Appendix I:

Transit Peer Group Review

Peer Group Review

Legislative and Regulatory Consulting Services – 11.10

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Tahoe Transportation District (TTD)

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Executive Summary

The purpose of this report is to compare key operating data and performance indicators of the Tahoe Transportation District (TTD) transit service with a peer group of other transit systems operating in similar environments to that of the TTD. The ten transit systems selected for comparison are those serving national parks, tourist areas and ski resorts because of the similarities in operating conditions, passenger demand and mobility objectives. Although service is designed to provide access for local residence, service in the peer group is also tailored to the demands of visitors which represent a large percentage of its ridership base. Comments are also made for those performance indicators that are outside the median value for the indicator.

The primary data source for the peer group was from the FY 2017 National Transit Database (NTD) - the most recently published database available from the Federal Transit Administration (FTA). The only exception is the Town of Vail who provided the operating data for Vail Transit.

The following ten transit systems comprise the peer group with the Tahoe Transportation District:

- Yosemite Area Regional Transportation System (YARTS), CA
- Southern Teton Area Rapid Transit (START) - Jackson Hole, WY
- Steamboat Springs Transit, City of Steamboat Springs, CO
- Roaring Fork Transit Authority – Aspen, CO
- Mountain Rides Transportation Authority, Sun Valley, ID
- Park City Transit - Park City, UT
- Eastern Sierra Transit Authority (Mammoth Lakes, CA)
- Greater Glens Falls Transit System (Glens Falls NY; Lake George)
- Vail Transit, Town of Vail, CO
- Eagle County Regional Transportation Authority (ECO Transit; Vail regional area)

In addition, a median value is calculated for each performance indicator which is defined as the midpoint of all values.

Conclusions and Recommendations

The TTD transit system performance indicator values are comparable to the ten peer systems reviewed. Those include revenue vehicle hours and miles provided, passengers transported, fare revenue collected and peak vehicles operated. Overall, TTD operates and administers an efficient and productive system.

Indicators relative to operational expenses per unit of service provided are generally in the upper third of those reviewed and are attributable primarily to the commuter service segment and to the maintenance costs of an aging fleet. According to the 2017-2021 TTD Short Range Transit Plan, “TTD’s fleet needs substantial and urgent attention. Over half of the current bus fleet is either

approaching or is already beyond the Federal Transit Authority's (FTA) designated useful life."[1]In addition, operating from leased facilities limits access to federal and state funding for capital improvements for those facilities that may translate into operating cost savings. Therefore, funding should be obtained for converting facilities from leased to owned.

The level of local funding provided to the TTD for supporting transit is among the lowest of those reviewed. Local funding as a percent of total operating expenses for the TTD is 1.8% compared to a median value of 44.4% for the group.

A predictable and meaningful stream of local funding to the TTD would leverage federal and state funding for needed capital facilities and other foundational projects. Converting leased facilities to owned facilities with a controlling interest is necessary for the use of federal and state capital funding.

[1] TTD 2017-2021 Short Range Transit Plan, Page 63

Peer Group Review

The purpose of this report is to compare key operating data and performance indicators of the Tahoe Transportation District (TTD) transit service with a peer group of other transit systems operating in similar environments to that of the (TTD). The ten transit systems selected for comparison are those serving national parks, tourist areas and ski resorts because of the similarities in operating conditions, passenger demand and mobility objectives. Although service is designed to provide access for local residents, service in the peer group is also tailored to the demands of visitors which represent a large percentage of its ridership base. Comments are also made for those performance indicators that are outside the median value for the indicator.

The primary data source for the peer group was from the FY 2017 National Transit Database (NTD) - the most recently published database available from the Federal Transit Administration (FTA). The only exception is the Town of Vail who provided the data for Vail Transit.

The report is organized in five sections:

- Definitions of data and performance ratios
- Peer group transit system descriptions
- Table of operating data and performance ratios
- Charts representing graphic comparisons between peer systems and commentary
- NTD profiles

The following ten transit systems comprise the peer group with the Tahoe Transportation District:

- Yosemite Area Regional Transportation System (YARTS), CA
- Southern Teton Area Rapid Transit (START) - Jackson Hole, WY
- Steamboat Springs Transit, City of Steamboat Springs, CO
- Roaring Fork Transit Authority – Aspen, CO
- Mountain Rides Transportation Authority, Sun Valley, ID
- Park City Transit - Park City, UT
- Eastern Sierra Transit Authority (Mammoth Lakes, CA)
- Greater Glens Falls Transit System (Glens Falls NY; Lake George)
- Vail Transit, Town of Vail, CO
- Eagle County Regional Transportation Authority (ECO Transit; Vail regional area)

In addition, a median value is calculated for each performance indicator which is defined as the midpoint of all values.

The following operating data elements were used in the report and are defined by the NTD. The performance ratios are those customarily used to describe a transit system's efficiency and effectiveness, many of which are also reported by the NTD.

Operation Characteristics Definitions

Revenue Vehicle Hours
The hours that vehicles travel while in revenue service. Vehicle revenue hours (VRH) include layover/recovery time but excludes deadhead, operator training, maintenance testing, school bus and charter services.

Revenue Vehicle Miles
The miles that vehicles travel while in revenue service. Vehicle revenue miles (VRM) excludes miles related to deadhead, operator training, maintenance testing, school bus and charter services.

Peak Vehicle All Modes
The number of revenue vehicles operated to meet the annual maximum service requirement. This is the revenue vehicle count during the peak season of the year; on the week and day, that maximum service is provided. Vehicles operated in maximum service (VOMS) exclude atypical days, one-time special events.

Unlinked Passengers
The number of passengers who board public transportation vehicles. Passengers are counted each time they board a vehicle no matter how many vehicles they use to travel from their origin to their destination.

Operating Expenses
The NTD separates expenses into two major categories: operating and capital. Operating expenses are expenses that a transit agency incurs during day-to-day operations. Usually, operating expenses have a useful life of less than one year and a unit cost of less than $5,000. It includes operations, maintenance and administration costs.

Farebox Revenue
All income directly earned from carrying passengers, paid either in cash or through pre-paid tickets, passes, etc. It includes donations from those passengers who donate money on the vehicle, reduced fares paid by passengers in a user-side subsidy arrangement, or payments made through an agreement to provide fare-free service for a certain group, e.g. payments from a university to provide free service to students. It also includes base fare, zone or distance premiums, express service premiums, extra cost transfers, and special transit fares.

Local Operating Funds

As defined by the NTD, financial assistance from local entities that support the operation of the transit system. They include, but are not limited to:

- Tax levies - A specified amount from local levies that is dedicated to supporting public transit system operating costs;
- General funds - Transfers from the general fund of local governments to cover the Local Share portion of the transit system budget;

• Specified contributions - Contributions from city, county or other municipal government towards the Local Share portion of the transit system budget;
• Donations - Donations from individuals or organizations to help cover the costs of providing transit service but which are not related to specific passengers or trips; and
• Other - Other revenues such as advertising.

This data is being compared across the peer group as a measure of local commitment toward supporting public transit for its service area.

Performance Ratio Definitions

Service Efficiency

Expenses per Revenue Hour - The average expense to operate one vehicle for one hour of passenger service.

Expenses per Revenue Mile - The average expense cost to operate one vehicle for one mile of passenger service.

Fare Revenue per Revenue Hour- The fares collected in one hour of service.

Farebox Recovery Ratio - The proportion of operating expenses that are paid for by fare revenues.

Average System Speed - The average revenue miles per revenue hour.

Service Effectiveness

Unlinked Passengers per Revenue Hour - The average number of passengers to board a vehicle in one hour of passenger service.

Unlinked Passengers per Revenue Mile - The average number of passengers to board a vehicle in one mile of passenger service.

Other Factors

Local Funding- as a percent of Operating Expenses – The percent of operating expenses supported by locally generated funds. See page 18 for descriptions of the local funding for the peer group systems.

Peer Group Descriptions

Yosemite Area Regional Transportation System (YARTS), CA
YARTS serves Yosemite Valley, with routes to Merced, Mammoth Lakes, Fresno and Sonora. It operates Yosemite Valley shuttle system, fare free, providing access around eastern Yosemite Valley including stops at or near all overnight accommodations, stores, and major vistas. This shuttle operates year-round.

Southern Teton Area Rapid Transit (START) - Jackson Hole, WY
The system is funded partially by the Town of Jackson, Teton County, and the federal government. Service began in 1987 and was first implemented to be the skier's transportation from the town to Teton Village. It now also provides commuter service Monday through Friday from Star Valley, Wyoming and Teton Valley, Idaho to Jackson. There are additional seasonal services in the winter.

Steamboat Springs Transit – Steamboat Springs, CO
Provides free fixed route local service and between downtown and the ski resort mountain village. It also has regional service between Steamboat Springs, Milner, Hayden and Craig at reasonable fares. Seasonal service augments the main services operating on 20 minute frequencies.

Roaring Fork Transportation Authority (RFTA) - Aspen, CO –
RFTA has been in operation since 1983 originally under the name Roaring Fork Transit Agency. It now functions as a Regional Transportation Authority (RTA). The RTA includes the communities of Aspen, Snowmass Village, Pitkin County, Basalt, and a portion of Eagle County, Carbondale, Glenwood Springs and New Castle. RFTA also provides commuter bus service from Aspen to Glenwood Springs (40 miles) and Glenwood to Rifle (30 miles).

Mountain Rides Transportation Authority - Sun Valley, ID
Mountain Rides operates multiple routes serving Blaine County Idaho, which includes the communities of Sun Valley, Ketchum, Hailey, Bellevue, and Carey. Service frequencies are generally 15 minutes on the primary routes and 30-60 minutes for the connector services. Van routes serve the communities of Twin Falls, Shoshone, Gooding, Jerome and Fairfield. There are additional seasonal services to the Sun Valley and River Run ski hills. Sun Valley markets the use of transit as a travel alternative to the private automobile.

Park City Transit - Park City, UT
Park City Transit is a free service that operates multiple routes including the Main Street Trolley. It also offers commuter service to Kimball Junction. A high frequency service zone has been identified in Park City with 5-15 minutes between buses. Otherwise service frequencies are generally 20-40 minutes. Express service to Kimball Junction runs hourly.

Eastern Sierra Transit Authority - Tuolumne Meadows – Yosemite Valley - Mammoth Lakes, CA
Mammoth Lakes service area for both Town of Mammoth Lakes and regional, including service to June Lake, Yosemite, and along Hwy 395 corridor. Three routes serve year-round on 30 minute frequencies and are supplemented with seasonal and the regional services which also connect into the TTD service area.

Greater Glens Falls Transit System (GGFT) - Glens Falls, Lake George, NY
GGFT operates year-round and serves the resort area of Lake George as well as the greater Glens Falls area. Other portions of Warren, Washington and Saratoga counties include Queensbury, South Glens Falls, Hudson Falls, Kingsbury, Fort Edward and Moreau are also served.

Vail Transit - Town of Vail, CO
The Town of Vail operates Vail Transit with fare free service. Not only does the service provide public transportation for its residents, it recognizes its role in reducing vehicle traffic in the community as well. Parking structures serve as transfer centers with connections to transit. Vail has twoprimary routes with 15 minutes between buses. Other connector services link into the main services and operate at lower frequencies of 30-60 minutes.

Eagle County Regional Transportation Authority (ECO Transit, Vail, CO regional area) Founded in January 1, 1996, the Eagle County Regional Transportation Authority operates ECO Transit which provides regional transit service in Eagle County, Colorado. It connects with the local transit systems in Avon and Vail. Service extends to Eagle and Gypsum to the west and to Leadville to the south with all transit service routed through the Vail Transportation Center in Vail, CO at and to the ski areas. A dedicated half-cent county sales tax was approved by the voters in November 1995 to fund regional transportation. Service is year-round with certain routes augmented during the ski season from November to April the following year. Fares for adult start range from $4 to $7. Youth and senior fare is $1.

