Manhattan, KS 66503

Flint Hills Area Transportation (aTa Bus) 2014 Annual Agency Profile

| | Information | | | Fi | nancial Ir | offormation | | | |
|---|--|--|--|---|---|--|--|---|--|
| Urbanized Area (UZA) Statistics - 2010 Census | | Sources | Sources of Operating Funds Expended | | | | Operating Funding Sources | | ng Sources |
| Manhattan, KS | | | are Revenues | \$133.937 | 10.6% | | | • | • |
| 21 Square M | Ailes | | Local Funds | \$153,744 | 12.2% | | | | |
| 54,622 Populatio | | | State Funds | \$210,546 | 16.7% | | | | |
| | ik out of 498 UZAs | Fede | eral Assistance | \$586,468 | 46.5% | | | | |
| Other UZAs Served | | 1000 | Other Funds | \$177,102 | 14.0% | | 14.0% | | 4.7% |
| 0 Kansas Non-UZA | | Total Operating F | | | | | | | 4.1 /0 |
| D Kansas Non-OZA | | Total Operating F | unds Expended | \$1,261,797 | 100.0% | | | | 7.7% |
| Service Area Statistics | | | | | | | 10.6% | | 1.170 |
| | | 9 | | | | 46.5% | | | |
| 1,888 Square M | | | s of Capital Fun | | | | | | |
| 136,821 Populatio | on | I | are Revenues | \$0 | 0.0% | | | | |
| | | | Local Funds | \$22,027 | 7.7% | | 12.2% | | |
| Service Consumption | | | State Funds | \$0 | 0.0% | | | 87.7% | |
| 297,865 Annual U | Inlinked Trips (UPT) | Fede | eral Assistance | \$252,395 | 87.7% | | | 011170 | |
| | | | Other Funds | \$13,499 | 4.7% | | | | |
| Service Supplied | | Total Capital F | unds Expended | \$287,921 | 100.0% | | 16.7% | | |
| | ehicle Revenue Miles (VRM) | | | | | | | | |
| | ehicle Revenue Hours (VRH | | | | | | | | |
| . , | | , | | | | | | | |
| Database Information | | | | | | | | | |
| NTDID: 70053 | | | | | | | | | |
| Reporter Type: Small Sys | stoms Poportor | | | | | | | | |
| Reporter Type. Small Sys | stems reporter | | | | | | | | |
| | | | wodai | Characteri | STICS | | | | |
| Operation Characteristic | | | | | | | | | |
| | Vehicles | Operated | | | | | | | |
| | | um Service | | | | | | | |
| | | | | | | | | | |
| | | | | | Uses of | | | | |
| | | | Operating | Fare | Uses of Capital | Annual | Annual Vehicle | Annual Vehicle | Average Fleet Ar |
| Mode | Directly | Purchased | Operating Expenses | Fare | Capital | Annual Unlinked Trips | Annual Vehicle Revenue Miles | Annual Vehicle | |
| | Directly Operated | | Expenses | Revenues | Capital Funds | Unlinked Trips | Revenue Miles | Revenue Hours | in Year |
| Demand Response | Directly Operated 10 | Purchased | Expenses \$622,080 | Revenues \$108,532 | Capital Funds \$220,424 | Unlinked Trips 48,997 | Revenue Miles 253,105 | Revenue Hours 16,723 | in Year 4 |
| Demand Response Bus | Directly Operated 10 8 | Purchased | Expenses \$622,080 \$639,717 | Revenues \$108,532 \$25,405 | Capital Funds \$220,424 \$67,497 | Unlinked Trips 48,997 248,868 | Revenue Miles 253,105 259,245 | Revenue Hours 16,723 21,050 | in Year 4 |
| Mode Demand Response Bus Total | Directly Operated 10 | Purchased | Expenses \$622,080 | Revenues \$108,532 | Capital Funds \$220,424 | Unlinked Trips 48,997 | Revenue Miles 253,105 | Revenue Hours 16,723 | in Years 4 |
| Demand Response Bus Total | Directly Operated 10 8 | Purchased | Expenses \$622,080 \$639,717 | Revenues \$108,532 \$25,405 | Capital Funds \$220,424 \$67,497 | Unlinked Trips 48,997 248,868 | Revenue Miles 253,105 259,245 | Revenue Hours 16,723 21,050 | in Year 4 |
| Demand Response Bus | Directly Operated 10 8 18 | Purchased Transportation - - - | Expenses \$622,080 \$639,717 | Revenues \$108,532 \$25,405 | Capital Funds \$220,424 \$67,497 | Unlinked Trips 48,997 248,868 | Revenue Miles 253,105 259,245 512,350 | Revenue Hours 16,723 21,050 37,773 | in Year 4 4 |
| Demand Response Bus Total | Directly Operated 10 8 18 | Purchased | Expenses \$622,080 \$639,717 | Revenues \$108,532 \$25,405 | Capital Funds \$220,424 \$67,497 | Unlinked Trips 48,997 248,868 | Revenue Miles 253,105 259,245 512,350 | Revenue Hours 16,723 21,050 | in Year 4 4 |
