http://www.martin.fl.us/ 2401 SE Monterey Road

Stuart, FL 34996

## Martin County 2017 Annual Agency Profile

| Urbanized Area Statistics - 2  | 2010 Concurs   | Service Cor   | General Info  |  |  | Database  | Information  |   | Sources of C  | noratina   | Financial II   |  |  | Funding Same   |
|--|--|---|---|--|--|---|--|---|---|--|--|--|--|--|
| Port St. Lucie, FL   |  | Service Consumption<br>632.492 Annual Passenger Miles (PMT)   |   |  | Database Information<br>NTDID: 40192                 |   |  | Sources of Operating Fund   |   |  |  | 4 50/  | Operating Funding Source   |  |
|  |  |   |   |  |  |   |  |   | Fare Revenu   |  | \$76,532   | 4.5%   |  |  |
| 208 Square Miles   |  |   | nnual Unlinked T  |  |  | Reporter Type:  | -ull Reporter  |   | Local Fun   |  | \$601,681  | 35.4%  | 33.5   | 5% 0   |
| 376,047 Population   |  |   | verage Weekday  |  |  |   |  |   | State Fun   |  | \$452,009  | 26.6%  | 33.5   | J70 U  |
| 101 Pop. Rank out  | of 498 UZAs  |   | verage Saturday   | •  |  |   |  |   | Federal Assistan  |  | \$569,285  | 33.5%  |  |  |
| Other UZAs Served  |  | 0 <b>A</b>  | verage Sunday U   | nlinked Trips  |  |   |  |   | Other Fun   |  | \$13   | 0.0%   |  |  |
| ) Florida Non-UZA  |  |   |   |  |  |   |  | Total O   | perating Funds E  | xpended  | \$1,699,520  | 100.0%   |  |  |
| Service Area Statistics  |  | Service S   | Supplied  |  |  |   |  |   | Sources of  | of Capital   | Funds Expended   |  | 26.6%  | 35.4%  |
| 65 Square Miles<br>150,870 Population  |  | 449,956 A   | nnual Vehicle Rev   | venue Miles (VRM)  |  |   |  |   | Fare Revenu   | es .   | \$0  | 0.0%   |  |  |
|  |  | 24,183 Annual Vehicle Revenue Hours (VRH)   |   |  |  |   |  | Local Funds   |   |  | \$287,579  | 25.9%  |  |  |
| •  |  | 11 <b>V</b>   | ehicles Operated  | in Maximum Service   | (VOMS)   |   |  |   | State Fun   | ds   | \$0  | 0.0%   |  |  |
|  |  |   |   | for Maximum Servic   |  |   |  |   | Federal Assistan  | ce   | \$824,777  | 74.1%  |  |  |
|  |  |   |   |  | - (  |   |  |   | Other Fun   |  | \$0  | 0.0%   | Capital Fun  | dina Sourc   |
|  |  |   | Modal Chara   | cteristics   |  |   |  | Tota  | I Capital Funds E   |  | \$1,112,356  | 100.0%   |  |  |
|  | Vehicles O   | perated   |   |  |  |   |  |   |   |  |  |  |  |  |
| Nodal Overview   | in Maximum   |   |   |  | Uses of Capital Funds                                |   |  | Summary of Operating Exp  |   |  | ng Expenses (OE)   |  |  |  |
|  | Directly   | Purchased   | Revenue   | Systems and  | Facilities and                                       |   |  |   |   |  |  |  |  |  |
| Mode   | Operated   | Transportation  | Vehicles  | Guideways  | Stations   | Other   | Total  |   | ary, Wages, Bene  |  | \$182,171  | 11.8%  | 74.1%  |  |
| Commuter Bus   | -  | 2   | \$0   | \$30,339   | \$0  | \$0   | \$30,339   |   | aterials and Suppl  |  | \$12,230   | 0.8%   |  | 25   |
| Demand Response  | -  | 4   | \$0   | \$45,508   | \$0  | \$0   | \$45,508   |   | ased Transportati   |  | \$1,134,926  | 73.4%  |  |  |
| Bus  | -  | 5   | \$797,775   | \$75,846   | \$0  | \$162,888   | \$1,036,509  |   | Operating Expens  |  | \$216,657  | 14.0%  |  |  |
| Fotal  |  | 11  | \$797,775   | \$151,693  | \$0  | \$162,888   | \$1,112,356  |   | Total Operating E   |  | \$1,545,984  | 100.0%   |  | $\sim$   |
|  |  |   |   |  |  |   |  |   | E Cash Expenditur   |  | \$153,536  |  |  |  |
|  |  |   |   |  |  |   |  |   |   |  |  |  |  |  |
|  |  |   |   |  |  |   |  |   | ased Transportati   |  | ¢0   |  |  |  |
|  |  |   |   |  |  |   |  |   | nased Transportati<br>Reported Separate   |  | \$0  |  |  |  |
| Operation Characteristics  |  |   |   |  |  |   |  | (F  | Reported Separate   | ly)  | \$0  |  |  |  |
| Operation Characteristics  | Orantina   |   |   | A  |  | A   |  | (F<br>Fixed Guid  | Reported Separate   | ly)<br>Available   | • -  |  |  |  |
