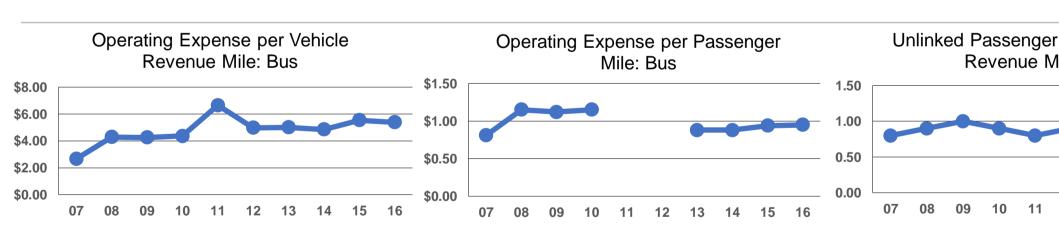
|                                       |  |   | <b>General Info</b>                           | ormation                              |  |                      |                                   |   |                      | Financial I       | nformati   | ion      |
|---------------------------------------|--|---|---|---------------------------------------|--|----------------------|-----------------------------------|---|----------------------|-------------------|------------|----------|
| <b>Urbanized Area Statistics - 2</b>  | 2010 Census  | Servio  | ce Consumption                                | า                                     |  | Database             | nformation                        | Sour  | ces of Operating F   | unds Expended     |            | Opera    |
| Hartford, CT                          |  | 2,375,525 Annual Passenger Miles (PMT)<br>401,295 Annual Unlinked Trips (UPT)<br>1,324 Average Weekday Unlinked Trips |   |                                       | NTDID: 10063<br>Reporter Type: Full Reporter |                      |                                   | Fare Revenues<br>Local Funds<br>State Funds |                      | \$415,839         | 14.9%      |          |
| 516 Square Miles                      |  |   |   |                                       |  |                      |                                   |   |                      | · ,               | 17.0%      |          |
| 924,859 Population                    |  |   |   |                                       |  |                      |                                   |   |                      |                   | 64.7%      |          |
| 47 Pop. Rank out                      | 1,304 Average Saturday Unlinked Trips<br>0 Average Sunday Unlinked Trips |   |   |                                       |  |                      | Federal Assistance<br>Other Funds |   | \$64,621             | 2.3%              | 6          |          |
| Other UZAs Served                     |  |   |   |                                       |  |                      |                                   |   | \$29,435             | 1.1%              | 64.7       |          |
| 0 Connecticut Non-UZA                 |  |   | <b>C</b>                                      |                                       |  |                      |                                   | <b>Total Operating Funds Expended</b>       |                      | \$2,797,647       | 100.0%     | 04.7     |
| Service Area Statistics               |  | Servic  | e Supplied                                    |                                       |  |                      |                                   | S   | ources of Capital F  | unds Expended     |            |          |
| 193 Square Miles<br>90,320 Population |  | 566,245 <b>A</b>  | Annual Vehicle Re                             | evenue Miles (VRM)                    |  |                      |                                   | Fare Revenues<br>Local Funds                |                      | • \$0             | 0.0%       |          |
|                                       |  | 38,576 <b>/</b>   | Annual Vehicle Re                             | evenue Hours (VRH)                    |  |                      |                                   |   |                      | \$0               | 0.0%       |          |
| •                                     |  | 16 V  | /ehicles Operated                             | d in Maximum Servi                    | ce (VOMS)                                    |                      |                                   |   | State Funds          | \$348,002         | 20.0%      |          |
|                                       |  |   | -   | e for Maximum Serv                    | · · ·  |                      |                                   | Fe  | deral Assistance     | \$1,392,007       | 80.0%      |          |
|                                       |  |   |   |                                       |  |                      |                                   |   | Other Funds          | \$0               | 0.0%       | Сар      |
|                                       | Vahialaa   |   | Modal Chara                                   | acteristics                           |  |                      |                                   | Total Capita                                | I Funds Expended     | \$1,740,009       | 100.0%     |          |
| Modal Overview                        | Vehicles C<br>in Maximun   | •   |   | Use                                   | s of Capital Fu                              | nds                  |                                   | Sun   | nmary of Operating   | I Expenses (OE)   |            |          |
