

Merced County Transit (The Bus)

General Information

Urbanized Area (UZA) Statistics - 2010 Census

| | |
|------------------------------------|---------|
| Merced, CA | |
| Square Miles | 48 |
| Population | 136,969 |
| Population Ranking out of 465 UZAs | 235 |
| Other UZAs Served | 300 |

Service Area Statistics

| | |
|--------------|---------|
| Square Miles | 30 |
| Population | 120,000 |

Service Consumption

| | |
|--|-----------|
| Annual Passenger Miles | 2,533,337 |
| Annual Unlinked Trips | 947,536 |
| Average Weekday Unlinked Trips ² | 3,547 |
| Average Saturday Unlinked Trips ² | 852 |
| Average Sunday Unlinked Trips ² | 0 |

Service Supplied

| | |
|--|-----------|
| Annual Vehicle Revenue Miles | 1,919,303 |
| Annual Vehicle Revenue Hours | 112,035 |
| Vehicles Operated in Maximum Service | 54 |
| Vehicles Available for Maximum Service | 802,329 |
| Base Period Requirement | 27 |

Financial Information

| | | |
|--|--|--------------------|
| Fare Revenues Earned | | \$1,797,953 |
| Sources of Operating Funds Expended | | |
| Fare Revenues (21%) | | \$1,797,953 |
| Local Funds (0%) | | \$0 |
| State Funds (50%) | | \$4,321,841 |
| Federal Assistance (29%) | | \$2,483,460 |
| Other Funds (0%) | | \$25,417 |
| Total Operating Funds Expended | | \$8,628,671 |
| Sources of Capital Funds Expended | | |
| Local Funds (0%) | | \$0 |
| State Funds (36%) | | \$1,053,779 |
| Federal Assistance (64%) | | \$1,873,954 |
| Other Funds (0%) | | \$0 |
| Total Capital Funds Expended | | \$2,927,733 |

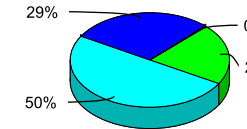
Summary Operating Expenses

| | |
|---------------------------------|--------------------|
| Salary, Wages, Benefits | \$15,692 |
| Materials and Supplies | \$1,558,480 |
| Purchased Transportation | \$7,021,839 |
| Other Operating Expenses | \$29,364 |
| Total Operating Expenses | \$8,625,375 |
| | |
| Reconciling Cash Expenditures | \$3,295 |

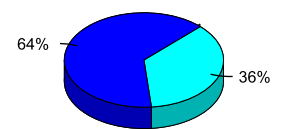
Vehicles Operated in Maximum Service and Uses of Capital Funds

| Mode | Directly Operated | Purchased Transportation ¹ | Revenue Vehicles | Systems and Guideways | Facilities and Stations | Other | Total |
|------------------------|-------------------|---------------------------------------|--------------------|-----------------------|-------------------------|-----------------|--------------------|
| Bus | 0 | 27 | \$2,736,826 | \$125,871 | \$0 | \$17,910 | \$2,880,607 |
| Demand Response | 0 | 26 | \$26,384 | \$20,742 | \$0 | \$0 | \$47,126 |
| Demand Response - Taxi | 0 | 1 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | 0 | 54 | \$2,763,210 | \$146,613 | \$0 | \$17,910 | \$2,927,733 |

