

**General Information**

**Urbanized Area (UZA) Statistics - 2010 Census**

Danville, IL-IN  
 30 Square Miles  
 50,996 Population  
 492 Pop. Rank out of 498 UZAs

**Other UZAs Served**

224 Champaign, IL, 0 Illinois Non-UZA

**Service Area Statistics**

34 Square Miles  
 88,517 Population

**Service Consumption**

523,689 Annual Unlinked Trips (UPT)

**Service Supplied**

539,281 Annual Vehicle Revenue Miles (VRM)  
 24,965 Annual Vehicle Revenue Hours (VRH)

**Database Information**

NTDID: 50174  
 Reporter Type: Reduced Reporter  
 Asset Type: Tier II  
 Sponsor NTDID: 5R01

**Financial Information**

**Sources of Operating Funds Expended**

Fare Revenues	\$245,148	8.2%
Local Funds	\$24,635	0.8%
State Funds	\$1,599,562	53.5%
Federal Assistance	\$1,105,712	37.0%
Other Funds	\$15,236	0.5%
<b>Total Operating Funds Expended</b>	<b>\$2,990,293</b>	<b>100.0%</b>

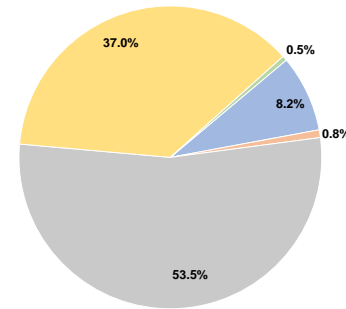
**Sources of Capital Funds Expended**

Fare Revenues	\$0
Local Funds	\$0
State Funds	\$0
Federal Assistance	\$0
Other Funds	\$0
<b>Total Capital Funds Expended</b>	<b>\$0</b>

**Assets**

Revenue Vehicles	44
Service Vehicles	3
Facilities	2

**Operating Funding Sources**



**Performance Measure Targets - 2021**

- Performance Measure - Asset Type - Target % not in State of Good Repair
- Equipment - Automobiles - 32%
- Equipment - Trucks and other Rubber Tire Vehicles - 27%
- Facility - Administrative / Maintenance Facilities - 8%
- Facility - Passenger / Parking Facilities - 16%
- Rolling Stock - AB - Articulated Bus - 53%
- Rolling Stock - AO - Automobile - 83%
- Rolling Stock - BU - Bus - 18%
- Rolling Stock - CU - Cutaway - 27%
- Rolling Stock - FB - Ferryboat - 0%
- Rolling Stock - MV - Minivan - 67%
- Rolling Stock - VN - Van - 45%

**Modal Characteristics**

**Operation Characteristics**

**Vehicles Operated at Maximum Service**

Mode	Directly Operated	Purchased Transportation	Operating Expenses	Fare Revenues	Uses of Capital Funds	Annual Unlinked Trips	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Average Fleet Age in Years <sup>a</sup>
Demand Response	-	2 <sup>1</sup>	\$117,900 <sup>1</sup>	\$16,086	\$0 <sup>1</sup>	7,346	30,204	2,541	0.0
Bus	11	-	\$2,868,773	\$229,062	\$0	516,343	509,077	22,424	7.5
<b>Total</b>	<b>11</b>	<b>2</b>	<b>\$2,986,673</b>	<b>\$245,148</b>	<b>\$0</b>	<b>523,689</b>	<b>539,281</b>	<b>24,965</b>	

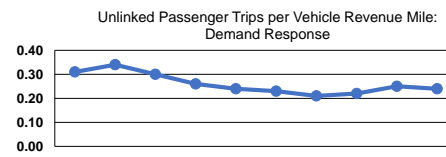
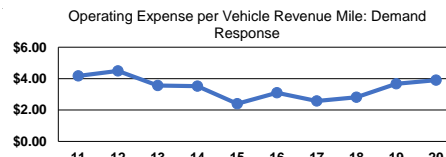
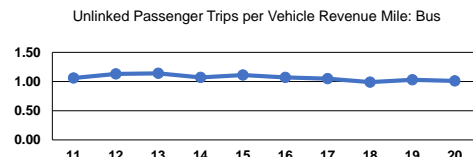
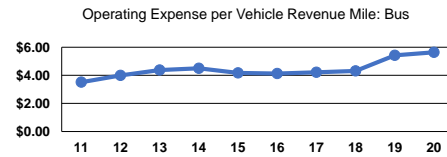
**Performance Measures**

**Service Efficiency**

Mode	Operating Expenses per Vehicle Revenue Mile	Operating Expenses per Vehicle Revenue Hour
Demand Response	\$3.90	\$46.40
Bus	\$5.64	\$127.93
<b>Total</b>	<b>\$5.54</b>	<b>\$119.63</b>

**Service Effectiveness**

Mode	Operating Expenses per Unlinked Passenger Trip	Unlinked Trips per Vehicle Revenue Mile	Unlinked Trips per Vehicle Revenue Hour
Demand Response	\$16.05	0.2	2.9
Bus	\$5.56	1.0	23.0
<b>Total</b>	<b>\$5.70</b>	<b>1.0</b>	<b>21.0</b>



**Notes:**

<sup>a</sup>Demand Response - Taxi (DT) and non-dedicated fleets do not report fleet age data.

<sup>1</sup>Includes data for a contract with another reporter.

\*This agency has a purchased transportation relationship in which they buy service from CRIS Rural Mass Transit District (NTDID: 50223), and in which the data are captured in this report for mode DR/PT.

