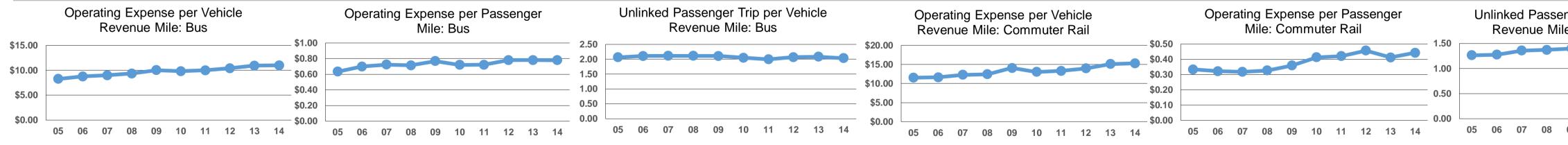
			General Info	ormation						<b>Financial</b>	Informatio	on
Urbanized Area Statistic	cs - 2010 Census	Servi	ce Consumption			Database	Information		Sources of Operating			Opera
			Annual Passenge			NTDID: 2			Fare Revenues	\$911,481,390	41.4%	
			Annual Unlinked 1	· ·		Reporter Type:			Local Funds	\$175,536,248	8.0%	
18,351,295 <b>Populatio</b>			Average Weekday	• • •					State Funds	\$381,365,652	17.3%	
•	c out of 498 UZAs		Average Saturday	•					Federal Assistance	\$592,998,032	27.0%	
Other UZAs Served			Average Sunday l	-					Other Funds	\$137,968,545	6.3%	
See Below		502,921	Average Sunday (	Jiiiikeu Irips				Total Oper	rating Funds Expended	\$2,199,349,867	100.0%	
								i otai opei	ating runus Expended	φ2,133,343,007	100.078	17.3
Service Area Statistics		Sorvio	ce Supplied						Sources of Capital	Eunds Expended		
	ilos			evenue Miles (VRM)					Fare Revenues	•	0.0%	
3,450 <b>Square M</b> i				· · ·					Local Funds	\$0 \$256 086 515	66.6%	
18,351,295 <b>Populatio</b>	11			evenue Hours (VRH)					State Funds	\$356,086,515		
			•	d in Maximum Servi	. ,					\$321,285 \$178,547,640	0.1%	
		4,429	venicles Available	e for Maximum Serv	ice (VAIVIS)				Federal Assistance	\$178,547,649	33.4%	Con
									Other Funds	\$0	0.0%	Сар
			Modal Chara	acteristics				Total Ca	apital Funds Expended	\$534,955,449	100.0%	
	Vehicles O	perated										
Modal Overview	in Maximum	n Service		Use	s of Capital Fu	nds			Summary of Operati	ng Expenses (OE)		
	Directly	Purchased	Revenue	Systems and	Facilities and						C	0.1%
Mode	Operated	Transportation	Vehicles	Guideways	Stations	Other	Total	Sa	alary, Wages, Benefits	\$1,348,303,621	65.5%	
Commuter Rail	1,296	-	\$163,194,000	\$150,062,376	\$9,183,846	\$10,982,638	\$333,422,860	Ν	Aaterials and Supplies	\$305,988,846	14.9%	
Demand Response	-	379	\$2,126,784	\$62,502	\$418,440	\$0	\$2,607,726		chased Transportation	\$177,722,483	8.6%	
Light Rail	14	42	\$30,468,102	\$36,865,717	\$25,028,415	\$59,384	\$92,421,618	Othe	r Operating Expenses	\$226,422,002	11.0%	
