#### MISSOULA URBAN TRANSPORTATION DISTRICT

### BOARD OF DIRECTORS MEETING DECEMBER 14, 2017 / 12:00 PM MUTD CONFERENCE ROOM, 1221 SHAKESPEARE STREET

#### **AGENDA**

1.0	Call to 0	Order & Roll Call <i>(12:00)</i>								
2.0	Changes or Additions to the Agenda									
3.0	Public Comment on items not on the Agenda									
4.0	Discuss	ion Items / Reports / Comments:								
	4.1	General Manager's Report (12:05)								
5.0	Action I	tems:								
	5.1	Fiscal Year 2017 Financial Audit ( <i>Dorothy Magnusen</i> ) (12:25)  Recommendation: Receive and accept the Fiscal Year 2017 Audit.								
	5.2	Bus Engine Replacement ( <i>Jeff Logan</i> ) (12:40) <u>Recommendation</u> : Approve the engine replacement for bus #425 not to exceed \$35,000.								
	5.3	Disposal of Surplus Vehicles (Jeff Logan) (12:45)  Recommendation: Authorize the General Manager to dispose of Vehicles #01, #02 and #04 which are past their useful life.								
	5.4	Minutes of November 2, 2017 <i>(12:50)</i> <u>Recommendation</u> : Approve the minutes of November 2, 2017.								
	5.5	Financial Statements and Ridership Reports (12:52) Recommendation: Receive the September 2017 Financial Statements and Ridership Report.								
	5.6	Meeting Schedule for Calendar Year 2018 (Corey Aldridge) (1:00)  Recommendation: Approve the calendar of meetings for 2018.								
	5.7	Election MUTD Board Officers & Committees for Calendar Year 2018 (Andrea Davis) (1:05) Recommendation: Conduct an election to select the 2018 Board officers and committees as defined in the MUTD Bylaws.								

Strategic Plan Update (Vince Caristo) (1:20)
Recommendation: No action needed.

5.8



#### **MUTD General Manager Report**

**To**: Board of Directors

**From**: Corey Aldridge, General Manager **For Board Meeting**: December 14, 2017

**Attachments** 

1. None

#### **Transfer Center Retail Space**

At the November board meeting, the Board was presented with a proposal for the Transfer Center retail space. The concept, to serve "grab and go" breakfast burritos, was met with approval from the Board. The proposal requests MUTD to purchase and install a commercial ventilation hood, necessary for this type of business. We received one quote for about \$50,000. The Board gave approval to negotiate a contract and get additional quotes for the ventilation hood, then bring the items back to them for final approval.

Finding contractors for this type of work has been more difficult than expected. We have had one additional contractor look at the project who recommended a structural engineer take a look at the building. The problem lies in the fact there is an HVAC unit directly above the space for the vent hood. The hood could routed, or the HVAC unit moved, to an alternative location on the roof. This other part of the roof has solar panels installed which would need to be removed or relocated. The solar panels were installed in 2012 and have generated a very small amount of energy in five years, worth about \$1,400.

The potential tenant is eager to proceed. As soon as we have the contract language and terms, and construction costs determined, we will bring it back to the Board for approval.

#### Strategic Plan

The Board will receive an update on the Strategic Plan at the Board meeting on December 14.

#### **Facilities Plan**

As MUTD grows and expands so does the need for additional space for buses, employees, and maintenance. Staff continues to work on this project as time permits. I was able to meet with our Planning Committee Chair, Don MacArthur, to review preliminary space and cost estimates. The next step is for Staff draft and advertise a Request for Qualifications (RFQ) to seek applications from qualified companies. The desire is to accomplish this next step in the first quarter of 2018.

#### **Electric Bus Procurement**

We have been working to have the necessary paperwork and approvals in place to bring to the Board for approval. At this time we are waiting on the Federal Transit Administration (FTA) to give approval to purchase off the Washington State purchase list. We have received some additional federal funding to allow MUTD to purchase one more bus for a total of three.

One of the buses in our fleet is currently out of service in need of a complete engine replacement. The cost is more than \$30,000. We can expect to see more of our fleet requiring engine replacement in the next few years as many of our buses are past their useful life. The three electric buses will be just the beginning of a necessary fleet replacement and growth.

#### **Board Vacancy**

Melanie Brock's term on the board ends on December 31. The notice to fill the vacancy posted by the County yielded no applications. We hope to have this vacancy filled in the next few months.

#### **MUTD Turns 40 / Zero-fare**

MUTD officially started Mountain Line service on December 12, 1977. We will be holding an event in January to celebrate 40 years of service and to announce our newest Zerofare partners. More information on the event will be sent to the Board in the near future.

#### **Bus Stop Master Plan**

The Bus Stop Master Plan (BSMP) was adopted in 2015 and the search for outside funding sources began. We continue to apply for federal discretionary grants as they become available. We are coming up with a plan to implement the BSMP in small phases without

discretionary grant funding. Don MacArthur discovered the potential opportunity to fund some portions of the BSMP using City impact fee funds. We are exploring this opportunity and will report back to the Board as we learn more.

The BSMP was adopted not long after Phase 2 and Zero-fare were implemented. Since that time, ridership and development patterns have changed, and we believe it is time to update the BSMP with planned bus stop changes and costs of implementation. This will be done internally by Staff, and will be brought to the Board for approval in the coming months. Installation of new bus stop signage and amenities will greatly increase the visibility and appearance of Mountain Line throughout our community, more so than almost any other improvements we could do.



**To**: Board of Directors

From: Dorothy Magnusen, Finance and Administrative Manager

Date: December 14, 2017

Subject: Fiscal Year 2017 Financial Audit

**Recommendation**: Receive and accept the Fiscal Year 2017 Audit report as presented by Junkermier, Clark, Campanella, Stevens P.C. (JCCS)

#### **Attachments**

1. None

**Discussion:** JCCS was awarded the contract for three years with two additional one-year renewals at MUTD's sole discretion. JCCS has completed the second year of the audit engagement for FY2017. Tony Vanorny, CPA and Shareholder, will present the results of the audit at the meeting.

The Auditor's Report expresses an unqualified (clean) opinion on the financial statements and on compliance for the major federal award programs.



**To**: Board of Directors

From: Jeff Logan, Operations Manager

Date: December 14, 2017

Subject: Bus Engine Replacement

Recommendation: Approve the engine replacement for

bus #425 not to exceed \$35,000.

#### **Attachments**

1. None

**Discussion:** Bus #425 experienced a complete engine failure and needs to be replaced. The bus is a 2009 Gillig low floor and is past the mid-life of the 12-year useful life. The engine replacement is due to normal wear and tear mileage. Engine replacements will become more common as our fleet ages.

**Financial Impact:** The costs of the engine replacement is included in the FY2018 budget.



#### **Board Staff Report**

**To**: Board of Directors

From: Jeff Logan, Operations Manager

Date: November 2, 2017

**Subject**: Disposal of Surplus Vehicles

**Recommendation**: Authorize the General Manager to dispose of Vehicles #01, #02 and #04 which are past their useful life.

**Discussion:** These vehicles were purchased in; #04 - 2000, #02 - 2007, and #01 - 2009. All are past their useful life and have been replaced by #s 1701, 1702 and 1704.

Attachments

1. None

Staff cannot estimate the auction value of these vehicles. The Board Purchasing Policy calls for the Board of Directors to approve the disposal of equipment. Staff is seeking approval to dispose of these vehicles at auction.



# MISSOULA URBAN TRANSPORTATION DISTRICT BOARD OF DIRECTORS MEETING MINUTES – November 2, 2017 MUTD CONFERENCE ROOM, 1221 SHAKESPEARE STREET

#### Draft

#### **Members Present**

Andrea Davis, Chair Melanie Brock, Vice Chair Amy Cilimburg, Secretary Jesse Dodson, Treasurer Don MacArthur Martin Blair Anna-Margaret Goldman

#### Members Absent

#### Staff

Corey Aldridge, General Manager Dorothy Magnusen, Fin & Admin Mgr Elizabeth Wehling, CSR Vince Caristo, Project Mgmt Specialist Bill Pfeiffer, Comm Outreach Coordinator

#### Guests

Andrew Czorny, Missoula County Michelle Poyourow, Jarrett Walker & Assoc

#### Call to Order and Roll Call

Davis called the meeting to order at 12:05 pm. Roll call was taken.

#### **Changes or Additions to Agenda**

#### Public Comment on Items Not on the Agenda

None

#### **General Manager's Report**

Aldridge gave an update on the status of the Strategic Plan. Michelle Poyourow of Jarrett Walker & Associates (JWA) held a stakeholder meeting on the first of November, and will be at the first of four open houses MUTD will host to solicit feedback from the public on the Alternatives Report. JWA will then take the public responses and create a draft report.

A proposal was received for the Transfer Center retail space. If the Board does not approve the proposal, an alternative use of the space will be explored.

The Missoula Metropolitan Planning Organization (MPO) has been notified by the Montana Department of Transportation (MDT) of an appropriations rescission of 2017 federal-aid highway program funds. This signifies that funds that were apportioned, but not obligated, may be rescinded if they are not programmed for use. The programs impacted by this are Congestion Mitigation Air Quality (CMAQ) and MPO planning. MDT has agreed to absorb the funds being rescinded, but may not be able to do so in future years if there are additional rescissions. A loss of CMAQ funds could affect MUTD's use for operating and capital improvements. This development will closely be observed.

The Low Emission/No Emission federal grant that MUTD received funding is waiting to move forward until staff receives updated price proposals from vendors.

Staff has been working on the annual comprehensive report to the National Transit Database. MUTD is hopeful to have said reporting closed out earlier this year than last.

Aldridge reported on the 2017 APTA Annual Conference he attended in October.

#### **Consent Agenda**

Minutes of August 24, 2017

Recommendation: Approve the minutes of August 24, 2017.

Petition into District for Country Crest No. 12 Subdivision

<u>Recommendation</u>: Approve Resolution 17-05 to expand the boundaries of the Transportation District to include Country Crest No. 12 Subdivision.

Petition into District for Linda Vista Sixteenth and Seventeenth Subdivision

<u>Recommendation</u>: Approve Resolution 17-06 to expand the boundaries of the Transportation District to include Linda Vista 16<sup>th</sup> and 17<sup>th</sup> Supplements Subdivisions.

Cleaning Services Contract Ratification

<u>Recommendation</u>: Ratify a contract with Quality Maintenance Enterprises, Inc. of Missoula to provide on-going cleaning services at the District's facilities.

