

Flint Hills Area Transportation Agency, Inc.



ANNUAL REPORT

For the Year Ending June 30, 2014



FY 2014

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Letter from the Executive Director

During FY2014, Drivers, Dispatchers, Maintenance and Administrative staff all settled into the new regional transit facility. It has made an enormous difference to all of us as we work together to provide the highest quality of public transportation services to the Flint Hills region.

We are now able perform the vast majority of all preventive maintenance at the facility. The cost savings to the company is significant and of equal importance, maintenance is performed much more quickly and vehicles are out of service for shorter periods of time.

Since 2007, the agency has seen truly significant growth in ridership and services; in 2007 total ridership for the year was 21,512 rides, with service limited to the Manhattan-Riley County area. At the end of FY2014 that growth continued, total ridership was 298,469 rides with services in Manhattan-Riley County, western Pottawatomie County, Junction City-Geary County, and Fort Riley, with both demand response services regionally and fixed routes operating in the City of Manhattan.

As services have expanded we recognize the need to find innovative technologies that will aid the company in increasing efficiency of services provided. The new facility provides numerous innovations that will aid the company in accomplishing this goal, from the state of the art IT infrastructure, to the “green” energy systems that were incorporated into the design and construction of the building.

FY2014 saw the Flint Hills Regional Transit Administration (FHRTA) established. FHRTA will serve as the designated recipient of \$5307 Federal Transit Administration funds. Transit services provided within the Manhattan urbanized area are now eligible to receive these funds.

We continued to work with Housing and Dining and the Global Campus at Kansas State University. Kansas State University serves as the lead institution for Ecuador’s “Go Teacher” scholarship program. KSU offers Ecuadorian teaching scholars quality English language development and pedagogical strategies in Teaching English as a Second Language. These students utilize Manhattan city wide fixed routes during the time that they are studying at KSU.

Regionally, ridership continued to grow, in all three of our regional service areas, namely, Junction City-Geary County, the “Inter-City” Shuttle, that travels to and from Manhattan, Fort Riley and Junction City, and western Pottawatomie County including the town of St. George. Working with KDOT, we began planning for a Wamego regional shuttle and also began planning for fixed route services in Junction City and Grandview Plaza.

We have positioned ourselves to respond to a changing marketplace, diverse customer base, and regional economy to meet emerging transit needs, embrace change and deliver choices that makes aTa Bus the fastest growing public transit service in the state of Kansas.

Sincerely,



Anne Smith
Executive Director

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ABOUT THE AGENCY

Flint Hills Area Transportation Agency (FHATA) has been providing safe, reliable, and affordable public transportation since 1976. The Agency was founded in 1976 by a group of county residents concerned about the lack of transportation. FHATA is private, non-profit corporation led by a 15 member volunteer Board of Directors. Daily operations are handled by the Executive Director, who is assisted by an Operations manager, a dispatch team and a team of carefully trained drivers. The service area includes all of the City of Manhattan and Riley County, as well as the Green Valley and St. George areas of Pottawatomie County, Fort Riley and Geary County including Junction City, Grandview Plaza, and Milford. Service is available to the general public. The Agency is committed to offering courteous, safe, and reliable service for all of our riders, without regard to race, gender, age or disability.

THE MISSION STATEMENT THAT DEFINES US

The mission of the Flint Hills Area Transportation Agency is to deliver the highest quality of public transportation service to the Flint Hills region.

GOALS

- We will strive to increase our ridership in response to the continued growth of the area; to aid in and contribute to a growing regional economy and improve the quality of life for the community.
- To provide dynamic organizational leadership and change consistent with the growth of the Transit Agency.
- To continue to provide leadership in in the development of regional transit services.
- To continue seeking new opportunities for long term funding of our transit program; in addition, greater outreach to non-traditional sources of transit funding in order to reduce the dependence of the program on funding from local government and to create an overall funding equation which is dynamic and sustainable.

BOARD OF DIRECTORS

Lorene Oppy, President
Dick Hayter, Treasurer
Terry Umscheid McAfee, Secretary
Bonnie DeVore
Martin Dornberger
Dana Hunter
Derek Jackson

Brenda Jordan
Judy Roland
Bruce Snead
Dustin Trego
Stephanie Watts
Florence Whitebread

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AT A GLANCE

Fleet:

The Agency's fleet consists of vehicles equipped with wheelchair accessible, bike racks, and security cameras.

Directly Operated Fixed-Route Buses	7
Demand Response Service Vehicles (Manhattan-Riley County)	7
Demand Response Service Vehicles (Regional)	4

Base Fares

General Demand Response Services (within City Limits)	\$ 2.00
General Demand Response Services (outside City Limits)	\$ 4.00
General Demand Response Service Pass (12 punches)	\$24.00
Fixed Route Per Ride Fee (adult)	\$ 1.00
Fixed Route Per Ride Fee (youth 6-18)	\$.50
Fixed Route Monthly Pass (Unlimited)	\$30.00

Bus Routes

Fixed Routes (City-wide school -in)	4
Fixed Routes (City-wide school-out)	2
Fixed Routes (Jardine)	2
Fixed Routes (SafeRide)	3

Bus Service Hours

Fixed Routes	
Monday – Friday	7:00am – 6:00pm
Saturdays	8:00am – 7:00pm
Jardine Shuttle	
Monday-Friday	7:00am-9:00pm
Saturdays	7:00am-9:30am/11:00am-1:30pm
Sundays	11:00am-1:30pm
SafeRide	
Thursday – Saturday	11:00pm – 3:00am
Demand Response	
Monday – Friday	7:00am – 5:00pm

Employees

Executive Director: Anne Smith
Operations Manager: Kevin Riley
Dispatch Operations Supervisor: Felix Shimkus
Administrative Assistant: Charlyn Clauson
Office Manager: Diane Lindsey
Maintenance Coordinator: Michael Bohl
Total Dispatchers: 5
Total Drivers: 29

END OF YEAR HIGHLIGHTS

Fixed Route Services

FHATA completed their first full year of fixed-route services at the end of FY2013. During FY2014 FHATA operated fixed routes services on the Kansas State University (KSU) campus, as well as City-Wide services, and SafeRide Service. The route on campus routes, run two busses and assists in getting to and from the resident halls, as well as Jardine apartments, to dining halls as well as navigating the campus in order to meet their class schedules. The City-Wide fixed route service incorporates and connects the on-campus services to both the Westside and Eastside of Manhattan. The city-wide route runs two schedules based upon Kansas State University's school in and school out sessions. During the "school in" sessions, which include August – May, there are four buses (in addition to the campus buses) running two routes, and "school out" during the summer months there are two buses. FHATA also operates SafeRide services during the university school year. The services are funded by the students of KSU and provide fixed route services to anyone in the community, operating Thursday – Saturday nights during the University school year. This service gives students and other individuals a safe choice to travel during the evening hours after potentially becoming impaired by alcohol. Students with a valid student ID ride for free while others can ride for the low cost fair of \$2.00.



