Metropolitan Transit Authority of Black Hawk County 2017 Annual Agency Profile

General Info	rmation			Fi	nancial In	formation			
Urbanized Area (UZA) Statistic	s - 2010 Census		of Operating F			Operating	Funding Sources	Capital Func	ling Sources
Vaterloo, IA			e Revenues	\$1,201,012	22.4%				
62 Square Miles			_ocal Funds	\$1,820,211	33.9%				
113,418 Population			State Funds	\$320,616	6.0%				
278 Pop. Rank out o	of 498 UZAs		Assistance	\$1,709,537	31.9%				
			Other Funds	\$310,485	5.8%	31.9%	5.8%		
		Total Operating F	Funds Expended	\$5,361,861	100.0%				
ervice Area Statistics								75.0%	
51 Square Miles		Sources	s of Capital Fu	nds Expended			22.4%		
108,519 Population		Fare	e Revenues	\$0	0.0%	6.0%			25.0%
		L	_ocal Funds	\$94,585	25.0%				
Service Consumption		5	State Funds	\$0	0.0%				
493,009 Annual Unlinked Trips (UPT)		Federal	Assistance	\$283,051	75.0%				
		C	Other Funds	\$0	0.0%				
Service Supplied		Total Capital F	Funds Expended	\$377,636	100.0%	33.9	%		
956,697 Annual Vehicle	Revenue Miles (VRM)								
58,194 Annual Vehicle	Revenue Hours (VRH)								
Database Information									
NTDID: 70013									
Reporter Type: Reduced Reporter	er								
			Moda	I Characteria	stics				
Operation Characteristics									
Operation Characteristics	Vehicles Oper	ated							
Operation Characteristics	Vehicles Opera								
Operation Characteristics	Vehicles Opera at Maximum Se				lisos of				
Dperation Characteristics	at Maximum Se	rvice		Fare	Uses of	Annual	Annual Vohiolo	Annual Vahiela	Average Floot A
	at Maximum Se	Purchased	Operating	Fare	Capital	Annual Unlinked Trips	Annual Vehicle Pavenue Miles	Annual Vehicle	
Node	at Maximum Se Directly Operated	rvice	Operating Expenses	Revenues	Capital Funds	Unlinked Trips	Revenue Miles	Revenue Hours	in Year
//ode Demand Response	at Maximum Se Directly Operated 14	Purchased	Operating Expenses \$1,705,007	Revenues \$866,025	Capital Funds \$377,636	Unlinked Trips 63,775	Revenue Miles 371,784	Revenue Hours 22,049	in Year 7
/lode Demand Response Bus	at Maximum Se Directly Operated 14 13	Purchased	Operating Expenses \$1,705,007 \$3,656,854	Revenues \$866,025 \$334,987	Capital Funds \$377,636 \$0	Unlinked Trips 63,775 429,234	Revenue Miles 371,784 584,913	Revenue Hours 22,049 36,145	in Year 7
Node Demand Response Bus	at Maximum Se Directly Operated 14	Purchased	Operating Expenses \$1,705,007	Revenues \$866,025	Capital Funds \$377,636	Unlinked Trips 63,775	Revenue Miles 371,784	Revenue Hours 22,049	in Year 7
Jode Demand Response Bus Fotal	at Maximum Se Directly Operated 14 13	Purchased	Operating Expenses \$1,705,007 \$3,656,854	Revenues \$866,025 \$334,987	Capital Funds \$377,636 \$0	Unlinked Trips 63,775 429,234	Revenue Miles 371,784 584,913	Revenue Hours 22,049 36,145	in Year 7
Mode Demand Response Bus Total	at Maximum Se Directly Operated 14 13 27	Purchased Transportation - - -	Operating Expenses \$1,705,007 \$3,656,854	Revenues \$866,025 \$334,987	Capital Funds \$377,636 \$0	Unlinked Trips 63,775 429,234	Revenue Miles 371,784 584,913	Revenue Hours 22,049 36,145 58,194	in Years 7. 7.
