http://www.vegabaja.pr.gov/ 10 Blanco Sosa Street Vega Baja, PR 00694

Municipality of Vega Baja (DDEC) 2014 Annual Agency Profile

| | I Information | | | | Fi | inancial Ir | nformation | | | |
|--|---|--|---|---|--|--|--|---|--|---|
| Urbanized Area (UZA) Statistics - 2010 Census | | nsus | Sources of Operating Funds Expended | | | Operatin | Funding Sources | Capital Fundi | ng Sources | |
| San Juan. PR | | | | are Revenues | \$0 | 0.0% | | , | | 3 |
| 867 Square I | Miles | | | Local Funds | \$46,443 | 40.8% | | | | |
| 2,148,346 Populati | | | | State Funds | \$0 | 0.0% | | | | |
| | nk out of 498 UZAs | | Fede | ral Assistance | \$67,419 | 59.2% | | | | |
| 211 00.100 | | | 1000 | Other Funds | ¢07,-19 \$0 | 0.0% | | | | 0.1% |
| | | | Tatal Oneseting F | | | | | | | |
| | | | Total Operating F | unas Expendea | \$113,862 | 100.0% | 59.2% | | | |
| | | | | | | | | | | |
| Service Area Statistics | | | | | | | | | | |
| 47 Square I | Miles | | Sources | of Capital Fun | ds Expende | d | | | | |
| 59,662 Population | | | F | \$0 | 0.0% | | | | | |
| · • | | | | Local Funds | \$80 | 0.1% | | | | |
| Service Consumption | | | | State Funds | \$0 | 0.0% | | | | |
| | Unlinked Trips (UPT) | | Fode | eral Assistance | \$116,092 | 99.9% | | 40.8% | 99.9% | |
| | | | i eue | Other Funds | \$110,092 \$0 | 0.0% | | | | |
| Domino Ormalia d | | | T. (10) | | | | | | | |
| Service Supplied | | | i otal Capital F | unds Expended | \$116,172 | 100.0% | | | | |
| | Vehicle Revenue Mile | | | | | | | | | |
| 7,150 Annual \ | Vehicle Revenue Hou | irs (VRH) | | | | | | | | |
| | | | | | | | | | | |
| Database Information | | | | | | | | | | |
| NTDID: 40117 | | | | | | | | | | |
| Reporter Type: Small Sy | stems Reporter | | | | | | | | | |
| , in the second se | | | | Modal | Character | ictics | | | | |
| | | | | mouu | onaraotori | | | | | |
| Operation Characteristi | | | | | | | | | | |
| | Ve | ehicles Oper | ated | | | | | | | |
| | | | | | | | | | | |
| | | Maximum Se | | | | | | | | |
| | | | | | | Uses of | | | | |
| | at I | | ervice | Operating | Fare | | Annual | Annual Vehicle | Annual Vehicle | Average Fleet A |
| Mode | at I | | Purchased | Operating Expenses | Fare Revenues | Capital | Annual Unlinked Trips | Annual Vehicle Revenue Miles | Annual Vehicle Revenue Hours | |
| | at I Directly Operated | | ervice | Expenses | Revenues | Capital Funds | Unlinked Trips | Revenue Miles | Revenue Hours | in Year |
| Demand Response | Directly Operated 2 | | Purchased | Expenses \$79,687 | Revenues \$0 | Capital Funds \$116,172 | Unlinked Trips 9,420 | Revenue Miles 26,588 | Revenue Hours 4,290 | in Year |
| Demand Response Bus | at I Directly Operated 2 1 | | Purchased | Expenses \$79,687 \$34,175 | Revenues \$0 \$0 | Capital Funds \$116,172 \$0 | Unlinked Trips 9,420 32,412 | Revenue Miles 26,588 16,601 | Revenue Hours 4,290 2,860 | in Year |
| Demand Response Bus | Directly Operated 2 | | Purchased | Expenses \$79,687 | Revenues \$0 | Capital Funds \$116,172 | Unlinked Trips 9,420 | Revenue Miles 26,588 | Revenue Hours 4,290 | in Year 5 |