Clever Devices Contract Renewal

<u>Recommendation</u>: Approve the license, hosting, and maintenance agreement with Clever Devices in the amount of \$42,982.00.

**Bus Lift Installation Contract** 

<u>Recommendation</u>: Approve the purchase of construction and installation services for a Stertil-Koni ECO lift from Northwest Lift & Equipment for a price of \$78,135, plus a 3% contingency.

Disposal of Mobile Unit #110

<u>Recommendation</u>: Authorize the General Manager to dispose of paratransit cutaway #110 that is inoperable and past its useful life.

Blair made a motion to approve the Consent Agenda as presented, seconded by Dodson. The motion carried unanimously.

#### **Action Items**

#### **Mill Levy Presentation**

Andrew Czorny, Missoula County CFO, gave a presentation to the Board on the Mill Levy calculations for MUTD for FY2018. No action was needed.

#### **Revised Unaudited June 2017 Financial Statements**

Magnusen gave an overview of the Revised Unaudited June 2017 Financial Statements. The revision is necessary to reflect a decrease in property tax revenue received.

Dodson made a motion to approve the Revised Unaudited June 2017 Financial Statements, seconded by Cilimburg. The motion carried unanimously.

MacArthur left the meeting at 1:00 pm.

#### **Revised FY2018 Budget**

Magnusen discussed the change in the FY2018 budget due to changes in expected property tax revenue.

Brock made a motion to approve the Revised FY2018 Budget, seconded by Goldman. The motion carried unanimously.

#### September 2017 Financial Statements and Ridership Reports

Dodson gave the September 2017 Financial Statements and Ridership Reports. The budget has been modified to reflect the revised budget for property tax.

Cilimburg made a motion to receive the September 2017 Financial Statements and Ridership Reports, seconded by Dodson. The motion carried unanimously.

Blair left the meeting at 1:13 pm.

#### **Proposal for Transfer Center Retail Space**

Caristo presented a proposal to lease the Transfer Center retail space. The proposal to operate a breakfast burrito service offering "grab and go" menu items. The kitchen portion of the retail space would also be used for other restaurants to cook in. In order for this to be a licensed, commercial kitchen for other food vendors to use, a Type I (one) ventilation hood will need to be installed. The proposer requests MUTD pay for the necessary ventilation hood. Staff received one quote showing the cost of the ventilation hood and installation to be about \$50,000. MUTD must also receive FTA approval for this type of use.

Dodson made a motion for the General Manager to negotiate a contract and obtain additional quotes for the ventilation hood, to be brought back to the Board for final approval. The motion was seconded by Goldman. The motion carried unanimously.

#### Strategic Plan Update by Michelle Poyourow, Consultant

Michelle Poyourow, Jarrett Walker and Assoc. Consultant, addressed the Board with an informational update about Stakeholder responses, web survey responses, and visual alternatives in scheduling. No motion was needed.

#### **Adjournment**

The meeting adjourned at 2:11 p.m.

Respectfully submitted by Elizabeth Wehling



**To**: Board of Directors

From: Dorothy Magnusen, Finance & Administrative Manager

Date: December 14, 2017

Subject: October 2017 Financial Statements and

**Ridership Reports** 

**Recommendation**: The Board receives the October

2017 Financial Statements and Ridership Reports.

#### Attachments

- 1. Financial Statements
- 2. Ridership Reports

#### **Discussion:**

#### Statement of Net Position

- Capital Reserves of \$1,604,783 is the local match for capital purchases and includes the minimum board reserve requirement of \$250,000. The FY18 annual contribution to capital reserve is \$175,000.
- Operating Reserve of \$2,409,070 is funded from the mill levy for future operations. The FY18 annual contribution to operating reserves is \$1,295,130.
- The net position of \$15,423,800 includes Unrestricted of \$5,346,325, which is available for reserve allocations.

#### Statement of Revenues, Expenses, and Changes in Net Position

- The October 2017 financial statements show a net change in position before Federal Capital Contributions of \$75,046.
- The Federal Capital Contribution for October 2017 is \$104,651 compared to October 2016 of \$1,447. This activity is based on capital purchases through federal and state grants, and it will fluctuate from year-to-year.
- Total Operating Revenue is 0.42% more than the budget.
- The expenses are 2.94% less than the budget. The following chart is organized by expense categories.

Description	4 Mo Ending Oct Actual	YTD Budget	Annual Budget	Variance Actual vs YTD Budget
Expenses:				
Compensation	1,579,332	1,627,000	4,881,000	-2.93%
General	183,486	196,605	589,815	-6.67%
Maintenance	249,826	245,885	737,655	1.60%
Transfer Center	35,685	38,703	116,110	-7.80%
Total Expenses	2,048,328	2,108,193	6,324,580	-2.84%
Admin Only Expenses:				
Travel and Meetings	7,025	11,000	33,000	-36.14%
Professional Services	54,043	54,043	162,130	0%
Total Admin Only Expenses	61,068	65,043	195,130	-6.11%
Total Expenses	2,109,397	2,173,237	6,519,710	-2.94%

#### Ridership Report

- The Fixed Route ridership for October 2017 is 139,382 compared to 136,182 in October 2016. The annual ridership for FY2018 is 8,100 less than FY2017. October 2017 is the record high for ridership in the month of October.
- The ADA ridership for October 2017 is 2,281 compared to 1,761 in October 2016. The annual ridership for FY2018 is 1,207 more than FY2017.
- The Senior Van for October 2017 is 411 compared to 689 in October 2016. The annual ridership for FY2018 is 618 less than FY2017.

# Missoula Urban Transportation District Financial Statements

October 2017



	A B	C [	E
1	Missaula Hyban Transportation Dist	dot.	
2	Missoula Urban Transportation Distr Statements of Net Position	ict	
3	October, Fiscal Years 2018 and 201	7	
5	October, Fiscal Years 2016 and 201	. /	
6		FY 2018	FY 2017
7	ASSETS		
9	Current Assets:		
_	Cash - Missoula County Treasurer	3,811,694	1,836,117
	Cash - Other	1,611	57,885
12	Capital Reserves (Local Match)	1,604,783	1,013,936
	Operating Reserves (Voted Mill Levy)	2,409,070	3,242,886
-	Accounts Receivable Accounts Receivable - Property Taxes	973,138 1,722,136	841,616 1,607,691
	Prepaid Expenses	142,505	79,840
18	Total Current Assets	10,664,936	8,679,971
19	Total carrent resets	10,004,550	0,013,311
	Inventory:		
-	Fuel & Lubricant Materials & Supplies	3,287 189,464	1,157 163,983
	Tires & Tubes	15,156	163,983
=	Total Inventory	207,907	181,515
26	Total Interiory	201,301	101,313
	Capital Assets at Cost:		
	Buildings Equipment Fixed Pouts Transportation	5,853,101	5,840,374
	Equipment - Fixed Route Transportation Equipment - Paratransit Transportation	9,437,696 795,569	9,414,948 795,569
	Equipment - Shop	115,876	115,876
32	Furniture & Fixtures	1,127,008	1,038,243
-	Land	80,909	80,909
34	Projects in Process	116,062	5,831
	Total Capital Assets at Cost	17,526,222	17,291,751
37	Less: Accumlated Depreciation	-11,642,297	-10,887,086
$\vdash$	Net Capital Assets	5,883,926	6,404,665
40			
42	Total Assets	16,756,769	15,266,151
43			
45 46	LIABILITIES		
47	Current Liabilities:		
	Accounts Payable	213,471	142,656
	Warrants Payable	47,479	69,218
	Accrued Salaries & Wages Deferred Revenue	47,829	35,675 12,250
5-		632,931	13,250
53 54	Current Liabilities	941,710	260,800
	Noncurrent Liabilities:		
	Post Employment Benefit	115,198	98,469
57	Vacation & Sick Leave	276,060	274,908
	Total Noncurrent Liabilities	391,258	373,377
60			
62 63	Total Liabilities	1,332,968	634,177
64	NET POSITION		
66	Net Position:		
	Invest in Capital Assets	5,883,926	6,400,644
	Capital Reserves (Local Match)	1,604,783	1,017,957
69	Operating Reserves (Voted Mill Levy)	2,409,070	3,242,886
	Unrestricted	5,346,325	3,844,987
71	Net Position Current Year	179,697	125,500
	Total Net Position	15,423,800	14,631,975
74			
-	Total Liabilities & Net Position	16,756,769	15,266,151
77			

#### Н 2 Missoula Urban Transportation District 3 Statement of Revenues, Expenses and Changes in Net Position 4 For the Years Ended June 30, 2018 and 2017 **Summary** 8 4 Mo Ending Variance 4 Mo Ending Variance Oct 2017 YTD Annual Actual vs Oct 2016 YTD Annual Actual vs 10 YTD Budget YTD Budget Actual Budget Budget Actual Budget Budget 11 12 **Operating Revenues:** 1,616,270 14 Property Taxes 1,812,303 0.00% 0.00% 1,812,303 5,436,910 1,616,270 4,848,810 15 Federal/State Operating Assistance 742,596 744,222 2,232,665 -0.22% 757,325 757,325 2,271,975 0.00% 16 Other Revenues 137,919 125,088 10.26% 99,468 88,967 266,900 11.80% 375,265 18 **Total Operating Revenues** 2,692,819 2,681,613 8,044,840 0.42% 2,473,062 2,462,562 7,387,685 0.43% 19 20 Operating Expenses: 21 Operations 1,395,412 1,435,515 4,306,545 -2.79% 1,252,989 1,345,005 4,035,015 -6.84% 22 276.237 796.130 4.09% Maintenance 255.698 281.473 844.420 -9.16% 265.377 General and Administrative 458,287 456,248 1,368,745 0.45% 389,976 422,372 1,267,115 -7.67% 25 2,109,397 2,032,753 6,098,260 **Total Operating Expenses** 2,173,237 6,519,710 -2.94% 1,919,202 -5.59% 28 1,525,130 1,289,425 583.422 508.377 14.76% 553,860 429.808 28.86% Operating Gain/(Loss) 29 30 Special Projects: 31 Bus Stop Master Plan 0 0 0 N/ 0 0 0 NA 32 0 0 0 N/ 0 0 0 NA 33 Paratransit Planning 0 0 0 0 0 NA NA 0 34 TDM Study - ASUM/UM/City/MUTD n 0 0 N/ n 0 0 NA 35 Transfer Center Remodel 18,333 18,333 55,000 0.00% 18,333 18,333 55,000 0.00% 36 Transit Summits 0 0 0 N/ 0 0 0 NA 37 Uniforms 0 NΑ NΑ 39 Total Special Projects 18.333 18,333 55,000 0.00% 18.333 18,333 55,000 0.00% 40 42 Gain/(Loss) After Special Projects 565,089 490.043 1.470.130 15.31% 535,527 411,475 1,234,425 30.15% 43 44 Less Reserve Contributions: 45 Additions to Capital -58.333 -58,333 -175,000 NA -58,333 -58,333 -175,000 NA **Additions to Operating Reserves** -431,710 NΑ NA -431,710 -1,295,130 -353,140 -353,142 -1,059,425 48 NΑ **Total Reserve Contributions** -490,043 -490,043 -1,470,130 NΑ -411,473 -411,475 -1,234,425 40 51 Gain/(Loss) After Reserve Contributions 75,046 0 0 NA 124,053 0 0 NΑ 52 53 54 Plus Additional Funding Sources: **Federal Capital Contributions** 104,651 0 0 NA 1,447 0 0 NΑ 58 **Total Additional Funding Sources** 104,651 0 0 NA 1,447 0 0 NΑ

