City of Lake Charles dba Lake Charles Transit System 2018 Annual Agency Profile

| General Info | | | | | | formation | | | |
|--|--|---|--|--|---|--|---|---|---|
| Urbanized Area (UZA) Statistics | - 2010 Census | | of Operating Fu | | | Operating | g Funding Sources | Capital Fund | ling Sources |
| Lake Charles, LA | | | re Revenues | \$87,384 | 2.8% | | | | |
| 127 Square Miles | | | Local Funds | \$1,048,270 | 33.9% | | | | |
| 143,440 Population | | | State Funds | \$135,749 | 4.4% | | 2.2% | | |
| 228 Pop. Rank out of | f 498 UZAs | | al Assistance | \$1,749,788 | 56.6% | | 2.8% | | |
| | | | Other Funds | \$68,402 | 2.2% | | | | |
| | | Total Operating I | Funds Expended | \$3,089,593 | 100.0% | 56.6% | | | |
| Service Area Statistics | | | | | | | | | |
| 43 Square Miles | | Source | s of Capital Fund | ls Expended | | | | | 17.0% |
| 73,474 Population | | | re Revenues | \$0 | 0.0% | | | | |
| io, in a optication | | | Local Funds | \$201,156 | 17.0% | | | 83.0% | |
| ervice Consumption | | | State Funds | \$0 | 0.0% | | | | |
| 279.018 Annual Unlinked | Trips (UPT) | | al Assistance | \$982.009 | 83.0% | | 33.9% | | |
| | | | Other Funds | \$002,000 \$0 | 0.0% | | | | |
| Service Supplied | | Total Capital | Funds Expended | \$1,183,165 | 100.0% | | | | |
| 218,243 Annual Vehicle F | Revenue Miles (VRM) | | | +-,, | | 4.4 | !% | | |
| 16,975 Annual Vehicle F | | | | | | | | | |
| | | | | | | | | | |
| Database Information | | | | | | | | | |
| NTDID: 60023 | | | | | | | | | |
| Reporter Type: Reduced Reporte | er | | | | | | | | |
| | | | Modal | Characteri | stics | | | | |
| Operation Characteristics | | | | | | | | | |
| | | | | | | | | | |
| | Vehicles O | perated | | | | | | | |
| | Vehicles O at Maximum | | | | | | | | |
| | | | | | Uses of | | | | |
| | at Maximum | Service Purchased | Operating | Fare | Capital | Annual | Annual Vehicle | Annual Vehicle | Average Fleet Age |
| lode | at Maximum | Service | Operating Expenses | Fare Revenues | | Annual Unlinked Trips | Annual Vehicle Revenue Miles | Annual Vehicle Revenue Hours | |
| Demand Response | at Maximum Directly Operated 2 | Service Purchased | Expenses \$772,398 | Revenues \$5,027 | Capital Funds \$295,791 | Unlinked Trips 5,027 | Revenue Miles 50,012 | Revenue Hours 4,038 | in Years 4. |
| Demand Response Bus | at Maximum Directly Operated 2 5 | Service Purchased | Expenses \$772,398 \$2,317,195 | Revenues \$5,027 \$82,357 | Capital Funds \$295,791 \$887,374 | Unlinked Trips 5,027 273,991 | Revenue Miles 50,012 168,231 | Revenue Hours 4,038 12,937 | in Years 4.0 |
| Demand Response Bus | at Maximum Directly Operated 2 | Service Purchased | Expenses \$772,398 | Revenues \$5,027 \$82,357 | Capital Funds \$295,791 | Unlinked Trips 5,027 | Revenue Miles 50,012 | Revenue Hours 4,038 | Average Fleet Ag in Years 4. 5.7 |
| Demand Response Bus Fotal | at Maximum Directly Operated 2 5 | Service Purchased | Expenses \$772,398 \$2,317,195 | Revenues \$5,027 \$82,357 | Capital Funds \$295,791 \$887,374 | Unlinked Trips 5,027 273,991 | Revenue Miles 50,012 168,231 | Revenue Hours 4,038 12,937 | in Years 4.0 |
| eemand Response Bus Total | at Maximum Directly Operated 2 5 7 | Service Purchased Transportation | Expenses \$772,398 \$2,317,195 | Revenues \$5,027 \$82,357 | Capital Funds \$295,791 \$887,374 | Unlinked Trips 5,027 273,991 | Revenue Miles 50,012 168,231 | Revenue Hours 4,038 12,937 16,975 | in Years 4. 5.7 |