Peer Group Operating Data Charts, Graphs and Comments

The next section includes a chart of operating data and performance ratios for the peer group followed by graphic representations and comments for each data element.

Tahoe Transportation District (TTD)
Peer Group Review
Source: FY 2017 Federal Transit Administration (FTA) National Transit Database (NTD)

Transit System Operating Data

Peer Transit System	Peak Vehicles	Unlinked Passengers Trips	Revenue Vehicle Hours (RVH)	Revenue Vehicle Miles (RVM)	Operating Expenses	Fare Revenue	Local Funds	Local Funds as Percent of Expenses
Tahoe Transportation District (TTD), Lake Tahoe	**27**	**852,968**	**50,733**	**734,690**	**$ 5,545,452**	**$ 578,048**	**$ 102,370**	**1.8%**
Yosemite Area Regional Transportation System (YARTS)	10	106,744	17,131	402,629	$ 2,298,999	$ 479,998	$ 300,002	13.0%
Southern Teton Area Rapid Transit (START) - Jackson Hole, WY	3	1,043,594	56,527	928,450	$ 3,946,320	$ 425,763	$ 1,752,383	44.4%
Steamboat Springs Transit, City of Steamboat Springs, CO	21	1,167,457	46,880	644,556	$ 3,570,856	$ 114,746	$ 2,753,892	77.1%
Roaring Fork Transit Authority - Aspen, CO	96	5,264,091	276,928	4,873,391	$ 31,102,216	$ 4,810,310	$ 15,864,488	51.0%
Park City Transit - Park City, UT	37	2,064,496	87,386	1,243,294	$ 10,128,008	$ 29,735	$ 7,233,051	71.4%
Mountain Rides Transportation Authority, Sun Valley, ID	27	533,949	40,072	843,657	$ 2,303,459	$ 356,039	$ 754,246	32.7%
Eastern Sierra Transit Authority, Mammoth Lakes, CA	44	1,203,867	56,004	892,089	$ 4,645,640	$ 944,040	$ -	0.0%
Greater Glens Falls Transit System, Glens Falls NY; (Lake George)	6	317,829	20,721	346,709	$ 1,655,385	$ 269,311	$ 91,000	5.5%
ECO Transit, Eagle Co, CO (Vail regional area)	22	985,965	82,807	1,665,735	$ 8,522,586	$ 2,081,544	$ 5,996,755	70.4%
Vail Transit, Town of Vail, CO (source: Agency provided)	20	3,200,000	83,027	638,529	$ 3,807,216	$ -	$ 3,807,216	100.0%
Median	22	1,043,594	56,004	843,657	$ 3,946,320	$ 425,763	$ 1,752,383	44.4%

ECO Transit, Eagle Co, CO (Vail regional area)

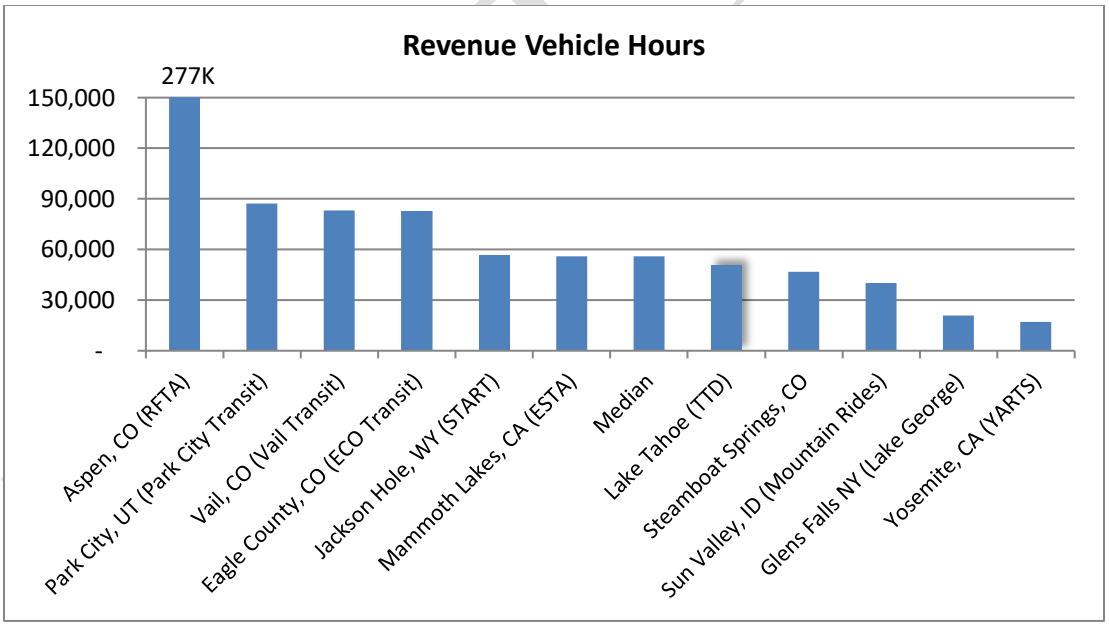
Transit System Operating Performance Ratios

Peer Transit System	Pass/RVH	Pass/RVM	Avg System Speed (MPH)	Expenses/RVH	Expenses/RVM	Expenses/Pass	Fare Revenue/RVH	Fare /Pass	Fare Recovery Ratio
Tahoe Transportation District (TTD), Lake Tahoe	**16.8**	**1.2**	**14.5**	**$109.31**	**$7.55**	**$6.50**	**$11.39**	**$0.68**	**10.4%**
Yosemite Area Regional Transportation System (YARTS)	6.2	0.3	23.5	$134.20	$5.71	$21.54	$28.02	$4.50	20.9%
Southern Teton Area Rapid Transit (START) - Jackson Hole, WY	18.5	1.1	16.4	$69.81	$4.25	$3.78	$7.53	$0.41	10.8%
Steamboat Springs Transit, City of Steamboat Springs, CO	24.9	1.8	13.7	$76.17	$5.54	$3.06	$2.45	$0.10	3.2%
Roaring Fork Transit Authority - Aspen, CO	19.0	1.1	17.6	$112.31	$6.38	$5.91	$17.37	$0.91	15.5%
Park City Transit - Park City, UT	23.6	1.7	14.2	$115.90	$8.15	$4.91	$0.34	$0.01	0.3%
Mountain Rides Transportation Authority, Sun Valley, ID	13.3	0.6	21.1	$57.48	$2.73	$4.31	$8.88	$0.67	15.5%
Eastern Sierra Transit Authority, Mammoth Lakes, CA	21.5	1.3	15.9	$82.95	$5.21	$3.86	$16.86	$0.78	20.3%
Greater Glens Falls Transit System, Glens Falls NY; (Lake George)	15.3	0.9	16.7	$79.89	$4.77	$5.21	$13.00	$0.85	16.3%
ECO Transit, Eagle Co, CO (Vail regional area)	11.9	0.6	20.1	$102.92	$5.12	$8.64	$25.14	$2.11	24.4%
Vail Transit, Town of Vail, CO (source: Agency provided)	38.5	5.0	7.7	$45.86	$5.96	$1.19	$0.00	$0.00	0.0%
Median	18.5	1.1	16.4	$82.95	$5.54	$4.91	$11.39	$0.68	15.5%

Peer Group Review
Operation Characteristics

Revenue Vehicle Hours

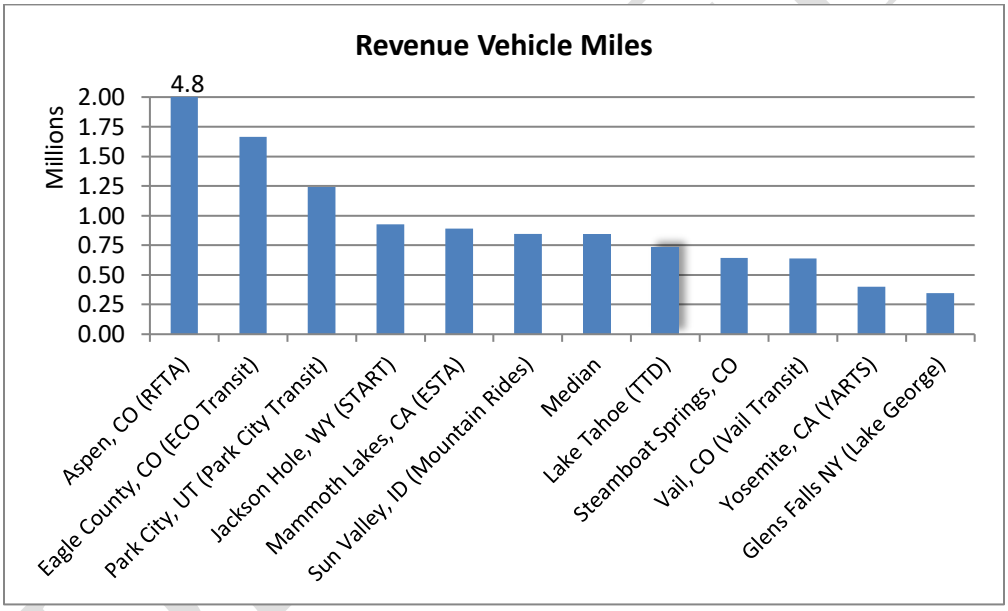
Transit System	Revenue Vehicle Hours
Aspen, CO (RFTA)	276,928
Park City, UT (Park City Transit)	87,386
Vail, CO (Vail Transit)	83,027
Eagle County, CO (ECO Transit)	82,807
Jackson Hole, WY (START)	56,527
Mammoth Lakes, CA (ESTA)	56,004
Median	56,004
Lake Tahoe (TTD)	50,733
Steamboat Springs, CO	46,880
Sun Valley, ID (Mountain Rides)	40,072
Glens Falls, NY (Lake George)	20,721
Yosemite, CA (YARTS)	17,131



TTD 's number of revenue vehicle hours at 50,733 is comparable to those in group and median at 56,527. Roaring Fork Transit Authority (Aspen, CO) has significantly more service hours due to its size.

Revenue Vehicle Miles

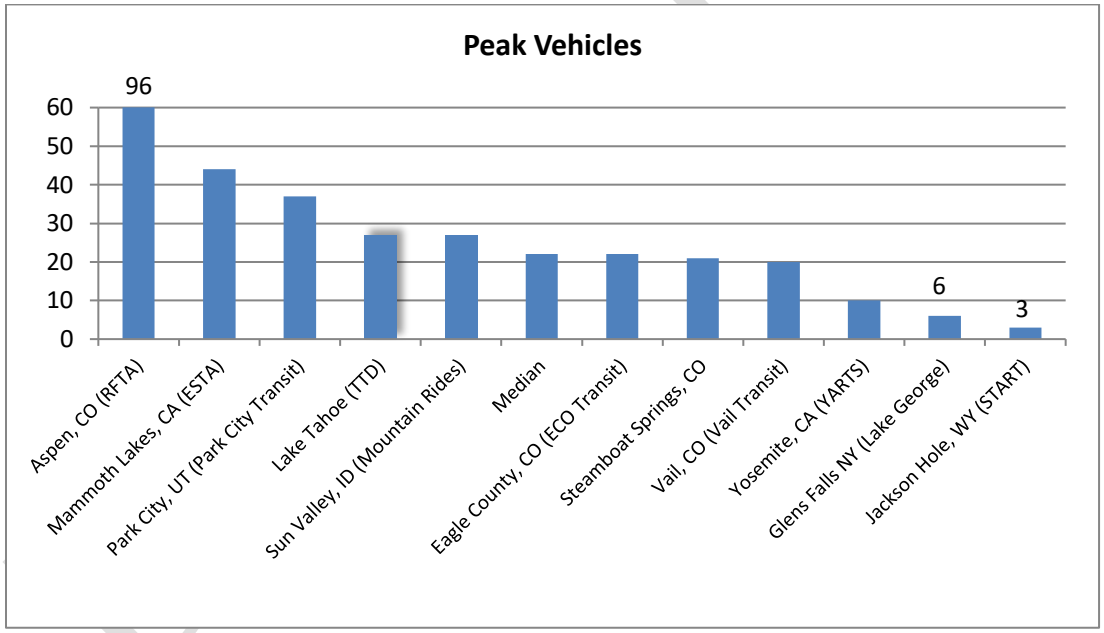
Transit System	Revenue Vehicle Miles
Aspen, CO (RFTA)	4,873,391
Eagle County, CO (ECO Transit)	1,665,735
Park City, UT (Park City Transit)	1,243,294
Jackson Hole, WY (START)	928,450
Mammoth Lakes, CA (ESTA)	892,089
Sun Valley, ID (Mountain Rides)	843,657
Median	843,657
Lake Tahoe (TTD)	734,690
Steamboat Springs, CO	644,556
Vail, CO (Vail Transit)	638,529
Yosemite, CA (YARTS)	402,629
Glens Falls, NY (Lake George)	346,709



TTD 's number of revenue vehicle miles at 734K is comparable to those in the peer group and slightly below the median value at 928K. Roaring Fork Transit Authority (Aspen, CO) has significantly more service miles at 4.8M due to its size.

