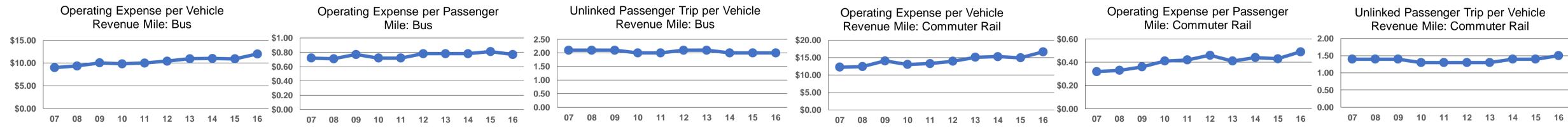
			General Info	ormation							Financial I	nformatio	on	
Urbanized Area Stati	stics - 2010 Census	Servio	n	Database Information				Source	s of Operating	Operating Funding Sour				
New York-Newark, NY-NJ-CT		3,489,897,839 /	Annual Passenge	r Miles (PMT)		NTDID:	20080		F	are Revenues	\$997,242,799	43.5%		
3,450 Square	e Miles	277,012,293 /	nnual Unlinked	Trips (UPT)		Reporter Type:	Full Reporter			Local Funds	\$284,619,950	12.4%		4.3
18,351,295 Population		924,159 /	verage Weekday	/ Unlinked Trips						State Funds	\$348,142,147	15.2%	24.	.7% 4.3
1 Pop. R	ank out of 498 UZAs	418,229 /	verage Saturday	/ Unlinked Trips					Fede	ral Assistance	\$566,136,548	24.7%		
Other UZAs Served		298,662 /	verage Sunday	Unlinked Trips						Other Funds	\$98,601,498	4.3%		
See Below								Total O	perating F	unds Expended	\$2,294,742,942	100.0%	15.2%	\rightarrow
Service Area Statistic	S	Servic	e Supplied						Sou	rces of Capital	Funds Expended		12.4%	43.5%
5,325 Square Miles 10,594,013 Population		164,484,797 /	Annual Vehicle R	evenue Miles (VRM)					F	are Revenues	\$0	0.0%		
		8,779,019 /	nnual Vehicle R	evenue Hours (VRH)					Local Funds	\$334,910,260	73.2%		
		4,056 \	ehicles Operate	d in Maximum Servi	ce (VOMS)					State Funds	\$0	0.0%		
		4,564 V	ehicles Available	e for Maximum Serv	vice (VAMS)				Fede	ral Assistance	\$122,909,085	26.8%		
										Other Funds	\$0	0.0%	Capital Fu	Inding Sourc
			Modal Char	acteristics				Tota	I Capital F	unds Expended	\$457,819,345	100.0%		
	Vehicles C	•												26.8%
Modal Overview	in Maximum Service				s of Capital Funds				Summary of Operatir		ng Expenses (OE)			
	Directly	Purchased	Revenue		Facilities and		_ , .		• • • • •		• • • • • • • • • • • •			
Mode	Operated	Transportation	Vehicles	Guideways	Stations		Total		•	ages, Benefits	\$1,336,900,090	60.3%		
Commuter Rail	1,267	-	\$73,013,214	\$115,170,934	\$33,766,569		\$270,681,526	_		and Supplies	\$259,866,992	11.7%		
Demand Response	-	474	\$11,849,678	\$2,925,826	\$539,700		\$15,315,204			Fransportation	\$189,795,590	8.6%		
Light Rail	14	42	\$8,955,751	\$63,604,674	\$19,765,362		\$92,617,371		•	ting Expenses	\$431,250,924	19.4%	70 /	
Bus	1,857 1	182 1	\$60,834,358	\$10,982,102	\$5,598,331	\$452,596	\$77,867,387			ating Expenses	\$2,217,813,596	100.0%	73.2	2%
Vanpool	-	204	\$0	\$860,668	\$179,900		\$1,040,568		•	Expenditures	\$76,929,346			
Hybrid Rail	-	16	\$0	\$0	\$51,400	· ·	\$297,289	F		Fransportation	^			
Total	3,138	918	\$154,653,001	\$193,544,204	\$59,901,262	\$49,720,878	\$457,819,345		(Reporte	ed Separately)	\$0			
Operation Characteristics									•	hicles Available	Vehicles Operated			Average
	Operating		Uses of	Annual	Annual		Annual Vehicle		ctional	for Maximum	in Maximum	_		Fleet Age in
Mode	Expenses	Fare Revenues	Capital Funds	•	Unlinked Trips		Revenue Hours		e Miles	Service	Service	Sp	are Vehicles	Years
