

NEW YORK METROPOLITAN TRANSPORTATION COUNCIL

Regional
Transportation
Statistical
Report
2000-2001

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NOVEMBER 2003

New York State PIN No. PT 1854801.09

This New York Metropolitan Transportation Council report was compiled and written by **Ashok S Chatra** of Central Staff, under the supervision of **Leokadia Glogowski** and **Gordon Wilson**, Manager, and was produced as part of NYMTC's regular data monitoring program. This report was prepared using funds from the Federal Highway and Federal Transit Administration of the United States Department of Transportation and New York State Department of Transportation. The contents of this report reflect the views of the author, who is responsible for the fact and accuracy of the data presented herein. Those views and opinions are not necessarily the official views or policies of the funding agencies, NYMTC, or the State of New York. This report does not constitute a standard, specification, or regulation.

NYMTC appreciates the cooperation of all agencies that have provided information for the Regional Transportation Statistical Report. Through their submissions, this report continues to be a useful source of transportation and demographic statistical information on the NYMTC Region and environs.

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TRI-STATE REGIONAL RECAPITULATION

	1999	2000	2001	1999/2000	2000/2001	
	Millions	Millions	Millions	(%)	(%)	
	Dosen't apply to a Highway Transportation below					
PUBLIC TRANSPORTATION						
ANNUAL PASSENGERS	t	2,635.2	2,814.0	2,892.4	6.8	2.8
AVERAGE WEEKDAY RIDERSHIP	a	8.7	8.8	10.7	1.1	21.6
VEHICLE-MILES TRAVELED	t	773.7	786.6	794.8	1.7	1.0
PASSENGER-MILES TRAVELED	a	17,166.0	16,709.5	16,710.3	-2.7	0.0
OPERATING REVENUE	t	4,116.6 \$	3,940.6 \$	4,025.4 \$	-4.3	2.2
PASSENGER REVENUE	t	3,572.9 \$	3,744.8 \$	3,779.6 \$	4.8	0.9
OPERATING EXPENSE	t	7,133.4 \$	7,189.0 \$	9,840.7 \$	0.8	36.9
DEFICIT	t	3,016.8 \$	2,771.7 \$	3,032.6 \$	-8.1	9.4
BUS VEHICLES	a	10,425.0 *	10,413.0	11,653.0	-0.1	11.9
RAIL CARS		9,185.0 *	9,409.0	9,846.0	2.4	4.6
FAREBOX RECOVERY RATIO		0.5 *	0.5	0.5	8.0	-13.0
HIGHWAY TRANSPORTATION						
	Thousands	Thousands	Thousands			
MOTOR VEHICLE REGISTRATIONS		10,058.0	10,661.0	11,731.4	6.0	10.0
PASSENGER CAR REGISTRATIONS		8,690.9 c	8,678.0	8,803.0	-0.1	1.4
RENTAL CAR REGISTRATIONS		22.7 @	19.4 @	15.8 @	-14.5	-18.6
BUS REGISTRATIONS	#	16.2	17.0	18.2	4.9	7.1
TAXI REGISTRATIONS	#	65.9	64.8	59.0	-1.7	-9.0
MOTORCYCLE	#	106.1 **	113.8	150.0	7.3	31.8
VEHICULAR RIVER CROSSINGS (Daily Traffic)		2,783.8	2,833.0	2,713.0	1.8	-4.2
MAJOR TRUCK RIVER TOLL CROSSINGS		103.7	109.5	110.0	5.6	0.5
MOTOR VEHICLE ACCIDENTS (NY only)		224.6	243.8	n/a	8.5	n/a
MOTOR VEHICLE FATALITIES (NY only)		0.9	0.7	n/a	-22.2	n/a
GASOLINE SALES		6,071.6 g	5,929.5	5,949.2	-2.3	0.3
DIESEL FUEL SALES		761.0 g	799.7	834.3	5.1	4.3
DEMOGRAPHIC STATISTICS						
	Thousands	Thousands	Thousands			
EMPLOYMENT BY MAJOR INDUSTRY CATEGORY						
MANUFACTURING		943.0	921.6	832.5	-2.3	-9.7
MINING		1.5	0.2	0.2	-86.7	0.0
CONTRACT CONSTRUCTION		332.3	352.6	361.3	6.1	2.5
TRANSPORTATION & PUBLIC UTILITIES		551.8	482.2	478.2	-12.6	-0.8
WHOLESALE & RETAIL		1,888.7	1,892.1	1,760.5	0.2	-7.0
FINANCE, INSURANCE & REAL ESTATE		871.4	865.5	819.7	-0.7	-5.3
SERVICES & MISCELLANEOUS		3,155.4	3,176.8	3,365.8	0.7	5.9
GOVERNMENT		1,317.9	1,346.3	1,344.5	2.2	-0.1
NON-AGRICULTURAL WAGE & SALARY		9,053.0	9,037.3	8,962.7	-0.2	-0.8
RESIDENT CIVILAN LABOR FORCE		9,413.1	9,583.8	9,499.4	1.8	-0.9
RESIDENT UNEMPLOYED LABOR FORCE		461.4	394.1	437.0	-14.6	10.9
POPULATION		19,043.0	20,013.0	20,096.0	5.1	0.4
PUBLIC SCHOOL ENROLLMENT		2,864.4	2,930.3	2,889.0	2.3	-1.4
CONSUMER PRICE INDEX(CPI-U) ALL ITEMS		177.0	182.5	187.1	3.1	2.5
HOUSING UNIT PERMITS		45.8	50.7	46.0	10.7	-9.3
AIRBONE TRANSPORTATION						
	Thousands	Thousands	Thousands			
REVENUE PASSENGERS		91,902.7	96,174.4	85,799.8	4.6	-10.8
AIRCRAFT FLIGHTS		1,275.8	1,247.7	1,162.3	-2.2	-6.8
CARGO TONNAGE		2,902.7	2,987.6	2,471.4	2.9	-17.3

NOTES

- * The Whole Number.
- @ Rental car data for New York State only. In New Jersey and Connecticut, rental cars are included in passenger registrations.
- # Data include the New York and Connecticut sections of the region.
- t Data include New York, New Jersey and Connecticut sections of the region.
- a Data exclude Connecticut Bus Transit.
- c Includes rental cars in Connecticut.
- ** In New York State, the motorcycle category also includes mopeds.
- g Millions of Gallons
- r Revised
- n/a Data not available

PREFACE

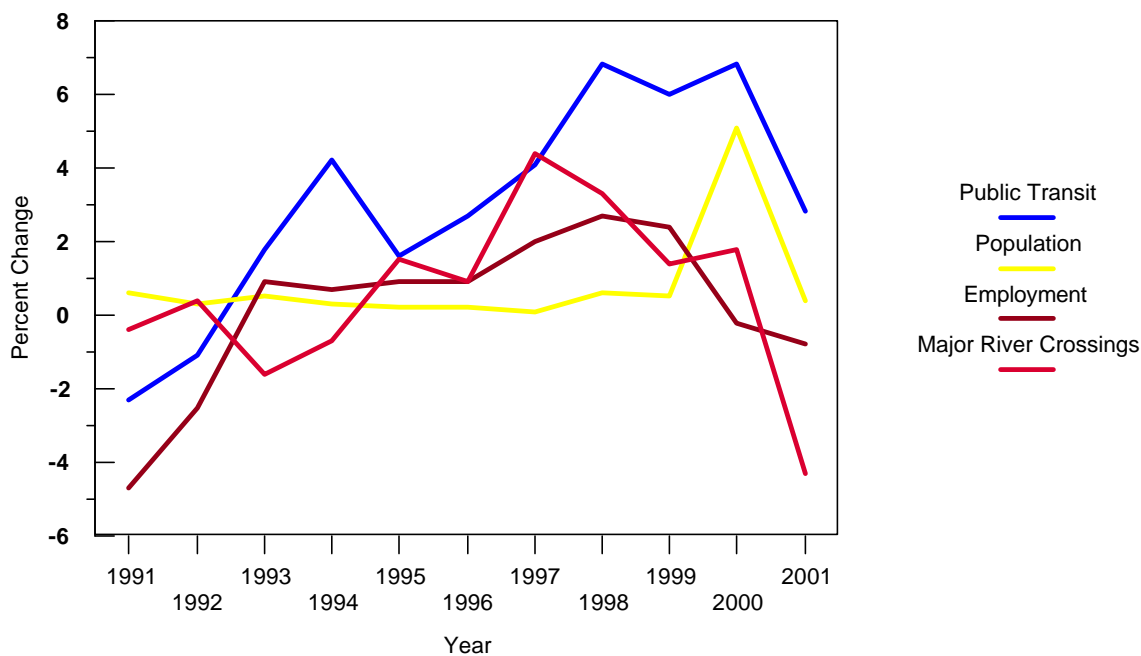
Transportation demand is ultimately derived from the needs of individuals and businesses. Access to transportation gives people mobility, choice and freedom to accomplish what is important to them. Transportation trends are primarily influenced by demographic and economic style. According to APTA^a data, work is the most popular destination, with 54 percent of all transit trips ending at workplaces. Next, 15 percent of trips go to schools; 9 percent to shop; 9 percent social visits; and 5.5 percent medical appointments.

Transportation users come from all household income levels. The majority of passengers fall in the income range of \$15,000 to \$50,000; while 27 percent of travelers earn below \$15,000 and nearly 20 percent earn more than \$50,000^a. The U.S. Department of Transportation's 1995 National Personal Transportation Survey estimated 8 million of 100 million U.S. households did not own a car, truck, van, motorcycle, or motor scooter. An additional 30 million households owned only one vehicle.

Public transportation affords people from every walk of life opportunities to make transportation choices from among the options available. Public transportation includes all multiple-occupancy vehicle services designed to transport customers on local and regional routes. These services are: private and public buses; rail; ferryboats; intercity bus, and taxi services operated under contract to a public transportation agency. Although this report does not exclusively discuss public transportation, it nevertheless attempts to convey statistics which highlight the importance of this service to the livelihood of the traveler.

The Regional Transportation Statistical Report, 2001 is a resuscitation of the series of informational reports, last published in 1999. All material for the 2000 report were lost during the tragic events of September 11, 2001.

Figure 1
Transportation, People, and Jobs
Tri-State Region



Source: Public Transit Operator Data & NYMTC Estimates
Bureau of Census, Department of Labor
TBTA, PA, NYS TA, NYSBA, NYC DOT

^a American Public Transportation Association, 2002 Public Transportation Fact Book.

INTRODUCTION

The New York Metropolitan Transportation Council (NYMTC) is an association of government agencies and transportation providers which serves as the federally-designated Metropolitan Planning Organization (MPO) for New York City, Long Island, and the Lower Hudson Valley counties of Putnam, Rockland, and Westchester. In its role as MPO, the Council is required to facilitate a metropolitan transportation planning process in its area; and one part of the process is the annual monitoring of transportation and demographic trends in the region, which it has effectively done over the past three decades. The Regional Transportation Statistical Report (RTSR) is produced to support the planning process. This report is published annually, illustrating data spanning a ten year period, and provides a brief technical review of transportation and demographic trends in selected counties in the New York-New Jersey-Connecticut tri-state region (see map on the next page). These counties are:

New York

Dutchess
Nassau
Orange
Putnam
Rockland
Suffolk
Westchester
New York City

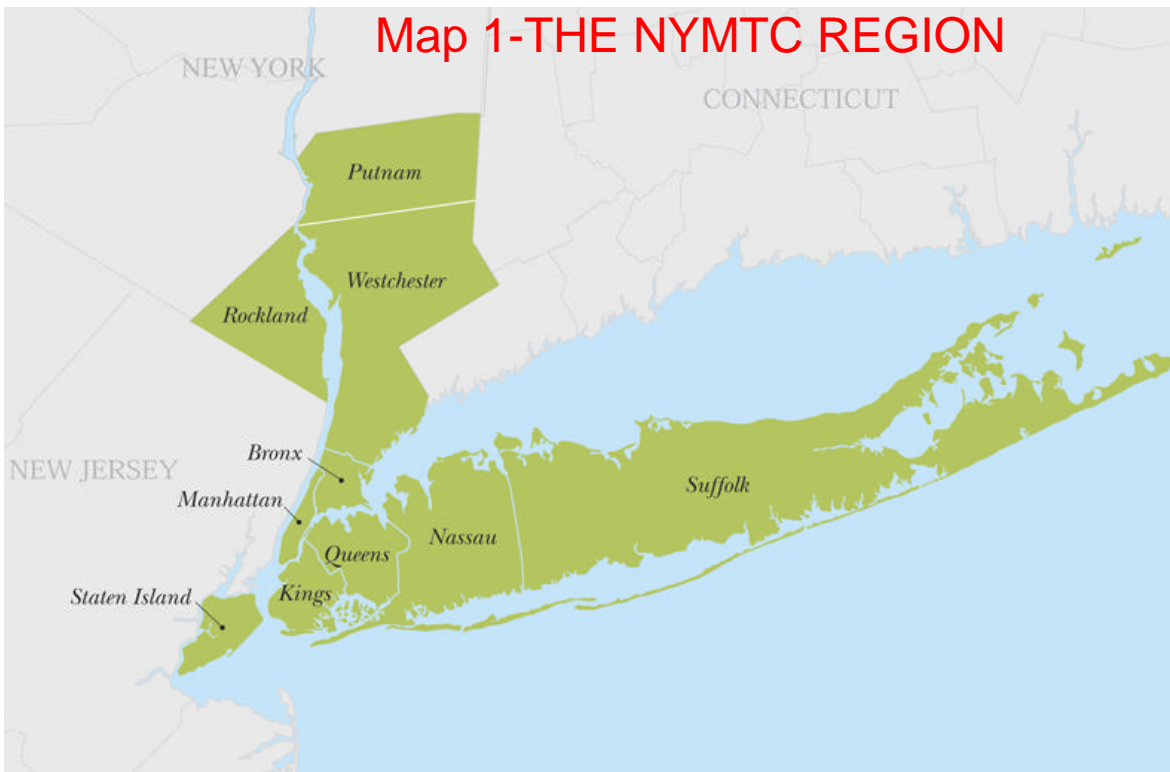
New Jersey

Bergen
Essex
Hudson
MiddleSex
Monmouth
Morris
Passaic
Summerset
Union

Connecticut

Fairfield
Litchfield
New Haven

The report contains 51 statistical tables and 47 figures, all of which are related to the following Regional Transportation Plan goals of the Council: Mobility, Infrastructure, Financing, Safety, and Airport Access. The tables also detail such federal Metropolitan Planning Factors as the social, economic, energy, and environmental effects of transportation decisions. These statistics were obtained from various secondary sources, as indicated by the references. Estimates were used when necessary to derive some data sets. Those estimates were based on historical and other data received from their respective sources. The Transportation data are reported by mode, major transit operator, and highway facilities.



REGIONAL GOAL: MOBILITY

The Regional Transportation Plan's (RTP) mobility goal is twofold:

- To provide adequate movement for people and freight by the year 2020; and
- To maximize the transportation system's and level of service and to manage demand to the extent possible.

TRANSIT RIDERSHIP OVERVIEW

The New York-New Jersey-Connecticut tri-state region is heavily transit-dependent, with a variety of public transportation systems operating in its different sectors. During 2001, transit services in the tri-state region covered rail rapid transit (subway), suburban rail, bus, and ferry. The Metropolitan Transportation Authority's component agencies (MTA NYC Transit Bus and Subway systems, MTA Long Island Bus, MTA Staten Island Railway, MTA Metro North Railroad, and MTA Long Island Rail Road) and the New Jersey Transit Corporation, along with the Port Authority Trans Hudson (PATH), all collect, assemble and report average weekday and annual ridership data. The data for the private bus operators are provided by New York State Department of Transportation. The New York City Department of Transportation provides data for Staten Island and private ferries. The Connecticut Department of Transportation supplies statistics for Connecticut bus transit.

TRANSIT RIDERSHIP TRENDS

In an area of the size and density of the New York-New Jersey-Connecticut tri-state region, there is a wide diversity of transit operators, ranging from the large bus, subway and suburban rail networks of the Metropolitan Transportation Authority and New Jersey Transit to the smaller bus operations serving individual suburban communities.

Factors Influencing Ridership – Throughout 2001, a variety of factors including weather conditions, holidays, availability (or unavailability) of jobs, the availability of various fare options with Metro Card and increasing usage of E-ZPass for toll payment, all influenced ridership levels. By far, however, the September 11th terrorist attack and destruction of the World Trade Center had the most significant impact on ridership and traffic volume.

The region's transit systems carried a total of almost 2.9 billion passengers in 2001, an increase of 2.8 percent over 2000's ridership volumes and a remarkable 41.5 percent growth in ridership over the decade 1991-2001. The geographic components of the region also exhibited similar increases in ridership in 2001 over 2000. Thus, New York State, New Jersey, and Connecticut posted increases in 2001 of 2.8 percent, 2.9 percent and 2.2 percent, respectively. A similar upward trend over the decade was also noted geographically, with the exception of Connecticut. Ridership volumes in New York and New Jersey increased by 44.7 percent and 25.8 percent, respectively; but declined by 9 percent in Connecticut.

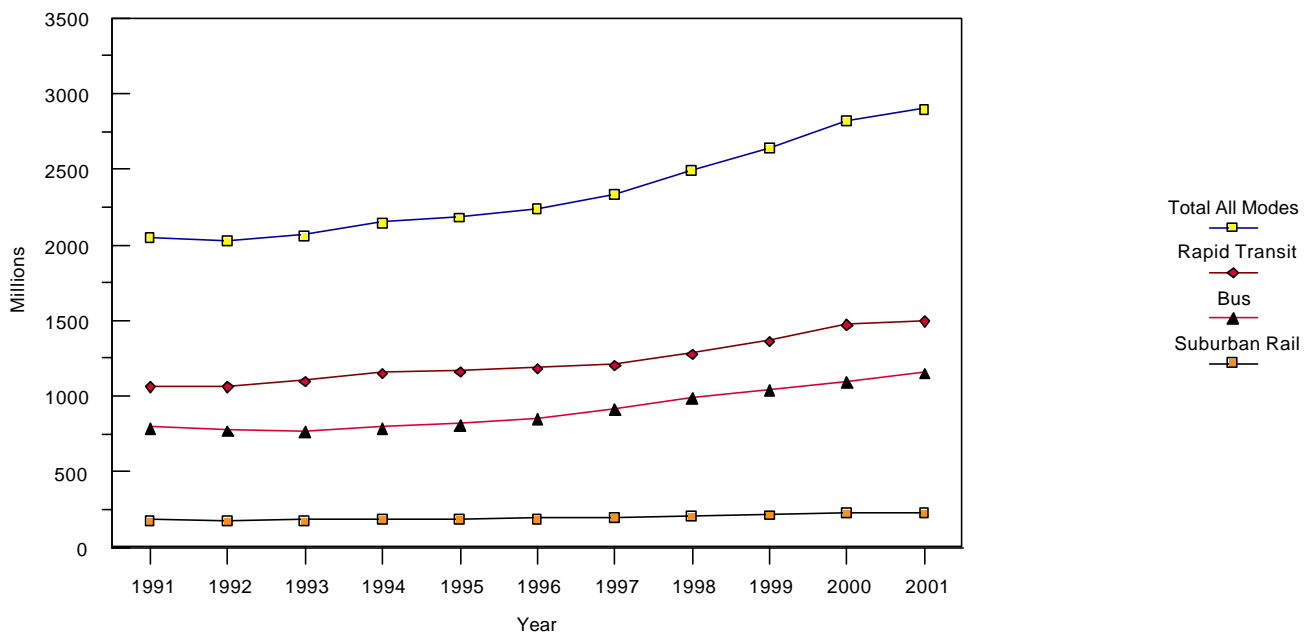
Most of the region's major transit operators reported fairly substantial increases in ridership in 2001. MTA New York City buses, for example, transported 739.5 million passengers in 2001, a 5.8 percent increase in volume over 2000, compared with an almost 2 percent increase posted by New York City's private buses. The MTA New York City subway system, while reporting a modest 1.8 percent increase in ridership in 2001 over 2000, nevertheless trended steadily upward over the period 1991-2001, transporting from 995.2 million to 1,405.3 million passengers over that period. Notable increases were also reported by: private ferries (which transported 15 percent more passengers in 2001 than

they did in 2000); New Jersey independent buses (an increase of 9.5 percent in 2001 over 2000); the Newark City, NJ, subway system (a 9.3 percent increase); and Connecticut's private buses (an increase of almost 7 percent over 2000). Other major operators which posted increases in 2001 over 2000 included: the MTA Long Island buses (a 3 percent increase); New Jersey Transit Rail (2.6 percent); New Jersey Transit buses (2.1 percent); Connecticut Transit buses (2.2 percent); and the MTA Metro North Railroad (2.0 percent).

Some public transportation systems, however, did not fare as well. The Staten Island Ferry system, for example, transported only 18 million passengers in 2001, a decline of 5.3 percent from 2000's ridership. In fact, ridership on the Staten Island Ferry fluctuated over the period 1991-2001, moving from 19.7 million passengers in 1991 to a low of 16.9 million in 1997 and up again to its highest level of 19.9 million in 1999. In 2001, ridership on the MTA Staten Island Railway also declined by 2.4 percent from 2000's volumes. Other public transportation systems which suffered declines in 2001 from 2000 were the PATH trains (a decline of 1.3 percent) and the Westchester County buses (0.3 percent).

Table A-1 compares annual revenue passenger ridership among the various regional operators over the period 1991-2001. Figures 2 to 18 show an overview of ridership trends by different mode during the past decade.

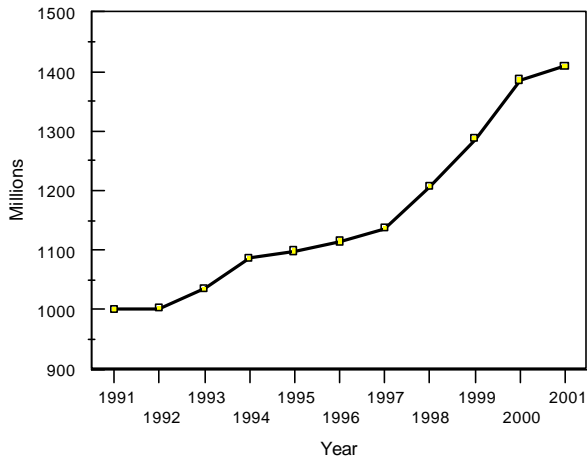
Figure 2
Public Transportation Revenue Passengers
Tri-State Region



Source: Transit Operators data & NYMTC Estimates

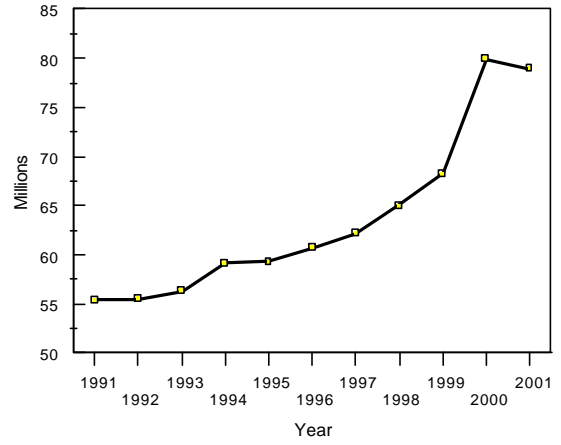
Note: Paratransit ridership excluded CT Bus Transit included

Figure 3
 NYC Rail Transit & Staten Island Railway
 Rapid Transit Revenue Passengers



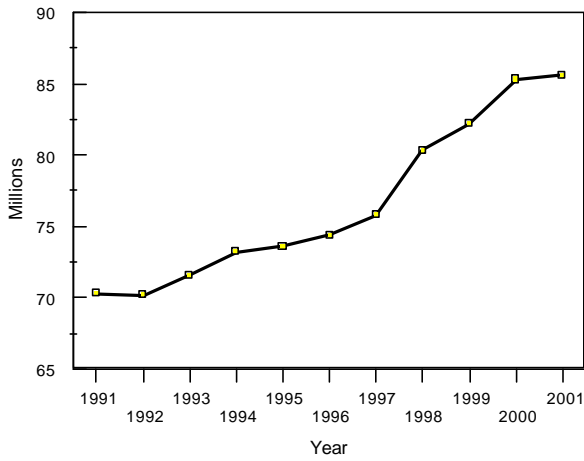
Source: Transit Operators Data

Figure 4
 Path
 Revenue Passengers



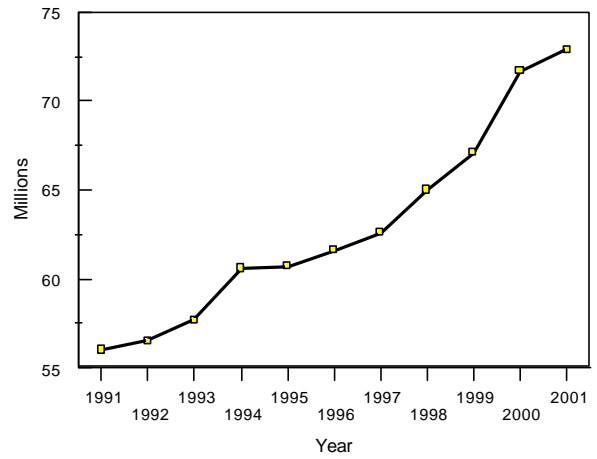
Source: PA

Figure 5
 Long Island Rail Road
 Suburban Rail Revenue Passengers



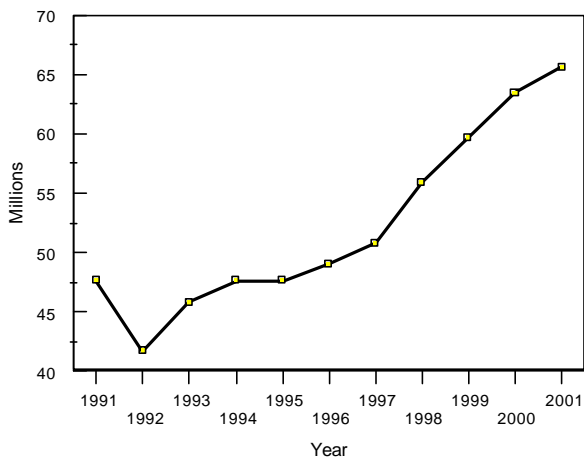
Source: MTA

Figure 6
 Metro North Rail Road
 Suburban Rail Revenue Passengers



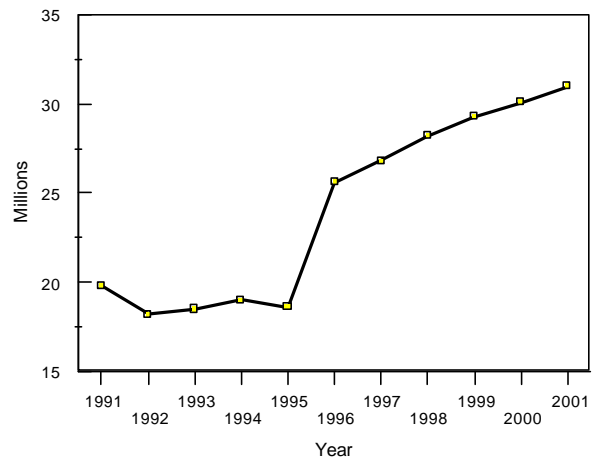
Source: MTA

Figure 7
 New Jersey Transit
 Suburban Rail Revenue Passengers



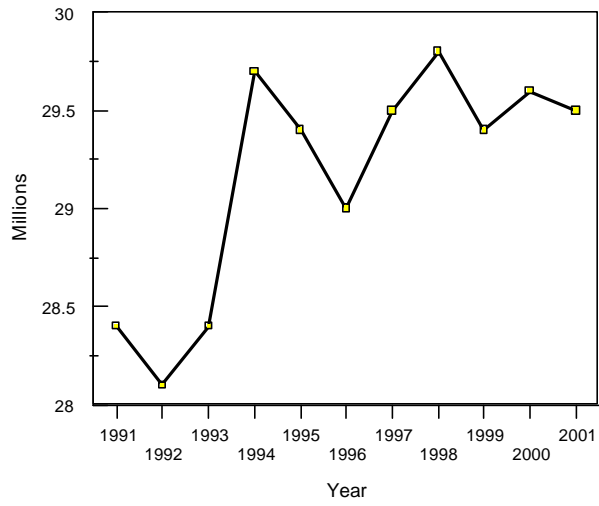
Source: NJ Transit

Figure 8
 MTA-Long Island Bus
 Bus Transit Revenue Passengers



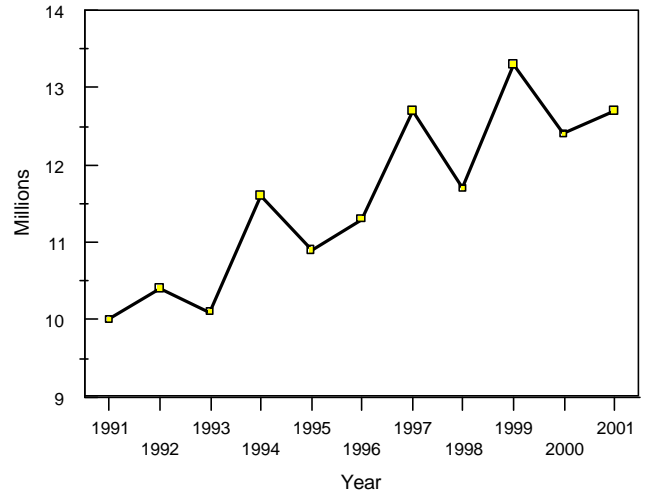
Source: MTA

Figure 9
Westchester County Bus
Bus Transit Revenue Passengers



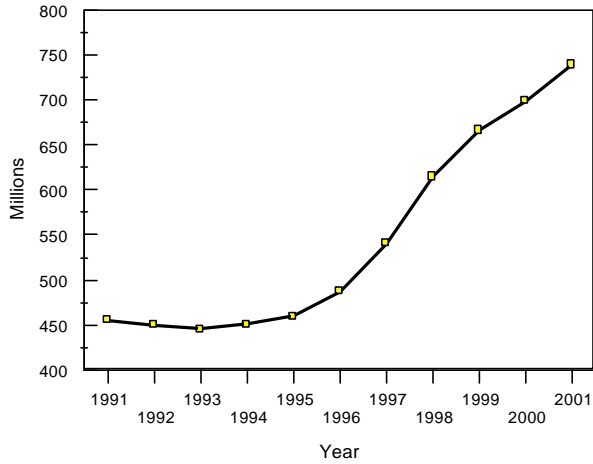
Source: Westchester County DOT

Figure 10
Upstate NY & Long Island Independent Operators
Bus Transit Revenue Passengers



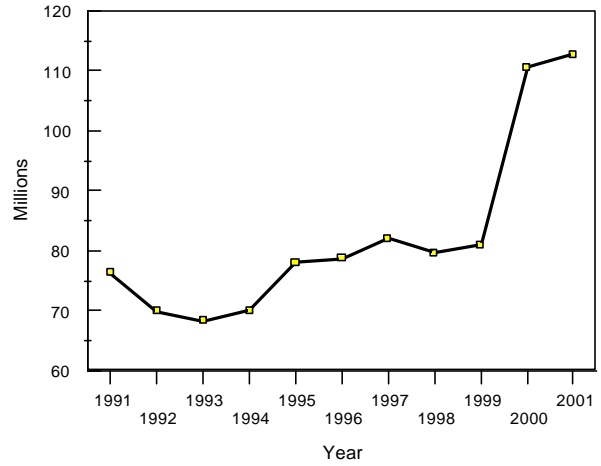
Source: Transit Operators' Data and NYMTC Estimates

Figure 11
MTA-NYC Bus Transit
Bus Transit Revenue Passengers



Source: MTA

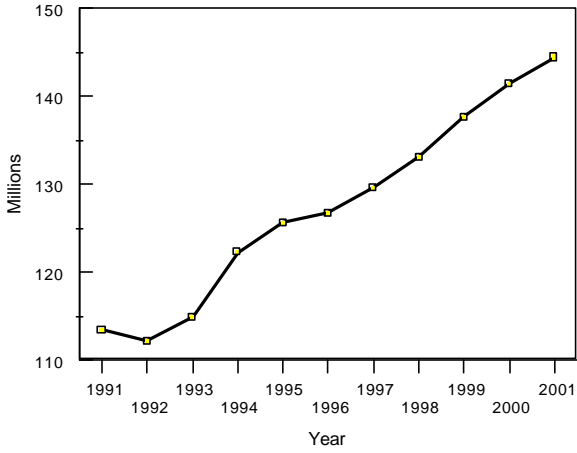
Figure 12
NYC Private Operators
Bus Transit Revenue Passengers



Source: NYS DOT

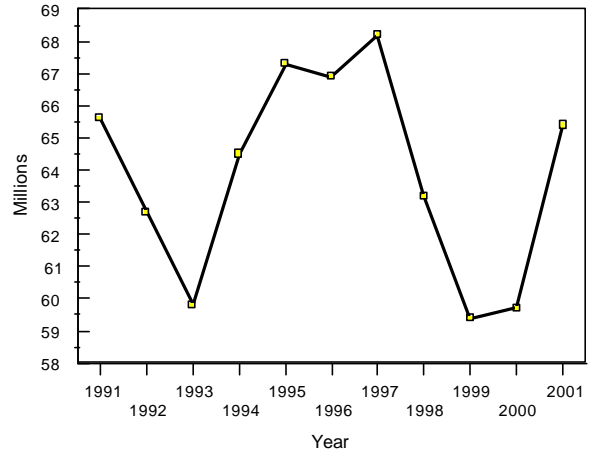


Figure 13
New Jersey Transit Corporation
Bus Transit Revenue Passengers



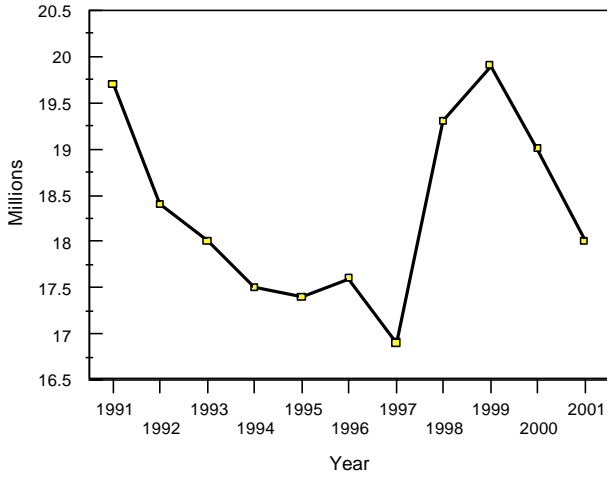
Source: NJ Transit

Figure 14
New Jersey Independent Operators
Bus Transit Revenue Passengers



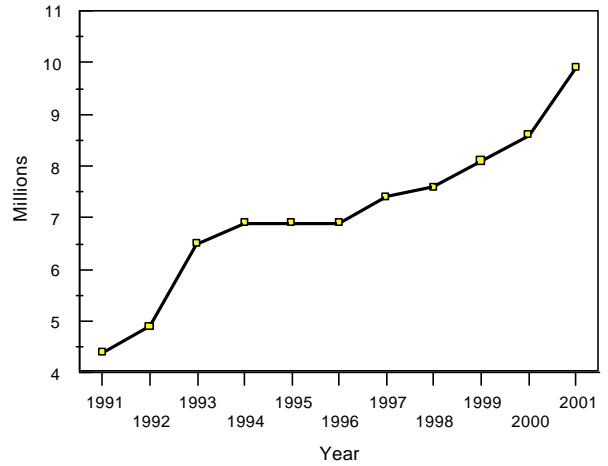
Source: NJ Transit

Figure 15
Staten Island Ferry
Ferry Transit Revenue Passengers



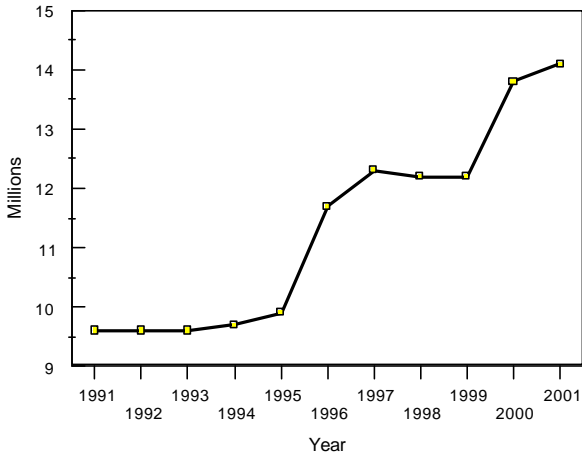
Source: NYC DOT

Figure 16
Private Ferry
Ferry Transit Revenue Passengers



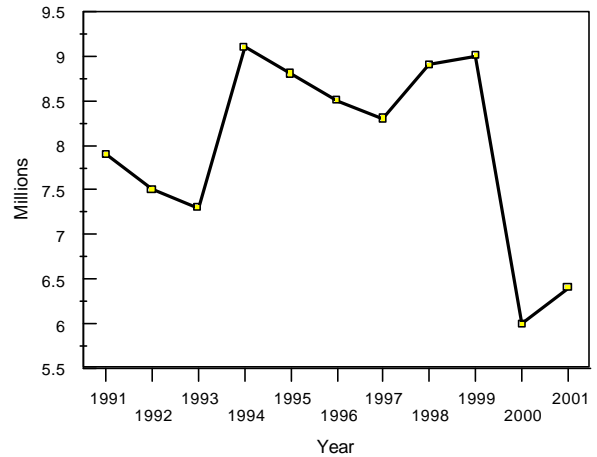
Source: NYC DOT
 Note: Covers NY-NJ Operators

Figure 17
Connecticut Transit Bus
Bus Transit Revenue Passengers



Source: CT DOT

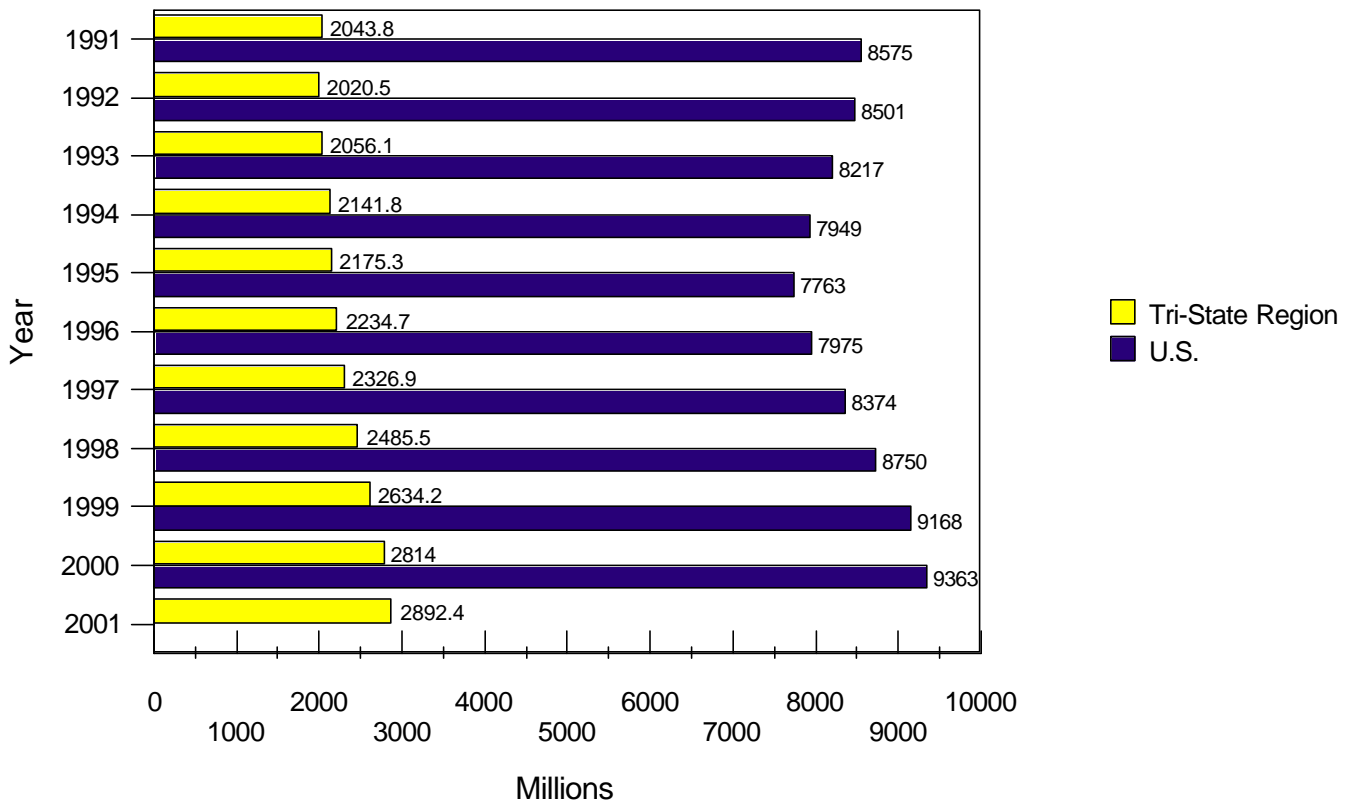
Figure 18
Connecticut Private Operators
Bus Transit Revenue Passengers



Source: CT DOT

A comparison of the tri-state region's transit ridership with that of the United States in general offers evidence of the heavy concentration of transit use in this region. While national transit ridership dipped from 8,575 million passengers in 1991 to 7,763 million in 1995 and increased again to 9,363 million in 2000 (national totals for 2001 are unavailable), transit ridership in the region increased progressively from 2,043.8 million to 2,892.4 million over the decade 1991-2001. As Figure 19 illustrates, the tri-state region's transit ridership moved from 23.8 percent of national ridership in 1991 to 30 percent in 2000.

