c/o: City of Thousand Oaks 2100 Thousand Oak Boulevard Thousand Oaks, CA 91362

Thousand Oaks Transit (TOT)

2014 Annual Agency Profile

Urbanizod Aroa (UZA) Stat						nformation		-	
Urbanized Area (UZA) Statistics - 2010 Census		Sources of Operating Funds Expended					Funding Sources	Capital Fundi	ng Sources
Thousand Oaks, CA		F	Fare Revenues Local Funds	\$445,913	9.0%				
86 Square Mile				\$2,692,159	54.4%				
214,811 Population	out of 498 UZAs	Tode	State Funds eral Assistance	\$0 \$955,175	0.0% 19.3%				
Other UZAs Served	OUT 01 496 UZAS	Fede		. ,			17.3%		2.8%
386 Camarillo, CA		Total Operation F	Other Funds	\$857,130 \$4,950,377	17.3% 100.0%	19.3%			
366 Camanilo, CA		Total Operating F	unds Expended	\$4,950,377	100.0%	19.3 %			
Service Area Statistics							9.0%		
82 Square Mil	es	Sources	s of Capital Fun	ds Expended	k			,	
202,595 Population		F	are Revenues	\$0	0.0%				
			Local Funds	\$0	0.0%				
Service Consumption			State Funds	\$0	0.0%				
320,717 Annual Unlinked Trips (UPT)		Federal Assistance		\$186,317	97.2%			97.2%	
			Other Funds	\$5,394	2.8%	54.4	19/		
Service Supplied		Total Capital F	unds Expended	\$191,711	100.0%	34.•	.,,,		
987,813 Annual Veh	hicle Revenue Miles (VRM) hicle Revenue Hours (VRH)								
	nicle Revenue Hours (VRH)								
Database Information									
NTDID: 90165									
Reporter Type: Small Syste	ems Reporter								
			Modal	Characteri	stics				
Operation Characteristics			modul	onaraoton	01100				
operation onaracteristics	Vehicles Oper	atod							
	-								
	-								
	at Maximum Se				Lises of				
	at Maximum Se	ervice	Operating	Fare	Uses of Capital	Δηημαί	Annual Vehicle	Annual Vehicle	Average Fleet Ag
Mode	at Maximum Se	Purchased	Operating Expenses	Fare	Capital	Annual Unlinked Trips	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	
	at Maximum Se	Purchased Transportation	Expenses	Revenues	Capital Funds	Unlinked Trips	Revenue Miles	Revenue Hours	in Years
Demand Response	at Maximum Se	Purchased Transportation 17	Expenses \$2,577,684	Revenues \$229,601	Capital Funds \$23,142	Unlinked Trips 86,241	Revenue Miles 587,128	Revenue Hours 37,006	in Years 4
Demand Response Bus	at Maximum Se	Purchased Transportation	Expenses	Revenues	Capital Funds	Unlinked Trips	Revenue Miles	Revenue Hours	in Years 4.
Demand Response Bus Total	at Maximum Se	Purchased Transportation 17 8	Expenses \$2,577,684 \$2,372,693	Revenues \$229,601 \$216,312	Capital Funds \$23,142 \$168,569	Unlinked Trips 86,241 234,476	Revenue Miles 587,128 400,685	Revenue Hours 37,006 27,541	Average Fleet Ag in Years 4. 5.
Demand Response Bus Total	at Maximum Se Directly Operated - -	Purchased Transportation 17 8 25	Expenses \$2,577,684 \$2,372,693	Revenues \$229,601 \$216,312	Capital Funds \$23,142 \$168,569	Unlinked Trips 86,241 234,476	Revenue Miles 587,128 400,685 987,813	Revenue Hours 37,006 27,541 64,547	in Years 4.
Demand Response Bus Total	at Maximum Se Directly Operated - -	Purchased Transportation 17 8	Expenses \$2,577,684 \$2,372,693	Revenues \$229,601 \$216,312	Capital Funds \$23,142 \$168,569	Unlinked Trips 86,241 234,476 320,717	Revenue Miles 587,128 400,685 987,813	Revenue Hours 37,006 27,541	in Years 4. 5.
Demand Response Bus Total	at Maximum Se Directly Operated - - Servic	Purchased Transportation 17 8 25 e Efficiency	Expenses \$2,577,684 \$2,372,693 \$4,950,377	Revenues \$229,601 \$216,312	Capital Funds \$23,142 \$168,569	Unlinked Trips 86,241 234,476 320,717	Revenue Miles 587,128 400,685 987,813 perating Expenses	Revenue Hours 37,006 27,541 64,547 Service Effectiveness	in Years 4. 5. Unlinked Trips pe
Mode Demand Response Bus Total Performance Measures	at Maximum Se Directly Operated - - Servic Operating Expenses per	Purchased Transportation 17 8 25 e Efficiency Operating	Expenses \$2,577,684 \$2,372,693 \$4,950,377 Expenses per	Revenues \$229,601 \$216,312	Capital Funds \$23,142 \$168,569 \$191,711	Unlinked Trips 86,241 234,476 320,717	Revenue Miles 587,128 400,685 987,813 perating Expenses per Unlinked	Revenue Hours 37,006 27,541 64,547 Service Effectiveness Unlinked Trips per	in Years 4. 5. Unlinked Trips pe Vehicle Revenu
