Allegany County Transit 2017 Annual Agency Profile

General Info	ormation					nformation			
Urbanized Area (UZA) Statistics - 2010 Census		Sources of Operating Funds Expended					Operating Funding Sources		
Cumberland, MD-WV-PA			e Revenues	\$166,386	9.5%				
33 Square Miles			_ocal Funds	\$315,070	18.0%				
51,899 Population			State Funds	\$379,135	21.7%				
484 Pop. Rank out	of 498 UZAs		Assistance	\$725,585	41.5%			9.2%	
Other UZAs Served			Other Funds	\$161,502	9.2%				
) Maryland Non-UZA		Total Operating F	unds Expended	\$1,747,678	100.0%		41.5%	0.5%	
Service Area Statistics								9.5%	
131 Square Miles		Sources	s of Capital Fun	ds Expended					
68,780 Population			e Revenues	• \$0					
· •		l	_ocal Funds	\$0					
Service Consumption		Ş	State Funds	\$0				18.0%	
258,896 Annual Unlinked Trips (UPT)		Federal Assistance		\$0					
-		(Other Funds	\$0					
Service Supplied			unds Expended	\$0					
325,780 Annual Vehicle	e Revenue Miles (VRM)						21.7	%	
	e Revenue Hours (VRH)								
Detakana Information									
Database Information NTDID: 30041									
Reporter Type: Reduced Repor	rter								
			Wodal	Characteri	Stics				
Operation Characteristics									
oporation ona automotione									
	Vehicles Opera								
	Vehicles Opera at Maximum Se								
	at Maximum Se	rvice			Uses of				
	at Maximum Se	Purchased	Operating	Fare	Capital	Annual	Annual Vehicle	Annual Vehicle	
Mode	at Maximum Se Directly Operated	rvice	Expenses	Revenues	Capital Funds	Unlinked Trips	Revenue Miles	Revenue Hours	in Years
Mode Demand Response	at Maximum Se Directly Operated 7	Purchased Transportation	Expenses \$308,724	Revenues \$6,397	Capital Funds \$0	Unlinked Trips 17,530	Revenue Miles 105,076	Revenue Hours 9,322	in Years 9.
Node Demand Response Bus	at Maximum Se Directly Operated 7 6	Purchased Transportation	Expenses \$308,724 \$1,438,954	Revenues \$6,397 \$159,989	Capital Funds \$0 \$0	Unlinked Trips 17,530 241,366	Revenue Miles 105,076 220,704	Revenue Hours 9,322 21,359	in Years 9.
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Mode Demand Response Bus	at Maximum Se Directly Operated 7 6	Purchased Transportation	Expenses \$308,724 \$1,438,954	Revenues \$6,397 \$159,989	Capital Funds \$0 \$0	Unlinked Trips 17,530 241,366	Revenue Miles 105,076 220,704	Revenue Hours 9,322 21,359	in Years 9.4
Mode Demand Response Bus Total	at Maximum Se Directly Operated 7 6 13	Purchased Transportation	Expenses \$308,724 \$1,438,954	Revenues \$6,397 \$159,989	Capital Funds \$0 \$0	Unlinked Trips 17,530 241,366	Revenue Miles 105,076 220,704 325,780	Revenue Hours 9,322 21,359	in Years 9.4 7.5
Mode Demand Response Bus Total	at Maximum Se Directly Operated 7 6 13	Purchased Transportation - - -	Expenses \$308,724 \$1,438,954	Revenues \$6,397 \$159,989	Capital Funds \$0 \$0	Unlinked Trips 17,530 241,366	Revenue Miles 105,076 220,704 325,780	Revenue Hours 9,322 21,359 30,681	in Years 9. 7. S
Mode Demand Response Bus Total	at Maximum Se Directly Operated 7 6 13 Service Operating Expenses per	Purchased Transportation - - e Efficiency	Expenses \$308,724 \$1,438,954	Revenues \$6,397 \$159,989	Capital Funds \$0 \$0	Unlinked Trips 17,530 241,366	Revenue Miles 105,076 220,704 325,780	Revenue Hours 9,322 21,359 30,681 Service Effectivenes Unlinked Trips per	in Years 9. 7. S
Mode Demand Response Bus Fotal Performance Measures	at Maximum Se Directly Operated 7 6 13 Service	Purchased Transportation - - e Efficiency Operating	Expenses \$308,724 \$1,438,954 \$1,747,678	Revenues \$6,397 \$159,989	Capital Funds \$0 \$0 \$0	Unlinked Trips 17,530 241,366	Revenue Miles 105,076 220,704 325,780 Operating Expenses	Revenue Hours 9,322 21,359 30,681 Service Effectivenes Unlinked Trips per	in Years 9. 7. S Unlinked Trips pe
Mode Demand Response Bus Total Performance Measures Mode Demand Response	at Maximum Se Directly Operated 7 6 13 Service Operating Expenses per Vehicle Revenue Mile \$2.94	Purchased Transportation - - e Efficiency Operating	Expenses \$308,724 \$1,438,954 \$1,747,678 Expenses per Revenue Hour \$33.12	Revenues \$6,397 \$159,989	Capital Funds \$0 \$0 \$0 \$0	Unlinked Trips 17,530 241,366 258,896 Node	Revenue Miles 105,076 220,704 325,780 Operating Expenses per Unlinked Passenger Trip \$17.61	Revenue Hours 9,322 21,359 30,681 Service Effectivenes Unlinked Trips per Vehicle Revenue Mile 0.2	in Years 9. 7. 5 Unlinked Trips pe Vehicle Revenue Hou 1.