Peak Vehicles All Modes

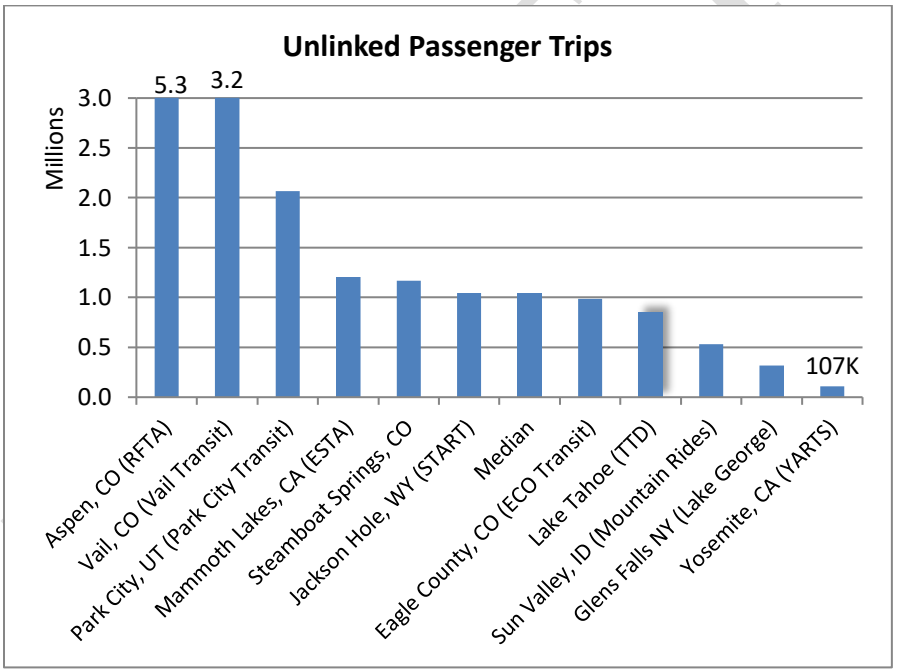
Transit System	Peak Vehicles
Aspen, CO (RFTA)	96
Mammoth Lakes, CA (ESTA)	44
Park City, UT (Park City Transit)	37
Lake Tahoe (TTD)	27
Sun Valley, ID (Mountain Rides)	27
Median	22
Eagle County, CO (ECO Transit)	22
Steamboat Springs, CO	21
Vail, CO (Vail Transit)	20
Yosemite, CA (YARTS)	10
Glens Falls, NY (Lake George)	6
Jackson Hole, WY (START)	3



TTD's number of peak vehicles at 27 is comparable to the peer group and to the median at 37. Roaring Fork Transit Authority's (Aspen, CO) number of peak vehicles at 96 is much larger due to its size.

Unlinked Passenger Trips

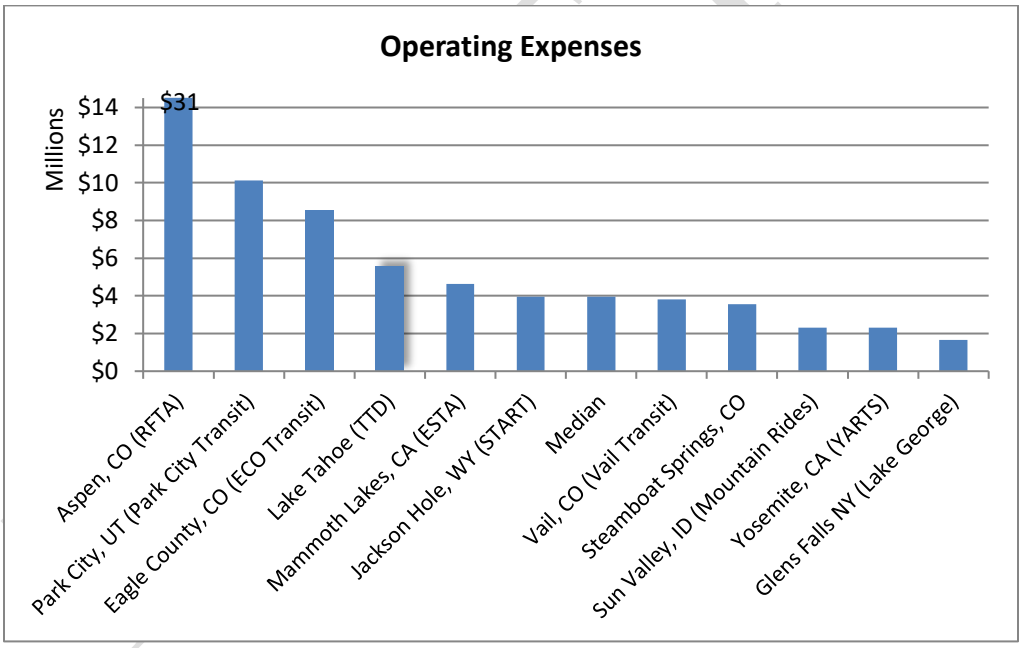
Transit System	Unlinked Passengers
Aspen, CO (RFTA)	5,264,091
Vail, CO (Vail Transit)	3,200,000
Park City, UT (Park City Transit)	2,064,496
Mammoth Lakes, CA (ESTA)	1,203,867
Steamboat Springs, CO	1,167,457
Jackson Hole, WY (START)	1,043,594
Median	1,043,594
Eagle County, CO (ECO Transit)	985,965
Lake Tahoe (TTD)	852,968
Sun Valley, ID (Mountain Rides)	533,949
Glens Falls, NY (Lake George)	317,829
Yosemite, CA (YARTS)	106,744



TTD's number of unlinked passengers of 853K is slightly below the median of 1M but otherwise comparable to the group. Roaring Fork Transit Authority's (Aspen, Co) number of trips are significantly higher due to its size. Vail Transit's high passenger trips per revenue hour of 38.5 generates a high level of ridership for its size. This is partially the result of fares being free.

Operating Expenses

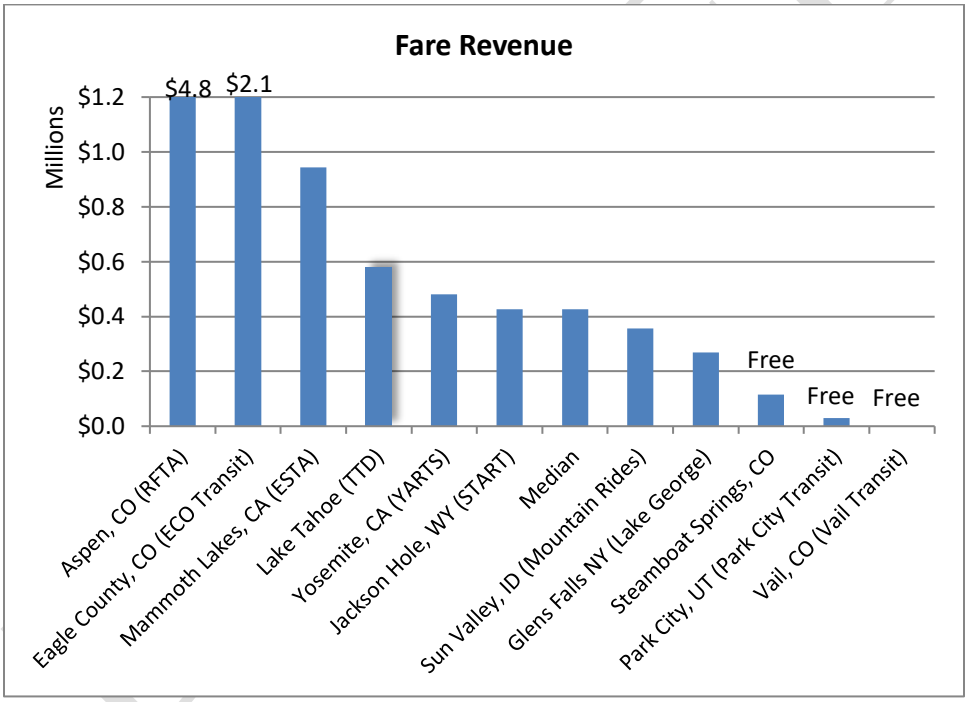
Transit System	Operating Expenses
Aspen, CO (RFTA)	$ 31,102,216
Park City, UT (Park City Transit)	$ 10,128,008
Eagle County, CO (ECO Transit)	$ 8,522,586
Lake Tahoe (TTD)	$ 5,545,452
Mammoth Lakes, CA (ESTA)	$ 4,645,640
Jackson Hole, WY (START)	$ 3,946,320
Median	$ 3,946,320
Vail, CO (Vail Transit)	$ 3,807,216
Steamboat Springs, CO	$ 3,570,856
Sun Valley, ID (Mountain Rides)	$ 2,303,459
Yosemite, CA (YARTS)	$ 2,298,999
Glens Falls, NY (Lake George)	$ 1,655,385



TTD's operating expenses of $5.5M is proportional to the size and characteristics of the transit systems. Additional comments are made below relative to the expenses per revenue hour.Roaring Fork Transit Authority's(Aspen) expenses are significantly higher at $31M due to its size.

Farebox Revenue

Transit System	Fare Revenue
Aspen, CO (RFTA)	$ 4,810,310
Eagle County, CO (ECO Transit)	$ 2,081,544
Mammoth Lakes, CA (ESTA)	$ 944,040
Lake Tahoe (TTD)	$ 578,048
Yosemite, CA (YARTS)	$ 479,998
Jackson Hole, WY (START)	$ 425,763
Median	$ 425,763
Sun Valley, ID (Mountain Rides)	$ 356,039
Glens Falls, NY (Lake George)	$ 269,311
Steamboat Springs, CO	$ 114,746
Park City, UT (Park City Transit)	$ 29,735
Vail, CO (Vail Transit)	$ -

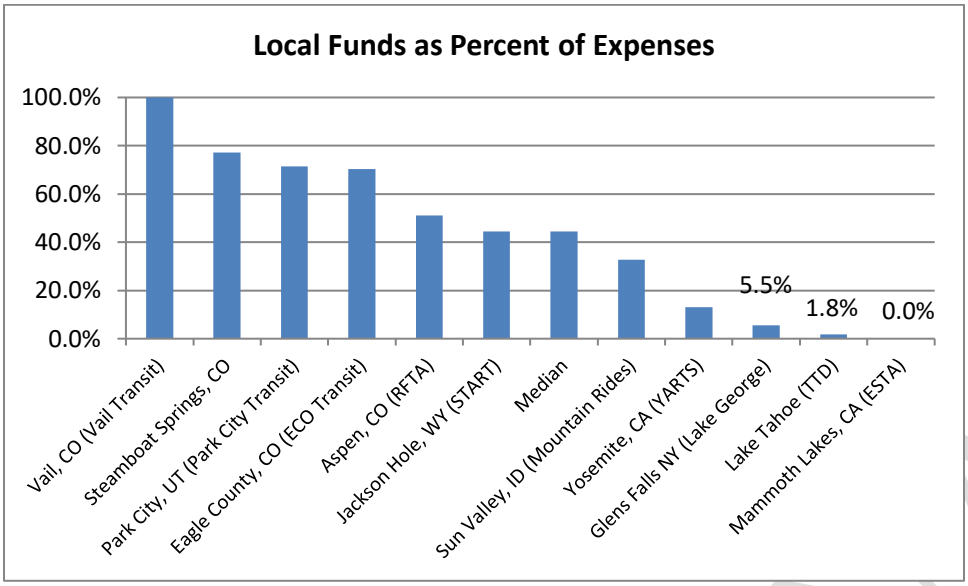


The TTD's fare revenue at $578K compares favorably to the group and also represents the median value. It should be noted that three systems offer free service, Steamboat Springs, CO, Park City, Utah and Vail Transit, CO. START has free service within the Town of Jackson and charges fares for the commuter service to the surrounding areas. Roaring Fork Transit Authority's (Aspen) and ECO Transit has considerably more revenue due to their size.