Figure 19
Annual Revenue Passengers
Tri-State Region and U.S.

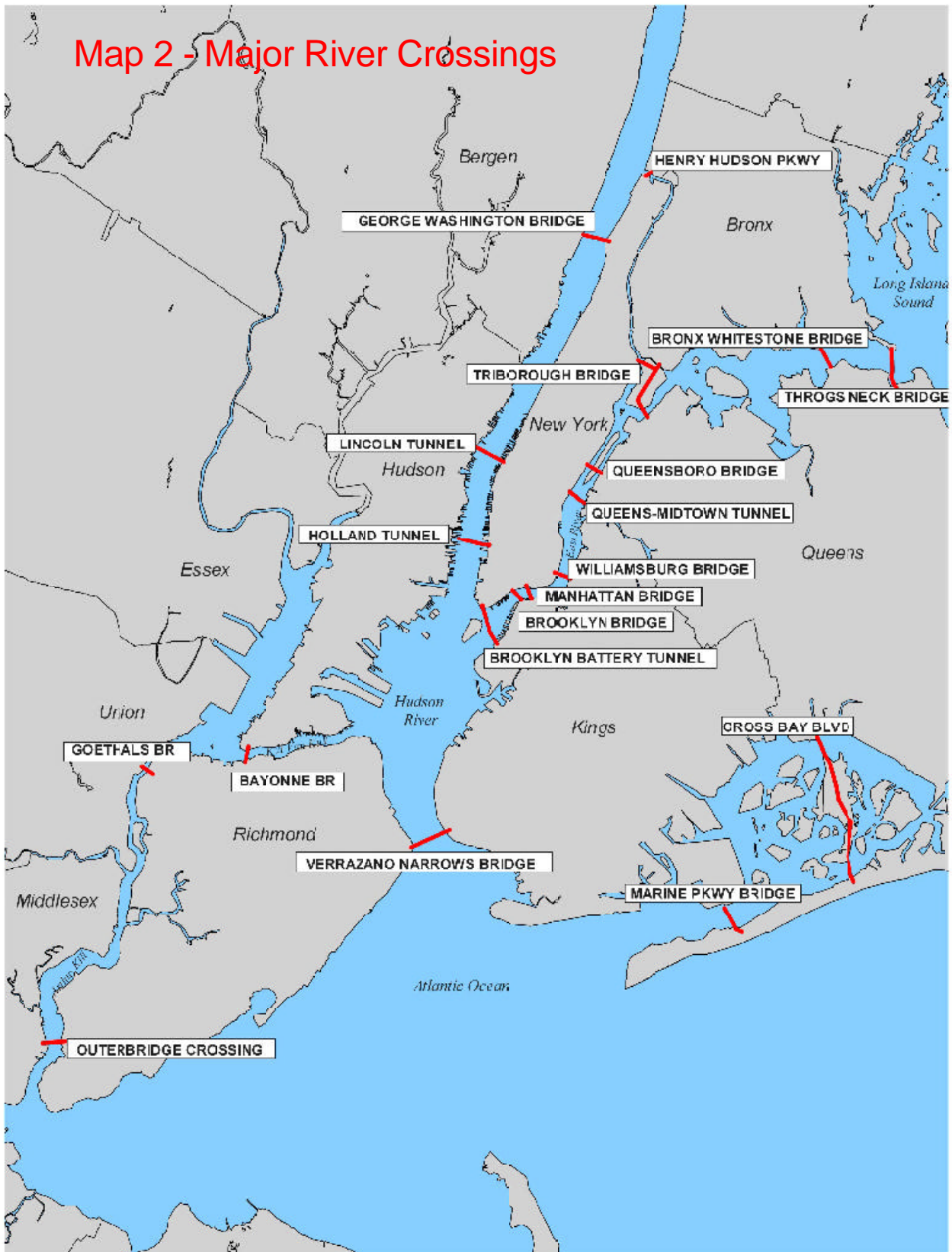


Source: Transit Operators' Data and Transit Statistics Fact Book-2002
 Note: U.S. Data for 2001 not available

TRAFFIC ON MAJOR RIVER CROSSINGS

The region's highway system contains links which are crucial to the region's economy. These links, mostly bridges and tunnels, enable motorists and goods to reach New York City, pass through it, or bypass the region's most built-up destination altogether. The tri-state region's river crossings include 33 major bridges and tunnels. The river crossings data include all trans-Hudson facilities up to the Kingston-Rhinecliff Bridge in the north, and East River as well as Harlem River crossings. Crossings between Staten Island and New Jersey (Kill Van Kull and Arthur Kill) are also included, as is the Verrazano-Narrows Bridge. See Map 2

Map 2 - Major River Crossings



During 2001, the daily traffic volume on the region's major river crossings (as defined above) was 2,712,982 vehicles, a decrease of 4.3 percent from 2000. The decrease was largely attributable to closures and restrictions at most New York City facilities, imposed following the events of September 11, 2001

Significant Increases and Decreases Traffic Volume³

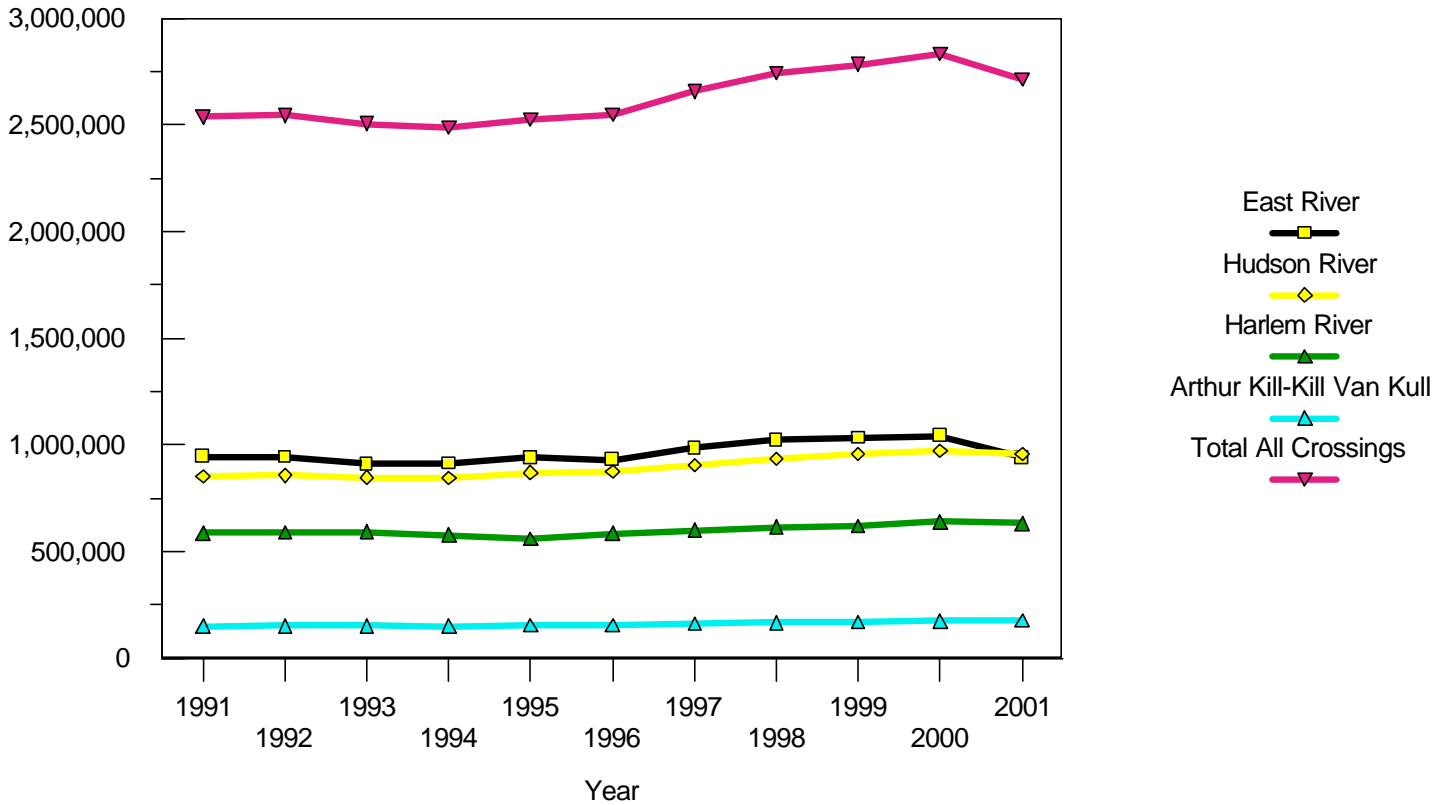
Of the bridges carrying fewer than 50,000 vehicles daily, the Macombs Dam (Bridge spanning the Harlem River between the Bronx and Manhattan) had the highest increase (88.6 percent in 2001 over 2000). This was primarily due to a re-opening of that bridge in 2001; following extensive closures and restrictions in 2000 the bridge was undergoing reconstruction. The Bayonne Bridge, although closed for twelve consecutive days in October, 2001, saw a modest 8.6 percent increase in vehicular traffic over 2000, as did the Broadway Bridge across the Harlem River (8.4 percent) and the Bear Mountain Bridge across the Hudson River (6.7 percent increase). On the other hand, The 145th Street Bridge over the Harlem River between Manhattan and the Bronx saw the largest traffic reduction on the low-volume crossings (22.7 percent from 2000). This decrease represented a return to normal traffic levels at that crossing. Traffic on the 145th Street Bridge had been unusually high in 2000 because of diversions caused by major reconstruction on the nearby Macombs Dam Bridge.

Only seven of the twenty-two river crossings facilities which carry more than 50,000 vehicles daily, reported increased traffic flows in 2001 compared with 2000. Of these, Newburgh-Beacon Bridge across the Hudson River had the highest increase in traffic (5.2 percent); followed by Harlem River's Henry Hudson Bridge (3.4 percent); the Verrazano Narrows Bridge (3.1 percent); the Goethals Bridge (2.8 percent); and the Throgs Neck Bridge (1 percent). The other high volume crossings all carried less traffic in 2001 than they did in 2000, with the most significant decline – 35.3 percent — occurring on the Brooklyn Bridge, which spans the East River between Manhattan and Brooklyn. This is the closest bridge to Ground Zero⁴; and restrictions on single-occupant vehicles (SOVs) using the bridge, as well as restricted capacity and access to Manhattan streets south of Canal Street were responsible for decline. Another facility in close proximity to Ground Zero, the Brooklyn Battery Tunnel, accommodated 22.1 percent fewer traffic in 2001 than it did in 2000, again due to the imposition of the 9/11 restrictions and closures. Other significant declines were noted on the Williamsburg Bridge (24.2 percent from 2000) and the Holland Tunnel (17.7 percent), also related to 9/11 restrictions.

Table B-6 and Figure 20 analyze the traffic trends at the river crossings over the period 1991-2001. It will be noted that the George Washington Bridge, spanning the Hudson River between New York and New Jersey, was the most utilized facility, accounting for a daily average of 10.4 percent of all vehicular traffic at the river crossings over the period 1991-2001.



Figure 20
Major River Crossings Daily Traffic
NY-NJ Region



While automobiles accounted for the vast majority (almost 86 percent) of traffic traversing the region's river crossings in 2001, a total of 164,869 trucks utilized the facilities daily that year. This represented 6.1 percent of the total volume of traffic at all the river crossings and again serves to emphasize the region's importance as an economic hub. A little more than 63,000 trucks, or 38 percent of all truck traffic, crossed the Hudson River every day at the facilities linking New York and New Jersey. The George Washington Bridge was the facility most utilized by trucks, carrying 23,000 or almost 21 percent of all daily truck traffic in 2001. (Please see Tables B-7 and B-8).

MOTOR VEHICLE REGISTRATIONS

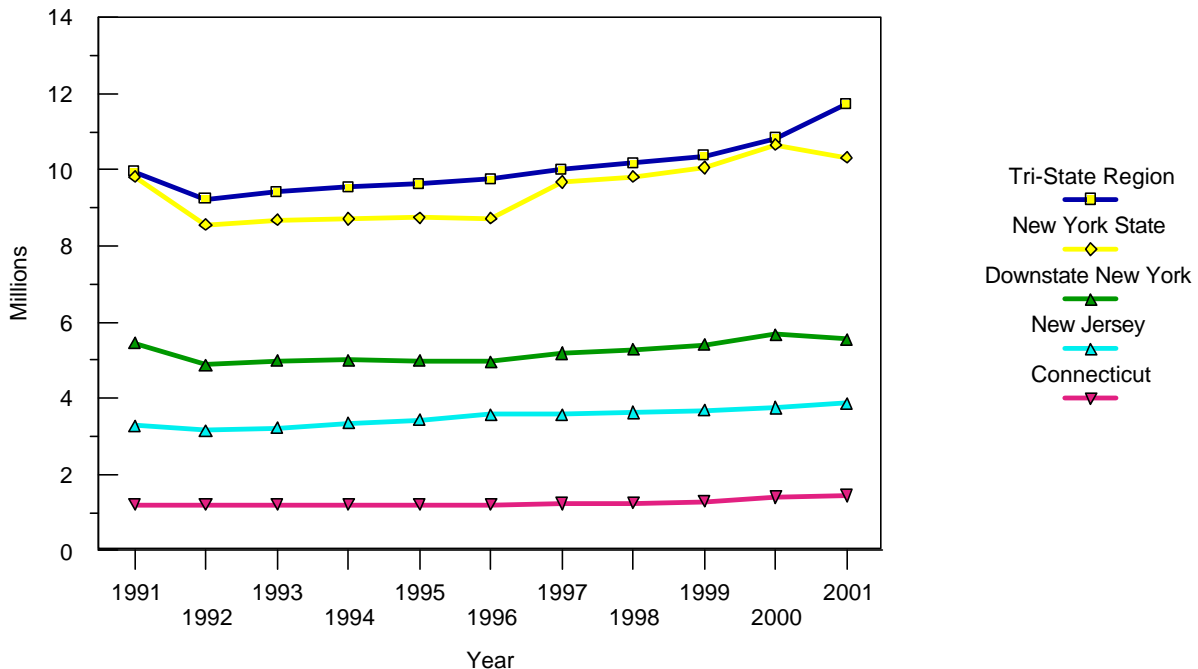
Over the past decade, the number of registered motor vehicles has been trending upwards, not only in the tri-state region and in New York State, but also in the nation. In 2001, there were slightly fewer than 230.5 million registered motor vehicles in the United States; just over 11.7 million in the tri-state region; and slightly more than 10.3 million in New York State. As can be seen from Table B-1, the annual vehicle registration data vary among the counties of the tri-state region. Despite the extent of the region's public transportation system, significant travel in the tri-state region is by private automobile; and, except for a slight decline in 1992, this mode of travel in the tri-state region generally trended upward over the period 1991-2001. In 2001, the number of motor vehicles registered in the region increased by 0.7 percent over 2000. Annual vehicle registrations in the New Jersey and Connecticut sectors increased by 3.1 and 2.8 percent, respectively but declined in the New York City and New York Suburb sectors by 1.0 and 1.6 percent respectively (please see Table B-1).

Motor vehicle registrations are reported by major vehicle classes; passenger car, rental car, commercial, bus, taxi, and motorcycle.

During 2001, passenger car registrations in New York City decreased by 0.6 percent. However, the number of passenger car registrations in all other sectors (New York Suburb, New Jersey, and Connecticut) increased by 1.9 percent, 1.4 percent and 2.9 percent, respectively over 2000 (please see Table B-2).

In 2001, commercial vehicle registration declined from 2000 in all the sectors: New York City by 1.1 percent, New York suburb by 5.9 percent, New Jersey by 5.8 percent and Connecticut by 5.7 percent (please see Table B-3). Figure 21 shows the trends in vehicle registrations in tri-state region.

Figure 21
Annual Motor Vehicle Registrations
Tri-State Region



GASOLINE AND DIESEL FUEL CONSUMPTION

During 2001, gasoline consumption in the United States and the tri-state region increased by 0.3 percent over 2000, reaching 134.2 billion gallons of gasoline sales in the United States and 5.9 billion gallons in the tri-state region. Sales in New York and Connecticut increased by 0.7 and 1.4 percent respectively, while gasoline sales in New Jersey declined by 0.6 percent.

Over the period 1991-2001, gasoline sales in the tri-state region fluctuated from a low of 5.9 billion gallons in 1992 to a high of 6.4 billion gallons in 1996. This fluctuation was also evident in each sector, with New York, New Jersey and Connecticut each reporting their highest sales in 1999 (3 billion, 2.3 billion and almost 1 billion gallons, respectively). The New York sector, however, reported its lowest sales (2.8 billion gallons) in 2001; while the New Jersey and Connecticut sectors' lowest volumes — 1.9 billion gallons and 0.7 billion gallons, respectively — were sold in 1992. In fact, gasoline sales in the New York sector in 2001 actually fell by 0.4 percent from 2000's sales, while sales in the New Jersey and Connecticut sectors increased by 1.1 percent and 0.8 percent, respectively, over the same period (please see Table B-9).



In 2001, an estimated 834 million gallons of diesel fuel were sold in the tri-state region, an increase of 4.3 percent over 2000. The bulk of this volume, 55 percent, was sold in the New Jersey sector, where sales increased by almost 6 percent over 2000. Both the Connecticut and New York sectors also reported increases in sales in 2001, by 3.7 percent and 2.1 percent, respectively, over 2000. It should be noted that, according to Table B-10, sales data for parts of New York State were not reported from August-December 2001.

MANHATTAN CENTRAL BUSINESS DISTRICT

The Manhattan Central Business District (CBD or the Hub), an 8.5 square mile area between 60th Street and the Battery, and the East and Hudson Rivers is the core of the region's business activities. This is a very congested and prosperous area in the tri-state region. Almost one-fourth of the region's jobs are located in this area. As a center for business, shopping and entertainment, the Manhattan CBD attracts visitors from across the region, the country, and the world. Acknowledging the CBD's vital role in maintaining the region's national and international importance, NYMTC coordinates the annual Hub-Bound Travel Survey, taken on a typical fall business day. The results are published in extensive detail in a separate report, Hub-Bound Travel, (available on the NYMTC website – www.nymtc.org).

In 2000, the total number of persons entering the CBD in a 24 hour period increased by 2.7 percent over 1999 to 3.9 million. Over the same period, however, it is estimated that employment in the CBD declined by 105,000 or 4.7 percent to just over 2.1 million in 2000 (please see Table C-2). Table C-1 shows the share of total entries into the CBD occurring during the morning peak hour (8-9AM) and morning peak period (7-10AM) via automobiles, taxis, vans, trucks, and public transit systems.



REGIONAL GOAL: INFRASTRUCTURE

To achieve and to maintain a state of good repair for the existing regional transportation system and to prevent infrastructure deficiencies from increasing for both existing and future infrastructure.

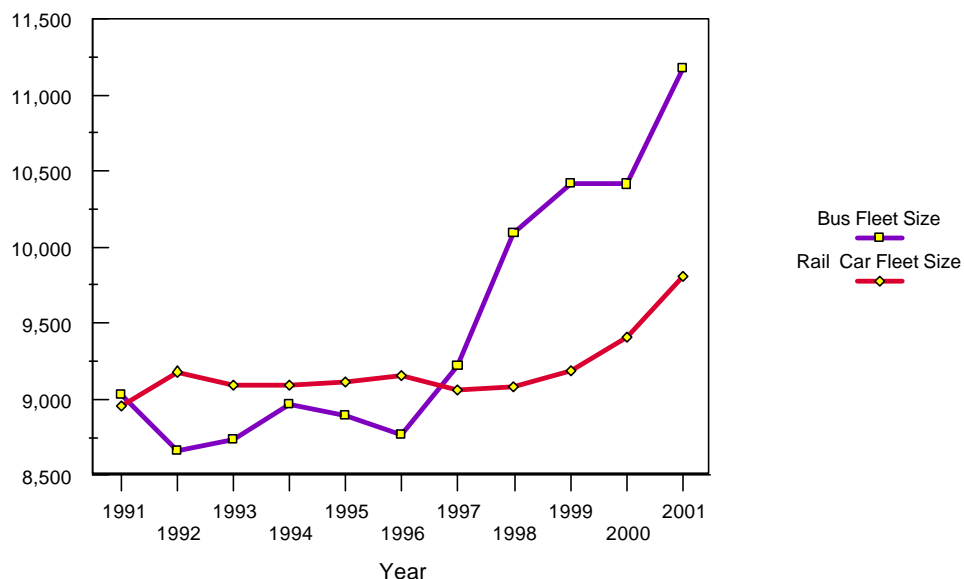
TRANSIT EQUIPMENT

Transit riders in the tri-state region continued to benefit from increasing numbers of buses and rail cars, as well as from preventative maintenance programs aimed at improving reliability. Thus, as of 2001, the average age of the New York-New Jersey region's bus fleet was 7 years, while the average age of available rail cars was 25 years. The fleet characteristics presented in this report include the total number of buses and rail cars available to provide adequate and reliable services as of December 31st of each year.

In 2001, the size of the entire bus and rail fleet in the New York-New Jersey region increased by 5.8 percent from 2000 to total 21,459 units. Over that period, the regional bus fleet increased by 760 vehicles or 7.3 percent to 11,173; while the rail car fleet increased by 4.2 percent from 9,409 to 9,806 compared to the previous year. The availability of buses, like rail cars, fluctuated between 1991 and 1996, but both progressed upward steadily during the period 1996-2001 (please see Table A-9).

New York City buses (both the MTA NYC Transit and Private operators), combined to account for almost 52 percent of the New York-New Jersey region's bus fleet. The two largest bus operators, the MTA NYC Transit and the New Jersey Transit, each had a 40 percent share of the region's available bus fleet in 2001. See Table A-9, A-10 and Figure 22.

Figure 22
Annual Bus and Rail Car Fleet
Tri-State Region



Source: Transit Operators' Data
Note: Excludes bus transit in Connecticut

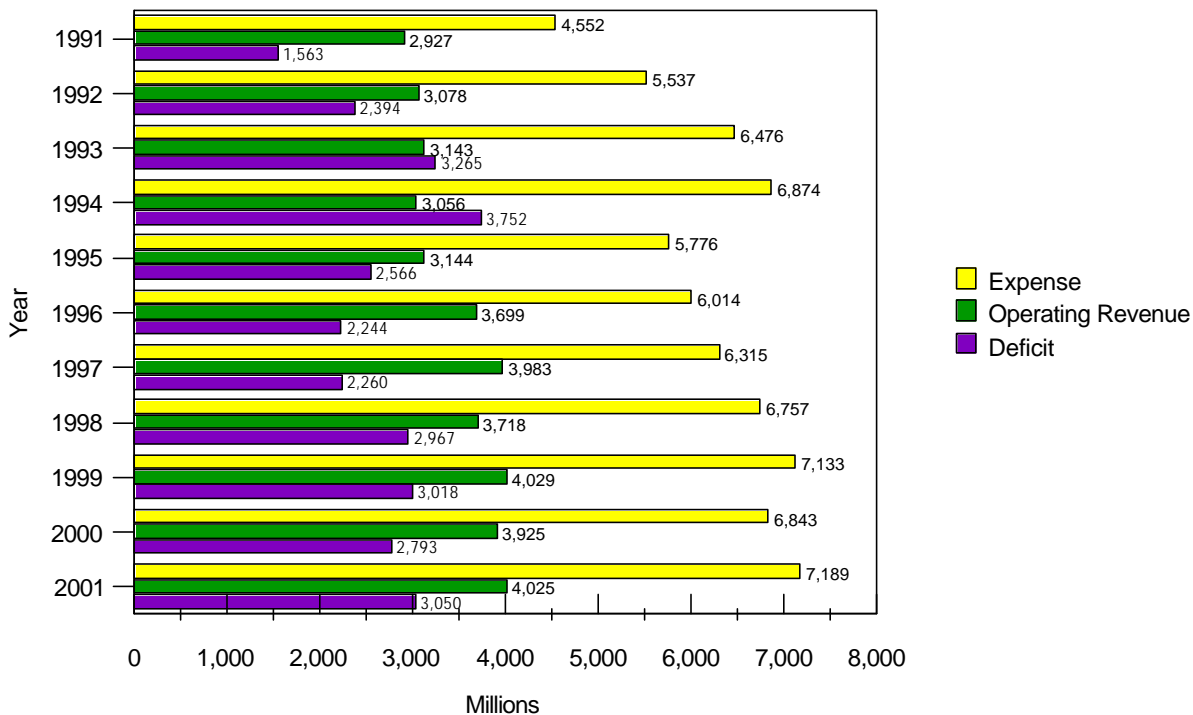
REGIONAL GOAL: FINANCING

To identify financial resources from all levels of government and private sources that can reasonably be expected in order to implement the Regional Transportation Plan equitably and efficiently.

ANNUAL TRANSIT REVENUES

The New York-New Jersey-Connecticut region's public transportation systems reported total operating revenues of just over \$4 billion in 2001, up by 2.6 percent from 2000. Over the same period, all major operators – with few exceptions – reported increases in operating revenues; the exceptions being: New York City private bus operators (a decrease of 1.9 percent); MTA Staten Island Railway (a 5.9 percent decrease); and the Staten Island Ferry (a 6.0 percent decrease). The largest increases were reported by the Newark City Subway system (81.5 percent over 2000); the PATH train system (16.0 percent); New Jersey Suburban Rail, including New Jersey Transit Rail (9.8 percent); MTA NYC Transit buses (7.1 percent) and New Jersey Transit buses (5.6 percent). Connecticut Transit buses reported no increases, with operating revenues of \$10.6 millions each year in 2000 and 2001. Please see Table A-5 and Figure 23.

Figure 23
Annual Public Transportation Finances
Tri-State Region



Source: Transit Operators' Data and NYMTC Estimates

Total passenger revenues in the tri-state region increased by a marginal 1.5 percent to \$3.8 billion in 2001, from \$3.7 billion in 2000. This was largely due to significant increases of 17.4 and 14.3 percent reported by New Jersey rapid transit (PATH) and Newark City Subway, respectively. Other significant increases in passenger revenues in 2001 were posted by: MTA New York City Transit (6.9 percent);

Long Island private buses (6.1 percent); Connecticut private buses (5.2 percent); and New Jersey Independent buses (3.5 percent). New York City private buses, however, reported a significant loss in passenger revenue, from \$128 million in 2000 to \$114 million in 2001, a 11 percent decline. MTA Staten Island Railway also saw their 2001 passenger revenues decline by almost 9 percent from 2000. Please see Table A-6 and Figure 21.

ANNUAL TRANSIT EXPENSE AND DEFICITS

Total operating expenses for all public transportation systems in the tri-state metropolitan region were \$7.2 billion in 2001, an increase of 5.1 percent over 2000. Significant increases were reported by: MTA Long Island Rail Road (7.2 percent); MTA New York City Buses and New Jersey Transit Buses (6.6 percent, each); New York City Private Buses (6.3 percent); and the MTA New York City Subway and Staten Island Ferry (5.8 percent, each). Connecticut Transit buses and Newark City Subway system, however, saw steep declines of 54 percent and 23.5 percent, respectively, in their operating expenses. Please see Table A-7.

The tri-state region's annual public transportation deficit (the difference between operating revenue and operating expense) increased by 9.2 percent to \$3.1 Billion in 2001, from \$2.8 Billion in 2000. The largest deficit increase, 69.5 percent, was posted by Staten Island Ferry system, followed by the MTA New York City Subway (25.2 percent); while the largest deficit reduction, 49.5 percent, was reported by Newark City Subway, followed by PATH service (27 percent). All other operators showed modest changes in deficits over the period 2000-2001 (see Table A-8).

FAREBOX RECOVERY

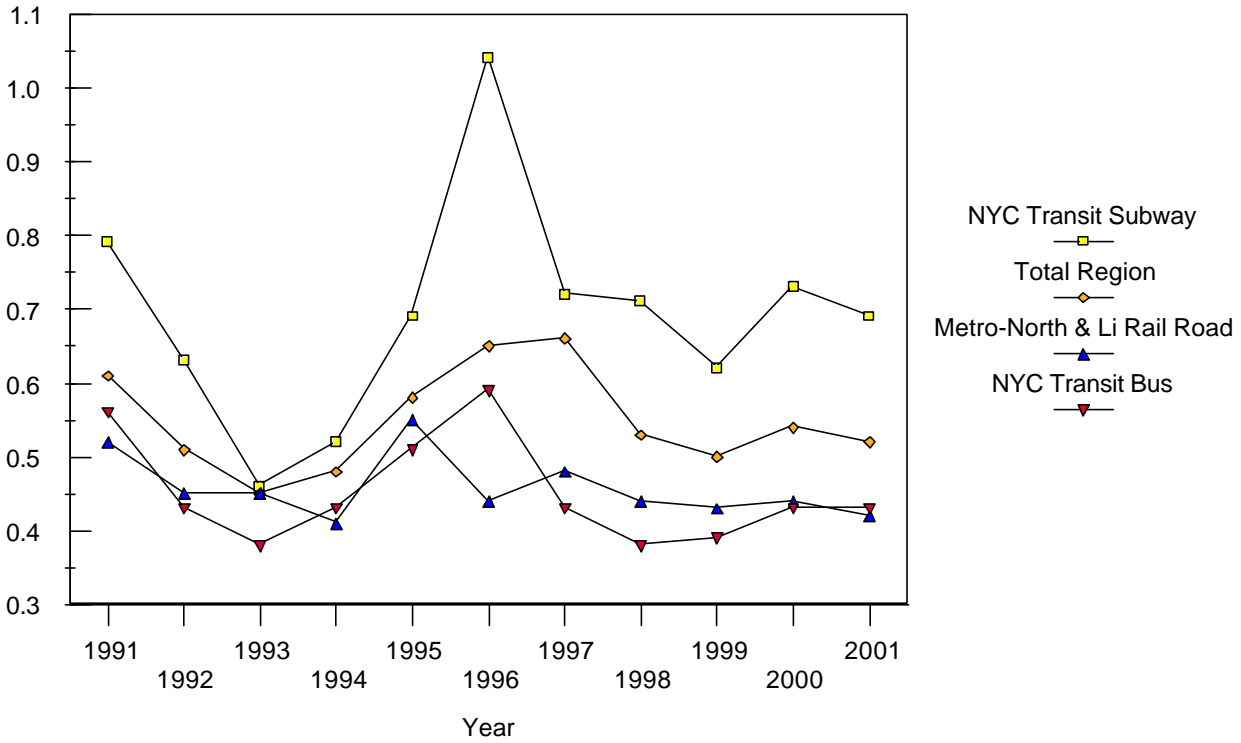
Another useful financial performance indicator is the farebox recovery ratio, which is equal to passenger revenue divided by operating expense. This measures the amount of operating expense covered by passenger revenue.

During 2001, the regional farebox recovery ratio declined from 0.54 to 0.52 for entire tri-state region transit system. The ratio varies greatly among the region's public transportation operators, since it reflects the different types of services provided to the public. Except for private ferries which, due to the absence of subsidies, must operate for profit in order to continue to exist, all other operators have a farebox recovery ratio below 1.0 each year (see Table A-11).

In the New York sector, the farebox recovery ratio for all public transportation increased marginally from 0.55 in 2000 to 0.56 in 2001. An 18 percent increase in the ratio attributed to the rail rapid transit system (MTA NYC Subways and MTA Staten Island Railway) was offset by a decline of just over 14 percent, from 0.49 to 0.42, by the bus systems statewide, over the same period.

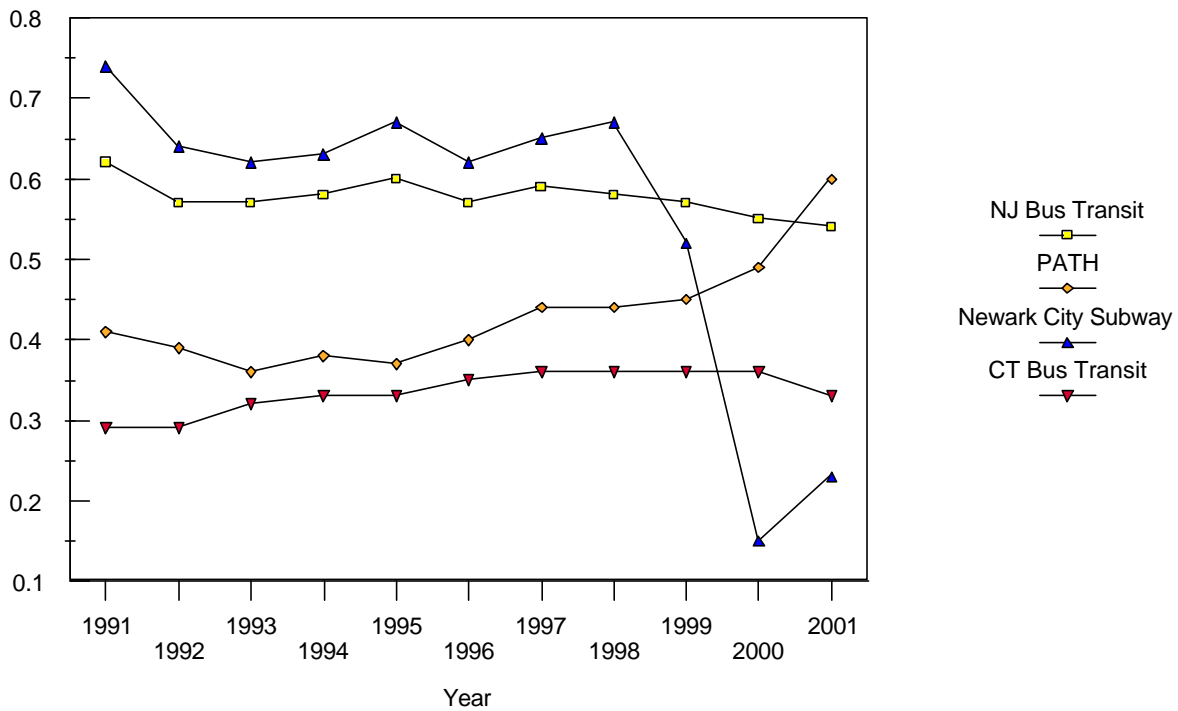
A more significant increase was posted in the New Jersey sector by New Jersey Suburban Rail (5.3 percent); and this was due to increases of 53.3 percent and 22.4 percent posted by the Newark City Subway and PATH systems, respectively. The farebox recovery ratio for New Jersey's buses, on the other hand, declined by almost 2 percent, from 0.55 in 2000 to 0.54 in 2001. A 2.9 percent increase reported by New Jersey Independent buses was offset by a 6.3 percent decrease reported by New Jersey Transit buses. In the Connecticut portion of the region, the bus farebox recovery ratio declined from 0.36 in 2000 to 0.33 in 2001, or by 8.3 percent. See Figures 24, 25 and Table A-11.

Figure 24
Annual Farebox Recovery Ratio
NYMTC and Tri-State Region



Source: Transit Operators' Data and NYMTC Estimates
 Note: Excludes bus transit in Connecticut

Figure 25
Annual Farebox Recovery Ratio
New Jersey & Connecticut part of the Region



Source: Transit Operators' Data and NYMTC Estimates

REGIONAL GOAL: SAFETY

To improve the safety and security of the highway and mass transportation systems and to minimize the real or perceived risks of making trips in the region.

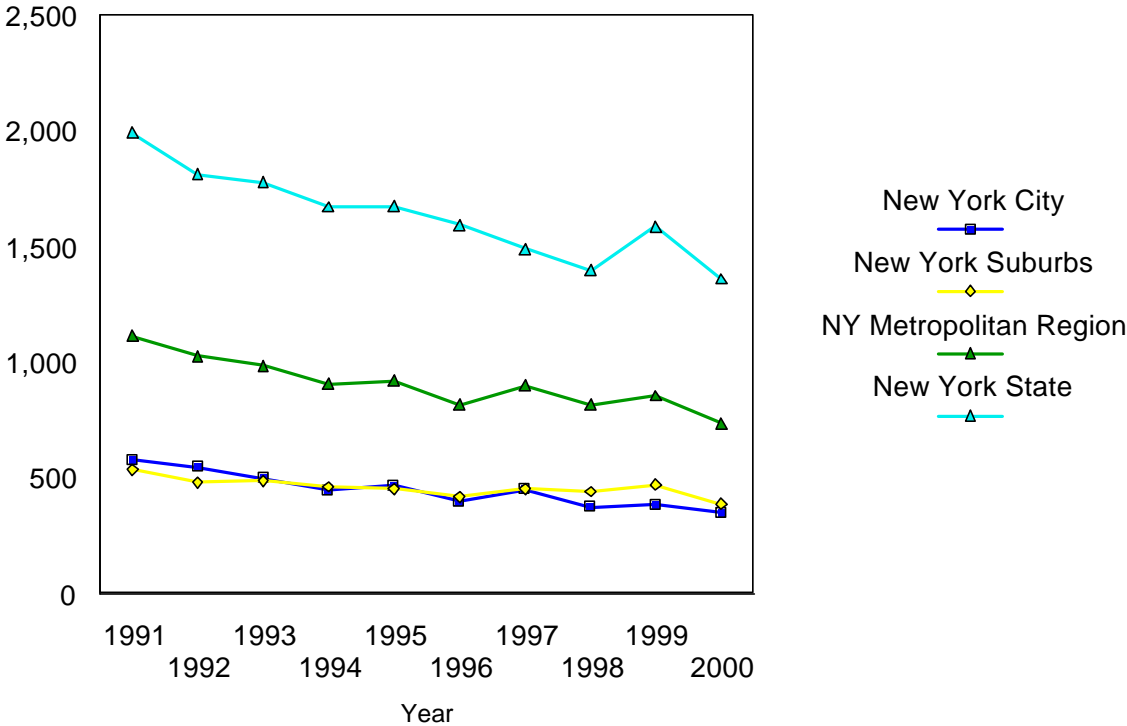
For detailed information see NYMTC's "Safety Transportation Report 2000".

MOTOR VEHICLE CRASHES AND FATALITIES

This section analyzes motor vehicle crashes and fatalities during the year 2000, as data for 2001 was unavailable at the time of compilation.

In 2000, 1,358 persons in New York State lost their lives in motor vehicle crashes. This was a 14.3 percent decrease from fatalities reported in 1999 and represented a continuation of the steady downward trend in traffic fatalities observed over the period 1991-2000 – except for an increase of 13.6 percent in 1999 over 1998. The twelve counties collectively known as Downstate New York (the five counties of New York City plus the counties in Long Island and mid-Hudson), reported 736 motor vehicle fatalities in 2000, just over 54 percent of the State's total. Downstate New York's fatalities fluctuated over the period 1991-2000, from a high of 1,112 in 1991 to a low of 736 in 2000. New York State's motor vehicle fatalities were 3.6 percent of the total reported nationally in 2000. Figure 26 represents annual motor vehicle fatalities in New York region.

Figure 26
Annual Motor Vehicle Fatalities
NY Region



Source: NYS Department of Motor Vehicles

More fatalities occurred in Suffolk County than in any other Downstate county for every year over the period 1991-2000. In fact, Suffolk County accounted for just over 19 percent of the Downstate total each year over the period. In New York City, most of the fatalities occurred in Kings County (Brooklyn), while the least occurred in Richmond County (Staten Island). Most Downstate New York counties reported declines in 2000 ranging from 6.5 percent (Dutchess County) to 37.5 percent (Putnam County). New York City's largest decline was reported by Queen's County (20 percent), followed by Bronx County (18.3 percent). Three Downstate counties, however – Richmond County, New York County (Manhattan), and Westchester County – reported increases in 2000 over 1999, of 60 percent, 4.5 percent and 1.8 percent, respectively. Please see Table D-1.