Commuter Rail	\$1,022,642,280	\$582,194,827	\$270,681,526	2,090,913,150	90,872,267	61,393,168	1,854,688	1	,001.8	1,350	1,267		6.2%	17.6
Demand Response	\$94,726,826	\$2,876,117	\$15,315,204	9,454,903	1,550,589		886,102		0.0	474	474		0.0%	3.7
Light Rail	\$99,473,812	\$21,145,918	\$92,617,371	73,465,108	21,175,280		164,900		46.5	73	56		23.3%	14.1
Bus	\$956,997,264 1	\$386,518,597 1	\$77,867,387	1,248,560,417	159,895,729		5,714,354		0.5	2,437	2,039 1		16.3%	8.3
Vanpool	\$12,207,787	\$2,192,372	\$1,040,568	27,231,268	771,732		106,902		0.0	210	204		2.9%	1.7
Hybrid Rail	\$31,765,627	\$2,314,968	\$297,289	40,272,993	2,746,696		52,073		69.7	20	16		20.0%	14.(
Total	\$2,217,813,596	\$997,242,799	\$457,819,345	3,489,897,839	277,012,293	164,484,797	8,779,019		,118.5	4,564	4,056		11.1%	
Performance Measures			vice Efficiency			-		Service Effectiveness						
Mada	-	ting Expenses per	-	ating Expenses per		Made	Operating Exp	-	-	g Expenses per	Unlinked	• •		ked Trips per
	ver	nicle Revenue Mile	ver	hicle Revenue Hour		Mode	Passe	enger Mile	Unlinked	Passenger Trip	Vehicle Reve		venicie R	evenue Hou
Commuter Rail		\$16.66		\$551.38		Commuter Rail		\$0.49		\$11.25		1.5		49.0
Demand Response		\$6.37		\$106.90		Demand Response	Э	\$10.02		\$61.09		0.1		1.8
Light Rail		\$40.38 \$12.00		\$603.24 \$167.47		Light Rail		\$1.35 \$0.77		\$4.70		8.6		128.4
Bus		\$12.00		\$167.47		Bus		\$0.77 \$0.45		\$5.99 \$15.82		2.0		28.0
Vanpool		\$2.60		\$114.20 \$610.02		Vanpool		\$0.45 \$0.70		\$15.82 \$11.57		0.2		7.2
Hybrid Rail		\$24.45		\$610.02		Hybrid Rail		\$0.79		\$11.57 \$8.01		2.1 1.7		52.8
Total		\$13.48		\$252.63		Total		\$0.64		\$ 0. 01		1.7		31.6
Operating Expense per Vehicle		Operating Expense			enger Trip per Vehi	- 1	perating Expense per V							

Modal Overview in Mode O Commuter Rail Demand Response Light Rail Bus Vanpool Hybrid Rail Total Operation Characteristics		3,489,897,839 A 277,012,293 A 924,159 A 418,229 A 298,662 A Servic 164,484,797 A 8,779,019 A 4,056 V 4,564 V perated Service Purchased Transportation	Annual Vehicle Re /ehicles Operated /ehicles Available Modal Chara Revenue	r Miles (PMT) Trips (UPT) 9 Unlinked Trips 9 Unlinked Tri) ce (VOMS) rice (VAMS)	Database NTDID: 2 Reporter Type:		۶ Total Operatir ۲	Fare Revenues Local Funds State Funds ederal Assistance Other Funds of Funds Expended Sources of Capital Fare Revenues Local Funds State Funds ederal Assistance Other Funds	\$997,242,799 \$284,619,950 \$348,142,147 \$566,136,548 \$98,601,498 \$2,294,742,942	43.5% 12.4% 15.2% 24.7% 4.3% 100.0% 0.0% 73.2% 0.0% 26.8% 0.0% 100.0%	Operating Fu	