| Demand Response Bus Fotal | at I Directly Operated 2 1 | | Purchased | Expenses \$79,687 \$34,175 | Revenues \$0 \$0 | Capital Funds \$116,172 \$0 | Unlinked Trips 9,420 32,412 | Revenue Miles 26,588 16,601 | Revenue Hours 4,290 2,860 | in Year |
| Demand Response Bus Total | at I Directly Operated 2 1 | Maximum Se | Purchased Transportation - - - | Expenses \$79,687 \$34,175 | Revenues \$0 \$0 | Capital Funds \$116,172 \$0 | Unlinked Trips 9,420 32,412 | Revenue Miles 26,588 16,601 43,189 | Revenue Hours 4,290 2,860 7,150 | in Year 5 |
| Demand Response Bus Total | at I Directly Operated 2 1 | Maximum Se | Purchased | Expenses \$79,687 \$34,175 | Revenues \$0 \$0 | Capital Funds \$116,172 \$0 | Unlinked Trips 9,420 32,412 | Revenue Miles 26,588 16,601 43,189 | Revenue Hours 4,290 2,860 | in Year 5 |
| Demand Response Bus Total | at I Directly Operated 2 1 | Maximum Se | Purchased Transportation - - - | Expenses \$79,687 \$34,175 | Revenues \$0 \$0 | Capital Funds \$116,172 \$0 | Unlinked Trips 9,420 32,412 | Revenue Miles 26,588 16,601 43,189 | Revenue Hours 4,290 2,860 7,150 | in Year 5 7 |
| Demand Response Bus Total | at I Directly Operated 2 1 3 | Maximum Se Servic | Purchased Transportation - - e Efficiency | Expenses \$79,687 \$34,175 \$113,862 | Revenues \$0 \$0 | Capital Funds \$116,172 \$0 | Unlinked Trips 9,420 32,412 | Revenue Miles 26,588 16,601 43,189 9 Operating Expenses 0 </td <td>Revenue Hours 4,290 2,860 7,150 Service Effectiveness</td> <td>Average Fleet Ag in Year 5 7 Unlinked Trips pr Vehicle Revenu</td> | Revenue Hours 4,290 2,860 7,150 Service Effectiveness | Average Fleet Ag in Year 5 7 Unlinked Trips pr Vehicle Revenu |
| Demand Response Bus Total Performance Measures | at I Directly Operated 2 1 3 Operating B | Maximum Se | Purchased Transportation - - e Efficiency Operating | Expenses \$79,687 \$34,175 | Revenues \$0 \$0 | Capital Funds \$116,172 \$0 \$116,172 | Unlinked Trips 9,420 32,412 | Revenue Miles 26,588 16,601 43,189 Operating Expenses per Unlinked | Revenue Hours 4,290 2,860 7,150 Service Effectiveness Unlinked Trips per | in Year 5 7 |
| Demand Response Bus Total Performance Measures Mode | at I Directly Operated 2 1 3 Operating B | Maximum Se Servic Expenses per Revenue Mile | Purchased Transportation - - e Efficiency Operating | Expenses \$79,687 \$34,175 \$113,862 Expenses per Revenue Hour | Revenues \$0 \$0 | Capital Funds \$116,172 \$0 \$116,172 | Unlinked Trips 9,420 32,412 41,832 | Revenue Miles 26,588 16,601 43,189 Operating Expenses per Unlinked Passenger Trip | Revenue Hours 4,290 2,860 7,150 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile | in Year 5 7 Unlinked Trips pr Vehicle Revenu Hot |
| Mode Demand Response Bus Total Performance Measures Mode Demand Response Bus | at I Directly Operated 2 1 3 Operating B | Maximum Se Servic Expenses per Revenue Mile \$3.00 | Purchased Transportation - - e Efficiency Operating | Expenses \$79,687 \$34,175 \$113,862 Expenses per Revenue Hour \$18.58 | Revenues \$0 \$0 | Capital Funds \$116,172 \$0 \$116,172 | Unlinked Trips 9,420 32,412 41,832 Mode Demand Response | Revenue Miles 26,588 16,601 43,189 Operating Expenses per Unlinked Passenger Trip \$8.46 | Revenue Hours 4,290 2,860 7,150 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0,4 | in Year 5 7 Unlinked Trips p Vehicle Revenu Ho 2 |