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The following table represents the number of rides, total miles driven and ridership income for these fixed route services for the fiscal years 2013 and 2014 – June 30, 2013. Operating costs are the direct costs associated with running the program, and do not include depreciation or cost of administration. The number of rides between the two years has increased 28% overall with the largest increase being in the Jardine Services, which increased 43%. Overall, the cost per mile decreased 6% between fiscal year 2013 and 2014.

The University Crossing service has been reclassified from Demand Response to a Deviated Fixed Route, as it is a better representative of the service that is provided.

Fiscal Year: July 1, 2013 – June 30, 2014

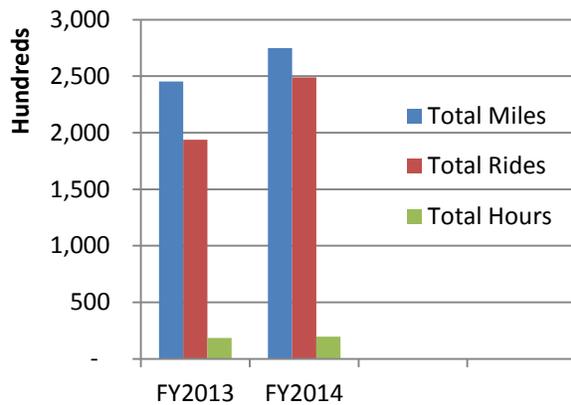
Service	Total Mileage	Total Rides	Total Operating Hours	Total Operating Costs (Excludes Depreciation)	Average Cost		
					Per Mile	Per Ride	Per Hour
Jardine	47,441	156,976	4,894	\$ 114,417	\$ 2.41	\$ 0.73	\$ 23.38
City-Wide	188,427	49,956	11,452	\$ 357,627	\$ 1.90	\$ 7.16	\$ 31.23
Safe Ride	24,397	16,022	1,848	\$ 52,499	\$ 2.15	\$ 3.28	\$ 28.41
University Crossing	14,527	25,914	1,474	\$ 37,773	\$ 2.60	\$ 1.46	\$ 25.63
Total	274,792	248,868	19,668	\$ 562,316	\$ 2.05	\$ 2.26	\$ 28.59

Fiscal Year: July 1, 2012 – June 30, 2013

Service	Total Mileage	Total Rides	Total Operating Hours	Total Operating Costs (Excludes Depreciation)	Average Cost		
					Per Mile	Per Ride	Per Hour
Jardine	33,382	105,535	3,890	\$ 89,618	\$ 2.68	\$ 0.85	\$ 23.04
City-Wide	180,172	54,118	11,837	\$ 355,560	\$ 1.97	\$ 6.57	\$ 30.04
Safe Ride	19,842	14,271	1,585	\$ 59,345	\$ 2.99	\$ 4.16	\$ 37.44
University Crossing	11,905	19,822	1,298	\$ 16,013	\$ 1.35	\$ 0.81	\$ 12.34
Total	245,301	193,746	18,610	\$ 520,536	\$ 2.12	\$ 2.69	\$ 27.97

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Regional Demand Response Services

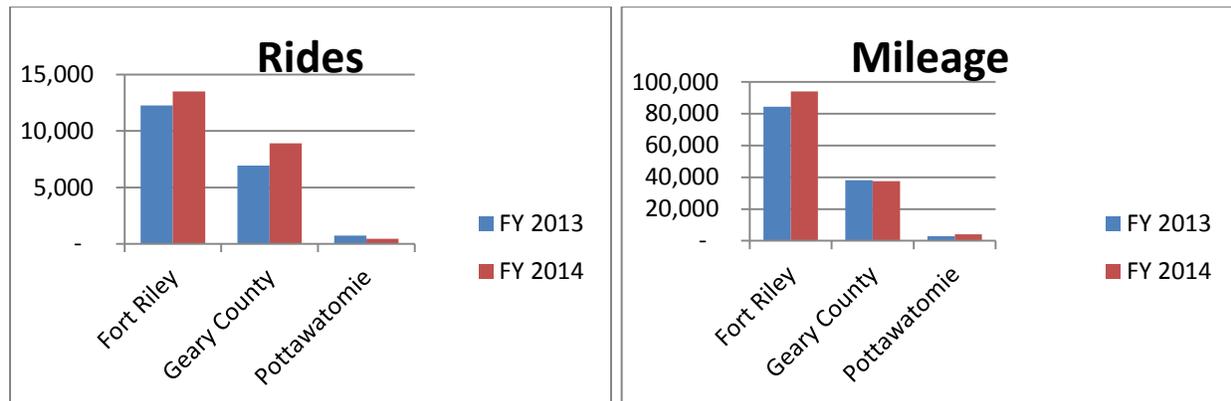
In 2011 FHATA began a pilot program in partnership with Kansas Department of Transportation to add additional regional demand response services. In FY 2012 the services became a new regular 5311 demand response service provided by the FHATA. This was done by partnering with Geary County, Pottawatomie County and Riley County to expand demand response services into portions of western Pottawatomie County, Geary County (Junction City), and Fort Riley.

The following table represents the number of rides, total miles driven and ridership income for the regional demand services for FY 2013 and FY 2014. Operating costs are the direct costs associated with running the program, and do not include depreciation or cost of administration.

