

General Information

Urbanized Area Statistics - 2010 Census

Kansas City, MO-KS
 678 Square Miles
 1,519,417 Population
 31 Pop. Rank out of 498 UZAs

Other UZAs Served

354 St. Joseph, MO-KS, 340 Lee's Summit, MO, 217 Topeka, KS, 332 Lawrence, KS, 0 Missouri Non-UZA

Service Area Statistics

456 Square Miles
 788,748 Population

Service Consumption

49,384,983 Annual Passenger Miles (PMT)
 12,957,336 Annual Unlinked Trips (UPT)
 42,855 Average Weekday Unlinked Trips¹
 22,905 Average Saturday Unlinked Trips¹
 12,835 Average Sunday Unlinked Trips¹

Database Information

NTDID: 70005
 Reporter Type: Full Reporter

Financial Information

Sources of Operating Funds Expended

Fares and Directly Generated \$9,540,873 9.9%
 Local Funds \$71,608,024 74.4%
 State Funds \$410,284 0.4%
 Federal Assistance \$14,680,069 15.3%

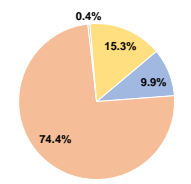
Total Operating Funds Expended \$96,239,250 100.0%

Sources of Capital Funds Expended

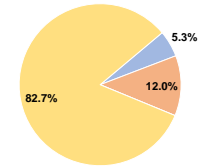
Fares and Directly Generated \$1,935,577 5.3%
 Local Funds \$4,388,044 12.0%
 State Funds \$0 0.0%
 Federal Assistance \$30,163,013 82.7%

Total Capital Funds Expended \$36,486,634 100.0%

Operating Funding Sources



Capital Funding Sources



Summary of Operating Expenses (OE)

Labor \$64,692,482 69.0%
 Materials and Supplies \$7,712,495 8.2%
 Purchased Transportation \$9,102,402 9.7%
 Other Operating Expenses \$12,303,282 13.1%
Total Operating Expenses \$93,810,661 100.0%
 Reconciling OE Cash Expenditures \$1,697,434
 Purchased Transportation (Reported Separately) \$731,155*

Modal Characteristics

| Modal Overview | Vehicles Operated in Maximum Service | | Uses of Capital Funds | | | | | Total |
|------------------------|--------------------------------------|--------------------------|-----------------------|-----------------------|-------------------------|------------------|---------------------|-------|
| | Directly Operated | Purchased Transportation | Revenue Vehicles | Systems and Guideways | Facilities and Stations | Other | | |
| | Demand Response | 9 | 57 | \$0 | \$0 | \$0 | \$0 | |
| Demand Response - Taxi | - | 47 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| Bus | 160 | - | \$25,615,187 | \$5,805,558 | \$4,076,297 | \$989,592 | \$36,486,634 | |
| Bus Rapid Transit | 11 | - | \$0 | \$0 | \$0 | \$0 | \$0 | |
| Vanpool | - | 27 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| Total | 180 | 131 | \$25,615,187 | \$5,805,558 | \$4,076,297 | \$989,592 | \$36,486,634 | |

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 ⁴ |
|------------------------|---------------------|--------------------|-----------------------|------------------------|-----------------------|------------------------------|------------------------------|--|--|--------------------------------------|------------------------|---|
| Demand Response | \$10,991,021 | \$638,131 | \$0 | 2,057,320 | 288,377 | 2,457,146 | 157,036 | 0.0 | 97 | 66 | 32.0% | 3.4 |
| Demand Response - Taxi | \$2,530,250 | \$553,315 | \$0 | 532,574 | 89,355 | 521,110 | 23,365 | 0.0 | 47 | 47 | 0.0% | 0.0 |
| Bus | \$73,933,363 | \$7,665,081 | \$36,486,634 | 41,681,970 | 11,365,396 | 7,385,703 | 536,938 | 0.0 | 204 | 160 | 21.6% | 5.5 |
| Bus Rapid Transit | \$6,076,435 | \$453,222 | \$0 | 3,193,498 | 1,160,189 | 455,147 | 45,032 | 7.3 | 13 | 11 | 15.4% | 0.0 |
| Vanpool | \$279,592 | \$127,605 | \$0 | 1,919,621 | 54,019 | 417,049 | 11,096 | 0.0 | 32 | 27 | 15.6% | 1.4 |
| Total | \$93,810,661 | \$9,437,354 | \$36,486,634 | 49,384,983 | 12,957,336 | 11,236,155 | 773,467 | 7.3 | 393 | 311 | 20.9% | |

Performance Measures

| Mode | Service Efficiency | | Service Effectiveness | | | |
|------------------------|---|---|---------------------------------------|--|---|---|
| | Operating Expenses per Vehicle Revenue Mile | Operating Expenses per Vehicle Revenue Hour | 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 | \$4.47 | \$69.99 | \$5.34 | \$38.11 | 0.1 | 1.8 |
| Demand Response - Taxi | \$4.86 | \$108.29 | \$4.75 | \$28.32 | 0.2 | 3.8 |
| Bus | \$10.01 | \$137.69 | \$1.77 | \$6.51 | 1.5 | 21.2 |
| Bus Rapid Transit | \$13.35 | \$134.94 | \$1.90 | \$5.24 | 2.5 | 25.8 |
| Vanpool | \$0.67 | \$25.20 | \$0.15 | \$5.18 | 0.1 | 4.9 |
| Total | \$8.35 | \$121.29 | \$1.90 | \$7.24 | 1.2 | 16.8 |



Notes:
⁴Demand Response - Taxi (DT) and non-dedicated fleets do not report fleet age data.
¹Average Unlinked Trips not available for Demand Response Taxi.