| Demand Response Bus Total Performance Measures Mode Demand Response Bus | at I Directly Operated 2 1 3 Operating B | Maximum Se Servic Expenses per Revenue Mile \$3.00 \$2.06 | Purchased Transportation - - e Efficiency Operating | Expenses \$79,687 \$34,175 \$113,862 Expenses per Revenue Hour \$18.58 \$11.95 | Revenues \$0 \$0 | Capital Funds \$116,172 \$0 \$116,172 | Unlinked Trips 9,420 32,412 41,832 Mode Demand Response Bus | Revenue Miles 26,588 16,601 43,189 Operating Expenses per Unlinked Passenger Trip \$8.46 \$1.05 | Revenue Hours 4,290 2,860 7,150 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.4 2.0 | in Year 5 7 Unlinked Trips p Vehicle Revenu Ho 2 11 |
| Demand Response Bus Total Performance Measures Mode Demand Response | at I Directly Operated 2 1 3 Operating B | Maximum Se Servic Expenses per Revenue Mile \$3.00 | Purchased Transportation - - e Efficiency Operating | Expenses \$79,687 \$34,175 \$113,862 Expenses per Revenue Hour \$18.58 | Revenues \$0 \$0 | Capital Funds \$116,172 \$0 \$116,172 | Unlinked Trips 9,420 32,412 41,832 Mode Demand Response | Revenue Miles 26,588 16,601 43,189 Operating Expenses per Unlinked Passenger Trip \$8.46 | Revenue Hours 4,290 2,860 7,150 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0,4 | in Year 5 7 Unlinked Trips p Vehicle Revenu Ho 2 |
| Demand Response Bus Total Performance Measures Mode Demand Response Bus Total | at I Directly Operated 2 1 3 Operating F Vehicle | Maximum Se Servic Expenses per Revenue Mile \$3.00 \$2.06 | Purchased Transportation - - e Efficiency Operating Vehicle F | Expenses \$79,687 \$34,175 \$113,862 Expenses per Revenue Hour \$18.58 \$11.95 \$15.92 | Revenues \$0 \$0 \$0 | Capital Funds \$116,172 \$0 \$116,172 | Unlinked Trips 9,420 32,412 41,832 Mode Demand Response Bus | Revenue Miles 26,588 16,601 43,189 Operating Expenses per Unlinked Passenger Trip \$8.46 \$1.05 \$2.72 | Revenue Hours 4,290 2,860 7,150 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.4 2.0 1.0 | in Year 5 7 Unlinked Trips p Vehicle Revenu Ho 2 11 5 |
| Demand Response Bus Total Performance Measures Mode Demand Response Bus Total Operating Expense per | et l Directly Operated 2 1 3 Operating B Vehicle I | Maximum Se Servic Expenses per Revenue Mile \$3.00 \$2.06 | Purchased Transportation - - e Efficiency Operating Vehicle F | Expenses \$79,687 \$34,175 \$113,862 Expenses per Revenue Hour \$18.58 \$11.95 \$15.92 r Trips per Vehicle F | Revenues \$0 \$0 \$0 | Capital Funds \$116,172 \$0 \$116,172 | Unlinked Trips 9,420 32,412 41,832 Mode Demand Response Bus Total g Expense per Vehicl | Revenue Miles 26,588 16,601 43,189 Operating Expenses per Unlinked Passenger Trip \$8.46 \$1.05 \$2.72 e Revenue Mile: ************************************ | Revenue Hours 4,290 2,860 7,150 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.4 2.0 1.0 Unlinked Passenger Tri | in Year 5 7 Unlinked Trips p Vehicle Revenu Ho 2 11 5 sper Vehicle Revenu |