Service	Total Mileage	Total Rides	Ridership Income	Total Operating Costs (Excludes Depreciation)	Average Cost		
					Per Mile	Per Ride	Average Revenue per Ride
Total Regional (FY 2014)	135,538	22,859	\$ 45,659	\$ 270,146	\$ 1.99	\$ 11.82	\$ 2.00
Total Regional (FY 2013)	125,602	19,930	\$ 39,970	\$ 241,967	\$ 1.93	\$ 12.14	\$ 2.01

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Demand Response Services – City of Manhattan/Riley County

Since the agencies' inception it has provided demand response public transportation for the City of Manhattan and Riley County. All services are funded annually through federal and state grants under 49 USCA §5311, as well as partnerships with local agencies including City of Manhattan, Riley County, Pottawatomie County, Geary County, and Kansas State University, as well as local school districts USD 383 and USD 475. Since the implementation of the fixed route services, FHATA provide complimentary para-transit services for riders with mobility impairments. In addition they will continue to offer demand response public transportation services to those persons within the City but outside of the fixed route service area.

The following table represents the number of rides, total miles driven and ridership income for the demand response services for City of Manhattan/Riley County for FY 2013 and FY 2014. Operating costs are the direct costs associated with running the program, and do not include depreciation or cost of administration.

Service	Total Mileage	Total Rides	Ridership Income	Total Operating Costs (Excludes Depreciation)	Average Cost		
					Per Mile	Per Ride	Average Revenue per Ride
Demand Response (FY 2014)	137,101	26,138	\$ 58,561	\$ 312,647	\$ 2.28	\$ 11.96	\$ 2.24
Demand Response (FY 2013)	144,542	30,089	\$ 59,644	\$ 311,906	\$ 2.16	\$ 10.37	\$ 1.98

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Total Services

For the year ended June 30, 2014 the Agency had a total number of rides of 298,469 and had driven more than 567,100 miles. Total rides increased over 51,000 rides or 21%, and total miles increased over 50,000 or 10% from the fiscal year ended June 30, 2013. Total operating costs increased approximately \$105,000 or 10%. The Agency's overall operating cost per mile was \$2.07 and the average cost per ride was \$3.94. For June 30, 2013 the overall cost per mile was \$2.08 and the average cost per ride was \$4.36.

The average cost per mile will vary between services due to a variety of reasons, ultimately though it is driven by the number of repairs and preventive maintenance items performed on the vehicles, and the expenses associated with the operating plan for the services being provided.

Significant factors influencing vehicle maintenance are (1) the age of the vehicle; (2) number of miles driven on average; (3) highway miles vs. in-town miles. Typically, as a vehicle ages the number of repairs increase both in frequency and cost; newer vehicles tend to have fewer repairs (outside the normal preventive maintenance).

FHATA takes excellent care of their vehicles and maintains them on a regular preventive maintenance schedule in accordance with the Agency's policies as well as the state and federal guidelines. In FY2014, after moving into the new building FHATA was able to hire a full time vehicle maintenance coordinator, at which time they were able to begin in house maintenance in an effort to reduce the costs associated with regular repairs and preventive maintenance on the vehicles.

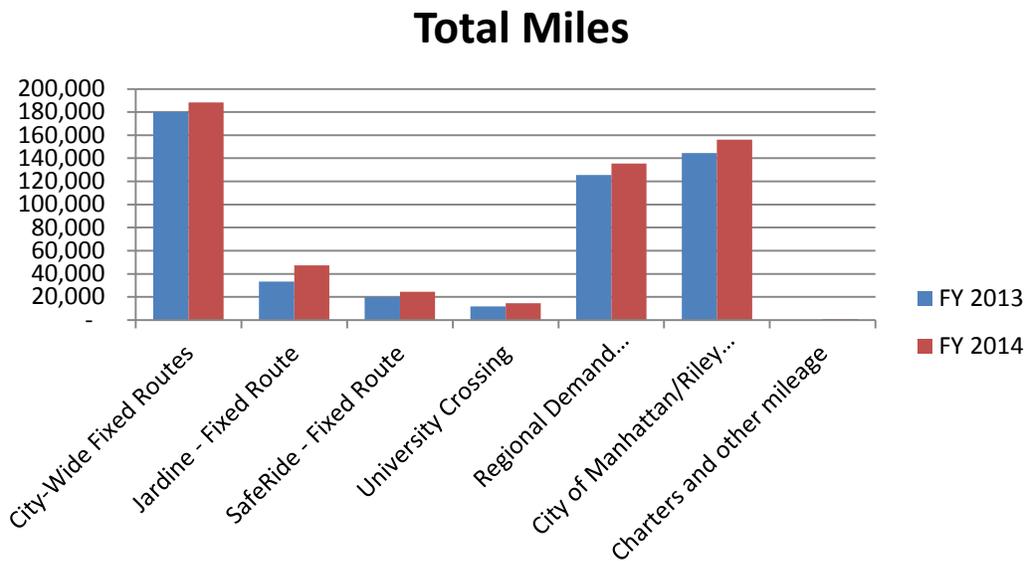
The oldest vehicle in the fleet was purchased in 2007 and it had over 145,900 miles at the end of the fiscal year, compared to the 2 newest vehicles purchased in FY2014 having less than 20,000 miles at year end. Demand response service vehicles in Manhattan and Riley County are averaging approximately 23,000 miles per year, while the City-Wide fixed route service vehicles are averaging over 50,000 miles in the year. The regional services vehicles are averaging approximately 42,000 miles per year. Not only does the age and the number of miles driven effect the cost per mile, but a major factor is whether those miles are driven in town vs. being out on the highway. The vehicles used in the regional services will tend to have a longer useful life, may go more miles because they are driven on the highways where they are maintaining the same speed for longer periods of time, and are not in stop and go situations (whether due to bus stops vs. stop lights and traffic). Overall, the wear and tear tends to be less as opposed to the miles driven in town on the Fixed Route vehicles. The Fixed route vehicles are continually in the "stop and go" mode and they are generally operating longer numbers of hours throughout the day.

Costs per ride are also dependent upon the cost to operate the vehicle as discussed above. In general the more riders per mile there are the cost per ride will decrease. For example because the fixed route service is constantly running during its service period, it will tend to have more riders at any given time, and will cause the cost per ride to decrease.