Bus	1,866	181	\$66,074,699	\$19,424,596	\$7,975,784	\$2,617,786	\$96,092,865	Tot	al Operating Expenses	\$2,058,436,952	100.0%	
Vanpool	-	196	\$0	\$0	\$180,162	\$0	\$180,162	Reconciling C	DE Cash Expenditures	\$140,912,915		
Hybrid Rail	-	15	\$0	\$286,818	\$9,943,400	\$0	\$10,230,218	Purc	chased Transportation			
Total	3,176	813	\$261,863,585	\$206,702,009	\$52,730,047	\$13,659,808	\$534,955,449	(	(Reported Separately)	\$0		
<b>Operation Characteristic</b>	cs							Fixed Guidew	vay Vehicles Available	Vehicles Operated		
	Operating		Uses of	Annual	Annual	Annual Vehicle	Annual Vehicle	Directio	•	in Maximum		Ре
Mode	Expenses	Fare Revenues	Capital Funds	Passenger Miles	Unlinked Trips	Revenue Miles	Revenue Hours	Route Mi			Sn	are Veł
Commuter Rail	\$961,804,728	\$520,917,786	\$333,422,860	2,172,465,749	85,639,201	62,874,564	1,895,817				50	
Demand Response	\$80,336,459	\$2,463,058	\$2,607,726	8,133,967	1,271,302		753,173	1,00	01.8 1,336 0.0 379	379		
Light Rail	\$96,451,043	\$19,292,472	\$92,421,618	58,316,243	19,178,538		201,494		0.0 379 03.0 73	56		2
Bus	\$873,373,847	\$364,211,038	\$96,092,865	1,121,877,648	161,229,298		5,758,149		1.0 2428	2,047		2
Vanpool	\$12,543,021	\$2,179,957	\$180,162	27,211,050	769,980	4,592,963	104,124		0.0 198	196		
Hybrid Rail	\$33,927,854	\$2,417,079	\$10,230,218	44,322,372	2,869,707	1,270,176	51,316		igentiation in the second seco	15		
Total	\$2,058,436,952	\$911,481,390	<b>\$534,955,449</b>	3,432,327,029	270,958,026		<b>8,764,073</b>	1,16		3,989		
Total	<i>ψ</i> 2,030, <del>4</del> 30,332	φ311, <del>4</del> 01,330	<b>4007</b> , <b>300</b> , <b>49</b>	5,452,527,025	270,330,020	103,004,042	0,704,075	1,10	JJ.J 7,723	5,303		
Performance Measures			rvice Efficiency			_			Service Eff		<u> </u>	
	-	ting Expenses per	-	ting Expenses per			Operating Exp	-	perating Expenses per		Trips per	
Mode	Veh	icle Revenue Mile	Veh	icle Revenue Hour		Mode	Passe	•	nlinked Passenger Trip	Vehicle Rev		Veh
Commuter Rail		\$15.30		\$507.33		Commuter Rail		\$0.44	\$11.23		1.4	
Demand Response		\$6.15		\$106.66		Demand Response	9	\$9.88	\$63.19		0.1	
Light Pail		¢38 83		¢178 68		Light Rail		\$1 65	<u> </u>		77	