|  | Operating  | Fore Devenues   | Uses of   | Annual   | Annual   | Annual Vehicle  | Annual Vehicle   | (F<br>Fixed Guid<br>Direc   | Reported Separate<br>leway Vehicles<br>tional for I   | ly)<br>Available<br>Maximum  | Vehicles Operated  | 0  |  | Fleet Age  |
| Mode   | Expenses   | Fare Revenues   | Capital Funds   | Passenger Miles  | Unlinked Trips                                       | Revenue Miles   | Revenue Hours  | (F<br>Fixed Guid  | Reported Separate<br>leway Vehicles<br>tional for I<br>Miles  | ly)<br>Available<br>Maximum<br>Service   | Vehicles Operated in Maximum Service   | Sp   | are Vehicles   | Fleet Age<br>Year  |
| Mode<br>Commuter Bus   | Expenses<br>\$249,050  | \$8,505   | Capital Funds<br>\$30,339   | Passenger Miles<br>95,232  | Unlinked Trips<br>4,406                              | Revenue Miles<br>107,351  | Revenue Hours<br>3,871   | (F<br>Fixed Guid<br>Direc   | Reported Separate<br>leway Vehicles<br>tional for I<br>Miles<br>0.0   | ly)<br>Available<br>Maximum<br>Service<br>3  | Vehicles Operated<br>in Maximum Service<br>2   | Sp   | are Vehicles<br>33.3%  | Fleet Age<br>Year  |
| Mode<br>Commuter Bus<br>Demand Response  | Expenses<br>\$249,050<br>\$356,389   | \$8,505<br>\$19,818   | Capital Funds<br>\$30,339<br>\$45,508   | Passenger Miles<br>95,232<br>62,117  | Unlinked Trips<br>4,406<br>6,710                     | Revenue Miles<br>107,351<br>73,440  | Revenue Hours<br>3,871<br>4,361  | (F<br>Fixed Guid<br>Direc   | Reported Separate<br>leway Vehicles<br>tional for I<br>Miles<br>0.0<br>0.0  | ly)<br>Available<br>Maximum<br>Service<br>3<br>6   | Vehicles Operated<br>in Maximum Service<br>2<br>4  | Sp   | are Vehicles<br>33.3%<br>33.3%   | Fleet Age<br>Year<br>0   |
| •<br>Mode<br>Commuter Bus<br>Demand Response<br>Bus  | Expenses<br>\$249,050<br>\$356,389<br>\$940,545                                | \$8,505<br>\$19,818<br>\$48,209   | Capital Funds<br>\$30,339<br>\$45,508<br>\$1,036,509  | Passenger Miles<br>95,232<br>62,117<br>475,143   | Unlinked Trips<br>4,406<br>6,710<br>60,477           | Revenue Miles<br>107,351<br>73,440<br>269,165   | Revenue Hours<br>3,871<br>4,361<br>15,951  | (F<br>Fixed Guid<br>Direc   | Reported Separate<br>tional for I<br>Miles<br>0.0<br>0.0<br>0.0   | ly)<br>Available<br>Maximum<br>Service<br>3<br>6<br>8  | Vehicles Operated<br>in Maximum Service<br>2<br>4<br>5   | Sp   | are Vehicles<br>33.3%<br>33.3%<br>37.5%  | Fleet Age<br>Year<br>0<br>5  |
| •<br><b>Node</b><br>Commuter Bus<br>Demand Response<br>Jus   | Expenses<br>\$249,050<br>\$356,389   | \$8,505<br>\$19,818   | Capital Funds<br>\$30,339<br>\$45,508   | Passenger Miles<br>95,232<br>62,117  | Unlinked Trips<br>4,406<br>6,710                     | Revenue Miles<br>107,351<br>73,440  | Revenue Hours<br>3,871<br>4,361  | (F<br>Fixed Guid<br>Direc   | Reported Separate<br>leway Vehicles<br>tional for I<br>Miles<br>0.0<br>0.0  | ly)<br>Available<br>Maximum<br>Service<br>3<br>6   | Vehicles Operated<br>in Maximum Service<br>2<br>4  | Sp   | are Vehicles<br>33.3%<br>33.3%   | Fleet Age<br>Year<br>0<br>5  |
| Vode<br>Commuter Bus<br>Demand Response<br>Bus<br>Fotal  | Expenses<br>\$249,050<br>\$356,389<br>\$940,545                                | \$8,505<br>\$19,818<br>\$48,209<br><b>\$76,532</b>  | Capital Funds<br>\$30,339<br>\$45,508<br>\$1,036,509<br>\$1,112,356<br>rvice Efficiency                 | Passenger Miles<br>95,232<br>62,117<br>475,143<br>632,492  | Unlinked Trips<br>4,406<br>6,710<br>60,477           | Revenue Miles<br>107,351<br>73,440<br>269,165   | Revenue Hours<br>3,871<br>4,361<br>15,951  | (F<br>Fixed Guid<br>Direc   | Reported Separate<br>leway Vehicles<br>tional for I<br>Miles<br>0.0<br>0.0<br>0.0<br>0.0  | ly)<br>Available<br>Maximum<br>Service<br>3<br>6<br>8<br>17  | Vehicles Operated<br>in Maximum Service<br>2<br>4<br>5   | Sp   | 33.3%<br>33.3%<br>37.5%<br>35.3%   | Fleet Age<br>Year<br>0<br>5<br>2   |