3,450 Square Miles 18,351,295 Population 1 Pop. Rank out of 49 Other UZAs Served See Below Service Area Statistics 5,325 Square Miles 10,594,013 Population Mode O Commuter Rail Demand Response Light Rail Bus Vanpool Hybrid Rail Total Operation Characteristics	Vehicles O in Maximum Directly Operated 1,267	277,012,293 A 924,159 A 418,229 A 298,662 A Servic 164,484,797 A 8,779,019 A 4,056 V 4,564 V perated Service Purchased Transportation	Annual Unlinked T Average Weekday Average Saturday Average Sunday U Se Supplied Annual Vehicle Re Annual Vehicle Re	Trips (UPT) Vunlinked Trips Unlinked Trips Julinked Trips Venue Miles (VRM) Venue Hours (VRH) Venue Hours (VRH) of in Maximum Service for Maximum Service) ce (VOMS) rice (VAMS)			Total Operatin	Local Funds State Funds ederal Assistance Other Funds og Funds Expended Sources of Capital Fare Revenues Local Funds State Funds ederal Assistance Other Funds	\$284,619,950 \$348,142,147 \$566,136,548 \$98,601,498 \$2,294,742,942 Funds Expended \$0 \$334,910,260 \$0 \$122,909,085 \$0	12.4% 15.2% 24.7% 4.3% 100.0% 73.2% 0.0% 26.8% 0.0%	15.2% 12.4%	43.5%
18,351,295 Population 1 Pop. Rank out of 49 Other UZAS Served See Below Service Area Statistics 5,325 Square Miles 10,594,013 Population Mode O Mode O Commuter Rail Demand Response Light Rail Bus Vanpool Hybrid Rail Total Operation Characteristics	Vehicles O in Maximum Directly Operated 1,267	924,159 A 418,229 A 298,662 A Servic 164,484,797 A 8,779,019 A 4,056 V 4,564 V perated Service Purchased Transportation	Average Weekday Average Saturday Average Sunday U E Supplied Annual Vehicle Re Annual Vehicle Re	Vinlinked Trips Unlinked Trips Unlinked Trips Unlinked Trips Venue Miles (VRM) Venue Hours (VRH) Venue Hours (VRH) To Maximum Service For Maximum Service) ce (VOMS) rice (VAMS)	Reporter Type:	Full Reporter	Total Operatin	State Funds ederal Assistance Other Funds og Funds Expended Sources of Capital Fare Revenues Local Funds State Funds ederal Assistance Other Funds	\$348,142,147 \$566,136,548 \$98,601,498 \$2,294,742,942 Funds Expended \$0 \$334,910,260 \$0 \$122,909,085 \$0	15.2% 24.7% 4.3% 100.0% 73.2% 0.0% 26.8% 0.0%	15.2% 12.4%	43.5%
1 Pop. Rank out of 49 Other UZAs Served See Below Service Area Statistics 5,325 Square Miles 10,594,013 Population Node Voldal Overview Mode Commuter Rail Demand Response .ight Rail Bus /anpool Hybrid Rail Fotal	Vehicles O in Maximum Directly Operated 1,267	418,229 A 298,662 A Servic 164,484,797 A 8,779,019 A 4,056 V 4,564 V perated Service Purchased Transportation	Average Saturday Average Sunday U Se Supplied Annual Vehicle Re Annual Vehicle Re Vehicles Operated Vehicles Available Modal Chara	Unlinked Trips Jnlinked Trips evenue Miles (VRM) evenue Hours (VRH) d in Maximum Servi e for Maximum Serv) ce (VOMS) rice (VAMS)			Total Operatin	ederal Assistance Other Funds og Funds Expended Sources of Capital Fare Revenues Local Funds State Funds ederal Assistance Other Funds	\$566,136,548 \$98,601,498 \$2,294,742,942 Funds Expended \$0 \$334,910,260 \$0 \$122,909,085 \$0	24.7% 4.3% 100.0% 73.2% 0.0% 26.8% 0.0%	15.2% 12.4%	43.5%
