

2010 TCAT System Report

Final Version



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I. Transit Service

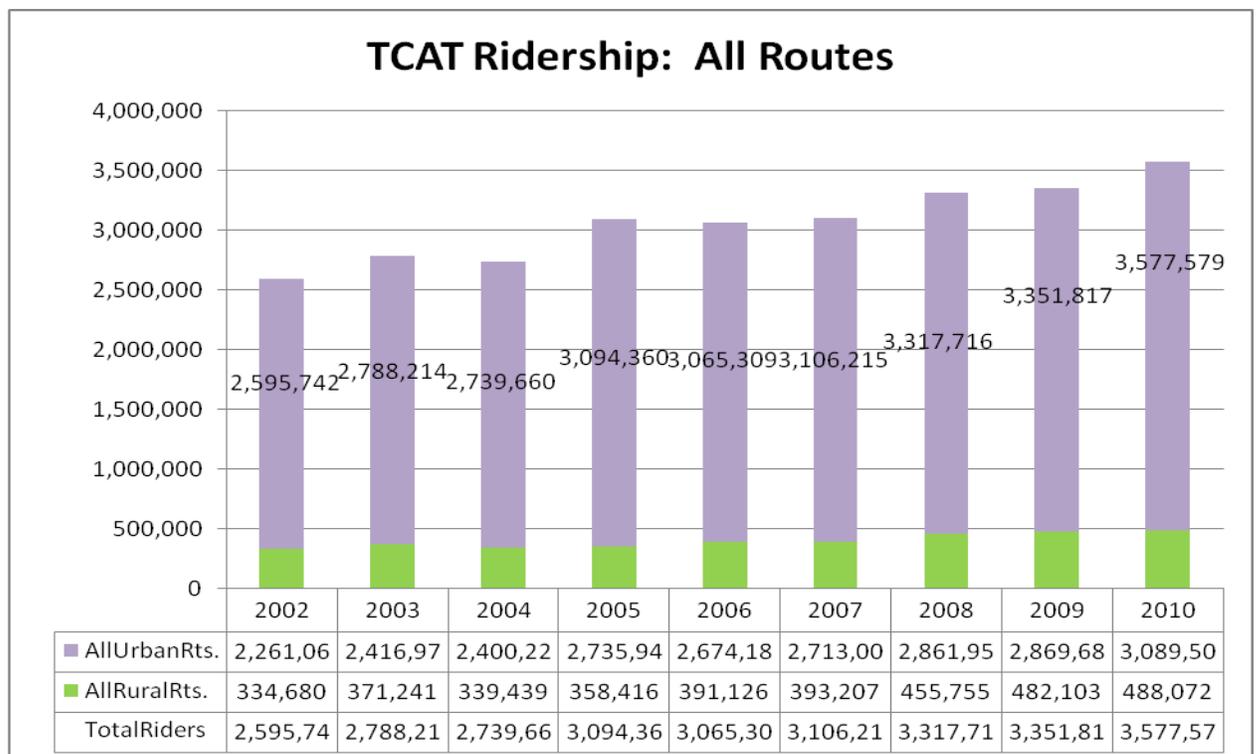
A. Ridership by Route Category, 2008 – 2010

	2008	2009	Δ '08-'09	2010	Δ '09-'10	Δ '08-'10
Urban Total	2,861,956	2,869,689	0.3%	3,089,507	7.7%	8.0%
Campus	848,242	833,048	-1.8%	1,040,386	24.9%	22.7%
Campus Day	743,487	718,450	-3.4%	903,188	25.7%	21.5%
Campus Night	104,755	114,598	9.4%	137,198	19.7%	31.0%
Other Urban	2,010,276	2,036,641	1.3%	2,049,121	0.6%	1.9%
Rural Total	455,755	482,103	5.8%	488,072	1.2%	7.1%
Rural Large Market	300,824	311,317	3.5%	298,674	-4.1%	-0.7%
Rural Min	154,931	170,786	10.2%	189,398	10.9%	22.2%
Systemwide Total	3,317,716	3,351,817	1.0%	3,577,579	6.7%	7.8%

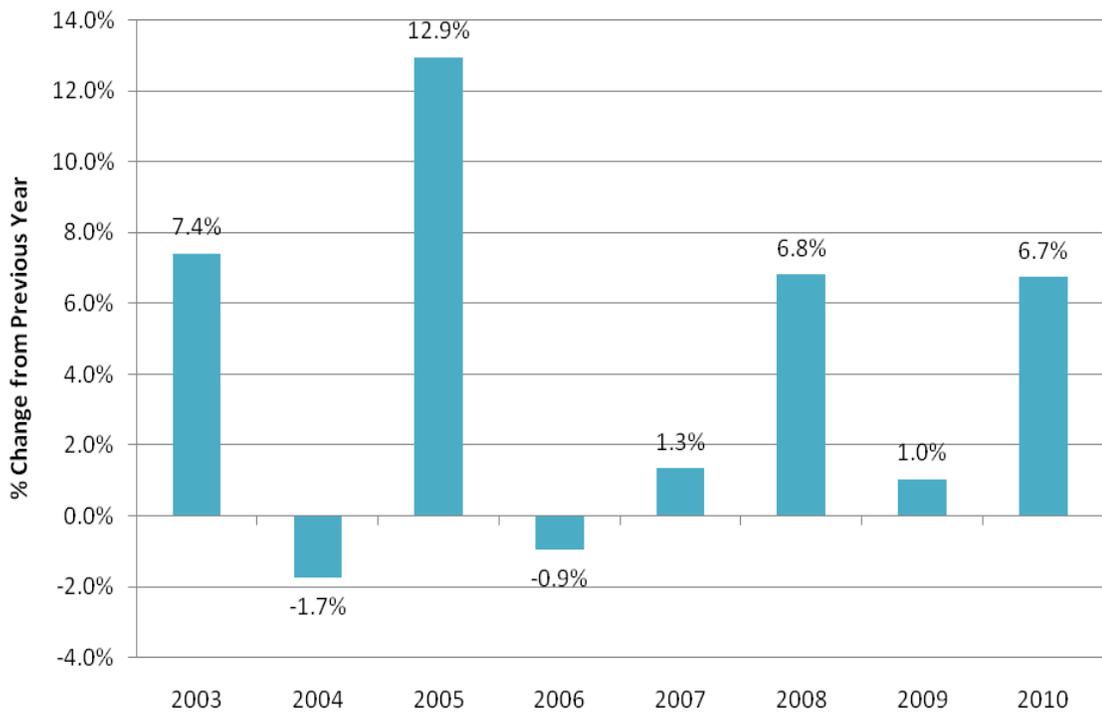
B. Historical Ridership Trends

The following section outlines trends in TCAT ridership from 2002 through 2010. Overall, ridership grew from 2,595,742 unlinked passenger trips (boardings) in 2002 to 3,377,579 trips in 2010, an increase of 37.8 percent over eight years. Increases in ridership on non-Cornell campus urban routes made up the bulk of that increase (756,744 more boardings in 2010 compared to 2002). In spite of decreasing ridership on Cornell campus routes for most of the period, significant gains on campus routes from 2009 to 2010 resulted in a net gain of 71,701 rides from 2002 to 2010. Increases on rural routes made up the remainder of the increase—153,392 additional trips from 2002 to 2010.

