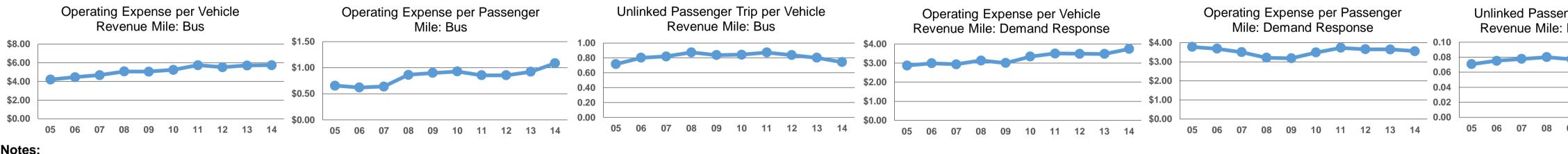
| Mode | - | ting Expenses per nicle Revenue Mile | - | iting Expenses per icle Revenue Hour | | Mode | Operating Exp Passe | • • | ting Expenses per ed Passenger Trip | Unlinked Vehicle Revo | Trips per enue Mile | Ver |
|---|--|--|---|---|--------------------------|---------------------------------|---------------------------------|-------------------------------------|--|--|------------------------|----------------|
| Performance Measures Service Efficiency | | | | | | - | Service Effectiveness | | | | | |
| Total | \$70,508,879 | \$10,231,755 | \$3,141,439 | 47,761,877 | 6,224,262 | 14,791,344 | 775,384 | 0.0 | 318 | 285 | | 1 |
| Bus | \$43,667,980 | \$8,197,015 | \$62,751 | 40,220,229 | 5,652,265 | 7,613,268 | 406,327 | 0.0 | 157 | 130 | | 1 |
| Demand Response | \$26,840,899 | \$2,034,740 | \$3,078,688 | 7,541,648 | 571,997 | 7,178,076 | 369,057 | 0.0 | 161 | 155 | | |
| Mode | Operating Expenses | Fare Revenues | Uses of Capital Funds | Annual Passenger Miles | Annual Unlinked Trips | Annual Vehicle Revenue Miles | Annual Vehicle Revenue Hours | Directional Route Miles | for Maximum Service | in Maximum Service | Sp | Pe bare Veh |
| Operation Characteristics | | | | | | | | • | Vehicles Available | • | | |
| | | | | | | | | Reconciling OE Ca Purchase | erating Expenses sh Expenditures d Transportation orted Separately) | \$70,508,879 \$40,668 \$0 | 100.0% | |
| Total | | 285 | \$365,989 | \$2,668,941 | \$0 | \$106,509 | \$3,141,439 | | erating Expenses | \$1,942,222 | 2.8% | |
| Bus | - | 130 | \$0 | \$0 | \$0 | \$62,751 | \$62,751 | | d Transportation | \$67,603,054 | 95.9% | 80.0 |
| Mode Demand Response | Operated | Transportation 155 | Vehicles \$365,989 | Guideways \$2,668,941 | Stations \$0 | Other \$43,758 | Total \$3,078,688 | • | Wages, Benefits als and Supplies | \$955,407 \$8,196 | 1.4% 0.0% | |
| Modal Overview | in Maximum ServiceUseDirectlyPurchasedRevenueSystems and | | s of Capital Fu Facilities and | nds | | Summary of Operating Expo | | ng Expenses (OE) | | | | |
| | Vehicles C | perated | Modal Chara | acteristics | | | | Total Capita | I Funds Expended | \$3,141,439 | 100.0% | |
| | | 318 \ | e for Maximum Serv | ice (VAMS) | | | deral Assistance Other Funds | \$2,513,151 \$0 | 80.0% 0.0% | Сар | | |
| • | | 285 \ | /ehicles Operated | d in Maximum Servi | ce (VOMS) | | | | State Funds | \$314,144 | 10.0% | |
| 1,502,968 Population | | 775,384 Annual Vehicle Revenue Hours (VRH) | | | | | | | Local Funds | \$314,144 | 10.0% | |
| Service Area Statistics 912 Square Miles | | | Service Supplied 14,791,344 Annual Vehicle Revenue Miles (VRM) | | | | | So | Durces of Capital Fare Revenues | Funds Expended \$0 | 0.0% | |
| | | 2,302 F | werage ounday c | | | | | Total Operating | Funds Expended | \$70,549,547 | 100.0% | |
| | | | Average Sunday L | - | | | | | Other Funds | \$150,000 | 0.2% | |
| 18,351,295 Population 1 Pop. Rank out of 498 UZAs | | | Average Weekday Average Saturday | - | | | | Fe | State Funds deral Assistance | \$23,879,116 \$3,005,935 | 33.8% 4.3% | |
| • | | | 6,224,262 Annual Unlinked Trips (UPT) | | | Reporter Type: Full Reporter | | | Local Funds | \$33,282,741 | 47.2% | |
| | | | 7 Annual Passenger Miles (PMT) | | | NTDID: 20072 | | | Fare Revenues | \$10,231,755 | 14.5% | |
| Urbanized Area Statistics - 2010 Census Service Consumption | | | | | | Database | Information | Sources of Operating Funds Expended | | Funds Expended | | Opera |
| | | | General Info | mation | | | | | | Financial I | mormati | on |