Sources of Operating Funds Expended



Sources of Capital Funds Expended

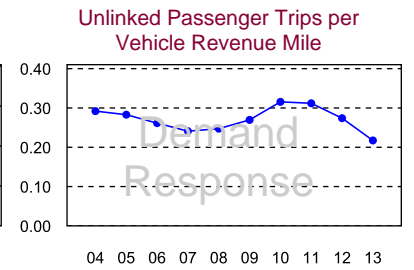
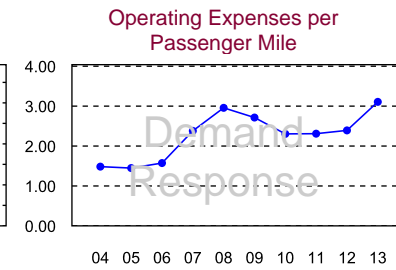
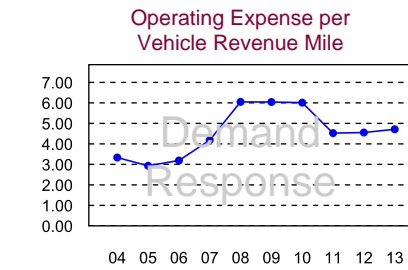
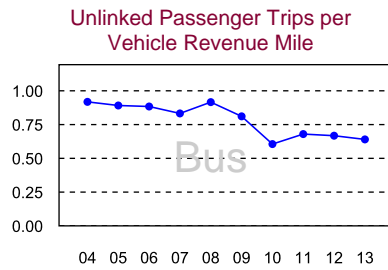
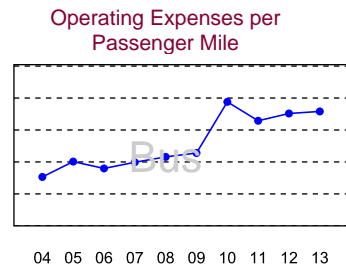
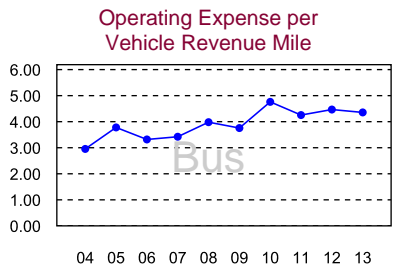


Modal Characteristics

| Mode | Operating Expenses ¹ | Fare Revenues ¹ | Uses of Capital Funds | Annual Passenger Miles | Annual Vehicle Revenue Miles | Annual Unlinked Trips | Annual Vehicle Revenue Hours | Fixed Guideway Directional Route Miles | Vehicles Available for Maximum Service | Average Fleet Age in Years | Vehicles Operated in Maximum Service | Peak to Base Ratio | Percent Spares |
|------------------------|---------------------------------|----------------------------|-----------------------|------------------------|------------------------------|-----------------------|------------------------------|--|--|----------------------------|--------------------------------------|--------------------|----------------|
| Bus | \$5,457,993 | \$1,248,352 | \$2,880,607 | 1,524,216 | 1,253,213 | 802,287 | 71,750 | N/A | 802,287 | 7.0 | 27 | 1.00 | 2971333% |
| Demand Response | \$3,103,840 | \$543,353 | \$47,126 | 999,018 | 658,613 | 143,100 | 39,810 | N/A | 42 | 5.2 | 26 | N/A | 62% |
| Demand Response - Taxi | \$63,542 | \$6,248 | \$0 | 10,103 | 7,477 | 2,149 | 475 | N/A | 0 | N/A | 1 | N/A | -100% |

Performance Measures

| Mode | Service Efficiency | | Service Effectiveness | | Service Effectiveness | |
|------------------------|--|--|--------------------------------------|---|---|---|
| | Operating Expense per Vehicle Revenue Mile | Operating Expense per Vehicle Revenue Hour | Operating Expense per Passenger Mile | Operating Expense per Unlinked Passenger Trip | Unlinked Passenger Trips per Vehicle Revenue Mile | Unlinked Passenger Trips per Vehicle Revenue Hour |
| Bus | \$4.36 | \$76.07 | \$3.58 | \$6.80 | 0.64 | 11.18 |
| Demand Response | \$4.71 | \$77.97 | \$3.11 | \$21.69 | 0.22 | 3.59 |
| Demand Response - Taxi | \$8.50 | \$133.77 | \$6.29 | \$29.57 | 0.29 | 4.52 |



¹ Excludes data for purchased transportation reported separately

² Average UPT values not available for DT Demand Response Taxi