

## Des Moines Metropolitan Transit Authority (Metro)

1100 MTA Lane  
Des Moines, IA 50309-4572  
(515)283-8111

Chief Executive Officer: K. Stephen Spade,  
General Manager  
ID Number: 7010

### System Wide Information

### Modal Information

| General Information   | Financial Information | Characteristics   |                          |     |    |   |         |    |   |                 |    |   |              |            |          |   |  |               |                      |       |     |             |           |             |         |         |   |         |                 |   |   |   |              |                    |                  |                    |  |  |     |          |         |                   |               |               |             |                 |             |     |           |                        |        |           |           |                              |           |         |         |                       |           |         |        |                                |        |     |     |                              |         |        |       |  |     |     |     |             |    |    |    |                            |     |     |     |                                      |    |    |    |                    |     |     |     |                |     |     |    |
|---|-----------------------|---|--------------------------|-----|----|---|---------|----|---|-----------------|----|---|--------------|------------|----------|---|--|---------------|----------------------|-------|-----|-------------|-----------|-------------|---------|---------|---|---------|-----------------|---|---|---|--------------|--------------------|------------------|--------------------|--|--|-----|----------|---------|-------------------|---------------|---------------|-------------|-----------------|-------------|-----|-----------|------------------------|--------|-----------|-----------|------------------------------|-----------|---------|---------|-----------------------|-----------|---------|--------|--------------------------------|--------|-----|-----|------------------------------|---------|--------|-------|--|-----|-----|-----|-------------|----|----|----|----------------------------|-----|-----|-----|--------------------------------------|----|----|----|--------------------|-----|-----|-----|----------------|-----|-----|----|
| <b>Urbanized Area (UZA) Statistics - 1990 Census</b><br><b>Des Moines, IA</b><br>Square Miles 160<br>Population 293,666<br>Population Ranking Out of 405 UZA: 91<br><br><b>Service Area Statistics</b><br>Square Miles 168<br>Population 325,179<br><br><b>Service Consumption</b><br>Annual Passenger Miles 3,743,405<br>Annual Unlinked Trips 3,833,300<br>Average Weekday Unlinked Trips 14,313<br>Average Saturday Unlinked Trips 4,184<br>Average Sunday Unlinked Trips 0<br><br><b>Service Supplied</b><br>Annual Vehicle Revenue Miles 2,092,956<br>Annual Vehicle Revenue Hours 146,961<br>Total Fleet 144<br>Vehicles Operated in Maximum Service 120<br>Base Period Requirement 22<br><br><b>Vehicles Operated in Maximum Service</b><br><table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">Directly Operated</th> <th style="text-align: center;">Purchased Transportation</th> </tr> </thead> <tbody> <tr> <td>Bus</td> <td style="text-align: center;">78</td> <td style="text-align: center;">1</td> </tr> <tr> <td>Vanpool</td> <td style="text-align: center;">23</td> <td style="text-align: center;">0</td> </tr> <tr> <td>Demand Response</td> <td style="text-align: center;">17</td> <td style="text-align: center;">1</td> </tr> <tr> <td><b>Total</b></td> <td style="text-align: center;"><b>118</b></td> <td style="text-align: center;"><b>2</b></td> </tr> </tbody> </table> |                       | Directly Operated   | Purchased Transportation | Bus | 78 | 1 | Vanpool | 23 | 0 | Demand Response | 17 | 1 | <b>Total</b> | <b>118</b> | <b>2</b> | <b>Sources of Operating Funds Expended</b><br>Passenger Fares \$2,803,171<br>Local Funds 3,312,013<br>State Funds 739,880<br>Federal Assistance 1,172,287<br>Other Funds 923,336<br><b>Total Operating Funds Expended \$8,950,687</b><br><br><b>Summary of Operating Expenses</b><br>Salaries/Wages/Benefits \$5,988,141 Q<br>Materials & Supplies 1,781,000 Q<br>Purchased Transportation 69,765 Q<br>Other Operating Expenses 1,107,162 Q<br><b>Total Operating Expenses \$8,946,068 Q</b><br><br>Reconciling Cash Expenditures \$4,619<br><br><b>Sources of Capital Funds Expended</b><br>Local Funds \$475,645<br>State Funds 0<br>Federal Assistance 1,841,240<br><b>Total Capital Funds Expended \$2,316,885</b><br><br><b>Uses of Capital Funds</b><br><table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">Rolling Stock</th> <th style="text-align: center;">Facilities and Other</th> <th style="text-align: center;">Total</th> </tr> </thead> <tbody> <tr> <td>Bus</td> <td style="text-align: center;">\$1,017,829</td> <td style="text-align: center;">\$760,107</td> <td style="text-align: center;">\$1,777,936</td> </tr> <tr> <td>Vanpool</td> <td style="text-align: center;">538,949</td> <td style="text-align: center;">0</td> <td style="text-align: center;">538,949</td> </tr> <tr> <td>Demand Response</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td><b>Total</b></td> <td style="text-align: center;"><b>\$1,556,778</b></td> <td style="text-align: center;"><b>\$760,107</b></td> <td style="text-align: center;"><b>\$2,316,885</b></td> </tr> </tbody> </table> |  | Rolling Stock | Facilities and Other | Total | Bus | \$1,017,829 | \$760,107 | \$1,777,936 | Vanpool | 538,949 | 0 | 538,949 | Demand Response | 0 | 0 | 0 | <b>Total</b> | <b>\$1,556,778</b> | <b>\$760,107</b> | <b>\$2,316,885</b> | <b>Demand</b><br><table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">Bus</th> <th style="text-align: center;">Response</th> <th style="text-align: center;">Vanpool</th> </tr> </thead> <tbody> <tr> <td>Operating Expense</td> <td style="text-align: right;">\$7,251,146 O</td> <td style="text-align: right;">\$1,548,738 O</td> <td style="text-align: right;">\$146,184 O</td> </tr> <tr> <td>Capital Funding</td> <td style="text-align: right;">\$1,777,936</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$538,949</td> </tr> <tr> <td>Annual Passenger Miles</td> <td style="text-align: right;">40,640</td> <td style="text-align: right;">1,461,126</td> <td style="text-align: