

General Information

Urbanized Area Statistics - 2010 Census

Philadelphia, PA-NJ-DE-MD  
1,981 Square Miles  
5,441,567 Population  
5 Pop. Rank out of 498 UZAs

Other UZAs Served

128 Trenton, NJ, 287 Pottstown, PA, 0 Pennsylvania Non-UZA

Service Consumption

1,092,751,808 Annual Passenger Miles (PMT)  
241,553,235 Annual Unlinked Trips (UPT)  
912,479 Average Weekday Unlinked Trips  
328,965 Average Saturday Unlinked Trips  
312,245 Average Sunday Unlinked Trips

Database Information

NTDID: 30019  
Reporter Type: Full Reporter  
Asset Type: Tier I (Rail)  
Sponsor NTDID:

Service Area Statistics

839 Square Miles  
3,432,361 Population

Service Supplied

82,113,964 Annual Vehicle Revenue Miles (VRM)  
6,794,758 Annual Vehicle Revenue Hours (VRH)  
2,406 Vehicles Operated in Maximum Service (VOMS)  
2,929 Vehicles Available for Maximum Service (VAMS)

Assets

Revenue Vehicles 2,931  
Service Vehicles 951  
Facilities 452  
Track Miles 2,097.90  
Lane Miles 9.48

Modal Characteristics

Modal Overview

Modal Overview	Vehicles Operated in Maximum Service		Uses of Capital Funds				
	Directly Operated	Purchased Transportation	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Mode							
Commuter Rail	357 <sup>1</sup>	-	\$18,411,438	\$124,026,438	\$45,527,710	\$273,822	\$188,239,408
Demand Response	-	393	\$5,452,671	\$196,786	\$8,332	\$0	\$5,657,789
Heavy Rail	286	-	\$28,225,352	\$33,517,866	\$35,353,642	\$419,778	\$97,516,638
Bus	1,217	6	\$139,387,652	\$12,858,988	\$6,431,432	\$2,073,023	\$160,751,095
Street Car Rail	118	-	\$11,623,158	\$10,968,548	\$71,448	\$172,864	\$22,836,018
Trolleybus	29	-	\$4,309,337	\$157,836	\$0	\$64,090	\$4,531,263
Total	2,007	399	\$207,409,608	\$181,726,462	\$87,392,564	\$3,003,577	\$479,532,211

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
Commuter Rail	\$307,480,305 <sup>1</sup>	\$107,244,993 <sup>1</sup>	\$188,239,408	338,253,606	25,150,117	16,621,821	844,136
Demand Response	\$55,675,486	\$4,435,710	\$5,657,789	7,785,430	1,151,930	7,854,344	797,436
Heavy Rail	\$200,558,724	\$86,166,256	\$97,516,638	314,489,396	71,064,786	16,089,713	941,080
Bus	\$649,456,479	\$129,986,083	\$160,751,095	369,473,558	118,826,128	38,059,542	3,807,150
Street Car Rail	\$75,534,778	\$21,595,907	\$22,836,018	53,250,744	20,713,198	2,877,276	332,182
Trolleybus	\$13,189,156	\$3,847,568	\$4,531,263	9,499,074	4,647,076	611,268	72,774
Total	\$1,301,894,928	\$353,276,517	\$479,532,211	1,092,751,808	241,553,235	82,113,964	6,794,758

Performance Measures

Service Efficiency

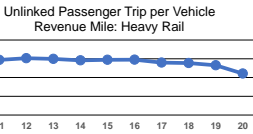
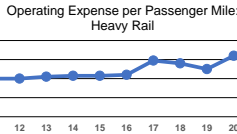
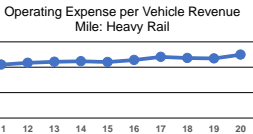
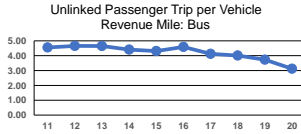
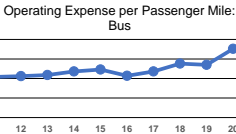
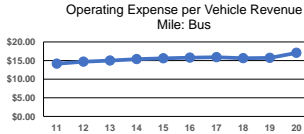
Mode	Operating Expenses per Vehicle Revenue Mile	Operating Expenses per Vehicle Revenue Hour
Commuter Rail	\$18.50	\$364.25
Demand Response	\$7.09	\$69.82
Heavy Rail	\$12.47	\$213.12
Bus	\$17.06	\$170.59
Street Car Rail	\$26.25	\$227.39
Trolleybus	\$21.58	\$181.23
Total	\$15.85	\$191.60

