http://www.dot.state.pa.us/ P.O. Box 3151 Harrisburg, PA 17105-3151

## Pennsylvania Department of Transportation 2018 Annual Agency Profile

			General Infor	nation						Financial I	oformatio	n
Urbanized Area Statistics - 2010 Census Service Consumption						Database Information			Sources of Operating Funds Expended			Operating Funding Sou
Philadelphia, PA-NJ-DE-MD         12           1,981         Square Miles           5,441,567         Population           5         Pop. Rank out of 498 UZAs           Other UZAs Served			129,876,440 Annual Passenger Miles (PMT)			NTDID: 30057		Fares and Directly Generated		\$37,812,447	77.9%	
		1,497,904 Annual Unlinked Trips (UPT) 4,628 Average Weekday Unlinked Trips 2,648 Average Saturday Unlinked Trips 2,966 Average Sunday Unlinked Trips Non-UZA			Reporter Type: Full Reporter			Local Funds State Funds	\$0	0.0%		
							\$10,738,701		22.1%			
								Feder	Federal Assistance	\$0	0.0%	
91 Lancaster, PA, 86 Harrisburg,							Total Op	erating Funds Expended	\$48,551,148	100.0%		
Service Area Statistics		Service S	Supplied						Sources of Capital Funds Expended			
2,092 Square Miles		4,194,472 Annual Vehicle Revenue Miles (VRM)						Fares an	Directly Generated	\$0	0.0%	77.9%
3,371,466 Population		73.943 A	nue Hours (VRH)				Local Funds		\$0	0.0%		
		40 Vehicles Operated in Maximum Service (VOMS)						State Funds		\$12,353,160	54.4%	
				r Maximum Service					Federal Assistance	\$10,339,626	45.6%	
					()					••••••••••		Capital Funding Sourc
			Modal Charac	teristics				Total	Capital Funds Expended	\$22,692,786	100.0%	
lodal Overview	perated Service		Use	s of Capital Fun	f Capital Funds			Summary of Operating Expenses (OI				
	Directly	Purchased	Revenue	Systems and	Facilities and				cumary or opera			45.6%
lode	Operated	Transportation	Vehicles	Guideways	Stations	Other	Total		Labor	\$11.739	0.0%	
Commuter Rail	operated	40	\$0	\$167,108	\$22,525,678	\$0	\$22,692,786	M	terials and Supplies	\$0	0.0%	
otal		40	\$0 \$0	\$167,108	\$22,525,678	\$0 \$0	\$22,692,786		ased Transportation	\$48,539,388	100.0%	
otai		40	ψŪ	<i><i><i>w</i>101,100</i></i>	<i><i><i><i>wLL</i>,<i>wLU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wIU</i>,<i>wI</i>,<i>wI</i>,<i>wI</i>,<i>wI</i>,<i>wI</i>,<i>wI</i>,<i>wI</i>,<i>wI</i>,<i>wI</i>,<i>wI</i>,<i>wI</i>,<i>wI</i>,<i>wI</i>,<i>wI</i>,<i>wI</i>,<i>w</i>,<i>wI</i>,<i>wI</i>,<i>w</i>,<i>wI</i>,<i>w</i>,<i>w</i>,<i>w</i>,<i>w</i>,<i>w</i>,<i>w</i>,<i>w</i>,<i>w</i>,<i>w</i>,<i>w</i></i></i></i>	ψŪ	<i><b>\\\\\\\\\\\\\</b></i>		Operating Expenses	\$21	0.0%	
									otal Operating Expenses	\$48.551.148	100.0%	54.4%
									Cash Expenditures	\$40,551,148	100.0%	
									ased Transportation	<b>4</b> 0		
									eported Separately)	\$0		
Operation Characteristics								Fixed Guide	wav Vehicles Available			
	Operating		Uses of	Annual	Annual	Annual Vehicle	Annual Vehicle	Directio		Vehicles Operated in		Percent Average Fle
lode	Expenses	Fare Revenues	Capital Funds	Passenger Miles	Unlinked Trips	Revenue Miles	Revenue Hours	Route M			Sr	pare Vehicles Age in Year
Commuter Rail	\$48,551,148	\$37,812,447	\$22,692,786	129.876.440	1.497.904	4,194,472	73,943		4.4 40	40		0.0%
otal	\$48,551,148	\$37,812,447	\$22,692,786	129,876,440	1,497,904	4,194,472	73,943		14.4 40	40		0.0%
Performance Measures Service Efficiency								Service Effectiveness				
		ating Expenses per					Operating Exp		Operating Expenses per	Unlinked		Unlinked Trips p
	Ve	ehicle Revenue Mile	Ver	icle Revenue Hour		Node	Pass		Unlinked Passenger Trip	Vehicle Rev		Vehicle Revenue Ho
		\$11.58		\$656.60		Commuter Rail		\$0.37	\$32.41		0.4	20
Commuter Rail		\$11.58		\$656.60	T	Fotal		\$0.37	\$32.41		0.4	20
commuter Rail		\$11.50										
Commuter Rail Total Operating Expense per Vel		Operating Expense pe			nger Trip per Vehicle							
Commuter Rail Fotal Operating Expense per Veh Mile: Commuter I					nger Trip per Vehicle e: Commuter Rail							
Mile: Commuter I	Rail	Operating Expense pe	r Rail	Revenue Mile								
Commuter Rail Fotal Operating Expense per Veh Mile: Commuter I	Rail \$0.50	Operating Expense pe	er Rail	Revenue Mile								
Operating Expense per Ver Mile: Commuter I	Rail \$0.50 \$0.40	Operating Expense pe	r Rail	Revenue Mile								
Organization Commuter Rail Operating Expense per Ver Mile: Commuter I Mile: Commuter I	\$0.50 \$0.40 \$0.30	Operating Expense pe	r Rail	Revenue Mile								

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