right;">2,241,639</td> </tr> <tr> <td>Annual Vehicle Revenue Miles</td> <td style="text-align: right;">1,521,092</td> <td style="text-align: right;">351,274</td> <td style="text-align: right;">220,590</td> </tr> <tr> <td>Annual Unlinked Trips</td> <td style="text-align: right;">3,588,436</td> <td style="text-align: right;">203,824</td> <td style="text-align: right;">41,040</td> </tr> <tr> <td>Average Weekday Unlinked Trips</td> <td style="text-align: right;">13,274</td> <td style="text-align: right;">799</td> <td style="text-align: right;">240</td> </tr> <tr> <td>Annual Vehicle Revenue Hours</td> <td style="text-align: right;">116,098</td> <td style="text-align: right;">24,536</td> <td style="text-align: right;">6,327</td> </tr> <tr> <td>Fixed Guideway Directional Route Miles</td> <td style="text-align: right;">0.0</td> <td style="text-align: right;">N/A</td> <td style="text-align: right;">N/A</td> </tr> <tr> <td>Total Fleet</td> <td style="text-align: right;">90</td> <td style="text-align: right;">29</td> <td style="text-align: right;">25</td> </tr> <tr> <td>Average Fleet Age in Years</td> <td style="text-align: right;">9.4</td> <td style="text-align: right;">4.3</td> <td style="text-align: right;">0.6</td> </tr> <tr> <td>Vehicles Operated in Maximum Service</td> <td style="text-align: right;">79</td> <td style="text-align: right;">18</td> <td style="text-align: right;">23</td> </tr> <tr> <td>Peak to Base Ratio</td> <td style="text-align: right;">3.5</td> <td style="text-align: right;">N/A</td> <td style="text-align: right;">N/A</td> </tr> <tr> <td>Percent Spares</td> <td style="text-align: right;">14%</td> <td style="text-align: right;">61%</td> <td style="text-align: right;">9%</td> </tr> </tbody> </table><br><b>Performance Measures</b><br><b>Service Efficiency</b><br>Operating Expense/Vehicle Revenue Mile \$4.77 Q<br>Operating Expense/Vehicle Revenue Hour \$62.46 Q<br><b>Cost Effectiveness</b><br>Operating Expense/Passenger Mile \$178.42 Q<br>Operating Expense/Unlinked Passenger Trip \$2.02 Q<br><b>Service Effectiveness</b><br>Unlinked Passenger Trips/Vehicle Revenue Mile 2.36<br>Unlinked Passenger Trips/Vehicle Revenue Hour 30.91 |  | Bus | Response | Vanpool | Operating Expense | \$7,251,146 O | \$1,548,738 O | \$146,184 O | Capital Funding | \$1,777,936 | \$0 | \$538,949 | Annual Passenger Miles | 40,640 | 1,461,126 | 2,241,639 | Annual Vehicle Revenue Miles | 1,521,092 | 351,274 | 220,590 | Annual Unlinked Trips | 3,588,436 | 203,824 | 41,040 | Average Weekday Unlinked Trips | 13,274 | 799 | 240 | Annual Vehicle Revenue Hours | 116,098 | 24,536 | 6,327 | Fixed Guideway Directional Route Miles | 0.0 | N/A | N/A | Total Fleet | 90 | 29 | 25 | Average Fleet Age in Years | 9.4 | 4.3 | 0.6 | Vehicles Operated in Maximum Service | 79 | 18 | 23 | Peak to Base Ratio | 3.5 | N/A | N/A | Percent Spares | 14% | 61% | 9% |
|   | Directly Operated     | Purchased Transportation  |                          |     |    |   |         |    |   |                 |    |   |              |            |          |   |  |               |                      |       |     |             |           |             |         |         |   |         |                 |   |   |   |              |                    |                  |                    |  |  |     |          |         |                   |               |               |             |                 |             |     |           |                        |        |           |           |                              |           |         |         |                       |           |         |        |                                |        |     |     |                              |         |        |       |  |     |     |     |             |    |    |    |                            |     |     |     |                                      |    |    |    |                    |     |     |     |                |     |     |    |
| Bus   | 78                    | 1   |                          |     |    |   |         |    |   |                 |    |   |              |            |          |   |  |               |                      |       |     |             |           |             |         |         |   |         |                 |   |   |   |              |                    |                  |                    |  |  |     |          |         |                   |               |               |             |                 |             |     |           |                        |        |           |           |                              |           |         |         |                       |           |         |        |                                |        |     |     |                              |         |        |       |  |     |     |     |             |    |    |    |                            |     |     |     |                                      |    |    |    |                    |     |     |     |                |     |     |    |
| Vanpool   | 23                    | 0   |                          |     |    |   |         |    |   |                 |    |   |              |            |          |   |  |               |                      |       |     |             |           |             |         |         |   |         |                 |   |   |   |              |                    |                  |                    |  |  |     |          |         |                   |               |               |             |                 |             |     |           |                        |        |           |           |                              |           |         |         |                       |           |         |        |                                |        |     |     |                              |         |        |       |  |     |     |     |             |    |    |    |                            |     |     |     |                                      |    |    |    |                    |     |     |     |                |     |     |    |