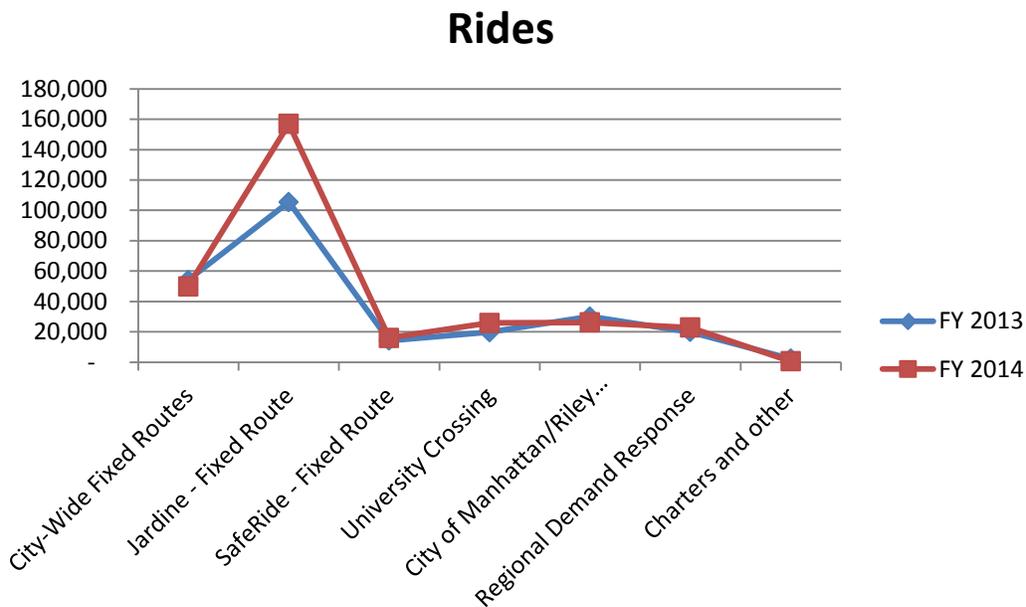
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The following table represents a summary of total miles for the fiscal periods ended June 30, 2013 and June 30, 2014:



The following table represents a summary of total rides for the fiscal periods ended June 30, 2013 and June 30, 2014:



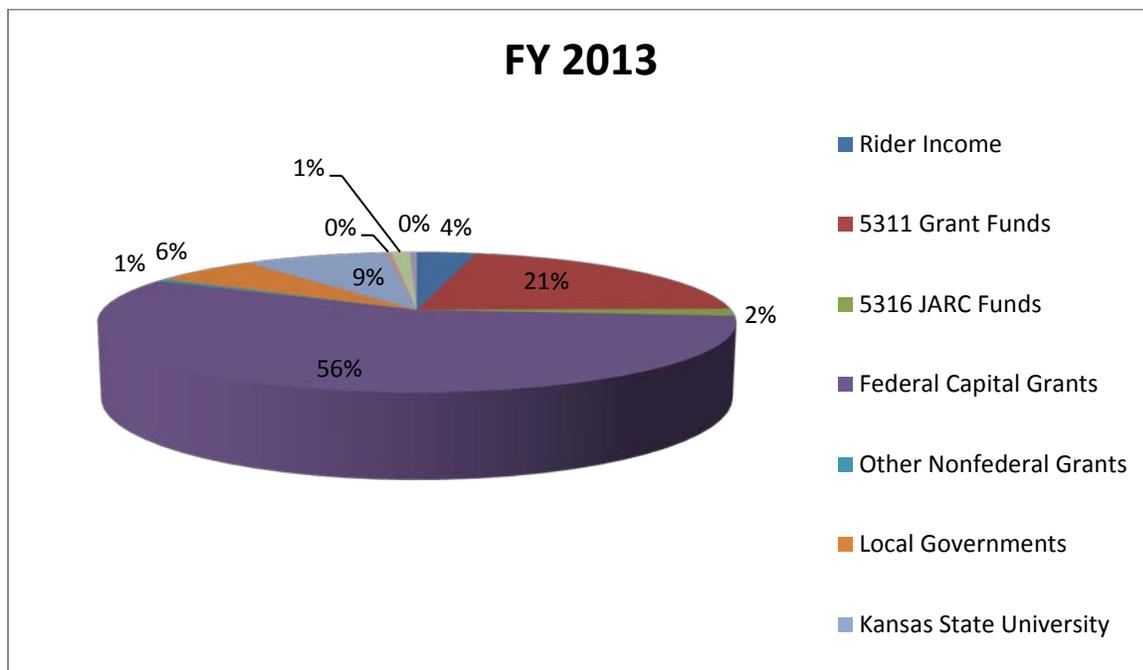
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Funding Sources

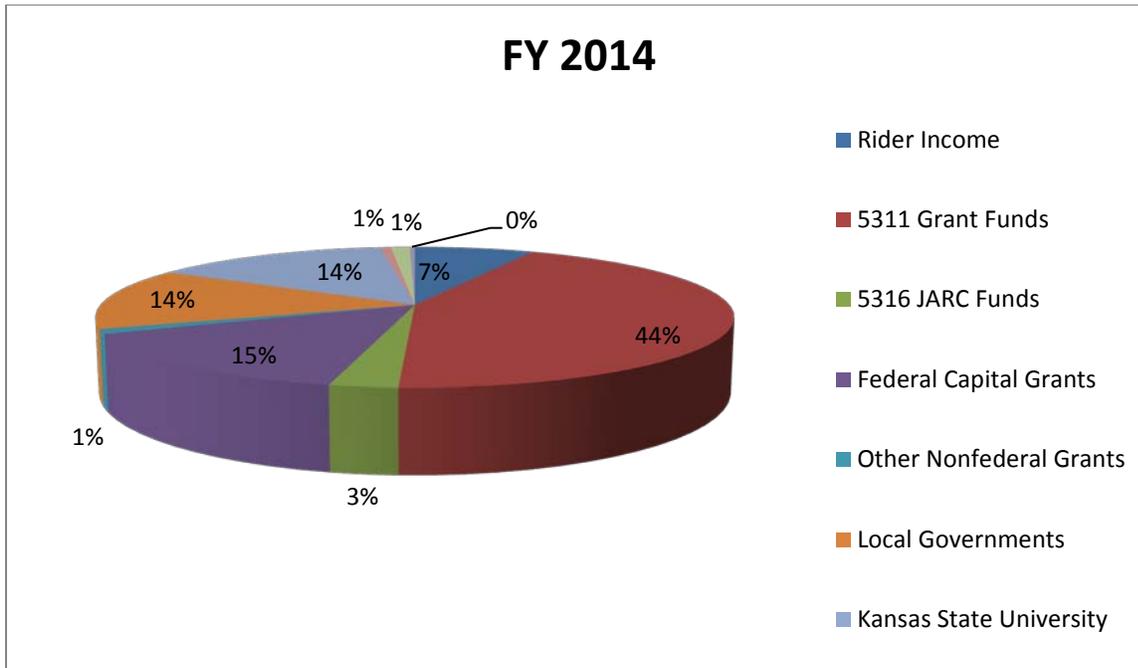
FHATA has been successful in increase additional funding through service contracts and charter services performed throughout the year. Federal capital grants have decreased in comparison to total revenue due to the majority of the federal grant received for the construction of a new transit facility which was substantially completed as of June 30, 2013. For the year ended June 30, 2014, FHATA received approximately 14% of their overall funding from various departments of Kansas State University. The University continues to be a strong partner for the Agency in furthering our mission for public transportation in the City of Manhattan. Ridership income (fares) increased approximately \$17,000 or 15% from fiscal year 2013.

