Aiken Area Council on Aging, Inc. 2014 Annual Agency Profile

Urbanized Area (UZA) Stati	nformation		Financial Information							
Urbanized Area (UZA) Statistics - 2010 Census		Sources	Sources of Operating Funds Expended					Funding Sources		
Augusta-Richmond County, GA-	F	are Revenues	\$41,721	3.6%			-			
260 Square Mile	es		Local Funds	\$190,718	16.6%					
386,787 Population			State Funds	\$44,535	3.9%					
98 Pop. Rank c	out of 498 UZAs	Fede	eral Assistance	\$872,152	75.9%					
Other UZAs Served			Other Funds	\$0	0.0%					
) South Carolina Non-UZA		Total Operating F		\$1,149,126	100.0%			3.6%		
Service Area Statistics										
1,071 Square Mile	25	Sources	s of Capital Fur	ds Expended			75.9%			
165,000 Population			\$0				16.6%			
			Fare Revenues Local Funds	\$0 \$0						
Service Consumption			State Funds	\$0						
79,102 Annual Unli	inked Trine (UDT)	Fod	eral Assistance	\$0 \$0						
13,102 Annual Unit		rea	Other Funds	\$0 \$0				3.9%		
Semiles Consulted		T.(10) 7.15		1 -						
Service Supplied			unds Expended	\$0						
	icle Revenue Miles (VRM)									
40,323 Annual Veh	icle Revenue Hours (VRH)									
Database Information										
NTDID: 40235										
Reporter Type: Small Syster	ms Reporter									
Reporter Type: Onlan Oyster			Madal		41.0.0					
			wouar	Characteris	sucs					
Operation Characteristics										
	Vehicles	Operated								
	at Maximu	m Service								
					Uses of					
	Directly	Purchased	Operating	Fare	Capital	Annual	Annual Vehicle	Annual Vehicle	Average Fleet Ag	
Mode	Operated	Transportation	Expenses	Revenues		Unlinked Trips	December Miles			
					Funds	Uniinked Tribs	Revenue Milles	Revenue Hours	in Years	
		-	\$578 487	\$15 591	Funds			Revenue Hours 28.368		
Demand Response	. 11	-	\$578,487 \$570,639	\$15,591 \$26,130	\$0	42,616	507,816	28,368	4	
Demand Response Bus	11 5	-	\$570,639	\$26,130	\$0 \$0	42,616 36,486	507,816 162,291	28,368 11,955	4	
Demand Response Bus	. 11	-		1 - 7	\$0	42,616	507,816 162,291	28,368	4	
Demand Response Bus Fotal	11 5 16		\$570,639	\$26,130	\$0 \$0	42,616 36,486	507,816 162,291 670,107	28,368 11,955 40,323	4	
Demand Response Bus Fotal	11 5 16	ervice Efficiency	\$570,639	\$26,130	\$0 \$0	42,616 36,486	507,816 162,291 670,107	28,368 11,955	4 3	
Demand Response Bus Total	11 5 16 Se	- ervice Efficiency	\$570,639 \$1,149,126	\$26,130	\$0 \$0	42,616 36,486	507,816 162,291 670,107 Operating Expenses	28,368 11,955 40,323 Service Effectiveness	Unlinked Trips pe	
Demand Response Bus Fotal Performance Measures	11 5 16 Operating Expenses	ervice Efficiency	\$570,639 \$1,149,126 Expenses per	\$26,130	\$0 \$0 \$0	42,616 36,486 79,102	507,816 162,291 670,107 Operating Expenses per Unlinked	28,368 11,955 40,323 Service Effectiveness Unlinked Trips per	4. 3 Unlinked Trips pe Vehicle Revenu	
Demand Response Bus Total Performance Measures Mode	11 5 16 Operating Expenses Vehicle Revenue	ervice Efficiency s per Operating Mile Vehicle	\$570,639 \$1,149,126 Expenses per Revenue Hour	\$26,130	\$0 \$0 \$0	42,616 36,486 79,102 Iode	507,816 162,291 670,107 Operating Expenses per Unlinked Passenger Trip	28,368 11,955 40,323 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile	4. 3. Unlinked Trips pe Vehicle Revenu Hou	
