http://www.cravencountync.gov/ 2822 Neuse Boulevard New Bern, NC 28562

Craven County 2018 Annual Agency Profile

. ,				F	inancial In	nformation			
	Urbanized Area (UZA) Statistics - 2010 Census		Sources of Operating Funds Expended			Operating Funding Sources		Capital Funding Sources	
New Bern, NC		Fa	re Revenues	\$42,131	3.6%				
43 Square Miles			Local Funds	\$24,298	2.1%				
50,503 Population			State Funds	\$277,619	23.6%		26.1%		
495 Pop. Rank out	t of 498 UZAs	Federa	I Assistance	\$525,730	44.7%				7.0%
Other UZAs Served			Other Funds	\$306,836	26.1%				
) North Carolina Non-UZA		Total Operating	Funds Expended	\$1,176,614	100.0%		3.6% 2		
Service Area Statistics									10.3%
1,803 Square Miles		Source	s of Capital Fund	Is Expended					
126,802 Population		Fare Revenues		\$0	0.0%				5.5%
· •			Local Funds	\$49,541	10.3%				
Service Consumption			State Funds	\$26,464	5.5%		23.6%	77.3%	
64,167 Annual Unlinked Trips (UPT)		Federa	Federal Assistance		77.3%	44.7%			
			Other Funds		7.0%				
Service Supplied			Funds Expended	\$33,587 \$483,126	100.0%				
594,277 Annual Vehicle	le Revenue Miles (VRM) le Revenue Hours (VRH)			····,·-·					
Operation Characteristics Vehicles Oper at Maximum Se		rated		Characteri	etice				
operation onaracteristics					31103				
	at Maximum	Service	Operating	Earo	Uses of	Appual	Annual Vakiala	Annual Vahiala	Augurana Election
	at Maximum	Service Purchased	Operating	Fare	Uses of Capital	Annual	Annual Vehicle Bayanua Milas	Annual Vehicle	
Node	at Maximum Directly Operated	Service Purchased Transportation	Expenses	Revenues	Uses of Capital Funds	Unlinked Trips	Revenue Miles	Revenue Hours	in Year
node Demand Response	at Maximum Directly Operated 19	Service Purchased	Expenses \$1,067,380	Revenues \$30,621	Uses of Capital Funds \$292,749	Unlinked Trips 50,718	Revenue Miles 541,199	Revenue Hours 35,291	in Year 4
/lode Jemand Response Bus	at Maximum Directly Operated	Service Purchased Transportation	Expenses	Revenues	Uses of Capital Funds	Unlinked Trips	Revenue Miles	Revenue Hours	in Years
Mode Demand Response Bus Total	at Maximum Directly Operated 19 2	Service Purchased Transportation	Expenses \$1,067,380 \$109,234	Revenues \$30,621 \$11,510	Uses of Capital Funds \$292,749 \$190,377	Unlinked Trips 50,718 13,449	Revenue Miles 541,199 53,078	Revenue Hours 35,291 4,319	Average Fleet Ag in Years 4. 0.
Mode Demand Response Bus Total	at Maximum Directly Operated 19 2 21	Service Purchased Transportation - -	Expenses \$1,067,380 \$109,234	Revenues \$30,621 \$11,510	Uses of Capital Funds \$292,749 \$190,377	Unlinked Trips 50,718 13,449	Revenue Miles 541,199 53,078 594,277	Revenue Hours 35,291 4,319 39,610	in Year 4 0
Mode Demand Response Bus Total	at Maximum Directly Operated 19 2 21	Service Purchased Transportation	Expenses \$1,067,380 \$109,234	Revenues \$30,621 \$11,510	Uses of Capital Funds \$292,749 \$190,377	Unlinked Trips 50,718 13,449 64,167	Revenue Miles 541,199 53,078 594,277	Revenue Hours 35,291 4,319	in Year 4 0
Mode Demand Response Bus Total	at Maximum Directly Operated 19 2 21 Ser	Service Purchased Transportation - - vice Efficiency	Expenses \$1,067,380 \$109,234 \$1,176,614	Revenues \$30,621 \$11,510	Uses of Capital Funds \$292,749 \$190,377	Unlinked Trips 50,718 13,449 64,167	Revenue Miles 541,199 53,078 594,277 Operating Expenses	Revenue Hours 35,291 4,319 39,610 Service Effectiveness	in Years 4. 0
fode Jemand Response Bus Total Performance Measures	at Maximum Directly Operated 19 2 21 Ser Operating Expenses p	Service Purchased Transportation - - vice Efficiency vice Operating	Expenses \$1,067,380 \$109,234 \$1,176,614 Expenses per	Revenues \$30,621 \$11,510	Uses of Capital Funds \$292,749 \$190,377 \$483,126	Unlinked Trips 50,718 13,449 64,167	Revenue Miles 541,199 53,078 594,277 Operating Expenses per Unlinked	Revenue Hours 35,291 4,319 39,610 Service Effectiveness Unlinked Trips per	in Year: 4 0 Unlinked Trips p
Mode Demand Response Sus Fotal Performance Measures Mode	at Maximum Directly Operated 19 2 21 Ser Operating Expenses p Vehicle Revenue M	Service Purchased Transportation - - vice Efficiency vice Efficiency er Operating ile Vehicle	Expenses \$1,067,380 \$109,234 \$1,176,614 Expenses per Revenue Hour	Revenues \$30,621 \$11,510	Uses of Capital Funds \$292,749 \$190,377 \$483,126	Unlinked Trips 50,718 13,449 64,167	Revenue Miles 541,199 53,078 594,277 Operating Expenses per Unlinked Passenger Trip	Revenue Hours 35,291 4,319 39,610 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile	in Year 4 0 Unlinked Trips p Vehicle Revenue Hor
Mode Demand Response Bus Fotal Performance Measures Mode Demand Response	at Maximum Directly Operated 19 2 21 Ser Operating Expenses p Vehicle Revenue M \$1.	Service Purchased Transportation - - - vice Efficiency vice Efficiency vice Vehicle 97	Expenses \$1,067,380 \$109,234 \$1,176,614 Expenses per Revenue Hour \$30.25	Revenues \$30,621 \$11,510	Uses of Capital Funds \$292,749 \$190,377 \$483,126	Unlinked Trips 50,718 13,449 64,167	Revenue Miles 541,199 53,078 594,277 Operating Expenses per Unlinked Passenger Trip \$21.05	Revenue Hours 35,291 4,319 39,610 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.1	in Year 4 0 Unlinked Trips p Vehicle Revenue Ho 1
Mode Demand Response Bus	at Maximum Directly Operated 19 2 21 Ser Operating Expenses p Vehicle Revenue M	Service Purchased Transportation - - - vice Efficiency vice Efficiency vice Vehicle 97 06	Expenses \$1,067,380 \$109,234 \$1,176,614 Expenses per Revenue Hour	Revenues \$30,621 \$11,510	Uses of Capital Funds \$292,749 \$190,377 \$483,126	Unlinked Trips 50,718 13,449 64,167	Revenue Miles 541,199 53,078 594,277 Operating Expenses per Unlinked Passenger Trip	Revenue Hours 35,291 4,319 39,610 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile	in Year 4 0



Notes:

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