

NEW YORK METROPOLITAN TRANSPORTATION COUNCIL

2002



**REGIONAL  
TRANSPORTATION**

**STATISTICAL  
REPORT**



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This New York Metropolitan Transportation Council report was compiled and written by **Salvatore Mamone** of Central Staff, under the supervision of **Leokadia Glogowski**, and **William Thornevell**, Manager, and was produced as part of NYMTC's regular data monitoring program. This report was prepared using funding of 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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# NY-NJ-CT REGIONAL RECAPITULATION

|  |       | 2000                           | 2001                               | 2002              | 2000/2001     | 2001/2002     |
|--|-------|--------------------------------|------------------------------------|-------------------|---------------|---------------|
|  | NOTES | Millions<br>Doesn't apply to a | Millions<br>Highway Transportation | Millions<br>below | (%)<br>Change | (%)<br>Change |
| <b>PUBLIC TRANSPORTATION</b>                 |       |                                |                                    |                   |               |               |
| ANNUAL PASSENGERS                            | t     | 2,839.8                        | 3,101.6                            | 3,414.4           | 9.2           | 10.1          |
| AVERAGE WEEKDAY RIDERSHIP                    | a     | 9.3                            | 9.5                                | 9.8               | 2.2           | 3.2           |
| VEHICLE-MILES TRAVELED                       | t     | 788.5                          | 797.0                              | 797.8             | 1.1           | 0.1           |
| PASSENGER-MILES TRAVELED                     | a     | 16,709.5                       | 16,710.3                           | 18,035.7          | 0.0           | 7.9           |
| OPERATING REVENUE                            | t     | 4,075.4                        | 4,191.2                            | 4,087.7           | 2.8           | -2.5          |
| PASSENGER REVENUE                            | t     | 3,744.8                        | 3,799.8                            | 3,810.9           | 1.5           | 0.3           |
| OPERATING EXPENSE                            | t     | 6,843.4                        | 7,189.0                            | 7,090.2           | 5.1           | -1.4          |
| DEFICIT                                      | t     | 2,793.3                        | 3,050.9                            | 2,988.1           | 9.2           | -2.1          |
| BUS VEHICLES                                 | a     | 10,413                         | 11,653                             | 11,884            | 11.9          | 2.0           |
| RAIL CARS                                    |       | 9,409                          | 9,806                              | 9,630             | 4.2           | -1.8          |
| FAREBOX RECOVERY RATIO                       |       | 0.54                           | 0.52                               | 0.54              | -3.7          | 3.8           |
| <b>HIGHWAY TRANSPORTATION</b>                |       |                                |                                    |                   |               |               |
|  |       | Thousands                      | Thousands                          | Thousands         |               |               |
| MOTOR VEHICLE REGISTRATIONS (New York State) |       | 10,661.2                       | 10,706.6                           | 11,368.8          | 0.4           | 6.2           |
| PASSENGER CAR REGISTRATIONS (New York State) |       | 8,678.1                        | 8,803.2                            | 8,843.3           | 1.4           | 0.5           |
| RENTAL CAR REGISTRATIONS (New York State)    |       | 19.4                           | 15.8                               | 15.7              | -18.6         | -0.6          |
| BUS REGISTRATIONS                            | #     | 17.0                           | 18.2                               | 14.8              | 7.1           | -18.7         |
| TAXI REGISTRATIONS                           | #     | 64.8                           | 59.0                               | 50.5              | -9.0          | -14.4         |
| MOTORCYCLE                                   | #     | 113.8                          | 146.0                              | 153.5             | 28.3          | 5.1           |
| VEHICULAR RIVER CROSSINGS (Daily Traffic)    |       | 2,833.0                        | 2,713.0                            | 2,753.9           | -4.2          | 1.5           |
| MAJOR TRUCK RIVER TOLL CROSSINGS             |       | 109.5                          | 110.0                              | 111.9             | 0.5           | 1.7           |
| MOTOR VEHICLE ACCIDENTS (NY only)            |       | 243.8                          | 215.3                              | n/a               | -11.7         | n/a           |
| MOTOR VEHICLE FATALITIES (NY only)           |       | 0.7                            | 0.8                                | n/a               | 14.3          | n/a           |
| GASOLINE SALES                               |       | 5,929.5                        | 5,949.2                            | 6,246.8           | 0.3           | 5.0           |
