| 2022 Annual Agency Profile - H | larnett County (NTD ID 41119) |
|--------------------------------|-------------------------------|
|--------------------------------|-------------------------------|

| Mailing Address: | 455 MCKINNE LILLINGTON, | | 6 | Website: http://www.harnett.org | | | | | |
|-------------------------|--|------------------------------|-------------------------------------|---|---------------------------------------|--------|---|--|--|
| | | | | Service Cons | umed | | | | |
| | | | | Annual Unlink | ed Trips (UPT) | 30,203 | Operating Expenses per Vehicle Revenue Mile —— Demand Response | | |
| Assets | | | | Service Supplied | | | \$3.00 | | |
| Revenue Vehicles | 27 | | Annual Vehicle Revenue Miles (VRM) | | 457,800 | \$2.50 | | | |
| Service Vehicles | C |) | Ann | Annual Vehicle Revenue Hours (VRH) 25,64 | | 25,643 | \$1.50 | | |
| Facilities | 2 | 2 | Vehicles Oper | Vehicles Operated in Maximum Service (VOMS) | | | \$1.00 \$0.50 \$0.00 | | |
| | Characteristics | haracteristics | | | 2014 2016 2018 2020 2022 | | | | |
| Mode | Annual Unlinked Passenger Trips | Directly Operated VOMS | Purchased Transportation VOMS | Annual Vehicle Revenue Miles | Annual Vehicle Revenue Hours | | Unlinked Passenger Trip per Vehicle Revenue Mile | | |
| Demand Response | 30,203 | 14 | 0 | 457,800 | 25,643 | | Demand Response | | |

457,800

UPT per VRH

1.2

1.2

Service Effectiveness

25,643

OE per UPT

\$41.36

\$41.36

30,203

\$2.73

\$2.73

Service Efficiency

OE per VRM OE per VRH

Total

Metrics

Demand Response

Mode

Total

14

\$48.72

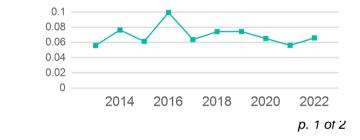
\$48.72

0

UPT per VRM

0.1

0.1



2022 Annual Agency Profile - Harnett County (NTD ID 41119)

| | | | 2022 Funding Breakdown | | | | |
|---|---|----------------------------|--|--|--|--|--|
| Summary of Operating Expenses (OE) | | Sources of Opera Expend | Operating Funding Sources | | | | |
| Mode | Operating Expenses | Fare Revenues | Directly Generated Federal Government Local Government State Government | \$152,103 \$754,878 \$3,604 \$338,729 | Directly Generated Federal Government Local Government State Government | 0.3 <mark>%27.1%</mark> 60.4% 12.2% | |
| Demand Response | \$1,249,314 | \$2,917 | Total Operating Funds Expended | \$1,249,314 | Capital Fund | ing Sources | |
| Total | \$1,249,314 | \$2,917 | | | eupital i alla | | |
| | | | Sources of Capital F | unds Expended | Directly Generated | | |
| | | | Directly Generated Federal Government Local Government State Government | \$0 \$0 \$0 \$0 \$0 | Federal Government Local Government State Government | | |
| | | | Total Capital Funds Expended | \$0 | | | |
| | | | 2022 Asset Management | | | | |
| Transit Asset Managem | nent (TAM) Tier | Tier II | TAM Sponsor NTD ID | 4R06 | | | |
| | | | Metric | S | | | |
| 2022 Performance Measure - Ass (% not in State of Good Repair) | set - 2023 Target | | Mode | Average Fleet Age in Years | | | |
| Equipment - Automobiles - 20% Equipment - Trucks and other Rub Facility - Administrative / Maintena Facility - Passenger / Parking Faci Rolling Stock - BU - Bus - 20% Rolling Stock - CU - Cutaway - 20% Rolling Stock - FB - Ferryboat - 20 Rolling Stock - FB - Ferryboat - 20% Rolling Stock - OR - Other - 20% Rolling Stock - SB - School Bus - 2 Rolling Stock - SV - Sports Utility V Rolling Stock - VN - Van - 20% | nce Facilities - 20% lities - 20% % 5 20% | | Demand Response | 5.1 | | p. 2 o | |
| Rolling Stock - VN - Van - 20% | | | | | | | |