179,697

0

0

NA

125,500

0

0

NΑ

62

63 64 **Change in Net Position** 

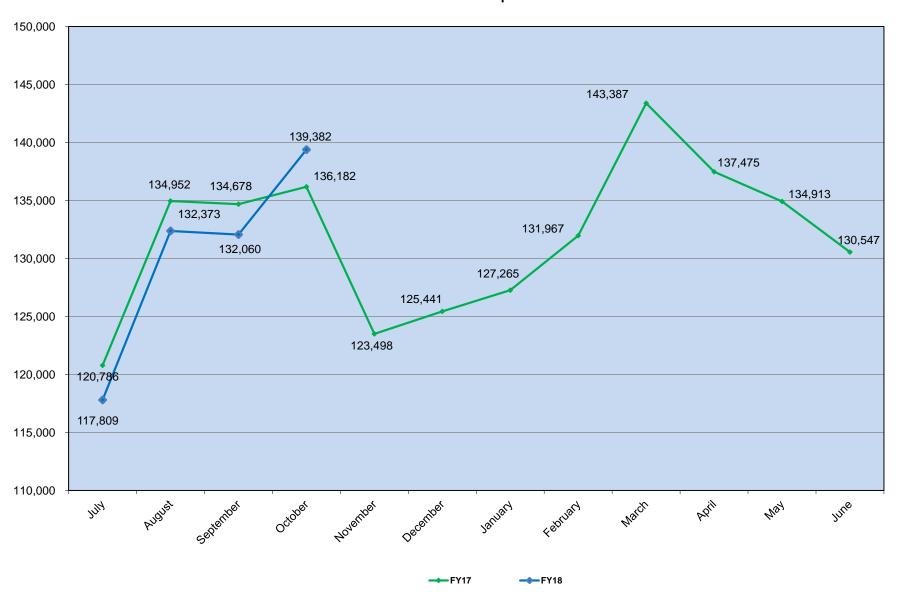
# Missoula Urban Transportation District Ridership Reports

October 2017



	A	В	E	Н	К	L	М	AL	AM	AN		
1			Missoula l	Jrban Trai	nsportatio	n District						
2				L8 Fixed R	-							
2				io i ixeu ii	oute otat	.50.05		YTD	YTD			
4		July	Aug	Sept	Oct	Oct	Increase	Total	Total	Increase		
5		2017	2017	2017	2017	2016	(Decrease)	FY18	FY17	(Decrease)		
6				Passenger I			(= 00.0000)	7.20	7.2	(= 00.0000)		
7												
8	Weekday	108,280	124,223	121,040	132,41	126,758	5,653	485,954	493,483	(7,529)		
9	Saturday	8,895	7,168	9,510	6,97	9,424	(2,453)	32,544	33,115	(571)		
10	Passengers	117,175	131,391	130,550	139,382	2 136,182	3,200	518,498	526,598	(8,100)		
11												
12	Average Weekday Ridership	5,414	5,401	6,052	6,019	6,036	(17)	5,717	5,806	(89)		
13	Average Saturday Ridership	1,779	1,792	1,902	1,743	3 1,885	(142)	1,808	1,840	(32)		
14												
15				Service Inf	ormation							
16												
17	Weekdays	20	23	20	22	2 21	1	85	85	0		
18	Saturdays	5	4	5	4	1 5	(1)	18	18	0		
19	UM Days	19	1	20	22	2 21	1	62	69	(7)		
20												
24	Weekday Revenue Hours	3,700	4,278	3,740	4,114	4,426	(312)	15,831	17,915	(2,084)		
25	Saturday Revenue Hours	275	220	275	216	308	(92)	986	1,152	(166)		
26	Revenue Hours	3,975	4,498	4,015	4,330	4,734	(404)	16,817	19,067	(2,250)		
27												
31	Weekday Revenue Mileage	52,040	60,053	52,060	57,156	55,898	1,258	221,298	226,253	(4,955)		
32	Saturday Revenue Mileage	3,890	3,124	3,920	3,128	3,944	(816)	14,063	14,644	(581)		
33	Less Training, Test Driving &Spec Serv Mileage	(138	(137)	(198)	) (134	1)		(607)	0	(607)		
34	Less Failure Miles	(50		(15)		, ,			(36)	(87)		
35	Revenue Miles	55,743	63,007	55,767	60,124	59,832	426	234,631	240,861	(6,230)		
36												
37	Vehicle Miles	62,310	69,309	60,348	66,779	66,068	711	258,746	260,623	(1,877)		
38												
	Revenue Miles per Revenue Hour	14.02	14.01	13.89	13.89	9 12.64	1.25	13.95	12.63	1.32		
40												
_	Passengers per Mile	2.10		2.34				2.21	2.19	0.02		
42	Passengers per Hour	29.48	29.21	32.52	32.19	9 28.77	3.42	30.83	27.62	3.21		
49				Cina naishta	fa was a bi a							
50				Financial In	Tormation							
56	Operating France was Borrows Mil-	ć 10.0C	ć 0.22	ć 0.01	ć 0.04		ć 11C	ć 0.04	ć 0.70	ć 1.1C		
	Operating Expense per Revenue Mile	\$ 10.86		\$ 9.91		•		•		\$ 1.16		
58	Operating Expense per Revenue Hour	\$ 152.23		\$ 137.62	•	•		•	\$ 110.87	\$ 27.83		
59	Operating Expense per Passenger Trip	\$ 5.16	\$ 4.42	\$ 4.23	\$ 4.26	5 \$ 3.83	\$ 0.43	\$ 4.50	\$ 4.01	\$ 0.49		