|                                       | Directly   | Purchased   | Revenue                                       | Systems and                           | Facilities and                               |                      |                                   |   |                      | ,,                |            |          |
| Mode                                  | Operated   | Transportation  | Vehicles                                      | Guideways                             |  | Other                | Total                             | Salary.                                     | Wages, Benefits      | \$1,828,527       | 65.6%      |          |
| Demand Response                       | 7  | -   | \$5,890                                       | \$31,305                              | \$0  | \$0                  | \$37,195                          |   | als and Supplies     | \$559,032         | 20.0%      |          |
| Bus                                   | 9  | -   | \$1,392,006                                   | \$13,720                              | \$297,088                                    | \$0                  | \$1,702,814                       |   | d Transportation     | \$0               | 0.0%       | 80.0     |
| Total                                 | 16   |   | \$1,397,896                                   | \$45,025                              | \$297,088                                    | \$0                  | \$1,740,009                       |   | erating Expenses     | \$401,911         | 14.4%      |          |
|                                       |  |   | <i>, , , , , , , , , , , , , , , , , , , </i> | · · · · · · · · · · · · · · · · · · · | <i> </i>                                     | ¥ -                  | + · ) · · · ) · · · ·             | •   | perating Expenses    | \$2,789,470       | 100.0%     |          |
|                                       |  |   |   |                                       |  |                      |                                   | Reconciling OE Ca                           | • •                  | \$8,177           |            |          |
|                                       |  |   |   |                                       |  |                      |                                   | •   | d Transportation     | φο,               |            |          |
|                                       |  |   |   |                                       |  |                      |                                   |   | orted Separately)    | \$0               |            |          |
| <b>Operation Characteristics</b>      |  |   |   |                                       |  |                      |                                   | Fixed Guideway                              | Vehicles Available   | Vehicles Operated |            |          |
| -                                     | Operating  |   | Uses of                                       | Annual                                | Annual                                       | Annual Vehicle       | Annual Vehicle                    | Directional                                 | for Maximum          | in Maximum        |            | Ре       |
| Mode                                  | Expenses   | Fare Revenues   | Capital Funds                                 | Passenger Miles                       | Unlinked Trips                               | <b>Revenue Miles</b> | <b>Revenue Hours</b>              | <b>Route Miles</b>                          | Service              | Service           | Sp         | pare Veł |
| Demand Response                       | \$693,318  | \$66,456  | \$37,195                                      | 174,210                               | 37,172                                       | 176,357              | 14,336                            | 0.0   | 10                   | 7                 | •          | 3        |
| Bus                                   | \$2,096,152  | \$349,383   | \$1,702,814                                   | 2,201,315                             | 364,123                                      | 389,888              | 24,240                            | 0.0   | 10                   | 9                 |            | 1        |
| Total                                 | \$2,789,470  | \$415,839   | \$1,740,009                                   | 2,375,525                             | 401,295                                      | 566,245              | 38,576                            | 0.0   | 20                   | 16                |            | 2        |
| Performance Measures                  |  | Sei   | rvice Efficiency                              | ,                                     |  |                      |                                   |   | Service Effect       | tiveness          |            |          |
