Churchill Area Regional Transit 2019 Annual Agency Profile

General Information		Financial Information							
		Sources	of Operating Fun	ds Expended			Operating	Funding Sources	
		Fa	re Revenues	\$7,846	2.1%			-	
Service Consumption			Local Funds	\$66,045	17.5%				
16,727 Annual Unlinked Trips (UPT)			State Funds	\$31,594	8.4%				
		Federa	al Assistance	\$272,647	72.1%			2.1%	
Service Supplied			Other Funds		0.0%				
72,777 Annual Vehicle Revenue Miles (VRM)		Total Operating	Funds Expended	\$0 \$378,132	100.0%				
5,328 Annual Vehicle Revenue Hours (VRH)		i etai eperaniig		,,,,,	1001070		72.1%		
		0						17.5%	
Summary of Operating Expenses (OE) \$378,132 Total Operating Expenses		Sources of Capital Funds Expe							
		Fare Revenues		\$0					
			Local Funds	\$0					
Database Information		State Funds		\$0 \$0				8.4%	
NTDID: 9R04-91103			Federal Assistance						
Reporter Type: Rural General Public Transit		Other Funds Total Capital Funds Expended		\$0					
		Total Capital	Funds Expended	\$0					
			Modal	Characteris	tics				
Operation Characteristics									
	Vehicles Ope	Vehicles Operated							
	at Maximum S								
	at Maximum S		Operating	Fare		Uses of Capital		Annual Vehicle	Annual Vehicle
Mode	at Maximum S	ervice	Expenses	Revenues		Funds	Annual Unlinked Trips	Revenue Miles	Revenue Hours
Demand Response	at Maximum S Directly Operated 9	ervice Purchased	Expenses \$362,710	Revenues \$7,624		Funds \$0	16,271	Revenue Miles 70,708	Revenue Hours 5,175
Demand Response Bus	at Maximum S Directly Operated 9 1	ervice Purchased	Expenses \$362,710 \$15,422	Revenues \$7,624 \$222		Funds \$0 \$0	16,271 456	Revenue Miles 70,708 2,069	Revenue Hours 5,175 153
Demand Response	at Maximum S Directly Operated 9	ervice Purchased Transportation -	Expenses \$362,710	Revenues \$7,624		Funds \$0	16,271	Revenue Miles 70,708	Revenue Hours 5,175
Demand Response Bus	at Maximum S Directly Operated 9 1	ervice Purchased Transportation -	Expenses \$362,710 \$15,422	Revenues \$7,624 \$222		Funds \$0 \$0	16,271 456	Revenue Miles 70,708 2,069	Revenue Hours 5,175 153
Demand Response Bus Total	at Maximum S Directly Operated 9 1 10	ervice Purchased Transportation -	Expenses \$362,710 \$15,422	Revenues \$7,624 \$222		Funds \$0 \$0	16,271 456	Revenue Miles 70,708 2,069	Revenue Hours 5,175 153
Demand Response Bus Total	at Maximum S Directly Operated 9 1 10 Serv	ervice Purchased Transportation - - - ice Efficiency	Expenses \$362,710 \$15,422 \$378,132	Revenues \$7,624 \$222		Funds \$0 \$0	16,271 456 16,727 Operating Expenses	Revenue Miles 70,708 2,069 72,777 Service Effectiveness	Revenue Hours 5,175 153 5,328
Demand Response Bus Total Performance Measures	at Maximum S Directly Operated 9 1 1 0 Serv Operating Expenses per	ervice Purchased Transportation - - - ice Efficiency Operating	Expenses \$362,710 \$15,422 \$378,132	Revenues \$7,624 \$222		Funds \$0 \$0 \$0	16,271 456 16,727 Operating Expenses per Unlinked	Revenue Miles 70,708 2,069 72,777 Service Effectiveness Unlinked Trips per	Revenue Hours 5,175 153 5,328 Unlinked Trips per
Demand Response Bus Total Performance Measures Mode	at Maximum S Directly Operated 9 1 10 Serv Operating Expenses per Vehicle Revenue Mile	ervice Purchased Transportation - - - ice Efficiency Operating	Expenses \$362,710 \$15,422 \$378,132 Expenses per Revenue Hour	Revenues \$7,624 \$222	Mo	Funds \$0 \$0 \$0	16,271 456 16,727 Operating Expenses per Unlinked Passenger Trip	Revenue Miles 70,708 2,069 72,777 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile	Revenue Hours 5,175 153 5,328 Unlinked Trips per Vehicle Revenue Hour
Demand Response Bus Total Performance Measures	at Maximum S Directly Operated 9 1 1 0 Serv Operating Expenses per	ervice Purchased Transportation - - - ice Efficiency Operating	Expenses \$362,710 \$15,422 \$378,132	Revenues \$7,624 \$222		Funds \$0 \$0 \$0 \$0	16,271 456 16,727 Operating Expenses per Unlinked	Revenue Miles 70,708 2,069 72,777 Service Effectiveness Unlinked Trips per	Revenue Hours 5,175 153 5,328 Unlinked Trips per

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