1. Overall Ridership Trends, 2002 – 2010

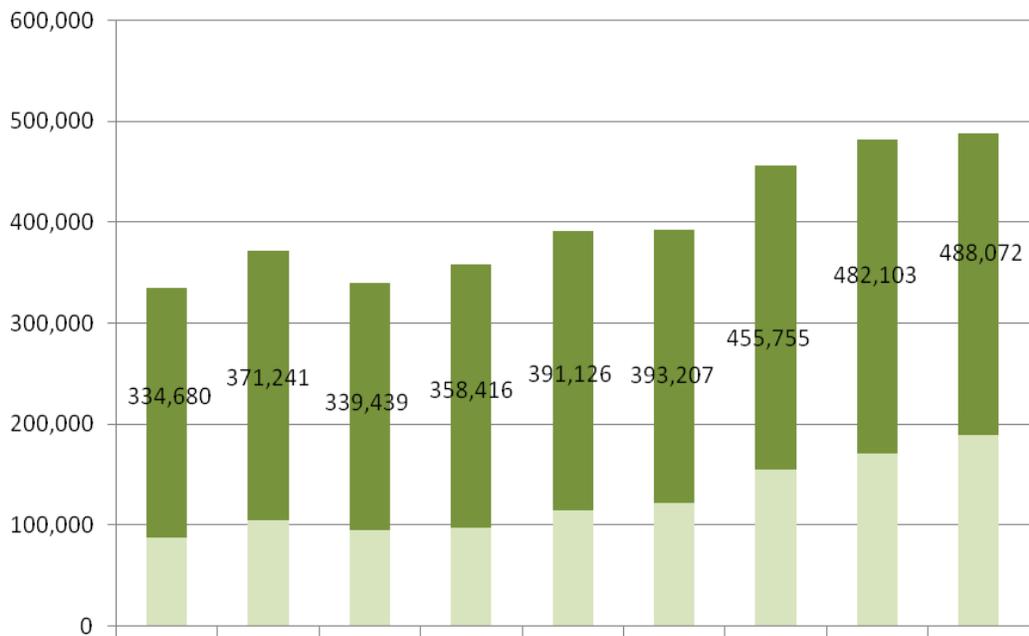


TCAT Ridership: % Change from Previous Year



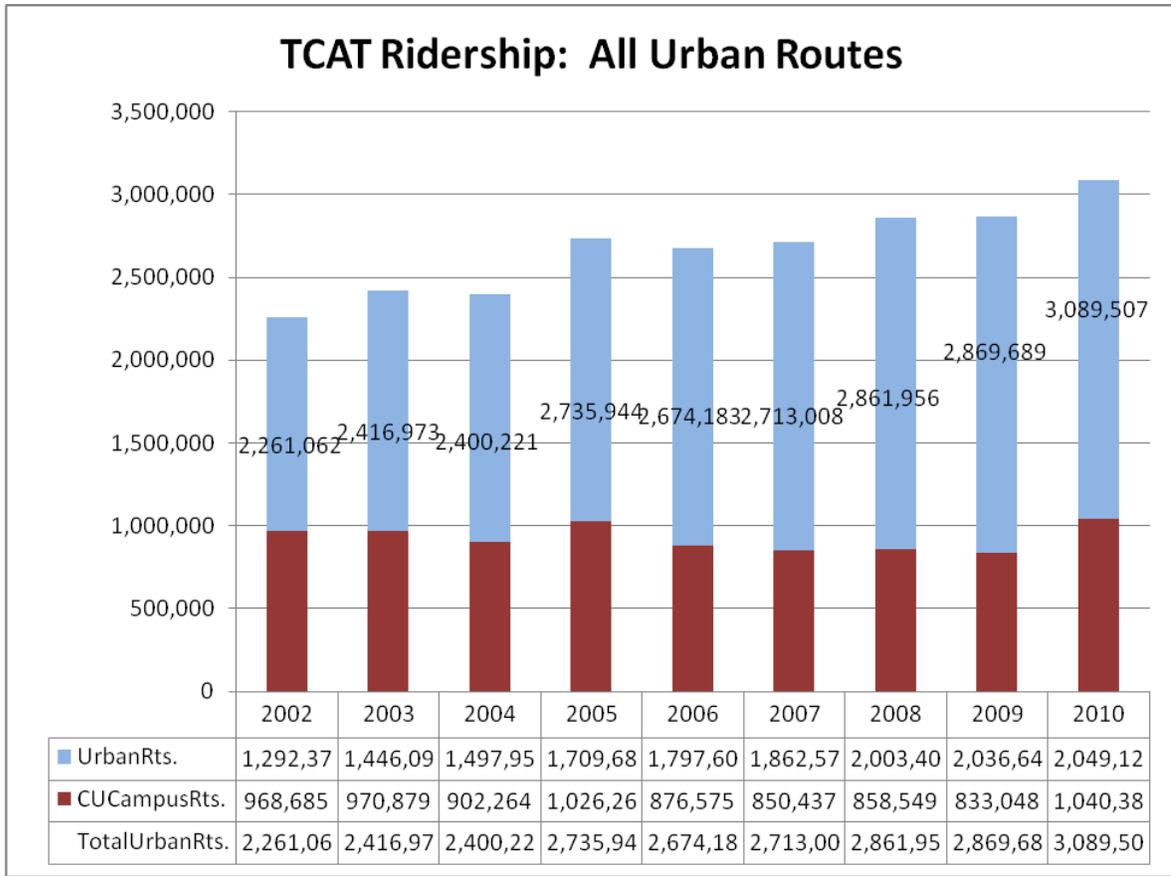
2. Rural Route Ridership Trends, 2002 – 2010

TCAT Ridership: All Rural Routes

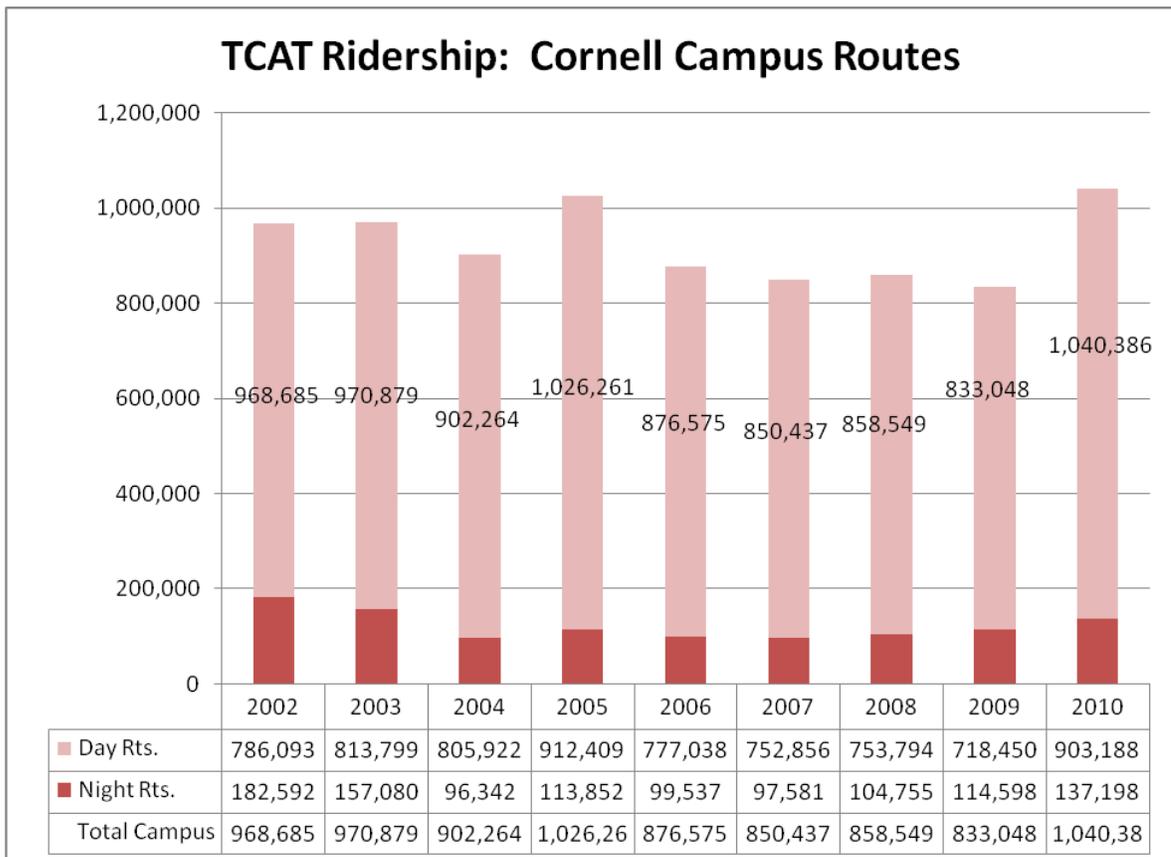


RuralLrgMkt.	247,043	266,528	244,298	260,432	276,983	270,646	300,824	311,317	298,674
RuralMin.	87,637	104,713	95,141	97,984	114,143	122,561	154,931	170,786	189,398
TotalRuralRts.	334,680	371,241	339,439	358,416	391,126	393,207	455,755	482,103	488,072

3. (Non-Cornell Campus) Urban Route Ridership Trends, 2002 – 2010



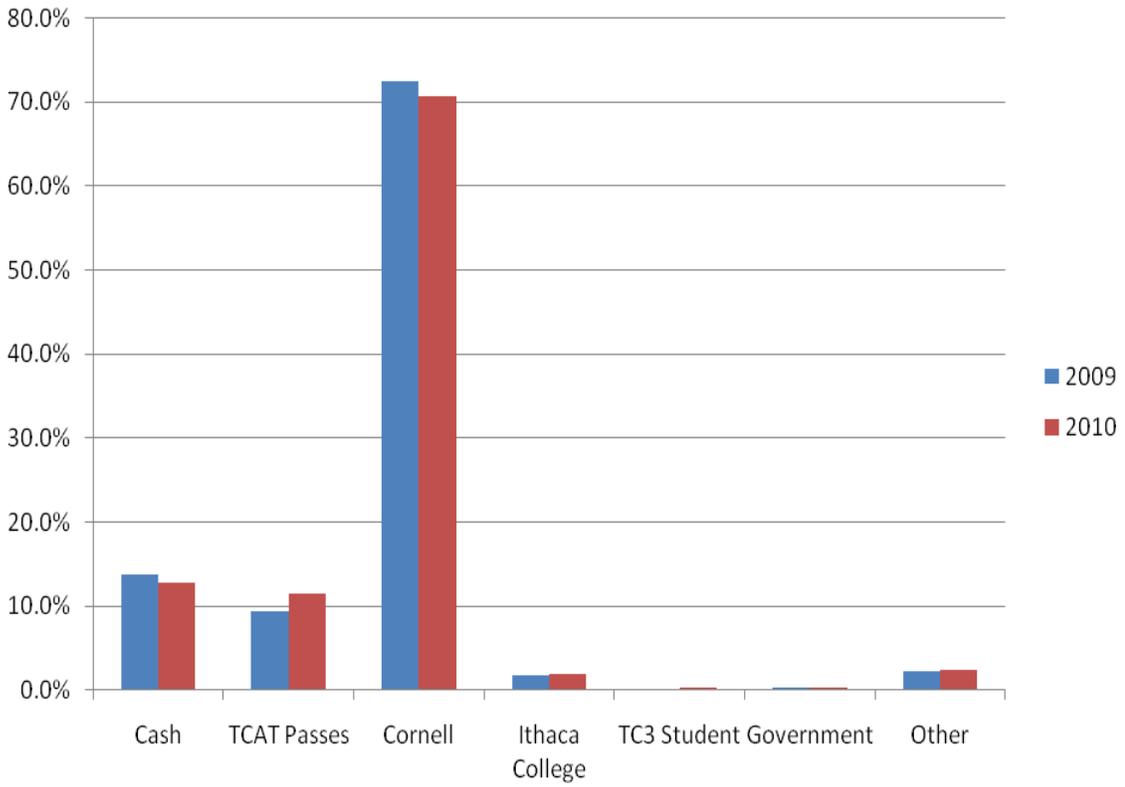
4. Cornell Campus Route Ridership Trends, 2002 – 2010



