http://www.twintransit.org

212 East Locust Street Centralia, WA 98531-4136

Twin Transit

2018 Annual Agency Profile

| | General Information | | Financial Information | | | | | | | |
|--|---|---|--|------------------------|-------------|----------------------------------|---|--|---|--|
| | | | of Operating Fur | | | Operating | Funding Sources | Capital | Funding Sources | |
| | | Fa | are Revenues | \$152,000 | 5.5% | | 24.9% | | | |
| Service Consumption | | | Local Funds | \$1,642,452 | 59.0% | | 1.0% | | 10.1% 3.6% | |
| 226,948 Annual Unlinked Trips (UPT) | | State Funds Federal Assistance | | \$267,768 \$692,960 | 9.6% | | 1.0% | | | |
| Service Supplied | | Feder | | | 24.9% | | | | | |
| Service Supplied | | Total On cretin a | Other Funds | \$28,985 | 1.0% | 9.6% | 5.5% | | | |
| 325,621 Annual Vehicle Revenue Miles (VRM) 24,758 Annual Vehicle Revenue Hours (VRH) | | Total Operating | Funds Expended | \$2,784,165 | 100.0% | | | | | |
| 24,758 Annual Venici | le Revenue Hours (VRH) | | | | | | | | | |
| Summary of Operating Expenses (OE) \$2,784,165 Total Operating Expenses | | | Sources of Capital Funds | | | | | | | |
| | | Fa | Fare Revenues | | 0.0% | | | | | |
| | | | Local Funds | \$372,000 | 86.4% | | | | | |
| Database Information | | | State Funds | \$0 \$43,442 | 0.0% | | | | | |
| NTDID: 0R03-00364 | | Feder | Federal Assistance | | 10.1% | | E0.0% | 86.4% | | |
| Reporter Type: Rural General Public Transit | | | Other Funds | | 3.6% | | 59.0% | | | |
| | | Total Capital | Funds Expended | \$430,736 | 100.0% | | | | | |
| | | | Modal | Characterist | ics | | | | | |
| Operation Characteristics | Vehicles | Operated | | | | | | | | |
| | at Maximu | | | | | | | | | |
| | Directly | Purchased | Operating | Fare | | Uses of Capital | | Annual Vehicle | Annual Vehicle | |
| Mode | Operated | Transportation | Expenses | Revenues | | Funds | Annual Unlinked Trips | Revenue Miles | Revenue Hours | |
| | · . | • | \$751,724 | \$9,175 | | \$116,144 | 7,422 | 33,068 | 4,255 | |
| Demand Response | 3 | - | $\psi_{1,0,1,1,2}$ | ψ0,110 | | | | | | |
| Bus | 5 | - | \$2,032,441 | \$142,825 | | \$314,592 | 219,526 | 292,553 | 20,503 | |
| Demand Response Bus Total | | - | | | | \$314,592 \$430,736 | 219,526 226,948 | 292,553 325,621 | 20,503 24,758 | |
| Bus | 5 8 | | \$2,032,441 | \$142,825 | | | | 325,621 | 24,758 | |
| Bus Total | 5 8 | Service Efficiency | \$2,032,441 | \$142,825 | | | 226,948 | | 24,758 | |
| Bus Total | 5 8 | | \$2,032,441 \$2,784,165 | \$142,825 | | | 226,948 Operating Expenses | 325,621 Service Effectiveness | 24,758 | |
| Bus Total Performance Measures | 5 8 Operating Expenses | per Operating | \$2,032,441 \$2,784,165 | \$142,825 | Mod | \$430,736 | 226,948 Operating Expenses per Unlinked | 325,621 Service Effectiveness Unlinked Trips per | 24,758 Unlinked Trips per | |
| Bus Total Performance Measures Mode | 5 8 Operating Expenses Vehicle Revenue M | per Operating Aile Vehicle | \$2,032,441 \$2,784,165 g Expenses per Revenue Hour | \$142,825 | Mod Derr | \$430,736 de | 226,948 Operating Expenses per Unlinked Passenger Trip | 325,621 Service Effectiveness | 24,758 | |
| Bus Total Performance Measures | 5 8 Operating Expenses Vehicle Revenue M \$22 | per Operating Aile Vehicle | \$2,032,441 \$2,784,165 | \$142,825 | | \$430,736 | 226,948 Operating Expenses per Unlinked | 325,621 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile | 24,758 Unlinked Trips per Vehicle Revenue Hour | |
| Bus Total Performance Measures Mode Demand Response | 5 8 Operating Expenses Vehicle Revenue M \$22 \$6 | per Operating Aile Vehicle | \$2,032,441 \$2,784,165 g Expenses per Revenue Hour \$176.67 | \$142,825 | Dem | \$430,736 de nand Response | 226,948 Operating Expenses per Unlinked Passenger Trip \$101.28 | 325,621 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.2 | 24,758 Unlinked Trips per Vehicle Revenue Hour 1.7 | |