| Mode<br>Commuter Bus<br>Demand Response<br>Bus<br>Fotal<br>Performance Measures  | Expenses<br>\$249,050<br>\$356,389<br>\$940,545<br>\$1,545,984                 | \$8,505<br>\$19,818<br>\$48,209<br>\$76,532<br>Ser<br>ting Expenses per   | Capital Funds<br>\$30,339<br>\$45,508<br>\$1,036,509<br>\$1,112,356<br>rvice Efficiency<br>Opera        | Passenger Miles<br>95,232<br>62,117<br>475,143<br>632,492<br>ating Expenses per  | Unlinked Trips<br>4,406<br>6,710<br>60,477<br>71,593 | Revenue Miles<br>107,351<br>73,440<br>269,165<br>449,956  | Revenue Hours<br>3,871<br>4,361<br>15,951<br>24,183<br>Operating Ex                            | (F<br>Fixed Guid<br>Direc<br>Route  | Reported Separate<br>leway Vehicles<br>tional for I<br>Miles<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.                               | ly)<br>Available<br>Maximum<br>Service<br>3<br>6<br>8<br>17<br>rvice Effe<br>nses per  | Vehicles Operated<br>in Maximum Service<br>2<br>4<br>5<br>11<br>ectiveness<br>Unlinked                 | Trips per  | are Vehicles<br>33.3%<br>33.3%<br>37.5%<br>35.3%<br>Unlin                                | Fleet Age<br>Year<br>0<br>5<br>2<br>2<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1 |
| Vode<br>Commuter Bus<br>Demand Response<br>Jus<br>Fotal<br>Performance Measures<br>Vode  | Expenses<br>\$249,050<br>\$356,389<br>\$940,545<br>\$1,545,984                 | \$8,505<br>\$19,818<br>\$48,209<br>\$76,532<br>Ser<br>ting Expenses per<br>hicle Revenue Mile   | Capital Funds<br>\$30,339<br>\$45,508<br>\$1,036,509<br>\$1,112,356<br>rvice Efficiency<br>Opera        | Passenger Miles<br>95,232<br>62,117<br>475,143<br>632,492<br>ating Expenses per<br>licle Revenue Hour  | Unlinked Trips<br>4,406<br>6,710<br>60,477<br>71,593 | Revenue Miles<br>107,351<br>73,440<br>269,165<br>449,956<br>Mode  | Revenue Hours<br>3,871<br>4,361<br>15,951<br>24,183<br>Operating Ex                            | (F<br>Fixed Guic<br>Direc<br>Route<br>xpenses per<br>senger Mile  | Reported Separate<br>leway Vehicles<br>tional for I<br>Miles<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>Se   | ly)<br>Available<br>Maximum<br>Service<br>3<br>6<br>8<br>17<br>rvice Effe<br>nses per<br>nger Trip   | Vehicles Operated<br>in Maximum Service<br>2<br>4<br>5<br>11<br>ectiveness                             | Trips per<br>enue Mile   | are Vehicles<br>33.3%<br>33.3%<br>37.5%<br>35.3%<br>Unlin                                | Fleet Age<br>Year<br>2<br>sked Trips p<br>Revenue Ho   |
| Vode Commuter Bus Demand Response Bus Fotal Performance Measures Vode Commuter Bus   | Expenses<br>\$249,050<br>\$356,389<br>\$940,545<br>\$1,545,984                 | \$8,505<br>\$19,818<br>\$48,209<br>\$76,532<br>Ser<br>ting Expenses per<br>hicle Revenue Mile<br>\$2.32   | Capital Funds<br>\$30,339<br>\$45,508<br>\$1,036,509<br>\$1,112,356<br>rvice Efficiency<br>Opera        | Passenger Miles<br>95,232<br>62,117<br>475,143<br>632,492<br>ating Expenses per<br>ticle Revenue Hour<br>\$64.34   | Unlinked Trips<br>4,406<br>6,710<br>60,477<br>71,593 | Revenue Miles           107,351           73,440           269,165           449,956           Mode           Commuter Bus  | Revenue Hours<br>3,871<br>4,361<br>15,951<br>24,183<br>Operating Ex<br>Pas                     | (F<br>Fixed Guid<br>Direc<br>Route<br>senger Mile<br>\$2.62   | Reported Separate<br>leway Vehicles<br>tional for I<br>Miles<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.                               | ly)<br>Available<br>Maximum<br>Service<br>3<br>6<br>8<br>17<br>rvice Effi<br>nses per<br>nger Trip<br>\$56.53  | Vehicles Operated<br>in Maximum Service<br>2<br>4<br>5<br>11<br>ectiveness<br>Unlinked                 | Trips per<br>enue Mile<br>0.0  | are Vehicles<br>33.3%<br>33.3%<br>37.5%<br>35.3%<br>Unlin                                | Fleet Age<br>Year<br>0<br>5<br>2<br>2<br>aked Trips p<br>Revenue Ho<br>1   |