The following charts show the percentages of funding sources for the fiscal year ending June 30, 2014 compared to the fiscal period ending June 30, 2013.



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Regional Transit Facility

In July 2013, FHATA staff moved into their completed transit facility. The project was fully funded through Federal Transit Administration (FTA) grant funds in accordance with the American Recovery and Reinvestment Act (ARRA) in the amount of \$2,000,000, with no matching requirement to use local funds. The funds were used to construct a new building, as well as purchase furniture and equipment to be used by the Agency for operations and general maintenance of the vehicles.



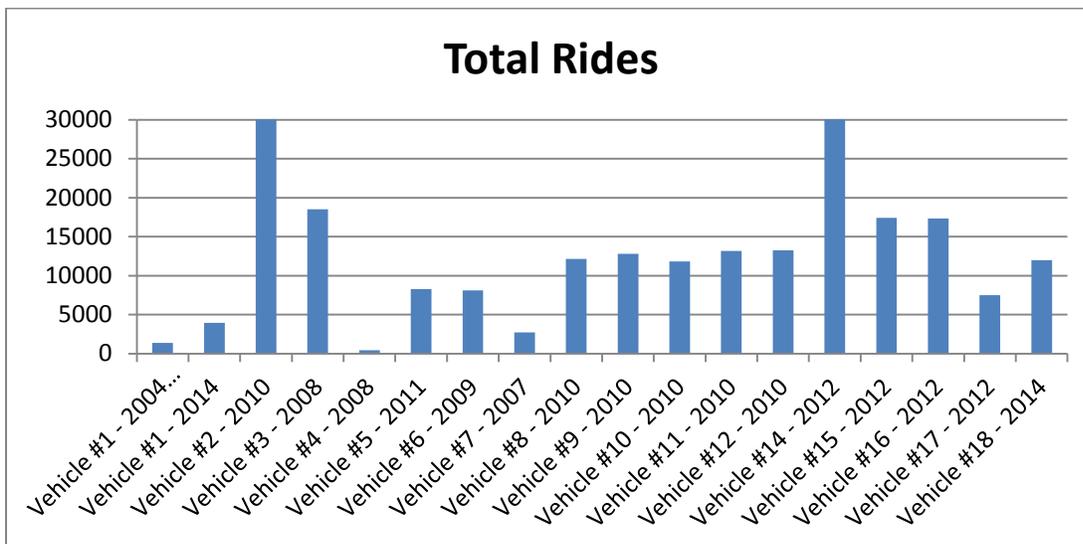
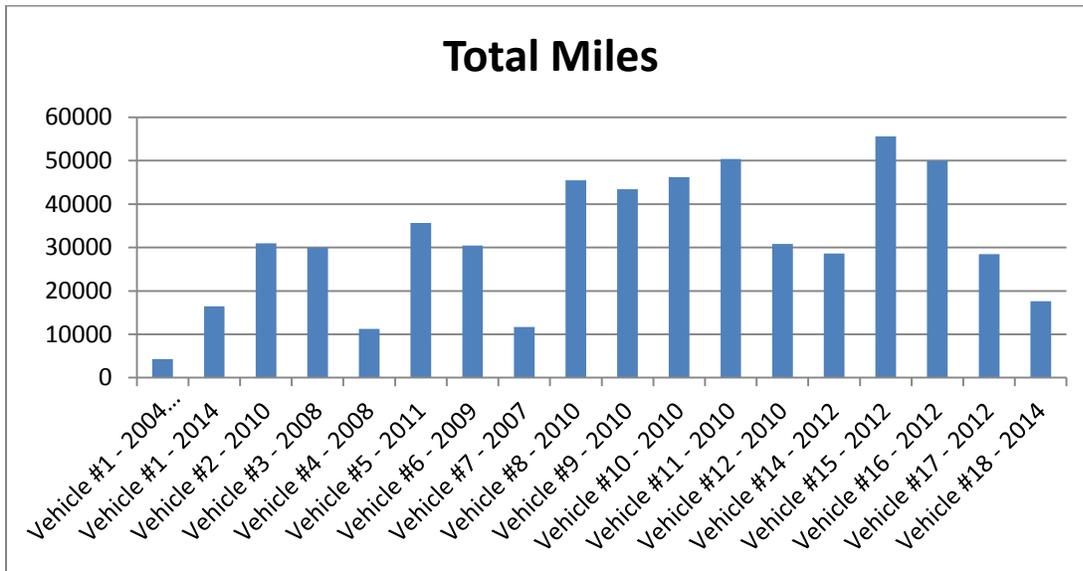
Summer 2012

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Vehicle Statistics

Each of the vehicles in the fleet are assigned to a specific service, however, the vehicles can be diverted to assist with another service. This usually occurs when a vehicle is out of service due to maintenance or repairs. And for some of the vehicles, an additional vehicle may be brought in to assist on a service during a busy time of day in which the vehicle is at it's max capacity and another vehicle is used for overflow.



