Montrose County Seniors

2014 Annual Agency Profile

| General Information |
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Service Consumption

80,600 Annual Unlinked Trips (UPT)

Service Supplied

363,501 Annual Vehicle Revenue Miles (VRM) 34,487 Annual Vehicle Revenue Hours (VRH)

Summary of Operating Expenses (OE)

\$1,072,547 Total Operating Expenses

Database Information

NTDID: 8R01-88215 **Reporter Type:** Rural General Public Transit

Sources of Operating Funds Expended Fare Revenues \$60,851 Local Funds \$90,959 State Funds \$92,660 Federal Assistance \$264,830 Other Funds \$563,247

Total Operating Funds Expended \$1,072,547

Sources of Capital Funds Expended

| Fare Revenues | \$0 |
|------------------------------|-----------|
| Local Funds | \$0 |
| State Funds | \$1,440 |
| Federal Assistance | \$147,667 |
| Other Funds | \$74,054 |
| Total Capital Funds Expended | \$223,161 |
| | |

Modal Characteristics

| Operation Characteristics | | | | | | | | |
|---|---|---------------------------------------|--|---|---|--|--|--|
| | Vehicles Operated at Maximum Service | | | | | | | |
| Mode Demand Response Total | Directly Operated 27 27 | Purchased Transportation - - | Operating Expenses \$1,072,547 \$1,072,547 | Fare Revenues \$60,851 \$60,851 | Uses of Capital Funds \$223,161 \$223,161 | Annual Unlinked Trips 80,600 80,600 | Annual Vehicle Revenue Miles 363,501 363,501 | Annual Vehicle Revenue Hours 34,487 34,487 |
| Performance Measures | Sei | rvice Efficiency | | | | S | Service Effectiveness | |
| Mode | Operating Expenses per Operating | | Expenses per Revenue Hour | | Mode | Operating Expenses per Unlinked Passenger Trip | Unlinked Trips per Vehicle Revenue Mile | Unlinked Trips per Vehicle Revenue Hour |
| Demand Response | \$2.95 | | \$31.10 | | Demand Response | | 0.2 | 2.3 |
| Total | \$2.9 | 95 | \$31.10 | | Total | \$13.31 | 0.2 | 2.3 |
| Operating Expense per Vehicle Agency Total | Mile: Agency Total | | |) | | | | |
| \$4.00 | 0.25 0.20 0.15 | |) | | | | | |
| \$2.00 | 0.10 | | | | | | | |
| \$1.00 | 0.05 | | | | | | | |
| \$0.00 | 0.00 | | | | | | | |