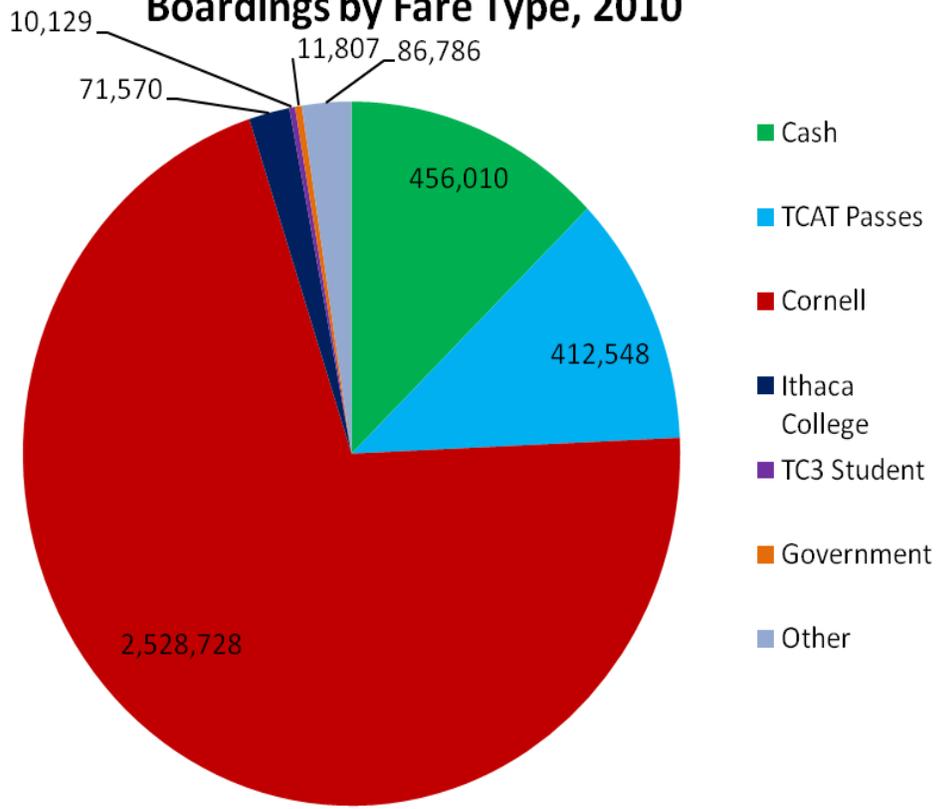
C. Ridership by Fare Type, 2009 – 2010

	'09 Est. Total	% of 2009 Total	'10 Est. Total	% of 2010 Total	Δ '09 - '10
Cash	460,515	13.7%	456,010	12.7%	-1.0%
Adult	377,066	11.2%	373,558	10.4%	-0.9%
Youth	28,165	0.8%	32,069	0.9%	13.9%
Half	53,724	1.6%	50,370	1.4%	-6.2%
Not Specified	1,561	0.0%	13	0.0%	-99.1%
TCAT Passes	313,396	9.4%	412,548	11.5%	31.6%
Ride Passes	85,648	2.6%	113,008	3.2%	31.9%
Day-Based Passes	180,060	5.4%	237,837	6.6%	32.1%
Other TCAT Passes	47,689	1.4%	61,703	1.7%	29.4%
Youth	45,149	1.3%	19,744	0.6%	-56.3%
Not Specified	0	0.0%	41,959	1.2%	N/A
Cornell	2,430,129	72.5%	2,528,728	70.7%	4.1%
All-County Pass	17,348	0.5%	17,127	0.5%	-1.3%
Tompkins County Only	1,786,268	53.3%	1,907,606	53.3%	6.8%
Zone 1 Pass	461,981	13.8%	458,384	12.8%	-0.8%
Eve + Weekend Pass	141,735	4.2%	139,239	3.9%	-1.8%
90s Routes Only	180	0.0%	280	0.0%	55.7%
Not Specified	22,617	0.7%	6,092	0.2%	-73.1%
Ithaca College	61,275	1.8%	71,570	2.0%	16.8%
Faculty/ Staff	32,831	1.0%	38,251	1.1%	16.5%
Student Semester	28,444	0.8%	33,166	0.9%	16.6%
Not Specified	0	0.0%	153	0.0%	N/A
TC3 Student	0	0.0%	10,129	0.3%	N/A
Unlimited Pass	0	0.0%	7,777	0.2%	N/A
Limited Pass	0	0.0%	2,216	0.1%	N/A
Not Specified	0	0.0%	136	0.0%	N/A
Government	10,876	0.3%	11,807	0.3%	8.6%
City of Ithaca	5,318	0.2%	4,306	0.1%	-19.0%
Tompkins County	5,557	0.2%	7,502	0.2%	35.0%
Other	75,626	2.3%	86,786	2.4%	14.8%
Other	4,437	1.0%	0	0.0%	-100.0%
Transfers	73,756	2.2%	86,786	2.4%	17.7%
Total	3,351,817	100.0%	3,577,579	100.0%	6.7%

% Boardings by Fare Type, 2009 - 2010

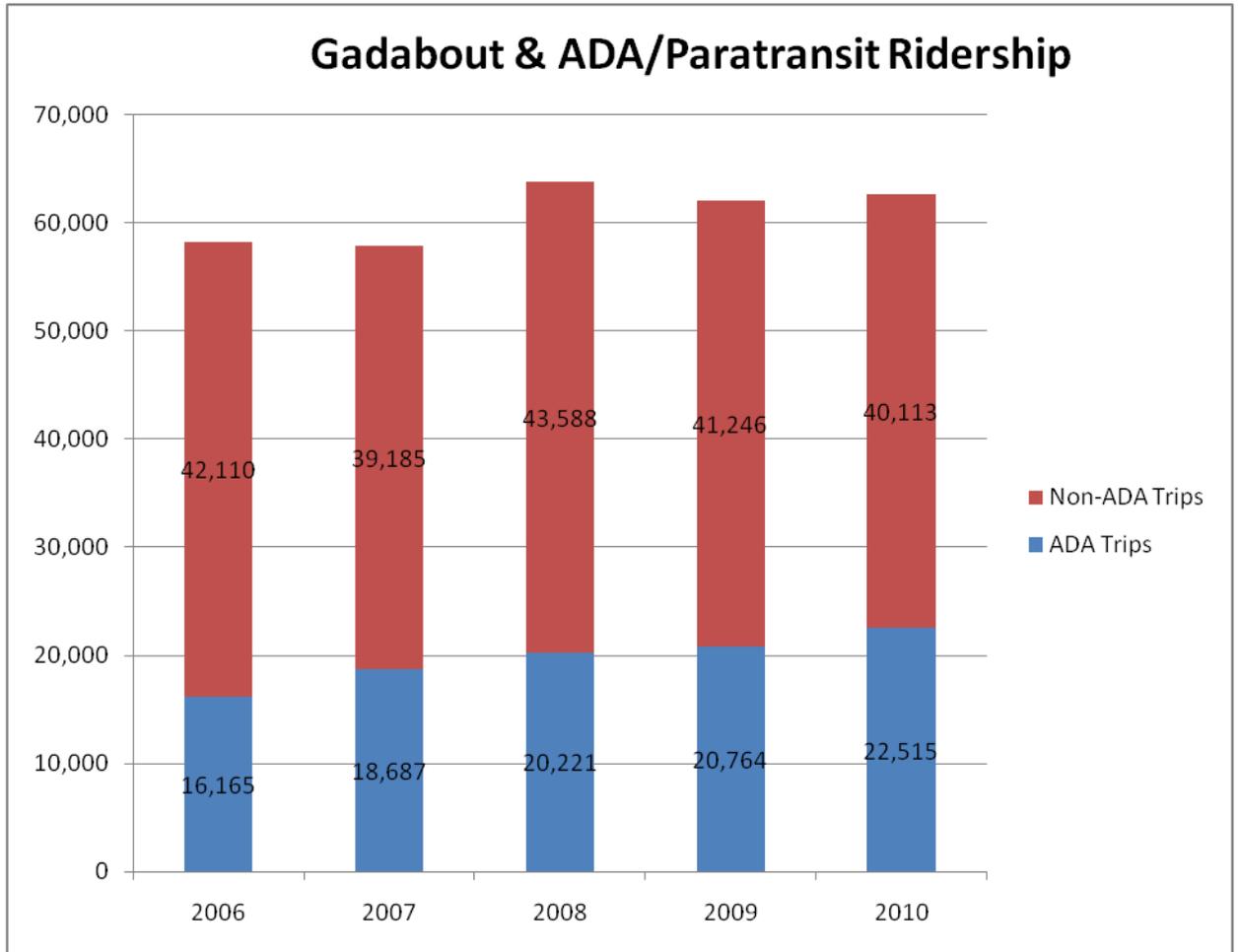


Boardings by Fare Type, 2010



D. Gadabout & Paratransit

	2006	2007	2008	2009	2010
Rev. Hrs	24,398	22,476	21,409	21,864	22,645
Rev. Miles	328,354	368,197	378,402	389,508	397,755
Boardings	58,275	57,872	63,809	62,010	62,628
ADA Trips	16,165	18,687	20,221	20,764	22,515



E. Service Changes & Special Events, 2010

1. Special Events

TCAT does not run special public transit services dedicated only to special events. TCAT does, however, add additional capacity to established routes when a special event would overwhelm the regularly scheduled service level.

