http://www.harfordcountymd.gov/213/harford-transit-link
220 S Main St
Bel Air, Md 21014-3820

Harford County Maryland dba Harford Transit LINK
2021 Annual Agency Profile

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## General Information

### Urbanized Area (UZA) Statistics - 2010 Census
Aberdeen-Bel Air South-Bel Air North, MD
- 131 **Square Miles**
- 213,751 **Population**
- 169 **Pop. Rank out of 498 UZAs**

### Other UZAs Served
0 Maryland Non-UZA

### Service Area Statistics
- 133 **Square Miles**
- 258,088 **Population**

### Service Consumption
- 118,321 **Annual Unlinked Trips (UPT)**

### Service Supplied
- 747,682 **Annual Vehicle Revenue Miles (VRM)**
- 43,202 **Annual Vehicle Revenue Hours (VRH)**

### Database Information
- **NTDID:** 30074
- **Reporter Type:** Reduced Reporter
- **Asset Type:** Tier II
- **Sponsor NTDID:** 3R03

## Financial Information

### Sources of Operating Funds Expended

| | | |
|---|---|---|
| Fare Revenues | $124,756 | 2.5% |
| Local Funds | $1,688,818 | 33.4% |
| State Funds | $528,854 | 10.5% |
| Federal Assistance | $2,716,670 | 53.7% |
| Other Funds | $0 | 0.0% |
| **Total Operating Funds Expended** | **$5,059,098** | **100.0%** |

### Sources of Capital Funds Expended

| | | |
|---|---|---|
| Fare Revenues | $0 | 0.0% |
| Local Funds | $53,721 | 10.0% |
| State Funds | $53,721 | 10.0% |
| Federal Assistance | $429,773 | 80.0% |
| Other Funds | $0 | 0.0% |
| **Total Capital Funds Expended** | **$537,215** | **100.0%** |

### Assets
- Revenue Vehicles 31
- Service Vehicles 3
- Facilities 2

**Operating Funding Sources**
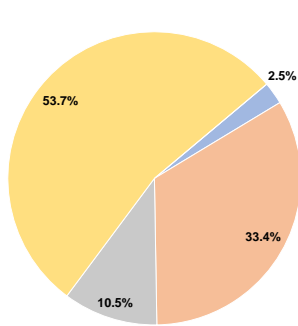


**Capital Funding Sources**
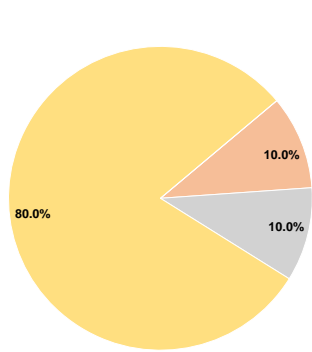
## Modal Characteristics

### Operation Characteristics

| Mode | Vehicles Operated at Maximum Service — Directly Operated | Vehicles Operated at Maximum Service — Purchased Transportation | Operating Expenses | Fare Revenues | Uses of Capital Funds | Annual Unlinked Trips | Annual Vehicle Revenue Miles | Annual Vehicle Revenue Hours | Average Fleet Age in Years[a] |
|---|---|---|---|---|---|---|---|---|---|
| Demand Response | 14 | - | $1,791,856 | $61,729 | $0 | 33,923 | 317,700 | 20,246 | 9.6 |
| Bus | 12 | - | $3,267,242 | $63,027 | $537,215 | 84,398 | 429,982 | 22,956 | 8.6 |
| **Total** | **26** | **-** | **$5,059,098** | **$124,756** | **$537,215** | **118,321** | **747,682** | **43,202** | |

### Performance Measures

#### Service Efficiency

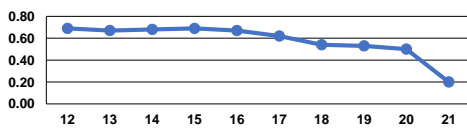| Mode | Operating Expenses per Vehicle Revenue Mile | Operating Expenses per Vehicle Revenue Hour |
|---|---|---|
| Demand Response | $5.64 | $88.50 |
| Bus | $7.60 | $142.33 |
| **Total** | **$6.77** | **$117.10** |

#### Service Effectiveness

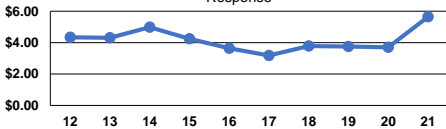| Mode | Operating Expenses per Unlinked Passenger Trip | Unlinked Trips per Vehicle Revenue Mile | Unlinked Trips per Vehicle Revenue Hour |
|---|---|---|---|
| Demand Response | $52.82 | 0.1 | 1.7 |
| Bus | $38.71 | 0.2 | 3.7 |
| **Total** | **$42.76** | **0.2** | **2.7** |

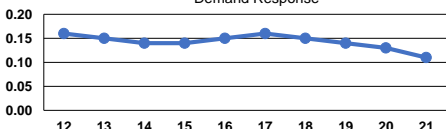Operating Expense per Vehicle Revenue Mile: Bus
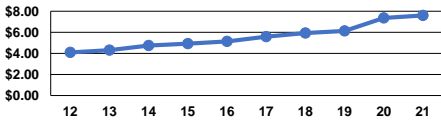


Unlinked Passenger Trips per Vehicle Revenue Mile: Bus



Operating Expense per Vehicle Revenue Mile: Demand Response



Unlinked Passenger Trips per Vehicle Revenue Mile: Demand Response



**Notes:**
[a]Demand Response - Taxi (DR/TX) and non-dedicated fleets do not report fleet age data.