Other UZAs Served See Below Service Area Statistics 5,325 Square Miles 10,594,013 Population Wodal Overview In Mode O Commuter Rail Demand Response .ight Rail Bus /anpool Hybrid Rail Total Operation Characteristics	Vehicles O in Maximum Directly Operated 1,267	298,662 A Servic 164,484,797 A 8,779,019 A 4,056 V 4,564 V perated Service Purchased Transportation	Average Sunday L ce Supplied Annual Vehicle Re Annual Vehicle Re Vehicles Operated Vehicles Available Modal Chara	Unlinked Trips evenue Miles (VRM) evenue Hours (VRH) d in Maximum Servi e for Maximum Serv eacteristics) ce (VOMS) rice (VAMS)			Total Operatin	Other Funds og Funds Expended Sources of Capital Fare Revenues Local Funds State Funds ederal Assistance Other Funds	\$98,601,498 \$2,294,742,942 Funds Expended \$0 \$334,910,260 \$0 \$122,909,085 \$0	4.3% 100.0% 0.0% 73.2% 0.0% 26.8% 0.0%	12.4%	
See Below Service Area Statistics 5,325 Square Miles 10,594,013 Population V Modal Overview Mode O Commuter Rail Demand Response ight Rail Bus Vanpool Hybrid Rail Total Operation Characteristics	in Maximum Directly Operated 1,267 -	Servic 164,484,797 A 8,779,019 A 4,056 V 4,564 V perated Service Purchased Transportation	e Supplied Annual Vehicle Re Annual Vehicle Re Vehicles Operated Vehicles Available Modal Chara	evenue Miles (VRM) evenue Hours (VRH) d in Maximum Servi e for Maximum Serv) ce (VOMS) rice (VAMS)			F	Sources of Capital Fare Revenues Local Funds State Funds ederal Assistance Other Funds	\$2,294,742,942 Funds Expended \$0 \$334,910,260 \$0 \$122,909,085 \$0	0.0% 73.2% 0.0% 26.8% 0.0%	12.4%	
Service Area Statistics 5,325 Square Miles 10,594,013 Population Volodal Overview in Mode O Commuter Rail Demand Response Light Rail Bus /anpool Hybrid Rail Total Operation Characteristics	in Maximum Directly Operated 1,267 -	164,484,797 A 8,779,019 A 4,056 V 4,564 V perated Service Purchased Transportation	Annual Vehicle Re Annual Vehicle Re /ehicles Operated /ehicles Available Modal Chara	evenue Hours (VRH) d in Maximum Servi e for Maximum Serv acteristics) ce (VOMS) rice (VAMS)			F	Sources of Capital Fare Revenues Local Funds State Funds ederal Assistance Other Funds	Funds Expended \$0 \$334,910,260 \$0 \$122,909,085 \$0	0.0% 73.2% 0.0% 26.8% 0.0%	12.4%	
5,325 Square Miles 10,594,013 Population	in Maximum Directly Operated 1,267 -	164,484,797 A 8,779,019 A 4,056 V 4,564 V perated Service Purchased Transportation	Annual Vehicle Re Annual Vehicle Re /ehicles Operated /ehicles Available Modal Chara	evenue Hours (VRH) d in Maximum Servi e for Maximum Serv acteristics) ce (VOMS) rice (VAMS)			F	Fare Revenues Local Funds State Funds ederal Assistance Other Funds	\$0 \$334,910,260 \$0 \$122,909,085 \$0	73.2% 0.0% 26.8% 0.0%		
