East Alabama Regional Planning and Development Commission (EARPDC) 2014 Annual Agency Profile

Urbonized Area (UZA) Stat	nformation					nformation			
Urbanized Area (UZA) Statistics - 2010 Census Anniston-Oxford, AL		Sources of Operating Funds Exper					Funding Sources	Capital Fundii	ng Sources
Anniston-Oxford, AL 87 Square Mile	25	1	Fare Revenues Local Funds	\$285,288 \$837,500	14.3% 42.1%				
79,796 Population			State Funds	\$36,516	1.8%				
	out of 498 UZAs	Fed	eral Assistance	\$831,841	41.8%				
Other UZAs Served	out 01 450 02AS	1 600	Other Funds	۵۵۱,04۱ \$0	0.0%	41.8%			
0 Alabama Non-UZA		Total Operating F		\$1,991,145	100.0%	41.070			
		rotal operating r		φ1,331,1 4 3	100.070				
Service Area Statistics							14.3%		13.6%
4,992 Square Mile	es	Sources	s of Capital Fun	ds Expende	d			4	
324,423 Population		Fare Revenues		\$0	0.0%				
			Local Funds	\$25,665	13.6%			86.4%	
Service Consumption			State Funds	\$0	0.0%	1.8%			
295,135 Annual Unlinked Trips (UPT)		Federal Assistance		\$163,650	86.4%				
			Other Funds	\$0	0.0%				
Service Supplied		Total Capital F	unds Expended	\$189,315	100.0%		42.1%		
	nicle Revenue Miles (VRM)								
50,200 Annual Veh	nicle Revenue Hours (VRH)								
Database Information NTDID: 40064 Reporter Type: Small Syste	ms Reporter								
			Modal	Character	istics				
Operation Characteristics									
	erated								
	at Maximum Service								
	Di se di	D	0	-	Uses of			A I.M. I.M. I.	
	Directly	Purchased	Operating	Fare	Capital	Annual	Annual Vehicle	Annual Vehicle	
A	2	Turners and address			E	Undinted Tains	Development Miles	Decrease Harris	
	Operated	Transportation	Expenses	Revenues	Funds	Unlinked Trips	Revenue Miles	Revenue Hours	in Year
Demand Response	2	25	\$1,300,585	\$214,622	\$59,595	116,869	431,484	37,856	in Year 4
Demand Response Bus	2	25 4	\$1,300,585 \$690,560	\$214,622 \$70,666	\$59,595 \$129,720	116,869 178,266	431,484 192,960	37,856 12,344	in Year 4
Demand Response Bus	2	25	\$1,300,585	\$214,622	\$59,595	116,869	431,484	37,856	in Year 4
Demand Response Bus Total	2	25 4	\$1,300,585 \$690,560	\$214,622 \$70,666	\$59,595 \$129,720	116,869 178,266	431,484 192,960	37,856 12,344	in Year 4
Demand Response Bus Total	Operated - - -	25 4	\$1,300,585 \$690,560	\$214,622 \$70,666	\$59,595 \$129,720	116,869 178,266	431,484 192,960 624,444	37,856 12,344	in Year 4
Demand Response Bus Fotal	Operated - - -	25 4 29	\$1,300,585 \$690,560	\$214,622 \$70,666	\$59,595 \$129,720	116,869 178,266 295,135	431,484 192,960 624,444	37,856 12,344 50,200	in Year 4 4
Demand Response Bus Fotal	Operated - - Serv Operating Expenses p	25 4 29 ice Efficiency er Operating	\$1,300,585 \$690,560 \$1,991,145 Expenses per	\$214,622 \$70,666	\$59,595 \$129,720	116,869 178,266 295,135	431,484 192,960 624,444 Operating Expenses per Unlinked	37,856 12,344 50,200 Service Effectiveness Unlinked Trips per	Average Fleet Ag in Year 4 4 4 Unlinked Trips pr Vehicle Revenu
Demand Response Bus Fotal Performance Measures Mode	Operated - - Serv Operating Expenses p Vehicle Revenue Mi	25 4 29 ice Efficiency er Operating le Vehicle	\$1,300,585 \$690,560 \$1,991,145 Expenses per Revenue Hour	\$214,622 \$70,666	\$59,595 \$129,720 \$189,315	116,869 178,266 295,135	431,484 192,960 624,444 Operating Expenses per Unlinked Passenger Trip	37,856 12,344 50,200 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile	in Year 4 4 Unlinked Trips p Vehicle Revenu Hot
Demand Response Bus Fotal Performance Measures Mode Demand Response	Operated - - - - - Serv Operating Expenses p Vehicle Revenue Mi \$3.0	25 4 29 ice Efficiency er Operating le Vehicle	\$1,300,585 \$690,560 \$1,991,145 Expenses per Revenue Hour \$34.36	\$214,622 \$70,666	\$59,595 \$129,720 \$189,315	116,669 178,266 295,135 Mode	431,484 192,960 624,444 Operating Expenses per Unlinked Passenger Trip \$11.13	37,856 12,344 50,200 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.3	in Year 4 4 Unlinked Trips p Vehicle Revenu Ho 3