| DIESEL FUEL SALES                            |       | 799.7                          | 834.3                              | 885.4             | 4.3           | 6.1           |
| <b>DEMOGRAPHIC STATISTICS</b>                |       |                                |                                    |                   |               |               |
|  |       | Thousands                      | Thousands                          | Thousands         |               |               |
| <b>EMPLOYMENT BY MAJOR INDUSTRY CATEGORY</b> |       |                                |                                    |                   |               |               |
| MANUFACTURING                                |       | 921.6                          | 832.5                              | 671.7             | -9.7          |               |
| MINING                                       |       | 0.2                            | 0.2                                |                   | 0.0           |               |
| CONTRACT CONSTRUCTION                        |       | 352.6                          | 361.3                              |                   | 2.5           |               |
| CONSTRUCTION & NATURAL RESOURCES             |       |                                |                                    | 362.5             |               |               |
| TRANSPORTATION & PUBLIC UTILITIES            |       | 482.2                          | 478.2                              |                   | -0.8          |               |
| TRANSPORTATION, TRADE & PUBLIC UTILITIES     |       |                                |                                    | 1,742.3           |               |               |
| WHOLESALE & RETAIL                           |       | 1,892.1                        | 1,760.5                            |                   | -7.0          |               |
| INFORMATION                                  |       |                                |                                    | 352.0             |               |               |
| FINANCE, INSURANCE & REAL ESTATE             |       | 865.5                          | 819.7                              | 840.9             | -5.3          |               |
| PROFESSIONAL & BUSINESS SERVICES             |       |                                |                                    | 1,345.8           |               |               |
| EDUCATION & HEALTH SERVICES                  |       |                                |                                    | 1,446.7           |               |               |
| LEISURE & HOSPITALITY                        |       |                                |                                    | 624.0             |               |               |
| OTHER SERVICES & MISC.                       |       |                                |                                    | 391.1             |               |               |
| SERVICES & MISCELLANEOUS                     |       | 3,176.8                        | 3,365.8                            |                   | 5.9           |               |
| GOVERNMENT                                   |       | 1,346.3                        | 1,344.5                            | 1,367.6           | -0.1          |               |
| NON-AGRICULTURAL WAGE & SALARY               |       | 9,037.3                        | 8,962.7                            | 9,144.5           | -0.8          |               |
| RESIDENT CIVILIAN LABOR FORCE                |       | 9,583.8                        | 9,709.5                            | 10,028.1          | 1.3           | 3.3           |
| RESIDENT UNEMPLOYED LABOR FORCE              |       | 403.4                          | 447.3                              | 611.7             | 10.9          | 36.8          |
| POPULATION                                   |       | 20,013.0                       | 20,096.0                           | 20,304.4          | 0.4           | 1.0           |
| PUBLIC SCHOOL ENROLLMENT                     |       | 2,930.3                        | 2,889.0                            | 2,988.5           | -1.4          | 3.4           |
| CONSUMER PRICE INDEX(CPI-U) ALL ITEMS        |       | 182.5                          | 187.1                              | 191.9             | 2.5           | 2.6           |
| HOUSING UNIT PERMITS                         |       | 50.7                           | 46.0                               | 48.6              | -9.3          | 5.7           |
| <b>AIRBORNE TRANSPORTATION</b>               |       |                                |                                    |                   |               |               |
|  |       | Thousands                      | Thousands                          | Thousands         |               |               |
| REVENUE PASSENGERS                           |       | 96,174.4                       | 85,799.8                           | 84,404.9          | -10.8         | -1.6          |
| AIRCRAFT FLIGHTS                             |       | 1,247.7                        | 1,162.3                            | 1,154.8           | -6.8          | -0.6          |
| CARGO TONNAGE                                |       | 2,987.6                        | 2,471.4                            | 2,591.5           | -17.3         | 4.9           |