10,594,013 Population	in Maximum Directly Operated 1,267 -	164,484,797 A 8,779,019 A 4,056 V 4,564 V perated Service Purchased Transportation	Annual Vehicle Re Annual Vehicle Re /ehicles Operated /ehicles Available Modal Chara	evenue Hours (VRH) d in Maximum Servi e for Maximum Serv acteristics) ce (VOMS) rice (VAMS)			F	Fare Revenues Local Funds State Funds ederal Assistance Other Funds	\$0 \$334,910,260 \$0 \$122,909,085 \$0	73.2% 0.0% 26.8% 0.0%		nding Sour
10,594,013 Population	in Maximum Directly Operated 1,267 -	8,779,019 A 4,056 V 4,564 V perated Service Purchased Transportation	Annual Vehicle Re /ehicles Operated /ehicles Available Modal Chara Revenue	evenue Hours (VRH) d in Maximum Servi e for Maximum Serv acteristics) ce (VOMS) rice (VAMS)				State Funds ederal Assistance Other Funds	\$0 \$122,909,085 \$0	73.2% 0.0% 26.8% 0.0%	Capital Fur	nding Sour
Modal Overview in Mode O Commuter Rail Demand Response Light Rail Bus /anpool Hybrid Rail Total Operation Characteristics	in Maximum Directly Operated 1,267 -	4,056 V 4,564 V perated Service Purchased Transportation	/ehicles Operated /ehicles Available Modal Chara Revenue	d in Maximum Servi e for Maximum Serv acteristics	ce (VOMS) rice (VAMS)				ederal Assistance Other Funds	\$0 \$122,909,085 \$0	0.0% 26.8% 0.0%	Capital Fur	nding Sour
Modal Overview in Mode O Commuter Rail Demand Response .ight Rail Bus Vanpool lybrid Rail Total Operation Characteristics	in Maximum Directly Operated 1,267 -	4,564 V perated Service Purchased Transportation	Vehicles Available Modal Chara Revenue	e for Maximum Serv	vice (VAMS)				ederal Assistance Other Funds	\$122,909,085 \$0	26.8% 0.0%	Capital Fur	nding Sour
Iodal Overview in Iode O Iode O Commuter Rail O Demand Response O ight Rail O Sus O Vanpool O Aybrid Rail O Total O	in Maximum Directly Operated 1,267 -	perated Service Purchased Transportation	Modal Chara Revenue	acteristics	· · · ·			Total Capit		\$0	0.0%	Capital Fur	nding Sour
Inde O Inde O Inde O Commuter Rail O Demand Response O Ight Rail O Sus O Vanpool O Iybrid Rail O Iybrid Rail O	in Maximum Directly Operated 1,267 -	Service Purchased Transportation	Revenue					Total Capit					j
Iodal Overview in Iode O Iode O Commuter Rail O Demand Response O ight Rail O Jus O	in Maximum Directly Operated 1,267 -	Service Purchased Transportation	Revenue							<i> </i>			
Iode O Commuter Rail O Demand Response O ight Rail O Sus O Vanpool O Iybrid Rail O Total O	Directly Operated 1,267 -	Purchased Transportation -		Use	· · · · ·				-				26.8%
Mode O Commuter Rail Demand Response Light Rail Bus Vanpool Hybrid Rail Total Operation Characteristics	Operated 1,267	Transportation			s of Capital Fu	nds		Su	mmary of Operatir	ng Expenses (OE)			
Commuter Rail Demand Response Light Rail Bus Vanpool Hybrid Rail Total Operation Characteristics	1,267	-	\/_l_!_!_	Systems and	Facilities and								
Demand Response Light Rail Bus /anpool Hybrid Rail Fotal Operation Characteristics	-	-	Vehicles	Guideways	Stations	Other	Total	Salary	, Wages, Benefits	\$1,336,900,090	60.3%		