| Vode Commuter Bus Demand Response Bus Total Performance Measures Vode Commuter Bus Demand Response   | Expenses<br>\$249,050<br>\$356,389<br>\$940,545<br>\$1,545,984                 | \$8,505<br>\$19,818<br>\$48,209<br>\$76,532<br>Ser<br>ting Expenses per<br>hicle Revenue Mile<br>\$2.32<br>\$4.85   | Capital Funds<br>\$30,339<br>\$45,508<br>\$1,036,509<br>\$1,112,356<br>rvice Efficiency<br>Opera        | Passenger Miles<br>95,232<br>62,117<br>475,143<br>632,492<br>ting Expenses per<br>iicle Revenue Hour<br>\$64.34<br>\$81.72   | Unlinked Trips<br>4,406<br>6,710<br>60,477<br>71,593 | Revenue Miles           107,351           73,440           269,165           449,956           Mode           Commuter Bus           Demand Response  | Revenue Hours<br>3,871<br>4,361<br>15,951<br>24,183<br>Operating Ex<br>Pas                     | (F<br>Fixed Guic<br>Direc<br>Route<br>senger Mile<br>\$2.62<br>\$5.74   | Reported Separate<br>leway Vehicles<br>tional for I<br>Miles<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.                               | ly)<br>Available<br>Maximum<br>Service<br>3<br>6<br>8<br>8<br>17<br>rvice Effenses per<br>nger Trip<br>\$56.53<br>\$53.11                                | Vehicles Operated<br>in Maximum Service<br>2<br>4<br>5<br>11<br>ectiveness<br>Unlinked                 | Trips per<br>enue Mile<br>0.0<br>0.1   | are Vehicles<br>33.3%<br>33.3%<br>37.5%<br>35.3%<br>Unlin                                | Fleet Age<br>Year<br>0<br>5<br>2<br>2<br>sked Trips p<br>Revenue Ho<br>1<br>1  |
| Operation Characteristics<br>Mode<br>Commuter Bus<br>Demand Response<br>Bus<br>Total<br>Performance Measures<br>Mode<br>Commuter Bus<br>Demand Response<br>Bus                                 | Expenses<br>\$249,050<br>\$356,389<br>\$940,545<br>\$1,545,984                 | \$8,505<br>\$19,818<br>\$48,209<br>\$76,532<br>Ser<br>ting Expenses per<br>hicle Revenue Mile<br>\$2,32<br>\$4.85<br>\$3,49   | Capital Funds<br>\$30,339<br>\$45,508<br>\$1,036,509<br>\$1,112,356<br>rvice Efficiency<br>Opera        | Passenger Miles<br>95,232<br>62,117<br>475,143<br>632,492<br>atting Expenses per<br>icle Revenue Hour<br>\$64.34<br>\$81.72<br>\$58.96   | Unlinked Trips<br>4,406<br>6,710<br>60,477<br>71,593 | Revenue Miles<br>107,351<br>73,440<br>269,165<br>449,956<br>Mode<br>Commuter Bus<br>Demand Response<br>Bus  | Revenue Hours<br>3,871<br>4,361<br>15,951<br>24,183<br>Operating Ex<br>Pas                     | (F<br>Fixed Guic<br>Direc<br>Route<br>(penses per<br>senger Mile<br>\$2.62<br>\$5.74<br>\$1.98                                    | Reported Separate<br>leway Vehicles<br>tional for I<br>Miles<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.                               | ly)<br>Available<br>Maximum<br>Service<br>3<br>6<br>8<br>17<br>rvice Eff(<br>nses per<br>nger Trip<br>\$56.53<br>\$53.11<br>\$15.55                      | Vehicles Operated<br>in Maximum Service<br>2<br>4<br>5<br>11<br>ectiveness<br>Unlinked                 | Trips per<br>enue Mile<br>0.0<br>0.1<br>0.2                                    | are Vehicles<br>33.3%<br>33.3%<br>37.5%<br>35.3%<br>Unlin                                | Averag<br>Fleet Age i<br>Year<br>0.<br>5.<br>2.<br>Aked Trips pe<br>Revenue Hot<br>1.<br>1.<br>3.                          |
| Mode<br>Commuter Bus<br>Demand Response<br>Bus<br>Total<br>Performance Measures<br>Mode<br>Commuter Bus<br>Demand Response   | Expenses<br>\$249,050<br>\$356,389<br>\$940,545<br>\$1,545,984                 | \$8,505<br>\$19,818<br>\$48,209<br>\$76,532<br>Ser<br>ting Expenses per<br>hicle Revenue Mile<br>\$2.32<br>\$4.85   | Capital Funds<br>\$30,339<br>\$45,508<br>\$1,036,509<br>\$1,112,356<br>rvice Efficiency<br>Opera        | Passenger Miles<br>95,232<br>62,117<br>475,143<br>632,492<br>ting Expenses per<br>iicle Revenue Hour<br>\$64.34<br>\$81.72   | Unlinked Trips<br>4,406<br>6,710<br>60,477<br>71,593 | Revenue Miles           107,351           73,440           269,165           449,956           Mode           Commuter Bus           Demand Response  | Revenue Hours<br>3,871<br>4,361<br>15,951<br>24,183<br>Operating Ex<br>Pas                     | (F<br>Fixed Guic<br>Direc<br>Route<br>senger Mile<br>\$2.62<br>\$5.74   | Reported Separate<br>leway Vehicles<br>tional for I<br>Miles<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.                               | ly)<br>Available<br>Maximum<br>Service<br>3<br>6<br>8<br>8<br>17<br>rvice Effenses per<br>nger Trip<br>\$56.53<br>\$53.11                                | Vehicles Operated<br>in Maximum Service<br>2<br>4<br>5<br>11<br>ectiveness<br>Unlinked                 | Trips per<br>enue Mile<br>0.0<br>0.1   | are Vehicles<br>33.3%<br>33.3%<br>37.5%<br>35.3%<br>Unlin                                | Fleet Age<br>Year<br>0<br>5<br>2<br>ked Trips p<br>Revenue Hoo<br>1<br>1   |
| Vode Commuter Bus Demand Response Bus Fotal Performance Measures Wode Commuter Bus Demand Response Bus Fotal Operating Expense per Vehic   | Expenses<br>\$249,050<br>\$356,389<br>\$940,545<br>\$1,545,984<br>Opera<br>Vel | \$8,505<br>\$19,818<br>\$48,209<br>\$76,532<br>Ser<br>hicle Revenue Mile<br>\$2,32<br>\$4,85<br>\$3,49<br>\$3,44<br>Operating Expense p                                   | Capital Funds<br>\$30,339<br>\$45,508<br>\$1,036,509<br>\$1,112,356<br>rvice Efficiency<br>Opera<br>Veh | Passenger Miles<br>95,232<br>62,117<br>475,143<br>632,492<br>ating Expenses per<br>iicle Revenue Hour<br>\$64,34<br>\$81,72<br>\$58.96<br>\$63.93<br>Unlinked Passe  | Unlinked Trips<br>4,406<br>6,710<br>60,477<br>71,593 | Revenue Miles<br>107,351<br>73,440<br>269,165<br>449,956<br>Mode<br>Commuter Bus<br>Demand Response<br>Bus<br>Total<br>le Com   | Revenue Hours<br>3,871<br>4,361<br>15,951<br>24,183<br>Operating Expense pe                    | (F<br>Fixed Guid<br>Direc<br>Route<br>senger Mile<br>\$2.62<br>\$5.74<br>\$1.98<br>\$2.44<br>r Vehicle                            | Reported Separate<br>leway Vehicles<br>tional for I<br>Miles<br>0.0<br>0.0<br>0.0<br>0.0<br>Se<br>Operating Expe<br>Unlinked Passe                              | ly)<br>Available<br>Maximum<br>Service<br>3<br>6<br>8<br>8<br>17<br>rvice Efff<br>nses per<br>nger Trip<br>\$53.11<br>\$15.55<br>\$21.59<br>Expense p    | Vehicles Operated<br>in Maximum Service<br>2<br>4<br>5<br>11<br>ectiveness<br>Unlinked<br>Vehicle Reve | Trips per<br>enue Mile<br>0.0<br>0.1<br>0.2<br>Unlinked Pa                     | are Vehicles<br>33.3%<br>33.3%<br>37.5%<br>35.3%<br>Unlin<br>Vehicle F                   | Fleet Age<br>Year<br>0<br>5<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2      |
| Vode Commuter Bus Demand Response Bus Fotal Performance Measures Vode Commuter Bus Demand Response Bus Fotal Operating Expense per Vehic Revenue Mile: Bus                                     | Expenses<br>\$249,050<br>\$356,899<br>\$940,545<br>\$1,545,984<br>Opera<br>Vel | \$8,505<br>\$19,818<br>\$48,209<br>\$76,532<br><b>Ser</b><br>hicle Revenue Mile<br>\$2,32<br>\$4.85<br>\$3,49<br>\$3.44   | Capital Funds<br>\$30,339<br>\$45,508<br>\$1,036,509<br>\$1,112,356<br>rvice Efficiency<br>Opera<br>Veh | Passenger Miles           95,232           62,117           475,143           632,492           ating Expenses per<br>iicle Revenue Hour           \$64.34           \$81.72           \$58.96           \$63.93           Unlinked Passs<br>Reven | Unlinked Trips<br>4,406<br>6,710<br>60,477<br>71,593 | Revenue Miles<br>107,351<br>73,440<br>269,165<br>449,956<br>Mode<br>Commuter Bus<br>Demand Response<br>Bus<br>Total<br>le CC<br>Re  | Revenue Hours<br>3,871<br>4,361<br>15,951<br>24,183<br>Operating Ex<br>Pas                     | (F<br>Fixed Guid<br>Direc<br>Route<br>senger Mile<br>\$2.62<br>\$5.74<br>\$1.98<br>\$2.44<br>r Vehicle<br>Response                | Reported Separate<br>leway Vehicles<br>tional for I<br>Miles<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>Se<br>Operating Expe<br>Unlinked Passe                       | ly)<br>Available<br>Aaximum<br>Service<br>3<br>6<br>8<br>17<br>rvice Eff<br>s56.53<br>\$53.11<br>\$15.55<br>\$21.59                                      | Vehicles Operated<br>in Maximum Service<br>2<br>4<br>5<br>11<br>ectiveness<br>Unlinked<br>Vehicle Reve | Trips per<br>enue Mile<br>0.0<br>0.1<br>0.2<br>Unlinked Pa                     | are Vehicles<br>33.3%<br>33.3%<br>37.5%<br>35.3%<br>Unlin<br>Vehicle F                   | Fleet Age<br>Year<br>0<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2           |