## 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.

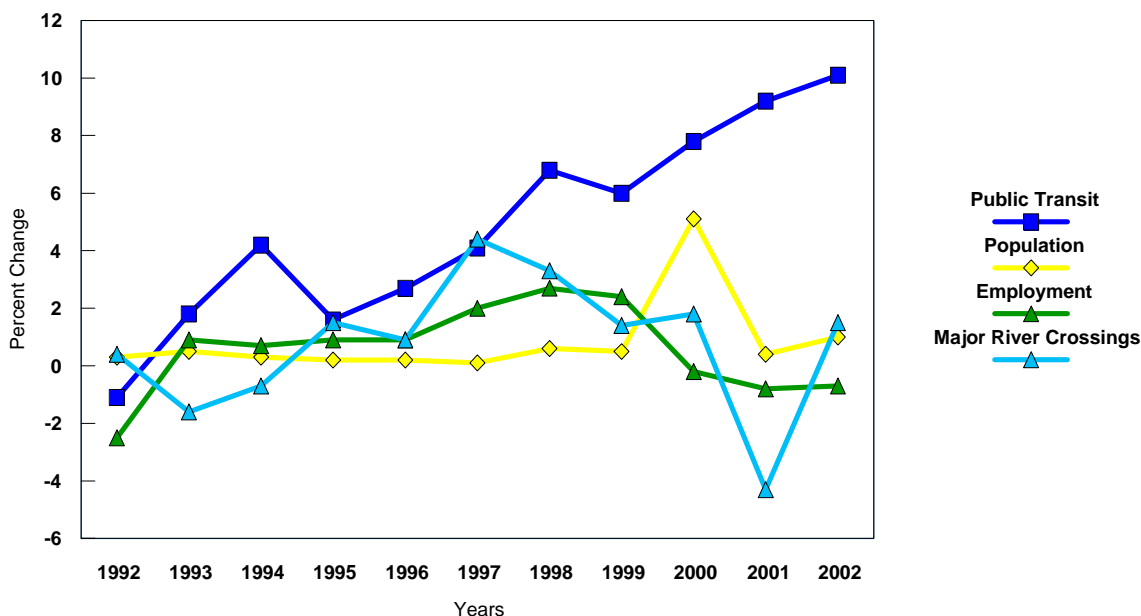


# PREFACE

The needs of individuals and businesses will ultimately drive transportation demand. 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 American Public Transportation Association (APTA) data, work is the most popular destination, with 54 percent of all 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<sup>1</sup>. 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. The 2000 Census indicates that almost 11 million out of 105 million U.S households did not own a vehicle. An additional 36 million U.S. households owned only one vehicle.

**Figure 1**  
**Trends of Transportation, People, and Jobs**  
**In The NY-NJ-CT Region, 1992-2002**



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

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.

## **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 region (see map on the next page). These counties are:

### **New York**

Dutchess  
Nassau  
Orange  
Putnam  
Rockland  
Suffolk  
Westchester  
New York City

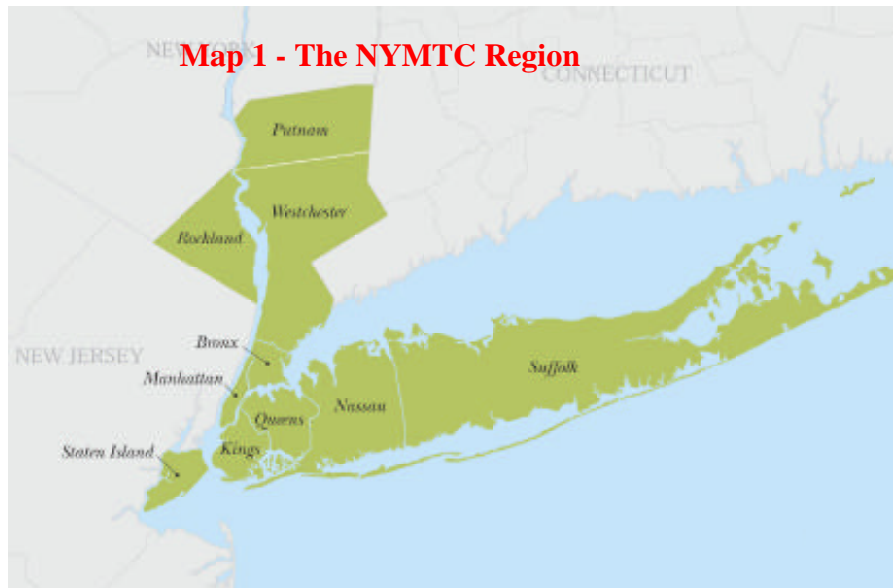
### **New Jersey**

Bergen  
Essex  
Hudson  
Middlesex  
Monmouth  
Morris  
Passaic  
Summerset  
Union

### **Connecticut**

Fairfield  
Litchfield  
New Haven

The report contains 54 statistical tables and 49 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 2030; 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 region is heavily transit-dependent, with a variety of public transportation systems operating in its different sectors. During 2002, transit services in the NY-NJ-CT 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. New York State Department of Transportation provides the data for the private bus operators. 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.