** Vehicle #1 was replaced in October 2013.

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How Does the Agency Compare:

We compared FHATA to other transportation agencies in the United States and within the Agency's FTA region and within the state of Kansas, using data from the 2014 Rural Transit Fact Book (RTFB) sponsored by the Federal Transit Administration (FTA), United States Department of Transportation and conducted by the Small Urban & Rural Transit Center within the Upper Great Plains Transportation Institute at North Dakota State University. The RTFB uses FTA generated statistics for the years 2009-2012. We have included only the 2012 data in our analysis below.

Region 7: The Federal Transit Administration divides the US into 10 regions. FHATA is included in Region 7 with Nebraska, Missouri and Iowa. According to the RTFB, region 7 is one of the top 3 regions for rural transit agencies. Therefore, the majority of services provided in the region are through demand-response. In 2012, Region 7 had a total of 16 fixed-route services and 182 demand-response services reporting to the RFTB, which provided service to 91% of the region's counties. Annual ridership in Region #7 was 2.1 million in fixed-routes and 7.7 million riders using demand-response services. Region #7 was the 2nd highest of the regions in demand-response ridership, likely due to the majority of areas serviced are rural. For the region the average operating expense per trip was \$9.81; operating expense per mile was \$2.09 and farebox recovery ratio was 7%.

Statewide: Per the RFTB, in the State of Kansas there are approximately 82 regions, serving 83% of the counties in the State with 1.4 million riders (393,000 fixed routes, and 1,007,000 demand response).

OPERATING STATISTICS: The Nationwide totals provided in the table below represent the 2012 statistics reported in the 2014 Rural Transit Fact Book (RTFB). In the table below the nationwide and statewide numbers represent the aggregate of all reporting agencies, are not averages to be compared to the FHATA. Rather they are to reflect where the agency fits nationwide and statewide. Per the RFTB in 2012 annual riders for rural transit systems decreased 3%, (-5% fixed-route and -3% demand response) and total miles decreased 2% (-11% fixed-route and -1% demand response). However, FHATA annual ridership increased 22%, placing FHATA in the 20% of overall agencies reporting an increase in ridership. FHATA mileage increased 6% overall, placing the agency within 39% of the overall Agencies reporting an increase in mileage compared to the Nationwide totals. The increases reported by FHATA is due to the exponential growth the Agency continues to see with the increase in ridership and services provided through fixed-route services, as well as the increased ridership in the regional demand response.

The Agency falls within the 75th percentile of all agencies reporting. Per the RFTB for systems providing fixed route service, the median fixed-route miles was 166,551, the median fixed-route hours of service was 9,323, and the median number of rides provided was 45,795. For demand response operations, the medium values were 130,485 miles, 8,502 hours, and 16,865 rides. The percentile ranking above represents where FHATA fits within the median according to the RFTP for the year of 2012. The NTD does not separate demand-response between regional and local, for FHATA the two have been added together in determining the percentile ranking.

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	2014	2013	% Change	Nationwide	Statewide (KS)
	Thousands			Thousands	Thousands
Annual Ridership					
Fixed-route	248.8	193.7	28.00%	66,000	393
Demand-response					
Manhattan/RC	26.1	30.1	-13.00%		
Regional	22.9	19.9	15.00%		
Total Demand Response	49.0	50.0	-2.00%	39,900	1,097
Total Ridership	297.8	243.7	22.00%	105,900	1,490
Annual Vehicle Miles					
Fixed-route	274.8	245.3	12.00%	111,600	915
Demand-response					
Manhattan/RC	137.1	144.5	-5.00%		
Regional	135.5	125.6	8.00%		
Total Demand Response	272.6	270.1	1.00%	372,100	5,108
Total Vehicle Miles	547.4	515.4	6.00%	483,700	6,023
Vehicle Hours					
Fixed-route	19.7	18.6	6.00%	6,100	61
Demand-response					
Manhattan/RC	8.5	8.4	1.00%		
Regional	7.1	6.5	9.00%		
Total Demand Response	15.6	14.9	5.00%	21,800	274
Total Vehicle Miles	35.3	33.5	5.00%	27,900	335

National Rural Transit Performance Measures: the Rural NTD uses two calculations to measure service effectiveness (trips per mile and trips per hour), one measure of efficiency (cost per mile), and one measure of cost effectiveness (cost per trip).

1. Measure of Service Effectiveness: The number of trips per mile increased overall 15% for the Agency between Fiscal year 2014 and 2013, in addition the number of trips per hour increased 16% with the largest increases in fixed routes due to increased average number of riders throughout the fixed route services. Compared to the nationwide averages for transit systems operating in similar number of miles and similar hours of operations the Agency falls well within the national average and appears to provide more trips per mile and more trips per hours on the fixed-route system than the national average of agencies relative in size and within the State of Kansas. The RTFB indicates the nationwide statistics indicate the trips per mile and trips per hour are dependent upon the size of the service areas (square miles covered) as well as the length of operations of services. The Nationwide statistics also indicate that the trips per mile and trips per hour are significantly higher for fixed route services compared to demand response. Trips per mile tends to increase with vehicle miles provided for fixed route systems as the larger systems provide more trips per mile. Whereas

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smaller demand-response systems may provide more trips per mile, due to they cover a smaller area with more concentrated service.

	FHATA FY 2014	FHATA FY 2013	% Change	RFTP Nationwide (2012)	RFTB Statewide (KS, 2012)
Trips Per Mile					
Fixed-route	0.91	0.79	15%	0.58	0.35
Demand-response:					
Manhattan/RC	0.19	0.21	-10%		
Regional	0.17	0.16	6%		
Total Demand-response	0.18	0.19	-5%	0.23	0.25
Avg Trip per Mile Overall	0.54	0.47	15%		0.26
Trips per Hour					
Fixed-route	12.63	10.41	21%	9.60	5.64
Demand-response:					
Manhattan/RC	3.07	3.58	-14%		
Regional	3.23	3.06	6%		
Total Demand-response	3.14	3.36	-7%	2.50	3.62
Avg Trip per Hour Overall	8.44	7.27	16%		3.85

- Measure of Service Efficiency: FHATA’s overall cost per mile has remained the same compared to FY 2013, with a decrease in the cost per mile for fixed-route services compared to an increase for demand response. The Agency’s cost per mile is less than the nationwide average but slightly higher than the statewide average. According to the RTFB there was a significant variation between transit agencies which can be partially explained by the size of the operations. Generally the “operating expense per mile is lower for larger systems.” The Agency falls within the 20th percentile for fixed-route services and the 50th percentile for demand-response services compared to the national average.

