http://noblecocouncilonagin.tripod.com/ 111 Cedar Street Kendalville, IN 46755-1807

Noble Co. Council on Aging 2018 Annual Agency Profile

| General I | Financial Information | | | | | | | | | |
|--|--|---|------------------------------|-----------------------------|---------------------------|--------------------------------|---------------------------|-----------------------------|-----------------------------|--|
| | Sources of Operating Fun | | | | Operating Funding Sources | | Capital Funding Sources | | | |
| Ormite Ormernetien | | | re Revenues | \$47,679 | 6.5% | | | | | |
| Service Consumption 29,668 Annual Unlinked Trips (UPT) | | Local Funds State Funds | | \$255,415 \$144,839 | 35.1% 19.9% | 37.4% | 1.1% | | | |
| 29,000 Annual Oni | linked mps (OPT) | | I Assistance | \$272,245 | 37.4% | 51.476 | | | | |
| Service Supplied | | | Other Funds | \$8,290 | 1.1% | | | | | |
| 461,413 Annual Vehicle Revenue Miles (VRM) | | Total Operating Funds Expended | | \$728,468 | 100.0% | | 6.5% | | | |
| | hicle Revenue Hours (VRH) | 5 | | , | | | | | | |
| | | | | | | | | 70.0% | 21.0% | |
| Summary of Operating Expenses (OE) \$728,468 Total Operating Expenses Database Information | | Sources of Capital Fund | | | | | | 79.0% | | |
| | | Fare Revenues | | \$0 | 0.0% | | | | | |
| | | Local Funds State Funds | | \$29,076 \$0 | 21.0% | 19.9% | | | | |
| NTDID: 5R02-50422 | | Federal Assistance | | مو \$109,113 | 79.0% | | 35.1% | | | |
| Reporter Type: Rural General Public Transit | | Other Funds | | \$0 | 0.0% | | | | | |
| | | Total Capital Funds Expended | | \$138,189 | 100.0% | | | | | |
| | | | | 0 | | | | | | |
| Operation Characteristics | | | wodai | Characteris | STICS | | | | | |
| | Vehicles Oper | ated | | | | | | | | |
| | at Maximum Se | at Maximum Service | | | | | | | | |
| | Directly | Purchased | Operating | Fare | | Uses of Capital | | Annual Vehicle | Annual Vehicle | |
| Mode | Operated | Transportation | Expenses | Revenues | | | Annual Unlinked Trips | Revenue Miles | Revenue Hours | |
| Demand Response Total | 12 12 | - | \$728,468 \$728,468 | \$47,679 \$47,679 | | \$138,189 \$138,18 9 | 29,668 29,668 | 461,413 461,413 | 26,421 26,421 | |
| Total | 12 | | \$720,400 | 4 47,079 | | \$130,109 | 29,000 | 401,413 | 20,421 | |
| Performance Measures | | | | | | | | | | |
| | Servi | ce Efficiency | | | | | | Service Effectiveness | vice Effectiveness | |
| | | | _ | | | | Operating Expenses | | | |
| Mada | Operating Expenses per Vehicle Revenue Mile | | Expenses per Revenue Hour | | Ma | da | per Unlinked | Unlinked Trips per | Unlinked Trips per | |
| Mode Demand Response | \$1.58 | venicie | \$27.57 | | | mand Response | Passenger Trip \$24.55 | Vehicle Revenue Mile 0.1 | Vehicle Revenue Hour 1.1 | |
| Total | \$1.56 | | \$27.57 | | Tot | | \$24.55 | 0.1 | 1.1 | |
| | | | | | | | | | | |
| Operating Expense per Vehic Agency Tota | icle Revenue Mile: U al | nlinked Passenger Trips p Mile: Agency | er Venicle Revenue | | | | | | | |
| 2.00 | 0.08 | | | | | | | | | |
| .50 | 0.06 | | | | | | | | | |
| 1.00 | 0.04 | | | | | | | | | |
| 0.50 | 0.02 | | | | | | | | | |
| 0.00 | 0.00 | | | | | | | | | |
| 09 10 11 12 13 1 | 14 15 16 17 18 09 | 10 11 12 13 | 14 15 16 17 | 18 | | | | | | |