	ormation					nformation			
Urbanized Area (UZA) Statistics - 2010 Census			Sources of Operating Funds Expended				Operating Funding Sources		ding Sources
Grants Pass, OR		Fa	are Revenues	\$122,260	7.1%				
27 Square Miles			Local Funds	\$73,356	4.2%				
50,520 Population			State Funds	\$296,191	17.2%				
494 Pop. Rank out	t of 498 UZAs	Feder	al Assistance	\$867,000	50.2%		21.3%		
Other UZAs Served			Other Funds	\$367,432	21.3%				
) Oregon Non-UZA		Total Operating	Funds Expended	\$1,726,239	100.0%				
Service Area Statistics							7.1%		15.0%
80 Square Miles		Sourc	es of Capital Fu	nds Expended	4		4.2%		13.070
48,000 Population			are Revenues	\$0	0.0%				
40,000 1 000100		10	Local Funds	\$0 \$0	0.0%			85.0%	
Sonvice Concumption				¥ -		50.2%	17.00		
Service Consumption 221.018 Appual Unlinked Trips (UPT)		- ·	State Funds	\$45,900 \$260.100	15.0%	50.2 /0	17.2%		
221,018 Annual Unlinked Trips (UPT)		Feder	Federal Assistance		85.0%				
			Other Funds	\$0	0.0%				
Service Supplied 455,089 Annual Vehicl			Funds Expended	\$306,000	100.0%				
23,907 Annual Vehicl Database Information NTDID: 00059	e Revenue Hours (V	/RH)							
Reporter Type: Reduced Repo	orter								
			Moda	I Characteri	STICS				
Operation Characteristics									
		les Operated							
	at Max	cimum Service							
	at Max	kimum Service			Uses of				
	at Max	cimum Service Purchased	Operating	Fare	Uses of Capital	Annual	Annual Vehicle	Annual Vehicle	Average Fleet A
<i>l</i> ode			Operating Expenses	Fare Revenues		Annual Unlinked Trips	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	
	Directly Operated	Purchased			Capital				in Year
Commuter Bus	Directly	Purchased	Expenses \$520,116	Revenues \$42,570	Capital Funds	Unlinked Trips 32,745	Revenue Miles	Revenue Hours	in Yea 11
Commuter Bus Demand Response	Directly Operated 5	Purchased	Expenses \$520,116 \$495,603	Revenues \$42,570 \$21,917	Capital Funds \$0 \$0	Unlinked Trips 32,745 13,281	Revenue Miles 195,625 84,389	Revenue Hours 6,250 5,844	in Yea 1
Commuter Bus Demand Response Bus	Directly Operated 5 5	Purchased	Expenses \$520,116	Revenues \$42,570	Capital Funds \$0	Unlinked Trips 32,745	Revenue Miles 195,625	Revenue Hours 6,250	in Yea
Commuter Bus Demand Response Bus Fotal	Directly Operated 5 5 4	Purchased	Expenses \$520,116 \$495,603 \$710,520	Revenues \$42,570 \$21,917 \$57,773	Capital Funds \$0 \$306,000	Unlinked Trips 32,745 13,281 174,992	Revenue Miles 195,625 84,389 175,075	Revenue Hours 6,250 5,844 11,813	in Yea 1
Commuter Bus Demand Response Bus Fotal	Directly Operated 5 5 4	Purchased	Expenses \$520,116 \$495,603 \$710,520	Revenues \$42,570 \$21,917 \$57,773	Capital Funds \$0 \$306,000	Unlinked Trips 32,745 13,281 174,992	Revenue Miles 195,625 84,389 175,075	Revenue Hours 6,250 5,844 11,813	in Yea 1 ⁴ 8
Commuter Bus Demand Response Bus Fotal	Directly Operated 5 5 4	Purchased Transportation - - - -	Expenses \$520,116 \$495,603 \$710,520	Revenues \$42,570 \$21,917 \$57,773	Capital Funds \$0 \$306,000	Unlinked Trips 32,745 13,281 174,992	Revenue Miles 195,625 84,389 175,075 455,089	Revenue Hours 6,250 5,844 11,813 23,907	in Yea 1 ⁴ 8
