

2022 Annual Agency Profile - Transit Authority of Omaha (NTD ID 70002)

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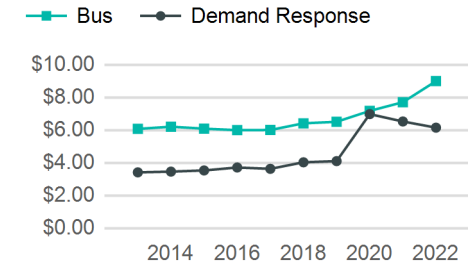
Geographic Coverage

Primary Urbanized Area	Omaha, NE--IA
Square Miles	271
Population	819,508
Other Areas Served:	Nebraska Non-UZA
Service Area Population	656,462
Service Area Sq. Miles	237

Service Consumed

Annual Passenger Miles Traveled (PMT)	9,307,356
Annual Unlinked Trips (UPT)	2,714,471
Average Weekday UPT	8,981
Average Saturday UPT	5,272
Average Sunday UPT	2,761

Operating Expenses per Vehicle Revenue Mile



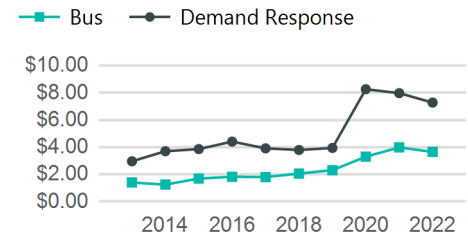
Assets

Revenue Vehicles	150
Service Vehicles	12
Facilities	32
Lane Miles	1.8
Track Miles	

Service Supplied

Annual Vehicle/Passenger Car Revenue Miles (VRM)	4,117,820
Annual Vehicle/Passenger Car Revenue Hours (VRH)	305,907
Vehicles Operated in Maximum Service (VOMS)	100
Vehicles Available for Maximum Service (VAMS)	145

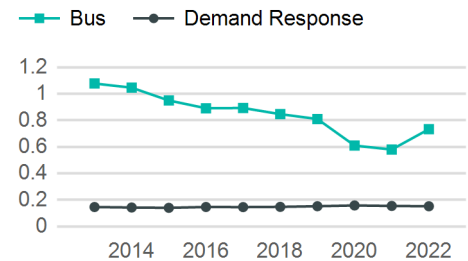
Operating Expenses per Passenger Mile



Modal Characteristics

Mode	Directly Operated VOMS	Purchased Transportation VOMS	Annual Passenger Miles Traveled	Annual Unlinked Passenger Trips	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles
Bus	75	0	8,860,324	2,634,017	3,590,120	260,120	1.75
Demand Response	25	0	447,032	80,454	527,700	45,787	0.00
Total	100	0	9,307,356	2,714,471	4,117,820	305,907	1.75

Unlinked Passenger Trip per Vehicle Revenue Mile



Metrics

Service Efficiency

Service Effectiveness

Mode	OE per VRM	OE per VRH	UPT per VRM	UPT per VRH	OE per PMT	OE per UPT
Bus	\$9.01	\$124.40	0.7	10.1	\$3.65	\$12.28
Demand Response	\$6.17	\$71.10	0.2	1.8	\$7.28	\$40.46
Total	\$8.65	\$116.42	0.7	8.9	\$3.83	\$13.12

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2022 Funding Breakdown

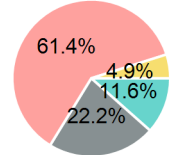
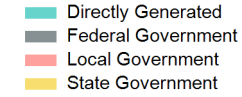
Summary of Operating Expenses (OE)

Labor	\$25,984,997	73.0%
Materials and Supplies	\$4,833,827	13.6%
Purchased Transportation	\$0	0.0%
Other Operating Expenses	\$4,795,002	13.5%
Total Operating Expenses	\$35,613,826	100.0%
<i>Reconciling OE Cash Expenditures</i>	<i>\$3,400</i>	

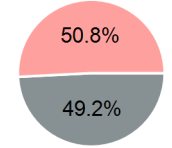
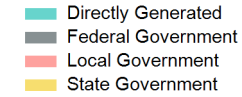
Sources of Operating Funds Expended

Directly Generated	\$4,128,460
Federal Government	\$7,892,359
Local Government	\$21,856,030
State Government	\$1,740,377
Total Operating Funds Expended	\$35,617,226

Operating Funding Sources



Capital Funding Sources



Sources of Capital Funds Expended

Directly Generated	\$0
Federal Government	\$3,859,736
Local Government	\$3,985,981
State Government	\$0
Total Capital Funds Expended	\$7,845,717

Operating Expense Detail

Mode	Operating Expenses	Fare Revenues	Uses of Capital			
			Revenue Vehicles	Systems and Guideway	Facilities and Stations	Other
Bus	\$32,358,361	\$3,420,835	\$2,677,726	\$1,924,220	\$2,047,991	\$1,184,725
Demand Response	\$3,255,465	\$156,140	\$0	\$0	\$11,055	\$0
Total	\$35,613,826	\$3,576,975	\$2,677,726	\$1,924,220	\$2,059,046	\$1,184,725

2022 Asset Management

Transit Asset Management (TAM) Tier

Tier II

TAM Sponsor NTD ID

Metrics

Performance Measure - Asset - 2023 Target (% not in State of Good Repair)

Equipment - Automobiles - 100%; Equipment - Trucks and other Rubber Tire Vehicles - 71%; Facility - Administrative / Maintenance Facilities - 0%; Facility - Passenger / Parking Facilities - 3%; Rolling Stock - AB - Articulated Bus - 0%; Rolling Stock - BU - Bus - 34%; Rolling Stock - CU - Cutaway - 0%; Rolling Stock - VN - Van - 100%

Mode	Vehicles Operated in Max. Service	Vehicles Available for Max. Service	%Spare Vehicles	Avg. Fleet Age (yrs)
Bus	75	117	12.0%	6.4
Demand Response	25	28	56.0%	2.8