Local Operating Funds

Transit System	Local Funds as Percent of Expenses
Vail, CO (Vail Transit)	100.0%
Steamboat Springs, CO	77.1%
Park City, UT (Park City Transit)	71.4%
Eagle County, CO (ECO Transit)	70.4%
Aspen, CO (RFTA)	51.0%
Jackson Hole, WY (START)	44.4%
Median	44.4%
Sun Valley, ID (Mountain Rides)	32.7%
Yosemite, CA (YARTS)	13.0%
Glens Falls, NY (Lake George)	5.5%
Lake Tahoe (TTD)	1.8%
Mammoth Lakes, CA (ESTA)	0.0%

Transit System	Local Funds
Aspen, CO (RFTA)	$ 15,864,488
Park City, UT (Park City Transit)	$ 7,233,051
Eagle County, CO (ECO Transit)	$ 5,996,755
Vail, CO (Vail Transit)	$ 3,807,216
Steamboat Springs, CO	$ 2,753,892
Jackson Hole, WY (START)	$ 1,752,383
Median	$ 1,752,383
Sun Valley, ID (Mountain Rides)	$ 754,246
Yosemite, CA (YARTS)	$ 300,002
Lake Tahoe (TTD)	$ 102,370
Glens Falls, NY (Lake George)	$ 91,000
Mammoth Lakes, CA (ESTA)	$ -



TTD reported only 1.8% local funds as a percent of expenses compared the median value of 32.7%. It does not have a dedicated source of local funds like many other systems in the group.

A predictable and meaningful stream of local funding to the TTD would leverage federal and state funding for needed capital facilities and other foundational projects. Converting leased facilities to owned facilities with a controlling interest is necessary for the use of federal and state capital funding.

The following summarizes the local funding in place for the peer group reviewed:

Tahoe Transportation District (TTD)
TTD receives no dedicated local funding but does receive financial support from Douglas Co. TTD also receives Local Transportation Funds (LTF) through the State of California and is based on ¼ cent of the general sales tax collected state wide and allocated back to the county of origin. These funds were reported to the NTD as state funding

Yosemite Area Regional Transportation System (YARTS), CA
YARTS receives no dedicated local funds or other direct local funding. It does receive, however, funds from the surrounding counties through the State of California Local Transportation Funds (LTF) funding mechanism. YARTS reported a portion of these funds as local funding on the 2017 NTD report. Other California based systems in the peer group report these funds as state funding.

Southern Teton Area Rapid Transit (START) - Jackson Hole, WY
Local funds are provided through a lodging tax as well as from the state of Idaho to support commuter service.

Steamboat Springs Transit, City of Steamboat Springs, CO

Steamboat Springs Transit is considered a division of the City of Steamboat Springs, CO for purposes of local funding. The system operates fare free for the local service. By city ordinance up to 14% of the city's general fund is allocated to the transit system's operating and capital budget. The general fund is funded by sales tax. The amount of funds allocated is determined in June of each year for the following year.

Roaring Fork Transit Authority (RFTA) – Aspen, CO
RFTA receives dedicated local funding through the collection of sales and use tax from two counties and six municipalities ranging from .4% to 1.0% under intergovernmental agreements. These and other funds considered local represent approximately half of their annual operating budget of $30 million.

Mountain Rides Transportation Authority, Sun Valley, ID
Mountain Rides receives a local option sales tax from the Cities of Sun Valley, Ketchum, Hailey and Bellevue. The tax is 1% of certain items as determined by the cities. Blaine County also provides funds from its general fund. Even though the tax is collected each year, Mountain Rides must request the funds each budget cycle.

Park City Transit - Park City, UT
Local funding is provided by the Town of Park City and Summit County. The city funding comes from a .25% sales tax and the County funding comes from up to five additional .25% sales tax levies.

Eastern Sierra Transit Authority (ESTA) - (Mammoth Lakes, CA)
ESTA receives a modest amount of sales tax funding from the Town of Mammoth Lakes (fares are free on the local service). ESTA also receives Local Transportation Funds (LTF) through the State of California and was reported as state funds.

Greater Glens Falls Transit System (Glens Falls NY; Lake George)
Greater Glens Falls Transit System (GGFTS) is considered a department of the City of Glens Falls, NY for purposes of local funding. Three counties allocate funding to GGFTS through operating agreements. In addition, eleven municipalities provide funding through their general funds proportionate to the level of transit service received.

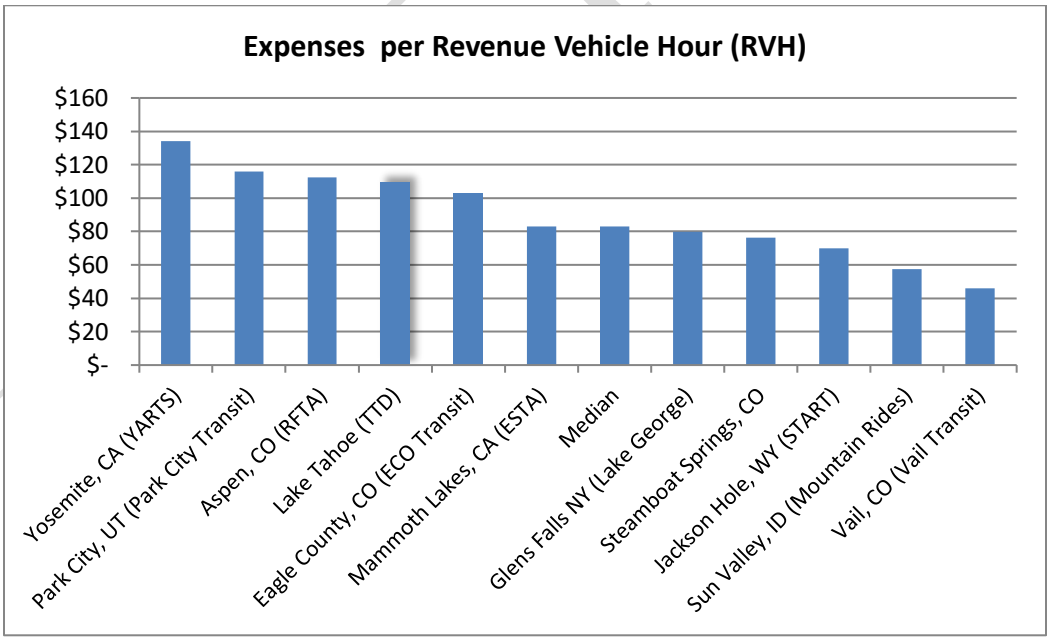
Vail Transit, Town of Vail, CO
100% of the operating cost of the Vail Transit system is funded through the Town of Vail general fund. The system operates fare free.

Eagle County Regional Transportation Authority (ECO Transit, Vail, CO area)
Approximately 70% of ECO Transit's operating budget is funded by sales tax through Eagle County, CO.

Peer Group Review
Performance Ratios
Service Efficiency

Expenses per Revenue Vehicle Hour

Transit System	Expenses per RVH
Yosemite, CA (YARTS)	$ 134.20
Park City, UT (Park City Transit)	$ 115.90
Aspen, CO (RFTA)	$ 112.31
Lake Tahoe (TTD)	$ 109.31
Eagle County, CO (ECO Transit)	$ 102.92
Mammoth Lakes, CA (ESTA)	$ 82.95
Median	$ 82.95
Glens Falls, NY (Lake George)	$ 79.89
Steamboat Springs, CO	$ 76.17
Jackson Hole, WY (START)	$ 69.81
Sun Valley, ID (Mountain Rides)	$ 57.48
Vail, CO (Vail Transit)	$ 45.86

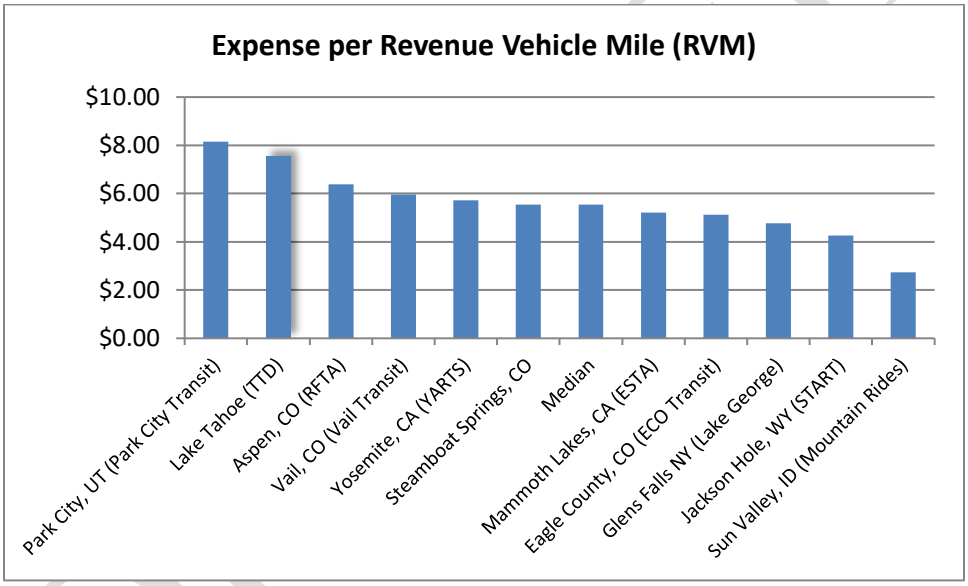


TTD's expenses per revenue hour of $109.31 are higher than the median of $82.95 and in the upper half of the group. It should be noted that the majority of the systems with commuter buses in their service mix experienced increased overall expenses per revenue hour. For example, the following systems in the group had commuter service with expenses per revenue hour (in

parentheses): TTD ($169.00 vs $90.65 for bus according to the NTD data), Aspen ($118.82 vs $97.67 for bus), and Steamboat Springs ($102.44 vs $74.00 for bus). In addition, the TTD indicated they have encountered higher than usual vehicle maintenance expenses due to an effort to bring the fleet up to correct standards after assuming direct responsibility for the fleet's maintenance. The duty cycle of the fleet which at times operates in steep terrain, especially for the commuter buses, also contributes to higher expenses. Yosemite Area Transit has the highest expenses per hour due to its purchased service agreement. Currently, contracted buses (12) cost $150 per hour and their own (10) cost $130 per hour.

