## City of Joplin Metro Area Public (MAPS) 2014 Annual Agency Profile

	formation					nformation			
Urbanized Area (UZA) Statistics - 2010 Census		Sources of Operating Funds Expended					Operating Funding Sources Capital Fur		ng Sources
loplin, MO		F	are Revenues	\$127,596	12.1%				
64 Square Miles	•		Local Funds	\$299,710	28.4%				
82,775 Population			State Funds	\$8,878	0.8%				
347 Pop. Rank ou	ut of 498 UZAs	Fede	eral Assistance	\$611,337	58.0%				
Other UZAs Served			Other Funds	\$6,901	0.7%		0.7%		
) Missouri Non-UZA		Total Operating F	unds Expended	\$1,054,422	100.0%				
						58.0%			
Service Area Statistics							12.1%		
105 Square Miles		Sources	of Capital Fun	ds Expended	ł				19.7%
75,000 Population			are Revenues	\$0	0.0%			80.3%	
ro,ooo ropulaton			Local Funds	\$87,669	19.7%			00.070	
Service Consumption			State Funds	\$0 \$0	0.0%				
131,876 Annual Unlin	ked Trins (UPT)	Fode	eral Assistance	\$356,460	80.3%				
		i eue	Other Funds	\$330,400 \$0	0.0%		28.4%		
Service Supplied		Total Conital 5	unds Expended	<sub>444</sub> ,129	100.0%				
	cle Revenue Miles (VRM)	Total Capital F	unus Expended	<b>φ444,129</b>	100.0%				
	cle Revenue Miles (VRM)					0.8%			
20,040 Annual Venic									
Detahona Information									
Database Information									
NTDID: 70040									
Reporter Type: Small System	is Reporter								
			Modal	Characteri	stics				
Operation Characteristics									
Operation Characteristics	Vehicles Oper	ated							
Operation Characteristics	Vehicles Oper at Maximum Se								
Operation Characteristics	Vehicles Oper at Maximum Se				Uses of				
Operation Characteristics	at Maximum Se	ervice	Operating	Fare	Uses of Capital	Annual	Annual Vehicle	Annual Vehicle	Average Fleet A
	at Maximum Se	Purchased	<b>Operating</b> Expenses	Fare	Capital	Annual Unlinked Trips	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	
Mode	at Maximum Se Directly Operated	ervice	Expenses	Revenues	Capital Funds	Unlinked Trips	<b>Revenue Miles</b>	<b>Revenue Hours</b>	in Year
Mode Demand Response	at Maximum Se Directly Operated 6	Purchased	Expenses \$702,245	<b>Revenues</b> \$58,235	Capital Funds \$28,294	Unlinked Trips 33,332	Revenue Miles 180,018	Revenue Hours 15,932	in Year
Mode Demand Response Bus	at Maximum Se Directly Operated 6 3	Purchased	Expenses \$702,245 \$352,177	<b>Revenues</b> \$58,235 \$69,361	Capital Funds \$28,294 \$415,835	Unlinked Trips 33,332 98,544	<b>Revenue Miles</b> 180,018 99,154	<b>Revenue Hours</b> 15,932 9,408	in Year 4
Mode Demand Response Bus	at Maximum Se Directly Operated 6	Purchased	Expenses \$702,245	<b>Revenues</b> \$58,235	Capital Funds \$28,294	Unlinked Trips 33,332	Revenue Miles 180,018	Revenue Hours 15,932	in Year 4
Mode Demand Response Bus Total	at Maximum Se Directly Operated 6 3	Purchased	Expenses \$702,245 \$352,177	<b>Revenues</b> \$58,235 \$69,361	Capital Funds \$28,294 \$415,835	Unlinked Trips 33,332 98,544	<b>Revenue Miles</b> 180,018 99,154	<b>Revenue Hours</b> 15,932 9,408	in Year 4
Operation Characteristics Mode Demand Response Bus Total Performance Measures	at Maximum Se Directly Operated 6 3 9	Purchased Transportation - - -	Expenses \$702,245 \$352,177	<b>Revenues</b> \$58,235 \$69,361	Capital Funds \$28,294 \$415,835	Unlinked Trips 33,332 98,544	Revenue Miles 180,018 99,154 279,172	Revenue Hours 15,932 9,408 25,340	Average Fleet Ag in Year 4 5
Mode Demand Response Bus Total	at Maximum Se Directly Operated 6 3 9	Purchased	Expenses \$702,245 \$352,177	<b>Revenues</b> \$58,235 \$69,361	Capital Funds \$28,294 \$415,835	Unlinked Trips 33,332 98,544	Revenue Miles 180,018 99,154 279,172	<b>Revenue Hours</b> 15,932 9,408	in Year 4 5