Mode Demand Response Bus Total	at Maximum Se Directly Operated 14 13 27	Purchased	Operating Expenses \$1,705,007 \$3,656,854	Revenues \$866,025 \$334,987	Capital Funds \$377,636 \$0	Unlinked Trips 63,775 429,234 493,009	Revenue Miles 371,784 584,913 956,697	Revenue Hours 22,049 36,145	in Year 7 7
Jode Demand Response Bus Fotal	at Maximum Se Directly Operated 14 13 27 Service	Purchased Transportation - - e Efficiency	Operating Expenses \$1,705,007 \$3,656,854 \$ 5,361,861	Revenues \$866,025 \$334,987	Capital Funds \$377,636 \$0	Unlinked Trips 63,775 429,234 493,009	Revenue Miles 371,784 584,913 956,697 Operating Expenses	Revenue Hours 22,049 36,145 58,194 Service Effectiveness	in Year 7 7 S
Node Demand Response Bus Fotal Performance Measures	at Maximum Se	Purchased Transportation - - e Efficiency Operating	Operating Expenses \$1,705,007 \$3,656,854 \$5,361,861 Expenses per	Revenues \$866,025 \$334,987	Capital Funds \$377,636 \$0 \$377,636	Unlinked Trips 63,775 429,234 493,009	Revenue Miles 371,784 584,913 956,697 Operating Expenses per Unlinked	Revenue Hours 22,049 36,145 58,194 Service Effectiveness Unlinked Trips per	in Years 7 7 5 Unlinked Trips pe
Mode Demand Response Bus Fotal Performance Measures Mode	at Maximum Se	Purchased Transportation - - e Efficiency Operating	Operating Expenses \$1,705,007 \$3,656,854 \$5,361,861 Expenses per Revenue Hour	Revenues \$866,025 \$334,987	Capital Funds \$377,636 \$0 \$377,636	Unlinked Trips 63,775 429,234 493,009 0de	Revenue Miles 371,784 584,913 956,697 Operating Expenses per Unlinked Passenger Trip	Revenue Hours 22,049 36,145 58,194 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile	in Year 7 7 5 Unlinked Trips p Vehicle Revenue Hor
Operation Characteristics Mode Demand Response Bus Total Performance Measures Mode Demand Response Bus	at Maximum Se Directly Operated 14 13 27 Service Operating Expenses per Vehicle Revenue Mile \$4.59	Purchased Transportation - - e Efficiency Operating	Operating Expenses \$1,705,007 \$3,656,854 \$5,361,861 Expenses per Revenue Hour \$77.33	Revenues \$866,025 \$334,987	Capital Funds \$377,636 \$0 \$377,636	Unlinked Trips 63,775 429,234 493,009 0de emand Response	Revenue Miles 371,784 584,913 956,697 Operating Expenses per Unlinked Passenger Trip \$26.73	Revenue Hours 22,049 36,145 58,194 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.2	Unlinked Trips pe Vehicle Revenue Hou 2.
Mode Demand Response Bus Total Performance Measures Mode Demand Response Bus	at Maximum Se	Purchased Transportation - - e Efficiency Operating	Operating Expenses \$1,705,007 \$3,656,854 \$5,361,861 Expenses per Revenue Hour \$77.33 \$101.17	Revenues \$866,025 \$334,987	Capital Funds \$377,636 \$0 \$377,636 \$377,636	Unlinked Trips 63,775 429,234 493,009 0de emand Response us	Revenue Miles 371,784 584,913 956,697 Operating Expenses per Unlinked Passenger Trip \$26.73 \$8.52	Revenue Hours 22,049 36,145 58,194 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.2 0.7	in Years 7. 7. 5 Unlinked Trips pe Vehicle Revenue Hou 2. 11.
Mode Demand Response Bus Total Performance Measures Mode Demand Response Bus	at Maximum Se Directly Operated 14 13 27 Service Operating Expenses per Vehicle Revenue Mile \$4.59	Purchased Transportation - - e Efficiency Operating	Operating Expenses \$1,705,007 \$3,656,854 \$5,361,861 Expenses per Revenue Hour \$77.33	Revenues \$866,025 \$334,987	Capital Funds \$377,636 \$0 \$377,636 \$377,636	Unlinked Trips 63,775 429,234 493,009 0de emand Response	Revenue Miles 371,784 584,913 956,697 Operating Expenses per Unlinked Passenger Trip \$26.73	Revenue Hours 22,049 36,145 58,194 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.2	in Years 7. 7 5 Unlinked Trips pe Vehicle Revenue Hot 2 11.
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Node Demand Response Sus Total Performance Measures Node Demand Response Bus Total Operating Expense per Vehicle I Bus	at Maximum Se	Purchased Transportation - - e Efficiency Operating Vehicle I	Operating Expenses \$1,705,007 \$3,656,854 \$5,361,861 Expenses per Revenue Hour \$77.33 \$101.17 \$92.14 os per Vehicle Reve	Revenues \$866,025 \$334,987 \$1,201,012 enue \$6.00	Capital Funds \$377,636 \$0 \$377,636 \$377,636 \$ M De Bu To	Unlinked Trips 63,775 429,234 493,009 ode emand Response us otal	Revenue Miles 371,784 584,913 956,697 Operating Expenses per Unlinked Passenger Trip \$26.73 \$8.52 \$10.88 venue Mile: 0.30 0.20 0.20	Revenue Hours 22,049 36,145 58,194 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.2 0.7 0.5 Unlinked Passenge Mile: De	in Year 7 5 Unlinked Trips p Vehicle Revenue Ho 2 11 8 r Trips per Vehicle Reven
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