## Fairbanks North Star Borough Transit (MACS) 2014 Annual Agency Profile

General Information			Financial Information							
Urbanized Area (UZA) Statistics - 2010 Census		Sources	of Operating Fu	inds Expend	ed	Operating	Funding Sources	Capital Fundi	ng Sources	
Fairbanks, AK		ſ	are Revenues	\$310,451	5.1%		-	•	-	
55 Square M	Ailes		Local Funds	\$3,377,152	55.9%					
64,513 Populatio			State Funds	\$350,836	5.8%					
425 Pop. Ran	ik out of 498 UZAs	Fedr	eral Assistance	\$1,976,547	32.7%	32.7	%			
Other UZAs Served			Other Funds	\$22,931	0.4%		0.4%			
0 Alaska Non-UZA		Total Operating F		\$6,037,917	100.0%					
		rotal operating r		\$0,001,011	100.070		5.1%			
Service Area Statistics										
	liloo	Source	of Conital Eur	de Expondo	ч	5.8%			17.1%	
7,444 Square Miles 97,581 Population			Sources of Capital Funds Fare Revenues				<			
97,561 <b>Populatio</b>	m	r	Local Funds	\$0 \$280.352	0.0% 17.1%			82.0%		
				\$280,352						
Service Consumption			State Funds	\$15,391	0.9%				0.9	
544,232 Annual Unlinked Trips (UPT)		Fede	eral Assistance	\$1,346,776	82.0%					
			Other Funds	\$0	0.0%		55.9%			
Service Supplied		Total Capital F	unds Expended	\$1,642,519	100.0%					
	Vehicle Revenue Miles (VRM)									
43,384 Annual V	Vehicle Revenue Hours (VRH)									
Database Information										
NTDID: 00045										
Reporter Type: Small Sys	stems Reporter									
			Modal	Character	istics					
<b>Operation Characteristic</b>	۰e									
operation onaracteristic	Vehicles C	Instated								
	at waximun	at Maximum Service								
	Dia di	<b>_</b>	0	-	Uses of		A I			
	Directly	Purchased	Operating	Fare	Capital Funds	Annual	Annual Vehicle	Annual Vehicle	Average Fleet A	
Mode	Operated	Transportation	Expenses	Revenues		Unlinked Trips	Revenue Miles	Revenue Hours	in Yea	
Demand Response	5	-	\$1,234,047	\$36,923	\$32,803	19,931	131,778	10,365		
Bus	11	-	\$4,803,870		\$1,609,716	524,301	533,261	33,019		
Total	16		\$6,037,917	\$310,451	\$1,642,519	544,232	665,039	43,384		
Performance Measures		and a second state of the second s						Service Effectiveness		
Performance Measures	Se	ervice Efficiency							Unlinked Trips	
Performance Measures	Se	Prvice Efficiency				C	perating Expenses			
Performance Measures	Operating Expenses		Expenses per			C	perating Expenses per Unlinked	Unlinked Trips per	Vehicle Reven	
		s per Operating	Expenses per Revenue Hour		N	C	per Unlinked	Unlinked Trips per Vehicle Revenue Mile		
Performance Measures Mode Demand Response	Operating Expenses Vehicle Revenue	s per Operating				lode	per Unlinked		Но	
<b>Mode</b> Demand Response	Operating Expenses Vehicle Revenue I \$	s per Operating Mile Vehicle	Revenue Hour		D		per Unlinked Passenger Trip	Vehicle Revenue Mile	Но	
<b>Mode</b> Demand Response Bus	Operating Expenses Vehicle Revenue I \$3	s per Operating Mile Vehicle 9.36	<b>Revenue Hour</b> \$119.06		D	lode Demand Response	per Unlinked Passenger Trip \$61.92	Vehicle Revenue Mile 0.2	Vehicle Reven Ho 18	
<b>Mode</b> Demand Response Bus	Operating Expenses Vehicle Revenue I \$3	s per Operating Mile Vehicle 19.36 19.01	Revenue Hour \$119.06 \$145.49		D	<b>lode</b> Demand Response Sus	per Unlinked Passenger Trip \$61.92 \$9.16	Vehicle Revenue Mile 0.2 1.0	Ho 1	
Mode Demand Response Bus Total	Operating Expenses Vehicle Revenue I \$ \$ \$ \$	s per Operating Mile Vehicle 19.36 19.01 19.08	Revenue Hour \$119.06 \$145.49 \$139.17	7	C B T	lode Demand Response Sus otal	per Unlinked Passenger Trip \$61.92 \$9.16 <b>\$11.09</b>	Vehicle Revenue Mile 0.2 1.0 0.8	Ho 1 1	
