

CHAPTER III STATUS AND PERFORMANCE OF MAJOR TRANSIT SYSTEMS

The New York State Department of Transportation is required by Section 18-b of Transportation Law to report on the efficiency, effectiveness and economy of transit service. This Chapter addresses this requirement by presenting an overview of trends in the performance of the State's transit systems.

The Chapter is divided into two sections.

- A Statewide overview of the performance transit systems, grouped by service type and common market characteristics.
- A detailed reporting on the status and performance of specific transit systems that report financial and operating statistics to the Department of Transportation under the requirements of Section 17-a of State Transportation Law.

This Report departs from the practice of past Transit Annual Reports in the scope of data analyzed. In 2001, the Department of Transportation, Passenger Transportation Division has engaged in an extensive effort to improve the quality, consistency and management of the data it collects under both the 17a and STOA formula payment processes. As a result this Chapter provides a five year perspective on efficiency, effectiveness and economy measures, by each reporting transit system and for each of the major service modes (rail, bus, rural, paratransit, etc.). Also, with the release of the 2000 Census, this report is presenting a ten year snapshot of transit service area demographic, ridership and service trends drawn from the STOA revenue passenger and revenue mile statistics.

The statewide transit ridership and service overview section of this Chapter has traditionally been reported on a Fiscal Year basis. This Report presents this overview material on a calendar year basis, to be consistent with the 17-a reporting years of the vast majority of transit systems that are covered in the more detailed section of the report on specific transit systems.

The New York State Department of Transportation classifies transit systems as either downstate or upstate. Downstate systems serve the Metropolitan Transportation Commuter District and include:

Metropolitan Transportation Authority (MTA) - New York City Transit (MTA-NYCT), two MTA commuter rail operations, and local bus systems serving the counties of Nassau, Suffolk, Westchester, Dutchess, Putnam, Orange, and Rockland. Systems serving the remainder of the State comprise the upstate transit system grouping, including the four public transportation authorities, intercity bus operations and systems serving small urbanized areas (SUZAs), non-urbanized area counties, and small cities.

The overview section of this chapter will summarize five year ridership and vehicle mile trends by these service groupings. It will also provide an overview of trends in "Effectiveness," "Efficiency" and "Economy" statistical measures comprised of the following ratios:

- "Effectiveness" is measured by the revenue passenger to revenue vehicle mile ratio;
- "Efficiency" is measured by the operating cost per revenue vehicle mile ratio;
- "Economy" is measured by the operating revenue to operating cost ratio.

Effectiveness, efficiency and economy performance measure figures in this report include data for all sponsored operators that reported 17-a statistics for 2000. In prior reports tables have included financial and operational data for the largest systems within the Metropolitan Transportation Authority (MTA) Commuter District. Thus the more comprehensive five year statistics in this report will not match those found in previous Transit Annual Reports. Non-urbanized and small city systems are not required to submit 17-a statistics. The SUZAs that are included in this analysis are: the Utica Transit Authority (UTA), Greater Glens Falls Transit (GGFT), Broome County Transit and the Chemung County Transit System (CCTS).

RIDERSHIP TRENDS

2000 was another record setting year for the Statewide Transit Operating Assistance Program (STOA). Statewide ridership reached its highest level -- 2.49 billion passengers -- since the inception of the STOA program in 1974. STOA-eligible ridership has risen at an annualized rate of 3.17 percent from 1990 to 2000. Downstate systems account for 97.3 percent of total statewide ridership, 88.1 percent of which is attributable to transit operations within New York City. Upstate systems serve 2.67 percent of New York State's (NYS) transit riders.

Figure III-1 shows downstate ridership increasing by 6.3 percent from 1999 to 2000. The largest increase

occurred on the NYC Transit subway systems where 98 million more trips were made on the subway in 2000 than in 1999.

MTA NYC Transit ridership in 2000 accounted for 83.7 percent of NYS ridership. System-wide ridership on MTA properties increased 3.9 percent to 2.2 billion in 2000.

MTA Commuter Rail services experienced 4.3 percent growth in ridership in 2000, serving over 136 million revenue passengers. NYCDOT sponsored private operators experienced a 6.7 percent increase in ridership, serving over 110 million revenue passengers in 2000.

Figure III-1

Downstate Revenue Passengers							
NEW YORK STATE SYSTEMS	CY 1990	CY 1996	CY 1999	CY 2000	%Change 90 to 00	% Change 96 to 00	% Change 99 to 00
NYCT:							
Subway	1,034,241,141	1,112,242,361	1,287,027,877	1,385,191,735	33.9%	24.5%	7.6%
Bus	467,559,123	435,820,639	666,441,968	698,898,862	49.5%	60.4%	4.9%
Paratransit	N/A	575,210	1,198,135	1,696,269	N/A	194.9%	41.6%
NYCT Subtotal:	1,501,800,264	1,548,638,210	1,954,667,980	2,085,786,866	38.9%	34.7%	6.7%
Commuter Rail:							
LIRR	75,301,828	77,243,097	82,113,322	85,339,521	13.3%	10.5%	3.9%
MNCR (A)	40,988,873	44,617,552	48,966,243	51,439,153	25.5%	15.3%	5.1%
Commuter Rail Subtotal:	116,290,701	121,860,649	131,079,565	136,778,674	17.6%	12.2%	4.3%
MTA Total:	1,618,090,965	1,670,498,859	2,085,747,545	2,222,565,540	13.3%	10.5%	3.9%
Other New York City:							
Staten Island Ferry	21,895,913	17,381,066	19,270,397	18,501,051	-15.5%	6.4%	-4.0%
NYC Private Bus	83,073,268	82,697,427	103,692,234	110,606,797	33.1%	33.7%	6.7%
Other NYC Total:	104,969,181	100,078,493	122,962,631	129,107,848	23.0%	29.0%	5.0%
Suburban Bus Systems:							
Westchester Co.	29,652,996	29,158,353	29,575,731	29,719,945	0.2%	1.9%	0.5%
Nassau Co.	29,534,452	25,770,474	29,398,193	30,056,678	1.8%	16.6%	2.2%
Suffolk Co.	4,484,730	4,528,250	4,839,031	4,801,987	7.1%	6.0%	-0.8%
Rockland Co.	4,003,071	4,166,366	4,506,914	4,653,628	16.3%	11.7%	3.3%
Other Formula Bus (B)	2,627,827	2,626,008	2,687,427	2,749,611	4.6%	33.7%	6.7%
Downstate Suburban Bus:	70,303,076	66,249,451	71,007,296	71,981,849	13.3%	10.5%	1.4%
Intercity Bus Companies	1,447,695	1,664,091	1,817,501	1,863,773	28.7%	12.0%	2.5%
Trans-Hudson Service (C)	117,109	232,329	213,502	237,238	102.6%	2.1%	11.1%
Downstate Total:	1,794,928,026	1,838,723,223	2,281,748,475	2,425,756,248	35.1%	31.9%	6.3%

A) Includes only revenue passengers with origins and destinations in New York State.

B) Other Formula Bus Systems: Dutchess Co., Orange Co., Putnam Co., City of Long Beach, City of Glen Cove and City of Poughkeepsie.

C) Tappan Zee Bridge Bus Service provided under contract to Rockland County.

Figure III-2

Upstate Revenue Passengers							
NEW YORK STATE SYSTEM	CY 1990	CY 1996	CY 1999	CY 2000	%Change 90 to 00	% Change 96 to 00	% Change 99 to 00
Upstate Authorities:							
NFTA	29,977,136	23,192,964	25,164,193	23,268,469	-16.1%	8.5%	-7.5%
R-GRTA	18,417,425	13,457,627	12,520,140	13,571,646	-32.0%	-7.0%	8.4%
CNYRTA	12,094,914	9,280,215	8,901,420	8,607,900	-26.4%	-4.1%	-3.3%
CDTA	11,731,979	9,960,074	9,679,786	9,601,497	-17.5%	-2.8%	-0.8%
Upstate Authority Total:	72,221,454	55,890,880	56,265,539	55,049,512	-22.1%	0.7%	-2.2%
Small Urbanized Area (SUZA):							
Broome County Transit	2,728,715	3,038,605	2,777,597	2,742,840	1.8%	-8.6%	-1.3%
Utica-Rome Urbanized Area							
Utica Transit Authority	N/A	2,374,088	1,385,049	1,231,368	N/A	-41.7%	-11.1%
City of Rome, VIP	339,016	230,703	255,906	243,162	-24.5%	10.9%	-5.0%
Chemung County Transit (A)	1,058,731	971,300	745,256	752,059	-29.6%	-23.3%	0.9%
Tompkins/Ithaca Urbanized							
Tompkins County (B)	1,229,450	1,501,128	2,364,518	2,609,403	27.9%	8.7%	10.4%
City of Ithaca (C)	810,719	899,242	N/A	N/A	N/A	N/A	N/A
Greater Glens Falls Transit	213,738	289,298	302,223	319,690	41.4%	4.5%	5.8%
1) SUZA Total	6,380,369	9,304,364	7,830,549	7,898,522	22.7%	-15.8%	0.9%
2) Small City and County	6,317,555	3,208,175	3,292,941	3,271,548	-47.9%	2.6%	-0.6%
City/County Systems (1+2)	12,697,924	12,512,539	11,123,490	11,170,070	-12.4%	-11.1%	0.4%
Intercity Bus Companies (D) (E)	1,084,835	1,005,826	119,640	127,105	-89.0%	-88.1%	6.2%
Upstate Total:	86,004,213	69,409,245	67,508,669	66,346,687	-21.5%	-2.7%	-1.7%

A) Includes services provided by the operator in Tioga, Schuyler and Chemung Counties.

B) Includes services sponsored by Tompkins County: Tioga Transport, Tompkins County Rural, CU Transit and Gadabou

C) Includes Ithaca Transit and Swarthout & Ferris. As of 1st quarter 97-98 this is sponsored by Tompkins County.

D) The number of operators in this category has changed over time.

E) Intercity routes were restructured in 1999. For additional information see Chapter V. The number of operators in these categories has changed over ti

In addition, Downstate Suburban bus systems experienced a modest 1.4 percent growth in ridership to nearly 72 million revenue passengers in 2000.

intercity ridership increased by 6.2 percent over 1999.

Figure III-2 shows overall ridership upstate between 1990 and 2000. Upstate ridership, accounting for approximately 2.67 percent of the statewide total, declined by a modest 1.7 percent between 1999 and 2000.

Roughly 83 percent of upstate ridership is attributable to services provided by the four authority systems. These systems experienced a decline in ridership of 2.2 percent between 1999 and 2000.

Ridership for the Small Urbanized Areas (SUZAs) increased by a slight .9 percent in 2000 over 1999, while the small city and rural county systems experienced a slight decline of .6 percent.

The dramatic change from 1996 to 1999 in upstate intercity bus ridership reflects the impacts of a restructuring of routes. The State of New York is no longer subsidizing intercity bus routes that run along the Thruway. Rather, the State has decided to only subsidize those "branch" routes that connect rural areas to nearby urban areas. In 2000, subsidized upstate

TRANSIT SERVICE TRENDS

The overall level of transit service available in New York State, as measured by revenue vehicle miles of service, has increased by 4.4 percent from 1999 to 2000.

Figure III-3 presents revenue vehicle mile data for the downstate systems, which provided 92.4 percent of the revenue vehicle miles of service in the State. The MTA-NYCT subway and bus operations accounted for two-thirds of the total revenue vehicle miles of service provided throughout the State; the MTA commuter rail operations provided an additional 14.2 percent of statewide service.

The increase in MTA-NYCT subway miles from 1999 to 2000 was 3.2 percent while bus vehicle miles increased 5.3 percent over the same period. These service increases were instituted to meet the tremendous increases in ridership demand.

Revenue miles of service also increased for NYCDOT sponsored private bus and downstate suburban bus operators by approximately 3 percent each from 1999 to 2000.

Figure III-4 shows that revenue vehicle miles of service for the upstate transit systems increased by 4.8 percent from 1999 to 2000. The four upstate authorities, accounting for 58.7 percent of the upstate total revenue miles, experienced a 3.1 percent increase in revenue miles from 1999 to 2000.

The combined SUZA systems operated 4.7 percent more revenue miles in 2000 than in 1999 while small City, and rural County systems provided 8.5 percent increases in service miles in 2000.

Fares have remained very stable over the ten year period 1990 to 2000, with most systems maintaining fares at 1996 levels. The 16.0 percent increase in State

Figure III-3

Downstate Revenue Vehicle Miles							
NEW YORK STATE SYSTEMS	CY 1990	CY 1996	CY 1999	CY 2000	%Change 90 to 00	% Change 96 to 00	% Change 99 to 00
NYCT:							
Subway	310,202,167	311,684,280	324,769,356	335,260,189	8.1%	7.6%	3.2%
Bus	92,692,560	91,527,899	94,743,196	99,790,216	7.7%	9.0%	5.3%
Paratransit	N/A	4,349,477	11,995,953	18,824,991	N/A	332.8%	56.9%
NYCT Subtotal:	402,894,727	407,561,656	431,508,505	453,875,396	12.7%	11.4%	5.2%
Commuter Rail:							
LIRR	56,671,400	56,499,700	57,138,100	56,998,000	0.6%	0.9%	-0.2%
MNCR (A)	28,743,135	33,292,557	37,614,132	39,488,452	37.4%	18.6%	5.0%
Commuter Rail Subtotal:	85,414,535	89,792,257	94,752,232	96,486,452	13.0%	7.5%	1.8%
MTA Total:	488,309,262	497,353,913	526,260,737	550,361,848	12.7%	10.7%	4.6%
Other New York City:							
Staten Island Ferry	162,748	161,205	163,557	164,385	1.0%	2.0%	0.5%
NYC Private Bus	29,655,236	24,084,197	26,531,809	27,330,029	-7.8%	13.5%	3.0%
Other NYC Total:	29,817,984	24,245,402	26,695,366	27,494,414	-7.8%	13.4%	3.0%
Suburban Bus Systems:							
Westchester Co.	9,482,822	10,518,891	10,531,403	10,845,436	14.4%	3.1%	3.0%
Nassau Co.	9,298,775	10,361,127	11,361,529	11,757,650	26.4%	13.5%	3.5%
Suffolk Co.	6,309,861	6,975,230	8,196,440	8,450,252	33.9%	21.1%	3.1%
Rockland Co.	5,603,566	6,108,271	6,840,722	6,984,466	24.6%	14.3%	2.1%
Other Formula Bus (C)	3,602,408	4,119,311	4,810,800	5,007,787	39.0%	21.6%	4.1%
Downstate Suburban Bus:	34,297,432	38,082,830	41,740,894	43,045,591	25.5%	13.0%	3.1%
Intercity Bus Companies	4,992,946	5,607,811	5,987,063	6,229,132	24.8%	11.1%	4.0%
Trans-Hudson Service (C)	193,774	242,362	242,831	242,837	25.3%	0.2%	0.0%
Downstate Total:	557,611,398	565,532,318	600,926,891	627,373,822	12.5%	10.9%	4.4%

A) Includes only revenue vehicle miles in New York State

B) Other Formula Bus Systems: Dutchess Co., Orange Co., Putnam Co., City of Long Beach, City of Glen Cove and City of Poughkeeps

C) Tappan Zee Bridge Bus Service provided under contract to Rockland County

Figure III-4

Upstate Revenue Vehicle Miles							
NEW YORK SYSTEMS	CY 1990	CY 1996	CY 1999	CY 2000	%Change 90 to 00	% Change 96 to 00	% Change 99 to 00
Upstate Authorities:							
NFTA	10,518,977	8,809,829	9,663,733	9,589,372	-8.8%	8.8%	-0.8%
R-GRTA	8,135,078	8,032,996	8,590,299	8,927,389	9.7%	11.1%	3.9%
CNYRTA	5,759,431	4,813,002	4,561,238	4,776,884	-17.1%	-0.8%	4.7%
CDTA	6,707,590	6,178,236	6,639,631	7,060,187	5.3%	14.3%	6.3%
Upstate Authority Total:	31,121,076	27,834,063	29,454,901	30,353,832	-2.5%	9.1%	3.1%
Small Urbanized Area (SUZA)							
Broome County Transit	1,636,469	1,620,346	1,692,672	1,863,237	13.9%	15.0%	10.1%
Utica-Rome Urbanized Area							
Utica Transit Authority	N/A	1,162,935	1,147,862	1,140,108	N/A	-2.0%	-0.7%
City of Rome, VIP	188,895	224,901	240,164	228,791	21.1%	1.7%	-4.7%
Chemung County Transit (A)	1,277,136	1,248,939	1,149,368	1,260,844	-1.3%	1.0%	9.7%
Tompkins/Ithaca Urbanized							
Tompkins County (B)	688,525	1,048,792	1,615,574	1,628,378	54.5%	13.9%	0.8%
City of Ithaca (C)	365,732	380,901	N/A	N/A	N/A	N/A	N/A
Greater Glens Falls Transit	218,427	281,386	298,751	313,041	43.3%	11.2%	4.8%
1) SUZA Total	4,375,184	5,968,200	6,144,391	6,434,399	47.1%	7.8%	4.7%
2) Small City and County (D)	8,347,203	8,906,840	10,737,555	11,874,831	42.3%	33.3%	10.6%
City/County Systems (1+2)	12,722,387	14,875,040	16,881,946	18,309,230	43.9%	23.1%	8.5%
Intercity Bus Companies (D)	5,095,612	4,753,376	3,001,829	3,040,861	-40.3%	-36.0%	1.3%
Upstate Total:	48,939,075	47,462,479	49,338,676	51,703,923	5.6%	8.9%	4.8%

A) includes services provided by the operator in Tioga, Schuyler and Chemung Counties.

B) includes all services sponsored by Tompkins County: Tioga Transport, Tompkins County Rural, CU Transit and Gadabout.

C) includes Ithaca Transit and Swarthout & Ferris. As of 1st quarter 97-98 this is sponsored by Tompkins Count

D) The number of operators in these categories has changed over time.

transit funding since SFY 1995-1996, detailed in the preceding Chapter, has enabled transit systems in the State's urbanized and rural areas to maintain fares at or below the national average, making transit a viable and affordable transportation alternative.

Fare increases, over the ten year period from 1990 to 2000, by peer group transit systems are shown in Figures III-5 through III-10

Figure III-5

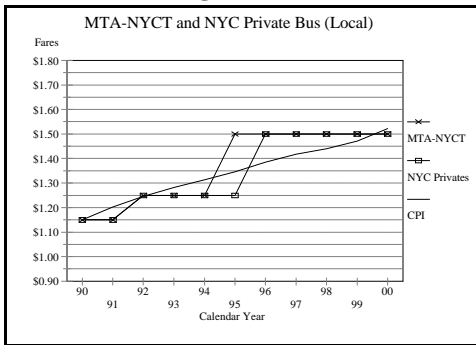


Figure III-6

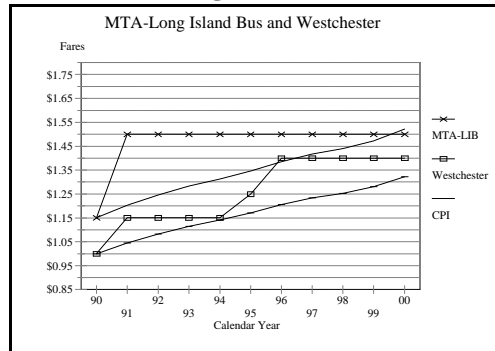


Figure III-7

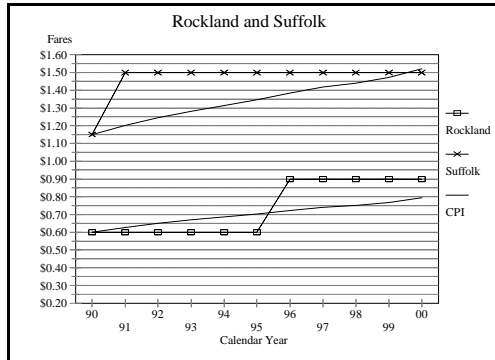


Figure III-8

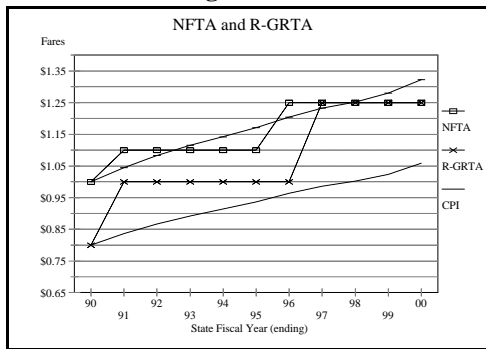


Figure III-9

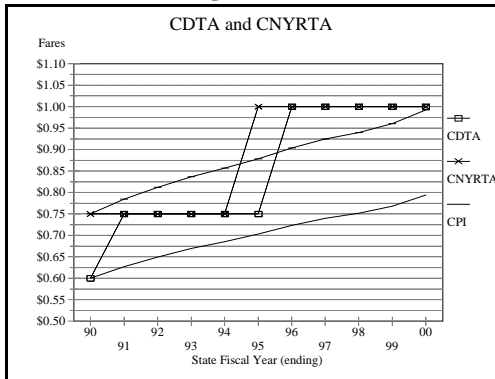
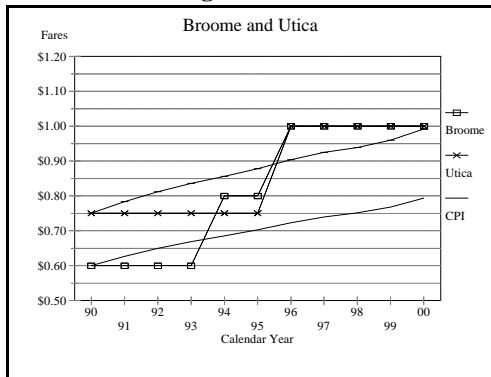


Figure III-10



Driving the trends in ridership and service are a number of factors that will be described for each of the major systems in the detailed system sections that follow. On a broad level, the following demographic shifts and other factors have contributed to the trends described above:

- Downstate population growth has been very strong, particularly in New York City. This, along with record employment growth and substantial fare discounting initiatives in the MetroCard program, have driven up ridership on transit service oriented to Manhattan. This is seen in the strong performance of all MTA

systems as well as commuter services sponsored by downstate suburban counties.

- A more dispersed pattern of population and employment in downstate suburban areas has presented a challenge in servicing this changing market. Downstate suburban county transit systems have experienced modest growth in ridership but higher growth in revenue miles. Services are having to extend into new areas and expanded hours of the day to serve changing demand.
- Upstate, core transit service areas, the traditional upstate urban centers, have experienced declining population, while overall transit service regions have grown or remained fairly stable. The service challenge for Upstate Authorities and SUZAs has been to adequately serve existing, if shrinking traditional markets, while tapping growing markets in the suburban portions of their service areas. Seen in this context, flat or declining ridership corresponding with slight increases in service miles can be expected, as these systems adjust service to new market conditions.

Transit Service Performance Measures

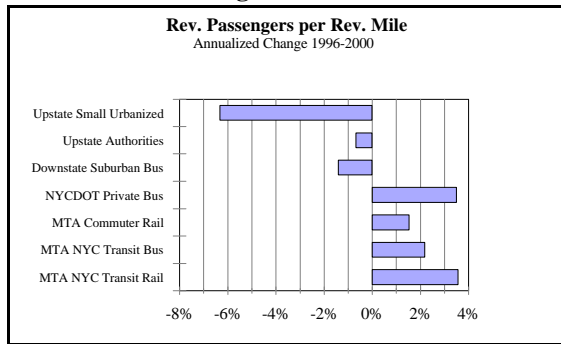
Service Effectiveness: The ratio of revenue passengers to revenue vehicle miles is the statistical measure NYSDOT uses for the system-wide effectiveness of transit service. At an aggregate level, by transit system, this effectiveness measure provides only a generalized picture.

Figure III-11

Revenue Passengers per Revenue Vehicle Mile			
Operator	1996	2000	Annualized Change 1996-2000
MTA NYC Transit Rail	3.70	4.26	3.57%
MTA NYC Transit Bus	5.46	5.95	2.19%
MTA Commuter Rail	1.38	1.46	1.54%
NYCDOT Private Bus	3.40	3.91	3.50%
Downstate Suburban Bus	1.75	1.66	-1.41%
Upstate Authorities	1.96	1.90	-0.68%
Upstate Small Urbanized	1.91	1.47	-6.34%

Service effectiveness differs dramatically among routes within a particular system, and this measure averages out those differences. But for comparative purposes among systems and from year to year the measure

Figure III-12



provides some useful insights into service and usage trends.

Over the five year period, from 1996 to 2000, as shown in figures III-11 and III-12, MTA-NYCT and NYCDOT saw the greatest increases in effectiveness, as measured by this ratio. The NYC Subway system showed the largest improvement in this measure over the five year period from 1996 to 2000, at an annualized increase of 3.57 percent. NYC Transit Bus had the best performance on this measure carrying 5.95 passengers per mile in 2000, an annualized increase of 2.19 percent over the five year period. NYCDOT sponsored private bus operators improved on this measure by 3.5 annualized percentage points, carrying 3.9 passengers per mile in 2000.

The MTA commuter rail systems experienced a modest in 1.54 percent annualized increase over the five year period carrying 1.46 passengers per mile in 2000.

The downstate suburban bus systems along with the Upstate Authorities and SUZAs each experience declines in this measure. This reflects the changing market conditions, a dispersing population and employment pattern, described in the previous section. The SUZA's experienced the largest five year annualized decline, 6.34 percent. Downstate suburban bus and Upstate Authorities experienced more modest declines of .68 and 1.41 percent in this measure.

Service Efficiency is measured by the operating cost per revenue vehicle mile. This measure reflects a unit price view of transit service.

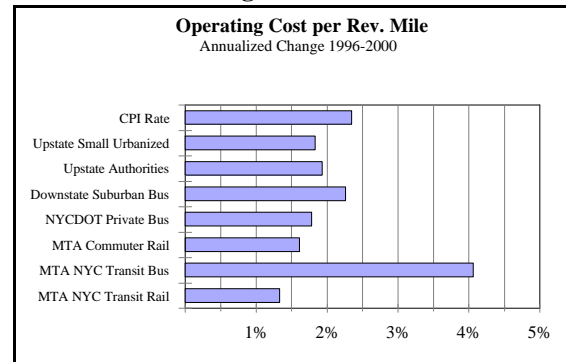
As seen in the efficiency data is shown on Figures III-13 and III-14, every category of service experienced an increase in cost per mile over the five year period.

However, MTA NYC Transit Bus was the only

Figure III-13

Operator	1996	2000	Annualized Change 1996-2000
MTA NYC Transit Rail	\$6.07	\$6.40	1.33%
MTA NYC Transit Bus	\$11.24	\$13.18	4.07%
MTA Commuter Rail	\$13.57	\$14.47	1.62%
NYCDOT Private Bus	\$9.25	\$9.93	1.79%
Downstate Suburban Bus	\$5.07	\$5.55	2.26%
Upstate Authorities	\$5.64	\$6.09	1.93%
Upstate Small Urbanized	\$3.05	\$3.28	1.83%
CPI Rate	156.9	172.2	2.35%

Figure III-14



category of service for which cost increases exceeded inflation.

The general success of New York State's transit systems to keep cost per mile growth to less than the rate of inflation is a positive sign that expanding service to meet new and emerging market conditions can be done in a cost effective manner.

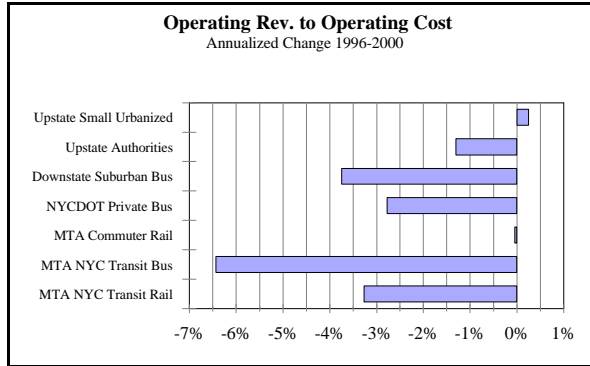
Service Economy is measured by the ratio of operating revenue to operating cost. This ratio is presented in Figures III-15 and III-16 for each transit grouping. A major influence on this measure is the amount of farebox revenue a system is able to generate, a function of ridership and fares.

This measure reflects a combination of passenger per mile and fare revenue trends. Over the five year period

Figure III-15

Operator	1996	2000	Annualized Change 1996-2000
MTA NYC Transit Rail	89.45%	78.33%	-3.26%
MTA NYC Transit Bus	55.36%	42.44%	-6.43%
MTA Commuter Rail	47.66%	47.58%	-0.04%
NYCDOT Private Bus	53.01%	47.36%	-2.78%
Downstate Suburban Bus	53.57%	45.98%	-3.75%
Upstate Authorities	35.44%	33.62%	-1.31%
Upstate Small Urbanized	35.35%	35.71%	0.25%

Figure III-16



of service effectiveness, efficiency and economy over the five year period from 1996 to 2000.

from 1996 to 2000 all but the SUZA category of transit system saw this cost recovery ratio decline.

Downstate this can be attributed to increased expenses associated with dramatic service increases, coupled with reduced revenue growth attributable to Metrocard pricing incentives. Despite record growth in riders, fare revenue did not keep pace with the expenses. New York City Transit experienced the greatest reduction in cost recovery ratio (6.43 percent).

The trend for downstate suburban bus also reflects the impact of Metrocard, described above, where it has been implemented, primarily by MTA Long Island Bus. But the overall trend primarily reflects the cost for service increases that have exceeded fare revenue resulting from increased ridership. This is a trend that is comparable to the Upstate Authority experience, where slight increases in service miles have coincided with slight decreases in ridership and associated fare revenue.

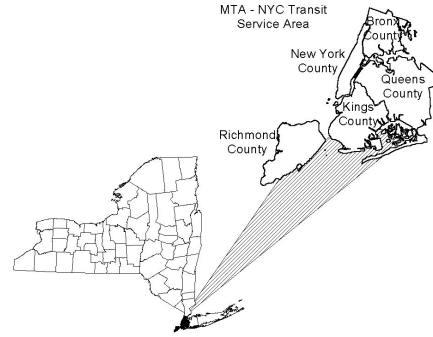
The SUZA cost recovery number is driven by passenger revenues reported by the Chemung County Transit System that include contract revenues from Medicaid transportation. This contract went into effect in 1998 driving the up the “economy” measure for the entire SUZA category. The underlying trend, setting aside the computation of Medicaid revenue, closely tracks the Upstate Authority trend of slight decline.

System Status Report

A detailed update on the status and performance of major transit system in New York State follows. This Section will present an overview of trends in the performance of major urbanized area transit systems. Each transit system section will describe ridership, service trends in the context of changing market conditions and service initiatives, as well as an analysis

MTA NEW YORK CITY TRANSIT

370 Jay Street
 Brooklyn, NY 11201
 (718) 330-4321
 Web Site: www.mta.nyc.ny.us



State Legislative Districts:
 Senate: 10 - 34
 Assembly: 23 - 83

Base Fare: \$1.50
 Last Increase: \$.25 on 11/12/95

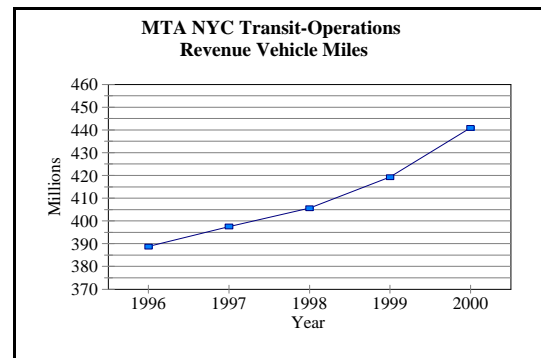
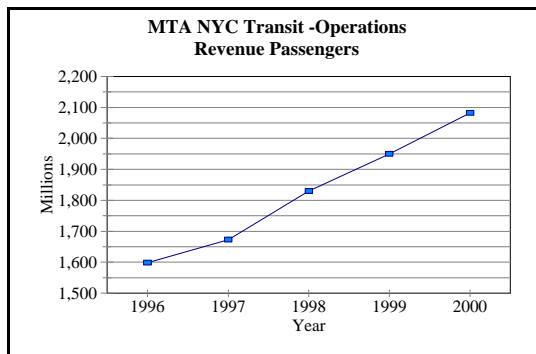
New York City Transit (MTA-NYCT), a subsidiary of the Metropolitan Transportation Authority (MTA), operates the NYC subway system, extensive bus service, contracts for the provision of paratransit service in New York City and manages the Staten Island Railway (SIR). Due to the manner in which MTA-NYCT budgets for the operation of the SIR, that system will be discussed in a separate section of this Chapter.



Consistent with recent past trends, NYCT experienced strong ridership growth in 2000. Overall system ridership increased by 6.8 percent from 1999 to 2000. This annual growth is roughly equal to the annualized rate of growth over the 5-year period from 1996 through 2000. Subway ridership increased 7.6 percent in 2000 and at an annualized growth rate of 5.6 percent from 1996 to 2000. Bus ridership increased by 4.95 percent from 1999 to 2000 and at a steeper annualized growth rate of 9.4 percent from 1996 to 2000. This strong ridership performance is based on a variety of factors including the MetroCard Program, a robust regional economy, population increases, and

service. This review will comment on these factors, NYCT's cost performance, as well as the performance of NYCT's subway, bus, and paratransit operations.

MetroCard has implemented a series of fare initiatives, designed to make transit more convenient and less costly for the transit customer. For a summary of when these fare initiatives were initiated please see Table IV-4 of the *1998 Annual Report on Public Transportation Assistance Programs in New York State* and for a more complete review of the Metro Card program see Chapter V of this report.



improvements in NYCT's overall level and quality of

MetroCard market share continued to grow during 2000, from 78.9 percent in January up to 81.1 percent

MTA NY City Transit	Fixed Route				
2000 Characteristics	Admin	Bus	Paratransit	Subway	Total
Revenue Passengers		699,000,000 (a)	1,785,537	1,381,000,000 (a)	2,081,785,537
Number of Vehicles		4,489	633 (b)	5,758	10,880
Number of Employees	5,392	14,060	650	26,548	46,650
Revenue Vehicle Miles		98,907,000	18,824,991	323,177,000	440,908,991
Revenue Vehicle Hours		12,642,000	1,736,416	17,497,000	31,875,416
Total Operating Revenue		\$656,119,600	\$25,300,000 (c)	\$1,624,780,400	\$2,306,200,000
Total Operating Expense	737,900,000 (d)	\$1,173,900,000	\$69,145,293 (e)	\$1,628,000,000	\$3,539,800,000
Operating Expense/Rev. Vehicle Mile		\$11.87	\$3.67	\$5.04	\$8.03
Operating Expense/Rev. Vehicle Hour		\$92.86	\$39.82	\$93.04	\$111.05
Rev. Passengers / Rev. Vehicle Mile		7.07	0.09	4.27	4.72
Rev. Passengers / Rev. Vehicle Hour		55.29	1.03	78.93	65.31
Total Operating Revenue/Op. Expense		0.56	0.37	1.00	0.65
Operating Expense/Revenue Passenger		1.68	38.73	1.18	1.70
Total Op. Revenue/Revenue Passenger		0.94	14.17	1.18	1.11

(a) Rev. Passenger Statistics rounded in to nearest million in MTA Reporting, (b) Contractor vehicles - Not included in MTA reported total, (c) Includes NYC fare re-imbusement subsidy as "operating revenue," (d) Admin expenses also cover administrative employees listed in subway, paratransit and bus modal totals, (e) Cost of contracting service. MTA's cost, \$85.2 million, is reflected in fixed route and admin expense columns

by the end of the year. During the year market share for Unlimited-Ride MetroCards - the one Day fun Pass and the 7-Day and 30-Day Unlimited-Ride MetroCards - increased dramatically, from 34.8 percent in January to 40.3 percent at year's end.

These MetroCard fare policies have been of particular benefit to Bus usage. Bus use is traditionally more discretionary than subway use and thus fare policies designed to make the marginal cost of additional transit trips close to zero have provided a substantial incentive for increased use of the bus system.

Ridership increases have also been driven by continued strong performance of the New York Metropolitan area regional economy. In New York City, there were 99,800 additional jobs created in 2000, a 2.8 percent increase over 1999. This represents both the largest absolute increase and the largest percent increase in City employment since comparable records were first kept in 1950. With 3.72 million jobs in 2000, NYC had more jobs than at any time since 1970.

Over the past 10 years, the population of NYC has grown 9.3 percent, with the strongest growth occurring in the outer boroughs. The largest percentage population growth was 17.09% in Staten Island. Manhattan grew by 3.34 percent, a sizable increase on a large base. The borough of Queens had the largest absolute increase of 277,781 people roughly 40% of the total change in New York City's population.

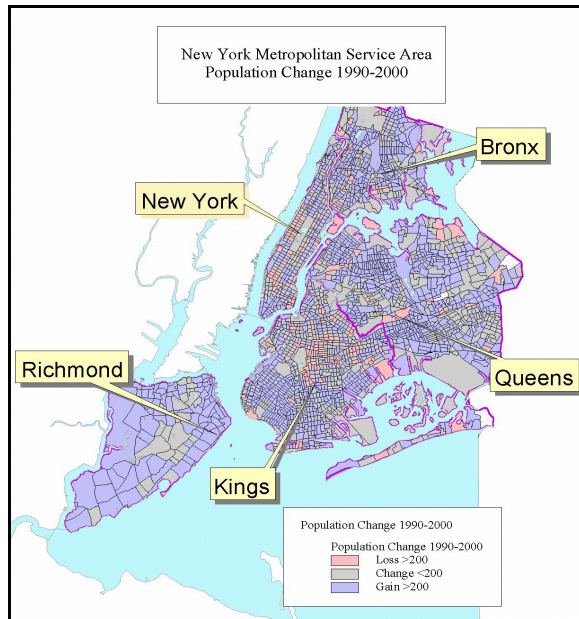
Subway ridership, the dominant mode bringing people from the outer boroughs into Manhattan has continued a strong growth trend. Similarly, bus ridership on routes

that feed the subway and routes operating in areas where subway service is limited, continued to be very strong.

To keep up with increasing demand NYCT has increased service and improved service quality. Bus service has increased by 4.8 percent, from 94.3 million revenue miles in 1999 to 98.9 million miles in 2000. From 1996 to 2000 revenue miles of service increased at an annualized rate of 3.6 percent. Subway service, increased by 3.3 percent from 312.9 million revenue miles in 1999 to 323.2 million revenue miles in 2000. Over the five year period subway service increased at an annualized rate of nearly 2 percent. Service quality also improved in terms of better on-time performance, and fewer incidences of equipment failure.

These service improvements and increases in the level of service comes at a cost. On a systemwide basis NYC Transit operational costs increased by 12.3 percent from 1999 to 2000. Over the five year period costs have increased at a slightly slower pace averaging an annualized growth rate of 6.1 percent. Factors that drive cost increases include the number of employees in the organization, amount of overtime needed, and salary increases.

The number of NYCT employees in 2000 increased 2.6 percent over 1999. NYCT exceeded its 2000 overtime budget by \$29.8 million. Of this Buses accounted for \$28.4 million. This increase was attributed to



vacancies for bus operators and to increased bus shifting requirements caused by capacity constraints at depots. Finally there was a 5% wage increase on 12/15/99 followed by a 3% increase on 12/15/00.

When costs are normalized by the level of service (revenue vehicle miles), over 5 years, however, NYCT costs growth is slightly above inflation.

NYCT Subway: Subway ridership increased 7.6 percent, from 1999 to 2000, and 34.3% in the last decade, to 1.38 billion revenue passengers: the highest subway ridership figure since the advent of the STOA program. Subway revenue vehicle miles increased by 3.3 percent from 1999 to 2000. The revenue passenger to revenue vehicle mile ratio has consistently increased over the 5 year period from 1996 to 2000 with an annualized increase of 3.6 percent. From 1999 to 2000, the ratio increased by 4.2 percent.

NNYCT continued to improve its subway car Mean



MTA -NYC Transit Service Area	1990	2000	% Change
Total NYC Population	7,322,564	8,008,278	9.36%
Bronx Population	1,203,789	1,332,650	10.70%
Kings Population	2,300,664	2,465,326	7.16%
Manhattan Population	1,487,536	1,537,195	3.34%
Queens Population	1,951,598	2,229,379	14.23%
Richmond Population	378,977	443,728	17.09%
Pop. Over 65	953,317	937,857	-1.62%
Pop. Under 19	1,888,075	2,153,450	14.06%
NYC Employment	3,492,208	3,605,978	3.26%
NYC Transit Bus Ridership	467,559,123	698,898,862	49.48%
Subway Ridership	1,028,305,701	1,381,078,915	34.31%
Paratransit Ridership	0	378,746	NA
Rev. Miles NYC Transit Bus	92,692,560	99,790,216	7.66%
Rev. Miles Subway	308,116,379	333,230,541	8.15%
Rev. Miles Paratransit	0	4,297,867	NA

Distance Between Failures (MDBF), a key measure of service reliability. The 12 month average for the 5,777 subway cars improved by 26.8 percent from 86,884 miles in 1999 to 110,180 in 2000. MDBF has been improving while the number of miles the fleet travels is increasing. The record MDBF reflects NYCT's continuing commitment of adhering to car-maintenance schedules and equipment-improvement programs. On-Time Performance, based on scheduled train trips, continued to improve in 2000. Terminal On-Time performance increased to 96 percent in 2000 up from

94.9 percent in 1999.

On top of NYCT's ambitious car overhaul program NYCT plans to replace subway cars that have reached the end of their useful life. NYCT has three new subway car contracts underway and budgeted for the amounts listed below:

1. Purchase of 680 "A" (the lettered lines) Division Rail Cars from Bombardier: R-142, \$1 Billion;
2. Purchase of 400 "A" (the lettered lines) Division Rail Cars from Kawasaki: R-142A, \$620 million;
3. Purchase of 212 "B" (the numbered lines) Division Rail Cars from Kawasaki: R-143, \$400 million

Delivery of the first 5 car operating unit from Bombardier and the Kawasaki R-142As were made in early January, 2000.

The new car series includes enhancements for passenger comfort and safety, including improved interior space, seating and information systems. The cars are equipped with systems that will enable Communications-Based Train Control (CBTC) to use computers to control, guide, speed and stop the trains. The CBTC system is currently being tested on the Carnesie (L) line.

NYCT Bus: 2000 bus ridership was 699 million, nearly a 5 percent increase over 1999, and almost 50% increase from 1990. The recent increases in ridership, coupled with a less than proportionate increases in vehicle miles of 4.83 percent led to an increase in revenue passengers per revenue mile of slightly less than 1 percent in 2000. This continued a positive a 5-



year trend during which the annualized increase in this measure of service effectiveness was 5.58 percent. Since 1990 this measure of effectiveness has increased by 50 percent.

The bus fleet continued to expand in 2000 to accommodate additional ridership. The total active fleet maintained by the end of 2000 was 4,489 buses, a 2.6 percent increase over 1999. Since 1997, (when the 2-fare zone was eliminated) the bus fleet has expanded by 622 buses, 16.1 percent. In 2000, NYCT received 471 new buses, with an additional 335 buses on order.

The new buses will replace buses scheduled to be retired, as well as to further increase the fleet to anticipate future demand. The receipt of new buses in 2000 enabled NYCT to reduce the number of buses exceeding the 12-year standard to 629, resulting in a drop in the average age of the bus fleet in 2000 to 5.36 years from 5.96 year in 1999.

NYCT's fleet is greatly diversified as compared to the 1980s when all buses were standard 40 foot transit buses. NYCT's is the most diversified fleet, perhaps in the nation. The fleet now consists of 464: 45 foot MCI buses, 365: 60 foot New Flyer articulated buses, and 200: Low Floor Buses. This diversified bus fleet increases capacity on the bus routes with the highest demand, increases passenger amenities, reduces operating and labor costs, and reduces the overall level of harmful air pollutants. The use of larger capacity buses has increased the number of seats available even more rapidly that the number of buses would imply.

Perhaps the most dramatic demonstration of the increase of all of the above factors has been in NYCT's express bus services, particularly on Staten Island. Staten Island has no direct rail connections to Manhattan, and is dependent on express bus and the Staten Island Ferry for this travel. NYCT's Staten Island express bus ridership has increased 143%, from 14,000 to 34,000 daily riders.

Brooklyn express bus ridership has increased 186%. Factors contributing to this increase include: (a) large population growth, (b) use of luxury 45 foot, 57 passenger MCI Coaches, introduced in 1999, (c) reduction in the express bus fare to \$3.00 with

MetroCard in 1998, and (d) initiation of HOV and Exclusive Bus Lanes by the State Department of Transportation in the Gowanus and Staten Island Expressway corridors. In particular, the introduction of the MCI's has been instrumental in this growth. Each bus has 43% more seating, and more luxurious, as well. The expanded service could not possibly have been provided without these larger buses.

NYCT has also developed an aggressive and diverse approach to reduction of emissions. The fleet includes 221 Compressed Natural Gas (CNG) buses, and 10 innovative experimental hybrid electric buses. Five additional hybrids were on order in 2000 but not yet received. The entire bus fleet is committed to clean air. All new diesels are so-called clean diesel, which include catalyzed exhaust filters. NYCT will retrofit all of its older four stroke engines with this technology by 2003, and will retire its oldest and dirtiest two stroke engines by that date.

Along with an expanded fleet of new cleaner buses, NYCT began using a new, cleaner diesel fuel (ultra-low-sulphur-diesel) in its entire fleet of diesel buses in 2000. Diesel particulate emissions from new and retrofitted new engines will be reduced by up to 95% when this cleaner fuel is used in conjunction with clean diesel engines.

In addition to new buses, NYCT has embarked upon an aggressive bus maintenance program. Shop operations completed 134 general overhauls (60.4 percent of its 2000 goal), 404: three-year upgrades (93.1 percent of its 2000 goal), and 262: twelve-year upgrades (86.6 percent of its 2000) goal.

Bus Reliability indicators continued to show improvement in 2000. The 12-month average for Mean Distance Between Failure (MDBF) of 2,608 miles, was 21.4 percent better than the 1999 average of 2,149, and 25.1 percent better than the 1998 average of 2,084. Improvements in bus reliability reflect the continuing emphasis on improving bus maintenance, as well as delivery of new buses.

NYCT - Paratransit: NYCT contracts out paratransit service to several providers, the largest being Atlantic Paratrans and American Transit. Paratransit. Ridership has grown nearly 49 percent from 1999 to 2000, and increased at an annualized rate of 32.7 percent from 1996 to 2000.

This explosive growth in ridership is largely due to the



service increases, instituted to ensure compliance with the American's with Disabilities Act. Revenue Vehicle Miles increased nearly 57 percent from 1999 to 2000 and over a five year period service increased at an annualized rate of nearly 33 percent per year. Because service growth out paced ridership increases, the service effectiveness measure for paratransit declined by 5 percent from 1999 to 2000 and by an annualized rate of 11.7 percent from 1996 to 2000.

Service growth is also the principal reason for increasing costs from 1999 to 2000, and also drove growth over the 5-year period at an annualized rate of 37 percent. Cost growth, per revenue mile, grew 42.5 percent from 1999 to 2000. However, over the five year period the cost per mile declined at an annualized rate of 8.9 percent.

The Passenger Revenue to Operating Cost ratio has been between 3 to 5 percent over the past five years. Paratransit service is very cost intensive and it is difficult to generate economies of scale without having a high rate of subscription service.

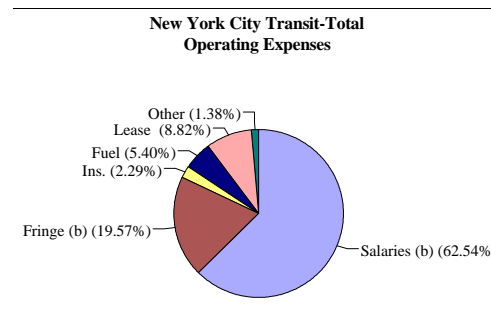
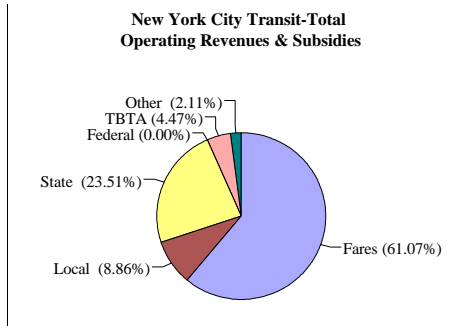
FINANCIAL INFORMATION - MTA: New York City Transit (excluding Staten Island Railway)

Sources of Total System 2000 Operating Funds

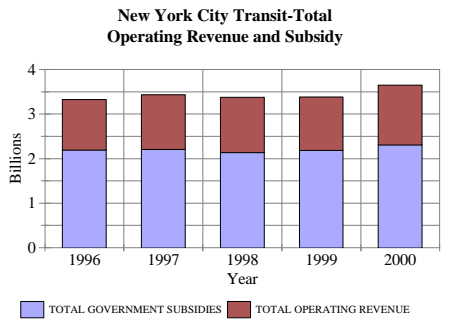
Fares	\$2,229,300,000
Local	\$323,300,000
State	\$858,100,000
Federal	\$0
TBTA	\$163,000,000
Other	\$76,900,000
Total	\$3,650,600,000

Summary of Total System 2000 Operating Expenses

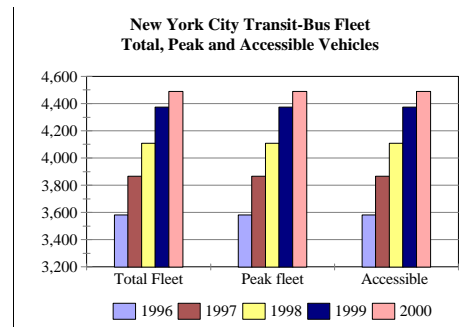
Salaries (b)	\$2,213,900,000
Fringe (b)	\$692,600,000
Ins.	\$81,100,000
Fuel	\$191,300,000
Lease	\$312,100,000
Other	\$48,800,000
Total incl. \$85.2M for Paratransit	\$3,539,800,000



Financial Trend Analysis over the past five years:



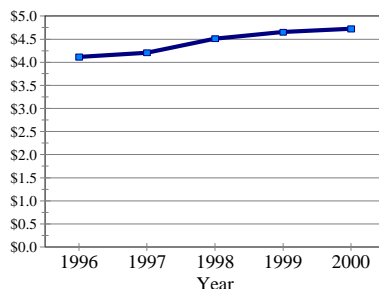
Bus Fleet Characteristics over the past five years:



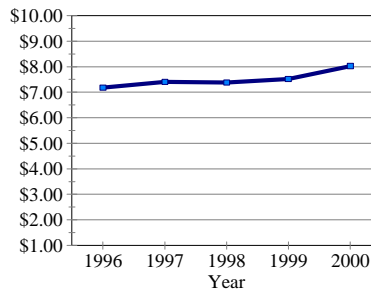
NYCT: System Total Operating and Performance Statistics

MTA - NYCT Systemwide	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	1,598,354,210	1,673,323,083	1,829,962,606	1,950,198,315	2,081,785,537	6.75%	6.83%
Rev. Veh. Miles	388,754,600	397,527,291	405,568,134	419,236,953	440,908,991	5.17%	3.20%
Op. Cost	\$2,793,300,000	\$2,945,100,000	\$2,994,400,000	\$3,151,600,000	\$3,539,800,000	12.32%	6.10%
Op. Rev.	\$2,193,000,000	\$2,209,661,000	\$2,143,000,000	\$2,187,700,000	\$2,306,200,000	5.42%	1.27%
Rev. Pass/Rev. Mile	4.11	4.21	4.51	4.65	4.72	1.50%	3.52%
Op. Cost/Rev. Mile	\$7.19	\$7.41	\$7.38	\$7.52	\$8.03	6.80%	2.81%
Op. Rev./Op. Cost	78.51%	75.03%	71.57%	69.42%	65.15%	-6.14%	-4.56%
National CPI	156.90	160.50	163.00	166.60	172.20	3.36%	2.35%
NYSMA CPI	166.90	170.80	173.60	177.00	182.50	3.11%	2.26%

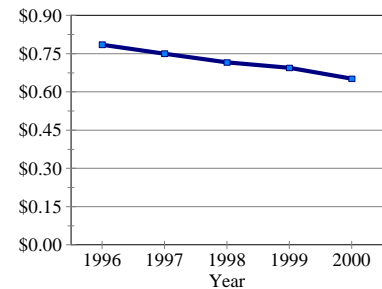
NYCT-Operations Rev. Passenger per Rev. Vehicle Mile



NYCT-Operations Operating Cost per Rev. Vehicle Mile

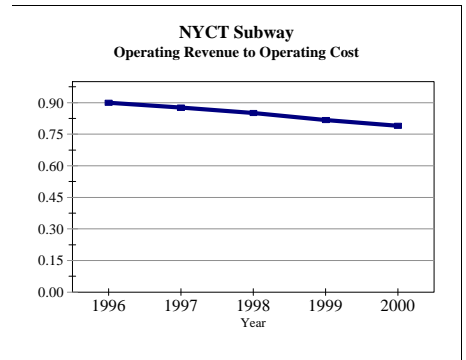
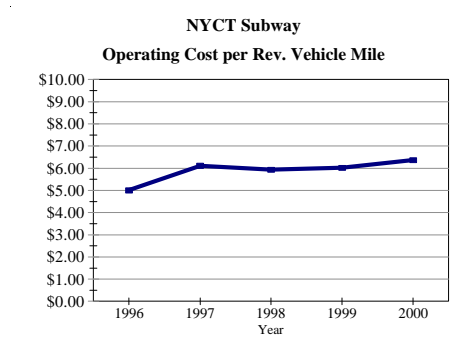
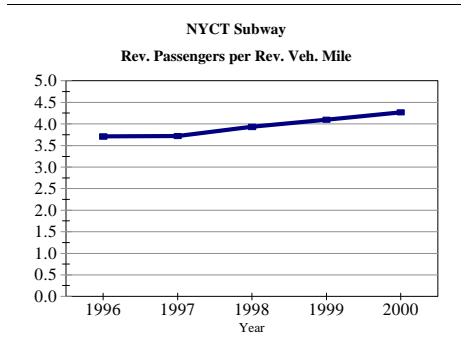
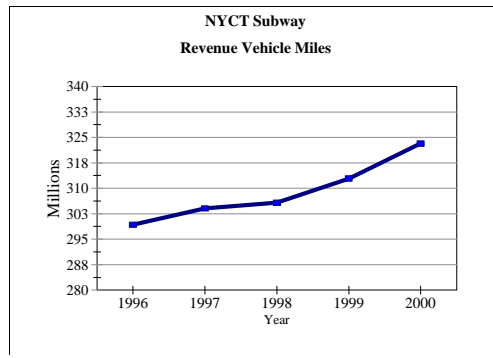
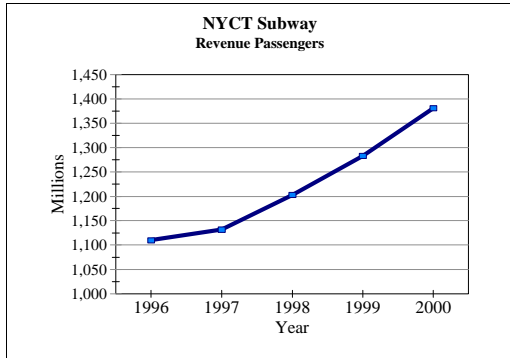


NYCT-Operations Operating Revenue to Operating Cost



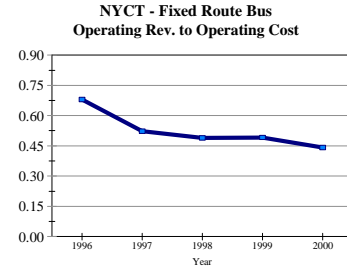
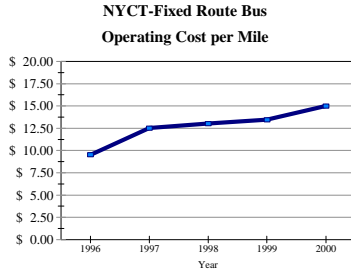
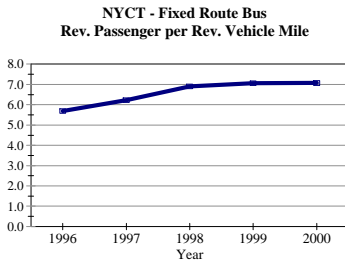
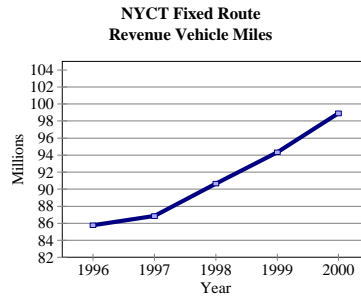
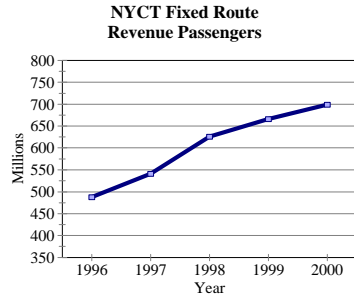
NYCT Operating and Performance Statistics - Subway (excluding Staten Island Railroad)

MTA - NYCT Subway	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	1,110,026,000	1,131,676,000	1,203,000,000	1,283,000,000	1,381,000,000	7.64%	5.61%
Rev. Veh. Miles	299,291,000	304,094,000	305,747,000	312,894,000	323,177,000	3.29%	1.94%
Op. Cost	\$1,807,273,303	\$1,859,413,296	\$1,814,566,079	\$1,883,676,102	\$2,056,745,209	9.19%	3.29%
Op. Rev.	\$1,627,188,400	\$1,628,874,400	\$1,544,882,400	\$1,541,336,400	\$1,624,780,400	5.41%	-0.04%
Rev. Pass/Rev. Mile	3.71	3.72	3.93	4.10	4.27	4.21%	3.60%
Op. Cost/Rev. Mile	\$6.04	\$6.11	\$5.93	\$6.02	\$6.36	5.71%	1.32%
Op. Rev./Op. Cost	90.04%	87.60%	85.14%	81.83%	79.00%	-3.46%	-3.22%

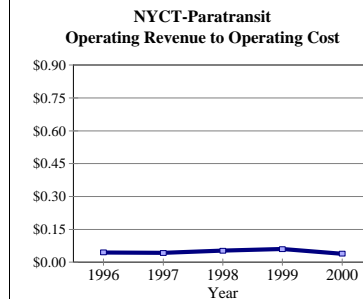
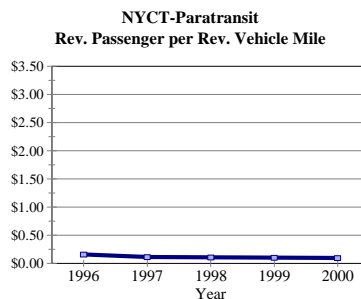
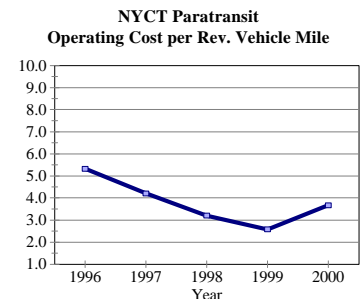
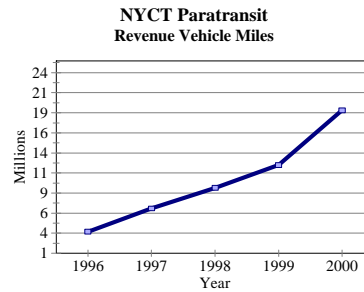
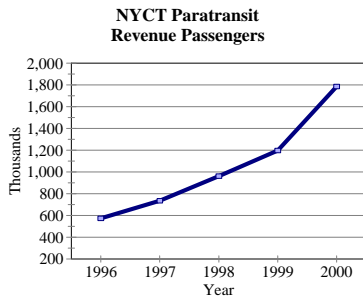


MTA New York City Transit - Operating Statistics by Mode - Fixed Route Bus and Paratransit

MTA - NYCT Bus	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	487,753,000	540,912,000	626,000,000	666,000,000	699,000,000	4.95%	9.41%
Rev. Veh. Miles	85,773,000	86,844,000	90,669,000	94,347,000	98,907,000	4.83%	3.63%
Op. Cost	\$986,026,697	\$1,085,686,704	\$1,179,833,921	\$1,267,923,898	\$1,483,054,791	16.97%	10.74%
Op. Rev.	\$555,911,600	\$566,786,600	\$577,017,600	\$623,463,600	\$656,119,600	5.24%	4.23%
Rev. Pass/Rev. Mile	5.69	6.23	6.90	7.06	7.07	0.12%	5.58%
Op. Cost/Rev. Mile	\$11.50	\$12.50	\$13.01	\$13.44	\$14.99	11.57%	6.87%
Op. Rev./Op. Cost	56.38%	52.21%	48.91%	49.17%	44.24%	-10.03%	-5.88%

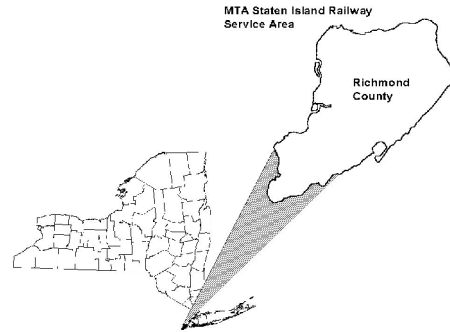


MTA - NYCT Paratransit	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	575,210	735,083	962,606	1,198,315	1,785,537	49.00%	32.74%
Rev. Veh. Miles	3,690,600	6,589,291	9,152,134	11,995,953	18,824,991	56.93%	50.28%
Op. Cost	\$19,642,258	\$27,716,833	\$29,280,187	\$30,931,721	\$69,145,293	123.54%	36.98%
Pass Rev.	\$862,815	\$1,165,150	\$1,519,338	\$1,843,435	\$2,620,734	42.17%	32.02%
Rev. Pass/Rev. Mile	0.16	0.11	0.11	0.10	0.09	-5.05%	-11.68%
Op. Cost/Rev. Mile	\$5.32	\$4.21	\$3.20	\$2.58	\$3.67	42.45%	-8.85%
Pass. Rev./Op. Cost	4.39%	4.20%	5.19%	5.96%	3.79%	-36.40%	-3.62%



**MTA NEW YORK CITY TRANSIT
STATEN ISLAND RAILWAY**

370 Jay Street
Brooklyn, NY 11201
(718) 330-4321
Web Site: www.mta.nyc.ny.us



State Legislative Districts:
Senate: 10 - 34
Assembly: 23 - 83

Base Fare: \$1.50
Last Increase: \$.25 on 11/12/95

MTA Staten Island Railway (SIR) runs 24 hour service between the St. George Ferry Terminal and Tottenville stations. The SIR serves 22 stations running the length of Staten Island and primarily serves the Manhattan commuter market. At the St. George station, customers can make connections with the Staten Island Ferry service.

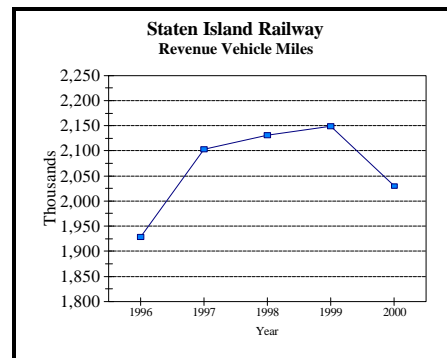
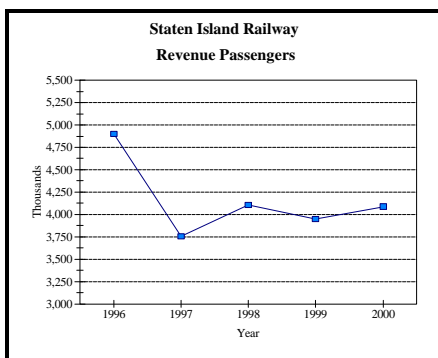


The Staten Island travel market has become less centered on travel to Manhattan as employment on Staten Island has grown. From 1990 to 2000 Staten Island employment increased 23.5% compared to the more modest increase in Manhattan employment of 1.68%. Travel within Staten Island, as well as to employment locations in New Jersey, has become an increasingly significant share of travel.

percent during the 10 year period.

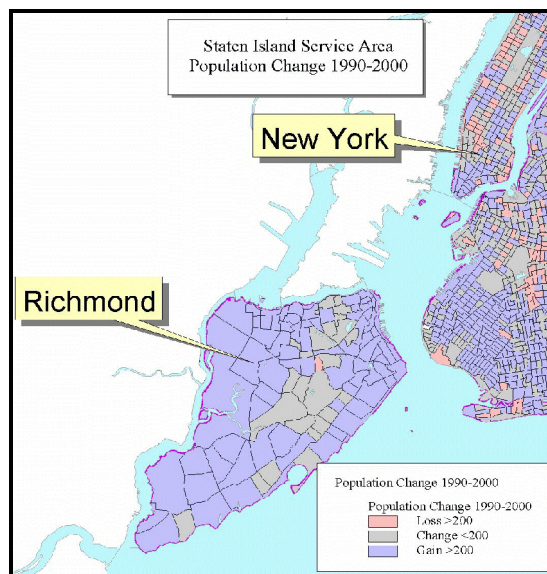
Therefore in spite of the strong 17% population growth from 1990 to 2000 on Staten Island, ridership on the

A large part of this decline in SIR ridership since 1990 has been the vast increase in amount and quality of service on the NYCT Staten Island Express Bus service (see NYCT Section of this report), which offered one seat rides to Lower and Midtown Manhattan, compared to two or three seat service via SIR & the ferry.



Manhattan-focused SIR has declined by a little over 30

Staten Island Railway	
2000 Characteristics	
Revenue Passengers	4,088,000
Number of Vehicles	64
Number of Employees	297
Revenue Vehicle Miles	2,030,000
Revenue Vehicle Hours	25,805
Total Operating Revenues	5,003,000
Total Operating Expense	23,866,000
Operating Cost /Rev. Vehicle Mile	11.76
Operating Cost / Rev. Vehicle Hour	924.86
Rev. Passengers / Rev. Vehicle Mile	2.01
Rev. Passengers / Rev. Vehicle Hour	158.42
Total Operating Revenue / Op. Expense	0.21
Operating Cost / Revenue Passenger	5.84
Total Op. Revenue / Revenue Passenger	1.22



Since 1997, ridership on the SIR has stabilized. It has grown, with some variations, from 1997 to 2000. A major factor in stabilizing the ridership has been the introduction of the MetroCard program. It had the effect of reducing the total fares by providing for free transfers to other MTA / NYCDOT services in Manhattan. (The ride on the Staten Island Ferry has been free of charge since July 4, 1997.)

Staten Island Railway level of service is tied to the level of service provided by the Staten Island Ferry and since ridership on both the Staten Island Ferry and the Railroad has been declining, over the long term, the level of service has been reduced. SIR vehicle miles of service declined by 5.52% from 1999 to 2000. The five year trend in service has actually consisted of a very modest increase of 1.3% but over the 10 year period vehicle miles of service reflects a modest overall reduction of 2.69%.

In 2000 the revenue passengers per revenue vehicle mile, a measure of service effectiveness, went up by 9.64%. This reflects the increase in ridership coinciding with a reduction in service miles. However, over the 5 year period service effectiveness declined by 5.64% as the slight increase in revenue miles corresponded with a decline in ridership of 4.4%.