|                                       | Opera  | ting Expenses per   |   | ting Expenses per                     |  | _                    | Operating Expe                    | enses per Opera                             | ting Expenses per    | Unlinked          | Trips per  |          |
| Mode                                  |  | nicle Revenue Mile  | -   | icle Revenue Hour                     |  | Mode                 | • • •                             | • •   | ed Passenger Trip    | Vehicle Revo      | • •        | Veh      |
| Demand Response                       |  | \$3.93  |   | \$48.36                               |  | Demand Response      |                                   | \$3.98                                      | \$18.65              |                   | 0.2        |          |
| Bus                                   |  | \$5.38  |   | \$86.47                               |  | Bus                  |                                   | \$0.95                                      | \$5.76               |                   | 0.9        |          |
| Total                                 |  | \$4.93  |   | \$72.31                               |  | Total                |                                   | \$1.17                                      | \$6.95               |                   | 0.7        |          |
| Operating Expense per Vehi            | cle  | Operating Expense   | per Passenger                                 |                                       | enger Trip per Vehi                          | cle (                | Dperating Expense per             | Vehicle                                     | Operating Expense pe | r Passenger       | Unlinked F | Passenge |
| Revenue Mile: Bus                     | \$1.50 <sub>_</sub>  | Mile: Bu  | JS  | 1.50 Reve                             | nue Mile: Bus                                | Re<br>\$6.00         | venue Mile: Demand R              | esponse \$6.00                              | Mile: Demand Re      | sponse 0.25       | Revenue    | Mile: De |
| 6.00                                  |  |   |   |                                       |  | φ0.00                |                                   |   |                      | 0.20              |            | <b></b>  |
|                                       | \$1.00   |   |   | 1.00                                  |  | \$4.00               |                                   | \$4.00                                      |                      | 0.15              |            |          |
| 4.00                                  | \$0.50   | •   |   | 0.50                                  | •  | \$2.00               |                                   | \$2.00                                      |                      | 0.10              |            |          |
| 2.00                                  |  |   |   | 0.00                                  |  |                      |                                   |   |                      | 0.05              |            |          |
|                                       | <b>*</b>   |   |   | 0.00                                  |  | \$0.00               |                                   | \$0.00                                      |                      | 0.00              |            |          |
| 0.00                                  | \$0.00 └<br>4 15 16  | 07 08 09 10 11 1  | 2 13 14 15 16                                 | 07 08 09 10                           | 11 12 13 14                                  | 15 16 11             | 12 13 14                          | 15 16                                       | 11 12 1              | 3 14              | 11 12      | 13       |
| 0.00 07 08 09 10 11 12 13 1           | \$0.00 ∟<br>4 15 16  | 07 08 09 10 11 1  | 2 13 14 15 16                                 | 07 08 09 10                           | 11 12 13 14                                  | 15 16 11             | 12 13 14                          | 15 16                                       | 11 12 1              | 3 14              | 11 12      | 13       |
| 0.00                                  | 4 15 16  | 07 08 09 10 11 1  | 2 13 14 15 16<br>data                         | 07 08 09 10                           | 11 12 13 14                                  | 15 16 11             | 12 13 14                          | 15 16                                       | 11 12 1              | 3 14              | 11 12      | 13       |

