

General Information

Urbanized Area (UZA) Statistics - 2000 Census

Philadelphia, PA-NJ-DE-MD	
Square Miles	1,800
Population	5,149,079
Population Ranking out of 465 UZAs	4
Other UZAs Served	

Service Area Statistics

Square Miles	840
Population	3,329,956

Service Consumption

Annual Passenger Miles	1,369,759,666
Annual Unlinked Trips	320,584,200
Average Weekday Unlinked Trips	1,064,035
Average Saturday Unlinked Trips	589,496
Average Sunday Unlinked Trips	324,613

Service Supplied

Annual Vehicle Revenue Miles	84,247,576
Annual Vehicle Revenue Hours	6,558,931
Vehicles Operated in Maximum Service	2,210
Vehicles Available for Maximum Service	2,773
Base Period Requirement	1,007

Financial Information

Fare Revenues Earned	\$326,596,571
Sources of Operating Funds Expended	
Fare Revenues (39%)	\$324,711,292
Local Funds (8%)	65,692,223
State Funds (45%)	375,572,100
Federal Assistance (4%)	30,205,155
Other Funds (4%)	29,898,067
Total Operating Funds Expended	\$826,078,837
Sources of Capital Funds Expended	
Local funds (3%)	\$9,361,417
State Funds (41%)	140,261,585
Federal Assistance (56%)	192,936,542
Other Funds (0%)	0
Total Capital Funds Expended	\$342,559,544

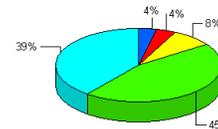
Summary of Operating Expenses

Salary, Wages and Benefits	\$658,824,816
Materials and Supplies	52,268,341
Purchased Transportation	33,238,724
Other Operating Expenses	32,765,898
Total Operating Expenses	\$777,097,779
Reconciling Cash Expenditures	\$48,981,058

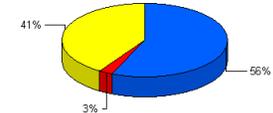
Vehicles Operated in Maximum Service and Uses of Capital Funds

	Directly Operated	Purchased Transportation ¹	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	1,145	4	\$57,235,191	\$10,802,081	\$19,952,961	\$0	\$87,990,233
Heavy Rail	276	0	\$8,635,789	\$91,199,902	\$48,278,440	\$5,444,908	\$153,559,039
Commuter Rail	297	0	\$12,911,482	\$34,291,200	\$15,322,626	\$434,021	\$62,959,329
Demand Response	0	357	\$3,053,605	\$0	\$0	\$0	\$3,053,605
Light Rail	117	0	\$14,307,779	\$7,722,437	\$12,483,020	\$0	\$34,513,236
Trolleybus	14	0	\$483,176	\$0	\$926	\$0	\$484,102
Total	1,849	361	\$96,627,022	\$144,015,620	\$96,037,973	\$5,878,929	\$342,559,544

Sources of Operating Funds Expended



Sources of Capital Funds Expended

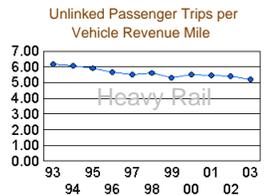
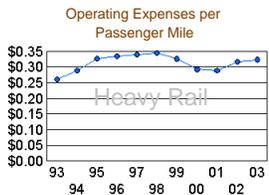
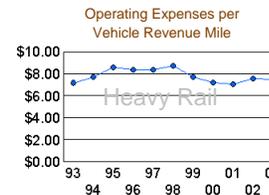
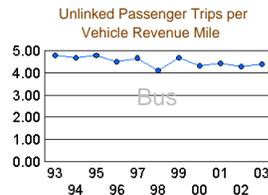
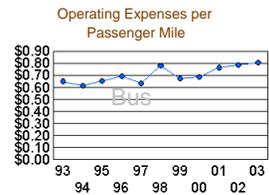
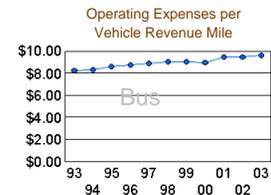


Modal Characteristics

	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$387,814,415	\$146,078,794	\$87,990,233	480,578,023	40,177,963	176,285,267	3,867,133	2.5	1,370	7.4	1,149	1.30	19%
Heavy Rail	\$123,278,956	\$70,443,228	\$153,559,039	382,138,093	16,484,786	85,523,785	841,791	76.1	371	10.7	276	1.57	34%
Commuter Rail	\$178,872,972	\$86,531,954	\$62,959,329	430,202,317	15,643,281	30,023,056	579,383	449.2	357	27.9	297	3.20	20%
Light Rail	\$43,854,471	\$14,875,487	\$34,513,236	61,017,826	3,126,648	24,850,177	330,693	69.3	141	22.6	117	2.06	21%
Demand Response	\$39,046,282	\$4,760,333	\$3,053,605	11,836,592	8,626,893	1,558,715	910,902	N/A	469	2.9	357	N/A	31%
Trolleybus	\$4,230,683	\$2,021,496	\$484,102	3,986,815	188,005	2,343,200	29,029	30.0	65	24.0	14	1.75	364%

Performance Measures

	Service Efficiency		Cost Effectiveness		Service Effectiveness	
	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	\$9.65	\$100.28	\$0.81	\$2.20	4.39	45.59
Heavy Rail	\$7.48	\$146.45	\$0.32	\$1.44	5.19	101.60
Commuter Rail	\$11.43	\$308.73	\$0.42	\$5.96	1.92	51.82
Light Rail	\$14.03	\$132.61	\$0.72	\$1.76	7.95	75.15
Demand Response	\$4.53	\$42.87	\$3.30	\$25.05	0.18	1.71
Trolleybus	\$22.50	\$145.74	\$1.06	\$1.81	12.46	80.72



¹ Excludes data for purchased transportation reported separately