From 1999 to 2000 cost per mile, a measure of efficiency, worsened by rising nearly 16%. Operating costs rose 9.53%, outpacing the rate of reduction in vehicle miles of 5.52%. Over 81% of the change in costs was due to salaries and wages which went up

MTA-SIR Service Area	1990	2000	% Change
Staten Island Population	378,977	443,728	17.09%
New York City Population	7,322,564	8,008,278	9.36%
Pop. Over 65 (NYC)	953,317	937,857	-1.62%
Pop. Under 19 (NYC)	1,888,075	2,153,450	14.06%
Staten Island Employment	71,452	88,243	23.50%
Manhattan Employment	2,342,695	2,382,166	1.68%
SIR Ridership	5,935,440	4,112,820	-30.71%
Rev. Miles SIR	2,085,788	2,029,648	-2.69%

12.5% from 1999 to 2000. This increase was due to the general salary increase of 5% which took effect on 12/15/99 and another 3% salary increase which took effect on 12/15/00 followed by a restructuring of cost. However, over a five year period SIR's cost per vehicle mile was only slightly above inflation for that time period. (2.69% versus an inflation rate of 2.35%).

Revenue to cost ratio (operating revenue to operating cost), a measure of service "economy" has been negatively impacted by the fare initiatives of the

MetroCard program, declining NYC Staten Island Ferry Ridership, and dramatically increased express bus ridership. The cost recovery ratio dropped from 37.21% in 1996, before the MetroCard was implemented, to 20.96% in the year 2000.

The primary reason for the decline in cost recovery ratio is the nature of the fare collection system on SIR. Revenues are collected only at St George. This means that morning inbound riders pay. Outbound afternoon riders also pay upon entering the system at St George, but now, the vast majority of them enter with a free transfer because they have already paid a MetroCard Fare in Manhattan. Also, no fare is collected for local travel on the system (i.e. not to/from St George). Therefore, the decline in the cost recovery ratio despite the ridership stability is a reflection of systemwide policy to collect nearly half the revenue elsewhere in the NYCT system.

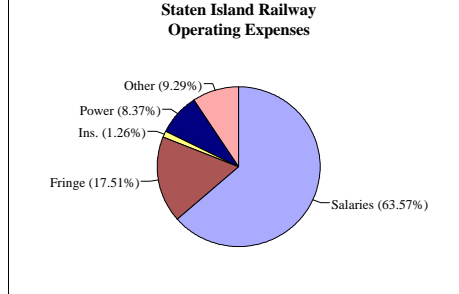
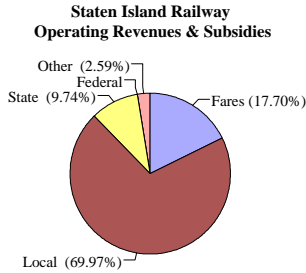
FINANCIAL INFORMATION - MTA: STATEN ISLAND RAILWAY

Sources of Total System 2000 Operating Funds

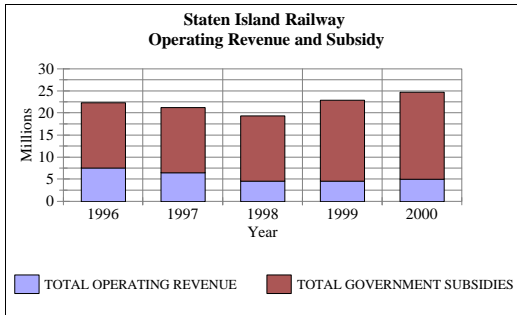
Fares	\$4,364,000
Local	\$17,255,000
State	\$2,402,000
Federal	\$0
Other	\$639,000
Total	\$24,660,000

Summary of Total System 2000 Operating Expenses

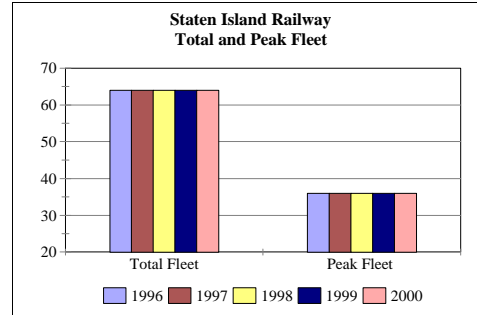
Salaries	\$15,171,000
Fringe	\$4,180,000
Ins.	\$300,000
Power	\$1,997,000
Other	\$2,218,000
Total	\$23,866,000



Financial Trend Analysis over the past five years:

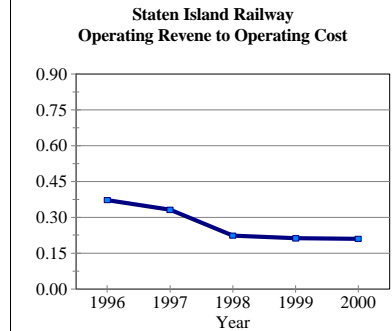
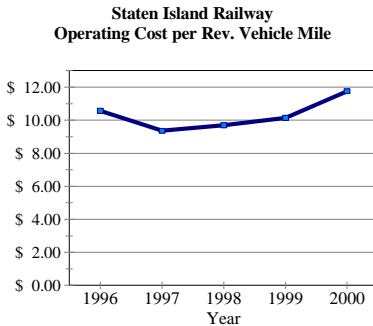
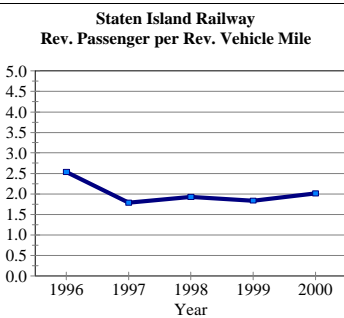


Rail Fleet Characteristics over the past five years:



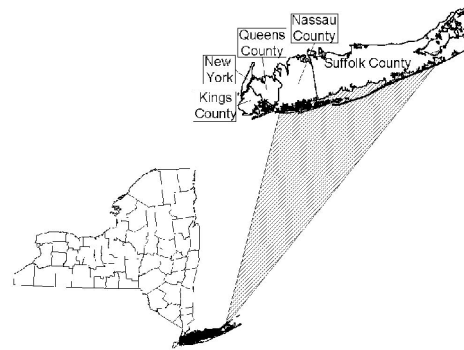
Staten Island Railway: System Total Operating and Performance Statistics

MTA -SIR SYSTEM TOTAL	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	4,897,000	3,753,000	4,108,000	3,946,242	4,088,000	3.59%	-4.41%
Rev. Veh. Miles	1,928,000	2,103,000	2,131,000	2,148,491	2,030,000	-5.52%	1.30%
Op. Cost	\$20,381,000	\$19,691,000	\$20,641,000	\$21,789,000	\$23,866,000	9.53%	4.03%
Op. Rev.	\$7,584,000	\$6,517,000	\$4,607,000	\$4,617,000	\$5,003,000	8.36%	-9.88%
Rev. Pass/Rev. Mile	2.54	1.78	1.93	1.84	2.01	9.64%	-5.64%
Op. Cost/Rev. Mile	\$10.57	\$9.36	\$9.69	\$10.14	\$11.76	15.93%	2.69%
Op. Rev./Op. Cost	37.21%	33.10%	22.32%	21.19%	20.96%	-1.07%	-13.36%
National CPI	156.90	160.50	163.00	166.60	172.20	3.36%	2.35%
NYSMA CPI	166.90	170.80	173.60	177.00	182.50	3.11%	2.26%



**MTA LONG ISLAND
RAIL ROAD**

Jamaica Station
Jamaica, NY 11435
(718) 330-4321
Web Site: www.mta.nyc.ny.us/lirr/index.html



State Legislative Districts:

Senate: 1 - 22, 25 - 28, 30
Assembly: 1 - 44, 48 - 58, 62 - 67, 70, 73

Base Fare: Distance-based - Average \$4.16
Last Increase: 9% (avg.) On 11/12/95

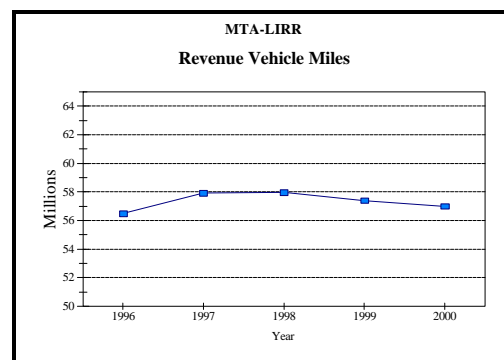
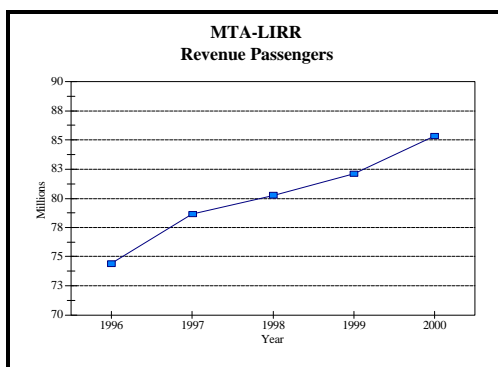
The Long Island Rail Road (LIRR) provides commuter rail service between Nassau and Suffolk counties and New York City, and is the largest commuter rail system in the nation. The LIRR was incorporated in 1834. In 1966, the Metropolitan Transportation Authority (MTA) acquired all of the capital stock of the LIRR from its parent, the Pennsylvania Railroad Company. In February 1980, the LIRR's Certificate of Incorporation was amended to convert it into a subsidiary public benefit corporation of the MTA.



The LIRR's 2000 ridership of 85.3 million passengers constituted a 3.9 percent increase over 1999 ridership. Over the five year period from 1996 to 2000 ridership increased at annualized rate of 3.5 percent. Ridership, in 2000, was the highest it has been since 1949 and over the 10 year period ridership is up by 15%.

to 2000. The nature of much of the employment increase in Manhattan, which included increases in the high income finance, insurance, and real estate (FIRE) sector of the economy, resulted in a large increase in travel demand for commute from suburbs, which manifests itself as commuter rail ridership increases, including LIRR. So the impact on LIRR ridership is larger than the raw number of population and jobs

The strong performance of the regional economy and



continued growth in the NY metropolitan area appear to be the driving factors in ridership growth. This economic strength is also shown in the nearly 5.5 percent population increase on Long Island from 1990

would indicate

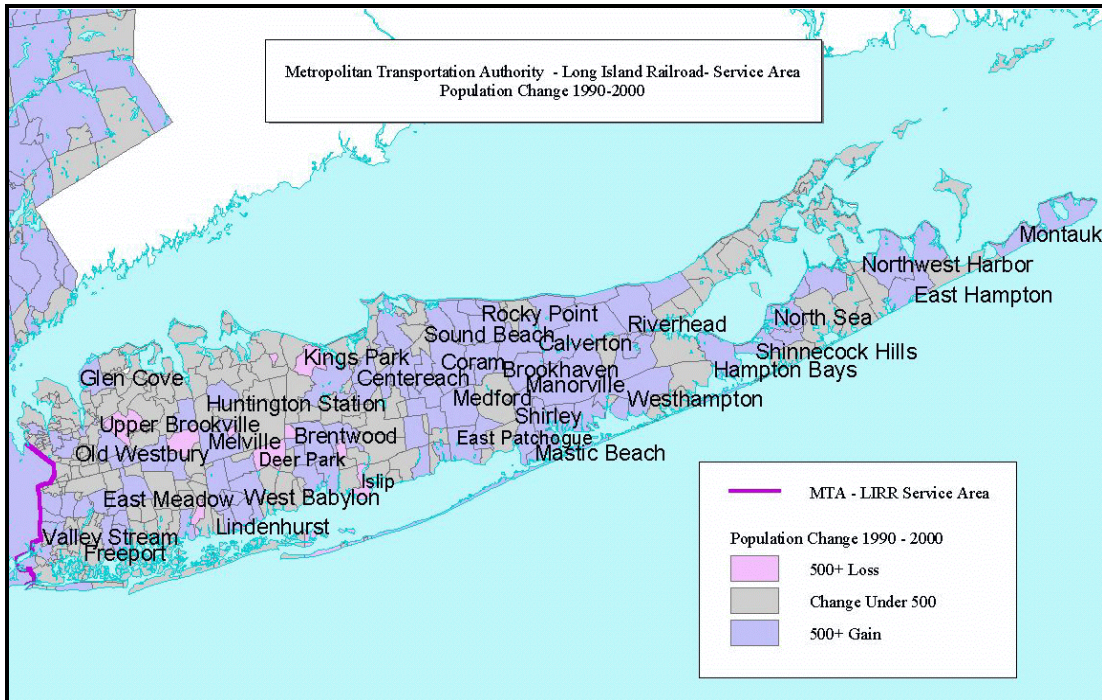
Also contributing to ridership growth is stable level of service coupled with an increase in the quality of

MTA - Long Island Rail Road 2000 Characteristics	
Revenue Passengers	85,340,000
Number of Pass. Cars in Rail Fleet	1,050
Number of Operating Employees	5,468
Revenue Vehicle Miles	56,998,000
Revenue Vehicle Hours	1,809,179
Total Operating Revenue	379,981,000
Total Operating Expense	860,913,000
Operating Expense / Rev. Vehicle Mile	15.10
Operating Expense / Rev. Vehicle Hour	475.86
Rev. Passengers / Rev. Vehicle Mile	1.50
Rev. Passengers / Rev. Vehicle Hour	47.17
Total Operating Revenue / Op. Expense	0.44
Operating Expense / Revenue Passenger	10.09
Total Op. Revenue / Revenue Passenger	4.45

MTA Statistical 17A Reporting (ridership & Miles rounded)

MTA-LIRR Service Area	1990	2000	% Change
Total Population	2,575,702	2,718,451	5.54%
Pop. Over 65	318,369	362,488	13.86%
Pop. Under 19	674,567	754,229	11.81%
Employment	1,563,385	1,657,503	6.02%
Manhattan Employment	2,342,695	2,382,166	1.68%
LIRR Ridership	75,301,828	85,339,521	13.33%
Rev. Miles LIRR	56,671,400	56,998,000	0.58%

MTA Statistical Reporting for STOA Payment (not rounded)



service. Revenue miles of service declined by less than 1 percent from 1999 to 2000, from 57.4 Million miles to 56.9 Million miles and has remained very stable over the past 10 years increasing at 0.58 percent.

Service quality has improved as measured by the increasing average Mean Distance Between Failure

(MDBF) rate which increased by 17.3 percent for LIRR's entire fleet. from 24,216 miles in 1999 to 28,405 miles in 2000.

Achieving a MDBF performance target of 36,000 miles should be aided by the LIRR's Fleet Strategy of completing the M-1 overhauls, proceeding with the M-3 mid-life overhauls and purchasing new M-7 cars.

The initial purchase of the M-7 cars will be used to increase the spare ratio to the industry standard of 15 percent from its current 10.7 percent.

The LIRR is nearing the end of its overhaul program for 132 M-1 cars. An overhaul includes replacing nine major systems: HVAC, propulsion, automatic train control, brake equipment, door operators, heat circuit breaker panels, toilet, buffer/train line systems, inverters and new trucks.

At the beginning of 2000, the LIRR completed the placing into service of the new C-3 bi-level fleet, which replace the old diesel fleet. The new diesel fleet consists of 134 bi-level coaches, 23 dual-mode locomotives, and 23 diesel locomotives. This new fleet mix allows for a one seat ride into Penn Station from diesel territory, eliminating the need for a transfer at Jamaica Station for those trips.

For 2000 the overall On-Time Performance was 92.7 percent, a modest improvement over the 91 percent achieved in 1999. Qualitatively the LIRR improved the comfort of its cars with an intensified effort to fix onboard climate control systems. 95.1 percent of the fleet during 2000 was in compliance with climate standards.

The stable level of revenue and improved service quality have resulted in revenue passengers per revenue vehicle mile, a measure of service "effectiveness," improving by 4.64 percent from 1999 to 2000. This strong performance trend held up for the 5-year analysis period as the ratio improved at an annualized rate of 3.25 percent.

In addition to improving service effectiveness, LIRR has been able to contain costs to below inflation. Operating Costs increased by 1.13 percent from 1999 to 2000 and 2.5 percent annualized from 1996 to 2000. Last year's increase was principally the result of depreciation, and higher salary and fringe benefit costs. These cost increases coupled with the very slight decrease in vehicle miles caused the cost per mile, a measure of service "efficiency" to increase by less than 2 percent from 1999 to 2000. Over the five year period 1996-2000 operating cost per vehicle mile increased at the annualized rate of 2.25 percent, slightly below the annualized inflation rate of 2.35 percent for that time period.

This cost containment, coupled with increasing ridership has led to an improvement in the cover ratio

(operating revenues to operating costs), a measure of service "economy," from 42.9 percent in 1999 to 44.14 percent in 2000. The 5 year trend for this measure is very stable, declining very slightly by .05 percent from 1996 to 2000.

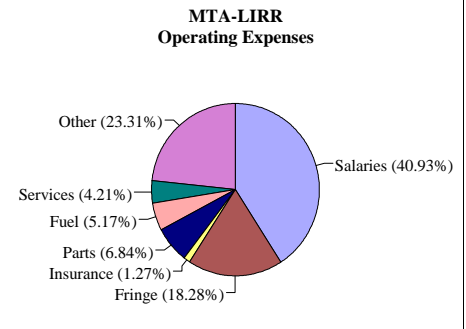
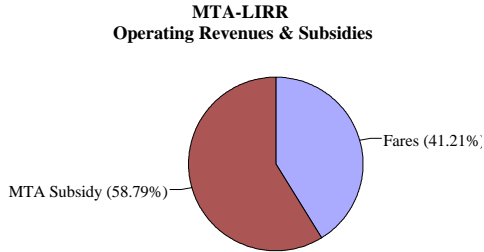
FINANCIAL INFORMATION - MTA - LONG ISLAND RAIL ROAD (LIRR)

Sources of Total System 2000 Operating Funds

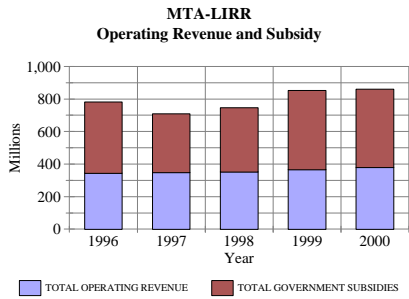
Fares	\$354,773,000
MTA Subsidy	\$506,140,000
Total	\$860,913,000

Summary of Total System 2000 Operating Expenses

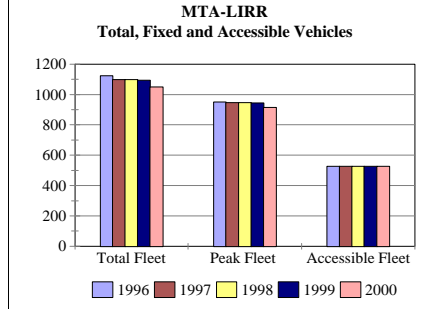
Salaries	\$352,347,000
Fringe	\$157,364,000
Insurance	\$10,907,000
Parts	\$58,869,000
Fuel	\$44,532,000
Services	\$36,222,000
Other	\$200,672,000
Total	\$860,913,000



Financial Trend Analysis over the past five years:

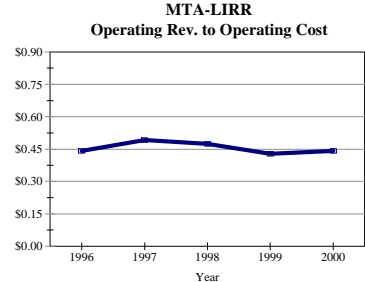
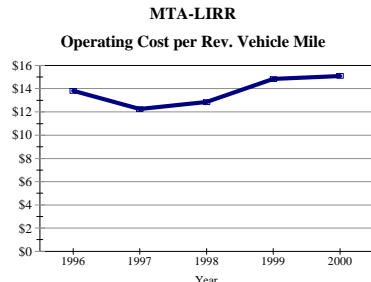
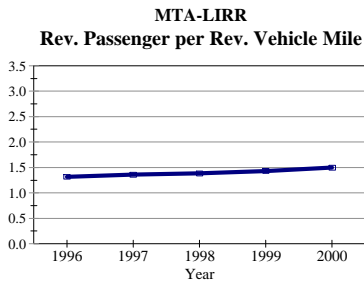


Rail Fleet Characteristics



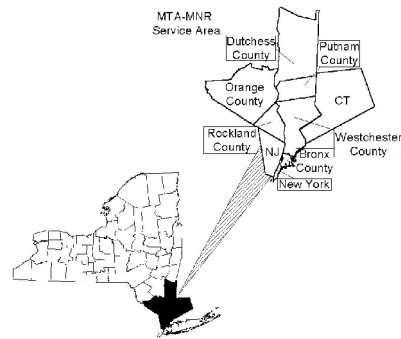
LIRR: System Total Operating and Performance Statistics

MTA-LIRR System Total	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	74,411,000	78,663,000	80,272,000	82,113,322	85,340,000	3.93%	3.49%
Rev. Veh. Miles	56,487,000	57,909,000	57,969,000	57,385,000	56,998,000	-0.67%	0.23%
Op. Cost	\$780,670,000	\$709,898,000	\$745,040,000	\$851,309,000	\$860,913,000	1.13%	2.48%
Op. Rev.	\$345,208,000	\$349,362,000	\$353,677,000	\$365,213,000	\$379,981,000	4.04%	2.43%
Rev. Pass/Rev. Mile	1.32	1.36	1.38	1.43	1.50	4.64%	3.25%
Op. Cost/Rev. Mile	\$13.82	\$12.26	\$12.85	\$14.84	\$15.10	1.81%	2.25%
Op. Rev./Op. Cost	44.22%	49.21%	47.47%	42.90%	44.14%	2.88%	-0.05%
National CPI	156.90	160.50	163.00	166.60	172.20	3.36%	2.35%
NYSMA CPI	166.90	170.80	173.60	177.00	182.50	3.11%	2.26%



MTA METRO-NORTH RAILROAD

347 Madison Avenue - 12th floor
 New York, New York 10017
 (212) 340-3024
 Web Site: <http://www.mta.nyc.ny.us/mnr/index.html>



State Legislative Districts:
 Senate: 26 - 28, 30 - 41
 Assembly: 63, 64, 68, 73 - 99

Base Fare: Distance-based, Average \$4.64
 Last Increase: 9% (avg.) on 11/12/95

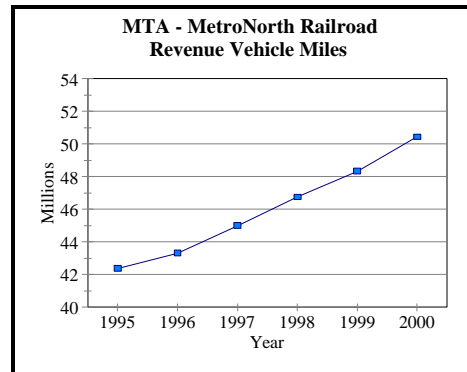
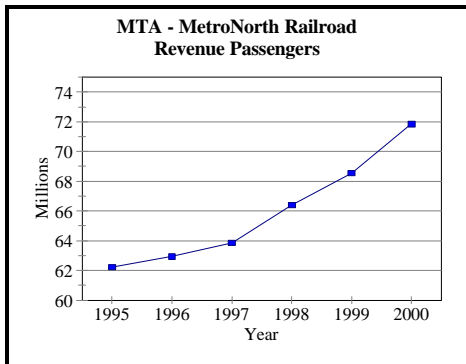
The Metro-North Railroad (MNCR), incorporated as a subsidiary of the Metropolitan Transportation Authority in 1982, provides commuter rail service from the northern suburbs of New York City, terminating in Manhattan at Grand Central Terminal. MNCR provides service on the Harlem and Hudson Lines in Dutchess, Putnam, Westchester and Bronx Counties, the New Haven Line starting in Connecticut and operating through Westchester and Bronx Counties. MNCR also contracts with New Jersey Transit to provide service on the Pascack and Port Jervis Lines through Rockland and Orange Counties to the Hoboken Terminal.



In 2000 Metro-North carried a record 71.8 million customers (including totals from Connecticut). This represents an increase of 4.8

period. This strong ridership performance, to a large extent, reflects the robust regional economy and strong 7.6 percent growth in population, over this past decade (1990 to 2000), in the Railroad's service area.

The nature of much of the employment increase in Manhattan, which included increases in the high income finance, insurance, and real estate (FIRE) sector of the economy, resulted in a large increase in travel demand for commute from suburbs, which manifests itself as



percent over 1999 ridership, a 3.4 percent annualized increase over a 5-year period and over a 25 percent increase over a ten-year

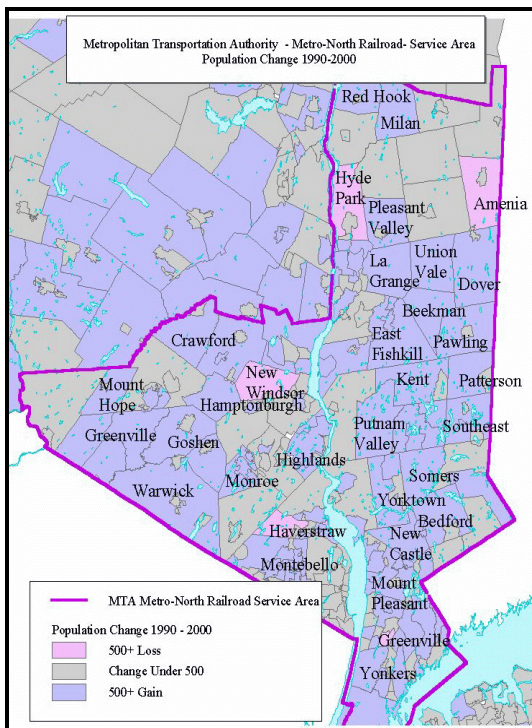
commuter rail ridership increases, including MNCR. So the impact on MNCR ridership is larger than the raw number of population and jobs would indicate.

MTA - Metro North Railroad*	
2000 Characteristics	
Revenue Passengers	71,843,000
Number of Vehicles	927
Number of Employees	5,050
Revenue Vehicle Miles	50,444,000
Revenue Vehicle Hours	1,287,717
Total Operating Revenue	359,853,000
Total Operating Expense	694,072,000
Operating Expense/Rev. Vehicle Mile	13.76
Operating Expense/Rev. Vehicle Hour	538.99
Rev. Passengers / Rev. Vehicle Mile	1.42
Rev. Passengers / Rev. Vehicle Hour	55.79
Total Operating Revenue / Op. Expense	0.52
Operating Cost / Revenue Passenger	9.66
Total Op. Revenue / Revenue Passenger	5.01

* Includes Connecticut

MTA-MNCR Service Area*	1990	2000	% Change
Total Population**	1,791,391	1,927,474	7.60%
Pop. Over 65**	222,239	240,839	8.37%
Pop. Under 19**	478,537	553,074	15.58%
Employment	738,028	762,976	3.38%
Manhattan Employment	2,342,695	2,382,166	1.68%
MNCR Ridership*	40,988,873	51,439,153	25.50%
Rev. Miles MNCR*	28,743,135	39,488,452	37.38%

* Excludes Connecticut Statistics
 ** Excludes Bronx and Manhattan



Another factor in the ridership increase is the improvement in service miles and quality. Improved service was added, particularly, in diesel territory, as the new diesel equipment was received. Revenue vehicle miles of service went up by 4.35 percent from 1999 to 2000 and increased at an annualized rate of 3.9 percent over the five year period.

This level of service is being provided with an electric fleet that includes a large percentage of vehicles (the M-1 Fleet 19% of Fleet total) that are nearly 30 years old. The replacement vehicles (the M-7 cars) are scheduled to enter service beginning in 2005. The Diesel / push pull portion of the fleet (25% of the fleet total), on the other hand, was replaced in the late 1990's. This includes new coaches, and new Genesis dual mode locomotives, the first replacements in 50 years.

As a result of the vehicle maintenance problems, the Mean Distance Between Failures(MDBF) of 54,355 miles, was 17.1% lower than the stated goal of 65,575 miles, but still far ahead of many other comparable commuter rail systems. This is reflected in the very high on time performance measure of 96.7% for calendar year 2000. This outstanding performance statistic reflects Metro-North's commitment to maintain an infrastructure that is in a relatively good state of repair, in spite of the fleet age and mechanical problems related with new technology.

In addition to providing more service and better quality service, Metro-North has been focusing on improving other passenger amenities such as new and/or improved station facilities and more customer parking.

In 2000, Metro-North constructed 760 new spaces and improved 320 spaces at existing passenger rail stations. In New Rochelle, over 600 spaces in a commercial garage were made available to commuters. In Bridgeport, CT a new 900-space garage replaced a 750 space surface lot. 105 new spaces were created at Mamaroneck, Beacon, Brewster North, Salisbury Mills-Cornwall and additional spaces were created at Purdy station, Wassaic, Tenmile River and Haverstraw.

These service improvements and improved passenger amenities coupled with a strong local economy and population growth have translated into record ridership.

Revenue passengers per revenue vehicle mile, a measure of service “effectiveness,” was essentially unchanged from 1999 to 2000, as passenger increase kept pace with service mile increases. Likewise, for the five-year period 1996 to 2000 the measure was virtually unchanged, declining from 1.45 to 1.42. This means that Metro-north is doing what it can to accommodate the latent demand that still is in the market for commuter rail service.

What is surprising is that this increase in service does not come at a dramatic increase in cost. From 1999 to 2000 operating costs grew at 2.3 percent, well below the national inflation rate of 3.36 percent. Wages and Salaries went up by 4.87 percent and Fringe Benefits went up 7 percent; accounting for 45 percent of the cost increase. An important driver of cost growth is the 4.3 percent increase in vehicle miles of service. The remaining increase in costs were tied to depreciation and other corporate costs.

The rate of increase in cost was exceeded by the rate of increase in vehicle miles of service. Thus the cost per mile, a measure of service “efficiency,” improved by nearly 2 percent from 1999 to 2000. Over five years, the operating cost per mile remained very stable, increasing at less than 1 percent annualized, less than half of the inflation rate during that time period.

Finally, the relatively modest operating cost increases coupled with consistent ridership growth at essentially flat fares have caused the

2000 cover ratio (Operating Revenues to Operating costs) to increase by 3.8 percent over 1999 to 51.85 percent. Over the five years, however, the cover ratio declined slightly, by less than 1 percent. The decline in cover ratio over the five year period is primarily driven by cost increases associated with an increase in service.

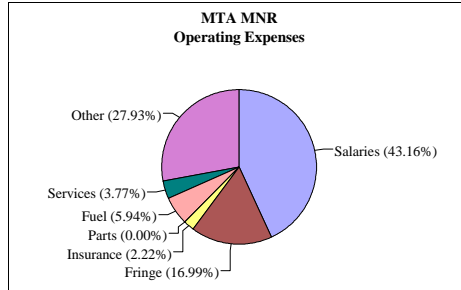
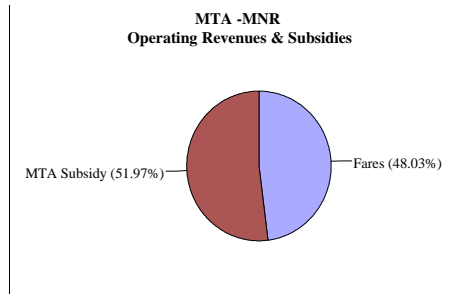
FINANCIAL INFORMATION - MTA - METRO NORTH RAILROAD

Sources of Total System 2000 Operating Funds

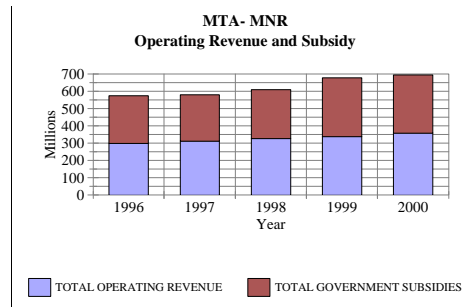
Fares	\$333,337,000
MTA Subsidy	\$360,735,000
Total	\$694,072,000

Summary of Total System 2000 Operating Expenses

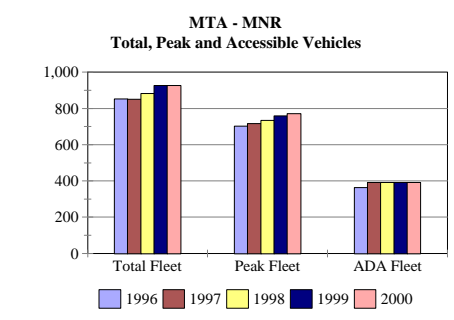
Salaries	\$299,587,000
Fringe	\$117,913,000
Insurance	\$15,377,000
Parts	\$0
Fuel	\$41,220,000
Services	\$26,153,000
Other	\$193,822,000
Total	\$694,072,000



Financial Trend Analysis over the past five years:

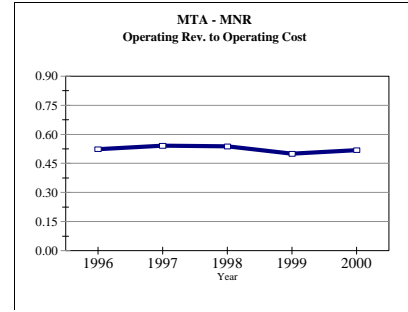
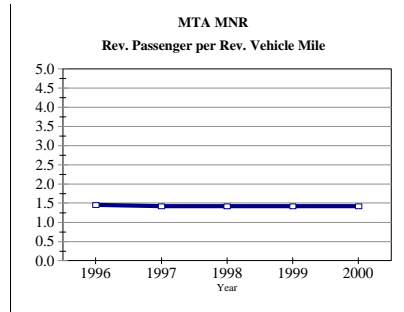
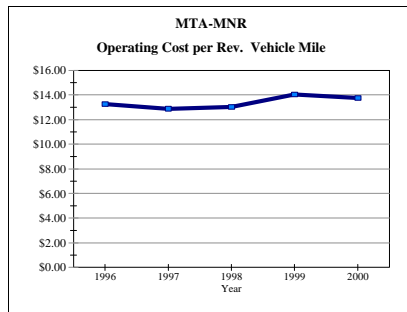


Fleet Characteristics over the past five years:



MNCR: System Total Operating and Performance Statistics

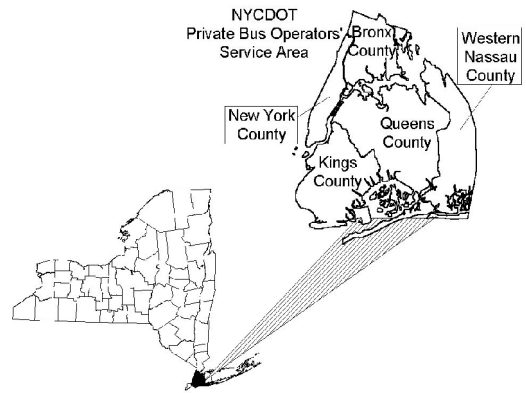
MTA MNR System Total	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	62,939,000	63,854,000	66,409,000	68,533,000	71,843,000	4.83%	3.36%
Rev. Veh. Miles	43,318,000	45,010,000	46,752,000	48,341,000	50,444,000	4.35%	3.88%
Op. Cost	\$573,997,000	\$580,141,000	\$608,403,000	\$678,624,000	\$694,072,000	2.28%	4.86%
Op. Rev.	\$300,422,000	\$313,807,000	\$327,380,000	\$338,840,000	\$359,853,000	6.20%	4.62%
Rev. Pass/Rev. Mile	1.45	1.42	1.42	1.42	1.42	0.46%	-0.50%
Op. Cost/Rev. Mile	\$13.25	\$12.89	\$13.01	\$14.04	\$13.76	-1.99%	0.95%
Op. Rev./Op. Cost	52.34%	54.09%	53.81%	49.93%	51.85%	3.84%	-0.24%
National CPI	156.90	160.50	163.00	166.60	172.20	3.36%	2.35%
NYSMA CPI	166.90	170.80	173.60	177.00	182.50	3.11%	2.26%



**NEW YORK CITY
DEPARTMENT OF TRANSPORTATION**

Passenger Transport Division
Battery Maritime Bldg, Third Floor
New York, NY 10004
(212) 487-8300
Web Site:

<http://www.ci.nyc.ny.us/html/dot/home.html>



State Legislative Districts:
Senate: 7, 9 - 23, 25 - 34
Assembly: 16, 17, 20 - 58, 62 - 83

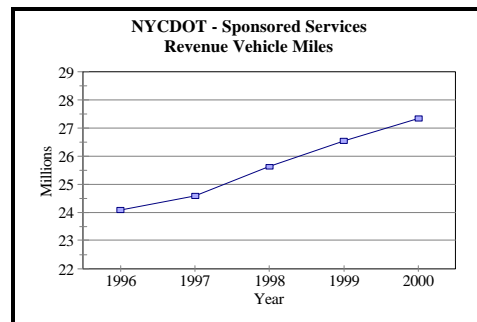
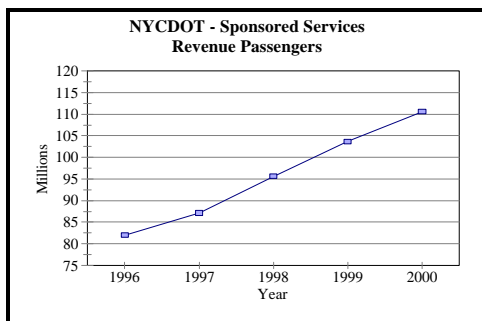
The New York City Department of Transportation (NYCDOT) sponsors seven private transit operators within New York City: Command Bus, Green Bus Lines, Jamaica Buses, Queens Surface, Triboro Coach, Liberty Lines Express, and New York Bus Tours.

The NYCDOT system is comprised of 1,291 buses, more than 1/4 the size of the MTA NYC Transit bus fleet, and constitutes the 9th largest fleet and the largest privately operated fleet in the nation.

Five of these operators provide local and express service, while two provide exclusively express service. Together, there are 35 express and 47 local routes. Liberty Lines and New York Bus Tours provide express services from the Bronx to Manhattan. Green Bus Lines, Jamaica Buses, Queens Surface and Triboro Coach provide local service in Queens and express service from Queens to Manhattan. Command Bus provides local service in Brooklyn and express service from Brooklyn to Manhattan. A number of the Queens local services also extend to adjacent boroughs, i.e.



2000 was another very successful year for the NYCDOT sponsored public transit system due to continuing growth of city economy in most important areas: financial services, media and tourism. Total employment surpassed 3.8 million for the first time since 1969 and unemployment fell to 5.2 percent. Ridership on the New York City sponsored private bus



Queens Surface to the Bronx and Manhattan, Jamaica to Nassau, and Green Bus Lines to Brooklyn and Manhattan.

companies increased 6.7 percent in 2000 over 1999. Over five year period, from 1996 to 2000, ridership increased from 82 million in 1996 to 110.6 million in 2000, 7.8 percent annualized growth rate, and 35 percent growth overall. The largest ridership gains

NYCDOT BUS	Green	Jamaica	Command	Liberty	NY Bus	Queens	Triboro	Total
2000 Characteristics	Bus Lines	Bus	Bus	Lines	Tours	Surface	Coach	
Revenue Passengers	34,933,437	11,044,839	3,170,849	2,974,187	3,943,879	28,079,213	26,460,393	110,606,797
Number of Vehicles	235	103	133	86	137	337	260	1,291
Number of Employees	657	252	260	228	295	832	547	3,071
Revenue Vehicle Miles	5,631,659	1,992,046	2,763,282	2,534,629	3,303,422	6,956,792	4,148,199	27,330,029
Revenue Vehicle Hours	615,808	205,705	217,421	194,549	244,722	674,065	461,580	2,613,850
Total Operating Revenue	33,396,046	10,914,464	6,729,137	8,340,285	10,995,445	30,550,262	27,055,875	127,981,514
Total Operating Expense	57,603,765	25,289,458	20,321,282	18,904,939	24,629,149	76,105,922	48,426,595	271,281,110
Operating Expense /Rev. Vehicle Mile	10.23	12.70	7.35	7.46	7.46	10.94	11.67	9.93
Operating Expense / Rev. Vehicle Hour	93.54	122.94	93.47	97.17	100.64	112.91	104.91	103.79
Rev. Passengers / Rev. Vehicle Mile	6.20	5.54	1.15	1.17	1.19	4.04	6.38	4.05
Rev. Passengers / Rev. Vehicle Hour	56.73	53.69	14.58	15.29	16.12	41.66	57.33	42.32
Total Operating Revenue / Op. Expense	0.58	0.43	0.33	0.44	0.45	0.40	0.56	0.47
Operating Expense / Revenue Passenger	1.65	2.29	6.41	6.36	6.24	2.71	1.83	2.45
Total Op. Revenue / Revenue Passenger	0.96	0.99	2.12	2.80	2.79	1.09	1.02	1.16

were among the NYCDOT operations in Queens. The major reasons for this remarkable and record breaking increase in ridership are:

- New York City population increased by 9.4 percent, reaching 8 million population for the first time in its history. Much of the increase was comprised of immigrant groups, whose employment and other travel is heavily dependent on transit. Queens population, where most of the NYCDOT service is located grew almost 15 percent, rising to over 2.2 million.
- Employment grew more than 3 percent; but that masks an early decade decline and a larger late decade increase, paralleling the transit ridership growth.
- Successful implementation of MetroCard Gold “One City- One Fare” Policy and fare initiatives together with MTA-NYCT. This policy provided fare discounts, universal free transfer, and other fare initiatives described in Chapter V on Mobility and Innovation in NY State Public Transportation.

Passenger revenue declined in 1997 and 1998, as expected, because the fare initiatives discounted fares even as ridership increased. Subsequently, in 1999 & 2000, as no new discounts were introduced, but riderhip gains continued at lower rate, passenger revenue solidly increased for the second straight year by 16.7 percent from \$98.9M in 1999 to \$115.4M in 2000. Overall passenger revenue increased by 25.7 percent in these two years.

However the decrease in special reimbursement by 42.9 percent and charter/contract revenue by 41.9 percent

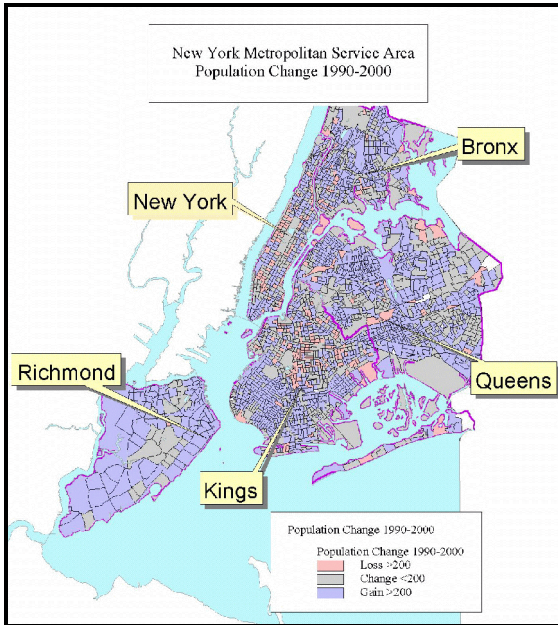
partially offset growth in passenger revenue, limiting total operating revenue growth to 5.9 percent in year 2000. For two year period operating revenue increased by 12 percent .

Over five year period, revenue vehicle miles have increased in every year, from 24.1 million in 1996 to 27.3 million in 2000, a 3.2 percent annualized growth rate. This service increase was needed to accommodate the ridership increase over this period.

The total NYCDOT private carrier bus fleet increased from 1,134 in 1997 to 1,291 in 2000. This increase in fleet size was necessary to accommodate the large ridership increases. This was accomplished by maintaining the fleet replacement and delaying retirement of older buses. A total 595 buses, 46.1 percent of the total fleet, are over-age (older 12 years). Three operators Jamaica Buses, Liberty Lines Express, and New York Bus Tours have total average age of bus fleet older than 12 years. To meet ADA requirements 934 buses, 72 percent, are equipped with wheelchair lifts.

New York City has committed to promoting alternative fuel buses and current fleet contains 353 Compressed Natural Gas (CNG) vehicles, 27 percent of the fleet. NYCDOT completed construction of new CNG bus garage facilities for Command buses in Southeast Brooklyn and for Queens Surface in College Point Queens.

In terms of system performance, systemwide costs increased 6.31 percent from 1999 to 2000. Operating costs from 1996-2000 increased 21.8 percent, about 5 percent per year. Contributing to these expense increases were unusually large increases in the last



year for fuel and utilities, and lease and rental costs. Fuel costs went up 40.6 percent and utilities up 29.5 percent, lease and rentals was up 21.4 percent from 1999 to 2000. This parallels increases in these categories incurred by all transit systems.

The increase in cost is substantially a result of an increase in service. The increases in costs, coupled with the increases in service caused the cost per mile to go up 3.2 percent from 1999 to 2000. However, over a five year period, cost per mile increased at a rate of 1.79 percent, less than the annualized inflation rate for that time period. This indicates costs that are generally under control, and account mostly for service increases.

The revenue passenger to revenue vehicle mile ratio increased by 3.6 percent from 1999 to 2000. Over the past 5 years, the ratio increased at an annualized rate of 4.4 percent. This is an indication of system efficiency, as ridership grew faster than service expansion. There were substantial ridership gains in off-peak periods, such as mid-day, weekends, etc., where sufficient capacity was available to accommodate these new riders. At other times, particularly in peak periods, service often operates at peak capacity.

The combination of the fare discounts and cost increases caused the “cover ratio”, (revenue to cost ratio) to decrease at an annualized rate of 2.79 percent from 1996 to 2000. However in year 2000 the ratio declined only 0.2 percent from 47.4 percent in 1999 to 47.2 percent in 2000.

NYCDOT Service Area	1990	2000	% Change
NYC Population	7,322,564	8,008,278	9.36%
Bronx Population	1,203,789	1,332,650	10.70%
Kings Population	2,300,664	2,465,326	7.16%
Manhattan Population	1,487,536	1,537,195	3.34%
Queens Population	1,951,598	2,229,379	14.23%
Staten Island Population	378,977	443,728	17.09%
Pop. Over 65	953,317	937,857	-1.62%
Pop. Under 19	1,888,075	2,153,450	14.06%
Employment	3,492,208	3,605,978	3.26%
Command/Jamaica/ Triboro Coach/ Green Bus Ridership	51,940,382	75,609,518	45.57%
Liberty Lines Ridership	3,333,989	2,974,187	-10.79%
New York Bus Tours Ridership	3,278,205	3,943,879	20.31%
Queens Surface Ridership	21,445,639	28,079,213	30.93%
Rev. Miles Command/ Jamaica/Triboro Coach/Green Bus	13,803,737	14,535,186	5.30%
Rev. Miles Liberty Lines	3,025,235	2,534,629	-16.22%
Rev. Miles New York Bus Tours	3,079,657	3,303,422	7.27%

Under agreement with MTA-NYCT, NYCDOT’s obligation to provide paratransit service is met by MTA’s Access-A-Ride Service. No paratransit service is provided by NYCDOT, although NYC supports MTA’s service financially.

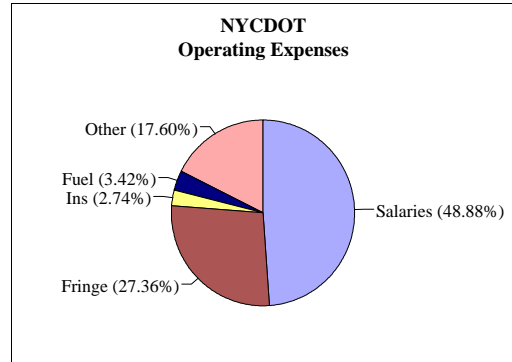
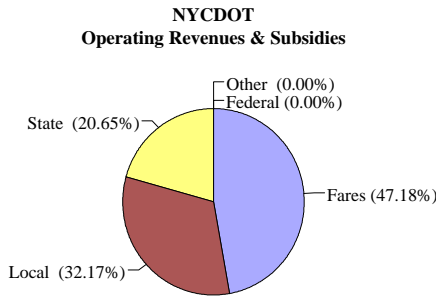
FINANCIAL INFORMATION - NYCDOT SPONSORED PRIVATE OPERATORS

Sources of Total System 2000 Operating Funds

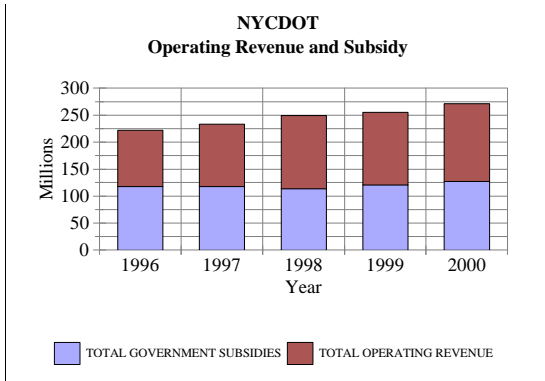
Fares	\$127,981,514
Local	\$87,277,325
State	\$56,022,271
Federal	\$0
Other	\$0
Total	\$271,281,110

Summary of Total System 2000 Operating Expenses

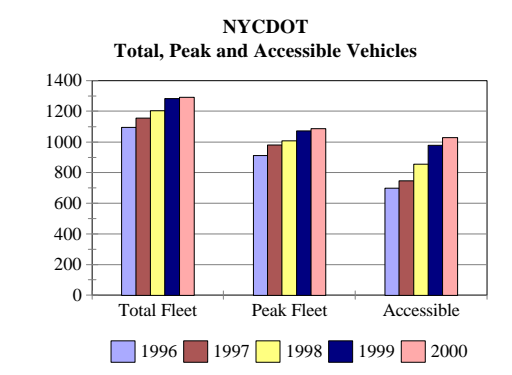
Salaries	\$132,594,768
Fringe	\$74,212,782
Ins	\$7,434,257
Fuel	\$9,286,148
Other	\$47,753,155
Total	\$271,281,110



Financial Trend Analysis over the past five years:



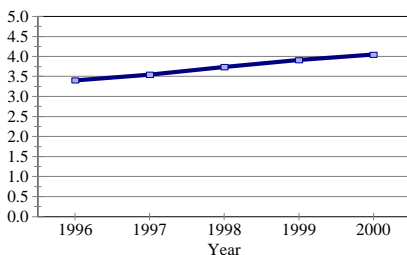
Fleet Characteristics over the past five years:



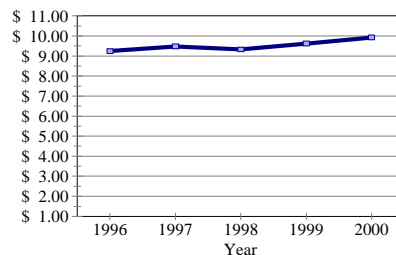
NYCDOT Sponsored Private Bus Operators - Operations and Performance Statistics - System Total

NYCDOT Operations	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	82,005,245	87,129,607	95,641,528	103,682,203	110,606,797	6.68%	7.77%
Rev. Veh. Miles	24,084,197	24,577,043	25,619,324	26,531,810	27,330,029	3.01%	3.21%
Op. Cost	\$222,709,704	\$232,906,915	\$238,963,678	\$255,170,828	\$271,281,110	6.31%	5.06%
Op. Rev.	\$118,066,142	\$118,124,321	\$114,225,701	\$120,847,377	\$127,981,514	5.90%	2.04%
Rev. Pass/Rev. Mile	3.40	3.55	3.73	3.91	4.05	3.56%	4.41%
Op. Cost/Rev. Mile	\$9.25	\$9.48	\$9.33	\$9.62	\$9.93	3.21%	1.79%
Op. Rev./Op. Cost	53.01%	50.72%	47.80%	47.36%	47.18%	-0.39%	-2.87%
National CPI	156.90	160.50	163.00	166.60	172.20	3.36%	2.35%
NYSMA CPI	166.90	170.80	173.60	177.00	182.50	3.11%	2.26%

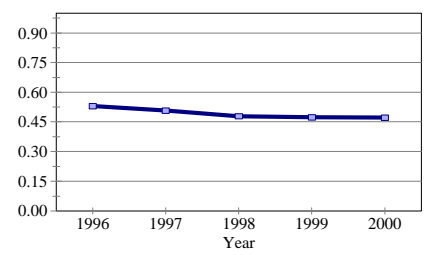
**NYCDOT-Total Operations
Rev. Passenger per Rev. Vehicle Mile**



**NYCDOT-Total Operations
Operating Cost per Rev. Vehicle Mile**

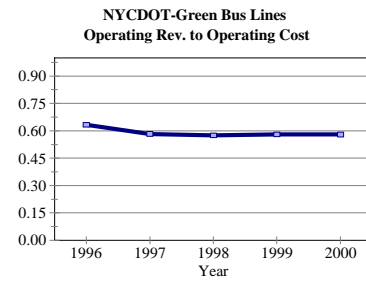
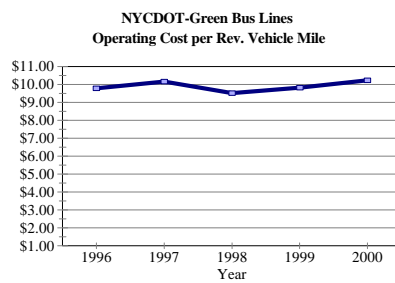
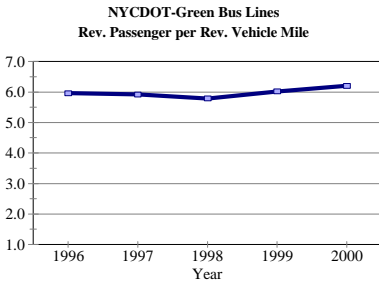
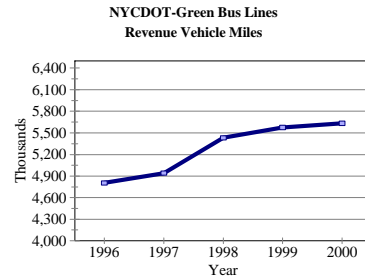
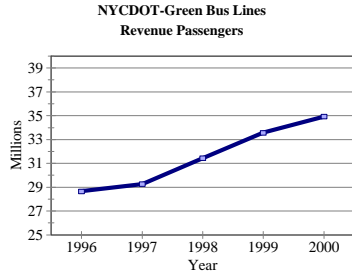


**NYCDOT-Total Operations
Operating Rev. to Operating Cost**

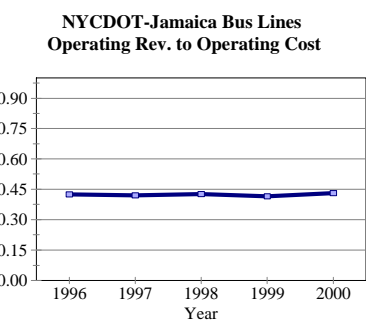
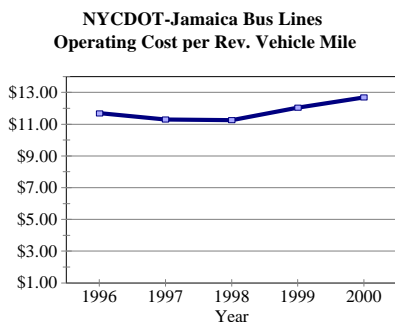
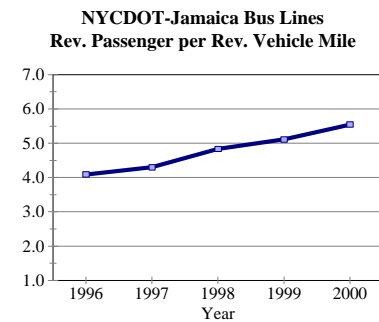
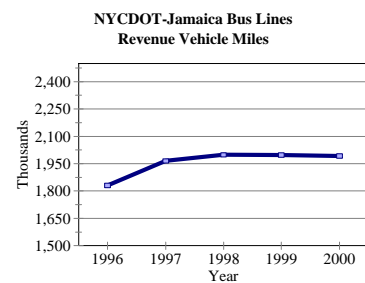
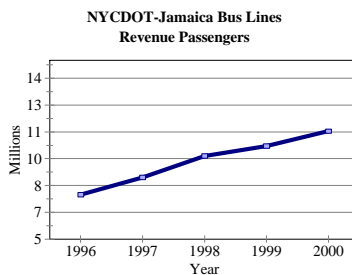


NYCDOT Sponsored Transit Services - Operating and Performance Statistics by Operaor - Green and Jamaica Bus Lines

Green Bus Lines	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	28,658,132	29,262,860	31,440,210	33,567,174	34,933,437	4.07%	5.07%
Rev. Veh. Miles	4,805,342	4,940,210	5,430,250	5,574,296	5,631,659	1.03%	4.05%
Op. Cost	\$47,007,602	\$50,214,676	\$51,720,822	\$54,710,432	\$57,603,765	5.29%	5.21%
Op. Rev.	\$29,776,490	\$29,283,358	\$29,751,364	\$31,769,078	\$33,396,046	5.12%	2.91%
Rev. Pass/Rev. Mile	5.96	5.92	5.79	6.02	6.20	3.01%	0.99%
Op Cost/Rev. Mile	\$9.78	\$10.16	\$9.52	\$9.81	\$10.23	4.22%	1.12%
Op. Rev./Op. Cost	63.34%	58.32%	57.52%	58.07%	57.98%	-0.16%	-2.19%

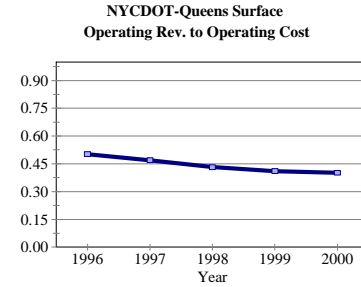
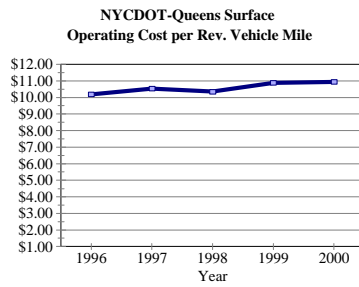
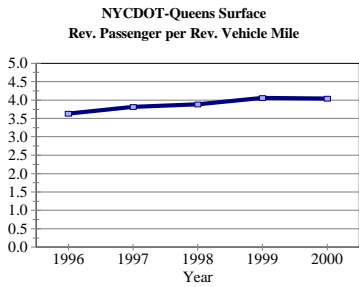
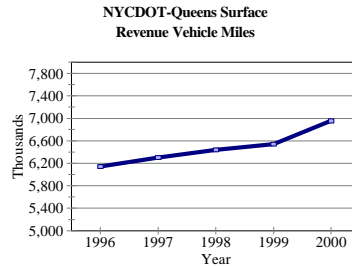
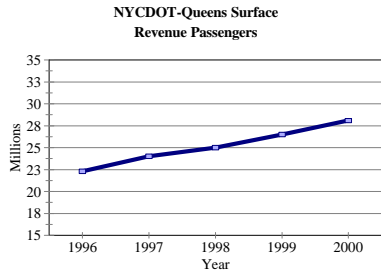


Jamaica Bus Lines	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	7,486,331	8,454,998	9,657,111	10,210,889	11,044,839	8.17%	10.21%
Rev. Veh. Miles	1,830,981	1,965,204	1,998,650	1,997,418	1,992,046	-0.27%	2.13%
Op. Cost	\$21,393,266	\$22,206,563	\$22,501,732	\$24,048,462	\$25,289,458	5.16%	4.27%
Op. Rev.	\$9,107,289	\$9,330,140	\$9,585,512	\$10,012,855	\$10,914,464	9.00%	4.63%
Rev. Pass/Rev. Mile	4.09	4.30	4.83	5.11	5.54	8.46%	7.91%
Op.Cost/Rev. Mile	\$11.68	\$11.30	\$11.26	\$12.04	\$12.70	5.44%	2.10%
Op. Rev./Op. Cost	42.57%	42.02%	42.60%	41.64%	43.16%	3.66%	0.34%

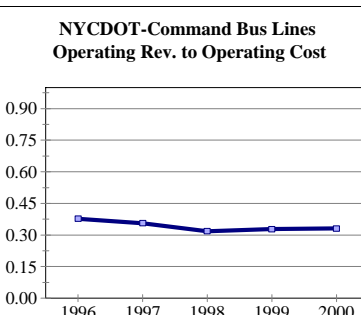
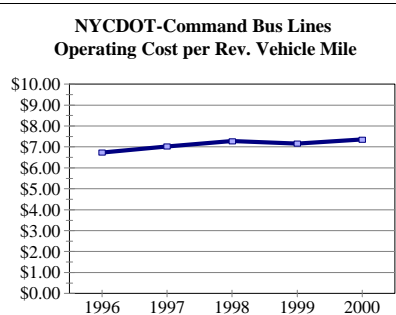
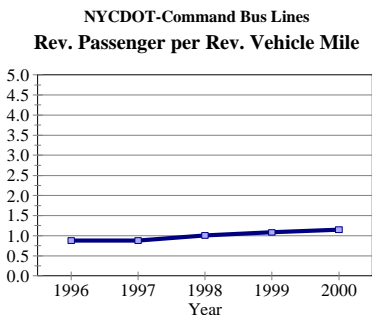
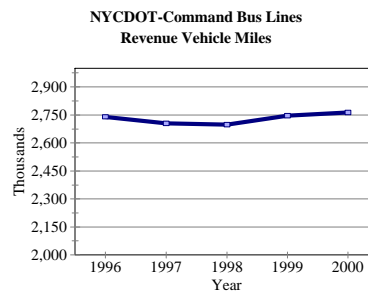
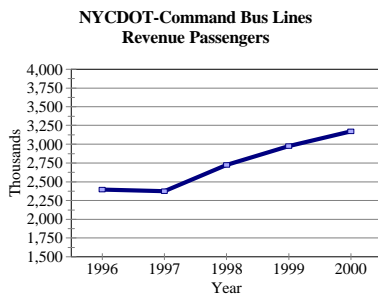


NYCDOT Sponsored Transit Services - Operating and Performance Statistics by Operator

Queens Surface	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	22,299,234	24,017,022	25,014,781	26,509,760	28,079,213	5.92%	5.93%
Rev. Veh. Miles	6,145,051	6,303,858	6,440,358	6,542,592	6,956,792	6.33%	3.15%
Op. Cost	\$62,556,087	\$66,415,363	\$66,684,203	\$71,234,948	\$76,105,922	6.84%	5.02%
Op. Rev.	\$31,434,870	\$31,204,752	\$28,829,852	\$29,248,637	\$30,550,262	4.45%	-0.71%
Rev. Pass/Rev. Mile	3.63	3.81	3.88	4.05	4.04	-0.39%	2.70%
Op. Cost/Rev. Mile	\$10.18	\$10.54	\$10.35	\$10.89	\$10.94	0.48%	1.82%
Op. Rev./Op. Cost	50.25%	46.98%	43.23%	41.06%	40.14%	-2.23%	-5.46%

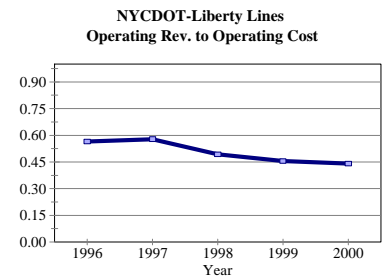
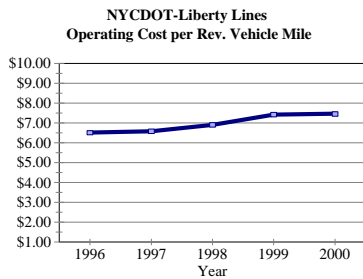
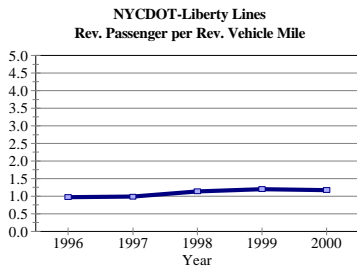
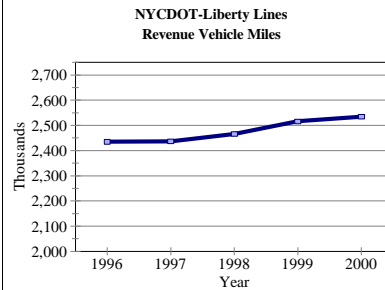
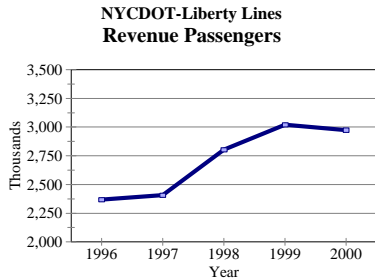


Command Bus Lines	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	2,396,183	2,371,790	2,721,898	2,974,134	3,170,849	6.61%	7.25%
Rev. Veh. Miles	2,740,517	2,705,290	2,698,553	2,746,852	2,763,282	0.60%	0.21%
Op. Cost	\$18,444,444	\$19,014,977	\$19,637,287	\$19,678,329	\$20,321,282	3.27%	2.45%
Op. Rev.	\$6,965,588	\$6,770,367	\$6,248,121	\$6,453,238	\$6,729,137	4.28%	-0.86%
Rev. Pass/Rev. Mile	0.87	0.88	1.01	1.08	1.15	5.98%	7.03%
Op. Cost/Rev. Mile	\$6.73	\$7.03	\$7.28	\$7.16	\$7.35	2.65%	2.24%
Op. Rev./Op. Cost	37.77%	35.61%	31.82%	32.79%	33.11%	0.98%	-3.23%

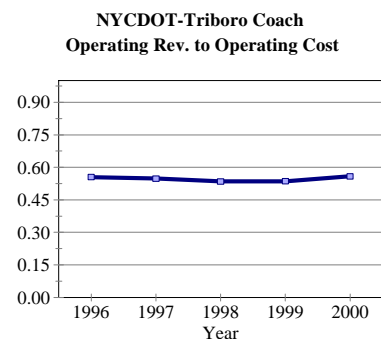
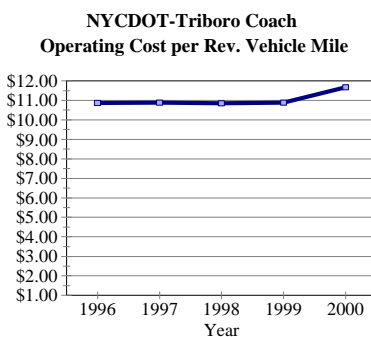
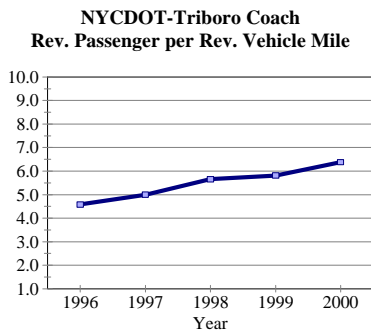
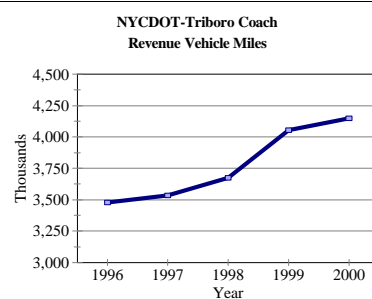
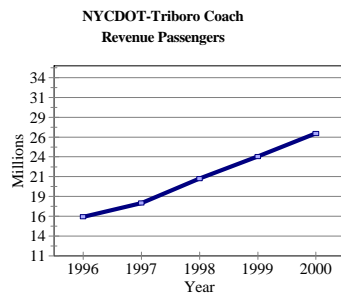


NYCDOT Sponsored Transit Services - Operating and Performance Statistics by Operator

Liberty Lines	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	2,368,391	2,407,798	2,802,432	3,020,444	2,974,187	-1.53%	5.86%
Rev. Veh. Miles	2,435,300	2,436,846	2,466,101	2,515,797	2,534,629	0.75%	1.00%
Op. Cost	\$15,858,812	\$16,029,098	\$17,019,329	\$18,674,274	\$18,904,939	1.24%	4.49%
Op. Rev.	\$8,977,450	\$9,277,481	\$8,376,256	\$8,517,364	\$8,340,285	-2.08%	-1.82%
Rev. Pass/Rev. Mile	0.97	0.99	1.14	1.20	1.17	-2.26%	4.81%
Op. Cost/Rev. Mile	\$6.51	\$6.58	\$6.90	\$7.42	\$7.46	0.48%	3.45%
Op. Rev./Op. Cost	56.61%	57.88%	49.22%	45.61%	44.12%	-3.27%	-6.04%

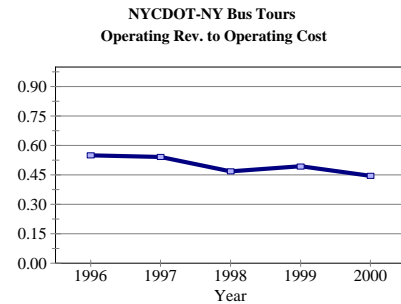
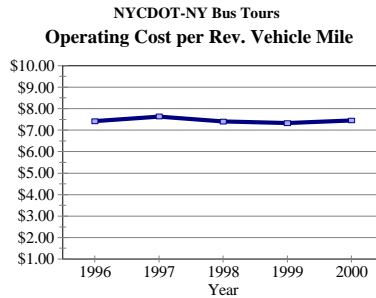
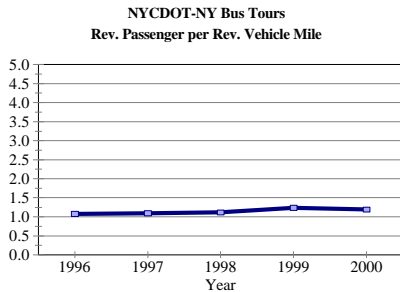
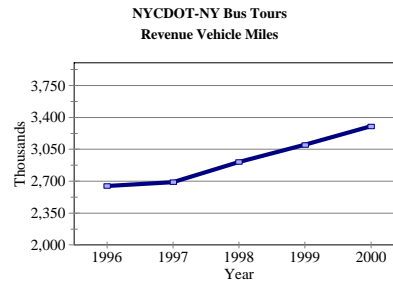
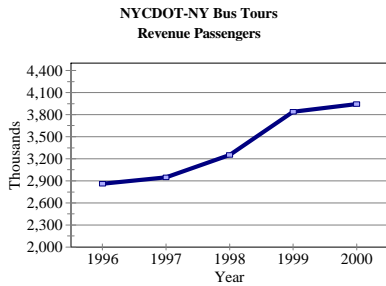


Triboro Coach	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	15,936,268	17,666,139	20,752,535	23,559,999	26,460,393	12.31%	13.51%
Rev. Veh. Miles	3,478,871	3,533,294	3,673,511	4,054,258	4,148,199	2.32%	4.50%
Op. Cost	\$37,813,675	\$38,462,815	\$39,859,517	\$44,104,584	\$48,426,595	9.80%	6.38%
Op. Rev.	\$20,993,588	\$21,103,269	\$21,333,530	\$23,638,351	\$27,055,875	14.46%	6.55%
Rev. Pass/Rev. Mile	4.58	5.00	5.65	5.81	6.38	9.77%	8.63%
Op. Cost/Rev. Mile	\$10.87	\$10.89	\$10.85	\$10.88	\$11.67	7.31%	1.80%
Op. Rev./Op. Cost	55.52%	54.87%	53.52%	53.60%	55.87%	4.24%	0.16%



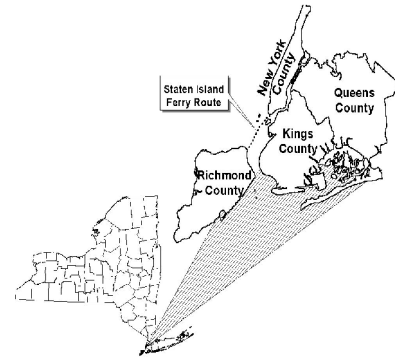
NYCDOT Sponsored Transit Services - Operating and Performance Statistics by Operator - New York Bus Tours

NY Bus Tours	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	2,860,706	2,949,000	3,252,561	3,839,803	3,943,879	2.71%	8.36%
Rev. Veh. Miles	2,648,135	2,692,341	2,911,901	3,100,597	3,303,422	6.54%	5.68%
Op. Cost	\$19,635,818	\$20,563,423	\$21,540,788	\$22,719,799	\$24,629,149	8.40%	5.83%
Op. Rev.	\$10,810,867	\$11,154,954	\$10,101,066	\$11,207,854	\$10,995,445	-1.90%	0.42%
Rev. Pass/Rev. Mile	1.08	1.10	1.12	1.24	1.19	-3.60%	2.53%
Op. Cost/Rev. Mile	\$7.41	\$7.64	\$7.40	\$7.33	\$7.46	1.75%	0.14%
Op. Rev./Op. Cost	55.06%	54.25%	46.89%	49.33%	44.64%	-9.50%	-5.11%



STATEN ISLAND FERRY

New York City DOT
 1 Bay Street
 Staten Island, NY 10301
 (718) 876-5255
 Web Site: <http://www.ci.nyc.ny.us/html/dot/home.html>



State Legislative Districts:
 Senate: 23-25
 Assembly: 59-62

Base Fare: Free for walk on passengers

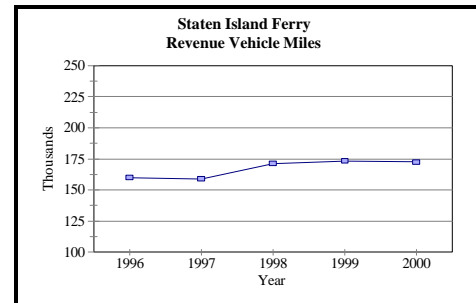
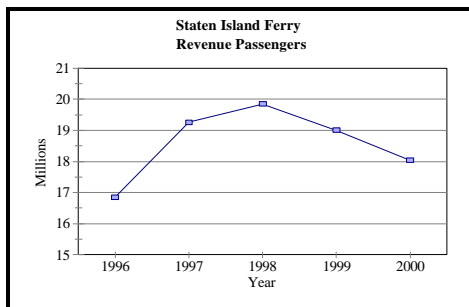
The New York City Department of Transportation (NYCDOT) operates the Staten Island Ferry that runs service 24 hours a day 7 days a week between Manhattan and Staten Island. The budget of the Staten Island Ferry is on a City Fiscal Year (CFY) which runs from July 1 to June 30. Effective July 4, 1997 the fare was eliminated for walk on passengers. This had the net effect of making the ferry service free for all people making a crossing without a vehicle. The fare revenues shown are for those people who make the crossing with their vehicle, commercial advertisements and concessions.



but from a small base. Employment increased by 24%. Unemployment in Richmond county was only 4.2%, below the 5.2% city average.