| Urbanized Area Statistics - 2010 C<br>Hartford, CT<br>516 Square Miles<br>924,859 Population<br>47 Pop. Rank out of 498<br>Other UZAs Served<br>0 Connecticut Non-UZA<br>Service Area Statistics<br>193 Square Miles<br>90,320 Population |                  | 2,375,525<br>401,295<br>1,324<br>1,304<br>0<br><b>Servic</b><br>566,245<br>38,576<br>16 | Annual Vehicle Re<br>/ehicles Operated  | Miles (PMT)<br>Trips (UPT)<br>Unlinked Trips<br>Unlinked Trips<br>Jnlinked Trips<br>evenue Miles (VRM)<br>evenue Hours (VRH) |                                    | Database<br>NTDID:<br>Reporter Type: |                      | Fe<br>Total Operating | <b>ces of Operating Fo</b><br>Fare Revenues<br>Local Funds<br>State Funds<br>deral Assistance<br>Other Funds<br><b>Funds Expended</b> | \$415,839<br>\$476,366<br>\$1,811,386<br>\$64,621<br>\$29,435<br><b>\$2,797,647</b> | 14.9%<br>17.0%<br>64.7%<br>2.3%<br>1.1%<br>100.0% | Opera<br>64.7 |
|---|------------------|---|---|--|------------------------------------|--------------------------------------|----------------------|-----------------------|---|---|---|---------------|
| 516 Square Miles<br>924,859 Population<br>47 Pop. Rank out of 498<br>Other UZAs Served<br>0 Connecticut Non-UZA<br>Service Area Statistics<br>193 Square Miles  | UZAs             | 401,295<br>1,324<br>1,304<br>0<br><b>Servio</b><br>566,245<br>38,576<br>16              | Annual Unlinked T<br>Average Weekday<br>Average Saturday<br>Average Sunday U<br><b>Se Supplied</b><br>Annual Vehicle Re<br>Annual Vehicle Re<br>Vehicles Operated | Trips (UPT)<br>Unlinked Trips<br>Unlinked Trips<br>Jnlinked Trips<br>evenue Miles (VRM)<br>evenue Hours (VRH)                |                                    |                                      |                      | Total Operating       | Local Funds<br>State Funds<br>deral Assistance<br>Other Funds<br>Funds Expended   | \$476,366<br>\$1,811,386<br>\$64,621<br>\$29,435<br><b>\$2,797,647</b>              | 17.0%<br>64.7%<br>2.3%<br>1.1%                    | 64.7          |
| 924,859 Population<br>47 Pop. Rank out of 498<br>Other UZAs Served<br>0 Connecticut Non-UZA<br>Service Area Statistics<br>193 Square Miles  | UZAs             | 1,324<br>1,304<br>0<br><b>Servic</b><br>566,245<br>38,576<br>16                         | Average Weekday<br>Average Saturday<br>Average Sunday U<br>Se Supplied<br>Annual Vehicle Re<br>Annual Vehicle Re<br>Vehicles Operated                             | Unlinked Trips<br>Unlinked Trips<br>Jnlinked Trips<br>evenue Miles (VRM)<br>evenue Hours (VRH)                               |                                    | Reporter Type:                       | Full Reporter        | Total Operating       | State Funds<br>deral Assistance<br>Other Funds<br>Funds Expended  | \$1,811,386<br>\$64,621<br>\$29,435<br><b>\$2,797,647</b>                           | 64.7%<br>2.3%<br>1.1%                             | 64.           |
| 47 Pop. Rank out of 498<br>Other UZAs Served<br>0 Connecticut Non-UZA<br>Service Area Statistics<br>193 Square Miles  | UZAs             | 1,304 /<br>0 /<br><b>Servic</b><br>566,245 /<br>38,576 /<br>16 \                        | Average Saturday<br>Average Sunday L<br>Ce Supplied<br>Annual Vehicle Re<br>Annual Vehicle Re<br>Vehicles Operated  | Unlinked Trips<br>Jnlinked Trips<br>evenue Miles (VRM)<br>evenue Hours (VRH)   |                                    |                                      |                      | Total Operating       | deral Assistance<br>Other Funds<br>Funds Expended   | \$64,621<br>\$29,435<br><b>\$2,797,647</b>  | 2.3%<br>1.1%                                      | 64.7          |
| Other UZAs Served<br>0 Connecticut Non-UZA<br>Service Area Statistics<br>193 Square Miles   | UZAs             | 0 /<br>Servic<br>566,245 /<br>38,576 /<br>16 /  | Average Sunday L<br>ce Supplied<br>Annual Vehicle Re<br>Annual Vehicle Re<br>Vehicles Operated  | Jnlinked Trips<br>evenue Miles (VRM)<br>evenue Hours (VRH)   |                                    |                                      |                      | Total Operating       | Other Funds<br>Funds Expended   | \$29,435<br><b>\$2,797,647</b>  | 1.1%  | 64.           |
| 0 Connecticut Non-UZA<br>Service Area Statistics<br>193 Square Miles  |                  | <b>Servic</b><br>566,245<br>38,576<br>16  | <b>ce Supplied</b><br>Annual Vehicle Re<br>Annual Vehicle Re<br>Vehicles Operated   | evenue Miles (VRM)<br>evenue Hours (VRH)   |                                    |                                      |                      |                       | Funds Expended  | \$2,797,647   |   | 64.           |
| Service Area Statistics<br>193 Square Miles   |                  | <b>Servic</b><br>566,245<br>38,576<br>16  | <b>ce Supplied</b><br>Annual Vehicle Re<br>Annual Vehicle Re<br>Vehicles Operated   | evenue Miles (VRM)<br>evenue Hours (VRH)   |                                    |                                      |                      |                       | •   | \$2,797,647   |   | 64.           |