Mode Demand Response Bus Total Performance Measures Mode Demand Response Bus	at Maximum Se	Purchased Transportation - - e Efficiency Operating	Expenses \$308,724 \$1,438,954 \$1,747,678 Expenses per Revenue Hour \$33.12 \$67.37	Revenues \$6,397 \$159,989	Capital Funds \$0 \$0 \$0 \$0 B	Unlinked Trips 17,530 241,366 258,896 Node Demand Response aus	Revenue Miles 105,076 220,704 325,780 Operating Expenses per Unlinked Passenger Trip \$17.61 \$5.96	Revenue Hours 9,322 21,359 30,681 Service Effectivenes Unlinked Trips per Vehicle Revenue Mile 0.2 1.1	Unlinked Trips pe Vehicle Revenue Hou 1.5 11.5
Mode Demand Response Bus Total Performance Measures Mode Demand Response	at Maximum Se Directly Operated 7 6 13 Service Operating Expenses per Vehicle Revenue Mile \$2.94	Purchased Transportation - - e Efficiency Operating	Expenses \$308,724 \$1,438,954 \$1,747,678 Expenses per Revenue Hour \$33.12	Revenues \$6,397 \$159,989	Capital Funds \$0 \$0 \$0 \$0 B	Unlinked Trips 17,530 241,366 258,896 Node	Revenue Miles 105,076 220,704 325,780 Operating Expenses per Unlinked Passenger Trip \$17.61	Revenue Hours 9,322 21,359 30,681 Service Effectivenes Unlinked Trips per Vehicle Revenue Mile 0.2	in Years 9.4 7.9 5 Unlinked Trips pe Vehicle Revenue Hou 1.9
Mode Demand Response Bus Total Performance Measures Mode Demand Response Bus Total	at Maximum Se	Purchased Transportation - - e Efficiency Operating Vehicle	Expenses \$308,724 \$1,438,954 \$1,747,678 Expenses per Revenue Hour \$33,12 \$67,37 \$56,96	Revenues \$6,397 \$159,989 \$166,386	Capital Funds \$0 \$0 \$0 \$0 T	Unlinked Trips 17,530 241,366 258,896 Iode Jeemand Response aus	Revenue Miles 105,076 220,704 325,780 Operating Expenses per Unlinked Passenger Trip \$17.61 \$5.96 \$6.75	Revenue Hours 9,322 21,359 30,681 Service Effectivenes Unlinked Trips per Vehicle Revenue Mile 0.2 1.1 0.8	in Years 9. 7. S Unlinked Trips pe Vehicle Revenue Hou 1. 11. 8.
Mode Demand Response Bus Total Performance Measures Mode Demand Response Bus Total Operating Expense per Vehicle Bus	at Maximum Se	Purchased Transportation - - e Efficiency Operating	Expenses \$308,724 \$1,438,954 \$1,747,678 Expenses per Revenue Hour \$33,12 \$67,37 \$56,96 os per Vehicle Reve	Revenues \$6,397 \$159,989 \$166,386	Capital Funds \$0 \$0 \$0 \$0 T	Unlinked Trips 17,530 241,366 258,896 Node Demand Response aus	Revenue Miles 105,076 220,704 325,780 Operating Expenses per Unlinked Passenger Trip \$17.61 \$5.96 \$6.75	Revenue Hours 9,322 21,359 30,681 Service Effectivenes Unlinked Trips per Vehicle Revenue Mile 0.2 1.1 0.8 Unlinked Passenge Mile: De	in Years 9. 7. S Unlinked Trips pe Vehicle Revenue Hou 1. 11. 8.