Demand Response Bus Total Performance Measures Mode Demand Response	11 5 16 Operating Expenses Vehicle Revenue	ervice Efficiency s per Operating Mile Vehicle	\$570,639 \$1,149,126 Expenses per Revenue Hour \$20.39	\$26,130	\$0 \$0 \$0	42,616 36,486 79,102	507,816 162,291 670,107 Operating Expenses per Unlinked Passenger Trip \$13.57	28,368 11,955 40,323 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.1	4 3 Unlinked Trips pr Vehicle Revenu Hoi 1	
Demand Response Bus Total Performance Measures Mode Demand Response	11 5 16 Operating Expense Vehicle Revenue	ervice Efficiency s per Operating Mile Vehicle \$1.14 \$3.52	\$570,639 \$1,149,126 Expenses per Revenue Hour \$20.39 \$47.73	\$26,130	\$0 \$0 \$0 N E	42,616 36,486 79,102 Node Jernand Response Bus	507,816 162,291 670,107 0perating Expenses per Unlinked Passenger Trip \$13.57 \$15.64	28,368 11,955 40,323 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.1 0.2	4 3 Unlinked Trips pr Vehicle Revenu Hot 1 3	
Demand Response Bus Total Performance Measures Mode Demand Response Bus	11 5 16 Operating Expense Vehicle Revenue	ervice Efficiency s per Operating Mile Vehicle	\$570,639 \$1,149,126 Expenses per Revenue Hour \$20.39	\$26,130	\$0 \$0 \$0 N E	42,616 36,486 79,102	507,816 162,291 670,107 Operating Expenses per Unlinked Passenger Trip \$13.57	28,368 11,955 40,323 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.1	4 3 Unlinked Trips pr Vehicle Revenu Hoi 1	
Demand Response Bus Fotal Performance Measures Mode Demand Response Bus	11 5 16 Operating Expense Vehicle Revenue	ervice Efficiency s per Operating Mile Vehicle \$1.14 \$3.52 \$1.71 Unlinked Passenge	\$570,639 \$1,149,126 Expenses per Revenue Hour \$20.39 \$47.73 \$28.50 er Trips per Vehicle	\$26,130 \$41,721	\$0 \$0 \$0 M E T	42,616 36,486 79,102 Node Jernand Response Bus	507,816 162,291 670,107 Operating Expenses per Unlinked Passenger Trip \$13.57 \$15.64 \$14.53	28,368 11,955 40,323 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.1 0.2 0.1	4 3 Unlinked Trips p Vehicle Revenu Ho 1 3 2	
Demand Response Bus Total Performance Measures Mode Demand Response Bus Total Operating Expense per Vet Demand Resp	11 5 16 Operating Expenses Vehicle Revenue	ervice Efficiency s per Operating Mile Vehicle \$1.14 \$3.52 \$1.71 Unlinked Passenge	\$570,639 \$1,149,126 Expenses per Revenue Hour \$20.39 \$47.73 \$28.50	\$26,130 \$41,721	\$0 \$0 \$0 M E T	42,616 36,486 79,102 Node Demand Response Bus	507,816 162,291 670,107 Operating Expenses per Unlinked Passenger Trip \$13.57 \$15.64 \$14.53 e Revenue Mile:	28,368 11,955 40,323 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.1 0.2 0.1 Unlinked Passenger Tri	Unlinked Trips p Vehicle Revenu Ho 1 3 2 ps per Vehicle Revenue	