The Staten Island Ferry, which carries 65,000 daily passengers, is the largest ferry system in the world (by number of daily passengers on a single route). It connects 15 bus routes, and the Staten Island Railway, in Staten Island, with Manhattan and its vast array of public transit at South Ferry. Its vessels, which sail every fifteen minutes in peak periods, carry up to 6000 riders (Kennedy class boats).

From 1990 to 2000, ridership dropped 15.5%, from 22.9 million, to 18.5 million. Part of this period parallels an economic recession. Throughout this period, many riders chose to use the improving express bus services, which afforded one seat rides from close to home to their destinations in Manhattan, rather than the three seat ride involving the Ferry. From 1996 to 1998, ferry ridership



The 1990's was a period of strong growth for Staten Island. Population grew by 17%, the largest of any boro,

rebounded, as the fare was eliminated and MetroCard offered one-fare travel to virtually any point in the city. Ridership again began to fall beginning in 1998,

Staten Island Ferry	Ferry Boat
2000 Characteristics	
Revenue Passengers	18,039,511
Number of Vehicles	7
Number of Employees	0
Revenue Vehicle Miles	172,474
Revenue Vehicle Hours	16,584
Total Operating Revenue	2,466,958
Total Operating Expense	45,269,818
Operating Expense /Rev. Vehicle Mile	262.47
Operating Expense / Rev. Vehicle Hour	2,729.73
Rev. Passengers / Rev. Vehicle Mile	104.59
Rev. Passengers / Rev. Vehicle Hour	1,087.77
Total Operating Revenue / Op. Expense	0.05
Operating Expense / Revenue Passenger	2.51
Total Op. Revenue / Revenue Passenger	0.14

Ridership and Miles reported for City Fiscal Year

as new luxury express buses were introduced, and express bus fares were reduced to \$3.00. Staten Island Ferry showed a drop in ridership 5.06% between CFY 99/00 (CFY 00) and CFY 00/01 (CFY01).

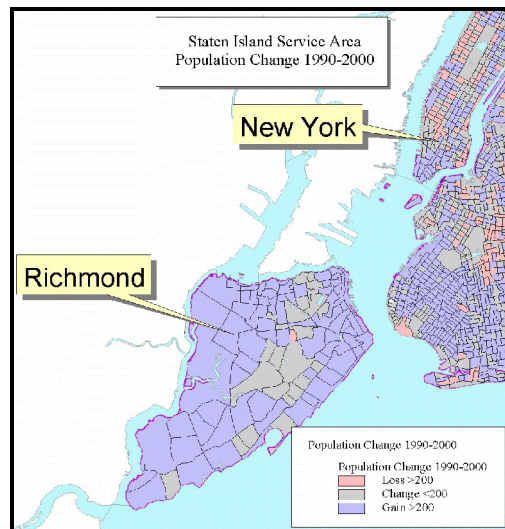
Other causes of ridership decline include increased employment opportunities on the island, and increased reverse commute to New Jersey.

During the decade, service levels were very stable. Despite modest declines in ridership, the number of passengers riding these large capacity vessels continues to warrant the service levels of up to four vessels per hour.

Ferry operating costs increased 4.78% between in CFY 00, somewhat less than the average 5-year annualized rate of 7.32%. The biggest reasons for this climb are an escalated cost of fringe benefits, increase in expenditures in other salary and wages, and fuel Cost. Other Salaries and Wages increased by 26.45%, other materials and supplies increased by 10.17% and finally, miscellaneous expenses increased by 18.84% The large increase in Other Salaries And Wages represented a Union agreement which required retroactive back pay by the city. Fringe benefits increase tied to the union agreement as well.

Cost increases, coupled with a slight decrease in vessel miles caused the cost per mile ratio to increase 5.23% in CFY 01, a rate comparable to the five year annualized increase of 5.33% annualized

Passenger Revenue, from car/truck use of the ferry, dropped 2.4% and non-user revenue dropped by 10.45%



NYCDOT Staten Island Ferry Service Area	1990	2000	% Change
Staten Island Population	378,977	443,728	17.09%
New York City Population	7,322,564	8,008,278	9.36%
Pop. Over 65 (NYC)	953,317	937,857	-1.62%
Pop. Under 19 (NYC)	1,888,075	2,153,450	14.06%
Employment	71,452	88,243	23.50%
Manhattan Employment	2,342,695	2,382,166	1.68%
Staten Island Ferry Ridership	21,895,913	18,501,051	-15.50%
Rev. Miles Staten Island Ferry	162,748	164,385	1.01%

Ridership and Miles reported for Calendar Year

in CY01. Charter/Contract revenue increased by 33.36% due to the growth in the business of renting out the Ferry Boats for commercial use such as movie production. This caused operating revenues to decrease 5.96 % in CFY 01.

The Increase in operating expenses and decrease in operating revenues reduced the cover ratio by 10.21 % in CFY01, to 5.45%. This is apparently low value,

must be considered in relation to a policy decision to integrate fare in the Staten Island area with the MetroCard system.

The City is about to embark on a huge investment program in the Staten Island Ferry infrastructure, comprised of \$120 million (total) for three new ferries to replace the Kennedy Class vessels, \$185 million for a new Whitehall Terminal at South Ferry Manhattan, and \$85 for a rehabilitation of the St George Terminal in Staten Island.

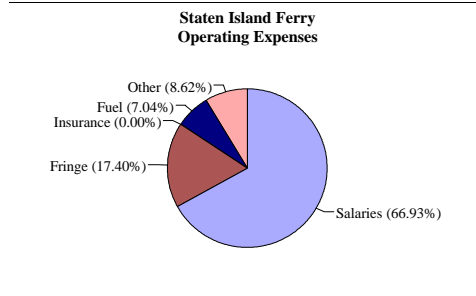
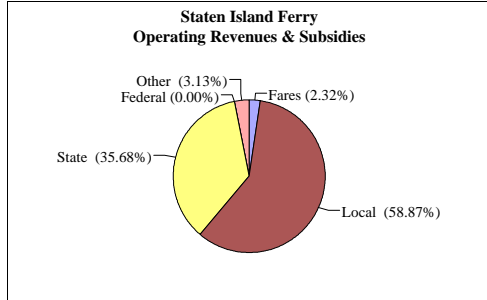
FINANCIAL INFORMATION - STATEN ISLAND FERRY

Sources of Total System 2000 Operating Funds

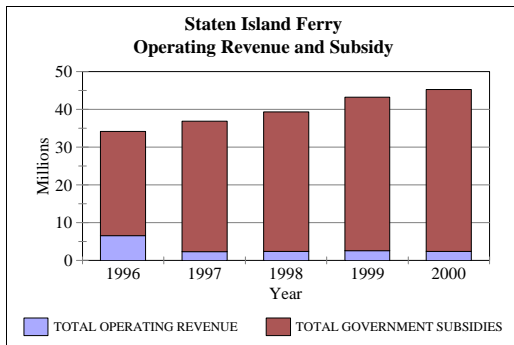
Fares	\$1,048,643
Local	\$26,648,858
State	\$16,154,000
Federal	\$0
Other	\$1,418,315
Total	\$45,269,816

Summary of Total System 2000 Operating Expenses

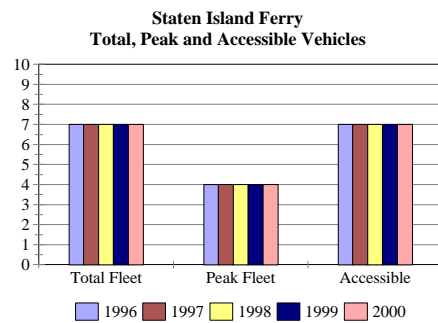
Salaries	\$30,299,719
Fringe	\$7,877,927
Insurance	\$0
Fuel	\$3,187,705
Other	\$3,904,467
Total	\$45,269,818



Financial Trend Analysis over the past five years:

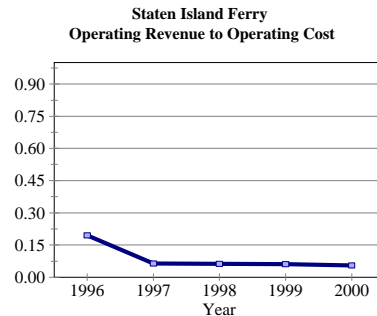
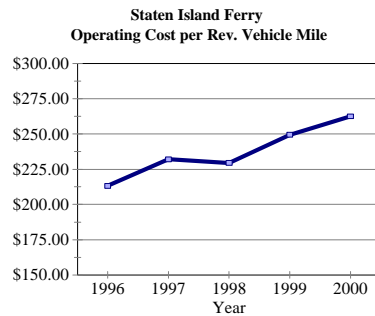
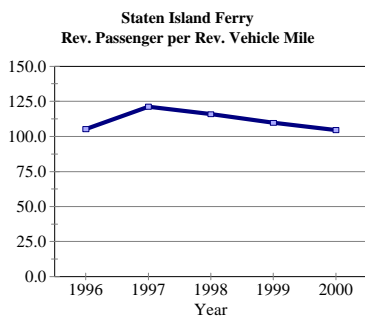


Fleet Characteristics over the past five years:



Staten Island Ferry - Operations and Performance Statistics

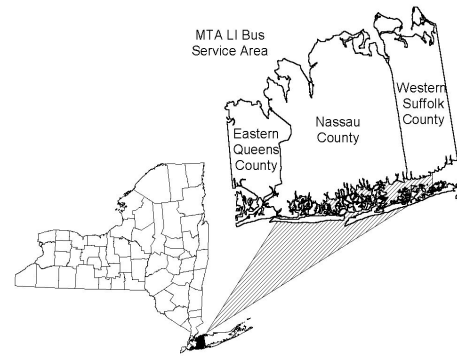
Staten Isl Ferry Operations	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	16,855,723	19,263,674	19,851,000	19,000,298	18,039,511	-5.06%	1.71%
Rev. Veh. Miles	160,026	158,873	171,309	173,212	172,474	-0.43%	1.89%
Op. Cost	\$34,122,643	\$36,873,625	\$39,302,167	\$43,204,392	\$45,269,818	4.78%	7.32%
Op. Rev.	\$6,620,300	\$2,380,278	\$2,471,543	\$2,623,434	\$2,466,958	-5.96%	-21.87%
Rev. Pass/Rev. Mile	105.33	121.25	115.88	109.69	104.59	-4.65%	-0.18%
Op. Cost/Rev. Mile	\$213.23	\$232.09	\$229.42	\$249.43	\$262.47	5.23%	5.33%
Op. Rev./Op. Cost	19.40%	6.46%	6.29%	6.07%	5.45%	-10.25%	-27.20%
National CPI	156.90	160.50	163.00	166.60	172.20	3.36%	2.35%
NYSMA CPI	166.90	170.80	173.60	177.00	182.50	3.11%	2.26%



**NASSAU COUNTY TRANSIT SERVICE
MTA LONG ISLAND BUS**

700 Commercial Avenue
Garden City, NY 11530
(516) 542-1423

Web Site: www.mta.nyc.ny.us/libus/index.html



State Legislative Districts:
Senate: 2, 4 - 12
Assembly: 8 - 26, 29, 31 - 33

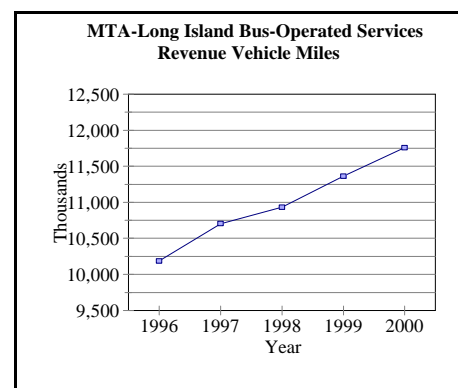
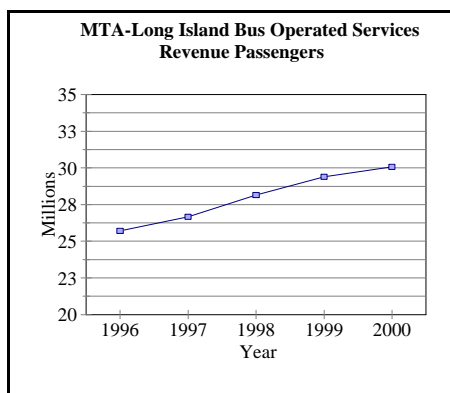
Base Fare: \$1.50
Last Increase: \$.35 on 4/1/91

This Section will discuss transit services provided in Nassau County by both MTA-Long Island Bus and the City of Long Beach Transit System. MTA Long Island Bus, a subsidiary of the Metropolitan Transportation Authority, operates fixed route and paratransit services in Nassau County and into Queens connecting with MTA NYC Transit services, as well as operating a route serving JFK airport.



Over the 1996–2000 time period, “MTA-LIB” has enjoyed significant increases in ridership, which was indicative of the strong economy in NYC and Long Island. During this period MTA-LIB enacted some significant fare and service policies, one of which was the adoption of the MetroCard fare media and another of which was the creation of services that are funded with “welfare to work” subsidies.

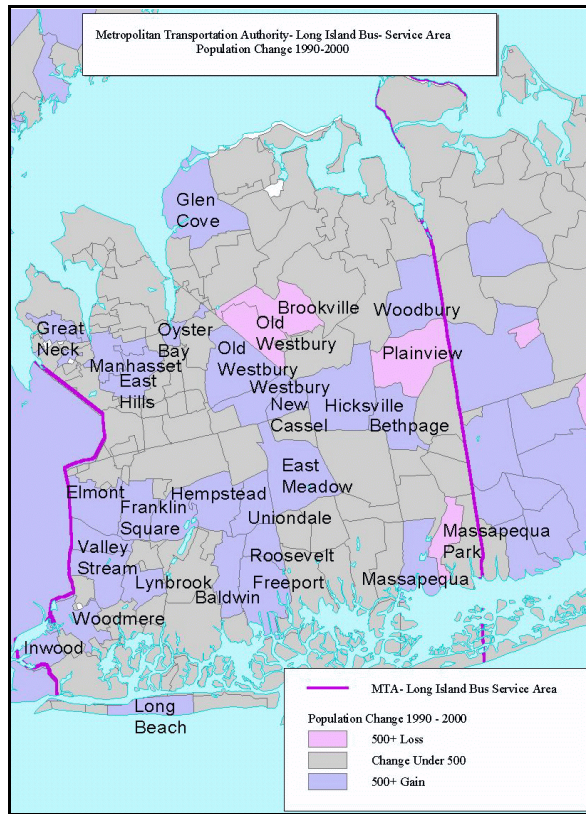
annualized rate of 3.9 percent and was at 29.8 million in 2000. While MTA-LIB has held its base fare at \$1.50 for the entire five year period, its participation in the MetroCard fare media system has caused the average revenue per passenger to drop from \$1.20 in 1996 to \$1.02 in 2000. The drop in average revenue per passenger has also coincided with a drop of \$9.6



Fixed Route Services: MTA-LIB’s fixed route services are the mainstay of their organization, accounting for almost 97 percent of all of their ridership in 2000. Ridership increased over the five year period at an

million in Local Voluntary funds from Nassau County because of countywide financial issues. The combination of these two events plus inflationary general expense increases has caused STOA subsidies

Nassau County: MTA-Long Island Bus 2000 Characteristics	MTA LI Bus Fixed Route	MTA LI Bus Paratransit	MTA LI Bus Total	Long Beach Fixed Route	Long Beach Paratransit	Long Beach Total
Revenue Passengers	29,862,912	193,766	29,862,912	482,915	5,081	487,996
Number of Vehicles	322	65	322	12	2	14
Number of Employees	896	144	896	21	4	25
Revenue Vehicle Miles	9,720,091	2,037,559	9,720,091	202,521	6,465	208,986
Revenue Vehicle Hours	773,759	151,613	773,759	22,342	22,342	44,684
Total Operating Revenue	31,918,365	580,824	31,918,365	503,931	0	503,931
Total Operating Expense	78,863,271	6,371,062	78,863,271	1,389,823	91,050	1,480,873
Operating Expense /Rev. Vehicle Mile	8.11	3.13	8.11	6.86	14.08	7.09
Operating Expense / Rev. Vehicle Hour	101.92	42.02	101.92	62.21	4.08	33.14
Rev. Passengers / Rev. Vehicle Mile	3.07	0.10	3.07	2.38	0.79	2.34
Rev. Passengers / Rev. Vehicle Hour	38.59	1.28	38.59	21.61	0.23	10.92
Total Operating Revenue / Op. Expense	0.40	0.09	0.40	0.36	0.00	0.34
Operating Expense / Revenue Passenger	2.64	32.88	2.64	2.88	17.92	3.03
Total Op. Revenue / Revenue Passenger	1.07	3.00	1.07	1.04	0.00	1.03



MTA-LIB Service Area	1990	2000	% Change
Total Population	1,287,348	1,334,544	3.67%
Population of City of Long Beach	33,510	35,462	5.83%
Pop. Over 65	182,899	200,841	9.81%
Pop. Under 19	314,594	358,923	14.09%
Employment	591,348	598,529	1.21%
Queens Employment	462,629	480,676	3.90%
Fixed Route Ridership	29,534,452	29,862,912	1.11%
Paratransit Ridership	0	193,766	NA
City of Long Beach Ridership	775,402	487,996	-37.07%
Rev. Miles Fixed Route	9,298,775	9,720,091	4.53%
Rev. Miles Paratransit	0	2,037,559	NA

to increase dramatically, from \$17,109,506 in 1996 to \$30,891,602 in 2000.

Revenue miles of service provided by MTA LI Bus increased by a modest 1.1 percent over the five year period to serve this increasing demand.

Paratransit Services: Paratransit services are offered by MTA-LIB for the benefit of elderly and disabled persons who have difficulty utilizing the fixed route services. Ridership for these services has increased

dramatically, the average annual increase has been over 22 percent. Revenue miles of service have also increased at an annualized rate of 22.9 percent to serve the growing ridership. MTA-LIB has had to adopt a policy of increasing their paratransit bus fleet by 5 vehicles per year.

Discussions have taken place with county officials on relocating paratransit storage and maintenance

facilities, and these anticipated changes have caused significant increases to MTA-LIB's paratransit budget for 2002.

The revenue passengers per revenue vehicle mile, for MTA Long Island Bus, a measure of service effectiveness, has increased over the five year period at a 2.7 percent annualized rate. This measure was stable for paratransit over the five years declining by a slight .61 percent annualized rate, but increasing in 2000 by 3.5 percent over 1999.

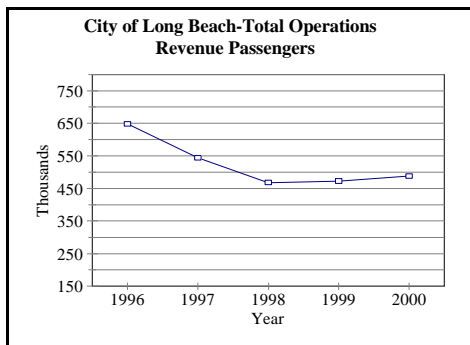
Cost per mile for the LI Bus fixed route service has increased from 1996 to 2000 by 2.7 percent, slightly greater than inflation for the period. Despite the dramatic increases in paratransit services, the costs of operating this service remain surprisingly low: in 2000 the cost per mile for paratransit service was \$3.13 while the corresponding cost per mile for fixed route services was \$8.11. Cost per mile for paratransit actually declined over the five year period by an annualized 5.6 percent.

The ratio of operating revenue to operating cost for Long Island Bus, a measure of service economy, declined at an annualized rate of 6.1 percent, ranging from 45.98 percent in 1996 to 40.47 percent in 2000. Cost recovery for paratransit improved over this period by an annualized rate of 3.26 percent, ranging from 7.42 percent in 1996 to 9.12 percent in 2000.

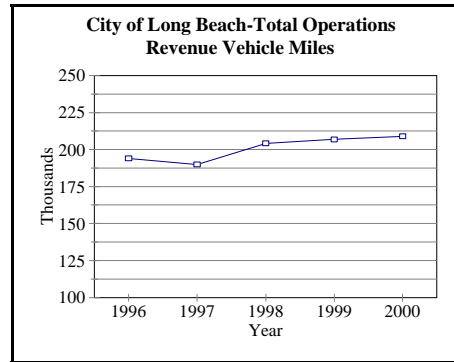
City of Long Beach Transit

The City of Long Beach, in Nassau County, operates local transit fixed route and paratransit services within its municipal boundaries. The total ridership for the Long Beach system has experienced a long term trend of decline, dropping at an annualized 6.86 percent between 1996 and 2000. Ridership in 2000, however, was actually up 3.2 percent from 1999.

The decreasing ridership corresponded with modest



increases in service, revenue vehicle miles having



increased from 193,899 in 1996 to 208,986 in 2000. As a result, passengers per mile declined over the five year period by an annualized rate of 8.59 percent. Long Beach's fixed route system costs have been relatively stable during the 1996-2000 period, and increases have occurred at about 1/2 the rate of inflation.

The ratio of operating revenue to operating cost for the fixed route portion of the Long Beach system has declined by an annualized rate of 2.8 percent over the five year period, with an improvement of 3.47 percent in 2000, reflecting the increase in ridership over 1999. The cost recovery for these services ranged from 38.88 percent in 1996 to 33.51 percent in 1999.

Paratransit services have been provided since 1998. Paratransit riders, while growing at a significant rate (there were 3,694 in 1998 and 5,081 in 2000) only accounts for 2.4 percent of Long Beach's total ridership. Paratransit cost recovery improved from 1999 to 2000 by 1.9 percent, but like most paratransit service, at 2.79 percent it is much lower than is typical of other modes.

Long Beach is advancing a major rehabilitation project for their maintenance facility and, with MTA Long Island Rail Road, is creating a decked commuter parking facility adjacent to the Long Beach Railroad Station and City Hall.

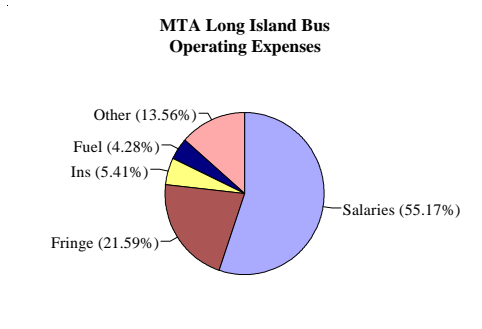
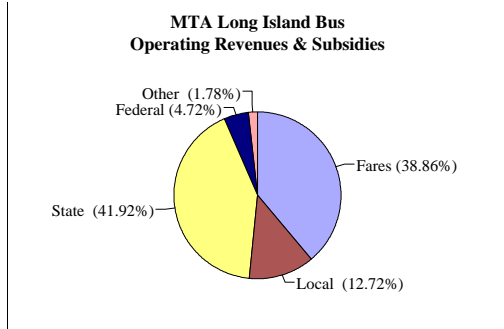
FINANCIAL INFORMATION - MTA LONG ISLAND BUS -SYSTEM TOTAL

Sources of Total System 2000 Operating Funds

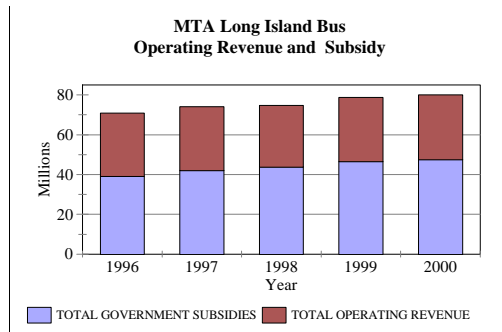
Fares	\$31,077,473
Local	\$10,170,714
State	\$33,523,961
Federal	\$3,772,650
Other	\$1,421,716
Total	\$79,966,514

Summary of Total System 2000 Operating Expenses

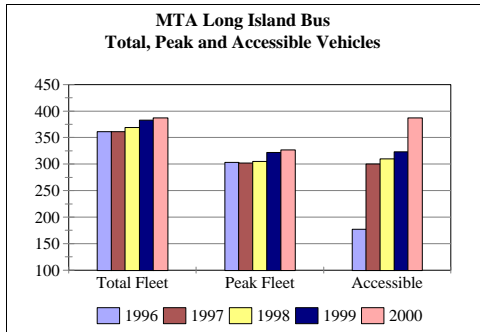
Salaries	\$47,020,761
Fringe	\$18,400,477
Ins	\$4,610,023
Fuel	\$3,647,052
Other	\$11,556,020
Total	\$85,234,333



Financial Trend Analysis over the past five years:

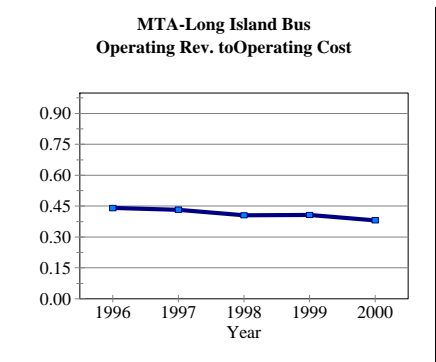
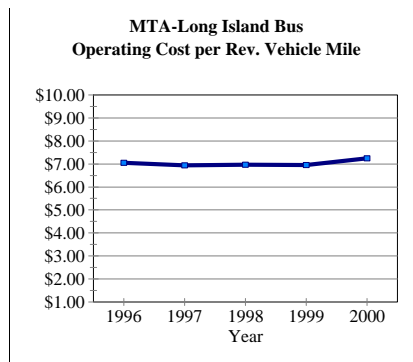
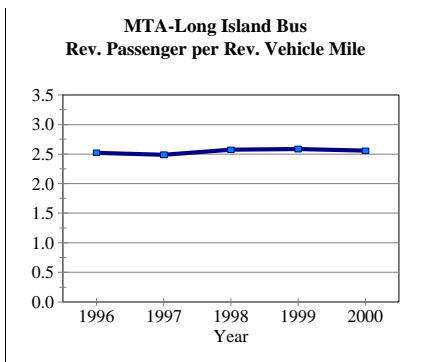


Fleet Characteristics over the past five years:



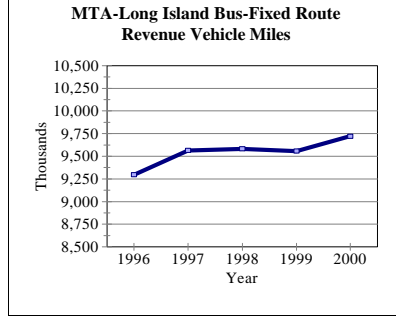
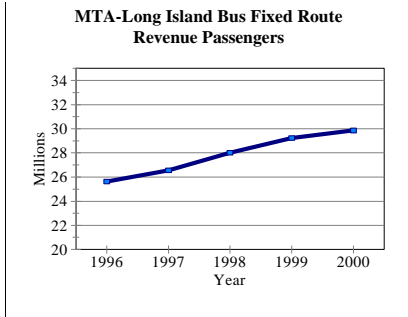
MTA Long Island Bus - Total System -Operations and Performances Statistics

MTA-LI Bus Operations	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	25,712,489	26,662,693	28,141,031	29,398,193	30,056,678	2.24%	3.98%
Rev. Veh. Miles	10,186,395	10,703,755	10,931,823	11,361,529	11,757,650	3.49%	3.65%
Op. Cost	\$71,836,099	\$74,331,793	\$76,193,439	\$78,963,582	\$85,234,333	7.94%	4.37%
Op. Rev.	\$31,677,124	\$32,105,707	\$30,915,379	\$32,132,128	\$32,499,189	1.14%	0.64%
Rev. Pass/Rev. Mile	2.52	2.49	2.57	2.59	2.56	-1.20%	0.32%
Op. Cost/Rev. Mile	\$7.05	\$6.94	\$6.97	\$6.95	\$7.25	4.30%	0.69%
Op. Rev./Op. Cost	44.10%	43.19%	40.57%	40.69%	38.13%	-6.30%	-3.57%
National CPI	156.90	160.50	163.00	166.60	172.20	3.36%	2.35%
NYSMA CPI	166.90	170.80	173.60	177.00	182.50	3.11%	2.26%

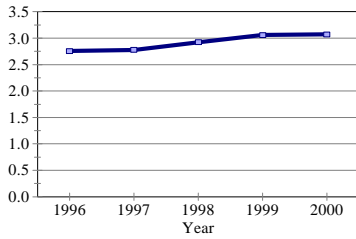


MTA Long Island Bus - Operating and Performance Statistics by Mode - Fixed Route and Paratransit

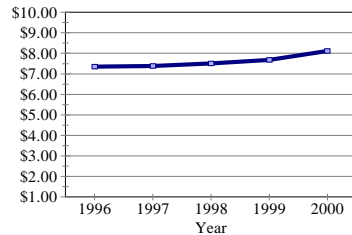
MTA-LI Bus Fixed Route	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	25,625,606	26,549,239	28,015,955	29,232,346	29,862,912	2.16%	3.90%
Rev. Veh. Miles	9,294,907	9,562,991	9,581,002	9,556,832	9,720,091	1.71%	1.12%
Op. Cost	\$68,332,109	\$70,564,045	\$71,989,760	\$73,375,938	\$78,863,271	7.48%	3.65%
Op. Rev.	\$31,417,152	\$31,764,361	\$30,543,261	\$31,638,806	\$31,918,365	0.88%	0.40%
Rev. Pass/Rev. Mile	2.76	2.78	2.92	3.06	3.07	0.44%	2.74%
Op. Cost/Rev. Mile	\$7.35	\$7.38	\$7.51	\$7.68	\$8.11	5.67%	2.50%
Op. Rev./Op. Cost	45.98%	45.01%	42.43%	43.12%	40.47%	-6.14%	-3.14%



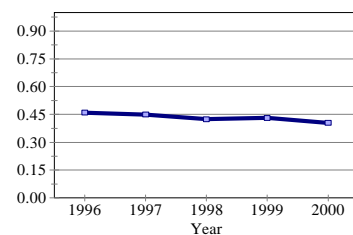
MTA-Long Island Bus-Fixed Route Rev. Passenger per Rev. Vehicle Mile



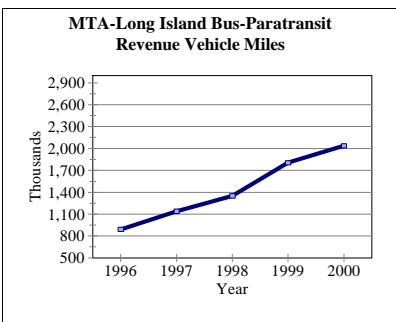
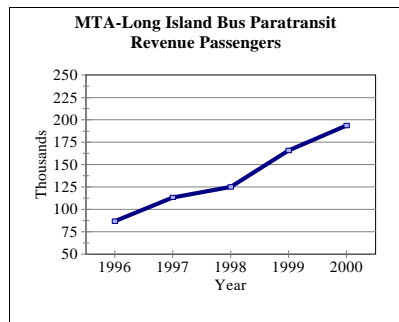
MTA-Long Island Bus-Fixed Route Operating Cost per Rev. Vehicle Mile



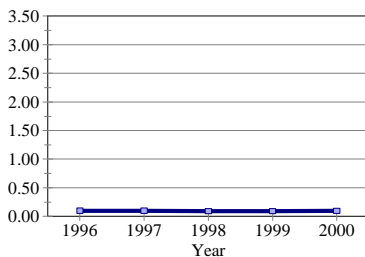
MTA-Long Island Bus-Fixed Route Operating Rev. to Operating Cost



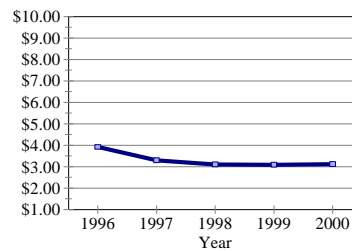
MTA-LI Bus Paratransit	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 98 to 99	Annualized % Change
Rev. Passengers	86,883	113,454	125,076	165,847	193,766	16.83%	22.20%
Rev. Veh. Miles	891,488	1,140,764	1,350,821	1,804,697	2,037,559	12.90%	22.96%
Op. Cost	\$3,503,990	\$3,767,748	\$4,203,679	\$5,587,644	\$6,371,062	14.02%	16.12%
Op. Rev.	\$259,972	\$341,346	\$372,118	\$493,322	\$580,824	17.74%	22.26%
Rev. Pass/Rev. Mile	0.10	0.10	0.09	0.09	0.10	3.48%	-0.61%
Op. Cost/Rev. Mile	\$3.93	\$3.30	\$3.11	\$3.10	\$3.13	0.99%	-5.56%
Op. Rev./Op. Cost	7.42%	9.06%	8.85%	8.83%	9.12%	3.26%	5.29%



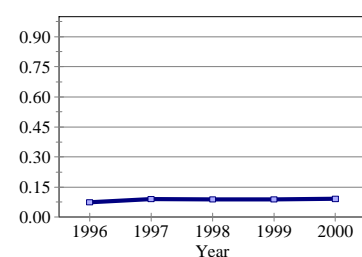
MTA-Long Island Bus-Paratransit Rev. Passenger per Rev. Vehicle Mile



MTA-Long Island Bus-Paratransit Operating Cost per Rev. Vehicle Mile



MTA-Long Island Bus-Paratransit Operating Rev. to Operating Cost



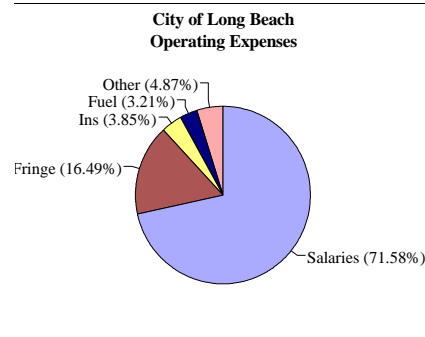
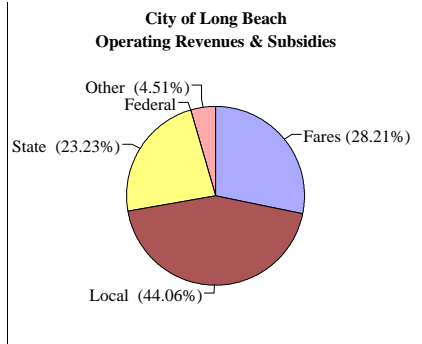
FINANCIAL INFORMATION - LONG BEACH TRANSIT - TOTAL SYSTEM

Sources of Total System 2000 Operating Funds

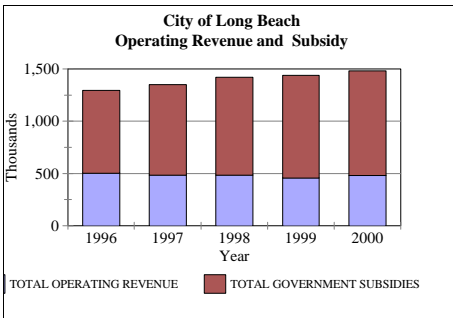
Fares	\$417,753
Local	\$652,418
State	\$343,952
Federal	\$0
Other	\$66,750
Total	\$1,480,873

Summary of Total System 2000 Operating Expenses

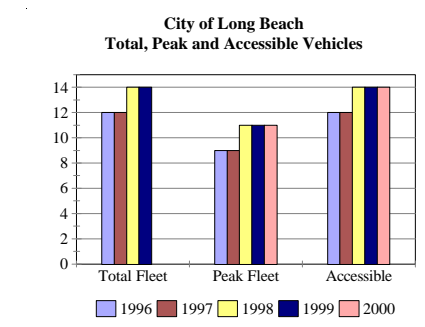
Salaries	\$1,059,952
Fringe	\$244,223
Ins	\$56,994
Fuel	\$47,602
Other	\$72,102
Total	\$1,480,873



Financial Trend Analysis over the past five years:

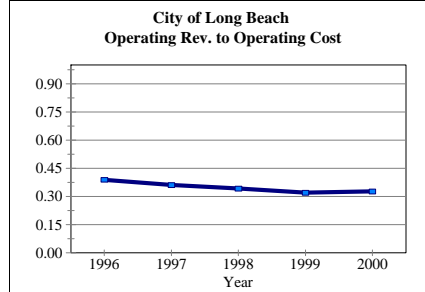
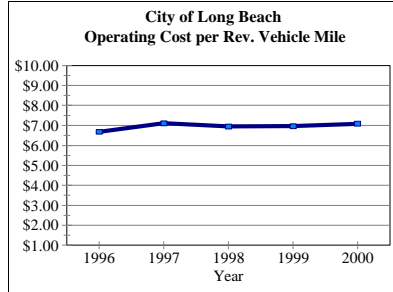
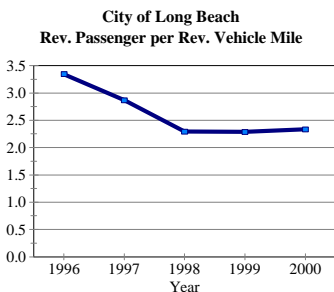


Fleet Characteristics over the past five years:



City of Long Beach Total Operations and Performance Statistics

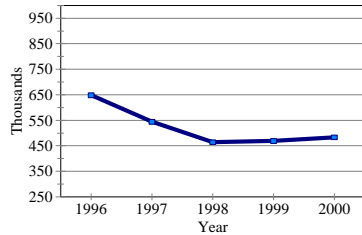
Operations	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	648,543	544,211	468,182	472,674	487,996	3.24%	-6.86%
Rev. Veh. Miles	193,899	189,811	204,192	206,753	208,986	1.08%	1.89%
Op. Cost	\$1,296,124	\$1,349,345	\$1,418,538	\$1,439,142	\$1,480,873	2.90%	3.39%
Op. Rev.	\$503,931	\$486,590	\$485,833	\$460,223	\$484,503	5.28%	-0.98%
Rev. Pass/Rev. Mile	3.34	2.87	2.29	2.29	2.34	2.14%	-8.59%
Op. Cost/Rev. Mile	\$6.68	\$7.11	\$6.95	\$6.96	\$7.09	1.80%	1.47%
Op. Rev./Op. Cost	38.88%	36.06%	34.25%	31.98%	32.72%	2.31%	-4.22%
National CPI	156.90	160.50	163.00	166.60	172.20	3.36%	2.35%
NYSMA CPI	166.90	170.80	173.60	177.00	182.50	3.11%	2.26%



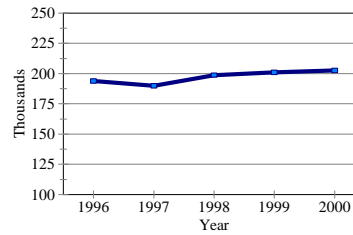
City of Long Beach Transit - Operating and Performance Statistics by Mode - Fixed Route and Paratransit

City of Long Beach Fixed Route	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	648,543	544,211	464,488	468,741	482,915	3.02%	-7.11%
Rev. Veh. Miles	193,899	189,811	198,682	201,017	202,521	0.75%	1.09%
Op. Cost	\$1,296,124	\$1,349,345	\$1,349,365	\$1,367,327	\$1,389,823	1.65%	1.76%
Op. Rev.	\$503,931	\$486,590	\$483,986	\$458,257	\$481,963	5.17%	-1.11%
Rev. Pass/Rev. Mile	3.34	2.87	2.34	2.33	2.38	2.26%	-8.11%
Op. Cost/Rev. Mile	\$6.68	\$7.11	\$6.79	\$6.80	\$6.86	0.89%	0.66%
Op. Rev./Op. Cost	38.88%	36.06%	35.87%	33.51%	34.68%	3.47%	-2.82%

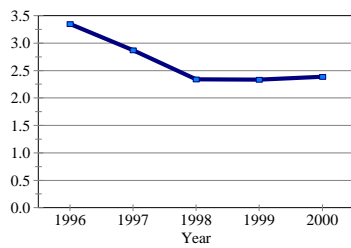
City of Long Beach-Fixed Route
Revenue Passengers



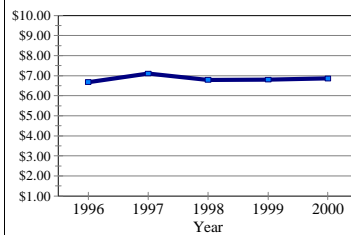
City of Long Beach-Fixed Route
Revenue Vehicle Miles



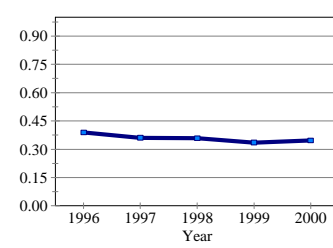
City of Long Beach-Fixed Route
Rev. Passenger per Rev. Vehicle Mile



City of Long Beach-Fixed Route
Operating Cost per Rev. Vehicle Mile

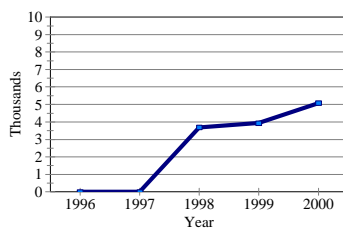


City of Long Beach-Fixed Route
Operating Rev. to Operating Cost

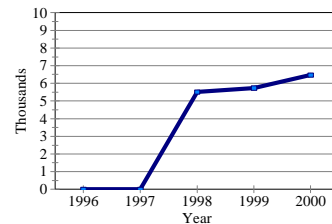


City of Long Beach Paratransit	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	0	0	3,694	3,933	5,081	29.19%	N/A
Rev. Veh. Miles	0	0	5,510	5,736	6,465	12.71%	N/A
Op. Cost	\$0	\$0	\$69,173	\$71,815	\$91,050	26.78%	N/A
Op. Rev.	\$0	\$0	\$1,847	\$1,966	\$2,540	29.20%	N/A
Rev. Pass/Rev. Mile	N/A	N/A	0.67	0.69	0.79	14.62%	N/A
Op. Cost/Rev. Mile	N/A	N/A	\$12.55	\$12.52	\$14.08	12.49%	N/A
Op. Rev./Op. Cost	N/A	N/A	2.67%	2.74%	2.79%	1.90%	N/A

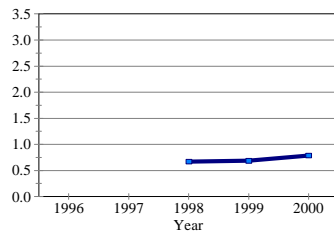
City of Long Beach-Paratransit
Revenue Passengers



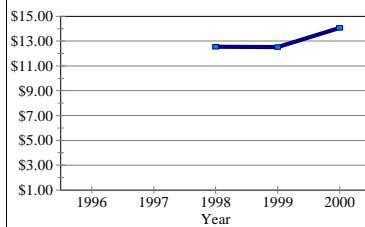
City of Long Beach-Paratransit
Revenue Vehicle Miles



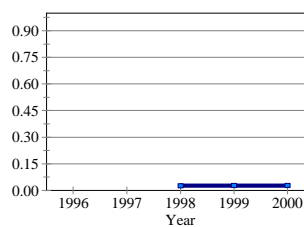
City of Long Beach-Paratransit
Rev. Passenger per Rev. Vehicle Mile



City of Long Beach-Paratransit
Operating Cost per Rev. Vehicle Mile



City of Long Beach-Paratransit
Operating Rev. to Operating Cost

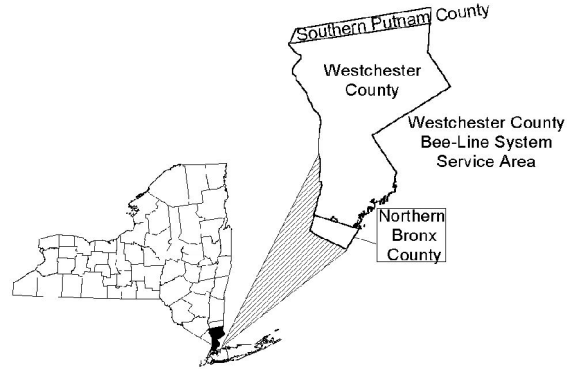


**WESTCHESTER COUNTY
BEE LINE**

100 East First Street
Mount Vernon, NY 10550
(914) 813-7700
Website: www.beelinebus.com

State Legislative Districts:
Senate: 33 - 37
Assembly: 84 - 90

Base Fare: \$1.40
Last Increase: \$.15 in 2/96



Westchester County’s “Bee Line” system provides extensive fixed route and paratransit service throughout Westchester County, as well as several innovative shuttle services feeding or distributing riders from the Metro North Railroad. The Bee Line system handles over 29 million passengers annually. The County contracts with three private bus operators to provide service on its fixed routes and contracts with two operators for the paratransit service. Westchester County’s, New York City-oriented commuter travel market is served by the Metro North Railroad, discussed in a separate section of this Report, as well as a set of express bus services provided by the Bee Line system.

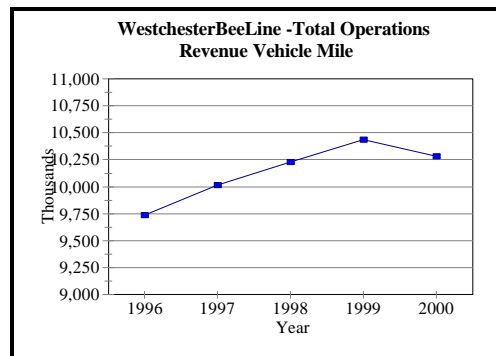
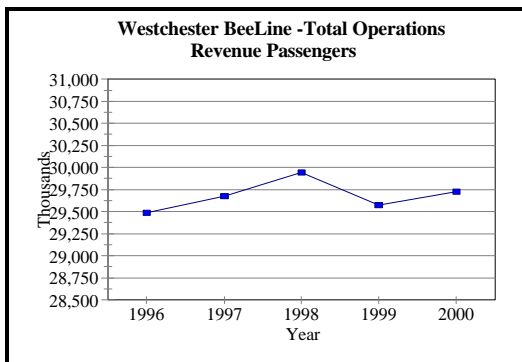


From 1990 to 2000 Westchester County’s population increased 5.5% while employment remained stable, increasing 1.72%. Population increased throughout the county.

Miles experienced a slight increase over the five year period with an annualized increase of .67%. The Westchester county Bee Line System continues to carry more than 100,000 riders each weekday.

Fixed route Ridership has remained virtually unchanged over the past five years with an

Bee Line’s fixed route operators are Liberty Lines Transit Inc., which accounts for 98 percent of the passengers carried and approximately 96 percent of



annualized increase of 0.19% Revenue Vehicle

the miles operated; PTLA Enterprises Inc. provides service in the northwestern part of the county and Port

WESTCHESTER COUNTY	Admin	Fixed Route	Paratransit	Total
2000 Characteristics		Motor Bus	Service	
Revenue Passengers		29,562,528	161,939	29,724,467
Number of Vehicles		348	54	402
Number of Employees	47	707	12	766
Revenue Vehicle Miles		8,453,241	1,829,116	10,282,357
Revenue Vehicle Hours		704,530	108,759	813,289
Total Operating Revenue	2,329,691	35,928,094	0	38,257,785
Total Operating Expense	7,345,251	66,113,700	4,130,772	77,589,723
Operating Expense/Rev. Vehicle Mile		7.82	2.26	7.55
Operating Expense/Rev. Vehicle Hour		93.84	37.98	95.40
Rev. Passengers/Rev. Vehicle Mile		3.50	0.09	2.89
Rev Passengers/Rev. Vehicle Hour		41.96	1.49	36.55
Total Operating Revenue/Op. Expense		0.54	0.00	0.49
Operating Expense/Rev. Passenger		2.24	25.51	2.61
Operating Revenue/Rev. Passenger		1.22	0.00	1.29

Chester Rye Transit Inc. operates one route between Port Chester and Rye.

The Bee Line system operates a diverse fixed route transit fleet and has done so for two decades. The fleet currently includes 208 standard 40 foot transit buses, 61 articulated buses, used on the heaviest local routes (typically, those serving outlying NYCT subway stations in the Bronx), 36 "Over the Road" Coaches on its express route into Manhattan, and 41 shuttle vans. New 30 foot transit buses are being added to service some of the heavier shuttle routes, that have outgrown the capacity of the shuttle vans. The fleet of articulated buses is being replaced and expanded. The fixed route fleet is comprised of 346 buses, of which 37 percent are accessible.

The county has developed an innovative system of shuttle and regional services, including the "Platinum Mile Shuttles" to the outlying corporate office parks along the Cross Westchester Corridor (I-287) in and near White Plains. The shuttles provide feeder service to both the Metro North Railroad (MNR) and regular Bee Line fixed route services. They are an important transit link enabling commuters, including reverse commuters, to access the corporate parks via transit. The network of regional services is integrated with the county fixed route system at the White Plains "TransCenter" Intermodal Station. They also connect with interRegional services from Connecticut and other counties at the TransCenter.

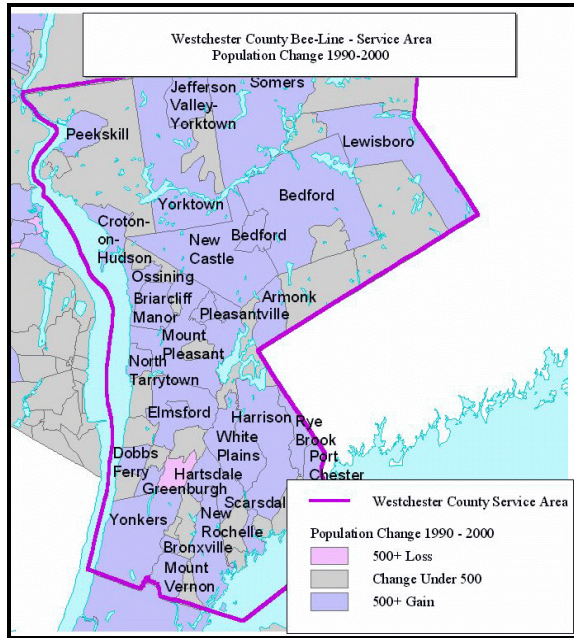
The total Westchester County transit system operating cost is \$77.6 million, of which 49.31% is covered from total operating revenues. This revenue to cost ratio, a measure of "service economy," for Bee Line's fixed route bus system operated at 54% in

2000. This is a relatively strong performance in the transit industry. It does, however, represents a decline from 65% in 1996. There are several reasons for the decrease in the Bee Line's fixed route cover ratio:

- The fare remained constant during this period;
- Operating costs increased, due to increases in salary/wages, fuel, utilities, and insurance. A new contract with the Transport Workers Union (TWU) was agreed upon in March, 2001.
- Increases in use of shuttle and regional services, initiated since 1996. These shuttle and regional services provide an important link to the existing rail and bus services. However, they typically recover a smaller percentage of their operating costs, about 15-20%, because a large percentage of passengers receive free or reduced fare transfers to connecting services, as a result of the Uniticket program.

Overall operating costs from 1999 to 2000 increased above inflation due to increases in fuel, wages, utilities, casualty and liabilities. Over the five year period, however, overall costs increased only slightly above inflation due to wage freezes with the TWU in 1997 and 1998, service cuts in 1998 on a number of less productive routes, and stable fuel prices from 1996 to 1999.

Revenue passengers per vehicle mile, a measure of service effectiveness, remained stable for the Bee Line system over the five year period, because miles



Westchester County Service Area	1990	2000	% Change
Total Population	874,866	923,459	5.55%
Pop. Over 65	126,026	128,964	2.33%
Pop. Under 19	212,463	250,355	17.83%
Westchester County Employment	398,573	405,439	1.72%
Manhattan Employment	2,342,695	2,382,166	1.68%
Bee-Line Fixed Route Ridership	29,556,828	29,562,528	0.02%
Bee-Line Paratransit Ridership	96,168	161,939	68.39%
Rev. Miles Bee-Line Fixed Route	8,447,952	8,453,241	0.06%
Rev. Miles Bee-Line Paratransit	1,034,870	1,829,116	76.75%

and passengers have remained constant.

The operating expenses per vehicle mile, a measure of service “efficiency,” for the Bee Line system decreased 8.7% in 2000. The decrease in “efficiency” is due to increases in operating expenses while revenue miles decreased 1% from 1999 to 2000. Over the five year period the efficiency of the system has decreased at an annualized rate of 4.4%. Operating costs have steadily increased over this period while revenue vehicle miles have remained constant, causing a higher cost per mile which drives this indicator downward.

Paratransit Service is provided by Academy Bus Company and Suburban Paratransit Corp. under the supervision and scheduling direction of the County Office for the Disabled, with DOT support. Prior to 1999 this service was supervised by WCDOT. Westchester County operated paratransit to meet the demand for services to the elderly and disabled even prior to the 1990 passage of the Americans with Disabilities Act.

Bee Line Paratransit has seen a 7% increase in Revenue passengers coinciding with an 11% increase in revenue vehicle miles. The miles of service increases required to accommodate this growth in ridership demand is nearly twice that of the fixed route system. Demand Responsive paratransit origins/destinations are more dispersed than those

fixed route riders. Since 1990, the respective changes in ridership and service are 69% and 77%

Although the cost recovery ratio on paratransit service is much lower than the general fixed route service, this is an important and mandated service component for the mobility of handicapped individuals who can not be transported on the fixed route system.

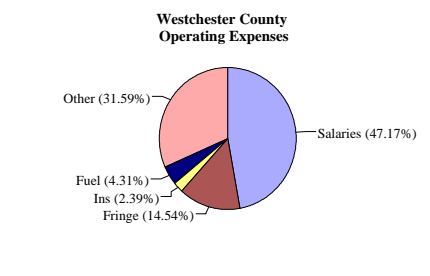
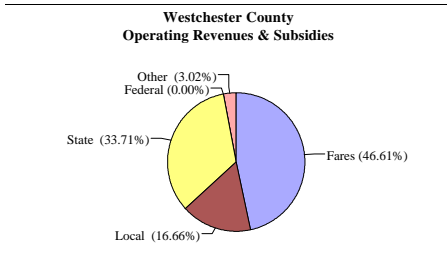
FINANCIAL INFORMATION - WESTCHESTER COUNTY BEE-LINE - SYSTEM TOTAL

Sources of Total System 2000 Operating Funds

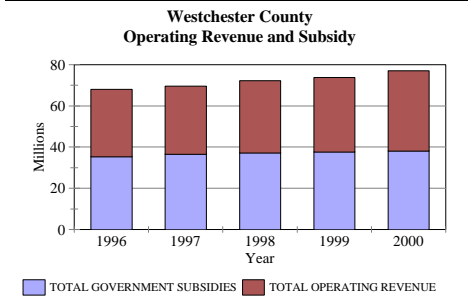
Fares	\$35,928,094
Local	\$12,846,394
State	\$25,985,506
Federal	\$0
Other	\$2,329,691
Total	\$77,089,685

Summary of Total System 2000 Operating Expenses

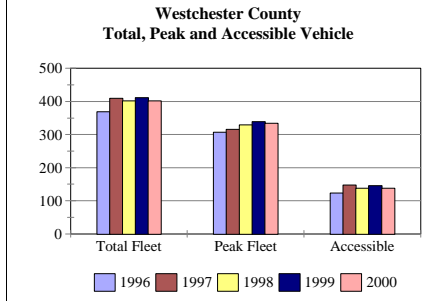
Salaries	\$36,601,782
Fringe	\$11,283,651
Ins	\$1,854,272
Fuel	\$3,343,135
Other	\$24,506,883
Total	\$77,589,723



Financial Trend Analysis over the past five years:

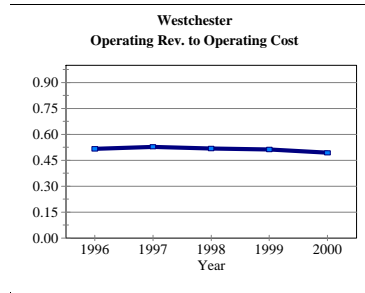
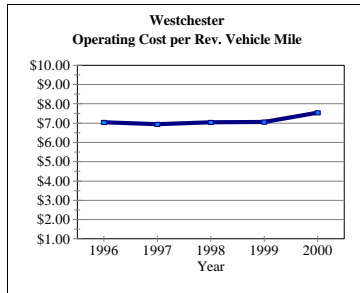
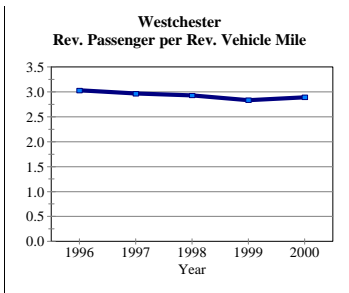


Fleet Characteristics over the past five years:



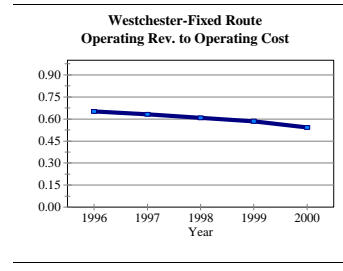
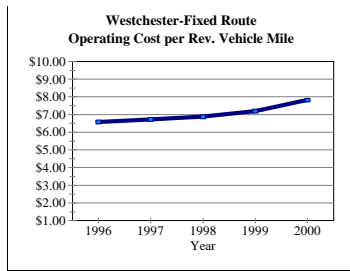
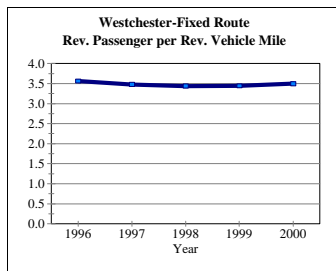
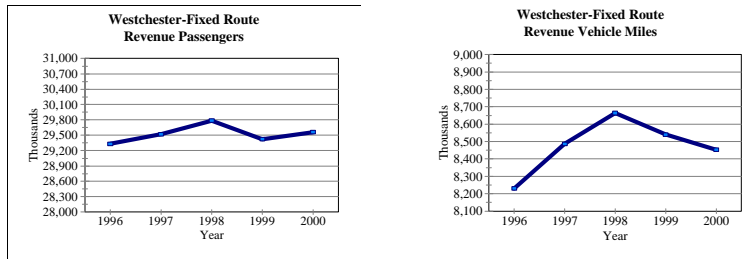
Westchester County Beeline - System Total Operations and Performances Statistics

	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	29,488,857	29,675,655	29,940,813	29,573,885	29,724,467	0.51%	0.20%
Rev. Veh. Miles	9,739,416	10,015,102	10,230,254	10,439,529	10,282,357	-1.51%	1.37%
Op. Cost	\$68,656,429	\$69,538,236	\$72,099,950	\$73,719,943	\$77,589,723	5.25%	3.11%
Op. Rev.	\$35,436,328	\$36,724,394	\$37,329,622	\$37,741,620	\$38,257,785	1.37%	1.93%
Rev. Pass/Rev. Mile	3.03	2.96	2.93	2.83	2.89	2.05%	-1.15%
Op. Cost/Rev. Mile	\$7.05	\$6.94	\$7.05	\$7.06	\$7.55	6.86%	1.72%
Op. Rev./Op. Cost	51.61%	52.81%	51.77%	51.20%	49.31%	-3.69%	-1.14%
National CPI	156.90	160.50	163.00	166.60	172.20	3.36%	2.35%
NYSMA CPI	166.90	170.80	173.60	177.00	182.50	3.11%	2.26%

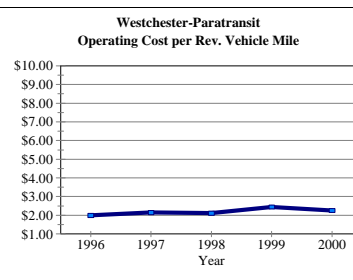
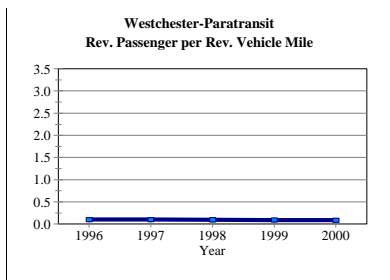
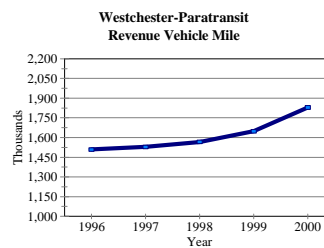
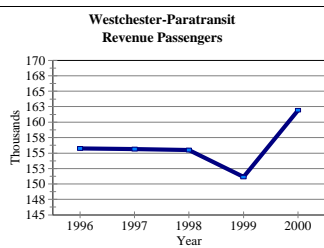


Westchester County Bee-Line - Operating and Performance Statistics by Mode - Fixed Route and Paratransit

Bee-Line Fixed Route	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	29,333,103	29,520,020	29,785,320	29,422,764	29,562,528	0.48%	0.19%
Rev. Veh. Miles	8,230,069	8,486,466	8,663,808	8,540,083	8,453,241	-1.02%	0.67%
Op. Cost	\$54,164,623	\$57,071,183	\$59,616,385	\$61,409,492	\$66,113,700	7.66%	5.11%
Op. Rev.	\$35,321,238	\$36,091,871	\$36,284,402	\$35,944,681	\$35,928,094	-0.05%	0.43%
Rev. Pass/Rev. Mile	3.56	3.48	3.44	3.45	3.50	1.51%	-0.47%
Op. Cost/Rev. Mile	\$6.58	\$6.72	\$6.88	\$7.19	\$7.82	8.77%	4.41%
Op. Rev./Op. Cost	65.21%	63.24%	60.86%	58.53%	54.34%	-7.16%	-4.46%



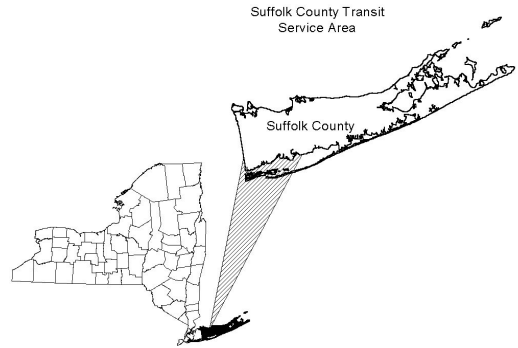
Bee-Line Paratransit	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 98 to 99	Annualized % Change
Rev. Passengers	155,754	155,635	155,493	151,121	161,939	7.16%	0.98%
Rev. Veh. Miles	1,509,347	1,528,636	1,566,446	1,648,509	1,829,116	10.96%	4.92%
Op. Cost	\$3,011,745	\$3,286,846	\$3,321,292	\$4,035,638	\$4,130,772	2.36%	8.22%
Op. Rev.	\$0	\$0	\$0	\$0	\$0	NA*	NA*
Rev. Pass/Rev. Mile	0.10	0.10	0.10	0.09	0.09	-3.42%	-3.76%
Op. Cost/Rev. Mile	\$2.00	\$2.15	\$2.12	\$2.45	\$2.26	-7.75%	3.14%
Op. Rev./Op. Cost	0.00%	0.00%	0.00%	0.00%	0.00%	NA*	NA*



*Para Revenue Not Reported Separately

SUFFOLK COUNTY TRANSIT

Department of Public Works - Transportation Division
 335 Yaphank Avenue
 Yaphank, NY 11980
 (516) 852-4880
 Web Site: <http://www.sct-bus.org/>



State Legislative Districts:
 Senate: 1-5, 8
 Assembly: 1 - 11

Base Fare: \$1.50
 Last Increase: \$.25 on 8/26/91

Suffolk County Transit (SCT) contracts with 13 private bus operators for fixed route and paratransit services, covering most areas within the county. Suffolk County sponsors and provides the local match to STOA and fully underwrites a portion of the SCT fixed route service, which is referred to as "Purchase of Service" (POS). The County also sponsors additional fixed routes, for which it passes through STOA and some portion local support, but otherwise these services operate at risk. These routes are referred to as "pass-through" services.