| Mode | - | ating Expenses per hicle Revenue Mile | - | ting Expenses per icle Revenue Hour | | | | ng Expenses per Operating Expenses per Passenger Mile Unlinked Passenger Trip | | Unlinked Trips per Vehicle Revenue Mile Veh | | |
|---|------------------------------|--|--|--|--------------------------|---------------------------------|-----------------------------------|--|--|--|----------------|----------------|
| Performance Measures Service Efficiency | | | | | | | Service Effectiveness | | | | | |
| Total | \$70,508,879 | \$10,231,755 | \$3,141,439 | 47,761,877 | 6,224,262 | 14,791,344 | 775,384 | 0.0 | 318 | 285 | | |
| Bus | \$43,667,980 | \$8,197,015 | \$62,751 | 40,220,229 | 5,652,265 | | 406,327 | 0.0 | 157 | 130 | | |
| Demand Response | \$26,840,899 | \$2,034,740 | \$3,078,688 | 7,541,648 | 571,997 | 7,178,076 | 369,057 | 0.0 | 161 | 155 | | |
| Mode | Operating Expenses | Fare Revenues | Uses of Capital Funds | Annual Passenger Miles | Annual Unlinked Trips | Annual Vehicle Revenue Miles | | Directional Route Miles | for Maximum Service | in Maximum Service | S | P∉ pare Vel |
| Operation Characteristics | | | 11- 6 | , . | . . | A | A | • | Vehicles Available | - | | _ |
| | | | | | | | | Reconciling OE Ca Purchase | berating Expenses ash Expenditures ad Transportation borted Separately) | \$70,508,879 \$40,668 \$0 | 100.0% | |
| Total | - | 285 | \$365,989 | \$2,668,941 | \$0 | \$106,509 | \$3,141,439 | • | erating Expenses | \$1,942,222 | 2.8% | |
| Bus | - | 130 | \$0 | \$0 | \$0 | \$62,751 | \$62,751 | Purchase | d Transportation | \$67,603,054 | 95.9% | 00. |
| Demand Response | - | 155 | \$365,989 | \$2,668,941 | \$0 | \$43,758 | \$3,078,688 | • | als and Supplies | \$8,196 | 0.0% | 80 |
| Mode | Operated | Transportation | Vehicles | Guideways | Stations | | Total | Salary, | Wages, Benefits | \$955,407 | 1.4% | |
| Modal Overview | in Maximum Service Uses of C | | | s of Capital Fu Facilities and | | | Summary of Operating Expenses (O | | | | | |
| | Vehicles C | Operated | Modal Chara | acteristics | | | | Total Capita | I Funds Expended | \$3,141,439 | 100.0% | |
| | | | | | , , , | | | | Other Funds | \$0 | 0.0% | Cap |
| | | 775,384 Annual Vehicle Revenue Hours (VRH) 285 Vehicles Operated in Maximum Service (VON 318 Vehicles Available for Maximum Service (VAN | | | | | | Fe | deral Assistance | \$2,513,151 | 80.0% | |
| 1,302,300 i opulation | | | | | | | | | \$314,144 | | | |
| 1,502,968 Population | > | | | · · · | | | | | Local Funds | \$314,144 | 10.0% | |
| Service Area Statistics 912 Square Miles | | | e Supplied | evenue Miles (VRM) | | | | S | ources of Capital Fare Revenues | Funds Expended \$0 | 0.0% | |
| | | 2,002 7 | | | | | | Total Operating | J Funds Expended | \$70,549,547 | 100.0% | |
| | | | Average Sunday L | - | | | | | Other Funds | \$150,000 | 0.2% | |
| 18,351,295 Population 1 Pop. Rank out of 498 UZAs | | | Average Saturday | - | | | | | deral Assistance | \$3,005,935 | 4.3% | |
| • | | | 6,224,262 Annual Unlinked Trips (UPT) 21,113 Average Weekday Unlinked Trips | | | Reporter Type: Full Reporter | | | Local Funds State Funds | \$33,282,741 \$23,879,116 | 47.2% 33.8% | |
| | | | 7 Annual Passenger Miles (PMT) | | | NTDID: 20072 | | | Fare Revenues | \$10,231,755 | 14.5% | |
| Urbanized Area Statistics - 2010 Census Service Consumption | | | | | Database Information | | Sources of Operating Funds Expend | | · · · · | | Oper | |
| | | | General Info | | | | | | | Financial I | mormat | юп |

| Operating Expenses per Vehicle Revenue Mile | Operating Expenses per Vehicle Revenue Hour | | | |
|--|--|--|--|--|
| \$3.74 | \$72.73 | | | |
| \$5.74 | \$107.47 | | | |
| \$4.77 | \$90.93 | | | |
| | Vehicle Revenue Mile \$3.74 \$5.74 | | | |



Notes:

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

Suffolk County Department of Public Works - Transportation Division

2014 Annual Agency Profile

| | Operating Expenses per | Operating Expenses per | Unlinked Trips per | |
|-----------------|------------------------|-------------------------|----------------------|----|
| Mode | Passenger Mile | Unlinked Passenger Trip | Vehicle Revenue Mile | Ve |
| Demand Response | \$3.56 | \$46.92 | 0.1 | |
| Bus | \$1.09 | \$7.73 | 0.7 | |
| Total | \$1.48 | \$11.33 | 0.4 | |
| | | | | |