MOTOR VEHICLE CRASHES BY CONTRIBUTING FACTORS

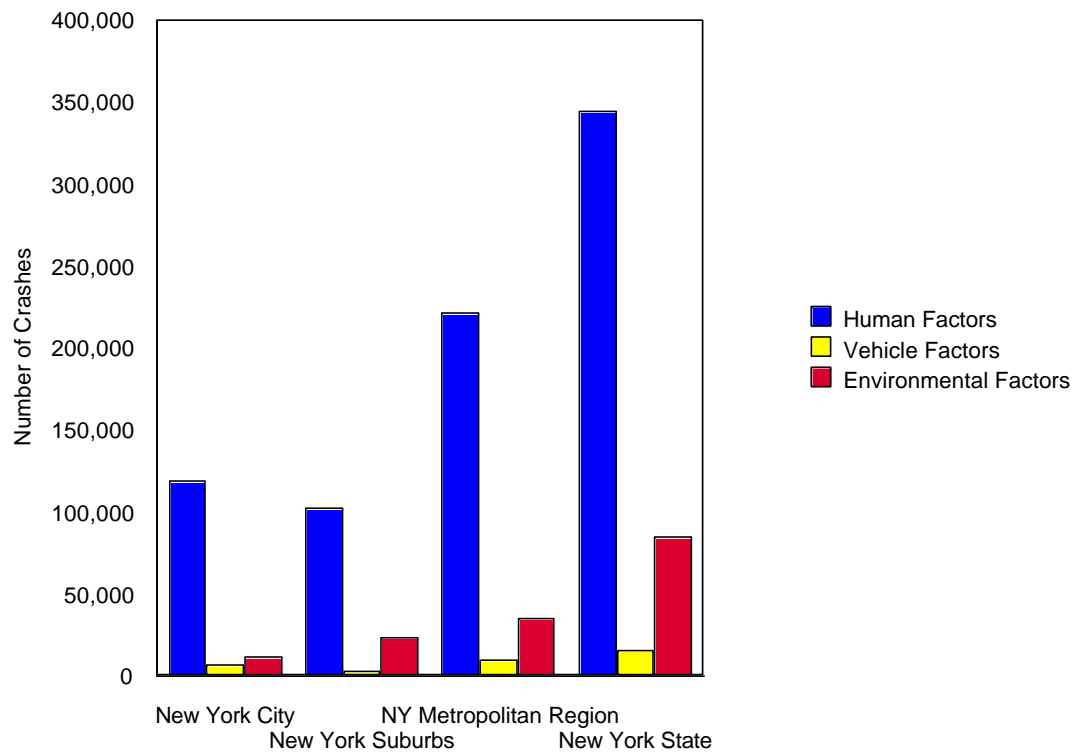
Statistics on motor vehicle crashes can be categorized in one of three ways;

- Crashes due to human error
- Crashes due to conditions of the highway facility
- Crashes due to conditions of the vehicle itself

In the Downstate New York region, almost 83 percent of the factors contributing to motor vehicle crashes were associated with the driver (human); 13 percent involved the highway facility

(environmental); and slightly fewer than 4 percent involved the vehicle's condition (vehicle) during the year 2000. During that year, the human factor contributed to 221,402 crashes, 19,652 or 9.7 percent more than in 1999; while vehicular and environmental factors caused 10,245 (0.6 percent more than in 1999) and 35,464 (12.5 percent more than in 1999) crashes, respectively, in this sector. See Tables D-3 to D-5 and Figures 27 to 30.

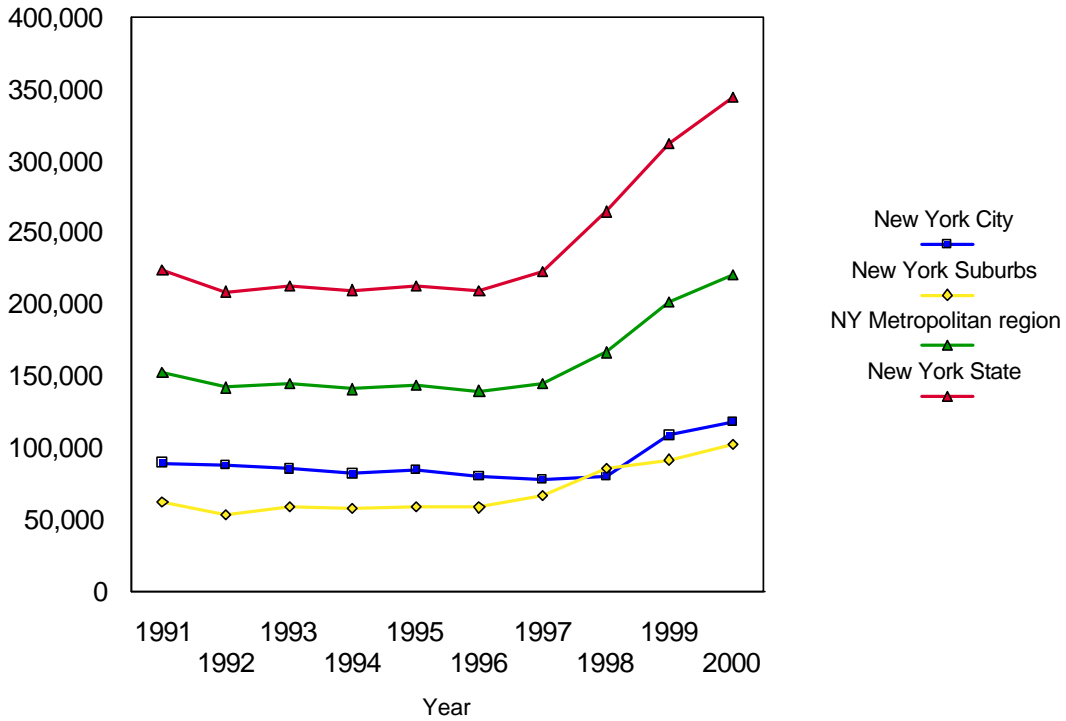
Figure 27
Annual Motor Vehicle Crashes
by Factors



Source: NYS Department of Motor Vehicles

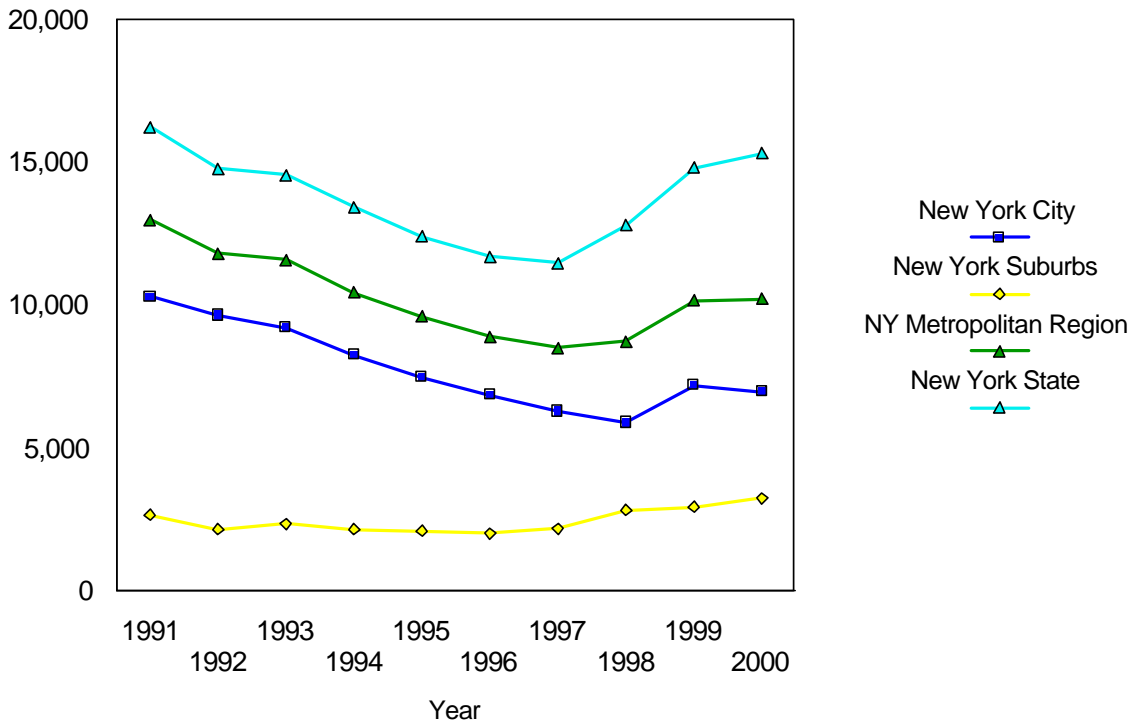


Figure 28
Annual Vehicle Crashes by Human factors
NY Region



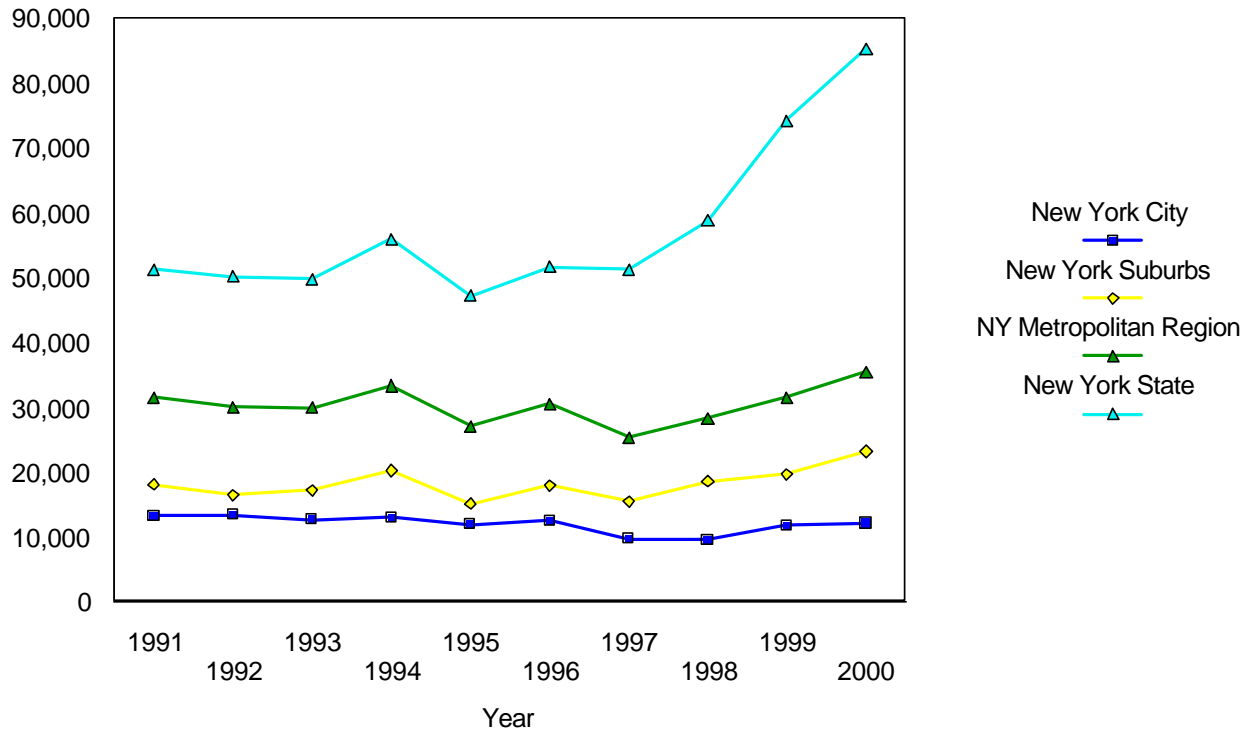
Source: NYS Department of Motor Vehicles

Figure 29
Annual Vehicle Crashes by Vehicle Factors
NY Region



Source: NYS Department of Motor Vehicles

Figure 30
Annual Vehicle Crashes by Environmental Factors
NY Region



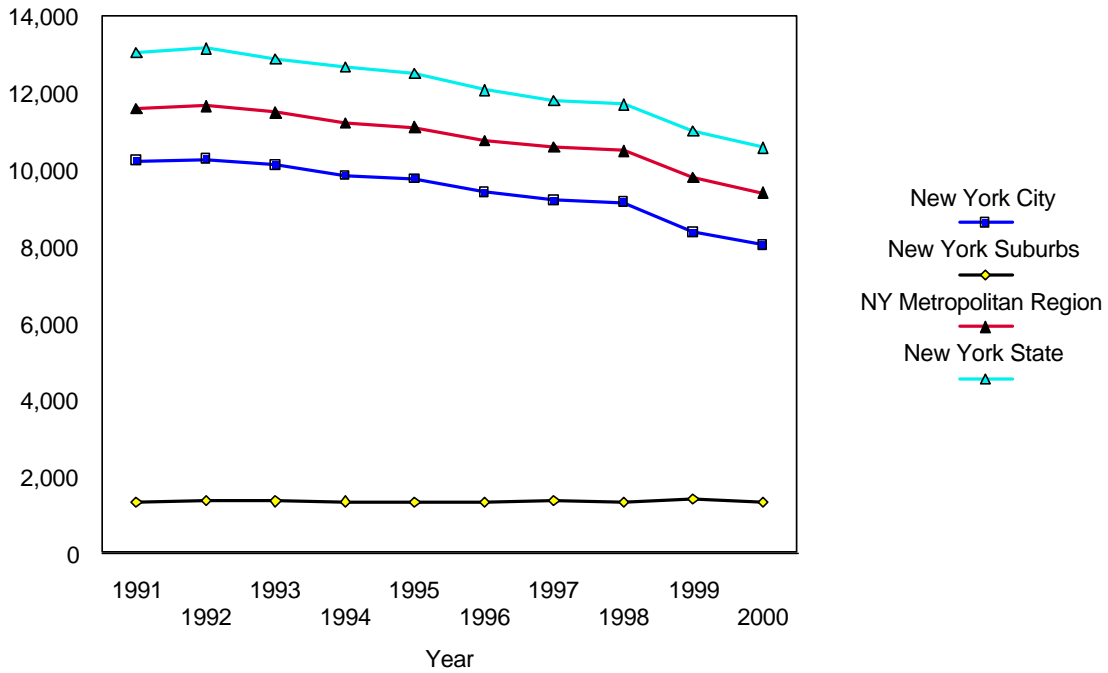
Source: NYS Department of Motor Vehicles.

MOTOR VEHICLE/PEDESTRIAN CRASHES

Of the motor vehicle/pedestrian crashes which occurred in the New York sector of the tri-state region in 2000, 9,399 were at intersections and 5,611 were not at intersections. These represented decreases by 412 crashes or 4.2 percent and 217 crashes or 3.7 percent, respectively from the previous year. The number of pedestrian crashes occurring at arterial intersections is much higher than that of pedestrian crashes occurring mid-block in the New York Metropolitan region. This is particularly evident in New York City, where crashes at intersections numbered 8,042 while crashes at mid-block areas numbered 4,268 during the year 2000. In the suburban counties, the differences between the total number of vehicle/pedestrian crashes at intersections and at non-intersections in 2000 were marginal. Tables D-6 to D-7 and Figures 31 and 32 provide the number of motor vehicle/pedestrian crashes.

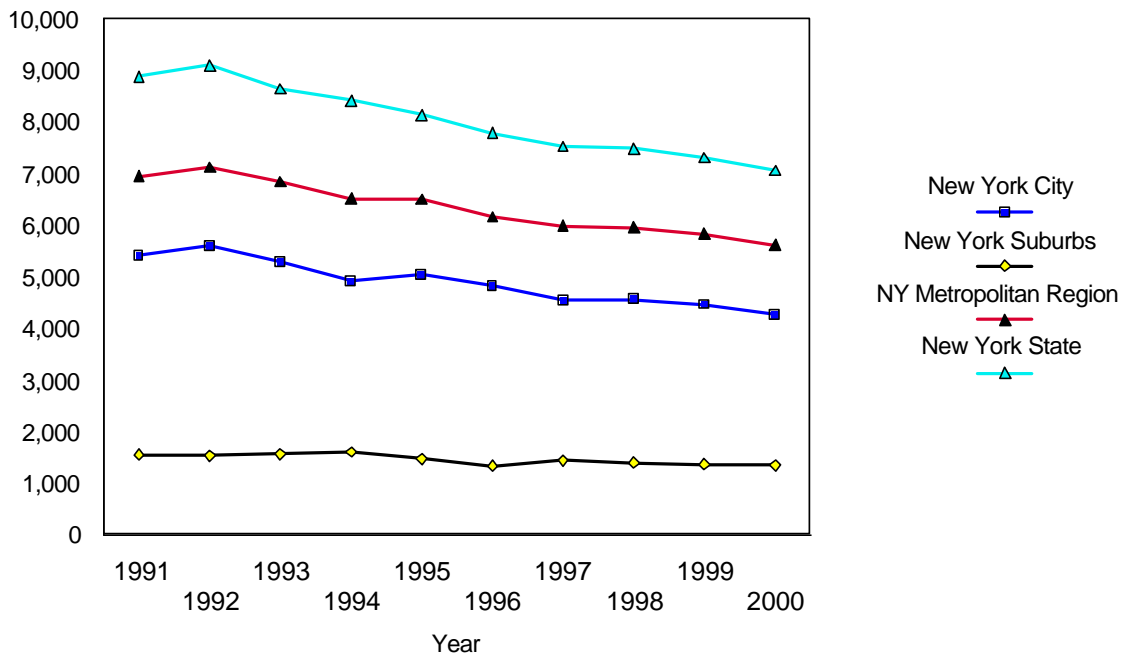
In 2000, 259 pedestrian fatalities occurred in the New York sector of the tri-state metropolitan region, a decrease by 37 or 12.5 percent from 1999. The total number of pedestrian fatalities in New York City decreased by 3.2 percent (or 6 fatalities) to 180 in 2000; while the New York suburban counties also reported a decline by 31 or 28.2 percent. See Table D-8.

Figure 31
Annual Vehicle/Pedestrian Intersection Crashes
NY Region



Source: NYS Department of Motor Vehicles

Figure 32
Annual Vehicle/Pedestrian Non Intersection Crashes
NY Region

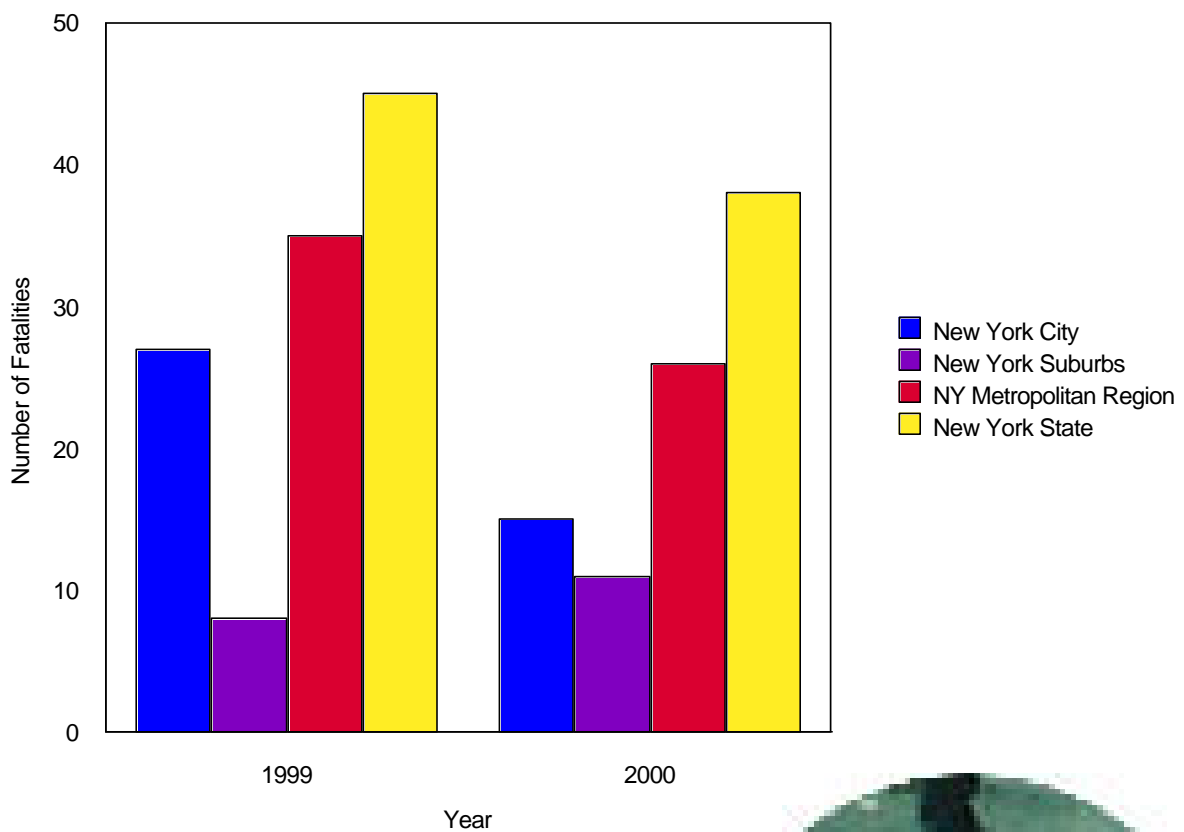


Source: NYS Department of Motor Vehicles

MOTOR VEHICULAR/BICYCLE CRASHES

In 2000, 5,311 vehicle/bicycle crashes were reported in the New York sector of the tri-state metropolitan region, a 9.7 percent decline from 1999. This represented the continuation of a downward trend in these types of crashes from 1997, after some fluctuations were observed during the period 1991-1997 (Table D-11 refers). In 2000, 26 bicyclists were killed on the roads of Downstate New York, 15 of which occurred in New York City and 11 in the suburban counties. The highest number of bicyclist fatalities, 8, occurred in Kings County (Brooklyn), followed by Suffolk County with 5. See Tables D-11 to D-12 and Figures 33 and 34.

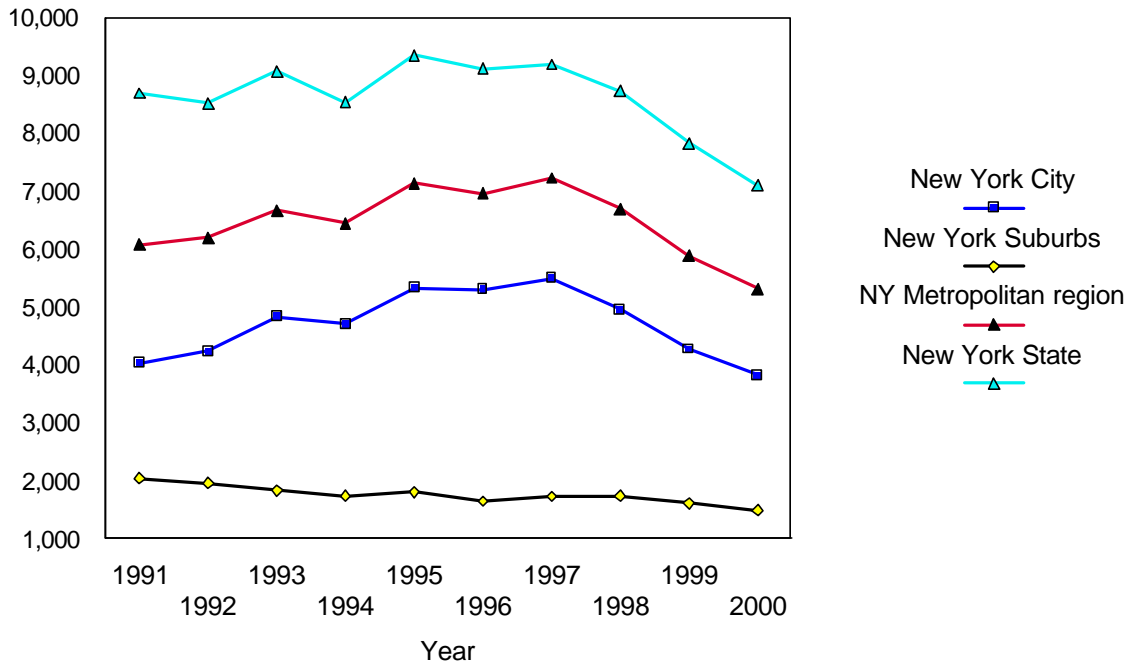
Figure 33
Annual Vehicular/Bicycle Fatalities
NY Region



Source: NYS Department of Motor Vehicles



Figure 34
Annual Vehicular/Bicycle Crashes
NY Region



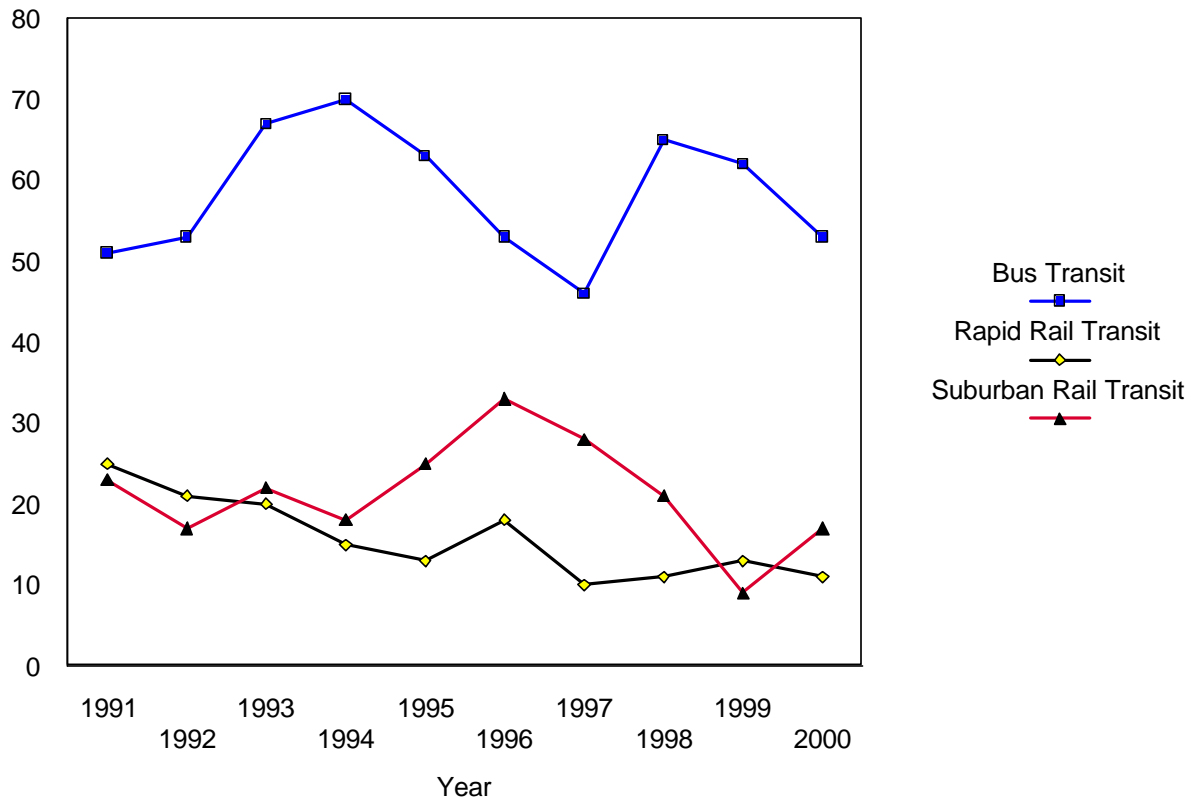
Source: NYS Department of Motor Vehicles

TRANSIT ACCIDENTS

In 2000, there were 81 accidents on the Metropolitan Transportation Authority (MTA) bus and rail systems in the region. These resulted in 487 injuries, 14 of which were fatal. Transit accidents increased by 3.8 percent from the previous year, while total injuries increased by almost 15 percent. MTA suburban rail accidents almost doubled to 17 in 2000 from 9 in 1999, while the total number of MTA bus transit accidents decreased by 9 over the same period. Rail rapid transit accidents also decreased by 2 in 2000, from 13 in 1999. See Table D-13 and Figure 35.



Figure 35
Annual Public Transportation Accidents
MTA Portion of Tri-State Region



Source: NYS Public Transportation Safety Board
MTA-Metropolitan Transportation Authority



REGIONAL GOAL: AIRPORT ACCESS

To provide better access to the region's airports for people and air freight, by developing an integrated, modally balanced plan.

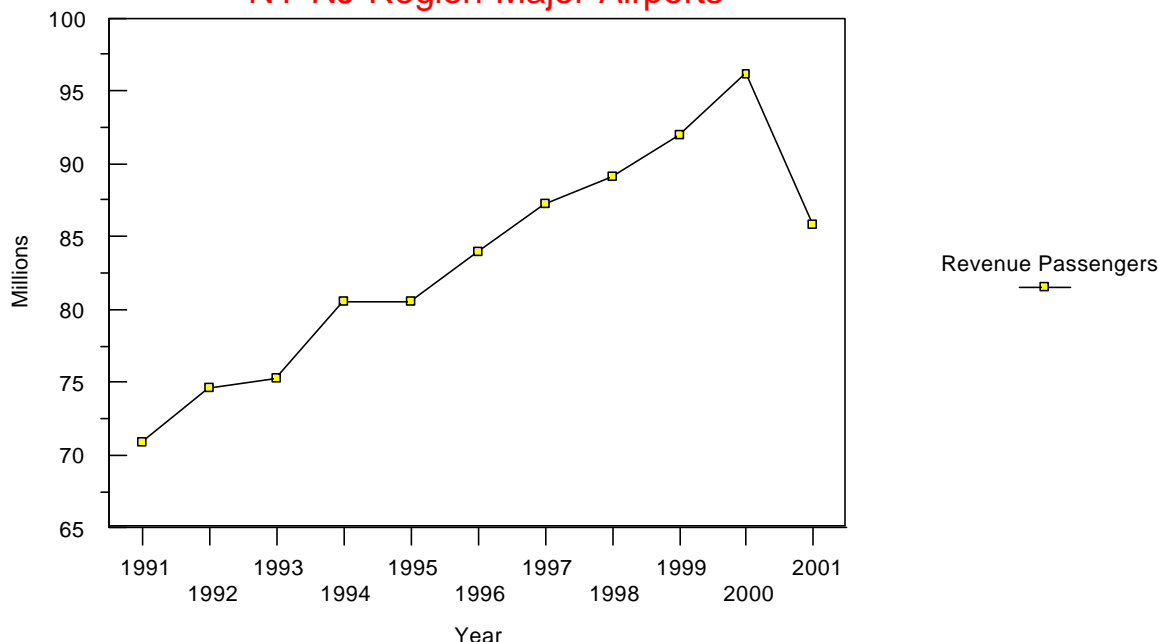
REVENUE PASSENGERS AND AIRCRAFT FLIGHTS

The existence of commercial airports in any region plays an important role in its economic well-being. In effect, variations in airport activity impact on the region's economy. Six major airports serve the tri-state metropolitan region: John F. Kennedy International (JFK), LaGuardia (LGA), Newark International (EWR), Long Island-MacArthur (ISP), Stewart International (SWF), and Westchester County (HPN). The two largest airports, JFK and Newark, are significant air passengers and cargo centers. JFK airport serviced 29.3 million revenue passengers in 2001, second only to Newark (30.5 million revenue passengers). LaGuardia was the third largest in the region, having accommodated 22.5 million revenue passengers in 2001.

The total number of travelers entering and leaving the region's six major airports decreased by 10.8 percent from



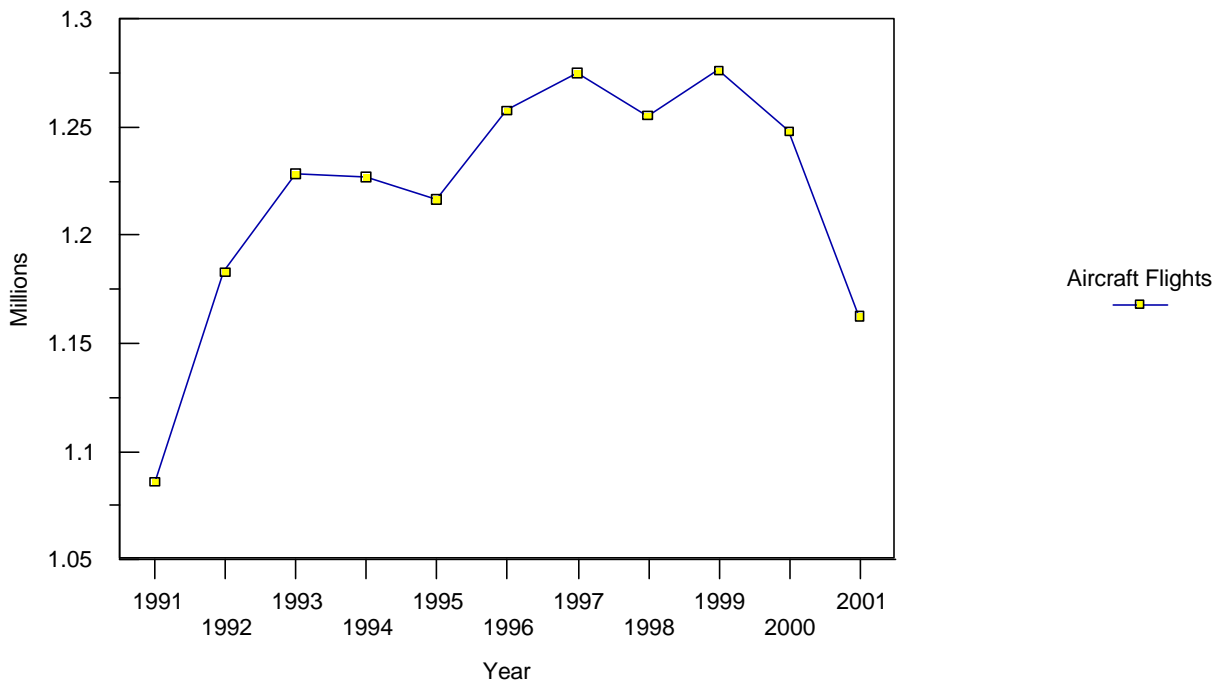
Figure 36
Annual Aircraft Revenue Passengers
NY-NJ Region Major Airports



Source: PA of NY&NJ, Town of Islip Transportation, Aviation Department, Stewart International Airport, and Westchester County Airport

96.2 million in 2000 to 85.7 million in 2001, while aircraft flights decreased by 6.8 percent to 1.2 million during the same year. Over the period 2000-2001, the number of passengers using all major airports in the region decreased significantly: LaGuardia decreased by 11.2 percent or 2.8 million passengers; Newark — 10.6 percent or 3.6 million passengers; JFK —10.5 percent or 3.4 million passengers; and Westchester County airport – by 9.6 percent or 99,000 revenue passengers. Figure 36 shows the volume of revenue passengers annually, over a ten-year period for the six airports combined.

Figure 37
Annual Aircraft Revenue Flights
NY-NJ Region Major Airports



Source: PA of NY&NJ, Town of Islip Transportation, Aviation Department, Stewart International Airport, and Westchester County Airport

The number of flights by all types of aircraft throughout the region decreased by 6.8 percent compared to 2000. The most significant decrease, by 20.2 percent or 4,500 flights, was noted at Stewart airport. The changes in aircraft flight volume over the period 1991-2001 for all the NY-NJ region’s major airports are shown in Figure 37 and Table E-1.

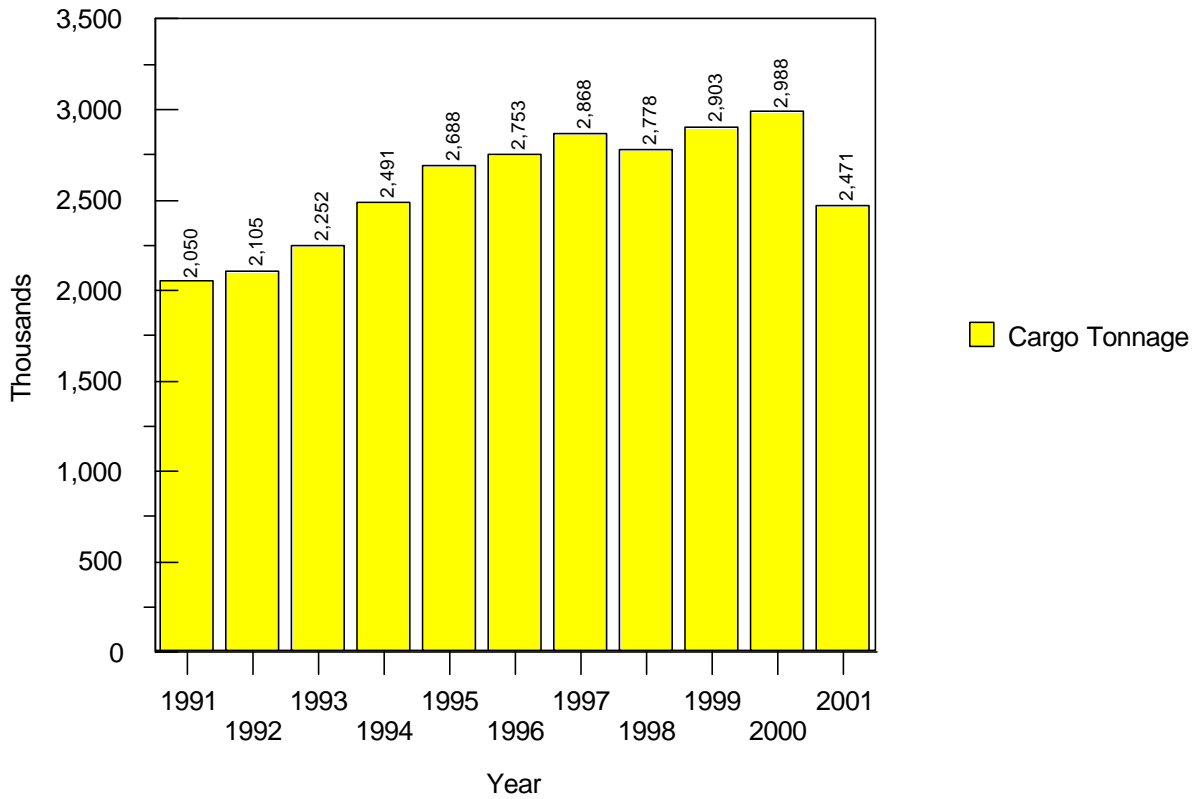
CARGO TONNAGE

In 2001, the total cargo tonnage handled by five of the six major airports decreased by 17.3 percent to 2.5 million tons. Westchester County Airport (HPN) does not provide cargo services. A comparative analysis indicates that Kennedy International Airport, the largest of all regional airports in terms of cargo tonnage, handle just over 1.5 million tons — 61.5 percent of the total cargo in the region.

Newark International handled almost 1 million tons, while LaGuardia handled 16,500 cargo tons in the same year.

All airports showed a decrease in the volume of cargo handled in 2001 from 2000, with the largest decrease, 38.8 percent, being reported at Stewart International Airport (SWF). See Table E-1 and Figure 38.

Figure 38
Annual Aircraft Flights Cargo Tonnage
NY-NJ Region Major Airports



Note: The data from 1991 to 2001 includes all major tri-state region airports except Westchester County
Source: PA of NY&NJ, Town of Islip Transportation, Aviation Department, Stewart International Airport



METROPOLITAN PLANNING FACTORS

SOCIAL, ECONOMIC, ENERGY, AND ENVIRONMENTAL IMPACTS:

Although this report focuses mainly on transportation statistics in the New York metropolitan region, it also considers the region’s overall social, economic, energy, and environmental issues, all of which impact upon transportation decisions. This section provides key demographic information such as employment and unemployment, population, public school enrollment, housing, consumer price indices. Most of the tables shown in this report cover national and regional data.