| Demand Response Bus Total | Directly Operated 10 8 18 | Purchased Transportation - - Service Efficiency | Expenses \$622,080 \$639,717 \$1,261,797 | Revenues \$108,532 \$25,405 | Capital Funds \$220,424 \$67,497 | Unlinked Trips 48,997 248,868 | Revenue Miles 253,105 259,245 512,350 512,350 | Revenue Hours 16,723 21,050 37,773 Service Effectiveness | in Year 4 4 Unlinked Trips pr |
| Demand Response Bus Total Performance Measures | Directly Operated 10 8 18 S Operating Expense | Purchased Transportation - - Service Efficiency es per Operating | Expenses \$622,080 \$639,717 \$1,261,797 Expenses per | Revenues \$108,532 \$25,405 | Capital Funds \$220,424 \$67,497 \$287,921 | Unlinked Trips 48,997 248,868 297,865 | Revenue Miles 253,105 259,245 512,350 Operating Expenses per Unlinked | Revenue Hours 16,723 21,050 37,773 Service Effectiveness Unlinked Trips per | Unlinked Trips pe Vehicle Revenu |
| Demand Response Bus Total Performance Measures Mode | Directly Operated 10 8 18 S Operating Expense Vehicle Revenue | Purchased Transportation - - - Service Efficiency es per Operating e Mile Vehicle | Expenses \$622,080 \$639,717 \$1,261,797 Expenses per Revenue Hour | Revenues \$108,532 \$25,405 | Capital Funds \$220,424 \$67,497 \$287,921 | Unlinked Trips 48,997 248,868 297,865 | Revenue Miles 253,105 259,245 512,350 Operating Expenses per Unlinked Passenger Trip | Revenue Hours 16,723 21,050 37,773 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile | in Years 4 4 Unlinked Trips po Vehicle Revenu |
| Demand Response Bus Total | Directly Operated 10 8 18 S Operating Expense Vehicle Revenue | Purchased Transportation - - Service Efficiency es per Operating | Expenses \$622,080 \$639,717 \$1,261,797 Expenses per Revenue Hour \$37.20 | Revenues \$108,532 \$25,405 | Capital Funds \$220,424 \$67,497 \$287,921 | Unlinked Trips 48,997 248,868 297,865 | Revenue Miles 253,105 259,245 512,350 Operating Expenses per Unlinked Passenger Trip \$12.70 | Revenue Hours 16,723 21,050 37,773 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.2 | in Year 4 4 Unlinked Trips pe Vehicle Revenu Hot |
| Demand Response Bus Total Performance Measures Mode Demand Response | Directly Operated 10 8 18 S Operating Expense Vehicle Revenue | Purchased Transportation - - - Service Efficiency es per Operating e Mile Vehicle | Expenses \$622,080 \$639,717 \$1,261,797 Expenses per Revenue Hour | Revenues \$108,532 \$25,405 | Capital Funds \$220,424 \$67,497 \$287,921 | Unlinked Trips 48,997 248,868 297,865 | Revenue Miles 253,105 259,245 512,350 Operating Expenses per Unlinked Passenger Trip | Revenue Hours 16,723 21,050 37,773 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile | in Year 4 4 Unlinked Trips pr Vehicle Revenu Hoi 2 |
| Demand Response Bus Total Performance Measures Mode Demand Response Bus | Directly Operated 10 8 18 S Operating Expense Vehicle Revenue | Purchased Transportation - - Service Efficiency es per Operating e Mile Vehicle \$2.46 | Expenses \$622,080 \$639,717 \$1,261,797 Expenses per Revenue Hour \$37.20 | Revenues \$108,532 \$25,405 | Capital Funds \$220,424 \$67,497 \$287,921 | Unlinked Trips 48,997 248,868 297,865 Node | Revenue Miles 253,105 259,245 512,350 Operating Expenses per Unlinked Passenger Trip \$12.70 | Revenue Hours 16,723 21,050 37,773 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.2 | in Years 4. 4. Unlinked Trips pa Vehicle Revenu Hou 2 11. |
| Demand Response Bus Total Performance Measures Mode Demand Response Bus | Directly Operated 10 8 18 S Operating Expense Vehicle Revenue | Purchased Transportation - - - Service Efficiency e Mile Vehicle \$2.46 \$2.47 | Expenses \$622,080 \$639,717 \$1,261,797 Expenses per Revenue Hour \$37.20 \$30.39 | Revenues \$108,532 \$25,405 | Capital Funds \$220,424 \$67,497 \$287,921 | Unlinked Trips 48,997 248,868 297,865 Node Demand Response aus | Revenue Miles 253,105 259,245 512,350 512,350 Operating Expenses per Unlinked Passenger Trip \$12.70 \$2.57 \$2.57 | Revenue Hours 16,723 21,050 37,773 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.2 1.0 | in Years 4 4 Unlinked Trips pe |
