http://www.theride.org/ 2700 S Industrial Hwy Ann Arbor, Mi 48104-6260

## Ann Arbor Area Transportation Authority 2021 Annual Agency Profile

			General Info	rmation						Financial In	formation		
	Urbanized Area Statistics - 2010 Census Service Consumption				Database Information			Sources of Operating Funds Expended Operating Funding S					ling Source
Ann Arbor, MI		11,941,980 A	Annual Passenger	Miles (PMT)		NTDID: 5	0040	Fares and Dire	ctly Generated	\$2,650,882	6.9%	-	-
160 Square Miles		1,968,945 A	Annual Unlinked T	ips (UPT)		Reporter Type: F	ull Reporter		Local Funds	\$4,687,512	12.2%		
306,022 Population		6.485 A	verage Weekday	Jnlinked Trips		Asset Type: 1	ier II		State Funds	\$12,478,606	32.4%		
125 Pop. Rank out of	498 UZAs		verage Saturday			Sponsor NTDID:		Fede	eral Assistance	\$18,641,364	48.5%	48.5%	
Other UZAs Served			verage Sunday U							••••••			6.9%
0 Michigan Non-UZA		2,322 8	werage Sunday O	iiiikeu mps				Total Operati	ng Funds Expended	\$38,458,364	100.0%		
0 Wichigan Non-OZA						Assets		Total Operation	ing Funds Expended	\$30,430,304	100.0%		12.2%
					-								
Service Area Statistics		Service S				Revenue Vehicles	319			al Funds Expended			7
130 Square Miles				/enue Miles (VRM)		Service Vehicles	20 3	Fares and Dire		\$0	0.0%	32.4%	
258,829 Population		289,283 Annual Vehicle Revenue Hours (VRH) 227 Vehicles Operated in Maximum Service (VO				Facilities		Local Funds		\$15,024	0.3%		
						rack Miles			State Funds	\$1,211,204	20.5%		
		272 V	ehicles Available	for Maximum Service	(VAMS) I	ane Miles		Fede	eral Assistance	\$4,689,230	79.3%		
												tal Funding	Sources
			Modal Chara	cteristics				Total Can	ital Funds Expended	\$5.915.458	100.0%	-	
	Vehicles O	perated								+-,,+00			
Modal Overview				11-	es of Capital Fur	de			Summary of Oner	ing Exponence (OE)			0.3%
	in Maximum Service Directly Purchased		Revenue	Svstems and	Facilities and	iu5			Summary of Operating				
<b>M</b> - 1-	Operated	Purchased Transportation	Vehicles	Systems and Guidewavs	Facilities and Stations	Other	Total		Labar	\$04.0F0.400	07.00/		
Mode Commuter Bus	operated	rransportation	venicies \$0	Guideways \$0	Stations \$0	S0	10tal \$0	Material	Labor	\$24,253,466	67.3% 8.3%		20.5%
									s and Supplies	\$2,991,870		3%	
Demand Response	24 1	41 1		\$91,570	\$0	\$0	\$615,954		Transportation	\$3,587,919	10.0%		
Bus	75	-	\$4,667,060	\$436,932	\$173,377	\$22,135	\$5,299,504		ating Expenses	\$5,210,088	14.5%		
Vanpool	- 99	87 1	\$0	\$0	\$0	\$0	\$0		Operating Expenses	\$36,043,343	100.0%		
Total	99	128	\$5,191,444	\$528,502	\$173,377	\$22,135	\$5,915,458	Reconciling OE Casl		\$2,415,021			
									Transportation ed Separately)	\$0			
Operation Characteristics								Fixed Guideway	Vehicles Available				Average
	<b>O</b>												
			Uses of	Annual	Annual	Annual Vehicle	Annual Vehicle	Directional	for Maximum	Vehicles Operated in	P	ercent Fle	et Age in