| eemand Response Bus Total | at Maximum Directly Operated 2 5 7 | Service Purchased | Expenses \$772,398 \$2,317,195 | Revenues \$5,027 \$82,357 | Capital Funds \$295,791 \$887,374 | Unlinked Trips 5,027 273,991 | Revenue Miles 50,012 168,231 218,243 | Revenue Hours 4,038 12,937 | in Years 4. 5.7 |
| eemand Response us iotal | at Maximum Directly Operated 2 5 7 Sec | Purchased Transportation | Expenses \$772,398 \$2,317,195 \$3,089,593 | Revenues \$5,027 \$82,357 | Capital Funds \$295,791 \$887,374 | Unlinked Trips 5,027 273,991 | Revenue Miles 50,012 168,231 218,243 Operating Expenses | Revenue Hours 4,038 12,937 16,975 Service Effectiveness | in Years 4. 5. |
| emand Response us otal Performance Measures | at Maximum Directly Operated 2 5 7 Ser Operating Expenses | Purchased Transportation | Expenses \$772,398 \$2,317,195 \$3,089,593 Expenses per | Revenues \$5,027 \$82,357 | Capital Funds \$295,791 \$887,374 \$1,183,165 | Unlinked Trips 5,027 273,991 279,018 | Revenue Miles 50,012 168,231 218,243 Operating Expenses per Unlinked | Revenue Hours 4,038 12,937 16,975 Service Effectiveness Unlinked Trips per | in Years 4.0 5.7 Unlinked Trips pe |
| emand Response us otal erformance Measures lode | at Maximum Directly Operated 2 5 7 Sec | Service Purchased Transportation - - - rvice Efficiency per Operating Vile Vehicle | Expenses \$772,398 \$2,317,195 \$3,089,593 | Revenues \$5,027 \$82,357 | Capital Funds \$295,791 \$887,374 \$1,183,165 | Unlinked Trips 5,027 273,991 279,018 | Revenue Miles 50,012 168,231 218,243 Operating Expenses | Revenue Hours 4,038 12,937 16,975 Service Effectiveness | in Years 4.0 5.7 Unlinked Trips pe Vehicle Revenue Hou |
| Demand Response Bus Total Performance Measures Mode Demand Response | at Maximum Directly Operated 2 5 7 Se Operating Expenses Vehicle Revenue M | Service Purchased Transportation - - rvice Efficiency per Operating Vile Vehicle | Expenses \$772,398 \$2,317,195 \$3,089,593 Expenses per Revenue Hour | Revenues \$5,027 \$82,357 | Capital Funds \$295,791 \$887,374 \$1,183,165 | Unlinked Trips 5,027 273,991 279,018 ode emand Response | Revenue Miles 50,012 168,231 218,243 Operating Expenses per Unlinked Passenger Trip | Revenue Hours 4,038 12,937 16,975 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile | in Years 4. 5.7 |
| emand Response us otal erformance Measures ode emand Response us | at Maximum Directly Operated 2 5 7 Se Operating Expenses Vehicle Revenue M \$15 | Purchased Transportation | Expenses \$772,398 \$2,317,195 \$3,089,593 Expenses per Revenue Hour \$191.28 | Revenues \$5,027 \$82,357 | Capital Funds \$295,791 \$887,374 \$1,183,165 | Unlinked Trips 5,027 273,991 279,018 ode emand Response | Revenue Miles 50,012 168,231 218,243 Operating Expenses per Unlinked Passenger Trip \$153.65 | Revenue Hours 4,038 12,937 16,975 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.1 | in Years 4. 5. Unlinked Trips pe Vehicle Revenue Hou 1. 21. |
