https://www.fairfield.ca.gov/ 2000 Cadenasso Drive Fairfield, CA 94533

City of Fairfield - Fairfield and Suisun Transit 2017 Annual Agency Profile

| | 0040 Comours | General Information Urbanized Area Statistics - 2010 Census Service Consumption Database Information | | | | | | | | | nformatio | | un allia an Olas |
|--|--------------------------|---|--------------------|----------------------|------------------------------------|-----------------|--|--|---|--------------------|--------------------------|-------------------|---------------------------|
| Urbanized Area Statistics - 2010 Census Faifield, CA 39 Square Miles 133,683 Population 240 Pop. Rank out of 498 UZAs Other UZAs Served | | | | | Database Information | | | Sources of Operating Funds Expended | | | Operating Funding Source | | |
| | | | Annual Passenger | | NTDID: 90092 | | | Fare Revenues Local Funds | | \$2,318,115 22.2% | | | |
| | | 1,018,077 Annual Unlinked Trips (UPT) 3,788 Average Weekday Unlinked Trips 858 Average Saturday Unlinked Trips 0 Average Sunday Unlinked Trips | | | Reporter Type: Full Reporter | | | State Funds Federal Assistance Other Funds | | \$5,293,386 | 50.6% | 1,1% 25 | 0.6% |
| | | | | | | | | | | \$118,540 1.1% | | | 0.67 |
| | | | | | | | | | | \$2,662,741 | \$66,030 0.6% | | |
| | | | | | | | | | | | | | |
| See Below | | | | | | | | Total Oper | rating Funds Expended | \$10,458,812 | 100.0% | | 22.2% |
| Service Area Statistics 129 Square Miles | | Service S | | | | | | Sources of Capita | Funds Expended | | 50.6% | | |
| | | 1,978,077 | Annual Vehicle Re | venue Miles (VRM) | | | | Fare Revenues | | \$0 | 0.0% | | |
| 505,849 Population | | 98,741 A | venue Hours (VRH) | | | | Local Funds | | \$6,705,016 | 48.3% | 48.3% | | |
| | | 43 \ | /ehicles Operated | I in Maximum Service | e (VOMS) | | | | State Funds | \$7,074,338 | 51.0% | | |
| | | 60 \ | /ehicles Available | for Maximum Servic | e (VAMS) | | | F | ederal Assistance | \$93,561 | 0.7% | | |
| | | | | | | | | | Other Funds | \$0 | 0.0% | Capital Fundi | ing Sources |
| | | | Modal Chara | acteristics | | | | Total C | apital Funds Expended | \$13,872,915 | 100.0% | | |
| | Vehicles C | | | | | | | | | | | | 0.7 |
| Modal Overview | in Maximun Directly | n Service Purchased | Revenue | Use Systems and | s of Capital Fur Facilities and | nds | | | Summary of Operati | ng Expenses (OE) | | 51.0% | |
| Mode | Operated | Transportation | Vehicles | Guideways | Stations | Other | Total | Salarv | Wages, Benefits | \$1,979,397 | 18.9% | | |
| Commuter Bus | · . | . 17 | \$0 | \$0 | \$0 | \$0 | \$0 | | rials and Supplies | \$2.013.834 | 19.3% | | |
| Demand Response | | 9 | \$0 | \$0 | \$0 | \$0 | \$0 | | ed Transportation | \$4,424,513 | 42.3% | | |
| Bus | - | 17 | \$666,541 | \$210,288 | \$12,806,097 | \$189,989 | \$13,872,915 | Other Op | erating Expenses | \$2,041,068 | 19.5% | | 48.3% |
| Total | | 43 | \$666,541 | \$210,288 | \$12,806,097 | \$189,989 | \$13,872,915 | Tot | al Operating Expenses | \$10,458,812 | 100.0% | | |