| Demand Response Bus Fotal Performance Measures Mode Demand Response Bus Fotal Operating Expense per Bt | et l Directly Operated 2 1 3 Operating B Vehicle I | Maximum Se Servic Expenses per Revenue Mile \$3.00 \$2.06 \$2.64 | Purchased Transportation - - e Efficiency Operating Vehicle F | Expenses \$79,687 \$34,175 \$113,862 Expenses per Revenue Hour \$18.58 \$11.95 \$15.92 | Revenues \$0 \$0 \$0 Revenue | Capital Funds \$116,172 \$0 \$116,172 \$116,172 | Unlinked Trips 9,420 32,412 41,832 Mode Demand Response Bus | Revenue Miles 26,588 16,601 43,189 Operating Expenses per Unlinked Passenger Trip \$8.46 \$1.05 \$2.72 e Revenue Mile: se | Revenue Hours 4,290 2,860 7,150 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.4 2.0 1.0 Unlinked Passenger Tri Mile: Deman | in Year 5 7 Unlinked Trips p Vehicle Reven Ho 2 11 5 5 5 per Vehicle Revenu |
| Demand Response Bus Fotal Performance Measures Mode Demand Response Bus Fotal Operating Expense per Bu | et l Directly Operated 2 1 3 Operating B Vehicle I | Maximum Se Servic Expenses per Revenue Mile \$3.00 \$2.06 | Purchased Transportation - - e Efficiency Operating Vehicle F | Expenses \$79,687 \$34,175 \$113,862 Expenses per Revenue Hour \$18.58 \$11.95 \$15.92 r Trips per Vehicle F | Revenues \$0 \$0 \$0 \$0 \$0 Revenue \$8.00 | Capital Funds \$116,172 \$0 \$116,172 \$116,172 N E B T T Operating | Unlinked Trips 9,420 32,412 41,832 Mode Demand Response Bus Total g Expense per Vehicl | Revenue Miles 26,588 16,601 43,189 Operating Expenses per Unlinked Passenger Trip \$8.46 \$1.05 \$2.72 e Revenue Mile: ************************************ | Revenue Hours 4,290 2,860 7,150 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.4 2.0 1.0 Unlinked Passenger Tri Mile: Deman | Unlinked Trips p Vehicle Reven 1 2 2 2 2 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 |
| Demand Response Bus Fotal Performance Measures Mode Demand Response Bus Fotal Operating Expense per Bu | et l Directly Operated 2 1 3 Operating B Vehicle I | Servic Expenses per Revenue Mile \$3.00 \$2.64 | Purchased Transportation - - e Efficiency Operating Vehicle F | Expenses \$79,687 \$34,175 \$113,862 Expenses per Revenue Hour \$18.58 \$11.95 \$15.92 r Trips per Vehicle F | Revenues \$0 \$0 \$0 Revenue | Capital Funds \$116,172 \$0 \$116,172 \$116,172 N E B T T Operating | Unlinked Trips 9,420 32,412 41,832 Mode Demand Response Bus Total g Expense per Vehicl | Revenue Miles 26,588 16,601 43,189 Operating Expenses per Unlinked Passenger Trip \$8.46 \$1.05 \$2.72 e Revenue Mile: se | Revenue Hours 4,290 2,860 7,150 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.4 2.0 1.0 Unlinked Passenger Tri Mile: Deman | Unlinked Trips p Vehicle Reven 1 os per Vehicle Revenu |
| Demand Response Bus Fotal Performance Measures Mode Demand Response Bus Fotal Operating Expense per Bu | et l Directly Operated 2 1 3 Operating B Vehicle I | Servic Expenses per Revenue Mile \$3.00 \$2.64 | Purchased Transportation - - e Efficiency Operating Vehicle F | Expenses \$79,687 \$34,175 \$113,862 Expenses per Revenue Hour \$18.58 \$11.95 \$15.92 r Trips per Vehicle F | Revenues \$0 \$0 \$0 \$0 \$0 | Capital Funds \$116,172 \$0 \$116,172 \$116,172 N E T Operating | Unlinked Trips 9,420 32,412 41,832 Mode Demand Response Bus Total g Expense per Vehicl | Revenue Miles 26,588 26,588 16,601 43,189 43,189 Operating Expenses per Unlinked Passenger Trip \$8.46 \$1.05 \$2.72 e Revenue Mile: \$9.40 se 0.40 0.30 \$1.05 | Revenue Hours 4,290 2,860 7,150 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.4 2.0 1.0 Unlinked Passenger Trij Mile: Deman | Unlinked Trips p Vehicle Reven 1 2 2 2 2 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 |