| Demand Response   | 17                    | 1   |                          |     |    |   |         |    |   |                 |    |   |              |            |          |   |  |               |                      |       |     |             |           |             |         |         |   |         |                 |   |   |   |              |                    |                  |                    |  |  |     |          |         |                   |               |               |             |                 |             |     |           |                        |        |           |           |                              |           |         |         |                       |           |         |        |                                |        |     |     |                              |         |        |       |  |     |     |     |             |    |    |    |                            |     |     |     |                                      |    |    |    |                    |     |     |     |                |     |     |    |
| <b>Total</b>  | <b>118</b>            | <b>2</b>  |                          |     |    |   |         |    |   |                 |    |   |              |            |          |   |  |               |                      |       |     |             |           |             |         |         |   |         |                 |   |   |   |              |                    |                  |                    |  |  |     |          |         |                   |               |               |             |                 |             |     |           |                        |        |           |           |                              |           |         |         |                       |           |         |        |                                |        |     |     |                              |         |        |       |  |     |     |     |             |    |    |    |                            |     |     |     |                                      |    |    |    |                    |     |     |     |                |     |     |    |
|   | Rolling Stock         | Facilities and Other  | Total                    |     |    |   |         |    |   |                 |    |   |              |            |          |   |  |               |                      |       |     |             |           |             |         |         |   |         |                 |   |   |   |              |                    |                  |                    |  |  |     |          |         |                   |               |               |             |                 |             |     |           |                        |        |           |           |                              |           |         |         |                       |           |         |        |                                |        |     |     |                              |         |        |       |  |     |     |     |             |    |    |    |                            |     |     |     |                                      |    |    |    |                    |     |     |     |                |     |     |    |
| Bus   | \$1,017,829           | \$760,107   | \$1,777,936              |     |    |   |         |    |   |                 |    |   |              |            |          |   |  |               |                      |       |     |             |           |             |         |         |   |         |                 |   |   |   |              |                    |                  |                    |  |  |     |          |         |                   |               |               |             |                 |             |     |           |                        |        |           |           |                              |           |         |         |                       |           |         |        |                                |        |     |     |                              |         |        |       |  |     |     |     |             |    |    |    |                            |     |     |     |                                      |    |    |    |                    |     |     |     |                |     |     |    |
| Vanpool   | 538,949               | 0   | 538,949                  |     |    |   |         |    |   |                 |    |   |              |            |          |   |  |               |                      |       |     |             |           |             |         |         |   |         |                 |   |   |   |              |                    |                  |                    |  |  |     |          |         |                   |               |               |             |                 |             |     |           |                        |        |           |           |                              |           |         |         |                       |           |         |        |                                |        |     |     |                              |         |        |       |  |     |     |     |             |    |    |    |                            |     |     |     |                                      |    |    |    |                    |     |     |     |                |     |     |    |
| Demand Response   | 0                     | 0   | 0                        |     |    |   |         |    |   |                 |    |   |              |            |          |   |  |               |                      |       |     |             |           |             |         |         |   |         |                 |   |   |   |              |                    |                  |                    |  |  |     |          |         |                   |               |               |             |                 |             |     |           |                        |        |           |           |                              |           |         |         |                       |           |         |        |                                |        |     |     |                              |         |        |       |  |     |     |     |             |    |    |    |                            |     |     |     |                                      |    |    |    |                    |     |     |     |                |     |     |    |