### Missoula Urban Transportation District Fixed Route Ridership



## Missoula Urban Transportation District Fixed Route Monthly Ridership History 1978 - 2018 APC Data Beginning FY2016

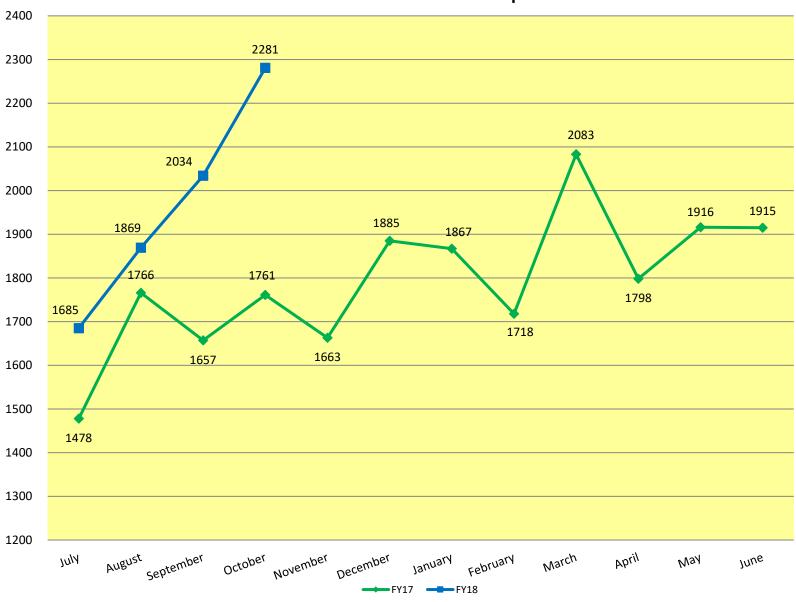
1978   1979   20.610   26,005   23,790   29,434   40,037   43,47   58,609   52,080   46,703   43,470   38,667   36,178   51,724   58,365   62,038   83,266   72,460   57,066   57,066   57,076   41,082   39,553   632,176   53,609   52,609   46,703   57,066	Fiscal														
1978   1979   20,610   26,005   23,790   29,434   40,037   43,347   58,609   52,080   48,703   43,995   34,881   36,338   98,593   1980   34,710   38,657   36,178   51,724   58,365   62,038   83,266   72,460   57,066   57,076   41,082   39,553   632,176   38,881   38,348   35,523   40,464   50,898   49,781   63,026   75,230   73,734   70,361   56,208   48,523   41,120   643,256   0.9   1983   33,761   33,774   38,845   50,886   53,859   66,575   62,786   65,007   40,802   36,968   63,099   38,881   38,404   41,430   47,462   52,016   53,859   66,575   62,799   60,367   56,686   51,627   49,201   30,958   630,992   8.0   3188   32,285   34,272   38,913   52,2899   50,447   49,552   62,738   55,560   47,873   46,941   42,007   40,778   33,428   506,792   48,841   42,007   40,778   33,428   506,792   48,841   48,943   48,943   48,464   45,799   66,461   42,981   42,007   40,778   33,428   506,792   48,841   49,843   48,943   48,449   46,799   55,143   48,625   53,553   46,864   43,084   37,392   563,755   11,987   1390   30,251   32,662   34,665   54,668   54,668   54,668   54,668   42,068   54,668   42,068   42	Year	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Total	% Change
1880         34,710         38,657         36,178         51,724         58,365         62,038         83,266         72,460         57,086         67,077         41,082         35,553         632,176         38.8           1881         38,261         31,304         42,973         55,000         50,580         75,886         67,309         68,827         63,841         43,338         25,252         47,841         43,255         0.99           1882         38,388         35,523         40,464         50,898         49,781         63,026         75,230         73,734         70,361         56,208         41,420         42,625         0.99           1886         32,285         34,272         39,132         52,809         50,447         49,552         62,788         56,560         47,873         46,907         42,001         36,583         63,932         80,367         56,688         51,627         49,201         36,932         80,593         80,503         78,688         51,627         49,201         36,932         80,593         80,503         78,688         51,627         49,201         36,932         80,539         42,218         43,734         43,734         43,734         43,734         43,734         43,734	1978			-			6,072	13,366	10,491	11,382	8,881	18,218	30,183	98,593	
1881         35,251         31,934         42,973         54,900         50,880         67,588         67,309         66,827         68,334         63,339         52,225         47,841         637,155         0.77           1982         33,3761         33,774         38,845         50,686         54,388         60,818         65,174         56,552         55,296         50,097         46,641         43,787         599,819         -8.3           1985         33,761         33,774         38,845         50,686         54,388         60,818         65,174         56,552         55,296         50,097         46,641         43,787         599,819         -8.3           1985         32,285         34,772         33,132         52,809         60,447         49,552         62,738         65,660         47,873         46,977         42,388         29,840         543,873         -14,66           1986         28,215         32,733         33,908         47,400         45,673         51,208         56,809         52,680         47,536         42,064         37,319         50,675         14,84         43,941         43,941         43,941         43,941         44,941         46,461         52,786         86,580	1979	20,610	26,005	23,790	29,434	40,037	44,347	58,609	52,080	46,703	43,969	43,461	36,338	465,383	
1982         38,388         35,523         40,464         50,888         49,781         63,026         75,230         73,734         70,361         56,208         48,523         41,120         64,3256         0.99           1983         33,761         33,774         38,474         52,016         53,859         66,575         82,799         60,367         56,658         51,627         49,201         36,988         638,992         8.0           1986         32,265         34,272         39,132         52,809         50,447         49,552         52,788         55,560         47,873         48,917         42,388         29,840         543,673         41,661         42,971         43,888         36,809         37,179         34,660         35,711         37,490         51,060         50,341         55,039         62,791         56,896         52,866         47,536         42,064         37,319         56,838         42,201         40,778         33,428         560,752         68,803         48,261         42,007         40,778         33,428         560,752         68,803         48,661         42,007         40,778         33,428         560,8792         118           1989         32,043         37,478         38,486<	1980	34,710	38,657	36,178	51,724	58,365	62,038	83,266	72,460	57,066	57,077	41,082	39,553	632,176	35.84%
1983 33,761 33,774 38,845 50,868 54,388 60,818 65,174 56,552 55,286 50,097 46,861 43,787 589,819 8.3 1984 38,040 41,430 47,462 52,016 53,859 66,575 82,799 60,367 56,688 51,627 49,201 36,958 636,992 8.0 1985 32,285 34,272 33,132 52,809 50,447 49,552 62,738 55,560 47,873 46,977 42,388 29,840 543,673 -14.6 1986 28,215 32,730 33,908 47,400 45,673 51,208 58,803 49,661 42,981 42,007 40,778 33,428 506,792 6.8 1987 34,660 35,711 37,490 51,000 50,341 55,039 62,791 56,898 62,856 47,536 42,004 37,319 563,755 11,2 1988 33,883 36,300 34,822 43,367 45,849 49,840 64,461 52,782 51,955 46,688 42,908 36,977 599,813 4.2 1990 32,043 36,980 37,807 41,646 45,137 46,140 59,009 49,625 53,553 45,864 43,094 37,321 5262.08 2-2,11 1990 32,039 34,784 37,382 44,943 46,449 46,799 55,143 46,713 46,835 41,576 45,595 34,190 512,448 2-2,9 1991 30,251 32,662 33,657 54,032 59,496 52,808 64,245 57,002 52,300 52,154 46,977 35,712 577,168 1-10. 1993 30,399 27,529 38,189 40,659 39,880 43,394 43,890 48,667 45,266 47,146,297 35,712 577,168 1-10. 1994 32,777 43,652 41,008 40,230 40,230 41,553 43,094 40,839 43,551 47,626 47,116 44,299 35,772 49,931 74,72 1994 33,952 42,380 45,479 46,389 50,902 49,304 51,452 49,725 54,932 60,762 49,176 51,666 661,429 33,672 49,317 45,519 1996 33,952 42,380 46,780 48,873 49,890 43,551 46,667 44,170 59,662 47,116 44,299 35,772 49,731 74,722 1994 34,148 33,968 46,780 53,983 51,438 58,998 54,180 61,778 59,652 60,573 49,746 50,029 615,273 10.2 1996 33,952 42,380 45,479 46,839 50,902 49,304 51,452 49,725 54,982 60,573 49,746 50,029 615,273 10.2 1996 34,148 33,968 46,780 53,983 51,438 58,998 54,180 61,778 59,652 60,573 49,746 50,029 615,273 10.2 1996 52,016 53,775 60,950 61,706 65,148 58,399 53,905 65,112 63,498 59,932 56,832 51,1076 693,349 22.2 1994 48,811 55,256 53,403 63,618 58,389 54,180 60,778 59,820 60,833 61,899 60,837 75,519 67,950 77,950 77,950 78,940 77,950 78,940 77,950 78,940 77,950 78,940 77,950 78,940 77,950 78,940 77,950 78,940 77,950 78,940 77,950 78,940 77,950 78,940 77,950 78,940 77,950 78,940 77,950 78,940 77,	1981	35,251	31,934	42,973	54,900	50,580	57,588	67,309	66,827	65,834	63,393	52,725	47,841	637,155	0.79%
1984   38,040   41,430   47,462   52,016   53,859   66,675   82,799   60,367   56,658   51,627   49,201   36,958   638,992   8.0	1982	38,388	35,523	40,464	50,898	49,781	63,026	75,230	73,734	70,361	56,208	48,523	41,120	643,256	0.96%
1985         32,285         34,272         39,132         52,809         50,447         49,552         62,738         55,560         47,873         46,977         42,388         29,840         543,873         -14.6           1986         32,730         33,908         47,400         45,673         51,208         58,803         49,861         42,007         40,778         33,428         506,792         -8.8           1987         34,660         35,711         37,490         51,060         50,341         55,039         62,791         56,888         52,866         47,536         42,054         37,319         663,765         11.2           1989         32,043         36,800         37,827         41,644         46,149         46,799         55,143         46,713         46,864         43,684         43,084         43,084         37,321         44,813         42,288         49,840         45,799         55,143         46,713         46,875         45,595         34,190         512,448         29,981         29,148         42,218         42,908         36,977         53,986         42,246         48,160         35,278         44,713         44,671         43,084         43,841         44,173         44,671         44,173<	1983	33,761	33,774	38,845	50,686	54,388	60,818	65,174	56,552	55,296	50,097	46,641	43,787	589,819	-8.31%
1986         28,215         32,730         33,988         47,400         45,673         51,208         58,803         49,661         42,981         42,007         40,778         33,428         506,792         -6.88           1987         34,660         35,711         37,490         51,060         50,341         55,039         62,791         56,898         47,536         42,054         37,319         563,755         11,22           1988         33,883         36,300         37,807         41,646         45,137         46,140         59,008         49,625         53,553         45,664         43,084         37,321         528,208         -2.19           1990         30,293         34,744         37,382         44,943         46,799         551,434         46,713         46,828         46,679         551,434         46,713         46,099         52,808         64,245         57,002         53,968         52,426         48,160         32,278         583,519         13.8           1992         32,282         36,533         38,889         40,659         39,880         43,890         46,624         48,170         53,365         33,226         30,506         47,7774         47,626           1994	1984	38,040	41,430	47,462	52,016	53,859	66,575	82,799	60,367	56,658	51,627	49,201	36,958	636,992	8.00%
1987   34,660   35,711   37,490   51,060   50,341   55,039   62,791   66,888   52,856   47,536   42,054   37,319   563,755   11,22     1988   33,883   36,300   34,822   43,367   45,849   49,840   64,461   52,782   51,956   46,668   42,908   36,977   539,813   4.2,218     1990   32,039   34,784   37,382   44,943   46,449   46,799   55,143   46,713   46,835   41,576   45,595   34,190   512,448   42,918     1991   30,251   32,662   34,656   54,658   56,448   46,626   74,539   60,045   73,968   52,426   48,160   35,278   583,519   13,87     1992   32,282   36,503   33,657   54,032   59,496   52,808   64,245   67,002   52,300   52,154   46,977   35,712   577,168   1.00     1993   30,399   27,529   38,189   40,659   39,880   43,890   48,467   48,170   53,365   33,226   30,606   477,774   47,22     1994   28,277   43,652   41,008   40,230   44,153   43,094   43,890   48,467   49,725   54,992   44,197   42,446   36,099   54,497   45,549     1995   33,952   42,380   45,479   46,369   50,902   49,304   51,452   49,725   54,992   46,197   42,446   36,099   54,9297   10,091     1996   31,621   47,026   52,544   59,432   50,548   58,943   51,319   61,728   59,658   50,573   49,746   50,029   615,273   10,22     1998   55,658   49,811   58,525   61,466   52,169   56,300   51,104   60,077   64,575   63,749   51,841   53,118   678,333   41.1     2001   48,627   55,662   58,403   63,684   58,389   58,010   55,638   64,006   63,386   50,756   68,788   61,500   59,475   59,033   68,832   64,204   64,005   67,951   59,530   77,369   71,0007   14,400   77,500   64,365   61,466   53,368   54,576   68,788   61,500   50,400   50,400   64,885   61,500   50,400   64,885   61,500   64,885   61,500   64,885   61,500   64,885   61,500   64,885   61,500   64,885   64,463	1985	32,285	34,272	39,132	52,809	50,447	49,552	62,738	55,560	47,873	46,977	42,388	29,840	543,873	-14.62%