Expenses per Revenue Mile

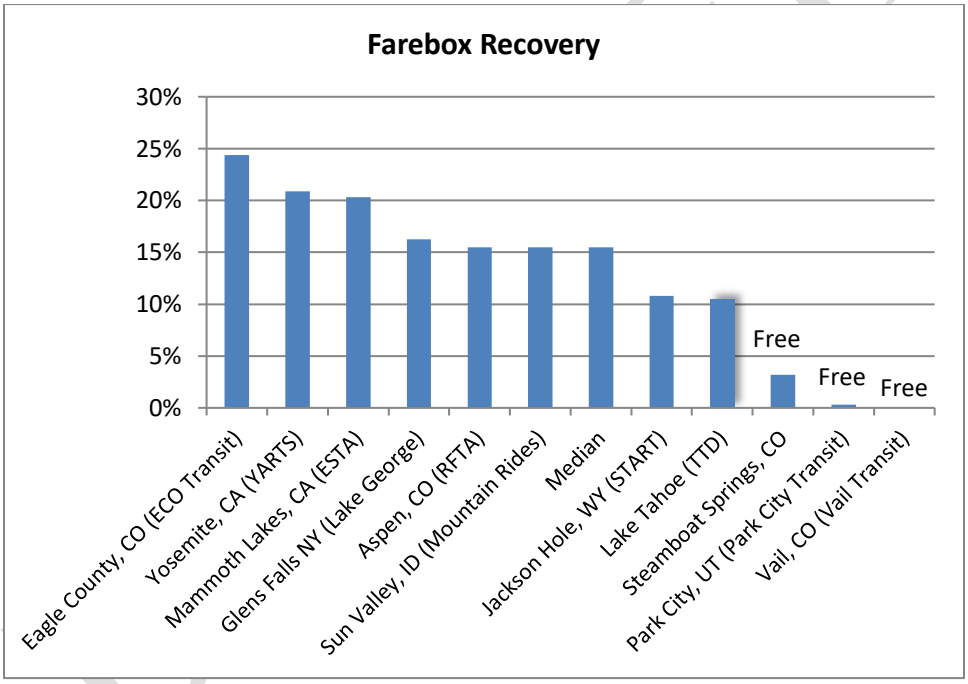
Transit System	Expense per RVM
Park City, UT (Park City Transit)	$8.15
Lake Tahoe (TTD)	$7.55
Aspen, CO (RFTA)	$6.38
Vail, CO (Vail Transit)	$5.96
Yosemite, CA (YARTS)	$5.71
Steamboat Springs, CO	$5.54
Median	$5.54
Mammoth Lakes, CA (ESTA)	$5.21
Eagle County, CO (ECO Transit)	$5.12
Glens Falls, NY (Lake George)	$4.77
Jackson Hole, WY (START)	$4.25
Sun Valley, ID (Mountain Rides)	$2.73



The expenses per RVM for TTD of $7.55 is higher than the median value of $4.68. As noted in the discussion above for Operating Expenses, higher costs are associated with commuter service and higher maintenance costs have been incurred due to an aging fleet. A 12.7% lower average system speed also increases the cost per unit of service. Consideration should be made for development of further intelligent transportation system projects like queue jump and signal prioritization to increase the system speed.

Farebox Recovery

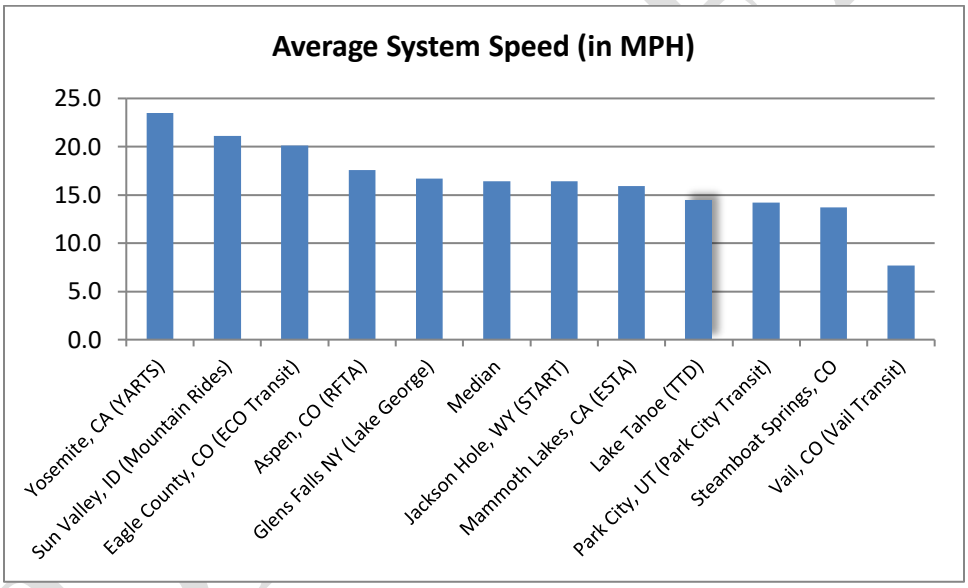
Transit System	Farebox Recovery
Eagle County, CO (ECO Transit)	24.4%
Yosemite, CA (YARTS)	20.9%
Mammoth Lakes, CA (ESTA)	20.3%
Glens Falls, NY (Lake George)	16.3%
Aspen, CO (RFTA)	15.5%
Sun Valley, ID (Mountain Rides)	15.5%
Median	15.5%
Jackson Hole, WY (START)	10.8%
Lake Tahoe (TTD)	10.4%
Steamboat Springs, CO	3.2%
Park City, UT (Park City Transit)	0.3%
Vail, CO (Vail Transit)	0.0%



TTD's farebox recovery ratio at 10.4% represents an average of ratios based on the type of service provided ranging up to 17% for the fixed route service (source: TTD 2017 Short Range Transit Plan). It is generally comparable to the peer group.

Average System Speed

Transit System	System Speed
Yosemite, CA (YARTS)	23.5
Sun Valley, ID (Mountain Rides)	21.1
Eagle County, CO (ECO Transit)	20.1
Aspen, CO (RFTA)	17.6
Glens Falls, NY (Lake George)	16.7
Median	16.4
Jackson Hole, WY (START)	16.4
Mammoth Lakes, CA (ESTA)	15.9
Lake Tahoe (TTD)	14.5
Park City, UT (Park City Transit)	14.2
Steamboat Springs, CO	13.7
Vail, CO (Vail Transit)	7.7

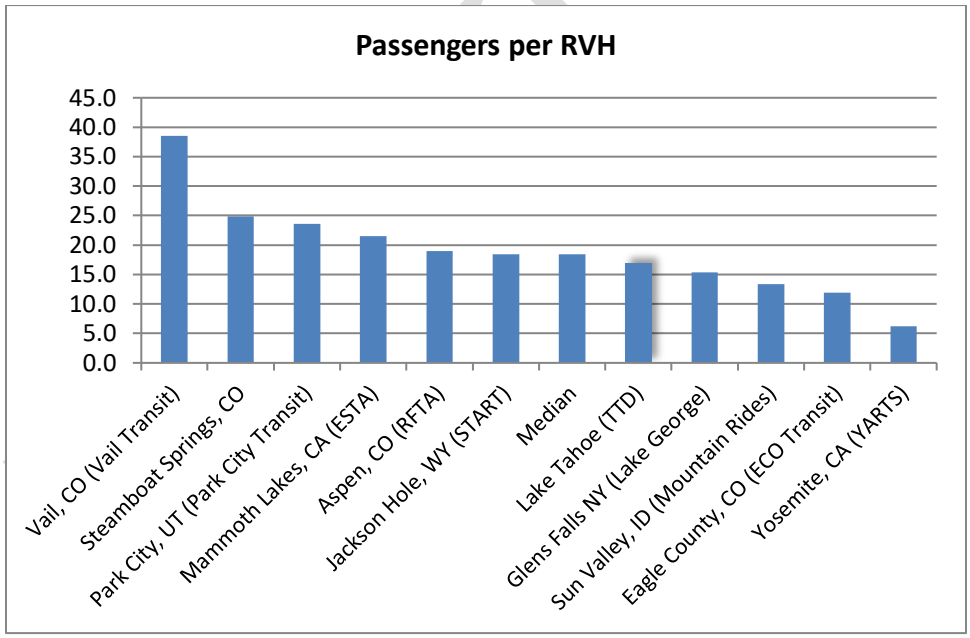


The average system speed for the group fluctuates in a relatively narrow range. It depends largely on the systems' route profile. The TTD value at 14.5 is 12.7% lower than the median of 16.6. The average system speed is largely influenced by the service mix, e.g. how much commuter service is provided compared to fixed route service. Even though the speed of fixed route service, by nature, tends to be slower than other services, its performance can be improved by the adoption of intelligent transportation systems such as traffic signal priority and signal queue jump.

Peer Group Review
Performance Ratios
Service Effectiveness

Unlinked Passengers per Revenue Vehicle Hours (RVH)

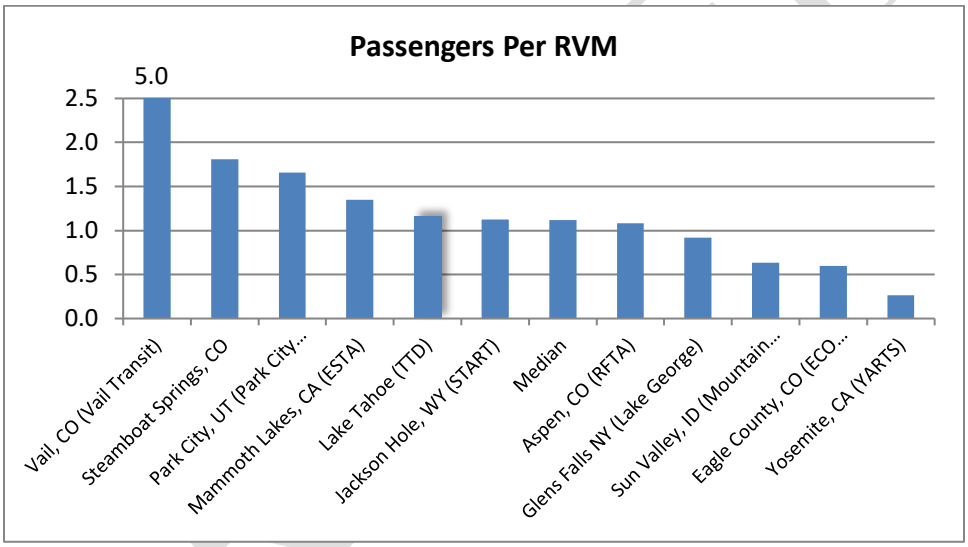
Transit System	Passengers per RVH
Vail, CO (Vail Transit)	38.5
Steamboat Springs, CO	24.9
Park City, UT (Park City Transit)	23.6
Mammoth Lakes, CA (ESTA)	21.5
Aspen, CO (RFTA)	19.0
Jackson Hole, WY (START)	18.5
Median	18.5
Lake Tahoe (TTD)	16.8
Glens Falls, NY (Lake George)	15.3
Sun Valley, ID (Mountain Rides)	13.3
Eagle County, CO (ECO Transit)	11.9
Yosemite, CA (YARTS)	6.2



TTD's number of unlinked passengers per revenue hours of 16.8 is an average of all service types provided and is comparable to the peer group. For example, according to the TTD 2017 Short Range Transit Plan, the passengers per revenue hour ranged up to 30.36 for winter seasonal service and 21.41 for fixed route service. Note also that the three systems with the highest passengers per RVH do not charge a fare by policy.

Unlinked Passengers per Revenue Vehicle Mile (RVM)

Transit System	Passengers Per RVM
Vail, CO (Vail Transit)	5.0
Steamboat Springs, CO	1.8
Park City, UT (Park City Transit)	1.7
Mammoth Lakes, CA (ESTA)	1.3
Lake Tahoe (TTD)	1.2
Jackson Hole, WY (START)	1.1
Median	1.1
Aspen, CO (RFTA)	1.1
Glens Falls, NY (Lake George)	0.9
Sun Valley, ID (Mountain Rides)	0.6
Eagle County, CO (ECO Transit)	0.6
Yosemite, CA (YARTS)	0.3



TTD's number of passengers per revenue vehicle mile at 1.2 is comparable to those systems of similar size, service design and fare policy. Note also that the three systems with the highest passengers per RVM do not charge a fare by policy.

