Service Effectiveness

Unlinked Trips per

0.1

0.2

0.1

Vehicle Revenue Mile

Unlinked Trips per

1.0

1.3

1.1

Vehicle Revenue Hour

Operating Expenses per Unlinked

Mode Demand Response

Bus

Total

Passenger Trip

\$43.52

\$27.86

\$37.08

309 Spangler Dr Richmond, Ky 40475-2457



### **Modal Characteristics**

### **Operation Characteristics**

## Vehicles Operated at Maximum Service

Mode	Directly Operated	Purchased Transportation	Operating Expenses	Fare Revenues	Uses of Capital Funds Annual Unlinked T	Annual Vehicle ips Revenue Miles	Annual Vehicle Revenue Hours
Demand Response	18	-	\$1,484,700	\$27,824	\$0 34	12 451,027	35,842
Bus	9	-	\$664,106	\$5,175	\$0 23	333 158,356	17,693
Total	27		\$2,148,806	\$32,999	\$0 57	045 609,383	53,535

### **Performance Measures**

#### Service Efficiency

Mode	Operating Expenses per Vehicle Revenue Mile	Operating Expenses per Vehicle Revenue Hour
Demand Response	\$3.29	\$41.42
Bus	\$4.19	\$37.53
Total	\$3.53	\$40.14



# **Performance Measure Targets - 2022**

Performance Measure - Asset Type - Target % not in State of Good Repair

Equipment - Automobiles - 44%

Equipment - Trucks and other Rubber Tire Vehicles - 44%

Facility - Administrative / Maintenance Facilities - 0%

Facility - Passenger / Parking Facilities - 0%

Rolling Stock - AO - Automobile - 9%

Rolling Stock - BU - Bus - 34%

Rolling Stock - CU - Cutaway - 9%

Rolling Stock - MV - Minivan - 9%

Rolling Stock - SV - Sports Utility Vehicle - 9%

Rolling Stock - VN - Van - 9%