1988   33,883   36,300   34,822   43,367   45,849   49,840   64,461   62,782   51,956   46,668   42,908   36,977   53,9813   42,281	1986	28,215	32,730	33,908	47,400	45,673	51,208	58,803	49,661	42,981	42,007	40,778	33,428	506,792	-6.82%
1989   32,043   36,980   37,807   41,646   45,137   46,140   59,008   49,625   53,553   45,864   43,084   37,321   528,208   -2.11     1991   30,251   32,662   38,456   54,658   56,448   46,626   74,539   60,047   53,968   52,426   48,160   35,278   583,519   13.8     1992   32,282   36,503   33,667   54,032   59,496   52,808   64,245   57,002   52,300   52,154   46,977   35,712   577,168   -1.0     1993   30,399   27,529   38,189   40,659   39,880   43,394   43,890   48,467   48,170   53,365   33,226   30,606   477,774   -17,22     1994   28,277   43,652   41,008   40,230   44,153   43,094   40,839   43,511   47,626   47,116   44,299   35,472   499,317   4.5     1995   33,952   42,380   45,479   46,869   59,002   49,304   51,452   49,725   54,992   46,197   42,446   36,099   549,297   10.0     1996   31,821   33,293   45,400   46,894   48,873   49,850   48,065   63,983   60,544   47,728   46,603   33,077   556,161   1.6     1997   34,148   33,968   46,780   53,983   51,438   58,998   54,180   61,778   59,652   60,573   49,746   50,029   615,273   10.2     1998   51,524   47,026   52,554   59,432   55,548   58,943   53,197   58,920   57,842   60,762   49,176   51,665   651,489   58,841   58,255   61,466   52,169   65,300   65,104   60,077   64,575   60,749   51,865   651,489   58,841   53,808   55,766   68,788   61,550   59,033   58,832   64,204   64,805   67,951   59,550   47,369   710,007   1.4     2001   49,181   53,808   55,766   68,788   61,550   59,033   58,832   64,204   64,805   67,951   59,550   47,369   710,007   1.4     2002   49,181   53,808   55,766   68,788   61,550   59,033   58,832   64,204   64,805   67,951   59,550   47,369   710,007   1.4     2004   49,853   47,413   56,757   61,539   54,138   58,404   56,833   61,990   66,802   61,051   51,380   54,738   59,033   50,603   50,603   50,608   50,60	1987	34,660	35,711	37,490	51,060	50,341	55,039	62,791	56,898	52,856	47,536	42,054	37,319	563,755	11.24%
1990 32,039 34,784 37,382 44,943 46,449 46,799 55,143 46,713 46,835 41,576 45,595 34,190 512,448 2.99 1991 30,251 32,662 38,466 54,658 66,484 66,266 74,539 60,047 53,968 52,426 48,160 35,278 583,519 13.8 1992 32,282 36,503 33,657 54,032 59,496 52,808 64,245 57,002 52,300 52,154 46,977 35,712 577,168 1.01 1993 30,399 27,529 38,189 40,659 39,880 43,394 43,890 48,467 48,170 53,365 33,226 30,606 477,774 -17,22 1994 28,277 43,652 41,008 40,230 44,153 43,094 40,839 43,551 47,626 47,116 44,299 35,472 499,317 4.5 1995 33,952 42,380 45,479 46,369 50,902 49,304 40,839 43,551 47,626 47,116 44,299 35,472 499,317 4.5 1996 31,821 35,293 45,430 46,894 48,873 49,850 48,065 63,983 60,544 47,728 46,603 33,077 558,161 1.6 1997 34,148 33,968 46,780 53,983 51,438 58,998 54,180 61,778 59,652 60,573 49,746 50,029 615,273 10,22 1998 51,524 47,026 52,554 59,432 50,548 58,943 53,197 58,920 57,842 60,762 49,176 51,565 661,489 5.88 1999 55,658 49,811 58,525 61,466 52,169 56,300 51,104 60,077 64,575 63,749 51,841 53,118 678,339 4.13 2000 52,016 53,775 60,950 61,706 56,148 58,399 53,905 65,112 63,498 59,932 56,832 51,076 693,349 2.22 2001 48,627 55,562 58,403 53,618 58,389 58,010 55,638 64,209 64,385 61,599 58,987 52,198 700,135 0.99 2002 49,181 53,808 55,766 68,788 61,550 59,033 58,832 64,204 64,005 67,961 59,530 47,389 710,007 1.4 2003 49,853 47,413 56,757 61,539 54,138 58,440 56,833 61,990 66,692 61,051 51,380 52,195 678,281 2.55 2006 50,683 50,568 54,578 56,485 56,485 58,485 58,495 59,033 58,832 64,204 64,005 67,961 59,530 47,582 661,221 68,82 2004 49,853 47,413 56,675 61,599 56,485 58,499 59,033 58,832 64,204 64,005 67,961 59,530 47,589 710,007 1.4 2003 56,683 50,568 54,578 56,485 56,585 56,585 56,580 56,685 56,808 56,760 50,809 53,254 59,201 60,877 52,152 53,368 64,446 3 .499 20,205 50,683 50,568 54,578 56,485 56,4	1988	33,883	36,300	34,822	43,367	45,849	49,840	64,461	52,782	51,956	46,668	42,908	36,977	539,813	-4.25%
1991         30,251         32,662         38,456         54,658         56,448         46,626         74,539         60,047         53,968         52,426         48,160         35,278         583,519         13.8           1992         32,282         36,503         33,667         54,032         59,496         52,808         64,245         57,002         52,300         52,164         46,977         35,712         577,168         -1.0           1993         30,399         27,529         38,189         40,669         39,880         43,394         48,897         48,667         47,626         47,116         44,299         35,472         499,317         4.5           1995         33,952         42,380         45,479         46,369         50,902         49,304         51,452         49,725         54,992         46,197         42,446         36,099         549,297         10.0           1996         31,821         35,293         45,430         46,884         48,873         48,850         48,065         59,932         56,482         60,573         49,746         50,029         61,273         10.2           1998         51,524         47,026         52,545         59,432         50,548         58,	1989	32,043	36,980	37,807	41,646	45,137	46,140	59,008	49,625	53,553	45,864	43,084	37,321	528,208	-2.15%
1992 32,282 36,503 33,657 54,032 59,496 52,808 64,245 57,002 52,300 52,154 46,977 35,712 577,168 1-1.01 1993 30,399 27,529 38,189 40,659 39,880 43,394 43,890 48,467 48,170 53,365 33,226 30,606 477,774 1-77.22 11994 28,277 43,652 41,008 40,230 44,163 43,094 40,839 43,551 47,626 47,116 44,299 35,472 499,317 4.5 1995 33,952 42,380 45,479 46,369 50,902 49,304 51,452 49,725 54,992 46,197 42,446 36,009 549,297 10.0 1996 31,821 33,283 45,430 46,894 48,873 49,850 48,065 63,983 60,544 47,728 46,603 33,077 558,161 1.6 1.0 1997 34,148 33,968 46,780 53,993 51,438 58,998 54,180 61,778 59,652 60,673 49,746 50,029 615,273 1.0.2 1998 51,524 47,026 52,554 59,432 50,548 58,943 53,197 58,920 57,842 60,762 49,176 51,565 651,489 5.8 1999 55,658 49,811 58,625 61,466 52,169 66,300 65,110 60,077 64,575 63,749 51,841 53,118 678,393 41,48 2000 52,016 53,775 60,950 61,06 58,148 58,399 53,905 66,511 63,498 59,932 56,832 51,076 693,349 2.2 2001 48,627 55,562 58,403 63,618 58,389 58,010 55,638 64,809 64,385 61,509 58,987 52,198 700,071 50,900 49,181 53,808 55,756 68,788 61,550 59,033 58,832 64,204 64,005 67,951 59,530 47,369 710,007 1.4 50,007 50,683 50,685 54,678 63,041 53,809 54,759 54,174 61,246 61,892 62,189 55,107 47,562 661,221 6-8.8 2004 49,853 47,413 56,757 61,539 54,138 58,440 56,833 61,990 66,692 61,051 51,380 52,155 678,241 20,300 73,854 73,300 52,096 66,894 64,747 57,526 61,658 66,412 61,313 55,963 56,052 695,229 7.8 2005 50,683 50,568 54,578 56,485 56,485 52,355 50,600 50,369 53,254 59,201 60,877 75,519 68,833 735,243 57,700 74,585 61,590 72,998 72,998 72,990 68,893 73,505 72,998 72,990 68,893 73,505 72,998 72,990 68,834 82,9131 42,200 73,854 73,500 72,998 74,845 74,445 74,445 72,898 66,444 64,453 63,643 61,449 791,653 42,250 74,846 74,445	1990	32,039	34,784	37,382	44,943	46,449	46,799	55,143	46,713	46,835	41,576	45,595	34,190	512,448	-2.98%
1993 30,399 27,529 38,189 40,659 39,880 43,394 43,890 48,467 48,170 53,365 33,226 30,606 477,774 -17.22 1994 28,277 43,652 41,008 40,230 44,153 43,094 40,839 43,551 47,626 47,116 44,299 35,472 499,317 4.5 1995 33,952 42,380 45,430 46,894 48,873 49,850 48,065 63,983 60,544 47,728 46,603 33,077 558,161 1.6 1997 34,148 33,968 46,780 53,983 51,438 58,998 54,180 61,778 59,652 60,573 49,746 50,029 615,273 10.2 1998 51,524 47,026 52,554 59,432 50,548 58,943 53,197 58,920 57,842 60,762 49,176 51,565 651,499 58,999 55,658 49,811 58,525 61,466 52,169 56,300 51,104 60,077 64,575 63,749 51,841 53,118 678,393 4.1: 2000 52,016 53,775 60,950 61,706 56,148 58,399 53,905 65,112 63,498 59,932 56,832 51,076 693,349 2.2 2001 48,627 55,562 58,403 63,618 58,389 58,010 55,638 64,809 64,385 61,509 58,987 52,198 700,135 0.99 2002 49,181 53,808 55,756 68,788 61,550 59,033 58,832 64,204 64,005 67,951 59,530 47,369 710,007 1.4 2003 48,105 48,383 50,954 63,041 53,809 54,759 54,174 61,246 61,892 62,189 55,107 47,582 661,221 6.88 2004 49,853 47,413 56,757 61,539 54,138 58,440 56,833 61,99 66,692 61,051 51,380 52,195 678,281 2.5 2006 47,384 53,325 59,643 60,294 58,512 57,147 57,526 61,658 66,412 61,313 55,963 56,052 695,229 7.88 2007 50,683 50,568 64,578 56,485 52,355 50,600 50,369 53,254 59,201 60,877 52,125 53,368 644,463 4.99 2008 73,854 73,502 72,918 76,187 59,577 62,596 69,040 74,024 72,771 69,494 61,184 63,984 829,131 4.22 2010 63,155 58,136 66,870 72,825 60,875 66,863 71,366 78,259 77,650 74,559 60,883 77,002 72,918 76,187 59,577 62,596 69,040 74,024 72,771 69,494 61,184 63,984 829,131 4.22 2010 63,155 58,136 66,870 72,825 60,875 66,186 78,279 71,600 74,959 69,037 73,584 70,643 924,669 6.80 2013 67,267 71,082 68,326 71,686 72,886 73,396 86,593 88,538 73,082 73,584 70,643 924,669 6.80 2014 69,584 77,705 76,591 79,173 78,214 72,366 78,396 86,593 88,538 73,082 73,584 70,643 924,669 6.80 2015 75,204 72,733 77,044 85,778 68,844 72,660 96,173 100,122 111,202 111,607 100,686 102,574 1,074,622 19,22 2016 128,359 118,852 134,682 134,682 137,022	1991	30,251	32,662	38,456	54,658	56,448	46,626	74,539	60,047	53,968	52,426	48,160	35,278	583,519	13.87%
1994         28,277         43,652         41,008         40,230         44,153         43,094         40,839         43,551         47,626         47,116         44,299         35,472         499,317         4.5           1995         33,952         42,380         45,479         46,369         50,902         49,304         41,652         49,725         54,992         46,197         42,446         36,099         549,227         10.0           1996         31,821         35,293         46,780         53,983         51,438         58,998         54,180         61,778         59,652         60,573         49,746         50,029         615,273         10.2           1998         51,524         47,026         52,554         59,432         50,548         58,943         53,197         59,920         57,842         60,762         49,176         51,665         661,489         58,913           2000         52,016         53,775         60,950         61,706         56,148         58,399         53,905         65,112         63,498         59,932         56,832         51,076         693,349         2,21           2001         48,627         55,562         58,403         63,618         58,399	1992	32,282	36,503	33,657	54,032	59,496	52,808	64,245	57,002	52,300	52,154	46,977	35,712	577,168	-1.09%
1995         33,952         42,380         45,479         46,369         50,902         49,304         51,452         49,725         54,992         46,197         42,446         36,099         549,297         10.0           1996         31,821         35,293         45,430         46,894         48,873         49,850         48,065         63,983         60,544         47,728         46,603         33,077         558,161         1.6.           1997         34,148         33,968         46,780         52,554         59,432         50,548         58,984         53,197         58,920         57,842         60,762         49,176         51,565         651,489         5.8           1999         55,668         49,811         58,525         61,466         52,169         56,300         51,104         60,077         64,575         63,749         51,841         53,118         678,393         4.1           2001         48,627         55,562         58,403         63,618         58,389         58,010         55,638         64,809         64,385         61,509         58,987         52,198         700,035         0.99           2002         49,181         53,808         50,562         59,033         58,	1993	30,399	27,529	38,189	40,659	39,880	43,394	43,890	48,467	48,170	53,365	33,226	30,606	477,774	-17.22%
