

Nashville-Metropolitan Transit Authority (MTA)

P.O. Box 100270
Nashville, TN 37224-0270
(615)862-6147

Chief Executive Officer: Robert T. Babbitt, Ph.D.
Executive Director
ID Number: 4004

System Wide Information

Modal Information

| General Information | Financial Information | Characteristics | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|--|--|--------------------------------------|--|---------|-------------------|--------------|-------------|-----------------|-----------------|-------------|--------------|------------|------------------------|--------------|--|--|--------------------------------------|--|--------------------|---|-----------------------|-----------|---------|---------|--------------------------------|--------|------|--------|------------------------------|---------|--------|--------|--|-----|-----|-----|-------------|-----|----|----|----------------------------|-----|-----|-----|--------------------------------------|-----|----|----|--------------------|-----|-----|-----|----------------|-----|-----|-----|
| Urbanized Area (UZA) Statistics - 1990 Census Nashville, TN Square Miles 484 Population 573,294 Population Ranking Out of 405 UZA: 52 | Sources of Operating Funds Expended Passenger Fares \$5,888,810 Local Funds 5,595,375 State Funds 1,858,631 Federal Assistance 901,684 Other Funds 611,410 Total Operating Funds Expended \$14,855,910 | Demand <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th>Bus</th> <th>Response</th> <th>Vanpool</th> </tr> </thead> <tbody> <tr> <td>Operating Expense</td> <td>\$14,270,187</td> <td>\$1,328,729</td> <td>\$127,837</td> </tr> <tr> <td>Capital Funding</td> <td>\$2,467,957</td> <td>\$0</td> <td>\$0</td> </tr> <tr> <td>Annual Passenger Miles</td> <td>30,454,501 Q</td> <td>800,368</td> <td>5,867,963</td> </tr> <tr> <td>Annual Vehicle Revenue Miles</td> <td>3,593,065</td> <td>815,620</td> <td>761,035</td> </tr> <tr> <td>Annual Unlinked Trips</td> <td>7,762,912</td> <td>103,363</td> <td>117,263</td> </tr> <tr> <td>Average Weekday Unlinked Trips</td> <td>29,800</td> <td>372</td> <td>453</td> </tr> <tr> <td>Annual Vehicle Revenue Hours</td> <td>267,185</td> <td>50,991</td> <td>18,332</td> </tr> <tr> <td>Fixed Guideway Directional Route Miles</td> <td>0.0</td> <td>N/A</td> <td>N/A</td> </tr> <tr> <td>Total Fleet</td> <td>132</td> <td>35</td> <td>29</td> </tr> <tr> <td>Average Fleet Age in Years</td> <td>9.1</td> <td>5.6</td> <td>1.3</td> </tr> <tr> <td>Vehicles Operated in Maximum Service</td> <td>103</td> <td>27</td> <td>26</td> </tr> <tr> <td>Peak to Base Ratio</td> <td>2.2</td> <td>N/A</td> <td>N/A</td> </tr> <tr> <td>Percent Spares</td> <td>28%</td> <td>30%</td> <td>12%</td> </tr> </tbody> </table> | | Bus | Response | Vanpool | Operating Expense | \$14,270,187 | \$1,328,729 | \$127,837 | Capital Funding | \$2,467,957 | \$0 | \$0 | Annual Passenger Miles | 30,454,501 Q | 800,368 | 5,867,963 | Annual Vehicle Revenue Miles | 3,593,065 | 815,620 | 761,035 | Annual Unlinked Trips | 7,762,912 | 103,363 | 117,263 | Average Weekday Unlinked Trips | 29,800 | 372 | 453 | Annual Vehicle Revenue Hours | 267,185 | 50,991 | 18,332 | Fixed Guideway Directional Route Miles | 0.0 | N/A | N/A | Total Fleet | 132 | 35 | 29 | Average Fleet Age in Years | 9.1 | 5.6 | 1.3 | Vehicles Operated in Maximum Service | 103 | 27 | 26 | Peak to Base Ratio | 2.2 | N/A | N/A | Percent Spares | 28% | 30% | 12% |
| | Bus | Response | Vanpool | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Operating Expense | \$14,270,187 | \$1,328,729 | \$127,837 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Capital Funding | \$2,467,957 | \$0 | \$0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Annual Passenger Miles | 30,454,501 Q | 800,368 | 5,867,963 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Annual Vehicle Revenue Miles | 3,593,065 | 815,620 | 761,035 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Annual Unlinked Trips | 7,762,912 | 103,363 | 117,263 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Average Weekday Unlinked Trips | 29,800 | 372 | 453 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Annual Vehicle Revenue Hours | 267,185 | 50,991 | 18,332 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fixed Guideway Directional Route Miles | 0.0 | N/A | N/A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total Fleet | 132 | 35 | 29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Average Fleet Age in Years | 9.1 | 5.6 | 1.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Vehicles Operated in Maximum Service | 103 | 27 | 26 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak to Base Ratio | 2.2 | N/A | N/A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Percent Spares | 28% | 30% | 12% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Service Area Statistics Square Miles 529 Population 528,103 | Summary of Operating Expenses Salaries/Wages/Benefits \$12,142,921 Materials & Supplies 2,034,335 Purchased Transportation 0 Other Operating Expenses 1,549,497 Total Operating Expenses \$15,726,753 | Performance Measures Service Efficiency Operating Expense/Vehicle Revenue Mile \$3.97 Operating Expense/Vehicle Revenue Hour \$53.41 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Service Consumption