http://www.kokomompo.com/ 100 South Union Street Kokomo, IN 46901-4632

City of Kokomo 2018 Annual Agency Profile



| | | | General Infor | mation | | | | | | Financial I | nformatio | | |
|---|--|--|-------------------|--------------------|-----------------|--|--|---|--|------------------------|--|----------------|-------------|
| Urbanized Area Statistics - 2010 Census Kokomo, IN 36 Square Miles 62.182 Population | | Service Consumption 1,948,348 Annual Passenger Miles (PMT) 473,074 Annual Unlinked Trips (UPT) | | | | Database Information NTDID: 50145 Reporter Type: Full Reporter | | | Sources of Operating Funds Expended Fares and Directly Generated \$3,218 Local Funds \$781,781 | | 0.1% | | |
| | | 1,900 Average Weekday Unlinked Trips | | | | Reporter Type: Full Reporter | | | State Funds | | 28.6% | 36.4% | 0.1 |
| 437 Pop. Rank out | of 498 UZAs | | verage Saturday U | | | | | F | ederal Assistance | \$641,224 \$815,337 | 36.4% | 30.4% | |
| Other UZAs Served | | 0 A | verage Sunday Uni | inked Trips | | | | | | | | | |
| 0 Indiana Non-UZA | | | | | | | | | Total Operating Funds Expended | | \$2,241,560 100.0% | | |
| Service Area Statistics Service Supplied | | | | | | | | | Sources of Capita | I Funds Expended | | 28.6% | 34.9% |
| 80 Square Miles | | 544,629 Annual Vehicle Revenue Miles (VRM) 42,723 Annual Vehicle Revenue Hours (VRH) | | | | | | Fares and [| irectly Generated | \$0 | 0.0% | | |
| 57,836 Population | | | | | | | | | Local Funds | \$79,108 | 19.2% | | |
| | | | | Maximum Service (| VOMS) | | | | State Funds | \$0 | 0.0% | | |
| | | | | or Maximum Service | | | | F | ederal Assistance | \$333,978 | 80.8% | | |
| | | | | | (-) | | | | | | 100.0% | Capital Fund | ling Source |
| | Vehicles O | | Modal Charac | teristics | | | | Total C | pital Funds Expended | \$413,086 | 100.0% | | |
| Modal Overview | in Maximum Service Directly Purchased | | Revenue | Use Systems and | | of Capital Funds Facilities and | | Summary of Operati | | ing Expenses (OE) | | | |
| Node | Operated | Transportation | Vehicles | Guidewavs | Stations | Other | Total | | Labor | \$1.813.347 | 80.9% | | |
| Demand Response | 25 | Transportation | \$339,071 | \$45,018 | \$0 | \$0 | \$384.089 | Mate | rials and Supplies | \$351,016 | 15.7% | | 19.2 |
| Bus | 4 | | \$000,071 | \$28,997 | \$0 | \$0 | \$28,997 | | ed Transportation | \$0 | 0.0% | 80.8% | |
| Fotal | 29 | | \$339.071 | \$74.015 | \$0 \$0 | \$0 | \$413,086 | | erating Expenses | \$77,197 | 3.4% | | |
| otai | 25 | | φ000,011 | <i>φ</i> 14,010 | ψŪ | ψŪ | φ+10,000 | | al Operating Expenses | \$2,241,560 | 100.0% | | |
| | | | | | | | | Reconciling OE C | | \$0 | 100.078 | | |
| | | | | | | | | | ed Transportation | ψυ | | | |
| | | | | | | | | | orted Separately) | \$0 | | | |
| Operation Characteristics | | | | | | | | Fixed Guidewa | | | | | |
| | Operating | | Uses of | Annual | Annual | Annual Vehicle | Annual Vehicle | Direction | | Vehicles Operated in | | | verage Flee |
| Node | Expenses | Fare Revenues | Capital Funds | Passenger Miles | Unlinked Trips | Revenue Miles | Revenue Hours | Route Mile | | Maximum Service | Sp | are Vehicles A | |
| Demand Response | \$1,356,234 | \$3,218 | \$384,089 | 324,360 | 94,522 | 392,917 | 30,762 | 0 | | 25 | | 19.4% | 5 |
| Bus | \$885,326 | \$0 | \$28,997 | 1,623,988 | 378,552 | 151,712 | 11,961 | 0 | | 4 | | 42.9% | 5. |
| Fotal | \$2,241,560 | \$3,218 | \$413,086 | 1,948,348 | 473,074 | 544,629 | 42,723 | 0 | 0 38 | 29 | | 23.7% | |
| Performance Measures | | Service Efficiency erating Expenses per Operating Expenses per | | | Operating Ex | | | Service Effectiveness openses per Operating Expenses per Unlinke | | | ed Trips per Unlinked Trips pe | | |
| Mode | | hicle Revenue Mile | | nicle Revenue Hour | | Mode | | | linked Passenger Trip | Vehicle Rev | | | evenue Hou |
| Demand Response | 10 | \$3.45 | v ci | \$44.09 | | Demand Response | 1 43. | \$4.18 | \$14.35 | Venicie rev | 0.2 | Verheie re | 3. |
| Bus | | \$5.84 | | \$74.03 | | Bus | | \$0.55 | \$2.34 | | 2.5 | | 31. |
| Total | | \$4.12 | | \$52.47 | | Total | | \$1.15 | \$4.74 | | 0.9 | | 11. |
| | | | | | | Total | | φ1.15 | φ 1 .74 | | | | |
| Mile: Bus | | | r Passenger Mile: | Revenu | Mile: Bus Mile: | | erating Expense per Ve Mile: Demand Res | ponse | Operating Expense per Passenger Mile: Demand Response | | Unlinked Passenger Trip per Vehicle Revenue Mile: Demand Response | | |
| .00 | \$5.00 | | | 4.00 | | \$8.00 | | \$5.00 | | 0.40 | ~ | | |
| 6.00 | \$3.00 | | | 3.00 | | \$6.00 | | \$4.00 | have | 0.30 | | | |
| 4.00 | \$2.00 | | | 2.00 | | \$4.00 | | \$2.00 | | 0.20 | | | |
| 2.00 | \$1.00 | | | 1.00 | | \$2.00 | | \$1.00 | | 0.10 | | | |
| | | | | | | | | | | | | | |
| 10 11 12 13 14 15 1 | 6 17 18 \$0.00 | 10 11 12 13 14 | 15 16 17 18 | 0.00 10 11 12 13 | 14 15 16 17 | 7 18 \$0.00 09 1 | 10 11 12 13 14 1 | \$0.00 5 16 17 18 | 09 10 11 12 13 14 | 15 16 17 18 | 09 10 11 | 12 13 14 15 | 16 17 1 |

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