

Ozark Regional Transit (ORT)

General Information

Urbanized Area (UZA) Statistics - 2000 Census

Fayetteville-Springdale, AR	
Square Miles	109
Population	172,585
Population Ranking out of 465 UZAs	178
Other UZAs Served	

Service Area Statistics

Square Miles	76
Population	103,845

Service Consumption

Annual Passenger Miles	1,731,522 Q
Annual Unlinked Trips	155,750 Q
Average Weekday Unlinked Trips	606
Average Saturday Unlinked Trips	150
Average Sunday Unlinked Trips	0

Service Supplied

Annual Vehicle Revenue Miles	714,000 Q
Annual Vehicle Revenue Hours	51,000 Q
Vehicles Operated in Maximum Service	28
Vehicles Available for Maximum Service	30
Base Period Requirement	0

Financial Information

Fare Revenues Earned

\$41,000

Sources of Operating Funds Expended

Fare Revenues	(0%)	\$0
Local Funds	(11%)	163,000
State Funds	(0%)	0
Federal Assistance	(47%)	673,000
Other Funds	(41%)	585,000
Total Operating Funds Expended		\$1,421,000

Sources of Capital Funds Expended

Local funds	(34%)	\$41,000
State Funds	(0%)	0
Federal Assistance	(59%)	71,000
Other Funds	(7%)	9,000
Total Capital Funds Expended		\$121,000

Summary of Operating Expenses

Salary, Wages and Benefits	\$961,700
Materials and Supplies	175,506
Purchased Transportation	0
Other Operating Expenses	506,072
Total Operating Expenses	\$1,643,278 Q

Reconciling Cash Expenditures

Vehicles Operated in Maximum Service and Uses of Capital Funds

	Directly Operated	Purchased Transportation ¹	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	2	0	\$0	\$0	\$0	\$0	\$0
Demand Response	26	0	\$20,000	\$0	\$29,000	\$0	\$49,000
Total	28	0	\$20,000	\$0	\$29,000	\$0	\$49,000

Sources of Operating Funds Expended



Sources of Capital Funds Expended



Modal Characteristics

	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$28,250Q	\$0	\$0	181,522	114,000 Q	35,750 Q	8,000 Q	0.0	4	8.5	2	0	100%
Demand Response	\$1,615,028	\$41,000	\$49,000	1,550,000 Q	600,000 Q	120,000 Q	43,000 Q	N/A	26	3.0	26	N/A	0%

Performance Measures

Service Efficiency

Operating Expense per Vehicle Revenue Mile

Bus	\$0.25 Q
Demand Response	\$2.69 Q

Operating Expense per Vehicle Revenue Hour

Bus	\$3.53 Q
Demand Response	\$37.56 Q

Cost Effectiveness

Operating Expense per Passenger Mile

Bus	\$0.16
Demand Response	\$1.04 Q

Operating Expense per Unlinked Passenger Trip

Bus	\$0.79 Q
Demand Response	\$13.46 Q

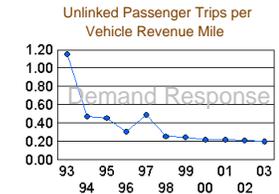
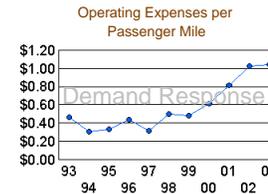
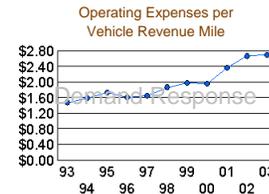
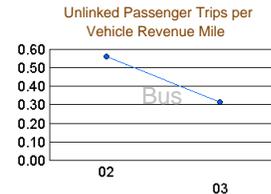
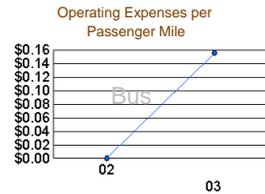
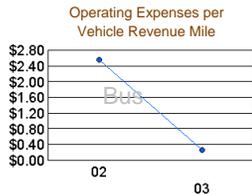
Service Effectiveness

Unlinked Passenger Trips per Vehicle Revenue Mile

Bus	0.31 Q
Demand Response	0.20 Q

Unlinked Passenger Trips per Vehicle Revenue Hour

Bus	4.47 Q
Demand Response	2.79 Q



¹ Excludes data for purchased transportation reported separately