Mode	Operating Expenses	Fare Revenues	Uses of Capital Funds		Annual Unlinked Trins	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Directional Route Miles		Vehicles Operated in Maximum Service		ercent Fle	
	Expenses	Fare Revenues	Capital Funds	Passenger Miles	Unlinked Trips	<b>Revenue Miles</b>	<b>Revenue Hours</b>	Route Miles	Service	Maximum Service	Pe Spare Ve	hicles	Years <sup>a</sup>
Commuter Bus	Expenses \$0	\$0	Capital Funds \$0	Passenger Miles	Unlinked Trips 0	Revenue Miles	Revenue Hours	Route Miles 0.0	Service 0	Maximum Service	Spare Ve	h <b>icles</b> 0.0%	Years <sup>a</sup> 0.0
Commuter Bus Demand Response	Expenses \$0 \$8,596,478 <sup>1</sup>	\$0 \$276,899 <sup>1</sup>	Capital Funds \$0 \$615,954	Passenger Miles 0 486,805	Unlinked Trips 0 99,837	Revenue Miles 0 667,986	Revenue Hours 0 54,274	Route Miles 0.0 0.0	Service 0 93	Maximum Service 0 65 <sup>1</sup>	Spare Ve	hicles 0.0% 43.1%	Years <sup>a</sup> 0.0 3.0
	Expenses \$0 \$8,596,478 <sup>1</sup> \$26,758,389	\$0 \$276,899 <sup>1</sup> \$1,287,493	Capital Funds \$0 \$615,954 \$5,299,504	Passenger Miles 0 486,805 6,172,469	Unlinked Trips 0 99,837 1,729,434	Revenue Miles 0 667,986 2,380,672	Revenue Hours 0 54,274 199,145	Route Miles 0.0 0.0 0.0	Service 0 93 92	Maximum Service 0 65 <sup>1</sup> 75	Spare Ve	hicles 0.0% 43.1% 22.7%	Years <sup>a</sup> 0.0 3.0 5.7
Commuter Bus Demand Response Bus S Vanpool	Expenses \$0 \$8,596,478 <sup>1</sup> \$26,758,389 \$688,476 <sup>1</sup>	\$0 \$276,899 <sup>1</sup> \$1,287,493 \$775,625 <sup>1</sup>	Capital Funds \$0 \$615,954 \$5,299,504 \$0	Passenger Miles 0 486,805 6,172,469 5,282,706	Unlinked Trips 0 99,837 1,729,434 139,674	Revenue Miles 0 667,986 2,380,672 1,644,521	Revenue Hours 0 54,274 199,145 35,864	Route Miles 0.0 0.0 0.0 0.0 0.0	Service 0 93 92 87	Maximum Service 0 65 <sup>1</sup> 75 87 <sup>1</sup>	Spare Ve	hicles 0.0% 43.1% 22.7% 0.0%	Years <sup>a</sup> 0.0 3.0
Commuter Bus Demand Response Bus S Vanpool	Expenses \$0 \$8,596,478 <sup>1</sup> \$26,758,389	\$0 \$276,899 <sup>1</sup> \$1,287,493	Capital Funds \$0 \$615,954 \$5,299,504	Passenger Miles 0 486,805 6,172,469	Unlinked Trips 0 99,837 1,729,434	Revenue Miles 0 667,986 2,380,672	Revenue Hours 0 54,274 199,145	Route Miles 0.0 0.0 0.0	Service 0 93 92	Maximum Service 0 65 <sup>1</sup> 75	Spare Ve	hicles 0.0% 43.1% 22.7%	Years <sup>a</sup> 0.0 3.0 5.7
Commuter Bus Demand Response Jus S Vanpool Fotal S	Expenses \$0 \$8,596,478 1 \$26,758,389 \$688,476 1 \$36,043,343	\$0 \$276,899 1 \$1,287,493 \$775,625 1 \$2,340,017	Capital Funds \$0 \$615,954 \$5,299,504 \$0 \$5,915,458 rvice Efficiency	Passenger Miles 0 486,805 6,172,469 5,282,706 11,941,980	Unlinked Trips 0 99,837 1,729,434 139,674	Revenue Miles 0 667,986 2,380,672 1,644,521	Revenue Hours 0 54,274 199,145 35,864 289,283	Route Miles 0.0 0.0 0.0 0.0 0.0	Service 0 93 92 87 272 Service Effec	Maximum Service 0 65 1 75 87 1 227 tiveness	Spare Ve	hicles 0.0% 43.1% 22.7% 0.0% 16.5%	Years <sup>a</sup> 0.0 3.0 5.7 1.4
