

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 Area Statistics

839 **Square Miles**
3,426,793 **Population**

Service Consumption

1,423,011,282 **Annual Passenger Miles (PMT)**
308,266,485 **Annual Unlinked Trips (UPT)**
1,025,764 **Average Weekday Unlinked Trips**
485,053 **Average Saturday Unlinked Trips**
382,515 **Average Sunday Unlinked Trips**

Database Information

NTDID: 30019
Reporter Type: Full Reporter

Service Supplied

92,714,347 **Annual Vehicle Revenue Miles (VRM)**
7,522,245 **Annual Vehicle Revenue Hours (VRH)**
2,390 **Vehicles Operated in Maximum Service (VOMS)**
2,892 **Vehicles Available for Maximum Service (VAMS)**

Financial Information

Sources of Operating Funds Expended

Fares and Directly Generated \$510,188,459 36.7%
Local Funds \$100,664,495 7.2%
State Funds \$696,273,846 50.1%
Federal Assistance \$83,409,146 6.0%

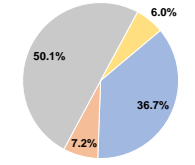
Total Operating Funds Expended \$1,390,535,946 100.0%

Sources of Capital Funds Expended

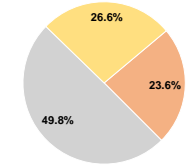
Fares and Directly Generated \$0 0.0%
Local Funds \$143,670,192 23.6%
State Funds \$302,701,967 49.8%
Federal Assistance \$162,058,712 26.6%

Total Capital Funds Expended \$608,430,871 100.0%

Operating Funding Sources



Capital Funding Sources



Summary of Operating Expenses (OE)

Labor \$1,008,829,531 76.4%
Materials and Supplies \$92,097,844 7.0%
Purchased Transportation \$56,037,642 4.2%
Other Operating Expenses \$163,544,784 12.4%
Total Operating Expenses \$1,320,509,801 100.0%
Reconciling OE Cash Expenditures \$70,026,145
Purchased Transportation (Reported Separately) \$0

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		
	Commuter Rail	348	-	\$72,426,597	\$123,989,415	\$74,393,298	\$2,771,768	
Demand Response	-	415	\$6,720,431	\$376,932	\$5,114	\$0	\$7,102,477	
Heavy Rail	287	-	\$24,901,791	\$43,776,826	\$54,320,182	\$952,992	\$123,951,791	
Bus	1,185	6	\$118,592,247	\$24,096,851	\$21,663,123	\$4,795,720	\$169,147,941	
Street Car Rail	120	-	\$10,761,118	\$17,945,545	\$11,568	\$411,828	\$29,130,059	
Trolleybus	29	-	\$4,856,275	\$475,400	\$0	\$185,850	\$5,517,525	
Total	1,969	421	\$238,258,459	\$210,660,969	\$150,393,285	\$9,118,158	\$608,430,871	

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
Commuter Rail	\$311,891,969	\$141,365,210	\$273,581,078	465,744,543	34,730,053	20,325,604	991,458	446.9	411	348	15.3%	30.1
Demand Response	\$67,710,271	\$5,872,858	\$7,102,477	10,507,130	1,513,129	10,157,850	1,024,827	0.0	459	415	9.6%	3.3
Heavy Rail	\$200,486,444	\$113,235,243	\$123,951,791	399,537,395	90,754,189	17,078,643	933,376	74.9	363	287	20.9%	26.8
Bus	\$649,703,440	\$168,096,462	\$169,147,941	479,782,635	153,956,354	41,307,488	4,133,391	2.4	1,462	1,191	18.5%	8.3
Street Car Rail	\$76,849,998	\$28,532,127	\$29,130,059	58,270,354	22,816,878	3,201,148	369,266	82.9	159	120	24.5%	42.1
Trolleybus	\$13,867,679	\$5,194,781	\$5,517,525	9,169,225	4,495,882	643,614	69,927	30.6	38	29	23.7%	11.0
Total	\$1,320,509,801	\$462,296,681	\$608,430,871	1,423,011,282	308,266,485	92,714,347	7,522,245	637.7	2,892	2,390	17.4%	

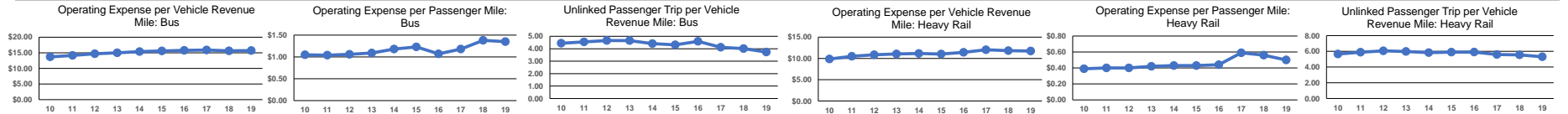
Performance Measures

Service Efficiency

Mode	Operating Expenses per Vehicle Revenue Mile	Operating Expenses per Vehicle Revenue Hour
Commuter Rail	\$15.34	\$314.58
Demand Response	\$6.67	\$66.07
Heavy Rail	\$11.74	\$214.80
Bus	\$15.73	\$157.18
Street Car Rail	\$24.01	\$208.12
Trolleybus	\$21.55	\$198.32
Total	\$14.24	\$175.55

Service Effectiveness

Mode	Operating Expenses per Passenger Mile	Operating Expenses per Unlinked Passenger Trip	Unlinked Trips per Vehicle Revenue Mile	Unlinked Trips per Vehicle Revenue Hour
Commuter Rail	\$0.67	\$8.98	1.7	35.0
Demand Response	\$6.44	\$44.75	0.1	1.5
Heavy Rail	\$0.50	\$2.21	5.3	97.2
Bus	\$1.35	\$4.22	3.7	37.2
Street Car Rail	\$1.32	\$3.37	7.1	61.8
Trolleybus	\$1.51	\$3.08	7.0	64.3
Total	\$0.93	\$4.28	3.3	41.0



Notes:

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