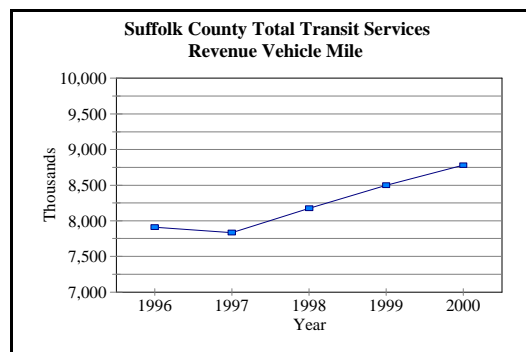
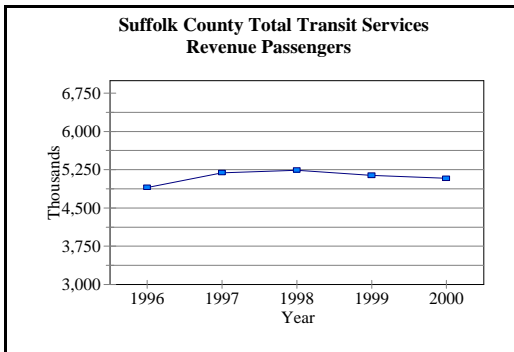


In addition, the County sponsors the Huntington Area Rapid Transit (HART) system. HART is a local fixed route and paratransit bus service within the Town limits, operated and underwritten by the Town of Huntington.

increasing by 13.5 percent.

Like much of suburban NY metropolitan region, Suffolk County has experienced significant population

Ridership for the SCT fixed route system, which comprised 92 percent of total county ridership in 2000, increased over the ten year period by an annualized rate of 1 percent. The POS services grew at an annualized rate of 1.48 percent while the "pass-through" services declined slightly over this period at an annualized rate



and economic growth between 1990 and 2000, with population increasing by 7.4 percent and employment

of .87 percent Part of this is explained by a shifting of some services from Pass through to POS.

SUFFOLK COUNTY 2000 Characteristics	Fixed Route Bus				HART		Suffolk County Total
	"Purchase of Service"	Fixed Route Bus "Pass-Through"	SCT Paratransit	SCT Subtotal	Fixed Route	HART Paratransit	
Revenue Passengers	3,806,214	599,933	91,853	4,498,000	289,958	13,975	4,801,933
Number of Vehicles	138	34	43	215	12	9	236
Number of Employees	0	0	0	0	24	6	30
Revenue Vehicle Miles	5,441,298	1,207,763	1,418,162	8,067,223	328,873	54,156	8,450,252
Revenue Vehicle Hours	286,081	56,262	99,302	441,645	22,363	4,746	468,754
Total Operating Revenue	5,020,562	1,718,495	263,273	7,002,330	311,860	28,442	7,342,632
Total Operating Expense	16,765,506	3,669,365	3,210,863	23,645,734	1,970,356	521,520	26,137,610
Operating Expense / Rev. Vehicle Mile	3.08	3.04	2.26	2.93	5.99	9.63	3.09
Operating Expense / Rev. Vehicle Hour	58.60	65.22	32.33	53.54	88.11	109.89	55.76
Rev. Passengers / Rev. Vehicle Mile	0.70	0.50	0.06	0.56	0.88	0.26	0.57
Rev. Passengers / Rev. Vehicle Hour	13.30	10.66	0.92	10.18	12.97	2.94	10.24
Total Operating Revenue / Op. Expense	0.30	0.47	0.08	0.30	0.16	0.05	0.28
Operating Expense / Revenue Passenger	4.40	6.12	34.96	5.26	6.80	37.32	5.44
Total Op. Revenue / Revenue Passenger	1.32	2.86	2.87	1.56	1.08	2.04	1.53

Fixed route Suffolk County ridership, excluding HART, peaked in 1998 at 4.528 million and declined to 4.406 million in 2000. SCT ridership growth from 1996 to 2000 nearly matched the ten year trend at .96 percent. From 1999 to 2000 there was a slight decline of 1.24 percent. Essentially, ridership has been stable.

Revenue Miles of service for the SCT fixed route system slightly outpaced the growth in ridership over the ten year period, growing at an annualized rate of 1.89 percent. From 1996 to 2000 however growth in miles slowed to just .17 percent, increasing again in 2000 by 2.54 percent as new services and route changes, described below, were introduced.

SCT paratransit ridership tripled during the 1996-2000 period, from 30,610 to 91,853. Ridership in 2000 represented a comparable 22.9 percent increase over 1999. This increase in ridership required the SCT paratransit fleet to more than double during over the past five years from 20 to 43 vehicles.

Revenue vehicle miles increased at an annualized rate of 24.3 percent, from 1996 to 2000, to meet the 31.6 percent annualized increase in demand. Miles also increased in 2000 over 1999, but the positive trend in service effectiveness continued, with a 7.5 percent growth in revenue miles serving a 22.9 percent growth in ridership.

HART Fixed route bus ridership declined from 1990 to 2000 at an annualized rate of 3.95 percent. This decline accelerated from 1996 to 2000 to 4.57 percent from 349,601 in 1996 to 289,958 in 2000. During this period the amount of service, as measured by Revenue Vehicle Miles, remained essentially constant, increasing by an

annualized .63 percent.

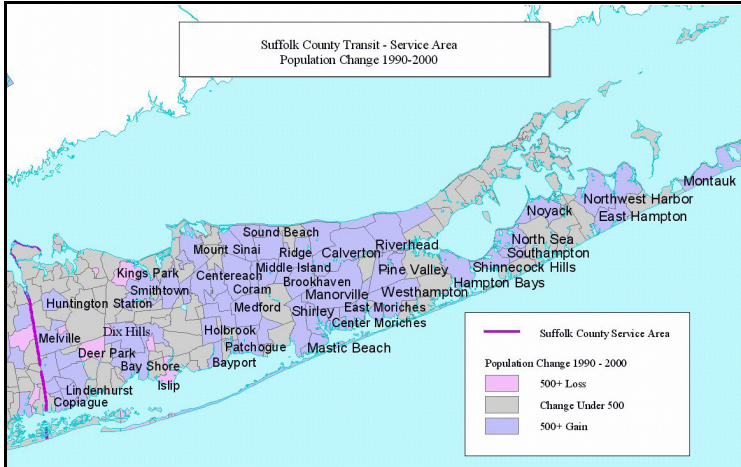
In contrast, HART's paratransit ridership almost tripled in the 1996-2000 period, going from 5,272 to 13,916. To help accommodate this increase, the vehicle fleet was increased from 4 to 9 vehicles. Vehicle miles of service likewise increased from 28,243 to 54,156.

The operating costs for the fixed route services generally increased at the same rate as inflation, the average annual expense increase was 2.8 percent for the 1996-2000 period.

The county has been actively reviewing its service as well as new service opportunities in response to shifting in demographic and employment patterns and changing ridership demand. In 2001, \$800,000 in matched CMAQ was dedicated to fund a number of service upgrades including:

- Route extensions: Route S58 to Riverhead, S57 to MacArthur Airport, 3D to SUNY Stony Brook, S66/S68 to Suffolk Community College and County Center in Riverhead and the S68 to SIL's Industrial Park;
- Increased frequencies: Routes S33/S57 and S66 to hourly service; S40 to 30 minute service.

Additional service changes, based on the findings of the Long Island Bus Study, will be instituted as part of a



Suffolk County Service Area	1990	2000	% Change
Total Population	1,321,864	1,419,369	7.38%
Pop. Over 65	141,717	167,558	18.23%
Pop. Under 19	366,572	402,482	9.80%
Employment	509,408	578,298	13.52%
SCT Fixed Route Ridership	3,324,914	3,806,214	14.48%
SCT Paratransit Ridership	0	91,853	NA
Pass Through Ridership	657,656	599,933	-8.78%
HART Ridership	502,160	303,933	-39.47%
Rev. Miles SCT Fixed Route	4,701,804	5,441,298	15.73%
Rev. Miles SCT Paratransit	0	1,418,162	NA
Rev. Miles Pass Through	1,165,379	1,207,763	3.64%

\$3,000,000 CMAQ grant in 2001. Most of the current changes are based on the findings of the Long Island Bus Study

Operating costs for SCT paratransit services increased at an annualized rate of 25 percent from 1996 to 2000. Paratransit costs in Suffolk are about 12% of total costs, about double the typical proportion. This is due in part to the need to provide the mandated complementary service throughout the extensive network of fixed route services throughout the very large service area of the County. Suffolk is in part a second tier suburban county, and in part rural. The base cost of fixed route service is low, because many services operate at one hour or larger headways. But there are no economies to be had in providing paratransit to this large geographic area.

HART Operating costs for the fixed route service were also stable, and hovered around the \$1.9-\$2.0 million level for each of the five years in the 1996-2000 period. HART's paratransit operating costs increased at an annualized rate of 17.6 percent from 1996 to 2000.

Passengers per revenue mile, a measure of service effectiveness was very stable increasing by a slight .79 percent annualized rate from 1996 to 2000. This measure for SCT's POS fixed route services improved at an annualized rate of 1.9 percent, while the "pass-through" services experienced a modest decline of 2.3 percent over this period. As noted above SCT paratransit "effectiveness improved over the five year period at an annualized rate of 5.9 percent. HART's fixed route and paratransit services experienced annualized declines in passengers per mile from 1996

to 2000 of 2.3 percent and 4.5 percent respectively.

The ratio of operating revenue to operating costs, a measure of service economy, has declined slightly for the SCT POS services from 32.08 percent to 29.95 percent over the five year period 1996 to 2000, an annualized decline of 1.7 percent. The "pass through" services, experienced a similar 1.5 percent annualized decline, but historically have had a stronger cost-recovery rate performance than the POS, ranging from 49.99 percent in 1999 to 46.83 percent in 2000.

SCT paratransit services have improved their cost recovery over the five year period by an annualized 4.4 percent, however the rate of cost recovery for paratransit remains low relative to other modes ranging for 6.9 to 8.2 percent over the period. All of these measures remain essential at the strong end for suburban services of this type.

HART fixed route cost recovery declining by an annualized rate of 1.5 percent ranging from 17.5 to 15.8 percent over this period. HART Paratransit cost recovery improved at an annualized rate of 11.4 percent, ranging from 3.5 to 5.9 percent over the period.

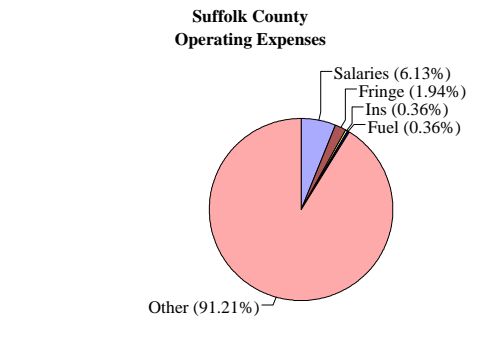
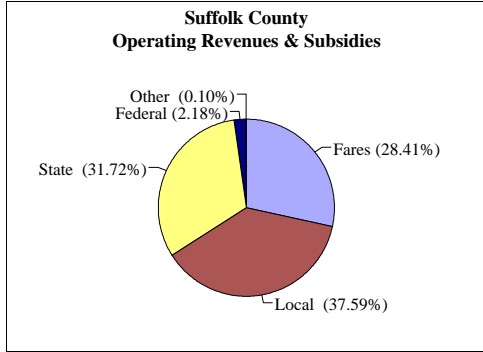
FINANCIAL INFORMATION - SYSTEM TOTAL - SUFFOLK COUNTY TRANSIT

Sources of Total System 2000 Operating Funds

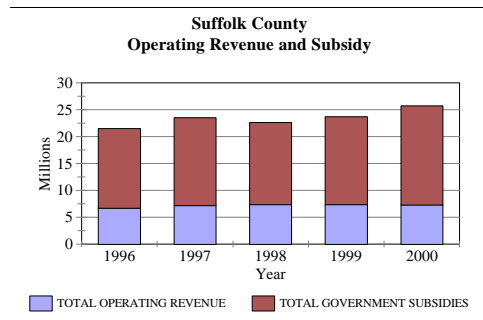
Fares	\$7,316,472
Local	\$9,677,929
State	\$8,166,238
Federal	\$562,000
Other	\$26,160
Total	\$25,748,799

Summary of Total System 2000 Operating Expenses

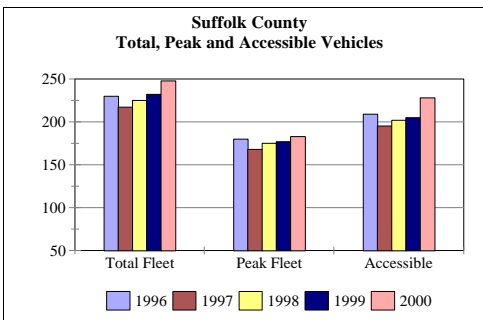
Salaries	\$1,602,824
Fringe	\$506,358
Ins	\$94,819
Fuel	\$94,533
Other	\$23,839,076
Total	\$26,137,610



Financial Trend Analysis over the past five years:

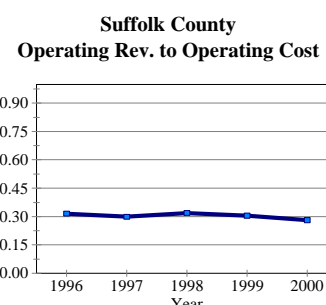
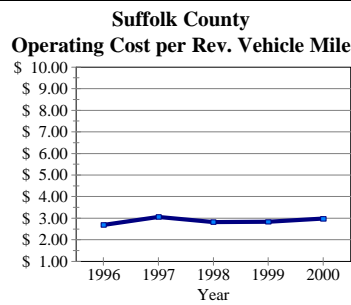
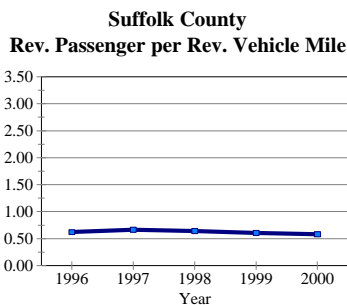


Fleet Characteristics over the past five years:



Suffolk County Transit - Total System - Operations and Performance Statistics

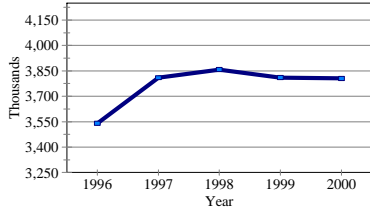
Suffolk County Total Operations	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	4,903,831	5,190,432	5,243,657	5,139,597	5,084,611	-1.07%	0.91%
Rev. Veh. Miles	7,910,909	7,833,431	8,175,428	8,497,895	8,779,125	3.31%	2.64%
Op. Cost	\$21,266,546	\$23,979,842	\$23,134,440	\$24,087,600	\$26,137,610	8.51%	5.29%
Op. Rev.	\$6,705,396	\$7,172,828	\$7,378,260	\$7,359,486	\$7,342,632	-0.23%	2.30%
Rev. Pass/Rev. Mile	0.62	0.66	0.64	0.60	0.58	-4.24%	-1.68%
Op. Cost/Rev. Mile	\$2.69	\$3.06	\$2.83	\$2.83	\$2.98	5.03%	2.59%
Op. Rev./Op. Cost	31.53%	29.91%	31.89%	30.55%	28.09%	-8.05%	-2.85%
National CPI	156.90	160.50	163.00	166.60	172.20	3.36%	2.35%
NYSMA CPI	166.90	170.80	173.60	177.00	182.50	3.11%	2.26%



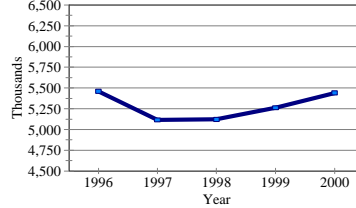
Suffolk County Transit - Operating and Performance Statistics by Mode - Fixed Route and Paratransit

Suffolk County Fixed Route	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	3,540,214	3,810,270	3,858,327	3,811,035	3,806,214	-0.13%	1.83%
Rev. Veh. Miles	5,460,171	5,116,370	5,122,837	5,261,149	5,441,298	3.42%	-0.09%
Op. Cost	\$14,571,209	\$16,430,474	\$14,874,253	\$15,403,831	\$16,765,506	8.84%	3.57%
Op. Rev.	\$4,674,921	\$4,994,271	\$5,055,067	\$5,006,359	\$5,020,562	0.28%	1.80%
Rev. Pass/Rev. Mile	0.65	0.74	0.75	0.72	0.70	-3.43%	1.92%
Op. Cost/Rev. Mile	\$2.67	\$3.21	\$2.90	\$2.93	\$3.08	5.24%	3.66%
Op. Rev./Op. Cost	32.08%	30.40%	33.99%	32.50%	29.95%	-7.86%	-1.71%

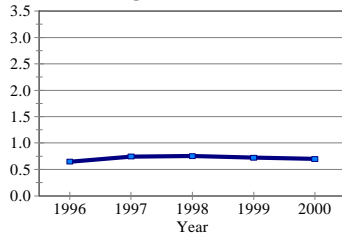
Suffolk County-Fixed Route Revenue Passengers



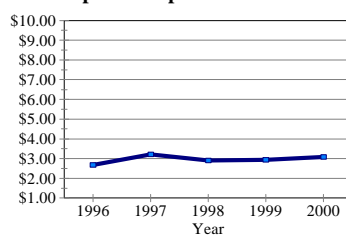
Suffolk County-Fixed Route Revenue Vehicle Mile



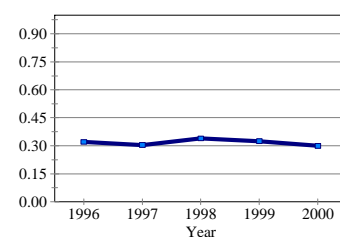
Suffolk County-Fixed Route Rev. Passenger/Rev. Vehicle Mile



Suffolk County-Fixed Route Op. Cost/Op. Vehicle Mile

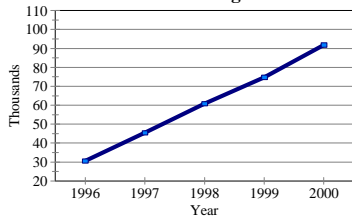


Suffolk County-Fixed Route Operating Revenue to Operating Cost

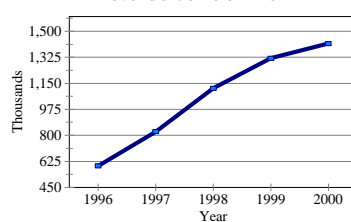


Suffolk County Paratransit	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	30,610	45,424	60,812	74,762	91,853	22.86%	31.62%
Rev. Veh. Miles	594,979	824,865	1,117,184	1,319,183	1,418,162	7.50%	24.25%
Op. Cost	\$1,312,984	\$1,710,489	\$2,091,649	\$2,638,224	\$3,210,863	21.71%	25.05%
Op. Rev.	\$90,478	\$132,579	\$176,335	\$217,023	\$263,273	21.31%	30.61%
Rev. Pass/Rev. Mile	0.05	0.06	0.05	0.06	0.06	14.29%	5.93%
Op. Cost/Rev. Mile	\$2.21	\$2.07	\$1.87	\$2.00	\$2.26	13.21%	0.64%
Op. Rev./Op. Cost	6.89%	7.75%	8.43%	8.23%	8.20%	-0.32%	4.44%

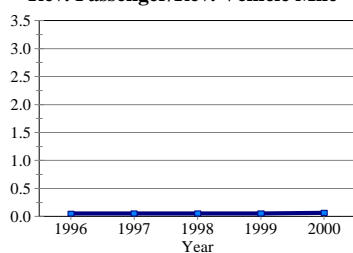
Suffolk County-Paratransit Revenue Passengers



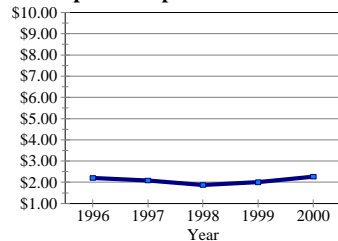
Suffolk County-Paratransit Revenue Vehicle Mile



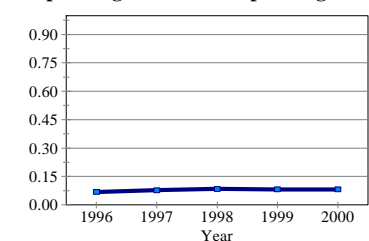
Suffolk County-Paratransit Rev. Passenger/Rev. Vehicle Mile



Suffolk County-Paratransit Op. Cost/Op. Vehicle Mile

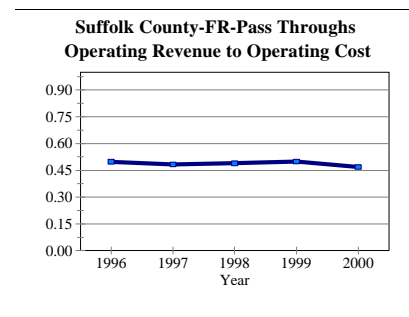
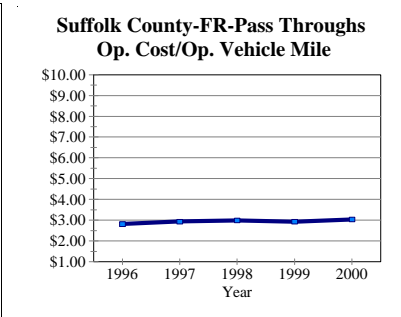
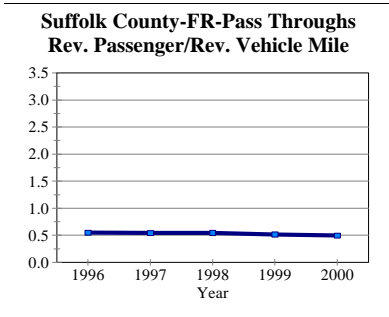
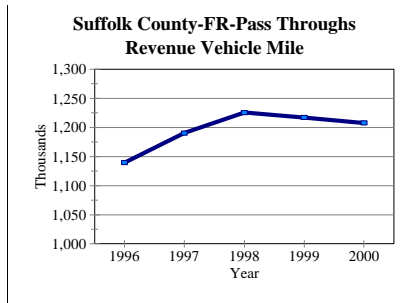
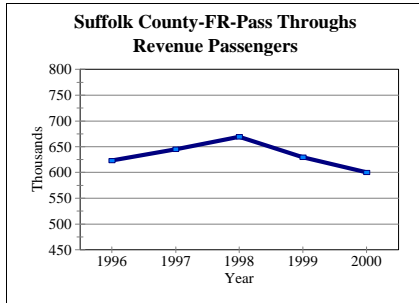


Suffolk County-Paratransit Operating Revenue to Operating Cost

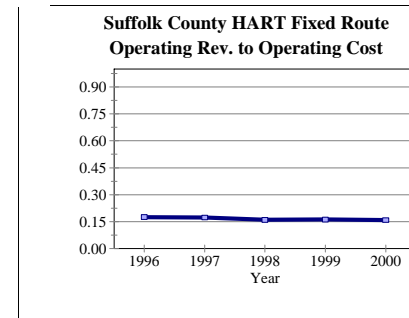
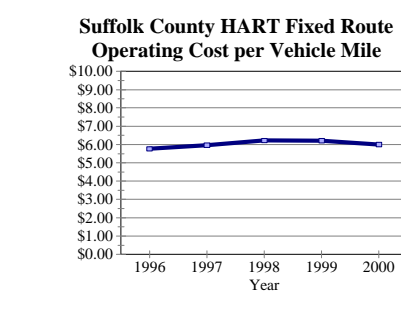
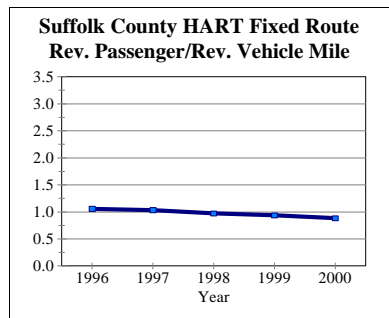
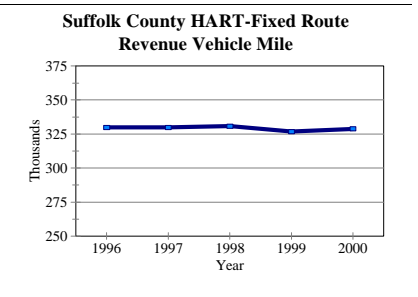
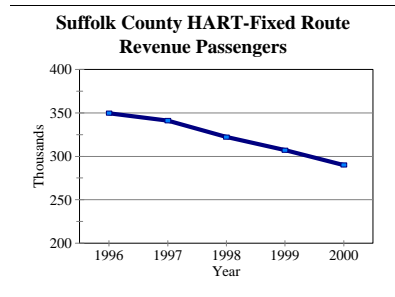


Suffolk County Transit - Operating and Performance Statistics by Mode - Fixed Route Pass-Through and Huntington

Suffolk County FR - Pass Throughs	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	622,993	644,895	669,380	629,606	599,933	-4.71%	-0.94%
Rev. Veh. Miles	1,139,443	1,190,507	1,225,558	1,217,157	1,207,763	-0.77%	1.47%
Op. Cost	\$3,208,375	\$3,498,304	\$3,665,386	\$3,563,648	\$3,669,365	2.97%	3.41%
Op. Rev.	\$1,597,065	\$1,690,030	\$1,792,366	\$1,781,436	\$1,718,495	-3.53%	1.85%
Rev. Pass/Rev. Mile	0.55	0.54	0.55	0.52	0.50	-3.97%	-2.37%
Op. Cost/Rev. Mile	\$2.82	\$2.94	\$2.99	\$2.93	\$3.04	3.77%	1.92%
Op. Rev./Op. Cost	49.78%	48.31%	48.90%	49.99%	46.83%	-6.31%	-1.51%



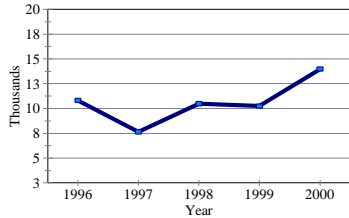
Suffolk County HART - Fixed Route	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	349,601	341,100	322,326	306,975	289,958	-5.54%	-4.57%
Rev. Veh. Miles	329,915	329,875	330,777	326,806	328,873	0.63%	-0.08%
Op. Cost	\$1,900,900	\$1,969,613	\$2,057,777	\$2,028,485	\$1,970,356	-2.87%	0.90%
Op. Rev.	\$333,270	\$341,047	\$329,586	\$327,922	\$311,860	-4.90%	-1.65%
Rev. Pass/Rev. Mile	1.06	1.03	0.97	0.94	0.88	-6.14%	-4.49%
Op. Cost/Rev. Mile	\$5.76	\$5.97	\$6.22	\$6.21	\$5.99	-3.48%	0.98%
Op. Rev./Op. Cost	17.53%	17.32%	16.02%	16.17%	15.83%	-2.09%	-2.52%



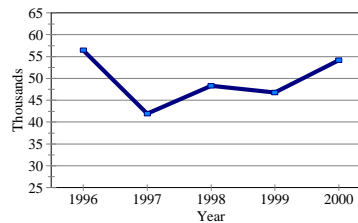
Suffolk County Transit - Operating and Performance Statistics by Mode - Huntington Paratransit

Suffolk County HART - Paratransit	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	10,812	7,643	10,486	10,244	13,975	36.42%	6.63%
Rev. Veh. Miles	56,486	41,939	48,295	46,794	54,156	15.73%	-1.05%
Op. Cost	\$273,078	\$370,962	\$445,375	\$453,412	\$521,520	15.02%	17.56%
Op. Rev.	\$9,662	\$14,901	\$24,906	\$26,746	\$28,442	6.34%	30.99%
Rev. Pass/Rev. Mile	0.19	0.18	0.22	0.22	0.26	17.88%	7.75%
Op. Cost/Rev. Mile	\$4.83	\$8.85	\$9.22	\$9.69	\$9.63	-0.61%	18.80%
Op. Rev./Op. Cost	3.54%	4.02%	5.59%	5.90%	5.45%	-7.55%	11.42%

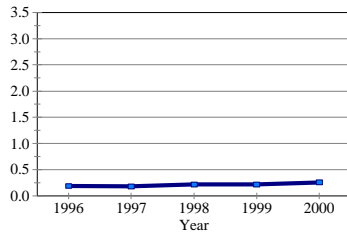
**Suffolk County-Hart Paratransit
Revenue Passengers**



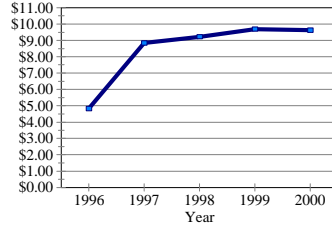
**Suffolk County-Hart Paratransit
Revenue Vehicle Mile**



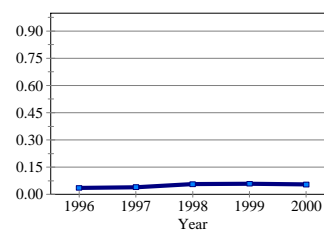
**Suffolk County-HART Paratransit
Rev. Passenger/Rev. Vehicle Mile**



**Suffolk County-HART Paratransit
Operating Cost per Vehicle Mile**



**Suffolk County-HART Paratransit
Operating Rev. to Operating Cost**

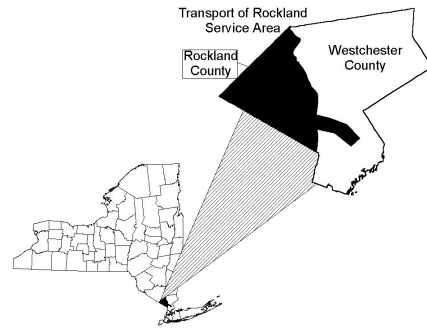


ROCKLAND COUNTY

50 Sanatorium Road
 Pomona, NY 10970
 (845) 364-3434

State Legislative Districts:

Senate: 38
 Assembly: 92 - 94



Base Fare (TOR): \$.90
 Last Increase: \$.30 in May 1996

Public Transportation, supported by STOA, in Rockland County is comprised of five distinctly different services, provided in a variety of institutional and market settings. The range of services include local services within towns and within the County, and commuter services to Westchester County and to Manhattan. Each of these five service categories will be described below.

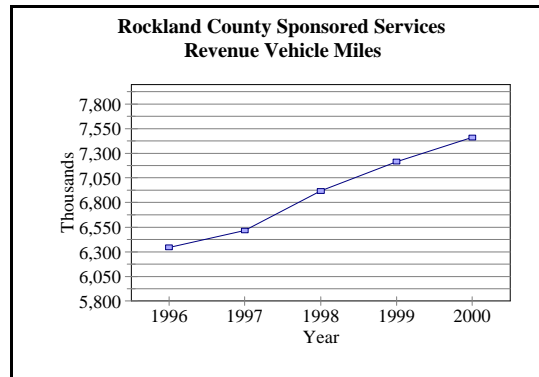
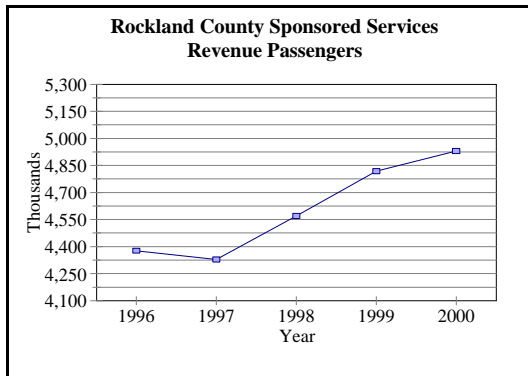


Transport of Rockland (TOR): Rockland County contracts with two private operators to provide fixed route bus service under the name Transport of Rockland (TOR). The Fixed Route operators are Rockland Coaches and Hudson Transit, both subsidiaries of Coach, USA. The countywide complementary paratransit service, TRIPS, discussed below, is operated directly by the County.

County’s population, employment, as well as service improvements and the maintenance of stable fares. From 1990 to 2000, Rockland County’s population increased by 8% and its employment increased by 7.2 percent. These gains are mostly in the southwestern part of the County.

STOA eligible TOR passengers on Fixed Route increased 5% from 1999 to 2000, over the five year period from 1996 to 2000 there was an 7.6% annualized

This increase in passengers for the TOR System helped boost passenger revenues by 5% from 1999 to 2000 and by 2.9% annualized from 1996 to 2000.



increase in ridership. This consistent increase in ridership is largely due to the increase in Rockland

TOR’s cost recovery ratio, a measure of system

Rockland County 2000 Characteristics	Fixed Route TOR	Paratransit TRIPS	Tappansee Express	Commuter Bus	Municipal Bus	Total
Revenue Passengers	1,605,808	54,471	276,452	2,734,974	258,375	4,930,080
Number of Vehicles	41	17	26	185	15	284
Number of Employees	30	21	28	305	15	399
Revenue Vehicle Miles	1,129,461	358,033	475,676	5,042,847	454,125	7,460,142
Revenue Vehicle Hours	57,094	28,064	23,240	12,506	29,242	150,146
Total Operating Revenue	868,899	41,943	214,112	21,882,030	109,989	23,116,973
Total Operating Expense	5,279,031	1,486,256	3,164,994	25,739,477	1,507,460	37,177,218
Operating Expense /Rev. Vehicle Mile	4.67	4.15	6.65	5.10	3.32	4.98
Operating Expense / Rev. Vehicle Hour	92.46	52.96	136.19	2,058.17	51.55	247.61
Rev. Passengers / Rev. Vehicle Mile	1.42	0.15	0.58	0.05	0.57	0.66
Rev. Passengers / Rev. Vehicle Hour	28.13	1.94	11.90	218.69	8.84	32.84
Total Operating Revenue / Op. Expense	0.16	0.03	0.07	0.85	0.07	0.62
Operating Expense / Revenue Passenger	3.29	27.29	11.45	9.41	5.83	7.54
Total Op. Revenue / Revenue Passenger	0.54	0.77	0.77	8.00	0.43	4.69

economy is 16.46%, somewhat low for a second tier suburban system. However, this is caused to a large degree by very reasonable and stable fare levels, supported in turn, by the County's use of funds it receives from MTA pursuant to an agreement from the 1980's.

This revenue increase coupled with a small increase in operating expenses caused the cost recovery ratio to increase 3.6% in 2000. Over the five year period the cost recovery ratio went down at an annualized rate of 3%.

The efficiency of the TOR fixed route system, as measured by cost per revenue vehicle mile, decreased from 1999 to 2000. The cost per mile increased from \$4.62 to \$4.67, a 1.17% increase. This change in efficiency is due to operating costs increasing at a greater rate than revenue vehicle miles. Over the five year period from 1996 to 2000 the cost per mile was fairly stable, decreasing at an annualized rate of 0.93%.

The effectiveness of the fixed route system increased nearly 5% over 1999 because of a greater increase in ridership in proportion to revenue miles. Over the five year period, service effectiveness increased at an annualized rate of 2.5%.

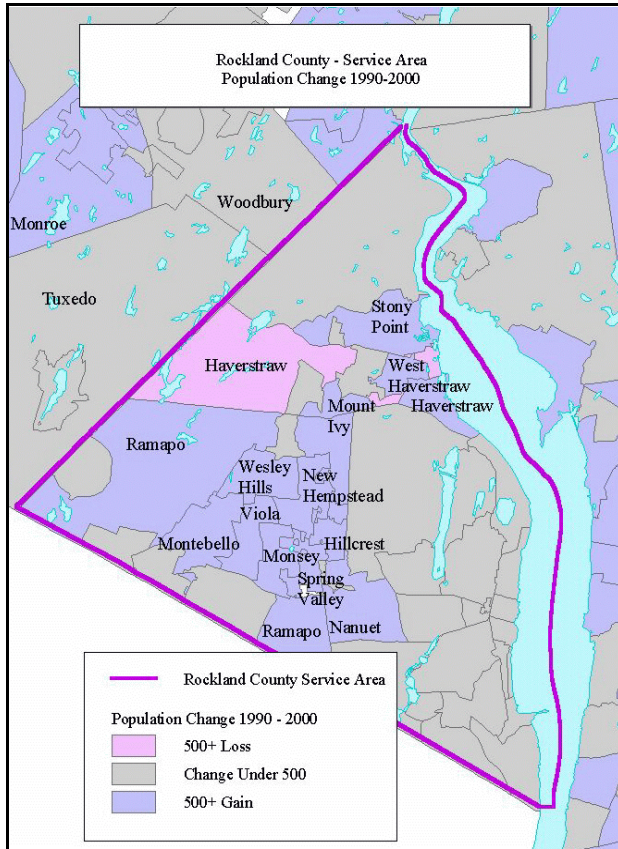
Tappan Zee Express: Rockland County contracts with the two private operators that provide fixed route service for TOR, to provide service for the five suburban commuter bus routes, known as the Tappan Zee Express. These services were recently consolidated on April 1, 2001 to provide for a more efficient and

effective operation. TZX 2, 3 and 5 are now feeder shuttles to the TZX 1 and 4 that cross the Tappan Zee Bridge to serve Tarrytown and White Plains.

The new consolidated service serves the following areas:

- Tappan Zee Express 1 - Spring Valley Railroad Station to the Metro North Railroad station in Tarrytown and terminating at the White Plains TransCenter.
- TZX 2 - The North Rockland Shuttle from the 9W Park and Ride in Stony Point to Palisades Center.
- TZX 3 - The New City Shuttle from New City to Palisades Center.
- TZX 4 - The Cross Rockland Express from Suffern to Palisades Center, Nyack and terminating at the White Plains TransCenter.
- TZX 5 The Spring Valley Shuttle from Old Nyack to the Spring Valley Station.

The bulk of the ridership of all the TZX services is on the TZX 1 which carries 85% of the revenue passengers and accounts for 84% of the total revenue. The cost recovery ratio on the TZX 1 is 14.5%. Costs have increased at a greater rate than expenses in 2000 causing the cover ratio to decrease slightly. The low cost recovery ratio of these services is due to extremely high competition from the private automobile as well as a very low fare structure for commuter express services



using Over-the-Road Coaches.

The objective of the service consolidation is to reduce the number of trips across the Hudson River to Westchester, increase the occupancy of services, and provide faster more direct services. By using a transfer point at Palisades Center, having shuttle feeder buses, and having buses to White Plains operate directly without a stop at the Tarrytown MNR station, this service has been reoriented to provide better service at lower cost. Preliminary operating results are very promising.

TRIPS: This system is the county run paratransit service. Ridership increases for the TRIPS system has outpaced the ridership increases of the TOR system. Since the origins/destinations of people using the TRIPS system is more dispersed, the level of service increases necessitated to sustain this ridership growth is nearly twice that of the fixed route system. Although the cost recovery ratio on paratransit service is lower than the general fixed route services this is an important component of the services offered for the mobility of handicapped individuals who can not be transported on

Rockland County Service Area	1990	2000	% Change
Total Population	265,475	286,753	8.02%
Pop. Over 65	26,871	33,853	25.98%
Pop. Under 19	76,338	87,339	14.41%
Rockland Employment	99,182	106,358	7.24%
Manhattan Employment	2,342,695	2,382,166	1.68%
Commuter Bus Ridership	2,679,313	2,734,974	2.08%
Tappan Zee Exp. Ridership*	117,109	237,238	102.58%
TOR Ridership	1,005,151	1,605,808	59.76%
TRIPS Ridership	31,737	54,471	71.63%
Municipal Bus Ridership	286,870	258,375	-9.93%
Rev. Miles Commuter Bus	4,093,706	5,042,847	23.19%
Rev. Miles Tappan Zee Exp.*	193,774	242,837	25.32%
Rev. Miles TOR	898,947	1,129,461	25.64%
Rev. Miles TRIPS	173,956	358,033	105.82%

* Total includes only TZ1. Other TZ services do not report statistics for STOA payment

the fixed route system.

The Rockland County STOA (State Transportation Operating Assistance) program also includes a series of Pass Through Services, these pass through systems include public transit systems and private systems, which do not receive County financial support. NYSDOT STOA is passed through to the systems from Rockland County.

Municipal Bus “Pass-Through” Systems: The pass through public transit systems (“Municipal Pass Throughs”) are operated by the towns of Clarkstown and Spring Valley. The towns provide additional financial support for these systems. The Spring Valley

Jitney and Clarkstown Mini Trans comprise 5.2% of the passengers and 6.3% of the revenue vehicle miles in proportion to the Grand Total Rockland County Systems.

The Operating Ratio of these public transit systems was 7.3% for 2000 versus 10.8% for 1999. STOA eligible revenue passengers decreased 13.3 % from 1999 to 2000. The decrease in the Operating Ratio is attributable to the decrease in revenues and increases in expenses such as salary, wages and fuel. There was a decrease in “efficiency” for the Municipal Pass throughs due to an increase in operating costs that corresponded with a decrease in revenue miles, equating to a 12.9% increase in cost per mile. The five year data shows STOA Eligible Revenue Passengers decreasing at an annualized rate of 4.7%.

Commuter Bus: The “pass-through” Commuter Bus services include, Rockland Coaches, Leisure Lines, Monsey Trails and Kaser Bus. The first two of these are part of Coach USA. These two operators and Monsey run commuter services to Manhattan. Kaser runs from its named community to Kiamesha Lake, NY.

The private pass-through systems generate 55% of the STOA eligible passengers and 67% of the STOA eligible revenue vehicle miles of the Rockland County system. Revenues increased 7.5% while expenses increased only 2.9% causing the Operating Ratio of these pass-through systems to improve 4 percent. In 2000 the cover ratio was 85% an increase from 81% in 1999. These services maintain a higher operating ratio, the highest observed in the STOA Program, because of the high demand in Rockland County for commuter services to Manhattan. This is an important component of the Rockland County Transportation System because of the efficiency of moving passengers and meeting the demands of the commuters on a daily basis. These are efficient services run without local operating assistance.

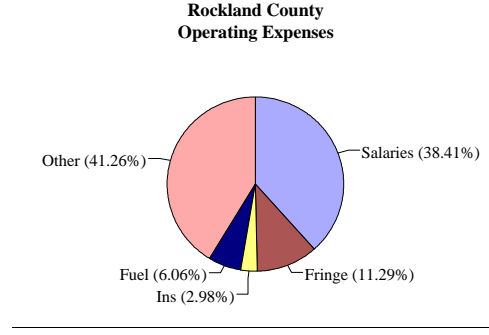
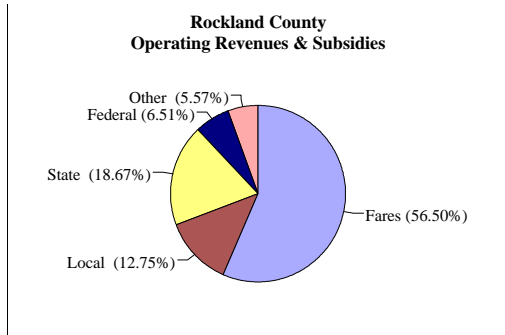
FINANCIAL INFORMATION - ROCKLAND COUNTY TRANSIT - SYSTEM TOTAL

Sources of Total System 2000 Operating Funds

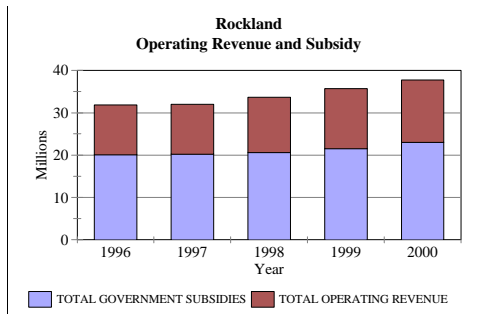
Fares	\$21,744,155
Local	\$4,907,591
State	\$7,185,937
Federal	\$2,505,671
Other	\$2,143,344
Total	\$38,486,698

Summary of Total System 2000 Operating Expenses

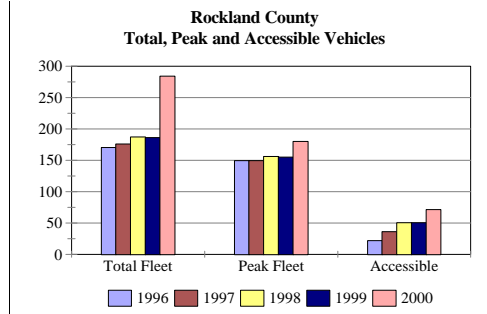
Salaries	\$14,280,592
Fringe	\$4,196,695
Ins	\$1,109,727
Fuel	\$2,251,640
Other	\$15,338,564
Total	\$37,177,218



Financial Trend Analysis over the past five years:

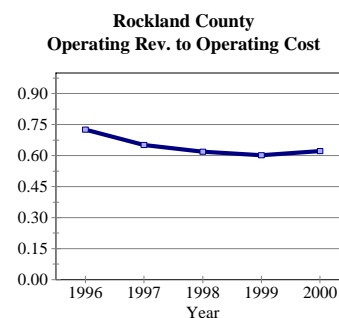
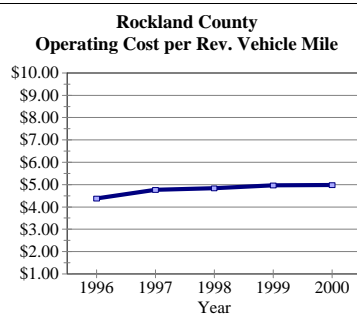
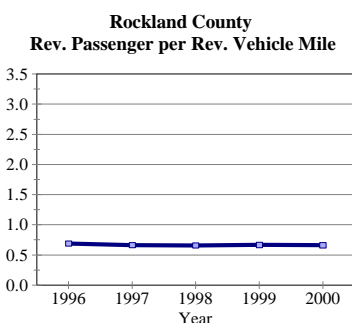


Fleet Characteristics over the past five years:



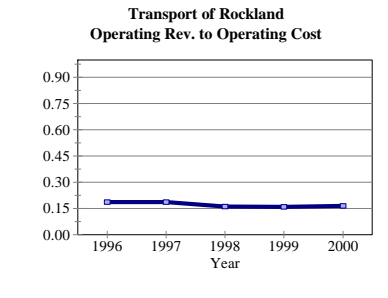
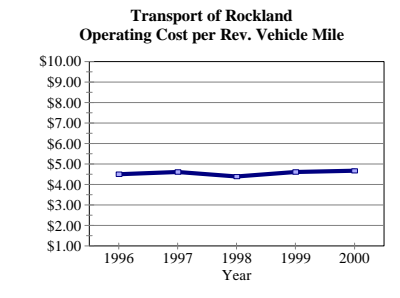
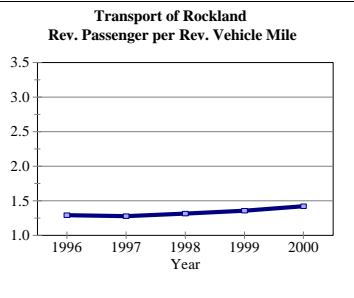
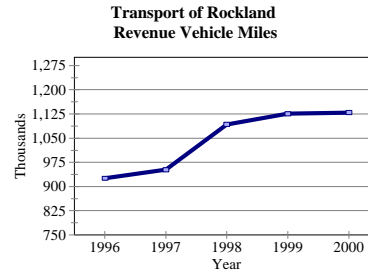
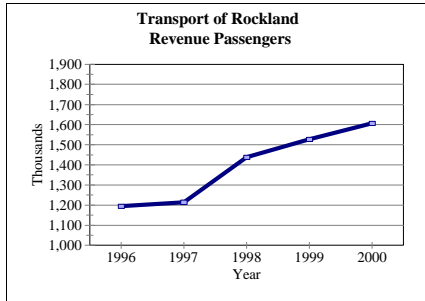
Rockland County Transit - Total System - Operations and Performance Statistics

Rockland Operations	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	4,376,818	4,327,584	4,570,139	4,817,591	4,930,080	2.33%	3.02%
Rev. Veh. Miles	6,344,471	6,515,422	6,916,972	7,215,753	7,460,142	3.39%	4.13%
Op. Cost	\$27,738,789	\$31,073,416	\$33,451,339	\$35,848,202	\$37,177,218	3.71%	7.60%
Op. Rev.	\$20,118,882	\$20,237,753	\$20,687,263	\$21,577,568	\$23,116,973	7.13%	3.53%
Rev. Pass/Rev. Mil	0.69	0.66	0.66	0.67	0.66	-1.02%	-1.07%
Op. Cost/Rev. Mile	\$4.37	\$4.77	\$4.84	\$4.97	\$4.98	0.31%	3.33%
Op. Rev./Op. Cost	72.53%	65.13%	61.84%	60.19%	62.18%	3.30%	-3.78%
National CPI	156.90	160.50	163.00	166.60	172.20	3.36%	2.35%
NYSMA CPI	166.90	170.80	173.60	177.00	182.50	3.11%	2.26%

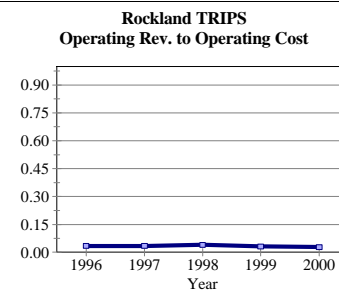
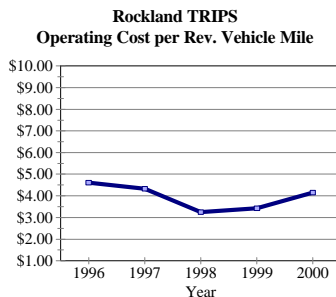
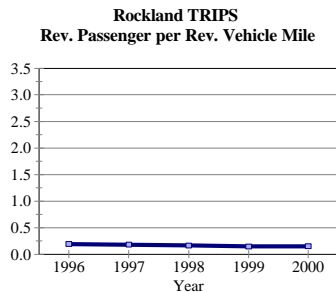
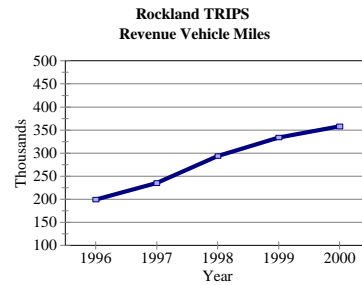
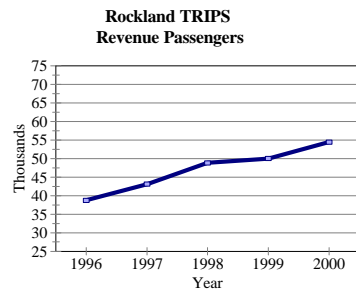


Rockland County Transit - Operating and Performance Statistics by Mode - Fixed Route and Paratransit

Transport of Rockland Fixed-Route	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	1,194,515	1,214,192	1,437,951	1,527,419	1,605,808	5.13%	7.68%
Rev. Veh. Miles	925,725	952,049	1,092,581	1,126,278	1,129,461	0.28%	5.10%
Op. Cost	\$4,168,992	\$4,394,976	\$4,802,692	\$5,203,106	\$5,279,031	1.46%	6.08%
Op. Rev.	\$774,989	\$816,002	\$766,807	\$826,731	\$868,899	5.10%	2.90%
Rev. Pass/Rev. Mile	1.29	1.28	1.32	1.36	1.42	4.84%	2.45%
Op Cost/Rev. Mile	\$4.50	\$4.62	\$4.40	\$4.62	\$4.67	1.17%	0.93%
Op. Rev./Op. Cost	18.59%	18.57%	15.97%	15.89%	16.46%	3.59%	-3.00%

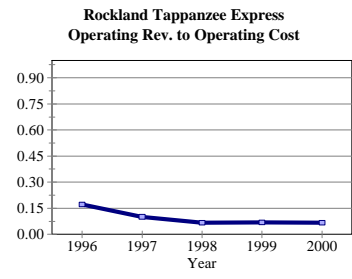
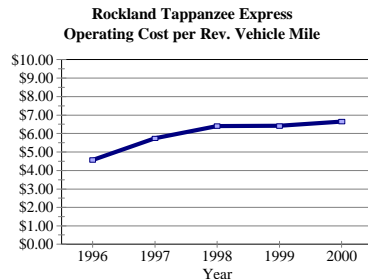
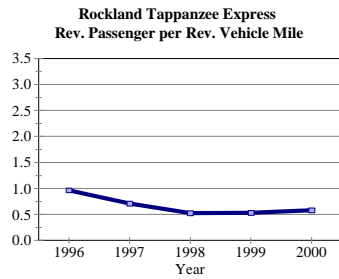
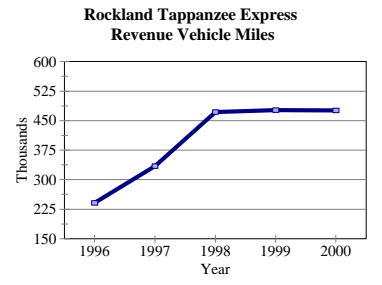
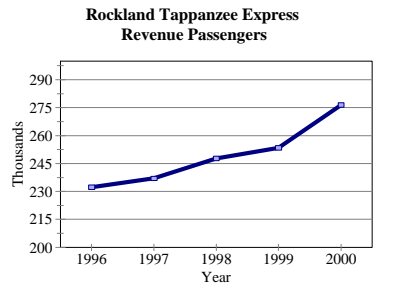


TRIPS Paratransit	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	38,767	43,099	48,809	50,027	54,471	8.88%	8.87%
Rev. Veh. Miles	199,548	235,217	293,803	333,901	358,033	7.23%	15.74%
Op. Cost	\$917,931	\$1,016,038	\$955,125	\$1,142,764	\$1,486,256	30.06%	12.80%
Op. Rev.	\$31,764	\$34,796	\$38,054	\$36,166	\$41,943	15.97%	7.20%
Rev. Pass/Rev. Mile	0.19	0.18	0.17	0.15	0.15	1.54%	-5.93%
Op. Cost/Rev. Mile	\$4.60	\$4.32	\$3.25	\$3.42	\$4.15	21.29%	-2.53%
Op. Rev./Op. Cost	3.46%	3.42%	3.98%	3.16%	2.82%	-10.83%	-4.97%

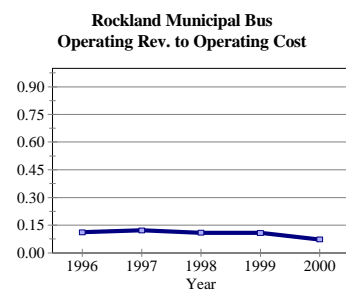
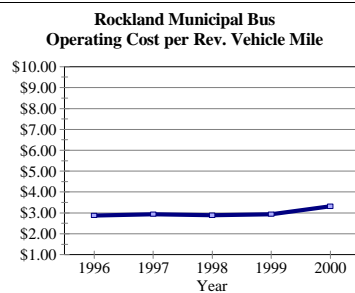
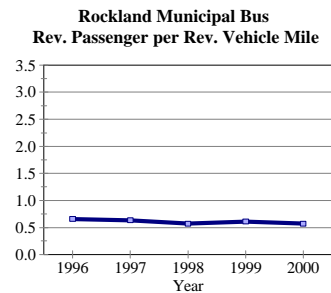
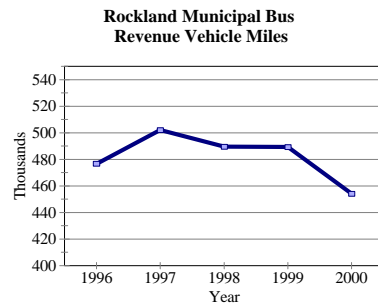
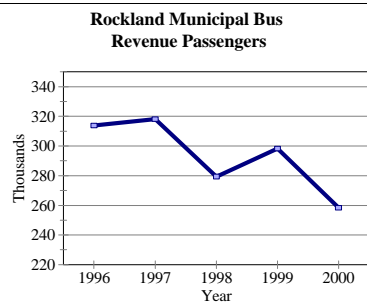


Rockland County Transit - Operating and Performance Statistics by Mode - Tappanee Express and Municipal Bus

Tappanee Express	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	232,332	237,072	247,767	253,531	276,452	9.04%	4.44%
Rev. Veh. Miles	241,150	334,163	471,824	476,918	475,676	-0.26%	18.51%
Op. Cost	\$1,100,769	\$1,915,727	\$3,019,432	\$3,056,029	\$3,164,994	3.57%	30.22%
Op. Rev.	\$189,582	\$194,280	\$204,153	\$208,858	\$214,112	2.52%	3.09%
Rev. Pass/Rev. Mile	0.96	0.71	0.53	0.53	0.58	9.33%	-11.87%
Op. Cost/Rev. Mile	\$4.56	\$5.73	\$6.40	\$6.41	\$6.65	3.84%	9.88%
Op. Rev./Op. Cost	17.22%	10.14%	6.76%	6.83%	6.77%	-1.01%	-20.83%

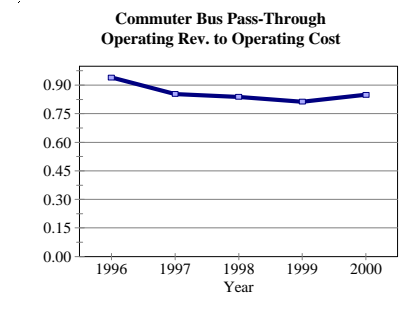
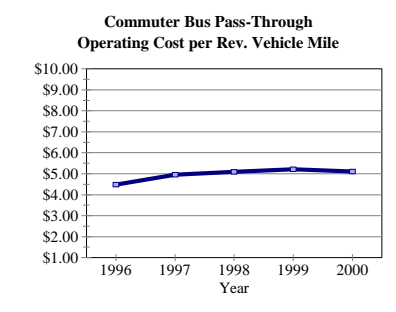
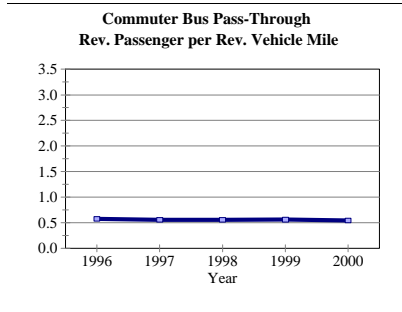
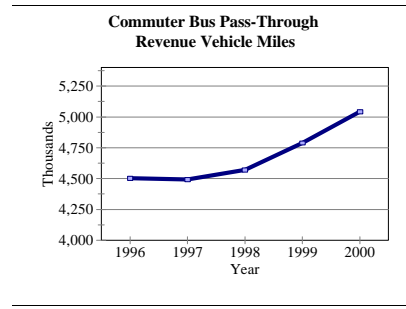
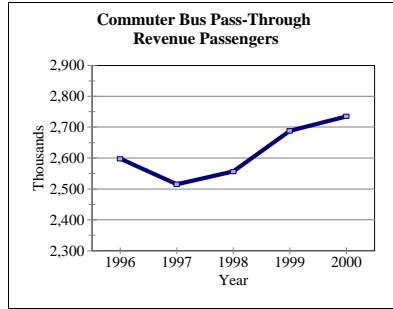


Rockland Municipal Bus	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	313,815	318,053	279,399	298,204	258,375	-13.36%	-4.74%
Rev. Veh. Miles	476,676	502,043	489,541	489,335	454,125	-7.20%	-1.20%
Op. Cost	\$1,371,250	\$1,477,829	\$1,414,820	\$1,438,757	\$1,507,460	4.78%	2.40%
Op. Rev.	\$153,705	\$180,636	\$154,288	\$155,919	\$109,989	-29.46%	-8.03%
Rev. Pass/Rev. Mile	0.66	0.63	0.57	0.61	0.57	-6.64%	-3.58%
Op. Cost/Rev. Mile	\$2.88	\$2.94	\$2.89	\$2.94	\$3.32	12.90%	3.64%
Op. Rev./Op. Cost	11.21%	12.22%	10.91%	10.84%	7.30%	-32.67%	-10.18%



Rockland County Transit - Operating and Performance Statistics by Mode - Commuter Bus

Commuter Bus Pass-Through	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	2,597,389	2,515,168	2,556,213	2,688,410	2,734,974	1.73%	1.30%
Rev. Veh. Miles	4,501,372	4,491,950	4,569,223	4,789,321	5,042,847	5.29%	2.88%
Op. Cost	\$20,179,847	\$22,268,846	\$23,259,270	\$25,007,546	\$25,739,477	2.93%	6.27%
Op. Rev.	\$18,968,842	\$19,012,039	\$19,523,961	\$20,349,894	\$21,882,030	7.53%	3.64%
Rev. Pass/Rev. Mile	0.58	0.56	0.56	0.56	0.54	-3.38%	-1.54%
Op. Cost/Rev. Mile	\$4.48	\$4.96	\$5.09	\$5.22	\$5.10	-2.25%	3.30%
Op. Rev./Op. Cost	94.00%	85.38%	83.94%	81.38%	85.01%	4.47%	-2.48%

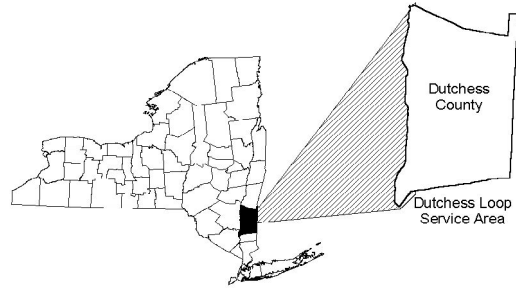


DUTCHESS COUNTY TRANSIT SYSTEM

14 Commerce Street
 Poughkeepsie, NY 12603
 (845) 473-0171

State Legislative Districts:
 Senate: 37,41
 Assembly: 91,96,97, 99

Base Fare: \$.75
 Last Increase: 1993



Dutchess County contracts with two private operators to provide transit service: Progressive Transportation Services, provides service within the County, as the Dutchess County “LOOP” and Leprechaun Lines is a “pass-through” STOA operator that provides commuter service on an inter-county basis. In Dutchess County, the City of Poughkeepsie also operates a fixed route bus system within the City limits. This section will describe the City Bus system trends in addition to those services that are sponsored by Dutchess County. MTA Metro North Railroad service is also available in the County and is discussed in a separate Section

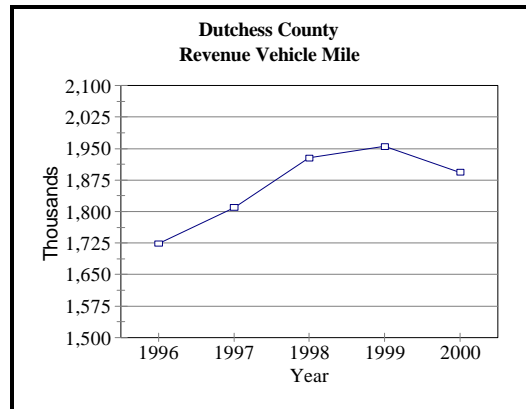
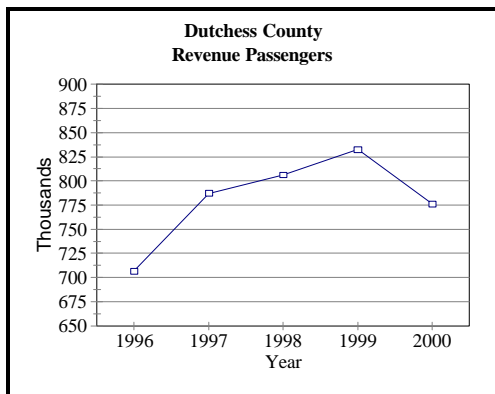


County population increased 7.97 percent from 1990 to 2000 while employment decreased 6.1 percent over the same period.

system is the Commuter Train Connection which serves 3 Dutchess County Metro North Stations: City of Poughkeepsie, Beacon and New Hamburg. This is an important service of the LOOP system that accommodates commuters going into Manhattan. The STOA-eligible passengers and vehicle miles of the Commuter Train Connection are included within the Fixed Route LOOP system totals in this report.

Fixed Route Service: Dutchess County LOOP, services the western part of the County, which primarily has the small urban areas located along the

In 2000 the LOOP fixed route service accounted for



Hudson River. Another component of the LOOP

86% percent of the 760,054 total system passengers

DUTCHESS COUNTY 2000 Characteristics	Fixed Route Motor Bus	Paratransit Service	Rural Service	Dutchess County Total	Poughkeepsie Bus
Revenue Passengers	656,631	29,324	74,099	760,054	407,509
Number of Vehicles	30	10	12	52	6
Number of Employees	41	15	19	75	12
Revenue Vehicle Miles	1,168,904	151,841	256,952	1,577,697	221,212
Revenue Vehicle Hours	51,952	10,557	11,553	74,062	21,038
Total Operating Revenue	1,417,735	454,441	1,839,244	3,711,420	228,427
Total Operating Expense	2,289,071	585,638	3,068,457	5,943,166	1,009,524
Operating Expense /Rev. Vehicle Mile	1.96	3.86	11.94	3.77	4.56
Operating Expense / Rev. Vehicle Hour	44.06	55.47	265.60	80.25	47.99
Rev. Passengers / Rev. Vehicle Mile	0.56	0.19	0.29	0.48	1.94
Rev. Passengers / Rev. Vehicle Hour	12.64	2.78	6.41	10.26	20.38
Total Operating Revenue / Op. Expense	0.62	0.78	0.60	0.62	0.23
Operating Expense / Revenue Passenger	3.49	19.97	41.41	7.82	2.35
Total Op. Revenue / Revenue Passenger	2.16	15.50	24.82	4.88	0.53

carried, and 74 percent of the total STOA Eligible Miles operated

Over the five year period, 1996 to 2000, ridership increased at an annualized rate of 3.2 percent. However, in 2000 ridership declined by 4 percent over 1999.

Revenue vehicle miles of service rose at an annualized rate of 4.6 percent from 1996 to 2000, increasing in 2000 by 4.5 percent, in line with the longer term trend.

