Targhee Regional Public Transit Authority (TRPTA)

ID Number: 0042

P.O. Box 50375

Chief Executive Officer: Rance Bare, Chairman (208)520-1480

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Data Source: 2000 National Transit Database

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	stem wide	Information Financial Information		Chavaotoviotioo	Modal Information	(208)529-
eneral Information		Financial Information		Characteristics		Demand
		For Deveryon Formed		0	Bus	Response
rbanized Area (UZA) Statistics — 1990 Ce	Insus	Fare Revenues Earned		Operating Expense	\$231,344	\$621,410
aho Falls, ID		Directly Operated	\$0	Capital Funding	\$27,000	\$0
Square Miles	21	Purchased Transportation	519,855	Annual Passenger Miles	102,960	268,975
Population	56,356	Total Fare Revenues Earned	\$519,855	Annual Vehicle Revenue Miles	102,960	268,975
Population Ranking out of 405 UZAs	362			Annual Unlinked Trips	66,040	85,463
		Sources of Operating Funds Expended		Average Weekday Unlinked Trips	254	421
		Passenger Fares	\$519,855	Annual Vehicle Revenue Hours	8,580	19,691
		Local Funds	102,404	Fixed Guideway Directional Route Miles	0.0	N/A
ervice Area Statistics		State Funds	0	Vehicles Available for Maximum Service	4	13
Square Miles	70	Federal Assistance ¹	252,334	Average Fleet Age in Years	8.8	10.4
Population	70,932	Other Funds	0	Vehicles Operated in Maximum Service	3	13
	,	Total Operating Funds Expended	\$874,593	Peak to Base Ratio	1.0	N/A
		i otali oporatilig i allao Experiada	•••• 1,000	Percent Spares	33%	0%
ervice Consumption				Incidents	0	0
	274 025	Summary of Operating European			0	0
Annual Passenger Miles	371,935	Summary of Operating Expenses	~~	Patron Fatalities	U	U
Annual Unlinked Trips	151,503	Salaries, Wages and Benefits	\$0	Desferre		
Average Weekday Unlinked Trips	675	Materials and Supplies	0	Performance Measures		
Average Saturday Unlinked Trips	0	Purchased Transportation	852,754			
Average Sunday Unlinked Trips	0	Other Operating Expenses	0	Service Efficiency		
		Total Operating Expenses	\$852,754	Operating Expense per Vehicle Revenue Mile	\$2.25	\$2.31
				Operating Expense per Vehicle Revenue Hour	\$26.96	\$31.56
ervice Supplied		Reconciling Cash Expenditures	\$22,107			
Annual Vehicle Revenue Miles	371,935			Cost Effectiveness		
Annual Vehicle Revenue Hours	28,271	Sources of Capital Funds Expended		Operating Expense per Passenger Mile	\$2.25	\$2.31
Vehicles Available for Maximum Service	17	Local Funds	\$27,000	Operating Expense per Unlinked Passenger Trip	\$3.50	\$7.27
Vehicles Operated in Maximum Service	16	State Funds	0			
Base Period Requirement	3	Federal Assistance ²	268	Service Effectiveness		
		Total Capital Funds Expended	\$27,268	Unlinked Passenger Trips per Vehicle Revenue M	ile 0.64	0.32
				Unlinked Passenger Trips per Vehicle Revenue H		4.34
ehicles Operated in Maximum Ser	vice	Uses of Capital Funds		Bus		
Directly	Purchased	Rolling Facilitie		Operating Expense per	Operating Expense per	Passenger Trips per
	ansportation	Stock and Oth		Vehicle Revenue Mile	Passenger Mile	Vehicle Revenue Mile
Bus 0						venicie Revenue wile
Demand Response 0	3		\$0 \$27,000		-	
	13	Demand Response 0	0 0	\$2.50		0
		Demand Response 0		0	0.6	0