| Mode<br>Commuter Bus<br>Demand Response<br>Bus<br>Total<br>Performance Measures<br>Mode<br>Commuter Bus<br>Demand Response<br>Bus<br>Total<br>Operating Expense per Vehic<br>Revenue Mile: Bus | Expenses<br>\$249,050<br>\$356,389<br>\$940,545<br>\$1,545,984<br>Opera<br>Vel | \$8,505<br>\$19,818<br>\$48,209<br>\$76,532<br>Ser<br>hicle Revenue Mile<br>\$2,32<br>\$4,85<br>\$3,49<br>\$3,44<br>Operating Expense p                                   | Capital Funds<br>\$30,339<br>\$45,508<br>\$1,036,509<br>\$1,112,356<br>rvice Efficiency<br>Opera<br>Veh | Passenger Miles<br>95,232<br>62,117<br>475,143<br>632,492<br>ating Expenses per<br>iicle Revenue Hour<br>\$64,34<br>\$81,72<br>\$58.96<br>\$63.93<br>Unlinked Passe  | Unlinked Trips<br>4,406<br>6,710<br>60,477<br>71,593 | Revenue Miles<br>107,351<br>73,440<br>269,165<br>449,956<br>Mode<br>Commuter Bus<br>Demand Response<br>Bus<br>Total<br>le Com   | Revenue Hours<br>3,871<br>4,361<br>15,951<br>24,183<br>Operating Expense pe                    | (F<br>Fixed Guic<br>Direc<br>Route<br>senger Mile<br>\$2.62<br>\$5.74<br>\$1.98<br>\$2.44<br>r Vehicle<br>Response                | Reported Separate<br>leway Vehicles<br>tional for I<br>Miles<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>Se<br>Operating Expe<br>Unlinked Passe<br>Operating<br>Mile: | ly)<br>Available<br>Maximum<br>Service<br>3<br>6<br>8<br>8<br>17<br>rvice Efff<br>nses per<br>nger Trip<br>\$53.11<br>\$15.55<br>\$21.59<br>Expense p    | Vehicles Operated<br>in Maximum Service<br>2<br>4<br>5<br>11<br>ectiveness<br>Unlinked<br>Vehicle Reve | Trips per<br>enue Mile<br>0.0<br>0.1<br>0.2<br>Unlinked Pa                     | are Vehicles<br>33.3%<br>33.3%<br>37.5%<br>35.3%<br>Unlin<br>Vehicle F                   | Fleet Age<br>Year<br>0<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2           |
| Mode<br>Commuter Bus<br>Demand Response<br>Bus<br>Total<br>Performance Measures<br>Mode<br>Commuter Bus<br>Demand Response<br>Bus<br>Total<br>Operating Expense per Vehic<br>Revenue Mile: Bus | Expenses<br>\$249,050<br>\$356,389<br>\$940,545<br>\$1,545,984<br>Opera<br>Vel | \$8,505<br>\$19,818<br>\$48,209<br>\$76,532<br>Ser<br>hicle Revenue Mile<br>\$2,32<br>\$4,85<br>\$3,49<br>\$3,44<br>Operating Expense p                                   | Capital Funds<br>\$30,339<br>\$45,508<br>\$1,036,509<br>\$1,112,356<br>rvice Efficiency<br>Opera<br>Veh | Passenger Miles           95,232           62,117           475,143           632,492           ating Expenses per<br>iicle Revenue Hour           \$64.34           \$81.72           \$58.96           \$63.93           Unlinked Passs<br>Reven | Unlinked Trips<br>4,406<br>6,710<br>60,477<br>71,593 | Revenue Miles<br>107,351<br>73,440<br>269,165<br>449,956<br>Mode<br>Commuter Bus<br>Demand Response<br>Bus<br>Total<br>le CC<br>Re  | Revenue Hours<br>3,871<br>4,361<br>15,951<br>24,183<br>Operating Expense pe                    | (F<br>Fixed Guic<br>Direc<br>Route<br>senger Mile<br>\$2.62<br>\$5.74<br>\$1.98<br>\$2.44<br>r Vehicle<br>Response                | Reported Separate<br>leway Vehicles<br>tional for I<br>Miles<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>Se<br>Operating Exper<br>Unlinked Passe                      | ly)<br>Available<br>Maximum<br>Service<br>3<br>6<br>8<br>8<br>17<br>rvice Efff<br>nses per<br>nger Trip<br>\$53.11<br>\$15.55<br>\$21.59<br>Expense p    | Vehicles Operated<br>in Maximum Service<br>2<br>4<br>5<br>11<br>ectiveness<br>Unlinked<br>Vehicle Reve | Trips per<br>enue Mile<br>0.0<br>0.1<br>0.2<br>Unlinked Pa                     | are Vehicles<br>33.3%<br>33.3%<br>37.5%<br>35.3%<br>Unlin<br>Vehicle F                   | Fleet Age<br>Year<br>0<br>5<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2      |