Commuter Bus Demand Response Bus S Vanpool Total S Performance Measures	Expenses \$0 \$8,596,478 1 \$26,758,389 \$688,476 1 \$36,043,343 Opera	\$0 \$276,899 1 \$1,287,493 \$775,625 1 \$2,340,017 Se tting Expenses per	Capital Funds \$0 \$615,954 \$5,299,504 \$0 <b>\$5,915,458</b> rvice Efficiency Oper	Passenger Miles 0 486,805 6,172,469 5,282,706 11,941,980 rating Expenses per	Unlinked Trips 0 99,837 1,729,434 139,674 1,968,945	Revenue Miles 0 667,986 2,380,672 1,644,521 4,693,179	Revenue Hours 0 54,274 199,145 35,864 289,283 Operating E	Route Miles         0.0           0.0         0.0           0.0         0.0           0.0         0.0           Expenses per         Ope	Service 0 93 92 87 272 Service Effec rating Expenses per	Maximum Service 0 65 75 87 227 tiveness Unlinked	Spare Ve	hicles 0.0% 43.1% 22.7% 0.0% 16.5% Unlinked	Years <sup>a</sup> 0.0 3.0 5.7 1.4 Trips per
Commuter Bus Demand Response Jus Vanpool Total Performance Measures Wode	Expenses \$0 \$8,596,478 1 \$26,758,389 \$688,476 1 \$36,043,343 Opera	\$0 \$276,899 1 \$1,287,493 \$775,625 1 \$2,340,017 Se ting Expenses per hicle Revenue Mile	Capital Funds \$0 \$615,954 \$5,299,504 \$0 <b>\$5,915,458</b> rvice Efficiency Oper	Passenger Miles 0 486,805 6,172,469 5,282,706 11,941,980 rating Expenses per hicle Revenue Hour	Unlinked Trips 0 99,837 1,729,434 139,674 1,968,945	Revenue Miles 0 667,986 2,380,672 1,644,521 4,693,179	Revenue Hours 0 54,274 199,145 35,864 289,283 Operating E	Route Miles 0.0 0.0 0.0 0.0 0.0 Expenses per Sissenger Mile	Service 0 93 92 87 272 Service Effect rating Expenses per nked Passenger Trip	Maximum Service 0 65 1 75 87 1 227 tiveness	Spare Ve	hicles 0.0% 43.1% 22.7% 0.0% 16.5%	Years <sup>a</sup> 0.0 3.0 5.7 1.4 Trips per nue Hour
Commuter Bus Demand Response Bus Svappool Total Performance Measures Mode Commuter Bus	Expenses \$0 \$8,596,478 1 \$26,758,389 \$688,476 1 \$36,043,343 Opera	\$0 \$276,899 1 \$1,287,493 \$775,625 1 \$2,340,017 Se tting Expenses per hicle Revenue Mile \$0.00	Capital Funds \$0 \$615,954 \$5,299,504 \$0 <b>\$5,915,458</b> rvice Efficiency Oper	Passenger Miles 0 486,805 6,172,469 5,282,706 11,941,980 rating Expenses per hicle Revenue Hour \$0.00	Unlinked Trips 0 99,837 1,729,434 139,674 1,968,945	Revenue Miles 0 667,986 2,380,672 1,644,521 4,693,179 Mode Commuter Bus	Revenue Hours 0 54,274 199,145 35,864 289,283 Operating E	Route Miles         0.0           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0           Expenses per         Ope           Ssenger Mile         Unli           \$0.00         0.0	Service 0 93 92 87 272 Service Effect erating Expenses per nked Passenger Trip \$0.00	Maximum Service 0 65 75 87 227 tiveness Unlinked	Spare Ve	hicles 0.0% 43.1% 22.7% 0.0% 16.5% Unlinked	Years <sup>a</sup> 0.0 3.0 5.7 1.4 Trips per nue Hour 0.0