As a result of the revenue miles of service rising at a more rapid rate than the number of revenue passengers, the passengers per revenue mile on the LOOP system, declined over the five year period at an annualized rate of 1.38 percent.

Operating Revenues increased 9.76 percent from 1999 to 2000 and have increased significantly over the 5 year period with a 15.64 percent annualized increase. Costs for the LOOP Fixed Route Service have increased .98 percent from 1999 to 2000 and over the 5 year period, costs increased only .39 percent at an annualized rate.

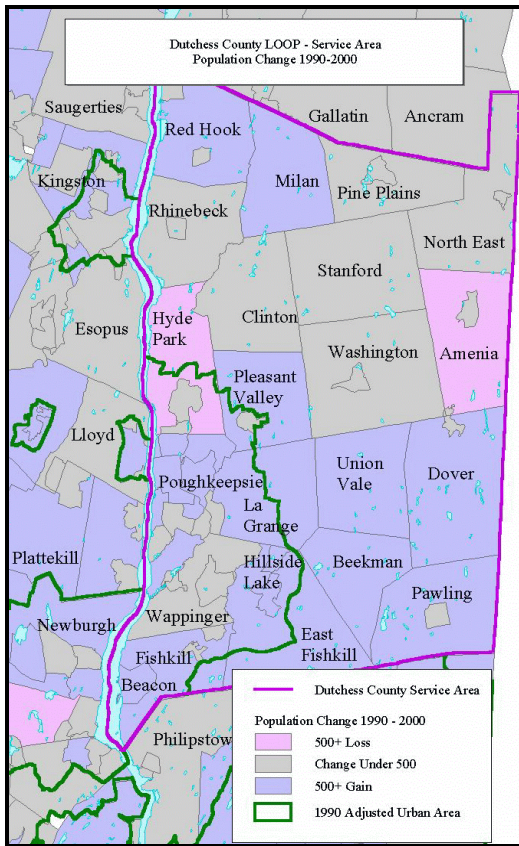
The percentage of operating costs covered by operating revenues, a measure of service economy, increased for the LOOP system in 2000 to 61.9 percent because operating revenues increased at a greater rate than operating costs. The major influence on the Operating Ratio for Dutchess County is the contract service for Medicaid Passengers. This is partly attributable to the increase in population over 65 increasing 18 percent from 1990 to 2000.

Operating costs per revenue vehicle miles, a measure of service efficiency improved due to revenue vehicle miles increasing 4.5 percent while costs only increased .98 percent.

Paratransit: Paratransit service in Dutchess County is provided for transportation of eligible elderly and disabled residents in accordance with the Americans Disabilities Act. Dutchess County Paratransit accounts for 3.8 percent of the total passengers carried with 29,324 STOA Revenue Passengers for 2000. From 1996 to 1999 the demand for these services had remained stable but 2000 experienced a 13.72 percent decrease in ridership from 1999 while revenue Vehicle Miles decreased 18.74 percent. Operating Revenue increased 9.6 percent from 1999 to 2000 with a five year increase annualized at 19.3 percent.

The County's Rural Dial-a-Ride services primarily serves the non-urbanized eastern portions of Dutchess county. Ridership for Rural Dial-A-Ride has increased over the 1996-1999 period from 58,293 in 1996 to 80,031 in 1999. In 2000, however, ridership decreased by of 7.4 percent over 1999 levels.

Operating Revenues and Operating Expenses for these services have had significant increases over the five year period. Operating Revenues were \$150,974 in 1996 and \$1,839,244 in 2000 increasing at an annualized rate of 86.82 percent. Operating Expenses increased from \$740,175 in 1996 to \$3,068,457 in 2000 at an annualized rate of 42.69 percent. The major influence on these increases in revenue and



Dutchess County Service Area	1990	2000	% Change
Total Population	259,462	280,150	7.97%
Population of City of Poughkeepsie	28,844	29,871	3.56%
Pop. Over 65	25,113	29,634	18.00%
Pop. Under 19	63,260	70,763	11.86%
Employment	117,084	109,949	-6.09%
Loop Ridership	511,250	607,200	18.77%
Dial-a-Ride Ridership	33,058	29,324	-11.30%
Commuter Bus Ridership	2,978	71,077	2286.74%
Commuter Train Connection Ridership	0	49,431	NA
Rural Demand Responsive Ridership	0	74,099	NA
Poughkeepsie Bus Ridership	483,293	407,509	-15.68%
Rev. Miles Loop	710,430	957,634	34.80%
Rev. Miles Dial-a-Ride	152,270	151,841	-0.28%
Rev. Miles Commuter Bus	33,761	404,708	1098.74%
Rev. Miles CTC	0	195,168	NA
Rev. Miles Rural DR	0	256,952	NA
Rev. Miles Poughkeepsie Bus	275,810	221,212	-19.80%

expenses, is the contract service for Medicaid Passengers.

Commuter Bus: Leprechaun Lines provides inter-county service between Poughkeepsie and White Plains, Westchester County and from Orange County to the Metro North Railroad Station in Beacon, NY. Operating and performance statistics have not been reported consistently across the five year period and are not included in the County totals as a result. However statistics reported for STOA formula payment indicate that ridership on these services has increased from 19,615 riders in 1996 to 71,077 riders in 2000. Revenue miles of service over this period increased from 164,960 miles in 1996 to 404,708 miles in 2000.

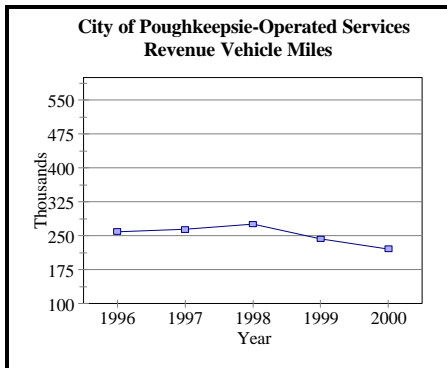
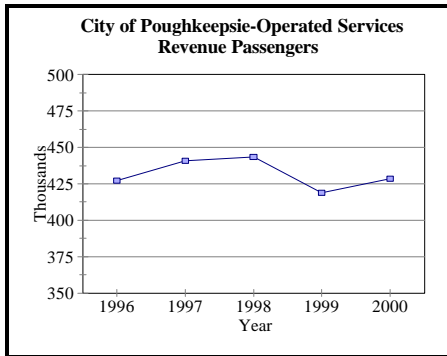
City of Poughkeepsie Bus System

The City of Poughkeepsie provides fixed route bus service within the City limits and contracts with Progressive Transportation Services Inc. to provide administrative support. The City of Poughkeepsie's Fixed Route Fleet is 100 percent ADA accessible.

Revenue passengers on the City of Poughkeepsie Bus system declined from 1999 to 2000 by 2.69 percent, and over the five year period of 1996 to 2000 by an annualized rate of 1.2 percent.

Although population increased in the City of Poughkeepsie by 3.56 percent from 1990 to 2000, ridership declined at a annualized rate of 1.57 percent. The decline in ridership likely reflects a reduction in the amount service provided. Revenue vehicle miles of service declined more steeply than ridership over the ten year period by an annualized rate of 1.98 percent.

Over the five year period 1996 to 2000 revenue vehicle miles also declined more dramatically than ridership, at annualized rate of 3.9 percent.



Revenue passengers per revenue vehicle mile, a measure of service effectiveness, actually improved at an annualized rate of 2.8 percent over the five years as a result of the reduction in miles outpacing the decline in ridership.

Cost per revenue vehicle mile increased over the five year time frame by 2.74 percent, which is only slightly above the inflation rate for the period of 2.35 percent. The operating revenue to operating cost ratio improved slightly over the five years, by 2.75 annualized percent, ranging from 20.3 percent in 1996 to a high 23.66 in 1998.

Dutchess County and the City of Poughkeepsie coordinate the utilization of paratransit vehicles to achieve better service for the riders while keeping costs down.

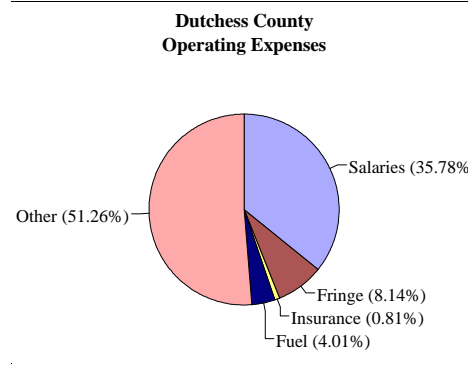
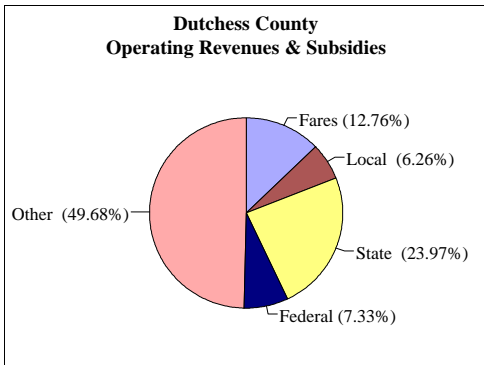
FINANCIAL INFORMATION - DUTCHESS COUNTY - SYSTEM TOTAL

Sources of Total System 2000 Operating Funds

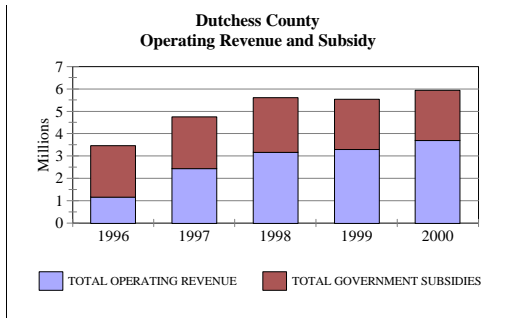
Fares	\$758,561
Local	\$371,896
State	\$1,424,452
Federal	\$435,400
Other	\$2,952,859
Total	\$5,943,168

Summary of Total System 2000 Operating Expenses

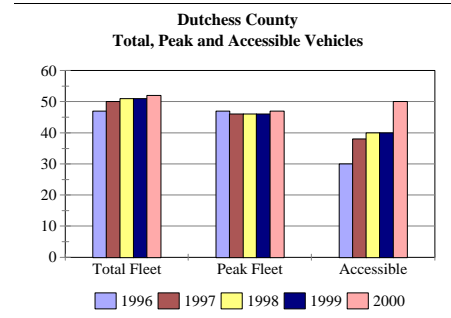
Salaries	\$2,126,703
Fringe	\$483,771
Insurance	\$48,019
Fuel	\$238,040
Other	\$3,046,633
Total	\$5,943,166



Financial Trend Analysis over the past five years:



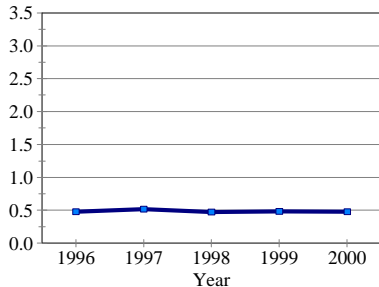
Fleet Characteristics over the past five years:



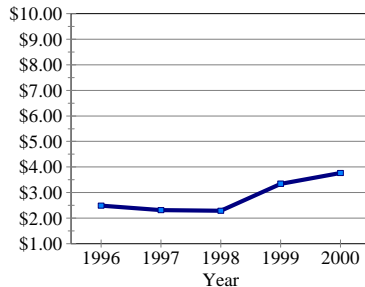
Dutchess County Transit - System Total - Operations and Performance Statistics

Operations	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	672,550	758,387	774,854	798,250	760,054	-4.78%	3.11%
Rev. Veh. Miles	1,395,490	1,463,168	1,628,495	1,646,136	1,577,697	-4.16%	3.12%
Op. Cost	\$3,466,869	\$3,383,803	\$3,726,407	\$5,498,545	\$5,943,166	8.09%	14.42%
Op. Rev.	\$1,167,734	\$2,449,503	\$3,176,561	\$3,307,025	\$3,711,420	12.23%	33.52%
Rev. Pass/Rev. Mile	0.48	0.52	0.48	0.48	0.48	-0.65%	-0.01%
Op. Cost/Rev. Mile	\$2.48	\$2.31	\$2.29	\$3.34	\$3.77	12.77%	10.97%
Op. Rev./Op. Cost	33.68%	72.39%	85.24%	60.14%	62.45%	3.83%	16.69%
National CPI	156.90	160.50	163.00	166.60	172.20	3.36%	2.35%
NYSMA CPI	156.90	170.80	173.60	177.00	182.50	3.11%	3.85%

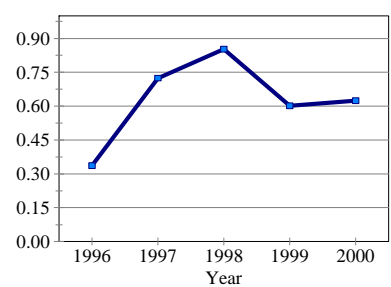
Dutchess County Rev. Passenger per Rev. Vehicle Mile



Dutchess County Cost per Rev. Vehicle Mile



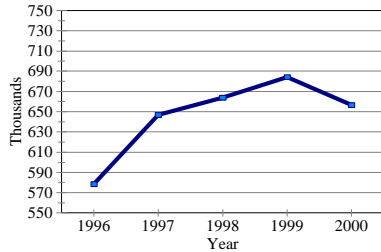
Dutchess County Operating Rev. to Operating Cost



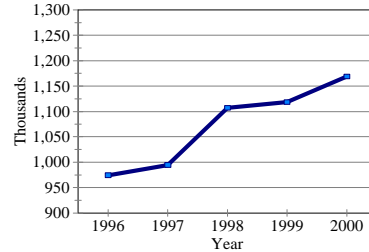
Dutchess County Transit- Operating and Performance Statistics by Mode - Fixed Route and Paratransit

Dutchess County Fixed Route	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	578,624	647,001	663,965	684,231	656,631	-4.03%	3.21%
Rev. Veh. Miles	974,531	994,585	1,107,377	1,118,318	1,168,904	4.52%	4.65%
Op. Cost	\$2,253,466	\$2,159,800	\$2,433,072	\$2,266,816	\$2,289,071	0.98%	0.39%
Op. Rev.	\$792,781	\$902,847	\$1,065,020	\$1,291,624	\$1,417,735	9.76%	15.64%
Rev. Pass/Rev. Mile	0.59	0.65	0.60	0.61	0.56	-8.19%	-1.38%
Op. Cost/Rev. Mile	\$2.31	\$2.17	\$2.20	\$2.03	\$1.96	-3.39%	-4.07%
Op. Rev./Op. Cost	35.18%	41.80%	43.77%	56.98%	61.93%	8.70%	15.19%

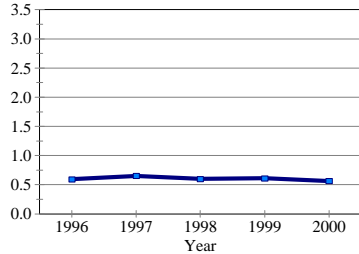
Dutchess County - Fixed Route Revenue Passengers



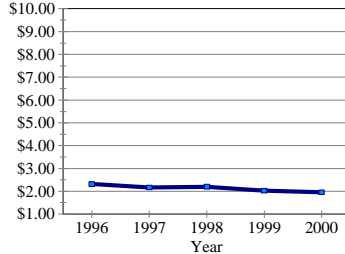
Dutchess County - Fixed Route Revenue Vehicle Mile



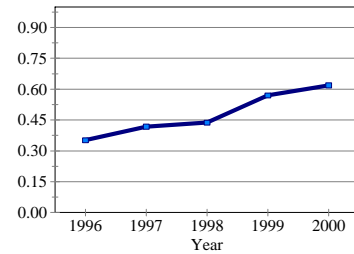
Dutchess County - Fixed Route Rev. Passenger per Rev. Vehicle Mile



Dutchess County - Fixed Route Operating Cost per Vehicle Mile

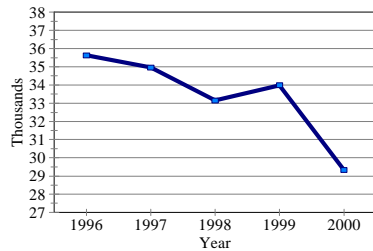


Dutchess County - Fixed Route Operating Rev. to Operating Cost

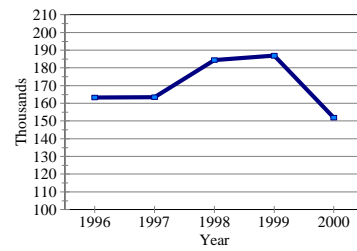


Dutchess County Paratransit	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	35,633	34,959	33,152	33,988	29,324	-13.72%	-4.75%
Rev. Veh. Miles	163,281	163,411	184,391	186,859	151,841	-18.74%	-1.80%
Op. Cost	\$473,228	\$556,822	\$618,862	\$585,675	\$585,638	-0.01%	5.47%
Op. Rev.	\$223,979	\$332,283	\$407,073	\$414,402	\$454,441	9.66%	19.35%
Rev. Pass/Rev. Mile	0.22	0.21	0.18	0.18	0.19	6.18%	-3.01%
Op. Cost/Rev. Mile	\$2.90	\$3.41	\$3.36	\$3.13	\$3.86	23.05%	7.41%
Op. Rev./Op. Cost	47.33%	59.67%	65.78%	70.76%	77.60%	9.67%	13.16%

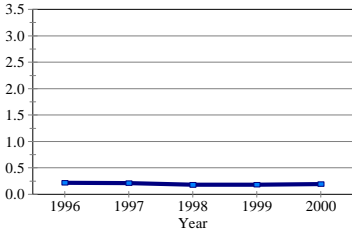
Dutchess County Paratransit Revenue Passengers



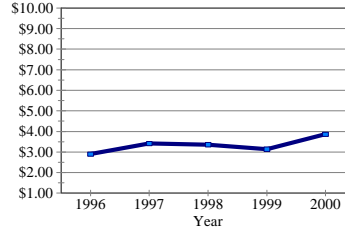
Dutchess County Paratransit Revenue Vehicle Miles



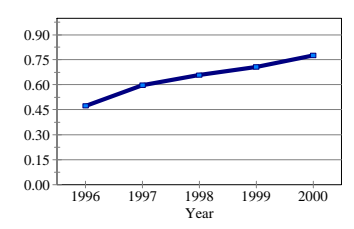
Dutchess County Paratransit Rev. Passenger per Rev. Vehicle Mile



Dutchess County Paratransit Operating Cost per Vehicle Mile

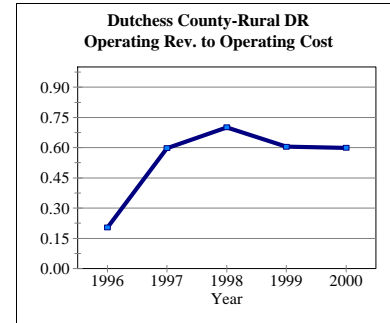
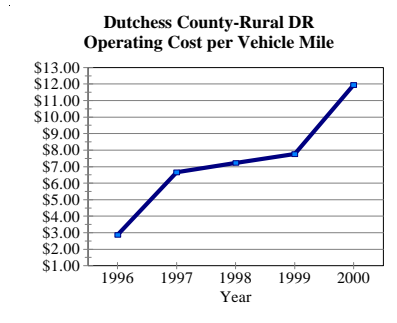
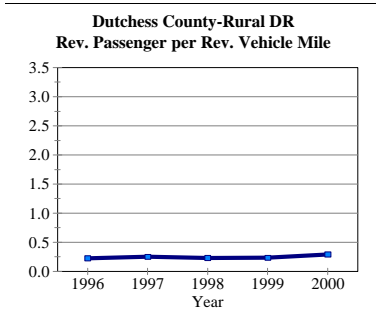
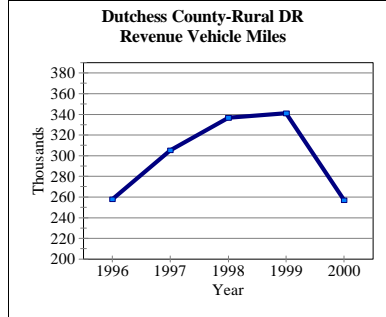
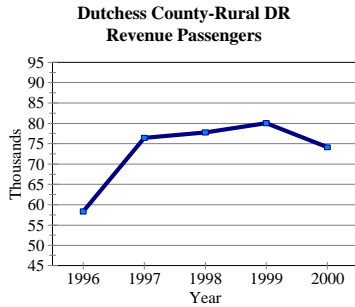


Dutchess County Paratransit Operating Rev. to Operating Cost



Dutchess County Transit - Operating and Performance Statistics by Mode - Rural Demand Responsive

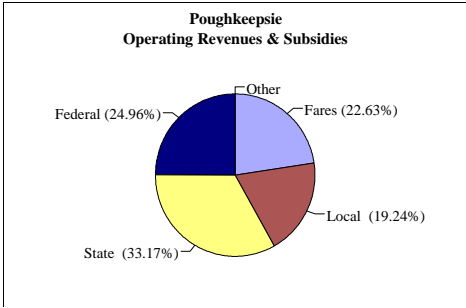
Dutchess County Rural DR	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	58,293	76,427	77,737	80,031	74,099	-7.41%	6.18%
Rev. Veh. Miles	257,678	305,172	336,727	340,959	256,952	-24.64%	-0.07%
Op. Cost	\$740,175	\$2,032,663	\$2,433,054	\$2,646,054	\$3,068,457	15.96%	42.69%
Op. Rev.	\$150,974	\$1,214,373	\$1,704,468	\$1,600,999	\$1,839,244	14.88%	86.82%
Rev. Pass/Rev. Mile	0.23	0.25	0.23	0.23	0.29	22.86%	6.26%
Op. Cost/Rev. Mile	\$2.87	\$6.66	\$7.23	\$7.76	\$11.94	53.88%	42.79%
Op. Rev./Op. Cost	20.40%	59.74%	70.05%	60.51%	59.94%	-0.93%	30.93%



FINANCIAL INFORMATION - CITY OF POUGHKEEPSIE BUS SYSTEM

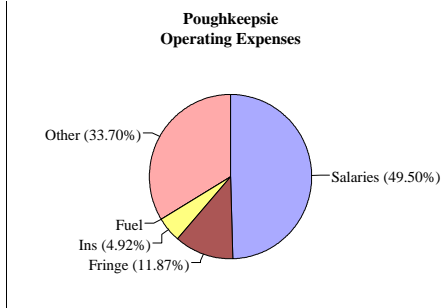
Sources of Total System 2000 Operating Funds

Fares	\$228,427
Local	\$194,234
State	\$334,863
Federal	\$252,000
Other	\$0
Total	\$1,009,524

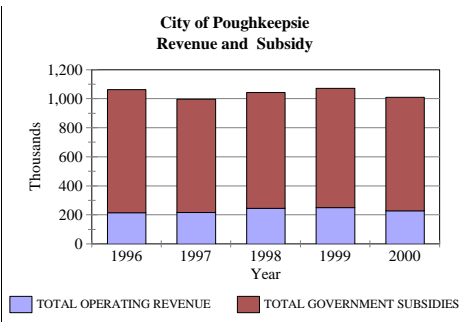


Summary of Total System 2000 Operating Expenses

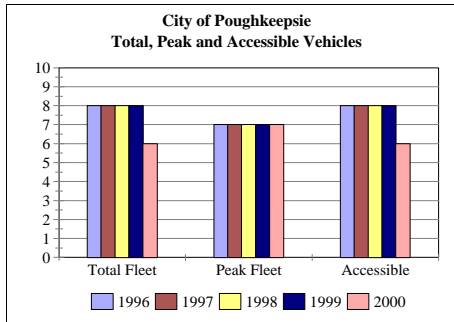
Salaries	\$499,738
Fringe	\$119,856
Ins	\$49,699
Fuel	\$0
Other	\$340,231
Total	\$1,009,524



Financial Trend Analysis over the past five years:

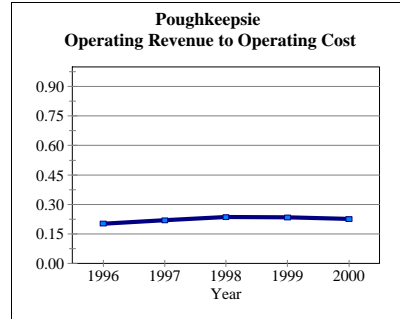
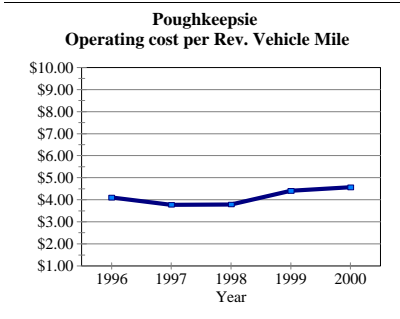
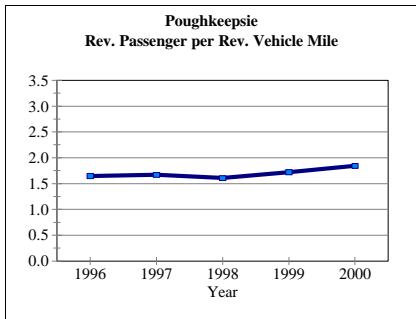


Fleet Characteristics over the past five years:



City of Poughkeepsie Bus System - Operations and Performance Statistics

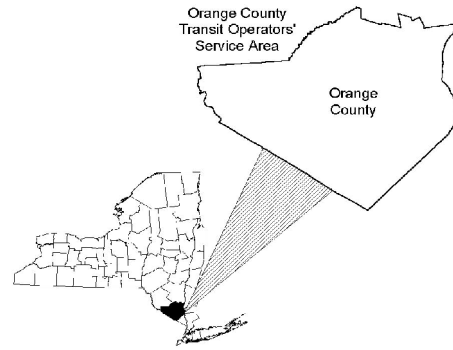
	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	427,371	441,069	443,383	418,794	407,509	-2.69%	-1.18%
Rev. Veh. Miles	259,336	263,950	275,590	243,255	221,212	-9.06%	-3.90%
Op. Cost	\$1,062,323	\$995,612	\$1,043,643	\$1,071,523	\$1,009,524	-5.79%	-1.27%
Op. Rev.	\$215,688	\$219,282	\$246,976	\$251,376	\$228,427	-9.13%	1.44%
Rev. Pass/Rev. Mile	1.65	1.67	1.61	1.72	1.84	7.00%	2.82%
Op. Cost/Rev. Mile	\$4.10	\$3.77	\$3.79	\$4.40	\$4.56	3.60%	2.74%
Op. Rev./Op. Cost	20.30%	22.02%	23.66%	23.46%	22.63%	-3.55%	2.75%
National CPI	156.90	160.50	163.00	166.60	172.20	3.36%	2.35%
NYSMA CPI	166.90	170.80	173.60	177.00	182.50	3.11%	2.26%



**ORANGE COUNTY
PUBLIC TRANSPORTATION SYSTEM**

Orange County Planning Department
124 Main Street
Goshen, NY 10924
(845) 291-2318

State Legislative Districts:
Senate: 38-40
Assembly: 94-96, 98



Base Fare (Fixed Route): \$1.50
Last Increase: \$.25 11/12/95

Orange County is served by and sponsors some 20 individual transit operators. The services that these operators provide can be divided into four categories: Commuter Bus; Fixed Route; Rural Dial-A-Bus; and, Paratransit services.

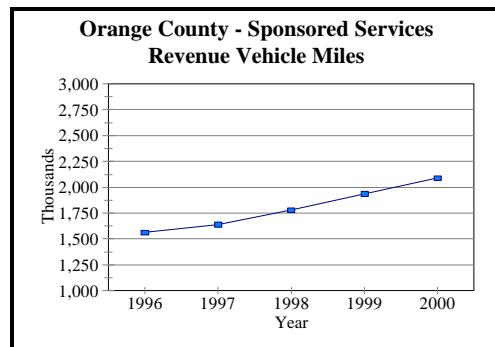
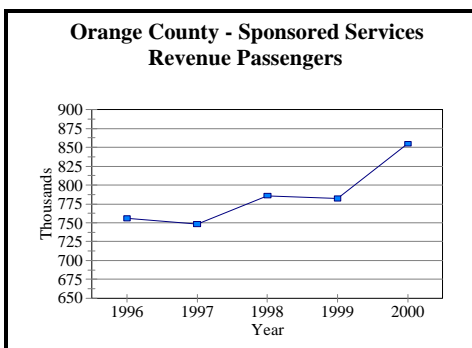
Commuter Bus services typically provide service between Orange County and New York City, although some relatively minor services to adjacent counties also fall into this category. Fixed Route bus services are operated in small urban areas, such as the City of Newburgh and Middletown. Rural Dial-A-Bus services are non-traditional operations, primarily serve the non-urbanized portions of the county. Paratransit services, for eligible elderly and disabled residents in accordance to the American Disabilities Act, are provided on a complementary basis to the portions of the County that are covered by Fixed Route service.

Orange County does not have a unified county wide



Cities, with connections to adjacent municipalities in some instances. Commuter Services, likewise, typically do not provide inter-municipal service. Short Line, an intercity carrier, provides significant local inter-municipal service, but not to all communities.

The County's population rose almost 11 percent between 1990 and 2000 and county employment has likewise risen by almost 14 percent. Total ridership for transit services in Orange County, not counting the commuter rail service provided by MetroNorth Railroad, has increased at an annualized rate of 3.1 percent from 1996 to 2000, reflecting the strong



transit system. The Fixed Route and Dial-A-Ride services function within their respective Towns and

economic conditions in the region.

ORANGE COUNTY 2000 Characteristics	Fixed Route Motor Bus	Paratransit Service	Rural D.A.B	Commuter Bus Service	Total
Revenue Passengers	283,152	4,275	107,049	460,419	854,895
Number of Vehicles	15	4	27	39	85
Number of Employees	15	0	26	77	118
Revenue Vehicle Miles	280,814	15,103	448,814	1,342,609	2,087,340
Revenue Vehicle Hours	16,050	NA	38,974	28,688	83,712
Total Operating Revenue	282,791	8,550	114,194	6,065,219	6,470,754
Total Operating Expense	948,722	161,016	1,026,924	8,532,533	10,669,195
Operating Expense /Rev. Vehicle Mile	3.38	10.66	2.29	6.36	5.11
Operating Expense / Rev. Vehicle Hour	59.11	NA	26.35	297.43	127.45
Rev. Passengers / Rev. Vehicle Mile	1.01	0.28	0.24	0.34	0.41
Rev. Passengers / Rev. Vehicle Hour	17.64	NA	2.75	16.05	10.21
Total Operating Revenue / Op. Expense	0.30	0.05	0.11	0.71	0.61
Operating Expense / Revenue Passenger	3.35	37.66	9.59	18.53	12.48
Total Op. Revenue / Revenue Passenger	1.00	2.00	1.07	13.17	7.57

Commuter Bus Services: These services carry the majority of the county's transit riders. The largest commuter carrier, Hudson Transit d/b/a Shortline, is not sponsored by Orange County but contracts directly with New York State DOT for state operating subsidies through the State's Intercity ("14-g") program. The largest of Orange County-sponsored New York City commuter carriers are Monroe Bus and New Jersey Transit.

In 2000, Commuter Bus services accounted for almost 54 percent of the county's 854,895 passengers. These services have shown significant growth over the past 5 years as ridership has risen at an annualized rate of 9.19 percent (from 323,880 in 1996 to 460,419 in 2000).

The revenue miles of service have, likewise, expanded dramatically over the 1996-2000 period, rising at an annualized rate of 12.58 percent from 835,672 to 1,342,609. This growth in ridership and amount of service is largely the result of the continued strength economy in New York City and the surrounding area.

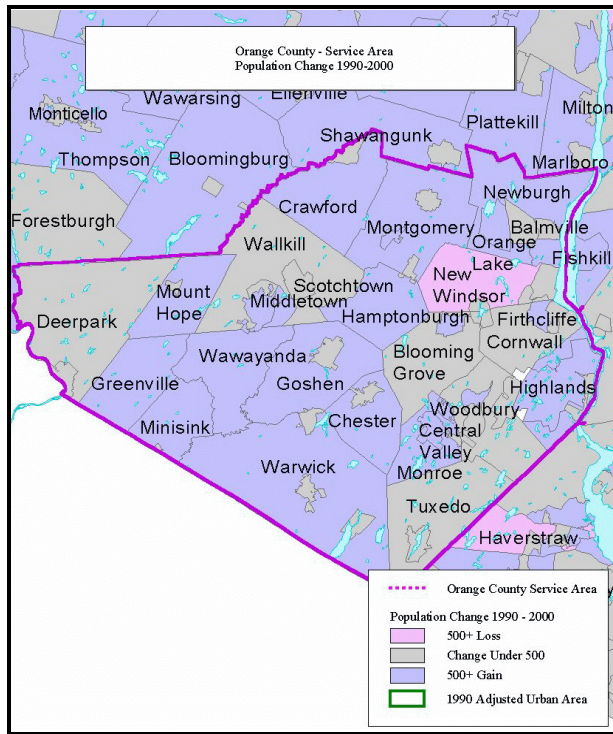
The ratio of operating revenues to operating costs for these services has decreased over the five year period from 94 percent of the expenses in 1996 to 71 percent in 2000. While this trend equates to an annualized 6.78 percent decline, the cost recovery in this range is a very strong performance relative to most subsidized transit modes. Most of the Commuter Services are operated by at risk private for profit providers using Over-the-Road Coaches with the exception being, two important routes, operated by New Jersey Transit to the Warwick/Greenwood Lake area, and supported by New York State.

Commuter services receive no local subsidy. Orange County receives STOA payments based on the operating statistics of these services and they are "passed through" to the operators. Where a local match to the STOA is required for these services, the operators themselves contribute the required funds to the county.

Fixed Route Services: Fixed Route services in 2000 accounted for 281,714 or 33 percent of the county's total passengers. Unlike the Commuter Services, Fixed Route passengers have declined over the past five years, at an annualized rate of 2.47 percent with ridership dropping from 312,881 in 1996. The decline in ridership has occurred even though the amount of service (i.e. Revenue Vehicle Miles) has remained nearly constant. Operating costs continue to rise at a rate that is more than double inflation for the five year period.

Fixed Route services have historically been heavily subsidized and the "coverage" of their expenses by passenger revenues has accordingly been significantly lower than the Commuter Services. The ratio of passenger revenues to expenses declined from 39 percent in 1996 to almost 30 percent in 2000. These Fixed Route services are provided by two at risk private for profit companies.

Rural Dial-A-Bus: These nine municipal run systems are advance reservation demand responsive services that pick riders up at their homes or other origins. Ridership for Rural Dial-A-Bus services has declined over the 1996-2000 period, at an annualized rate of 2.6 percent, from a high of 121,083 in 1997 to 107,049 in



Orange County Service Area	1990	2000	% Change
Total Population	307,647	341,367	10.96%
Pop. Over 65	32,084	35,185	9.67%
Pop. Under 19	95,170	108,869	14.39%
Orange County Employment	105,273	119,571	13.58%
Manhattan Employment	2,342,695	2,382,166	1.68%
Urban Bus Ridership	360,114	283,152	-21.37%
Commuter Bus Ridership	288,537	470,999	63.24%
Rural Dial-a-Bus Ridership	102,464	107,049	4.47%
Paratransit Ridership	0	4,277	NA
Rev. Miles Urban Bus	373,015	280,814	-24.72%
Rev. Miles Commuter Bus	849,571	1,423,730	67.58%
Rev. Miles Rural Dial-a-Bus	395,331	448,814	13.53%
Rev. Miles Paratransit	0	15,103	NA

2000. Ridership for these services currently represents 12.5 percent of the county sponsored service total.

Expenses for these services have generally risen at a rate commensurate with inflation. As with most rural services, there is a high need for subsidization: passenger revenues cover only 11-12 percent of operating expenses during the 1996-2000 period. Each of these systems are operated by their respective towns, which provide the necessary local subsidy to match STOA.

Paratransit: Complementary Paratransit services were started in 1996. The ridership for these services is currently 4,275 which represents about .5 percent of the county's transit ridership. As these services have become established, usage has grown dramatically, with a 43.5 percent increase between 1999 and 2000. Revenue miles rose by a substantial 66.98 percent from 1999 to 2000.

Operating costs, though, appear to have stabilized: they changed less than 1 percent between 1999 and 2000. Operating cost per mile, growing at an annualized rate of 2.6 percent from 1996 to 2000 was just slightly above inflation. Of the County sponsored services, paratransit relies most heavily on subsidies

for their operating funding, with passenger revenues covering 5.1 percent of their total expenses in 2000. These services are provided by Monroe Bus and Newburgh Beacon Bus, both of whom operate fixed route or commuter service in the County.

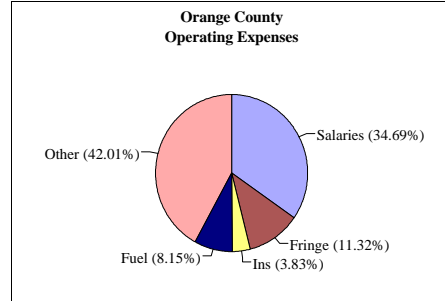
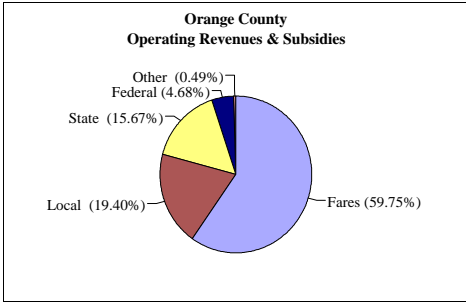
FINANCIAL INFORMATION - ORANGE COUNTY - SYSTEM TOTAL

Sources of Total System 2000 Operating Funds

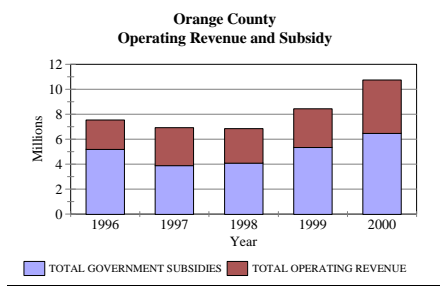
Fares	\$6,417,918
Local	\$2,084,213
State	\$1,682,748
Federal	\$503,115
Other	\$52,836
Total	\$10,740,830

Summary of Total System 2000 Operating Expenses

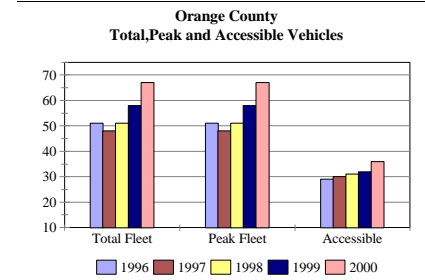
Salaries	\$3,701,532
Fringe	\$1,208,192
Ins	\$408,465
Fuel	\$869,146
Other	\$4,481,860
Total	\$10,669,195



Financial Trend Analysis over the past five years:

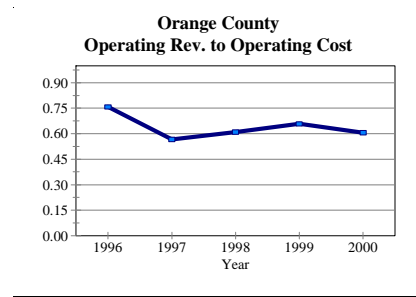
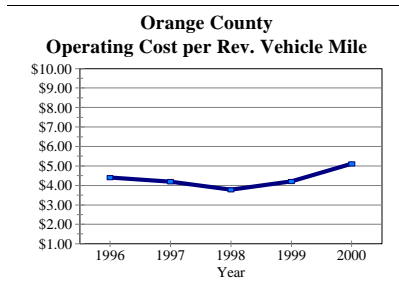
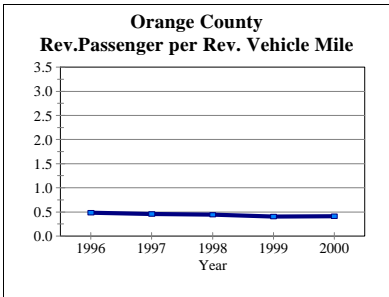


Fleet Characteristics over the past five years:



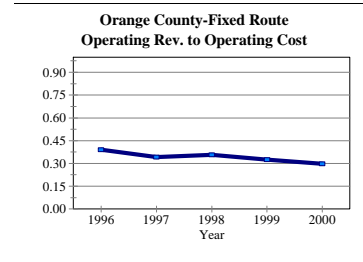
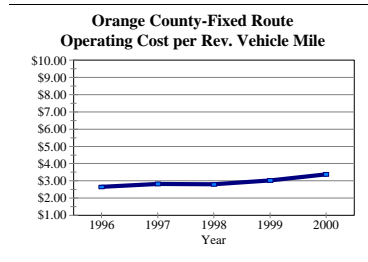
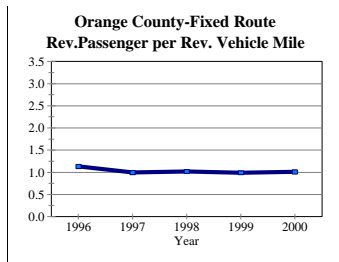
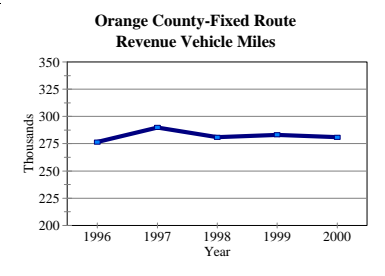
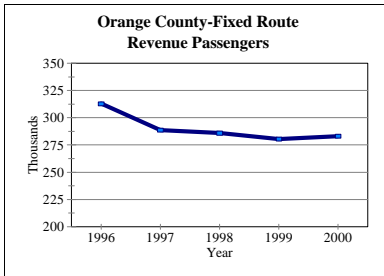
Orange County - Total System - Operations and Performances Statistics

	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	755,881	748,653	785,999	782,307	854,897	9.28%	3.13%
Rev. Veh. Miles	1,562,694	1,638,955	1,778,940	1,934,730	2,087,340	7.89%	7.51%
Op. Cost	\$6,876,065	\$6,873,001	\$6,724,144	\$8,131,337	\$10,669,195	31.21%	11.61%
Op. Rev.	\$5,213,894	\$3,893,307	\$4,096,220	\$5,351,330	\$6,470,754	20.92%	5.55%
Rev. Pass/Rev. Mile	0.48	0.46	0.44	0.40	0.41	1.29%	-4.07%
Op. Cost/Rev. Mile	\$4.40	\$4.19	\$3.78	\$4.20	\$5.11	21.62%	3.82%
Op. Rev./Op. Cost	75.83%	56.65%	60.92%	65.81%	60.65%	-7.84%	-5.43%
National CPI	156.90	160.50	163.00	166.60	172.20	3.36%	2.35%
NYSMA CPI	166.90	170.80	173.60	177.00	182.50	3.11%	2.26%

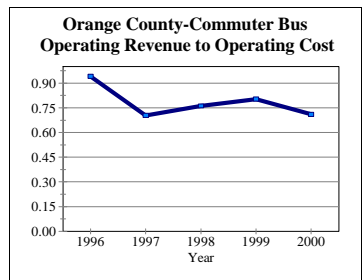
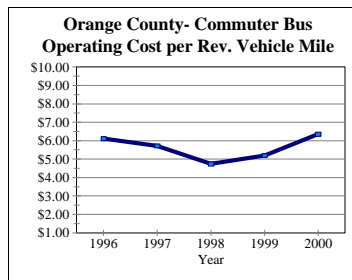
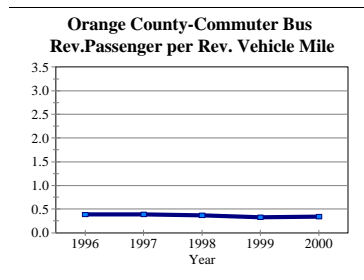
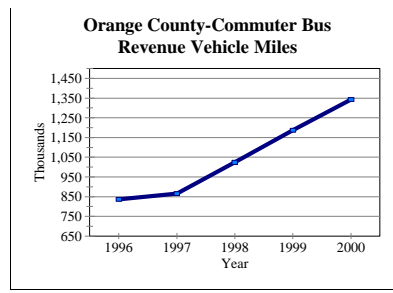
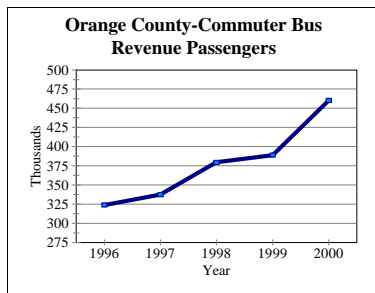


Orange County Transit - Operating and Performance Statistics by Mode - Fixed Route and Commuter Bus

Orange County Fixed Route	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	312,881	288,622	285,902	280,530	283,152	0.93%	-2.47%
Rev. Veh. Miles	276,527	289,818	280,820	283,108	280,814	-0.81%	0.39%
Op. Cost	\$732,610	\$816,494	\$785,755	\$856,620	\$948,722	10.75%	6.68%
Op. Rev.	\$286,556	\$278,745	\$279,370	\$278,349	\$282,791	1.60%	-0.33%
Rev. Pass/Rev. Mile	1.13	1.00	1.02	0.99	1.01	1.76%	-2.84%
Op Cost/Pass Mile	\$2.65	\$2.82	\$2.80	\$3.03	\$3.38	11.66%	6.27%
Op. Rev./Op. Cost	39.11%	34.14%	35.55%	32.49%	29.81%	-8.27%	-6.57%

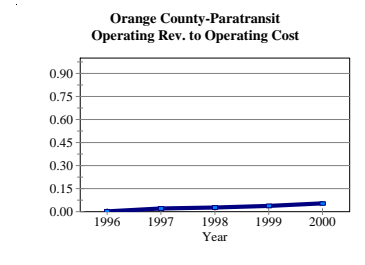
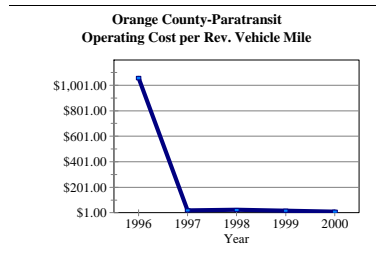
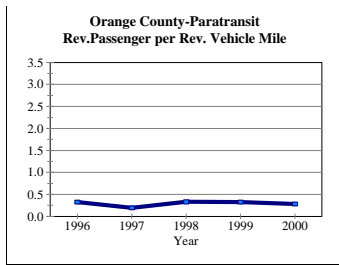
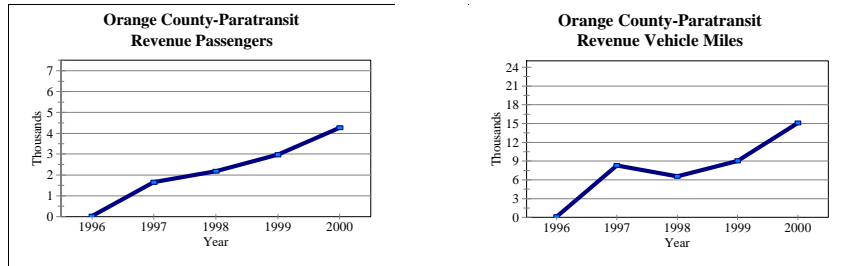


Orange County Commuter Bus	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	323,880	337,290	379,564	389,014	460,419	18.36%	9.19%
Rev. Veh. Miles	835,672	865,624	1,023,671	1,187,358	1,342,609	13.08%	12.58%
Op. Cost	\$5,110,586	\$4,957,577	\$4,849,185	\$6,172,067	\$8,532,533	38.24%	13.67%
Op. Rev.	\$4,810,433	\$3,491,234	\$3,692,984	\$4,952,820	\$6,065,219	22.46%	5.97%
Rev. Pass/Rev. Mile	0.39	0.39	0.37	0.33	0.34	4.67%	-3.01%
Op. Cost/Rev. Mile	\$6.12	\$5.73	\$4.74	\$5.20	\$6.36	22.26%	0.97%
Op. Rev./Op. Cost	94.13%	70.42%	76.16%	80.25%	71.08%	-11.42%	-6.78%

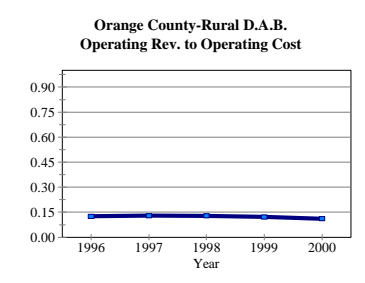
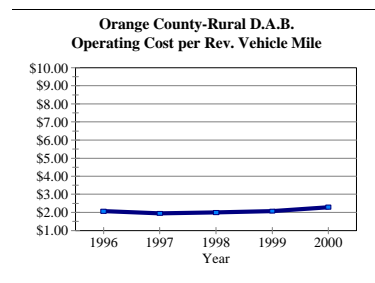
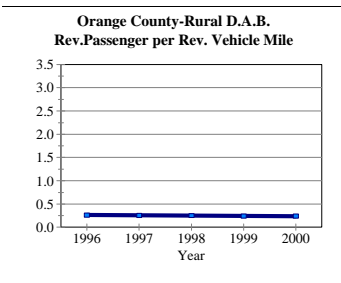
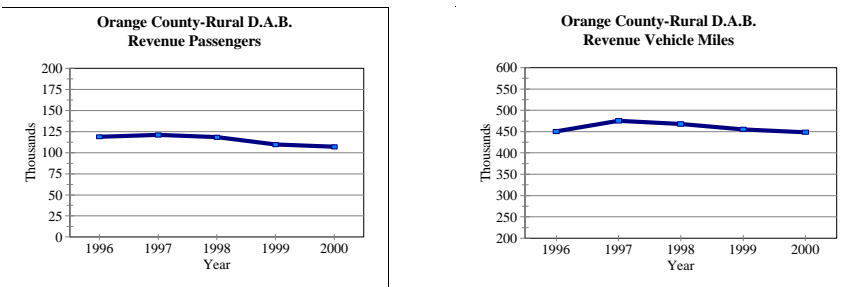


Orange County Transit - Operating and Performance Statistics by Mode - Paratransit and Rural Dial-a-Bus

Orange County Paratransit	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	32	1,658	2,186	2,974	4,275	43.75%	239.97%
Rev. Veh. Miles	97	8,322	6,568	9,045	15,103	66.98%	253.24%
Op. Rev.	\$102,715	\$172,005	\$156,212	\$159,650	\$161,016	0.86%	11.89%
Op. Rev.	\$64	\$3,316	\$4,246	\$5,948	\$8,550	43.75%	239.97%
Rev. Pass/Rev. Mile	0.33	0.20	0.33	0.33	0.28	-13.91%	-3.76%
Op. Cost/Pass Mile	\$1,058.92	\$20.67	\$23.78	\$17.65	\$10.66	-39.60%	-68.32%
Op. Rev./Op. Cost	0.06%	1.93%	2.72%	3.73%	5.31%	42.53%	203.83%

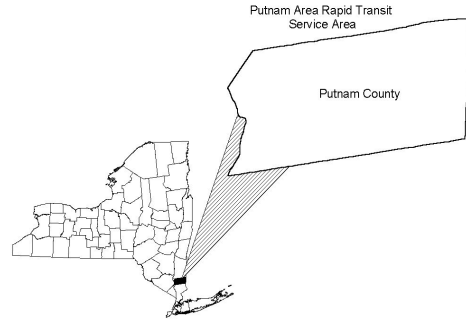


Orange County Rural D.A.B.	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	119,088	121,083	118,347	109,789	107,049	-2.50%	-2.63%
Rev. Veh. Miles	450,398	475,191	467,881	455,219	448,814	-1.41%	-0.09%
Op. Cost	\$930,154	\$926,925	\$932,992	\$943,000	\$1,026,924	8.90%	2.51%
Op. Rev.	\$116,841	\$120,012	\$119,620	\$114,213	\$114,194	-0.02%	-0.57%
Rev. Pass/Rev. Mile	0.26	0.25	0.25	0.24	0.24	-1.10%	-2.54%
Op. Cost/Rev Mile	\$2.07	\$1.95	\$1.99	\$2.07	\$2.29	10.45%	2.60%
Op. Rev./Op. Cost	12.56%	12.95%	12.82%	12.11%	11.12%	-8.19%	-3.00%



PUTNAM AREA RAPID TRANSPORTATION

841 Fair Street
 Carmel, NY 10512
 (845)878-7433
<http://www.putnamcountyny.com/PART/part.html>



State Legislative Districts:

Senate: 37
 Assembly: 91

Base Fare: \$ 1.00
 Last Increase: \$.25 in October 1996

Putnam County contracts with a private operator to provide fixed route bus service under the name Putnam Area Rapid Transportation. The operator, Red & Tan Tours, runs 5 routes, 3 intra-county and 2 inter-county. MTA Metro North Railroad service to Manhattan is also available in the county, and is discussed in a separate section of this Report.

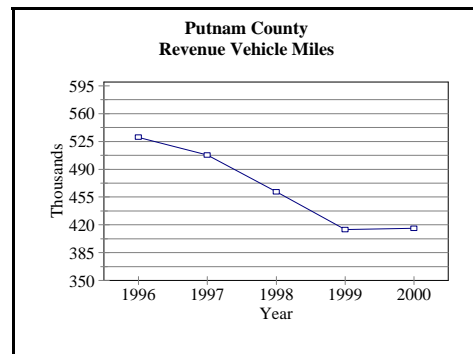
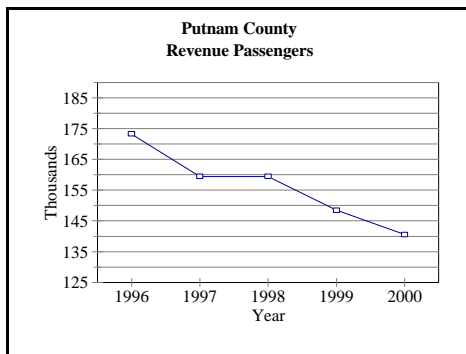


Fixed Route: In 2000 the PART fixed route bus system accounted for 97 percent of the 140,558 STOA eligible passengers carried of the county's total. The fixed route system primarily serves the Eastern part of the county, with one route serving the shopping areas in the western portion of the county 3 days a week. Route #1 is the strongest route in the PART system carrying approximately 54 percent of the passengers and services the MTA Metro North station at Brewster.

to the shift from modest growth in ridership to modest decline.

Ridership from 1999 to 2000 decreased 5.31 percent. Over the five year period 1996 to 2000 ridership decreased at an annualized rate of 5.10 percent. Over the longer term 10 year period, 1990 to 2000, ridership

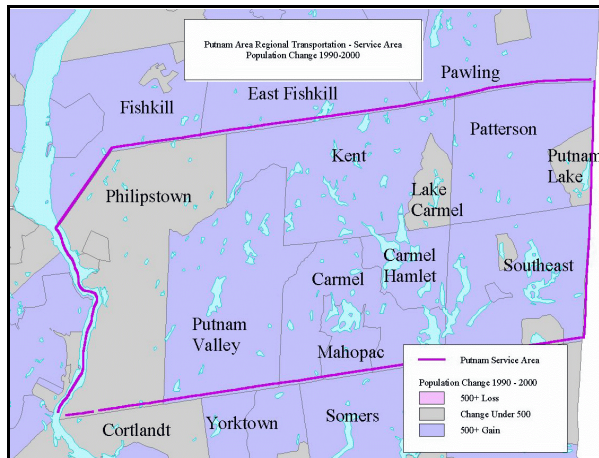
County population increased 14 percent from 1990 and 2000. Employment also increased over the same period 20.89 percent. This strong economic performance likely helped sustain the modest growth in ridership over the 10 year period. The strength of the New York City economy and its impact on the transit market in Putnam County is more likely reflected in the ridership increases experience by the Metro North Railroad, serving Manhattan, discussed in a previous section of this Chapter.



actually increased by 9.67%. System ridership had been increasing up to 1995, the peak year in STOA eligible ridership. A fare increase in October 1996 contributed

PART's revenue miles of service trend roughly

PART	Fixed Route	Paratransit	
2000 Characteristics	Motor Bus		Total
Revenue Passengers	136,754	3,945	140,699
Number of Vehicles	6	2	8
Number of Employees	0	0	0
Revenue Vehicle Miles	378,132	37,343	415,475
Revenue Vehicle Hours	18,719	1,494	20,213
Total Operating Revenue	117,334	8,106	125,440
Total Operating Expense	1,014,597	132,272	1,146,869
Operating Expense /Rev. Vehicle Mile	2.68	3.54	2.76
Operating Expense / Rev. Vehicle Hour	54.20	88.54	56.74
Rev. Passengers / Rev. Vehicle Mile	0.36	0.11	0.34
Rev. Passengers / Rev. Vehicle Hour	7.31	2.64	6.96
Total Operating Revenue / Op. Expense	0.12	0.06	0.11
Operating Expense / Revenue Passenger	7.42	33.53	8.15
Total Op. Revenue / Revenue Passenger	0.86	2.05	0.89



PART Service Area	1990	2000	% Change
Total Population	83,941	95,745	14.06%
Pop. Over 65	7,575	9,147	20.75%
Pop. Under 19	23,850	27,181	13.97%
Employment	17,916	21,659	20.89%
Fixed Route Bus Ridership	124,698	136,754	9.67%
Paratransit Ridership	0	3,945	NA
Rev. Miles Fixed Route Bus	392,116	378,134	-3.57%
Rev. Miles Paratransit	0	37,343	NA

parallels the ridership decline in the past five years, declining by a slightly steeper annualized rate of 5.9 percent, with a slight increase of .35 percent in 2000. Over the 10 year period service miles also declined, amidst stable ridership.

Revenue passengers per revenue vehicle mile, reflecting these trends, remained flat over the five years, increasing by .87 percent. With the slower decline in miles compared to ridership in 2000, this measure of effectiveness declined by 5.6 percent.

Total PART system operating costs increased 4.15 percent from 1999 to 2000, and at an annualized rate of 6.45 percent from 1996-2000. This increase, combined with the reduction in revenue miles, led to an annualized increase in cost per mile of 13 percent over the five year period. The 3.8 percent increase in 2000 represented a leveling off of this trend.

The operating revenue to operating expenses ratio, a measure of service economy, declined slightly, from 11.6 percent to 10.9 percent for the PART system in

2000. This reflects increasing expenses corresponding with declining passenger revenue. The longer term five year trend also reflects decline, but at more modest 3.8 percent annualized rate.

Paratransit: Red & Tan also operates PART's paratransit services. Paratransit revenue passengers increased dramatically by 36.5 percent from 1999 to 2000. Ridership for these services, 3,945, represents only 2.8 percent of the county's total transit ridership, but it has continued steady annualized growth of 10.2 percent since 1996. Operating costs for these services have also increased 28 percent from 1999 to 2000, Although the cost recovery ratio on paratransit service, 6 percent, is lower than the fixed route services, this is an important and ADA mandated component of the services provided by PART.

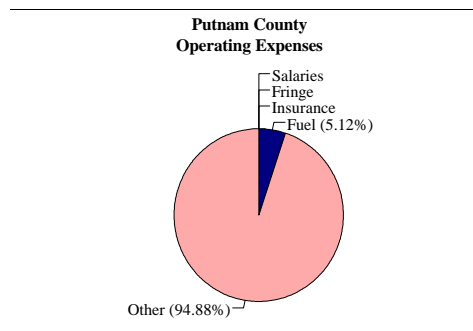
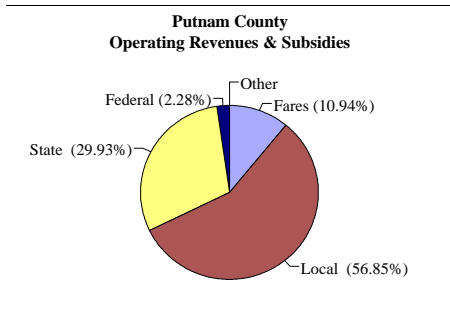
FINANCIAL INFORMATION - PUTNAM AREA RAPID TRANSIT - SYSTEM TOTAL

Sources of Total System 2000 Operating Funds

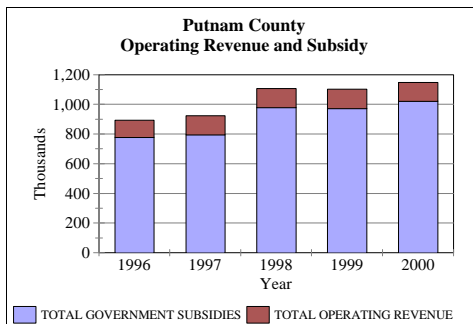
Fares	\$125,440
Local	\$651,986
State	\$343,243
Federal	\$26,200
Other	\$0
Total	\$1,146,869

Summary of Total System 2000 Operating Expenses

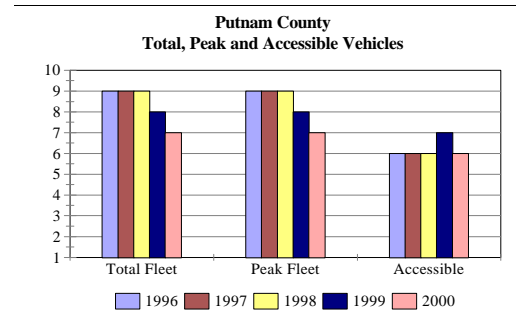
Salaries	\$0
Fringe	\$0
Insurance	\$0
Fuel	\$58,738
Other	\$1,088,131
Total	\$1,146,869



Financial Trend Analysis over the past five years:

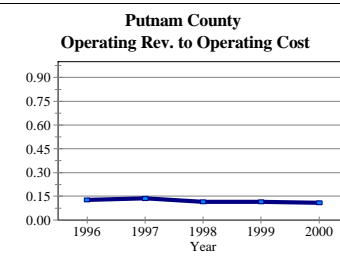
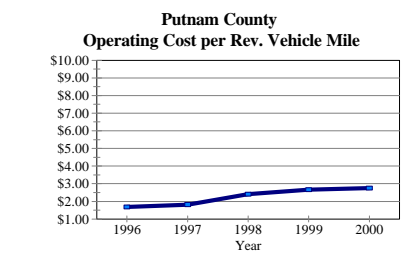
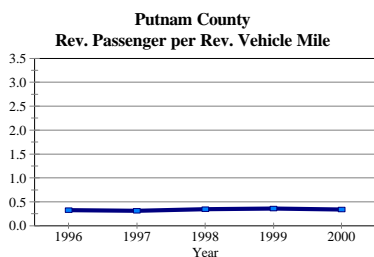


Fleet Characteristics over the past five years:



Putnam Area Rapid Transit - Total System - Operations and Performance Statistics

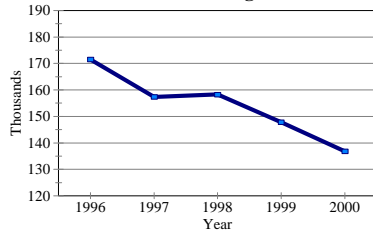
PART Operations	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	173,311	159,453	159,408	148,447	140,558	-5.31%	-5.10%
Rev. Veh. Miles	530,320	507,977	461,432	414,032	415,475	0.35%	-5.92%
Op. Cost	\$893,046	\$921,883	\$1,106,845	\$1,101,181	\$1,146,869	4.15%	6.45%
Op. Rev.	\$114,005	\$125,478	\$127,604	\$127,209	\$125,440	-1.39%	2.42%
Rev. Pass/Rev. Mile	0.33	0.31	0.35	0.36	0.34	-5.64%	0.87%
Op. Cost/Rev. Mile	\$1.68	\$1.81	\$2.40	\$2.66	\$2.76	3.79%	13.15%
Op. Rev./Op. Cost	12.77%	13.61%	11.53%	11.55%	10.94%	-5.32%	-3.79%
National CPI	156.90	160.50	163.00	166.60	172.20	3.36%	2.35%
NYSMA CPI	166.90	170.80	173.60	177.00	182.50	3.11%	2.26%



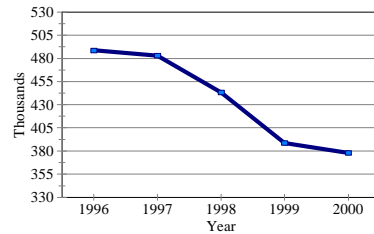
Putnam Area Rapid Transit - Operating and Performance Statistics by Mode - Fixed Route and Paratransit

PART Fixed Route	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	171,516	157,304	158,235	147,781	136,754	-7.46%	-5.50%
Rev. Veh. Miles	488,547	482,856	443,376	388,633	378,132	-2.70%	-6.20%
Op. Cost	\$818,072	\$853,609	\$1,031,937	\$997,851	\$1,014,597	1.68%	5.53%
Op. Rev.	\$109,131	\$120,190	\$123,180	\$121,909	\$117,334	-3.75%	1.83%
Rev. Pass/Rev. Mile	0.35	0.33	0.36	0.38	0.36	-4.89%	0.75%
Op. Cost/Rev. Mile	\$1.67	\$1.77	\$2.33	\$2.57	\$2.68	4.50%	12.51%
Op. Rev./Op. Cost	13.34%	14.08%	11.94%	12.22%	11.56%	-5.34%	-3.51%

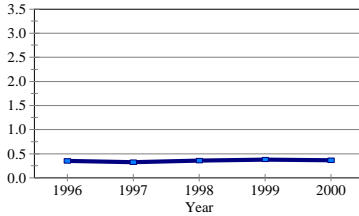
**Putnam County-Fixed Route
Revenue Passengers**



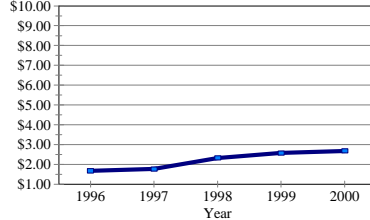
**Putnam County-Fixed Route
Revenue Vehicle Miles**



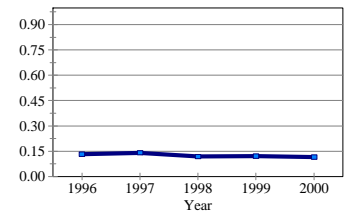
**Putnam County-Fixed Route
Rev. Passenger per Rev. Vehicle Mile**



**Putnam County-Fixed Route
Operating Cost per Rev. Vehicle Mile**

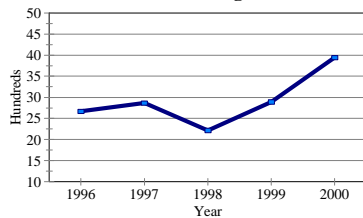


**Putnam County-Fixed Route
Operating Rev. to Operating Cost**

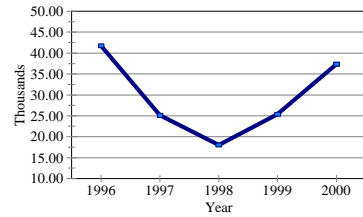


PART Paratransit	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 98 to 99	Annualized % Change
Rev. Passengers	2,670	2,865	2,214	2,890	3,945	36.51%	10.25%
Rev. Veh. Miles	41,773	25,121	18,056	25,399	37,343	47.03%	-2.76%
Op. Cost	\$74,974	\$68,274	\$74,908	\$103,330	\$132,272	28.01%	15.25%
Op. Rev.	\$4,874	\$5,288	\$4,424	\$5,300	\$8,106	52.94%	13.56%
Rev. Pass/Rev. Mile	0.06	0.11	0.12	0.11	0.11	-7.16%	13.38%
Op. Cost/Rev. Mile	\$1.79	\$2.72	\$4.15	\$4.07	\$3.54	-12.93%	18.53%
Op. Rev./Op. Cost	6.50%	7.75%	5.91%	5.13%	6.13%	19.48%	-1.46%

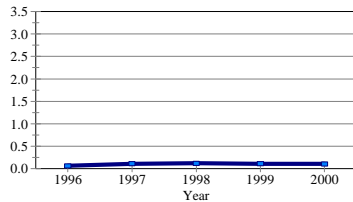
**Putnam County-Paratransit
Revenue Passengers**



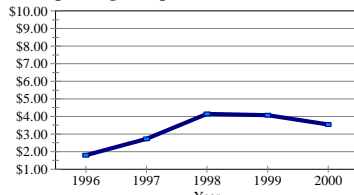
**Putnam County-Paratransit
Revenue Vehicle Miles**



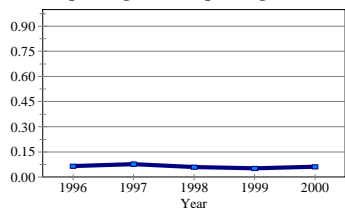
**Putnam County-Paratransit
Rev. Passenger per Rev. Vehicle Mile**



**Putnam County-Paratransit
Operating Cost per Rev. Vehicle Mile**



**Putnam County-Paratransit
Operating Rev. to Operating Cost**



**NIAGARA FRONTIER
TRANSPORTATION AUTHORITY**

181 Ellicott Street
Buffalo, NY 14205
(716) 855-7300
Web Site: www.nfta.com

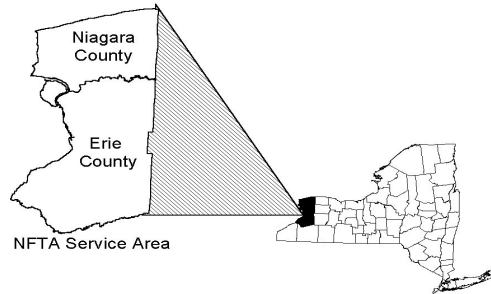
State Legislative Districts:
Senate: 57 - 61
Assembly: 138 - 148

Base Fare: \$1.25
Last Increase: \$0.15 on 7/1/95

The Niagara Frontier Transportation Authority (NFTA) was created by the New York State Legislature in 1967 with the task of implementing regional transportation in Erie and Niagara counties.