| Mode Commuter Bus Demand Response Bus Total Performance Measures Mode Commuter Bus Demand Response Bus Total Operating Expense per Vehic Revenue Mile: Bus                                     | Expenses<br>\$249,050<br>\$356,389<br>\$940,545<br>\$1,545,984<br>Opera<br>Vel | \$8,505<br>\$19,818<br>\$48,209<br>\$76,532<br>Ser<br>hicle Revenue Mile<br>\$2,32<br>\$4,85<br>\$3,49<br>\$3,44<br>Operating Expense p                                   | Capital Funds<br>\$30,339<br>\$45,508<br>\$1,036,509<br>\$1,112,356<br>rvice Efficiency<br>Opera<br>Veh | Passenger Miles<br>95,232<br>62,117<br>475,143<br>632,492<br>atting Expenses per<br>iicle Revenue Hour<br>\$64.34<br>\$81.72<br>\$58.96<br>\$63.93<br>Unlinked Passe<br>Reven  | Unlinked Trips<br>4,406<br>6,710<br>60,477<br>71,593 | Revenue Miles<br>107,351<br>73,440<br>269,165<br>449,956<br>Mode<br>Commuter Bus<br>Demand Response<br>Bus<br>Total<br>le CC<br>Re  | Revenue Hours<br>3,871<br>4,361<br>15,951<br>24,183<br>Operating Expense pe                    | (F<br>Fixed Guic<br>Direc<br>Route<br>(penses per<br>senger Mile<br>\$2.62<br>\$5.74<br>\$1.98<br>\$2.44<br>r Vehicle<br>Response | Reported Separate<br>leway Vehicles<br>tional for I<br>Miles<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>Se<br>Operating Expe<br>Unlinked Passe                       | ly)<br>Available<br>Maximum<br>Service<br>3<br>6<br>8<br>8<br>17<br>rvice Efff<br>nses per<br>nger Trip<br>\$53.11<br>\$15.55<br>\$21.59<br>Expense p    | Vehicles Operated<br>in Maximum Service<br>2<br>4<br>5<br>11<br>ectiveness<br>Unlinked<br>Vehicle Reve | Trips per<br>enue Mile<br>0.0<br>0.1<br>0.2<br>Unlinked Pa                     | are Vehicles<br>33.3%<br>33.3%<br>37.5%<br>35.3%<br>Unlin<br>Vehicle F                   | Fleet Age<br>Year<br>0<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2           |
| Mode<br>Commuter Bus<br>Demand Response<br>Bus<br>Total<br>Performance Measures<br>Mode<br>Commuter Bus<br>Demand Response<br>Bus<br>Total<br>Operating Expense per Vehic<br>Revenue Mile: Bus | Expenses<br>\$249,050<br>\$356,389<br>\$940,545<br>\$1,545,984<br>Opera<br>Vel | \$8,505<br>\$19,818<br>\$48,209<br>\$76,532<br>Ser<br>hicle Revenue Mile<br>\$2,32<br>\$4,85<br>\$3,49<br>\$3,44<br>Operating Expense p                                   | Capital Funds<br>\$30,339<br>\$45,508<br>\$1,036,509<br>\$1,112,356<br>rvice Efficiency<br>Opera<br>Veh | Passenger Miles<br>95,232<br>62,117<br>475,143<br>632,492<br>ating Expenses per<br>icle Revenue Hour<br>\$64,34<br>\$81,72<br>\$58,96<br>\$63,93<br>Unlinked Passe<br>Reven  | Unlinked Trips<br>4,406<br>6,710<br>60,477<br>71,593 | Revenue Miles<br>107,351<br>73,440<br>269,165<br>449,956<br>Mode<br>Commuter Bus<br>Demand Response<br>Bus<br>Total<br>le CC<br>Re  | Revenue Hours<br>3,871<br>4,361<br>15,951<br>24,183<br>Operating Expense pe                    | (F<br>Fixed Guic<br>Direc<br>Route<br>(penses per<br>senger Mile<br>\$2.62<br>\$5.74<br>\$1.98<br>\$2.44<br>r Vehicle<br>Response | Reported Separate<br>leway Vehicles<br>tional for I<br>Miles<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>Se<br>Operating Exper<br>Unlinked Passe                      | ly)<br>Available<br>Maximum<br>Service<br>3<br>6<br>8<br>8<br>17<br>rvice Efff<br>nses per<br>nger Trip<br>\$53.11<br>\$15.55<br>\$21.59<br>Expense p    | Vehicles Operated<br>in Maximum Service<br>2<br>4<br>5<br>11<br>ectiveness<br>Unlinked<br>Vehicle Reve | Trips per<br>enue Mile<br>0.0<br>0.1<br>0.2<br>Unlinked Pa                     | are Vehicles<br>33.3%<br>33.3%<br>37.5%<br>35.3%<br>Unlin<br>Vehicle F                   | Fleet Age<br>Year<br>0<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2           |