Mode Demand Response Bus Total Performance Measures Mode Demand Response Bus Total Operating Expense per Vehicle Bus	at Maximum Se	Purchased Transportation - - e Efficiency Operating Vehicle	Expenses \$308,724 \$1,438,954 \$1,747,678 Expenses per Revenue Hour \$33,12 \$67,37 \$56,96 os per Vehicle Reve	Revenues \$6,397 \$159,989 \$166,386	Capital Funds \$0 \$0 \$0 \$0 T	Unlinked Trips 17,530 241,366 258,896 Iode Demand Response us iotal	Revenue Miles 105,076 220,704 325,780 Operating Expenses per Unlinked Passenger Trip \$17.61 \$5.96 \$6.75 Revenue Mile:	Revenue Hours 9,322 21,359 30,681 Service Effectivenes Unlinked Trips per Vehicle Revenue Mile 0.2 1.1 0.8 Unlinked Passenge Mile: De	in Years 9. 7. S Unlinked Trips pe Vehicle Revenue Hou 1. 11. 8. er Trips per Vehicle Revenu
Mode Demand Response Bus Total Performance Measures Mode Demand Response Bus Total Operating Expense per Vehicle Bus	at Maximum Se	Purchased Transportation - - e Efficiency Operating Vehicle	Expenses \$308,724 \$1,438,954 \$1,747,678 Expenses per Revenue Hour \$33,12 \$67,37 \$56,96 os per Vehicle Reve	Revenues \$6,397 \$159,989 \$166,386	Capital Funds \$0 \$0 \$0 \$0 T	Unlinked Trips 17,530 241,366 258,896 Iode Demand Response us iotal	Revenue Miles 105,076 220,704 325,780 Operating Expenses per Unlinked Passenger Trip \$17.61 \$5.96 \$6.75	Revenue Hours 9,322 21,359 30,681 Service Effectivenes Unlinked Trips per Vehicle Revenue Mile 0.2 1.1 0.8 Unlinked Passenge Mile: De	in Years 9. 7. S Unlinked Trips pe Vehicle Revenue Hou 1. 11. 8. er Trips per Vehicle Revenu
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Mode Demand Response Bus Total Performance Measures Mode Demand Response Bus Total Operating Expense per Vehicle Bus	at Maximum Se	Purchased Transportation - - e Efficiency Operating Vehicle	Expenses \$308,724 \$1,438,954 \$1,747,678 Expenses per Revenue Hour \$33,12 \$67,37 \$56,96 os per Vehicle Reve	Revenues \$6,397 \$159,989 \$166,386 nue \$8.00 \$6.00	Capital Funds \$0 \$0 \$0 \$0 T	Unlinked Trips 17,530 241,366 258,896 Iode Demand Response us iotal	Revenue Miles 105,076 220,704 325,780 Operating Expenses per Unlinked Passenger Trip \$17.61 \$5.96 \$6.75 Revenue Mile: 0.20 0.15 0.10	Revenue Hours 9,322 21,359 30,681 Service Effectivenes Unlinked Trips per Vehicle Revenue Mile 0.2 1.1 0.8 Unlinked Passenge Mile: De	in Years 9. 7. S Unlinked Trips pe Vehicle Revenue Hou 1. 11. 8. er Trips per Vehicle Revenu
Mode Demand Response Bus Total Performance Measures Mode Demand Response Bus Total Operating Expense per Vehicle Bus	at Maximum Se	Purchased Transportation - - e Efficiency Operating Vehicle	Expenses \$308,724 \$1,438,954 \$1,747,678 Expenses per Revenue Hour \$33,12 \$67,37 \$56,96 os per Vehicle Reve	Revenues \$6,397 \$159,989 \$166,386 nue \$8.00 \$6.00 \$4.00 \$2.00	Capital Funds \$0 \$0 \$0 \$0 T	Unlinked Trips 17,530 241,366 258,896 Iode Demand Response us iotal	Revenue Miles 105,076 105,076 220,704 325,780 325,780 Operating Expenses per Unlinked Passenger Trip \$17.61 \$5.96 \$6.75 \$6.75 Revenue Mile: 0.20 0.15 0.10 0.05 0.15	Revenue Hours 9,322 21,359 30,681 Service Effectivenes Unlinked Trips per Vehicle Revenue Mile 0.2 1.1 0.8 Unlinked Passenge Mile: De	in Years 9.4 7.5 S Unlinked Trips pe Vehicle Revenue Hou 1.5 11.3 8.4 er Trips per Vehicle Revenue
Mode Demand Response Bus Total Performance Measures Mode Demand Response Bus Total Operating Expense per Vehicle Bus	at Maximum Se	Purchased Transportation - - e Efficiency Operating Vehicle	Expenses \$308,724 \$1,438,954 \$1,747,678 Expenses per Revenue Hour \$33.12 \$67.37 \$56.96 Dis per Vehicle Reve Bus	Revenues \$6,397 \$159,989 \$166,386 nue \$8.00 \$6.00 \$4.00	Capital Funds \$0 \$0 \$0 \$0 \$0 T Operating E	Unlinked Trips 17,530 241,366 258,896 Iode Demand Response us iotal	Revenue Miles 105,076 220,704 325,780 Operating Expenses per Unlinked Passenger Trip \$17.61 \$17.61 \$5.96 \$6.75 Revenue Mile: 0.20 0.15 0.10 0.005 0.000	Revenue Hours 9,322 21,359 30,681 Service Effectivenes Unlinked Trips per Vehicle Revenue Mile 0.2 1.1 0.8 Unlinked Passenge Mile: De	in Years 9. 7. S Unlinked Trips pe Vehicle Revenue Hou 1. 11. 8. er Trips per Vehicle Revenu