Commuter Bus Demand Response Bus Vanpool Total Performance Measures Mode Commuter Bus Demand Response	Expenses \$0 \$8,596,478 1 \$26,758,389 \$688,476 1 \$36,043,343 Opera	\$0 \$276,899 1 \$1,287,493 \$775,625 1 \$2,340,017 Se tting Expenses per hicle Revenue Mile \$0.00 \$12.87	Capital Funds \$0 \$615,954 \$5,299,504 \$0 <b>\$5,915,458</b> rvice Efficiency Oper	Passenger Miles 0 486,805 6,172,469 5,282,706 11,941,980 rating Expenses per hicle Revenue Hour \$0.00 \$158.39	Unlinked Trips 0 99,837 1,729,434 139,674 1,968,945	Revenue Miles 0 667,986 2,380,672 1,644,521 4,693,179 Mode Commuter Bus Demand Response	Revenue Hours 0 54,274 199,145 35,864 289,283 Operating E	Route Miles           0.0      0.0      0	Service 0 93 92 87 272 Service Effect rating Expenses per niked Passenger Trip \$0.00 \$86.11	Maximum Service 0 65 75 87 227 tiveness Unlinked	Spare Ve Trips per nue Mile Ve 0.0 0.1	hicles 0.0% 43.1% 22.7% 0.0% 16.5% Unlinked	Years <sup>a</sup> 0.0 3.0 5.7 1.4 Trips per nue Hour 0.0 1.8
Commuter Bus Demand Response Bus Sus Total Performance Measures Mode Commuter Bus Demand Response Bus	Expenses \$0 \$8,596,478 1 \$26,758,389 \$688,476 1 \$36,043,343 Opera	\$0 \$276,89 \$1,287,493 \$775,625 \$2,340,017 \$ <b>2</b> <b>5</b> <b>1</b> <b>1</b> <b>1</b> <b>1</b> <b>1</b> <b>1</b> <b>1</b> <b>1</b> <b>1</b> <b>2</b> <b>1</b> <b>1</b> <b>1</b> <b>1</b> <b>1</b> <b>1</b> <b>1</b> <b>1</b> <b>1</b> <b>1</b>	Capital Funds \$0 \$615,954 \$5,299,504 \$0 <b>\$5,915,458</b> rvice Efficiency Oper	Passenger Miles 0 486,805 6,172,469 5,282,706 11,941,980 rating Expenses per hicle Revenue Hour \$0.00 \$158,39 \$134.37	Unlinked Trips 0 99,837 1,729,434 139,674 1,968,945	Revenue Miles 0 667,986 2,380,672 1,644,521 4,693,179 Mode Commuter Bus Demand Response Bus	Revenue Hours 0 54,274 199,145 35,864 289,283 Operating E	Route Miles         0.0           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0           5.0         0.0           \$17.66         \$4.34	Service 0 93 92 87 272 Service Effec rating Expenses per niked Passenger Trip \$0.00 \$86.11 \$15.47	Maximum Service 0 65 75 87 227 tiveness Unlinked	Spare Ve	hicles 0.0% 43.1% 22.7% 0.0% 16.5% Unlinked	Years <sup>a</sup> 0.0 3.0 5.7 1.4 Trips per nue Hour 0.0 1.8 8.7
Commuter Bus Demand Response Sus Vanpool Fotal Performance Measures Mode Commuter Bus Demand Response	Expenses \$0 \$8,596,478 1 \$26,758,389 \$688,476 1 \$36,043,343 Opera	\$0 \$276,899 1 \$1,287,493 \$775,625 1 \$2,340,017 Se tting Expenses per hicle Revenue Mile \$0.00 \$12.87	Capital Funds \$0 \$615,954 \$5,299,504 \$0 <b>\$5,915,458</b> rvice Efficiency Oper	Passenger Miles 0 486,805 6,172,469 5,282,706 11,941,980 rating Expenses per hicle Revenue Hour \$0.00 \$158.39	Unlinked Trips 0 99,837 1,729,434 139,674 1,968,945	Revenue Miles 0 667,986 2,380,672 1,644,521 4,693,179 Mode Commuter Bus Demand Response	Revenue Hours 0 54,274 199,145 35,864 289,283 Operating E	Route Miles           0.0           \$17.66	Service 0 93 92 87 272 Service Effect rating Expenses per niked Passenger Trip \$0.00 \$86.11	Maximum Service 0 65 75 87 227 tiveness Unlinked	Spare Ve Trips per nue Mile Ve 0.0 0.1	hicles 0.0% 43.1% 22.7% 0.0% 16.5% Unlinked	Years <sup>a</sup> 0.0 3.0 5.7 1.4 Trips per nue Hour 0.0 1.8