	13	Demand Response 0	0 0	\$2.00 \$2.00	• 0.60 0.50	0 0 0
	13	Demand Response 0	0 0	0	0 0.6 0.5 0.4	
	13	Demand Response 0	0 0	\$2.00 \$2.00 \$1.50 \$1.50	0.6 0.5 0.4 0.4	
	13	Demand Response 0	0 0	\$2.00 \$2.00 \$1.50 \$1.50 \$1.00 \$1.00	0 0.6 0.5 0.4 0.3 0.3 0.3	
	13	Demand Response 0	0 0	\$2.00 \$2.00 \$1.50 \$1.50	0 0.6 0.5 0.4 0.3 0.3 0.3	
	13	Demand Response 0	0 0	x2.00 x2.00 \$2.00 \$1.50 \$1.50 \$1.50 \$1.00 \$1.00 \$1.00 \$0.50 \$0.50 \$0.50	0 0.6 0.5 0.4 0.3 0.2 0.2 0.2 0.1	
	13	Demand Response 0	0 0	x2.00 x2.00 x2.00 x2.00 x2.00 x2.00 x1.50 x1.50 <th< td=""><td>0 0.6 0.5 0.4 0.3 0.2 0.4 0.3 0.2 0.2 0.1 0.1 0.4 0.0</td><td></td></th<>	0 0.6 0.5 0.4 0.3 0.2 0.4 0.3 0.2 0.2 0.1 0.1 0.4 0.0	
	13	Demand Response 0	0 0	\$2.00 \$2.00 \$2.00 \$1.50 \$1.50 \$1.50 \$1.00 \$1.00 \$1.00 \$0.50 \$0.50 \$0.00 \$96 \$97 \$98 \$99 00	0 0.6 0.5 0.4 0.3 0.2 0.2 0.2 0.1	
Total 0	<u>13</u> 16	Demand Response 0 Total \$27,000 \$	\$0 \$27,000	\$2.00 \$1.50 \$1.00 \$0.50 \$0.00 96 97 98 99 00 Demand Response	O 0.6 0.5 0.4 0.3 0.2 0.4 0.3 0.2 0.4 0.1 0.1 0.4 0.3 0.2 0.4 0.1 0.1 0.4 0.3 0.4 0.3 0.4 0.3 0.4 0.4 0.4	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
	<u>13</u> 16	Demand Response 0	\$0 \$27,000	\$2.00 \$1.50 \$1.50 \$1.00 \$0.50 \$0.00 96 97 98 99 00 Demand Response Operating Expense per	0 0.6 0.5 0.4 0.3 0.2 0.1 0.1 0.0 96 97 98 99 00 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 0 0
rotal 0	<u>13</u> 16	Demand Response 0 Total \$27,000 \$	\$0 \$27,000	\$2.00 \$1.50 \$1.00 \$0.50 \$0.00 96 97 98 99 00 Demand Response	O 0.6 0.5 0.4 0.3 0.2 0.4 0.3 0.2 0.4 0.1 0.1 0.4 0.3 0.2 0.4 0.1 0.1 0.4 0.3 0.4 0.3 0.4 0.3 0.4 0.4 0.4	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
rotal 0	<u>13</u> 16	Demand Response 0 Total \$27,000 \$ Sources of Capital Funds Expend	\$0 \$27,000	\$2.00 \$2.00 \$1.50 \$1.50 \$1.00 \$1.50 \$0.50 \$1.00 \$0.00 \$96 \$97 \$99 \$00 Demand Response Operating Expense per Vehicle Revenue Mile \$0.00	0 0.6 0.5 0.4 0.3 0.2 0.4 0.3 0.2 0.1 0.4 0.3 0.2 0.1 0.0 0.2 0.1 0.0 96 97 98 99 00 Operating Expense per Passenger Mile	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Total 0	<u>13</u> 16	Demand Response 0 Total \$27,000 \$ Sources of Capital Funds Expend	\$0 \$27,000	\$2.00 \$1.50 \$1.50 \$1.50 \$1.50 \$1.50 \$1.50 \$1.50 \$1.50 \$1.50 \$1.50 \$1.50 \$1.50 \$0.50 \$0.50 \$0.50 \$0.50 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.00 \$0.50 \$0.00 \$0.00 \$0.00 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0	0 0.6 0.5 0.4 0.3 0.2 0.1 0.1 0.0 96 97 98 99 00 0perating Expense per Passenger Mile	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Total 0	<u>13</u> 16	Demand Response 0 Total \$27,000 \$ Sources of Capital Funds Expend	\$0 \$27,000	\$2.00 \$1.50 \$1.50 \$1.00 \$0.50 \$0.00 96 97 98 99 00 Demand Response Operating Expense per Vehicle Revenue Mile \$2.50 \$2.00 \$1.50 \$1.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$2.00 \$1.50 \$1.