Light Rail Bus /anpool Hybrid Rail Fotal Operation Characteristics			\$73,013,214	\$115,170,934	\$33,766,569	\$48,730,809	\$270,681,526	Mate	rials and Supplies	\$259,866,992	11.7%		
Bus /anpool Hybrid Rail Fotal Operation Characteristics	1 /	474	\$11,849,678	\$2,925,826	\$539,700	\$0	\$15,315,204	Purchas	ed Transportation	\$189,795,590	8.6%		
/anpool Hybrid Rail Fotal Operation Characteristics Op	14	42	\$8,955,751	\$63,604,674	\$19,765,362	\$291,584	\$92,617,371	Other Operating Expenses		\$431,250,924	19.4%		
Hybrid Rail Fotal Operation Characteristics Op	1,857 ¹	182 ¹	\$60,834,358	\$10,982,102	\$5,598,331	\$452,596	\$77,867,387	Total C	perating Expenses	\$2,217,813,596	100.0%	73.2	%
Total Operation Characteristics Operation Characteristics	-	204	\$0	\$860,668	\$179,900	\$0	\$1,040,568	Reconciling OE C	ash Expenditures	\$76,929,346			
Operation Characteristics	-	16	\$0	\$0	\$51,400	\$245,889	\$297,289	Purchas	ed Transportation				
Or	3,138	918	\$154,653,001	\$193,544,204	\$59,901,262	\$49,720,878	\$457,819,345	(Rep	oorted Separately)	\$ 0			
-								Fixed Guideway	Vehicles Available	Vehicles Operated			Average
Mode Ex	Operating		Uses of	Annual	Annual	Annual Vehicle	Annual Vehicle	Directional	for Maximum	in Maximum		Percent	Fleet Age in
	Expenses	Fare Revenues	Capital Funds	Passenger Miles	Unlinked Trips	Revenue Miles	Revenue Hours	Route Miles	Service	Service	Spar	e Vehicles	Years
Commuter Rail \$1,022,	2,642,280	\$582,194,827	\$270,681,526	2,090,913,150	90,872,267	61,393,168	1,854,688	1,001.8	1,350	1,267		6.2%	17.0
Demand Response \$94,	4,726,826	\$2,876,117	\$15,315,204	9,454,903	1,550,589	14,882,395	886,102	0.0	474	474		0.0%	3.
₋ight Rail \$99,	9,473,812	\$21,145,918	\$92,617,371	73,465,108	21,175,280	2,463,517	164,900	46.5	73	56		23.3%	14.
Bus \$956,	6,997,264 ¹	\$386,518,597 ¹	\$77,867,387	1,248,560,417	159,895,729	79,745,260	5,714,354	0.5	2,437	2,039 1		16.3%	8.
/anpool \$12,	2,207,787	\$2,192,372	\$1,040,568	27,231,268	771,732	4,701,081	106,902	0.0	210	204		2.9%	1.
Hybrid Rail \$31,	1,765,627	\$2,314,968	\$297,289	40,272,993	2,746,696	1,299,376	52,073	69.7	20	16		20.0%	14.
Γotal \$2,217,	7,813,596	\$997,242,799	\$457,819,345	3,489,897,839	277,012,293	164,484,797	8,779,019	1,118.5	4,564	4,056		11.1%	
Performance Measures			rvice Efficiency			_			Service Effe				
•		ing Expenses per					Operating Expe			Unlinked Trips per			
Node	Veh	icle Revenue Mile	Veh	icle Revenue Hour		Mode	Passe	•	ked Passenger Trip	Vehicle Reve		Vehicle Re	evenue Hou
Commuter Rail		\$16.66		\$551.38		Commuter Rail		\$0.49	\$11.25		1.5		49.
Demand Response		\$6.37		\$106.90		Demand Response	9	\$10.02	\$61.09		0.1		1.
_ight Rail		\$40.38		\$603.24		Light Rail		\$1.35	\$4.70		8.6		128.
Bus		\$12.00		\$167.47		Bus		\$0.77	\$5.99		2.0		28
/anpool		\$2.60		\$114.20		Vanpool		\$0.45	\$15.82		0.2		7
Hybrid Rail		\$24.45		\$610.02		Hybrid Rail		\$0.79	\$11.57		2.1		52.
