br>Transportation<br>14<br>2<br>16<br>ervice Efficiency<br>per Operating<br>Mile Vehicle<br>5.65<br>6.81<br>5.85<br>Unlinked Passenger Trip | Expenses<br>\$1,540,503<br>\$369,788<br>\$1,910,291<br>Expenses per<br>Revenue Hour<br>\$58.47<br>\$68.45<br>\$60.17<br>os per Vehicle Rever | Revenues<br>\$131,494<br>\$69,310<br>\$200,804 | Capital<br>Funds<br>\$270,112<br>\$0<br>\$270,112<br>\$270,112<br>M<br>D<br>B<br>T<br>Operating E | Unlinked Trips<br>96,942<br>82,501<br>179,443<br>Inde<br>Jode<br>Jode<br>Jode<br>Jode<br>Jode<br>Jode<br>Jode<br>Jo | Revenue Miles         272,509         54,274         326,783 | Revenue Hours<br>26,347<br>5,402<br>31,749<br>Service Effectivenes:<br>Unlinked Trips per<br>Vehicle Revenue Mile<br>0.4<br>1.5<br>0.5<br>Unlinked Passenge | in Year<br>2<br>2<br>5<br>Unlinked Trips p<br>Vehicle Revenue Ho<br>3<br>15<br>5<br>7<br>Trips per Vehicle Reven      |
| Demand Response<br>Bus<br>Total<br>Performance Measures<br>Mode<br>Demand Response<br>Bus<br>Total<br>Operating Expense per Ve<br>Demand Res<br>Demand Response | at Maximun Directly Operated   | n Service<br>Purchased<br>Transportation<br>14<br>2<br>16<br>ervice Efficiency<br>per Operating<br>Mile Vehicle<br>5.65<br>6.81<br>5.85<br>Unlinked Passenger Trip | Expenses<br>\$1,540,503<br>\$369,788<br>\$1,910,291<br>Expenses per<br>Revenue Hour<br>\$58.47<br>\$68.45<br>\$60.17<br>os per Vehicle Rever | Revenues<br>\$131,494<br>\$69,310<br>\$200,804 | Capital<br>Funds<br>\$270,112<br>\$0<br>\$270,112<br>\$270,112<br>M<br>D<br>B<br>T<br>Operating E | Unlinked Trips<br>96,942<br>82,501<br>179,443<br>Inde<br>Jode<br>Jode<br>Jode<br>Jode<br>Jode<br>Jode<br>Jode<br>Jo | Revenue Miles         272,509           272,509         54,274           326,783         326,783           Operating Expenses         per Unlinked           Passenger Trip         \$15.89           \$4.48         \$10.65           evenue Mile:         2.00           1.50         1.50   | Revenue Hours<br>26,347<br>5,402<br>31,749<br>Service Effectivenes:<br>Unlinked Trips per<br>Vehicle Revenue Mile<br>0.4<br>1.5<br>0.5<br>Unlinked Passenge | in Year<br>2<br>2<br>5<br>Unlinked Trips p<br>Vehicle Revenue Ho<br>3<br>15<br>5<br>5<br>7<br>Trips per Vehicle Reven |

Notes:

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