			<b>General Info</b>	ormation							Financial I	nformati	on
<b>Urbanized Area Statistic</b>	s - 2010 Census	Servio	ce Consumptior	ו		Database I	Information		Sources of O	perating	Funds Expended		Opera
New York-Newark, NY-NJ-C		Annual Passengei			NTDID: 2	20080		Fare Rev	venues	\$911,481,390	41.4%	· ·	
3,450 Square Miles		270,958,026	Annual Unlinked T	Trips (UPT)		Reporter Type: F	Full Reporter		Local	Funds	\$175,536,248	8.0%	
18,351,295 Population			Average Weekday	• • •			·		State	Funds	\$381,365,652	17.3%	
· · ·	out of 498 UZAs		Average Saturday	-					Federal Assi	istance	\$592,998,032	27.0%	
Other UZAs Served			Average Sunday L	-						Funds	\$137,968,545	6.3%	
See Below		002,021 7	Average Gunday C					Total One	erating Funds E		\$2,199,349,867	100.0%	
ecc below										.xpended	ψ2,133,343,007	100.070	17.3
Service Area Statistics		Sorvic	e Supplied						Sourcos	of Canital	Funds Expended		
				wanua Milaa (V/DM)					Fare Rev		•	0.09/	
3,450 Square Mi				evenue Miles (VRM)						l Funds	\$0 \$256.086.515	0.0%	
18,351,295 <b>Populatio</b>				evenue Hours (VRH)							\$356,086,515	66.6%	
			•	d in Maximum Servi	· · ·					Funds	\$321,285	0.1%	
		4,429	venicies Available	e for Maximum Serv	ice (VAIVIS)				Federal Assi		\$178,547,649	33.4%	0
									Other	Funds	\$0	0.0%	Сар
			Modal Chara	acteristics				Total C	Capital Funds E	xpended	\$534,955,449	100.0%	
	Vehicles O	perated											
Modal Overview	in Maximun	n Service		Use	s of Capital Fu	nds			Summary of	f Operatin	g Expenses (OE)		
—	Directly	Purchased	Revenue	Systems and	Facilities and						<b>U I ( )</b>	(	0.1%
Mode	Operated	Transportation	Vehicles	Guideways	Stations	Other	Total	S	alary, Wages, B	Benefits	\$1,348,303,621	65.5%	
Commuter Rail	1,296	· ·	\$163,194,000	\$150,062,376	\$9,183,846	\$10,982,638	\$333,422,860		Materials and S		\$305,988,846	14.9%	
Demand Response	-	379	\$2,126,784	\$62,502	\$418,440		\$2,607,726		rchased Transpo	••	\$177,722,483	8.6%	
Light Rail	14	42	\$30,468,102	\$36,865,717	\$25,028,415	\$59,384	\$92,421,618		er Operating Exp		\$226,422,002	11.0%	
Bus	1,866	181	\$66,074,699	\$19,424,596	\$7,975,784	\$2,617,786	\$96,092,865		tal Operating E		\$2,058,436,952	100.0%	
Vanpool	-	196	\$0	\$0	\$180,162		\$180,162		OE Cash Expen	-	\$140,912,915		
Hybrid Rail	-	15	\$0	\$286,818	\$9,943,400	\$0	\$10,230,218	•	rchased Transpo		. , ,		
Total	3,176	813	\$261,863,585	\$206,702,009	\$52,730,047	\$13,659,808	\$534,955,449		(Reported Sepa		\$0		
<b>Operation Characteristic</b>	CS							Fixed Guide	way Vehicles	Available	Vehicles Operated		
	Operating		Uses of	Annual	Annual	Annual Vehicle	Annual Vehicle	Directio	onal for N	Maximum	in Maximum		Pe
Mode	Expenses	Fare Revenues	Capital Funds	Passenger Miles	Unlinked Trips	<b>Revenue Miles</b>	<b>Revenue Hours</b>	Route M	liles	Service	Service	Sp	are Veh
Commuter Rail	\$961,804,728	\$520,917,786	\$333,422,860	2,172,465,749	85,639,201	62,874,564	1,895,817	1,00	01.8	1,336	1,296		
Demand Response	\$80,336,459	\$2,463,058	\$2,607,726	8,133,967	1,271,302	13,056,386	753,173		0.0	379	379		
Light Rail	\$96,451,043	\$19,292,472	\$92,421,618	58,316,243	19,178,538	2,484,796	201,494	9	93.0	73	56		2
Bus	\$873,373,847	\$364,211,038	\$96,092,865	1,121,877,648	161,229,298	79,325,757	5,758,149		1.0	2428	2,047		1
Vanpool	\$12,543,021	\$2,179,957	\$180,162	27,211,050	769,980	4,592,963	104,124		0.0	198	196		
Hybrid Rail	\$33,927,854	\$2,417,079	\$10,230,218	44,322,372	2,869,707	1,270,176	51,316	(	69.7	15	15		
Total	\$2,058,436,952	\$911,481,390	\$534,955,449	3,432,327,029	270,958,026	163,604,642	8,764,073	1,10	65.5	4,429	3,989		
Performance Measures		Se	rvice Efficiency						Se	rvice Effe	ectiveness		
	Operat	ting Expenses per		ting Expenses per		_	Operating Exp	enses per 🛛 🕻	Operating Expe		Unlinked	Trips per	
Mode	Veh	nicle Revenue Mile	•	icle Revenue Hour		Mode		-	Jnlinked Passe	-	Vehicle Reve	enue Mile	Veh
Commuter Rail		\$15.30		\$507.33		Commuter Rail		\$0.44		\$11.23		1.4	
Demand Response		\$6.15		\$106.66		Demand Response	9	\$9.88		\$63.19		0.1	
Light Pail		\$38.82		\$478.68		Light Pail		\$1.65		\$5.03		77	