Mode Demand Response Bus Total	at Maximum Se Directly Operated 6 3 9 Service	Purchased Transportation - - e Efficiency	Expenses \$702,245 \$352,177 \$1,054,422	<b>Revenues</b> \$58,235 \$69,361	Capital Funds \$28,294 \$415,835	Unlinked Trips 33,332 98,544	Revenue Miles     180,018   99,154     279,172   Operating Expenses	Revenue Hours 15,932 9,408 25,340 Service Effectiveness	in Year 4 5 Unlinked Trips p
Mode Demand Response Bus Total Performance Measures	at Maximum Se	Purchased Transportation - - e Efficiency Operating	Expenses \$702,245 \$352,177 \$1,054,422 Expenses per	<b>Revenues</b> \$58,235 \$69,361	Capital Funds \$28,294 \$415,835 \$444,129	Unlinked Trips 33,332 98,544 131,876	Revenue Miles 180,018 99,154 279,172 Operating Expenses per Unlinked	Revenue Hours 15,932 9,408 25,340 Service Effectiveness Unlinked Trips per	in Year 4 5 Unlinked Trips p Vehicle Revenu
Mode Demand Response Bus Total Performance Measures Mode	at Maximum Se	Purchased Transportation - - e Efficiency Operating	Expenses \$702,245 \$352,177 \$1,054,422 Expenses per Revenue Hour	<b>Revenues</b> \$58,235 \$69,361	Capital Funds \$28,294 \$415,835 \$444,129	Unlinked Trips 33,332 98,544 131,876 Mode	Revenue Miles 180,018 99,154 279,172 Operating Expenses per Unlinked Passenger Trip	Revenue Hours 15,932 9,408 25,340 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile	in Year 4 5 Unlinked Trips p Vehicle Revenu Hoi
Mode Demand Response Bus Total Performance Measures Mode Demand Response	at Maximum Se Directly Operated 6 3 9 Service Operating Expenses per Vehicle Revenue Mile \$3.90	Purchased Transportation - - e Efficiency Operating	Expenses \$702,245 \$352,177 \$1,054,422 Expenses per Revenue Hour \$44.08	<b>Revenues</b> \$58,235 \$69,361	Capital Funds \$28,294 \$415,835 \$444,129	Unlinked Trips 33,332 98,544 131,876 Mode Demand Response	Revenue Miles 180,018 99,154 279,172 Operating Expenses per Unlinked Passenger Trip \$21.07	Revenue Hours 15,932 9,408 25,340 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.2	in Year 4 5 Unlinked Trips p Vehicle Revenu Ho 2
Mode Demand Response Bus Total Performance Measures Mode Demand Response Bus	at Maximum Se Directly Operated 6 3 9 Service Operating Expenses per Vehicle Revenue Mile \$3.90 \$3.55	Purchased Transportation - - e Efficiency Operating	Expenses \$702,245 \$352,177 \$1,054,422 Expenses per Revenue Hour \$44.08 \$37.43	<b>Revenues</b> \$58,235 \$69,361	Capital Funds \$28,294 \$415,835 \$444,129	Unlinked Trips 33,332 98,544 131,876 Mode Demand Response Bus	Revenue Miles     180,018   99,154     279,172   279,172     Operating Expenses   per Unlinked     Passenger Trip   \$21.07     \$3.57   \$3.57	Revenue Hours 15,932 9,408 25,340 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.2 1.0	in Year 4 5 Unlinked Trips pr Vehicle Revenu Hoi 2 10
Mode Demand Response Bus Total Performance Measures Mode Demand Response Bus	at Maximum Se Directly Operated 6 3 9 Service Operating Expenses per Vehicle Revenue Mile \$3.90	Purchased Transportation - - e Efficiency Operating	Expenses \$702,245 \$352,177 \$1,054,422 Expenses per Revenue Hour \$44.08	<b>Revenues</b> \$58,235 \$69,361	Capital Funds \$28,294 \$415,835 \$444,129	Unlinked Trips 33,332 98,544 131,876 Mode Demand Response	Revenue Miles 180,018 99,154 279,172 Operating Expenses per Unlinked Passenger Trip \$21.07	Revenue Hours 15,932 9,408 25,340 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.2	in Year 4 5 Unlinked Trips p Vehicle Revenu Ho 2 10
Mode Demand Response Bus Total Performance Measures Mode Demand Response Bus	at Maximum Se Directly Operated 6 3 9 Service Operating Expenses per Vehicle Revenue Mile \$3.90 \$3.55	Purchased Transportation - - e Efficiency Operating Vehicle I	Expenses \$702,245 \$352,177 \$1,054,422 Expenses per Revenue Hour \$44.08 \$37.43 \$41.61	Revenues \$58,235 \$69,361 \$127,596	Capital Funds \$28,294 \$415,835 \$444,129	Unlinked Trips 33,332 98,544 131,876 Mode Demand Response Bus Fotal	Revenue Miles     180,018   99,154     279,172   279,172     Operating Expenses   per Unlinked     Passenger Trip   \$21.07     \$3.57   \$8.00	Revenue Hours 15,932 9,408 25,340 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.2 1.0 0.5	in Year 4 5 Unlinked Trips p Vehicle Revenu Ho 2 10 5