Demand Response Bus Fotal Performance Measures Mode Demand Response Bus	Operated - - - Operating Expenses p Vehicle Revenue Mi \$3.(\$3.(25 4 29 ice Efficiency er Operating le Vehicle	\$1,300,585 \$690,560 \$1,991,145 Expenses per Revenue Hour \$34.36 \$55.94	\$214,622 \$70,666	\$59,595 \$129,720 \$189,315 M E	116,669 178,266 295,135 Node Demand Response Bus	431,484 192,960 624,444 Operating Expenses per Unlinked Passenger Trip \$11.13 \$3.87	37,856 12,344 50,200 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.3 0.9	in Year 4 4 Unlinked Trips p Vehicle Revenu Ho 3 14
Demand Response Bus Fotal Performance Measures Mode Demand Response Bus	Operated - - - - - Serv Operating Expenses p Vehicle Revenue Mi \$3.0	25 4 29 ice Efficiency er Operating le Vehicle	\$1,300,585 \$690,560 \$1,991,145 Expenses per Revenue Hour \$34.36	\$214,622 \$70,666	\$59,595 \$129,720 \$189,315 M E	116,669 178,266 295,135 Mode	431,484 192,960 624,444 Operating Expenses per Unlinked Passenger Trip \$11.13	37,856 12,344 50,200 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.3	in Year 4 4 Unlinked Trips p Vehicle Revenu
Demand Response Bus Total Performance Measures Mode Demand Response Bus	Operated - - Operating Expenses p Vehicle Revenue Mi \$3. \$3. \$3.	25 4 29 ice Efficiency er Operating le Vehicle	\$1,300,585 \$690,560 \$1,991,145 Expenses per Revenue Hour \$34.36 \$55.94	\$214,622 \$70,666 \$285,288	\$59,595 \$129,720 \$189,315 M E T	116,669 178,266 295,135 Aode Demand Response Bus	431,484 192,960 624,444 Operating Expenses per Unlinked Passenger Trip \$11.13 \$3.87 \$6.75	37,856 12,344 50,200 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.3 0.9 0.5	in Year 4 4 Unlinked Trips p Vehicle Revenu Ho 3 14 5
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Demand Response Bus Fotal Performance Measures Mode Demand Response Bus Fotal Operating Expense per Ve Bus	Operated - - Operating Expenses p Vehicle Revenue Mi \$3. \$3. \$3.	25 4 29 ice Efficiency er Operating le Vehicle 11 38 19 Unlinked Passenge	\$1,300,585 \$690,560 \$1,991,145 Expenses per Revenue Hour \$34.36 \$55.94 \$39.66 er Trips per Vehicle I	\$214,622 \$70,666 \$285,288	\$59,595 \$129,720 \$189,315 M C E T Operating	116,669 178,266 295,135 Mode Demand Response Sus Total	431,484 192,960 624,444 Operating Expenses per Unlinked Passenger Trip \$11.13 \$3.87 \$6.75 e Revenue Mile:	37,856 12,344 50,200 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.3 0.9 0.5 Unlinked Passenger Tri Mile: Demar	in Year 4 4 Unlinked Trips p Vehicle Reven Ho 3 14 5 ps per Vehicle Revenu
Demand Response Bus Fotal Performance Measures Mode Demand Response Bus Fotal Operating Expense per Ve Bus	Operated - - Serv Operating Expenses p Vehicle Revenue Mile \$3.(\$3. \$3.	25 4 29 ice Efficiency er Operating le Vehicle 11 38 19 Unlinked Passenge	\$1,300,585 \$690,560 \$1,991,145 Expenses per Revenue Hour \$34.36 \$55.94 \$39.66 er Trips per Vehicle I	\$214,622 \$70,666 \$285,288 Revenue	\$59,595 \$129,720 \$189,315 M C E T Operating	116,669 178,266 295,135 Mode Demand Response Sus Total	431,484 192,960 624,444 Operating Expenses per Unlinked Passenger Trip \$11.13 \$3.87 \$6.75 e Revenue Mile: se	37,856 12,344 50,200 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.3 0.9 0.5 Unlinked Passenger Tri Mile: Demar	in Year 4 4 Unlinked Trips p Vehicle Reven Ho 3 14 5 ps per Vehicle Revenu
	Operated - - Serv Operating Expenses p Vehicle Revenue Mile \$3.(\$3. \$3.	25 4 29 ice Efficiency er Operating le Vehicle 11 38 19 Unlinked Passenge	\$1,300,585 \$690,560 \$1,991,145 Expenses per Revenue Hour \$34.36 \$55.94 \$39.66 er Trips per Vehicle I	\$214,622 \$70,666 \$285,288 Revenue \$4.00	\$59,595 \$129,720 \$189,315 M C E T Operating	116,669 178,266 295,135 Mode Demand Response Sus Total	431,484 192,960 624,444 Operating Expenses per Unlinked Passenger Trip \$11.13 \$3.87 \$6.75 e Revenue Mile: se0.40	37,856 12,344 50,200 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.3 0.9 0.5 Unlinked Passenger Tri Mile: Demar	in Year 4 4 Unlinked Trips p Vehicle Revenu Ho 3 14 5 ps per Vehicle Revenu

\$0.00

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Notes:

\$0.00

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¹Demand Response - Taxi (DT) and non-dedicated fleets do not report fleet age data.

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