Total		\$13.48		\$252.63		Total		\$0.64	\$8.01		1.7		31.

			General Info	ormation							Financial I	nformatio	on	
Urbanized Area Stati	stics - 2010 Census	Servio	n	Database Information				Source	s of Operating	Operating Funding Sour				
New York-Newark, NY-NJ-CT		3,489,897,839 /	Annual Passenge	r Miles (PMT)		NTDID:	20080		F	are Revenues	\$997,242,799	43.5%		
3,450 Square	e Miles	277,012,293 /	nnual Unlinked	Trips (UPT)		Reporter Type:	Full Reporter			Local Funds	\$284,619,950	12.4%		4.3
18,351,295 Population		924,159 /	verage Weekday	/ Unlinked Trips						State Funds	\$348,142,147	15.2%	24.	.7% 4.3
1 Pop. R	ank out of 498 UZAs	418,229 /	verage Saturday	/ Unlinked Trips					Fede	ral Assistance	\$566,136,548	24.7%		
Other UZAs Served		298,662 /	verage Sunday	Unlinked Trips						Other Funds	\$98,601,498	4.3%		
See Below								Total O	perating F	unds Expended	\$2,294,742,942	100.0%	15.2%	\rightarrow
Service Area Statistic	S	Servic	e Supplied						Sou	rces of Capital	Funds Expended		12.4%	43.5%
5,325 Square Miles 10,594,013 Population		164,484,797 /	Annual Vehicle R	evenue Miles (VRM)					F	are Revenues	\$0	0.0%		
		8,779,019 /	nnual Vehicle R	evenue Hours (VRH)					Local Funds	\$334,910,260	73.2%		
		4,056 \	ehicles Operate	d in Maximum Servi	ce (VOMS)					State Funds	\$0	0.0%		
		4,564 V	ehicles Available	e for Maximum Serv	vice (VAMS)				Fede	ral Assistance	\$122,909,085	26.8%		
										Other Funds	\$0	0.0%	Capital Fu	Inding Sourc
			Modal Char	acteristics				Tota	I Capital F	unds Expended	\$457,819,345	100.0%		
	Vehicles C	•												26.8%
Modal Overview	in Maximum Service				s of Capital Funds				Summary of Operatir		ng Expenses (OE)			
	Directly	Purchased	Revenue		Facilities and		_ , .		• • • • •		• • • • • • • • • • • •			
Mode	Operated	Transportation	Vehicles	Guideways	Stations		Total		•	ages, Benefits	\$1,336,900,090	60.3%		
Commuter Rail	1,267	-	\$73,013,214	\$115,170,934	\$33,766,569		\$270,681,526	_		and Supplies	\$259,866,992	11.7%		
Demand Response	-	474	\$11,849,678	\$2,925,826	\$539,700		\$15,315,204			Fransportation	\$189,795,590	8.6%		
Light Rail	14	42	\$8,955,751	\$63,604,674	\$19,765,362		\$92,617,371		•	ting Expenses	\$431,250,924	19.4%	70 /	
Bus	1,857 1	182 1	\$60,834,358	\$10,982,102	\$5,598,331	\$452,596	\$77,867,387			ating Expenses	\$2,217,813,596	100.0%	73.2	2%
Vanpool	-	204	\$0	\$860,668	\$179,900		\$1,040,568		•	Expenditures	\$76,929,346			
Hybrid Rail	-	16	\$0	\$0	\$51,400	· ·	\$297,289	F		Fransportation	^			
Total	3,138	918	\$154,653,001	\$193,544,204	\$59,901,262	\$49,720,878	\$457,819,345		(Reporte	ed Separately)	\$0			
Operation Characteristics									•	hicles Available	Vehicles Operated			Average
	Operating		Uses of	Annual	Annual		Annual Vehicle		ctional	for Maximum	in Maximum	_		Fleet Age in