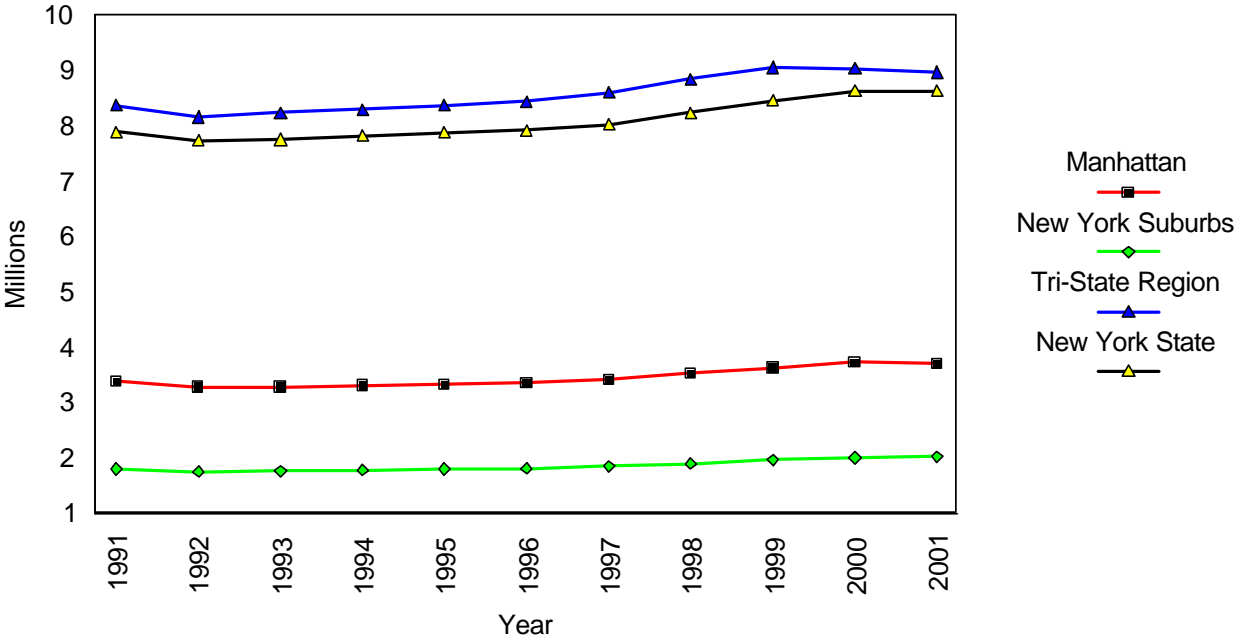
EMPLOYMENT AND UNEMPLOYMENT

The US Bureau of Labor Statistics provides the following definitions of employed and unemployed persons⁶:

Employed persons include all those who worked for pay any time during the week which includes the 12th day of the month or who worked unpaid for 15 hours or more in a family operated enterprise; and also those who were temporarily absent from their regular jobs because of illness, vacation, industrial disputes, or for similar reasons.

Unemployed persons are those who did not work during the survey week, but were available for work (except for temporary illness) and had looked for jobs with in the preceding four weeks. Persons who did not look for work because they were on a layoff are also counted among the unemployed.

Figure 39
Annual Non-Agricultural Employment
Tri-State Region

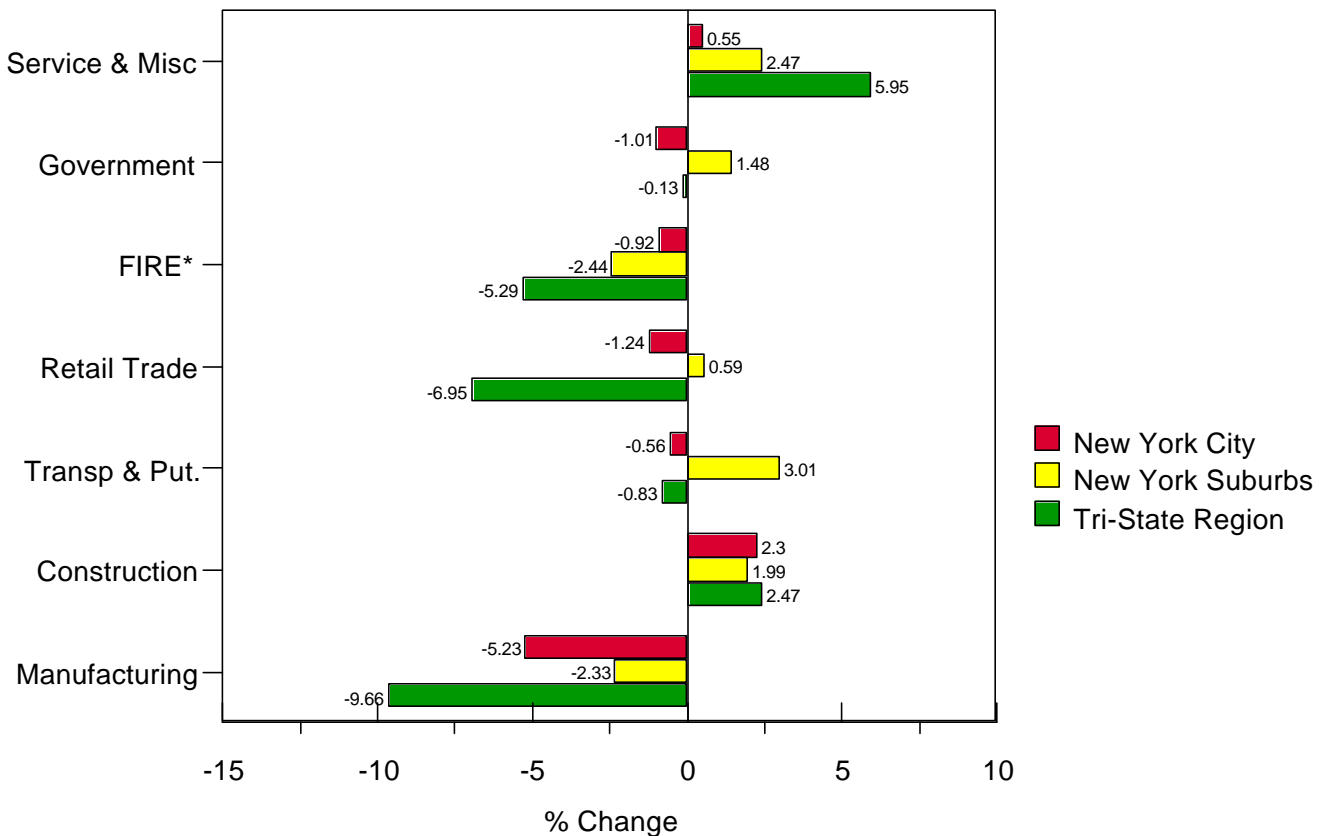


Source: US Department of Labor, Bureau of Labor Statistics and NYS, NJ and CT Department of Labor

During 2001, non-agricultural wage and salary employment in the United States increased by 0.4 percent over 2000, while New York State's employment increased by 0.1 percent. Over the same period, the number of jobs in the New York-New Jersey-Connecticut Tri-State region declined by 0.8 percent. This decline was largely attributed to a loss of just over 25,000 jobs or 3 percent of the workforce in Connecticut, while New Jersey experienced a 2 percent workforce loss. Although employment in Downstate New York was stable in both 2000 and 2001 (at 5.7 million workers in each year), New York City lost slightly fewer than 21,000 jobs or 0.6 percent of its non-agricultural wage and salary workforce in 2001; but this was offset by a gain of almost 22,000 jobs or 1.1 percent in the suburbs.

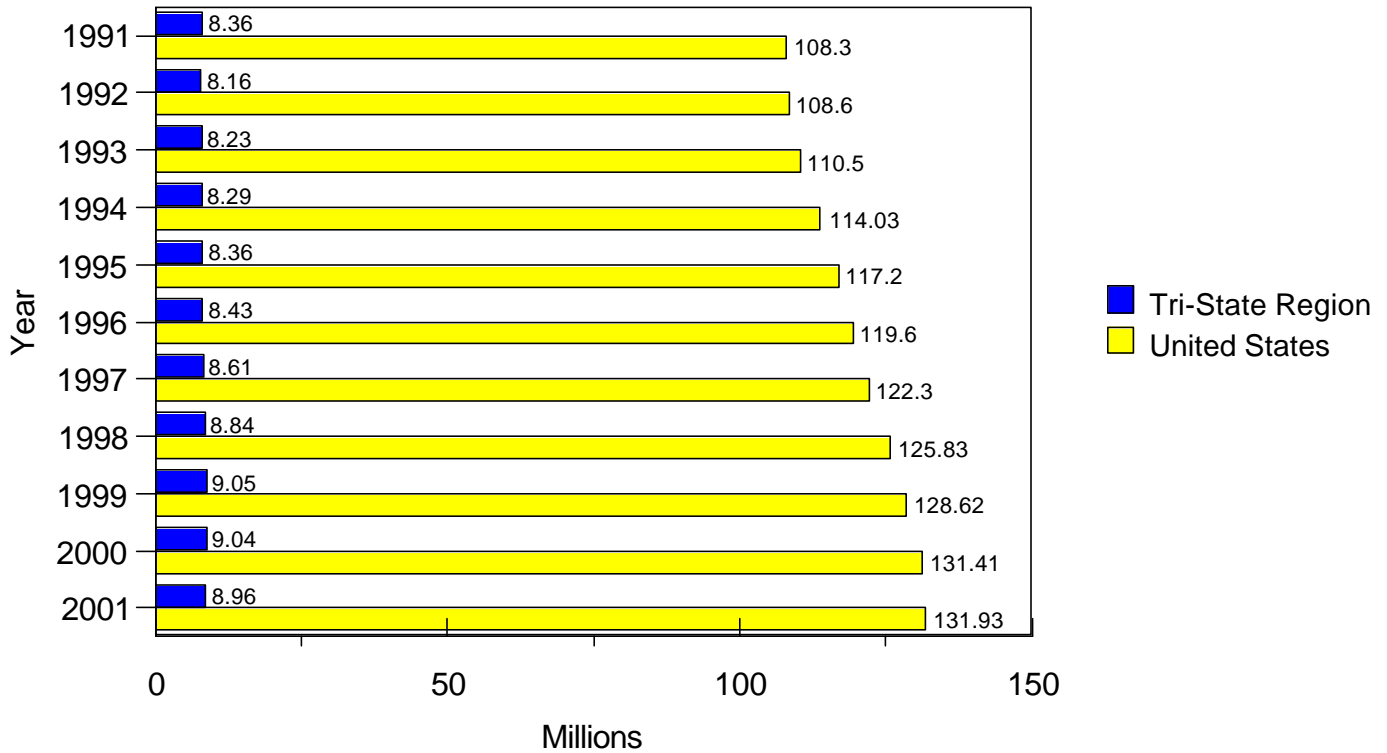
Despite the loss of jobs in the Tri-State region in 2001, expansion was observed in the construction industry (up 2.5 percent from 2000) and also in the service and miscellaneous industry category (up 5.9 percent). Jobs in the manufacturing industry declined in 2001 by 9.6 percent over 2000; while those in the retail trade declined by 6.9 percent, and finance, insurance & real estate, declined by 5.3 percent. See tables F1-F3 and Figures 39-41.

Figure 40
Annual Employment Change by Industry Category
Tri-State Region, Percent Change from 2000 to 2001



Note: Percent Change from 2000 to 2001
 Source: U.S. Department of Labor, Bureau of Labor Statistics
 *FIRE- Finance, Insurance and Real Estate

Figure 41
Annual Non-Agricultural Employment
Tri-State Region and U.S.



Source: US Department of Labor, Bureau of Labor Statistics and NYS, NJ, CT Department of Statistical Abstract of the United States

CIVILIAN LABOR FORCE

The principal source of these data is the United States Department of Labor, Bureau of Labor Statistics. Users are cautioned that since the US Bureau of Labor Statistics revises the historic data based on different benchmarks, some inconsistencies are created, thereby making it difficult to compare data between one year and another.

The civilian labor force comprises all civilians in the non-institutional population, 16 years of age and over, classified as “employed” or “unemployed”.

In 2001, the Tri-State region’s labor force experienced a slight decline (by 0.9 percent) from 2000’s peak of 9.6 million persons. This was due mainly to a 2 percent drop in the labor force in Connecticut, while that in Downstate New York and New Jersey remained relatively stable. Nationally, in 2001, the civilian labor force grew by almost 0.5 percent over 2000. The ranks of unemployed labor increased nationally and regionally in 2001, by 20.2 percent and 10.9 percent, respectively, over 2000. This resulted in overall increases in the unemployment rates⁹ as follows: from 4.0 percent in 2000 to 4.8 percent in 2001, nationally; from 4.6 to 4.9 in New York State; from 2.4 to 3.3 in Connecticut; and from 3.7 to 4.3 in New Jersey. It should be pointed out that, for the past decade, New York City’s

unemployment rate was consistently higher than both the State and national rates. 2001 was no exception, with the City's rate being reported at 6.1 percent.

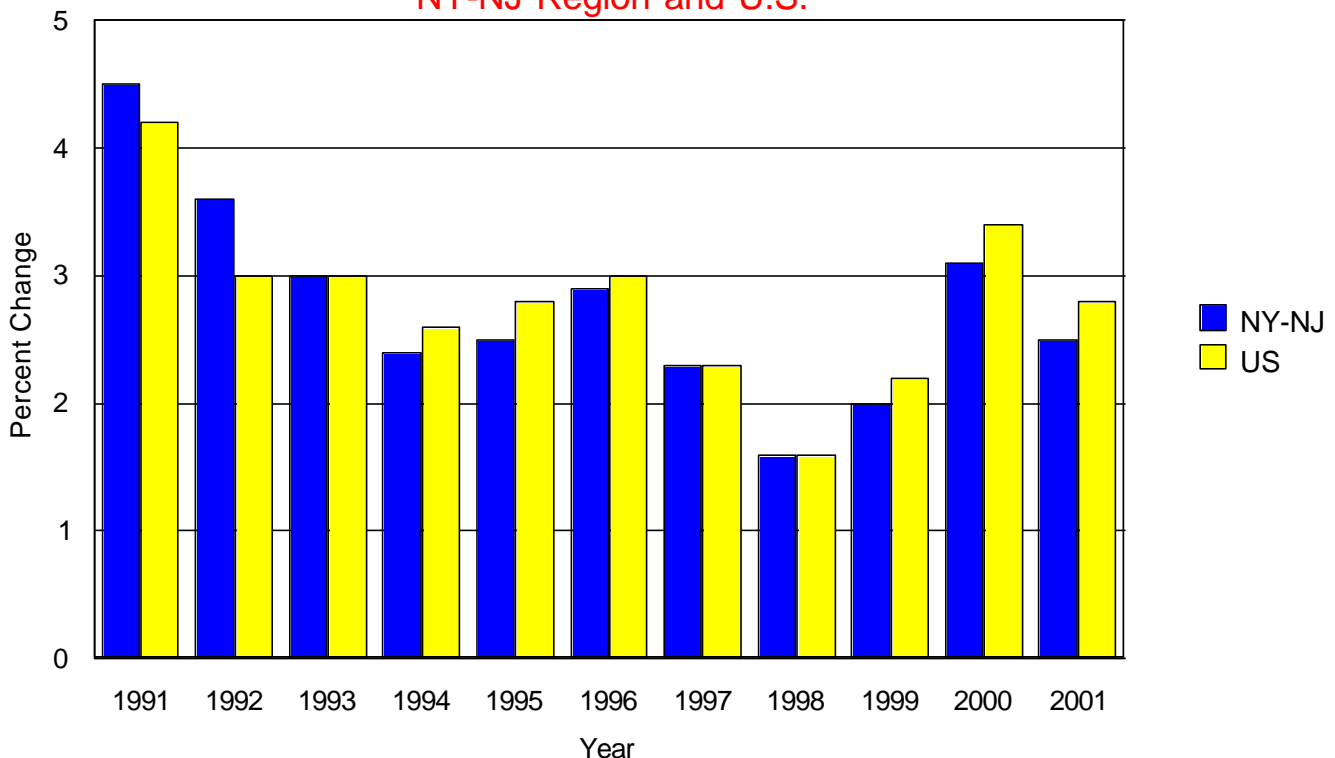
Tables F-4 to F-6 present the resident civilian labor force, the resident unemployed labor force and unemployment rates for the period 1991-2001.

CONSUMER PRICE INDEX

The Consumer Price Index (CPI) is a measure of the average change in the price of consumer goods over time. It is based on the prices of food, clothing, housing, transportation, medical care, entertainment, and other goods and services. The CPI reflects the cost of living, and influences the standard of living in the tri-state region. The construction of the CPI is based on a series of samples and on estimation procedures. The Consumer Price Index is calculated and published by the US Bureau of Labor Statistics.

The 2001 Consumer Price Index for all items consumed by urban consumers (CPI-U) in the New York-Northeastern New Jersey Metropolitan Area was 187.1, up from 182.5 in 2000. Over the same period, the CPI-U for United States urban consumers increased by 2.8 percent, from 172.2 to 177.1. Both nationally and regionally, the largest increases were attributed to medical care, where costs rose by 4.6 percent and 4.4 percent, respectively. However, the CPI-U for apparel and upkeep fell by 1.8 percent and 5.3 percent nationally and regionally, respectively. Transportation costs increased marginally both nationally and regionally over the period 2000 to 2001. Figure 42 and Tables F-11 and F-12 show the region's Consumer Price Index for all urban consumers (CPI-U).

Figure 42
Annual CPI-U Percent Change
NY-NJ Region and U.S.



Source: US Department of Labor, Bureau of Labor Statistics
Consumer Price Index for all Urban Consumers

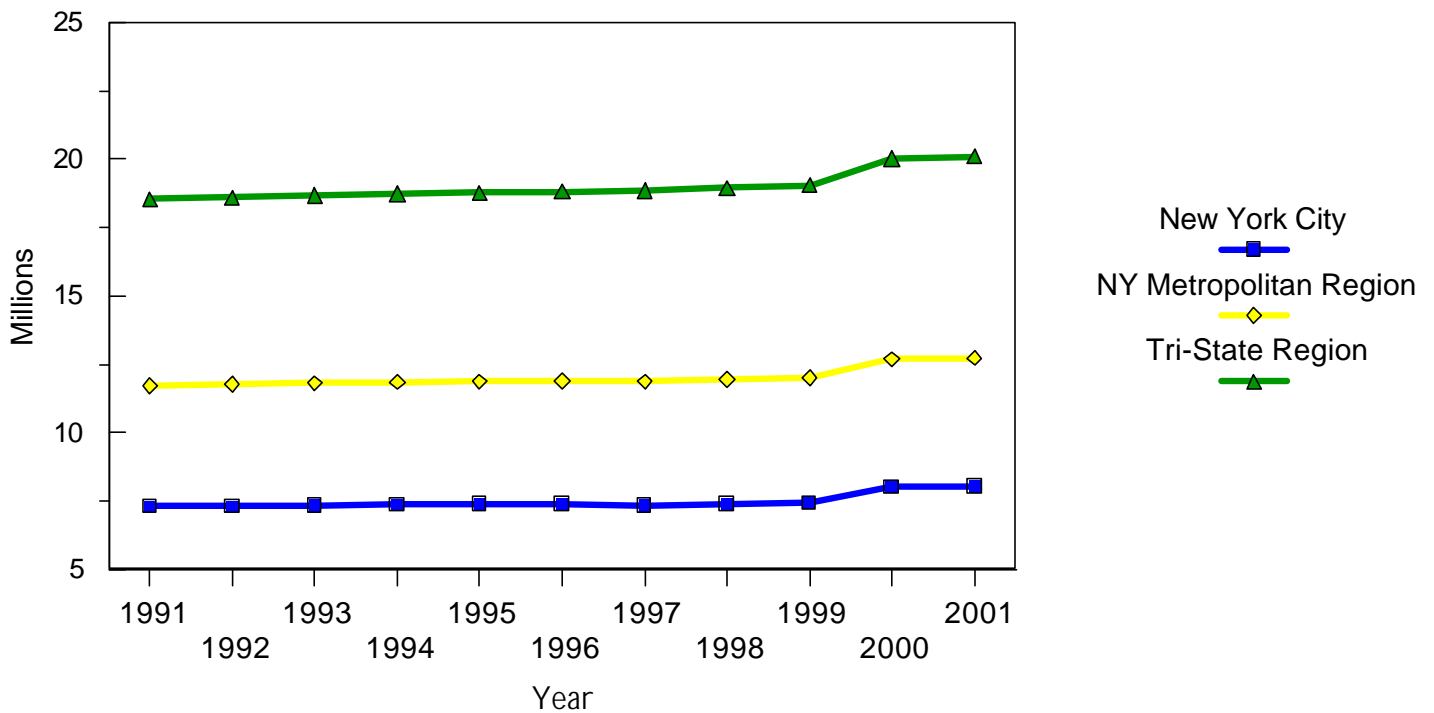
POPULATION

As of July 1, 2001, there were 284.7 million people in the United States, 19 million of which were in New York State, and 20.1 million in the New York-New Jersey-Connecticut Tri-state metropolitan region. This represented increases of 1.2 percent, 0.2 percent and 0.4 percent over 2000 nationally, statewide and regionally, respectively. The region's population accounted for 7.1 percent of the nation's in 2001; while downstate New York (the City and its suburbs) accounted for 63.4 percent of the regional population and 4.5 percent of the population of the United States.

The 2001 data shows that the largest increase in population in the Tri-State metropolitan region, 0.5 percent, was observed in the New Jersey portion. The Connecticut and downstate New York portions each reported a 0.4 percent population growth in 2001 over 2000. In downstate New York, the population of the suburbs increased by 0.9 percent in 2001 over 2000, as opposed to a marginal increase of 0.1 percent for New York City. Orange County in New York State had the highest increase in population in 2001 (2.1 percent) of the twenty-four counties which comprise the tri-state metropolitan region.

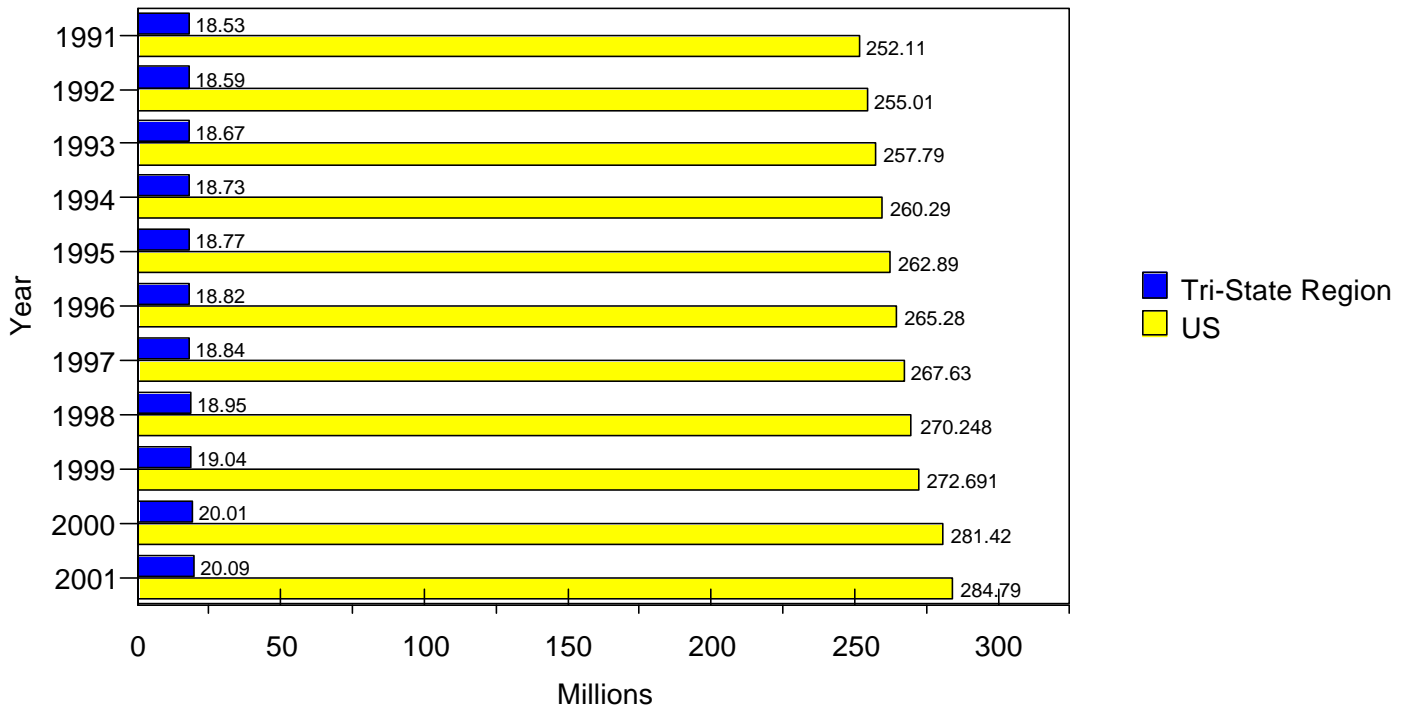
Figures 43 and 44 compare these data graphically. Table F-7 shows the population of the tri-state region, New York State, and the United States.

Figure 43
Annual Population
Tri-State Region



Source: U.S. Bureau of the Census
and CT Department of Health

Figure 44
Annual Population
Tri-State Region and U.S.

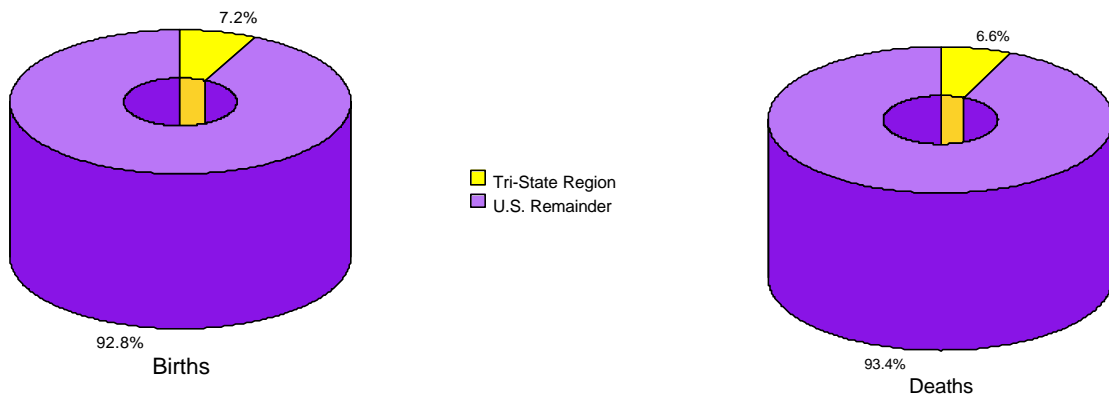


Source: U.S. Bureau of the Census and CT Department of Health



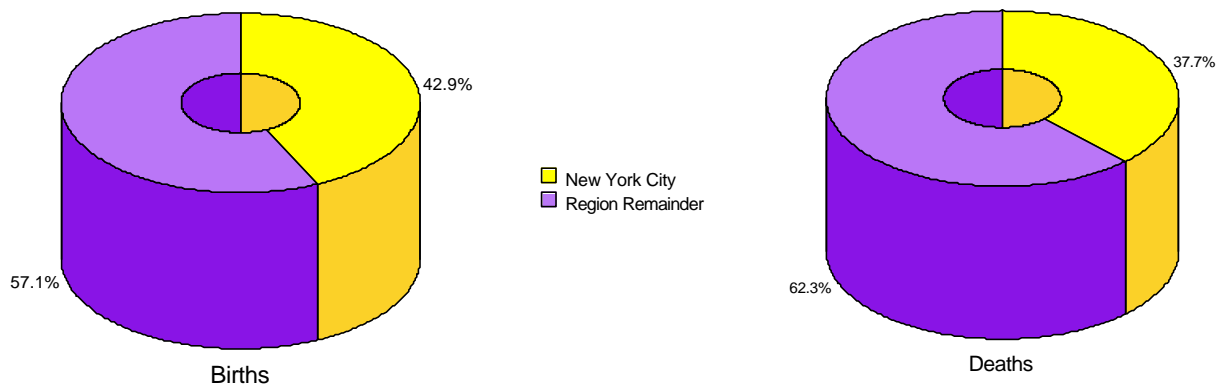
Vital statistics — live births and deaths — are factors other than migration that impact regional population levels. In 2001, a total of 4,025,933 live births and 2,435,339 deaths were registered in the United States. Approximately 259,000 live births were registered in New York State, 48 percent of which were registered in New York City. Downstate New York accounted for 72 percent of the State's births, while the Tri-State metropolitan region accounted for 7.2 percent of the nation's total. Deaths were registered in almost similar proportions to births. For example, New York City accounted for 38 percent of the deaths registered in the State in 2001, while Downstate New York accounted for 62 percent. Almost 7 percent of the nation's total deaths were registered in the Tri-State metropolitan region. Figures 45 and 46 show the tri-state region's and the City's shares of births and deaths in 2001 in relation to the nation's totals. The data are also presented in Tables F-8 and F-9.

Figure 45
2001 Annual Births and Deaths
Tri-State Region's Share of U.S.



Source: NYS, NJ and CT Department of Health

Figure 46
2001 Annual Births and Deaths
New York City Share of Tri-State Region



Source: NYS, NJ and CT Department of Health

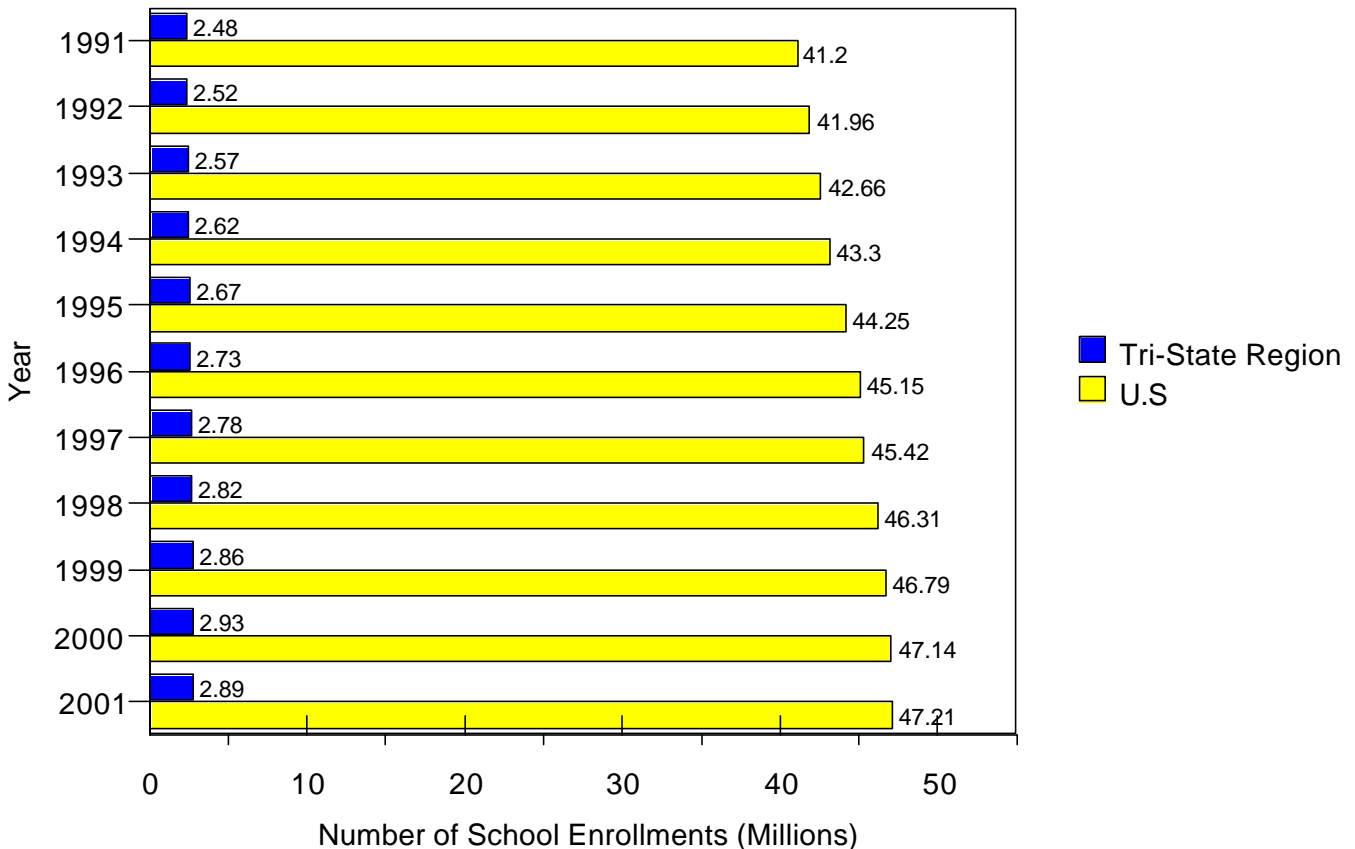
PUBLIC SCHOOL ENROLLMENT

During the school year 2000-2001, a total of 2.89 million elementary and secondary students were enrolled in the tri-state metropolitan region's public schools, down by 1.4 percent from 2000's enrollment. While all counties in New York City experienced decline in enrollment, all counties in the City's suburbs reported increases. In downstate New York, Putnam County reported the highest enrollment gain (4.3 percent), while the greatest decline, 2.3 percent, was attributed to the public schools in Kings County in the City. In fact, the declines to the public schools in the City were the major contributing factors to the overall decline in enrollment reported in downstate New York in 2001.



All New Jersey counties in the metropolitan region reported increases in enrollment in 2001, the highest being the public schools in Somerset County (4.9 percent). Of the three metropolitan counties in Connecticut, only Fairfield County reported a gain, 7.1 percent, while New Haven and Litchfield counties suffered declines of 14.8 and 15.8 percent, respectively, from 2000's enrollment totals. See Table F-10. Figure 47 compares the public school enrollment of the tri-state region with that of the United States for period 1991-2001.

Figure 47
Public School Year Enrollment
Tri-State Region and U.S.



Source: NYS, NJ and CT Department of Education and Statistical Abstract of the United States

HOUSING UNIT PERMITS

In general, a housing unit is defined as a group of rooms or a single room occupied or intended for occupancy as separate living quarters. The items monitored for housing unit permit data¹⁰ are:

- Single-family units
- Two-family units
- Three-and four-family units
- Units in structures housing five or more families.

Approximately 1.6 million housing unit permits were granted in the United States in 2001, an increase of 2.3 percent from 2000. However, New York State suffered a 1.4 percent decline from 2000, despite a massive 12.0 percent increase reported in New York City. The City's increase was attributed largely to increases of 34.6 percent, 19.5 percent and 19.9 percent reported in the counties of Bronx, New York (Manhattan) and Queens, respectively. The City suburbs did not fare as well, reporting a 5.3 percent decline from 2000. The 19.2 percent increase reported by Dutchess County was not enough to offset the 34.3 percent decline reported by Nassau County.

The metropolitan counties of New Jersey and Connecticut also reported declines in the issue of housing unit permits in 2001. The major contributors to New Jersey's 26.2 percent decline were the counties of Morris (41.2 percent decline), Bergen (37.3 percent), Somerset (36.9 percent) and Union (29.0 percent). Passaic and Essex counties however reported increases of 38.1 percent and 3.8 percent, respectively, over 2000. All three metropolitan counties in Connecticut contributed to that State's 22.6 percent decline from 2000, with Litchfield County reporting a 55.2 percent decline from 2000. (See Table F-13)



Footnotes

- ¹ Table A-1 and Figure 2: Annual Public Transportation Revenue Passengers in the Tri-State Region.
- ² The American Public Transportation Association defines Revenue Passengers as the number of fare-paying transit passengers, with each person counted once per trip. The term excludes transfer and non-revenue passengers.
- ³ Source: New York City Bridge Traffic Volumes, 2001
- ⁴ “Ground Zero” refers to that area of Lower Manhattan which was totally destroyed as a result of the events of September 11, 2001.
- ⁵ U. S. Department of Transportation, Highway Statistics: Statistical Abstract of the United States, 2002, 122nd Edition.
- ⁶ U. S. Census Bureau: Statistical Abstract of the United States, 2001, 121st Edition.
- ⁷ The Tri-State region comprises the following selected counties: New York- Bronx, Kings, new York, Queens, Richmond, Dutchess, Nassau, Orange, Putnam, Rockland, Suffolk, Westchester; New Jersey-Bergen, Essex, Hudson, Middlesex, Monmouth, Morris, Passaic, Somerset, Union; Connecticut- Fairfield, New Haven, Litchfield.
- ⁸ This category includes jobs in the Manufacturing, Mining, Construction, Transportation & Public Utility, Whole Sale & Retail Trade, Financial –Insurance-Real Estate (F.I.R.E), Services & Miscellaneous and Government.
- ⁹ The unemployment rate represents the number unemployed as a percent of the labor force.
- ¹⁰ The principal source of these data is the Bureau of the Census, U. S. Department of Commerce.

APPENDIX

TABLE A-1

ANNUAL PUBLIC TRANSPORTATION REVENUE PASSENGERS IN THE TRI-STATE REGION

IN MILLIONS

	1991	1992	1993	1994	1995	1996	1997	1998	1999
NEW YORK									
Bus Transit									
MTA/NYC Transit	455.6	450.0	445.4	451.1	459.5	487.8	540.9	615.0	666.4
NYC Privates	76.3	69.9	68.3	70.0	78.0	78.7	82.0	79.6	
Total New York City	531.9	519.9	513.7	521.1	537.5	566.5	622.9	694.6	747.3
MTA/Long Island Bus	19.8	18.2	18.5	19.0	18.6	25.6	26.8	28.2	
Long Island Remainder	4.4	4.7	4.3	5.7	4.9	4.9	4.9	4.8	
Westchester	28.4	28.1	28.4	29.7	29.4	29.0	29.5	29.8	
Upstate New York	5.6 e	5.7	5.8	5.9	6.0	6.4	7.8	6.9	
Total New York Suburb	58.2 e	56.7	57.0	60.3	58.9	65.9	69.0	69.7	
Total Downstate NY Bus	590.1 e	576.6	570.7	581.4	596.4	632.4	691.9	764.3	819.3
Downstate % of Nation	10.3	10.2	10.4	11.7	12.0	12.6	13.5	13.9	
U.S. Bus Transit	5,749	5,643	5,502	4,989	4,967	5,004	5,134	5,516 r	5,768
Rail Rapid Transit									
MTA/NYC Transit	995.2	996.7	1,029.8	1,080.8	1,092.8	1,109.2	1,132.4	1,202.7	1,283.1
MTA/SI Railway	5.4	5.0	5.1	5.2	5.1	5.0	4.2	3.6	
Total Rail Rapid Transit	1,000.6	1,001.7	1,034.9	1,086.0	1,097.9	1,114.2	1,136.6	1,206.3	1,287.0
Downstate % of Nation	42.5	41.8	46.3	44.3	48.1	46.1	42.2	45.2	
U.S. Rail Rapid Transit	2356	2395	2234	2453	2284	2418	2692	2669 r	2813
Suburban Rail									
MTA/M-N Railroad - Total GCT	56.0	56.5	57.7	60.6	60.7	61.6	62.6	65.0	
MTA/LI Rail Road	70.3	70.2	71.6	73.2	73.6	74.4	75.8	80.3	
Total Downstate Suburban Rail	126.3	126.7	129.3	133.8	134.3	136.0	138.4	145.3	149.3
Downstate % of Nation	39.7	40.4	40.2	39.5	39.0	38.6	38.8	38.1	
U.S. Suburban Rail Transit	318.0	314.0	322.0	339.0	344.0	352.0	357.0	381.0 r	396.0
Staten Island Ferry	19.7	18.4	18.0	17.5	17.4	17.6	16.9	19.3	
Private Ferries	4.4 e	4.9 e	6.5 e	6.9 e	6.9 e	6.9 e	7.4 e	7.6 e	
Total New York State	1,741.1 e	1,728.3 e	1,759.4	1,825.6	1,852.9	1,907.1	1,991.2	2,142.8	2,283.6
NEW JERSEY									
Bus Transit									
New Jersey Transit	113.4	112.2	114.9	122.3	125.6	126.7	129.6	133.1	137.6
New Jersey Independents	65.6	62.7	59.8	64.5	67.3	66.9	68.2	63.2	
Total New Jersey Bus	179.0	174.9	174.7	186.8	192.9	193.6	197.8	196.3	197.0
Rapid Transit									
PATH	55.4	55.4	56.3	59.2	59.3	60.7	62.2	65.0	
Newark City Subway	3.3	3.1	3.0	3.8	3.9	4.1	4.3	4.4	
Total	58.7	58.5	59.3	63.0	63.2	64.8	66.5	69.4	
Suburban Rail									
NJ Transit in NJ	45.7	40.3	44.5	46.3	46.2	47.6	49.5	54.4	
NYS - West of Hudson	1.9	1.4	1.3	1.3	1.4	1.4	1.3	1.5	
Total NJ Suburban Rail	47.6	41.7	45.8	47.6	47.6	49.0	50.8	55.9	
CONNECTICUT									
CTTransit	9.6	9.6	9.6	9.7	9.9	11.7	12.3	12.2	
Private Bus	7.9	7.5	7.3	9.1	8.8	8.5	8.3	8.9	
Total Connecticut Bus	17.4	17.1	16.9	18.8	18.7	20.2	20.6	21.1	21.2
TOTAL TRI-STATE REGION	2,043.8	2,020.5	2,056.1	2,141.8	2,175.3	2,234.7	2,326.9	2,485.5	2,634.2
Tri-State % of Nation	23.8	23.8	25.0	26.9	28.0	28.0	27.8	28.4	
Total U.S. Passenger Trips	8,575.0	8,501.0	8,217.0	7,949.0	7,763.0	7,975.0 n	8,374.0	8,750.0 r	9,168.0

n - Preliminary
e - Estimated.

p- Total from January to October 1993

* - Includes 0.04 million passengers for New York.

r - Revised

Source: Transit operators' data and NYMTC estimates.