Federal Transit Administration, National Transit Database (NTD) 2017 Profiles

The following section provides the NTD 2017 profiles for the peer group agencies:

http://www.tahoetransportation.org/
128 Market Street, Suite 3F
Zephyr Cove, NV 89448

Tahoe Transportation District

2017 Annual Agency Profile

General Information

Urbanized Area Statistics - 2010 Census

Lake Tahoe, CA-NV
37 Square Miles
210,000 Population
601 Pop. Rank out of 498 UZAs

Other UZAs Served

94 Reno, NV-CA, 454 Carson City, NV, 0 California Non-UZA, 0 Nevada Non-UZA, 28 Sacramento, CA

Service Area Statistics

73 Square Miles
150,242 Population

Service Consumption

47,874 Annual Passenger Miles (PMT)
852,968 Annual Unlinked Trips (UPT)
2,201 Average Weekday Unlinked Trips*
3,099 Average Saturday Unlinked Trips*
2,276 Average Sunday Unlinked Trips*

Service Supplied

734,690 Annual Vehicle Revenue Miles (VRM)
50,733 Annual Vehicle Revenue Hours (VRH)
27 Vehicles Operated in Maximum Service (VOMS)
34 Vehicles Available for Maximum Service (VAMS)

Database Information

NTDID: 91092
Reporter Type: Full Reporter

Financial Information

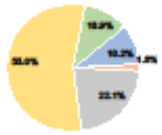
Sources of Operating Funds Expended

Fare Revenues	$578,048	10.2%
Local Funds	$102,370	1.8%
State Funds	$1,257,553	22.1%
Federal Assistance	$3,129,573	55.0%
Other Funds	$620,424	10.9%
Total Operating Funds Expended	$5,687,968	100.0%

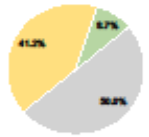
Sources of Capital Funds Expended

Fare Revenues	$0	0.0%
Local Funds	$0	0.0%
State Funds	$64,987	50.0%
Federal Assistance	$53,536	41.2%
Other Funds	$11,314	8.7%
Total Capital Funds Expended	$129,817	100.0%

Operating Funding Sources



Capital Funding Sources



Modal Characteristics

Modal Overview

Mode	Vehicles Operated in Maximum Service: Directly Operated	Vehicles Operated in Maximum Service: Purchased Transportation	Uses of Capital Funds: Revenue Vehicles	Uses of Capital Funds: Systems and Guideways	Uses of Capital Funds: Facilities and Stations	Uses of Capital Funds: Other	Uses of Capital Funds: Total
Commuter Bus	6	-	$0	$0	$0	$0	$0
Demand Response	4 *	1 *	$66,920	$0	$0	$0	$66,920
Demand Response - Taxi	-	1	$0	$0	$0	$0	$0
Bus	15	-	$31,852	$7,998	$11,733	$11,314	$62,897
Total	25	2	$98,772	$7,998	$11,733	$11,314	$129,817

Summary of Operating Expenses (OE)

Salary, Wages, Benefits	$3,393,311	61.2%
Materials and Supplies	$787,209	14.2%
Purchased Transportation	$48,453	0.9%
Other Operating Expenses	$1,316,479	23.7%
Total Operating Expenses	$5,545,452	100.0%
Reconciling OE Cash Expenditures	$142,516	
Purchased Transportation (Reported Separately)	$0	

Operation Characteristics

Mode	Operating Expenses	Fare Revenues	Uses of Capital Funds	Annual Passenger Miles	Annual Unlinked Trips	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Vehicles Operated in Maximum Service	Percent Spare Vehicles	Average Fleet Age in Years*
Commuter Bus	$1,572,614	$177,141	$0	0	34,240	223,686	9,681	0.0	9	6	33.3%	3.3
Demand Response	$766,452 *	$69,276 *	$66,920	45,024	17,371	91,914	6,997	0.0	6	5 *	16.7%	6.6
Demand Response - Taxi	$44,731	$2,007	$0	2,850	669	2,850	82	0.0	1	1	0.0%	0.0
Bus	$3,061,655	$329,624	$62,897	0	800,688	416,236	33,773	0.0	18	15	16.7%	7.0
Total	$5,545,452	$578,048	$129,817	47,874	852,968	734,690	50,733	0.0	34	27	20.6%	

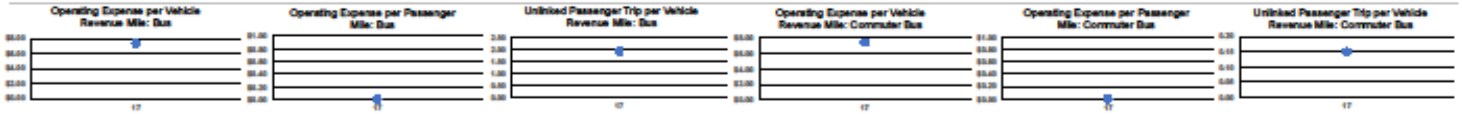
Performance Measures

Service Efficiency

Mode	Operating Expenses per Vehicle Revenue Mile	Operating Expenses per Vehicle Revenue Hour
Commuter Bus	$7.48	$169.28
Demand Response	$8.34	$109.54
Demand Response - Taxi	$15.70	$545.50
Bus	$7.36	$90.65
Total	$7.55	$109.31

Service Effectiveness

Mode	Operating Expenses per Passenger Mile	Operating Expenses per Unlinked Passenger Trip	Unlinked Trips per Vehicle Revenue Mile	Unlinked Trips per Vehicle Revenue Hour
Commuter Bus	$0.00	$46.85	0.2	3.5
Demand Response	$17.02	$44.12	0.2	2.5
Demand Response - Taxi	$15.70	$66.86	0.2	8.2
Bus	$0.00	$3.82	1.9	23.7
Total	$118.83	$6.50	1.2	16.8



Notes:
*Demand Response - Taxi (DT) and non-dedicated fleets do not report fleet age data.
*Includes data for a contract with another reporter.
*Average Unlinked Trips not available for Demand Response Taxi.
*This agency has a purchased transportation relationship in which they buy service from Town of Truckee (NTDID: 91101), and in which the data are captured in this report for mode DR/PT.

http://www.yarts.com
369 W 18th Street
Merced, CA 95340-4801

Yosemite Area Regional Transportation System

2017 Annual Agency Profile

General Information

Service Consumption
106,744 **Annual Unlinked Trips (UPT)**

Service Supplied
402,629 **Annual Vehicle Revenue Miles (VRM)**
17,131 **Annual Vehicle Revenue Hours (VRH)**

Summary of Operating Expenses (OE)
$2,298,999 **Total Operating Expenses**

Database Information
NTDID: 9R02-91070
Reporter Type: Rural General Public Transit

Financial Information

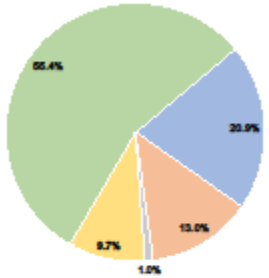
Sources of Operating Funds Expended

Fare Revenues	$479,998	20.9%
Local Funds	$300,002	13.0%
State Funds	$23,000	1.0%
Federal Assistance	$222,000	9.7%
Other Funds	$1,273,999	55.4%
Total Operating Funds Expended	$2,298,999	100.0%

Sources of Capital Funds Expended

Fare Revenues	$0
Local Funds	$0
State Funds	$0
Federal Assistance	$0
Other Funds	$0
Total Capital Funds Expended	$0

Operating Funding Sources



Modal Characteristics

Operation Characteristics

Mode	Vehicles Operated at Maximum Service: Directly Operated	Vehicles Operated at Maximum Service: Purchased Transportation	Operating Expenses	Fare Revenues	Uses of Capital Funds	Annual Unlinked Trips	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours
Bus	-	10	$2,298,999	$479,998	$0	106,744	402,629	17,131
Total	-	10	$2,298,999	$479,998	$0	106,744	402,629	17,131

Performance Measures

Service Efficiency

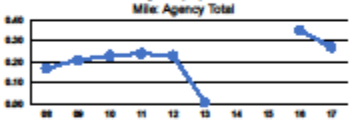
Mode	Operating Expenses per Vehicle Revenue Mile	Operating Expenses per Vehicle Revenue Hour
Bus	$5.71	$134.20
Total	$5.71	$134.20

Service Effectiveness

Mode	Operating Expenses per Unlinked Passenger Trip	Unlinked Trips per Vehicle Revenue Mile	Unlinked Trips per Vehicle Revenue Hour
Bus	$21.54	0.3	6.2
Total	$21.54	0.3	6.2

Operating Expense per Vehicle Revenue Mile: Agency Total

Unlinked Passenger Trips per Vehicle Revenue Mile: Agency Total



http://www.startbus.com/
55 Kams Meadows Dr
Jackson, WY 83001

Southern Teton Area Rapid Transit

2017 Annual Agency Profile

General Information

Service Consumption

1,043,594 **Annual Unlinked Trips (UPT)**

Service Supplied

928,450 **Annual Vehicle Revenue Miles (VRM)**
56,527 **Annual Vehicle Revenue Hours (VRH)**

Summary of Operating Expenses (OE)

$3,946,320 **Total Operating Expenses**

Database Information

NTDID: 8R05-80188, 0R01-80188
Reporter Type: Rural General Public Transit

Financial Information

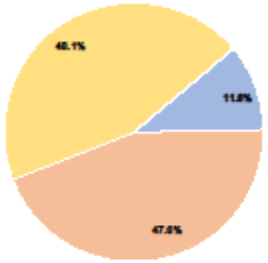
Sources of Operating Funds Expended

Fare Revenues	$425,763	11.6%
Local Funds	$1,752,383	47.6%
State Funds	$0	0.0%
Federal Assistance	$1,768,174	48.1%
Other Funds	$0	0.0%
Total Operating Funds Expended	$3,679,657	100.0%

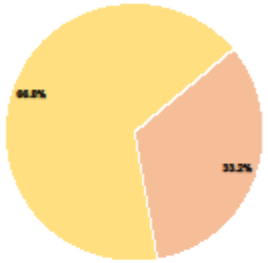
Sources of Capital Funds Expended

Fare Revenues	$0	0.0%
Local Funds	$279,441	33.2%
State Funds	$0	0.0%
Federal Assistance	$560,984	66.8%
Other Funds	$0	0.0%
Total Capital Funds Expended	$840,426	100.0%

Operating Funding Sources



Capital Funding Sources



Modal Characteristics

Operation Characteristics

Mode	Vehicles Operated at Maximum Service: Directly Operated	Vehicles Operated at Maximum Service: Purchased Transportation	Operating Expenses	Fare Revenues	Uses of Capital Funds	Annual Unlinked Trips	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours
Demand Response	1	-	$73,591	$6,093	$0	4,843	19,056	2,210
Bus	23	-	$3,872,729	$419,670	$840,425	1,038,751	909,394	54,317
Total	24	-	$3,946,320	$425,763	$840,425	1,043,594	928,450	56,527

Performance Measures

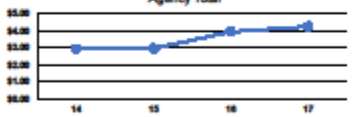
Service Efficiency

Mode	Operating Expenses per Vehicle Revenue Mile	Operating Expenses per Vehicle Revenue Hour
Demand Response	$3.86	$33.30
Bus	$4.24	$68.63
Total	$4.26	$69.81

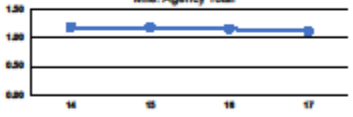
Service Effectiveness

Mode	Operating Expenses per Unlinked Passenger Trip	Unlinked Trips per Vehicle Revenue Mile	Unlinked Trips per Vehicle Revenue Hour
Demand Response	$15.20	0.3	2.2
Bus	$3.58	1.2	19.2
Total	$3.78	1.1	18.6