- **May 30 – Cornell Commencement**

Routes 81 and 83 operated on Sunday, May 30, to accommodate commencement ceremonies. TCAT transported 16,600 passengers over the course of the event.

- **June 6 – IthacaFest**

TCAT operated Route 13 on Sunday, June 6, 2010 in support of IthacaFest at Stewart Park, transporting a total of 2,479 riders. The fare for this service was \$.50.

- **July 1 – Ithaca Fireworks**

TCAT operated three additional trips of Route 43 on July 1 in support of the annual fireworks display, which was held at Tompkins-Cortland Community College. 166 passengers utilized this service. Passengers rode for free.

- **September 4 – Brewfest**

TCAT operated additional trips of Route 13 between Downtown and Stewart. Approximately 650 festival-goers utilized this service. Passengers with a pre-paid ticket or wristband rode for free.

2. Holidays

TCAT did not operate on New Year's Day, Memorial Day, Independence Day, Thanksgiving Day, and Christmas Day.

- **Saturday, January 2 – Thursday, January 14**

- TCAT did not operate routes 28, 34, 35, 82, 83, 92, and the last trip of Route 31.

- **Friday, January 15**

- TCAT did not operate routes 82 and 83.

- **Monday, July 5**

- TCAT operated a regular Saturday schedule, as well as Route 22 to serve passengers travelling to Cass Park, Cayuga Nature Center, and Taughannock Falls State Park.

- **Friday, December 24 and Friday, December 31, 2010**

TCAT operated a reduced schedule on December 24 and December 31, 2010 in observance of Christmas Eve and New Years Eve. While many routes operated a full schedule on these days, the following routes and trips did not operate:

- Route 11: Last trip from Green Street at 7 p.m. ending at Seneca Street at 7:23 p.m.
- Route 14: Last trip from Green Street at 6 p.m. ending at Green Street at 6:57 p.m.
- Route 15: Last trip from Green Street. At 6:30 p.m. ending at Green Street at 7:10 p.m.
- Route 17: No service after 7:30 p.m.
- Route 30: Last trip from Green Street at 7 p.m. – Last trip from Shops at Ithaca Mall at 7 p.m.
- Route 31: The late trip departing Green Street at 10:40 p.m.
- Route 32: Last trip from Green Street at 6:15 p.m. ending at Green Street at 7:28 p.m.
- Route 43: Last trip from Green Street at 5:45 p.m. ending at Seneca Street at 6:37 p.m.
- Route 90: No service.
- Route 92: No service.
- Route 93: No service.

3. Service Change Highlights

January 17, 2010 – Spring Service (Academic Year)

TCAT implemented the adopted recommended changes from the Transit Development Plan (TDP) on Sunday, January 17, 2010. These service changes represented the largest single-instance restructuring of the route system since the Fare and Route Consolidation Study of 1999. Summaries and detailed descriptions of each change can be found in the *Final Report* of the *TCAT Transit Development Plan of 2009*.

May 23, 2010 – Summer Service

- Route 30 (Shops @ Ithaca Mall) does not operate on Saturdays and Sundays; weekend service between Downtown, Cornell, and the Shops at Ithaca Mall is maintained with Route 70.
- The 10:40 PM trip of Route 31 does not operate.
- Route 82 (Cornell Daytime Circulator) operates with reduced frequency from 15 minutes to 30 minutes.
- Route 83 (Cornell Daytime Circulator) does not operate.
- Route 92 (Cornell Night Service) continued to operate the week of May 23 – May 29 for “Senior Week” but does not operate for the remainder of the service period.
- Route 93 (Cornell Night Service) does not operate.
- Route 22 operated from June 29th – August 21th. This is the summer route that provides service to Cass Park, Cayuga Nature Center and Taughannock State Park.
- Route 14 serves the Professional Building on NYS-Route 96 before serving Cayuga Medical Center (outbound direction only).
- The Wegman’s timepoint on Route 15 was changed to Tops in order to prevent buses from laying over on the more congested roadway in front of Wegman’s.
- Route 21’s timing was adjusted at Jacksonville in response to changing travel times on NYS-Route 96; a scheduled stop is added for Juniper Manor on the 1:40 PM inbound trip.
- Route 32 serves Convenient Care and Arrowwood Dr. in the outbound direction only from the beginning of the service day until the 3:35 PM trip.
- Route 40’s timing was adjusted between Varna and Seneca @ Commons in response to a reassessment of travel time on NYS-Route 366.
- Route 51 no longer serves Maple Ave. From Dryden Rd., Route 51 travels via Pine Tree Rd. and serves East Hill Plaza directly at the plaza’s regular stop

July 3, 2010

Route 51’s alignment was shifted from Pine Tree Rd. to Maple Ave. and Dryden Rd. on Saturdays and Sundays only so that residents of Maplewood Park and the Belle Sherman neighborhood would have access to weekend service. Route 82 continues to serve this corridor on weekdays.

August 22, 2010 – Fall Service (Academic Year)

- Route 30 (Shops @ Ithaca Mall) resumed service on Saturdays and Sundays.
- The 10:40 PM trip of Route 31 resumed operation.
- Route 82 (Cornell Daytime Circulator) increased service frequency from every 30 minutes to every 15 minutes.
- Route 83 (Cornell Daytime Circulator) resumed on Friday, August 20.
- Route 92 (Cornell Night Service) resumed on Friday, August 20. In response to multiple passenger requests, the route alignment was altered to Dearborn Place, Wyckoff Rd., and Highland Rd. on southbound trips only.
- Route 93 (Cornell Night Service) resumed service. In response to multiple passenger requests, the route alignment was altered to Dearborn Place, Wyckoff Rd., and Highland Rd. on southbound trips only.

II. Maintenance

A. *Vehicle Inventory*

Bus No.	Year	#	Age	Replacement Year	Type of Vehicle	Seats	Stands	Body Manufacturer	Power	Length (ft.)	Width (in.)	Grant/ Fund
130	1989	1	22	2001	Transit Bus	39	20	Orion	Diesel	35	96	PIN 3797.05.306
911	1991	4	20	2003	Transit Bus	35	20	Orion	Diesel	35	96	PIN 3797.05.306
912												
913												
914												
57	1992 - 1993	11	18-19	2004-2005	Transit Bus	38	20	Orion	Diesel	35	96	NYS Dorm. Authority
58												
59												
60												
61												
63												
64												
65												
66												
67												
68												
73	2001	1	10	2013	Trolley Replica	28	13	Chance	Diesel	30	96	NY-03-0372
101	2001	8	10	2013	Transit Bus	37	41	Nova	Diesel	40	102	NY-03-0372
102												
103												
104												
105												
106												
107												PIN 3799.11.306
108												
201	2002	9	9	2014	Transit Bus	39	38	New Flyer	Diesel	40	102	5311 Grant
202												
203												SDF 2001-02
204												
205												
206												
207												
208												
209												
601												2006
602												
603												
604												
605												
606												
607												
608	5311 Grant											

Bus No.	Year	#	Age	Replacement Year	Type of Vehicle	Seats	Stands	Body Manufacturer	Power	Length (ft.)	Width (in.)	Grant/ Fund
609	2006	4	5	2013	Mini-Bus	16	6	Ford	Gas	23	93	5311 Grant
610												
611												
612												
613	2006	3	5	2018	Transit Bus	38	28	Gillig	Hybrid	40	102	NY90X372,NY90x444, NYSERDA,Bond Act
614												
615												
701	2007	3	4	2019	Transit Bus	38	28	Gillig	Hybrid	40	102	SDF 10 & Bond Act
702												
703												
704	2007	1	4	2014	Bus	22	0	Internat'l	Diesel			
901	2009	2	2	2021	Transit Bus	38	28	Gillig	Diesel	40	102	NY-90-X603
902												

Total: 55

Average Fleet Age: 10.19

Updated: 3/24/2011

Vehicles that have been sold/ are no longer on the property: 387, 119, 565, 961, 962, 963, 964, 965