The Agency’s biggest challenge in demand-response is scheduling the drivers and their vehicles in an efficient manner with the goal to minimize the number of miles and minutes/hours between dropping of a rider and picking up the next rider. For example they do not want to have a driver picking up and dropping off a rider on the Westside of town, and then driving over the Eastside for the next rider and then back over to the Westside. Since they have multiple vehicles they must be able to schedule those vehicles to be used as efficient as possible, and continue to provide an excellent level of services and most importantly safety for their riders. FHATA utilizes a dispatching software program provided by KDOT that is a key component in scheduling the rides for each of the drivers, and maintaining those efficiencies. The most important component is the team work that occurs every day between the Agency’s dispatchers and drivers.

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	FHATA FY 2014	FHATA FY 2013	% Change	RFTP Nationwide (2012)	RFTB Statewide (KS, 2012)
Operating Cost Per Mile					
Fixed-route	2.05	2.12	-3%	3.04	
Demand-response:					
Manhattan/RC	1.99	1.93	3%		
Regional	2.28	2.16	6%		
Total Demand-response	2.14	2.05	4%	2.10	
Avg Cost per Mile Overall	2.09	2.08	0%	2.52	2.02

3. Measure of Cost Effectiveness: Overall FHATA's cost per trip decreased approximately 13% with the largest decrease in fixed route services. The agency falls well below the national average and statewide average on cost per trip. As discussed above, the RTFB indicates there was a significant variation between transit agencies which can be partially explained by the size of the operations. FHATA falls within the 10th percentile for fixed route services and the 50th percentile for demand response services for operating cost per trip. The agency falls within 75th percentile overall for farebox recovery ratio. FHATA's fixed route services include City-Wide Fixed-Route, as well as services for SafeRide, Jardine, and University Crossing. Only the City-Wide fixed route services collected a fare, while the others are provided under service contracts through Kansas State University. These services do not require the riders pay a fare to ride. Therefore the average farebox recovery ratio for fixed-routes is significantly less than the average for fixed route services.

	FHATA FY 2014	FHATA FY 2013	% Change	RFTP Nationwide (2012)	RFTB Statewide (KS, 2012)
Operating Cost Per Trip					
Fixed-route	2.26	2.69	-16%	7.42	
Demand-response:					
Manhattan/RC	11.96	10.37	15%		
Regional	11.82	12.14	-3%		
Total Demand-response	11.89	11.07	7%	18.86	
Avg Cost per Trip Overall	3.84	4.41	-13%	11.00	8.39
Farebox Recovery Ratio					
Fixed-route*	5%	2%	150%	11%	
Demand-response:					
Manhattan/RC	19%	20%	-5%		
Regional	17%	17%	0%		
Total Demand-response	18%	18%	0%	6%	
Avg Farebox Recovery	11%	11%	0%	8%	11%

Looking Forward

Regional Transit Provider

FHATA has been identified by the Kansas Department of Transportation as the lead agency in the Flint Hills regional transit system. The project began as a pilot program and has continued into a new service for the Agency. FHATA will continue to find new and innovative ways to expand their services into the surrounding region, while finding new means to meet local match outside of the traditional funding from local municipalities. Currently the Agency is working towards:

1. Increased Services:
 - a. Fixed Route Services in Junction City
 - b. Fixed Route/Regional Services between Manhattan and Wamego, along the Highway 24 Corridor;
2. The Agency has been working with Washington County and Marshall County to provide regional dispatching services for other transit providers

Flint Hills Metropolitan Planning Organization (FHMPPO)

In April 2012, the City of Manhattan was notified that it had been classified as an Urbanized Area (US) by the US Census Bureau in the 2010 census. The region was required to create a Metropolitan Planning Organization (MPO) to serve as a forum for cooperative transportation decision-making in metropolitan areas. The MPO is responsible for carrying out the metropolitan transportation planning process. In September the City approved the Metropolitan Planning Area boundaries to include portions of Pottawatomie County, Riley County, Geary County, including the Cities of Manhattan, Ogden, Riley, and Junction City, and Fort Riley. In February 2013, the Kansas Department of Transportation officially designated the Flint Hills Metropolitan Planning Organization (FHMPPO) as the MPO Policy Board. The FHMPPO is governed by a policy board made up of local elected officials from the jurisdictions in the metropolitan area and a representative from the KDOT. The Policy Board is supported by a Technical Advisory Committee (TAC) consisting of staff level representatives from various local, state, and federal agencies. The FHMPPO Policy Board has designated the Flint Hills Regional Council (FHRC) to be the fiscal agent and provide the staff support to the Policy Board and TAC. FHATA management attends FHMPPO policy board meetings and will be a member of the Technical Advisory Committee (TAC).

In August of 2013 the Policy Board approved the 2014-2017 Transportation Improvement Program which is a short-range program to identify transportation projects to be implement in the FHMPPO region over the next four years.

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Flint Hills Regional Transit Administration (FHRTA)¹

The Manhattan Urban Area (MUA) is now eligible for a new pot of funds for transit services (FTA 5307). aTa, as a non-profit, is not eligible to receive these funds directly as they have for rural area funds (FTA 5311).

- Just over \$900,000 has been allocated annually to the MUA from the FTA 5307 funds
- These funds would be at an 80/20 match for operating costs while the 5311 funds are a 50/50 match so local funds can leverage more federal dollars using the 5307 funds
- These funds would be used for transit service within the MUA or for transit routes starting or ending within the MUA
- Only a public entity can be designated as a Direct Recipient of 5307 funds.
- KDOT wants to encourage a regional approach to public transit services and the FHRTA would be regional in scope.
- KDOT must recommend the FHRTA be designated as the Direct Recipient for the FTA 5307 funds.