| <b>Total</b>  | <b>\$1,556,778</b>    | <b>\$760,107</b>  | <b>\$2,316,885</b>       |     |    |   |         |    |   |                 |    |   |              |            |          |   |  |               |                      |       |     |             |           |             |         |         |   |         |                 |   |   |   |              |                    |                  |                    |  |  |     |          |         |                   |               |               |             |                 |             |     |           |                        |        |           |           |                              |           |         |         |                       |           |         |        |                                |        |     |     |                              |         |        |       |  |     |     |     |             |    |    |    |                            |     |     |     |                                      |    |    |    |                    |     |     |     |                |     |     |    |
|   | Bus                   | Response  | Vanpool                  |     |    |   |         |    |   |                 |    |   |              |            |          |   |  |               |                      |       |     |             |           |             |         |         |   |         |                 |   |   |   |              |                    |                  |                    |  |  |     |          |         |                   |               |               |             |                 |             |     |           |                        |        |           |           |                              |           |         |         |                       |           |         |        |                                |        |     |     |                              |         |        |       |  |     |     |     |             |    |    |    |                            |     |     |     |                                      |    |    |    |                    |     |     |     |                |     |     |    |
| Operating Expense   | \$7,251,146 O         | \$1,548,738 O   | \$146,184 O              |     |    |   |         |    |   |                 |    |   |              |            |          |   |  |               |                      |       |     |             |           |             |         |         |   |         |                 |   |   |   |              |                    |                  |                    |  |  |     |          |         |                   |               |               |             |                 |             |     |           |                        |        |           |           |                              |           |         |         |                       |           |         |        |                                |        |     |     |                              |         |        |       |  |     |     |     |             |    |    |    |                            |     |     |     |                                      |    |    |    |                    |     |     |     |                |     |     |    |
| Capital Funding   | \$1,777,936           | \$0   | \$538,949                |     |    |   |         |    |   |                 |    |   |              |            |          |   |  |               |                      |       |     |             |           |             |         |         |   |         |                 |   |   |   |              |                    |                  |                    |  |  |     |          |         |                   |               |               |             |                 |             |     |           |                        |        |           |           |                              |           |         |         |                       |           |         |        |                                |        |     |     |                              |         |        |       |  |     |     |     |             |    |    |    |                            |     |     |     |                                      |    |    |    |                    |     |     |     |                |     |     |    |
| Annual Passenger Miles  | 40,640                | 1,461,126   | 2,241,639                |     |    |   |         |    |   |                 |    |   |              |            |          |   |  |               |                      |       |     |             |           |             |         |         |   |         |                 |   |   |   |              |                    |                  |                    |  |  |     |          |         |                   |               |               |             |                 |             |     |           |                        |        |           |           |                              |           |         |         |                       |           |         |        |                                |        |     |     |                              |         |        |       |  |     |     |     |             |    |    |    |                            |     |     |     |                                      |    |    |    |                    |     |     |     |                |     |     |    |
| Annual Vehicle Revenue Miles  | 1,521,092             | 351,274   | 220,590                  |     |    |   |         |    |   |                 |    |   |              |            |          |   |  |               |                      |       |     |             |           |             |         |         |   |         |                 |   |   |   |              |                    |                  |                    |  |  |     |          |         |                   |               |               |             |                 |             |     |           |                        |        |           |           |                              |           |         |         |                       |           |         |        |                                |        |     |     |                              |         |        |       |  |     |     |     |             |    |    |    |                            |     |     |     |                                      |    |    |    |                    |     |     |     |                |     |     |    |