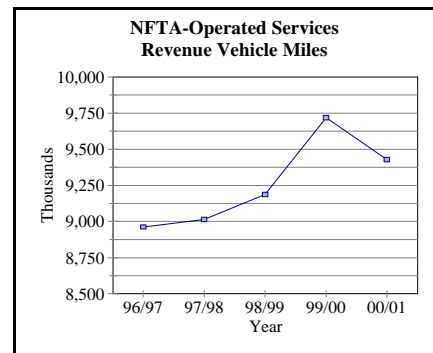
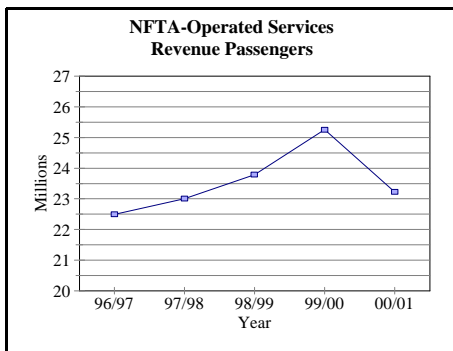
The NFTA created NFTA-Metro (Metro), a separate operating subsidiary, in 1974, to coordinate fixed route bus service within the NFTA district. In 1985, Metro began operation on the Buffalo Light Rapid Rail Transit (LRRT) system along a 6.4 mile dedicated right-of-way linking downtown Buffalo to the State University of New York at Buffalo South Campus. NFTA also operates paratransit and demand responsive service within the two county area and provides contract service with area schools, colleges, and businesses.

Population in the Niagara Frontier region, as reported in the 2000 Census, declined a slight 1.6% from 1990,



Buffalo, Cheektowaga, West Seneca, Lackawanna, Tonawanda, North Tonawanda, Niagara Falls, and Lockport all experienced population losses ranging from 5 to 12%. The adjacent suburbs in Erie and Niagara counties, in contrast, generally experienced population growth over the decade.

The population shift from the traditional urban core to the surrounding suburbs within the NFTA region



while employment increased a modest 1.1% over the period. However, a steeper decline in population in the area occurred from 1990 to 2000 in many of the core urban areas served by NFTA. The urban areas of

complicates the provision of fixed route transit service. In the early 1990s, NFTA ridership dropped significantly due to a combination of suburbanization, a fare increase, service reductions, and an overall

Niagara Frontier Transportation Authority	Fixed Route	Light	Paratransit	Rural	Total
FY 00-01 Characteristics	Motor Bus	Rail	Service	Service	
Revenue Passengers	19,094,882	4,022,320	45,112	63,444	23,225,758
Number of Vehicles	332	27	26	0	385
Number of Employees	788	146	14	0	948
Revenue Vehicle Miles	8,032,359	877,070	461,810	82,142	9,453,381
Revenue Vehicle Hours	799,029	71,964	27,268	8,171	906,432
Total Operating Revenue	18,929,149	3,592,629	103,406	121,146	22,746,330
Total Operating Expense	56,243,036	15,340,556	1,414,059	465,006	73,462,657
Operating Expense/Rev. Vehicle Mile	7.00	17.49	3.06	5.66	7.77
Operating Expense/Rev. Vehicle Hour	70.39	213.17	51.86	56.91	81.05
Rev. Passengers/Rev. Vehicle Mile	2.38	4.59	0.10	0.77	2.46
Rev. Passengers/Rev. Vehicle Hour	23.90	55.89	1.65	7.76	25.62
Total Operating Revenue/Op. Expense	0.34	0.23	0.07	0.26	0.31
Operating Expense/Revenue Passenger	2.95	3.81	31.35	7.33	3.16
Total Op. Revenue/Revenue Passenger	0.99	0.89	2.29	1.91	0.98

decline in the economy. The shifts in employment and population, particularly as they affected the City of Buffalo, contributed to ridership loss for many of the NFTA's urban routes. As the region's economy improved in the mid-1990s, transit service increased and NFTA ridership began to grow again.

Transit service, measured by revenue miles of service, decreased for all modes between 1990 and 2000. The greatest decrease was on the urban fixed route bus. Track miles have remained constant for the light rail system, while light rail revenue miles of service declined with a reduction in service frequency.

Within this ten year snapshot, the early 1990's marked a period of service reductions, implemented to help offset operating deficits, whereas the mid-1990s marked the beginning of a period service expansion at an annual rate of 1.2%.

After a system-wide increase in ridership in FY 1999-00, when NFTA ridership exceeded the 25 million mark for the first time in five years, 2000-01 ridership declined 8 percent. Ridership was negatively impacted by the following factors:

- Over half of the ridership decline was attributed to having 4 fewer weekdays and school days of regular service in 2000-01, compared to 1999-00;
- 1,500 fewer Buffalo school transit passes were used due to declining enrollment;
- There was a loss of 187,000 passengers in November 2000 because of a 2 day shut down of transit operations due to a major snowstorm;

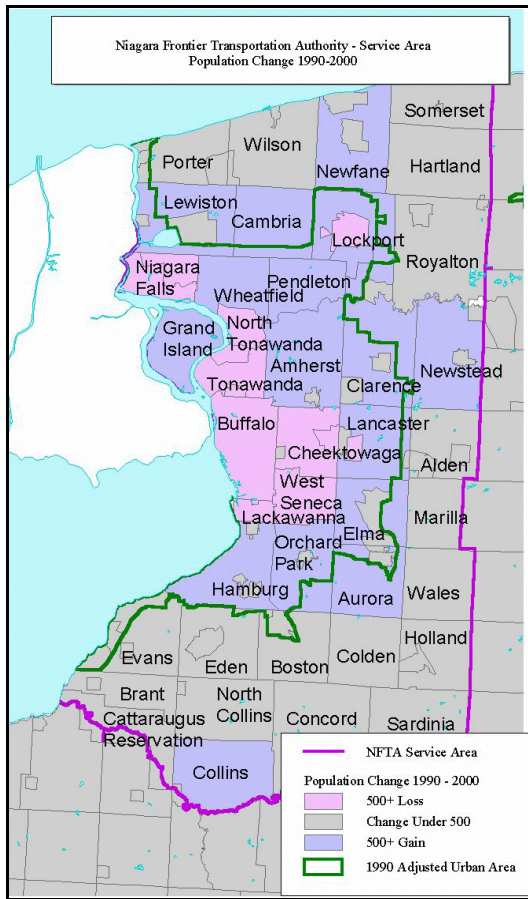
- Marketing expenditures promoting ridership were significantly reduced from the previous year; and
- Special events ridership, which peaked in 1999-00, declined.

Despite the overall loss in passengers in 2000-01, Metro continues to carry considerably more riders than any other Upstate regional transit provider.

The NFTA complementary paratransit system, known as PAL (Paratransit Access Line), showed a ridership increase of 26.5%, nearly 10,000 revenue passengers, from 1999-00 to 2000-01. In addition, the 27 car LRRT system carried 4 million of the system's STOA-eligible riders in 2000-01, an increase 182,000 riders (4.7%) from 1999-00, which NFTA attributes to a better economy.

Overall system ridership, which includes STOA-eligible riders and non-STOA eligible riders, declined a total of 9.4% from 1999-00 to 2000-01, due to an 8% drop in STOA riders, as earlier noted, and a loss of non-STOA eligible riders, primarily on the Light Rail free-fare zone.

In 1998-99, the NFTA completed a transportation restructuring study known as "Hublink". This study analyzed scenarios for linking transfer hubs with Metro bus and rail services, van-pools, and other modes of transportation in the Buffalo-Niagara region. By



NFTA Service Area	FY 90-91	FY 00-01	% Change
Total Population	1,189,288	1,170,111	-1.61%
Pop. Over 65	180,535	185,142	2.55%
Pop. Under 19	315,414	316,247	0.26%
Employment	532,102	538,013	1.11%
Light Rail Ridership	4,828,837	4,022,320	-16.70%
Rural Bus Ridership	83,305	63,444	-23.84%
Urban Bus Ridership	23,165,076	19,094,882	-17.57%
Paratransit Ridership	0	45,112	NA
Rev. Miles Light Rail	943,371	877,070	-7.03%
Rev. Miles Rural Bus	134,963	82,142	-39.14%
Rev. Miles Urban Bus	9,248,213	8,032,359	-13.15%
Rev. Miles Praransit	0	436,620	NA

2000-01, the NFTA completed constructing several transit hubs and implementing two employer-sponsored shuttle van services under the Hublink (now Metrolink) transportation concept.

In May, 2001 the NFTA reached agreement with ATU employees to form “MetroLink” as a new division of NFTA-Metro that will use union drivers, at a reduced rate, for:

- All new open to the public transit service that utilizes small transit vehicles with 24 or fewer passenger seats; and
- All paratransit service, including nights and weekends currently operated by a private carrier.

The agreement enables NFTA to more fully use smaller vehicles to implement new employer shuttles and other non-traditional services (suburban circulators, etc). Despite these improvements, the primary scope of Hublink/Metrolink has been reduced from the original service plans based on funding considerations.

NFTA accomplished many of its milestones in the 2000-01 fiscal year. NFTA took delivery of 21 new low floor transit buses, the first such vehicles to be added to the fleet. These buses use a ramp instead of stairs and have been well received by the riding public because of their safer, easier, and quicker boarding. With the addition of these buses Metro’s fleet of 332 buses are now 100 percent accessible under the Americans with Disabilities (ADA) regulations. NFTA has also negotiated procurement with Gillig Corporation for up to a total of 176 low floor buses. The NFTA fleet also includes 23 paratransit vehicles and 27 light rail vehicles, all of which are ADA-compliant.

NFTA has successfully employed a fleet-wide AVL system improving fleet operations, driver safety, and customer service. The NFTA has also completed the installation of a new communications system on both it’s bus fleet and rail system.

The installation of a new \$4 million bus fare collection system is underway replacing a system that was installed in 1988. The new system will utilize global positioning satellite (GPS) technology to track revenues and fare media to individual bus stops. This data will help to improve service planning capabilities for Metro. The system installation is expected to be complete and operational by early Summer 2002.

The NFTA continues to expend significant capital dollars to repair and rehabilitate the Light Rail system, including cars, track, and infrastructure. Major rail capital needs include: the mid-life rebuild of the twenty-seven car light rail vehicle fleet, estimated to cost \$27 million; a tunnel liner panel replacement program, estimated to cost \$3 million; and a rail track fastener replacement program, estimated to cost \$8 million. The NFTA is exploring ways to finance these major rail system improvements, while maintaining Metro's other rolling stock and infrastructure.

Metro also has two major capital construction projects underway. The NFTA continues to plan for the rehabilitation of the Metropolitan Transportation Center (MTC), a major transfer station for urban and intercity passengers, located at its headquarters on Ellicott Street. As a member of a project management team under the lead of the City of Buffalo, NFTA, in coordination with consultants, is reviewing engineering, design, environmental, and cost impacts of constructing a proposed Buffalo Intermodal Transportation Center (BITC) on lower Main Street. The BITC will serve Amtrak, light rail, intercity, and intracity bus passengers in the NFTA region. Approximately \$8 million in federal, state, and local funds are available to construct the first phase of this facility.

The ratio of operating revenue to operating expenses, a measure of service "economy," was 31% for Metro in 2000-01, representing a slight downward trend from 33% 1998-99 and 31% in 1999-2000. This trend was driven by two key factors: Increases in non-personal expenses such as fuel and lubricants, utilities, and services, and to a lesser degree an escalation of personal wages and fringe benefits; and relatively flat growth operating revenues. However, over the longer 5-year period the NFTA has held operating expense increases below the rate of inflation.

Revenue passengers per revenue mile, a measure of service "effectiveness," decreased 5.5% from 2.6 in 1999-00 to 2.46 in 2000-01. The drop in can be traced

to the loss in revenue passengers during the past year. The trend varies among the Authority's modes with ridership losses primarily being attributed to bus operations, where the system effectiveness measure declined 7.5% from 1999-00 to 2000-01.

The effectiveness measure declined 5.9% and 3.4% on urban and rural bus operations, respectively, due to ridership losses. In contrast, the NFTA's complementary paratransit system showed service effectiveness declining 12.2% (from 0.12 to 0.10 pass/mile) from 1998-99 to 2000-01. This drop was due to a slower growth in ridership than in service miles. Paratransit showed a ridership increase of 26.5% from 1998-99 to 2000-01 contrasted with a steeper increase in revenue vehicle miles of close to 52%. Revenue miles increased to meet the dispersed geographic and travel time patterns that are typical of paratransit demand. Service effectiveness on the LRRT increased 6.9% (4.29 pass/mile to 4.59 pass/mile) from 1998-99 to 2000-01 due to a ridership growth of 4.7% that outpaced the 2% drop in service.

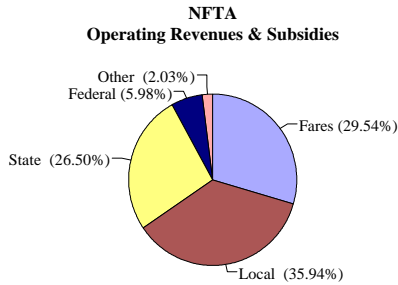
Cost per revenue vehicle mile for Metro, a measure of service efficiency, decreased 3.6% from 1999-00 to 2000-01 due to rising operating costs and declining service miles. The cost per revenue vehicle mile rose \$0.40 per mile from 1998-99 (\$7.37/vehicle mile), to 1999-00 (\$7.52), to the 2000-01 cost of \$7.77. Compared to 2000-01, cost per vehicle mile increased 2% from 1999-00 and 5.7% from 1998-99. The continued rise in operating costs from 1998-99 to 2000-01 was driven primarily by increases in fuel and lubricants, utilities, and services.

During the same period, the number of revenue vehicle miles declined nearly 3.0% systemwide. NFTA, in attempt to improve more closely to match service with changing ridership demand, implemented 26 service enhancements, including 10 new service routes and 16 routing changes. In contrast, systemwide contract vehicle miles, which are provided by private carriers, increased 36.1% in 2000-01. The majority of this increase was due to increased service provided by Wee Care, a private carrier, to meet demand for paratransit service.

FINANCIAL INFORMATION - NFTA - SYSTEM TOTAL

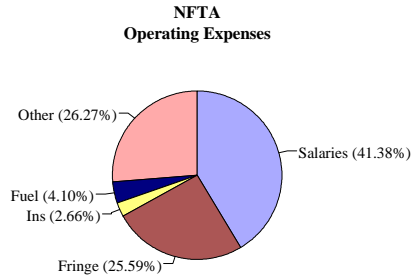
Sources of Total System FY 00-01 Operating Funds

Fares	\$21,281,051
Local	\$25,887,686
State	\$19,091,627
Federal	\$4,308,345
Other	\$1,465,279
Total	\$72,033,988

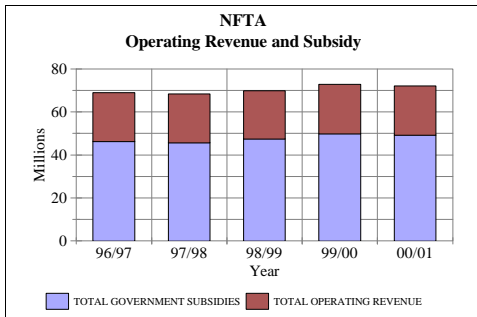


Summary of Total System FY 00-01 Operating Expenses

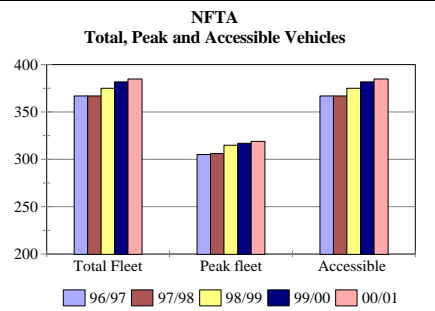
Salaries	\$30,400,980
Fringe	\$18,799,362
Ins	\$1,950,772
Fuel	\$3,015,484
Other	\$19,296,059
Total	\$73,462,657



Financial Trend Analysis over the past five years:

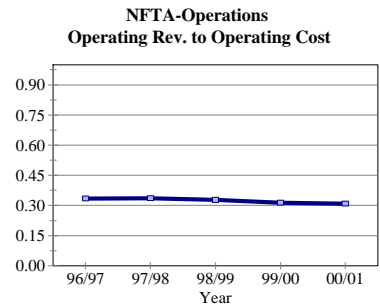
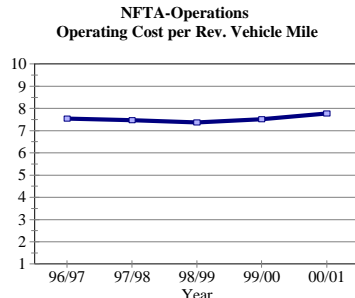
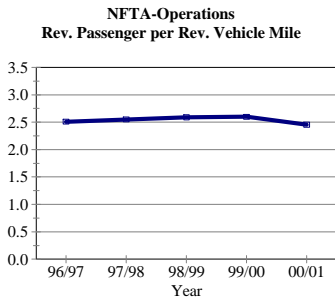


Fleet Characteristics over the past five years:



NFTA: System Total Operating and Performance Statistics

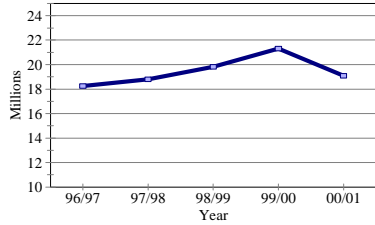
	96/97 Actual	97/98 Actual	98/99 Actual	99/00 Actual	00/01 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	22,497,400	23,002,251	23,784,594	25,256,686	23,225,758	-8.04%	0.80%
Rev. Veh. Miles	8,961,654	9,014,322	9,185,892	9,718,592	9,453,381	-2.73%	1.34%
Op. Cost	\$67,638,047	\$67,376,959	\$67,737,738	\$73,086,770	\$73,462,657	0.51%	2.09%
Op. Rev.	\$22,614,322	\$22,638,034	\$22,224,268	\$22,951,823	\$22,746,330	-0.90%	0.15%
Rev. Pass/Rev. Mile	2.51	2.55	2.59	2.60	2.46	-5.46%	-0.54%
Op. Cost/Rev. Mile	\$7.55	\$7.47	\$7.37	\$7.52	\$7.77	3.33%	0.73%
Op. Rev./Op. Cost	33.43%	33.60%	32.81%	31.40%	30.96%	-1.40%	-1.90%
National CPI	156.90	160.50	163.00	166.60	172.20	3.36%	2.35%
NYSMA CPI	166.90	170.80	173.60	177.00	182.50	3.11%	2.26%



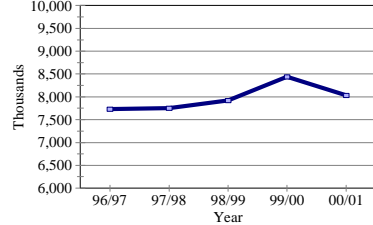
NFTA - Operating and Performance Statistics by Mode - Fixed Route and Paratransit

NFTA Fixed Route	96/97 Actual	97/98 Actual	98/99 Actual	99/00 Actual	00/01 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	18,241,581	18,801,209	19,818,674	21,315,464	19,094,882	-10.42%	1.15%
Rev. Veh. Miles	7,731,428	7,751,720	7,920,206	8,439,388	8,032,359	-4.82%	0.96%
Op. Cost	\$50,709,545	\$51,294,608	\$51,128,126	\$56,115,192	\$56,243,036	0.23%	2.62%
Op. Rev.	\$18,644,022	\$18,834,094	\$18,483,300	\$18,947,334	\$18,929,149	-0.10%	0.38%
Rev. Pass/Rev. Mile	2.36	2.43	2.50	2.53	2.38	-5.88%	0.19%
Op Cost/Rev Mile	\$6.56	\$6.62	\$6.46	\$6.65	\$7.00	5.31%	1.65%
Op. Rev./Op. Cost	36.77%	36.72%	36.15%	33.77%	33.66%	-0.32%	-2.19%

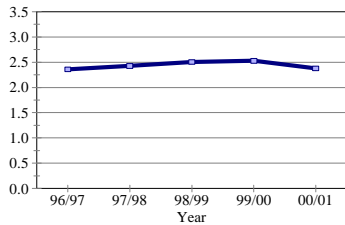
NFTA-Fixed Route Revenue Passengers



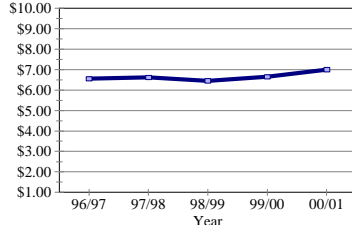
NFTA-Fixed Route Revenue Vehicle Miles



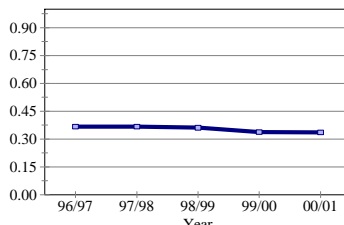
NFTA-Fixed Route Rev. Passenger per Rev. Vehicle Mile



NFTA-Fixed Route Operating Cost per Rev. Vehicle Mile

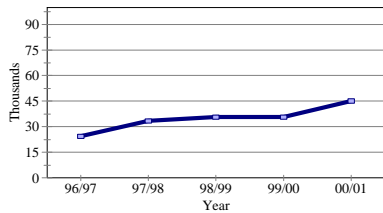


NFTA-Fixed Route Operating Rev. to Operating Cost

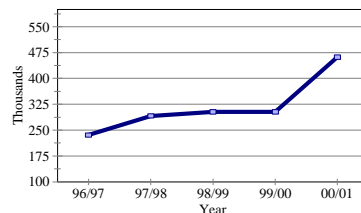


NFTA Paratransit	96/97 Actual	97/98 Actual	98/99 Actual	99/00 Actual	00/01 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	24,438	33,444	35,663	35,663	45,112	26.50%	16.56%
Rev. Veh. Miles	236,009	291,151	303,128	303,128	461,810	52.35%	18.27%
Op. Cost	\$804,444	\$813,720	\$976,069	\$1,160,050	\$1,414,059	21.90%	15.14%
Op. Rev.	\$62,923	\$67,310	\$71,909	\$96,161	\$103,406	7.53%	13.22%
Rev. Pass/Rev. Mile	0.10	0.11	0.12	0.12	0.10	-16.97%	-1.45%
Op. Cost/Rev Mile	\$3.41	\$2.79	\$3.22	\$3.83	\$3.06	-19.99%	-2.64%
Op. Rev./Op. Cost	7.82%	8.27%	7.37%	8.29%	7.31%	-11.78%	-1.67%

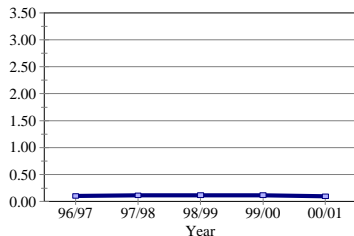
NFTA-Paratransit Revenue Passengers



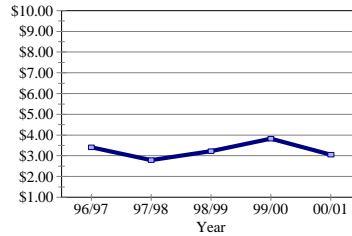
NFTA-Paratransit Revenue Vehicle Miles



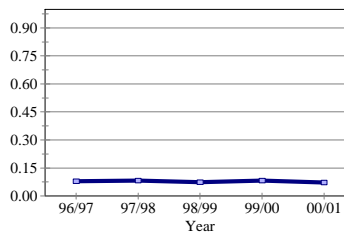
NFTA-Paratransit Rev. Passenger per Rev. Vehicle Mile



NFTA-Paratransit Operating Cost per Rev. Vehicle Mile

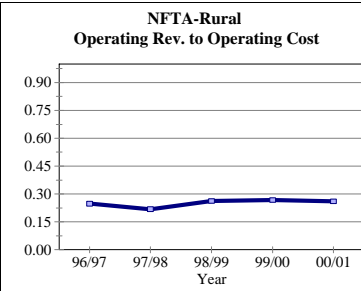
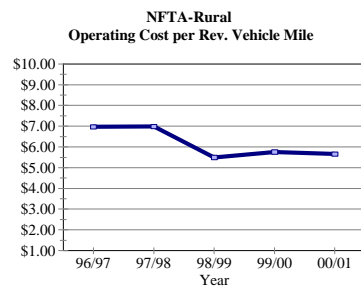
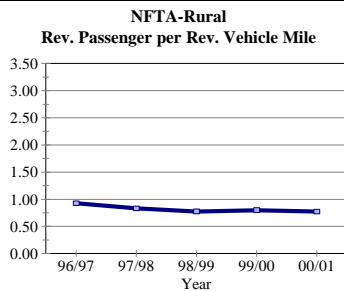
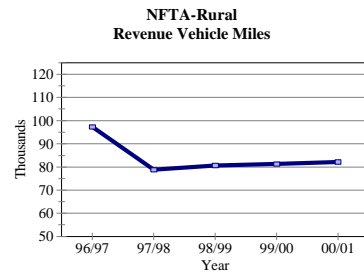
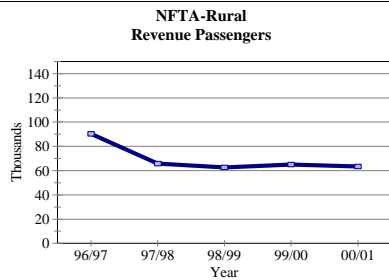


NFTA-Paratransit Operating Rev. to Operating Cost

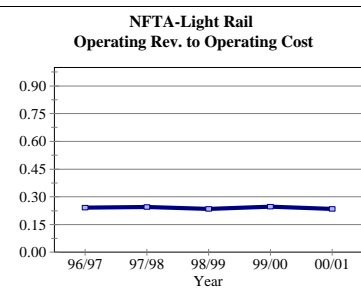
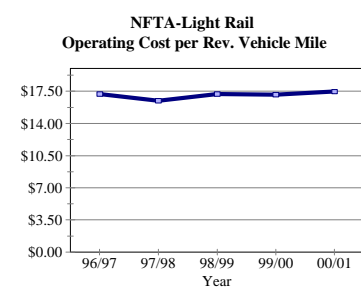
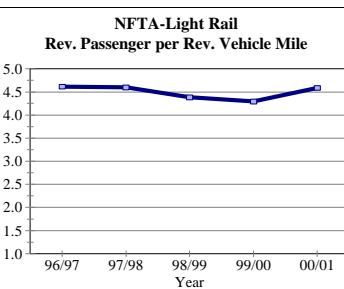
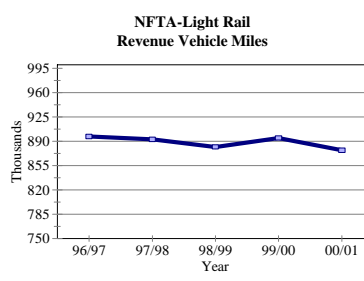
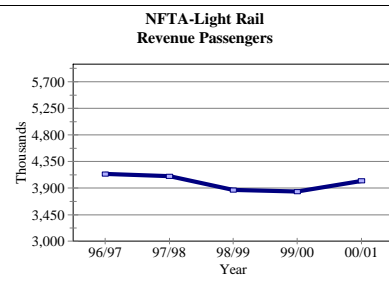


NFTA - Operating and Performance Statistics by Mode - Rural and Light Rail

NFTA Rural	96/97 Actual	97/98 Actual	98/99 Actual	99/00 Actual	00/01 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	90,441	65,715	62,689	64,989	63,444	-2.38%	-8.48%
Rev. Veh. Miles	97,352	78,738	80,675	81,267	82,142	1.08%	-4.16%
Op. Cost	\$678,320	\$549,548	\$443,516	\$468,253	\$465,006	-0.69%	-9.01%
Op. Rev.	\$168,284	\$120,006	\$116,595	\$125,378	\$121,146	-3.38%	-7.89%
Rev. Pass/Rev. Mile	0.93	0.83	0.78	0.80	0.77	-3.42%	-4.51%
Op. Cost/Rev Mile	\$6.97	\$6.98	\$5.50	\$5.76	\$5.66	-1.75%	-5.06%
Op. Rev./Op. Cost	24.81%	21.84%	26.29%	26.78%	26.05%	-2.70%	1.23%



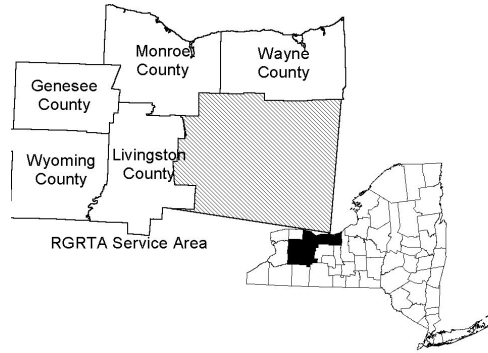
NFTA Light Rail	96/97 Actual	97/98 Actual	98/99 Actual	99/00 Actual	00/01 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	4,140,940	4,101,883	3,867,568	3,840,570	4,022,320	4.73%	-0.72%
Rev. Veh. Miles	896,865	892,713	881,883	894,809	877,070	-1.98%	-0.56%
Op. Cost	\$15,445,738	\$14,719,083	\$15,190,027	\$15,343,275	\$15,340,556	-0.02%	-0.17%
Op. Rev.	\$3,739,093	\$3,616,624	\$3,552,464	\$3,782,950	\$3,592,629	-5.03%	-0.99%
Rev. Pass/Rev. Mile	4.62	4.59	4.39	4.29	4.59	6.85%	-0.17%
Op. Cost/Rev Mile	\$17.22	\$16.49	\$17.22	\$17.15	\$17.49	2.00%	0.39%
Op. Rev./Op. Cost	24.21%	24.57%	23.39%	24.66%	23.42%	-5.01%	-0.82%



**ROCHESTER-GENESEE
REGIONAL TRANSPORTATION AUTHORITY**

1372 East Main Street
P.O. Box 90629
Rochester, NY 14609
(716) 654-0200

Website: www.rgrta.org



State Legislative Districts
Senate: 53-56, 59-61
Assembly: 128, 131-137, 147

Base Fare: \$1.25
Last Increase: \$0.25 on 4/1/96

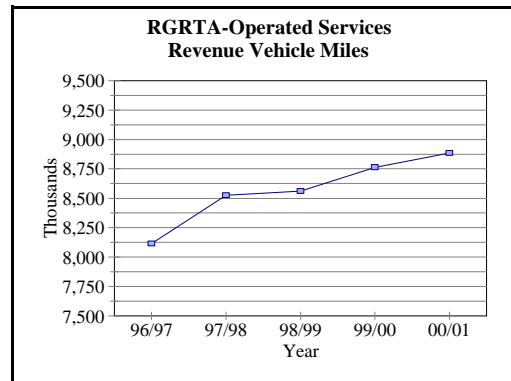
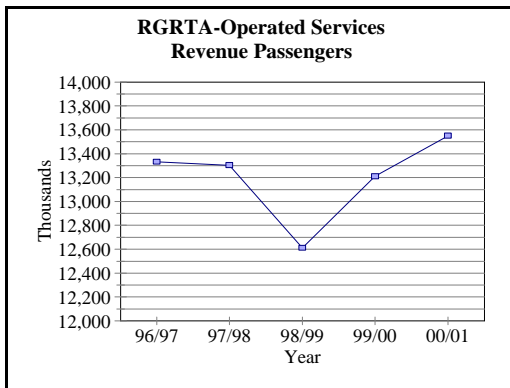
Rochester-Genesee Regional Transportation Authority (RGRTA) operates fixed route, paratransit, and demand responsive transportation in the City of Rochester, and rural service in the surrounding counties of Genesee, Livingston, Monroe, Wayne and Wyoming. In addition to its traditional service to the downtown Rochester business district, R-GRTA operates Park and Ride services, a free evening downtown circulator (E-Z Rider), provide contract service to a number of area schools, colleges and businesses.



In 2000 RGRTA service area population, as reported in the 2000 Census, grew by 3 percent over the 1990 level. However, population within the City of Rochester, the core service area for RGRTA's urban fixed route bus subsidiary, the Regional Transit System (RTS), declined by 5.4 percent. Population grew in the surrounding suburbs and rural areas, such as Greece,

employment in the RGRTA service area rose by 4.8 percent.

Ridership fluctuated over the 10 year period but generally followed the census trend in population movement. RTS ridership, which accounts for 95.4 percent of total RGRTA system ridership, experienced



Ogden, Chili, Brighton, Henrietta, Pittston, Perinton, Penfield and Webster. During this 10 year period

an annualized decrease of 3.2 percent over this period. Over the five year period FY96-97 through 00-01 RTS

R-GRTA	Fixed Route	Paratransit	Rural	Total
FY 00-001 Characteristics	Motor Bus	Service	Service	
Revenue Passengers	12,929,250	193,468	427,552	13,550,270
Number of Vehicles	266	35	75	376
Number of Employees	498	59	60	617
Revenue Vehicle Miles	6,437,302	1,031,516	1,416,148	8,884,966
Revenue Vehicle Hours	527,135	56,857	75,815	659,807
Total Operating Revenue	15,328,632	541,922	1,156,058	17,026,612
Total Operating Expense	37,022,952	3,765,978	2,972,426	43,761,356
Operating Expense / Rev. Vehicle Mile	5.75	3.65	2.10	4.93
Operating Expense / Rev. Vehicle Hour	70.23	66.24	39.21	66.32
Rev. Passengers / Rev. Vehicle Mile	2.01	0.19	0.30	1.53
Rev. Passengers / Rev. Vehicle Hour	24.53	3.40	5.64	20.54
Total Operating Revenue / Op. Expense	0.41	0.14	0.39	0.39
Operating Expense / Revenue Passenger	2.86	19.47	6.95	3.23
Total Op. Revenue / Revenue Passenger	1.19	2.80	2.70	1.26

ridership grew at an annualized rate of less than 1 percent. Within this generally flat trend there was a more dramatic drop-off in ridership in 98-99 attributable to the loss of Rochester City school ridership, due to changes in city school starting times that the authority service was not able to accommodate. The 1998-99 decline reversed itself in the subsequent two years. In 2000-01 systemwide ridership increased by a 2.6 percent over 1999-00 providing R-GRTA with its strongest ridership performance since 1995-96. This increase in system-wide ridership continued a two year upward trend, marking the first time in fifteen years that RGRTA has experienced successive ridership increases.

RGRTA's rural services, including: Batavia Bus Service (BBS), Wayne Area Transit Service (WATS) Livingston Area Transit Service (LATS) each experienced growing population and either stable or growing ridership from 1990 to 2000. Wyoming County transit service was initiated by RGRTA in FY1993-94 and has grown to carry over 350,000 annual riders in FY 00-01. Over the five year period 96-97 through 00-01, rural ridership increased at an annualized rate of 3.4 percent. In FY00-01, however, total rural ridership was flat, declining by a very modest 1.5 percent.

Lifeline, RGRTA's paratransit service, has experienced steady growth in ridership over the 10 year period (90-91 to 00-01) at an annualized rate of 3 percent. Over the five year period 96-97 through 00-01 ridership grew at a slightly lower annualized rate of 2.8 percent. From 99-00 to 00-01, however, ridership declined by 4.3 percent.

The one year reversal in the paratransit ridership trend

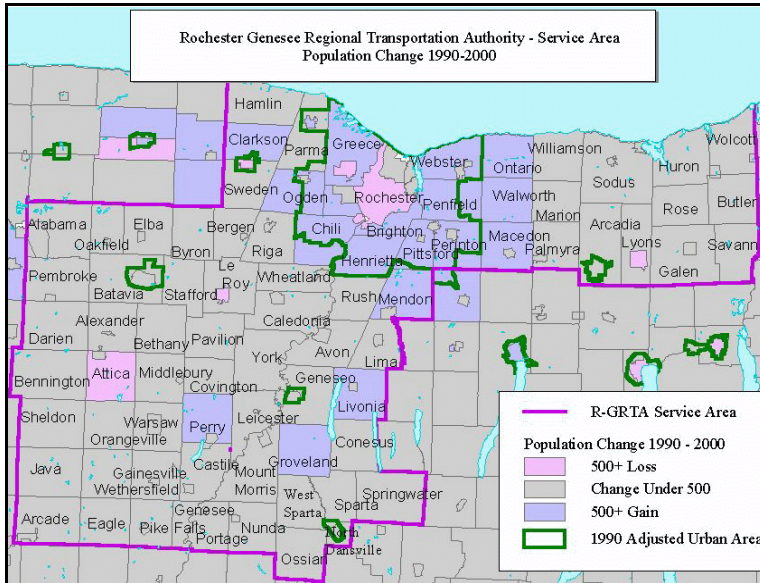
reflects a drop in its client pool following a recertification of clients eligible for paratransit service. Many of those passengers, not re-certified for the paratransit, are now utilizing the RTS fixed route operation. This shift in ridership from paratransit to fixed route is also aided by RGRTA's introduction of new low floor buses and achievement of a 100 percent accessible fixed route bus fleet.

The number of revenue miles of service operated by RTS remained very stable increasing by only 6.4 percent over the 10 year period. Revenue miles for Rural services, however, increased by 32.7 percent (not counting the increase associated with the introduction of service in Wyoming County) over that same period. Lifeline also increased revenue miles over the decade by nearly 27 percent.

This trend in miles of service was mirrored by the five year trend across the fixed route and rural services. The paratransit service miles, however, increased up to FY98-99 and then began declining, in response to declining ridership and related shift of riders from paratransit to fixed route service.

RGRTA accomplished many of its planned initiatives in the FY 00-01. RGRTA incorporated new buses into the RTS fleet, reducing the average age of the fleet. Five new routes and a service expansions of existing service to the Eastview Mall in the Town of Victor were initiated by the RTS. RGRTA again provided for the Buffalo Bills summer training camp at St John Fischer College moving more than 150,000 passengers.

RTS has installed a fleet-wide Automated Vehicle



R-GRTA Service Area	FY 90-91	FY 00-01	% Change
Total Population	968,030	997,230	3.02%
Pop. Over 65	119,767	128,464	7.26%
Pop. Under 19	274,061	285,462	4.16%
Employment	465,040	487,450	4.82%
Lift Line Ridership	148,277	193,468	30.48%
RTS Ridership	17,377,052	12,929,250	-25.60%
BBS Ridership	85,641	84,448	-1.39%
WATS Ridership	116,449	128,836	10.64%
LATS Ridership	107,271	147,304	37.32%
Wyoming Ridership	0	66,964	NA
Rev. Miles RTS	6,049,508	6,437,302	6.41%
Rev. Miles Lift Line	815,525	1,031,516	26.48%
Rev. Miles BBS	146,912	187,988	27.96%
Rev. Miles WATS	392,752	510,670	30.02%
Rev. Miles LATS	263,517	367,383	39.42%
Rev. Miles Wyoming	0	350,107	NA

Location (AVL) system, completed in August of 2001, on its fixed route fleet to support improved fleet management, real time customer information and service planning.

Over the five year period 96-96 through 00-01, the system-wide cost per revenue vehicle mile, a measure of service “efficiency,” has risen by a very modest 1 percent, well below the inflation rate for this time period of 2.35 percent. In FY 00-01 there was an increase of 5.3 percent over 99-00. This increase was driven by a 7 percent increase in operating costs resulting from increases in cost of salary, wages and fringe benefits as well as fuel and lubricants and purchased services.

The ratio of operating revenues to operating expenses, an indicator of service “economy,” was 38.9 percent for 00-01. This represents a virtual flat trend over the five years from 96-97 through 00-01 with an annualized decline of .23 percent. The annual change from 99-00 to 00-01 was a steeper decline of 5.9 percent. This modest downward trend reflects the escalation of personal wages and fringe benefits, along with increasing cost of non-personal expenses such as fuel and parts and supplies combined with a relatively flat growth in passenger revenues.

Passengers per mile, a measure of service “effectiveness,” also was very stable across the five year time frame, decreasing by 1.8 percent. The one year trend was positive, increasing by 1 percent. But the measure reflects a very stable performance across

the years.

The overall system performance measures, described above, are largely driven by the RTS statistics due to the 95.4 percent ratio of trips that the urban fixed route system serves. Thus the fixed route performance measures mirror those described above. The passengers per mile measure for the paratransit system and the rural service were both very stable across the five years and in 00-01, with paratransit increasing at an annualized rate of 2 percent and rural services decreasing by .55 percent.

Cost per mile for paratransit increased over the five year period by 9.9 percent, which combined with the drop in ridership, associated drop in passenger revenue and a less proportionate drop in revenue miles, led to a drop in revenue to cost ratio of 4.9 percent. Rural service experienced little annualized change in cost per mile over the five year period, but a sizable increase of 11 percent occurred in FY 00-01. Revenue to cost ratio

similarly saw a stable five year average increase of less than 1 percent but a plateau between 97-98 and peaking at a ratio of 44.17 percent in 99-00, followed by a one year decline of 13.9 percent to a cost recovery ratio of 38.9 percent.

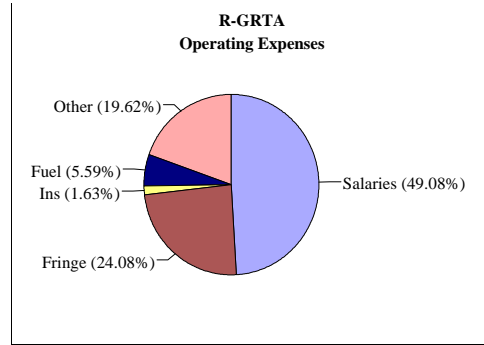
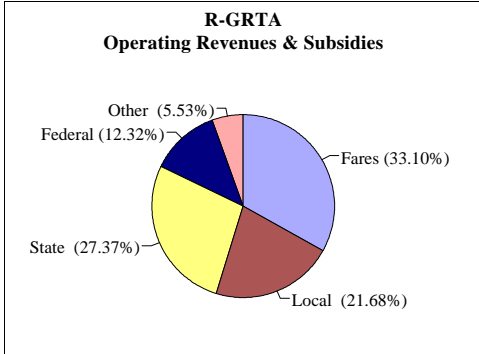
FINANCIAL INFORMATION - R-GRTA - SYSTEM TOTAL

Sources of Total System FY 00-01 Operating Funds

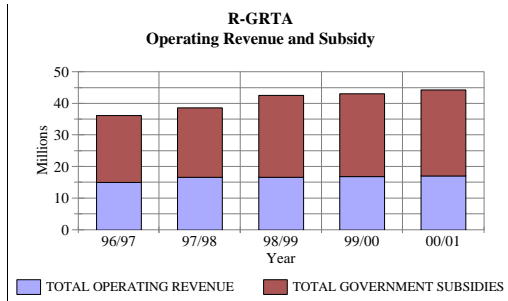
Fares	\$14,685,558
Local	\$9,616,747
State	\$12,143,899
Federal	\$5,464,993
Other	\$2,453,554
Total	\$44,364,751

Summary of Total System FY 00-01 Operating Expenses

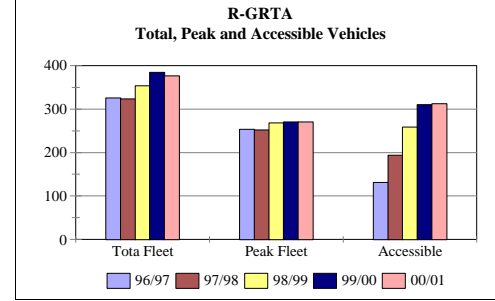
Salaries	\$21,478,279
Fringe	\$10,537,532
Ins	\$712,259
Fuel	\$2,447,794
Other	\$8,585,492
Total	\$43,761,356



Financial Trend Analysis over the past five years:

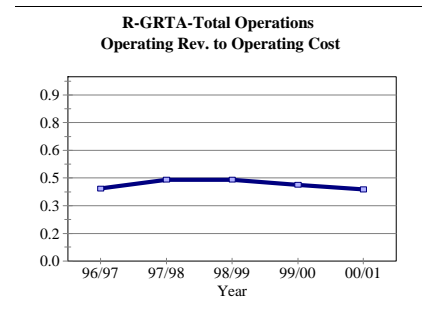
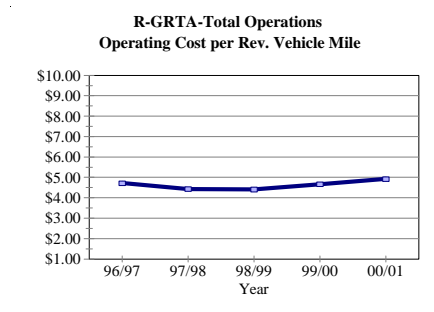
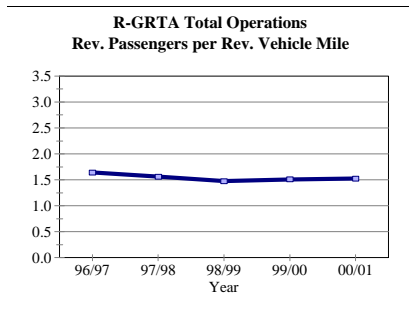


Fleet Characteristics over the past five years:



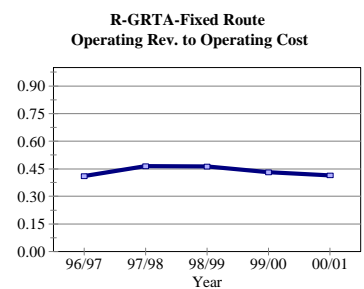
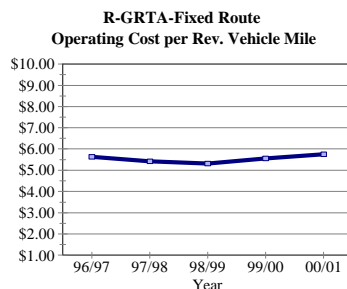
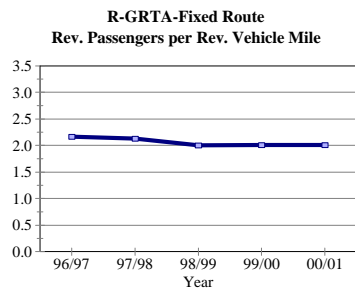
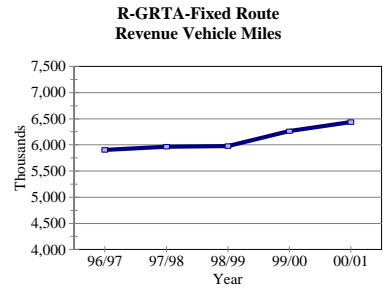
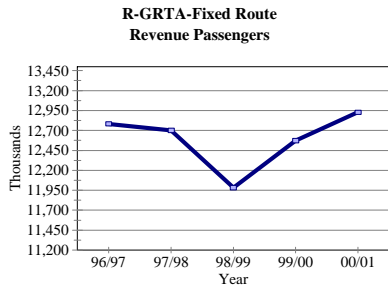
R-GRTA - System Total Operations and Performance Statistics

Operations	96/97 Actual	97/98 Actual	98/99 Actual	99/00 Actual	00/01 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	13,331,399	13,303,016	12,610,425	13,210,381	13,550,270	2.57%	0.41%
Rev. Veh. Miles	8,114,589	8,525,090	8,561,304	8,763,492	8,884,966	1.39%	2.29%
Op. Cost	\$38,284,828	\$37,764,948	\$37,742,525	\$40,872,768	\$43,761,356	7.07%	3.40%
Op. Rev.	\$15,032,432	\$16,663,098	\$16,664,399	\$16,904,931	\$17,026,612	0.72%	3.16%
Rev. Pass/Rev. Mile	1.64	1.56	1.47	1.51	1.53	1.17%	-1.84%
Op. Cost/Rev. Mile	\$4.72	\$4.43	\$4.41	\$4.66	\$4.93	5.60%	1.08%
Op. Rev./Op. Cost	39.26%	44.12%	44.15%	41.36%	38.91%	-5.93%	-0.23%
National CPI	156.90	160.50	163.00	166.60	172.20	3.36%	2.35%
NYSMA CPI	166.90	170.80	173.60	177.00	182.50	3.11%	2.26%

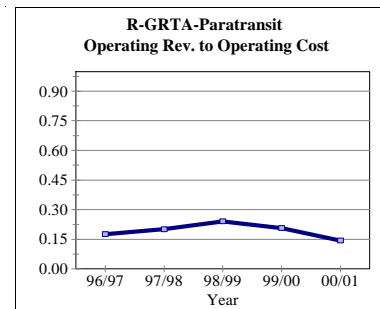
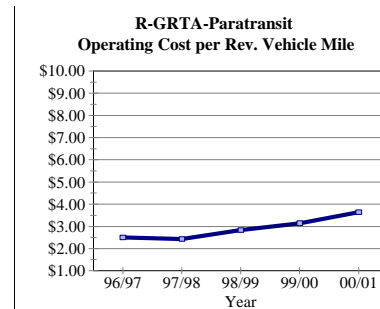
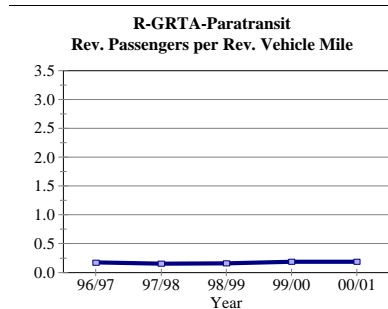
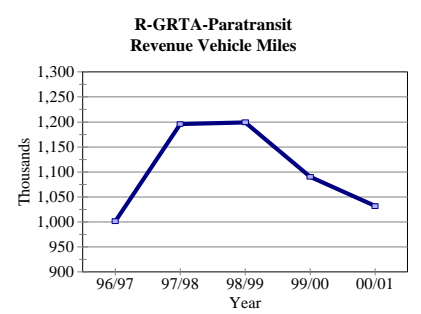
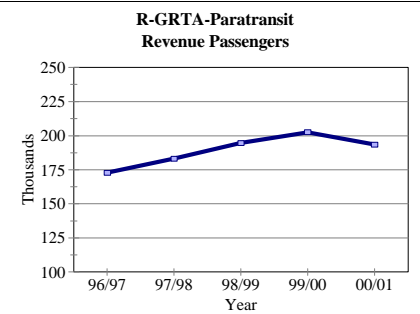


R-GRTA Operating and Performance Statistics by Mode - Fixed Route and Paratransit

R-GRTA Fixed Route	96/97 Actual	97/98 Actual	98/99 Actual	99/00 Actual	00/01 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	12,784,598	12,701,642	11,982,189	12,573,702	12,929,250	2.83%	0.28%
Rev. Veh. Miles	5,901,961	5,964,166	5,976,742	6,263,742	6,437,302	2.77%	2.19%
Op. Cost	\$33,230,935	\$32,288,212	\$31,752,667	\$34,776,713	\$37,022,952	6.46%	2.74%
Op. Rev.	\$13,632,328	\$14,987,049	\$14,692,182	\$14,991,100	\$15,328,632	2.25%	2.98%
Rev. Pass/Rev. Mile	2.17	2.13	2.00	2.01	2.01	0.06%	-1.87%
Op Cost/Rev Mile	\$5.63	\$5.41	\$5.31	\$5.55	\$5.75	3.59%	0.53%
Op. Rev./Op. Cost	41.02%	46.42%	46.27%	43.11%	41.40%	-3.95%	0.23%

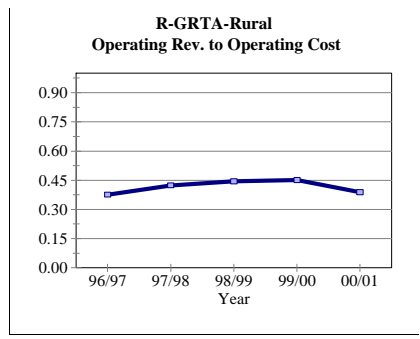
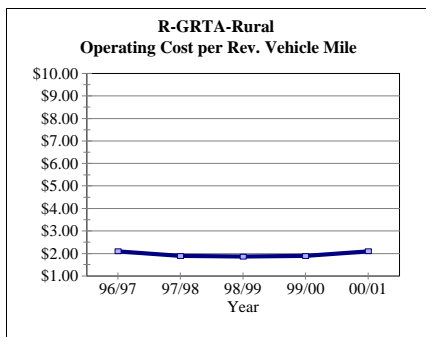
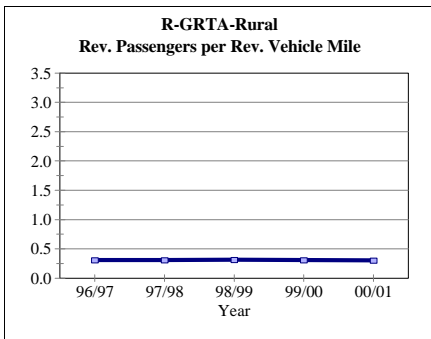
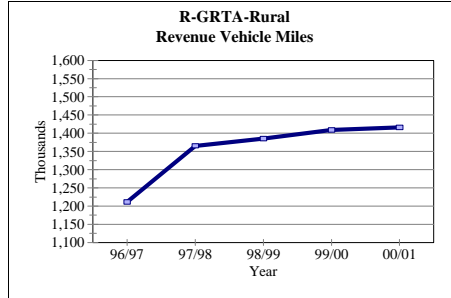
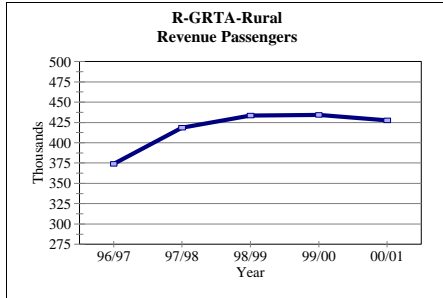


R-GRTA Paratransit	96/97 Actual	97/98 Actual	98/99 Actual	99/00 Actual	00/01 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	172,910	183,088	194,697	202,531	193,468	-4.47%	2.85%
Rev. Veh. Miles	1,001,346	1,195,589	1,199,109	1,090,320	1,031,516	-5.39%	0.74%
Op. Cost	\$2,509,034	\$2,902,610	\$3,401,747	\$3,431,558	\$3,765,978	9.75%	10.69%
Op. Rev.	\$441,174	\$584,694	\$820,299	\$710,213	\$541,922	-23.70%	5.28%
Rev. Pass/Rev. Mile	0.17	0.15	0.16	0.19	0.19	0.97%	2.09%
Op.Cost/Pass Mile	\$2.51	\$2.43	\$2.84	\$3.15	\$3.65	16.00%	9.87%
Op. Rev./Op. Cost	17.58%	20.14%	24.11%	20.70%	14.39%	-30.47%	-4.89%



R-GRTA - Operating and Performance Statistics by Mode - Rural

R-GRTA Rural	96/97 Actual	97/98 Actual	98/99 Actual	99/00 Actual	00/01 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	373,891	418,286	433,539	434,148	427,552	-1.52%	3.41%
Rev. Veh. Miles	1,211,282	1,365,335	1,385,453	1,409,430	1,416,148	0.48%	3.98%
Op. Cost	\$2,544,859	\$2,574,126	\$2,588,111	\$2,664,497	\$2,972,426	11.56%	3.96%
Op. Rev.	\$958,930	\$1,091,355	\$1,151,918	\$1,203,618	\$1,156,058	-3.95%	4.78%
Rev. Pass/Rev. Mile	0.31	0.31	0.31	0.31	0.30	-1.99%	-0.55%
Op. Cost/Pass Mile	\$2.10	\$1.89	\$1.87	\$1.89	\$2.10	11.03%	-0.02%
Op. Rev./Op. Cost	37.68%	42.40%	44.51%	45.17%	38.89%	-13.90%	0.79%



**CENTRAL NEW YORK
TRANSPORTATION AUTHORITY**

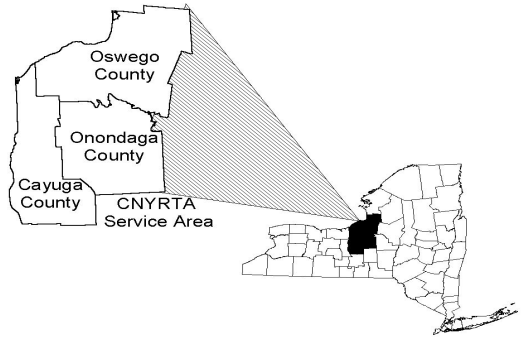
PO Box 820
200 Cortland Avenue
Syracuse, NY 13205-0820
(315) 442-3300
Web Site: www.centro.org

State Legislative Districts
Senate: 46, 48, 49, 53
Assembly: 111, 117-121

Base Fare: \$1.00
Last Increase: \$0.25 in 2/1995

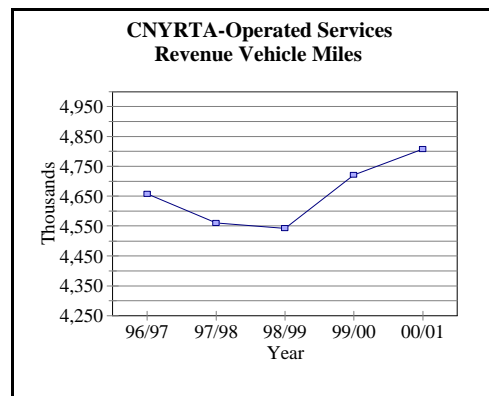
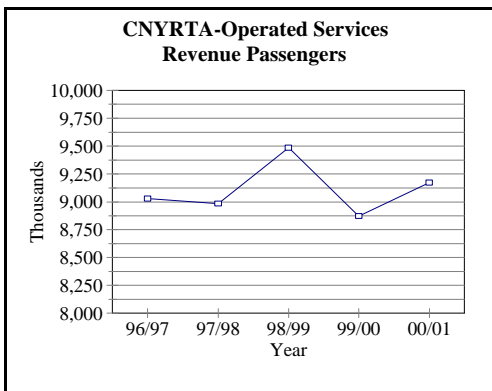
Central New York Regional Transportation Authority (CNYRTA) provides urban fixed route transit service in Onondaga County, ADA paratransit "Call-a-Bus" service and rural operations in Oswego and Cayuga Counties. CNYRTA also operates the William F. Walsh Regional Transportation Center, an intermodal transportation center serving urban, regional, and intercity transit providers as well as Amtrak. CNYRTA also operates a parking authority in the downtown Syracuse area.

Population in the CNYRTA service area, as reported in the Census, decreased by a slight 1.5 percent between 1990 and 2000. Over this same period employment was virtually unchanged, dropping by less than 1 percent in the region. The City of Syracuse, the core market for CNYRTA's urban fixed route bus system, CENTRO which accounts for 90.1 percent of all CNYRTA



decline in CENTRO ridership of 2.9 percent over that 10 year period.

Also contributing to the decline in ridership, perhaps even more substantially than the shifting demographics, was a substantial reduction in service miles, which declined by a 2.7 percent annualized rate over the 10 years. This service reduction, driven by operating budget problems, was primarily implemented in 1995



ridership, declined by 11 percent from 1990 to 2000. This population decline contributed to an annualized

when CNYRTA reduced service by as much as 25 percent.

CNYRTA FY 00-01 Characteristics	Fixed Route Motor Bus	Paratransit Service	Rural Service	Total
Revenue Passengers	8,264,244	123,395	783,727	9,171,366
Number of Vehicles	158	17	30	205
Number of Employees	307	28	50	385
Revenue Vehicle Miles	3,170,600	432,369	1,204,708	4,807,677
Revenue Vehicle Hours	261,187	29,265	56,447	346,899
Total Operating Revenue	6,591,550	287,077	713,184	8,101,287
Total Operating Expense	20,961,725	1,839,890	3,669,343	26,470,958
Operating Expense /Rev. Vehicle Mile	6.61	4.26	3.05	5.51
Operating Expense / Rev. Vehicle Hour	80.26	62.87	65.01	76.31
Rev. Passengers / Rev. Vehicle Mile	2.61	0.29	0.65	1.91
Rev. Passengers / Rev. Vehicle Hour	31.64	4.22	13.88	26.44
Total Operating Revenue / Op. Expense	0.31	0.16	0.19	0.31
Operating Expense / Revenue Passenger	2.54	14.91	4.68	2.89
Total Op. Revenue / Revenue Passenger	0.80	2.33	0.91	0.88

Over the last 5 years, from FY 96-97 through 00-01, CENTRO ridership has actually stabilized, increasing by a slight annualized .5 percent. From FY 99-00 to 00-01, ridership increased by 2.3 percent.

In 1993 two private bus operators, one based in Oswego County and the other in Cayuga County, were no longer able to provide public transit services. CNYRTA accepted the responsibility for the services previously provided in these two counties by the private operators.

The ridership in the Oswego County saw increase by 1.6 percent annualized rate from 1990 to 2000 while service in Cayuga County declined at an annualized rate of 3.1 percent. Revenue miles increased substantially for both of these rural systems, Oswego services increased by an annualized 7.2 percent and Cayuga by an annualized 3.2 percent respectively over the ten year span. When CNYRTA took over for the private operator in Oswego County in 1993, it provided additional services and saw ridership increase in response to that increase.

Over the five period from FY 96-97 to 00-01 these rural services, combined, experienced a 2.4 percent annualized decline in ridership corresponding with a much more stable 1.88 percent increase in service miles. From 99-00 to 00-01 ridership on these services jumped 16 percent but remained below the 96-97 level. Revenue miles of service increased by a modest 2.4 during FY 00-0. The increases in the vehicle miles, especially in the regional operations where route deviations are more prevalent, may reflect the broader usage of their services.

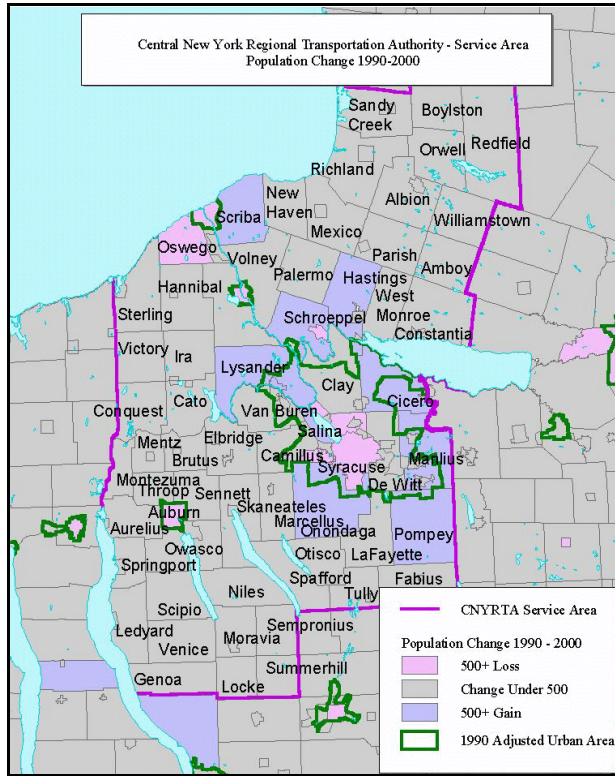
Call-a-Bus, the paratransit component of the CNYRTA system, has grown substantially, at an annualized 3.5 percent rate, over the 10 year period from 1990 to 2000. Over the five year period from FY 96-97 to 00-01, ridership on this service grew even more rapidly, by an annualized 12.5 percent. In FY 00-01 Call-a-Bus served more than 123,000 ADA eligible passengers, an increase of 39 percent.

The increasing use of this paratransit service has driven an increase in the miles of service. However the miles of service has not increased as dramatically as ridership, with a total increase of 3.3 percent from 1990 to 2000. Revenue miles for Call-a-Bus increased at a faster annualized rate of 6.9 percent over the 5 year period and a relatively steep jump in FY00-01 of 10.8 percent.

During the SFY 2000-01 CNYRTA operated a total fleet of 205 buses, 195 or 95 percent which are fully ADA compliant. All of the fixed route fleet of 175 buses are fully ADA compliant. During this year CNYRTA increased their contingent of Compressed Natural Gas (CNG) buses by placing 78 new in service thereby bringing their total CNG fueled buses up to 108 further expanding what was already the largest alternative-fueled operation in upstate New York.

CNYRTA has conducted a strategic planning study –Regional Mobility Action Plan (ReMAP). In SFY 2000-01 implemented several route changes/additions to implement some of the recommendations of ReMAP. They were able to finance the service additions through the use of State and Federal Welfare to Work funding grants.

In FY 00-01 the overall costs of operating the system



CNYRТА Service Area	FY 90-91	FY 00-01	% Change
Total Population	673,057	662,676	-1.54%
Pop. Over 65	85,552	88,978	4.00%
Pop. Under 19	194,498	191,768	-1.40%
Employment	313,396	312,808	-0.19%
CENTRO Ridership	10,755,915	8,264,244	-23.17%
Cayuga Ridership	364,084	273,906	-24.77%
Oswego Ridership	442,519	509,821	15.21%
Call-A-Bus Ridership	90,866	123,395	35.80%
Rev. Miles CENTRO	4,039,014	3,170,600	-21.50%
Rev. Miles Cayuga	419,566	556,493	32.64%
Rev. Miles Oswego	345,494	648,215	87.62%
Rev. Miles Call-A-Bus	418,650	432,369	3.28%

increased by 2.5 percent over the previous year. The overall cost of employee wages and salary will hold generally constant until the final year of the contract where a lump sum increase will be provided to the employees. The cost of the salary and wage portion of this item increase only marginally by 0.8% but the overall increase was driven by the cost of fringe benefits which increase by 15.6% from the previous year. The increasing cost of health care and contractually mandated pension enhancements were the two primary elements driving this category.

The incorporation of 78 new CNG buses recently into the fleet helped to hold down the costs for parts and repairs.

Operating revenues decreased by a total of 5.8% from 1999-2000 levels led by a significant decrease in “Non-User” revenue and to a lesser extent a 3.3% and 1.5% drop in farebox and special reimbursement revenues respectively. The primary loss in revenue was due to a drop of more than \$300,000 non-passenger operating revenue, caused primarily by a decline in advertising revenues. A drop in farebox revenue could be partially attributable to the growth in the use of swipe cards with multi-ride discount incentives.