Vehicles past replacement age

B. Bus Statistics – 2010 Totals

2010		Miles	Fuel		Maintenance			Road Calls		
Series	Bus No.	Miles Traveled	Gallons of Fuel Used	Miles per Gallon	Labor Hours	Cost of Parts	Parts Cost / Mile	Minor Road Calls	Major Road Calls	Rd. Calls/ 1K Mi.
Orion	130	17,566	4,958	3.54	182.5	\$4,312.39	\$0.25	5	1	0.34
Orion (1991)	911	22,871	9,263	2.47	452.3	\$17,099.3	\$0.75	8	2	0.44
	912	25,779	6,858	3.76	252.7	\$21,088.31	\$0.82	6	2	0.31
	913	26,239	6,431	4.08	543.3	\$34,399.68	\$1.31	4	1	0.19
	914	26,239	6,476	4.05	378.3	\$27,946.65	\$1.07	8	1	0.34
	TOTAL	101,128	29,028	N/A	1626.7	\$100,533.95	N/A	26	6	N/A
	AVG.	25,282	7,257	3.48	406.7	\$25,133.49	\$0.99	6.50	1.50	0.32
Orion (1992-1993)	57	35,625	9,954	3.58	374.4	\$11,831.73	\$0.33	10	0	0.28
	58	33,955	9,588	3.54	367.9	\$11,889.71	\$0.35	9	1	0.29
	59	32,732	8,256	3.96	412.6	\$11,525.76	\$0.35	11	2	0.40
	60	30,415	7,830	3.88	409.7	\$45,505.09	\$1.50	4	2	0.20
	61	28,812	8,572	3.36	387.3	\$23,288.91	\$0.81	6	4	0.35
	63	28,518	7,347	3.88	375.8	\$13,684.29	\$0.48	3	2	0.18
	64	37,934	10,326	3.67	489.2	\$16,350.88	\$0.43	10	2	0.32
	65	36,536	9,369	3.90	459.3	\$25,267.93	\$0.69	8	2	0.27
	66	37,899	10,611	3.57	470.6	\$14,690.18	\$0.39	7	2	0.24
	67	32,481	8,510	3.82	391.8	\$17,447.12	\$0.54	2	3	0.15
	68	38,375	10,217	3.76	418.4	\$11,937.60	\$0.31	5	3	0.21
	TOTAL	373,282	100,580	N/A	4557.1	\$203,419.20	N/A	75	23	N/A
	AVG.	33,935	9,144	3.71	414.3	\$18,492.65	\$0.54	6.82	2.09	0.26
Trolley	73	8,954	2,020	4.43	183.7	\$5,805.15	\$0.65	5	2	0.78
Nova (2001)	101	21,738	5,376	4.04	487.0	\$22,491.33	\$1.03	12	8	0.92
	102	35,099	8,848	3.97	496.9	\$25,813.42	\$0.74	16	6	0.63
	103	36,877	9,260	3.98	397.6	\$13,578.57	\$0.37	10	3	0.35
	104	33,913	8,431	4.02	444.2	\$18,402.22	\$0.54	12	2	0.41
	105	38,775	9,645	4.02	307.1	\$8,494.09	\$0.22	20	7	0.70
	106	27,960	6,890	4.06	397.4	\$23,839.66	\$0.85	7	4	0.39
	107	36,292	9,320	3.89	490.0	\$20,513.25	\$0.57	11	1	0.33
	108	38,383	9,223	4.16	338.5	\$10,063.53	\$0.26	8	1	0.23
	TOTAL	269,037	66,992	N/A	3358.6	\$143,196.07	N/A	96	32	N/A
	AVG.	33,630	8,374	4.02	419.8	\$17,899.51	\$0.53	12.00	4.00	0.48

2010		Miles	Fuel		Maintenance			Road Calls		
Series	Bus No.	Miles Traveled	Gallons of Fuel Used	Miles per Gallon	Labor Hours	Cost of Parts	Parts Cost / Mile	Minor Road Calls	Major Road Calls	Rd. Calls/ 1K Mi.

New Flyer (2002)	201	31,249	7,173	4.36	317.3	\$8,922.47	\$0.29	4	1	0.16
	202	36,395	8,800	4.14	407.5	\$12,055.52	\$0.33	6	5	0.30
	203	36,096	9,286	3.89	401.4	\$15,941.42	\$0.44	12	2	0.39
	204	37,011	9,404	3.94	299.2	\$8,973.50	\$0.24	10	1	0.30
	205	30,772	7,795	3.95	433.1	\$25,503.41	\$0.83	12	5	0.55
	206	36,849	8,508	4.33	426.0	\$11,623.32	\$0.32	11	3	0.38
	207	29,145	7,622	3.82	458.8	\$34,523.83	\$1.18	5	2	0.24
	208	36,107	8,710	4.15	370.4	\$18,686.40	\$0.52	7	3	0.28
	209	32,432	9,046	3.59	336.1	\$9,640.78	\$0.30	10	9	0.59
	TOTAL	306,056	76,343	N/A	3449.6	\$145,870.65	N/A	77	31	N/A
AVG.	34,006	8,483	4.01	383.3	\$16,207.85	\$0.48	8.56	3.44	0.35	

Gillig (2006)	601	45,019	12,267	3.67	348.9	\$7,018.86	\$0.16	5	2	0.16
	602	44,350	10,934	4.06	294.9	\$10,105.86	\$0.23	7	1	0.18
	603	41,415	11,498	3.60	376.2	\$10,317.44	\$0.25	12	2	0.34
	604	44,129	10,969	4.02	380.7	\$11,114.75	\$0.25	6	4	0.23
	605	45,574	12,502	3.65	290.8	\$9,872.01	\$0.22	11	2	0.29
	606	43,777	10,788	4.06	293.6	\$7,981.81	\$0.18	7	0	0.16
	607	43,659	10,510	4.15	331.3	\$7,657.13	\$0.18	4	0	0.09
	608	41,978	10,744	3.91	400.7	\$15,216.03	\$0.36	7	2	0.21
	TOTAL	349,901	90,213	N/A	2717.2	\$79,283.89	N/A	59	13	N/A
AVG.	43,738	11,277	3.88	339.6	\$9,910.49	\$0.23	7.38	1.63	0.21	

Ford Vans (2006)	609	12,945	2,082	6.22	121.0	\$3,353.54	\$0.26	2	0	0.15
	610	15,668	2,684	5.84	118.2	\$4,565.52	\$0.29	0	0	0.00
	611	28,544	4,340	6.58	169.8	\$3,748.02	\$0.13	2	1	0.11
	612	19,084	2,983	6.40	137.5	\$8,955.26	\$0.47	1	3	0.21
	TOTAL	76,241	12,089	N/A	546.5	\$20,622.34	N/A	5	4	N/A
	AVG.	19,060	3,022	6.31	136.6	\$5,155.59	\$0.27	1.25	1.00	0.12

Hybrids (2006)	613	30,157	7,169	4.21	279.2	\$13,411.01	\$0.44	4	1	0.17
	614	31,177	7,678	4.06	291.9	\$11,478.32	\$0.37	4	4	0.26
	615	34,966	7,263	4.81	283.5	\$6,884.46	\$0.20	4	1	0.14
	TOTAL	96,300	22,110	N/A	854.5	\$31,773.79	N/A	12	6	N/A
	AVG.	32,100	7,370	4.36	284.8	\$10,591.26	\$0.33	4.00	2.00	0.19

Hybrids (2007)	701	34,086	7,116	4.79	217.9	\$9,704.50	\$0.28	3	2	0.15
	702	35,094	8,599	4.08	221.8	\$9,775.61	\$0.28	3	0	0.09
	703	32,796	8,094	4.05	233.1	\$8,855.40	\$0.27	13	1	0.43
	TOTAL	101,976	23,809	N/A	672.7	\$28,335.51	N/A	19	3	N/A
	AVG.	33,992	7,936	4.28	224.2	\$9,445.17	\$0.28	6.33	1.00	0.22

2010		Miles	Fuel		Maintenance			Road Calls		
Series	Bus No.	Miles Traveled	Gallons of Fuel Used	Miles per Gallon	Labor Hours	Cost of Parts	Parts Cost / Mile	Minor Road Calls	Major Road Calls	Rd. Calls/ 1K Mi.