	Operating Expenses per	Operating Expenses per				
Mode	Vehicle Revenue Mile	Vehicle Revenue Hour				
Commuter Rail	\$15.30	\$507.33				
Demand Response	\$6.15	\$106.66				
Light Rail	\$38.82	\$478.68				
Bus	\$11.01	\$151.68				
Vanpool	\$2.73	\$120.46				
Hybrid Rail	\$26.71	\$661.16				
Total	\$12.58	\$234.87				



Notes:

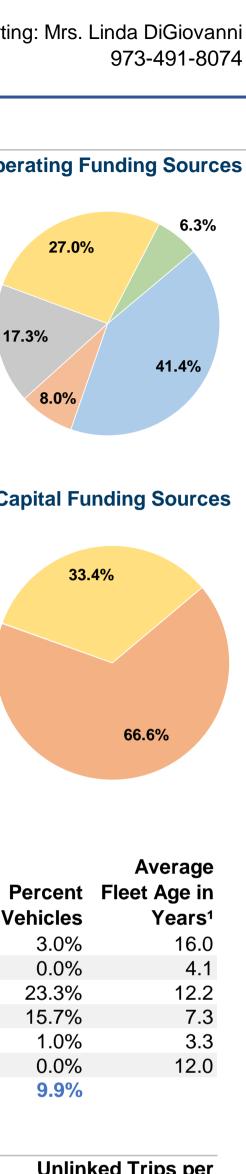
<sup>1</sup>Demand Response - Taxi (DT) and non-dedicated fleets do not report fleet age data.

Other UZAs Served: 150 Atlantic City, NJ; 310 Vineland, NJ; 0 New Jersey Non-UZA; 89 Poughkeepsie-Newburgh, NY-NJ; 128 Trenton, NJ; 429 Twin Rivers-Hightstown, NJ; 489 Villas, NJ; 5 Philadelphia, PA-NJ-DE-MD; 0 New York Non-UZA

# New Jersey Transit Corporation (NJ TRANSIT)

2014 Annual Agency Profile

		Operating Expenses per	Operating Expenses per	Uninked mps per	Uninked rips per
	Mode	Passenger Mile	Unlinked Passenger Trip	Vehicle Revenue Mile	Vehicle Revenue Hour
	Commuter Rail	\$0.44 \$9.88	\$11.23	1.4	45.2
	Demand Response		\$63.19	0.1	1.7
	Light Rail	\$1.65	\$5.03	7.7	95.2
	Bus	\$0.78	\$5.42	2.0	28.0
	Vanpool	\$0.46	\$16.29	0.2	7.4
	Hybrid Rail	\$0.77	\$11.82	2.3	55.9
	Total	\$0.60	\$7.60	1.7	30.9
er Ve	•	rating Expense per Vehicle	Operating Expense per		Passenger Trip per Vehicle
IS	Rev	enue Mile: Commuter Rail	Mile: Commuter		ue Mile: Commuter Rail
	\$20.00			1.50	
	\$15.00		\$0.40	1.00	• • • •



09	10	11	12	13	14