The SFY 2000-01 ratio of operating revenues to operating expenses, a measure of service economy, for CNYRТА was 30 percent. This measure declined a modest annualized 1.5 percent over the 5 year period from FY 96-97 through 00-01, peaking in FY 99-00 at 33.4 percent.

The operating cost per revenue vehicle mile, a measure of service efficiency for the CNYRТА system, was very stable across the the five year period, increasing at an annualized rate of .8 percent from \$5.42 to \$5.60 per revenue mile. This increase was well below the national inflation rate during this period of 2.35 percent.

CNYRТА passengers per mile, a measure of service effectiveness, increased from FY99-00 to 00-01 by 1.5 percent and was very stable over the 5 years 96-97 through 00-01, decreasing by less than 1 percent.

The CENTRO fixed route service, carrying 90 percent of CNYRТА riders parallel the total system trends described above.

Passengers per mile for the Call-a-Bus paratransit system, increased at an annualized rate of 5 percent since FY96-97. As noted above Call-a-Bus ridership rose at a much steeper rate than the revenue miles of service over this time period. Call-a-Bus service saw their operating expenses increase by 6% but their operating revenue increase by more than 29% during the same period leading to an improvement in the cost recovery ratio service economy measure which improved from 10.5 percent in 1996-97 to 15.6 percent in 2000-01, an annualized increase of 10.3 percent. The cost per vehicle mile measure also improved over the five year period dropping from \$4.57 per revenue mile in SFY 1999-00 to a \$4.26 in SFY 2000-01.

Rural services, in Oswego and Cayuga Counties, experienced a 5 year decline in passengers per mile of 4.2 percent, but showed a one year improvement in FY 00-01, with an 13.3 percent increase in this measure of service effectiveness. Cost per revenue mile increased by an annualized 3.4 percent from 96-97 to 00-01, but was down to \$3.05 per mile over the five year high of \$4.01 in 1997-98. The ratio of operating revenue to operating cost for these services declined by 7.8 percent over the 5 year period from 27.9 percent to 19.4 percent.

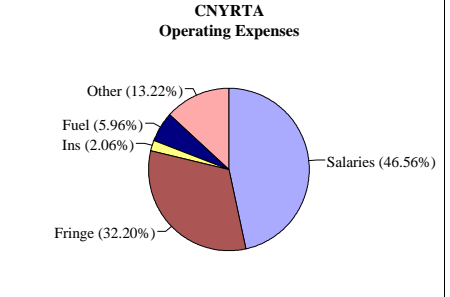
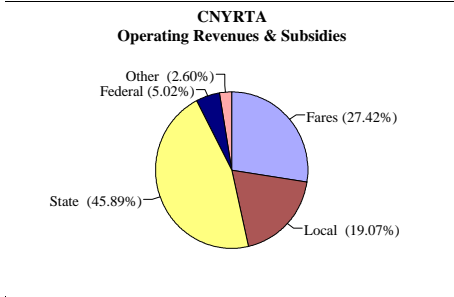
Financial Information (System Wide) - CNYRTA

Sources of Total System FY 00-01 Operating Funds

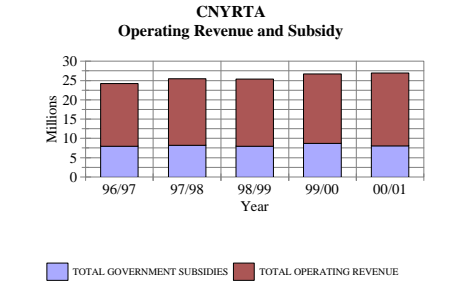
Fares	\$7,399,336
Local	\$5,145,107
State	\$12,380,663
Federal	\$1,353,378
Other	\$701,951
Total	\$26,980,435

Summary of Total System FY 00-01 Operating Expenses

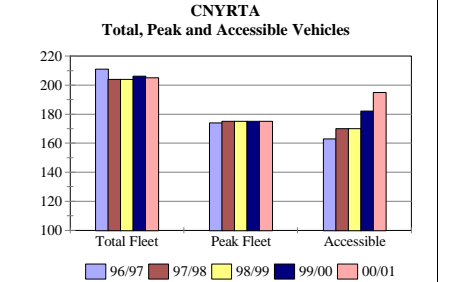
Salaries	\$12,536,360
Fringe	\$8,670,828
Ins	\$555,761
Fuel	\$1,604,606
Other	\$3,560,374
Total	\$26,927,929



Financial Trend Analysis over the past five years:

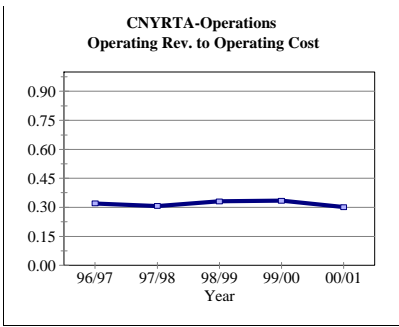
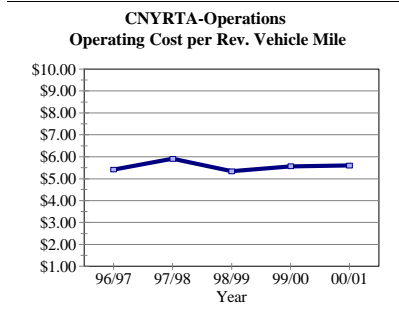
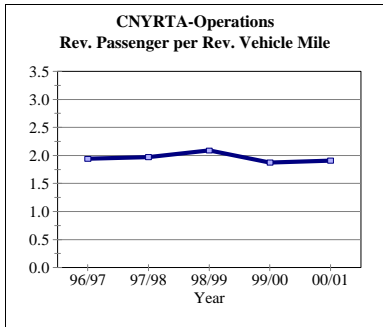


Fleet Characteristics over the past five years



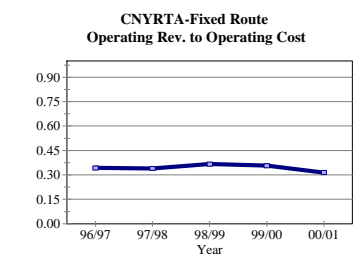
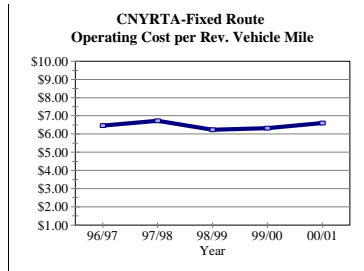
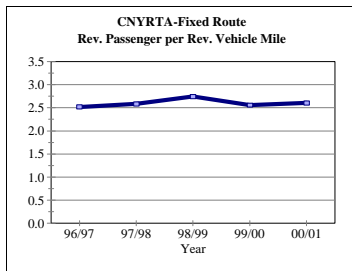
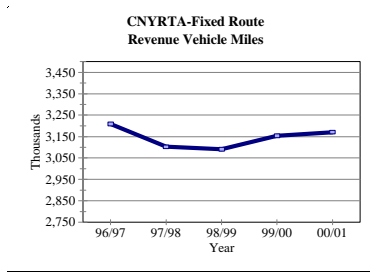
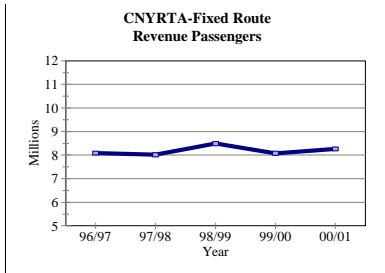
CNYRTA - System Total - Operations and Performance Statistics

	96/97 Actual	97/98 Actual	98/99 Actual	99/00 Actual	00/01 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	9,029,130	8,983,513	9,485,922	8,842,262	9,171,366	3.72%	0.39%
Rev. Veh. Miles	4,657,788	4,560,069	4,542,629	4,720,947	4,807,677	1.84%	0.79%
Op. Cost	\$25,254,225	\$26,925,784	\$24,235,796	\$26,281,483	\$26,927,929	2.46%	1.62%
Op. Rev.	\$8,075,330	\$8,263,411	\$8,025,511	\$8,779,777	\$8,101,287	-7.73%	0.08%
Rev. Pass/Rev. Mile	1.94	1.97	2.09	1.87	1.91	1.85%	-0.40%
Op. Cost/Rev. Mile	\$5.42	\$5.90	\$5.34	\$5.57	\$5.60	0.61%	0.82%
Op. Rev./Op. Cost	31.98%	30.69%	33.11%	33.41%	30.09%	-9.94%	-1.51%
National CPI	156.90	160.50	163.00	166.60	172.20	3.36%	2.35%
NYSMA CPI	166.90	170.80	173.60	177.00	182.50	3.11%	2.26%

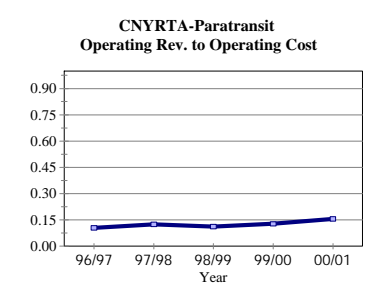
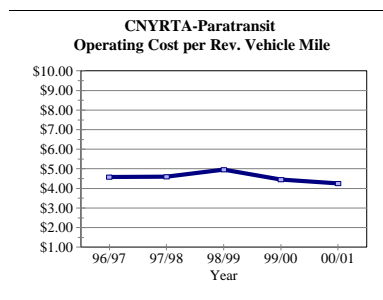
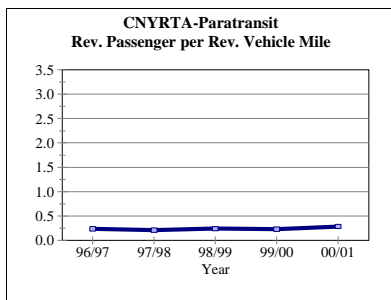
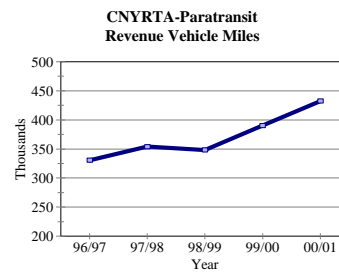
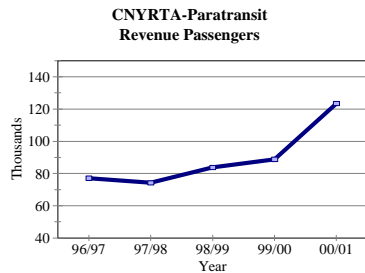


CNYRТА- Operating and Performance Statistics by Mode - Fixed Route and Paratransit

CNYRТА CENTRO	96/97 Actual	97/98 Actual	98/99 Actual	99/00 Actual	00/01 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	8,086,843	8,016,441	8,486,805	8,077,792	8,264,244	2.31%	0.54%
Rev. Veh. Miles	3,208,818	3,102,018	3,091,156	3,153,801	3,170,600	0.53%	-0.30%
Op. Cost	\$20,766,957	\$20,877,176	\$19,282,103	\$19,962,687	\$20,961,725	5.00%	0.23%
Op. Rev.	\$7,116,897	\$7,091,357	\$7,069,479	\$7,124,535	\$6,591,550	-7.48%	-1.90%
Rev. Pass/Rev. Mile	2.52	2.58	2.75	2.56	2.61	1.77%	0.85%
Op Cost/Rev Mile	\$6.47	\$6.73	\$6.24	\$6.33	\$6.61	4.45%	0.53%
Op. Rev./Op. Cost	34.27%	33.97%	36.66%	35.69%	31.45%	-11.89%	-2.13%

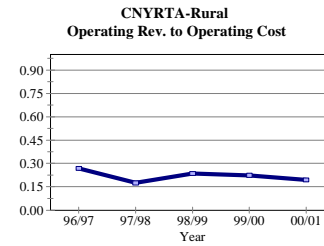
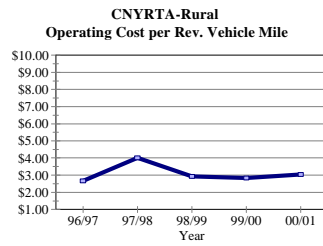
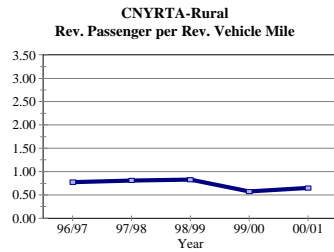
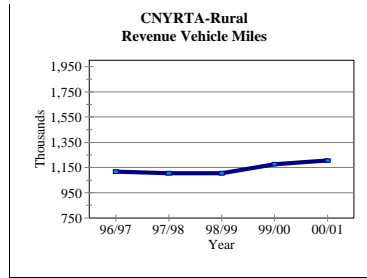
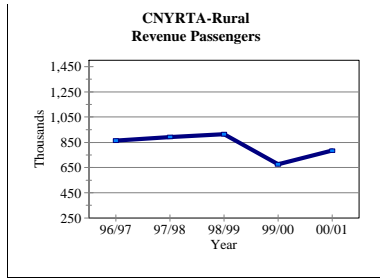


Call-A-Bus Paratransit	96/97 Actual	97/98 Actual	98/99 Actual	99/00 Actual	00/01 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	77,138	74,185	83,748	88,828	123,395	38.91%	12.46%
Rev. Veh. Miles	330,665	354,047	348,255	390,275	432,369	10.79%	6.93%
Op. Cost	\$1,512,632	\$1,624,827	\$1,726,620	\$1,734,536	\$1,839,890	6.07%	5.02%
Op. Rev.	\$159,371	\$203,696	\$195,170	\$221,875	\$287,077	29.39%	15.85%
Rev. Pass/Rev. Mile	0.23	0.21	0.24	0.23	0.29	25.39%	5.17%
Op.Cost/Rev Mile	\$4.57	\$4.59	\$4.96	\$4.44	\$4.26	-4.25%	-1.79%
Op. Rev./Op. Cost	10.54%	12.54%	11.30%	12.79%	15.60%	21.98%	10.31%



CNYRTA - Operating and Performance Statistics by Mode - Rural

CNYRTA Rural	96/97 Actual	97/98 Actual	98/99 Actual	99/00 Actual	00/01 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	865,149	892,887	915,369	675,642	783,727	16.00%	-2.44%
Rev. Veh. Miles	1,118,305	1,104,004	1,103,218	1,176,871	1,204,708	2.37%	1.88%
Op. Cost	\$2,974,636	\$4,423,781	\$3,227,073	\$3,336,401	\$3,669,343	9.98%	5.39%
Op. Rev.	\$799,062	\$775,062	\$760,862	\$747,211	\$713,184	-4.55%	-2.80%
Rev. Pass/Rev. Mile	0.77	0.81	0.83	0.57	0.65	13.32%	-4.24%
Op. Cost/Pass Mile	\$2.66	\$4.01	\$2.93	\$2.83	\$3.05	7.44%	3.44%
Op. Rev./Op. Cost	26.86%	17.52%	23.58%	22.40%	19.44%	-13.21%	-7.77%



**CAPITAL DISTRICT
TRANSPORTATION AUTHORITY**

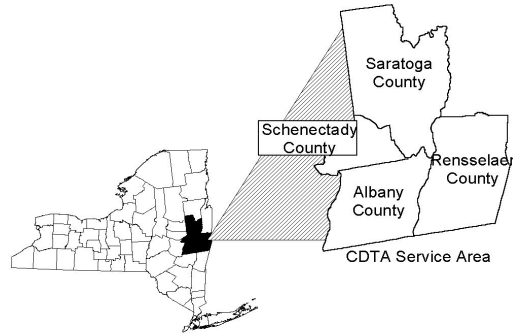
110 Watervliet Avenue
Albany, NY 12206
(518) 482-1125

Web Site: www.cdta.org

State Legislative Districts:

Senate: 42 - 44

Assembly: 102 - 108



Base Fare: \$1.00

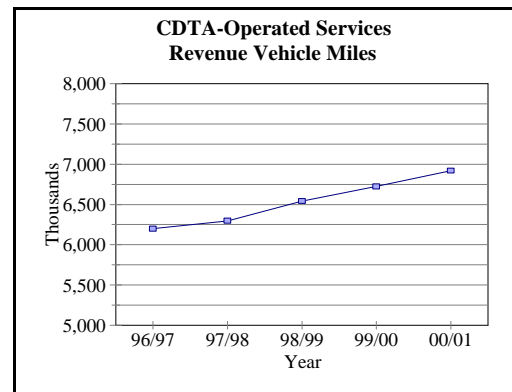
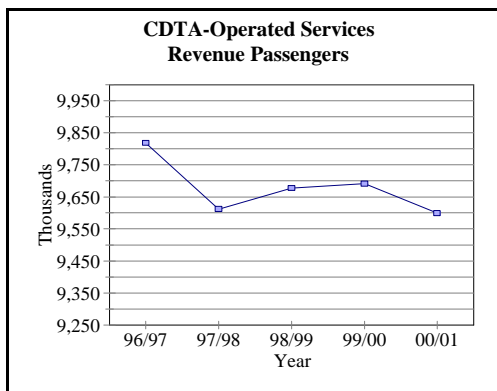
Last Increase: \$0.25 on 4/1/95

In Capital District Transportation Authority (CDTA) was created by the New York State Legislature in 1967 to serve a regional transportation district encompassing Albany, Schenectady, Rensselaer, and Saratoga counties. CDTA operates fixed route bus, demand responsive complementary paratransit, shuttle van and school transportation contract services.

Population in the CDTA service area, as reported in the 2000 Census, increased by 2.2 percent from 1990, while employment has increased nearly 5.5 percent over the period. However, the Census highlights the loss of population in the core urban areas served by CDTA over the past 10 years. The three major cities within the transportation district, Albany, Schenectady, and Troy, all experienced population losses ranging from 5 to 10



From FY 1990/91 to FY 2000/01, ridership on the urban fixed route bus system dropped at an annualized rate of 2.0 percent. This 10 year downward trend in ridership was in part driven by the population declines in the core served area, as well as a fare increase, from



percent.

In contrast, many of the adjacent suburbs in the four county region experienced growth over the decade.

\$0.75 to \$1.00, in FY 1995/96.

Over the five year time-frame, from FY 1996-97 to 2000-01, urban fixed route ridership, which in 2000-01 constituted 99 percent of the CDTA total, declined at a

CDTA FY 00-01 Characteristics	Fixed Route Motor Bus	Paratransit Service	Total
Revenue Passengers	9,505,172	94,054	9,599,226
Number of Vehicles	294	32	326
Number of Employees	516	59	575
Revenue Vehicle Miles	6,268,008	649,996	6,918,004
Revenue Vehicle Hours	444,733	50,143	494,876
Total Operating Revenue	13,342,223	300,000	13,642,223
Total Operating Expense	35,407,200	3,400,955	38,808,155
Operating Expense /Rev. Vehicle Mile	5.65	5.23	5.61
Operating Expense / Rev. Vehicle Hour	79.61	67.83	78.42
Rev. Passengers / Rev. Vehicle Mile	1.52	0.14	1.39
Rev. Passengers / Rev. Vehicle Hour	21.37	1.88	19.40
Total Operating Revenue / Op. Expense	0.38	0.09	0.35
Operating Expense / Revenue Passenger	3.73	36.16	4.04
Total Op. Revenue / Revenue Passenger	1.40	3.19	1.42

very slight annualized rate of .48 percent. Ridership change from FY 99-00 to 00-01 similarly declined by .6 percent.

Fixed route transit service, as measured by revenue miles, decreased at an annualized rate of less than 1 percent between FY1990-91 and 2000-01. This decline was primarily due to cutting unproductive routes to help contain cost growth and address potential operating deficits in the early 1990s. Over the five year period from FY1996-97 to 2000-01, fixed route service increased at an annualized rate of 4.9 percent, as CDTA restructured and added routes to better meet their passenger's needs.

In contrast, CDTA's complementary paratransit system, STAR (Special Transit Available By Request), had a drop of less than 1 percent in revenue miles from FY1990-91 to 2000-01. This minor decline in service doesn't tell the whole story. Unlike most transit operators in the state, CDTA provided paratransit service prior to 1990, when the federal government enacted the Americans with Disabilities Act (ADA). Miles of service increased significantly in the early 1990s as CDTA implemented a complementary paratransit system to be in full compliance with the mandate. From FY1996-97 to 1999-00, miles of service provided remained slightly above 1 million annually. A dramatic, 36 percent, decline in service occurred in FY 2000/01, as more riders were able to utilize CDTA's new fleet of low-floor buses and fewer people eligible for the STAR services.

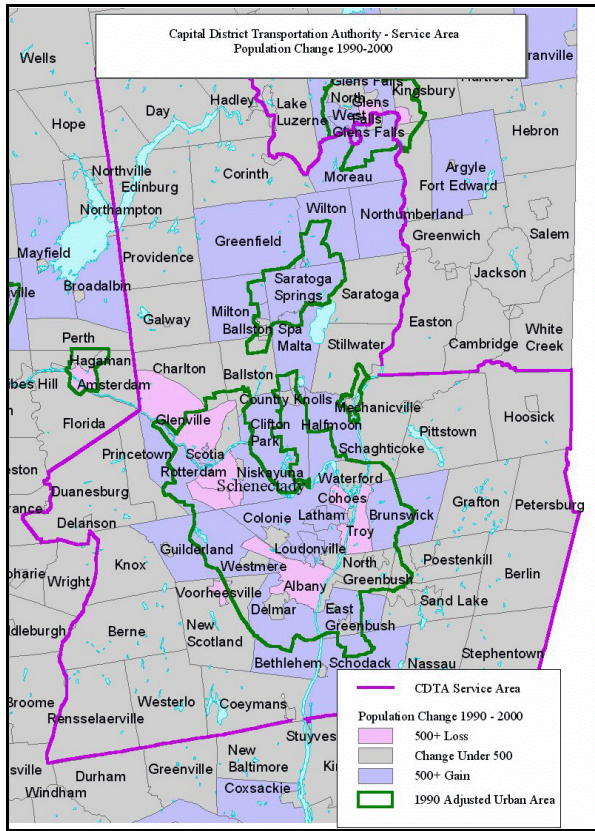
The STAR system experienced a 26.8 percent decline in STOA-eligible passengers, nearly a 35,000 drop in

trips, from FY1999-00 to 2000/01. As noted, this was due to CDTA's continued refinement of eligibility requirements for access to STAR service and the increased usage of former riders on CDTA's new fixed route low floor buses. This is reflected in an increased number of wheelchair riders on the fixed route service from FY1999-00 to 2000-01.

Systemwide, STOA-eligible revenue vehicle miles increased from 6.72 million to 6.92 million (2.9 percent) from FY1999-00 to 2000-01. All of this growth can be attributed to the urban fixed route service, where service increased 10.7 percent, nearly 600,000 miles. In contrast, as noted above, STAR service declined nearly 365,000 miles (36 percent) in FY 2000-01.

During FY 2000-01, CDTA implemented minor service enhancements including new routes and route changes. In addition, over the past two years, CDTA has added new services, funded with grants from the federal Job Access and Reverse Commute (JARC) program and the New York State's Temporary Assistance to Needy Families (TANF) program. These "new start" services, implemented in the four County region to meet welfare transportation needs, include: Night Owl services on multiple routes and expanded hours of operation; connecting service to industrial parks and the Albany International Airport; a Transit Pass program which provides 24 hour 7 day a week access to CDTA supported services; and a Guaranteed Ride and Safety Net brokerage.

CDTA accomplished many of its milestones in the 2000-01. The average age of its fleet was reduced to less than 3 years when it took delivery of new low floor



CDTA Service Area	FY 90-91	FY 00-01	% Change
Total Population	777,584	794,293	2.15%
Pop. Over 65	106,666	110,658	3.74%
Pop. Under 19	207,092	213,940	3.31%
Employment	386,552	407,728	5.48%
Fixed Route Ridership	11,467,136	9,505,172	-17.11%
STAR Ridership	71,115	94,054	32.26%
Rev. Miles Fixed Route	5,837,614	6,268,112	7.37%
Rev. Miles STAR	654,577	649,996	-0.70%

transit buses in FY1999-00 and 2000-01. These buses give CDTA a total fleet of 326 vehicles, up from 275 in the prior year. The total fleet is now 100 percent accessible under the Americans with Disabilities (ADA) regulations. The STAR fleet consists of 29 heavy-duty vehicles, two cutaways and two mini-vans. In addition, CDTA operates 12 shuttle vans in its fleet.

CDTA installed bike racks on selected buses in FY 2000-01. These were well received by the public and CDTA will continue to install bike racks on the rest of their fleet.

CDTA's Board recently approved a \$7 million award for a fleet-wide radio & automatic vehicle locator (AVL) system for its buses which will help improve fleet operations, driver safety, and customer service. The project will take several years to complete all phases. CDTA remains an active partner with NYSDOT and other state and local agencies in traffic signal improvement and transit priority projects along major highway corridors.

CDTA continues to expend significant staff time and capital dollars on the construction of the 80,000 square

foot Rensselaer Intermodal Station. The \$60 million station is expected to open in FY2002-03. In addition, CDTA is the lead agency for both the renovation of the Saratoga Springs Amtrak Station and the extension of a Scenic Rail line north of Saratoga, currently in development.

CDTA, in collaboration with local planning and transportation agencies, is involved in a land use and transportation concepts study along a major regional corridor (NY 5) between the cities of Albany and Schenectady. The concept of Bus Rapid Transit (BRT) has emerged as appropriate for the corridor. BRT, as described in the Mobility and Innovation Chapter of this Report, incorporates frequent service, formal transfer stations, priority treatment (including signal preemption and dedicated transit lanes), off-board fare transactions, real time electronic arrival information and connecting feeder services. The BRT project will be implemented in "stages" as funding permits.

CDTA's ratio of operating revenue to operating expense, a measure of service economy, declined 6.5 percent from FY1999-00 to 2000-01 (38 percent to 35 percent). This is the first major drop in system economy over the past five years, where the ratio has remained near the 38 percent level for four years. The drop in system economy can be attributed to several factors:

- A 22 percent increase in non-personal expenses. Major non-personal expense growth including fuel and lubricants, services associated with ACCESS Transit, casualty and liability costs, and to a lesser degree, parts and

repairs.

- Nearly a 4 percent escalation of personal service (salary, wages, fringe) costs. These expenses increased due to contractual obligations, increased overtime, additional staff, and fringe benefits mandates.
- Growth in operating revenue, improving at a strong annualized rate of 7.85 percent, did not keep pace with the 10.2 percent growth in costs described above. CDTA continues to increase revenue through contract services to help offset declining passenger revenue. CDTA has also held the base fare constant at \$1.00 since 1995. Fare incentives introduced to encourage increased ridership, such as multi-ride passes, have also impacted passenger revenue.

Contributing to the increase in overall CDTA system costs is the implementation of ACCESS Transit, a subsidiary of CDTA, which brokers medicaid transportation for three surrounding counties. ACCESS Transit provides a system where people requiring non-emergency transportation for medical trips (under Medicaid) call one central phone number to arrange trips. ACCESS Transit then arranges transportation for the client, bundles trips for efficiency, and reimburses transportation providers for the services rendered.

Begun in FY1998-99, ACCESS Transit's expenses have grown to approximately \$3 million annually. It should be noted that in FY2000-01, ACCESS Transit successfully brokered over 400,000 trips and was reimbursed wholly for their services by the three counties involved.

CDTA's ratio of revenue passengers per revenue mile, a measure of service effectiveness, decreased from 1.44 pass/mile in FY1999-00 to 1.39 in 2000/01, a drop of 3.7 percent. This measure has declined over the 5 year time-frame as well at an annualized rate of 3.25 percent. The drop in this measure in reflects the decline in revenue passengers corresponding with a 2.9 percent increase in revenue vehicle miles. With population declining in the core service area and expanding in the suburbs, CDTA, like many transit operators faces the challenge of serving a more dispersed pattern of travel origins and destinations. To respond to this changing demographic pattern, more miles of service are required just to sustain ridership at or near traditional levels.

A closer examination of the data reveals variations among the individual modes. As mentioned previously, ridership losses were primarily attributed to the fixed route bus operations. In contrast, CDTA's complementary paratransit system showed system effectiveness increasing more than 14 percent in FY2000-01 over the prior year due to a drop in both ridership and service, but at variable rates. STAR showed a ridership decrease of approximately 27 percent from FY 1999-00 to FY 2000-01. During the same time period, revenue vehicle miles decreased close to 36 percent.

CDTA's operating cost per revenue vehicle mile increased 5.7 percent from \$5.31 per mile in FY1999-00 to \$5.61 in 2000/01. This increase in unit cost was attributable to operating costs increasing at a faster rate than service growth. Over the five year period beginning in FY1996-97, cost per mile rose from \$4.24 to \$5.61, an annualized change of 7.3 percent.

During the same period, five year period, the STAR system operating cost per mile went up by an annualized 21.3 percent. This large growth in cost per mile can be attributed to a 8.2 percent annualized increase in STAR expenses in conjunction with a 10.9 percent decline in revenue vehicle miles. However, the increase in cost for the paratransit service in FY2000-01 slowed to 3.9 percent, while there appears to be a shift in ridership from demand responsive STAR to fixed route service. This may help to reduce the proportional cost of the STAR system over time.

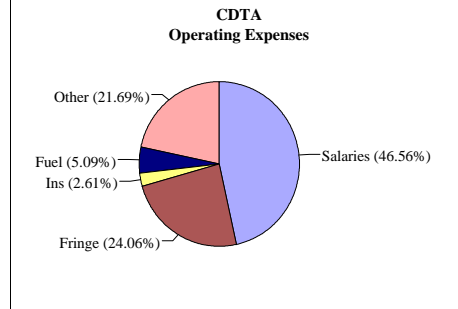
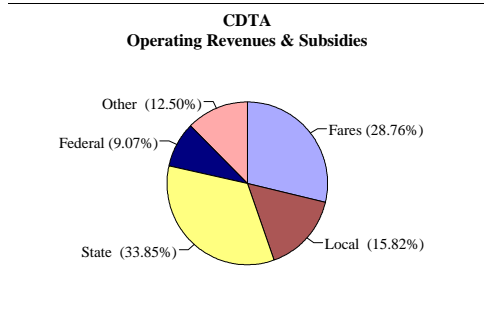
FINANCIAL INFORMATION - CDTA - SYSTEM TOTAL

Sources of Total System FY 00-01 Operating Funds

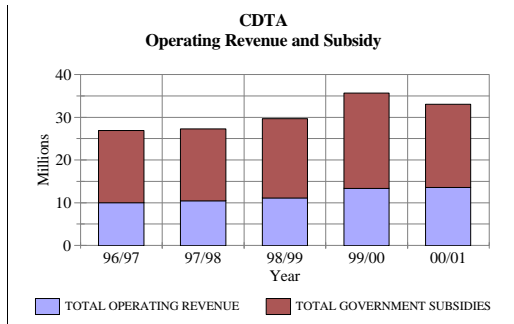
Fares	\$9,508,393
Local	\$5,230,092
State	\$11,190,708
Federal	\$3,000,221
Other	\$4,133,830
Total	\$33,063,244

Summary of Total System FY 00-01 Operating Expenses

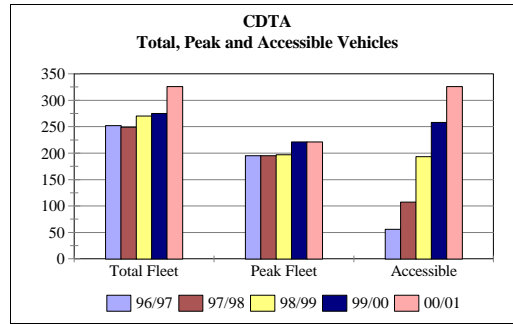
Salaries	\$18,068,638
Fringe	\$9,335,610
Ins	\$1,011,590
Fuel	\$1,976,526
Other	\$8,415,791
Total	\$38,808,155



Financial Trend Analysis over the past five years:

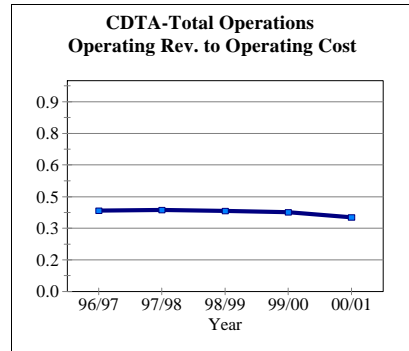
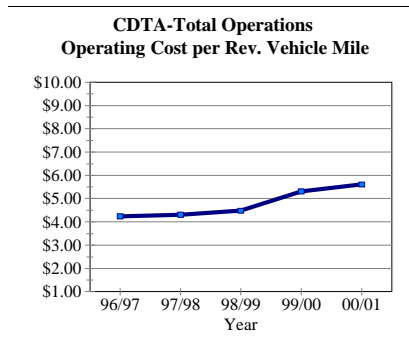
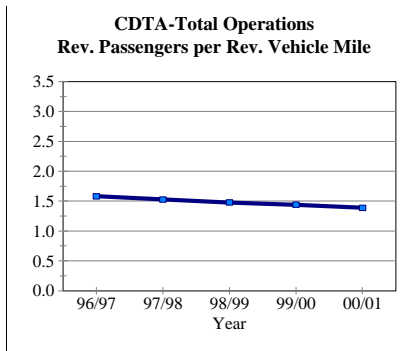


Fleet Characteristics over the past five years:



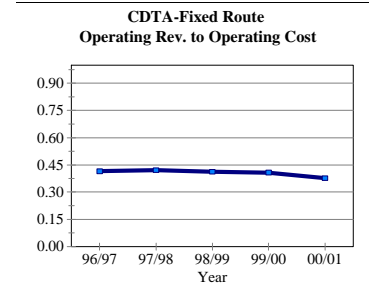
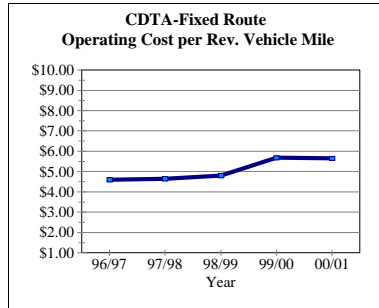
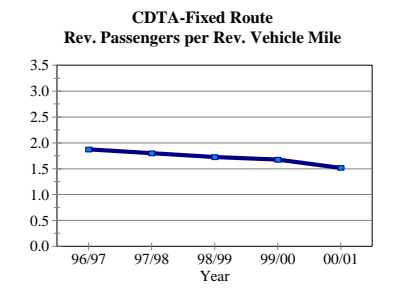
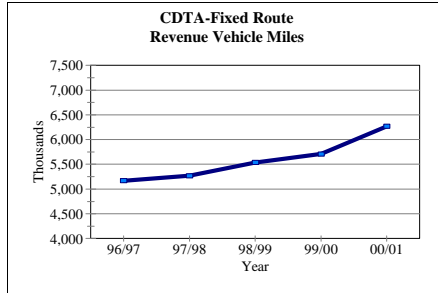
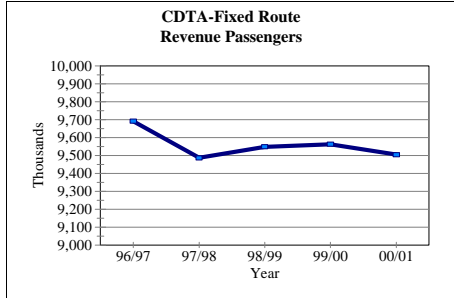
CDTA - System Total Operations and Performance Statistics

	96/97 Actual	97/98 Actual	98/99 Actual	99/00 Actual	00/01 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	9,818,093	9,611,281	9,677,072	9,690,761	9,599,226	-0.94%	-0.56%
Rev. Veh. Miles	6,199,210	6,296,635	6,541,636	6,722,687	6,918,004	2.91%	2.78%
Op. Cost	\$26,275,480	\$27,118,083	\$29,298,228	\$35,678,531	\$38,808,155	8.77%	10.24%
Op. Rev.	\$10,083,312	\$10,481,504	\$11,164,185	\$13,408,107	\$13,642,223	1.75%	7.85%
Rev. Pass/Rev. Mile	1.58	1.53	1.48	1.44	1.39	-3.74%	-3.25%
Op. Cost/Rev. Mile	\$4.24	\$4.31	\$4.48	\$5.31	\$5.61	5.70%	7.26%
Op. Rev./Op. Cost	38.38%	38.65%	38.11%	37.58%	35.15%	-6.46%	-2.17%
National CPI	156.90	160.50	163.00	166.60	172.20	3.36%	2.35%
NYSMA CPI	166.90	170.80	173.60	177.00	182.50	3.11%	2.26%

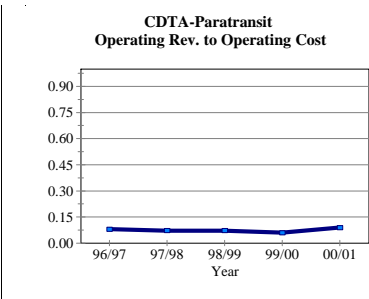
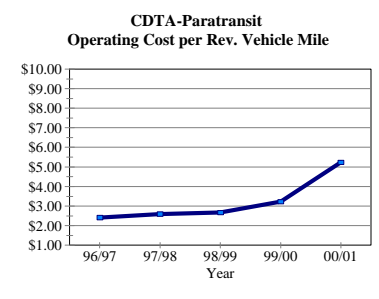
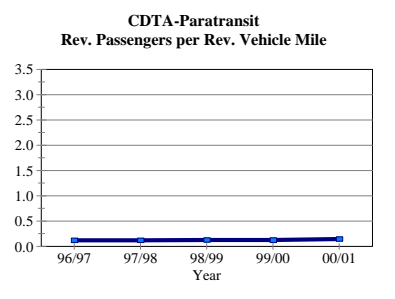
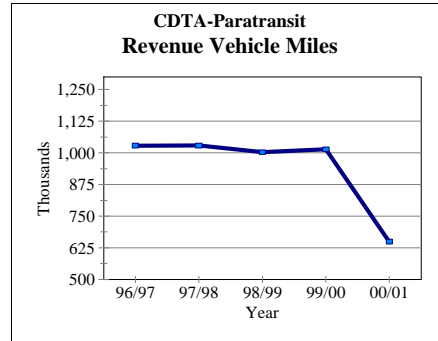
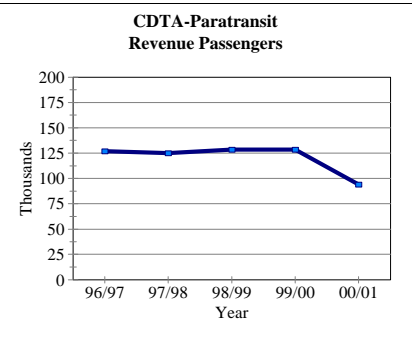


CDTA Operating and Performance Statistics by Mode - Fixed Route and Paratransit

CDTA Fixed Route	96/97 Actual	97/98 Actual	98/99 Actual	99/00 Actual	00/01 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	9,691,325	9,486,306	9,548,673	9,562,265	9,505,172	-0.60%	-0.48%
Rev. Veh. Miles	5,170,359	5,267,596	5,538,490	5,707,750	6,268,008	9.82%	4.93%
Op. Cost	\$23,789,779	\$24,451,904	\$26,621,949	\$32,405,708	\$35,407,200	9.26%	10.45%
Op. Rev.	\$9,885,400	\$10,289,563	\$10,972,585	\$13,213,107	\$13,342,223	0.98%	7.79%
Rev. Pass/Rev. Mile	1.87	1.80	1.72	1.68	1.52	-9.48%	-5.16%
Op Cost/Rev Mile	\$4.60	\$4.64	\$4.81	\$5.68	\$5.65	-0.50%	5.26%
Op. Rev./Op. Cost	41.55%	42.08%	41.22%	40.77%	37.68%	-7.58%	-2.41%

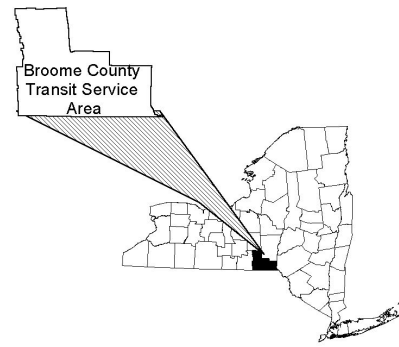


CDTA Paratransit	96/97 Actual	97/98 Actual	98/99 Actual	99/00 Actual	00/01 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	126,768	124,975	128,399	128,496	94,054	-26.80%	-7.19%
Rev. Veh. Miles	1,028,851	1,029,039	1,003,146	1,014,937	649,996	-35.96%	-10.85%
Op. Cost	\$2,485,701	\$2,666,179	\$2,676,279	\$3,272,823	\$3,400,955	3.92%	8.15%
Op. Rev.	\$197,912	\$191,941	\$191,600	\$195,000	\$300,000	53.85%	10.96%
Rev. Pass/Rev. Mile	0.12	0.12	0.13	0.13	0.14	14.29%	4.10%
Op.Cost/Rev. Mile	\$2.42	\$2.59	\$2.67	\$3.22	\$5.23	62.26%	21.31%
Op. Rev./Op. Cost	7.96%	7.20%	7.16%	5.96%	8.82%	48.05%	2.59%



BROOME COUNTY TRANSIT

413 Old Vestal Road
 Vestal, NY 13850
 (607) 763-4464



State Legislative Districts:
 Senate: 51
 Assembly: 123 & 124

Base Fare: \$1.00
 Last Increase: \$0.20 in January 1996

Broome County Transit (BCT) provides service to a large portion of the County, covering eighty square miles, with concentration on the urbanized cores of the triple cities of Binghamton, Johnson City and Endicott. BCT also extend their services to Vestal, Westover, Endwell, Union, West Corners, and others.

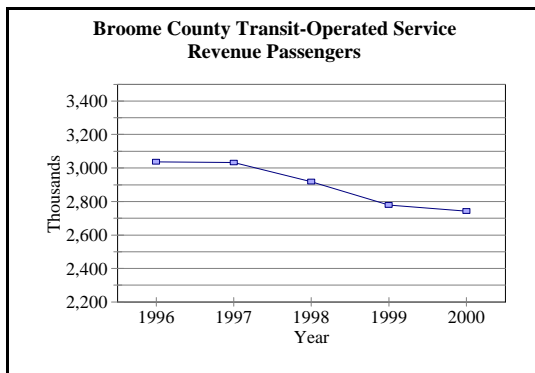
The Broome County Transit service area population, as reported in the 2000 Census, declined 5.5% from its 1990 level. Employment also declined over this period by 3.5%. Population in the core area served by BCT experienced steeper declines with the City of Binghamton and Johnson City dropping by 11% and 8% respectively.

Over the 5-year period from 1996 to 2000 ridership on the total Broome County system declined by and annualized rate of 2.51 percent. In 2000 the decline continued but slowed to a very modest 1.25 percent decline with BCT carrying a total of 2.7 million trips. Viewed over ten years fixed route ridership actually

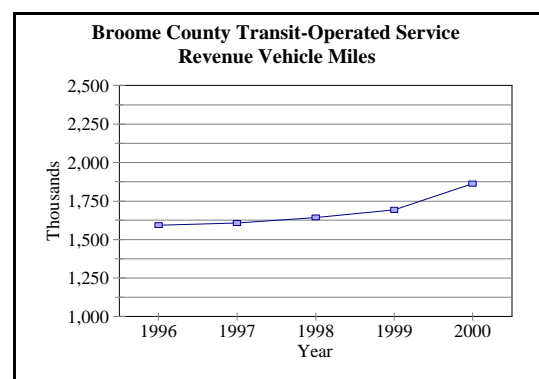


slow growth in ridership likely result from population and employment declines in the service area, particularly in the core area of Binghamton.

Ridership on BCT's rural service increased 15% from 1999-2000. This increase in rural ridership can be attributed to the increased service hours and frequency.

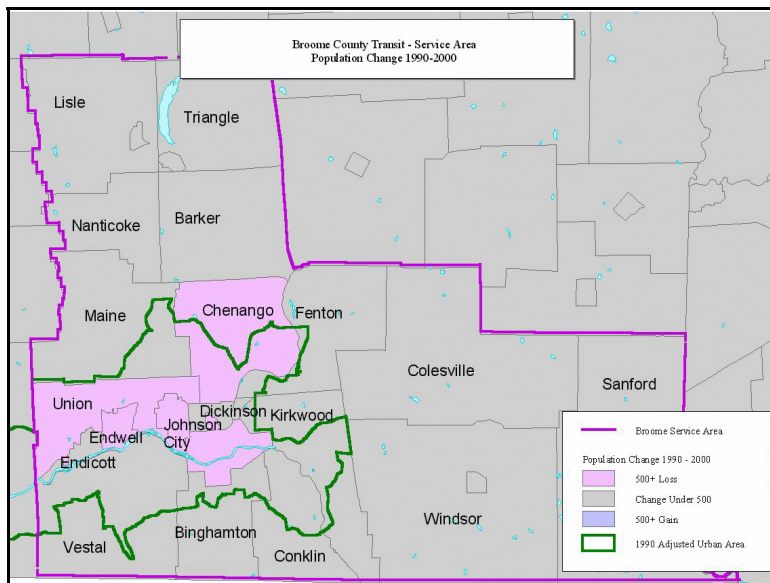


rose modestly by 1.4% and rural ridership rose by 11.2 percent. The shorter term declines and longer term



Broome County added two successful new fixed routes in 2000. However, the additional passengers on the new

BROOME COUNTY TRANSIT	Fixed Route	Paratransit	Rural	
2000 Characteristics	Motor Bus	Service	Service	Total
Revenue Passengers	2,654,899	63,985	23,956	2,742,840
Number of Vehicles	47	10	8	65
Number of Employees	91	2	12	105
Revenue Vehicle Miles	1,335,900	313,585	213,752	1,863,237
Revenue Vehicle Hours	98,792	24,349	10,710	133,851
Total Operating Revenue	2,018,092	57,759	20,860	2,096,711
Total Operating Expense	526,208	765,842	458,109	6,486,039
Operating Expense /Rev. Vehicle Mile	3.94	2.44	2.14	3.48
Operating Expense / Rev. Vehicle Hour	53.26	31.45	42.77	48.46
Rev. Passengers / Rev. Vehicle Mile	1.99	0.20	0.11	1.47
Rev. Passengers / Rev. Vehicle Hour	26.87	2.63	2.24	20.49
Total Operating Revenue / Op. Expense	0.38	0.08	0.05	0.32
Operating Expense / Revenue Passenger	1.98	11.97	19.12	2.36
Total Op. Revenue / Revenue Passenger	0.76	0.90	0.87	0.76



Broome County Service Area	1990	2000	% Change
Total Population	212,160	200,536	-5.48%
Pop. Over 65	31,825	32,831	3.16%
Pop. Under 19	56,018	53,734	-4.08%
Employment	103,235	99,613	-3.51%
Fixed Route Ridership	2,618,313	2,654,899	1.40%
Rural Ridership	21,540	23,956	11.22%
Paratransit Ridership	73,478	63,985	-12.92%
Rev. Miles Fixed Route	1,151,492	1,335,900	16.01%
Rev. Miles Rural	168,104	213,752	27.15%
Rev. Miles Paratransit	267,929	313,585	17.04%

routes were countered by decreases in ridership on some existing routes due to market shifts associated with the population decline.

Revenue vehicle miles increased significantly in 2000 due to the two new fixed routes and increases in rural and urban paratransit services. Vehicle miles went up by 10% from 1999 to 2000 after being relatively stable the previous three years (1.6 percent annualized growth from 1996 to 1999).

In 2000 Broome County Transit replaced 23 new buses and also received farebox card readers for counting the fare box revenues. The wheelchair accessible buses increased from 37 to 63 in 2000. They also installed new bus shelters in 2000.

From 1999 to 2000 the 1.3 percent decrease in ridership and 10 percent increase in revenue vehicle miles resulted in a 10 percent decline in passengers per mile, a measure of service “effectiveness.” This measure declined over the 5-year period as well as an annualized rate of 6.26 percent reflecting the ridership and miles trends described above.

The cost recovery ratio (operating revenue to operating costs), a measure of service “economy” was 32.3 percent for the 2000. This constitutes a decline from 3.6 percent in 1999. Operating costs in 2000 increased by 11.6 percent over 1999 due primarily to an increase in service miles and the hiring of an additional dispatcher.

Passenger revenue declined slightly in 2000, consistent with the ridership decline and stable fares. However, overall operating revenue increased slightly due to a significant increase in other operating revenues such as advertising. Over the 5-year period cost recovery declined by an annualized rate of 4.47 percent.

Vehicle miles and operating costs both increased significantly in 2000 resulting in a small increase of 1.36 percent in cost per vehicle mile, a measure of service "efficiency." Over the 5 years from 1996-2000 this measure remained very stable increasing by a slight annualized rate of .36 percent. This growth is well below the national inflation rate over this time period.

The increasing miles of service and slight decline in revenue passengers over the past five years has led to a .26 percent annualized decrease in passengers per mile, a measure of service "effectiveness." This measure declined more substantially in 2000, by 10.29 percent, reflecting the introduction of new routes amidst declining ridership on the remainder of the fixed route system.

The Broome County Transit paratransit operation, BC Lift, showed a very slight growth in ridership of .67 percent, accompanied by a more significant increase in service miles of 8.54 percent. This combination of growth led to a decline in passengers per mile of 7.14 percent. The operation's cost per mile went from \$2.22 in 1999 to \$2.44 in 2000 constituting a 10 percent increase, which is similarly reflected in the 5 year trend of 9.92% increase.

The rural services experienced a significant increase in service provided and a correspondingly significant increase in ridership (both growing at approximately a 15% rate). Passengers per mile has been very stable over the 5 year time period declining by a modest 1.61percent with a negligible increase of .09 percent in 2000.

Cost per mile for rural service actually declined from 1996 to 2000 with a slight upturn in 2000 of .71 percent. Cost recovery is relatively low on rural service because the miles to passenger ratio is much higher in serving the more dispersed patterns of rural travel. The rates range from 3.47 to 5.36 percent across the years from 1996 to 2000.

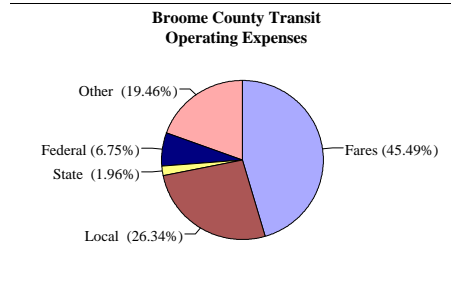
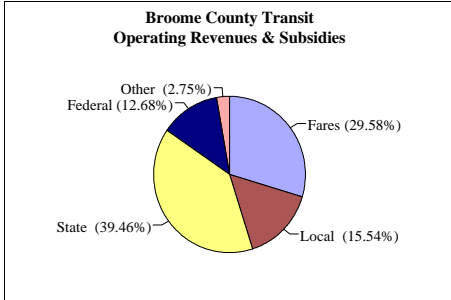
FINANCIAL INFORMATION - BROOME COUNTY TRANSIT - SYSTEM TOTAL

Sources of Total System 2000 Operating Funds

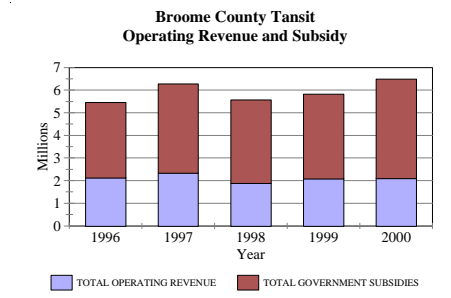
Fares	\$1,918,421
Local	\$1,007,996
State	\$2,559,132
Federal	\$822,200
Other	\$178,290
Total	\$6,486,039

Summary of Total System 2000 Operating Expenses

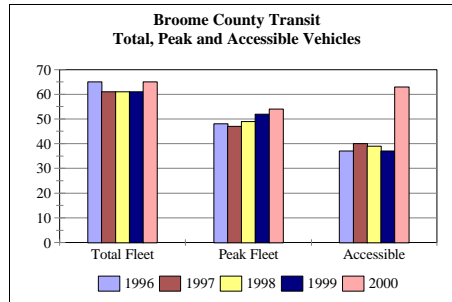
Salaries	\$2,950,450
Fringe	\$1,708,387
Ins	\$127,148
Fuel	\$437,580
Other	\$1,262,474
Total	\$6,486,039



Financial Trend Analysis over the past five years:

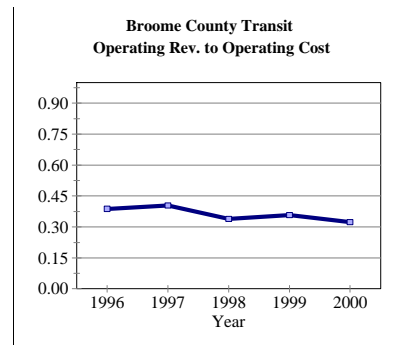
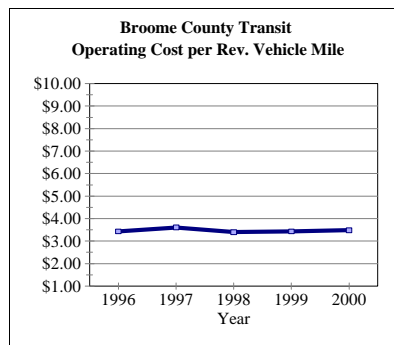
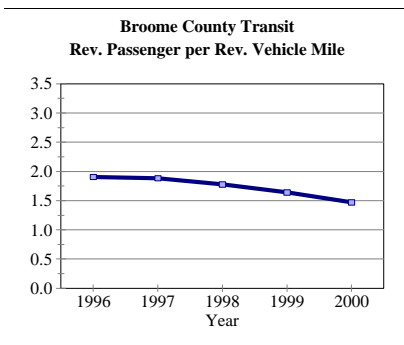


Fleet Characteristics over the past five years:



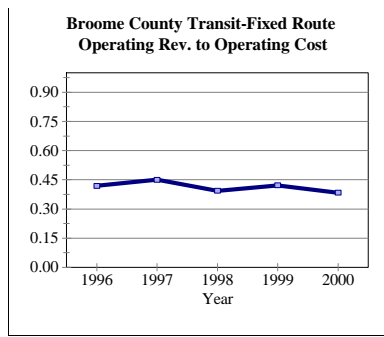
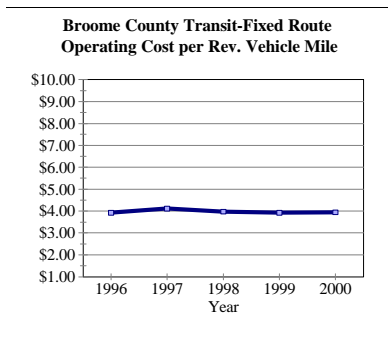
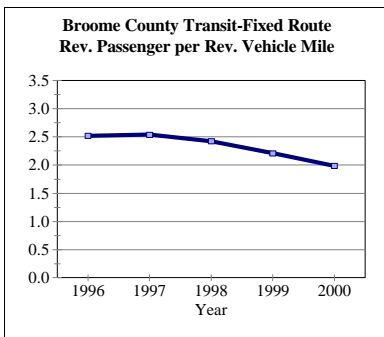
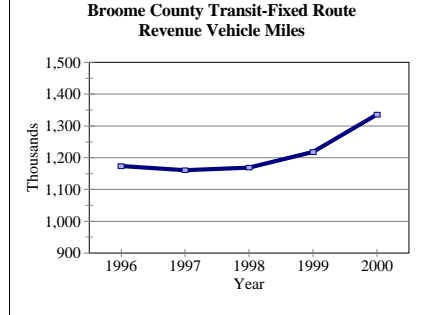
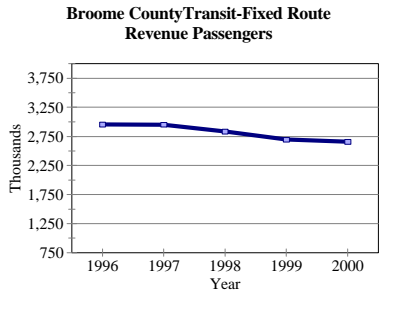
Broome County Transit - System Total Operations and Performance Statistics

	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	3,036,691	3,032,099	2,917,531	2,777,697	2,742,840	-1.25%	-2.51%
Rev. Veh. Miles	1,593,108	1,607,438	1,642,662	1,692,672	1,863,237	10.08%	3.99%
Op. Cost	\$5,466,460	\$5,794,086	\$5,581,356	\$5,813,463	\$6,486,039	11.57%	4.37%
Op. Rev.	\$2,121,767	\$2,342,467	\$1,891,578	\$2,081,644	\$2,096,711	0.72%	-0.30%
Rev. Pass/Rev. Mile	1.91	1.89	1.78	1.64	1.47	-10.29%	-6.26%
Op. Cost/Rev. Mile	\$3.43	\$3.60	\$3.40	\$3.43	\$3.48	1.36%	0.36%
Op. Rev./Op. Cost	38.81%	40.43%	33.89%	35.81%	32.33%	-9.72%	-4.47%
National CPI	156.90	160.50	163.00	166.60	172.20	3.36%	2.35%
NYSMA CPI	166.90	170.80	173.60	177.00	182.50	3.11%	2.26%

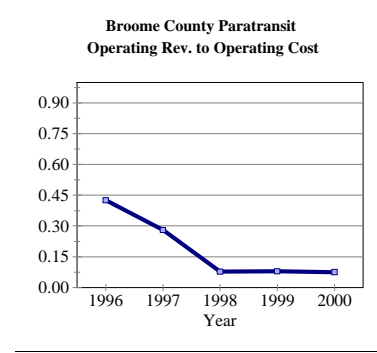
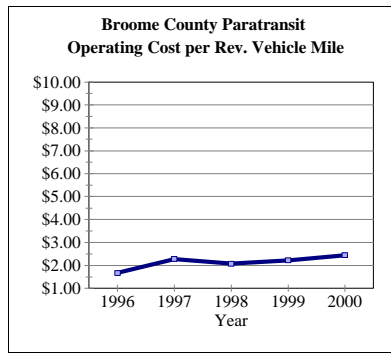
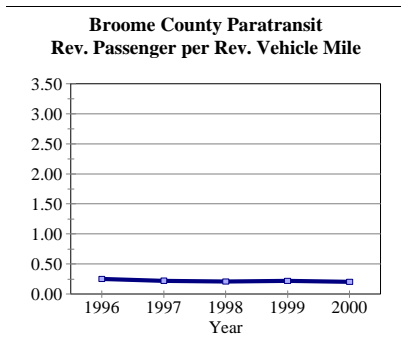
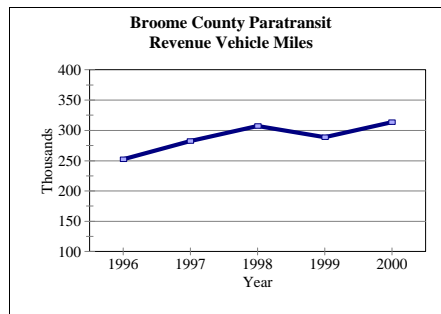
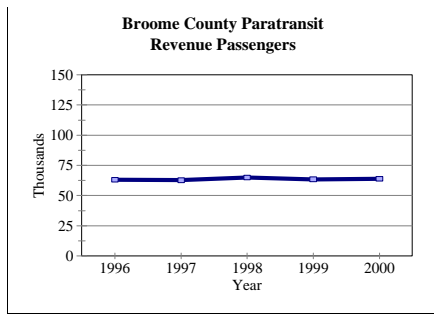


Broome County Transit- Operating and Performance Statistics by Mode - Fixed Route and Paratransit

Broome County Transit Fixed Route	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	2,953,482	2,949,003	2,832,102	2,693,419	2,654,899	-1.43%	-2.63%
Rev. Veh. Miles	1,173,290	1,160,864	1,168,827	1,218,064	1,335,900	9.67%	3.30%
Op. Cost	\$4,604,562	\$4,772,207	\$4,642,954	\$4,776,901	\$5,262,088	10.16%	3.39%
Op. Rev.	\$1,926,477	\$2,145,000	\$1,825,875	\$2,013,940	\$2,018,092	0.21%	1.17%
Rev. Pass/Rev. Mile	2.52	2.54	2.42	2.21	1.99	-10.12%	-5.74%
Op Cost/Pass Mile	\$3.92	\$4.11	\$3.97	\$3.92	\$3.94	0.44%	0.09%
Op. Rev./Op. Cost	41.84%	44.95%	39.33%	42.16%	38.35%	-9.03%	-2.15%



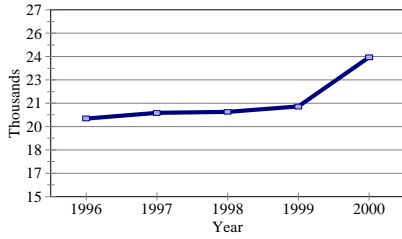
Broome County Transit Paratransit	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	63,192	62,726	64,982	63,485	63,985	0.79%	0.31%
Rev. Veh. Miles	252,458	282,438	307,179	288,910	313,585	8.54%	5.57%
Op. Cost	\$422,285	\$644,482	\$636,597	\$641,382	\$765,842	19.40%	16.05%
Op. Rev.	\$180,021	\$181,440	\$49,540	\$51,130	\$57,759	12.96%	-24.74%
Rev. Pass/Rev. Mile	0.25	0.22	0.21	0.22	0.20	-7.14%	-4.98%
Op. Cost/Pass Mile	\$1.67	\$2.28	\$2.07	\$2.22	\$2.44	10.01%	9.92%
Op. Rev./Op. Cost	42.63%	28.15%	7.78%	7.97%	7.54%	-5.39%	-35.15%



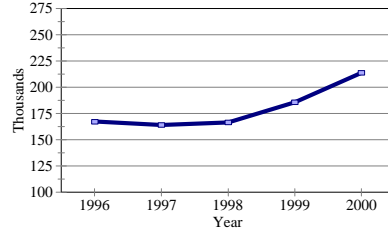
Broome County Transit - Operating and Performance Statistics by Mode - Rural

Broome County Transit Rural	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	20,017	20,370	20,447	20,793	23,956	15.21%	4.59%
Rev. Veh. Miles	167,360	164,136	166,656	185,698	213,752	15.11%	6.31%
Op. Cost	\$439,613	\$377,397	\$301,805	\$395,180	\$458,109	15.92%	1.04%
Op. Rev.	\$15,269	\$16,027	\$16,163	\$16,574	\$20,860	25.86%	8.11%
Rev. Pass/Rev. Mile	0.12	0.12	0.12	0.11	0.11	0.09%	-1.61%
Op. Cost/Pass Mile	\$2.63	\$2.30	\$1.81	\$2.13	\$2.14	0.71%	-4.96%
Op. Rev./Op. Cost	3.47%	4.25%	5.36%	4.19%	4.55%	8.57%	7.00%

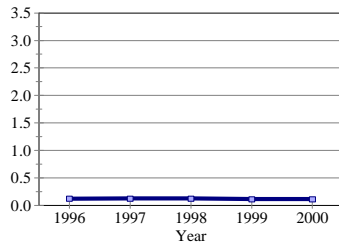
Broome County Transit-Rural Revenue Passengers



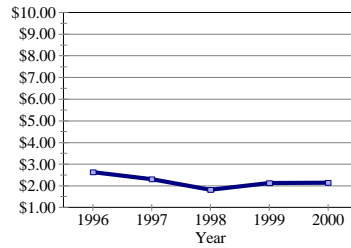
Broome County Transit-Rural Revenue Vehicle Miles



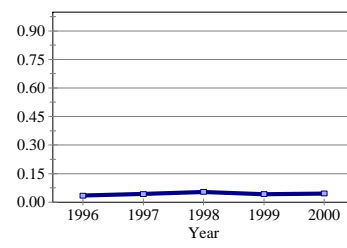
Broome County Transit-Rural Rev. Passenger per Rev. Vehicle Mile



Broome County Transit-Rural Operating Cost per Rev. Vehicle Mile



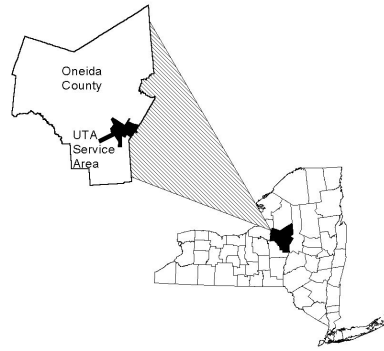
Broome County Transit-Rural Operating Rev. to Operating Cost



UTICA TRANSIT AUTHORITY

Leland and Wurtz Avenue
 Utica, NY 13502
 (315) 797-1121
 Web site: <http://www.borg.com/~myozuta/>

State Legislative Districts:
 Senate: 47



Base Fare: \$1.00
 Last Increase: January, 1996

The Utica Transit Authority (UTA), created in 1970, provides fixed route bus and paratransit service within the City of Utica and the surrounding townships of New Hartford, Kirkland, Deerfield, Whitestown and Marcy. UTA is sponsored in the STOA program by the City of Utica and the towns listed above. They are part of a larger collection of transit systems that provide transit in the Utica-Rome Urban Area and Oneida and Herkimer Counties, including Rome VIP Bus, Birnie Bus Tours, Inc., Utica-Rome Bus Company, and Oneida County Rural Transit provided by the Office of the Aging for Oneida County.

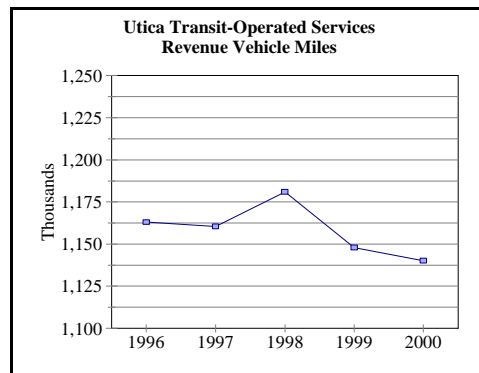
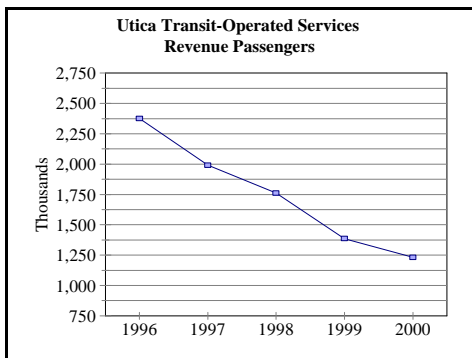


According to the latest Census information, population in Oneida County has dropped 2.8% from 1990 to 2000. The small population decline masks the migration away from the center cities in the county to the suburbs and surrounding towns. The City of Utica lost over 13% of its population during the decade while the Town of Marcy was the fastest growing suburban area. Most other towns enjoyed a small growth over the ten year period. In that same time period, employment grew by 5.2% despite the closing of Griffiss Air Force Base north of Rome. Retail jobs and other service jobs are the largest growing sector among jobs in the area.

residences and employment in the area and the flexible hours that residents are working in these service jobs, require more flexible public transit.

The senior population has remained constant over the ten years (a 0.25% growth). However, in the context of total population decline and the loss of young people from the county (-4.38% for population under 19), the senior population is becoming a larger percentage of the total population. This trend also impacts transit services as seniors are often more dependent on public transit to reach doctors appointments, social events and other locations in the City and in the suburbs.