Mode Demand Response Bus Fotal Performance Measures Performance Measures Demand Response Bus Fotal Operating Expense per Vehi	at Maximum Se Directly Operated 6 3 9 Service Operating Expenses per Vehicle Revenue Mile \$3.90 \$3.55 \$3.78	Purchased Transportation - - e Efficiency Operating Vehicle I	Expenses \$702,245 \$352,177 \$1,054,422 Expenses per Revenue Hour \$44.08 \$37.43 \$41.61 er Trips per Vehicle I	Revenues \$58,235 \$69,361 \$127,596	Capital Funds \$28,294 \$415,835 \$444,129 M D B T T	Unlinked Trips 33,332 98,544 131,876 Mode Demand Response Bus Fotal Expense per Vehicle	Revenue Miles     180,018     99,154     279,172     Operating Expenses     per Unlinked     Passenger Trip     \$21.07     \$3.57     \$8.00     Revenue	Revenue Hours 15,932 9,408 25,340 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.2 1.0 0.5 Unlinked Passenger Trips p	in Year 4 5 Unlinked Trips p Vehicle Reven Ho 2 100 5 er Vehicle Revenue Mi
Mode Demand Response Bus Fotal Performance Measures Mode Demand Response Bus Fotal Operating Expense per Vehia Bus	at Maximum Se Directly Operated 6 3 9 Service Operating Expenses per Vehicle Revenue Mile \$3.90 \$3.55 \$3.78	Purchased Transportation - - e Efficiency Operating Vehicle I	Expenses \$702,245 \$352,177 \$1,054,422 Expenses per Revenue Hour \$44.08 \$37.43 \$41.61	Revenues \$58,235 \$69,361 \$127,596	Capital Funds \$28,294 \$415,835 \$444,129 M D B T T	Unlinked Trips 33,332 98,544 131,876 Mode Demand Response Bus Fotal	Revenue Miles 180,018 99,154 279,172 Operating Expenses per Unlinked Passenger Trip \$21.07 \$3.57 \$8.00 Revenue nse	Revenue Hours 15,932 9,408 25,340 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.2 1.0 0.5 Unlinked Passenger Trips p Demand Revenue Reven	in Yeau 2 5 Unlinked Trips p Vehicle Reven Ho 2 100 5 er Vehicle Revenue Mi
Mode Demand Response Bus Fotal Performance Measures Mode Demand Response Bus Fotal Operating Expense per Vehi- Bus	at Maximum Se Directly Operated 6 3 9 Service Operating Expenses per Vehicle Revenue Mile \$3.90 \$3.55 \$3.78	Purchased Transportation - - e Efficiency Operating Vehicle I	Expenses \$702,245 \$352,177 \$1,054,422 Expenses per Revenue Hour \$44.08 \$37.43 \$41.61 er Trips per Vehicle I	Revenues \$58,235 \$69,361 \$127,596	Capital Funds \$28,294 \$415,835 \$444,129 M D B T T	Unlinked Trips 33,332 98,544 131,876 Mode Demand Response Bus Fotal Expense per Vehicle	Revenue Miles     180,018     99,154     279,172     Operating Expenses     per Unlinked     Passenger Trip     \$21.07     \$3.57     \$8.00     Revenue	Revenue Hours 15,932 9,408 25,340 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.2 1.0 0.5 Unlinked Passenger Trips p Demand Revenue Reven	in Year 4 5 Unlinked Trips p Vehicle Reven Ho 2 100 5 er Vehicle Revenue Mi
Mode Demand Response Bus Total Performance Measures Mode Demand Response Bus Total Operating Expense per Vehi- Bus 00	at Maximum Se	Purchased Transportation - - e Efficiency Operating Vehicle I	Expenses \$702,245 \$352,177 \$1,054,422 Expenses per Revenue Hour \$44.08 \$37.43 \$41.61 er Trips per Vehicle I	Revenues \$58,235 \$69,361 \$127,596 Revenue \$6.00	Capital Funds \$28,294 \$415,835 \$444,129 M D B T T	Unlinked Trips 33,332 98,544 131,876 Mode Demand Response Bus Fotal Expense per Vehicle	Revenue Miles   180,018   99,154   279,172     Operating Expenses   per Unlinked   Passenger Trip   \$21.07   \$3.57   \$8.00     Revenue   nse   0.60   0.60	Revenue Hours 15,932 9,408 25,340 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.2 1.0 0.5 Unlinked Passenger Trips p Demand Re	in Yeau 2 5 Unlinked Trips p Vehicle Reven Ho 2 100 5 er Vehicle Revenue Mi
