

Westchester County Bee-Line System

2017 Annual Agency Profile

General Information

Urbanized Area Statistics - 2010 Census

New York-Newark, NY-NJ-CT
3,450 Square Miles
18,351,295 Population
1 Pop. Rank out of 498 UZAs

Service Consumption

127,646,334 Annual Passenger Miles (PMT)
28,963,997 Annual Unlinked Trips (UPT)
97,324 Average Weekday Unlinked Trips¹
54,425 Average Saturday Unlinked Trips¹
25,302 Average Sunday Unlinked Trips¹

Database Information

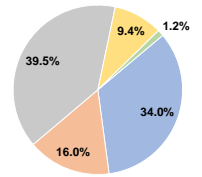
NTDID: 20076
Reporter Type: Full Reporter

Financial Information

Sources of Operating Funds Expended

| | | |
|---------------------------------------|----------------------|---------------|
| Fare Revenues | \$49,751,764 | 34.0% |
| Local Funds | \$23,349,452 | 16.0% |
| State Funds | \$57,758,851 | 39.5% |
| Federal Assistance | \$13,749,586 | 9.4% |
| Other Funds | \$1,746,476 | 1.2% |
| Total Operating Funds Expended | \$146,356,129 | 100.0% |

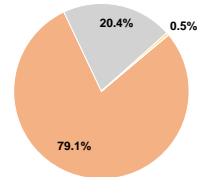
Operating Funding Sources



Sources of Capital Funds Expended

| | | |
|-------------------------------------|---------------------|---------------|
| Fare Revenues | \$0 | 0.0% |
| Local Funds | \$14,271,585 | 79.1% |
| State Funds | \$3,689,183 | 20.4% |
| Federal Assistance | \$87,926 | 0.5% |
| Other Funds | \$0 | 0.0% |
| Total Capital Funds Expended | \$18,048,694 | 100.0% |

Capital Funding Sources



Service Area Statistics

450 Square Miles
949,113 Population

Service Supplied

11,142,189 Annual Vehicle Revenue Miles (VRM)
917,348 Annual Vehicle Revenue Hours (VRH)
340 Vehicles Operated in Maximum Service (VOMS)
436 Vehicles Available for Maximum Service (VAMS)

Modal Characteristics

| Modal Overview | Vehicles Operated in Maximum Service | | Uses of Capital Funds | | | | | Total |
|------------------------|--------------------------------------|--------------------------|-----------------------|-----------------------|-------------------------|-----------|--------------|-------|
| | Directly Operated | Purchased Transportation | Revenue Vehicles | Systems and Guideways | Facilities and Stations | Other | | |
| Mode | | | | | | | | |
| Demand Response | - | 70 | \$2,031,188 | \$0 | \$0 | \$0 | \$2,031,188 | |
| Demand Response - Taxi | - | 6 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| Bus | - | 264 | \$5,925,887 | \$2,439,474 | \$7,450,292 | \$201,853 | \$16,017,506 | |
| Total | - | 340 | \$7,957,075 | \$2,439,474 | \$7,450,292 | \$201,853 | \$18,048,699 | |

Summary of Operating Expenses (OE)

| | | |
|--|----------------------|---------------|
| Salary, Wages, Benefits | \$3,148,727 | 2.2% |
| Materials and Supplies | \$727,492 | 0.5% |
| Purchased Transportation | \$137,250,691 | 93.8% |
| Other Operating Expenses | \$5,158,719 | 3.5% |
| Total Operating Expenses | \$146,285,629 | 100.0% |
| Reconciling OE Cash Expenditures | \$70,500 | |
| Purchased Transportation (Reported Separately) | \$0 | |

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 |
|------------------------|--------------------|---------------|-----------------------|------------------------|-----------------------|------------------------------|------------------------------|--|--|--------------------------------------|------------------------|---|
| Demand Response | \$14,713,682 | \$1,382,190 | \$2,031,188 | 3,371,399 | 309,843 | 3,410,294 | 203,847 | 0.0 | 104 | 70 | 32.7% | 2.0 |
| Demand Response - Taxi | \$458,851 | \$71,800 | \$0 | 49,829 | 14,360 | 47,609 | 2,563 | 0.0 | 6 | 6 | 0.0% | 0.0 |
| Bus | \$131,113,096 | \$48,297,774 | \$16,017,506 | 124,225,106 | 28,639,794 | 7,684,286 | 710,938 | 0.0 | 326 | 264 | 19.0% | 10.9 |
| Total | \$146,285,629 | \$49,751,764 | \$18,048,694 | 127,646,334 | 28,963,997 | 11,142,189 | 917,348 | 0.0 | 436 | 340 | 22.0% | |

Performance Measures

Service Efficiency

| Mode | Operating Expenses per Vehicle Revenue Mile | Operating Expenses per Vehicle Revenue Hour |
|------------------------|---|---|
| Demand Response | \$4.31 | \$72.18 |
| Demand Response - Taxi | \$9.64 | \$179.03 |
| Bus | \$17.06 | \$184.42 |
| Total | \$13.13 | \$159.47 |

Mode

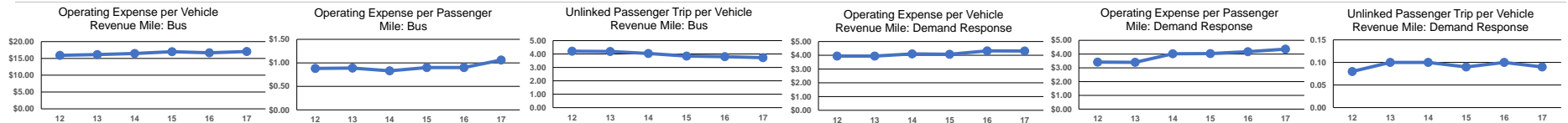
Demand Response
Demand Response - Taxi
Bus
Total

Operating Expenses per Passenger Mile

Demand Response \$4.36
Demand Response - Taxi \$9.21
Bus \$1.06
Total \$1.15

Service Effectiveness

| Operating Expenses per Unlinked Passenger Trip | Unlinked Trips per Vehicle Revenue Mile | Unlinked Trips per Vehicle Revenue Hour |
|--|---|---|
| \$47.49 | 0.1 | 1.5 |
| \$31.95 | 0.3 | 5.6 |
| \$4.58 | 3.7 | 40.3 |
| \$5.05 | 2.6 | 31.6 |



Notes:

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

¹Average Unlinked Trips not available for Demand Response Taxi.