Fixed route ridership has fallen by an annualized rate of 9.5% in the ten year period. A large portion of this



These two factors, serving the wider dispersion of

decline can be attributed to a change in the

UTICA TRANSIT AUTHORITY	Fixed Route	Paratransit	Total
2000 Characteristics	Motor Bus	Service	
Revenue Passengers	1,208,134	23,234	1,231,368
Number of Vehicles	35	7	42
Number of Employees	72	10	82
Revenue Vehicle Miles	998,684	141,424	1,140,108
Revenue Vehicle Hours	71,849	12,786	84,635
Total Operating Revenue	1,012,166	28,600	1,040,766
Total Operating Expense	3,519,518	394,400	3,913,918
Operating Expense /Rev. Vehicle Mile	3.52	2.79	3.43
Operating Expense / Rev. Vehicle Hour	48.98	30.85	46.24
Rev. Passengers / Rev. Vehicle Mile	1.21	0.16	1.08
Rev. Passengers / Rev. Vehicle Hour	16.81	1.82	14.55
Total Operating Revenue / Op. Expense	0.29	0.07	0.27
Operating Expense / Revenue Passenger	2.91	16.98	3.18
Total Op. Revenue / Revenue Passenger	0.84	1.23	0.85

methodology for counting passengers. The changes are a result of two STOA program audits over the last six years. The statistics for 1999 and 2000 are still affected by these changes. A 47 percent reduction in transfers in 2000 over 1999 constitutes a major portion of the 11 percent decline in UTA ridership. In an effort to address the results of the 1998 STOA audit, UTA installed registering fareboxes on their entire fleet by the end of 2000. UTA also trained drivers and dedicated extra staff resources to a passenger counting program. They expect very accurate passenger counts by route for 2001 and are excited about the possibilities that this information will provide for further route and market analysis.

UTA's overall route mileage has decreased by a slight 0.5 percent over the last five years. UTA went through a thorough route analysis in 1995 when they last raised fares and cutback some service. They also experienced some minor adjustments as a result of the STOA audit that has reduced miles traveled over the last five years. The slight increase in miles in 1998 across all modes was addressed in the second STOA audit.

However, UTA continues to run their core routes to the surrounding malls, hospitals and colleges and other places of economic vitality to the area. For many of the residents who ride the bus, this is the only access to these centers. This stability in the fixed route service structure in combination with decreasing ridership has led to a decline in the number of revenue passengers per revenue mile, a measure of service "effectiveness."

UTA's active peak fleet is now 100 percent accessible, with the addition of new vehicles replacing older non-accessible vehicles in 1999. These new buses have

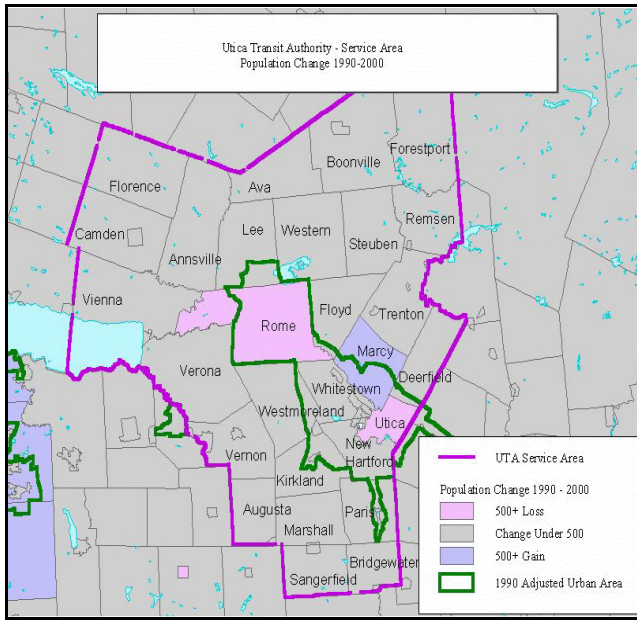
added to the system efficiency through a decrease in maintenance costs and the ability to reduce the inventory to more manageable levels. Diagnostic tools within the bus provide maintenance staff with the ability to trouble shoot and keep the buses in service for longer periods of time.

2000 operating expenses have increased by 4.2 percent. However, over the 5 year period expenses increased at an annualized rate of 2.69 percent, which is just above the rate of inflation for the period. UTA was able to hold labor costs to a 3 percent growth rate from 1999 to 2000 but suffered a spike in fuel prices (68 percent), utilities (43 percent) and interest costs (49 percent).

These increases in operating expenses, together with the STOA audit fees have seriously impacted UTA's financial picture. UTA receives no local assistance beyond the match to the dedicated portion of STOA. In the other major upstate areas, Authorities each have a portion of the Mortgage Recording Tax (MRT) to assist them in paying for insurance funds and for paying the local share of capital purchases. As a result of this situation, UTA has been forced to float bonds to pay for capital purchases such as lift replacements and new buses. The debt load continues to increase (88 percent in 2000).

Cost per mile, a measure of service "efficiency" increased 5.3 percent from 1999 to 2000 as a result of the cost increases described above. The annualized rate of increase of 3.24 percent over from 1996 to 2000, was slightly above inflation for the period.

Cost increases together with the ridership decline has had a serious impact on the recovery ratio, or



UTA Service Area	1990	2000	% Change
Total Population	206,486	200,519	-2.89%
Pop. Over 65	32,674	32,757	0.25%
Pop. Under 19	56,729	54,244	-4.38%
Employment	105,123	110,684	5.29%
Fixed Route Ridership	2,972,467	1,208,134	-59.36%
Demand Responsive Ridership	0	23,234	NA
Rev. Miles Fixed Route	1,196,269	998,684	-16.52%
Rev. Miles Demand Responsive	0	141,424	NA

“economy” of the system. The loss in revenue between 1999 and 2000 has produced over a 9 percent decrease in the ratio down to a five year low of almost 29 percent.

As a result of the loss in passengers over and above the STOA audits, the five year trend is an almost four percent drop in the economy of the system, falling from a high of almost 34 percent. Lastly, the effectiveness of the system for fixed route is not reliable because the loss in ridership was not attributable to actual passengers, but rather to the accounting methods.

Oneida County continues to receive Federal Aid in the form of discretionary funding through Congressional earmarks to improve and upgrade Union Station in Utica. This has allowed the intercity carriers: Utica-Rome Bus Company, Birnie Bus Tours, Inc. and Greyhound and Trailways to serve a central location. It has also provided UTA with a focal point in their transfer system which allows for timely intermodal connections including the Amtrak and Adirondack rail service.

Two new funding sources have contributed to developing a brokerage form of mobility management in Oneida County. The State-sponsored TANF fundsource is being used as a match to the Federal Jobs Access-Reverse Commute (JARC) program. This has allowed Oneida County to pursue an RFP on maintaining a brokerage operation to assist low-income and unemployed residents of Oneida County.

A brokerage program has been set up with UTA as the sub-contractor to the County. They will oversee coordination of services for non-traditional hours of service and to augment existing fixed route service with other means of transport such as Taxi for guaranteed ride home and shared ride. This program will allow UTA to fund some of the redesign of their service to more effectively serve the transit dependent population.

Ridership for UTA’s demand response service which is a compliment to their fixed route has continued the downward trend in 2000 that occurred in 1999. This is mainly a result of the recertification program for eligibility instituted by the County. This could be regarded as a positive trend if those riders are coming off the more expensive demand response service to ride on the new accessible buses on the fixed route.

Costs for the paratransit service went down from 1999 to 2000 as miles decreased with less passengers. This is a demand response service and with less riders certified and serviced, there are less miles traveled. The cost per mile, or the measure of the system efficiency, has remained stable from 1999 to 2000, with an annualized rate of 2.68 percent.

The loss in ridership however, and the resulting loss in revenue, offset the decrease in costs from 1999 to 2000. This had an impact on the “economy” of the system as the ratio of revenue to cost dropped nearly 6 percent

form 1999 to 2000. Over the last five years the paratransit service has an overall growth in the “economy” measure of 3.5 percent., due to a stringent cost containment program for paratransit service and the low maintenance costs on the 5 vehicles delivered since 1999 that provide this service.

These lower costs have enabled the economy of the operation to increase. Replacing these vehicles in their normal replacement cycle (2 1997 vehicles are due in 2002) will be problematic for UTA because of their limited ability to raise the 10 percent local match to the Federal and State dollars. This will negatively affect the economy of the service as the older vehicles will require higher maintenance costs. The ratio of revenue passengers per mile, a measure of service “effectiveness” was also stable over the five year time frame, decreasing by 2.8 percent. This is mostly due to the loss of passengers these past two years.

Financial Information (System Wide) - UTICA TRANSIT AUTHORITY

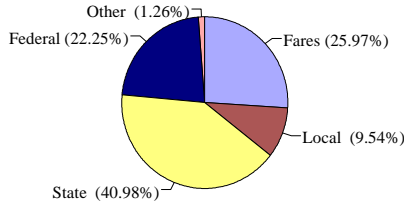
Sources of Total System 2000 Operating Funds

Fares	\$992,614
Local	\$364,450
State	\$1,566,110
Federal	\$850,494
Other	\$48,152
Total	\$3,821,820

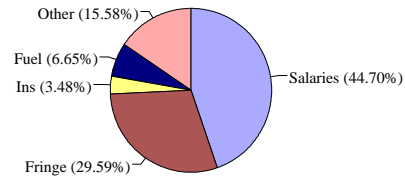
Summary of Total System 2000 Operating Expenses

Salaries	\$1,749,575
Fringe	\$1,158,113
Ins	\$136,176
Fuel	\$260,239
Other	\$609,815
Total	\$3,913,918

**Utica Transit Authority
Operating Revenues & Subsidies**

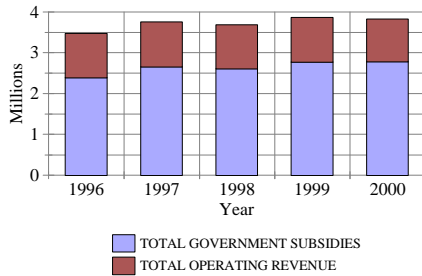


**Utica Transit Authority
Operating Expenses**



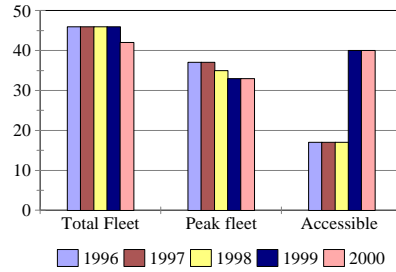
Financial Trend Analysis over the past five years:

**Utica Transit Authority
Revenue and Subsidy**



Fleet Characteristics over the past five years:

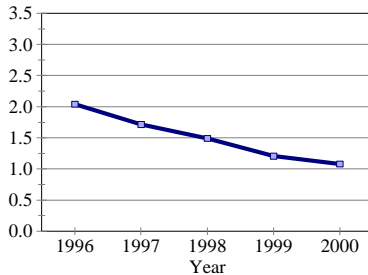
**Utica Transit Authority
Total, Peak and Accessible Vehicles**



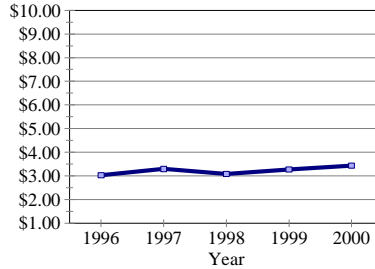
UTICA TRANSIT AUTHORITY Total Operations

Operations	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	2,374,088	1,990,662	1,760,703	1,385,049	1,231,368	-11.10%	-15.14%
Rev. Veh. Miles	1,162,935	1,160,349	1,180,827	1,147,862	1,140,108	-0.68%	-0.49%
Op. Cost	\$3,519,343	\$3,818,074	\$3,639,748	\$3,757,033	\$3,913,918	4.18%	2.69%
Op. Rev.	\$1,082,760	\$1,092,077	\$1,076,128	\$1,091,738	\$1,040,766	-4.67%	-0.98%
Rev. Pass/Rev. Mile	2.04	1.72	1.49	1.21	1.08	-10.49%	-14.71%
Op. Cost/Rev. Mile	\$3.03	\$3.29	\$3.08	\$3.27	\$3.43	4.88%	3.20%
Op. Rev./Op. Cost	30.77%	28.60%	29.57%	29.06%	26.59%	-8.49%	-3.58%
National CPI	156.90	160.50	163.00	166.60	172.20	3.36%	2.35%
NYSMA CPI	166.90	170.80	173.60	177.00	182.50	3.11%	2.26%

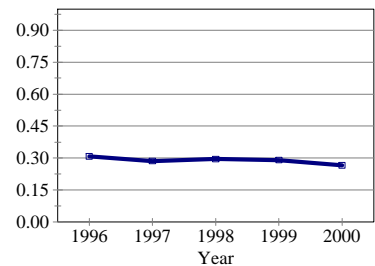
**Utica Transit
Rev. Passenger per Rev. Vehicle Mile**



**Utica Transit
Operating Cost per Rev. Vehicle Mile**

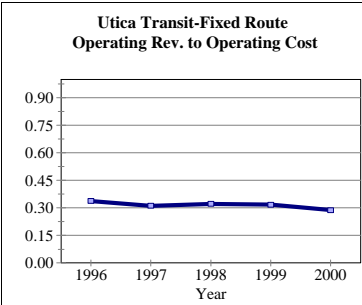
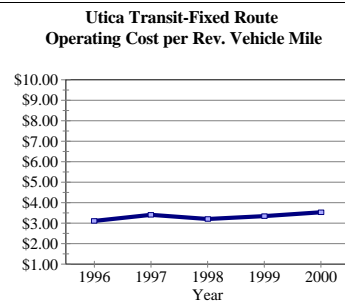
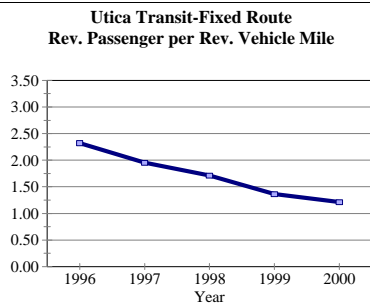
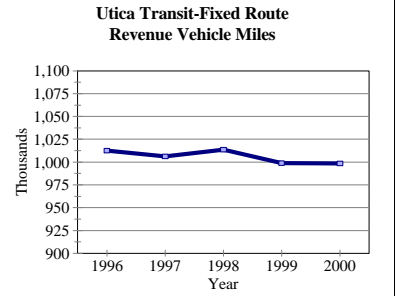
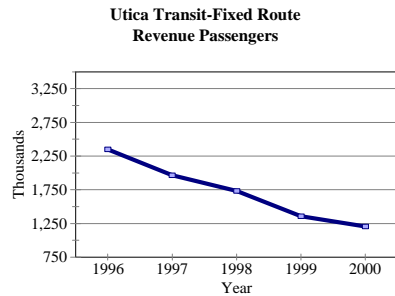


**Utica Transit
Operating Rev. to Operating Cost**

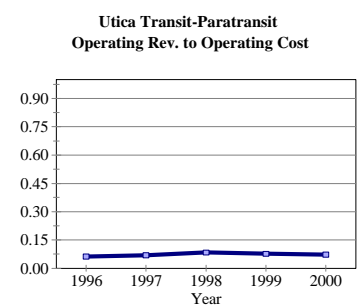
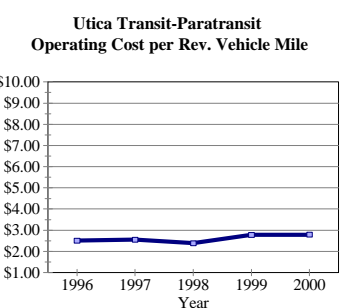
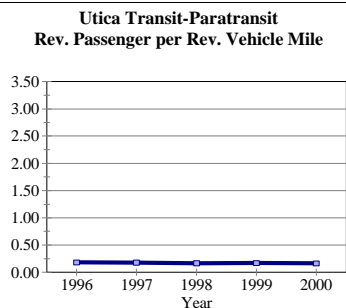
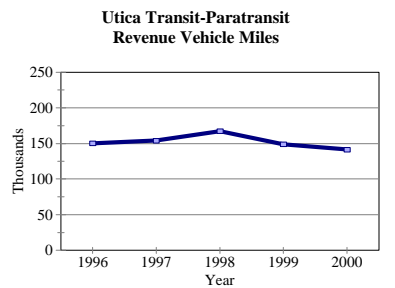
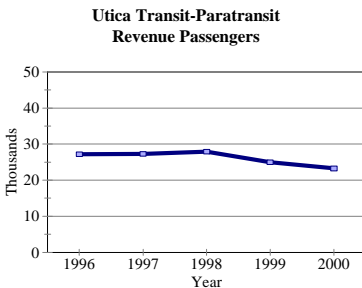


Utica Transit Authority - Operating and Performance Statistics by Mode - Fixed Route and Paratransit

UTA Fixed Route	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	2,346,884	1,963,402	1,732,820	1,360,064	1,208,134	-11.17%	-15.30%
Rev. Veh. Miles	1,012,485	1,006,290	1,013,501	998,940	998,684	-0.03%	-0.34%
Op. Cost	\$3,141,482	\$3,425,072	\$3,240,640	\$3,342,272	\$3,519,518	5.30%	2.88%
Op. Rev.	\$1,059,151	\$1,064,979	\$1,042,698	\$1,059,804	\$1,012,166	-4.49%	-1.13%
Rev. Pass/Rev. Mile	2.32	1.95	1.71	1.36	1.21	-11.15%	-15.00%
Op Cost/Rev Mile	\$3.10	\$3.40	\$3.20	\$3.35	\$3.52	5.33%	3.24%
Op. Rev./Op. Cost	33.72%	31.09%	32.18%	31.71%	28.76%	-9.30%	-3.90%



UTA Paratransit	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	27,204	27,260	27,883	24,985	23,234	-7.01%	-3.87%
Rev. Veh. Miles	150,450	154,059	167,326	148,922	141,424	-5.03%	-1.53%
Op. Cost	\$377,861	\$393,002	\$399,108	\$414,761	\$394,400	-4.91%	1.08%
Op. Rev.	\$23,609	\$27,098	\$33,430	\$31,934	\$28,600	-10.44%	4.91%
Rev. Pass/Rev. Mile	0.18	0.18	0.17	0.17	0.16	-2.08%	-2.37%
Op.Cost/Rev Mile	\$2.51	\$2.55	\$2.39	\$2.79	\$2.79	0.13%	2.65%
Op. Rev./Op. Cost	6.25%	6.90%	8.38%	7.70%	7.25%	-5.82%	3.79%

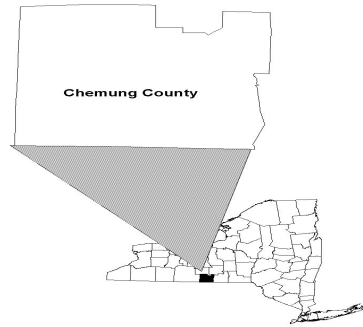


CHEMUNG COUNTY TRANSIT SYSTEM

1201 Clemens Center Parkway
 Elmira, NY 14901
 (607) 734-5212

State Legislative Districts:

Senate: 52
 Assembly: 127



Base Fare: \$1.00
 Last Increase: \$.10 on 4/1/92

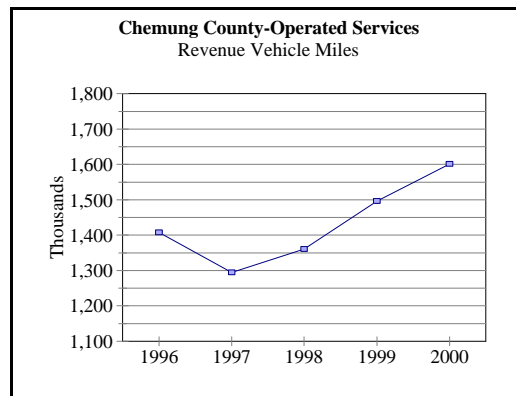
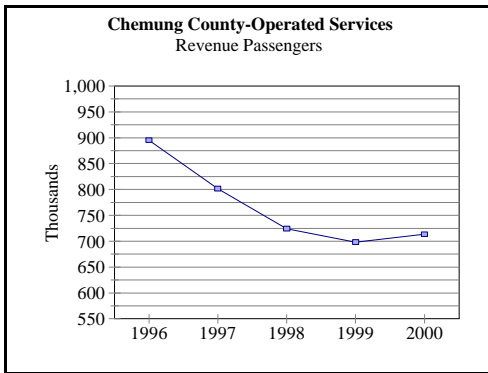
Chemung County Transit (CCTS) serves a diverse market with a core service area centered on the City of Elmira, surrounding communities such as Horseheads and rural portions of the County. CCTS also provides inter-county service to destinations such as Corning, Watkins Glen, Ithaca and parts of Tioga County.



Population in the Chemung County Transit service area, as reported in the 2000 Census, declined a modest 4.3% from 1990. Employment increased slightly over this period by 3.9 percent. However, the core area served by Chemung County Transit, the City of Elmira, experienced a steeper population decline of 9 percent. Population and employment growth in the region has taken place in an increasingly dispersed pattern that is difficult to serve with traditional public transportation.

increase in riders in 2000.

In 2001 Chemung County Transit began an effort to systematically respond to the changing transportation market in their area by launching a comprehensive route analysis study to evaluate options for route restructuring. The objective of the study is to identify route changes and service strategies that better meet the needs of the increasingly dispersed pattern of

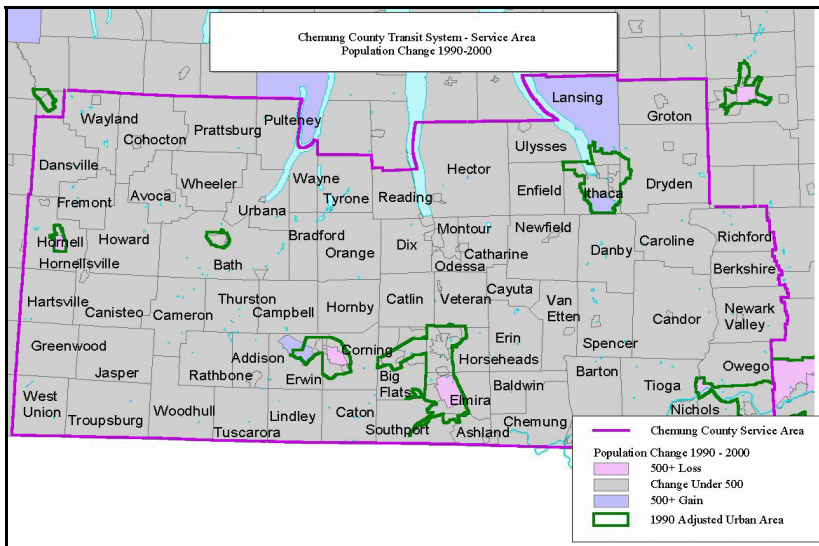


As a result of these demographic and economic trends, Chemung County has experienced a fairly substantial decline in total system ridership over the past decade. Fixed Route ridership declined at an annualized rate of 5.1% over this period. However, this fixed route ridership decline may have stabilized with a 3.4%

population and employment that they serve.

In 2000 Chemung initiated a marketing campaign to improve public awareness of their services. The effort included producing and marketing a promotional video

Chemung County Transit	Fixed Route	Paratransit	Rural	Total
2000 Characteristics	Motor Bus	Service	Service	
Revenue Passengers	580,786	56,292	76,280	713,358
Number of Vehicles	20	9	8	37
Number of Employees	44	12	19	75
Revenue Vehicle Miles	969,989	278,445	352,770	1,601,204
Revenue Vehicle Hours	54,352	20,587	10,560	85,499
Total Operating Revenue	1,406,197	699,881	331,035	2,437,113
Total Operating Expense	3,066,623	1,190,420	613,906	4,870,949
Operating Expense /Rev. Vehicle Mile	3.16	4.28	1.74	3.04
Operating Expense / Rev. Vehicle Hour	56.42	57.82	58.14	56.97
Rev. Passengers / Rev. Vehicle Mile	0.60	0.20	0.22	0.45
Rev. Passengers / Rev. Vehicle Hour	10.69	2.73	7.22	8.34
Total Operating Revenue / Op. Expense	0.46	0.59	0.54	0.50
Operating Expense / Revenue Passenger	5.28	21.15	8.05	6.83
Total Op. Revenue / Revenue Passenger	2.42	12.43	4.34	3.42



Chemung County Transit System	1990	2000	% Change
Total Population	95,195	91,070	-4.33%
Pop. Over 65	14,335	14,222	-0.79%
Pop. Under 19	27,130	24,739	-8.81%
Employment	40,048	41,609	3.90%
Fixed Route Ridership	926,199	580,786	-37.29%
Rural Ridership	61,613	76,280	23.81%
STAMP Ridership	59,972	56,292	-6.14%
Rev. Miles Fixed Route	1,013,354	969,989	-4.28%
Rev. Miles Rural	195,211	352,770	80.71%

highlighting the benefits of the system to two different target audiences, children ages 9 to 15 and the general public. The video is targeted for presentations to local schools, human service organizations as well as service clubs, such as the Rotary, Elks, and Lions etc.

A number of new service initiatives were begun in 2000, oriented toward new markets including the addition of local service into Corning as well as a new STAMP (paratransit) run. Two new Routes were upgraded from a dial-a-ride to a fixed route structure to provide more regular service to employment and shopping destinations at the Arnot Mall.

These new service additions contributed to an 8.7 percent increase in revenue miles of service from 1999

to 2000. This increase continued a trend towards increasing service miles following a period of contraction from 1990 to 1997, during which revenue miles were reduced by 19.6% on the fixed route system.

Another service initiative introduced in 2000 was a local monthly pass for regular fare and senior citizens, and regional passes.

In 2000, Chemung Transit acquired seven replacement low floor buses. They also plan to purchase 3 additional buses for their inter-county commuter runs. Delivery of

these buses is expected in the first half of 2001.

In addition to urban fixed route transit service, which accounts for 81.4% of total system ridership, Chemung County Transit also provides complementary paratransit and rural fixed route service.

STAMP, the County's complementary paratransit service, like the fixed route system has experienced a 10-year decline in riders. Ridership declined overall 6.1% since 1990. However much of this decline occurred within the last five years following an increase in the early 1990's. Over the five years from 1996 through 2000 ridership declined at an annualized rate of 7.8 percent. Like fixed route service, revenue miles have increased over the 10-year period by 10.8% but have declined in the last five years by 17.8%.

Rural services operated in Schuyler and Tioga Counties experienced a substantial 23.8% growth in ridership from 1990 to 2000. Ridership on rural services grew dramatically in 1999, but leveled off with a slight decline in 2000. Over the decade of the 1990s revenue miles of service grew dramatically, by 80.7%, contributing to the increased ridership for these services. This service increase trend, which included a 32% increase from 1997 to 1998, has leveled off with a .4% decline in 2000.

As described above, the decline in population in the core service area, along with growth in the more suburban areas of the region, have led to an increase in vehicle miles of service needed to serve these market areas. Growth in miles has exceeded the increase in ridership. As a result, service "effectiveness" as measured by passengers per revenue mile, declined by more than 4% from 1999 to 2000 and an annual average of over 8% decline since 1996.

Operating Costs from 1999 to 2000 went up by nearly 6%. The primary reasons for this cost increase include: the hiring of 2 mechanics, and 100% increase in fuel/utility costs and a 30% increase in materials. Despite these cost increases, cost per mile, as a gauge of service "efficiency" actually improved from 1999 to 2000 as a result of vehicle miles of service increasing at faster rate than the increases in cost. The increase in efficiency reversed the past three years' trend of costs increasing faster than miles of service growth.

As a result of increased ridership in 2000, passenger revenue increased driving an improvement in service "economy," as measured by the ratio operating revenue

to operating cost ratio. The most significant factor in passenger revenue is the County's Medicaid transportation contract of over \$ 1million, which leads to a cover ratio of nearly 50% in 1999 and 2000.

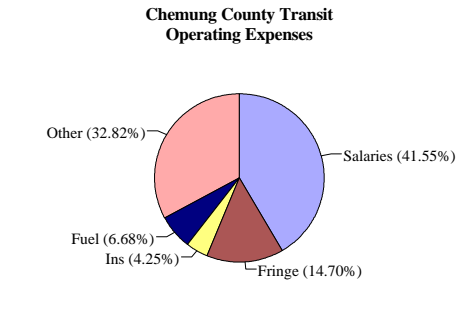
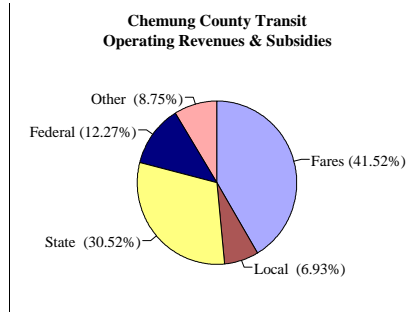
FINANCIAL INFORMATION - SYSTEM TOTAL - CHEMUNG COUNTY TRANSIT

Sources of Total System 2000 Operating Funds

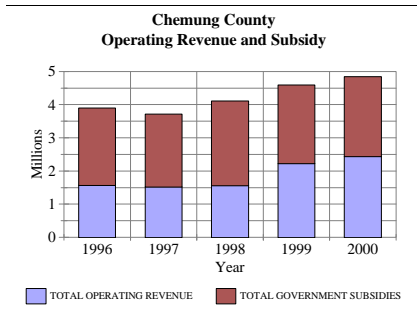
Fares	\$2,012,819
Local	\$336,000
State	\$1,479,554
Federal	\$594,900
Other	\$424,294
Total	\$4,847,567

Summary of Total System 2000 Operating Expenses

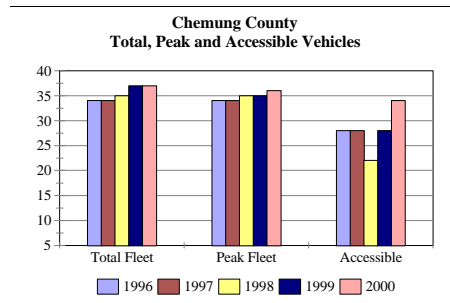
Salaries	\$2,023,673
Fringe	\$716,234
Ins	\$207,164
Fuel	\$325,174
Other	\$1,598,704
Total	\$4,870,949



Financial Trend Analysis over the past five years:

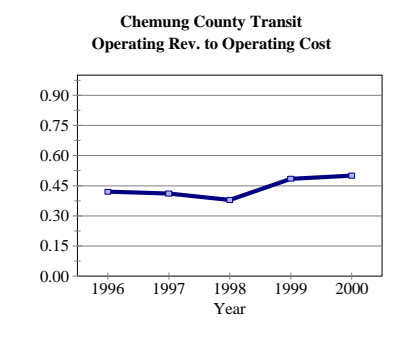
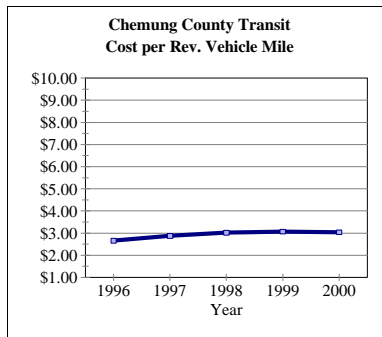
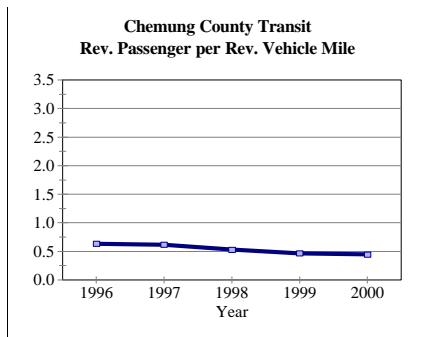


Fleet Characteristics over the past five years:



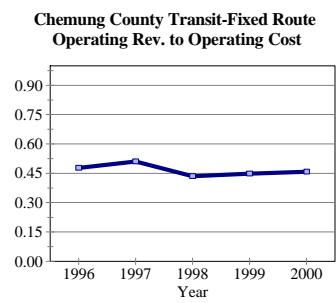
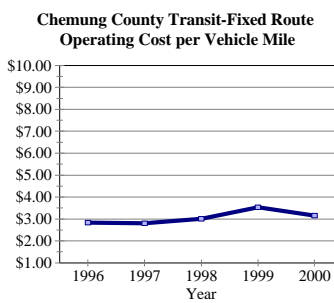
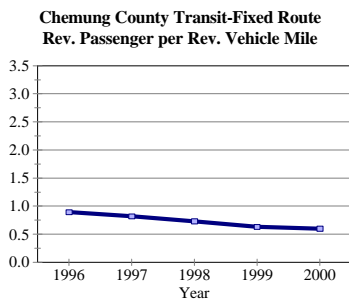
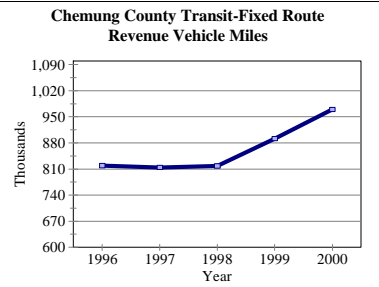
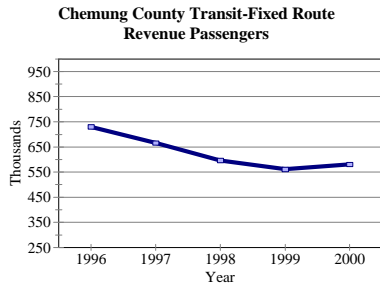
Chemung County Transit: System Total Operating and Performance Statistics

Chemung County Operations	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	895,149	801,565	724,106	698,317	713,358	2.15%	-5.52%
Rev. Veh. Miles	1,407,887	1,294,293	1,360,440	1,496,408	1,601,204	7.00%	3.27%
Op. Cost	\$3,746,362	\$3,719,249	\$4,109,916	\$4,596,016	\$4,870,949	5.98%	6.78%
Op. Rev.	\$1,574,652	\$1,526,820	\$1,558,617	\$2,230,429	\$2,437,113	9.27%	11.54%
Rev. Pass/Rev. Mile	0.64	0.62	0.53	0.47	0.45	-4.53%	-8.51%
Op. Cost/Rev. Mile	\$2.66	\$2.87	\$3.02	\$3.07	\$3.04	-0.95%	3.40%
Op. Rev./Op. Cost	42.03%	41.05%	37.92%	48.53%	50.03%	3.10%	4.45%
National CPI	156.90	160.50	163.00	166.60	172.20	3.36%	2.35%
NYSMA CPI	166.90	170.80	173.60	177.00	182.50	3.11%	2.26%

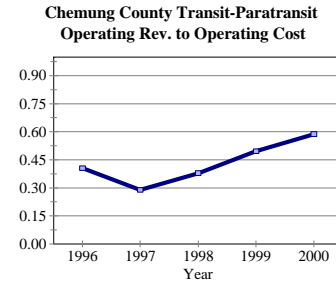
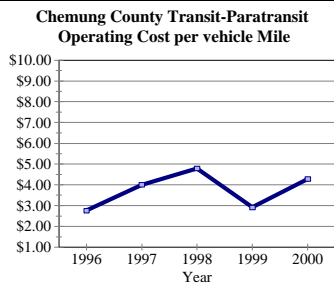
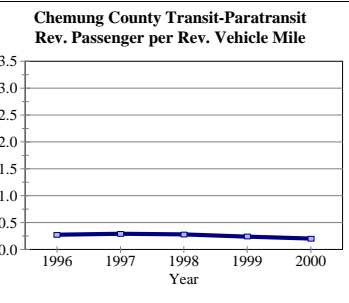
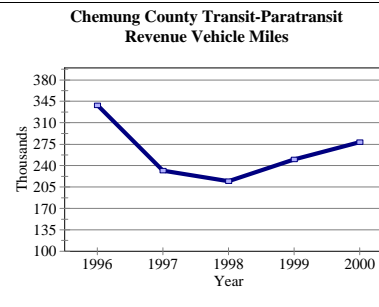
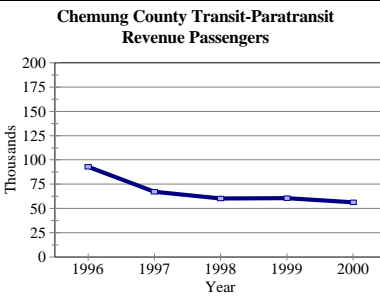


Chemung County Transit- Operating and Performance Statistics by Mode - Fixed Route and Paratransit

Chemung County Fixed Route	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	729,437	665,954	596,303	561,315	580,786	3.47%	-5.54%
Rev. Veh. Miles	819,054	814,232	818,555	891,847	969,989	8.76%	4.32%
Op. Cost	\$2,318,056	\$2,288,615	\$2,465,334	\$3,145,951	\$3,066,623	-2.52%	7.25%
Op. Rev.	\$1,107,488	\$1,170,929	\$1,074,413	\$1,411,739	\$1,406,197	-0.39%	6.15%
Rev. Pass/Rev. Mile	0.89	0.82	0.73	0.63	0.60	-4.87%	-9.45%
Op Cost/Rev Mile	\$2.83	\$2.81	\$3.01	\$3.53	\$3.16	-10.37%	2.81%
Op. Rev./Op. Cost	47.78%	51.16%	43.58%	44.87%	45.85%	2.18%	-1.02%



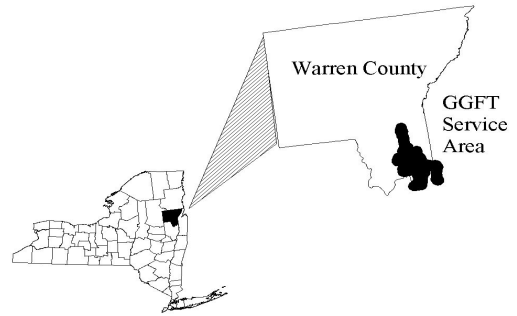
Chemung County Paratransit	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	92,867	67,220	60,255	60,683	56,292	-7.24%	-11.76%
Rev. Veh. Miles	338,977	232,128	214,545	250,415	278,445	11.19%	-4.80%
Op. Cost	\$936,591	\$929,810	\$1,027,479	\$731,219	\$1,190,420	62.80%	6.18%
Op. Rev.	\$379,646	\$269,329	\$389,654	\$362,526	\$699,881	93.06%	16.52%
Rev. Pass/Rev. Mile	0.27	0.29	0.28	0.24	0.20	-16.57%	-7.32%
Op. Cost/Pass Mile	\$2.76	\$4.01	\$4.79	\$2.92	\$4.28	46.41%	11.53%
Op. Rev./Op. Cost	40.53%	28.97%	37.92%	49.58%	58.79%	18.59%	9.74%



GREATER GLENS FALLS TRANSIT

495 Queensbury Avenue
 Queensbury, NY 12804
 (518) 792-1086

State Legislative Districts
 Senate: 43, 45
 Assembly: 100, 109



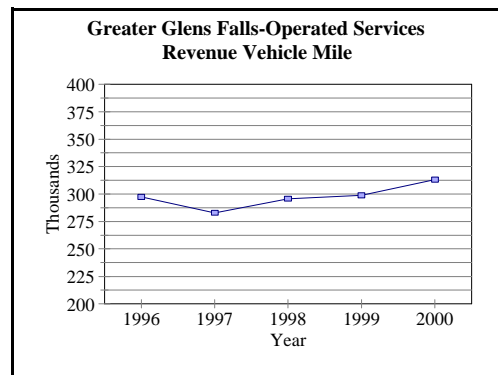
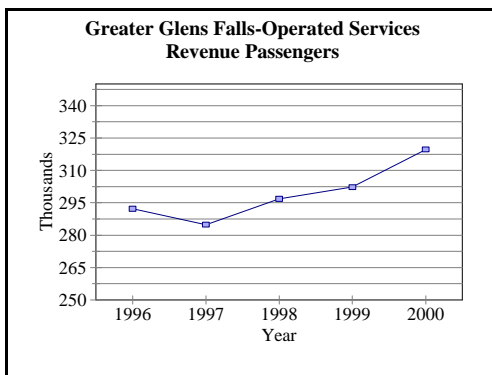
Base Fare: \$0.50
 Last Increase: No increase since system inception.

The City of Glens Falls operates Greater Glens Falls Transit (GGFT), established in 1983, to provide fixed route bus service. GGFT operates with six transit buses six rubber-tired trolleys and two lift-equipped vans for paratransit service. Fixed route bus service runs year-round, while GGFT's trolleys operate from Memorial Day through Labor Day, within the Village of Lake George and to the City of Glens Falls. In 2000, GGFT's fleet of vehicles became 100 percent accessible.



Total population in the GGFT service area grew by 6.9 percent from 1990 to 2000. The cities of Glens Falls and Hudson Falls, core areas of service for GGFT, had population declines of 3.9 and 10.4 percent, respectively over the past 10 years. Many of the surrounding townships experienced strong growth over this period. Of particular note is the fact that the percent of persons over 65 years of age increased more than 12 percent. These population trends have created an increasing demand for transit services over the past 10 years. During this same time period employment in the Glens Falls area grew by more than 9 percent.

core urban market areas, the GGFT system experienced a strong 4.5 percent annualized rate of increase in ridership over the 10 years, 1990 to 2000. Ridership growth over the five year time-frame was 2.3 percent annualized with a 5.8 percent increase from 1999 to 2000. The GGFT paratransit service, FAME, which began operations in 1991 also has experienced a steady increases in service and ridership from its inception. Over the five years from 1996 to 2000 FAME ridership grew at an annualized rate of 2.2 percent. However, 2000 saw a slight decline of just over 1 percent, which was comprised of only a drop of 50 passenger trips.



Despite a modest decline in the population of traditional

Systemwide service, as measured by revenue vehicle miles, increased nearly 5 percent (more than 14,000

GREATER GLENS FALLS TRANSIT SYSTEM	Fixed Route	Paratransit	Total
2000 Characteristics	Motor Bus	Service	
Revenue Passengers	316,485	3,205	319,690
Number of Vehicles	12	2	14
Number of Employees	28	3	31
Revenue Vehicle Miles	293,674	19,367	313,041
Revenue Vehicle Hours	18,390	2,375	20,765
Total Operating Revenue	174,651	4,733	179,384
Total Operating Expense	778,629	63,637	842,266
Operating Expense / Rev. Vehicle Mile	2.65	3.29	2.69
Operating Expense / Rev. Vehicle Hour	42.34	26.79	40.56
Rev. Passengers / Rev. Vehicle Mile	1.08	0.17	1.02
Rev. Passengers / Rev. Vehicle Hour	17.21	1.35	15.40
Total Operating Revenue / Op. Expense	0.22	0.07	0.21
Operating Expense / Revenue Passenger	2.46	19.86	2.63
Total Op. Revenue / Revenue Passenger	0.55	1.48	0.56

miles) in 2000 over 1999. The majority of the increase, more than 13,000 miles, was on the fixed route service due primarily to the introduction of new night and weekend services in April, 2000.

Accordingly, GGFT's paratransit operation showed a slight increase in service (near 1,000 revenue miles). As noted, FAME carried slightly fewer passengers in 2000 than 1999, despite a 6 percent increase in revenue vehicle miles. During a recent FTA Triennial Review, GGFT was notified that they must provide additional complementary paratransit service on FAME during the same days and hours as their fixed route summer trolley schedule. Accordingly, FAME service will be increased in 2001 to be compliant.

GGFT completed renovations on their maintenance and office facility in 2000. GGFT recently received additional federal and state dollars for capital work and is reviewing several options to expand their garage to provide additional storage space for their trolley fleet during the winter.

Effective July, 2001, GGFT initiated a bus to train connection service at Amtrak's Fort Edward station. GGFT will provide transit service to the station at regular intervals as well as provide bus service to train passengers upon prior notification from Amtrak.

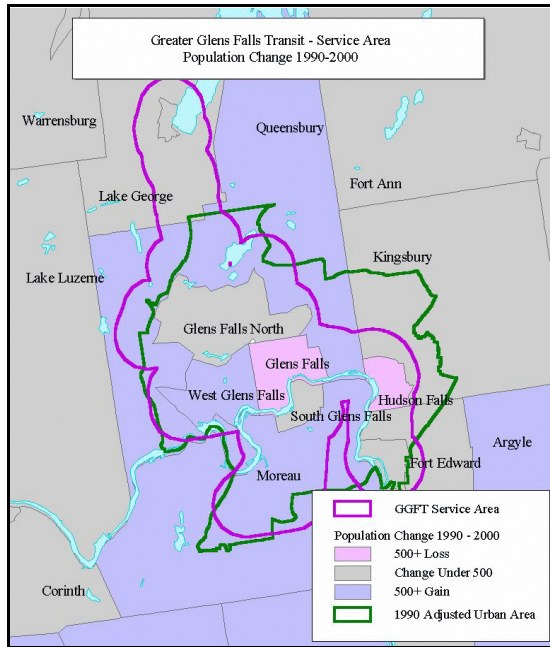
The increase in systemwide service provided in 2000 is reflected in a 9.4 percent growth in operating expenses over 1999. The overall cost of employee wages and salaries held generally in line with the estimated labor contract of 3 percent. The total personnel costs

increased by a mere 1 percent in 2000 over 1999 due to reduced overtime for vehicle maintenance employees as GGFT operated newer vehicles. The growth in non-personnel costs, 11 percent over 1999, was led by a significant increase in fuel and lubricants, and to a lesser extent utilities, casualty and liability insurance. It should be noted that the increase in operating expenses in 2000 were almost exclusively related to fixed route bus service. Over the past five years (1996 to 2000), overall costs of operating the system has increased at an annualized rate of 4.3 percent.

Operating revenues decreased by a total of 2 percent from 1999 to 2000 levels, led by a decrease in "non-user" revenue and to a lesser extent a drop in contract revenue. The largest loss in revenue was due to a drop of nearly \$9,000 primarily due to a reduction in advertising revenues associated with the trolley service. This was partially offset by a 3.3 percent increase in passenger revenue, resulting from the ridership increase.

The ratio of total operating revenues to total operating expenses, a measure of service economy, was 21 percent in 2000. The revenue to cost ratio declined from the 1999 level of 24 percent, as expenses increased while operating revenue declined due to the factors mentioned above. Over the five year period from 1996 to 2000 revenue to cost ratio was virtually unchanged improving by an annualized rate of less than 1 percent

Operating cost per vehicle mile, a measure of service



GGFT Service Area	1990	2000	% Change
Total Population	59,209	63,303	6.91%
Pop. Over 65	8,551	9,595	12.21%
Pop. Under 19	16,603	16,842	1.44%
Employment	31,378	34,232	9.10%
Fixed Route Ridership	213,738	316,485	48.07%
Demand Responsive Ridership	0	3,205	NA
Rev. Miles Fixed Route	218,427	293,674	34.45%
Rev. Miles Demand Responsive	0	19,367	NA

efficiency, went up 4 percent from a 1999 level of \$2.58 to a 2000 level of \$2.69 per revenue vehicle mile. This was due to the significant increase in the overall operating costs along with a smaller increase in the total vehicle miles. Over the five years from 1996 to 2000 this measure increased at an annualized increase of 3 percent.

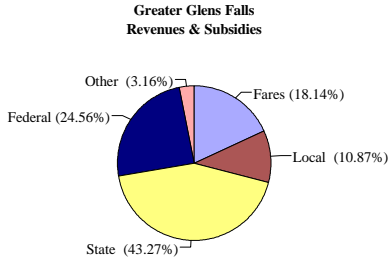
Revenue passengers per mile, a measure of service effectiveness, remained relatively constant in 2000 (1.02 pass/mile) over 1999 (1.01 pass/mile) due to the trends in ridership and service on the fixed route bus system mentioned above. This stability was mirrored in the five year trend with an annualized increase of less than 1 percent.

FAME paratransit passengers per mile remained close to constant across the five years from .18 to .17 per mile. The cost per mile rose by more than 50 cents from 1996 to 1997 to \$3.55 but has remained steady declining slightly to \$3.29 in 2000. Revenue to cost ratio as with most paratransit services is low relative to other modes ranging from a 5 year low of 5.1 percent in 1997 to a high in 2000 of 7.4 percent (an annualized improvement of 4.75 percent over the five years).

FINANCIAL INFORMATION - GREATER GLENS FALLS TRANSIT- SYSTEM TOTAL

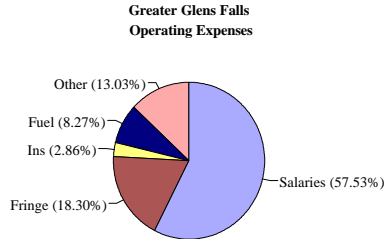
Sources of Total System 2000 Operating Funds

Fares	\$152,763
Local	\$91,548
State	\$364,398
Federal	\$206,846
Other	\$26,621
Total	\$842,176

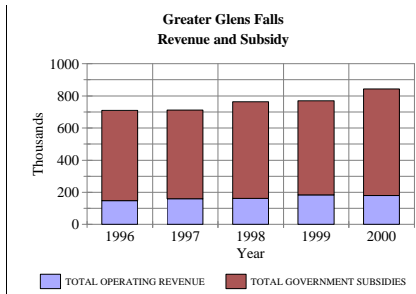


Summary of Total System 2000 Operating Expenses

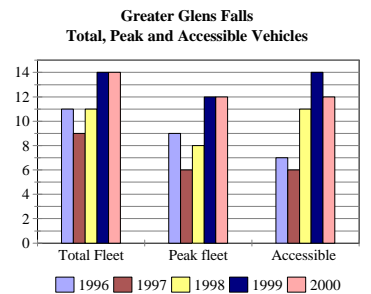
Salaries	\$484,523
Fringe	\$154,159
Ins	\$24,119
Fuel	\$69,686
Other	\$109,779
Total	\$842,266



Financial Trend Analysis over the past five years:

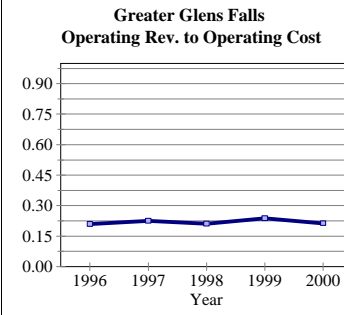
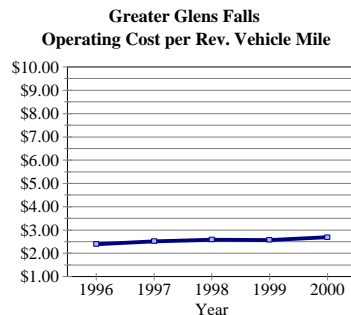
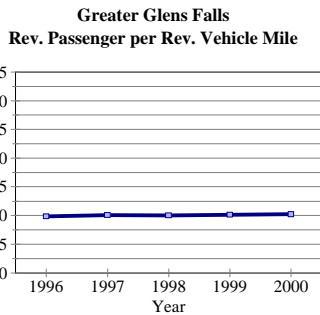


Fleet Characteristics over the past five years:



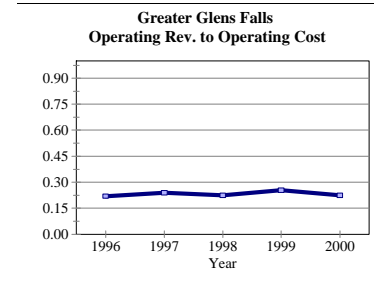
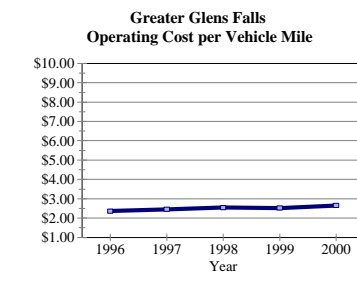
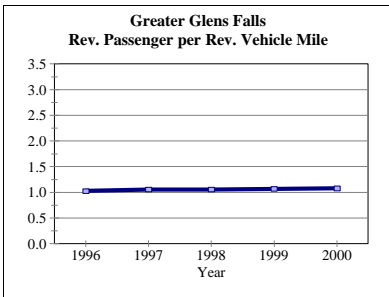
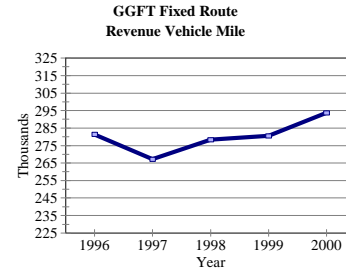
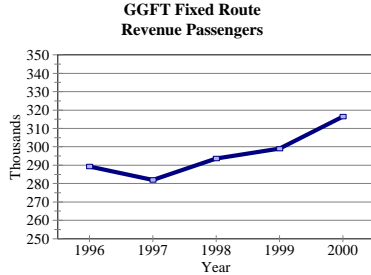
GGFT System Total Operations and Performance Statistics

	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	292,233	284,901	296,797	302,223	319,690	5.78%	2.27%
Rev. Veh. Miles	297,442	282,950	295,672	298,751	313,041	4.78%	1.29%
Op. Cost	\$710,791	\$711,725	\$764,446	\$769,678	\$842,266	9.43%	4.33%
Op. Rev.	\$148,805	\$159,985	\$161,203	\$182,863	\$179,384	-1.90%	4.78%
Rev. Pass/Rev. Mile	0.98	1.01	1.00	1.01	1.02	0.95%	0.97%
Op. Cost/Rev. Mile	\$2.39	\$2.52	\$2.59	\$2.58	\$2.69	4.44%	3.01%
Op. Rev./Op. Cost	20.94%	22.48%	21.09%	23.76%	21.30%	-10.36%	0.43%
National CPI	156.90	160.50	163.00	166.60	172.20	3.36%	2.35%
NYSMA CPI	166.90	170.80	173.60	177.00	182.50	3.11%	2.26%

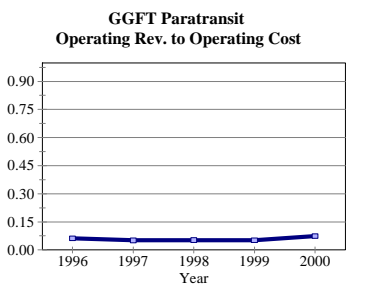
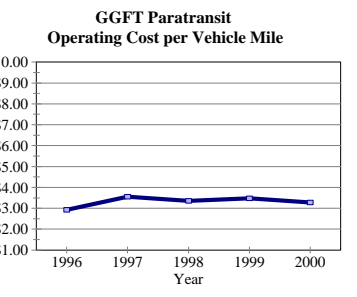
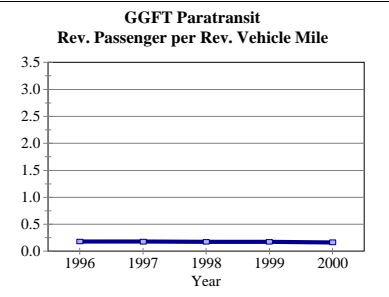
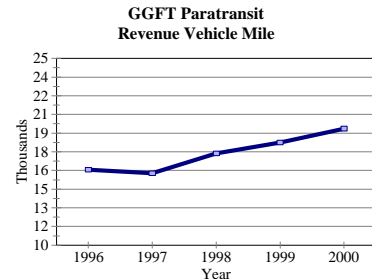
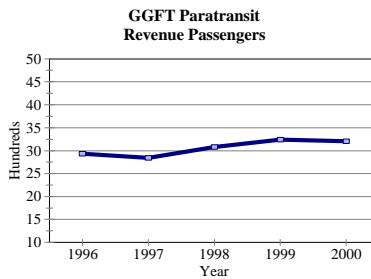


GGFT - Operating and Performance Statistics by Mode - Fixed Route and Paratransit

Greater Glens Falls Fixed Route	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	289,298	282,058	293,719	298,981	316,485	5.85%	2.27%
Rev. Veh. Miles	281,386	267,168	278,302	280,513	293,674	4.69%	1.07%
Op. Cost	\$663,741	\$655,629	\$706,125	\$706,184	\$778,629	10.26%	4.07%
Op. Rev.	\$145,898	\$157,104	\$158,127	\$179,593	\$174,651	-2.75%	4.60%
Rev. Pass/Rev. Mile	1.03	1.06	1.06	1.07	1.08	1.11%	1.18%
Op Cost/Pass Mile	\$2.36	\$2.45	\$2.54	\$2.52	\$2.65	5.32%	2.97%
Op. Rev./Op. Cost	21.98%	23.96%	22.39%	25.43%	22.43%	-11.80%	0.51%

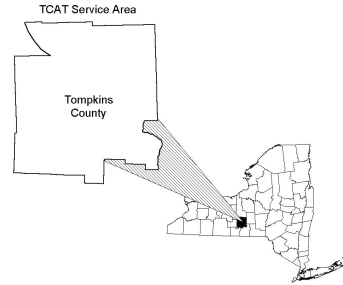


Greater Glens Falls Paratransit	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	2,935	2,843	3,078	3,242	3,205	-1.14%	2.22%
Rev. Veh. Miles	16,056	15,782	17,370	18,238	19,367	6.19%	4.80%
Op. Cost	\$47,050	\$56,096	\$58,321	\$63,494	\$63,637	0.23%	7.84%
Op. Rev.	\$2,907	\$2,881	\$3,076	\$3,270	\$4,733	44.74%	12.96%
Rev. Pass/Rev. Mile	0.18	0.18	0.18	0.18	0.17	-6.90%	-2.46%
Op. Cost/Pass Mile	\$2.93	\$3.55	\$3.36	\$3.48	\$3.29	-5.62%	2.90%
Op. Rev./Op. Cost	6.18%	5.14%	5.27%	5.15%	7.44%	44.41%	4.75%



TOMPKINS CONSOLIDATED AREA TRANSIT

737 Willow Avenue
 Ithaca, NY 14850
 (607) 277-9388
 Web site: www.tcatbus.com



State Legislative Districts:
 Senate: 50, 52
 Assembly: 125

Base Fare: \$0.75
 Last Increase: \$0.15 on 6/7/99

In 1998, New York State authorized the City of Ithaca, Tompkins County, and Cornell University to join together for the purpose of providing public transportation in the Tompkins County service area. As a result, Tompkins Consolidated Area Transit (TCAT) was formed effective April 1, 1998. TCAT's service area includes all of Tompkins County and the Towns of Richford, Berkshire and Newark Valley in Tioga County. The bulk of service is concentrated in the City or Ithaca including Cornell University.

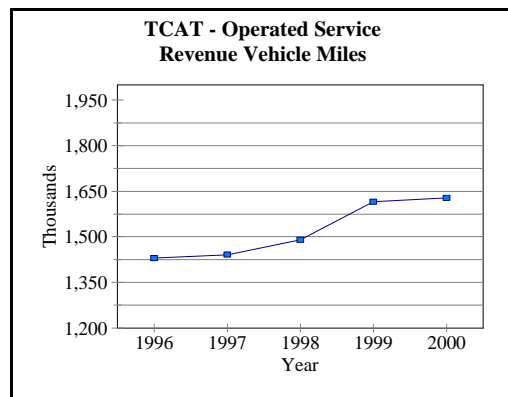
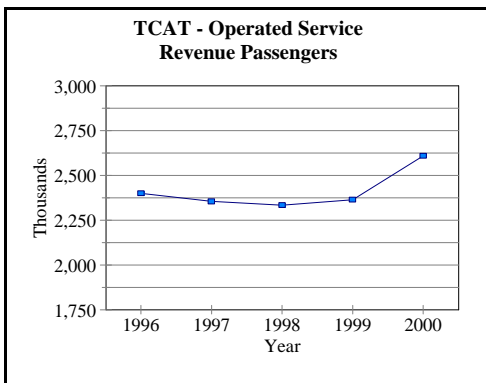


The population of Tompkins County was 96,501 persons in 2000, a 2.6 percent increase since 1990. Tompkins County serves as a regional employment center with about 52,000 jobs, with about 20 percent of the jobs filled by those commuting into the county.

(Urban, Rural and Paratransit) this analysis will focus on system-wide trends in revenue passengers and miles and service performance changes from 1999 to 2000.

Statistical data for the various parts of the total system have been difficult for TCAT to verify for the period before consolidation. Since there is insufficient verified data to analyze the five year financial and operating

STOA-eligible urban fixed route ridership in the TCAT service area, totaled among the various operators providing service from 1990 to 2000, grew at an annualized rate of 2.8 percent. Ridership on rural fixed route services grew at an annualized rate of 7.8 percent. The extent of change in service providers and definition



trends, across the primary modes served by TCAT

of urban versus rural service, prior to and after

Tompkins Consolidated Area Transit	Fixed Route	Paratransit	Rural	
2000 Characteristics	Motor Bus	Service	Service	Total
Revenue Passengers	2,230,530	47,667	331,206	2,609,403
Number of Vehicles	39	17	17	73
Number of Employees	112	18	10	140
Revenue Vehicle Miles	1,169,486	243,628	215,264	1,628,378
Total Operating Revenue	2,262,373	16,321	4,201	2,282,895
Total Operating Expense	5,472,644	463,188	408,085	6,343,917
Operating Expense /Rev. Vehicle Mile	4.68	1.90	1.90	3.90
Rev. Passengers / Rev. Vehicle Mile	1.91	0.20	1.54	1.60
Total Operating Revenue / Op. Expense	0.41	0.04	0.01	0.36
Operating Expense / Revenue Passenger	2.45	9.72	1.23	2.43
Total Op. Revenue / Revenue Passenger	1.01	0.34	0.01	0.87

consolidation, cloud the distinction in the specific urban/rural trends. But the trend for the total of fixed route service is one of strong ridership growth.

Over the five year period from 1996 to 2000 total system ridership grew at a 2.1 percent annualized rate, with another strong year in 2000, where TCAT's systemwide ridership increased by 10 percent from 2,374,580 to 2,619,144 trips.

TCAT's paratransit system, as a component of the total system trend, has experienced particularly strong growth. While demand responsive service was provided by Gadabout in the Tompkins County area prior to 1990, complementary paratransit designed to meet the requirements of the ADA was just beginning at the start of the 1990s. As a result growth in STOA-eligible paratransit ridership from the 1990 service to the more developed system operating by 2000 was dramatic, rising from just under 1,500 to nearly 48,000 annual trips. Over the five year period from 1996 to 2000 paratransit ridership increased at an annualized rate of 6 percent. Strong growth in 2000 outpaced the five year trend increasing by 11 percent.

System-wide, revenue vehicle miles, have risen since 1990 by an annualized rate of 1.4 percent. This increase accelerated after consolidation, as reflected by the five year annualized increase of 3.3 percent. In 2000 the growth in miles slowed to .8 percent. Revenue vehicle mile statistics have not been consistently reported between the rural and urban fixed route modes from year to year.

The Gadabout paratransit revenue vehicle mile trend roughly parallels the increase in riders, increasing from just over 9,000 STOA-eligible miles in 1990 rising to

nearly 244,000 in 2000. Over the five year period revenue miles grew at an annualized rate of 10.3 percent, growing more slowly in 2000 by 5.8 percent.

In 2000, TCAT completed its first calendar year of operating new bus routes, implemented in August, 1999. TCAT's new route system consolidated routes formerly operated by the three separate operators and added new urban and rural service. Significant service improvements include operating Sunday service in the urban area, adding three urban routes and one rural route.

Tompkins Consolidated Area Transit developed two FTA Job Access and Reverse Commute (JARC) proposals for \$500,000, and \$367,000 in Community Solution for Transportation grant funds through the New York State Department of Labor. TCAT also continues to plan a multi-modal downtown transportation center project.

TCAT's fixed route fleet is growing both in number of buses and in size of buses. TCAT is transitioning its fleet from 35 foot long/96 inch wide/high floor buses to 40 foot long/102 inch wide/ low floor buses. The increase in the number of buses in the fleet, and the increased size of some of the buses, is projected to require expansion of the TCAT bus maintenance and storage facility.

The ratio of operating revenue to operating expenses, a measure of service economy, increased from 33.7 percent in 1999 to 36 percent in 2000. This 6.8 percent change resulted from the 15 percent increase in operating revenues outpacing the 8 percent increase in operating cost. Passenger revenues increased as a result of ridership increases and a full year of the fare increase



TCAT Service Area	1990	2000	% Change
Total Population	94,097	96,501	2.55%
Pop. Over 65	8,465	9,257	9.36%
Pop. Under 19	27,024	27,100	0.28%
Employment	43,702	46,780	7.04%
Urban Fixed Route Ridership	1,870,923	2,230,530	19.22%
Rural Bus Ridership	167,787	331,206	97.40%
Paratransit Ridership	1,459	47,667	3167.10%
Rev. Miles Urban Bus	1,045,130	1,169,486	11.90%
Rev. Miles Rural Bus	377,877	215,264	-43.03%
Rev. Miles Paratransit	9,127	243,628	2569.31%

that occurred in the summer of 1999. The system again increased its fares in January, 2001.

Revenue passengers per revenue vehicle mile, a measure of system effectiveness, increased 11 percent in 2000. The increase was due to larger increases in ridership than in service miles.

The system operating expenses per revenue vehicle mile ratio, a measure of service efficiency, declined nearly 9 percent in 2000. This is the result of an 8.3 percent increase in operating costs combined with the very slight increase in miles of service. The significant operating cost increase in 2000 was a result of salary increases, increases in overtime costs and a moderate staffing increase.

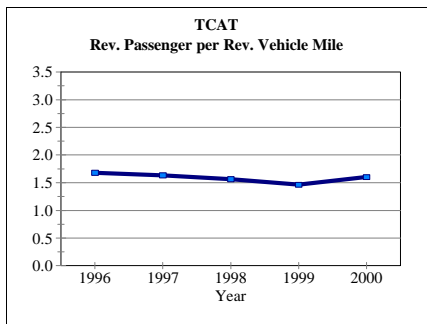
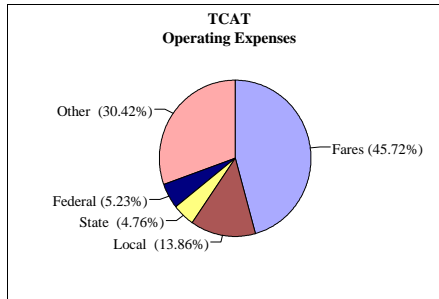
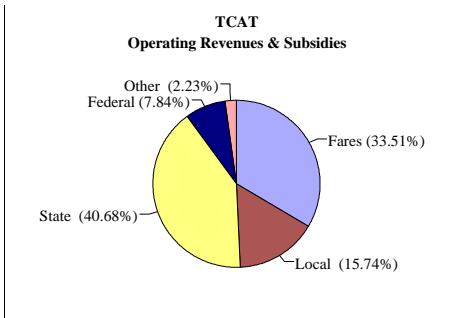
FINANCIAL INFORMATION - TOMPKINS CONSOLIDATED AREA TRANSIT (TCAT) - SYSTEM TOTAL

Sources of Total System 2000 Operating Funds

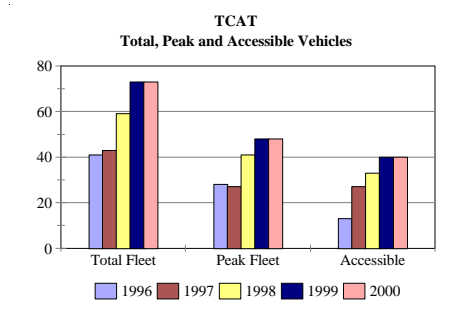
Fares	\$2,140,198
Local	\$1,005,067
State	\$2,598,499
Federal	\$500,572
Other	\$142,697
Total	\$6,387,033

Summary of Total System 2000 Operating Expenses

Salaries	\$2,900,550
Fringe	\$879,318
Ins	\$302,130
Fuel	\$331,941
Other	\$1,929,978
Total	\$6,343,917



Fleet Characteristics over the past five years:



Tompkins Consolidated Area Transit - System Total Operations and Performance Statistics

Operating	1996 Actual	1997 Actual	1998 Actual	1999 Actual	2000 Actual	% Change 99 to 00	Annualized % Change
Rev. Passengers	2,400,370	2,354,573	2,333,501	2,364,518	2,609,403	10.36%	2.11%
Rev. Veh. Miles	1,429,693	1,440,990	1,490,151	1,615,574	1,628,378	0.79%	3.31%
Rev. Pass/Rev. Mile	1.68	1.63	1.57	1.46	1.60	9.49%	-1.16%