

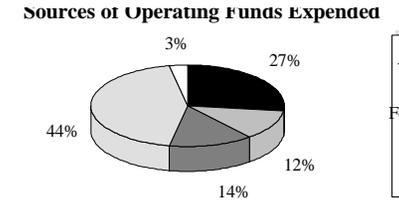
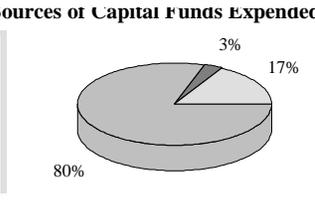
Chittenden County Transportation Authority (CT)

One Industrial Parkway
 Burlington, VT 05402
 (802)864-0211

Chief Executive Officer: Deborah Lineham.
 General Manager
 ID Number: 1066

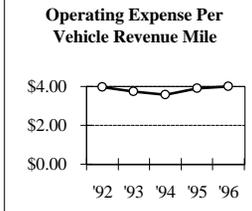
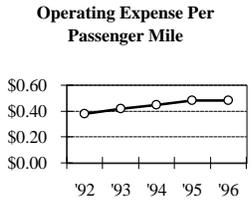
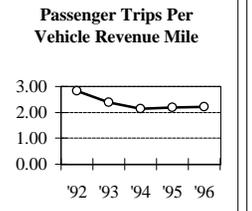
System Wide Information

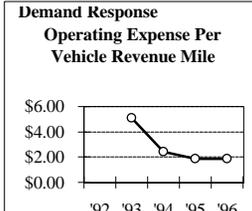
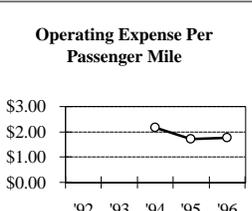
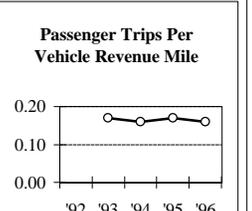
Modal Information

