

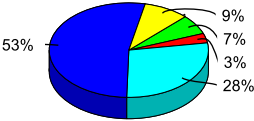
City of Cleburne (City/County Trans.)

| General Information | | | | Financial Information | | | | Summary Operating Expenses | |
|---|-----------|--------------------------------------|---------|-------------------------------------|--------|-------------|--|----------------------------|--|
| Urbanized Area (UZA) Statistics - 2010 Census | | | | Fare Revenues Earned | | | | | |
| Dallas-Fort Worth-Arlington, TX | | | | Sources of Operating Funds Expended | | | | Total Operating Expenses | |
| Square Miles | 1,779 | Annual Unlinked Trips | 42,938 | Fare Revenues | (7%) | \$80,534 | | | |
| Population | 5,121,892 | | | Local Funds | (3%) | \$39,020 | | | |
| Population Ranking out of 465 UZAs | 6 | | | State Funds | (28%) | \$332,366 | | | |
| Other UZAs Served | | | | Federal Assistance | (53%) | \$630,122 | | | |
| | | | | Other Funds | (9%) | \$109,545 | | | |
| | | | | Total Operating Funds Expended | | \$1,191,587 | | | |
| Service Area Statistics | | | | Sources of Capital Funds Expended | | | | | |
| Square Miles | 725 | Service Supplied | | Local Funds | (0%) | \$0 | | | |
| Population | 153,441 | Annual Vehicle Revenue Miles | 387,772 | State Funds | (0%) | \$0 | | | |
| | | Annual Vehicle Revenue Hours | 24,432 | Federal Assistance | (100%) | \$12,161 | | | |
| | | Vehicles Operated in Maximum Service | 14 | Other Funds | (0%) | \$0 | | | |
| | | | | Total Capital Funds Expended | | \$12,161 | | | |

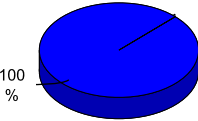
Vehicles Operated in Maximum Service and Uses of Capital Funds

| Mode | Directly Operated | Purchased ¹ Transportation | Total |
|-----------------|-------------------|---------------------------------------|----------|
| Demand Response | 13 | 0 | \$10,580 |
| Commuter Bus | 1 | 0 | \$1,581 |
| Total | 14 | 0 | \$12,161 |

Sources of Operating Funds Expended



Sources of Capital Funds Expended

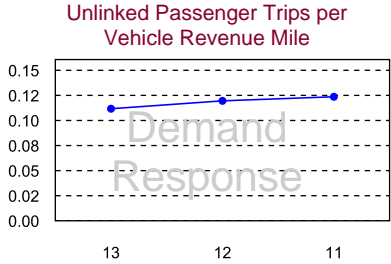
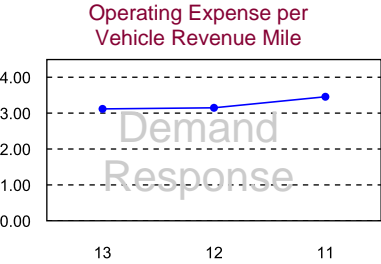


Modal Characteristics

| Mode | Operating Expenses ¹ | Fare Revenues ¹ | Uses of Capital Funds | Annual Vehicle Revenue Miles | Annual Unlinked Trips | Annual Vehicle Revenue Hours | Average Fleet Age in Years | Vehicles Operated in Maximum Service |
|-----------------|---------------------------------|----------------------------|-----------------------|------------------------------|-----------------------|------------------------------|----------------------------|--------------------------------------|
| Demand Response | \$1,036,681 | \$78,863 | \$10,580 | 332,489 | 37,139 | 22,460 | 5.2 | 13 |
| Commuter Bus | \$154,906 | \$1,671 | \$1,581 | 55,283 | 5,799 | 1,972 | 6.0 | 1 |

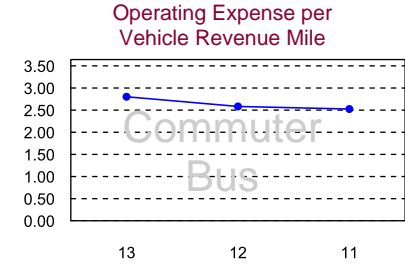
Performance Measures

| Service Efficiency | | Service Effectiveness | |
|--------------------|--|--|---|
| Mode | Operating Expense per Vehicle Revenue Mile | Operating Expense per Vehicle Revenue Hour | Unlinked Passenger Trips per Vehicle Revenue Mile |
| Demand Response | \$3.12 | \$46.16 | 0.11 |
| Commuter Bus | \$2.80 | \$78.55 | 0.10 |



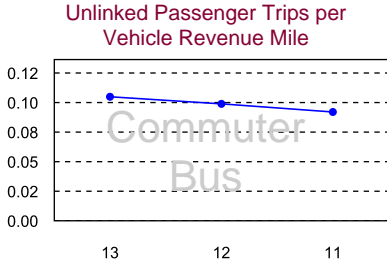
Service Effectiveness

| Mode | Operating Expense per Unlinked Passenger Trip |
|-----------------|---|
| Demand Response | \$27.91 |
| Commuter Bus | \$26.71 |



Service Effectiveness

| Mode | Unlinked Passenger Trips per Vehicle Revenue Mile | Unlinked Passenger Trips per Vehicle Revenue Hour |
|-----------------|---|---|
| Demand Response | 0.11 | 1.65 |
| Commuter Bus | 0.10 | 2.94 |



¹ Excludes data for purchased transportation reported separately