

General Information

Urbanized Area Statistics - 2010 Census

Los Angeles-Long Beach-Anaheim, CA
1,736 Square Miles
12,150,996 Population
2 Pop. Rank out of 498 UZAs

Other UZAs Served

22 Riverside-San Bernardino, CA, 69 Mission Viejo-Lake Forest-San Clemente, CA, 0 California Non-UZA

Service Area Statistics

436 Square Miles
2,870,886 Population

Service Consumption

203,590,805 Annual Passenger Miles (PMT)
40,743,654 Annual Unlinked Trips (UPT)
131,720 Average Weekday Unlinked Trips¹
76,591 Average Saturday Unlinked Trips¹
61,641 Average Sunday Unlinked Trips¹

Service Supplied

40,333,507 Annual Vehicle Revenue Miles (VRM)
2,638,126 Annual Vehicle Revenue Hours (VRH)
1,485 Vehicles Operated in Maximum Service (VOMS)
1,597 Vehicles Available for Maximum Service (VAMS)

Database Information

NTDID: 90036
Reporter Type: Full Reporter

Financial Information

Sources of Operating Funds Expended

Fares and Directly Generated	\$0	0.0%
Local Funds	\$17,190,973	5.9%
State Funds	\$197,760,911	67.5%
Federal Assistance	\$78,070,806	26.6%

Total Operating Funds Expended \$293,022,690 100.0%

Sources of Capital Funds Expended

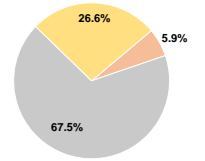
Fares and Directly Generated	\$178,983	0.2%
Local Funds	\$38,678,764	49.2%
State Funds	\$23,316,236	29.7%
Federal Assistance	\$16,463,407	20.9%

Total Capital Funds Expended \$78,637,390 100.0%

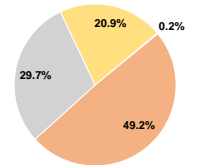
Summary of Operating Expenses (OE)

Labor	\$145,615,363	50.4%
Materials and Supplies	\$21,564,373	7.5%
Purchased Transportation	\$86,775,812	30.0%
Other Operating Expenses	\$35,038,367	12.1%
Total Operating Expenses	\$288,993,915	100.0%
Reconciling OE Cash Expenditures	\$4,028,775	
Purchased Transportation (Reported Separately)	\$0	

Operating Funding Sources



Capital Funding Sources



Modal Characteristics

Modal Overview

Model Overview	Vehicles Operated in Maximum Service		Uses of Capital Funds				
	Directly Operated	Purchased Transportation	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Commuter Bus	21	15	\$0	\$0	\$0	\$0	\$0
Demand Response	-	416	\$236,246	\$111,264	\$845,068	\$0	\$1,192,578
Demand Response - Taxi	-	91	\$0	\$0	\$0	\$0	\$0
Bus	239	185	\$18,133,766	\$195,509	\$8,492,966	\$44,539	\$26,866,780
Vanpool	-	518	\$0	\$0	\$0	\$0	\$0
Total	260	1,225	\$18,370,012	\$306,773	\$9,338,034	\$44,539	\$28,059,355

Operation Characteristics

Mode	Operating Expenses	Fare Revenues	Uses of Capital Funds	Annual Passenger Miles	Annual Unlinked Trips	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Vehicles Operated in Maximum Service	Percent Spare Vehicles	Average Fleet Age in Years ^a
Commuter Bus	\$3,706,978	\$296,405	\$0	4,485,618	203,263	524,366	24,726	0.0	41	36	12.2%	0.0
Demand Response	\$77,144,088	\$7,217,888	\$1,192,578	16,544,563	1,493,588	11,714,799	725,014	0.0	432	416	3.7%	4.4
Demand Response - Taxi	\$2,559,735	\$501,318	\$0	552,065	173,704	441,113	31,377	0.0	91	91	0.0%	0.0
Bus	\$199,762,100	\$40,681,152	\$26,866,780	140,082,218	37,642,803	18,734,117	1,601,668	0.0	515	424	17.7%	8.3
Vanpool	\$5,821,014	\$6,052,956	\$0	41,926,341	1,230,296	8,919,112	255,341	0.0	518	518	0.0%	0.9
Total	\$288,993,915	\$54,749,719	\$28,059,358	203,590,805	40,743,654	40,333,507	2,638,126	0.0	1,597	1,485	7.0%	

Performance Measures

Service Efficiency

Mode	Operating Expenses per Vehicle Revenue Mile	Operating Expenses per Vehicle Revenue Hour
Commuter Bus	\$7.07	\$149.92
Demand Response	\$6.59	\$106.40
Demand Response - Taxi	\$5.80	\$81.58
Bus	\$10.66	\$124.72
Vanpool	\$0.65	\$22.80
Total	\$7.17	\$109.55

Service Effectiveness

Mode	Operating Expenses per Passenger Mile	Operating Expenses per Unlinked Passenger Trip	Unlinked Trips per Vehicle Revenue Mile	Unlinked Trips per Vehicle Revenue Hour
Commuter Bus	\$0.83	\$18.24	0.4	8.2
Demand Response	\$4.66	\$51.65	0.1	2.1
Demand Response - Taxi	\$4.64	\$14.74	0.4	5.5
Bus	\$1.43	\$5.31	2.0	23.5
Vanpool	\$0.14	\$4.73	0.1	4.8
Total	\$1.42	\$7.09	1.0	15.4



Notes:

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

¹Average Unlinked Trips not available for Demand Response Taxi.