

# Metropolitan Transit Authority of Harris County, Texas

2017 Annual Agency Profile

## General Information

### Urbanized Area Statistics - 2010 Census

Houston, TX  
 1,660 Square Miles  
 4,944,332 Population  
 7 Pop. Rank out of 498 UZAs

### Other UZAs Served

215 Port Arthur, TX, 373 Lake Jackson-Angleton, TX, 154 Conroe-The Woodlands, TX, 0 Texas Non-UZA

### Service Area Statistics

1,306 Square Miles  
 4,365,000 Population

### Service Consumption

566,356,993 Annual Passenger Miles (PMT)  
 88,129,126 Annual Unlinked Trips (UPT)  
 292,165 Average Weekday Unlinked Trips<sup>2</sup>  
 157,543 Average Saturday Unlinked Trips<sup>2</sup>  
 120,287 Average Sunday Unlinked Trips<sup>2</sup>

### Service Supplied

73,331,203 Annual Vehicle Revenue Miles (VRM)  
 4,798,694 Annual Vehicle Revenue Hours (VRH)  
 2,121 Vehicles Operated in Maximum Service (VOMS)  
 2,478 Vehicles Available for Maximum Service (VAMS)

### Database Information

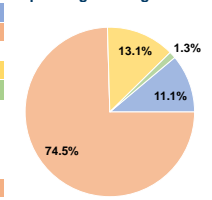
NTDID: 60008  
 Reporter Type: Full Reporter

## Financial Information

### Sources of Operating Funds Expended

Fare Revenues	\$67,588,521	11.1%
Local Funds	\$453,148,540	74.5%
State Funds	\$0	0.0%
Federal Assistance	\$79,404,368	13.1%
Other Funds	\$7,745,410	1.3%
<b>Total Operating Funds Expended</b>	<b>\$607,886,839</b>	<b>100.0%</b>

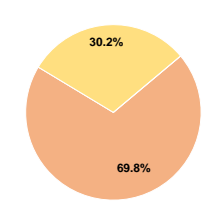
### Operating Funding Sources



### Sources of Capital Funds Expended

Fare Revenues	\$0	0.0%
Local Funds	\$70,712,635	69.8%
State Funds	\$0	0.0%
Federal Assistance	\$30,664,457	30.2%
Other Funds	\$0	0.0%
<b>Total Capital Funds Expended</b>	<b>\$101,377,092</b>	<b>100.0%</b>

### Capital Funding Sources



### Summary of Operating Expenses (OE)

Salary, Wages, Benefits	\$334,780,875	63.7%
Materials and Supplies	\$54,684,366	10.4%
Purchased Transportation	\$82,234,785	15.6%
Other Operating Expenses	\$53,994,715	10.3%
<b>Total Operating Expenses</b>	<b>\$525,694,741</b>	<b>100.0%</b>
Reconciling OE Cash Expenditures	\$82,192,098	
Purchased Transportation (Reported Separately)	\$0	

## Modal Characteristics

### Modal Overview

### Vehicles Operated in Maximum Service

### Uses of Capital Funds

Mode	Vehicles Operated in Maximum Service		Revenue Vehicles	Uses of Capital Funds			Other	Total
	Directly Operated	Purchased Transportation		Systems and Guideways	Facilities and Stations			
Commuter Bus	246	64	\$2,023,599	\$2,852,155	\$10,306,082	\$0	\$15,181,836	
Demand Response	-	327	\$3,522,840	\$0	\$0	\$0	\$3,522,840	
Demand Response - Taxi	-	134	\$0	\$0	\$0	\$0	\$0	
Light Rail	54	-	\$2,128,447	\$8,889,923	\$673,590	\$0	\$11,691,960	
Bus	591	101	\$56,195,689	\$6,832,788	\$7,951,979	\$0	\$70,980,456	
Vanpool	-	604	\$0	\$0	\$0	\$0	\$0	
<b>Total</b>	<b>891</b>	<b>1,230</b>	<b>\$63,870,575</b>	<b>\$18,574,866</b>	<b>\$18,931,651</b>	<b>\$0</b>	<b>\$101,377,092</b>	

