

General Information

Urbanized Area (UZA) Statistics - 2010 Census

Bangor, ME
43 **Square Miles**
61,210 **Population**
441 **Pop. Rank out of 498 UZAs**

Other UZAs Served

0 Maine Non-UZA

Service Area Statistics

29 **Square Miles**
55,500 **Population**

Service Consumption

777,235 **Annual Unlinked Trips (UPT)**

Service Supplied

647,800 **Annual Vehicle Revenue Miles (VRM)**
51,446 **Annual Vehicle Revenue Hours (VRH)**

Database Information

NTDID: 10096

Reporter Type: Reduced Reporter

Financial Information

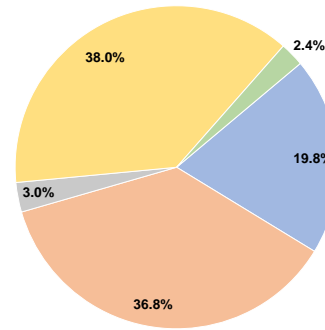
Sources of Operating Funds Expended

| | | |
|---------------------------------------|--------------------|---------------|
| Fare Revenues | \$676,167 | 19.8% |
| Local Funds | \$1,255,573 | 36.8% |
| State Funds | \$101,109 | 3.0% |
| Federal Assistance | \$1,295,920 | 38.0% |
| Other Funds | \$81,886 | 2.4% |
| Total Operating Funds Expended | \$3,410,655 | 100.0% |

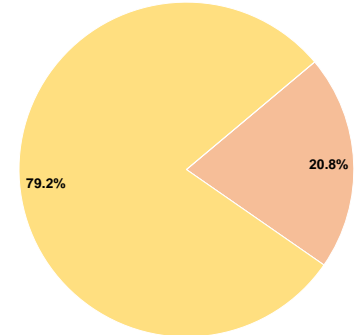
Sources of Capital Funds Expended

| | | |
|-------------------------------------|--------------------|---------------|
| Fare Revenues | \$0 | 0.0% |
| Local Funds | \$277,242 | 20.8% |
| State Funds | \$0 | 0.0% |
| Federal Assistance | \$1,057,712 | 79.2% |
| Other Funds | \$0 | 0.0% |
| Total Capital Funds Expended | \$1,334,954 | 100.0% |

Operating Funding Sources



Capital Funding Sources



Modal Characteristics

Operation Characteristics

Vehicles Operated at Maximum Service

| Mode | Directly Operated | Purchased Transportation | Operating Expenses | Fare Revenues | Uses of Capital Funds | Annual Unlinked Trips | Annual Vehicle Revenue Miles | Annual Vehicle Revenue Hours | Average Fleet Age in Years ^a |
|------------------------|-------------------|--------------------------|--------------------|------------------|-----------------------|-----------------------|------------------------------|------------------------------|---|
| Demand Response | 5 | 8 | \$210,100 | \$17,857 | \$0 | 7,617 | 60,785 | 4,861 | 5.0 |
| Demand Response - Taxi | - | 6 | \$17,170 | \$2,602 | \$0 | 831 | 6,353 | 725 | 0.0 |
| Bus | 14 | - | \$3,165,009 | \$655,708 | \$1,334,954 | 768,787 | 580,662 | 45,860 | 10.1 |
| Total | 19 | 14 | \$3,392,279 | \$676,167 | \$1,334,954 | 777,235 | 647,800 | 51,446 | |

Performance Measures

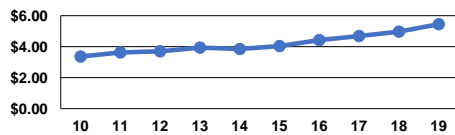
Service Efficiency

| Mode | Operating Expenses per Vehicle Revenue Mile | Operating Expenses per Vehicle Revenue Hour |
|------------------------|---|---|
| Demand Response | \$3.46 | \$43.22 |
| Demand Response - Taxi | \$2.70 | \$23.68 |
| Bus | \$5.45 | \$69.01 |
| Total | \$5.24 | \$65.94 |

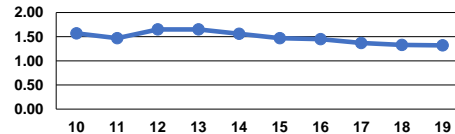
Service Effectiveness

| Mode | Operating Expenses per Unlinked Passenger Trip | Unlinked Trips per Vehicle Revenue Mile | Unlinked Trips per Vehicle Revenue Hour |
|------------------------|--|---|---|
| Demand Response | \$27.58 | 0.1 | 1.6 |
| Demand Response - Taxi | \$20.66 | 0.1 | 1.1 |
| Bus | \$4.12 | 1.3 | 16.8 |
| Total | \$4.36 | 1.2 | 15.1 |

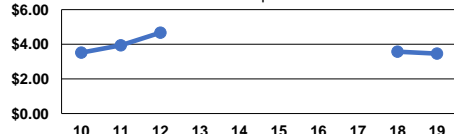
Operating Expense per Vehicle Revenue Mile: Bus



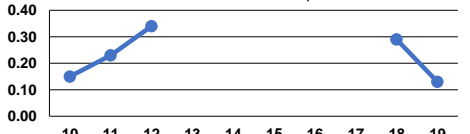
Unlinked Passenger Trips per Vehicle Revenue Mile: Bus



Operating Expense per Vehicle Revenue Mile: Demand Response



Unlinked Passenger Trips per Vehicle Revenue Mile: Demand Response



Notes:

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