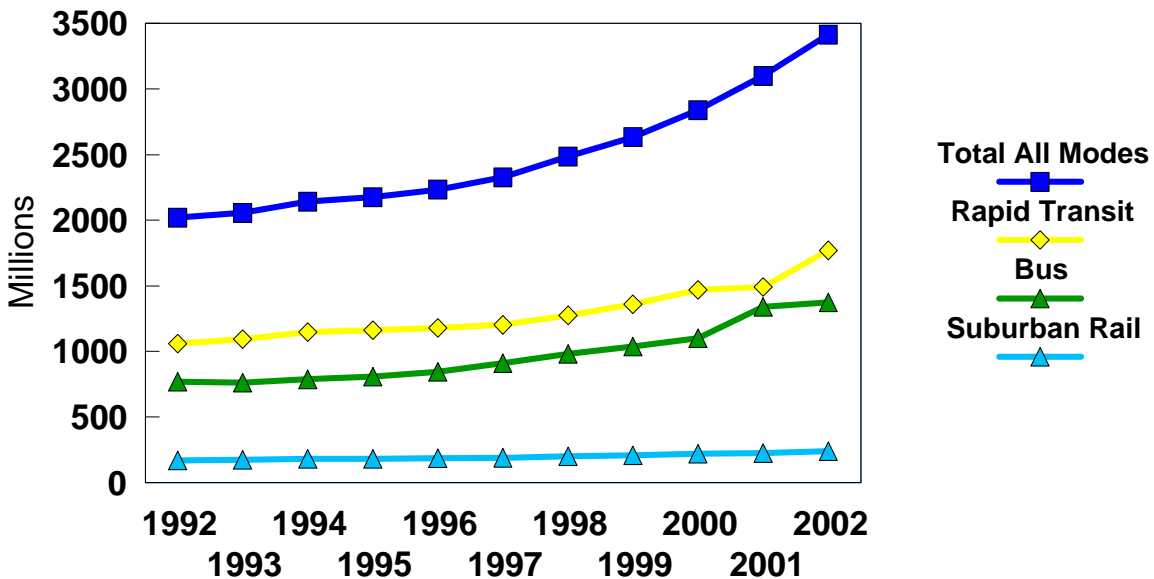
## TRANSIT RIDERSHIP TRENDS

In an area of the size and density of the New York-New Jersey-Connecticut 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 2002, 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. The September 11<sup>th</sup> terrorist attack and destruction of the World Trade Center continued to have an impact on ridership and traffic volume.

The region's transit systems carried a total of over 3.4 billion passengers in 2002, an increase of 10.1 percent over 2001's ridership volumes and a remarkable 69.0 percent growth in ridership over the decade 1992-2002. The geographic components of the region also exhibited similar increases in ridership in 2002 over 2001. Thus, New York State and Connecticut posted increases in 2002 of 11.9 and 16.6 percent respectively, while New Jersey experienced a decrease of 3.8 percent. An upward trend over the decade was also noted geographically. Since 1992 ridership volumes in New York, New Jersey and Connecticut increased by 76.3 percent, 25.4 percent and 40.1 percent, respectively.

**Figure 2**  
**Annual Public Transportation Revenue Passengers<sup>2</sup>**  
**NY-NJ-CT Region 1992-2002**



Source: Transit Operators data & NYMTC Estimates  
 Note: Paratransit ridership excluded, CT Bus Transit included

Most of the region's major transit operators reported substantial increases in ridership in 2002. MTA New York City buses, for example, transported 976.6 million passengers in 2002, a 5.5 percent increase in volume over 2001, compared with a 13.9 percent decrease posted by New York City's private buses. The MTA New York City subway system reported a 20.5 percent increase in ridership in 2002 over 2001. This is a steady increase over the period 1992-2002 from 996.7 million to 1,694 million. Notable increases were also reported by New Jersey Transit buses (an increase of 5.3 percent in 2002 over 2001) and Connecticut's private buses (an increase of 28.1 percent over 2001). Other major operators which posted increases in 2002 over 2001 included: the upstate New York buses (a 6.9 percent increase); Staten Island ferry (3.3 percent increase); New York private ferries (14.1 percent increase); and the Connecticut Transit buses (11.3 percent increase).

Some public transportation systems, however, did not fare as well. The Staten Island railway ridership declined by 10 percent from 2001's volume. Other public transportation systems, which suffered declines in 2002 from 2001, were the New Jersey independent buses (17.1 percent), PATH trains (a decline of 13.4 percent), the Long Island Rail Road (1.4 percent decrease) and the Westchester County buses (7.1 percent decrease).