Commuter Bus Demand Response Bus Fotal	Directly Operated 5 5 4 14	Purchased Transportation - - - Service Efficiency	Expenses \$520,116 \$495,603 \$710,520 \$1,726,239	Revenues \$42,570 \$21,917 \$57,773	Capital Funds \$0 \$306,000	Unlinked Trips 32,745 13,281 174,992	Revenue Miles 195,625 84,389 175,075 455,089 Operating Expenses	Revenue Hours 6,250 5,844 11,813 23,907 Service Effectivenes	in Year 11 8 3 5
Commuter Bus Demand Response Bus Total Performance Measures	Directly Operated 5 5 4 14 Operating Expe	Purchased Transportation - - - - Service Efficiency enses per Operatin	Expenses \$520,116 \$495,603 \$710,520 \$1,726,239 g Expenses per	Revenues \$42,570 \$21,917 \$57,773	Capital Funds \$0 \$306,000 \$306,000	Unlinked Trips 32,745 13,281 174,992 221,018	Revenue Miles 195,625 84,389 175,075 455,089 Operating Expenses per Unlinked	Revenue Hours 6,250 5,844 11,813 23,907 Service Effectivenes Unlinked Trips per	in Year 11 8 3 5 Unlinked Trips p
Mode Commuter Bus Demand Response Bus Total Performance Measures Mode	Directly Operated 5 5 4 14	Purchased Transportation - - - - <u>Service Efficiency</u> enses per Operatin enue Mile Vehick	Expenses \$520,116 \$495,603 \$710,520 \$1,726,239 g Expenses per e Revenue Hour	Revenues \$42,570 \$21,917 \$57,773	Capital Funds \$0 \$306,000 \$306,000	Unlinked Trips 32,745 13,281 174,992 221,018	Revenue Miles 195,625 84,389 175,075 455,089 Operating Expenses per Unlinked Passenger Trip	Revenue Hours 6,250 5,844 11,813 23,907 Service Effectivenes Unlinked Trips per Vehicle Revenue Mile	Unlinked Trips p Vehicle Revenue Ho
Commuter Bus Demand Response Bus Total Performance Measures Mode Commuter Bus	Directly Operated 5 5 4 14 Operating Expe	Purchased Transportation - - - - Service Efficiency enses per Operatin enue Mile Vehick \$2.66	Expenses \$520,116 \$495,603 \$710,520 \$1,726,239 g Expenses per Revenue Hour \$83.22	Revenues \$42,570 \$21,917 \$57,773	Capital Funds \$0 \$306,000 \$306,000	Unlinked Trips 32,745 13,281 174,992 221,018 Node	Revenue Miles 195,625 84,389 175,075 455,089 Operating Expenses per Unlinked Passenger Trip \$15.88	Revenue Hours 6,250 5,844 11,813 23,907 Service Effectivenes Unlinked Trips per Vehicle Revenue Mile 0.2	in Year 11 5 S Unlinked Trips p Vehicle Revenue Ho
Commuter Bus Demand Response Bus Total Performance Measures Mode Commuter Bus Demand Response	Directly Operated 5 5 4 14 Operating Expe	Purchased Transportation - - - - - - - - - - - - - - - - - - -	Expenses \$520,116 \$495,603 \$710,520 \$1,726,239 g Expenses per e Revenue Hour \$83.22 \$84.81	Revenues \$42,570 \$21,917 \$57,773	Capital Funds \$0 \$306,000 \$306,000	Unlinked Trips 32,745 13,281 174,992 221,018 Adde Commuter Bus Demand Response	Revenue Miles 195,625 84,389 175,075 455,089 Operating Expenses per Unlinked Passenger Trip \$15.88 \$37.32	Revenue Hours 6,250 5,844 11,813 23,907 Service Effectivenes Unlinked Trips per Vehicle Revenue Mile 0.2 0.2	in Year 11 8 3 5 Vehicle Revenue Ho 2 2