1996         31,821         35,293         45,430         46,894         48,873         49,850         48,065         63,983         60,544         47,728         46,603         33,077         558,161         1.6           1997         34,148         33,968         46,780         53,983         51,548         58,998         54,180         61,778         59,652         60,757         49,176         51,565         61,2773         10,22           1998         51,524         47,026         52,554         59,432         50,548         58,943         53,197         58,920         57,842         60,762         49,176         51,565         661,489         58,898         51,526         61,466         52,169         56,300         51,104         60,077         64,575         63,749         51,841         53,118         678,933         4,11           2001         48,627         55,562         58,403         63,618         58,389         58,010         55,638         64,809         64,385         61,509         58,987         52,198         701,035         0.99         49,181         53,868         50,556         59,633         58,832         64,204         64,038         61,509         56,832         701,007         74,562 </th <th>1994</th> <th>28,277</th> <th>43,652</th> <th>41,008</th> <th>40,230</th> <th>44,153</th> <th>43,094</th> <th>40,839</th> <th>43,551</th> <th>47,626</th> <th>47,116</th> <th>44,299</th> <th>35,472</th> <th>499,317</th> <th>4.51%</th>	1994	28,277	43,652	41,008	40,230	44,153	43,094	40,839	43,551	47,626	47,116	44,299	35,472	499,317	4.51%
1997         34,148         33,968         46,780         53,983         51,438         58,998         54,180         61,778         59,652         60,573         49,746         50,029         615,273         10.23           1998         51,524         47,026         52,554         59,432         50,548         58,943         53,195         68,200         57,842         60,762         49,176         51,565         61,489         5.8           2000         52,016         53,775         60,950         61,706         56,148         58,399         53,905         65,112         63,498         59,932         56,832         51,076         693,349         2.22           2001         48,627         55,562         58,403         63,618         58,389         58,010         55,638         64,809         64,385         61,509         58,987         52,198         700,135         0.99           2002         49,181         53,3808         55,756         68,788         61,550         59,033         58,832         64,204         64,005         67,951         59,530         47,369         710,007         1.4           2004         49,853         47,413         56,757         61,539         54,138         58				45,479	46,369			51,452	-						10.01%
1998         51,524         47,026         52,554         59,432         50,548         58,943         53,197         58,920         57,842         60,762         49,176         51,565         651,489         5.81           1999         55,658         49,811         58,525         61,466         52,169         56,300         51,104         60,077         64,575         63,749         51,841         53,118         678,393         4.11           2001         48,627         55,562         58,403         63,618         58,389         58,010         55,638         64,809         64,385         61,509         58,987         52,198         700,135         0.93           2002         49,181         53,808         55,756         68,788         61,550         59,033         58,832         64,204         64,005         67,951         59,530         47,369         710,007         1.4           2003         48,105         48,363         50,954         63,041         53,809         54,759         54,174         61,246         61,892         62,189         55,107         47,582         661,221         6.8           2004         49,853         47,413         56,757         61,539         54,138         58,	1996	31,821	35,293	45,430	46,894	48,873	49,850	48,065	63,983	60,544	47,728		33,077	558,161	1.61%
1999         55,658         49,811         58,525         61,466         52,169         56,300         51,104         60,077         64,575         63,749         51,841         53,118         678,393         4.13           2000         52,016         53,775         60,950         61,706         56,148         58,399         53,905         65,112         63,498         59,932         56,832         51,076         693,349         2,21           2001         48,627         55,562         58,403         63,618         58,389         58,010         55,638         64,809         64,385         61,509         58,987         52,198         700,135         0.99           2002         49,181         53,808         55,756         68,788         61,550         59,033         58,832         64,204         64,005         67,951         59,530         47,369         710,007         1.4           2003         48,105         48,363         50,954         63,041         53,809         54,759         54,174         61,246         61,892         62,189         55,107         47,582         661,221         -6.8           2004         49,853         47,413         56,757         61,539         54,138         58	1997	-	33,968	46,780	53,983	51,438	-	54,180	61,778		60,573	•	50,029		10.23%
2000         52,016         53,775         60,950         61,706         56,148         58,399         53,905         65,112         63,498         59,932         56,832         51,076         693,349         2.22           2001         48,627         55,562         58,403         63,618         58,389         58,010         55,638         64,809         64,385         61,509         58,987         52,198         700,135         0.93           2002         49,181         53,808         55,756         68,788         61,550         59,033         58,832         64,204         64,005         67,951         59,530         47,369         710,007         1.4           2003         48,105         48,363         50,954         63,041         53,809         54,759         54,174         61,246         61,892         61,051         51,380         52,195         678,281         2.51           2004         49,853         47,413         56,757         61,539         54,138         58,440         56,833         61,990         66,692         61,051         51,380         52,195         678,281         2.51           2005         50,683         50,568         54,578         56,485         52,355         50	1998	51,524	47,026	52,554	59,432	50,548	58,943	53,197	58,920	57,842	60,762	49,176	51,565	651,489	5.89%
2001         48,627         55,562         58,403         63,618         58,389         58,010         55,638         64,809         64,385         61,509         58,987         52,198         700,135         0.98           2002         49,181         53,808         55,756         68,788         61,550         59,033         58,832         64,204         64,005         67,951         59,530         47,369         710,007         1.4           2003         48,105         48,363         50,954         63,041         53,809         54,759         54,174         61,246         61,892         62,189         55,107         47,582         661,221         -6.8           2004         49,853         47,413         56,757         61,539         54,138         58,440         56,833         61,990         66,692         61,051         51,380         52,195         678,281         2.56           2005         50,683         50,568         54,578         56,485         52,355         50,600         50,352         59,201         60,877         52,125         53,368         644,463         -4.99           2006         47,384         53,255         59,643         60,294         58,512         57,147         5		-		58,525			-	51,104			-	•			4.13%
2002         49,181         53,808         55,756         68,788         61,550         59,033         58,832         64,204         64,005         67,951         59,530         47,369         710,007         1.4           2003         48,105         48,363         50,954         63,041         53,809         54,759         54,174         61,246         61,892         62,189         55,107         47,582         661,221         -6.8°           2004         49,853         47,413         56,757         61,539         54,138         58,440         56,833         61,990         66,692         61,051         51,380         52,195         678,281         2.5°           2005         50,683         50,568         54,578         56,485         52,355         50,600         50,369         53,254         59,201         60,877         52,125         53,368         644,463         -4,98           2006         47,384         53,325         59,643         60,294         58,512         57,147         57,526         61,688         66,412         61,313         55,963         56,052         795,243         5.7°           2007         50,603         60,905         62,089         68,167         63,394		-	-									•			2.20%
2003         48,105         48,363         50,954         63,041         53,809         54,759         54,174         61,246         61,892         62,189         55,107         47,582         661,221         -6.8           2004         49,853         47,413         56,757         61,539         54,138         58,440         56,833         61,990         66,692         61,051         51,380         52,195         678,281         2.56           2005         50,683         50,568         54,578         56,485         52,355         50,600         50,369         53,254         59,201         60,877         52,125         53,368         644,463         -4.99           2006         47,384         53,325         59,643         60,294         58,512         57,147         57,526         61,658         66,412         61,313         55,963         56,052         695,229         7.8           2007         50,603         60,905         62,089         66,894         64,744         57,293         64,747         61,844         64,453         63,613         61,205         56,853         735,243         5.7           2008         56,130         64,683         56,654         68,167         63,394         58		-		-			-					•			0.98%
2004         49,853         47,413         56,757         61,539         54,138         58,440         56,833         61,990         66,692         61,051         51,380         52,195         678,281         2.56           2005         50,683         50,568         54,578         56,485         52,355         50,600         50,369         53,254         59,201         60,877         52,125         53,368         644,463         -4.99           2006         47,384         53,325         59,643         60,294         58,512         57,147         57,526         61,658         66,412         61,313         55,963         56,052         695,229         7.81           2007         50,603         60,905         62,089         66,894         64,744         57,293         64,747         61,844         64,453         63,613         61,205         56,853         735,243         5.70           2008         56,130         64,638         56,645         68,167         63,394         58,729         71,600         74,959         69,203         77,519         65,998         68,234         795,216         8.10           2010         63,155         58,136         66,870         72,825         66,637		-		-			-		-			•		-	1.41%
2005         50,683         50,568         54,578         56,485         52,355         50,600         50,369         53,254         59,201         60,877         52,125         53,368         644,463         -4.99           2006         47,384         53,325         59,643         60,294         58,512         57,147         57,526         61,658         66,412         61,313         55,963         56,052         695,229         7.81           2007         50,603         60,905         62,089         66,894         64,744         57,293         64,747         61,844         64,453         63,613         61,205         56,853         735,243         5.70           2008         56,130         64,638         56,645         68,167         63,394         58,729         71,600         74,959         69,203         77,519         65,998         68,234         795,216         8.11           2009         73,854         73,502         72,918         76,187         59,577         62,596         69,040         74,024         72,771         69,494         61,184         63,984         829,131         4.21           2010         63,155         58,136         66,870         72,825         60,875		-	-	-			-				-	•		•	-6.87%