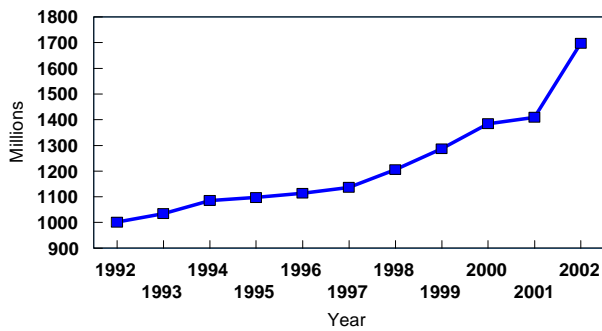
Table A-1 compares annual revenue passenger ridership among the various regional operators over the period 1992-2002. Figures from 2 to 18 shows an overview of ridership trends by different mode during the past decade.

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 8,501 million passengers in 1992 to 7,763 million in 1995 and increased again to 9,007 million in 2001 (national totals for 2002 are unavailable), transit ridership in the region increased progressively from 2,020.5 million to 3,415.4 million over the decade 1992-2002. As figure 19 illustrates, the tri-state region's transit ridership moved from 23.8 percent of national ridership in 1992 to 34.4 percent in 2001.



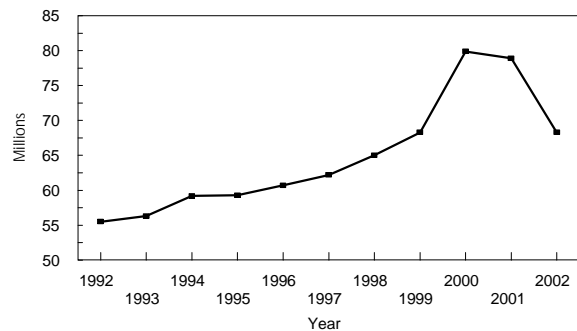


**Figure 3**  
**Annual NYC Rail Transit & Staten Island Railway**  
**Rapid Transit Revenue Passengers**



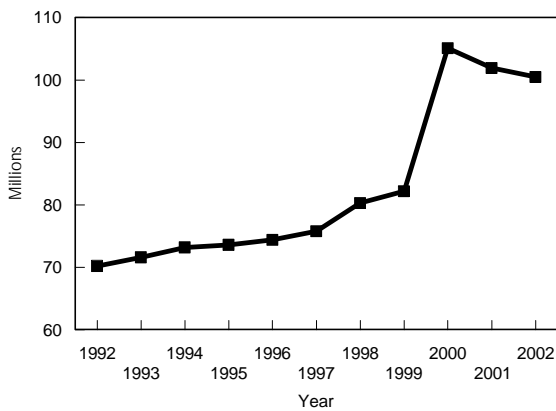
Source: Transit Operators Data

**Figure 4**  
**Annual PATH**  
**Revenue Passengers**



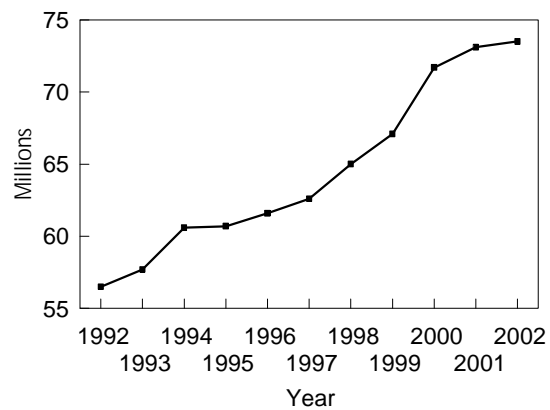
Source: PA