Operating Expense per Vehicle Revenue Mile: Agency Total



Unlinked Passenger Trips per Vehicle Revenue Mile: Agency Total



http://www.steamboatsprings.net
P.O. Box 775088
Steamboat Springs, CO 80477-5088

Steamboat Springs, City of

2017 Annual Agency Profile

General Information

Service Consumption

1,167,457 **Annual Unlinked Trips (UPT)**

Service Supplied

644,556 **Annual Vehicle Revenue Miles (VRM)**
46,880 **Annual Vehicle Revenue Hours (VRH)**

Summary of Operating Expenses (OE)

$3,570,856 **Total Operating Expenses**

Database Information

NTDID: 8R01-80186
Reporter Type: Rural General Public Transit

Financial Information

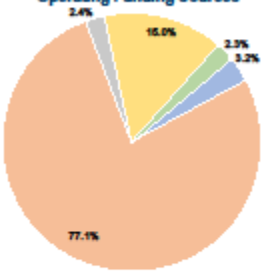
Sources of Operating Funds Expended

Fare Revenues	$114,746	3.2%
Local Funds	$2,753,892	77.1%
State Funds	$84,365	2.4%
Federal Assistance	$537,290	15.0%
Other Funds	$80,563	2.3%
Total Operating Funds Expended	$3,570,856	100.0%

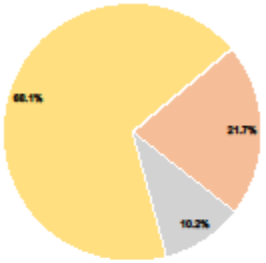
Sources of Capital Funds Expended

Fare Revenues	$0	0.0%
Local Funds	$261,007	21.7%
State Funds	$122,760	10.2%
Federal Assistance	$819,940	68.1%
Other Funds	$0	0.0%
Total Capital Funds Expended	$1,203,707	100.0%

Operating Funding Sources



Capital Funding Sources



Modal Characteristics

Operation Characteristics

Mode	Vehicles Operated at Maximum Service: Directly Operated	Vehicles Operated at Maximum Service: Purchased Transportation	Operating Expenses	Fare Revenues	Uses of Capital Funds	Annual Unlinked Trips	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours
Commuter Bus	4	-	$379,649	$114,746	$372,000	30,900	89,750	3,706
Demand Response	1	-	$73,073	$0	$0	1,992	12,704	1,038
Bus	16	-	$3,118,134	$0	$831,707	1,134,565	542,102	42,136
Total	21	-	$3,570,856	$114,746	$1,203,707	1,167,457	644,556	46,880

Performance Measures

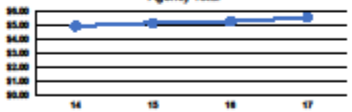
Service Efficiency

Mode	Operating Expenses per Vehicle Revenue Mile	Operating Expenses per Vehicle Revenue Hour
Commuter Bus	$4.23	$102.44
Demand Response	$5.75	$70.40
Bus	$5.75	$74.00
Total	$5.54	$76.17

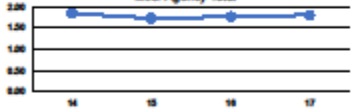
Service Effectiveness

Mode	Operating Expenses per Unlinked Passenger Trip	Unlinked Trips per Vehicle Revenue Mile	Unlinked Trips per Vehicle Revenue Hour
Commuter Bus	$12.29	0.3	8.3
Demand Response	$36.68	0.2	1.9
Bus	$2.75	2.1	26.9
Total	$3.06	1.8	24.9

Operating Expense per Vehicle Revenue Mile: Agency Total



Unlinked Passenger Trips per Vehicle Revenue Mile: Agency Total



http://www.rfta.com
P.O. Box 1542
Westcliffe, CO 81252

Roaring Fork Transportation Authority

2017 Annual Agency Profile

General Information

Service Consumption

5,264,091 **Annual Unlinked Trips (UPT)**

Service Supplied

4,873,391 **Annual Vehicle Revenue Miles (VRM)**
276,928 **Annual Vehicle Revenue Hours (VRH)**

Summary of Operating Expenses (OE)

$31,102,216 **Total Operating Expenses**

Database Information

NTDID: 8R01-80289
Reporter Type: Rural General Public Transit

Financial Information

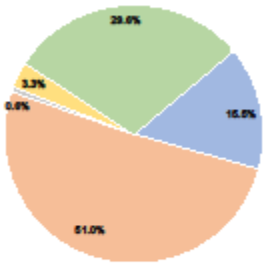
Sources of Operating Funds Expended

Fare Revenues	$4,810,310	15.5%
Local Funds	$15,864,488	51.0%
State Funds	$200,000	0.6%
Federal Assistance	$1,014,550	3.3%
Other Funds	$9,212,868	29.6%
Total Operating Funds Expended	$31,102,216	100.0%

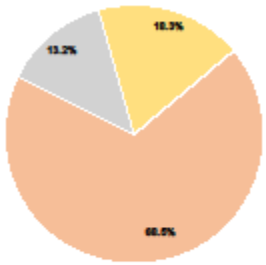
Sources of Capital Funds Expended

Fare Revenues	$0	0.0%
Local Funds	$3,116,036	68.5%
State Funds	$600,000	13.2%
Federal Assistance	$833,252	18.3%
Other Funds	$0	0.0%
Total Capital Funds Expended	$4,549,288	100.0%

Operating Funding Sources



Capital Funding Sources



Modal Characteristics

Operation Characteristics

Mode	Vehicles Operated at Maximum Service: Directly Operated	Vehicles Operated at Maximum Service: Purchased Transportation	Operating Expenses	Fare Revenues	Uses of Capital Funds	Annual Unlinked Trips	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours
Commuter Bus	32	-	$11,942,679	$2,308,732	$1,959,730	1,672,474	1,984,123	100,513
Demand Response	7	-	$857,947	$0	$16,579	19,080	65,137	6,443
Bus	29	-	$9,795,262	$653,511	$917,484	2,674,980	965,155	100,291
Bus Rapid Transit	28	-	$8,506,328	$1,848,067	$1,655,495	897,557	1,858,976	69,681
Total	96	-	$31,102,216	$4,810,310	$4,549,288	5,264,091	4,873,391	276,928

Performance Measures

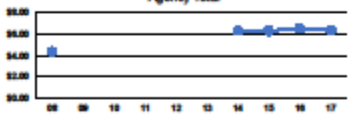
Service Efficiency

Mode	Operating Expenses per Vehicle Revenue Mile	Operating Expenses per Vehicle Revenue Hour
Commuter Bus	$6.02	$118.82
Demand Response	$13.17	$133.16
Bus	$10.15	$97.57
Bus Rapid Transit	$4.58	$122.08
Total	$6.38	$112.31

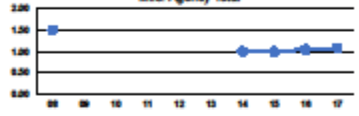
Service Effectiveness

Mode	Operating Expenses per Unlinked Passenger Trip	Unlinked Trips per Vehicle Revenue Mile	Unlinked Trips per Vehicle Revenue Hour
Commuter Bus	$7.14	0.8	16.6
Demand Response	$44.97	0.3	3.0
Bus	$3.66	2.8	26.7
Bus Rapid Transit	$9.48	0.5	12.9
Total	$5.91	1.1	19.0

Operating Expense per Vehicle Revenue Mile: Agency Total



Unlinked Passenger Trips per Vehicle Revenue Mile: Agency Total



http://www.parkcity.org
1053 Iron Horse Drive
Park City, UT 84060-1480

Park City Municipal Corporation

2017 Annual Agency Profile

General Information

Service Consumption
2,064,496 **Annual Unlinked Trips (UPT)**

Service Supplied
1,243,294 **Annual Vehicle Revenue Miles (VRM)**
87,386 **Annual Vehicle Revenue Hours (VRH)**

Summary of Operating Expenses (OE)
$10,128,008 **Total Operating Expenses**

Database Information
NTDID: 8RD6-80284
Reporter Type: Rural General Public Transit

Financial Information

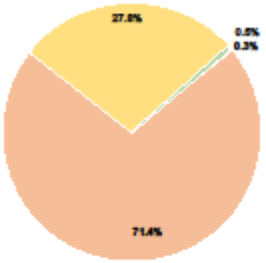
Sources of Operating Funds Expended

Fare Revenues	$29,735	0.3%
Local Funds	$7,233,051	71.4%
State Funds	$0	0.0%
Federal Assistance	$2,813,864	27.8%
Other Funds	$51,358	0.5%
Total Operating Funds Expended	$10,128,008	100.0%

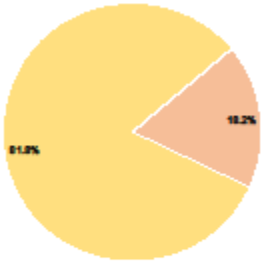
Sources of Capital Funds Expended

Fare Revenues	$0	0.0%
Local Funds	$2,918,299	18.2%
State Funds	$0	0.0%
Federal Assistance	$13,158,725	81.8%
Other Funds	$0	0.0%
Total Capital Funds Expended	$16,077,024	100.0%

Operating Funding Sources



Capital Funding Sources



Modal Characteristics

Operation Characteristics

Mode	Vehicles Operated at Maximum Service: Directly Operated	Vehicles Operated at Maximum Service: Purchased Transportation	Operating Expenses	Fare Revenues	Uses of Capital Funds	Annual Unlinked Trips	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours
Demand Response	6	-	$759,641	$29,735	$0	16,016	92,375	9,779
Bus	31	-	$9,368,367	$0	$16,077,024	2,048,480	1,150,919	77,607
Total	37	-	$10,128,008	$29,735	$16,077,024	2,064,496	1,243,294	87,386

Performance Measures

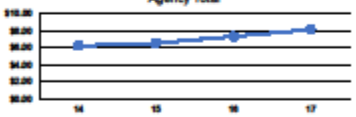
Service Efficiency

Mode	Operating Expenses per Vehicle Revenue Mile	Operating Expenses per Vehicle Revenue Hour
Demand Response	$8.22	$77.58
Bus	$8.14	$120.72
Total	$8.16	$115.90

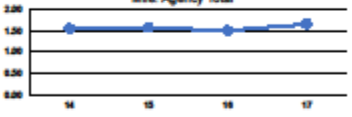
Service Effectiveness

Mode	Operating Expenses per Unlinked Passenger Trip	Unlinked Trips per Vehicle Revenue Mile	Unlinked Trips per Vehicle Revenue Hour
Demand Response	$47.43	0.2	1.6
Bus	$4.57	1.8	26.4
Total	$4.91	1.7	23.6

Operating Expense per Vehicle Revenue Mile: Agency Total



Unlinked Passenger Trips per Vehicle Revenue Mile: Agency Total



http://www.mountainrides.org
P.O. Box 3091
Ketchum, ID 83340

Mountain Rides Transportation Authority

2017 Annual Agency Profile

General Information

Service Consumption

533,949 **Annual Unlinked Trips (UPT)**

Service Supplied

843,657 **Annual Vehicle Revenue Miles (VRM)**
40,072 **Annual Vehicle Revenue Hours (VRH)**

Summary of Operating Expenses (OE)

$2,303,459 **Total Operating Expenses**

Database Information

NTDID: 0R01-00311
Reporter Type: Rural General Public Transit

Financial Information

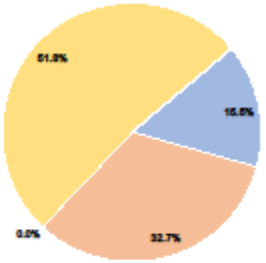
Sources of Operating Funds Expended

Fare Revenues	$356,039	15.5%
Local Funds	$754,246	32.7%
State Funds	$723	0.0%
Federal Assistance	$1,192,451	51.8%
Other Funds	$0	0.0%
Total Operating Funds Expended	$2,303,459	100.0%

