

**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**

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

**Service Consumption**

1,546,679,224 **Annual Passenger Miles (PMT)**  
347,177,503 **Annual Unlinked Trips (UPT)**  
1,134,593 **Average Weekday Unlinked Trips**  
618,741 **Average Saturday Unlinked Trips**  
455,105 **Average Sunday Unlinked Trips**

**Database Information**

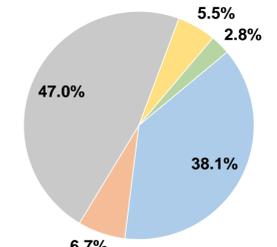
NTDID: 30019  
Reporter Type: Full Reporter

**Financial Information**

**Sources of Operating Funds Expended**

Fare Revenues	\$476,651,044	38.1%
Local Funds	\$83,549,077	6.7%
State Funds	\$588,823,493	47.0%
Federal Assistance	\$68,313,528	5.5%
Other Funds	\$34,818,237	2.8%
<b>Total Operating Funds Expended</b>	<b>\$1,252,155,379</b>	<b>100.0%</b>

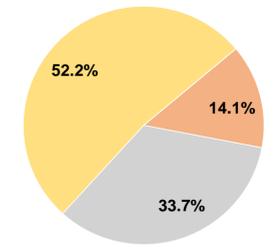
**Operating Funding Sources**



**Sources of Capital Funds Expended**

Fare Revenues	\$0	0.0%
Local Funds	\$39,345,177	14.1%
State Funds	\$93,956,326	33.7%
Federal Assistance	\$145,288,809	52.2%
Other Funds	\$0	0.0%
<b>Total Capital Funds Expended</b>	<b>\$278,590,312</b>	<b>100.0%</b>

**Capital Funding Sources**



**Service Area Statistics**

836 **Square Miles**  
3,361,074 **Population**

**Service Supplied**

91,654,986 **Annual Vehicle Revenue Miles (VRM)**  
7,259,830 **Annual Vehicle Revenue Hours (VRH)**  
2,342 **Vehicles Operated in Maximum Service (VOMS)**  
2,811 **Vehicles Available for Maximum Service (VAMS)**

**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	338 <sup>2</sup>	- <sup>2</sup>	\$15,365,924	\$92,312,575	\$16,009,410	\$194,921	\$123,882,830	
Demand Response	-	380	\$0	\$46,731	\$0	\$0	\$46,731	
Heavy Rail	286	-	\$25,204,406	\$25,355,074	\$19,944,122	\$315,493	\$70,819,095	
Bus	1,176	6	\$51,764,191	\$9,014,213	\$4,121,466	\$647,953	\$65,547,823	
Street Car Rail	126	-	\$8,094,276	\$9,073,034	\$434,976	\$101,319	\$17,703,605	
Trolleybus	30	-	\$0	\$590,228	\$0	\$0	\$590,228	
<b>Total</b>	<b>1,956</b>	<b>386</b>	<b>\$100,428,797</b>	<b>\$136,391,855</b>	<b>\$40,509,974</b>	<b>\$1,259,686</b>	<b>\$278,590,312</b>	

**Summary of Operating Expenses (OE)**

Salary, Wages, Benefits	\$938,129,172	78.1%
Materials and Supplies	\$104,989,172	8.7%
Purchased Transportation	\$47,353,175	3.9%
Other Operating Expenses	\$111,435,307	9.3%
<b>Total Operating Expenses</b>	<b>\$1,201,906,826</b>	<b>100.0%</b>
Reconciling OE Cash Expenditures	\$50,248,553	
Purchased Transportation (Reported Separately)	\$0	

**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	Average Percent Spare Vehicles	Average Fleet Age in Years <sup>1</sup>
Commuter Rail	\$252,456,379 <sup>2</sup>	\$148,939,089 <sup>2</sup>	\$123,882,830	497,583,330	37,690,388	19,047,891	869,045	446.9	412	338 <sup>2</sup>	18.0%	26.5
Demand Response	\$55,963,261	\$5,886,831	\$46,731	13,212,487	1,777,751	10,935,142	1,031,941	0.0	445	380	14.6%	3.5
Heavy Rail	\$190,017,115	\$103,850,277	\$70,819,095	439,437,755	99,288,812	17,018,476	875,171	74.9	369	286	22.5%	21.7
Bus	\$619,724,027	\$179,170,044	\$65,547,823	525,155,004	177,399,490	40,260,177	3,971,387	4.8	1388	1,182	14.8%	9.7
Street Car Rail	\$69,576,837	\$33,025,852	\$17,703,605	58,436,234	24,458,420	3,449,801	401,313	82.9	159	126	20.8%	37.3
Trolleybus	\$14,169,207	\$5,778,951	\$590,228	12,854,414	6,562,642	943,499	110,973	0.0	38	30	21.1%	6.0
<b>Total</b>	<b>\$1,201,906,826</b>	<b>\$476,651,044</b>	<b>\$278,590,312</b>	<b>1,546,679,224</b>	<b>347,177,503</b>	<b>91,654,986</b>	<b>7,259,830</b>	<b>609.6</b>	<b>2,811</b>	<b>2,342</b>	<b>16.7%</b>	

**Performance Measures**

Mode	Service Efficiency		Service Effectiveness				
	Operating Expenses per Vehicle Revenue Mile	Operating Expenses per Vehicle Revenue Hour	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	\$13.25	\$290.50	Commuter Rail	\$0.51	\$6.70	2.0	43.4
Demand Response	\$5.12	\$54.23	Demand Response	\$4.24	\$31.48	0.2	1.7
Heavy Rail	\$11.17	\$217.12	Heavy Rail	\$0.43	\$1.91	5.8	113.5
Bus	\$15.39	\$156.05	Bus	\$1.18	\$3.49	4.4	44.7
Street Car Rail	\$20.17	\$173.37	Street Car Rail	\$1.19	\$2.84	7.1	60.9
Trolleybus	\$15.02	\$127.68	Trolleybus	\$1.10	\$2.16	7.0	59.1
<b>Total</b>	<b>\$13.11</b>	<b>\$165.56</b>	<b>Total</b>	<b>\$0.78</b>	<b>\$3.46</b>	<b>3.8</b>	<b>47.8</b>



**Notes:**

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

<sup>2</sup>Includes data for a contract with another reporter.

\*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.