Mode Demand Response Bus Total Performance Measures Mode Demand Response Bus Total Operating Expense per Vehir	at Maximum Se	Purchased Transportation - - e Efficiency Operating Vehicle I	Expenses \$702,245 \$352,177 \$1,054,422 Expenses per Revenue Hour \$44.08 \$37.43 \$41.61 er Trips per Vehicle I	Revenues \$58,235 \$69,361 \$127,596	Capital Funds \$28,294 \$415,835 \$444,129 M D B T T	Unlinked Trips 33,332 98,544 131,876 Mode Demand Response Bus Fotal Expense per Vehicle	Revenue Miles 180,018 99,154 279,172 Operating Expenses per Unlinked Passenger Trip \$21.07 \$3.57 \$8.00 Revenue nse	Revenue Hours 15,932 9,408 25,340 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.2 1.0 0.5 Unlinked Passenger Trips p Demand Re	in Year 4 5 Unlinked Trips p Vehicle Revenu Ho 2 10 5 er Vehicle Revenue Mil
Mode Demand Response Bus Total Performance Measures Mode Demand Response Bus Total Operating Expense per Vehi- Bus	at Maximum Se	Purchased Transportation - - e Efficiency Operating Vehicle I	Expenses \$702,245 \$352,177 \$1,054,422 Expenses per Revenue Hour \$44.08 \$37.43 \$41.61 er Trips per Vehicle I	Revenues \$58,235 \$69,361 \$127,596 Revenue \$6.00	Capital Funds \$28,294 \$415,835 \$444,129 M D B T T	Unlinked Trips 33,332 98,544 131,876 Mode Demand Response Bus Fotal Expense per Vehicle	Revenue Miles   180,018   99,154   279,172     Operating Expenses   per Unlinked   Passenger Trip   \$21.07   \$3.57   \$8.00     Revenue   nse   0.60   0.60	Revenue Hours 15,932 9,408 25,340 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.2 1.0 0.5 Unlinked Passenger Trips per Demand Revenue Rev	in Year 4 5 Unlinked Trips p Vehicle Revenu Ho 2 10 5 er Vehicle Revenue Mile
Mode   Demand Response   Bus   Fotal   Performance Measures   Mode   Demand Response   Bus   Fotal   Operating Expense per Vehi- Bus   00   00   00   00   00	at Maximum Se	Purchased Transportation - - e Efficiency Operating Vehicle I	Expenses \$702,245 \$352,177 \$1,054,422 Expenses per Revenue Hour \$44.08 \$37.43 \$41.61 er Trips per Vehicle I	Revenues \$58,235 \$69,361 \$127,596 Revenue \$6.00 \$4.00 \$2.00	Capital Funds \$28,294 \$415,835 \$444,129 M D B T T	Unlinked Trips 33,332 98,544 131,876 Mode Demand Response Bus Fotal Expense per Vehicle	Revenue Miles   180,018   99,154   279,172     Operating Expenses   per Unlinked   Passenger Trip   \$21.07   \$3.57   \$8.00     Revenue   nse   0.60   0.40   0.20	Revenue Hours 15,932 9,408 25,340 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.2 1.0 0.5 Unlinked Passenger Trips p Demand Re	in Year 4 5 Unlinked Trips p Vehicle Revenu Ho 2 100 5 er Vehicle Revenue Mil
Mode Demand Response Bus Total Performance Measures Mode Demand Response Bus Total Operating Expense per Vehi- Bus 00 00	at Maximum Se	Purchased Transportation - - e Efficiency Operating Vehicle I	Expenses \$702,245 \$352,177 \$1,054,422 Expenses per Revenue Hour \$44.08 \$37.43 \$41.61 er Trips per Vehicle I	Revenues \$58,235 \$69,361 \$127,596 Revenue \$6.00 \$4.00	Capital Funds \$28,294 \$415,835 \$444,129 M D B T T	Unlinked Trips 33,332 98,544 131,876 Mode Demand Response Bus Fotal Expense per Vehicle	Revenue Miles   180,018   99,154   279,172     Operating Expenses   per Unlinked   Passenger Trip   \$21.07   \$3.57   \$8.00     Revenue   nse   0.60   0.40   0.20   0.00	Revenue Hours 15,932 9,408 25,340 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.2 1.0 0.5 Unlinked Passenger Trips p Demand Re	in Yea Unlinked Trips y Vehicle Reven Ho 1 er Vehicle Revenue M

Notes:

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