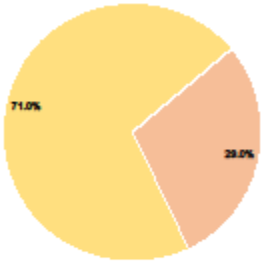
Sources of Capital Funds Expended

Fare Revenues	$0	0.0%
Local Funds	$40,443	29.0%
State Funds	$0	0.0%
Federal Assistance	$99,000	71.0%
Other Funds	$0	0.0%
Total Capital Funds Expended	$139,443	100.0%

Operating Funding Sources



Capital Funding Sources



Modal Characteristics

Operation Characteristics

Mode	Vehicles Operated at Maximum Service: Directly Operated	Vehicles Operated at Maximum Service: Purchased Transportation	Operating Expenses	Fare Revenues	Uses of Capital Funds	Annual Unlinked Trips	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours
Demand Response	1	-	$7,623	$631	$0	364	2,060	122
Bus	16	-	$2,159,475	$219,047	$57,915	492,991	504,436	31,024
Vanpool	10	-	$136,361	$136,361	$81,528	40,594	337,161	8,926
Total	27	-	$2,303,459	$368,039	$139,443	533,948	843,657	40,072

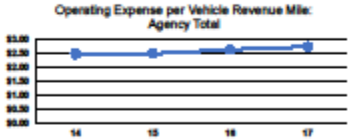
Performance Measures

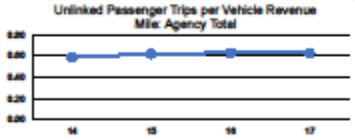
Service Efficiency

Mode	Operating Expenses per Vehicle Revenue Mile	Operating Expenses per Vehicle Revenue Hour
Demand Response	$3.70	$62.48
Bus	$4.28	$69.61
Vanpool	$0.40	$15.28
Total	$2.73	$57.48

Service Effectiveness

Mode	Operating Expenses per Unlinked Passenger Trip	Unlinked Trips per Vehicle Revenue Mile	Unlinked Trips per Vehicle Revenue Hour
Demand Response	$20.94	0.2	3.0
Bus	$4.38	1.0	15.9
Vanpool	$3.36	0.1	4.5
Total	$4.31	0.8	13.3





http://www.estransit.com/cms/
7038 Airport Rd
Bishop, CA 93515-1357

Eastern Sierra Transit Authority

2017 Annual Agency Profile

General Information

Service Consumption

1,203,867 **Annual Unlinked Trips (UPT)**

Service Supplied

892,089 **Annual Vehicle Revenue Miles (VRM)**
56,004 **Annual Vehicle Revenue Hours (VRH)**

Summary of Operating Expenses (OE)

$4,645,640 **Total Operating Expenses**

Database Information

NTDID: 9R02-91062
Reporter Type: Rural General Public Transit

Financial Information

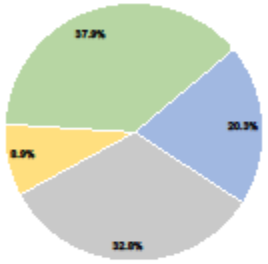
Sources of Operating Funds Expended

Fare Revenues	$944,040	20.3%
Local Funds	$0	0.0%
State Funds	$1,526,063	32.8%
Federal Assistance	$415,002	8.9%
Other Funds	$1,760,535	37.9%
Total Operating Funds Expended	$4,645,640	100.0%

Sources of Capital Funds Expended

Fare Revenues	$0	0.0%
Local Funds	$0	0.0%
State Funds	$115,403	100.0%
Federal Assistance	$0	0.0%
Other Funds	$0	0.0%
Total Capital Funds Expended	$115,403	100.0%

Operating Funding Sources



Capital Funding Sources

Modal Characteristics

Operation Characteristics

Mode	Vehicles Operated at Maximum Service: Directly Operated	Vehicles Operated at Maximum Service: Purchased Transportation	Operating Expenses	Fare Revenues	Uses of Capital Funds	Annual Unlinked Trips	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours
Commuter Bus	7	-	$340,250	$57,119	$22,590	12,864	153,653	4,149
Demand Response	11	-	$1,179,830	$133,512	$11,510	57,134	165,533	17,303
Bus	26	-	$3,125,550	$753,409	$81,303	1,133,869	572,903	34,552
Total	44	-	$4,645,640	$944,040	$115,403	1,203,867	892,089	56,004

Performance Measures

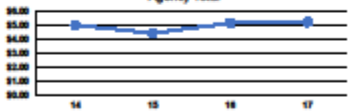
Service Efficiency

Mode	Operating Expenses per Vehicle Revenue Mile	Operating Expenses per Vehicle Revenue Hour
Commuter Bus	$2.21	$82.01
Demand Response	$7.13	$68.19
Bus	$5.46	$90.46
Total	$5.21	$82.86

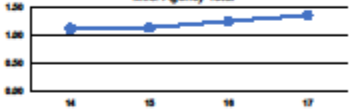
Service Effectiveness

Mode	Operating Expenses per Unlinked Passenger Trip	Unlinked Trips per Vehicle Revenue Mile	Unlinked Trips per Vehicle Revenue Hour
Commuter Bus	$26.45	0.1	3.1
Demand Response	$20.65	0.3	3.3
Bus	$2.76	2.0	32.8
Total	$3.88	1.3	21.6

Operating Expense per Vehicle Revenue Mile: Agency Total



Unlinked Passenger Trips per Vehicle Revenue Mile: Agency Total



Greater Glens Falls Transit System

2017 Annual Agency Profile

http://www.cdtransit.org
495 Queensbury Avenue
Queensbury, NY 12804

General Information

Urbanized Area (UZA) Statistics - 2010 Census

Glens Falls, NY
42 **Square Miles**
65,443 **Population**
419 **Pop. Rank out of 488 UZAs**

Other UZAs Served

0 New York Non-UZA

Service Area Statistics

57 **Square Miles**
61,090 **Population**

Service Consumption

317,829 **Annual Unlinked Trips (UPT)**

Service Supplied

346,709 **Annual Vehicle Revenue Miles (VRM)**
20,721 **Annual Vehicle Revenue Hours (VRH)**

Database Information

NTDID: 20120
Reporter Type: Reduced Reporter

Financial Information

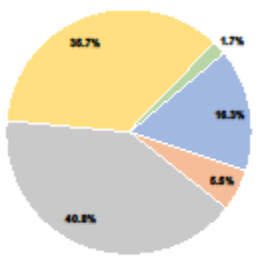
Sources of Operating Funds Expended

Fare Revenues	$269,311	16.3%
Local Funds	$91,000	5.5%
State Funds	$675,650	40.8%
Federal Assistance	$591,498	35.7%
Other Funds	$27,926	1.7%
Total Operating Funds Expended	$1,655,386	100.0%

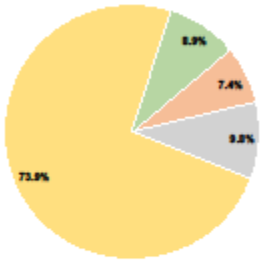
Sources of Capital Funds Expended

Fare Revenues	$0	0.0%
Local Funds	$60,341	7.4%
State Funds	$79,888	9.8%
Federal Assistance	$604,809	73.9%
Other Funds	$72,852	8.9%
Total Capital Funds Expended	$817,890	100.0%

Operating Funding Sources



Capital Funding Sources



Modal Characteristics

Operation Characteristics

Mode	Vehicles Operated at Maximum Service: Directly Operated	Vehicles Operated at Maximum Service: 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*
Demand Response	1	-	$145,400	$5,150	$0	2,058	13,917	1,950	5.0
Bus	5	-	$1,509,985	$264,161	$817,890	315,771	332,792	18,771	5.0
Total	6	-	$1,655,385	$269,311	$817,890	317,829	348,709	20,721	

Performance Measures

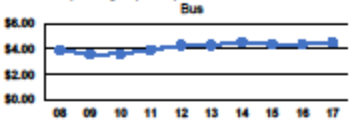
Service Efficiency

Mode	Operating Expenses per Vehicle Revenue Mile	Operating Expenses per Vehicle Revenue Hour
Demand Response	$10.45	$74.56
Bus	$4.54	$80.44
Total	$4.77	$79.88

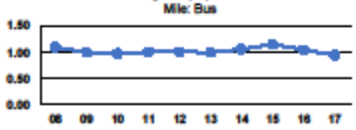
Service Effectiveness

Mode	Operating Expenses per Unlinked Passenger Trip	Unlinked Trips per Vehicle Revenue Mile	Unlinked Trips per Vehicle Revenue Hour
Demand Response	$70.65	0.1	1.1
Bus	$4.78	0.9	16.8
Total	$5.21	0.9	15.3

Operating Expense per Vehicle Revenue Mile: Bus



Unlinked Passenger Trips per Vehicle Revenue Mile: Bus



Operating Expense per Vehicle Revenue Mile: Demand Response

Unlinked Passenger Trips per Vehicle Revenue Mile: Demand Response

Notes:
*Demand Response - Taxi (DT) and non-dedicated fleets do not report fleet age data.

http://www.eaglecounty.us/transit
728 Main Street
Canyon City, CO 81212

Eagle County Regional Transportation Authority

2017 Annual Agency Profile

General Information

Service Consumption

985,965 **Annual Unlinked Trips (UPT)**

Service Supplied

1,665,735 **Annual Vehicle Revenue Miles (VRM)**
82,807 **Annual Vehicle Revenue Hours (VRH)**

Summary of Operating Expenses (OE)

$8,522,586 **Total Operating Expenses**

Database Information

NTDID: 8R01-80155
Reporter Type: Rural General Public Transit

Financial Information

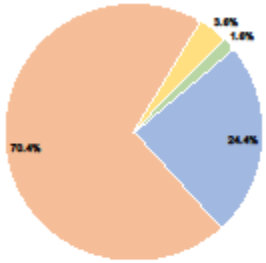
Sources of Operating Funds Expended

Fare Revenues	$2,081,544	24.4%
Local Funds	$5,996,755	70.4%
State Funds	$0	0.0%
Federal Assistance	$309,000	3.6%
Other Funds	$135,287	1.6%
Total Operating Funds Expended	$8,522,586	100.0%

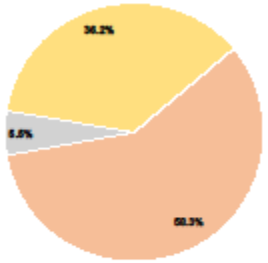
Sources of Capital Funds Expended

Fare Revenues	$0	0.0%
Local Funds	$1,100,413	58.3%
State Funds	$104,000	5.5%
Federal Assistance	$684,000	36.2%
Other Funds	$0	0.0%
Total Capital Funds Expended	$1,888,413	100.0%

Operating Funding Sources



Capital Funding Sources



Modal Characteristics

Operation Characteristics

Mode	Vehicles Operated at Maximum Service: Directly Operated	Vehicles Operated at Maximum Service: Purchased Transportation	Operating Expenses	Fare Revenues	Uses of Capital Funds	Annual Unlinked Trips	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours
Bus	22	-	$8,522,586	$2,081,544	$1,888,413	985,965	1,665,735	82,807
Total	22	-	$8,522,586	$2,081,544	$1,888,413	985,965	1,665,735	82,807

Performance Measures

Service Efficiency

Mode	Operating Expenses per Vehicle Revenue Mile	Operating Expenses per Vehicle Revenue Hour
Bus	$5.12	$102.92
Total	$5.12	$102.92

Service Effectiveness

Mode	Operating Expenses per Unlinked Passenger Trip	Unlinked Trips per Vehicle Revenue Mile	Unlinked Trips per Vehicle Revenue Hour
Bus	$8.64	0.6	11.9
Total	$8.64	0.6	11.9

Operating Expense per Vehicle Revenue Mile: Agency Total

Unlinked Passenger Trips per Vehicle Revenue Mile: Agency Total