| Demand Response Bus Total Performance Measures Mode Demand Response Bus Total | Directly Operated 10 8 18 S Operating Expense Vehicle Revenue | Purchased Transportation | Expenses \$622,080 \$639,717 \$1,261,797 Expenses per Revenue Hour \$37.20 \$30.39 \$33.40 | Revenues \$108,532 \$25,405 \$133,937 | Capital Funds \$220,424 \$67,497 \$287,921 | Unlinked Trips 48,997 248,868 297,865 Node Jeemand Response aus | Revenue Miles 253,105 259,245 512,350 Operating Expenses per Unlinked Passenger Trip \$12.70 \$25.7 \$4.24 | Revenue Hours 16,723 21,050 37,773 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.2 1.0 0.6 | in Year 4 4 Unlinked Trips po Vehicle Revenu Hot 2 11 7 |
| Demand Response Bus Total Performance Measures Mode Demand Response Bus | Directly Operated 10 8 18 Operating Expense Vehicle Revenue Vehicle Revenue | Purchased Transportation - - - Service Efficiency es per e Mile \$2.46 \$2.47 \$2.46 \$2.47 | Expenses \$622,080 \$639,717 \$1,261,797 Expenses per Revenue Hour \$37.20 \$30.39 | Revenues \$108,532 \$25,405 \$133,937 | Capital Funds \$220,424 \$67,497 \$287,921 M D B T Operating F | Unlinked Trips 48,997 248,868 297,865 Node bemand Response sus iotal Expense per Vehicle | Revenue Miles 253,105 259,245 512,350 Operating Expenses per Unlinked Passenger Trip \$12.70 \$12.77 \$4.24 Revenue \$12.80 | Revenue Hours 16,723 21,050 37,773 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.2 1.0 0.6 Unlinked Passenger Trips p | in Year 4 4 Unlinked Trips p Vehicle Revenu Ho 2 11 7 ver Vehicle Revenue Mil |
| Demand Response Bus Fotal Performance Measures Mode Demand Response Bus Fotal Operating Expense per ' Bus | Directly Operated 10 8 18 Operating Expense Vehicle Revenue Vehicle Revenue | Purchased Transportation - - - Service Efficiency e Mile \$2.46 \$2.47 \$2.46 \$2.47 | Expenses \$622,080 \$639,717 \$1,261,797 Expenses per Revenue Hour \$37.20 \$30.39 \$33.40 er Trips per Vehicle | Revenues \$108,532 \$25,405 \$133,937 | Capital Funds \$220,424 \$67,497 \$287,921 M D B T Operating F | Unlinked Trips 48,997 248,868 297,865 Node Jeemand Response aus | Revenue Miles 253,105 259,245 512,350 Operating Expenses per Unlinked Passenger Trip \$12.70 \$12.77 \$4.24 Revenue \$12.80 | Revenue Hours 16,723 21,050 37,773 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.2 1.0 0.6 Unlinked Passenger Trips p Demand R | in Year 4 4 Unlinked Trips p Vehicle Revenu Ho 2 11 7 ver Vehicle Revenue Mil |
| Demand Response Bus Fotal Performance Measures Mode Demand Response Bus Fotal Operating Expense per V Bus | Directly Operated 10 8 18 Operating Expense Vehicle Revenue Vehicle Revenue S 1.5 | Purchased Transportation - - Service Efficiency es per Operating e Mile Vehicle \$2.46 \$2.46 \$2.46 \$2.46 Unlinked Passenge | Expenses \$622,080 \$639,717 \$1,261,797 Expenses per Revenue Hour \$37.20 \$30.39 \$33.40 er Trips per Vehicle | Revenues \$108,532 \$25,405 \$133,937 Revenue \$3.00 | Capital Funds \$220,424 \$67,497 \$287,921 M D B T Operating F | Unlinked Trips 48,997 248,868 297,865 Node bemand Response sus iotal Expense per Vehicle | Revenue Miles 253,105 259,245 512,350 Operating Expenses per Unlinked Passenger Trip \$12.70 \$2.57 \$4.24 Revenue mse 0.40 | Revenue Hours 16,723 21,050 37,773 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.2 1.0 0.6 Unlinked Passenger Trips per Demand R | in Year 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 |