Annual Passenger Miles 37,122,832 Q Annual Unlinked Trips 7,983,538 Average Weekday Unlinked Trips 30,625 Average Saturday Unlinked Trips 3,599 Average Sunday Unlinked Trips 687 | Sources of Capital Funds Expended Local Funds \$117,896 State Funds 117,897 Federal Assistance 2,232,164 Total Capital Funds Expended \$2,467,957 | Cost Effectiveness Operating Expense/Passenger Mile \$0.47 Q Operating Expense/Unlinked Passenger Trip \$1.84 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Service Supplied Annual Vehicle Revenue Miles 5,169,720 Annual Vehicle Revenue Hours 336,508 Total Fleet 196 Vehicles Operated in Maximum Service 156 Base Period Requirement 46 | Uses of Capital Funds <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th>Rolling Stock</th> <th>Facilities and Other</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Bus</td> <td>\$1,293,895</td> <td>\$1,174,062</td> <td>\$2,467,957</td> </tr> <tr> <td>Demand Response</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>Vanpool</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>Total</td> <td>\$1,293,895</td> <td>\$1,174,062</td> <td>\$2,467,957</td> </tr> </tbody> </table> | | Rolling Stock | Facilities and Other | Total | Bus | \$1,293,895 | \$1,174,062 | \$2,467,957 | Demand Response | 0 | 0 | 0 | Vanpool | 0 | 0 | 0 | Total | \$1,293,895 | \$1,174,062 | \$2,467,957 | Service Effectiveness Unlinked Passenger Trips/Vehicle Revenue Mi 2.16 Unlinked Passenger Trips/Vehicle Revenue Ho 29.05 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Rolling Stock | Facilities and Other | Total | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bus | \$1,293,895 | \$1,174,062 | \$2,467,957 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Demand Response | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Vanpool | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total | \$1,293,895 | \$1,174,062 | \$2,467,957 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Vehicles Operated in Maximum Service <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th>Directly Operated</th> <th>Purchased Transportation</th> </tr> </thead> <tbody> <tr> <td>Bus</td> <td>103</td> <td>0</td> </tr> <tr> <td>Demand Response</td> <td>27</td> <td>0</td> </tr> <tr> <td>Vanpool</td> <td>26</td> <td>0</td> </tr> <tr> <td>Total</td> <td>156</td> <td>0</td> </tr> </tbody> </table> | | Directly Operated | Purchased Transportation | Bus | 103 | 0 | Demand Response | 27 | 0 | Vanpool | 26 | 0 | Total | 156 | 0 | | Bus <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Operating Expense Per Vehicle Revenue Mile</th> <th>Operating Expense Per Passenger Mile</th> <th>Passenger Trips Per Vehicle Revenue Mile</th> </tr> </thead> <tbody> <tr> <td>\$3.00</td> <td>\$0.40</td> <td>2.00</td> </tr> <tr> <td>\$2.00</td> <td>\$0.20</td> <td>1.00</td> </tr> <tr> <td>\$1.00</td> <td>\$0.00</td> <td>0.00</td> </tr> <tr> <td>\$0.00</td> <td>\$0.00</td> <td>0.00</td> </tr> </tbody> </table> | Operating Expense Per Vehicle Revenue Mile | Operating Expense Per Passenger Mile | Passenger Trips Per Vehicle Revenue Mile | \$3.00 | \$0.40 | 2.00 | \$2.00 | \$0.20 | 1.00 | \$1.00 | \$0.00 | 0.00 | \$0.00 | \$0.00 | 0.00 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Directly Operated | Purchased Transportation | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bus | 103 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Demand Response | 27 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Vanpool | 26 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total | 156 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Operating Expense Per Vehicle Revenue Mile | Operating Expense Per Passenger Mile | Passenger Trips Per Vehicle Revenue Mile | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$3.00 | \$0.40 | 2.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$2.00 | \$0.20 | 1.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$1.00 | \$0.00 | 0.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$0.00 | \$0.00 | 0.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sources of Operating Funds Expended | Sources of Capital Funds Expended | Demand Response <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Operating Expense Per Vehicle Revenue Mile</th> <th>Operating Expense Per Passenger Mile</th> <th>Passenger Trips Per Vehicle Revenue Mile</th> </tr> </thead> <tbody> <tr> <td>\$2.00</td> <td>\$2.00</td> <td>0.20</td> </tr> <tr> <td>\$1.00</td> <td>\$1.00</td> <td>0.10</td> </tr> <tr> <td>\$0.00</td> <td>\$0.00</td> <td>0.00</td> </tr> </tbody> </table> | Operating Expense Per Vehicle Revenue Mile | Operating Expense Per Passenger Mile | Passenger Trips Per Vehicle Revenue Mile | \$2.00 | \$2.00 | 0.20 | \$1.00 | \$1.00 | 0.10 | \$0.00 | \$0.00 | 0.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Operating Expense Per Vehicle Revenue Mile | Operating Expense Per Passenger Mile | Passenger Trips Per Vehicle Revenue Mile | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$2.00 | \$2.00 | 0.20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$1.00 | \$1.00 | 0.10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$0.00 | \$0.00 | 0.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Source: 1996 National Transit Database