| Annual Unlinked Trips   | 3,588,436             | 203,824   | 41,040                   |     |    |   |         |    |   |                 |    |   |              |            |          |   |  |               |                      |       |     |             |           |             |         |         |   |         |                 |   |   |   |              |                    |                  |                    |  |  |     |          |         |                   |               |               |             |                 |             |     |           |                        |        |           |           |                              |           |         |         |                       |           |         |        |                                |        |     |     |                              |         |        |       |  |     |     |     |             |    |    |    |                            |     |     |     |                                      |    |    |    |                    |     |     |     |                |     |     |    |
| Average Weekday Unlinked Trips  | 13,274                | 799   | 240                      |     |    |   |         |    |   |                 |    |   |              |            |          |   |  |               |                      |       |     |             |           |             |         |         |   |         |                 |   |   |   |              |                    |                  |                    |  |  |     |          |         |                   |               |               |             |                 |             |     |           |                        |        |           |           |                              |           |         |         |                       |           |         |        |                                |        |     |     |                              |         |        |       |  |     |     |     |             |    |    |    |                            |     |     |     |                                      |    |    |    |                    |     |     |     |                |     |     |    |
| Annual Vehicle Revenue Hours  | 116,098               | 24,536  | 6,327                    |     |    |   |         |    |   |                 |    |   |              |            |          |   |  |               |                      |       |     |             |           |             |         |         |   |         |                 |   |   |   |              |                    |                  |                    |  |  |     |          |         |                   |               |               |             |                 |             |     |           |                        |        |           |           |                              |           |         |         |                       |           |         |        |                                |        |     |     |                              |         |        |       |  |     |     |     |             |    |    |    |                            |     |     |     |                                      |    |    |    |                    |     |     |     |                |     |     |    |
| Fixed Guideway Directional Route Miles  | 0.0                   | N/A   | N/A                      |     |    |   |         |    |   |                 |    |   |              |            |          |   |  |               |                      |       |     |             |           |             |         |         |   |         |                 |   |   |   |              |                    |                  |                    |  |  |     |          |         |                   |               |               |             |                 |             |     |           |                        |        |           |           |                              |           |         |         |                       |           |         |        |                                |        |     |     |                              |         |        |       |  |     |     |     |             |    |    |    |                            |     |     |     |                                      |    |    |    |                    |     |     |     |                |     |     |    |
| Total Fleet   | 90                    | 29  | 25                       |     |    |   |         |    |   |                 |    |   |              |            |          |   |  |               |                      |       |     |             |           |             |         |         |   |         |                 |   |   |   |              |                    |                  |                    |  |  |     |          |         |                   |               |               |             |                 |             |     |           |                        |        |           |           |                              |           |         |         |                       |           |         |        |                                |        |     |     |                              |         |        |       |  |     |     |     |             |    |    |    |                            |     |     |     |                                      |    |    |    |                    |     |     |     |                |     |     |    |
| Average Fleet Age in Years  | 9.4                   | 4.3   | 0.6                      |     |    |   |         |    |   |                 |    |   |              |            |          |   |  |               |                      |       |     |             |           |             |         |         |   |         |                 |   |   |   |              |                    |                  |                    |  |  |     |          |         |                   |               |               |             |                 |             |     |           |                        |        |           |           |                              |           |         |         |                       |           |         |        |                                |        |     |     |                              |         |        |       |  |     |     |     |             |    |    |    |                            |     |     |     |                                      |    |    |    |                    |     |     |     |                |     |     |    |