Gillig (2009)	901	37,880	9,758	3.88	185.4	\$4,333.45	\$0.11	3	0	0.08
	902	34,331	8,466	4.06	203.0	\$4,108.76	\$0.12	5	0	0.15
	TOTAL	72,211	18,224	N/A	388.4	\$8,442.21	N/A	8	0	N/A
	AVG.	36,106	9,112	3.96	194.2	\$4,221.11	\$0.12	4.00	0.00	0.11

Int'l	704	24,995	3,449	7.25	169.7	\$3,917.71	\$0.16	4	0	0.16
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Fleet	TOTAL	1,797,647	449,815	N/A	18,707	\$775,512.86	N/A	391	121	N/A
	AVG.	32,827	8,266	4.00	343	\$14,288.80	\$0.43	7.17	2.24	0.28

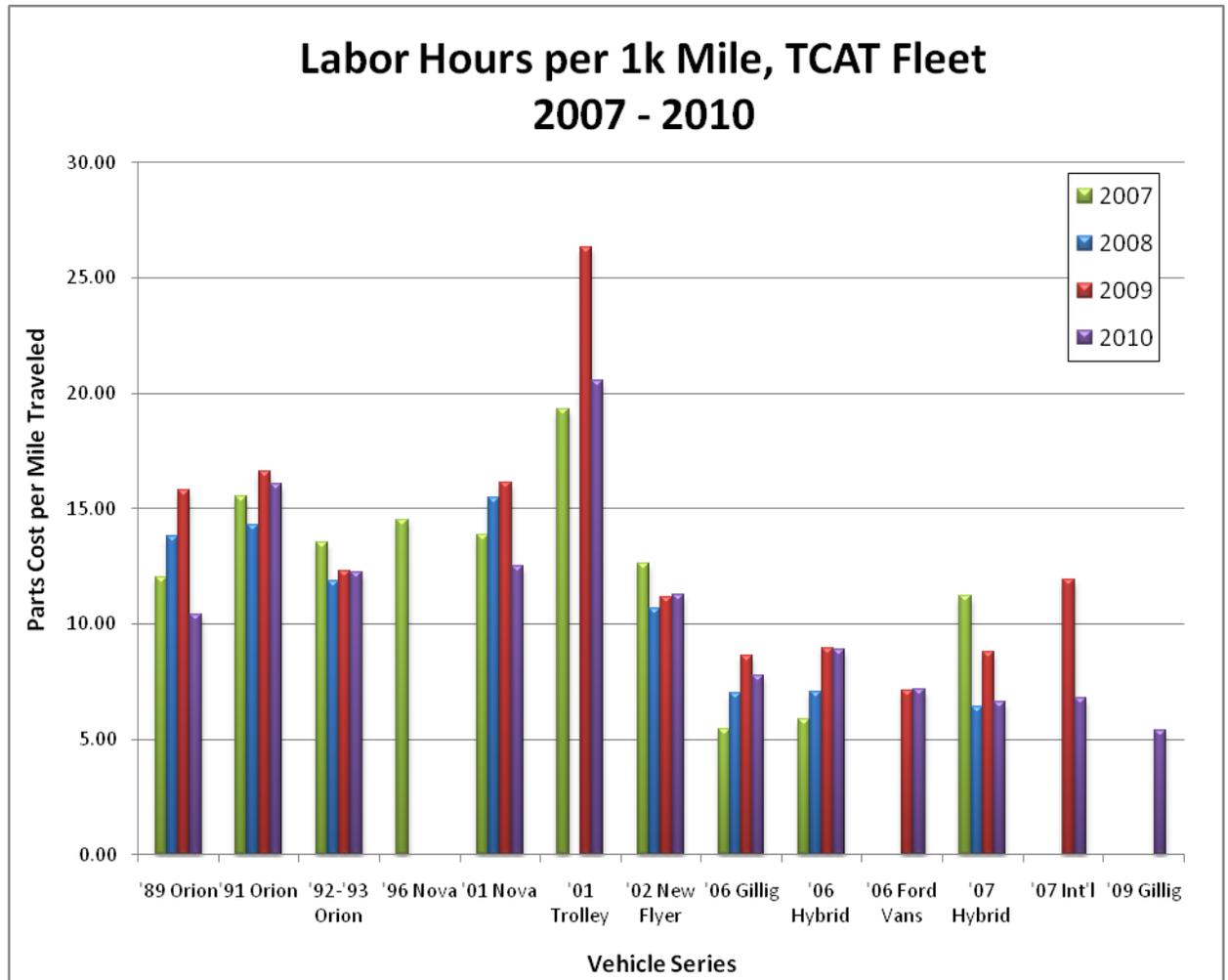
Diesel	TOTAL	1,498,135	388,358	N/A	16,464	\$690,863.51	N/A	351	108	N/A
	AVG.	34,049	8,826	3.86	374	\$15,701.44	\$0.46	7.98	2.45	0.31

Hybrid	TOTAL	198,276	45,919	N/A	1,527	\$60,109.30	N/A	31	9	N/A
	AVG.	33,046	7,653	4.32	255	\$10,018.22	\$0.30	5.17	1.50	0.20

Ford Vans	TOTAL	76,241	12,089	N/A	547	\$20,622.34	N/A	5	4	N/A
	AVG.	19,060	3,022	6.31	137	\$5,155.59	\$0.27	1.25	1.00	0.12

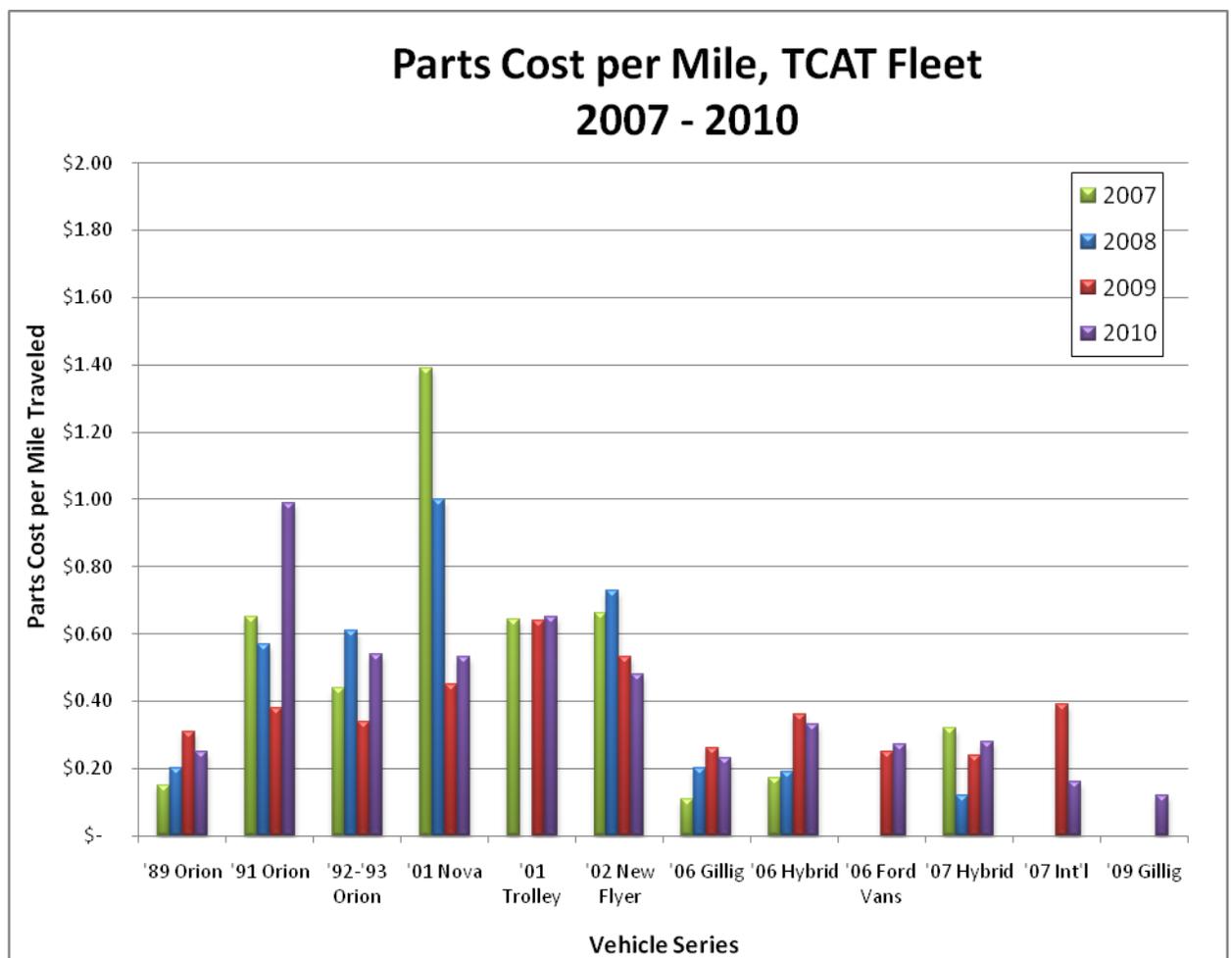
C. **Labor Hours per Revenue Mile, 2007 – 2010**

	# Buses	2007	2008	2009	2010
'89 Orion	1	12.02	13.77	15.79	10.39
'91 Orion	4	15.50	14.31	16.62	16.09
'92-'93 Orion	11	13.52	11.87	12.28	12.21
'96 Nova	4	14.52			
'01 Nova	8	13.88	15.49	16.14	12.48
'01 Trolley	1	19.29		26.33	20.52
'02 New Flyer	9	12.63	10.69	11.17	11.27
'06 Gillig	8	5.43	7.00	8.63	7.77
'06 Hybrid	3	5.88	7.04	8.96	8.87
'06 Ford Vans	4			7.11	7.17
'07 Hybrid	3	11.20	6.39	8.78	6.60
'07 Int'l	1			11.93	6.79
'09 Gillig	2				5.38