| 193 Square Miles  |                  | 566,245<br>38,576<br>16   | Annual Vehicle Re<br>Annual Vehicle Re<br>/ehicles Operated   | evenue Hours (VRH)   |                                    |                                      |                      | So                    | ources of Capital F   | unds Expended   |   |               |
| •   |                  | 566,245<br>38,576<br>16   | Annual Vehicle Re<br>Annual Vehicle Re<br>/ehicles Operated   | evenue Hours (VRH)   |                                    |                                      |                      |                       |   |   |   |               |
| •   |                  | 38,576 <b>/</b><br>16 \   | Annual Vehicle Re<br>/ehicles Operated  | evenue Hours (VRH)   |                                    |                                      |                      |                       | Fare Revenues   | \$0   | 0.0%  |               |
|   |                  | 16 \  | /ehicles Operated   | · · ·  |                                    |                                      |                      |                       | Local Funds   | \$0   | 0.0%  |               |
|   |                  |   | -   | l in Maximum Servio  |                                    |                                      |                      |                       | State Funds   | \$348,002   | 20.0%   |               |
|   |                  |   |   | for Maximum Serv   |                                    |                                      |                      | Fe                    | deral Assistance  | \$1,392,007   | 80.0%   |               |
|   |                  |   |   |  |                                    |                                      |                      |                       | Other Funds   | \$0   | 0.0%  | Сар           |
|   |                  |   | Modal Chara   | acteristics  |                                    |                                      |                      | Total Capital         | Funds Expended  | \$1,740,009   | 100.0%  |               |
|   | nicles Opera     |   |   | Use  |                                    |                                      |                      | 0                     |   |   |   |               |
|   | aximum Ser       | Purchased   | Revenue   | Systems and  | s of Capital Fui<br>Facilities and | nas                                  |                      | Sur                   | nmary of Operating  | Expenses (OE)   |   |               |
|   | •                | ransportation   | Vehicles  | Guideways  | Stations                           | Other                                | Total                | Salary                | Wages, Benefits   | \$1,828,527   | 65.6%   |               |
| •   |                  |   | \$5,890   | \$31,305   | \$0                                | \$0                                  | \$37,195             | •                     | als and Supplies  |   | 20.0%   |               |
| Demand Response<br>Bus  | 9                | -   | \$1,392,006   | \$13,720   | \$297,088                          | \$0                                  | \$1,702,814          |                       | d Transportation  | \$559,032<br>\$0  | 20.0%   | 80.0          |
| Total   | 16               | -   | \$1,397,896   | \$45,025   | \$297,088                          | \$0<br>\$0                           | \$1,740,009          |                       | rating Expenses   | \$401,911   | 14.4%   |               |
| Total   | 10               |   | ψ <b>1</b> ,007,000   | ψ+0,020  | ψ257,000                           | ψυ                                   | ψ1,740,000           | •                     | erating Expenses  | \$2,789,470   | 100.0%  |               |
|   |                  |   |   |  |                                    |                                      |                      | Reconciling OE Ca     |   | \$8,177   | 100.078   |               |
|   |                  |   |   |  |                                    |                                      |                      | •                     | d Transportation  | $\psi 0, 177$   |   |               |
|   |                  |   |   |  |                                    |                                      |                      |                       | orted Separately)   | \$0   |   |               |
| <b>Operation Characteristics</b>  |                  |   |   |  |                                    |                                      |                      | Fixed Guideway        | /ehicles Available V  | /ehicles Operated   |   |               |
|   | rating           |   | Uses of   | Annual   | Annual                             | Annual Vehicle                       | Annual Vehicle       | Directional           | for Maximum   | in Maximum  |   | Ρε            |