Commuter Bus Demand Response Bus Total Performance Measures Mode Commuter Bus Demand Response Bus	Directly Operated 5 5 4 14 Operating Expe	Purchased Transportation - - - - Service Efficiency enses per Operatin enue Mile Vehick \$2.66	Expenses \$520,116 \$495,603 \$710,520 \$1,726,239 g Expenses per Revenue Hour \$83.22	Revenues \$42,570 \$21,917 \$57,773	Capital Funds \$0 \$306,000 \$306,000	Unlinked Trips 32,745 13,281 174,992 221,018 Node	Revenue Miles 195,625 84,389 175,075 455,089 Operating Expenses per Unlinked Passenger Trip \$15.88	Revenue Hours 6,250 5,844 11,813 23,907 Service Effectivenes Unlinked Trips per Vehicle Revenue Mile 0.2	in Yea 11 S Unlinked Trips p Vehicle Revenue Ho
Commuter Bus Demand Response Bus Fotal Performance Measures Mode Commuter Bus Demand Response Bus	Directly Operated 5 4 14	Purchased Transportation - - - - Service Efficiency enses per enue Mile \$2.66 \$5.87 \$4.06	Expenses \$520,116 \$495,603 \$710,520 \$1,726,239 g Expenses per 8 Revenue Hour \$83.22 \$84.81 \$60.15 \$72.21	Revenues \$42,570 \$21,917 \$57,773 \$122,260	Capital Funds \$0 \$306,000 \$306,000	Unlinked Trips 32,745 13,281 174,992 221,018 Adde Commuter Bus Demand Response bus	Revenue Miles 195,625 84,389 175,075 455,089 Operating Expenses per Unlinked Passenger Trip \$15.88 \$37.32 \$4.06 \$7.81	Revenue Hours 6,250 5,844 11,813 23,907 23 Service Effectivenes 0.1 Unlinked Trips per 0.2 Vehicle Revenue Mile 0.2 0.2 1.0 0.5 0.5	in Yea 1 S Unlinked Trips p Vehicle Revenue Ho
Commuter Bus Demand Response Bus Fotal Performance Measures Mode Commuter Bus Demand Response Bus Fotal Operating Expense per Vehick Bus	Directly Operated 5 4 14	Purchased Transportation - - - - Service Efficiency enses per Operatin enue Mile Vehicle \$2.66 \$5.87 \$4.06 \$3.79 Unlinked Passenger T Mil	Expenses \$520,116 \$495,603 \$710,520 \$1,726,239 g Expenses per 8 Revenue Hour \$83.22 \$84.81 \$60.15 \$72.21	Revenues \$42,570 \$21,917 \$57,773 \$122,260	Capital Funds \$0 \$306,000 \$306,000 \$306,000 B T Operating E	Unlinked Trips 32,745 13,281 174,992 221,018 Mode Commuter Bus Demand Response Bus	Revenue Miles 195,625 84,389 175,075 455,089 Operating Expenses per Unlinked Passenger Trip \$15.88 \$37.32 \$4.06 \$7.81 \$24.06	Revenue Hours 6,250 5,844 11,813 23,907 Service Effectivenes Unlinked Trips per Vehicle Revenue Mile 0.2 0.2 0.2 1.0 0.5 Unlinked Passenge Mile: 0	in Yea 1 S Unlinked Trips p Vehicle Revenue Ho
Commuter Bus Demand Response Bus Fotal Performance Measures Mode Commuter Bus Demand Response Bus Fotal Operating Expense per Vehick Bus	Directly Operated 5 4 14	Purchased Transportation - - - - - - - - - - - - - - - - - - -	Expenses \$520,116 \$495,603 \$710,520 \$1,726,239 g Expenses per e Revenue Hour \$83.22 \$84.81 \$60.15 \$72.21 rips per Vehicle Rever	Revenues \$42,570 \$21,917 \$57,773 \$122,260 enue \$3.00	Capital Funds \$0 \$306,000 \$306,000 \$306,000 B T Operating E	Unlinked Trips 32,745 13,281 174,992 221,018 Mode Commuter Bus Demand Response Bus Total	Revenue Miles 195,625 84,389 175,075 455,089 Operating Expenses per Unlinked Passenger Trip \$15.88 \$37.32 \$4.06 \$7.81 Revenue Mile:	Revenue Hours 6,250 5,844 11,813 23,907 Service Effectivenes Unlinked Trips per Vehicle Revenue Mile 0.2 0.2 1.0 0.5 Unlinked Passenge Mile: 0	in Yea 1 S Unlinked Trips p Vehicle Revenue Ho