Creation of the Flint Hills Regional Transit Administration (FHRTA) created as a public entity through an inter-local agreement approved by the Attorney General's Office:

- 6 Members; Geary, Pottawatomie, Riley Counties, the Cities of Junction City and Manhattan and Kansas State University. Ft. Riley has a non-voting representative.
- Each member will appoint a representative to the Regional Transit Board which is the governing board of the FHRTA with the addition of Fort Riley as a non-voting member.
- The Regional Transit Board will have the authority to provide regional transit services through contracts with or grants to subrecipients for transit services.
- The FHRTA would be the designated Direct Recipient of FTA 5307 funds and would work with users and providers to match the grant funds.
- The FHRTA does not have the authority to obligate any of the Members for financial support nor would it have any taxing authority.
- The Flint Hills Regional Council (FHRC) is designated through an MOU as the fiscal agent for the FHRTA and would provide management services for the use of federal funds for transit services under the same type of agreement as with the Flint Hills MPO.

The FHRTA is a public entity that will receive federal funds (5307) directly from FTA. These funds must be used for public transit services and transit vehicles for routes that are within the MUA or start or end in the MUA. The required match for the 5307 funds must be provided by any local jurisdiction or institution such as KSU that request the public transit services.

¹ (Flint Hills Regional Council n.d.)

Frequently Asked Questions (FAQs)

Do the fares that you collect count as part of your local match?

No. The Federal Transit Administration regards fare revenue as income generated by the transit project and not local funding in support of the transit project. Fare revenue or “project income” can only be used to offset the gross operating expenses and not to leverage any federal or state transit dollars.

Does every person who rides the bus pay a fare?

No. Depending upon the service, infants and small children ride the bus for free. In addition, personal care attendants (PCAs) can also ride the bus for free. A PCA is someone designated or employed specifically to assist the rider with daily life functions on a “regular” basis and may provide assistance during the ride or at the destination.

Service contracts that FHATA provides may include provisions that allow riders to use the service and pay no fare, for example, on the SafeRide service, for every one valid KSU student, four people can ride for free. All services are open to the general public, no prioritization is allowed.

What is a service contract?

Simply put, a service contract is an agreement for transit services. Over the last five years, FHATA has worked closely with the Kansas Department of Transportation to develop the service contract model. The Federal Transit Administration allows funding provided through a service contract to be used as local match for federal and state transit grants. Any non DOT dollars can be used to meet the local match.

Every local match dollar goes straight to our bottom line and leverages Federal and State grant monies, fares only offset our gross operating expenses.

The service contract is a game changer as it relates to the ways in which transit services are funded, it allows for transit services to truly become a public-private partnership.

Who is the largest user of your fixed route services?

Kansas State University

Who is your largest local funder?

Kansas State University

What is “section’ 5311 and “section” 5307?

Section 5311 (49 U.S.C. §5311) Formula Grants For Other than Urbanized Areas is a rural program that is formula based and provides funding to states for the purpose of supporting public transportation in rural areas, with population of less than 50,000. The goal of the program is to provide the following services to communities with population less than 50,000:

- Enhance the access of people in non-urbanized areas to health care, shopping, education, employment, public services, and recreation.

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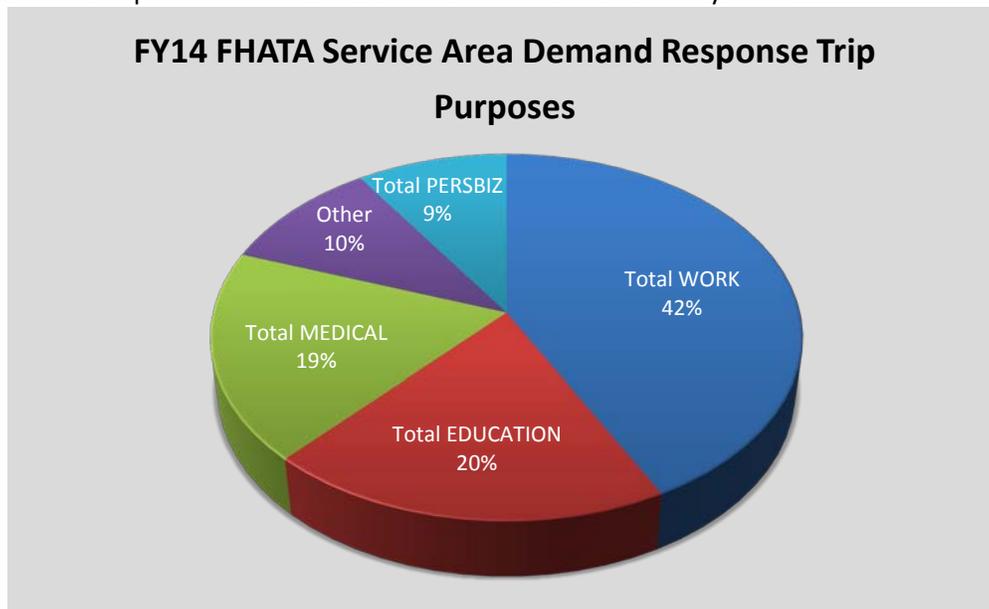
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- Assist in the maintenance, development, improvement, and use of public transportation systems in non-urbanized areas.
- Encourage and facilitate the most efficient use of all transportation funds used to provide passenger transportation in non-urbanized areas through the coordination of programs and services.

Section 5307 (49 U.S.C. § 5307) is a formula grant program for urbanized areas providing capital, operating, and planning assistance for mass transportation. This program was initiated by the Surface Transportation Act of 1982 and became FTA's primary transit assistance program in FY 1984. Funds are apportioned to urbanized areas utilizing a formula based on population, population density, and other factors associated with transit service and ridership. Section 5307 is funded from both General Revenues and Trust Funds.

Why do riders use the demand response service?

Prior to 2006, the number one reason riders used the demand response service was to go to medical appointments. In 2006, trips taken for employment purposes became the number one reason riders were using the service. Since that time, employment has continued to be the number one reason users' access all demand response services that FHATA offers in the tri-county area.



FINANCIAL REPORTS

The following pages include summarized unaudited financial data for the fiscal year ending June 30, 2014 and 2013:

Statement of Financial Position

Statement of Activities

Schedules of Activities by Functional Classification:

All Services

Demand Response – Manhattan/Riley County – Budget to Actual

Demand Response – Regional – Budget to Actual

Fixed Routes – Budget to Actual

Building Project

Note: The Agency has a separate independent audit performed annually which is available upon request. The Statement of Financial Position and the Statement of Activities have been reconciled to the audited financial statements.