| Demand Response Bus Fotal Performance Measures Mode Demand Response Bus Fotal Operating Expense per V Bus | Directly Operated 10 8 18 Operating Expense Vehicle Revenue Vehicle Revenue | Purchased Transportation - - Service Efficiency es per Operating e Mile Vehicle \$2.46 \$2.46 \$2.46 \$2.46 Unlinked Passenge | Expenses \$622,080 \$639,717 \$1,261,797 Expenses per Revenue Hour \$37.20 \$30.39 \$33.40 er Trips per Vehicle | Revenues \$108,532 \$25,405 \$133,937 | Capital Funds \$220,424 \$67,497 \$287,921 M D B T Operating F | Unlinked Trips 48,997 248,868 297,865 Node bemand Response sus iotal Expense per Vehicle | Revenue Miles 253,105 259,245 512,350 Operating Expenses per Unlinked Passenger Trip \$12.70 \$2.57 \$4.24 Revenue inse 0.40 0.30 | Revenue Hours 16,723 21,050 37,773 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.2 1.0 0.6 Unlinked Passenger Trips per Demand R | in Year 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 |
| Demand Response Bus Total Performance Measures Mode Demand Response Bus Total Operating Expense per V | Directly Operated 10 8 18 S Operating Expense Vehicle Revenue Is 1.50 1.00 | Purchased Transportation | Expenses \$622,080 \$639,717 \$1,261,797 Expenses per Revenue Hour \$37.20 \$30.39 \$33.40 er Trips per Vehicle | Revenues \$108,532 \$25,405 \$133,937 Revenue \$3.00 \$2.00 | Capital Funds \$220,424 \$67,497 \$287,921 M D B T Operating F | Unlinked Trips 48,997 248,868 297,865 Node bemand Response sus iotal Expense per Vehicle | Revenue Miles 253,105 259,245 512,350 Operating Expenses per Unlinked Passenger Trip \$12.70 \$2.57 \$4.24 Revenue onse 0.44 0.32 0.20 0.20 | Revenue Hours 16,723 21,050 37,773 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.2 1.0 0.6 Unlinked Passenger Trips p Demand R | in Year 4 4 Unlinked Trips p Vehicle Revenu Ho 2 11 7 ver Vehicle Revenue Mil |
| Demand Response Bus Total Performance Measures Mode Demand Response Bus Total Operating Expense per ' Bus 00 .00 | Directly Operated 10 8 18 Operating Expense Vehicle Revenue s 1.50 1.00 0.55 | Purchased Transportation - - - Service Efficiency e Mile Vehicle \$2.46 \$2.47 \$2.46 \$2.47 \$2.46 Unlinked Passenge | Expenses \$622,080 \$639,717 \$1,261,797 Expenses per Revenue Hour \$37.20 \$30.39 \$33.40 er Trips per Vehicle | Revenues \$108,532 \$25,405 \$133,937 Revenue \$3.00 | Capital Funds \$220,424 \$67,497 \$287,921 M D B T Operating F | Unlinked Trips 48,997 248,868 297,865 Node bemand Response sus iotal Expense per Vehicle | Revenue Miles 253,105 259,245 512,350 Operating Expenses per Unlinked Passenger Trip \$12.70 \$2.57 \$4.24 Revenue mse 0.40 0.30 | Revenue Hours 16,723 21,050 37,773 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.2 1.0 0.6 Unlinked Passenger Trips p Demand R | in Year 4 4 Unlinked Trips p Vehicle Revenu Ho 2 11 7 ver Vehicle Revenue Mil |
| Demand Response Bus Total Performance Measures Mode Demand Response Bus Total Operating Expense per ' Bus | Directly Operated 10 8 18 S Operating Expense Vehicle Revenue Is 1.50 1.00 | Purchased Transportation - - - Service Efficiency e Mile Vehicle \$2.46 \$2.47 \$2.46 \$2.47 \$2.46 Unlinked Passenge | Expenses \$622,080 \$639,717 \$1,261,797 Expenses per Revenue Hour \$37.20 \$30.39 \$33.40 er Trips per Vehicle | Revenues \$108,532 \$25,405 \$133,937 Revenue \$3.00 \$2.00 | Capital Funds \$220,424 \$67,497 \$287,921 M D B T Operating F | Unlinked Trips 48,997 248,868 297,865 Node bemand Response sus iotal Expense per Vehicle | Revenue Miles 253,105 259,245 512,350 Operating Expenses per Unlinked Passenger Trip \$12.70 \$2.57 \$4.24 Revenue onse 0.44 0.32 0.20 0.20 | Revenue Hours 16,723 21,050 37,773 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.2 1.0 0.6 Unlinked Passenger Trips p Demand R | in Year 4 4 Unlinked Trips pr Vehicle Revenu Hot 2 11 7 ver Vehicle Revenue Mil |

Notes:

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