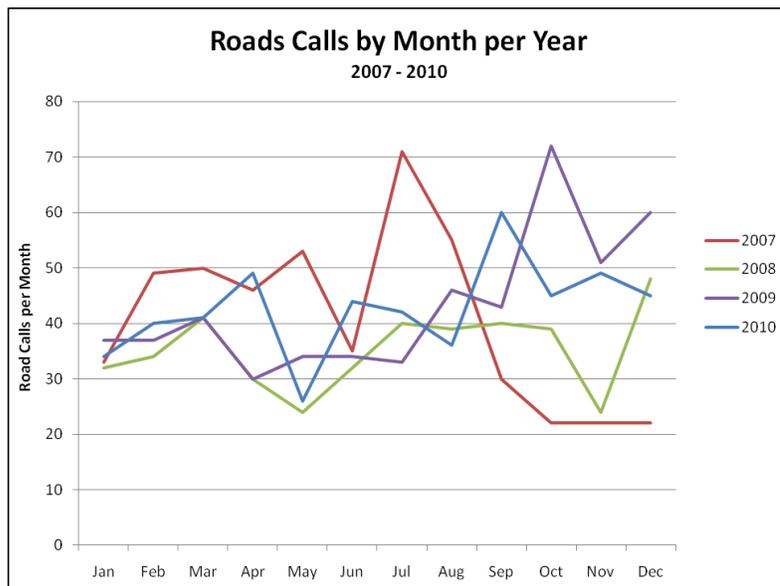
D. Parts Cost per Revenue Mile, 2007 – 2010

	# Buses	2007	2008	2009	2010
'89 Orion	1	\$ 0.15	\$ 0.20	\$ 0.31	\$ 0.25
'91 Orion	4	\$ 0.65	\$ 0.57	\$ 0.38	\$ 0.99
'92-'93 Orion	11	\$ 0.44	\$ 0.61	\$ 0.34	\$ 0.54
'01 Nova	8	\$ 1.39	\$ 1.00	\$ 0.45	\$ 0.53
'01 Trolley	1	\$ 0.64		\$ 0.64	\$ 0.65
'02 New Flyer	9	\$ 0.66	\$ 0.73	\$ 0.53	\$ 0.48
'06 Gillig	8	\$ 0.11	\$ 0.20	\$ 0.26	\$ 0.23
'06 Hybrid	3	\$ 0.17	\$ 0.19	\$ 0.36	\$ 0.33
'06 Ford Vans	4			\$ 0.25	\$ 0.27
'07 Hybrid	3	\$ 0.32	\$ 0.12	\$ 0.24	\$ 0.28
'07 Int'l	1			\$ 0.39	\$ 0.16
'09 Gillig	2				\$ 0.12



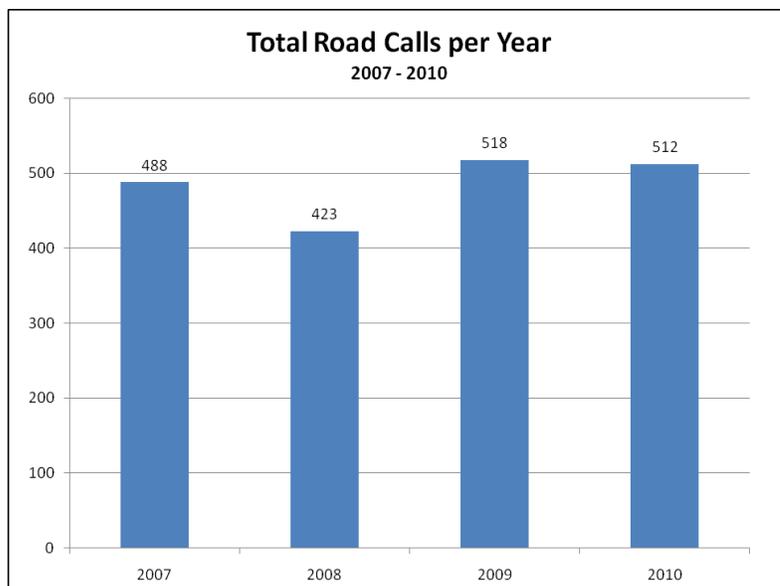
E. Road Calls, 2007 - 2010

	2007			2008			2009			2010		
	Minor	Major	Total									
Jan	16	17	33	32	0	32	10	27	37	29	5	34
Feb	23	26	49	28	6	34	16	21	37	40	0	40
Mar	12	38	50	22	19	41	17	24	41	40	1	41
Apr	14	32	46	23	7	30	11	19	30	44	5	49
May	8	45	53	15	9	24	5	29	34	22	4	26
Jun	15	20	35	20	12	32	15	19	34	30	14	44
Jul	17	54	71	17	23	40	19	14	33	19	24	42
Aug	46	9	55	18	21	39	43	3	46	24	12	36
Sep	17	13	30	24	16	40	43	0	43	46	14	60
Oct	11	11	22	14	25	39	48	24	72	33	12	45
Nov	11	11	22	13	11	24	48	3	51	32	17	49
Dec	11	11	22	14	34	48	59	1	60	32	13	45
Total	201	287	488	240	183	423	334	184	518	391	121	512



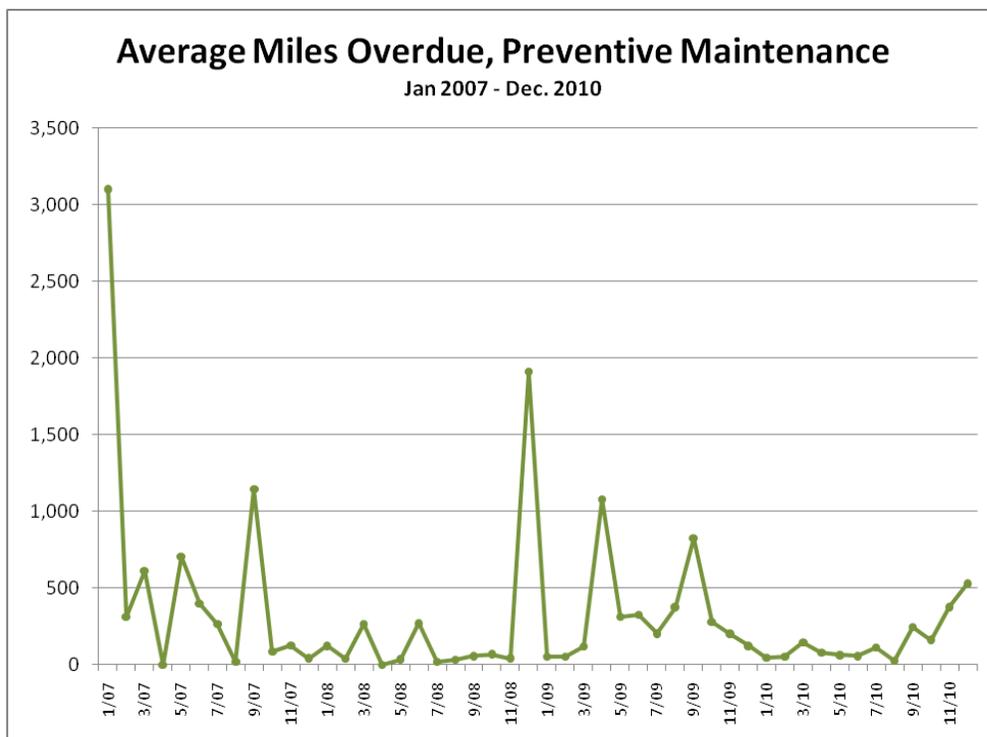
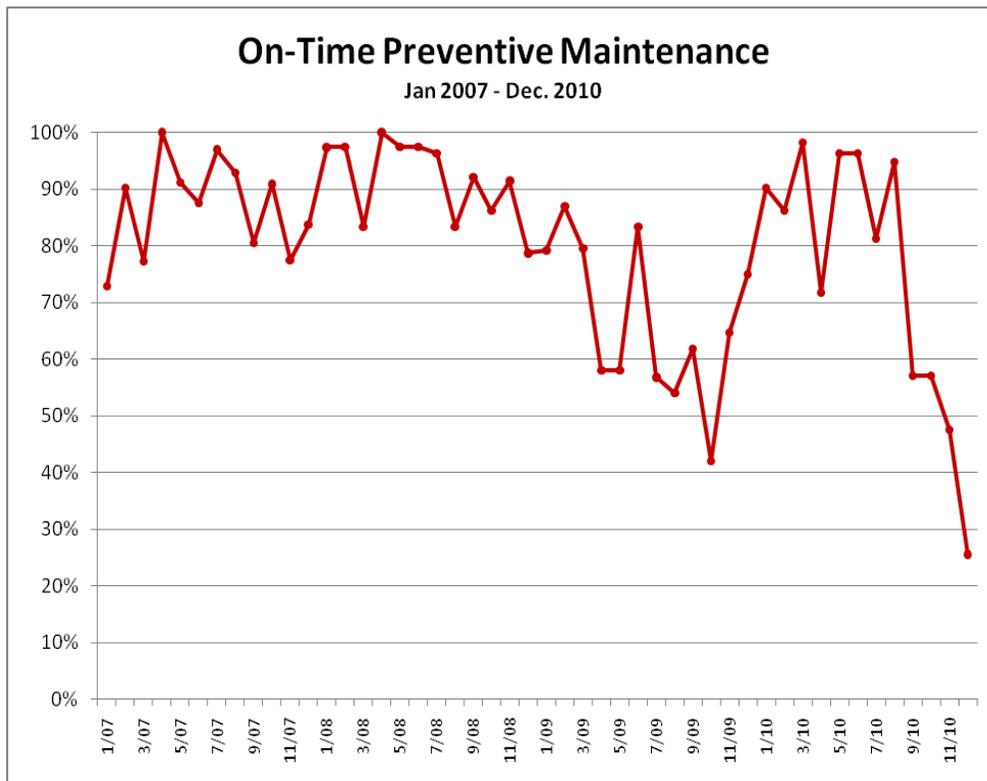
Major road call: The bus is unable to continue on the route and comes back to the garage for maintenance.

