

### City of Bangor - BAT Community Connector (BAT)

#### General Information

##### Urbanized Area (UZA) Statistics - 2000 Census

Bangor, ME	
Square Miles	39
Population	58,983
Population Ranking out of 465 UZAs	396
Other UZAs Served	

##### Service Consumption

Annual Passenger Miles	3,454,597
Annual Unlinked Trips	900,740
Average Weekday Unlinked Trips <sup>2</sup>	3,144
Average Saturday Unlinked Trips <sup>2</sup>	1,780
Average Sunday Unlinked Trips <sup>2</sup>	0

##### Service Area Statistics

Square Miles	29
Population	55,500

##### Service Supplied

Annual Vehicle Revenue Miles	657,970
Annual Vehicle Revenue Hours	47,718
Vehicles Operated in Maximum Service	24
Vehicles Available for Maximum Service	29
Base Period Requirement	14

#### Financial Information

<b>Fare Revenues Earned</b>	<b>\$713,555</b>
<b>Sources of Operating Funds Expended</b>	
Fare Revenues (33%)	\$713,555
Local Funds (12%)	\$267,416
State Funds (2%)	\$45,358
Federal Assistance (37%)	\$799,602
Other Funds (15%)	\$315,383
<b>Total Operating Funds Expended</b>	<b>\$2,141,314</b>
<b>Sources of Capital Funds Expended</b>	
Local Funds (1%)	\$2,272
State Funds (97%)	\$188,585
Federal Assistance (2%)	\$3,782
Other Funds (0%)	\$0
<b>Total Capital Funds Expended</b>	<b>\$194,639</b>

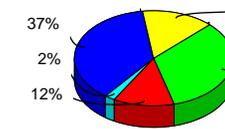
#### Summary Operating Expenses

Salary, Wages, Benefits	\$1,304,247
Materials and Supplies	\$551,779
Purchased Transportation	\$186,079
Other Operating Expenses	\$99,209
<b>Total Operating Expenses</b>	<b>\$2,141,314</b>
Reconciling Cash Expenditures	\$0

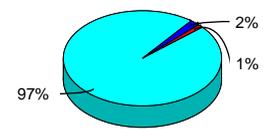
#### Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased <sup>1</sup> Transportation	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	14	0	\$188,585	\$4,003	\$0	\$2,052	\$194,640
Demand Response - Taxi	0	6	\$0	\$0	\$0	\$0	\$0
Demand Response	0	4	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>14</b>	<b>10</b>	<b>\$188,585</b>	<b>\$4,003</b>	<b>\$0</b>	<b>\$2,052</b>	<b>\$194,640</b>

#### Sources of Operating Funds Expended



#### Sources of Capital Funds Expended

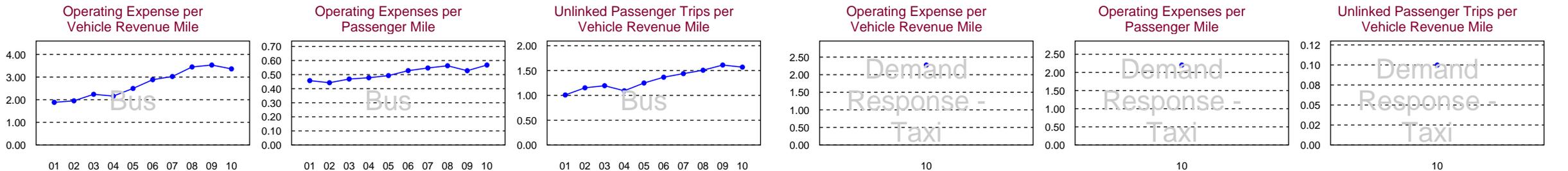


#### Modal Characteristics

Mode	Operating Expenses <sup>1</sup>	Fare Revenues <sup>1</sup>	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$1,908,203	\$697,571	\$194,640	3,359,733	567,695	890,525	43,153	N/A	19	7.8	14	1.00	36%
Demand Response - Taxi	\$154,485	\$9,786	\$0	70,124	67,922	6,785	3,413	N/A	6	N/A	6	N/A	0%
Demand Response	\$78,626	\$6,198	\$0	24,740	22,353	3,430	1,152	N/A	4	N/A	4	N/A	0%

#### Performance Measures

Mode	Service Efficiency		Service Effectiveness		Service Effectiveness	
	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	\$3.36	\$44.22	\$0.57	\$2.14	1.57	20.64
Demand Response - Taxi	\$2.27	\$45.26	\$2.20	\$22.77	0.10	1.99
Demand Response	\$3.52	\$68.25	\$3.18	\$22.92	0.15	2.98



1 Excludes data for purchased transportation reported separately

2 Average UPT values not available for DT Demand Response Taxi