Demand Response Bus Fotal Performance Measures Mode	at Maximum Se Directly Operated - - Servic Operating Expenses per Vehicle Revenue Mile	Purchased Transportation 17 8 25 e Efficiency Operating	Expenses \$2,577,684 \$2,372,693 \$4,950,377 Expenses per Revenue Hour	Revenues \$229,601 \$216,312	Capital Funds \$23,142 \$168,569 \$191,711	Unlinked Trips 86,241 234,476 320,717 0 Mode	Revenue Miles 587,128 400,685 987,813 perating Expenses per Unlinked Passenger Trip	Revenue Hours 37,006 27,541 64,547 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile	in Years 4. 5. Unlinked Trips per Vehicle Revenu Hou
Demand Response Bus Total Performance Measures Mode Demand Response	at Maximum Se Directly Operated - - Servic Operating Expenses per Vehicle Revenue Mile \$4.39	Purchased Transportation 17 8 25 e Efficiency Operating	Expenses \$2,577,684 \$2,372,693 \$4,950,377 Expenses per Revenue Hour \$69.66	Revenues \$229,601 \$216,312	Capital Funds \$23,142 \$168,569 \$191,711	Unlinked Trips 86,241 234,476 320,717 O Mode Demand Response	Revenue Miles 587,128 400,685 987,813 perating Expenses per Unlinked Passenger Trip \$29.89	Revenue Hours 37,006 27,541 64,547 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.1	in Years 4. 5. Unlinked Trips pe Vehicle Revenu Hou 2.
Demand Response Bus Total Performance Measures Mode Demand Response Bus	at Maximum Se Directly Operated - - Servic Operating Expenses per Vehicle Revenue Mile	Purchased Transportation 17 8 25 e Efficiency Operating	Expenses \$2,577,684 \$2,372,693 \$4,950,377 Expenses per Revenue Hour	Revenues \$229,601 \$216,312	Capital Funds \$23,142 \$168,569 \$191,711	Unlinked Trips 86,241 234,476 320,717 0 Mode	Revenue Miles 587,128 400,685 987,813 perating Expenses per Unlinked Passenger Trip	Revenue Hours 37,006 27,541 64,547 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile	in Years 4. 5. Unlinked Trips pe Vehicle Revenu
Demand Response Bus Total Performance Measures Mode Demand Response Bus Total	at Maximum Se Directly Operated - - Servic Operating Expenses per Vehicle Revenue Mile \$4.39 \$5.92 \$5.01	Purchased Transportation 17 8 25 e Efficiency Operating Vehicle	Expenses \$2,577,684 \$2,372,693 \$4,950,377 Expenses per Revenue Hour \$69.66 \$86.15 \$76.69	Revenues \$229,601 \$216,312 \$445,913	Capital Funds \$23,142 \$168,569 \$191,711	Unlinked Trips 86,241 234,476 320,717 0 Mode Demand Response Bus Total	Revenue Miles 587,128 400,685 987,813 perating Expenses per Unlinked Passenger Trip \$29.89 \$10.12 \$15.44	Revenue Hours 37,006 27,541 64,547 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.1 0.6 0.3	in Years 4. 5. Unlinked Trips pe Vehicle Revenu Hou 2. 8. 5.
Demand Response Bus Total Performance Measures Mode Demand Response Bus	at Maximum Se Directly Operated - - Servic Operating Expenses per Vehicle Revenue Mile \$4.39 \$5.92 \$5.01	Purchased Transportation 17 8 25 e Efficiency Operating Vehicle	Expenses \$2,577,684 \$2,372,693 \$4,950,377 Expenses per Revenue Hour \$69.66 \$86.15	Revenues \$229,601 \$216,312 \$445,913	Capital Funds \$23,142 \$168,569 \$191,711 M D B T Operating E	Unlinked Trips 86,241 234,476 320,717 O Mode Demand Response Bus	Revenue Miles 587,128 400,685 987,813 perating Expenses per Unlinked Passenger Trip \$29.89 \$10.12 \$15.44	Revenue Hours 37,006 27,541 64,547 Service Effectiveness Unlinked Trips per Vehicle Revenue Mile 0.1 0.6 0.3 Unlinked Passenger Trips	in Years 4. 5. Unlinked Trips pe Vehicle Revenu Hou 2. 8. 5.



Notes:

\$4.00 \$2.00

\$0.00

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

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*This agency has a purchased transportation relationship in which they sell service to City of Moorpark (NTDID: 90227), and in which the data are captured in this report for mode MB/PT. *This agency has a purchased transportation relationship in which they sell service to City of Moorpark (NTDID: 90227), and in which the data are captured in this report for mode DR/PT.

0.50

0.00

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