

### Middlesex County Area Transit (MCAT)

#### General Information

**Urbanized Area (UZA) Statistics - 2010 Census**

New York-Newark, NY-NJ-CT	
Square Miles	3,450
Population	18,351,295
Population Ranking out of 465 UZAs	1
Other UZAs Served	

**Service Consumption**

Annual Passenger Miles	4,905,936
Annual Unlinked Trips	594,164
Average Weekday Unlinked Trips <sup>2</sup>	2,167
Average Saturday Unlinked Trips <sup>2</sup>	820
Average Sunday Unlinked Trips <sup>2</sup>	0

**Service Area Statistics**

Square Miles	310
Population	805,000

**Service Supplied**

Annual Vehicle Revenue Miles	1,699,288
Annual Vehicle Revenue Hours	115,439
Vehicles Operated in Maximum Service	100
Vehicles Available for Maximum Service	104
Base Period Requirement	14

#### Financial Information

**Fare Revenues Earned** \$262,372

**Sources of Operating Funds Expended**

Fare Revenues	(4%)	\$262,372
Local Funds	(51%)	\$3,544,413
State Funds	(36%)	\$2,499,290
Federal Assistance	(8%)	\$587,076
Other Funds	(1%)	\$36,600
<b>Total Operating Funds Expended</b>		<b>\$6,929,751</b>

**Sources of Capital Funds Expended**

Local Funds	(0%)	\$0
State Funds	(0%)	\$0
Federal Assistance	(0%)	\$0
Other Funds	(0%)	\$0
<b>Total Capital Funds Expended</b>		<b>\$0</b>

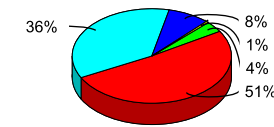
#### Summary Operating Expenses

Salary, Wages, Benefits	\$5,379,174
Materials and Supplies	\$736,296
Purchased Transportation	\$290,617
Other Operating Expenses	\$523,664
<b>Total Operating Expenses</b>	<b>\$6,929,751</b>

#### Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased Transportation <sup>1</sup>	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	14	0	\$0	\$0	\$0	\$0	\$0
Demand Response	75	0	\$0	\$0	\$0	\$0	\$0
Demand Response - Taxi	0	11	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>89</b>	<b>11</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

#### Sources of Operating Funds Expended

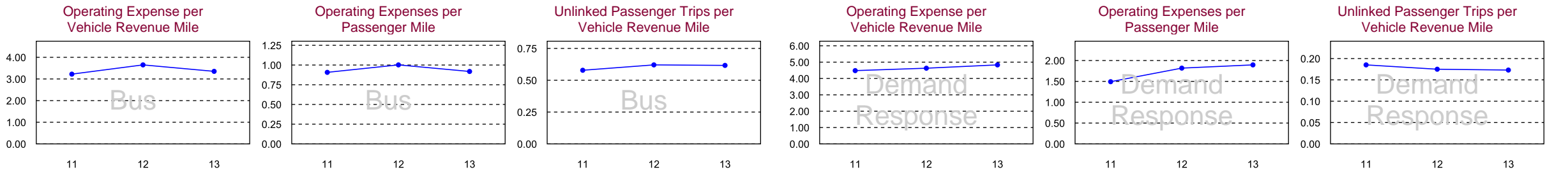


#### Modal Characteristics

Mode	Operating Expenses <sup>1</sup>	Fare Revenues <sup>1</sup>	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$2,299,146	\$104,464	\$0	2,503,650	686,026	423,109	43,051	N/A	18	3.1	14	1.00	29%
Demand Response	\$4,324,692	\$157,908	\$0	2,281,786	895,134	154,869	59,280	N/A	75	5.4	75	N/A	0%
Demand Response - Taxi	\$305,913	\$0	\$0	120,500	118,128	16,186	13,108	N/A	11	N/A	11	N/A	0%

#### Performance Measures

Mode	Service Efficiency		Service Effectiveness		Service Effectiveness	
	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	\$3.35	\$53.41	\$0.92	\$5.43	0.62	9.83
Demand Response	\$4.83	\$72.95	\$1.90	\$27.92	0.17	2.61
Demand Response - Taxi	\$2.59	\$23.34	\$2.54	\$18.90	0.14	1.23



<sup>1</sup> Excludes data for purchased transportation reported separately

<sup>2</sup> Average UPT values not available for DT Demand Response Taxi