|   | -                | are Revenues  | <b>Capital Funds</b>  | Passenger Miles  | <b>Unlinked Trips</b>              | <b>Revenue Miles</b>                 | <b>Revenue Hours</b> | <b>Route Miles</b>    | Service   | Service   | Sr  | oare Vel      |
| •   | 3,318            | \$66,456  | •<br>\$37,195   | 174,210  | 37,172                             | 176,357                              | 14,336               | 0.0                   | 10  | 7   |   |               |
| · .   | 6,152            | \$349,383   | \$1,702,814   | 2,201,315  | 364,123                            | 389,888                              | 24,240               | 0.0                   | 10  | 9   |   |               |
|   | 9,470            | \$415,839   | \$1,740,009   | 2,375,525  | 401,295                            | 566,245                              | 38,576               | 0.0                   | 20  | 16  |   | 2             |
|   |                  |   |   |  |                                    |                                      |                      |                       | - · - <i>-</i> //   |   |   |               |
| Performance Measures  | Operating F      | Se<br>Expenses per  | rvice Efficiency  | ting Expenses per  |                                    |                                      | Operating Expe       | nsos por Oporat       | Service Effect  | tiveness<br>Unlinked  | Trine nor   |               |
| Mode  |                  | Revenue Mile  | •   | icle Revenue Hour  |                                    | Mode                                 | •••                  | • •                   | ting Expenses per<br>ed Passenger Trip  | Vehicle Reve  |   | Vel           |
| Demand Response   | Venicie i        | \$3.93  | VCII  | \$48.36  |                                    | Demand Respons                       |                      | \$3.98                | \$18.65   |   | 0.2   | VCI           |
| Bus   |                  | \$5.38  |   | \$86.47  |                                    | Bus                                  | 6                    | \$0.95                | \$5.76  |   | 0.2   |               |
| Total   |                  | \$4.93  |   | \$72.31  |                                    | Total                                |                      | \$1.17                | \$6.95  |   | 0.3   |               |
| Operating Expense per Vehicle   | On               | orating Expanse   | nor Passangar   | Linlinked Pass   | enger Trip per Vehi                |                                      |                      | (abiala               | Operating Expanse per   | - Passangar   | Unlinked F  |               |
| Revenue Mile: Bus   |                  | Mile: Bus Reven   |   |  | nue Mile: Bus                      |                                      |                      |                       | Response Mile: Demand Response  |   |   |               |
| \$8.00  | \$1.50           |   |   | 1.50   |                                    | \$6.00                               |                      | \$6.00                |   | 0.25  |   |               |
| \$6.00  | \$1.00           |   |   | 1.00   |                                    | \$4.00                               |                      | \$4.00                |   | 0.20 - 0.15 -   |   |               |
| \$4.00  |                  |   |   | 0.50   |                                    |                                      |                      | <b>*</b> ****         |   | 0.10  |   |               |
| \$2.00  | \$0.50           |   |   | 0.50   |                                    | \$2.00                               |                      | \$2.00                |   | 0.05  |   |               |
| \$0.00  | \$0.00           |   |   | 0.00   | 11 10 10 11                        | \$0.00                               |                      | \$0.00                |   | 0.00  | 44 40   |               |
| 07 08 09 10 11 12 13 14 15 1  | 6 07 0           | 8 09 10 11 1  | 2 13 14 15 16   | 07 08 09 10  | 11 12 13 14                        | 15 16 11                             | 12 13 14             | 15 16                 | 11 12 13  | 3 14  | 11 12   | 13            |
| Notes:  |                  |   |   |  |                                    |                                      |                      |                       |   |   |   |               |
| <sup>a</sup> Demand Response - Taxi (DT) and non-dedica   | ted fleets do no | t report fleet age  | data.   |  |                                    |                                      |                      |                       |   |   |   |               |



# Middletown Transit District

2016 Annual Agency Profile

