

Cecil County Government - SSCT

2014 Annual Agency Profile

Director: Mr. David Trolie
410-996-8435

General Information

Urbanized Area (UZA) Statistics - 2010 Census

Philadelphia, PA-NJ-DE-MD

1,981 Square Miles

5,441,567 Population

5 Pop. Rank out of 498 UZAs

Other UZAs Served

0 Pennsylvania Non-UZA

Service Area Statistics

346 Square Miles

101,696 Population

Service Consumption

69,191 Annual Unlinked Trips (UPT)

Service Supplied

309,236 Annual Vehicle Revenue Miles (VRM)

13,853 Annual Vehicle Revenue Hours (VRH)

Database Information

NTDID: 30108

Reporter Type: Small Systems Reporter

Financial Information

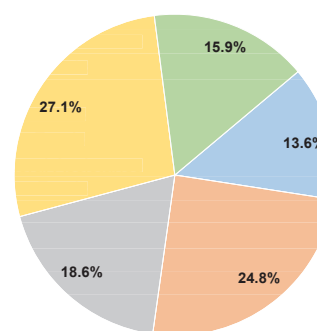
Sources of Operating Funds Expended

| | | |
|---------------------------------------|--------------------|---------------|
| Fare Revenues | \$144,051 | 13.6% |
| Local Funds | \$263,263 | 24.8% |
| State Funds | \$197,941 | 18.6% |
| Federal Assistance | \$288,281 | 27.1% |
| Other Funds | \$169,376 | 15.9% |
| Total Operating Funds Expended | \$1,062,912 | 100.0% |

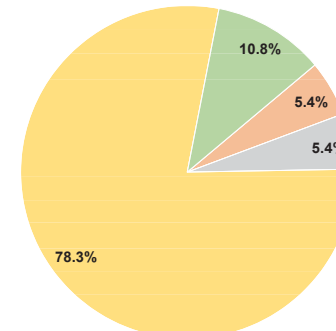
Sources of Capital Funds Expended

| | | |
|-------------------------------------|------------------|---------------|
| Fare Revenues | \$0 | 0.0% |
| Local Funds | \$17,200 | 5.4% |
| State Funds | \$17,200 | 5.4% |
| Federal Assistance | \$248,780 | 78.3% |
| Other Funds | \$34,400 | 10.8% |
| Total Capital Funds Expended | \$317,580 | 100.0% |

Operating Funding Sources



Capital Funding Sources



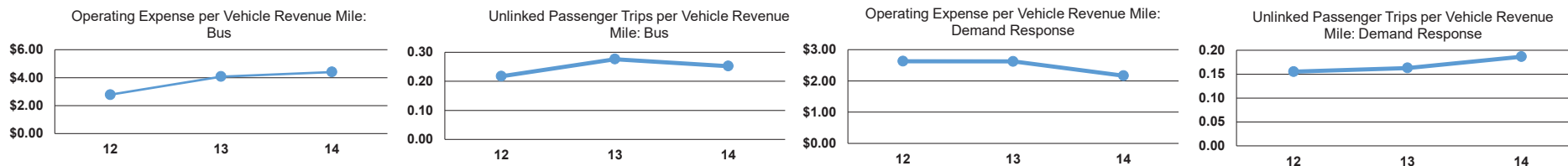
Modal Characteristics

Operation Characteristics

| Mode | Vehicles Operated at Maximum Service | | Operating Expenses | Fare Revenues | Uses of Capital Funds | Annual Unlinked Trips | Annual Vehicle Revenue Miles | Annual Vehicle Revenue Hours | Average Fleet Age in Years ¹ |
|-----------------|--------------------------------------|--------------------------|--------------------|------------------|-----------------------|-----------------------|------------------------------|------------------------------|---|
| | Directly Operated | Purchased Transportation | | | | | | | |
| Demand Response | 12 | - | \$288,382 | \$37,453 | \$125,720 | 24,813 | 133,131 | 5,615 | 6.7 |
| Bus | 12 | - | \$774,530 | \$106,598 | \$191,860 | 44,378 | 176,105 | 8,238 | 6.7 |
| Total | 24 | - | \$1,062,912 | \$144,051 | \$317,580 | 69,191 | 309,236 | 13,853 | |

Performance Measures

| Mode | Service Efficiency | | Service Effectiveness | | |
|-----------------|---|---|--|---|---|
| | Operating Expenses per Vehicle Revenue Mile | Operating Expenses per Vehicle Revenue Hour | Operating Expenses per Unlinked Passenger Trip | Unlinked Trips per Vehicle Revenue Mile | Unlinked Trips per Vehicle Revenue Hour |
| Demand Response | \$2.17 | \$51.36 | \$11.62 | 0.2 | 4.4 |
| Bus | \$4.40 | \$94.02 | \$17.45 | 0.3 | 5.4 |
| Total | \$3.44 | \$76.73 | \$15.36 | 0.2 | 5.0 |



Notes:

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