Minor road call: The bus is fixed "in the field" and continues on route without coming back to the garage.



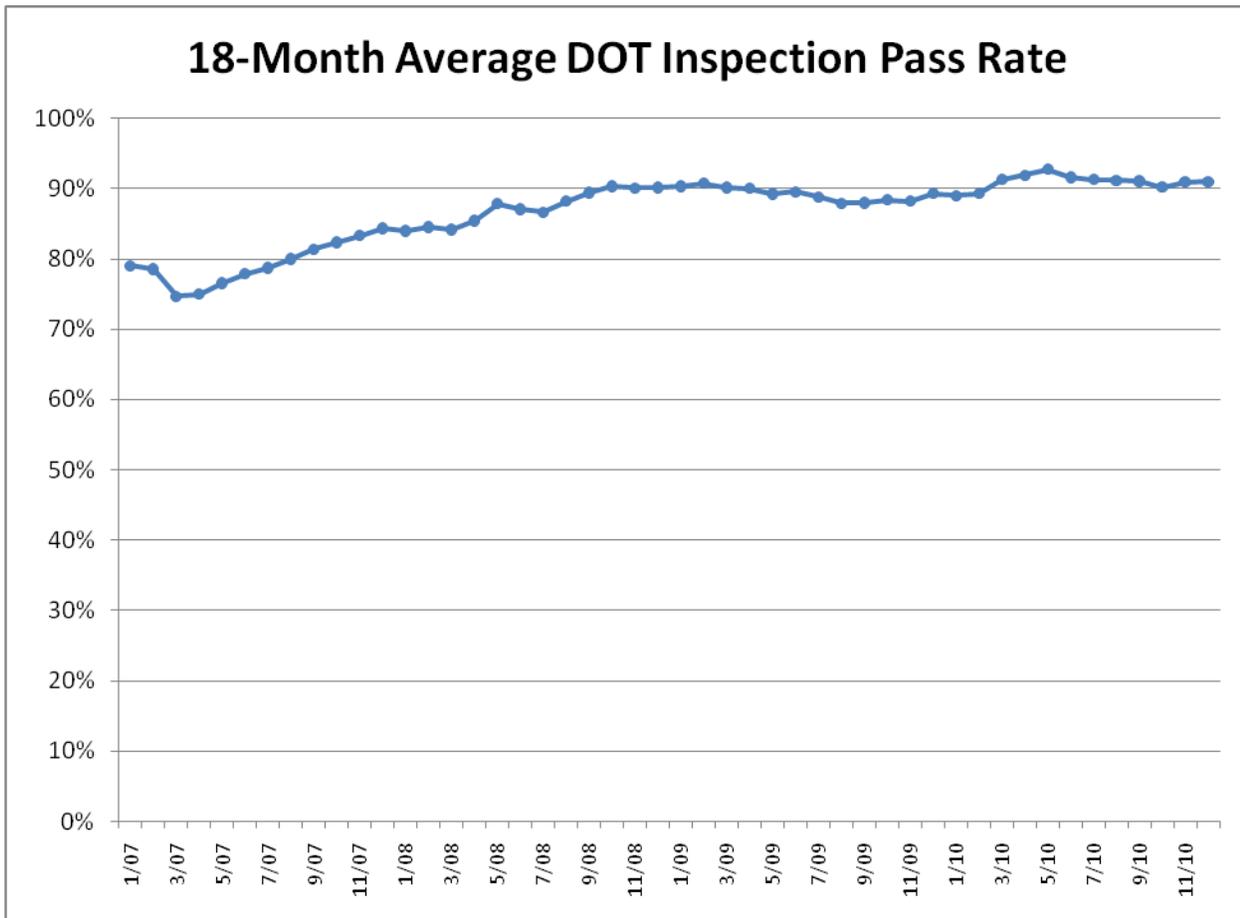
F. Preventive Maintenance

Month	On Time	Overdue	Overdue >300 mi	Miles Over	% On Time	% On Time + w/in 300 mi.	Total
2007	425	67	26	951	86%	95%	492
2008	446	40	4	512	92%	99%	486
2009	382	193	66	376	66%	89%	575
2010	459	138	46	157	77%	92%	597



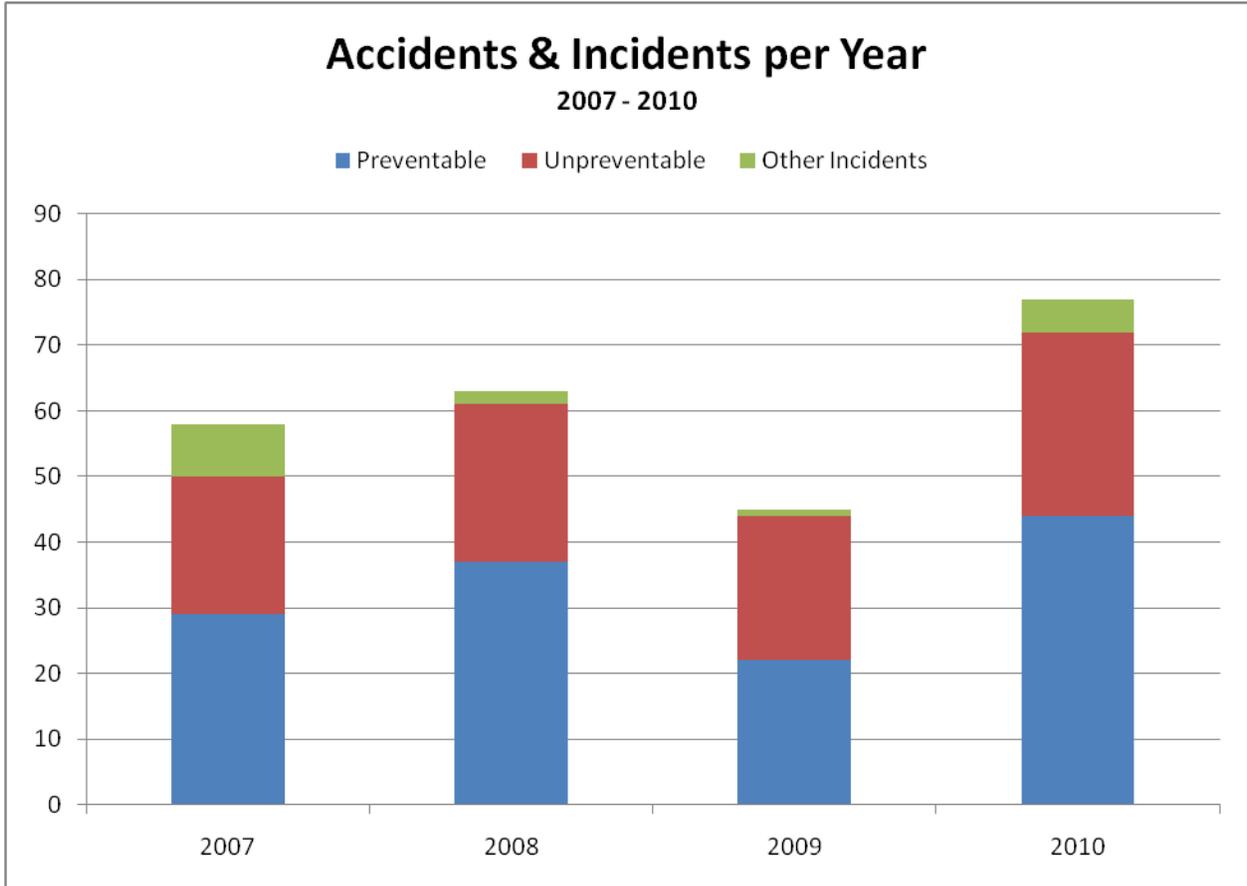
G. Inspections

As of December 2010, TCAT's 18-month average DOT inspection pass rate was 91.0%.



III. Accidents & Other Incidents

	2007	2008	2009	2010
Preventable	29	37	22	44
Unpreventable	21	24	22	28
Other Incidents	8	2	1	5
Total	70	70	50	78



IV. Fuel

A. Fuel & Cost, 2010 Total

Month	Gallons	Avg. Cost	Month Cost
Jan.	31,543	\$ 2.75	\$ 86,853
Feb.	35,028	\$ 2.59	\$ 90,828
March	39,050	\$ 2.68	\$ 104,505
April	40,338	\$ 2.74	\$ 110,544
May	32,535	\$ 2.65	\$ 86,228
June	38,526	\$ 2.57	\$ 98,960
July	31,531	\$ 2.51	\$ 79,272
Aug.	33,534	\$ 2.62	\$ 87,861
Sept.	41,741	\$ 2.54	\$ 105,988
Oct.	33,724	\$ 2.71	\$ 91,538
Nov.	39,388	\$ 2.79	\$ 109,726
Dec.	38,049	\$ 2.99	\$ 113,877
Total	434,987	\$ 2.68	\$ 1,166,180

B. Monthly Fuel Costs, 2006 - 2010