U.S. data from Statistics Transit Fact Book-American Public Transit Association and National Transit Database

TABLE A-2

ANNUAL PUBLIC TRANSPORTATION AVERAGE WEEKDAY RIDERSHIP

IN THOUSANDS

	1991	1992	1993	1994	1995	1996	1997	1998
NEW YORK								
Bus Transit								
MTA/NYC Transit	1,513.6	1,495.2	1,486.6	1,497.1	1,538.8	1,454.7	1,384.7	2,008.0
NYC Privates	272.5 e	249.8	243.8	249.9	278.5	281.1	292.8	284.1
Total New York City	1,786.1	1,745.0	1,730.4	1,747.0	1,817.3	1,735.8	1,677.5	2,292.1
MTA/Long Island bus	66.4	61.1	61.9	63.5	61.6	63.1	66.5	94.9
Long Island Remainder	17.1 e	16.6	15.3	20.4	17.7	17.6	17.5	17.3
Westchester	101.6	100.4	101.4	106.1	105.1	103.6	105.4	106.4
Upstate New York	19.9 e	20.3	20.8	21.2	21.6	22.7	28.0	24.8
Total New York Suburb	205.0 e	198.4	199.4	211.2	206.0	207.0	217.4	234.4
Total NY State Bus	1,991 e	1,943	1,930	1,958	2,023	1,943	1,895	2,527
Rapid Transit								
MTA/NYC Transit	3,373.5	3,360.5	3,464.9	3,612.6	3,654.6	3,676.9	3,762.0	3,974.9
MTA/SI Railway	21.0	20.1	20.1	19.2	17.5	18.2	17.8	13.1
Total	3,394.5	3,380.6	3,485.0	3,631.8	3,672.1	3,695.1	3,779.8	3,988.0
Suburban Rail								
MTA/M-N Railroad - Total GCT	195.3	195.8	205.2	211.4	211.4	216.0 r	222.5	231.1
MTA/LI Rail Road	245.5	247.7	253.0	258.3	261.3	264.8	269.3	290.5
Total Suburban Rail	440.8	443.5	458.2	469.7	472.7	480.8	491.8	521.6
Staten Island Ferry	70.4	61.2 *	61.4 *	48.0	58.5	58.2	55.2	61.5
Private Ferries	14.4 e	15.6 e	18.6 e	17.7 e	19.6 e	19.8	20.4 e	21.5 e
Total New York State	5,911.2 e	5,844.3 e	5,953.0 e	6,125.4	6,246.2	6,196.7	6,242.1	7,119.1
NEW JERSEY								
New Jersey Transit	405.2 e	400.9 e	410.3 e	436.8 e	448.4 e	452.6	462.9 e	475.3 e
New Jersey Independents	234.2 e	223.9 e	213.6 e	230.5 e	240.3 e	239.1	243.7 e	225.5 e
Total New Jersey Bus	639.4 e	624.8 e	623.9 e	667.3 e	688.7 e	691.7 e	706.6 e	700.8 e
Rapid Transit								
PATH	196.5	195.7	197.9	206.9	207.2	210.1	215.2	223.2
Newark City Subway	11.7 e	11.1 e	10.7 e	13.6 e	14.0 e	14.6 e	15.3 e	15.9 e
Total	208.2 e	206.8 e	208.6	220.5	221.2	224.7	230.5	239.1
Suburban Rail								
NJ Transit in NJ	163.1 e	144.0 e	158.8 e	165.3 e	164.9 e	169.9	176.8 e	194.3 e
NYS - West of Hudson	6.8 e	5.4 e	4.8 e	4.8 e	4.9 e	4.8	4.8 e	5.3 e
Total NJ Suburban Rail	169.9 e	149.4 e	163.6	170.1 e	169.8 e	174.7 e	181.6 e	199.6 e
TOTAL REGION	6,928.7 e	6,825.3 e	6,949.1	7,183.3	7,325.9	7,287.7	7,360.8	8,258.6

r- Revised

e - Estimated. For individual operations, average weekday ridership is assumed to be equal to annual ridership divided by 280.

* - Figure is for fiscal year ending June 30, instead of calendar year as shown for previous years.

n/a - Data not available.

Source: Transit operators' data and NYMTC estimates.

TABLE A-3

ANNUAL PUBLIC TRANSPORTATION REVENUE VEHICLE-MILES TRAVELED

IN MILLIONS

	1991	1992	1993	1994	1995	1996	1997	1998			
NEW YORK											
Bus Transit											
MTA/NYC Transit	91.4	89.8	88.6	89.7	88.6	95.4	97.6	90.7			
New York City Privates	32.4	41.0	28.7 a	27.3	25.9	25.8	26.3	27.5			
Total New York City	123.8	130.8	117.3	117.0	114.5	121.2	123.9	118.2			
MTA/Long Island Bus	9.3	9.1	9.1	9.1	9.1	10.2	9.6	9.6			
Long Island Remainder	6.4 e	6.3	6.4	6.5	6.5	6.6	7.7	8.0			
Westchester	11.0	8.3	8.2	10.2 p	10.2	8.4	8.5	8.7			
Upstate New York	13.2 e	12.7	12.8	13.0	13.0	13.0	13.8	14.7			
Total New York Suburbs	39.9 e	36.4	36.5	36.8	38.8	38.2	39.6	41.0			
Total Downstate NY Bus	163.7 e	167.2	153.8	153.8	153.3	159.4	163.5	159.2			
Downstate % of Nation	7.5	7.6	6.9	7.1	7.0	7.3	7.2	6.9			
U.S. Bus Transit	2,180.2	2,191.9	2,222.6	2,175.7	2,197.5	2,178.8 n	2,258.6	2,188.2 r	2,290.1		
Rapid Transit											
MTA/NYC Transit	294.8	304.7	295.2	300.2	311.7	308.6	313.6	305.7			
MTA/SI Railway	2.1	1.8	1.8	1.9	1.8	2.1	2.1	2.1			
Total Rail Rapid Transit	296.9	306.5	297.0	302.1	313.5	310.7	315.7	307.8			
Downstate % of Nation	54	55	54	53	55	54	53	51			
U.S. Rail Rapid Transit	554.8	554.1	549.8	565.8	571.8	580.7 r	598.9	609.5 r			
Suburban Rail											
MTA/M-N Railroad - Total GCT	34.9	36.7	37.3	37.7	37.7	41.9	43.6	45.3			
MTA/LI Rail Road	55.5	54.7	54.6	54.8	56.0	54.6	57.9	58.0			
Total Downstate Suburban Rail	90.4	91.4	91.9	92.5	93.7	96.5	101.5	103.3			
Downstate % of Nation	42.1	41.8	41.0	40.1	39.4	39.9	40.5	39.0			
U.S. Suburban Rail Transit	214.9	218.8	223.9	230.8	237.7	242.0 n	250.7	259.5 r			
Staten Island Ferry	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.3			
Private Ferries	@	@	@	@	@	@	@	@			
Total New York State	551.2 e	565.3	542.9	548.6	560.7	566.7	580.9	589.5			
NEW JERSEY											
Bus Transit											
New Jersey Transit	61.4	61.2	62.8	64.1	64.2	64.5	63.1	62.9			
New Jersey Independents	46.9	42.3	44.7	48.5	50.4	50.5	50.9	53.2			
Total New Jersey Bus	108.3	103.5	107.5	112.6	114.6	115.0	114.0	116.1			
Rapid Transit											
PATH	12.8	12.5	12.8	12.8	12.8	13.0	12.8	12.9			
Newark City Subway	0.6	0.6	0.6	0.7	0.7	0.7	0.7	0.7			
Total	13.4	13.1	13.4	13.5	13.5	13.7	13.5	13.6			
Suburban Rail											
NJ Transit in NJ	36.0	37.0	37.3	38.1	40.1	39.5	40.9	42.7			
NYS - West of Hudson	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4			
Total NJ Suburban Rail	37.4	38.4	38.7	39.5	41.5	40.9	42.3	44.1	44.9	45.6	45.0
CONNECTICUT											
CTTransit	4.2	4.2	4.2	4.2	4.3	4.8	4.4	4.6			
Private Bus	4.2	4.7	4.6	4.5	4.6	4.6	4.7	4.8	4.9	4.5	4.7
Total Connecticut Bus	8.4	8.9	8.8	8.7	8.9	9.4	9.1	9.4			
TOTAL TRI-STATE REGION	718.7 e	729.4	711.5	723.2	739.4	746.0	760.0	754.1			
Tri-State % of Nation	21.7	21.7	20.7	20.9	20.8	20.4	20.3	19.8			
Total U.S. Vehicle-Miles Operated	3,306.4	3,354.6	3,435.1	3,467.5	3,550.2	3,650.3 r	3,745.8	3,793.6 r	3,972.2		

e - Estimated.

a - Metro Apple Exp. data not completed

n/a - Data not available.

p - 1993 data because the 1994 data are not available

n - Preliminary

@ - Less than 0.1 million ferry-miles.

Source: Transit operators' data and NYMTC Estimates

U.S. data from Statistics Transit Fact Book, American Public Transit Association

TABLE A-4

ANNUAL PUBLIC TRANSPORTATION PASSENGER-MILES TRAVELED

IN MILLIONS

	1991	1992	1993	1994	1995	1996	1997	1998			
NEW YORK											
Bus Transit											
MTA/NYC Transit	1,351.0	1,332.0	1,250.0	1,158.9	1,349.4	1,292.1	1,376.0	1,452.9			
New York City Privates	279.4 e	255.9 e	249.0 e	252.1 e	284.3 e	286.9 e	298.6 e	289.3			
Total New York City	1,630.4 e	1,587.9	1,499.0	1,411.0	1,633.7	1,579.0	1,674.6	1,742.2			
MTA/Long Island Bus	127.9	119.3	122.8	132.4	121.6	125.0 e	129.0	136.5			
Long Island Remainder	28.1 e	26.9	32.1	38.7	38.2	36.1	36.3	36.3			
Westchester	74.0	147.0	168.0	n/a	154.2	244.2	249.8	137.0			
Upstate New York	21.0 e	21.4 e	22.9 e	22.4 e	21.5 e,p	23.1 e,p	23.5 e,p	26.1			
Total New York Suburb	251.0 e	314.6	345.8	193.5	335.5	428.4	438.6	335.9			
Total Downstate NY Bus	1,881.4 e	1,902.5	1,844.8	1,604.5	1,969.2	2,007.4	2,113.2	2,078.1			
Downstate % of Nation	8.8	9.3	9.0	8.4	10.4	10.4	10.6	10.1			
U.S. Bus Transit	21,285.0	20,535.0	20,435.0	19,019.0	19,005.0	19,280.0 r	19,793.0	20,542.0			
Rapid Transit											
MTA/NYC Transit	5,919.1	6,156.0	5,571.0	5,845.4	5,909.1	6,828.9	7,101.7	7,470.5			
MTA/SI Railway	39.6	37.7	37.7	37.7	37.2	36.0	31.0	30.4			
Total Rail Rapid Transit	5,958.7	6,193.7	5,608.7	5,883.1	5,946.3	6,864.9	7,132.7	7,500.9			
Downstate % of Nation	53	54	51	51	52	55	54	56			
U.S. Rail Rapid Transit	11,190.0	11,438.0	10,936.0	11,501.0	11,419.0	12,487.0 r	13,091.0	13,412.0			
Suburban Rail											
MTA/M-N Railroad	1,594.9	1,528.9	1,386.1	1,805.6	2,001.7	1,772.6	1,831.4	1,923.0			
MTA/LI Rail Road	2,189.9	2,230.4	1,960.9	2,270.3	2,224.4	2,076.0	2,136.0	2,336.7			
Total Downstate Suburban Rail	3,784.8	3,759.3	3,347.0	4,075.9	4,226.1	3,848.6	3,967.4	4,259.7			
Downstate % of Nation	51.5	51.4	48.2	51.0	51.3	46.0	49.4	48.9			
U.S. Suburban Rail Transit	7,344.0	7,320.0	6,940.0	7,996.0	8,244.0	8,351.0 r	8,038.0	8,704.0			
Staten Island Ferry	98.5 e	92.0 e	93.5 e	91.1 e	90.1 e	91.5 e	87.6	100.2			
Private Ferries	18.1 e	19.7 e	14.7 e	14.9 e	15.9 e	16.6 e	17.2 e	18.8			
Total New York State	10,111.1 e	10,379.3 e	9,409.7 e	10,258.5 e	10,613.9 e	11,250.0 e	11,643.5 e	12,215.5			
NEW JERSEY											
Bus Transit											
New Jersey Transit	721.7	711.3	715.5	718.9	723.8	748.4	788.9	798.2			
New Jersey Independents	748.4	741.6	785.4	824.9	851.6	862.7	873.3	949.6			
Total New Jersey Bus	1,470.1	1,452.9	1,500.9	1,543.8	1,575.4	1,611.1	1,662.2	1,747.8			
Rapid Transit											
PATH	275.1	265.8	267.6	281.6	281.5	288.3	297.0	299.6			
Newark City Subway	10.1	10.1	9.2	11.9	11.3	12.7	12.6	12.6			
Total	285.2	275.9	276.8	293.5	292.8	301.0	309.6	312.2			
Suburban Rail											
NJ Transit in NJ	1,001.1	965.9	958.3	1,035.3	1,118.0	1,068.0	1,101.6	1,138.8			
NYS - West of Hudson	71.5	52.2	50.8	51.1	51.2	49.8	49.6	54.6			
Total NJ Suburban Rail	1,072.6	1,018.1	1,009.1	1,086.4	1,169.2	1,117.8	1,151.2	1,193.4	1,245.9	1,349.4	1,418.1
TOTAL TRI-STATE REGION	12,939.0 e	13,126.2 e	12,196.5 e	13,182.2 e	13,651.3 e	14,279.9 e	14,766.5 e	15,468.9			
Tri-State % of Nation	31.8	32.6	31.0	33.3	34.3	34.5	34.9	35.1			
Total U.S. Passenger-Miles	40,703.0	40,241.0	39,384.0	39,585.0	39,808.0	41,378.0 r	42,339.0	44,128.0 r	45,857.0 r	47,666.0 n	n/a

a-Total excludes NYC private bus operators

b-Total excludes MTA NYC Subway

c- Total excludes upstate NY bus operators

d - Estimate based on average trip length per passenger in 1988.

e - Estimated.

* - Less than 0.1 million passenger-miles.

n - Preliminary

p - Consists only of public operators data.

r - Revised

n/a - Data not available.

Source: Transit operators' data and NYMTC estimates.

U.S. data from Statistics Transit Fact Book, American Public Association.

TABLE A-5

ANNUAL PUBLIC TRANSPORTATION OPERATING REVENUE EXCLUDING OPERATING SUBSIDIES

IN MILLIONS OF DOLLARS

	1991	1992	1993	1994	1995	1996	1997	1998
NEW YORK								
Bus Transit								
MTA/NYC Transit	498.3	550.1 b	565.4 b	527.2 b	542.8 b	679.4	489.4	508.5
NYC Privates	120.8	117.2	95.2	94.9	93.2	95.1	94.8	92.3
Total New York City	619.1	667.3	660.6	622.1	636.0	774.5	584.2	600.8
MTA/Long Island Bus	29.0	28.7	29.1	29.5	29.4	31.7	32.1	30.9
Long Island Remainder	3.6 e	3.5	3.8	5.5	5.8	6.1	6.5	6.7
Westchester	30.0	30.2	28.4	31.1	34.2	33.8	34.3	35.8
Upstate New York	27.9 e	23.6	23.5	24.4	23.8	24.1	23.1	24.4
Total New York Suburb	90.5	86.0	84.8	90.5	93.2	95.7	96.0	97.8
Total New York State Bus	710 e	753	745	713	729	870	680	699
Rail Rapid Transit								
MTA/NYC Transit	1,110.1	1,225.5 b	1,259.5 b	1,174.5 b	1,209.2 b	1,513.6	1,550.4	1,610.3
MTA/SI RAILWAY	6.1	6.4	6.5	6.4	6.4	7.6	6.5	4.6
Total	1,116.2	1,231.9	1,266.0	1,180.9	1,215.6	1,521.2	1,556.9	1,614.9
Suburban Rail								
MTA/M-N Railroad - Total GCT	244.8	255.0	263.7	258.8	262.2	300.4	313.8	327.4
MTA/LI Rail Road	304.6	301.9	311.9	296.5	298.4	345.2	349.4	353.7
Total Suburban Rail	549.4	556.9	575.6	555.3	560.6	645.6	663.2	681.1
Staten Island Ferry	5.2 e	4.8 e	5.5 e	5.5 e	6.4 e	6.6	6.6	8.0
Private Ferries	13.8 e	14.9 e	27.0 e	29.7 e	32.0 e	32.3 e	36.6 e	46.8 e
Total New York State	2,394.2	2,561.8	2,619.5	2,484.0	2,543.8	3,076.0	2,943.5	3,049.4
NEW JERSEY								
New Jersey Transit	182.3 e	179.2	183.6	200.5	210.3	220.5	418.2	238.7
New Jersey Independents	155.6	144.3	142.3	156.3	163.1	164.5	182.6	172.6
Total New Jersey Bus	337.9 e	323.5	325.9	356.8	373.4	385.0	600.8	411.3
Rapid Transit								
PATH	58.7	61.0	64.1	61.6	62.1	67.8	64.7	67.7
Newark City Subway	3.0 e	2.9	3.0	3.3	3.5	3.6	6.9	3.9
Total	61.7 e	63.9	67.1	64.9	65.6	71.4	71.6	71.6
NJ Suburban Rail**	184.5 e	181.5	185.8	203.0	212.9	223.2	423.3	241.6
CONNECTICUT								
CTTransit	6.1	6.4	7.0	7.8	8.1	8.6	9.0	8.9
Private Bus	5.1	5.2	5.5	5.3	6.1	6.5	6.5	6.9
Total Connecticut Bus	11.2	11.6	12.5	13.1	14.1	15.1	15.5	15.8
TOTAL TRI-STATE REGION	2,927.8 e	3,078.4 e	3,143.7 e	3,056.9 e	3,144.2 e	3,699.2	3,983.2 e	3,718.1 e

a- Total excludes Seastreak Ferry Operator

b- distribution based on previous year's percentages of NYCTA's bus and rapid transit passenger revenue.

c-not comparable to the previous years because the reporting system of NYC and upstate NY private buses has been changed in 1999.

d-Includes New York

** - Includes NJ Transit in New Jersey and NYS-West of Hudson.

Source: Transit operators' data and NYMTC estimates.

e - Estimated.

n/a - Data not available

TABLE A-6

ANNUAL PUBLIC TRANSPORTATION PASSENGER REVENUE

IN MILLIONS OF DOLLARS

	1991	1992	1993	1994	1995	1996	1997	1998	1999
NEW YORK									
Bus Transit									
MTA/NYC Transit	413.2	431.8 b	457.7 b	524.5 b	537.2 b	481.7	489.4 b	496.9	543.1
NYC Privates	120.2	99.2	94.3	93.7	92.0	95.1	94.8	92.3	103.6
Total New York City	533.4	531.0	552.0	618.2	629.2	576.8	584.2	589.2	646.7
MTA/Long Island Bus	28.6	27.2	28.4	30.8	30.2	29.9	30.9	27.2	29.3
Long Island Remainder	3.5 e	3.5	3.5	5.1	5.6	5.9	6.4	6.6	
Westchester	28.5	29.9	30.1	31.1	34.2	33.8	34.3	35.8	34.3
Upstate New York	27.8 e	23.5	23.4	24.3	23.5	23.6	23.0	24.2	42.4
Total New York Suburb	88.4 e	84.1	85.4	91.3	93.5	93.2	94.6	93.8	112.5
Total Downstate NY Bus	621.8 e	615.1	637.4	709.5	722.7	670.0	678.8	683.0	759.2
Downstate % of Nation	19.7	19.8	20.1	21.5	21.6	19.1	18.8	18.2	17.9
U.S. Bus Transit	3,150.0	3,107.5	3,169.1	3,304.0	3,341.2	3,500.5 n	3,614.7	3,758.4 n	4,234.5
Rail Rapid Transit									
MTA/NYC Transit	1,063.0	1,162.9 b	1,177.4 b	1,349.2 b	1,381.8 b	1,556.5	1,550.4 b	1,573.5	1,453.4
MTA/SI RAILWAY	6.2	5.2	6.3	7.8	8.3	5.7	4.6	3.5	
Total Rail Rapid Transit	1,069.2	1,168.1	1,183.7	1,357.0	1,390.1	1,562.2	1,555.0	1,577.0	1,456.7
Downstate % of Nation	59.5	60.6	58.7	64.3	64.8	63.4	62.5	64.4	58.6
U.S. Rail Rapid Transit	1,798.4	1,928.1	2,015.8	2,110.8	2,144.7	2,465.7	2,489.5	2,447.1	2,486.8
Suburban Rail									
MTA/M-N Railroad - Total GCT	237.2	231.7	241.4	280.6	284.5	280.6	293.8	307.8	322.4
MTA/LI Rail Road	285.3	282.9	289.9	318.7	320.4	321.1	328.7	333.8	342.1
Total Downstate Suburban Rail	522.5	514.6	531.3	599.3	604.9	601.7	622.5	641.6	664.5
Downstate % of Nation	54.5	53.0	53.4	55.3	56.1	52.5	52.9	51.1	50.8
U.S. Suburban Rail Transit	958.0	970.1	995.5	1,083.1	1,077.5	1,145.6 r	1,177.6	1,255.2	1,308.7
Staten Island Ferry	4.9 e	4.6 e	4.2 e	4.1 e	4.0	4.0	4.0	2.4	
Private Ferries	13.8 e	14.9 e	27.0 e	29.6 e	32.0 e	32.3	36.6 e	46.8 e	27.0
Total New York State	2,232.2 e	2,317.3 e	2,383.6 e	2,699.5 e	2,753.7 e	2,870.2	2,897.0 e	2,950.8 e	2,909.9
NEW JERSEY									
Bus Transit									
New Jersey Transit	179.9 e	178.8	181.8	192.0	202.8	201.1	209.6	216.4	227.2
New Jersey Independents	130.1	127.9	130.6	141.9	146.1	147.0	158.1	148.4	151.6
Total New Jersey Bus	310.0 e	306.7	312.4	333.9	348.9	348.1	367.7	364.8	378.8
Rapid Transit									
PATH	55.7	55.6	56.6	59.4	59.7	61.0	62.4	65.5	68.0
Newark City Subway	2.9 e	2.9	2.9	3.1	3.3	3.2	3.4	3.5	
Total	58.6 e	58.5	59.5	62.5	63.0	64.2	65.8	69.0	71.7
Total NJ Suburban Rail**	154.5 e	153.6	156.1	164.9	174.2	172.8	180.0	185.9	195.1
CONNECTICUT									
CTTransit	6.1	6.4	7.0	7.8	8.0	8.6	9.0	8.9	
Private Bus	5.1	5.2	5.5	5.3	6.1	6.5	6.3	6.8	
Total Connecticut Bus	11.2	11.6	12.5	13.1	14.1	15.1	15.3	15.7	16.0
TOTAL TRI-STATE REGION	2,766.5 e	2,847.7 e	2,924.1 e	3,273.9 e	3,353.9 e	3,470.3	3,525.7	3,586.2	3,571.5
Tri-State % of Nation	45.8	46.3	46.0	48.5	49.3	46.8	46.7	45.0	43.1
Total U.S. Passenger Revenue	6,037.2	6,152.5	6,350.9	6,756.0	6,800.9	7,416.3 r	7,545.7	7,969.6	8,282.4

b - Distribution based on previous year's percentage of NYCTA's bus and rapid transit passenger revenue

t - Used the previous years data because present year statistics were not available

** - Includes NJ Transit in New Jersey and NYS-West of Hudson

Source: Transit operators' data and NYMTC Estimates

U.S. data from Statistics Transit Book, American Public Transit Association

e - Estimated.

n - Preliminary

n/a - Data not available

r-Revised

TABLE A-7

ANNUAL PUBLIC TRANSPORTATION OPERATING EXPENSE

	1991	1992	1993	1994	1995	1996	1997	1998
NEW YORK								
Bus Transit								
MTA/NYC Transit	740.1	1,013.8 b	1,189.2	1,209.9 b	1,050.3 b	1,016.3	1,134.9	1,307.6
NYC Privates	229.9	213.4	219.7	216.6	203.4	217.3	228.9	233.0
Total New York City	970.0	1,227.2	1,408.9	1,426.5	1,253.7	1,233.6	1,363.8	1,540.6
MTA/Long Island Bus	57.1	55.5	56.7	60.7	62.4	70.8	74.3	76.2
Long Island Remainder	18.4 e	18.6	18.7	20.1	21.4	23.0	24.9	26.1
Westchester	56.0	56.8	60.0	57.2	66.5	71.2	70.5	75.3
Upstate New York	39.2 e	38.9	39.7	41.4	39.3	45.9	45.4	46.3
Total New York Subs.	170.7 e	169.8	175.1	179.4	189.6	210.9	215.1	223.9
Total Downstate NY Bus	1,140.7 e	1,397.0	1,584.0	1,605.9	1,443.3	1,444.5	1,578.9	1,764.5
Downstate % of Nation	11.9	14.0	15.5	15.6	13.8	13.5	14.2	15.8
U.S. Bus Transit	9,614.9	10,005.6	10,241.5	10,277.0	10,459.4	10,709.5	11,084.2	11,194.9 n
Rail Rapid Transit								
MTA/NYC Transit	1,347.2	1,845.4 b	2,558.8 b	2,603.4 b	2,006.3 b	1,941.4	2,167.8	2,226.4
MTA/SI RAILWAY	17.4	27.4	17.8	25.3	19.7	20.4	19.7	23.4
Total Rail Rapid Transit	1,364.6	1,872.8	2,576.6	2,628.7	2,026.0	1,961.8	2,187.5	2,249.8
Downstate % of Nation	32.9	48.5	64.7	62.6	52.0	51.0	55.4	55.8
U.S. Rail Rapid Transit	4,149.7	3,864.0	3,984.5	4,199.0	3,899.0	3,843.5	3,946.2	4,032.1 n
Suburban Rail								
MTA/M-N Railroad - Total GCT	411.7	502.7	431.5	674.5	465.5	574.0	580.1	608.4
MTA/LI Rail Road	595.8	629.7	736.6	771.8	634.1	780.7	709.9	863.8
Total Downstate Suburban Rail	1,007.5	1,132.4	1,168.1	1,446.3	1,099.6	1,354.7	1,290.0	1,472.2
Downstate % of Nation	51.9	56.3	55.9	64.9	49.7	59.1	56.6	62.3
U.S. Suburban Rail Transit	1,942.4	2,012.6	2,088.4	2,227.8	2,211.2	2,294.1	2,278.1	2,364.7 n
Staten Island Ferry	56.4 e	58.4 e	32.4 e	31.6 e	31.0 e	31.9	35.5 e	36.4
Private Ferries	3.5 e	3.6 e	3.7 e	3.8 e	3.9 e	4.0	4.1 e	4.2 e
Total New York State	3,572.7 e	4,464.2 e	5,364.8 e	5,716.3 e	4,603.8 e	4,796.9	5,096.0 e	5,527.1 e
NEW JERSEY								
Bus Transit								
New Jersey Transit	304.1	350.4	363.3	378.5	380.8	403.1	405.3	405.8
New Jersey Independents	194.4	186.4	186.0	200.7	205.5	210.9	220.6	222.4
Total	498.5	536.8	549.3	579.2	586.3	614.0	625.9	628.2
Rapid Transit								
PATH	135.4	142.2	155.1	155.8	159.5	152.9	141.1	147.5
Newark City Subway	3.9	4.5	4.7	4.9	4.9	5.2	5.2	5.2
Total	139.3	146.7	159.8	160.7	164.4	158.1	146.3	152.7
NJ Suburban Rail**	303.6	349.9	362.8	378.0	380.1	402.5	404.7	405.2
CONNECTICUT								
CT Transit	19.7	20.7	21.6	21.8	23.5	23.9	23.2	24.3
Private Bus	19.0	18.8	17.9	18.2	18.6	19.5	19.4	19.8
Total Connecticut Bus	38.7	39.5	39.5	40.0	42.1	43.4	42.6	44.1
TOTAL TRI-STATE REGION	4,552.8 e	5,537.1 e	6,476.2 e	6,874.2 e	5,776.7 e	6,014.9	6,315.5	6,757.3
Tri-State % of Nation	27.5	33.0	37.3	38.4	32.4	32.8	33.4	35.1
United States	16,541.4	16,781.4	17,349.8	17,919.9	17,848.7	18,340.7	18,936.1	19,249.1 n

a-Data not Comparable to the previous years because of the reporting system changed in 1999.

b-Distribution based on previous years percentages of NYCTA's bus and rapid transit passengers revenue

e - Estimated.

n - Preliminary

n/a - Data not available.

** - Includes NJ Transit in New Jersey and NYS-West of Hudson

Source: Transit operators' data and NYMTC Estimates

U.S. data from Statistics Transit Fact Book, American Public Transit Association

TABLE A-8

ANNUAL PUBLIC TRANSPORTATION DEFICITS IN THE TRI-STATE REGION*

IN MILLIONS OF DOLLARS

	1991	1992	1993	1994	1995	1996	1997	1998
NEW YORK								
Bus Transit								
MTA/NYC Transit	241.8	463.7	623.8	682.7	507.5	336.9	645.5	799.1
NYC Privates	109.1	96.2	124.5	121.7	110.2	122.2	134.1	140.7
Total New York City	350.9	559.9	748.3	804.4	617.7	459.1	779.6	939.8
MTA/Long Island Bus	28.1	26.8	27.6	31.2	33.0	39.1	42.2	45.3
Long Island Remainder	14.8	15.1	14.9	14.6	15.6	16.9	18.4	19.4
Westchester	26.0	26.6	31.6	26.1	32.3	37.4	36.1	39.5
Upstate New York	11.3	e 15.3	16.2	17.0	15.5	21.8	22.3	21.9
Total New York Suburb	80.2	e 83.8	90.3	88.9	96.4	115.2	119.0	126.1
Total New York State Bus	431.1	e 643.7	838.6	893.3	714.1	574.3	898.6	1,065.9
Rail Rapid Transit								
MTA/NYC Transit	237.1	619.9	1,299.3	1,428.9	797.1	427.8	617.4	616.1
MTA/SI RAILWAY	11.3	21.0	11.3	18.9	13.3	12.8	13.2	18.8
Total	248.4	640.9	1,310.6	1,447.8	810.4	440.6	630.6	634.9
Suburban Rail								
MTA/M-N Railroad - Total GCT	166.9	247.7	167.8	415.7	203.3	273.6	266.3	281.0
MTA/LI Rail Road	291.2	327.8	424.7	475.3	335.7	435.5	360.5	510.1
Total Suburban Rail	458.1	575.5	592.5	891.0	539.0	709.1	626.8	791.1
Staten Island Ferry	51.2	e 53.6	e 26.9	e 26.1	e 24.6	e 25.3	28.9	28.4
Private Ferries	-10.3	e -11.3	e -23.3	e -25.9	e -28.1	e -28.3	-32.5	-42.6
Total New York State	1,178.5	e 1,902.4	e 2,745.3	e 3,232.3	e 2,060.0	e 1,720.9	2,152.4	2,477.7
NEW JERSEY								
Bus Transit								
New Jersey Transit	121.8	e 171.2	179.7	178.0	170.5	182.6	-12.9	167.1
New Jersey Independents	38.8	e 42.1	43.7	44.4	42.4	46.4	38.0	49.8
Total	160.6	e 213.3	223.4	222.4	212.9	229.0	25.1	216.9
Rapid Transit								
PATH	76.7	81.2	91.0	94.2	97.4	85.1	76.4	79.8
Newark City Subway	0.9	e 1.6	1.7	1.6	1.4	1.6	-1.6	1.3
Total	77.6	e 82.8	92.7	95.8	98.8	86.7	74.8	81.1
NJ Suburban Rail**	119.1	168.4	177.0	175.0	167.2	179.3	-18.6	163.6
CONNECTICUT								
CTTransit	13.6	14.3	14.6	14.0	15.5	15.3	14.2	15.4
Private Bus	13.9	13.6	12.4	12.9	12.5	13.0	12.9	12.9
Total Connecticut Bus	27.5	27.9	27.0	26.9	28.0	28.3	27.1	28.3
TOTAL REGION	1,563.3	e 2,394.8	e 3,265.4	e 3,752.4	e 2,566.9	e 2,244.2	2,260.8	2,967.6

a- Not comparable to the previous years because the reporting system was changed in 1999.

b- Includes New York

e - Estimated

n/a - Data not available.

* - Deficits shown in this table are the difference between operating revenue and expense

** - Includes NJ Transit in New Jersey and NYS-West of Hudson

() - Indicates a surplus.

Source: Transit operators' data and NYMTC Estimates

TABLE A-9

PUBLIC TRANSPORTATION FLEET CHARACTERISTICS*

	1991	1992	1993	1994	1995	1996	1997	1998	1999
NEW YORK									
Bus Transit									
MTA/NYC Transit	3,668	3,659	3,662	3,711	3,657	3,582	3,867	4,189	4,373
NYC Privates	1,094	891	871	950	n/a	774	958	1,234	1,265
Total New York City	4,762	4,550	4,533	4,661	4,607	4,356	4,825	5,423	5,638
New York Suburb	1,099 e	989 e	993 e	978	968	1,079	1,075	1,295	1,262
Total New York State	5,861 e	5,539 e	5,526 e	5,639	5,575	5,435	5,900	6,685	6,900
Rapid Transit									
MTA/NYC Transit & SI Railway	5,951	5,972	5,904	5,867	5,865	5,861	5,854	5,856	5,875
Suburban Rail									
MTA/Metro-North Railroad	755	790	788	765	815	852	851	856	918
MTA/LI Rail Road	1,115	1,125	1,120	1,120	1,120	1,124	1,086	1,085	1,050
Total Suburban Rail	1,870	1,915	1,908	1,885	1,935	1,976	1,937	1,941	1,968
NEW JERSEY									
Bus Transit									
PATH/Newark Subway	364	364	364	364	364	364	342	364	357
Suburban Rail	773	930	920	981	953	953	923	923	985
Total Buses	9,033 e	8,662 e	8,732	8,962	8,893	8,766	9,219	10,096	10,415
Total Rail Cars	8,958	9,181	9,096	9,097	9,117	9,154	9,056	9,084	9,185
TOTAL REGION	17,991 e	17,843	17,828	18,059	18,010	17,920	18,275	19,180	19,600

a - Excludes NYC - Privates

e - Estimated.

m - Excludes Hudson Valley others

s - used 1996 %

n/a Data not available

* - Buses and rail cars available for service (active roster) as of December 31.

Source: Transit operators' data, NYMTC estimates.

TABLE A-10

2001 REGIONAL BUS AND RAIL EQUIPMENT CHARACTERISTICS

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BUS EQUIPMENT CHARACTERISTICS

	Total Buses	Average Age (as of 12/01)	Average Seating		
NEW YORK					
MTA/NYC Transit	4,457	6.0	n/a		
NYC Privates	1,324	9.0	n/a		
Total New York City	5,781	6.6	n/a		
MTA/ Long Island Bus	399	5.0	45		
Long Island Remainder	258	5.0	29		
Westchester	343	10.0	45		
Upstate	420	14.0	49		
Total New York Suburb	1,420	8.8	43.3		
Total New York State	7,201	7.1	43.3		
NEW JERSEY					
New Jersey Transit	2,969	6.0	47		
New Jersey Independents	1,483	8.0	45		
Total New Jersey Bus	4,452	6.6	46		
TOTAL BUS	11,653	7	23.0	a	a

RAIL EQUIPMENT CHARACTERISTICS

	Total Cars	Average Age (as of 12/01)	Average Seating		
MTA/NYC Transit	6,195	25.0	n/a		
MTA/SI Railway	64	30.0	n/a		
Total	6,259	25.1	n/a	b	b
Suburban Rail					
MTA/M-N Railroad - Total GCT	959	25.0	n/a		
MTA/LI Rail Road	1,093	30.0	n/a		
Total Suburban Rail	2,052	27.6	n/a		
PATH	335	29.0	31		
Newark City Subway	40	25.0	69		
Total Rapid Transit	375	28.5	35		
NJ Transit Suburban Rail*	1,160	23	107		
TOTAL RAIL	9,846	25.4	89	b,c	b,c

a-total excludes MTA buses
b-total excludes MTA rail cars

c-total excludes suburban rail cars
n/a- not available

* - Includes NYS-West of Hudson.
Source: Transit operators' data and NYMTC estimates.

TABLE A-11

ANNUAL PUBLIC TRANSPORTATION FAREBOX RECOVERY RATIO

IN THE TRI-STATE REGION*

	1991	1992	1993	1994	1995	1996	1997	1998
NEW YORK								
Bus Transit								
MTA/NYC Transit	0.56	0.43	0.38	0.43	0.51	0.59	0.43	0.38
NYC Privates	0.52	0.46	0.43	0.43	0.45	0.44	0.41	0.40
Total New York City	0.55	0.43	0.39	0.43	0.50	0.56	0.54	0.38
MTA/Long Island Bus	0.50	0.49	0.50	0.51	0.48	0.42	0.42	0.36
Long Island Remainder	0.19	0.19	0.19	0.25	0.26	0.26	0.26	0.26
Westchester	0.51	0.53	0.50	0.54	0.51	0.47	0.49	0.49
Upstate New York	0.71 e	0.60	0.59	0.59	0.60	0.51	0.51	0.51
Total New York Subs.	0.52 e	0.50	0.49	0.51	0.49	0.44	0.44	0.44
Total NY State Bus	0.55 e	0.44	0.40	0.44	0.50	0.54	0.52	0.52
Rail Rapid Transit								
MTA/NYC Transit	0.79	0.63	0.46	0.52	0.69	1.04	0.72	0.71
MTA/SI RAILWAY	0.36	0.19	0.35	0.31	0.42	0.28	0.23	0.15
Total	0.78	0.62	0.46	0.52	0.69	1.03	1.04	0.70
Suburban Rail								
MTA/M-N Railroad - Total GCT	0.58	0.46	0.56	0.42	0.61	0.49	0.51	0.51
MTA/LI Rail Road	0.48	0.45	0.39	0.41	0.51	0.41	0.46	0.39
Total Suburban Rail	0.52	0.45	0.45	0.41	0.55	0.44	0.48	0.44
Staten Island Ferry	0.09 e	0.08 e	0.13 e	0.13 e	0.13 e	0.13	0.11 e	0.07
Private Ferries	3.94 e	4.14 e	7.30 e	7.79 e	8.21 e	8.10	8.98 e	11.14
Total New York State	0.62 e	0.52 e	0.44 e	0.47 e	0.59 e	0.68	0.69 e	0.53
NEW JERSEY								
Bus Transit								
New Jersey Transit	0.59	0.51	0.50	0.51	0.53	0.50	0.52	0.53
New Jersey Independents	0.67	0.69	0.70	0.71	0.71	0.70	0.72	0.67
Total	0.62	0.57	0.57	0.58	0.60	0.57	0.59	0.58
Rapid Transit								
PATH	0.41	0.39	0.36	0.38	0.37	0.40	0.44	0.44
Newark City Subway	0.74	0.64	0.62	0.63	0.67	0.62	0.65	0.67
Total	0.42	0.40	0.37	0.39	0.38	0.41	0.45	0.45
NJ Suburban Rail**	0.51 e	0.44	0.43	0.44	0.46	0.43	0.44	0.46
CONNECTICUT								
CT Transit	0.31	0.31	0.32	0.36	0.34	0.36	0.39	0.37
Private Bus	0.27	0.28	0.31	0.29	0.33	0.33	0.33	0.34
Total Connecticut Bus	0.29	0.29	0.32	0.33	0.33	0.35	0.36	0.36
TOTAL REGION***	0.61 e	0.51 e	0.45 e	0.48 e	0.58 e	0.65	0.66 e	0.53

e - Estimated.