| Bus Total Performance Measures Mode Demand Response Bus Total Operating Expense per Vehicle | 5 8 Operating Expenses Vehicle Revenue M \$22 \$6 \$8 | per Operating Aile Vehicle 7.73 9.95 1.55 Unlinked Passenger Trips | \$2,032,441 \$2,784,165 g Expenses per Revenue Hour \$176.67 \$99.13 \$112.46 per Vehicle Revenue | \$142,825 | Dem Bus | \$430,736 de nand Response | 226,948 Operating Expenses per Unlinked Passenger Trip \$101.28 \$9.26 | 325,621 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.2 0.8 | 24,758 Unlinked Trips per Vehicle Revenue Hour 1.7 10.7 | |
| Bus Total Performance Measures Mode Demand Response Bus Total | 5 8 Operating Expenses Vehicle Revenue M \$22 \$6 \$8 | per Operating Mile Vehicle 2.73 2.95 5.55 | \$2,032,441 \$2,784,165 g Expenses per Revenue Hour \$176.67 \$99.13 \$112.46 per Vehicle Revenue | \$142,825 | Dem Bus | \$430,736 de nand Response | 226,948 Operating Expenses per Unlinked Passenger Trip \$101.28 \$9.26 | 325,621 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.2 0.8 | 24,758 Unlinked Trips per Vehicle Revenue Hour 1.7 10.7 | |
| Bus Total Performance Measures Mode Demand Response Bus Total Operating Expense per Vehicle Agency Total | 5 8 Operating Expenses Vehicle Revenue M \$22 \$6 \$8 Revenue Mile: | per Operating Aile Vehicle 7.73 9.95 1.55 Unlinked Passenger Trips | \$2,032,441 \$2,784,165 g Expenses per Revenue Hour \$176.67 \$99.13 \$112.46 per Vehicle Revenue | \$142,825 | Dem Bus | \$430,736 de nand Response | 226,948 Operating Expenses per Unlinked Passenger Trip \$101.28 \$9.26 | 325,621 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.2 0.8 | 24,758 Unlinked Trips per Vehicle Revenue Hour 1.7 10.7 | |
| Bus Total Performance Measures Mode Demand Response Bus Total Operating Expense per Vehicle Agency Total | 5 8 Operating Expenses Vehicle Revenue M \$22 \$6 Revenue Mile: | per Operating Aile Vehicle 7.73 9.95 1.55 Unlinked Passenger Trips | \$2,032,441 \$2,784,165 g Expenses per Revenue Hour \$176.67 \$99.13 \$112.46 per Vehicle Revenue | \$142,825 | Dem Bus | \$430,736 de nand Response | 226,948 Operating Expenses per Unlinked Passenger Trip \$101.28 \$9.26 | 325,621 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.2 0.8 | 24,758 Unlinked Trips per Vehicle Revenue Hour 1.7 10.7 | |
| Bus Total Performance Measures Mode Demand Response Bus Total Operating Expense per Vehicle Agency Total | 5 8 Operating Expenses Vehicle Revenue M \$22 \$6 Revenue Mile: 0.80 0.60 0.40 | per Operating Aile Vehicle 7.73 9.95 1.55 Unlinked Passenger Trips | \$2,032,441 \$2,784,165 g Expenses per Revenue Hour \$176.67 \$99.13 \$112.46 per Vehicle Revenue | \$142,825 | Dem Bus | \$430,736 de nand Response | 226,948 Operating Expenses per Unlinked Passenger Trip \$101.28 \$9.26 | 325,621 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.2 0.8 | 24,758 Unlinked Trips per Vehicle Revenue Hour 1.7 10.7 | |
| Bus Total Performance Measures Mode Demand Response Bus Total Operating Expense per Vehicle Agency Total | 5 8 Operating Expenses Vehicle Revenue M \$22 \$6 Revenue Mile: 0.80 0.60 | per Operating Aile Vehicle 7.73 9.95 1.55 Unlinked Passenger Trips | \$2,032,441 \$2,784,165 g Expenses per Revenue Hour \$176.67 \$99.13 \$112.46 per Vehicle Revenue | \$142,825 | Dem Bus | \$430,736 de nand Response | 226,948 Operating Expenses per Unlinked Passenger Trip \$101.28 \$9.26 | 325,621 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.2 0.8 | 24,758 Unlinked Trips per Vehicle Revenue Hour 1.7 10.7 | |