| | | | | | | | | Reconciling OE C | ash Expenditures | \$0 | | | |
| | | | | | | | | | ed Transportation orted Separately) | \$0 | | | |
| | | | | | | | | | , | | | | |
| Operation Characteristics | Operating | | Uses of | Annual | Annual | Annual Vehicle | Annual Vehicle | Fixed Guidew Directio | vay Vehicles Available nal for Maximum | Vehicles Operated | | Percent | Average Fleet Age in |
| Mode | Expenses | Fare Revenues | Capital Funds | Passenger Miles | Unlinked Trips | Revenue Miles | Revenue Hours | Route Mi | | in Maximum Service | Sr | are Vehicles | Years ^a |
| Commuter Bus | \$3.620.947 | \$1,590,669 | \$0 | 8.362.021 | 409.903 | 1.020.540 | 31.006 | | 0.0 21 | 17 | 90 | 19.1% | 14.1 |
| Demand Response | \$1,406,445 | \$1,590,009 | \$0 \$0 | 245.106 | 25.461 | 236,479 | 14,558 | | 0.0 12 | 9 | | 25.0% | 4.1 |
| Bus | \$5,431,420 | \$601,781 | \$13.872.915 | 1.846.035 | 582,713 | 721,058 | 53,177 | | 0.0 27 | 17 | | 37.0% | 9.6 |
| Total | \$10,458,812 | \$2,318,115 | \$13,872,915 | 10,453,162 | 1,018,077 | 1,978,077 | 98,741 | | 0.0 60 | 43 | | 28.3% | 5.0 |
| i otai | φ10, 4 30,012 | \$2,510,115 | \$15,072,315 | 10,433,102 | 1,010,077 | 1,370,077 | 30,741 | | | | | 20.370 | |
| Performance Measures | | Service Efficiency rating Expenses per Operating Expenses per | | | Operating Ex | | | Service Eff | Unlinked Trips per | | Unlink | ed Trips per | |
| Mode | | hicle Revenue Mile | | hicle Revenue Hour | | Mode | | | nlinked Passenger Trip | Vehicle Rev | | | eu mps per evenue Hour |
| Commuter Bus | ve | \$3.55 | Vei | \$116.78 | | Commuter Bus | 1 43 | \$0.43 | \$8.83 | Venicie Kew | 0.4 | Tennois Ne | 13.2 |
| Demand Response | | \$5.95 | | \$96.61 | | Demand Response | 4 | \$5.74 | \$55.24 | | 0.4 | | 1.7 |
| Bus | | \$7.53 | | \$102.14 | | Bus | | \$2.94 | \$9.32 | | 0.1 | | 11.0 |
| Total | | \$5.29 | | \$105.92 | | Total | | \$1.00 | \$10.27 | | 0.5 | | 10.3 |
| Operating Expense per Vehic | de | Operating Expense p | or Boccongor | | enger Trip per Vehic | | | | Operating Expense p | or Possongor | | assenger Trip per | |
| Revenue Mile: Bus | \$4.00 m | Mile: Bu | | Rever | iue Mile: Bus | R | erating Expense per evenue Mile: Commut | er Bus | Mile: Commut | er Bus | | e Mile: Commuter | |
| .00 | \$4.00 | | | 1.00 | | \$4.00 | | \$0.5 | | 0.50 | | | |
| | \$3.00 | | | 0.60 | | \$3.00 | | \$0.3 | | 0.30 | | | - |
| 5.00 | | | | | | | | | | | | | |
| .00 | \$2.00 | | | 0.40 | | \$2.00 | | \$0.2 | | 0.20 | | | |
| 00 00 00 00 00 00 00 00 00 00 00 00 00 | \$2.00 | | | 0.40 0.20 | | \$2.00 | | \$0.1 | | 0.10 | | | |
| .00 | \$1.00 | | 3 14 15 16 17 | | 12 13 14 15 | \$1.00 | 15 16 | | | | 15 | 16 | 17 |

Notes: ^aDemand Response - Taxi (DT) and non-dedicated fleets do not report fleet age data. <u>Other UZAs Served:</u> 0 California Non-UZA, 382 Davis, CA, 66 Concord, CA, 28 Sacramento, CA, 203 Vallejo, CA, 13 San Francisco-Oakland, CA, 314 Vacaville, CA