| General Information | Financial Information | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|--------------------------|--------------------------|------------------|----------------------|----------------------|-------|-----|----|---|-----|-----|-----------|-----------|-----------------|---|---|---------------|---------|---|---------|--------------|-----------|----------|--------------|------------------|------------------|------------------|---|--|---------------|----------------------|-------|-----|-----|-----------|-----------|---------------|---------|---|---------|--------------|------------------|------------------|------------------|
| Urbanized Area (UZA) Statistics - 1990 Census Burlington, VT Square Miles 52 Population 87,088 Population Ranking Out of 405 UZ's 252 | Sources of Operating Funds Expended Passenger Fares \$949,139 Local Funds 1,531,844 State Funds 503,184 Federal Assistance 413,912 Other Funds 112,129 Total Operating Funds Expended \$3,510,208 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Service Area Statistics Square Miles 40 Population 72,000 | Summary of Operating Expenses Salaries/Wages/Benefits \$1,918,733 Materials & Supplies 454,976 Purchased Transportation 178,764 Other Operating Expenses 537,173 Total Operating Expenses \$3,089,646 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Service Consumption Annual Passenger Miles 6,125,276 Annual Unlinked Trips 1,627,718 Average Weekday Unlinked Trips 5,610 Average Saturday Unlinked Trips 3,146 Average Sunday Unlinked Trips 680 | Total Operating Funds Expended Reconciling Cash Expenditures \$420,562 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Service Supplied Annual Vehicle Revenue Miles 826,064 Annual Vehicle Revenue Hours 72,638 Total Fleet 44 Vehicles Operated in Maximum Serv 32 Base Period Requirement 17 | Sources of Capital Funds Expended Local Funds \$48,766 State Funds 8,751 Federal Assistance 230,069 Total Capital Funds Expended \$287,586 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Vehicles Operated in Maximum Service <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">Directly Operated</th> <th style="text-align: center;">Purchased Transportation</th> <th></th> <th style="text-align: center;">Rolling Stock</th> <th style="text-align: center;">Facilities and Other</th> <th style="text-align: center;">Total</th> </tr> </thead> <tbody> <tr> <td>Bus</td> <td style="text-align: center;">24</td> <td style="text-align: center;">0</td> <td>Bus</td> <td style="text-align: center;">\$0</td> <td style="text-align: center;">\$170,894</td> <td style="text-align: center;">\$170,894</td> </tr> <tr> <td>Demand Response</td> <td style="text-align: center;">0</td> <td style="text-align: center;">8</td> <td>Demand Respon</td> <td style="text-align: center;">116,692</td> <td style="text-align: center;">0</td> <td style="text-align: center;">116,692</td> </tr> <tr> <td>Total</td> <td style="text-align: center;">24</td> <td style="text-align: center;">8</td> <td>Total</td> <td style="text-align: center;">\$116,692</td> <td style="text-align: center;">\$170,894</td> <td style="text-align: center;">\$287,586</td> </tr> </tbody> </table> | | Directly Operated | Purchased Transportation | | Rolling Stock | Facilities and Other | Total | Bus | 24 | 0 | Bus | \$0 | \$170,894 | \$170,894 | Demand Response | 0 | 8 | Demand Respon | 116,692 | 0 | 116,692 | Total | 24 | 8 | Total | \$116,692 | \$170,894 | \$287,586 | Uses of Capital Funds <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">Rolling Stock</th> <th style="text-align: center;">Facilities and Other</th> <th style="text-align: center;">Total</th> </tr> </thead> <tbody> <tr> <td>Bus</td> <td style="text-align: center;">\$0</td> <td style="text-align: center;">\$170,894</td> <td style="text-align: center;">\$170,894</td> </tr> <tr> <td>Demand Respon</td> <td style="text-align: center;">116,692</td> <td style="text-align: center;">0</td> <td style="text-align: center;">116,692</td> </tr> <tr> <td>Total</td> <td style="text-align: center;">\$116,692</td> <td style="text-align: center;">\$170,894</td> <td style="text-align: center;">\$287,586</td> </tr> </tbody> </table> | | Rolling Stock | Facilities and Other | Total | Bus | \$0 | \$170,894 | \$170,894 | Demand Respon | 116,692 | 0 | 116,692 | Total | \$116,692 | \$170,894 | \$287,586 |
| | Directly Operated | Purchased Transportation | | Rolling Stock | Facilities and Other | Total | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bus | 24 | 0 | Bus | \$0 | \$170,894 | \$170,894 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Demand Response | 0 | 8 | Demand Respon | 116,692 | 0 | 116,692 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total | 24 | 8 | Total | \$116,692 | \$170,894 | \$287,586 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Rolling Stock | Facilities and Other | Total | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bus | \$0 | \$170,894 | \$170,894 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Demand Respon | 116,692 | 0 | 116,692 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total | \$116,692 | \$170,894 | \$287,586 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sources of Operating Funds Expended  | Sources of Capital Funds Expended  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Characteristics | Bus | Demand |
|--|-------------|-----------|
| Operating Expense | \$2,910,882 | \$178,764 |
| Capital Funding | \$170,894 | \$116,692 |
| Annual Passenger Miles | 6,024,006 | 101,270 |
| Annual Vehicle Revenue Miles | 729,633 | 96,431 |
| Annual Unlinked Trips | 1,612,138 | 15,580 |
| Average Weekday Unlinked Trips | 5,552 | 58 |
| Annual Vehicle Revenue Hours | 62,414 | 10,224 |
| Fixed Guideway Directional Route Miles | 0.0 | N/A |
| Total Fleet | 30 | 14 |
| Average Fleet Age in Years | 9.8 | 2.6 |
| Vehicles Operated in Maximum Service | 24 | 8 |
| Peak to Base Ratio | 1.4 | N/A |
| Percent Spares | 25% | 75% |

| Performance Measures | | |
|--|---------|---------|
| Service Efficiency | | |
| Operating Expense/Vehicle Revenue Mile | \$3.99 | \$1.85 |
| Operating Expense/Vehicle Revenue Hour | \$46.64 | \$17.48 |
| Cost Effectiveness | | |
| Operating Expense/Passenger Mile | \$0.48 | \$1.77 |
| Operating Expense/Unlinked Passenger Trip | \$1.81 | \$11.47 |
| Service Effectiveness | | |
| Unlinked Passenger Trips/Vehicle Revenue M | 2.21 | 0.16 |
| Unlinked Passenger Trips/Vehicle Revenue H | 25.83 | 1.52 |

| Bus | | |
|---|---|---|
| Operating Expense Per Vehicle Revenue Mile  | Operating Expense Per Passenger Mile  | Passenger Trips Per Vehicle Revenue Mile  |

| Demand Response | | |
|--|--|--|
| Operating Expense Per Vehicle Revenue Mile  | Operating Expense Per Passenger Mile  | Passenger Trips Per Vehicle Revenue Mile  |

Source: 1996 National Transit Database