* - The farebox recovery ratios shown in this table are equal to passenger revenue divided by expense

** - Includes NJ transit in New Jersey and NYS-West of Hudson.

*** - Excludes bus transit in Connecticut.

Source: Transit operators' data and NYMTC estimates.

TABLE B-1

REGISTERED VEHICLES*

	1991	1992	1993	1994	1995	1996	1997	1998
Bronx	278,183	264,838	262,943	259,470	253,423	243,516	246,608	250,596
Kings	513,299	473,363	475,530	473,959	466,383	445,037	452,425	480,758
New York	231,687	221,466	224,592	225,288	225,305	224,752	233,115	238,220
Queens	769,915	717,819	723,376	722,109	722,018	715,857	736,888	749,216
Richmond	214,580	207,610	211,729	213,818	215,027	217,369	223,781	229,676
New York City	2,007,664	1,885,096	1,898,170	1,894,644	1,882,156	1,846,531	1,892,817	1,948,466
Dutchess	196,105	162,845	161,331	159,713	161,628	163,364	204,252	207,411
Nassau	974,529	884,675	934,972	936,859	932,712	929,511	931,688	941,152
Orange	218,243	173,874	174,189	174,097	175,937	179,638	226,537	232,143
Putnam	72,458	58,484	58,905	59,317	60,003	61,488	78,249	79,933
Rockland	196,861	151,888	151,621	150,244	150,979	154,944	196,633	199,372
Suffolk	1,054,453	967,593	1,015,419	1,021,019	1,021,723	1,027,413	1,038,979	1,055,555
Westchester	731,320	588,886	599,203	602,842	604,439	608,881	614,780	622,547
New York Suburb	3,443,969	2,988,245	3,095,640	3,104,091	3,107,421	3,125,239	3,291,118	3,338,113
Downstate NY	5,451,633	4,873,341	4,993,810	4,998,735	4,989,577	4,971,770	5,183,935	5,286,579
<i>Downstate % of NYS</i>	<i>55.5</i>	<i>56.9</i>	<i>57.6</i>	<i>57.4</i>	<i>57.1</i>	<i>56.9</i>	<i>53.5</i>	<i>53.9</i>
<i>Downstate % of Nation</i>	<i>3.2</i>	<i>2.8</i>	<i>2.8</i>	<i>2.8</i>	<i>2.7</i>	<i>2.7</i>	<i>2.8</i>	<i>2.8</i>
Bergen	579,159	565,185	570,660	577,602	584,997	603,896	600,282	607,766
Essex	429,280	412,659	417,020	441,560	447,462	453,851	445,558	454,376
Hudson	243,825	224,536	225,007	236,750	239,749	256,017	260,321	269,189
Middlesex	463,711	461,738	473,076	492,118	511,916	526,112	522,624	529,347
Monmouth	399,622	380,934	384,511	394,939	408,310	421,995	427,464	427,036
Morris	321,921	321,227	332,217	347,255	365,624	403,655	414,236	428,422
Passaic	304,380	273,972	278,116	290,374	294,059	308,318	307,377	309,362
Somerset	167,543	193,396	212,819	228,023	226,954	241,864	233,429	235,898
Union	381,848	326,252	328,422	339,448	345,924	362,419	364,554	369,634
New Jersey	3,291,289	3,159,899	3,221,848	3,348,069	3,424,995	3,578,127	3,575,845	3,631,030
Fairfield	613,362	611,264	612,651	613,421	619,970	612,523	628,319	642,112
New Haven	554,193	536,902	534,653	540,303	537,685	537,289	541,138	551,591
Litchfield	39,878	53,335	53,998	48,613	55,686	56,521	67,688	59,406
Connecticut	1,207,433	1,201,501	1,201,302	1,202,337	1,213,341	1,206,333	1,237,145	1,253,109
Tri-State Region	9,950,355	9,234,741	9,416,960	9,549,141	9,627,913	9,756,230	9,996,925	10,170,718
<i>Tri-State % of Nation</i>	<i>5.8</i>	<i>5.3</i>	<i>5.3</i>	<i>5.3</i>	<i>5.3</i>	<i>5.2</i>	<i>5.3</i>	<i>5.3</i>
New York State	9,818,140	8,563,409	8,676,170	8,715,900	8,737,995	8,732,920	9,684,056	9,813,685
United States	171,867,000	173,647,000	176,565,000	179,850,000	182,692,000	186,866,499	187,968,200	195,811,236

* - Vehicle registrations shown in this table include automobiles (passenger cars, rental cars and taxis), commercial vehicles (trucks, and buses), motorcycles (except for New Jersey), and mopeds (New York State only). New York State data exclude vehicles exempt from state tax.

Note: Vehicle registrations in the years 2000 and 2001 shown in this table include the total number of all type of vehicles.

The data for the different states cover the following time periods:

January-December for New York and Connecticut, and July-June for New Jersey.

Since the year of 1992 data for New York and New Jersey reflect the number of active registration (which eliminates multiple counting of vehicles). Data for the years prior to 1992 represent the number of registrations issued during the year, including multiple counting of vehicles.

Source: NYS and CT Departments of Motor Vehicles, and R.L. Polk Co. (for New Jersey). Starting from the July 1991- June 1992 period, R.L. Polk began its new system of using a national vehicle identification number (V.I.N.) to produce its "Vehicle In Operation" (V.I.O.) database, thereby, eliminating the potential of double-counting.

Further publication or reproduction of the R.L. Polk data is prohibited.

Statistical Abstract of the United States. US Department of Transportation "Highway Statistics"

TABLE B-2

PASSENGER CAR REGISTRATIONS*

	1991	1992	1993	1994	1995	1996	1997	1998
Bronx	260,478	251,895	249,274	245,664	239,926	230,680	230,340	233,619
Kings	464,366	437,505	439,507	437,607	430,165	414,380	414,022	420,685
New York	202,923	199,890	202,540	203,303	203,219	202,616	205,909	210,948
Queens	692,181	659,391	667,508	667,837	665,571	659,887	664,758	675,897
Richmond	204,010	199,007	203,365	205,170	206,237	207,992	212,427	217,854
New York City	1,823,958	1,747,688	1,762,194	1,759,581	1,745,118	1,715,555	1,727,456	1,759,003
Dutchess	169,217	137,305	136,333	134,790	135,785	137,405	172,017	175,392
Nassau	909,433	830,005	880,290	881,373	877,947	877,229	879,142	887,808
Orange	180,007	144,060	144,783	144,405	145,874	148,902	187,760	192,452
Putnam	64,564	52,039	52,550	52,770	53,441	54,633	69,517	71,001
Rockland	181,086	140,484	140,452	139,110	139,854	143,482	181,807	184,222
Suffolk	928,254	856,116	901,096	904,659	905,706	910,128	919,694	934,122
Westchester	635,371	548,918	559,108	561,547	562,643	567,268	572,397	579,608
New York Suburb	3,067,932	2,708,927	2,814,612	2,818,654	2,821,250	2,839,047	2,982,334	3,024,605
Downstate NY	4,891,890	4,456,615	4,576,806	4,578,235	4,566,368	4,554,602	4,709,790	4,783,608
<i>Downstate % of NYS</i>	59.1	61.0	61.6	61.5	61.2	61.2	57.7	57.9
<i>Downstate % of Nation</i>	3.4	3.1	3.1	3.4	3.4	3.5	3.6	3.6
Bergen	479,569	463,359	460,749	461,462	463,008	473,745	461,814	464,981
Essex	361,541	343,813	342,092	360,904	361,666	367,578	354,633	357,449
Hudson	199,651	181,190	177,829	187,241	189,761	203,342	201,729	205,780
Middlesex	370,172	365,367	366,829	377,466	388,594	398,601	388,937	391,295
Monmouth	309,849	291,921	291,293	297,618	303,699	312,578	309,914	307,520
Morris	249,225	245,631	250,712	259,861	270,520	296,326	296,712	299,956
Passaic	243,986	217,733	217,831	226,474	227,135	238,832	233,199	232,723
Somerset	131,330	150,362	165,068	176,272	173,229	183,371	171,950	171,472
Union	315,535	267,169	263,951	270,619	273,902	285,685	280,875	281,231
New Jersey	2,660,858	2,526,545	2,536,354	2,617,917	2,651,514	2,760,058	2,699,763	2,712,407
Fairfield	533,677	532,122	533,922	535,091	540,304	542,056	546,001	557,972
New Heaven	464,473	448,248	446,762	452,903	448,766	447,443	449,733	458,304
Litchfield	28,520	41,871	42,628	36,953	43,684	44,326	45,028	46,255
Connecticut	1,026,670	1,022,241	1,023,312	1,024,947	1,032,754	1,033,825	1,040,762	1,062,531
Tri-State Region	8,579,418	8,005,401	8,136,472	8,221,099	8,250,636	8,348,485	8,450,315	8,558,546
Tri-State % of Nation	6.0	5.6	5.6	6.1	6.1	6.4	6.5	6.5
New York State	8,283,008	7,308,013	7,430,613	7,449,331	7,455,766	7,445,589	8,162,800	8,261,019
United States **	142,569,000	144,213,000	146,314,000	133,930,000	136,066,045	129,728,341	129,748,704	131,838,538

* - Passenger registrations include rental cars and taxis in New Jersey and rental cars in Connecticut. Since the year of 1992 data for New York and New Jersey reflect the number of active registrations (which eliminates multiple counting of vehicles). Data for the years prior to 1992 represent the number of registrations issued during the year, including multiple counting of vehicles.

** - US data include taxis.

Source: NYS and CT Departments of Motor Vehicles, and R.L. Polk Co. (for New Jersey). Further publication or reproduction of the R.L. Polk data prohibited. Statistical Abstract of the United States, "Highway Statistics".

TABLE B-3

VEHICLE REGISTRATION BY STATE AND VEHICLE TYPE

	1991	1992	1993	1994	1995	1996	1997	1998	1999
NEW YORK CITY*									
Passenger	1,823,958	1,747,688	1,762,194	1,759,581	1,745,118	1,715,555	1,727,456	1,759,003	1,812,174
Rental Car	23,072	16,471	14,246	11,625	12,761	12,623	19,080	18,004	16,592
Commercial	92,482	66,581	64,504	64,099	63,661	59,116	74,441	75,373	78,823
Bus	6,191	5,490	5,427	5,439	5,827	5,982	7,053	7,654	7,893
Taxi	43,134	33,501	37,294	38,906	39,249	37,282	46,242	48,835	50,082
Motorcycle a	18,827	15,365	14,505	14,994	15,540	15,973	18,545	19,597	21,210
Total	2,007,664	1,885,096	1,898,170	1,894,644	1,882,156	1,846,531	1,892,817	1,928,466	1,986,774
NEW YORK SUBS.*									
Passenger	3,067,932	2,708,927	2,814,612	2,818,654	2,821,250	2,839,047	2,982,334	3,024,605	3,094,643
Rental Car	42,815	6,849	7,154	7,802	6,880	6,552	5,741	5,624	6,088
Commercial	262,439	207,858	210,167	211,925	213,250	212,595	229,788	232,229	239,569
Bus	6,552	4,937	5,071	5,355	5,347	5,196	5,207	5,359	5,768
Taxi	13,208	11,024	12,201	12,840	12,665	13,244	13,136	14,233	14,894
Motorcycle a	51,023	48,650	46,435	47,515	48,029	48,605	54,912	56,063	59,360
Total	3,443,969	2,988,245	3,095,640	3,104,091	3,107,421	3,125,239	3,291,118	3,338,113	3,420,322
DOWNSTATE NY									
Passenger	4,891,890	4,456,615	4,576,806	4,578,235	4,566,368	4,554,602	4,709,790	4,783,608	4,906,817
Rental Car	65,887	23,320	21,400	19,427	19,641	19,175	24,821	23,628	22,680
Commercial	354,921	274,439	274,671	276,024	276,911	271,711	304,229	307,602	318,392
Bus	12,743	10,427	10,498	10,794	11,174	11,178	12,260	13,013	13,661
Taxi	56,342	44,525	49,495	51,746	51,914	50,526	59,378	63,068	64,976
Motorcycle a	69,850	64,015	60,940	62,509	63,569	64,578	73,457	75,660	80,570
Total	5,451,633	4,873,341	4,993,810	4,998,735	4,989,577	4,971,770	5,183,935	5,266,579	5,407,096
Downstate % of NYS	55.5	56.9	57.6	57.4	57.1	56.9	53.5	53.7	53.8
Downstate % of Nation	3.2	2.8	2.8	2.8	2.7	2.7	2.8	2.7	2.8
NEW JERSEY									
Passenger	2,660,858	2,526,545	2,536,354	2,617,917	2,651,514	2,760,058	2,699,763	2,712,407	2,699,018
Rental Car	b	b	b	b	b	b	b	b	b
Commercial	630,431	633,354	685,494	730,152	773,481	818,069	876,092	918,603	986,640
Bus	c	c	c	c	c	c	c	c	c
Taxi	b	b	b	b	b	b	b	b	b
Motorcycle	d	d	d	d	d	d	d	d	d
Total	3,291,289	3,159,899	3,221,848	3,348,069	3,424,995	3,578,127	3,575,855	3,631,010	3,685,658
CONNECTICUT									
Passenger	1,026,670	1,022,241	1,023,312	1,024,947	1,032,754	1,033,825	1,040,762	1,062,531	1,085,048
Rental Car	b	b	b	b	b	b	b	b	b
Commercial	151,913	150,767	149,525	151,414	154,318	155,934	159,268	162,518	168,855
Bus	3,700	3,736	3,782	1,462	1,891	2,057	2,231	2,384	2,568
Taxi	1,062	1,055	1,059	1,115	826	900	969	1,002	972
Motorcycle	24,088	23,702	23,618	23,399	23,552	23,617	23,915	24,674	25,536
Total	1,207,433	1,201,501	1,201,296	1,202,337	1,213,341	1,216,333	1,227,145	1,253,109	1,282,979
TRI-STATE REGION									
Passenger ++	8,579,418	8,005,401	8,136,472	8,221,099	8,250,636	8,348,485	8,450,315	8,558,546	8,690,883
Rental Car @	65,887	23,320	21,400	19,427	19,641	19,175	24,821	22,628	22,680
Commercial	1,137,265	1,058,560	1,109,690	1,157,590	1,204,710	1,245,714	1,339,589	1,388,723	1,473,887
Bus #	16,443	14,163	14,280	12,256	13,065	13,235	14,491	15,397	16,229
Taxi #	57,404	45,580	50,554	52,861	52,740	51,426	60,347	64,070	65,948
Motorcycle **	93,938	87,717	84,558	85,908	87,121	88,195	97,372	100,334	106,106
Total Tri-State Region	9,950,355	9,234,741	9,416,954	9,549,141	9,627,913	9,766,230	9,986,935	10,150,698	10,375,733
Tri-State % of Nation	5.8	5.3	5.3	5.3	5.3	5.2	5.3	5.3	5.3
NEW YORK STATE	9,818,140	8,563,409	8,676,170	8,715,900	8,737,995	8,732,920	9,684,056	9,813,685	10,058,090
UNITED STATES	171,867,000	173,647,000	176,565,000	179,850,000	182,692,000	186,866,499	187,968,200	191,915,388	195,811,236

+ - Since the year of 1992 data for New York and New Jersey reflect the number of active registration (which eliminates multiple counting of vehicles. Data for the years prior to 1992 represent the number of registrations issued during the year, including multiple counting of vehicles.

a - In New York State, the motorcycle category also includes mopeds.

b - Included in Passenger category.

c - Included in Commercial category.

d - Motorcycle registrations not available for New Jersey.

* - Data not available on registrations of vehicles exempt from New York State tax.

++ - Includes rental cars and taxis in New Jersey, and rental cars in Connecticut.

@ - Rental car data for New York State only. In New Jersey and Connecticut, rental cars are included in passenger registrations.

** - In New York State, the motorcycle category also includes mopeds. Motorcycle registration data not available for New Jersey.

Source: NYS and Conn. Departments of Motor Vehicles, and R.L. Polk Co. (for New Jersey). Further publication or reproduction of the R.L. Polk data is prohibited. Statistical Abstract of the United States.

TABLE B-4

PASSENGER CAR REGISTRATIONS PER 100 POPULATION

	1991	1992	1993	1994	1995	1996	1997	1998			
Bronx	21.7	21.1	20.8	20.5	20.1	19.3	19.3	19.6	20.2	18.6	18.7
Kings	20.3	19.1	19.2	19.1	18.9	18.2	18.3	18.6			
New York	13.7	13.4	13.5	13.4	13.3	13.2	13.4	13.6	14.1	14.8	14.9
Queens	35.5	33.8	34.0	33.9	33.7	33.3	33.5	33.9			
Richmond	53.0	51.0	51.5	51.8	52.0	52.2	52.8	53.5			
New York City	25.0	23.9	24.0	23.9	23.7	23.2	23.4	23.8			
Dutchess	64.9	52.3	51.9	51.6	51.9	52.3	65.2	66.1	67.5	68.5	70.0
Nassau	70.5	64.1	67.8	67.7	67.4	67.3	67.7	68.2			
Orange	57.7	45.7	45.5	45.1	45.3	45.9	57.5	58.4			
Putnam	75.5	59.9	59.7	59.3	59.3	60.0	75.4	76.1			
Rockland	67.6	52.0	51.5	50.5	50.5	51.6	65.2	65.6			
Suffolk	70.1	64.2	67.1	67.1	67.0	67.1	67.6	68.2	69.4	70.5	71.4
Westchester	72.5	62.2	63.1	63.2	63.1	63.5	64.0	64.3			
New York Suburb	69.4	60.9	63.0	62.9	62.7	63.0	66.0	66.6			
Downstate NY	41.7	37.9	38.7	38.6	38.5	38.3	39.6	40.0			
Bergen	58.0	55.7	55.1	55.0	54.9	56.0	54.2	54.4	52.8	50.1	50.1
Essex	46.7	44.5	44.3	47.1	47.5	48.7	47.2	47.8			
Hudson	36.2	32.8	32.2	34.0	34.4	36.9	36.4	37.2			
Middlesex	54.7	53.6	53.4	54.5	55.7	56.7	54.9	54.9	55.0	53.1	54.0
Monmouth	55.5	51.6	50.9	51.5	51.9	52.9	51.9	51.0			
Morris	58.9	57.6	58.0	59.2	60.9	66.0	65.3	65.3			
Passaic	53.8	47.8	47.4	49.0	49.0	51.4	48.3	48.2			
Somerset	53.5	60.2	64.6	67.6	65.3	67.9	62.2	60.7			
Union	64.0	54.2	53.3	54.5	55.1	57.4	56.4	56.4	55.7	52.3	53.1
New Jersey	53.2	50.2	50.1	51.5	51.9	53.8	52.2	52.2			
Fairfield County	64.5	64.4	64.5	64.5	65.0	65.0	65.5	66.6			
New Haven County	58.1	55.9	55.8	56.9	56.5	56.3	56.8	57.8			
Litchfield County	44.4	64.4	64.8	55.2	64.8	64.9	66.5	67.8	69.2	67.3	68.5
Connecticut	60.7	60.4	60.4	60.5	61.0	60.9	61.5	62.5			
Tri-State Region	46.6	43.3	43.8	44.1	44.2	44.6	45.0	45.4			
New York State	45.9	40.4	40.9	40.9	41.0	40.9	45.0	45.5			
United States	56.6	56.6	56.8	51.4	51.8	48.9	48.5	48.8			

Source: Passenger car registrations divided by population.

TABLE B-5

2001 ANNUAL MOTOR VEHICLE REGISTRATIONS IN THE TRI STATE REGION

	Passenger+	Rental Car@	Commercial #	Bus **	Taxi **	Motorcycle ++	
Bronx	249,785	334	9,340	624	5,394	2,475	
Kings	426,786	2,246	19,163	2,101	11,844	5,084	467,224
New York	229,715	207	13,655	230	6,722	5,931	256,460
Queens	700,531	7,848	33,017	1,936	17,494	8,117	
Richmond	235,660	36	5,867	2,610	1,440	3,916	
New York City	1,842,477	10,671	81,042	7,501	42,894	25,523	
Dutchess	199,191	154	20,178	183	465	6,270	226,441
Nassau	919,400	2,030	31,536	1,351	4,472	14,213	973,002
Orange	221,397	409	27,563	615	484	6,962	
Putnam	78,049	154	5,429	69	303	2,511	
Rockland	196,050	353	8,693	459	800	3,963	
Suffolk	1,027,031	1,254	82,077	2,336	3,304	24,202	
Westchester	613,310	744	25,968	1,272	4,062	11,130	656,486
New York Suburbs	3,254,428	5,098	201,444	6,285	13,890	69,251	
Downstate NY	5,096,905	15,769	282,486	13,786	56,784	94,774	
Downstate % of NYS	57.9	19.0	25.0	66.7	90.5	41.7	
Bergen	444,315	a	169,594	b	a	c	613,909
Essex	357,143	a	119,225	b	a	c	
Hudson	208,524	a	79,004	b	a	c	
Middlesex	408,755	a	168,359	b	a	c	
Monmouth	310,318	a	147,852	b	a	c	458,170
Morris	313,383	a	167,175	b	a	c	480,558
Passaic	245,348	a	97,021	b	a	c	
Somerset	172,210	a	80,809	b	a	c	
Union	277,988	a	107,755	b	a	c	
New Jersey	2,737,984	a	1,136,794	b	a	c	
Fairfield	592,663	n/a	77,194	1,602	735	13,453	685,647
New Heaven	1,211,173	n/a	197,920	2,647	1,345	32,252	1,445,337
Litchfield	126,354	n/a	32,949	192	161	5,500	
Connecticut	1,930,190	d	308,063	4,441	2,241	51,205	
Tri-State Region	9,765,079	15,769	1,727,343	18,227	59,025	145,979	
New York State	8,803,170	83,197	1,129,769	20,672	62,759	227,150	

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a - In New Jersey, rental and taxis are included in the passenger category.

b - In New Jersey, bus registrations are included in the commercial category.

c - Motorcycle registration data not available for New Jersey.

d - In Connecticut, rental car registrations are included in the passenger category.

The data for New York State do not include vehicles exempt from state tax.

+ - Also includes rental cars in Connecticut and New Jersey, and taxis in New Jersey.

@ - Rental car data for New York State only. In New Jersey and Connecticut, rental car registrations are included in the passenger category.

- In New Jersey, county-level data from R.L. Polk vary considerably from statewide data reported by the New Jersey Department of Motor Vehicles. It is assumed that the R.L. Polk data is over-reported.

The New Jersey commercial figures also includes buses.

++ - In New York State, the motorcycle category also includes mopeds.

** - Does not include New Jersey

Source: New York State and Connecticut Departments of Motor Vehicles; R.L. Polk Co. (for New Jersey).

TABLE B-6

MAJOR VEHICULAR RIVER CROSSINGS IN THE TRI-STATE REGION

	1991	1992	1993	1994	1995	1996	1997	1998	1999
HUDSON RIVER									
New York-New York									
Kingston-Rhinecliff Bridge	16,233	16,231	15,948	15,477	15,482	16,096	16,992	17,991	18,955
Mid-Hudson Bridge	32,689	32,990	32,030	31,795	32,707	32,802	33,663	34,428	34,669
Newburgh-Beacon Bridge	53,342	53,812	53,564	53,860	54,826	56,337	57,837	59,493	61,371
Bear Mountain Bridge	13,390	14,780	15,275	14,797	15,459	14,833	15,436	15,971	16,236
Tappan Zee Bridge	112,063	113,039	113,593	117,252	120,414	122,026	124,692	128,930	132,546
Staten Island Ferry d	736	-	-	792	853	919	1,008	1,035	1,007
Verrazano-Narrows Bridge f	170,905	173,885	168,223	166,344	169,342	166,266	173,573	181,940	186,075
Total	399,358	404,737	398,633	400,316	409,083	409,278	423,201	439,788	450,859
New Jersey-New York									
George Washington Bridge	262,755	261,011	258,274	252,724	263,048	266,069	276,814	286,865	292,700
Lincoln Tunnel	107,533	109,177	107,529	107,352	110,627	111,028	113,253	115,954	117,680
Holland Tunnel	82,943	83,708	84,307	85,939	88,044	89,580	93,395	94,837	95,388
Total	453,231	453,896	450,110	446,014	461,719	466,676	483,462	497,656	505,768
Total Hudson River	852,589	858,633	848,743	846,331	870,802	875,955	906,663	937,444	956,627
ARTHUR KILL-KILL VAN KULL									
New Jersey-New York									
Bayonne Bridge @	12,418	12,810	13,923	14,031	14,393	14,336	15,610	16,402	16,739
Goethals Bridge	67,132	66,983	65,486	65,354	67,857	67,208	70,453	71,732	72,615
Outerbridge Crossing	70,957	72,199	72,601	71,529	72,764	74,093	77,069	79,547	82,198
Total	150,507	151,992	152,010	150,913	155,014	155,638	163,132	167,681	171,552
EAST RIVER									
Brooklyn-Battery Tunnel	57,487	57,211	50,993	51,430	51,304	47,774	47,643	54,963	57,841
Brooklyn Bridge a	128,491	125,643	134,793	134,837	131,883	131,872	147,898	144,131	127,065
Manhattan Bridge a	72,695	78,117	74,526	78,418	75,126	81,075	83,209	78,172	92,311
Williamsburg Bridge a	115,345	98,307	86,591	83,525	100,588	88,570	96,124	109,268	107,941
Queens-Midtown Tunnel	72,411	73,986	70,340	63,909	63,217	65,202	68,257	70,404	71,921
Queensboro Bridge a	131,438	141,078	135,964	151,483	157,306	161,965	184,179	192,119	189,190
Tri-Boro Br. (Manhattan) b	87,686	87,602	85,535	80,690	84,774	82,323	82,731	87,784	92,676
Tri-Boro Br. (Bronx Plaza) c	79,897	79,814	74,863	72,293	73,719	71,218	75,950	78,538	79,877
Bronx-Whitestone Bridge	99,185	100,221	97,015	99,240	110,618	102,580	100,115	104,886	110,374
Throgs Neck Bridge	101,430	101,230	100,985	98,310	92,059	97,021	101,161	103,759	104,753
Total	946,065	943,209	911,605	914,135	940,594	929,601	987,267	1,024,024	1,033,949
HARLEM RIVER									
Willis Ave. Br. (Northbound) a	60,415	66,522	70,472	67,344	67,716	70,229	73,461	78,145	71,555
Third Ave. Br. (Southbound) a	65,787	66,967	68,812	66,104	68,663	67,206	71,365	70,757	68,544
Madison Avenue Bridge a	34,826	32,907	32,432	22,923	22,739	17,948	28,646	32,922	38,102
145th Street Bridge a	26,448	26,315	25,390	23,299	25,749	27,156	24,151	24,862	26,361
Macombs Dam Bridge a	42,393	42,022	39,251	39,876	22,739	40,031	44,033	42,027	41,813
Alexander Hamilton Bridge a	187,309	176,279	180,507	178,522	175,279	176,856	176,102	176,632	180,201
Washington Avenue Bridge a	57,526	51,925	52,795	57,009	56,372	56,204	54,708	57,307	58,907
University Heights Bridge a *	18,220	39,232	38,895	38,134	21,238	35,280	39,639	41,640	42,287
Broadway Bridge a	40,444	35,184	33,752	32,833	42,555	40,040	34,645	35,770	35,412
Henry Hudson Bridge	54,524	54,753	51,655	51,801	56,011	54,852	54,374	55,882	58,470
Total	587,892	592,106	593,961	577,845	559,061	585,802	601,124	615,944	621,652
GRAND TOTAL	2,537,053	2,545,940	2,506,319	2,489,224	2,525,471	2,546,995	2,658,186	2,745,093	2,783,780

a - Sample one-day traffic volumes, supplied by New York City Department of Transportation, used in place of annual average daily traffic due to unavailability of annual crossing data.

b - Tri-Boro Bridge (Manhattan) includes Manhattan-Queens and Manhattan-Bronx traffic.

c - Tri-Boro Bridge (Bronx Plaza) includes Bronx-Queens traffic only.

d - Data from Hub-Bound Travel Survey for all years from 1984 through 1990. Vehicle traffic discontinued starting from early September 1991 to January 1994.

f - Verrazano-Narrows Bridge tolls have been collected in the westbound direction only, as of March 20, 1986. Since that date, some of the traffic on the bridge has not been counted, due to the greater number of motorists using the bridge in the eastbound (free) direction than in the westbound (toll) direction.

* - Data for 1990 and 1991, represent westbound traffic only.

@ - Bridge closed for twelve consecutive days in October 1991.

Source: Triborough Bridge and Tunnel Authority, Port Authority of New York and New Jersey, New York State Thruway Authority, New York State Bridge Authority, New York City Department of Transportation, New York City Bureau of Ferry and General Aviation Operations, and annual Hub-Bound Travel Survey.

TABLE B-7

MAJOR TRUCK RIVER TOLL CROSSINGS IN THE TRI-STATE REGION

	1991	1992	1993	1994	1995	1996	1997	1998			
HUDSON RIVER											
New York-New York											
Kingston-Rhinecliff Bridge a	551	569	535	549	560	530	563	601			
Mid-Hudson Bridge a	1,126	1,120	1,124	1,163	1,175	1,190	1,211	1,233	1,236	1,556	1,262
Newburgh-Beacon Bridge a	6,052	6,230	6,412	6,366	6,366	6,770	7,388	8,099			
Bear Mountain Bridge a	264	312	379	330	364	350	405	443			
Tappan Zee Bridge b	4,359	4,480	4,704	7,248	7,942	8,010	7,726	7,426			
Verrazano-Narrows Bridge c	8,080	8,075	7,849	7,965	8,086	7,852	7,634	8,502			
Total	20,431	20,784	21,003	23,622	24,493	24,702	24,927	26,304			
New Jersey-New York											
George Washington Bridge d	19,699	19,900	20,009	19,431	19,543	19,742	20,349	21,429			
Lincoln Tunnel d	4,779	4,677	4,593	4,567	4,623	4,726	4,815	4,861	4,866	5,230	5,323
Holland Tunnel d	4,809	4,812	4,884	5,056	5,069	5,287	5,601	5,841			
Total	29,287	29,388	29,487	29,054	29,235	29,755	30,765	32,131			
Total Hudson River	49,718	50,173	50,490	52,676	53,728	54,456	55,692	58,435			
ARTHUR KILL-KILL VAN KULL											
New Jersey-New York											
Bayonne Bridge @ d	539	605	776	835	831	844	1,028	1,171	1,331	1,545	1,750
Goethals Bridge d	4,866	4,542	4,404	4,289	4,444	4,586	5,191	5,601			
Outerbridge Crossing d	4,052	4,158	4,292	4,232	4,166	4,321	4,540	4,562			
Total	9,458	9,305	9,472	9,355	9,441	9,751	10,759	11,334			
EAST RIVER											
Brooklyn-Battery Tunnel c	1,317	1,289	1,253	1,304	1,247	1,145	1,119	1,442			
Queens-Midtown Tunnel c	3,104	3,283	3,275	3,016	2,808	2,858	2,548	3,580			
Tri-Boro Br. (Bronx&Manhattan) c	7,065	7,139	7,038	6,911	6,996	6,811	6,493	7,705			
Bronx-Whitestone Bridge c	5,382	5,325	4,915	5,547	6,005	6,254	5,947	6,641	7,146	7,435	7,646
Throgs Neck Bridge c	7,632	7,675	8,292	8,448	8,591	8,550	8,392	9,032			
Total	24,499	24,711	24,773	25,225	25,646	25,618	24,499	28,400			
GRAND TOTAL	83,675	84,189	84,735	87,256	88,816	89,826	90,950	98,169			

@ - Bridge closed for twelve consecutive days in October 1991

a - One way truck volume doubled; Tractor trailers not counted in total

b - NYSTA data include buses; Northbound traffic on Tappan Zee Bridge doubled when one-way tolls became effective 8/70 & 2/89, respectively

c - Between 1979 and 1985 Verrazano Narrows Bridge was a two-way toll facility; since 1986 westbound traffic doubled

d - Toll collected in on direction only - hence volume doubled

Source: Triborough Bridge and Tunnel Authority, Port Authority of New York and New Jersey, New York State Thruway Authority, New York State Bridge Authority and New York City Department of Transportation (Bureau of Planning and Research, and Bureau of Transit Operations).

TABLE B-8

2001 MAJOR VEHICULAR RIVER CROSSINGS

DAILY TRAFFIC

	Total Vehicles	Auto	Commercial h	Truck	Percent Auto	Percent Truck	Percent Bus
HUDSON RIVER							
New York - New York							
Kingston-Rhinecliff Bridge	18,781	18,172	609	609	96.8	3.2	0.0 #
Mid-Hudson Bridge	36,411	35,149	1,262	1,262	96.5	3.5	0.0 #
Newburgh-Beacon Bridge	66,628	57,307	9,321	9,321	86.0	14.0	0.0 #
Bear Mountain Bridge	17,582	17,140	442	442	97.5	2.5	0.0 #
Tappan Zee Bridge	135,853	84,662	51,191	8,442	62.3	6.2	0.4 #
Verrazano-Narrows Bridge d	196,041	181,667	14,374	11,062	92.7	5.6	0.7 #
Total	471,296	394,097	77,199	31,138	83.6	6.6	0.6
New Jersey-New York							
George Washington Bridge	292,970	267,328	25,642	23,002	91.2	7.9	0.5
Lincoln Tunnel	114,996	98,760	16,236	5,323	85.9	4.6	4.7
Holland Tunnel	80,088	75,472	4,616	3,858	94.2	4.8	0.5
Total	488,054	441,560	46,494	32,183	90.5	6.6	1.5
Total Hudson River	959,350	835,657	123,693	63,321	87.1	6.6	1.0
ARTHUR KILL-KILL VAN KULL							
New Jersey-New York							
Bayonne Bridge	19,486	17,556	1,930	1,750	90.1	9.0	0.5
Goethals Bridge	78,002	70,696	7,306	6,702	90.6	8.6	0.4
Outerbridge Crossing	82,300	77,044	5,256	4,769	93.6	5.8	0.3
Total	179,788	165,296	14,492	13,221	91.9	7.4	0.4
EAST RIVER							
Brooklyn-Battery Tunnel	46,206	41,644	4,562	1,778	90.1	3.8	2.6 #
Brooklyn Bridge a	95,586	88,130 *	7,456	36	92.2 f	0.0	0.2
Manhattan Bridge a	73,064	34,560 *	38,504	9,702	47.3 f	13.3	1.3
Williamsburg Bridge a	82,202	53,431 *	28,771	4,787	65.0 f	5.8	1.1
Queens-Midtown Tunnel	72,864	65,761	7,103	4,940	90.3	6.8	1.2 #
Queensboro Bridge a	176,469	136,587 *	39,882	5,401	77.4 f	3.1	1.2
Tri-Boro Bridge (Manhattan) b	94,234	89,086	5,148	1,890	94.5	2.0	0.6 #
Tri-Boro Br. (Bronx Plaza) c	80,174	72,466	7,708	7,014	90.4	8.7	0.0 #
Bronx-Whitestone Bridge	115,977	108,264	7,713	7,646	93.3	6.6	0.0 #
Throgs Neck Bridge	104,236	93,219	11,017	10,190	89.4	9.8	0.0 #
Total	941,012	783,148	157,864	53,384	83.2	5.7	1.2
HARLEM RIVER							
Willis Avenue Bridge (Northbound) a	72,901	59,924 *	12,977	2,753	82.2 f	3.8	1.1
Third Avenue Bridge (Southbound) a	72,756	59,805 *	12,951	3,529	82.2 f	4.9	1.2
Madison Avenue Bridge a	43,331	34,838 *	8,493	1,446	80.4 f	3.3	2.9
145th Street Bridge a	26,552	22,569 *	3,983	834	85.0 f	3.1	1.7
Macombs Dam Bridge a	39,615	34,029 *	5,586	1,114	85.9 f	2.8	0.8
Alexander Hamilton Bridge a	168,605	135,895 *	32,710	14,056	80.6 f	8.3	0.1
Washington Avenue Bridge a	57,443	50,607 *	6,836	9,136	88.1 f	15.9	1.8
University Heights Bridge a	46,381	40,444 *	5,937	1,019	87.2 f	2.2	0.7
Broadway Bridge a	41,175	36,810 *	4,365	835	89.4 f	2.0	2.0
Henry Hudson Bridge	64,073	63,492	581	221	99.1	0.3	0.0
Total	632,832	538,413	94,419	34,943	85.1	5.5	1.4
Grand Total	2,712,982	2,322,514	390,468	164,869	86.2	6.4	0.9

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a - Sample one-day traffic volumes, supplied by New York City Department of Transportation. Used in place of annual average daily traffic, as annual traffic data are not available for non-toll crossings.
b - Tri-Boro Bridge (Manhattan) includes Manhattan-Queens and Manhattan-Bronx traffic
c - Tri-Boro Bridge (Bronx Plaza) includes Bronx-Queens traffic only. f - Based on 1994 % auto
d - Verrazano-Narrows Bridge tolls collected in the westbound direction only. It is believed that slightly larger numbers of motorists are using the bridge in the eastbound (free) direction; therefore the traffic volumes shown here may be understated.
* - Auto includes commercial vans and commuter vans.
- Values used are from 1999 bus traffic
h - Includes Bus and Truck.
Source: Triborough Bridge and Tunnel Authority, Port Authority of New York and New Jersey, New York State Thruway Authority, New York State Bridge Authority and New York City Department of Transportation (Bureau of Planning and Research, and Bureau of Transit Operations).

TABLE B-9

GASOLINE SALES

IN MILLIONS OF GALLONS

	1991	1992	1993	1994	1995	1996	1997	1998
STATEWIDE								
New York	5,800.0	5,326.6	5,399.8	5,274.2	5,662.6	5,625.9	5,624.0	5,641.4
New Jersey	3,100.8	3,070.1	3,389.6	3,480.8	3,478.5	3,650.5	3,770.7	3,887.1
Connecticut	1,291.8	1,267.9	1,268.0	1,291.1	1,292.2	1,390.4	1,400.0	1364.5
Total	10,192.6	9,664.6	10,057.4	10,046.1	10,433.3	10,666.8	10,794.6	10893
SECTOR ESTIMATES								
New York	29,020.0	2,953.8	29,526.0	2,859.1	2,937.5	2,835.5	2,851.1	2926.2
New Jersey	1,981.4	1,932.2	2,123.0	2,173.2	2,140.7	2,219.1	2,278.8	2,333.30
Connecticut	676.9	661.8	664.1	676.1	674.1	724.8	733.3	712.9
Total	6,109.3	5,844.7	6,118.4	6,093.7	6,283.4	6,385.9	6,257.7	5,972.40
UNITED STATES	110,311.5 *	110,950.4 *	117,377.4	118,703.9	120,986.8	123,457.2	125,378.9	125,845.1

* - Data are not comparable to other years due to changes in data analysis and reporting procedures.

Source: NYS Department of Taxation and Finance, NJ Department of the Treasury, CT Department of Revenue Services, and NYMTC estimates.