Mode Demand Response Bus Total Operating Expense per N	Operating Expenses Vehicle Revenue I \$1 \$1 \$2 Vehicle Revenue Mile:	s per Operating Mile Vehicle 99.36 99.01 99.08 Unlinked Passenge	Revenue Hour \$119.06 \$145.49 \$139.17 er Trips per Vehicle F	Revenue	C B T	Iode Demand Response Sus Total	per Unlinked Passenger Trip \$61.92 \$9.16 <b>\$11.09</b>	Vehicle Revenue Mile 0.2 1.0 0.8 Unlinked Passenger	He 1 1 Trips per Vehicle Reve	
Mode Demand Response Bus Total Operating Expense per Y Bus	Operating Expenses Vehicle Revenue I \$ \$ \$ Vehicle Revenue Mile:	s per Operating Mile Vehicle 99.36 99.01 99.08 Unlinked Passenge	Revenue Hour \$119.06 \$145.49 \$139.17		D B T Operating E	lode Demand Response Sus otal	per Unlinked Passenger Trip \$61.92 \$9.16 \$11.09 evenue Mile	Vehicle Revenue Mile 0.2 1.0 0.8 Unlinked Passenger Mile: Dem	He 1 1	
Mode Demand Response Bus Total Operating Expense per Y Bus	Operating Expenses Vehicle Revenue I \$1 \$1 \$2 Vehicle Revenue Mile:	s per Operating Mile Vehicle 99.36 99.01 99.08 Unlinked Passenge	Revenue Hour \$119.06 \$145.49 \$139.17 er Trips per Vehicle F	Revenue \$15.0	D B T Operating E	Iode Demand Response Sus Total	per Unlinked Passenger Trip \$61.92 \$9.16 \$11.09 evenue Mile 0.20	Vehicle Revenue Mile 0.2 1.0 0.8 Unlinked Passenger Mile: Dema	Hi 1 1 Trips per Vehicle Reve	
Mode Demand Response Bus Total Operating Expense per V Bus	Operating Expenses Vehicle Revenue I \$ \$ \$ Vehicle Revenue Mile:	s per Operating Mile Vehicle 99.36 99.01 99.08 Unlinked Passenge	Revenue Hour \$119.06 \$145.49 \$139.17 er Trips per Vehicle F		C B T Operating E	Iode Demand Response Sus Total	per Unlinked Passenger Trip \$61.92 \$9.16 \$11.09 evenue Mile 0.20 0.15	Vehicle Revenue Mile 0.2 1.0 0.8 Unlinked Passenger Mile: Dema	He 1 1 Trips per Vehicle Reve	
Mode Demand Response Bus Total Operating Expense per N	Operating Expenses Vehicle Revenue I \$ \$ \$ Vehicle Revenue Mile: Is 1.50 1.00	s per Operating Mile Vehicle 99.36 99.01 99.08 Unlinked Passenge	Revenue Hour \$119.06 \$145.49 \$139.17 er Trips per Vehicle F	\$15.0 \$10.0	Operating E	Iode Demand Response Sus Total	per Unlinked Passenger Trip \$61.92 \$9.16 \$11.09 evenue Mile 0.20	Vehicle Revenue Mile 0.2 1.0 0.8 Unlinked Passenger Mile: Dema	Ho 1 1 Trips per Vehicle Reve	
Mode Demand Response Bus Total Operating Expense per V Bus 5.00	Operating Expenses Vehicle Revenue I \$ \$ Vehicle Revenue Mile: Is 1.50	s per Operating Mile Vehicle 99.36 99.01 99.08 Unlinked Passenge	Revenue Hour \$119.06 \$145.49 \$139.17 er Trips per Vehicle F	\$15.0	Operating E	Iode Demand Response Sus Total	per Unlinked Passenger Trip \$61.92 \$9.16 \$11.09 evenue Mile 0.20 0.15	Vehicle Revenue Mile 0.2 1.0 0.8 Unlinked Passenger Mile: Dema	Ho 1 1 Trips per Vehicle Reve	
Mode Demand Response Bus Total Operating Expense per V Bus	Operating Expenses Vehicle Revenue I \$ \$ \$ Vehicle Revenue Mile: Is 1.50 1.00	s per Operating Mile Vehicle 99.36 99.01 99.08 Unlinked Passenge	Revenue Hour \$119.06 \$145.49 \$139.17 er Trips per Vehicle F	\$15.0 \$10.0	Operating E	Iode Demand Response Sus Total	per Unlinked Passenger Trip \$61.92 \$9.16 \$11.09 evenue Mile 0.20 0.15 0.10	Vehicle Revenue Mile 0.2 1.0 0.8 Unlinked Passenger Mile: Dema	H 1 1 Trips per Vehicle Revo	

Notes:

<sup>1</sup>Demand Response - Taxi (DT) and non-dedicated fleets do not report fleet age data.