**Figure 5**  
**Annual Long Island Rail Road**  
**Suburban Rail Revenue Passengers**



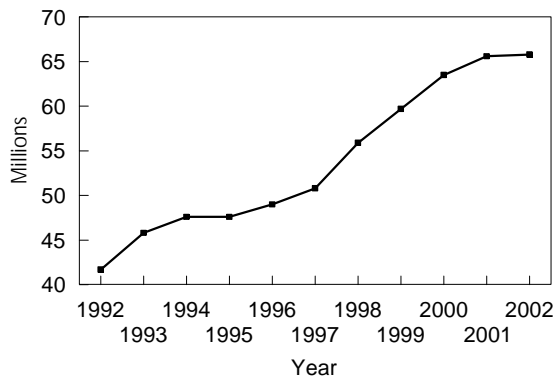
Source: MTA

**Figure 6**  
**Annual Metro North Rail Road**  
**Suburban Rail Revenue Passengers**



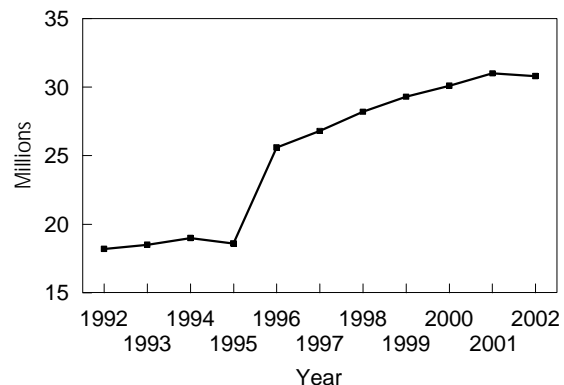
Source: MTA

**Figure 7**  
**Annual New Jersey Transit**  
**Suburban Rail Revenue Passengers**



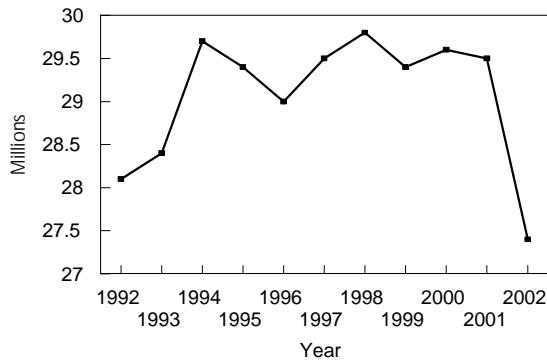
Source: NJ Transit

**Figure 8**  
**Annual MTA-Long Island Bus**  
**Bus Transit Revenue Passengers**



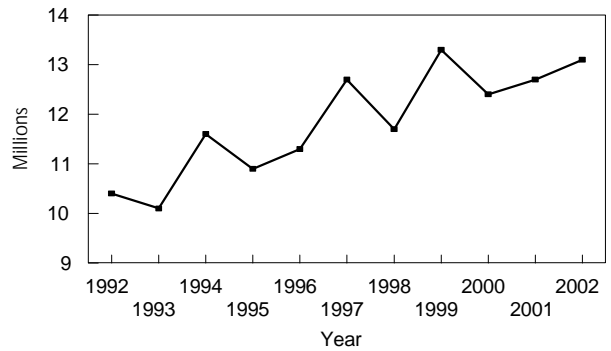
Source: MTA

**Figure 9**  
Annual Westchester County Bus  
Bus Transit Revenue Passengers



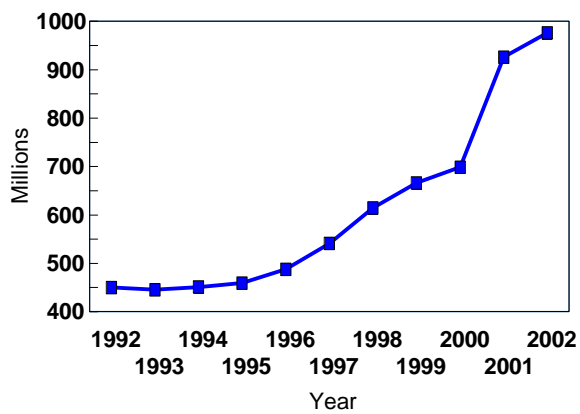
Source: Westchester County DOT

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



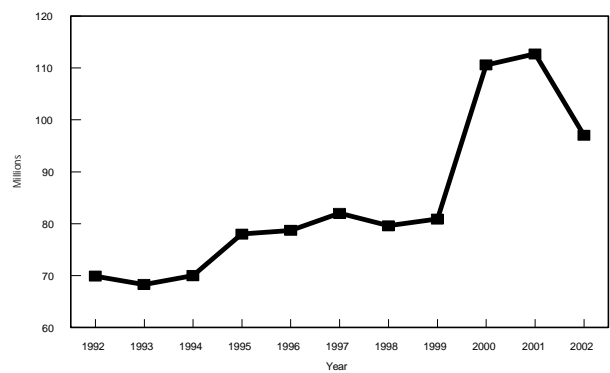
Source: Transit Operators' Data and NYMTC Estimates

**Figure 11**  
Annual MTA-NYC Bus Transit  
Bus Transit Revenue Passengers



Source: MTA

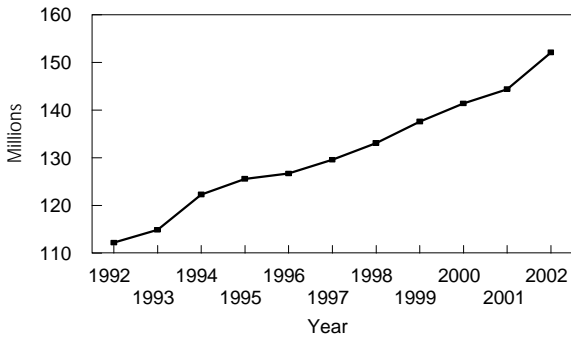
**Figure 12**  
Annual NYC Private Operators  
Bus Transit Revenue Passengers