Commuter Bus Demand Response Bus Total Performance Measures Mode Commuter Bus Demand Response Bus Total Operating Expense per Vehicle Bus	Directly Operated 5 4 14	Purchased Transportation - - - - Service Efficiency enses per Operatin enue Mile Vehicle \$2.66 \$5.87 \$4.06 \$3.79 Unlinked Passenger T Mil	Expenses \$520,116 \$495,603 \$710,520 \$1,726,239 g Expenses per e Revenue Hour \$83.22 \$84.81 \$60.15 \$72.21 rips per Vehicle Rever	Revenues \$42,570 \$21,917 \$57,773 \$122,260	Capital Funds \$0 \$306,000 \$306,000 \$306,000 B T Operating E	Unlinked Trips 32,745 13,281 174,992 221,018 Mode Commuter Bus Demand Response Bus Total	Revenue Miles 195,625 84,389 175,075 455,089 Operating Expenses per Unlinked Passenger Trip \$15.88 \$37.32 \$4.06 \$7.81 Revenue Mile: 0.20 0.15 0.15 0.15	Revenue Hours 6,250 5,844 11,813 23,907 Service Effectivenes Unlinked Trips per Vehicle Revenue Mile 0.2 0.2 1.0 0.5 Unlinked Passenge Mile: 0	in Year 17 8 5 Unlinked Trips p Vehicle Revenue Ho 2 14 14 14
Commuter Bus Demand Response Bus Fotal Performance Measures Mode Commuter Bus Demand Response Bus Fotal Operating Expense per Vehick Bus	Directly Operated 5 4 14	Purchased Transportation - - - - - - - - - - - - - - - - - - -	Expenses \$520,116 \$495,603 \$710,520 \$1,726,239 g Expenses per e Revenue Hour \$83.22 \$84.81 \$60.15 \$72.21 rips per Vehicle Rever	Revenues \$42,570 \$21,917 \$57,773 \$122,260 enue \$3.00	Capital Funds \$0 \$306,000 \$306,000 \$306,000 B T Operating E	Unlinked Trips 32,745 13,281 174,992 221,018 Mode Commuter Bus Demand Response Bus Total	Revenue Miles 195,625 195,625 84,389 175,075 455,089 Operating Expenses per Unlinked Passenger Trip \$15.88 \$37.32 \$4.06 \$7.81 Revenue Mile: 0.15 0.10	Revenue Hours 6,250 5,844 11,813 23,907 Service Effectivenes Unlinked Trips per Vehicle Revenue Mile 0.2 0.2 1.0 0.5 Unlinked Passenge Mile: 0	in Year 17 8 5 Unlinked Trips p Vehicle Revenue Ho 2 14 14 14
Commuter Bus Demand Response Bus Fotal Performance Measures Mode Commuter Bus Demand Response Bus Fotal Operating Expense per Vehick Bus Do	Directly Operated 5 4 14	Purchased Transportation	Expenses \$520,116 \$495,603 \$710,520 \$1,726,239 g Expenses per e Revenue Hour \$83.22 \$84.81 \$60.15 \$72.21 rips per Vehicle Rever	Revenues \$42,570 \$21,917 \$57,773 \$122,260 enue \$3.00 \$2.00	Capital Funds \$0 \$306,000 \$306,000 \$306,000 B T Operating E	Unlinked Trips 32,745 13,281 174,992 221,018 Mode Commuter Bus Demand Response Bus Total	Revenue Miles 195,625 84,389 175,075 455,089 Operating Expenses per Unlinked Passenger Trip \$15.88 \$37.32 \$4.06 \$7.81 Revenue Mile: 0.20 0.15 0.15 0.15	Revenue Hours 6,250 5,844 11,813 23,907 Service Effectivenes Unlinked Trips per Vehicle Revenue Mile 0.2 0.2 1.0 0.5 Unlinked Passenge Mile: 0	in Yea 1 S Unlinked Trips Vehicle Revenue He 1 r Trips per Vehicle Rever

Notes:

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