

# Ben Franklin Transit (BFT)

## General Information

### Urbanized Area (UZA) Statistics - 2000 Census

Kennwick-Richland, WA	
Square Miles	85
Population	153,851
Population Ranking out of 465 UZAs	191
Other UZAs Served	

### Service Area Statistics

Square Miles	80
Population	150,000

### Service Consumption

Annual Passenger Miles	52,877,555 Q
Annual Unlinked Trips	4,376,780 Q
Average Weekday Unlinked Trips	15,849
Average Saturday Unlinked Trips	6,027
Average Sunday Unlinked Trips	0

### Service Supplied

Annual Vehicle Revenue Miles	7,841,944 Q
Annual Vehicle Revenue Hours	355,799 Q
Vehicles Operated in Maximum Service	364
Vehicles Available for Maximum Service	408
Base Period Requirement	44

## Financial Information

Fare Revenues Earned \$2,154,112

<b>Sources of Operating Funds Expended</b>		
Fare Revenues	( 9%)	\$2,154,112
Local Funds	( 74%)	17,044,614
State Funds	( 15%)	3,437,284
Federal Assistance	( 0%)	0
Other Funds	( 2%)	443,859
<b>Total Operating Funds Expended</b>		<b>\$23,079,869</b>
<b>Sources of Capital Funds Expended</b>		
Local funds	( 58%)	\$3,588,487
State Funds	( 0%)	0
Federal Assistance	( 42%)	2,554,214
Other Funds	( 0%)	0
<b>Total Capital Funds Expended</b>		<b>\$6,142,701</b>

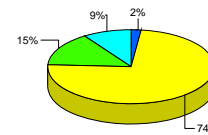
## Summary of Operating Expenses

Salary, Wages and Benefits	\$14,196,294
Materials and Supplies	3,477,103
Purchased Transportation	2,257,142
Other Operating Expenses	3,117,190
<b>Total Operating Expenses</b>	<b>\$23,047,729</b>
Reconciling Cash Expenditures	\$32,140

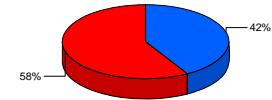
## Vehicles Operated in Maximum Service and Uses of Capital Funds

	Directly Operated	Purchased Transportation <sup>1</sup>	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	53	0	\$1,926,983	\$471,938	\$1,264,286	\$27,240	<b>\$3,690,447</b>
Demand Response	68	30	\$1,643,120	\$0	\$397,980	\$0	<b>\$2,041,100</b>
Vanpool	213	0	\$327,369	\$0	\$83,785	\$0	<b>\$411,154</b>
<b>Total</b>	<b>334</b>	<b>30</b>	<b>\$3,897,472</b>	<b>\$471,938</b>	<b>\$1,746,051</b>	<b>\$27,240</b>	<b>\$6,142,701</b>

## Sources of Operating Funds Expended



## Sources of Capital Funds Expended



## Modal Characteristics

	Operating Expenses <sup>1</sup>	Fare Revenues <sup>1</sup>	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	\$11,199,386	\$668,095	\$3,690,447	20,587,397	2,374,660	3,066,920	142,241	0.0	63	10.2	53	1.18	19%
Demand Response	\$10,186,800	\$281,269	\$2,041,100	3,612,782 Q	2,689,253 Q	576,415 Q	151,141 Q	N/A	122	4.8	98	N/A	24%
Vanpool	\$1,661,543	\$1,204,748	\$411,154	28,677,376	2,778,031	733,445	62,417	N/A	223	5.2	213	N/A	5%

## Performance Measures

### Service Efficiency

Operating Expense per Vehicle Revenue Mile      Operating Expense per Vehicle Revenue Hour

Bus	\$4.72	\$78.74
Demand Response	\$3.79 Q	\$67.40 Q
Vanpool	\$0.60	\$26.62

### Cost Effectiveness

Operating Expense per Passenger Mile      Operating Expense per Unlinked Passenger Trip

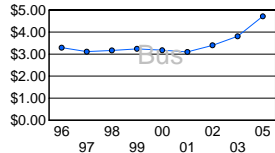
Bus	\$0.54	\$3.65
Demand Response	\$2.82 Q	\$17.67 Q
Vanpool	\$0.06	\$2.27

### Service Effectiveness

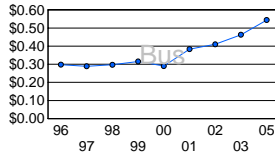
Unlinked Passenger Trips per Vehicle Revenue Mile      Unlinked Passenger Trips per Vehicle Revenue Hour

Bus	1.29	21.56
Demand Response	0.21 Q	3.81 Q
Vanpool	0.26	11.75

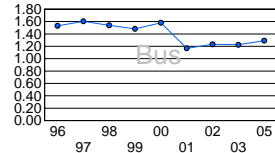
Operating Expenses per Vehicle Revenue Mile



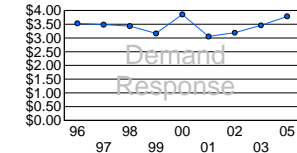
Operating Expenses per Passenger Mile



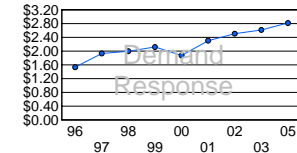
Unlinked Passenger Trips per Vehicle Revenue Mile



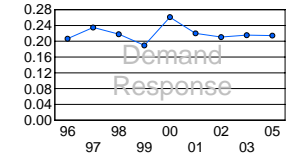
Operating Expenses per Vehicle Revenue Mile



Operating Expenses per Passenger Mile



Unlinked Passenger Trips per Vehicle Revenue Mile



<sup>1</sup> Excludes data for purchased transportation reported separately