2006         47,384         53,325         59,643         60,294         58,512         57,147         57,526         61,658         66,412         61,313         55,963         56,052         695,229         7.8           2007         50,603         60,905         62,089         66,894         64,744         57,293         64,747         61,844         64,453         63,613         61,205         56,853         735,243         5.7           2008         56,130         64,638         56,645         68,167         63,394         58,729         71,600         74,959         69,203         77,519         65,998         68,234         795,216         8.1           2009         73,854         73,502         72,918         76,187         59,577         62,596         69,040         74,024         72,771         69,494         61,184         63,984         829,131         4.2           2010         63,155         58,136         66,870         72,825         60,875         66,163         64,829         70,950         72,598         72,920         60,883         61,449         791,653         -4.5           2011         61,259         64,259         70,153         71,889         67,856         72,84		-		-				-	-						2.58%
2007         50,603         60,905         62,089         66,894         64,744         57,293         64,747         61,844         64,453         63,613         61,205         56,853         735,243         5.70           2008         56,130         64,638         56,645         68,167         63,394         58,729         71,600         74,959         69,203         77,519         65,998         68,234         795,216         8.10           2009         73,854         73,502         72,918         76,187         59,577         62,596         69,040         74,024         72,771         69,494         61,184         63,984         829,131         4.21           2010         63,155         58,136         66,870         72,825         60,875         66,163         64,829         70,950         72,598         72,920         60,883         61,449         791,653         -4.55           2011         61,259         64,259         70,153         71,889         67,856         72,845         73,696         80,896         90,857         70,320         70,466         71,105         865,601         9.3           2012         69,584         77,705         76,591         79,173         78,214         7		•	-	-	-	-	•	-	-	-	•	•	-	-	-4.99%
2008         56,130         64,638         56,645         68,167         63,394         58,729         71,600         74,959         69,203         77,519         65,998         68,234         795,216         8.11           2009         73,854         73,502         72,918         76,187         59,577         62,596         69,040         74,024         72,771         69,494         61,184         63,984         829,131         4.21           2010         63,155         58,136         66,870         72,825         60,875         66,163         64,829         70,950         72,598         72,920         60,883         61,449         791,653         -4.57           2011         61,259         64,259         70,153         71,889         67,856         72,845         73,696         80,896         90,857         70,320         70,466         71,105         865,601         9.3           2012         69,584         77,705         76,591         79,173         78,214         72,366         78,396         86,593         88,538         73,082         73,584         70,643         924,469         6.80           2013         67,267         71,082         68,326         82,565         71,606         6									-						7.88%
2009       73,854       73,502       72,918       76,187       59,577       62,596       69,040       74,024       72,771       69,494       61,184       63,984       829,131       4.20         2010       63,155       58,136       66,870       72,825       60,875       66,163       64,829       70,950       72,598       72,920       60,883       61,449       791,653       -4.50         2011       61,259       64,259       70,153       71,889       67,856       72,845       73,696       80,896       90,857       70,320       70,466       71,105       865,601       9.34         2012       69,584       77,705       76,591       79,173       78,214       72,366       78,396       86,593       88,538       73,082       73,584       70,643       924,469       6.80         2013       67,267       71,082       68,326       82,565       71,606       66,206       78,279       80,474       82,970       76,511       74,527       66,236       886,049       -4.10         2014       69,541       73,403       74,437       82,945       71,337       67,868       75,357       81,465       87,142       78,268       71,355       68,048 <th< th=""><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th>5.76%</th></th<>															5.76%
2010       63,155       58,136       66,870       72,825       60,875       66,163       64,829       70,950       72,598       72,920       60,883       61,449       791,653       -4.55         2011       61,259       64,259       70,153       71,889       67,856       72,845       73,696       80,896       90,857       70,320       70,466       71,105       865,601       9.34         2012       69,584       77,705       76,591       79,173       78,214       72,366       78,396       86,593       88,538       73,082       73,584       70,643       924,469       6.86         2013       67,267       71,082       68,326       82,565       71,606       66,206       78,279       80,474       82,970       76,511       74,527       66,236       886,049       -4.10         2014       69,541       73,403       74,437       82,945       71,337       67,868       75,357       81,465       87,142       78,268       71,355       68,048       901,166       1.7         2015       75,204       72,738       77,044       85,778       68,844       72,650       96,173       100,122       111,202       111,607       100,686       102,574															8.16%
2011       61,259       64,259       70,153       71,889       67,856       72,845       73,696       80,896       90,857       70,320       70,466       71,105       865,601       9.3-2012         2012       69,584       77,705       76,591       79,173       78,214       72,366       78,396       86,593       88,538       73,082       73,584       70,643       924,469       6.80         2013       67,267       71,082       68,326       82,565       71,606       66,206       78,279       80,474       82,970       76,511       74,527       66,236       886,049       -4.10         2014       69,541       73,403       74,437       82,945       71,337       67,868       75,357       81,465       87,142       78,268       71,355       68,048       901,166       1.7         2015       75,204       72,738       77,044       85,778       68,844       72,650       96,173       100,122       111,202       111,607       100,686       102,574       1,074,622       19.29         2016       128,359       118,852       131,482       137,022       116,186       127,789       119,797       135,427       143,765       128,430       128,254				•			-				-	•			4.26%
2012       69,584       77,705       76,591       79,173       78,214       72,366       78,396       86,593       88,538       73,082       73,584       70,643       924,469       6.80         2013       67,267       71,082       68,326       82,565       71,606       66,206       78,279       80,474       82,970       76,511       74,527       66,236       886,049       -4.10         2014       69,541       73,403       74,437       82,945       71,337       67,868       75,357       81,465       87,142       78,268       71,355       68,048       901,166       1.77         2015       75,204       72,738       77,044       85,778       68,844       72,650       96,173       100,122       111,202       111,607       100,686       102,574       1,074,622       19.29         2016       128,359       118,852       131,482       137,022       116,186       127,789       119,797       135,427       143,765       128,430       128,254       130,910       1,546,273       43.89         2017       120,786       134,952       134,678       136,182       123,498       125,441       127,265       131,967       143,387       137,475       134,913 <th></th> <th>-4.52%</th>															-4.52%
2013       67,267       71,082       68,326       82,565       71,606       66,206       78,279       80,474       82,970       76,511       74,527       66,236       886,049       -4.10         2014       69,541       73,403       74,437       82,945       71,337       67,868       75,357       81,465       87,142       78,268       71,355       68,048       901,166       1.71         2015       75,204       72,738       77,044       85,778       68,844       72,650       96,173       100,122       111,202       111,607       100,686       102,574       1,074,622       19.29         2016       128,359       118,852       131,482       137,022       116,186       127,789       119,797       135,427       143,765       128,430       128,254       130,910       1,546,273       43.89         2017       120,786       134,952       134,678       136,182       123,498       125,441       127,265       131,967       143,387       137,475       134,913       130,547       1,581,091       2.29         2018       117,809       132,373       132,060       139,382       125,441       127,265       131,967       143,387       137,475       134,913       <		-		-								•			9.34%
2014       69,541       73,403       74,437       82,945       71,337       67,868       75,357       81,465       87,142       78,268       71,355       68,048       901,166       1.7         2015       75,204       72,738       77,044       85,778       68,844       72,650       96,173       100,122       111,202       111,607       100,686       102,574       1,074,622       19.29         2016       128,359       118,852       131,482       137,022       116,186       127,789       119,797       135,427       143,765       128,430       128,254       130,910       1,546,273       43.89         2017       120,786       134,952       134,678       136,182       123,498       125,441       127,265       131,967       143,387       137,475       134,913       130,547       1,581,091       2.29         2018       117,809       132,373       132,060       139,382       521,624       -0.94															6.80%
2015       75,204       72,738       77,044       85,778       68,844       72,650       96,173       100,122       111,202       111,607       100,686       102,574       1,074,622       19.28         2016       128,359       118,852       131,482       137,022       116,186       127,789       119,797       135,427       143,765       128,430       128,254       130,910       1,546,273       43.89         2017       120,786       134,952       134,678       136,182       123,498       125,441       127,265       131,967       143,387       137,475       134,913       130,547       1,581,091       2.29         2018       117,809       132,373       132,060       139,382       125,441       127,265       131,967       143,387       137,475       134,913       130,547       1,581,091       2.29         2018       117,809       132,373       132,060       139,382       125,441       127,265       131,967       143,387       137,475       134,913       130,547       1,581,091       2.29         2018       117,809       132,373       132,060       139,382       125,441       127,265       131,967       143,387       137,475       134,913       130,547		-	-	-		-	-					•			-4.16%
2016       128,359       118,852       131,482       137,022       116,186       127,789       119,797       135,427       143,765       128,430       128,254       130,910       1,546,273       43.89         2017       120,786       134,952       134,678       136,182       123,498       125,441       127,265       131,967       143,387       137,475       134,913       130,547       1,581,091       2.29         2018       117,809       132,373       132,060       139,382       521,624       -0.94															1.71%
2017     120,786     134,952     134,678     136,182     123,498     125,441     127,265     131,967     143,387     137,475     134,913     130,547     1,581,091     2.25       2018     117,809     132,373     132,060     139,382     521,624     -0.94															
<b>2018</b> 117,809 132,373 132,060 139,382 521,624 -0.94															43.89%
						123,498	125,441	121,205	131,967	143,387	137,475	134,913	130,547		2.25%
	Average	117,809	132,373	132,000	139,382									321,024	-0.94% I
<b>'78 - Cur</b> 50,540 53,307 56,767 64,077 58,611 59,117 64,917 65,457 65,800 62,000 56,553 52,406 <b>709,552</b>	_	50,540	53,307	56,767	64,077	58,611	59,117	64,917	65,457	65,800	62,000	56,553	52,406	709,552	