US DOT Federal Highway Administration

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TABLE B-10

DIESEL FUEL SALES

IN MILLIONS OF GALLONS

	1991	1992	1993	1994	1995	1996	1997	1998	
STATEWIDE									
New York	636.6	640.5	687.2	695.7	921.8	931.0	908.5	925.6	
New Jersey	312.9	312.3	347.4	509.1	490.5	600.6	682.6	720.1	
Connecticut	152.1	161.1	176.8	186.3	200.7	177.6	244.9	220.7	
Total	1,101.6	1,113.9	1,211.4	1,391.1	1,613.0	1,709.2	1,836.0	1,866.4	2,027.0
SECTOR ESTIMATES									
New York	199.2	189.2	202.9	203.5	268.8	263.3	241.8	244.2	
New Jersey	179.1	170.0	188.4	275.9	265.9	325.5	370.0	366.8	
Connecticut	60.9	70.1	76.6	80.3	86.8	76.7	104.9	96	
Total	439.2	429.3	467.8	559.7	621.4	665.6	716.7	707.0	

a- New York State Volume is low due to no data was reported from August -December 2001

Source: NYS Department of Taxation and Finance, NJ Department of the Treasury, CT Department of Revenue Services, NYMTC estimates and US DOT Federal Highway Administration

TABLE C-1

SHARE OF TOTAL ENTRIES OCCURRING IN THE PEAK HOUR AND PEAK PERIOD*

Year	Persons Via Auto, Taxi, Truck		Persons Via Public Transit		Total Persons	
	8-9 AM	7-10 AM	8-9 AM	7-10 AM	8-9 AM	7-10 AM
1986	7.8%	22.1%	27.7%	56.7%	21.0%	45.1%
1987	7.8%	22.0%	26.6%	56.3%	20.2%	44.6%
1988	7.7%	21.6%	26.4%	56.0%	20.1%	44.5%
1989	7.6%	21.6%	27.1%	56.6%	20.8%	45.2%
1990	7.0%	19.9%	25.6%	54.2%	19.4%	42.7%
1991	6.9%	19.8%	25.9%	54.1%	19.6%	42.6%
1992	6.8%	19.5%	25.2%	53.9%	18.9%	42.1%
1993	6.6%	19.2%	24.8%	52.8%	18.7%	41.5%
1994	6.7%	19.5%	24.0%	52.0%	18.3%	41.3%
1995	6.7%	19.3%	23.8%	51.3%	18.1%	40.6%
1996	7.0%	19.9%	23.8%	50.9%	18.2%	40.6%
1997	7.3%	19.9%	23.3%	50.3%	17.6%	39.3%
1998	7.1%	20.0%	22.8%	48.9%	17.2%	38.5%
2000	7.4%	20.2%	22.0%	49.4%	17.0%	39.5%

* - Percentages express the peak hour and peak period share of private motor vehicle, public transit and total person-entries, respectively, during a 24-hour period.

Data for 1999 were lost following the event of 9/11/01
Source: Hub-Bound Travel Survey.

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TABLE C-2

TOTAL PERSONS ENTERING THE CBD DURING PEAK HOURS ON A FALL BUSINESS DAY AND CBD EMPLOYMENT

Year	24 Hour	7AM-10AM **	8AM-9AM	CBD Employment*
1986	3,392,300	1,530,100	713,000	1,964,000
1987	3,415,300	1,524,600	691,200	2,009,000
1988	3,474,500	1,547,400	700,300	1,987,000
1989	3,482,200	1,574,600	724,900	1,989,000
1990	3,321,700	1,418,200	642,800	1,967,000
1991	3,331,600	1,420,300	652,700	1,858,000
1992	3,336,000	1,404,000	629,400	1,810,000
1993	3,330,300	1,380,800	622,000	1,805,000
1994	3,382,500	1,396,200	619,800	1,821,000
1995	3,410,180	1,384,185	616,496	1,828,000
1996	3,455,659	1,403,841	629,628	1,850,000
1997	3,545,460	1,412,700	638,100	1,879,600
1998	3,670,000	1,415,000	630,900	1,940,000
1999	3,790,000	N/A	N/A	2,257,000
2000	3,892,000	1,536,055	661,680	2,152,000

* - Estimated.

Source: Hub-Bound Travel Survey.

** - Data for 1999 were lost following the events of 9/11/01

TABLE D-1

MOTOR VEHICLE FATALITIES

	1991	1992	1993	1994	1995	1996	1997	1998	1999
Bronx	113	95	84	66	79	56	75	50	60
Kings	171	152	143	123	123	111	137	119	117
New York	100	95	103	86	99	86	86	60	67
Queens	163	184	151	143	145	125	136	119	125
Richmond	29	20	17	27	19	20	14	26	15
NEW YORK CITY	576	546	498	445	465	398	448	374	384
Dutchess	39	29	37	35	31	22	36	27	31
Nassau	126	128	110	112	106	86	112	103	129
Orange	47	43	43	54	38	39	41	36	43
Putnam	15	10	13	20	14	19	16	12	16
Rockland	22	14	22	26	20	19	30	29	26
Suffolk	206	185	196	155	174	164	159	180	170
Westchester	81	70	65	59	70	69	57	53	55
NEW YORK SUBURB	536	479	486	461	453	418	451	440	470
DOWNSTATE NY	1,112	1,025	984	906	918	816	899	814	854
NEW YORK STATE	1,988	1,808	1,774	1,669	1,670	1,590	1,488	1,395	1,585
<i>Downstate % of NYS</i>	<i>55.9</i>	<i>56.7</i>	<i>55.5</i>	<i>54.3</i>	<i>55.0</i>	<i>51.3</i>	<i>60.4</i>	<i>58.4</i>	<i>53.9</i>
UNITED STATES	41,500	39,300	40,200	40,700	41,800	41,907	41,967	41,471	41,611
<i>Downstate % of Nation</i>	<i>2.7</i>	<i>2.6</i>	<i>2.4</i>	<i>2.2</i>	<i>2.2</i>	<i>1.9</i>	<i>2.1</i>	<i>2.0</i>	<i>2.1</i>

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TABLE D-2

MOTOR VEHICLE CRASHES

	1991	1992	1993	1994	1995	1996	1997	1998	1999	
NEW YORK CITY										
Crashes Resulting in Fatality	546	510	477	419	438	380	424	357	372	
Crashes Resulting in Injury	79,730	83,502	82,547	81,233	81,434	77,947	78,156	80,399	80,833	
Crashes Resulting in Property Damage	24,990	18,739	17,408	17,181	16,123	15,266	13,848	14,366	35,961	
Total Crashes	105,266	102,751	100,432	98,833	97,995	93,593	92,428	95,122	117,166	
Fatalities	576	546	498	445	465	398	449	374	384	
Injuries	118,964	125,828	126,197	124,540	125,716	123,763	124,424	129,147	135,669	
NEW YORK SUBURB										
Crashes Resulting in Fatality	482	452	446	424	429	380	422	411	436	
Crashes Resulting in Injury	53,117	52,678	53,417	53,800	51,716	52,118	50,245	50,323	49,924	
Crashes Resulting in Property Damage	31,193	24,593	24,223	25,292	22,827	23,717	30,073	48,218	57,029	
Total Crashes	84,792	77,723	78,086	79,516	74,972	76,215	80,740	98,952	107,389	
Fatalities	536	479	486	461	453	418	451	440	470	
Injuries	79,426	79,405	81,211	80,726	78,681	79,738	76,908	76,678	74,813	
DOWNSTATE NY										
Crashes Resulting in Fatality	1,028	962	923	843	867	760	846	768	808	
Crashes Resulting in Injury	132,847	136,180	135,964	135,033	133,150	130,065	128,401	130,722	130,757	
Crashes Resulting in Property Damage	56,183	43,332	41,631	42,473	38,950	38,983	43,921	62,584	92,990	
Total Crashes	190,058	180,474	178,518	178,349	172,967	169,808	173,168	194,074	224,555	
Fatalities	1,112	1,025	984	906	918	816	900	814	854	
Injuries	198,390	205,233	207,408	205,266	204,397	203,501	201,332	205,825	210,482	
NYS TOTAL Crashes	274,875	258,596	257,209	259,184	253,136	250,521	263,604	306,646	356,981	
<i>Downstate % of NYS</i>	<i>69.1</i>	<i>69.8</i>	<i>69.4</i>	<i>68.8</i>	<i>68.3</i>	<i>67.8</i>	<i>65.7</i>	<i>63.3</i>	<i>62.9</i>	
UNITED STATES TOTAL Crashes	11,300,000	10,000,000	11,900,000	11,200,000	10,700,000	11,200,000	13,800,000	12,700,000	11,400,000	13,400,000
<i>Downstate % of Nation</i>	<i>1.7</i>	<i>1.8</i>	<i>1.5</i>	<i>1.6</i>	<i>1.6</i>	<i>1.5</i>	<i>1.3</i>	<i>1.5</i>	<i>2.0</i>	

Source: New York State Dept. of Motor Vehicles.
Statistical Abstract of the United States.

TABLE D-3

MOTOR VEHICLE CRASHES BY CONTRIBUTING HUMAN FACTORS

	1991	1992	1993	1994	1995	1996	1997			
Bronx	12,852	12,043	10,856	9,830	10,293	10,035	9,936			
Kings	27,608	27,358	27,928	27,448	28,859	26,817	25,843			
New York	18,875	19,083	18,987	18,706	18,276	18,380	17,645			
Queens	25,435	24,555	23,503	22,503	23,119	21,562	20,706	22,415	29,162	30,717
Richmond	5,310	5,277	4,730	4,296	4,535	4,323	4,180			
NEW YORK CITY	90,080	88,316	86,004	82,783	85,082	81,117	78,310			
Dutchess	3,371	3,125	3,109	3,165	3,208	3,452	3,769			
Nassau	20,746	19,591	19,703	19,240	19,579	19,287	23,200	29,918	31,896	34,301
Orange	4,667	4,502	4,595	4,546	4,505	4,508	4,468			
Putnam	1,368	1,198	1,196	1,252	1,195	1,243	1,375			
Rockland	3,929	3,735	3,696	3,843	4,041	3,989	4,108			
Suffolk	20,954	14,536	19,605	19,039	19,142	18,565	21,393			
Westchester	8,135	7,566	7,475	7,614	7,696	8,081	9,045	10,982	11,855	13,524
NEW YORK SUBURB	63,170	54,253	59,379	58,699	59,366	59,125	67,358			
DOWNSTATE NY	153,250	142,569	145,383	141,482	144,448	140,242	145,668			
NEW YORK STATE	224,255	209,304	213,273	210,333	213,552	209,673	222,969			
Downstate % of NYS	68.3	68.1	68.2	67.3	67.6	66.9	65.3			

Source: New York State Dept. of Motor Vehicles.

TABLE D-4

MOTOR VEHICLE CRASHES BY CONTRIBUTING VEHICULAR FACTORS

	1991	1992	1993	1994	1995	1996	1997	
Bronx	2,133	1,516	1,248	963	1,021	836	777	
Kings	3,116	3,015	3,005	2,931	2,680	2,504	2,321	
New York	1,851	2,053	1,983	1,699	1,422	1,346	1,189	
Queens	2,722	2,526	2,487	2,235	1,968	1,795	1,753	
Richmond	497	552	508	462	402	393	274	
NEW YORK CITY	10,319	9,662	9,231	8,290	7,493	6,874	6,314	
Dutchess	195	150	153	143	123	106	160	
Nassau	651	598	628	540	476	525	499	
Orange	266	228	216	208	219	232	209	
Putnam	72	48	56	68	58	57	59	
Rockland	185	173	161	171	160	177	156	
Suffolk	797	488	643	608	632	553	679	
Westchester	523	487	509	434	457	384	441	
NEW YORK SUBURB	2,689	2,172	2,366	2,172	2,125	2,034	2,203	
DOWNSTATE NY	13,008	11,834	11,597	10,462	9,618	8,908	8,517	
NEW YORK STATE	16,253	14,809	14,588	13,446	12,423	11,712	11,490	12,805
Downstate % of NYS	80.0	79.9	79.5	77.8	77.4	76.1	74.1	

Source: New York State Dept. of Motor Vehicles.

TABLE D-5

MOTOR VEHICLE CRASHES BY CONTRIBUTING ENVIRONMENTAL FACTORS

	1991	1992	1993	1994	1995	1996	1997			
Bronx	2,083	2,082	1,930	1,938	1,830	1,779	1,445			
Kings	3,579	3,541	3,590	3,763	3,699	3,667	2,852			
New York	2,133	2,121	2,190	2,201	1,850	2,038	1,600			
Queens	4,351	4,402	3,964	4,100	3,762	4,096	3,125			
Richmond	1,193	1,370	1,064	1,076	867	1,032	770			
NEW YORK CITY	13,339	13,516	12,738	13,078	12,008	12,612	9,792			
Dutchess	1,136	1,246	1,163	1,375	1,126	1,399	1,338			
Nassau	5,522	5,584	5,310	5,762	4,423	5,072	4,393			
Orange	1,597	1,627	1,566	1,952	1,497	1,668	1,736	2102	2752	3085
Putnam	574	598	648	715	513	695	587			
Rockland	1,232	1,076	1,142	1,449	1,068	1,315	1,034	1014	1358	1558
Suffolk	5,385	3,735	4,670	5,758	4,127	5,185	4,215			
Westchester	2,723	2,650	2,766	3,268	2,404	2,658	2,286	2741	2939	3378
NEW YORK SUBURB	18,169	16,516	17,265	20,279	15,158	17,992	15,589			
DOWNSTATE NY	31,508	30,032	30,003	33,357	27,166	30,604	25,381			
NEW YORK STATE	51,211	50,171	49,748	55,967	47,252	51,706	51,230			
Downstate % of NYS	61.5	59.9	60.3	59.6	57.5	59.2	49.5			

Source: New York State Dept. of Motor Vehicles.

TABLE D-6

VEHICLE/PEDESTRIAN CRASHES AT INTERSECTION

	1991	1992	1993	1994	1995	1996	1997			
Bronx	1,704	1,673	1,475	1,484	1,473	1,384	1,356			
Kings	3,244	3,216	3,257	3,023	3,059	2,936	2,909			
New York	3,195	3,276	3,301	3,256	3,045	3,031	2,977			
Queens	1,905	1,915	1,844	1,877	1,978	1,849	1,769	1877	1721	1641
Richmond	189	196	243	206	209	214	188			
NEW YORK CITY	10,237	10,276	10,120	9,846	9,764	9,414	9,199			
Dutchess	42	37	29	35	43	38	45			
Nassau	510	525	530	567	562	551	578			
Orange	47	66	38	50	53	55	59			
Putnam	8	9	7	13	10	7	5	4	6	7
Rockland	47	62	59	56	69	54	61			
Suffolk	311	322	301	309	271	315	283			
Westchester	387	363	411	331	335	322	362			
NEW YORK SUBURB	1,263	1,281	1,308	1,361	1,343	1,342	1,393			
DOWNSTATE NY	11,500	11,557	11,428	11,207	11,107	10,756	10,592			
NEW YORK STATE	13,054	13,157	12,888	12,665	12,500	12,070	11,794			
Downstate % of NYS	88.1	87.8	88.7	88.5	88.9	89.1	89.8			

Source: New York State Dept. of Motor Vehicles.

TABLE D-7

VEHICLE/PEDESTRIAN CRASHES NOT AT INTERSECTION

	1991	1992	1993	1994	1995	1996	1997			
Bronx	1,035	998	942	798	842	760	781	744	792	689
Kings	1,692	1,785	1,815	1,636	1,689	1,546	1,495			
New York	1,367	1,439	1,279	1,312	1,356	1,291	1,193			
Queens	1,155	1,215	1,061	1,001	983	1,082	930			
Richmond	155	156	187	168	167	148	148			
NEW YORK CITY	5,404	5,593	5,284	4,915	5,037	4,827	4,547			
Dutchess	75	65	71	57	60	62	68			
Nassau	482	479	484	495	464	417	448			
Orange	118	77	95	136	101	81	83			
Putnam	16	19	21	15	10	17	24			
Rockland	79	87	77	106	101	84	98	79	84	81
Suffolk	434	401	457	416	378	345	363			
Westchester	343	405	359	375	353	330	361			
NEW YORK SUBURB	1,354	1,391	1,398	1,600	1,467	1,336	1,435			
DOWNSTATE NY	6,758	6,984	6,682	6,515	6,504	6,163	5,982			
NEW YORK STATE	8,885	9,094	8,644	8,414	8,141	7,785	7,531			
Downstate % of NYS	76.1	76.8	77.3	77.4	79.9	79.2	79.4			

Source: New York State Dept. of Motor Vehicles.

TABLE D-8

TOTAL FATALITIES IN VEHICLE PEDESTIAN CRASHES

	1990	1991	1992	1993	1994	1995	1996	1997
Bronx	58	63	45	42	38	35	30	27
Kings	105	76	75	89	71	69	71	71
New York	93	65	65	62	60	65	56	54
Queens	73	66	68	67	52	57	49	66
Richmond	10	6	7	4	2	10	7	4
NEW YORK CITY	339	276	260	264	223	236	213	222
Dutchess	3	3	5	4	2	3	3	6
Nassau	47	30	44	25	31	31	17	31
Orange	8	9	6	5	3	4	3	6
Putnam	1	2	2	1	2	0	1	0
Rockland	5	6	4	3	8	4	1	4
Suffolk	41	44	43	44	23	42	29	25
Westchester	22	17	16	12	17	16	13	10
NEW YORK SUBURBS	127	111	120	94	86	100	67	82
DOWNSTATE NY	466	387	380	358	309	336	280	304
NEW YORK STATE	592	482	479	449	408	428	397	374
Downstate % of NYS	78.7	80.3	79.3	79.7	75.7	78.5	70.5	81.3

Source: New York State Dept. Of Motor Vehicles

TABLE D-9

MOTOR VEHICLE CRASHES INVOLVING FEMALE DRIVERS

	1991	1992	1993	1994	1995	1996	1997			
Bronx	5,229	5,337	5,064	4,836	5,125	5,027	5,086			
Kings	10,840	10,773	10,624	10,481	10,922	10,434	11,080			
New York	4,539	4,389	4,489	4,474	4,578	4,615	4,645			
Queens	14,360	13,572	13,335	12,784	13,444	12,733	12,954			
Richmond	3,613	3,637	3,466	3,280	3,565	3,442	3,469			
NEW YORK CITY	38,581	37,708	36,978	35,855	37,634	36,251	37,234			
Dutchess	3,117	2,970	2,942	3,060	2,984	3,139	3,225			
Nassau	20,244	19,105	19,019	18,801	18,597	18,630	20,801	25,329	26,487	28,094
Orange	3,638	3,599	3,496	3,812	3,406	3,598	3,593			
Putnam	1,103	1,059	1,070	1,103	1,035	1,091	1,171	1,219	1,324	1,530
Rockland	3,543	3,296	3,485	3,599	3,459	3,575	3,478			
Suffolk	18,647	16,827	17,046	17,451	16,648	16,762	17,866	22,210	23,234	25,163
Westchester	10,171	9,523	9,459	9,573	9,319	9,717	9,948			
NEW YORK SUBURB	60,463	56,379	56,517	57,399	55,448	56,512	60,082			
DOWNSTATE NY	99,044	94,087	93,495	93,254	93,082	92,763	97,316	111,416		
NEW YORK STATE	154,618	146,794	146,955	148,439	147,956	148,723	158,181	184,806		
Downstate % of NYS	64.1	64.1	63.6	62.8	62.9	62.4	61.5			

Source: New York State Dept. of Motor Vehicles.

TABLE D-10

MOTOR VEHICLE CRASHES INVOLVING MALE DRIVERS

	1991	1992	1993	1994	1995	1996	1997			
Bronx	18,255	17,668	16,559	16,444	16,655	15,819	16,169			
Kings	39,325	39,424	38,784	38,450	38,190	36,046	36,384	38,247	44,968	47,744
New York	26,778	26,262	26,452	26,703	25,786	25,006	24,535	23,601	30,435	32,646
Queens	39,758	38,596	37,277	36,797	36,781	34,713	33,041	35,380	43,016	45,475
Richmond	6,633	6,518	6,058	5,756	5,951	5,826	5,658			
NEW YORK CITY	130,749	128,468	125,130	124,150	123,363	117,410	115,787	119,529		
Dutchess	4,379	4,101	3,970	4,293	3,923	4,402	4,433			
Nassau	30,322	27,654	28,170	27,922	26,306	25,966	28,743			
Orange	5,661	5,326	5,381	5,801	5,269	5,305	5,218			
Putnam	1,754	1,554	1,594	1,827	1,519	1,679	1,746			
Rockland	5,286	4,757	5,006	5,346	4,969	5,309	4,954	5,779	6,866	7,813
Suffolk	27,152	24,596	24,993	24,989	22,688	22,893	24,442	31,093	32,628	35,750
Westchester	15,192	13,791	13,976	16,618	13,757	14,384	14,334	16,323	17,508	19,181
NEW YORK SUBURB	89,746	81,779	83,090	86,796	78,431	79,938	83,870	102,398		
DOWNSTATE NY	220,495	210,247	208,220	210,946	201,794	197,348	199,657	221,927		
NEW YORK STATE	302,459	285,612	285,176	289,381	278,164	273,882	283,794	326,323		
Downstate % of NYS	72.9	73.6	73.0	72.9	72.5	72.1	70.4			

Source: New York State Dept. of Motor Vehicles.

TABLE D-11

TOTAL VEHICLE/BICYCLE CRASHES

	1991	1992	1993	1994	1995	1996	1997			
Bronx	499	516	621	598	715	703	736			
Kings	1,352	1,415	1,591	1,608	1,932	1,935	1,916	1,768	1,461	1,329
New York	1,284	1,362	1,563	1,491	1,557	1,570	1,680			
Queens	753	796	943	895	995	966	1,024			
Richmond	143	147	116	117	132	132	142			
NEW YORK CITY	4,031	4,236	4,834	4,709	5,331	5,306	5,498			
Dutchess	83	87	75	76	67	65	74			
Nassau	830	776	723	685	700	622	666			
Orange	120	107	93	79	86	94	92			
Putnam	14	10	11	14	11	7	8	5	13	5
Rockland	92	82	58	65	65	71	65			
Suffolk	644	657	618	589	627	551	611			
Westchester	260	244	253	225	251	239	216			
NEW YORK SUBURB	2,043	1,963	1,831	1,733	1,807	1,649	1,732			
DOWNSTATE NY	6,074	6,199	6,665	6,442	7,138	6,955	7,230			
NEW YORK STATE	8,691	8,516	9,068	8,538	9,341	9,118	9,189			
Downstate % of NYS	69.9	72.8	73.5	75.5	76.4	76.3	78.7			

Source: New York State Dept. of Motor Vehicles.

TABLE D-12

TOTAL BICYCLIST FATALITIES

	1990	1991	1992	1993	1994	1995	1996	1997
Bronx	0	4	3	1	0	2	2	3
Kings	4	14	2	6	5	6	3	10
New York	5	3	7	4	6	6	8	4
Queens	4	3	4	3	4	6	3	2
Richmond	0	0	1	0	0	0	0	1
NEW YORK CITY	13	24	17	14	15	20	16	20
Dutchess	0	1	1	0	1	0	0	1
Nassau	1	3	3	4	7	4	2	2
Orange	2	2	0	1	0	2	0	1
Putnam	0	0	1	0	0	0	0	0
Rockland	0	1	0	0	0	0	2	1
Suffolk	6	9	6	5	5	6	9	6
Westchester	1	1	1	2	1	2	0	0
NEW YORK SUBURBS	10	17	12	12	14	14	13	11
DOWNSTATE NY	23	41	29	26	29	34	29	31
NEW YORK STATE	39	74	50	42	47	51	44	49
Downstate % of NYS	59.0	55.4	58.0	61.9	61.7	66.7	65.9	63.3

Source: New York State Department of Motor Vehicles

TABLE D-13

TRANSIT ACCIDENTS

METROPOLITAN TRANSIT AUTHORITY PORTION OF THE REGION

	1991	1992	1993	1994	1995	1996	1997	1998	1999
BUS TRANSIT									
MTA/ NEW YORK CITY TRANSIT									
Total Accidents	47	49	63	64	62	46	43	56	53
Fatalities	5	4	10	3	5	6	5	4	9
Injuries	233	274	243	282	323	273	208	410	328
MTA/LONG ISLAND BUS									
Total Accidents	4	4	4	6	1	7	3	9	9
Fatalities	0	1	0	0	1	0	0	0	0
Injuries	1	18	18	27	0	29	19	45	65
TOTAL BUS TRANSIT									
Total Accidents	51	53	67	70	63	53	46	65	62
Fatalities	5	5	10	3	6	6	5	4	9
Injuries	234	292	261	309	323	302	227	455	393
RAIL RAPID TRANSIT									
MTA/ NEW YORK CITY TRANSIT									
Total Accidents	23	21	19	13	12	15	10	10	12
Fatalities	18	9	3	4	4	3	3	4	3
Injuries	189	105	103	22	126	62	98	7	69
MTA/STATEN ISLAND RAILWAY									
Total Accidents	2	0	1	2	1	3	0	1	1
Fatalities	0	0	0	0	0	0	0	0	0
Injuries	0	0	2	7	0	0	0	0	0
TOTAL RAIL RAPID TRANSIT									
Total Accidents	25	21	20	15	13	18	10	11	13
Fatalities	18	9	3	4	4	3	3	4	3
Injuries	189	105	105	29	126	62	98	7	69
SUBURBAN RAIL									
MTA/METRO-NORTH RAILROAD									
Total Accidents	1	2	4	7	4	7	6	7	1
Fatalities	1	0	0	0	0	1	0	0	0
Injuries	3	1	2	3	20	0	1	4	0
MTA/LONG ISLAND RAIL ROAD									
Total Accidents	22	15	18	11	21	26	22	14	8
Fatalities	4	3	5	3	5	8	4	2	2
Injuries	12	10	1	6	69	15	2	2	3
TOTAL SUBURBAN RAIL									
Total Accidents	23	17	22	18	25	33	28	21	9
Fatalities	5	3	5	3	5	9	4	2	2
Injuries	15	11	3	9	89	15	3	6	3
TOTAL TRANSIT ACCIDENTS									
Total Accidents	99	91	109	103	101	104	84	97	78
Fatalities	28	17	18	10	15	18	12	10	14
Injuries	438	408	369	347	538	379	328	468	425

Source: New York State Public Transportation Safety Board.

TABLE E-1

ANNUAL MAJOR AIRPORT ACTIVITY

(IN THOUSANDS)*

		1991	1992	1993	1994	1995	1996	1997	1998			
KENNEDY												
Revenue Passengers +		26,229.1	27,760.9	26,797.0	28,813.2	30,375.4	31,155.5	31,357.4	31,053.3	31,706.4	32,779.4	29,349.0
Aircraft Flights @		277.5	323.4	333.8	343.6	340.1	355.2	353.3	343.6	343.3	345.3	294.0
Cargo Tonnage #		1,383.6	1,383.8	1,413.9	1,499.1	1,637.7	1,667.6	1,698.3	1,623.9	1,752.2	1,864.5	1,521.5
LaGUARDIA												
Revenue Passengers +		19,654.3	19,745.8	19,804.6	20,730.5	20,599.2	20,699.1	21,607.4	22,811.9			
Aircraft Flights @		324.0	332.4	337.1	337.7	345.5	345.6	355.1	356.1			
Cargo Tonnage #		52.0	55.2	46.5	40.4	30.5	27.7	26.7	23.8			
NEWARK												
Revenue Passengers +		22,276.4	24,284.2	25,809.4	28,020.0	26,623.8	29,107.5	30,915.7	32,568.6	33,622.7	34,194.7	30,558.0
Aircraft Flights @		378.8	411.1	438.5	436.7	420.5	450.9	462.3	455.8			
Cargo Tonnage #		522.4	577.0	699.3	872.7	958.4	975.9	1,064.4	1,074.6			
LONG ISLAND MacARTHUR												
Revenue Passengers +		1,190.9	1,202.2	1,171.7	1,237.3	1,168.9	1,119.3	1,428.8	905.3			
Aircraft Flights @		39.7	40.3	41.0	36.2	37.4	33.4	31.4	32.0			
Cargo Tonnage #		0.8	0.7	0.7	0.9	1.9	1.7	2.5	1.3	1.5	1.5	0.4
STEWART												
Revenue Passengers +	c	798.2	803.3	737.2	779.3	785.7	824.6	838.3	723.7			
Aircraft Flights @	c	28.4	32.7	32.2	28.5	28.6	28.9	27.4	25.0			
Cargo Tonnage #	c	91.4	88.5	91.3	77.4	59.9	79.6	76.4	54.2			
WESTCHESTER COUNTY												
Revenue Passengers +		689.1	764.7	949.5	933.2	963.9	992.0	1,084.9	982.3	1,041.5	1,032.7	933.4
Aircraft Flights @		37.2	42.8	45.5	43.8	44.1	43.1	45.0	42.3	46.8	45.2	43.3
Cargo Tonnage #		-	-	-	-	-	-	-	-			
TOTAL MAJOR AIRPORTS												
Revenue Passengers +		70,838.0	74,561.2	75,269.3	80,513.5	80,516.9	83,898.0	87,232.6	89,045.1			
Aircraft Flights @		1,085.6	1,182.6	1,228.1	1,226.5	1,216.2	1,257.1	1,274.5	1,254.8			
Cargo Tonnage #		2,050.2	2,105.2	2,251.7	2,490.5	2,688.4	2,752.5	2,868.2	2,777.8			

* - Totals may not add due to rounding.

c - Figures are for nine months (April-December) only.

+ - Includes passengers on domestic and international flights; excludes passengers on military flights.

- Excludes mail. -- Data not available

@ - Includes domestic and overseas flights; excludes military and civil/general aviation.

Source: Port Authority of New York and New Jersey, Town of Islip Transportation and Aviation Dept., Lockheed Air Terminal of New York, and Johnson Control Services.

TABLE F-1

EMPLOYMENT

(NONAGRICULTURAL WAGE AND SALARY)

	1991	1992	1993	1994	1995	1996	1997	1998	
Bronx	212,200	199,700	214,300	216,200	216,700	217,000	217,100	217,700	
Kings	444,000	405,900	457,300	457,800	455,100	450,300	451,800	462,900	
New York	2,136,600	2,169,100	2,040,000	2,057,500	2,074,600	2,108,000	2,150,300	2,231,800	2,284,800
Queens	504,500	440,700	491,000	495,500	491,500	496,200	503,800	523,600	
Richmond	78,300	69,800	80,400	83,300	85,000	86,100	88,400	92,000	
New York City	3,375,600	3,285,200	3,283,000	3,310,300	3,322,900	3,357,600	3,411,400	3,528,000	3,616,900
Dutchess	114,600	108,700	103,900	101,900	103,400	105,900	106,400	108,900	
Nassau	579,100	557,300	560,600	568,000	574,800	577,600	588,700	596,400	
Orange	106,200	106,600	108,500	109,000	110,400	111,400	113,000	117,100	
Putnam	18,600	18,400	18,500	18,800	19,500	19,400	20,200	21,500	
Rockland	97,800	95,900	98,200	98,800	98,800	98,500	100,400	104,600	
Suffolk	495,100	490,700	497,500	506,500	517,700	520,700	530,600	552,000	
Westchester	387,600	376,400	372,300	374,800	379,200	382,900	387,600	396,000	
New York Suburb	1,799,000	1,754,000	1,759,500	1,777,800	1,803,800	1,816,400	1,846,900	1,896,500	1,965,200
DOWNSTATE NY	5,174,600	5,039,200	5,042,500	5,088,100	5,126,700	5,174,000	5,258,300	5,424,500	5,582,100
<i>Downstate % of NYS</i>	<i>65.6</i>	<i>65.2</i>	<i>65.0</i>	<i>65.1</i>	<i>65.1</i>	<i>65.4</i>	<i>65.5</i>	<i>65.9</i>	
<i>Downstate % of Nation</i>	<i>4.8</i>	<i>4.6</i>	<i>4.6</i>	<i>4.5</i>	<i>4.4</i>	<i>4.3</i>	<i>4.3</i>	<i>4.3</i>	
Bergen	428,300	417,100	423,600	427,700	435,800	443,900	456,800	469,500	
Essex	380,700	370,000	383,300	368,900	374,600	372,200	376,000	378,400	
Hudson	234,900	226,600	230,300	236,800	237,800	238,600	240,600	244,300	
Middlesex	351,400	346,800	354,100	360,900	372,500	380,100	391,200	398,300	
Monmouth	209,900	207,800	214,900	219,000	222,400	217,200	232,400	237,600	
Morris	238,800	239,400	250,600	243,800	252,000	258,000	266,800	276,500	
Passaic	186,600	181,400	181,500	183,800	182,900	181,700	183,400	185,500	
Somerset	140,800	143,000	150,500	156,300	155,100	160,600	170,700	174,800	
Union	241,500	233,800	242,300	236,500	234,000	233,500	238,000	242,500	
NEW JERSEY	2,412,900	2,365,900	2,431,100	2,433,700	2,467,100	2,485,800	2,555,900	2,607,400	2,654,700
Fairfield County	399,600	389,600	395,000	400,500	398,900	402,000	411,700	420,200	
New Haven County	353,800	343,000	342,800	344,900	348,200	350,700	355,800	363,300	
Litchfield County	24,500	22,700	23,000	23,300	23,300	23,200	23,700	24,500	
CONNECTICUT	777,900	755,300	760,800	768,700	770,400	775,900	791,200	808,000	
TRI-STATE REGION	8,365,400	8,160,400	8,234,400	8,290,500	8,364,200	8,435,700	8,605,400	8,839,900	9,052,900
<i>Tri-State % of Nation</i>	<i>7.7</i>	<i>7.5</i>	<i>7.5</i>	<i>7.3</i>	<i>7.1</i>	<i>7.1</i>	<i>7.0</i>	<i>7.0</i>	
NEW YORK STATE	7,886,700	7,729,900	7,752,000	7,818,800	7,872,400	7,917,000	8,027,400	8,236,900	8,453,800
UNITED STATES	108,310,000	108,604,000	110,525,000	114,035,000	117,203,000	119,556,000	122,260,000	125,826,000	126,615,000

a - Does not add due to rounding.

b - Distribution estimated from New York City, Nassau-Suffolk and New Jersey totals.

c - Data include Covered Employment only- Employees who are subject to State Unemployment Insurance (UI) laws or the Unemployment Compensation for Federal Employee (UCFE) program

Source: US Department of Labor, Bureau of Labor Statistics, and NYS, NJ and CT department of Labor, Statistical Abstract of the United States.

Note : 2000 & 2001 NJ & CT Data are ES-202 Program Data

TABLE F-2

2000 EMPLOYMENT BY MAJOR INDUSTRY CATEGORY

	Manu- facturing	Mining	Contract Constr.	Trans. & Public Util.	Whole- sale & Retail	Fin. Ins. & Real Estate	Services & Misc.		
Bronx	11,051	0	11,268	9,729	44,419	12,680	106,649		
Kings	42,370	0	24,927	26,457	98,539	27,421	200,733		
New York	141,412	200	35,835	92,886	355,467	421,907	942,034		
Queens	46,084	0	42,879	76,588	106,202	24,936	166,900		
Richmond	1,883	0	6,991	7,639	22,373	4,257	40,884		
New York City	242,800 a	200 a	121,900	213,299 a	627,000 a	491,201 a	1,457,200		
Dutchess	17,200	0	5,100	4,700	22,500	4,700	39,100		
Nassau	40,198	0	27,778	29,231	164,536	56,335	217,249		
Orange	11,820	0	4,794	6,798	32,773	5,094	31,161		
Putnam	1,900	0	2,100	600	4,600	1,100	7,900		
Rockland	11,600	0	5,200	6,300	25,300	5,300	36,500		
Suffolk	72,502	0	34,422	28,169	146,564	27,665	183,351		
Westchester	37,900	0	24,800	20,600	89,600	26,600	153,900		
New York Suburbs	193,120	0	104,194	96,398	485,873	126,794	669,161		
Downstate NY	435,920	200	226,094	309,697	1,112,873	617,995	2,126,361		
<i>Downstate % of NYS</i>	<i>49.9</i>	<i>4.3</i>	<i>68.7</i>	<i>73.0</i>	<i>63.6</i>	<i>82.7</i>	<i>70.1</i>		
<i>Downstate % of Nation</i>	<i>2.4</i>	<i>0.0</i>	<i>3.4</i>	<i>4.4</i>	<i>3.7</i>	<i>8.1</i>	<i>5.3</i>		
Bergen	65,082	0	15,823	18,669	128,397	25,740	139,882		
Essex	35,452	0	10,804	31,177	63,416	30,019	115,866		
Hudson	24,556	0	6,051	25,398	53,749	31,506	56,900		
Middlesex	63,598	0	11,632	19,057	95,729	26,412	116,319		
Monmouth	12,710	0	13,426	6,010	61,490	12,939	77,735		
Morris	37,176	0	10,544	10,272	63,047	24,187	89,148		
Passaic	32,797	0	8,231	5,027	44,850	8,264	47,538		
Somerset	22,178	0	5,767	4,165	38,778	15,549	55,909		
Union	48,458	0	10,196	13,503	42,462	11,229	66,563		
New Jersey	342,007	0	92,474	133,278	591,918	185,845	765,860		
Fairfield	69,493	0	14,736	18,376	92,047	43,021	141,162		
Litchfield	16,144	0	4,430	1,924	14,474	1,784	17,652		
New Haven	58,024	0	14,850	18,914	80,803	16,858	125,790		
Connecticut	143,661	0	34,016	39,214	187,324	61,663 a	284,604		
Tri-State Region	921,588	200	352,584	482,189	1,892,115	865,503	3,176,825		
Tri-State % of Nation	5.0	0.0	5.3	6.9	6.3	11.4	7.9		
New York State	874,200	4,600	328,900	424,100	1,749,100	747,600	3,034,200		
United States	18,437,000	538,000	6,687,000	6,993,000	30,190,000	7,600,000	40,384,000	20,572,000	131,401,000

a - does not add due to rounding.

b - Distribution estimated from New York City and Nassau-Suffolk totals.

c - Data include Covered Employment only- Employees who are subject to State Unemployment Insurance (UI) laws or the Unemployment Compensation for Federal Employee (UCFE) program

Source: US Department of Labor, Bureau of Labor Statistics, and NYS, NJ and CT depts. of Labor, Statistical Abstract of the United States.

TABLE F-3

2000 EMPLOYMENT BY MAJOR INDUSTRY CATEGORY

	Manu- facturing	Mining	Contract Constr.	Trans. & Public Util.	Whole- sale & Retail	Fin. Ins. & Real Estate	Services & Misc.	Govern- ment	
Bronx	10,473	0	11,536	9,675	43,867	12,564	107,242	24,534	
Kings	40,153	0	25,520	26,308	97,313	27,170	201,849	34,705	
New York	134,015	200	36,688	92,364	351,045	418,041	947,271	465,893	
Queens	43,673	0	43,899	76,157	104,881	24,707	167,828	31,740	
Richmond	1,785	0	7,157	7,596	22,095	4,218	41,111	6,829	
New York City	230,099	200	124,800	212,100	619,201	486,700 a	1,465,301 a	563,701	
Dutchess	18,200	0	5,500	4,800	22,900	4,700	39,500	22,800	
Nassau	38,843	0	28,001	29,690	164,589	54,388	222,401	88,020	
Orange	11,115	0	5,072	6,900	35,067	5,300	34,224	27,464	
Putnam	2,000	0	2,200	600	4,600	1,200	8,400	4,800	
Rockland	11,800	0	5,400	6,300	25,900	4,900	36,600	20,100	
Suffolk	70,057	0	34,699	28,610	146,611	26,712	187,699	104,480	
Westchester	36,600	0	25,400	22,400	89,100	26,500	156,900	64,500	
New York Suburbs	188,615	0	106,272	99,300	488,767	123,700	685,724	332,164	
Downstate NY	418,714	200	231,072	311,400	1,107,968	610,400	2,151,025	895,865	
<i>Downstate % of NYS</i>	<i>49.7</i>	<i>4.3</i>	<i>69.1</i>	<i>71.4</i>	<i>63.9</i>	<i>82.4</i>	<i>70.1</i>		
<i>Downstate % of Nation</i>	<i>2.4</i>	<i>0.0</i>	<i>3.5</i>	<i>4.4</i>	<i>3.7</i>	<i>7.9</i>	<i>5.3</i>		
Bergen	52,876	0	15,855	15,798	101,344	18,857	175,659	36,596	
Essex	32,111	0	11,088	31,170	45,633	22,796	102,562	72,493	
Hudson	19,856	0	5,490	24,529	39,351	28,000	72,128	38,078	
Middlesex	54,555	0	13,144	20,126	84,709	20,925	149,134	53,398	
Monmouth	10,814	0	14,186	5,044	44,119	10,548	101,667	41,154	
Morris	27,815	0	11,110	9,388	49,700	20,544	114,306	29,558	
Passaic	29,073	0	8,482	4,460	33,092	6,793	59,751	28,932	
Somerset	20,273	0	6,532	4,470	32,886	10,470	80,346	16,259	
Union	43,122	0	10,685	12,800	40,207	8,003	74,521	30,359	
New Jersey	290,495	0	96,572	127,785	471,041	146,936	930,074	346,827	
Fairfield	66,329	0	14,327	18,276	88,145	43,053	141,266	44,584	
Litchfield	1,594	0	4,355	1,947	14,281	1,771	17,548	8,280	
New Haven	55,375	0	14,995	18,780	79,052	17,512	125,936	48,942	
Connecticut	123,298	0	33,677	39,003	181,478	62,336 a	284,750	101,806	
Tri-State Region	832,507	200	361,321	478,188	1,760,487	819,672	3,365,849	1,344,498	
<i>Tri-State % of Nation</i>	<i>4.7</i>	<i>0.0</i>	<i>5.4</i>	<i>6.8</i>	<i>5.8</i>	<i>10.6</i>	<i>8.2</i>		
New York State	842,800	4,700	334,200	436,200	1,734,500	741,200	3,066,500	1,472,500	8,632,600
United States	17,695,000	565,000	6,685,000	7,065,000	30,297,000	7,712,000	40,970,000	20,933,000	

a - does not add due to rounding.

b - Distribution estimated from New York City and Nassau-Suffolk totals.

c - Data include Covered Employment only- Employees who are subject to State Unemployment Insurance (UI) laws or the Unemployment Compensation for Federal Employee (UCFE) program

Source: US Department of Labor, Bureau of Labor Statistics, and NYS, NJ and CT depts. of Labor, Statistical Abstract of the United States.