Notes: <sup>a</sup>Demand Response - Taxi (DR/TX) and non-dedicated fleets do not report fleet age data.

<sup>1</sup>Demand Response - Taxi (IDR/TX) and non-dedicated fleets do not report fleet age data. <sup>1</sup>Includes data for a contract with another reporter. <sup>1</sup>This agency has a purchased transportation relationship in which they buy service from Nothfield's Human Services (NTDID: Entity that Does Not Report to NTD), and in which the data are captured in this report for mode DR/PT. <sup>1</sup>This agency has a purchased transportation relationship in which they buy service from Stadium Taxi (NTDID: Entity that Does Not Report to NTD), and in which the data are captured in this report for mode DR/PT. <sup>1</sup>This agency has a purchased transportation relationship in which they buy service from Golden Limousine (NTDID: Entity that Does Not Report to NTD), and in which the data are captured in this report for mode DR/PT. <sup>1</sup>This agency has a purchased transportation relationship in which they buy service from Golden Limousine (NTDID: Entity that Does Not Report to NTD), and in which the data are captured in this report for mode DR/PT. <sup>1</sup>This agency has a purchased transportation relationship in which they buy service from Golden Limousine (NTDID: Entity that Does Not Report to NTD), and in which the data are captured in this report for mode DR/PT. <sup>1</sup>This agency has a purchased transportation relationship in which they buy service from Golden Limousine (NTDID: Entity that Does Not Report to NTD), and in which the data are captured in this report for mode DR/PT. <sup>1</sup>This agency has a purchased transportation relationship in which they buy service from Golden Limousine (NTDID: Entity that Does Not Report to NTD), and in which the data are captured in this report for mode DR/PT. <sup>1</sup>This agency has a purchased transportation relationship in which they buy service from Golden Limousine (NTDID: Entity that Does Not Report to NTD), and in which the data are captured in this report for mode DR/PT. <sup>1</sup>This agency has a purchased transportation relationship in which they buy service from Enterprise Rideshare - Michigan (NTDID: Entity that

## Performance Measure Targets - 2022

Performance Measure - Asset Type - Target % not in State of Good Repair Equipment - Automobiles - 0% Equipment - Trucks and other Rubber Tire Vehicles - 0% Facility - Administrative / Maintenance Facilities - 0% Facility - Passenger / Parking Facilities - 0% Rolling Stock - BU - Bus - 1% Rolling Stock - CU - Cutaway - 5% Rolling Stock - MV - Minivan - 0% Rolling Stock - VN - Van - 0%