| Vehicles Operated in Maximum Service  | 79                    | 18  | 23                       |     |    |   |         |    |   |                 |    |   |              |            |          |   |  |               |                      |       |     |             |           |             |         |         |   |         |                 |   |   |   |              |                    |                  |                    |  |  |     |          |         |                   |               |               |             |                 |             |     |           |                        |        |           |           |                              |           |         |         |                       |           |         |        |                                |        |     |     |                              |         |        |       |  |     |     |     |             |    |    |    |                            |     |     |     |                                      |    |    |    |                    |     |     |     |                |     |     |    |
| Peak to Base Ratio  | 3.5                   | N/A   | N/A                      |     |    |   |         |    |   |                 |    |   |              |            |          |   |  |               |                      |       |     |             |           |             |         |         |   |         |                 |   |   |   |              |                    |                  |                    |  |  |     |          |         |                   |               |               |             |                 |             |     |           |                        |        |           |           |                              |           |         |         |                       |           |         |        |                                |        |     |     |                              |         |        |       |  |     |     |     |             |    |    |    |                            |     |     |     |                                      |    |    |    |                    |     |     |     |                |     |     |    |
| Percent Spares  | 14%                   | 61%   | 9%                       |     |    |   |         |    |   |                 |    |   |              |            |          |   |  |               |                      |       |     |             |           |             |         |         |   |         |                 |   |   |   |              |                    |                  |                    |  |  |     |          |         |                   |               |               |             |                 |             |     |           |                        |        |           |           |                              |           |         |         |                       |           |         |        |                                |        |     |     |                              |         |        |       |  |     |     |     |             |    |    |    |                            |     |     |     |                                      |    |    |    |                    |     |     |     |                |     |     |    |
| <div style="display: flex; justify-content: space-around;"> <div style="width: 45%;"> <p><b>Sources of Operating Funds Expended</b></p> </div> <div style="width: 45%;"> <p><b>Sources of Capital Funds Expended</b></p> </div> </div>  |                       | <div style="display: flex; justify-content: space-around;"> <div style="width: 30%;"> <p><b>Bus</b></p> <p>Operating Expense Per Vehicle Revenue Mile</p> </div> <div style="width: 30%;"> <p>Operating Expense Per Passenger Mile</p> </div> <div style="width: 30%;"> <p>Passenger Trips Per Vehicle Revenue Mile</p> </div> </div>             |                          |     |    |   |         |    |   |                 |    |   |              |            |          |   |  |               |                      |       |     |             |           |             |         |         |   |         |                 |   |   |   |              |                    |                  |                    |  |  |     |          |         |                   |               |               |             |                 |             |     |           |                        |        |           |           |                              |           |         |         |                       |           |         |        |                                |        |     |     |                              |         |        |       |  |     |     |     |             |    |    |    |                            |     |     |     |                                      |    |    |    |                    |     |     |     |                |     |     |    |
| <div style="display: flex; justify-content: space-around;"> <div style="width: 45%;"> <p><b>Sources of Operating Funds Expended</b></p> </div> <div style="width: 45%;"> <p><b>Sources of Capital Funds Expended</b></p> </div> </div>  |                       | <div style="display: flex; justify-content: space-around;"> <div style="width: 30%;"> <p><b>Demand Response</b></p> <p>Operating Expense Per Vehicle Revenue Mile</p> </div> <div style="width: 30%;"> <p>Operating Expense Per Passenger Mile</p> </div> <div style="width: 30%;"> <p>Passenger Trips Per Vehicle Revenue Mile</p> </div> </div> |                          |     |    |   |         |    |   |                 |    |   |              |            |          |   |  |               |                      |       |     |             |           |             |         |         |   |         |                 |   |   |   |              |                    |                  |                    |  |  |     |          |         |                   |               |               |             |                 |             |     |           |                        |        |           |           |                              |           |         |         |                       |           |         |        |                                |        |     |     |                              |         |        |       |  |     |     |     |             |    |    |    |                            |     |     |     |                                      |    |    |    |                    |     |     |     |                |     |     |    |

Source: 1996 National Transit Database