Total Passengers Through Current Month 28,323,477

<sup>=</sup> Highest year by month

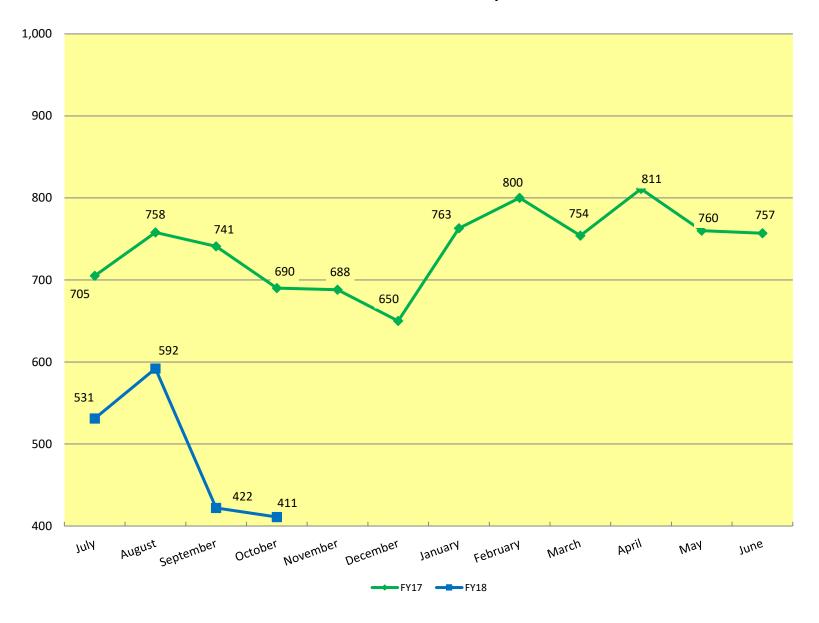
A	В		E	Н		K	L	M	AL	AM	AN
61		N	⁄Iissoula l	Jrban Tra	nspo	ortation	District				
62			FY2018	<b>ADA Para</b>	ıtrar	nsit Stat	istics				
									YTD	YTD	
63 64	July		Aug	Sept		Oct	Oct	Increase/	Total	Total	Increase/
65	2017		2017	2017		2017	2016	(Decrease)	FY18	FY17	(Decrease)
66			AD	A Passenge	r Info	ormation					
67											
68 ADA Paratransit Weekday	1,5	81	1,760	1,900	)	2,168	1,681	487	7,409	6,318	1,091
69 ADA Paratransit Saturday	1	04	109	134	ļ	113	80	33	460	344	116
Total ADA Paratransit Passengers	1,6	85	1,869	2,034	Ļ	2,281	1,761	520	7,869	6,662	1,207
71											
Average Weekday Passengers		79	77	95	,	99	80	18	87	7 74	13
73 Average Saturday Passengers		21	27	27	,	28	16	12	26	5 19	6
74											
77				Service In	form	ation					
78											
79 Weekdays		20	23	20	)	22	21	1	85	85	0
80 Saturdays		5	4	5	;	4	5	(1)	18	18	0
81											
83 Weekday Revenue Hours	7	76	907	932		1,060	746	314	1,683	2,806	(1,123)
85 Saturday Revenue Hours		49	45	58	3	53	37	16	94	150	(56)
Total Revenue Hours	8	25	952	990	)	1,113	783	330	1,777	2,955	(1,178)
87											
Weekday Revenue Mileage	9,7	14	10,754	11,069	)	12,512	9,112	3,400	44,049	34,089	9,960
Saturday Revenue Mileage	5	25	497	654		583	454	129	2,259	1,774	485
Total Revenue Miles	10,2	39	11,251	11,723		13,095	9,567	3,528	46,308	38,414	10,444
93											
Total Vehicle Miles	11,1	34	12,184	12,516	<b>,</b>	14,015	10,331	3,684	49,849	38,750	11,099
96											
Revenue Miles per Revenue Hour	12.	41	11.82	11.84		11.77	12.22	(0.45)	26.06	13.00	13.06
98											
Passengers per Mile		16	0.17	0.17		0.17	0.18	(0.01)			0.00
Passengers per Hour	2.	04	1.96	2.05	,	2.05	2.25	(0.20)	4.43	3 2.25	2.18
101											
111 115				Financial Ir	form	nation					
116 Operating Expense per Revenue Mile	\$ 6.	02 \$	\$ 5.31	\$ 4.40	۶ (	4.93	\$ 4.08	\$ 0.85	\$ 2.62	2 \$ 3.93	\$ (1.31)
117 Operating Expense per Revenue Hour		71 \$			-	58.04	•	•	•	•	
118 Operating Expense per Revenue Hour	\$ 74.	-		-		28.32	\$ 43.88		•	· ·	
Operating Expense per rassenger rip	<del>y 50.</del>	<del></del>	7 31.30	γ <u>2</u> 3.5-	, ,	20.52	γ 22.17	<del>γ</del> 0.15	у <u>1</u> 3.42	22.00	γ (7.20)

## Missoula Urban Transportation District ADA Paratransit Ridership



A	В	Е	Н	K	L	M	AL	AM	AN
120	ľ	Missoula L	Jrban Tran	sportation	n District				
121			18 Senior \						
122			10 3011101	van Statis			YTD	YTD	
123	July	Aug	Sept	Oct	Oct	Increase/	Total	Total	Increase/
124	2017	2017	2017	2017	2016	(Decrease)	FY18	FY17	(Decrease)
125	2017		Van Passen			(Decircuse)	1110	1117	(Beerease)
126		5011101	van rassen	Ser illionila	ition				
127 Senior Van Weekday	500	560	388	399	639	(240)	1,847	2,374	(527)
128 Senior Vant Saturday	31	32	34	12	50	(38)	109	200	(91)
129 Total Senior Van Paratransit Passengers	531	592	422	411	689	(278)	1,956	2,574	(618)
130						( - /	,	,-	(,
131 Average Weekday Passengers	25	24	19	18	30	(12)	22	28	(6)
132 Average Saturday Passengers	6	8	7	3	10	(7)	6	11	(5)
133									
135			Service Info	ormation					
136									
137 Weekdays	20	23	20	22	21	1	85	85	0
138 Saturdays	5	4	5	4	5	(1)	18	18	0
139									
141 Weekday Revenue Hours	156	158	146	152	293	(141)	612	1,218	(606)
143 Saturday Revenue Hours	17	16	16	9	14	(6)	58	65	(8)
144 Total Revenue Hours	173	174	162	161	307	(147)	670	1,284	(613)
145									
147 Weekday Revenue Mileage	1,659	1,825	1,867	1,807	3,579	(1,772)	7,158	14,799	(7,641)
149 Saturday Revenue Mileage	165	134	165	59	179	(120)	523	776	(253)
150 Total Revenue Miles	1,824	1,959	2,032	1,866	3,757	(1,891)	7,681	18,124	(7,893)
151									
Total Vehicle Miles	1,946	2,109	2,170	1,998	4,058	(2,060)	8,223	16,829	(8,606)
154									
Revenue Miles per Revenue Hour	10.53	11.26	12.54	11.61	12.22	(0.61)	11.46	14.12	(2.66)
156									
Passengers per Mile	0.29	0.30	0.21	0.22	0.18	0.04	0.25	0.14	0.11
Passengers per Hour	3.06	3.40	2.60	2.56	2.24	0.32	2.92	2.01	0.91
159									
168 172			Financial Inf	ormation					
173 Operating Expense per Revenue Mile	\$ 3.51	\$ 3.83	\$ 4.55	\$ 3.37	\$ 4.08	\$ (0.71)	\$ 3.83	\$ 3.63	\$ 0.20
174 Operating Expense per Revenue Hour	\$ 36.92		\$ 56.99	\$ 39.07	\$ 49.88	\$ (10.81)		\$ 51.21	
175 Operating Expense per Passenger Trip	\$ 12.05	\$ 12.66	\$ 21.89	\$ 15.28	\$ 22.25	\$ (6.97)		\$ 25.54	\$ (10.50)
Land - Manage her , assender 111h	7 12.03	, <u></u>	, <u></u>	7 10.20	, <u></u>	+ (0.57)	7 20.07	, <u></u>	+ (20.50)

## Missoula Urban Transportation District Senior Van Ridership





**To**: Board of Directors

**From**: Corey Aldridge, General Manager **For Board Meeting**: December 14, 2017

**Subject**: 2018 Meeting Schedule

Recommendation: Approve the proposed regular meeting

schedule for 2018.

#### **Attachments**

1. None

**Discussion:** The Board typically meets on the fourth Thursday of every month. The 2018 meeting has two exceptions:

- 1. September To allow staff to attend the annual American Public Transportation Association (APTA) Annual Meeting.
- 2. November/December Combined board meeting on the second Thursday in December due to the holidays.

#### **Proposed Schedule:**

January 25

February 22

March 22

April 26

May 24

June 28

July 26

August 23

September 20 (3<sup>rd</sup> Thursday)

October 25

December 13 (2<sup>nd</sup> Thursday)



**To**: Board of Directors

From: Corey Aldridge, General Manager For Board Meeting: December 14, 2017

Subject: Election of Board Officers and Committees

Recommendation: Conduct an election to select the 2018

Board Chair as defined in the MUTD Bylaws.

Attachments

1. 2017 Officers and Committees

**Discussion:** The MUTD Bylaws state "[t]he majority of the whole voting membership of the Board shall select a Chair, Vice-Chair, Secretary, and Treasurer from the voting members. All officers shall be elected from among the voting members on the Board. All officers shall be elected annually. Officers shall be elected to a one-year term." Attachment 1 lists the current officers and committees.

### Missoula Urban Transportation District 2017 Committees

#### **Board Officers**

Chair Andrea Davis
Vice-Chair Melanie Brock
Treasurer Jesse Dodson
Secretary Amy Cilimburg

#### **Executive Committee**

- 1. Andrea Davis, Chair
- 2. Melanie Brock, Vice Chair
- 3. Don MacArthur

#### **Planning Committee**

- 1. Don MacArthur, TPCC Representative
- 2. Amy Cilimburg
- 3. Melanie Brock

#### **Finance Committee**

- 1. Jesse Dodson, Treasurer
- 2. Martin Blair, STAC Representative
- 3. Anna-Margaret Goldman