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.00 \$0.50 \$0.00 \$0.00 \$0.50 \$0.00 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.00 \$0.50 \$0.00 \$0.00 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.0	0 0.6 0.5 0.4 0.3 0.2 0.4 0.3 0.2 0.2 0.4 0.3 0.4 0.3 0.2 0.1 0.4 0.1 0.6 0.5 0.4 0.3 0.6 0.3 0.3 0.3	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Total 0 Sources of Operating Funds Expen	13 16 nded	Demand Response 0 Total \$27,000 \$ Sources of Capital Funds Expend	\$0 \$27,000	\$2.00 \$2.00 \$1.50 \$1.50 \$1.00 \$1.50 \$0.50 \$1.00 \$0.50 \$0.50 \$0.00 96 97 98 99 00 Demand Response Operating Expense per Vehicle Revenue Mile \$2.50 \$2.50 \$2.00	o 0.6 0.5 0.4 0.4 0.3 0.2 0.1 0.6 0.4 0.3 0.2 0.6 0.3 0.2 0.3 0.3 0.2 0.3 0.2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Fotal 0	13 16 nded	Demand Response 0 Total \$27,000 \$ Sources of Capital Funds Expend	\$0 \$27,000	\$2.00 \$1.50 \$1.50 \$1.00 \$0.50 \$0.00 96 97 98 99 00 Demand Response Operating Expense per Vehicle Revenue Mile \$2.50 \$2.00 \$1.50 \$1.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$2.00 \$1.50 \$1.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.00 \$0.50 \$0.00 \$0.00 \$0.50 \$0.00 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.00 \$0.50 \$0.00 \$0.00 \$0.00 \$0.50 \$0.00 \$0.50 \$0.00 \$0.50 \$0.0	o 0.6 0.5 0.4 0.3 0.2 0.4 0.3 0.2 0.1 0.9 97 98 99 00 Operating Expense per Passenger Mile 0.3 0.3 0.2 0.2 0.2 0.2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Total 0 Sources of Operating Funds Expen	13 16 nded	Demand Response 0 Total \$27,000 \$ Sources of Capital Funds Expend	\$0 \$27,000	\$2.00 \$2.00 \$1.50 \$1.50 \$1.00 \$1.50 \$0.50 \$1.00 \$0.50 \$0.50 \$0.00 96 97 98 99 00 Demand Response Operating Expense per Vehicle Revenue Mile \$2.00 \$2.00 \$2.00 \$1.50 \$1.50 \$1.50	o 0.6 0.5 0.4 0.3 0.2 0.4 0.3 0.6 0.4 0.7 0.1 0.6 0.1 0.6 0.1 0.6 0.1 0.6 0.1 0.6 0.1 0.6 0.1 0.6 0.1 0.6 0.1 0.6 0.1 0.6 0.1 0.1 0.0 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Total 0 Sources of Operating Funds Expen	13 16 nded	Demand Response 0 Total \$27,000 \$ Sources of Capital Funds Expend	\$0 \$27,000	\$2.00 \$2.00 \$1.50 \$1.50 \$1.00 \$1.50 \$1.00 \$1.50 \$0.50 \$1.50 \$0.00 96 97 98 99 00 Demand Response Operating Expense per Vehicle Revenue Mile \$2.00 \$2.00 \$2.00 \$1.50 \$1.50 \$1.00 \$1.00 \$1.50 \$1.00 \$1.00	o 0.6 0.5 0.4 0.3 0.2 0.4 0.3 0.6 0.4 0.3 0.2 0.6 0.3 0.2 0.2 0.3 0.2 0.4 0.3 0.2 0.2 0.3 0.2 0.4 0.3 0.2 0.2 0.2 0.2 0.2 0.2 0.4 0.3 0.2 0.2 0.2 0.2 0.3 0.2 0.2 0.2 0.3 0.2 0.2 0.2 0.3 0.2 0.3 0.2 0.3 0.2 0.3 0.2 0.3 0.2 0.3 0.3 0.4 0.3 0.5 0.3 0.4 0.3 0.5 0.3 0.5	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
otal 0 Sources of Operating Funds Expen	13 16 nded	Demand Response 0 Total \$27,000 \$ Sources of Capital Funds Expend	\$0 \$27,000	\$2.00 \$2.00 \$1.50 \$1.50 \$1.00 \$1.50 \$0.50 \$1.00 \$0.50 \$0.50 \$0.00 96 97 98 99 00 Demand Response Operating Expense per Vehicle Revenue Mile \$2.00 \$2.00 \$2.00 \$1.50 \$1.50 \$1.50	o 0.6 0.5 0.4 0.3 0.2 0.4 0.3 0.6 0.4 0.3 0.2 0.6 0.3 0.2 0.2 0.3 0.2 0.4 0.3 0.2 0.2 0.3 0.2 0.4 0.3 0.2 0.2 0.2 0.2 0.2 0.2 0.4 0.3 0.2 0.2 0.2 0.2 0.3 0.2 0.2 0.2 0.3 0.2 0.2 0.2 0.3 0.2 0.3 0.2 0.3 0.2 0.3 0.2 0.3 0.2 0.3 0.3 0.4 0.3 0.5 0.3 0.4 0.3 0.5 0.3 0.5	0 0 0 0 0 0 9 9 9 9 9 9 9 9 9 9 9 9 9

12%

¹ Excludes Federal capital funds used to pay for operating expenses.

² Includes Federal capital funds used to pay for operating expenses.