Mode	Expenses	Fare Revenues	Capital Funds	•	Unlinked Trips		Revenue Hours		e Miles	Service	Service	Sp	are Vehicles	Years
Commuter Rail	\$1,022,642,280	\$582,194,827	\$270,681,526	2,090,913,150	90,872,267	61,393,168	1,854,688	1	,001.8	1,350	1,267		6.2%	17.6
Demand Response	\$94,726,826	\$2,876,117	\$15,315,204	9,454,903	1,550,589		886,102		0.0	474	474		0.0%	3.7
Light Rail	\$99,473,812	\$21,145,918	\$92,617,371	73,465,108	21,175,280		164,900		46.5	73	56		23.3%	14.1
Bus	\$956,997,264 1	\$386,518,597 1	\$77,867,387	1,248,560,417	159,895,729		5,714,354		0.5	2,437	2,039 1		16.3%	8.3
Vanpool	\$12,207,787	\$2,192,372	\$1,040,568	27,231,268	771,732		106,902		0.0	210	204		2.9%	1.7
Hybrid Rail	\$31,765,627	\$2,314,968	\$297,289	40,272,993	2,746,696		52,073		69.7	20	16		20.0%	14.(
Total	\$2,217,813,596	\$997,242,799	\$457,819,345	3,489,897,839	277,012,293	164,484,797	8,779,019		,118.5	4,564	4,056		11.1%	
Performance Measures			vice Efficiency			-		Service Effectiveness						
Mada	-	ting Expenses per	-	ating Expenses per		Made	Operating Exp	-	-	g Expenses per	Unlinked	• •		ked Trips per
	ver	nicle Revenue Mile	ver	hicle Revenue Hour		Mode	Passe	enger Mile	Unlinked	Passenger Trip	Vehicle Reve		venicie R	evenue Hou
Commuter Rail		\$16.66		\$551.38		Commuter Rail		\$0.49		\$11.25		1.5		49.0
Demand Response		\$6.37		\$106.90		Demand Response	Э	\$10.02		\$61.09		0.1		1.8
Light Rail		\$40.38 \$12.00		\$603.24 \$167.47		Light Rail		\$1.35 \$0.77		\$4.70		8.6		128.4
Bus		\$12.00		\$167.47		Bus		\$0.77 \$0.45		\$5.99 \$15.82		2.0		28.0
Vanpool		\$2.60		\$114.20 \$610.02		Vanpool		\$0.45 \$0.70		\$15.82 \$11.57		0.2		7.2
Hybrid Rail		\$24.45		\$610.02		Hybrid Rail		\$0.79		\$11.57 \$8.01		2.1 1.7		52.8
Total		\$13.48		\$252.63		Total		\$0.64		\$ 0. 01		1.7		31.6
Operating Expense per Vehicle		Operating Expense			enger Trip per Vehi	- 1	perating Expense per V							



Notes:

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

¹Includes data for a contract with another reporter.

Other UZAs Served: 5 Philadelphia, PA-NJ-DE-MD, 89 Poughkeepsie-Newburgh, NY-NJ, 0 New York Non-UZA, 489 Villas, NJ, 0 New Jersey Non-UZA, 310 Vineland, NJ, 429 Twin Rivers-Hightstown, NJ, 128 Trenton, NJ, 150 Atlantic City, NJ, 61 Allentown, PA-NJ

*This agency has a purchased transportation relationship in which they buy service from Community Transit, Inc. (NTDID: 20160), and in which the data are captured in this report for mode MB/PT. *This agency has a purchased transportation relationship in which they buy service from Suburban Transit Corporation (NTDID: 20128), and in which the data are captured in this report for mode MB/PT.

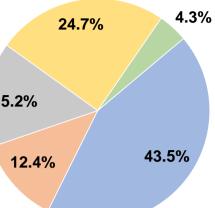
New Jersey Transit Corporation

2016 Annual Agency Profile

Chief, Capital Programming and Adm: Ms. Lori Thompson







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