| Mode<br>Commuter Bus<br>Demand Response<br>Bus<br>Total<br>Performance Measures<br>Mode<br>Commuter Bus<br>Demand Response<br>Bus<br>Total<br>Operating Expense per Vehic<br>Revenue Mile: Bus | Expenses<br>\$249,050<br>\$356,389<br>\$940,545<br>\$1,545,984<br>Opera<br>Vel | \$8,505<br>\$19,818<br>\$48,209<br>\$76,532<br>Set<br>ting Expenses per<br>hicle Revenue Mile<br>\$2.32<br>\$4.85<br>\$3.49<br>\$3.44<br>Operating Expense p<br>Mile: But | Capital Funds<br>\$30,339<br>\$45,508<br>\$1,036,509<br>\$1,112,356<br>rvice Efficiency<br>Opera<br>Veh | Passenger Miles<br>95,232<br>62,117<br>475,143<br>632,492<br>atting Expenses per<br>sicle Revenue Hour<br>\$64.34<br>\$81.72<br>\$58.96<br>\$63.93<br>Unlinked Passe<br>Reven<br>0.40<br>0.40<br>0.40<br>0.40                                      | Unlinked Trips<br>4,406<br>6,710<br>60,477<br>71,593 | Revenue Miles           107,351           73,440           269,165           449,956           Mode           Commuter Bus           Demand Response           Bus           Total           ie         C           \$6.00           \$6.00           \$22.00           \$2.00           \$2.00 | Revenue Hours<br>3,871<br>4,361<br>15,951<br>24,183<br>Operating Expense pervenue Mile: Demand | (F<br>Fixed Guic<br>Direc<br>Route<br>senger Mile<br>\$2.62<br>\$5.74<br>\$1.98<br>\$2.44<br>r Vehicle<br>Response                | Reported Separate<br>Reported Separate<br>Reveal Vehicles<br>tional for I<br>Miles<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.                       | ly)<br>Available<br>Maximum<br>Service<br>3<br>6<br>8<br>17<br>rvice Eff<br>nses per<br>s53.11<br>\$55.51<br>\$15.55<br>\$21.59<br>Expense p<br>Demand R | Vehicles Operated<br>in Maximum Service<br>2<br>4<br>5<br>11<br>ectiveness<br>Unlinked<br>Vehicle Reve | Trips per<br>enue Mile<br>0.0<br>0.1<br>0.2<br>0.2<br>Unlinked P:<br>Revenue ! | Are Vehicles<br>33.3%<br>33.3%<br>37.5%<br>35.3%<br>Unlin<br>Vehicle F<br>Mile: Demand R | Fleet Age<br>Year<br>C 5<br>2<br>2<br>kked Trips p<br>Revenue Ho<br>1<br>1<br>1<br>3<br>3<br>er Vehicle<br>tesponse        |
| Mode<br>Commuter Bus<br>Demand Response<br>Bus<br>Total<br>Performance Measures<br>Mode<br>Commuter Bus<br>Demand Response<br>Bus<br>Total<br>Operating Expense per Vehic<br>Revenue Mile: Bus | Expenses<br>\$249,050<br>\$356,389<br>\$940,545<br>\$1,545,984<br>Opera<br>Vel | \$8,505<br>\$19,818<br>\$48,209<br>\$76,532<br>Ser<br>hicle Revenue Mile<br>\$2,32<br>\$4,85<br>\$3,49<br>\$3,44<br>Operating Expense p                                   | Capital Funds<br>\$30,339<br>\$45,508<br>\$1,036,509<br>\$1,112,356<br>rvice Efficiency<br>Opera<br>Veh | Passenger Miles<br>95,232<br>62,117<br>475,143<br>632,492<br>atting Expenses per<br>iicle Revenue Hour<br>\$64.34<br>\$81.72<br>\$58.96<br>\$63.93<br>Unlinked Passe<br>Reven  | Unlinked Trips<br>4,406<br>6,710<br>60,477<br>71,593 | Revenue Miles<br>107,351<br>73,440<br>269,165<br>449,956<br>Mode<br>Commuter Bus<br>Demand Response<br>Bus<br>Total<br>le CC<br>Re  | Revenue Hours<br>3,871<br>4,361<br>15,951<br>24,183<br>Operating Expense pervenue Mile: Demand | (F<br>Fixed Guic<br>Direc<br>Route<br>(penses per<br>senger Mile<br>\$2.62<br>\$5.74<br>\$1.98<br>\$2.44<br>r Vehicle<br>Response | Reported Separate<br>Reported Separate<br>Reveal Vehicles<br>tional for I<br>Miles<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.0<br>0.                       | ly)<br>Available<br>Maximum<br>Service<br>3<br>6<br>8<br>8<br>17<br>rvice Efff<br>nses per<br>nger Trip<br>\$53.11<br>\$15.55<br>\$21.59<br>Expense p    | Vehicles Operated<br>in Maximum Service<br>2<br>4<br>5<br>11<br>ectiveness<br>Unlinked<br>Vehicle Reve | Trips per<br>enue Mile<br>0.0<br>0.1<br>0.2<br>0.2<br>Unlinked P:<br>Revenue ! | are Vehicles<br>33.3%<br>33.3%<br>37.5%<br>35.3%<br>Unlin<br>Vehicle F                   | Fleet Age<br>Yea   |