2023 Annual Agency Profile - Dade County (NTD ID 41007)

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Mailing Address:	71 CASE AVE TRENTON, G		Website: http://dadecounty-ga.gov/192/Dade-County-Transit						
				Service Cons	sumed				
				Annual Unlink	ced Trips (UPT)	11,465	Operating Expenses per Vehicle Revenue Mile		
Assets			Service Supplied				\$80.00		
Revenue Vehicles	Ę	5	Annual Vehicle Revenue Miles (VRM)			99,165	\$60.00		
Service Vehicles			Annual Vehicle Revenue Hours (VRH)			6,482	\$40.00		
Facilities			Vehicles Oper	Vehicles Operated in Maximum Service (VOMS)			\$20.00		
		Modal	Characteristics				\$0.00 2015 2017 2019 2021 2023		
Mode	Annual Unlinked Passenger Trips	Directly Operated VOMS	Purchased Transportation VOMS	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours		Unlinked Passenger Trip per Vehicle Revenue Mile		
Demand Response	11,465	6	0	99,165	6,482		Demand Response		
Fotal	11,465	6	0	99,165	6,482		0.2		
Metrics	Service E	fficiency	Service Effectiveness				0.15		
Mode	OE per VRM	OE per VRH	UPT per VRM	UPT per VRH	OE per UPT		0.05		
Demand Response	\$3.71	\$56.78	0.1	1.8	\$32.10		2015 2017 2019 2021 2023		
Total	\$3.71	\$56.78	0.1	1.8	\$32.10		p. 1 oi		

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			2023 Funding Breakdown			
Summary of Opera	nting Expenses (C	DE)	Sources of Opera Expend	Operating Funding Sources		
Mode	Operating Expenses	Fare Revenues	Directly Generated Federal Government Local Government State Government	\$1,844 \$188,231 \$177,996 \$0	Directly Generated Federal Government Local Government State Government	48.4% 0.5% 51.1%
			Total Operating	\$368,071		
Demand Response	\$368,071	\$0	Funds Expended		Capital Funding Sources	
Total	\$368,071	\$0				
			Sources of Capital F	Sources of Capital Funds Expended		
			Directly Generated Federal Government Local Government State Government	\$0 \$0 \$0 \$0	Federal Government Local Government State Government	
			Total Capital Funds Expended	\$0		
			2023 Asset Management			
Transit Asset Manage	ement (TAM) Tier	Tier II	TAM Sponsor NTD ID	4R03		
			Metric			
			Mode	Average Fleet Age in Years		
			Demand Response	5.8		p. 2 c