### Operation Characteristics

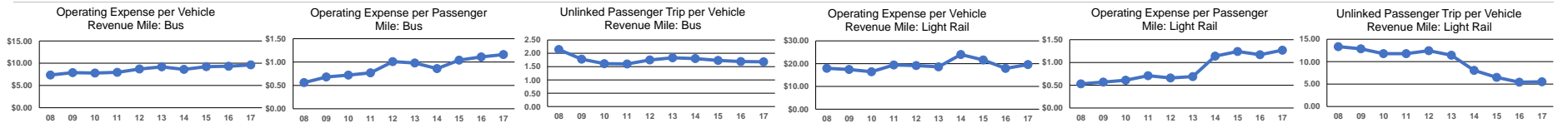
Mode	Operating Expenses	Fare Revenues	Uses of Capital Funds	Annual Passenger Miles	Annual Unlinked Trips	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Vehicles Operated in Maximum Service	Percent Spare Vehicles	Average
												Fleet Age in Years <sup>a</sup>
Commuter Bus	\$62,924,330	\$27,589,177	\$15,181,836	149,172,197	7,882,646	8,400,047	328,021	0.0	390	310	20.5%	9.5
Demand Response	\$49,674,936	\$1,953,704	\$3,522,840	18,532,714	1,669,729	16,371,554	1,034,654	0.0	402	327	18.7%	1.6
Demand Response - Taxi	\$3,240,103	\$380,874	\$0	2,607,009	244,616	2,192,243	73,660	0.0	134	134	0.0%	0.0
Light Rail	\$65,168,737	\$5,968,525	\$11,691,960	51,261,219	18,319,444	3,330,168	287,042	43.6	76	54	29.0%	5.4
Bus	\$332,684,051	\$25,163,158	\$70,980,456	285,574,057	58,050,763	34,576,281	2,844,032	0.0	843	692	17.9%	7.8
Vanpool	\$12,002,584	\$6,533,083	\$0	59,209,797	1,961,928	8,460,910	231,285	0.0	633	604	4.6%	2.9
<b>Total</b>	<b>\$525,694,741</b>	<b>\$67,588,521</b>	<b>\$101,377,092</b>	<b>566,356,993</b>	<b>88,129,126</b>	<b>73,331,203</b>	<b>4,798,694</b>	<b>43.6</b>	<b>2,478</b>	<b>2,121</b>	<b>14.4%</b>	

### Performance Measures

### Service Efficiency

### Service Effectiveness

Mode	Operating Expenses per Vehicle Revenue Mile	Operating Expenses per Vehicle Revenue Hour	Mode	Operating Expenses per Passenger Mile	Operating Expenses per Unlinked Passenger Trip	Unlinked Trips per Vehicle Revenue Mile	Unlinked Trips per Vehicle Revenue Hour
Demand Response	\$3.03	\$48.01	Demand Response	\$2.68	\$29.75	0.1	1.6
Demand Response - Taxi	\$1.48	\$43.99	Demand Response - Taxi	\$1.24	\$13.25	0.1	3.3
Light Rail	\$19.57	\$227.04	Light Rail	\$1.27	\$3.56	5.5	63.8
Bus	\$9.62	\$116.98	Bus	\$1.16	\$5.73	1.7	20.4
Vanpool	\$1.42	\$51.90	Vanpool	\$0.20	\$6.12	0.2	8.5
<b>Total</b>	<b>\$7.17</b>	<b>\$109.55</b>	<b>Total</b>	<b>\$0.93</b>	<b>\$5.97</b>	<b>1.2</b>	<b>18.4</b>



**Notes:**  
<sup>a</sup>Demand Response - Taxi (DT) and non-dedicated fleets do not report fleet age data.  
<sup>b</sup>Excludes data for purchased transportation filed separately.  
<sup>c</sup>Average Unlinked Trips not available for Demand Response Taxi.  
<sup>d</sup>This agency has a purchased transportation relationship in which they sell service to Harris County Community Services Department, Office of Transit Services (NTDID: 60108), and in which the data are captured in another report for mode CB/DO.