Source: NYS DOT

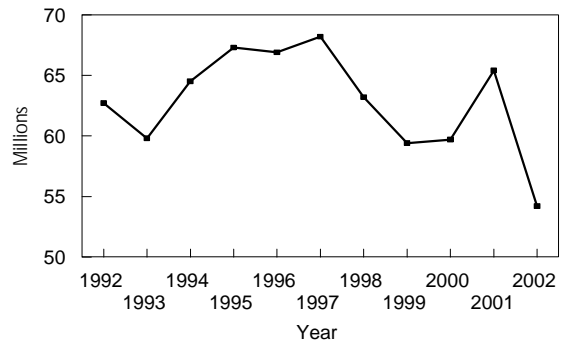


**Figure 13**  
**Annual New Jersey Transit Corporation**  
**Bus Transit Revenue Passengers**



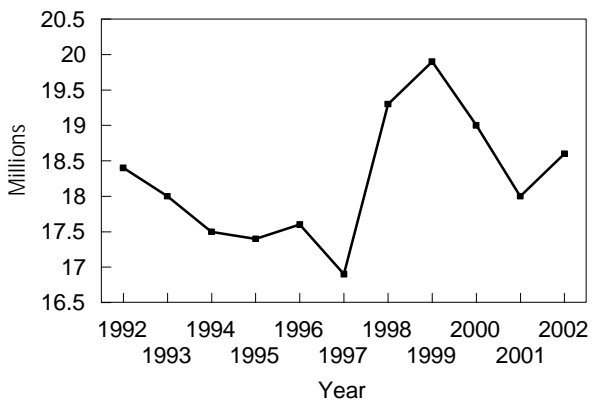
Source: NJ Transit

**Figure 14**  
**Annual New Jersey Independent Operators**  
**Bus Transit Revenue Passengers**



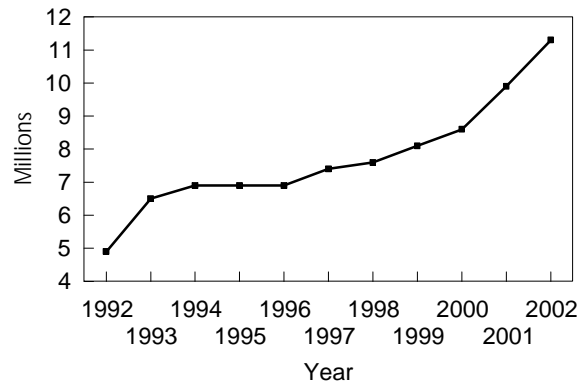
Source: NJ Transit

**Figure 15**  
**Annual Staten Island Ferry**  
**Ferry Transit Revenue Passengers**



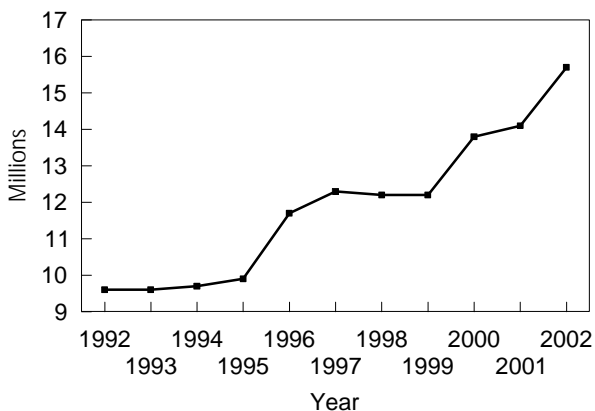
Source: NYC DOT

**Figure 16**  
**Annual NY-NJ Private Ferry**  
**Transit Revenue Passengers**



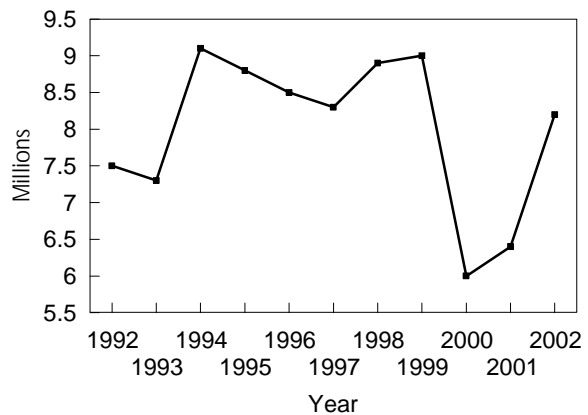
Source: NYC DOT  
 Note: Covers NY-NJ Operators