Mode

Mode	Operating Expenses per Passenger Mile
Commuter Rail	\$0.91
Demand Response	\$7.15
Heavy Rail	\$0.64
Bus	\$1.76
Street Car Rail	\$1.42
Trolleybus	\$1.39
Total	\$1.19

Service Effectiveness

Operating Expenses per Unlinked Passenger Trip	Unlinked Trips per Vehicle Revenue Mile	Unlinked Trips per Vehicle Revenue Hour
\$12.23	1.5	29.8
\$48.33	0.1	1.4
\$2.82	4.4	75.5
\$5.47	3.1	31.2
\$3.65	7.2	62.4
\$2.84	7.6	63.9
\$5.39	2.9	35.5



Notes:

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

<sup>1</sup>Includes data for a contract with another reporter.

<sup>\*</sup>This agency has a purchased transportation relationship in which they sell service to Delaware Transit Corporation (NTDID: 30075), and in which the data are captured in this report for mode CR/DO.

Financial Information

Sources of Operating Funds Expended

Fares and Directly Generated \$397,893,018 28.8%  
Local Funds \$105,106,796 7.6%  
State Funds \$724,358,714 52.5%  
Federal Assistance \$152,836,902 11.1%

Total Operating Funds Expended \$1,380,195,430 100.0%

Sources of Capital Funds Expended

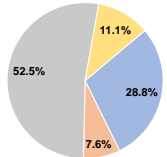
Fares and Directly Generated \$0 0.0%  
Local Funds \$18,001,520 3.8%  
State Funds \$302,530,838 63.1%  
Federal Assistance \$158,999,853 33.2%

Total Capital Funds Expended \$479,532,211 100.0%

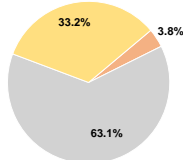
Summary of Operating Expenses (OE)

Labor \$1,000,498,864 76.8%  
Materials and Supplies \$86,684,542 6.7%  
Purchased Transportation \$44,452,628 3.4%  
Other Operating Expenses \$170,258,898 13.1%  
Total Operating Expenses \$1,301,894,928 100.0%  
Reconciling OE Cash Expenditures \$78,300,502  
Purchased Transportation (Reported Separately) \$0

Operating Funding Sources



Capital Funding Sources



Performance Measure Targets - 2021

Performance Measure - Asset Type - Target % not in State of Good Repair  
Equipment - Automobiles - 50%  
Equipment - Steel Wheel Vehicles - 55%  
Equipment - Trucks and other Rubber Tire Vehicles - 25%  
Facility - Administrative / Maintenance Facilities - 5%  
Facility - Passenger / Parking Facilities - 5%  
Infrastructure - CR - Commuter Rail - 10%  
Infrastructure - HR - Heavy Rail - 10%  
Infrastructure - SR - Street Car Rail - 5%  
Rolling Stock - AB - Articulated Bus - 0%  
Rolling Stock - BU - Bus - 15%  
Rolling Stock - CU - Cutaway - 0%  
Rolling Stock - HR - Heavy Rail Passenger Car - 0%  
Rolling Stock - LR - Light Rail Vehicle - 100%  
Rolling Stock - RL - Commuter Rail Locomotive - 0%

Rolling Stock - RP - Commuter Rail Passenger Coach - 0%

Rolling Stock - RS - Commuter Rail Self-Propelled Passenger Car - 66%  
Rolling Stock - TB - Trolleybus - 0%  
Rolling Stock - VT - Vintage Trolley - 100%