Demand Response Bus Total Performance Measures Mode Demand Response Bus Total Operating Expense per Ver Demand Resp 50	11 5 16 Operating Expenses Vehicle Revenue	ervice Efficiency s per Operating Mile Vehicle \$1.14 \$3.52 \$1.71 Unlinked Passenge Mile De	\$570,639 \$1,149,126 Expenses per Revenue Hour \$20.39 \$47.73 \$28.50 er Trips per Vehicle emand Response	\$26,130 \$41,721	\$0 \$0 \$0 M E T	42,616 36,486 79,102 Mode Demand Response Bus Total Expense per Vehicle Bus	507,816 162,291 670,107 Operating Expenses per Unlinked Passenger Trip \$13.57 \$15.64 \$14.53	28,368 11,955 40,323 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.1 0.2 0.1 Unlinked Passenger Tri	4 3 Unlinked Trips p Vehicle Revenu Ho 1 3 2	
Demand Response Bus Forformance Measures Node Demand Response Bus Fotal Operating Expense per Vet Demand Resp 50	11 5 16 Operating Expenses Vehicle Revenue	ervice Efficiency s per Operating Mile Vehicle \$1.14 \$3.52 \$1.71 Unlinked Passenge Mile De	\$570,639 \$1,149,126 Expenses per Revenue Hour \$20.39 \$47.73 \$28.50 er Trips per Vehicle	\$26,130 \$41,721	\$0 \$0 \$0 M E T	42,616 36,486 79,102 Mode Demand Response tus total Expense per Vehicle	507,816 162,291 670,107 Operating Expenses per Unlinked Passenger Trip \$13.57 \$15.64 \$14.53 e Revenue Mile: 0.30	28,368 11,955 40,323 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.1 0.2 0.1 Unlinked Passenger Tri Mile	Unlinked Trips p Vehicle Revenu Ho 1 3 2 ps per Vehicle Revenue	
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Demand Response Bus Total Performance Measures Mode Demand Response Bus Total Operating Expense per Vet Demand Resp 50 00	11 5 16 Operating Expenses Vehicle Revenue	ervice Efficiency s per Operating Mile Vehicle \$1.14 \$3.52 \$1.71 Unlinked Passenge Mile: De	\$570,639 \$1,149,126 Expenses per Revenue Hour \$20.39 \$47.73 \$28.50 er Trips per Vehicle emand Response	\$26,130 \$41,721 Revenue \$4.00 \$3.00 \$2.00	\$0 \$0 \$0 M E T	42,616 36,486 79,102 Mode Demand Response Bus Total Expense per Vehicle Bus	507,816 162,291 670,107 Operating Expenses per Unlinked Passenger Trip \$13.57 \$15.64 \$14.53 e Revenue Mile: 0.30	28,368 11,955 40,323 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.1 0.2 0.1 Unlinked Passenger Tri Mile	4 3 Unlinked Trips pr Vehicle Revenu Hot 1 3 2 ps per Vehicle Revenue Bus	
Demand Response Bus Total Performance Measures Mode Demand Response Bus Total Operating Expense per Ver Demand Resp	11 5 16 Operating Expenses Vehicle Revenue	ervice Efficiency s per Operating Mile Vehicle \$1.14 \$3.52 \$1.71 Unlinked Passenge Mile: De	\$570,639 \$1,149,126 Expenses per Revenue Hour \$20.39 \$47.73 \$28.50 er Trips per Vehicle emand Response	\$20,130 \$41,721 Revenue \$4.00 \$3.00	\$0 \$0 \$0 M E T	42,616 36,486 79,102 Mode Demand Response Bus Total Expense per Vehicle Bus	507,816 162,291 670,107 Operating Expenses per Unlinked Passenger Trip \$13.57 \$15.64 \$14.53 e Revenue Mile: 0.30 0.20	28,368 11,955 40,323 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.1 0.2 0.1 Unlinked Passenger Tri Mile	4 3 Unlinked Trips pr Vehicle Revenu Hot 1 3 2 ps per Vehicle Revenue Bus	

Notes:

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