TABLE F-4

RESIDENT CIVILIAN LABOR FORCE**

		1991	1992	1993	1994	1995	1996	1997	1998
Bronx		452,200	450,200	444,500	438,100	432,400	444,200	463,600	467,100
Kings		989,800	935,500	925,500	913,300	903,200	924,500	959,600	968,500
New York		764,900	758,000	756,700	760,900	755,500	777,200	810,700	824,700
Queens		939,000	937,400	928,500	927,300	915,600	939,700	977,000	990,000
Richmond		180,100	181,000	181,600	181,300	178,500	183,400	192,100	196,000
New York City		3,326,000	3,262,100	3,236,800	3,220,900	3,185,200	3,269,000	3,403,000	3,446,300
Dutchess		130,200	125,000	122,900	117,400	115,200	117,000	119,200	118,800
Nassau		686,000	675,700	676,100	673,300	670,300	672,600	685,000	687,100
Orange		153,400	153,400	156,100	153,500	151,900	153,100	156,300	156,800
Putnam		48,400	48,100	48,500	48,400	48,700	49,400	51,500	53,200
Rockland		142,300	140,800	144,100	142,400	139,500	139,600	142,500	145,500
Suffolk		699,400	689,800	694,200	691,000	687,300	692,200	708,100	713,100
Westchester		460,200	449,500	443,700	438,200	434,500	440,400	447,900	447,600
New York Suburb		2,319,900	2,282,300	2,285,600	2,264,200	2,247,400	2,264,300 r	2,310,500	2,322,100
DOWNSTATE NY		5,645,900	5,544,400	5,522,400	5,485,100	5,432,600	5,533,300 r	5,713,500	5,768,400
<i>Downstate % of NYS</i>		<i>64.7</i>	<i>64.0</i>	<i>63.8</i>	<i>63.7</i>	<i>63.6</i>	<i>64.1</i>	<i>64.9</i>	<i>64.9</i>
<i>Downstate % of Nation</i>		<i>4.5</i>	<i>4.3</i>	<i>4.3</i>	<i>4.2</i>	<i>4.1</i>	<i>4.1</i>	<i>4.2</i>	<i>4.2</i>
Bergen	b	448,200	430,700	427,200	424,300	431,900	437,300	443,800	438,900
Essex	b	372,900	384,200	377,000	371,800	374,300	373,300	374,500	363,100
Hudson	b	270,400	280,300	277,400	281,100	284,300	287,500	285,600	281,000
Middlesex	b	383,000	379,700	376,900	377,000	385,500	392,800	406,100	398,800
Monmouth	b	292,300	288,800	292,900	296,400	300,100	306,200	309,800	303,100
Morris	b	233,700	242,700	239,400	236,800	246,300	249,900	256,100	257,100
Passaic	b	238,300	229,800	227,700	225,800	229,700	233,000	235,200	230,100
Somerset	b	144,300	143,500	143,500	144,300	151,200	155,500	163,200	165,500
Union	b	255,600	263,500	259,300	255,900	261,400	262,200	265,700	261,600
NEW JERSEY	b	2,638,700	2,643,200	2,621,300	2,613,400	2,664,700	2,697,700	2,740,000	2,699,200
Fairfield County		466,121	462,101	454,364	443,081	440,311	442,680	446,938	447,103
New Haven County		445,381	440,833	429,716	416,720	409,027	412,518	413,893	410,408
Litchfield County		105,039	105,909	103,497	100,377	98,931	99,016	99,923	99,752
CONNECTICUT	c	1,016,541	1,008,843	987,577	960,178	948,269	954,214	960,754	957,263
Tri-State Region		9,301,141	9,196,443	9,131,277	9,058,678	9,045,569	9,185,214	9,414,254	9,424,863
<i>Tri-State % of Nation</i>		<i>7.4</i>	<i>7.2</i>	<i>7.1</i>	<i>6.9</i>	<i>6.8</i>	<i>6.9</i>	<i>6.9</i>	<i>6.8</i>
NEW YORK STATE		8,732,000	8,659,000	8,651,000	8,605,000	8,537,000	8,639,000 *	8,807,000	8,882,000
UNITED STATES		126,346,000	128,105,000	129,200,000	131,056,000	132,304,000	133,943,000	136,297,000	137,673,000

* The New York State revision benchmarks are: 1991 for 1984-1989, 1995 for 1990-1994, and 1997 for 1995-1997 data.

** Resident Employment status of the Civilian Labor Force refers to whether someone is employed, unemployed or not in the labor force by place of residence in like CES data which is by the place of the job. Labor Force Statistics is by place of residence

b - New Jersey data for 1997 use 1997 benchmark, for 1996 use 1996 benchmark, for 1995 use 1995 benchmark, for 1994 the 1994 benchmark, and for 1993 - the 1993 benchmark, for 2001 use 2001 benchmark and are not comparable with data for earlier years.

c - Connecticut data for 1997 use 1997 benchmark, for 1996 use 1996 benchmark, for 1995 use 1995 benchmark, for 1994 the 1994 benchmark.

Source: NYS, NJ and CT Department of Labor.

TABLE F-5

RESIDENT UNEMPLOYED LABOR FORCE**

		1991	1992	1993	1994	1995	1996	1997	1998
Bronx		47,200	57,800	54,000	44,000	41,500	47,000	54,000	46,700
Kings		89,800	113,100	106,600	89,200	83,100	92,000	102,700	91,200
New York		58,500	71,200	68,100	57,200	52,400	57,600	63,400	55,900
Queens		75,500	98,800	89,700	75,900	69,800	76,000	83,200	69,000
Richmond		14,300	17,900	17,000	14,000	13,300	14,400	16,000	13,600
New York City		285,300	358,800	335,400	280,300	260,100	287,000	319,300	276,400
Dutchess		6,800	8,400	10,400	8,200	5,800	5,000	4,800	4,000
Nassau		39,600	48,000	39,300	34,200	30,500	25,300	24,100	20,200
Orange		9,400	10,000	9,200	8,300	7,500	6,600	6,500	5,300
Putnam		2,600	2,900	2,600	2,300	1,900	1,800	1,600	1,400
Rockland		8,100	9,100	8,800	7,600	6,900	6,100	5,800	4,900
Suffolk		49,000	56,800	49,900	43,200	37,200	32,200	30,100	25,200
Westchester		25,100	28,100	24,300	21,700	19,300	18,100	16,800	14,800
New York Suburb		140,600	163,300	144,500	125,500	109,100	95,100	89,700	75,800
DOWNSTATE NY		425,900	522,100	479,900	405,800	369,200	382,100	409,000	352,200
<i>Downstate % of NYS</i>		68.0	69.9	70.9	68.2	68.2	70.8	72.5	70.6
<i>Downstate % of Nation</i>		4.9	5.4	5.4	5.1	5.0	5.3	6.1	5.7
Bergen	b	23,700	31,000	28,000	25,700	24,900	23,200	19,300 b	16,000
Essex	b	30,900	37,800	33,700	30,300	28,400	28,800	24,300 b	20,500
Hudson	b	24,600	31,500	27,400	26,000	26,500	26,500	22,400 b	20,500
Middlesex	b	22,300	29,300	25,100	21,800	21,100	20,500	16,900 b	14,900
Monmouth	b	17,700	22,200	18,300	17,200	16,200	16,000	13,600 b	12,200
Morris	b	11,500	14,700	13,400	12,000	10,700	10,000	8,400 b	7,200
Passaic	b	19,200	24,200	22,400	20,700	19,800	19,300	15,900 b	13,500
Somerset	b	5,700	7,600	7,000	6,400	5,700	5,400	4,500 b	4,200
Union	b	18,100	22,600	20,500	18,400	17,000	16,500	14,300 b	12,600
NEW JERSEY	b	173,700	220,900	195,800	178,500	170,300	166,200	b	121,600
Faifield County		28,057	31,735	24,585	21,418	21,105	21,705	19,203	13,030
New Haven County		32,193	36,095	28,618	25,137	23,899	25,498	22,778	14,793
Litchfield County		6,961	7,803	6,229	5,056	4,644	4,773	4,287	2,719
CONNECTICUT	c	67,211	75,633	59,432	51,611	49,648	51,976	46,268 c	30,542
TRI-STATE REGION		666,811	818,633	735,132	635,911	589,148	600,276	455,268	504,342
<i>Tri-State % of Nation</i>									
NEW YORK STATE		626,000	747,000	677,000	595,000	541,000	540,000	564,000 *	499,000
UNITED STATES		8,628,000	9,613,000	8,940,000	7,996,000	7,404,000	7,236,000	6,739,000	6,210,000

* The New York State revision benchmarks are: 1991 for 1984-1989, 1995 for 1990-1994, and 1997 for 1995-1997 data.

** Resident Employment status of the Civilian Labor Force refers to whether someone is employed, unemployed or not in the labor force by place of residence in like CES data which is by the place of the job. Labor Force Statistics is by place of residence

b - New Jersey data for 1997 use 1997 benchmark, for 1996 use 1996 benchmark, for 1995 use 1995 benchmark, for 1994 the 1994 benchmark, and for 1993 - the 1993 benchmark, for 2001 use 2001 benchmark and are not comparable with data for earlier years.

c - Connecticut data for 1997 use 1997 benchmark, for 1996 use 1996 benchmark, for 1995 use 1995 benchmark, for 1994 the 1994 benchmark.

r - Revised.

Source: NYS, NJ and CT Depts. of Labor.

TABLE F-6

UNEMPLOYMENT RATES

(PERCENT)

	1991	1992	1993	1994	1995	1996	1997	1998			
Bronx	10.4	12.8	12.1	10.0	9.6	10.6	11.6	10.0			
Kings	9.1	12.1	11.5	9.8	9.2	10.0	10.7	9.4	7.8	6.8	6.7
New York	7.6	9.4	9.0	7.5	6.9	7.4	7.8	6.8	5.7	4.9	6.0
Queens	8.0	10.5	9.7	8.2	7.6	8.1	8.5	7.0			
Richmond	7.9	9.9	9.4	7.7	7.5	7.9	8.4	6.9			
New York City	8.6	11.0	10.4	8.7	8.2	8.8	9.4	8.0			
Dutchess	5.1	6.7	8.5	7.0	5.0	4.3	4.0	3.4			
Nassau	5.8	7.1	5.8	5.1	4.6	3.8	3.5	2.9	3.0	2.7	3.1
Orange	6.1	6.5	6.0	5.4	4.9	4.3	4.2	3.4	3.5	3.1	3.6
Putnam	5.4	6.0	5.3	4.8	3.9	3.6	3.1	2.6			
Rockland	5.7	6.5	6.1	5.3	4.9	4.4	4.1	3.4			
Suffolk	7.0	8.2	7.2	6.3	5.4	4.7	4.3	3.5			
Westchester	5.5	6.3	5.5	5.0	4.4	4.1	3.8	3.3			
New York Suburb	5.8	6.8	6.3	5.5	4.7	4.2	3.9	3.2			
DOWNSTATE NY	7.2	8.9	8.3	7.1	6.5	6.5	6.6	5.6			
Bergen	5.3	7.2	6.6	6.1	5.8	5.3	4.3	3.6			
Essex	8.3	9.8	8.9	8.1	7.6	7.7	6.5	5.6			
Hudson	9.1	11.2	9.9	9.2	9.3	9.2	7.8	7.3			
Middlesex	5.8	7.7	6.7	5.8	5.5	5.2	4.2	3.7			
Monmouth	6.1	7.7	6.2	5.8	5.4	5.2	4.4	4.0	4.0	3.2	3.6
Morris	4.9	6.1	5.6	5.1	4.3	4.0	3.3	2.8	2.8	2.3	2.9
Passaic	8.1	10.2	9.8	9.2	8.6	8.3	6.8	5.8			
Somerset	4.0	5.2	4.9	4.4	3.8	3.5	2.8	2.6			
Union	7.1	8.6	7.9	7.2	6.5	6.3	5.4	4.8			
NEW JERSEY	6.5	8.2	7.4	6.8	6.3	6.1	5.0	4.5			
Fairfield County	5.9	6.6	5.4	4.9	4.8	4.9	4.3	2.9	2.9	2.4	3.1
New Haven County	7.3	8.3	6.5	5.9	5.8	6.2	5.5	3.6	3.4	2.4	3.7
Litchfield County	6.6	7.5	5.8	5.0	4.4	4.4	4.1	2.6			
CONNECTICUT	6.6	7.5	5.9	5.3	5.0	5.2	4.6	3.0			
NEW YORK STATE	7.2	8.6	7.8	6.9	6.3	6.3	6.4	5.6			
UNITED STATES	6.8	7.5	6.9	6.1	5.6	5.4	4.9	4.5			

r - Revised.

Source: NYS, NJ and CT Department of Labor, and US Department of Labor, Bureau of Labor Statistics

TABLE F-7

POPULATION

	1991	1992	1993	1994	1995	1996	1997	1998
Bronx	1,198,887	1,194,863	1,198,439	1,197,715	1,196,046	1,193,775	1,187,984	1,191,319
Kings	2,289,638	2,288,045	2,291,559	2,288,126	2,280,493	2,273,966	2,240,384	2,266,242
New York	1,483,710	1,488,161	1,499,609	1,512,978	1,525,387	1,533,774	1,536,220	1,546,508
Queens	1,950,991	1,953,730	1,962,804	1,968,504	1,974,383	1,980,643	1,975,676	1,993,172
Richmond	385,011	390,414	394,985	396,177	396,748	398,748	402,372	406,899
New York City **	7,308,237	7,315,213	7,347,396	7,363,500	7,373,057	7,380,906	7,342,636	7,404,140
Dutchess	260,834	262,461	262,853	261,227	261,512	262,675	264,687	265,413
Nassau	1,290,420	1,295,483	1,299,291	1,301,468	1,303,231	1,303,389	1,303,686	1,300,995
Orange	311,730	315,412	318,377	319,961	322,349	324,422	327,160	329,795
Putnam	85,505	86,882	88,047	89,063	90,138	90,983	92,382	93,350
Rockland	267,856	269,919	272,872	275,275	277,034	278,136	279,860	280,968
Suffolk	1,325,004	1,333,447	1,341,985	1,347,468	1,351,843	1,356,896	1,362,616	1,370,549
Westchester	876,730	882,086	886,140	888,497	891,044	893,412	896,221	900,861
New York Suburb **	4,418,079	4,445,690	4,469,565	4,482,959	4,497,151	4,509,913	4,526,612	4,541,931
DOWNSTATE NY **	11,726,316	11,760,903	11,816,961	11,846,459	11,870,208	11,890,819	11,869,248	11,946,071
<i>Downstate % of NYS</i>	<i>66.3</i>	<i>65.0</i>	<i>65.0</i>	<i>65.1</i>	<i>65.3</i>	<i>65.4</i>	<i>65.4</i>	<i>65.8</i>
<i>Downstate % of Nation</i>	<i>4.7</i>	<i>4.6</i>	<i>4.7</i>	<i>4.6</i>	<i>4.6</i>	<i>4.6</i>	<i>4.5</i>	<i>4.5</i>
Bergen	826,251	832,097	835,876	839,351	843,338	846,498	851,344	854,428
Essex	773,382	772,868	771,834	766,371	760,615	755,089	750,842	748,322
Hudson	551,829	552,144	551,472	550,803	551,198	550,789	551,451	553,030
Middlesex	676,321	681,811	686,535	692,365	698,029	702,458	708,118	712,638
Monmouth	558,473	565,844	572,012	578,415	585,218	591,182	596,250	603,214
Morris	423,034	426,750	432,208	438,812	444,212	449,218	454,154	459,012
Passaic	453,713	455,632	459,432	462,087	463,558	464,833	484,049	483,050
Somerset	245,260	249,759	255,596	260,733	265,158	269,902	276,826	282,274
Union	492,932	493,064	494,797	496,491	496,735	497,281	498,148	498,893
NEW JERSEY **	5,001,195	5,029,969	5,059,762	5,085,428	5,108,061	5,127,250	5,171,182	5,194,861
Fairfield County	828,115	825,557	826,441	826,312	828,281	830,979	833,839	837,476
New Haven County	803,554	801,705	799,037	796,387	793,502	792,544	792,133	792,879
Litchfield County	175,553	176,452	177,430	177,988	178,754	179,820	180,448	181,311
CONNECTICUT	1,807,222	1,803,714	1,802,908	1,800,687	1,800,537	1,803,343	1,806,420	1,811,666
TRI-STATE REGION	18,534,733	18,594,586	18,679,631	18,732,574	18,778,806	18,821,412	18,846,850	18,952,598
<i>Tri-State % of Nation</i>	<i>7.3</i>	<i>7.2</i>	<i>7.2</i>	<i>7.2</i>	<i>7.1</i>	<i>7.1</i>	<i>7.0</i>	<i>7.0</i>
NEW YORK STATE **	18,036,973	18,099,081	18,170,321	18,196,829	18,190,562	18,184,774	18,137,226	18,159,175
UNITED STATES **	252,106,000	255,011,000	257,795,000	260,372,000	262,890,000	265,284,000	267,636,000	270,248,003

Source: NY and NJ Federal-State Cooperative Program, US Bureau of Census, with intercensal years adjusted by Census formula, and CT State Department of Health.

TABLE F-8

BIRTH

	1991	1992	1993	1994	1995	1996	1997	1998			
Bronx	27,021	26,152	25,792	25,453	24,406	23,404	22,457	22,784			
Kings	45,713	44,835	43,661	43,413	42,131	40,928	39,746	39,967			
New York	22,096	21,624	21,270	21,331	20,611	20,045	19,366	19,443			
Queens	32,497	32,478	32,635	33,025	32,973	32,691	31,623	31,922			
Richmond	6,469	6,534	6,234	6,105	6,042	5,882	5,710	5,767	5,840	5,928	5,936
New York City	133,796	131,623	129,592	129,327	126,163	122,950	118,902	119,883			
Dutchess	3,809	3,780	3,658	3,452	3,451	3,348	3,399	3,299			
Nassau	17,864	18,065	17,931	17,903	18,084	17,722	17,100	17,186	16,935	16,979	16,792
Orange	5,313	5,325	5,121	5,030	4,914	4,893	4,869	4,766	4,850	4,910	4,826
Putnam	1,345	1,357	1,361	1,275	1,218	1,282	1,227	1,231			
Rockland	4,110	4,189	4,229	4,279	4,168	4,239	4,341	4,435			
Suffolk	21,201	20,622	20,563	20,502	20,302	19,953	19,862	19,921			
Westchester	13,333	13,139	12,946	13,002	12,980	12,696	12,655	12,829			
New York Suburb	66,975	66,477	65,809	65,443	65,117	64,133	63,453	63,667			
DOWNSTATE NY	200,771	198,100	195,401	194,770	191,280	187,083	182,355	183,550			
<i>Downstate % of NYS</i>	<i>68.4</i>	<i>68.9</i>	<i>69.2</i>	<i>70.0</i>	<i>70.6</i>	<i>71.0</i>	<i>71.0</i>	<i>71.2</i>			
<i>Downstate % of Nation</i>	<i>4.9</i>	<i>4.9</i>	<i>4.6</i>	<i>4.9</i>	<i>4.9</i>	<i>4.8</i>	<i>4.7</i>	<i>4.7</i>			
Bergen	10,746	10,834	10,577	11,058	10,735	10,842	10,700	10,762			
Essex	14,115	13,632	13,197	13,095	12,647	12,486	12,303	12,083	12,246	12,156	12,637
Hudson	9,647	9,577	9,094	9,091	8,992	8,904	8,710	8,736	8,696	8,868	8,488
Middlesex	10,364	10,358	10,219	10,159	10,056	9,955	9,820	10,216	10,049	10,590	10,661
Monmouth	8,288	8,177	8,123	8,265	8,137	8,213	8,175	8,207			
Morris	5,897	5,990	6,051	6,248	6,150	6,207	6,148	6,474			
Passaic	8,056	8,112	8,196	8,192	7,950	7,912	7,878	7,853			
Somerset	3,868	4,139	4,163	4,281	3,987	4,147	4,253	4,420			
Union	7,611	7,708	7,433	7,664	7,371	7,500	7,270	7,397	7,433	7,727	7,790
NEW JERSEY	78,592	78,527	77,053	78,053	76,025	76,166	75,257	76,148			
Fairfield County	12,870	12,670	12,486	12,405	12,367	12,467	12,432	12,379			
New Haven County	12,154	11,825	11,442	11,049	10,842	10,640	10,418	10,380	10,391	n/a	10,126
Litchfield County	2,362	2,275	2,188	2,160	2,073	1,993	1,971	1,955	2,032	n/a	2,005
CONNECTICUT	27,386	26,770	26,116	25,614	25,282	25,100	24,821	24,714			
TRI-STATE REGION	306,749	303,397	298,570	298,437	292,587	288,349	282,433	284,412			
<i>Tri-State % of Nation</i>	<i>7.5</i>	<i>7.5</i>	<i>7.0</i>	<i>7.6</i>	<i>7.5</i>	<i>7.4</i>	<i>7.3</i>	<i>7.2</i>			
NEW YORK STATE	293,523	287,531	282,377	278,392	271,042	263,611	256,976	257,748			
UNITED STATES	4,111,000	4,065,000	4,240,000	3,952,767	3,899,589	3,891,494	3,880,894	3,941,553			

n/a- Not available

Source: NYS,NJ and CT Department of Health, and NYC Department of Health.

Statistical Abstract of the United States, Vital Statistics of NYS, New York State Statistical Yearbook.

TABLE F-9

DEATH

	1991	1992	1993	1994	1995	1996	1997	1998			
Bronx	12,514	12,531	12,749	12,453	12,460	11,718	10,617	10,206	10,487	10,138	10,317
Kings	21,839	21,457	22,378	21,731	21,657	20,472	19,103	18,412			
New York	15,180	14,673	15,143	14,719	14,438	13,416	12,151	11,594			
Queens	18,487	17,945	18,770	17,906	18,062	17,458	16,601	16,219			
Richmond	3,321	3,394	3,446	3,527	3,512	3,462	3,406	3,428	3,463	3,457	3,508
New York City	71,341	70,000	72,486	70,336	70,129	66,526	61,878	59,859			
Dutchess	2,018	2,131	2,090	2,212	2,122	2,227	2,133	2,171	2,205	2,203	2,307
Nassau	11,219	11,359	11,296	11,515	11,276	11,196	10,989	11,015			
Orange	2,422	2,349	2,336	2,453	2,433	2,512	2,455	2,397			
Putnam	515	554	493	575	539	538	587	579			
Rockland	1,939	2,017	2,118	2,037	2,068	2,015	1,951	2,018	2,119	2,083	2,135
Suffolk	10,315	10,652	10,855	10,896	10,992	11,074	10,817	10,803	10,940	11,189	11,224
Westchester	7,709	7,681	7,953	7,950	8,058	7,942	7,528	7,521			
New York Suburbs	36,137	36,743	37,141	37,638	37,488	37,504	36,460	36,504			
DOWNSTATE NY	107,478	106,743	109,627	107,974	107,617	104,030	98,338	96,363			
<i>Downstate % of NYS</i>	64.6	64.7	64.6	64.0	64.2	63.5	62.2	61.9			
<i>Downstate % of Nation</i>	5.0	4.9	4.8	4.7	4.7	4.5	4.2	4.1			
Bergen	7,691	7,513	7,582	7,482	7,684	7,634	7,518	7,328	7,625	7,703	7,001
Essex	8,135	7,819	8,163	7,957	8,089	7,834	7,382	6,947	7,311	7,294	7,490
Hudson	5,369	5,364	5,384	5,125	5,251	5,094	4,770	4,746			
Middlesex	5,078	5,238	5,420	5,291	5,463	5,565	5,549	5,551			
Monmouth	4,904	5,007	5,221	5,128	5,334	5,177	5,133	4,971			
Morris	2,947	2,944	2,907	3,063	3,239	3,198	3,258	3,165	3,488	3,527	3,417
Passaic	4,202	4,149	4,326	4,349	4,372	4,156	4,249	4,072			
Somerset	1,660	1,693	1,825	1,764	1,912	1,849	1,947	1,834			
Union	4,715	4,858	4,816	4,783	4,999	4,586	4,554	4,756			
NEW JERSEY	44,701	44,585	45,644	44,942	46,343	45,093	44,360	43,370			
Fairfield County	6,793	6,990	7,152	7,051	7,120	7,166	7,048	6,999			
New Haven County	7,400	7,531	7,649	7,703	7,664	7,679	7,593	7,732	7,600	n/a	8,159
Litchfield County	467	432	475	501	508	503	534	552			
CONNECTICUT	14,660	14,953	15,276	15,255	15,292	15,348	15,175	15,283			
TRI-STATE REGION	166,839	166,281	170,547	168,171	169,252	164,471	157,873	155,016			
<i>Tri-State % of Nation</i>	7.7	7.6	7.5	7.4	7.3	7.1	6.8	6.6			
NEW YORK STATE	166,296	164,986	169,762	168,764	167,566	163,785	157,975	155,651			
UNITED STATES	2,165,000	2,177,000	2,268,000	2,278,994	2,312,132	2,322,265	2,314,245	2,337,256			

n/a - Not available

Source: NYS, NJ and CT Departments of Health, and NYC Department of Health.

Statistical Abstract of the United States, Vital Statistics of NYS, New York State Statistical Yearbook.

TABLE F-10

PUBLIC SCHOOL ENROLLMENT

SCHOOL YEAR ENDING AS OF JUNE

	1991	1992	1993	1994	1995	1996	1997	1998
Bronx	195,677	198,869	203,947	208,527	211,828	216,651	221,473	223,437
Kings	333,599	335,040	339,420	344,631	347,845	351,745	355,731	356,527
New York	150,283	154,228	158,421	162,506	165,398	171,546	173,649	174,146
Queens	228,399	235,178	242,603	248,889	256,375	264,220	270,231	274,354
Richmond	48,658	49,948	51,074	52,175	52,789	53,182	54,521	55,479
New York City	956,616	973,263	995,465	1,016,728	1,034,235	1,057,344	1,075,605	1,083,943
Dutchess	39,128	39,935	40,791	41,245	41,962	42,594	43,223	43,819
Nassau	169,335	172,004	174,582	177,492	180,827	184,310	188,310	191,297
Orange	51,610	53,124	54,479	55,645	57,230	58,466	59,164	59,938
Putnam	12,998	13,297	13,444	13,582	14,088	14,171	14,457	14,651
Rockland	36,079	36,525	36,754	37,305	37,861	38,386	38,990	39,390
Suffolk	214,840	215,730	216,825	218,191	220,435	223,905	227,783	231,418
Westchester	106,712	109,722	112,229	115,996	119,417	123,085	126,837	130,311
New York Suburb	630,702	640,337	649,104	659,456	671,820	684,917	698,764	710,824
DOWNSTATE NY	1,587,318	1,613,600	1,644,569	1,676,184	1,706,055	1,742,261	1,774,369	1,794,767
<i>Downstate % of NYS</i>	<i>61.8</i>	<i>61.7</i>	<i>61.9</i>	<i>62.1</i>	<i>62.4</i>	<i>62.7</i>	<i>63.1</i>	<i>63.9</i>
<i>Downstate % of Nation</i>	<i>3.9</i>	<i>3.8</i>	<i>3.9</i>	<i>3.9</i>	<i>3.9</i>	<i>3.9</i>	<i>3.9</i>	<i>3.9</i>
Bergen	98,919	101,210	103,536	106,175	108,434	110,543	112,827	115,421
Essex	115,195	116,465	117,183	116,838	117,303	117,688	118,019	118,711
Hudson	67,116	69,078	71,035	72,797	73,622	75,430	75,790	76,007
Middlesex	86,793	88,466	91,009	91,840	94,079	95,820	98,305	100,787
Monmouth	81,610	83,412	85,297	88,324	90,111	92,051	94,638	97,130
Morris	59,059	59,369	59,885	61,327	62,853	64,543	66,185	67,997
Passaic	62,712	63,935	64,985	65,991	66,899	68,611	69,519	70,826
Somerset	30,811	31,715	32,653	33,497	35,225	36,623	38,583	40,403
Union	63,755	64,753	66,575	67,837	69,692	70,780	72,789	74,952
NEW JERSEY	665,970	678,403	692,158	704,626	718,218	732,086	746,655	762,234
Fairfield County	109,743	111,521	114,621	116,751	120,005	123,651	126,653	129,117
New Haven County	106,129	108,611	110,441	112,047	114,814	116,024	118,881	121,111
Litchfield County	10,917	11,194	11,529	11,828	12,068	12,397	12,695	12,820
CONNECTICUT	226,789	231,326	236,591	240,626	246,887	252,072	258,229	263,048
TRI-STATE REGION	2,480,077	2,523,329	2,573,318	2,621,436	2,671,160	2,726,419	2,779,253	2,820,049
<i>Tri-State % of Nation</i>	<i>6.0</i>	<i>6.0</i>	<i>6.0</i>	<i>6.1</i>	<i>6.0</i>	<i>6.0</i>	<i>6.1</i>	<i>6.1</i>
NEW YORK STATE	2,569,150	2,613,938	2,658,396	2,698,954	2,733,913	2,777,876	2,812,031	2,808,584
UNITED STATES	41,198,000	41,956,000	42,660,000	43,303,000	44,251,000	45,151,000	45,423,000	46,309,000

Source: NYS, NJ and CT Department of Education, and NYC Department of Education.
 U.S. data from Statistical Abstract of the United States (The National Data Book). U.S. Department of Commerce.

TABLE F-11

CONSUMER PRICE INDEX*

FOR ALL URBAN CONSUMERS (CPI-U)
For the New York - Northeastern New Jersey Metropolitan Area

	1991	1992	1993	1994	1995	1996	1997	1998			
ALL ITEMS	144.8	150.0	154.5	158.2	162.2	166.9	170.8	173.6			
FOOD & BEVERAGES	143.8	145.4	148.7	151.6	155.7	159.7	163.0	166.1			
Food at Home	142.8	144.6	148.7	152.6	157.0	160.7	163.4	165.4			
Food Away from Home	148.8	150.2	152.2	153.7	157.5	160.8	164.5	169.0			
HOUSING	145.7	151.4	155.5	159.9	163.4	167.7	171.7	175.9	179.6	186.1	192.6
Shelter	166.0	173.2	177.5	183.4	188.3	193.1	199.5	206.6	211.9	218.9	227.3
Rent, Residential	155.6	160.6	164.8	168.9	173.4	178.3	184.4	190.7			
Homeowners' Cost	170.4	178.1	182.9	190.2	195.4	199.9	205.5	213.6			
Fuel & Utilities	105.6	107.3	111.2	112.4	113.2	117.4	119.2	116.5			
Fuel, Oil & Coal	98.9	94.3	94.6	93.8	93.5	105.2	105.4	114.2			
Gas & Electricity	105.6	109.7	117.8	120.4	121.1	124.9	126.2	124.7			
Furnishings & Operations	118.6	123.5	127.2	129.4	131.3	133.5	130.3	130.2			
APPAREL & UPKEEP	124.5	128.5	129.3	126.2	126.0	127.7	130.3	127.9	125.5	123.7	117.2
TRANSPORTATION	127.9	131.5	137.7	141.8	145.9	152.4	154.1	151.1			
Private	123.2	126.2	131.1	135.9	140.2	145.0	146.3	143.1			
Motor Fuel	100.6	99.2	97.3	95.8	96.5	100.9	101.4	88.3			
Gasoline	100.9	99.8	97.5	95.5	96.3	100.7	101.2	88.0			
Public	146.7	153.2	166.5	166.8	139.3	185.2	189.1	n/a			
MEDICAL CARE	186.6	200.0	209.1	217.6	226.8	235.4	244.5	255.0	265.3	275.1	287.1
ENTERTAINMENT	140.8	146.4	149.8	154.0	158.8	163.5	167.6	n/a			
OTHER GOODS & SERVICES	177.2	191.0	200.1	204.9	213.5	221.7	230.1	242.6			

(CPI-U) BY MAJOR GROUPS
For the United States Urban Consumers

ALL ITEMS	136.2	140.3	144.5	148.2	152.4	156.9	160.5	163.0
FOOD	136.3	137.9	140.9	144.3	148.4	153.3	157.7	161.1
APPAREL & UPKEEP	128.7	131.9	133.7	133.4	132.0	131.7	132.9	133.0
TRANSPORTATION	123.8	126.5	130.4	134.3	139.1	143.0	144.3	141.6
MEDICAL CARE	177.0	190.1	201.4	211.0	220.5	228.2	234.6	242.1

* Base Period 1982-84 =100

n/a - Data not available.

Source: US Department of Labor, Bureau of Labor Statistics,
U.S. data from New York State Statistical Yearbook and Statistical Abstract of the United States.
1993 - 1996 U.S. data from "Monthly Labor Review" - U.S. Department of Labor.

TABLE F-12

CONSUMER PRICE INDEX ANNUAL PERCENT

FOR ALL URBAN CONSUMERS (CPI-U)
For the New York - Northeastern New Jersey Metropolitan Area

	1991	1992	1993	1994	1995	1996	1997	1998	1999		
ALL ITEMS	4.5	3.6	3.0	2.4	2.5	2.9	2.3	1.6			
FOOD & BEVERAGES	2.9	1.1	2.3	2.0	2.7	2.3	2.1	1.9	2.6	1.3	2.7
Food at home	3.0	1.3	2.8	2.6	2.9	2.4	1.7	1.2	2.4		
Food Away from Home	3.0	0.9	1.3	1.0	2.5	2.1	2.3	2.7	3.1		
HOUSING	4.6	3.9	2.7	2.8	2.2	2.6	2.4	2.4	2.1		
Shelter	5.1	4.3	2.5	3.3	2.7	2.5	3.3	3.6	2.6		
Rent, Residential	3.5	3.2	2.6	2.5	2.7	2.8	3.4	3.4	3.3		
Homeowners' Cost	3.9	4.5	2.7	4.0	2.7	2.3	2.8	3.9	2.5		
Fuel & Utilities	2.7	1.6	3.6	1.1	0.7	3.7	1.5	-2.3	-0.3		
Fuel, Oil & Coal	-4.4	-4.7	0.3	-0.8	-0.3	12.5	0.2	8.3	-0.7		
Gas & Electricity	1.8	3.9	7.4	2.2	0.6	3.1	1.0	-1.3	-1.0		
Furnishings & Operations	4.0	4.1	3.0	1.7	1.5	1.7	-2.4	-0.1	0.6		
APPAREL & UPKEEP	2.2	3.2	0.6	-2.4	-0.2	1.3	2.0	-1.8	-1.9		
TRANSPORTATION	3.9	2.8	4.7	3.0	2.9	4.5	1.1	-1.9	0.8		
Private	4.0	2.4	3.9	3.7	3.2	3.4	0.9	-2.2	1.2		
Motor Fuel	2.3	-1.4	-1.9	-1.5	0.7	4.6	0.5	-12.9	7.4		
Gasoline	2.3	-1.1	-2.3	-2.1	0.8	4.6	0.5	-13.0	7.4		
Public	3.5	4.4	8.7	0.2	1.5	9.4	2.1	n/a	n/a		
MEDICAL CARE	8.2	7.2	4.6	4.1	4.2	3.8	3.9	4.3	4.0		
ENTERTAINMENT	3.8	4.0	2.3	2.8	3.1	3.0	2.5	n/a	n/a		
OTHER GOODS & SERVICES	8.0	7.8	4.8	2.4	4.2	3.8	3.8	5.4	5.7		

(CPI-U) BY MAJOR GROUPS
For the United States Urban Consumers

ALL ITEMS	4.2	3.0	3.0	2.6	2.8	3.0	2.3	1.6	2.2
FOOD	2.9	1.2	2.2	2.3	2.8	3.3	2.9	2.2	1.9
APPAREL & UPKEEP	3.7	2.5	1.4	-0.2	-1.0	-0.2	0.9	0.1	-1.3
TRANSPORTATION	2.7	2.2	3.1	3.0	3.6	2.8	0.9	-1.9	2.0
MEDICAL CARE	8.7	7.4	5.9	4.8	4.5	3.5	2.8	3.2	3.5

Source: US Department of Labor, Bureau of Labor Statistics.

U.S. data from Statistical Abstract of the United States.

1993 - 1996 U.S. data from "Monthly Labor Review" - U.S. Department of Labor.

TABLE F-13

HOUSING UNIT PERMITS

	1991	1992	1993	1994	1995	1996	1997	1998
Bronx	1,093	1,257	1,293	846	853	885	1,161	1,309
Kings	1,024	646	1,016	911	943	942	1,063	1,787
New York	756	373	1,148	428	1,129	3,369	3,762	3,823
Queens	602	351	531	560	738	1,301	1,144	1,446
Richmond	1,224	1,255	1,185	1,265	1,472	2,155	1,857	2,022
New York City	4,699	3,882	5,173	4,010	5,135	8,652	8,987	10,387
Dutchess	776	1,095	434	574	552	711	753	927
Nassau	458	511	794	753	860	976	1,372	1,021
Orange	965	1,040	1,155	1,120	1,435	1,968	1,158	1,559
Putnam	260	266	340	320	263	202	232	494
Rockland	626	678	699	542	539	1,049	765	570
Suffolk	3,496	3,436	2,935	3,909	3,238	4,469	3,957	4,860
Westchester	841	903	1,132	1,693	1,373	1,561	1,638	2,084
New York Suburb	7,422	7,929	7,489	8,911	8,260	10,936	9,875	11,515
DOWNSTATE NY	12,121	11,811	12,662	12,921	13,395	19,588	18,862	21,902
<i>Downstate % of NYS</i>	<i>39.6</i>	<i>37.2</i>	<i>44.3</i>	<i>41.5</i>	<i>47.7</i>	<i>56.1</i>	<i>57.4</i>	<i>57.0</i>
<i>Downstate % of Nation</i>	<i>1.2</i>	<i>1.0</i>	<i>1.1</i>	<i>0.9</i>	<i>1.0</i>	<i>1.4</i>	<i>1.3</i>	<i>1.4</i>
Bergen	420	661	924	991	946	1,240	1,713	1,931
Essex	313	514	915	901	712	539	1,171	844
Hudson	260	259	440	464	294	360	702	1,788
Middlesex	1,293	1,893	2,496	2,087	2,090	2,992	3,037	2,837
Monmouth	1,837	2,450	2,525	2,492	2,291	2,284	3,234	3,277
Morris	1,189	1,614	2,416	2,372	2,088	1,742	1,622	1,881
Passaic	172	412	647	591	410	366	452	509
Somerset	1,419	1,887	1,963	1,593	1,997	2,264	2,143	2,508
Union	497	447	645	459	320	267	429	488
NEW JERSEY	7,400	10,137	12,971	11,950	11,148	12,054	14,503	16,063
Fairfield County	1,366	1,375	2,141	2,329	2,344	1,980	2,025	2,978
New Haven County	2,190	1,892	2,310	1,997	1,941	1,738	2,029	2,301
Litchfield County	253	306	316	327	237	343	325	361
CONNECTICUT	3,809	3,573	4,767	4,653	4,522	4,061	4,379	5,640
TRI-STATE REGION	23,330	25,521	30,400	29,524	29,065	35,703	37,744	43,605
<i>Tri-State % of Nation</i>	<i>2.3</i>	<i>2.1</i>	<i>2.5</i>	<i>2.2</i>	<i>2.2</i>	<i>2.5</i>	<i>2.6</i>	<i>2.7</i>
NEW YORK STATE	30,620	31,791	28,600	31,100	28,100	34,895	32,881	38,420
UNITED STATES	1,014,000	1,200,000	1,199,100	1,371,600	1,332,500	1,425,616	1,441,136	1,612,260

Source: Bureau of the Census, Construction Statistics Reports.

US and NYS data from United States Bureau of the Census (data obtained from the Internet).