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

General Information									Financial Information					
Urbanized Area Statistics - 2010 Census Palm Bay-Melbourne, FL 232 Square Miles 452,791 Population		Service Consumption 12,862,335 Annual Passenger Miles (PMT) 1,771,011 Annual Unlinked Trips (UPT)				Database Information NTDID: 40063 Reporter Type: Full Reporter		Sources of Operating Funds Expended			=	Operating Fu	nding Sour	
								Fares and Directly Generated		\$1,170,445	9.2%			
									Local Funds	\$834,170	6.5%			
		6,202 Average Weekday Unlinked Trips				Asset Type: Tier II		-	State Funds	\$2,885,846	22.6%			
84 Pop. Rank out of 498 UZAs 2,992 Average Saturday Unlinked Trips						Sponsor NTDID:		Federal Assistance		\$7,853,051 61.6%		61.6%		
Other UZAs Served		454 <b>A</b>	verage Sunday Un	linked Trips								01.0%	9.2%	
470 Titusville, FL, 0 Florida Non-	UZA							Total Opera	ting Funds Expended	\$12,743,512	100.0%		6.5%	
						Assets								
Service Area Statistics 1,557 Square Miles 601,942 Population		Service Supplied				Revenue Vehicles	180	Sources of Capital Funds Expende					22.6%	
		2,917,809 Annual Vehicle Revenue Miles (VRM) 149,943 Annual Vehicle Revenue Hours (VRH)			S	Service Vehicles	15	Fares and Directly Generated Local Funds		\$0	0.0%		22.078	
						acilities	2			\$0	0.0%			
				n Maximum Service (		rack Miles			State Funds	\$0	0.0%			
		252 V	ehicles Available f	or Maximum Service	(VAMS) L	ane Miles.		Fe	deral Assistance	\$4,126,000	100.0%			
											100.0%	Capital Fundi	ng Sources	
	Vehicles C	Operated	Modal Charac	cteristics				Total Ca	pital Funds Expended	\$4,126,000	100.076			
Modal Overview	in Maximur			Lle	es of Capital Fun	de			Summary of Operation					
	Directly	Purchased	Revenue	Systems and	Facilities and	ius			Summary or Operation	ing Expenses (OE)				
Mode	Operated	Transportation	Vehicles	Guidewavs	Stations	Other	Total		Labor	\$6,904,309	54.4%			
Demand Response	27	9	\$664,399	Guideways \$0	\$242,500	\$0	\$906,899	Motor	ials and Supplies	\$6,904,309 \$1,355,559	54.4% 10.7%			
Bus	39	9	\$1,477,452	\$0 \$104.163	\$242,500 \$254.061	\$0 \$1.383.425	\$3.219.101		ed Transportation	\$386.983	3.0%			
Vanpool	- 39	35	\$1,477,452	\$104,103	\$254,001	\$1,363,423	\$3,219,101		erating Expenses	\$4,054,056	31.9%	100.0%		
Total	66	44	\$2,141,851	\$104.163	\$496,561	\$1,383,425	\$4,126,000		I Operating Expenses	\$12,700,907	100.0%			
			<i><i><i>v</i><sub>2</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,,<i>v</i><sub>0</sub>,</i></i>	¢101,100	¢ 100,001	\$1,000,120	<i><b>↓</b></i> ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Reconciling OE C		\$42,605	100.070			
									ed Transportation	¢ 12,000				
									orted Separately)	\$0				
Operation Characteristics	Onerstine		Lines of	Annual	A	Annual Vehicle	Annual Vehicle	Fixed Guideway				D		
Mode	Operating	F B	Uses of		Annual	Revenue Miles		Directiona		Vehicles Operated in	0	Percent Av		
	Expenses	Fare Revenues	Capital Funds	Passenger Miles	Unlinked Trips		Revenue Hours	Route Mile		Maximum Service	Sp	are Vehicles A		
Demand Response	\$3,893,014	\$315,185	\$906,899	1,466,994	112,270	590,558	38,467	0.0		36		250.0%	7.0	
Bus	\$8,454,199 \$353,694	\$530,134 \$311,360	\$3,219,101 \$0	9,320,018 2,075,323	1,610,092 48,649	1,948,876 378,375	102,617 8,859	0.0		39 35		71.8% 68.6%	7.6	
/anpool Total				2,075,323		2.917.809	8,859 149,943	0.0		35 110		56.3%	b.2	
otai	\$12,700,907	\$1,156,679	\$4,126,000	12,862,335	1,771,011	2,917,809	149,943	0.0	252	110		56.3%		
Performance Measures			vice Efficiency	- 100			· · · · · · · · · · · · · · · · · · ·		Service Effect					
		rating Expenses per		rating Expenses per			Operating Expenses per		perating Expenses per		Trips per		ed Trips per	
Mode	v	ehicle Revenue Mile	Ve	hicle Revenue Hour		Node			linked Passenger Trip	Vehicle Rev		Vehicle Re	venue Hou	
Demand Response		\$6.59		\$101.20		Demand Response		\$2.65	\$34.68		0.2		2.9	
Bus		\$4.34		\$82.39		Bus		\$0.91	\$5.25		0.8		15.7	
Vanpool		\$0.93		\$39.92		/anpool		\$0.17	\$7.27		0.1		5.5	
Total		\$4.35		\$84.70	Т	otal		\$0.99	\$7.17		0.6		11.8	
Operating Expense per Ve	hicle Revenue	Operating Expense pe	r Passenger Mile:		nger Trip per Vehicle	Ope	rating Expense per Vehicle I		Operating Expense per			senger Trip per Ve		
5.00 Mile: Bus	\$1.00	Bus		2.00 CREVENU	e Mile: Bus	\$8.00	Mile: Demand Response	\$3.00	Demand Res	0.40 ponse	Revenue Mi	le: Demand Respo	onse	
1.00	\$0.80			1.50		\$6.00		\$2.00		0.30			A	
3.00	\$0.60			1.00		\$4.00		\$2.00		0.20				
.00	\$0.40	-		0.50		\$2.00		\$1.00		0.10				

## Performance Measure Targets - 2021

Performance Measure - Asset Type - Target % not in State of Good Repair Equipment - Trucks and other Rubber Tire Vehicles - 60% Facility - Administrative - Maintenance Facilities - 0% Rolling Stock - BU - Bus - 18% Rolling Stock - CU - Cutaway - 0% Rolling Stock - VN - Van - 0%