| Demand Response Bus Total Performance Measures Mode Demand Response Bus Total Operating Expense per | et l Directly Operated 2 1 3 Operating B Vehicle I | Servic Expenses per Revenue Mile \$3.00 \$2.64 | Purchased Transportation - - e Efficiency Operating Vehicle F | Expenses \$79,687 \$34,175 \$113,862 Expenses per Revenue Hour \$18.58 \$11.95 \$15.92 r Trips per Vehicle F | Revenues \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 | Capital Funds \$116,172 \$0 \$116,172 \$116,172 M E T Operating | Unlinked Trips 9,420 32,412 41,832 Mode Demand Response Bus Total g Expense per Vehicl | Revenue Miles 26,588 16,601 43,189 Operating Expenses per Unlinked Passenger Trip \$8.46 \$1.05 \$2.72 e Revenue Mile: se 0.40 0.30 0.20 0.20 | Revenue Hours 4,290 2,860 7,150 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.4 2.0 1.0 Unlinked Passenger Trij Mile: Deman | in Year 5 7 Unlinked Trips p Vehicle Reven Ho 2 11 5 5 5 per Vehicle Revenu |
| Demand Response Bus Total Performance Measures Mode Demand Response Bus Total Operating Expense per Bu | et l Directly Operated 2 1 3 Operating B Vehicle I | Servic Expenses per Revenue Mile \$3.00 \$2.06 \$2.06 1.00 | Purchased Transportation - - e Efficiency Operating Vehicle F | Expenses \$79,687 \$34,175 \$113,862 Expenses per Revenue Hour \$18.58 \$11.95 \$15.92 r Trips per Vehicle F | Revenues \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 | Capital Funds \$116,172 \$0 \$116,172 \$116,172 M E T Operating | Unlinked Trips 9,420 32,412 41,832 Mode Demand Response Bus Total g Expense per Vehicl | Revenue Miles 26,588 26,588 16,601 43,189 43,189 Operating Expenses per Unlinked Passenger Trip \$8.46 \$1.05 \$2.72 e Revenue Mile: \$9.40 se 0.40 0.30 \$1.05 | Revenue Hours 4,290 2,860 7,150 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.4 2.0 1.0 Unlinked Passenger Trij Mile: Deman | in Year 5 7 Unlinked Trips p Vehicle Revenu Ho 2 11 5 sper Vehicle Revenu |
| Demand Response Bus Total Performance Measures Mode Demand Response Bus Total Operating Expense per Bu 00 00 00 | et l Directly Operated 2 1 3 Operating B Vehicle I | Servic Expenses per Revenue Mile \$3.00 \$2.64 | Purchased Transportation - - e Efficiency Operating Vehicle F | Expenses \$79,687 \$34,175 \$113,862 Expenses per Revenue Hour \$18.58 \$11.95 \$15.92 r Trips per Vehicle F | Revenues \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$6.00 \$4.00 \$2.00 \$0,00 | Capital Funds \$116,172 \$0 \$116,172 \$116,172 M E T Operating | Unlinked Trips 9,420 32,412 41,832 Mode Demand Response Bus Total g Expense per Vehicl | Revenue Miles 26,588 16,601 43,189 Operating Expenses per Unlinked Passenger Trip \$8.46 \$1.05 \$2.72 e Revenue Mile: se 0.40 0.30 0.20 0.20 | Revenue Hours 4,290 2,860 7,150 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0,4 2,0 1,0 Unlinked Passenger Tri Mile: Deman | Unlinked Trips p Vehicle Reven 1 os per Vehicle Revenu |

Notes:

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