| Demand Response Bus Total Performance Measures Mode Demand Response Bus Total | at Maximum Directly Operated 2 5 7 Ser Operating Expenses Vehicle Revenue M \$15 \$13 \$14 | Purchased Transportation | Expenses \$772,398 \$2,317,195 \$3,089,593 Expenses per Revenue Hour \$191.28 \$179.11 \$182.01 | Revenues \$5,027 \$82,357 \$87,384 | Capital Funds \$295,791 \$887,374 \$1,183,165 M Da Ba Ba To | Unlinked Trips 5,027 273,991 279,018 ode emand Response JS | Revenue Miles 50,012 168,231 218,243 Operating Expenses per Unlinked Passenger Trip \$153.65 \$8.46 \$11.07 | Revenue Hours 4,038 12,937 16,975 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.1 1.6 1.3 1.3 | in Years 4.(5.7 Unlinked Trips pe Vehicle Revenue Hou 1 21.1 16.4 |
| Demand Response Bus Total Performance Measures Node Demand Response Bus | at Maximum Directly Operated 2 5 7 Ser Operating Expenses Vehicle Revenue M \$15 \$13 \$14 | Purchased Transportation - - - rvice Efficiency per Operating Vile Vehicle 5.44 3.77 1.16 Unlinked Passenger Trips | Expenses \$772,398 \$2,317,195 \$3,089,593 Expenses per Revenue Hour \$191.28 \$179.11 \$182.01 s per Vehicle Revenue | Revenues \$5,027 \$82,357 \$87,384 | Capital Funds \$295,791 \$887,374 \$1,183,165 M Da Ba Tc | Unlinked Trips 5,027 273,991 279,018 ode emand Response us otal pense per Vehicle Reve | Revenue Miles 50,012 168,231 218,243 Operating Expenses per Unlinked Passenger Trip \$153.65 \$8.46 \$11.07 | Revenue Hours 4,038 12,937 16,975 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.1 1.6 1.3 Unlinked Passenger | in Years 4. 5. Unlinked Trips pe Vehicle Revenue Hou 1. 21. 16. Trips per Vehicle Revenue |
| Demand Response Bus Total Performance Measures Mode Demand Response Sus Total Operating Expense per Vehicle Re | at Maximum Directly Operated 2 5 7 Ser Operating Expenses Vehicle Revenue M \$15 \$13 \$14 | Purchased Transportation | Expenses \$772,398 \$2,317,195 \$3,089,593 Expenses per Revenue Hour \$191.28 \$179.11 \$182.01 s per Vehicle Revenue | Revenues \$5,027 \$82,357 \$87,384 | Capital Funds \$295,791 \$887,374 \$1,183,165 M Do Bu To Doperating Ex | Unlinked Trips 5,027 273,991 279,018 ode emand Response JS | Revenue Miles 50,012 168,231 218,243 Operating Expenses per Unlinked Passenger Trip \$153.65 \$8.46 \$11.07 | Revenue Hours 4,038 12,937 16,975 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.1 1.6 1.3 Unlinked Passenger Mile: Dem | in Years 4.1 5. Unlinked Trips pe Vehicle Revenue Hou 1 21 16. |
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| Demand Response Bus Total Performance Measures Mode Demand Response Bus Total Operating Expense per Vehicle Re Operating Expense per Vehicle Re | at Maximum Directly Operated 2 5 7 Operating Expenses Vehicle Revenue N \$15 \$13 \$14 evenue Mile: Bus 2.00 1.50 1.00 0.50 | Purchased Transportation - - - rvice Efficiency per Operating Vile Vehicle 5.44 3.77 1.16 Unlinked Passenger Trips | Expenses \$772,398 \$2,317,195 \$3,089,593 Expenses per Revenue Hour \$191.28 \$179.11 \$182.01 s per Vehicle Revenue | Revenues \$5,027 \$82,357 \$87,384 \$87,384 \$87,384 \$87,384 \$87,384 | Capital Funds \$295,791 \$887,374 \$1,183,165 M Do Bu Tro Operating Ex | Unlinked Trips 5,027 273,991 279,018 ode emand Response us otal pense per Vehicle Reve | Revenue Miles 50,012 168,231 218,243 Operating Expenses per Unlinked Passenger Trip \$153,65 \$153,65 \$8.46 \$11.07 enue Mile: 0.15 0.10 | Revenue Hours 4,038 12,937 16,975 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.1 1.6 1.3 Unlinked Passenger Mile: Dem | in Years 4. 5. Unlinked Trips pe Vehicle Revenue Hou 1. 21. 16. Trips per Vehicle Revenue |
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