**Figure 17**  
**Annual Connecticut Transit Bus**  
**Bus Transit Revenue Passengers**



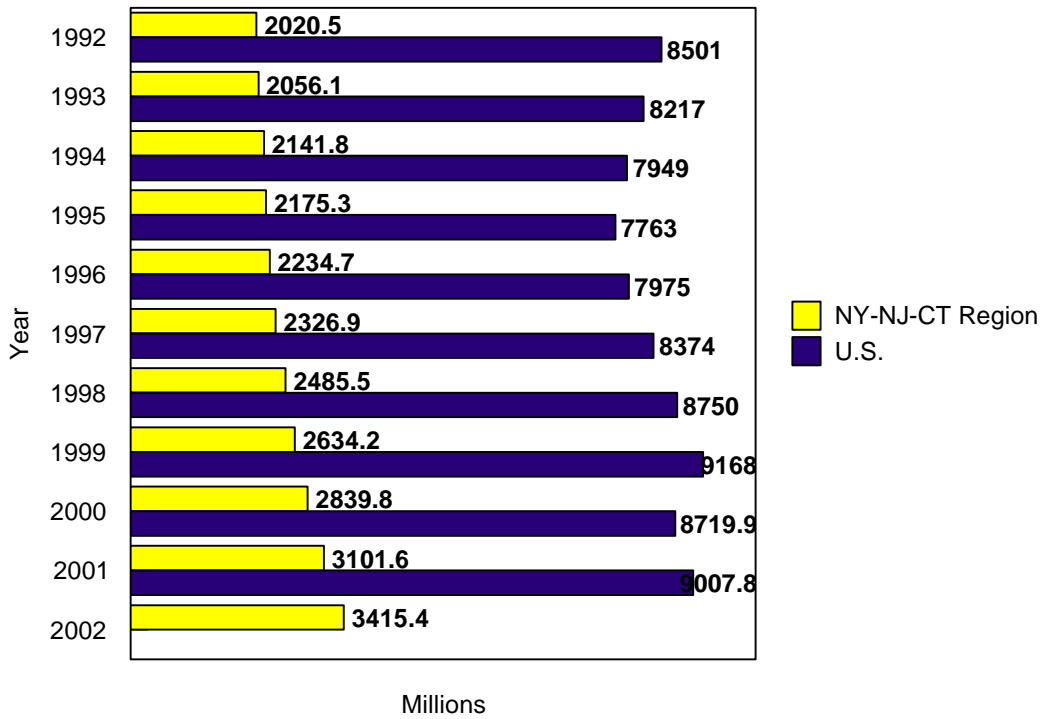
Source: CT DOT

**Figure 18**  
**Annual Connecticut Private Operators**  
**Bus Transit Revenue Passengers**



Source: CT DOT

**Figure 19**  
**Comparison of Annual Revenue Passengers**  
**In The NY-NJ-CT Region and The U.S.**



Source: Transit Operators' Data and Transit Statistics Fact Book-2002  
 Note: U.S. Data for 2002 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 developed destination altogether. The NY-NJ-CT 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).

During 2002, the average annual daily traffic volume on the region's major river crossings (as defined above) was almost 2.8 million vehicles, an increase of 1.5 percent from 2001. The largest increase was 34.8 percent for the 145<sup>th</sup> Street Bridge and the largest decrease was 52.4 percent for the Macombs Dam Bridge. See Table B-6.

### **Significant Changes of Traffic Volumes On Major River Crossings<sup>3</sup>**

Of the bridges carrying fewer than 50,000 vehicles daily, the 145<sup>th</sup> Street Bridge spanning the Harlem River between the Bronx and Manhattan had the highest increase in vehicular traffic (34.8 percent in 2002 over 2001). The Bayonne Bridge saw a modest 7.9 percent increase in vehicular traffic over 2001 while the Madison Avenue Bridge across the Harlem River had an increase of 14.2 percent and the Bear Mountain Bridge across the Hudson River had an increase of 7 percent. On the other hand, The Macombs Dam Bridge over the Harlem River between Manhattan and the Bronx saw the largest traffic reduction on the low-volume crossings (52.4 percent from 2001). This decrease was a result of capacity reduction, with one of two lanes in each direction closed round-the-clock for reconstruction.

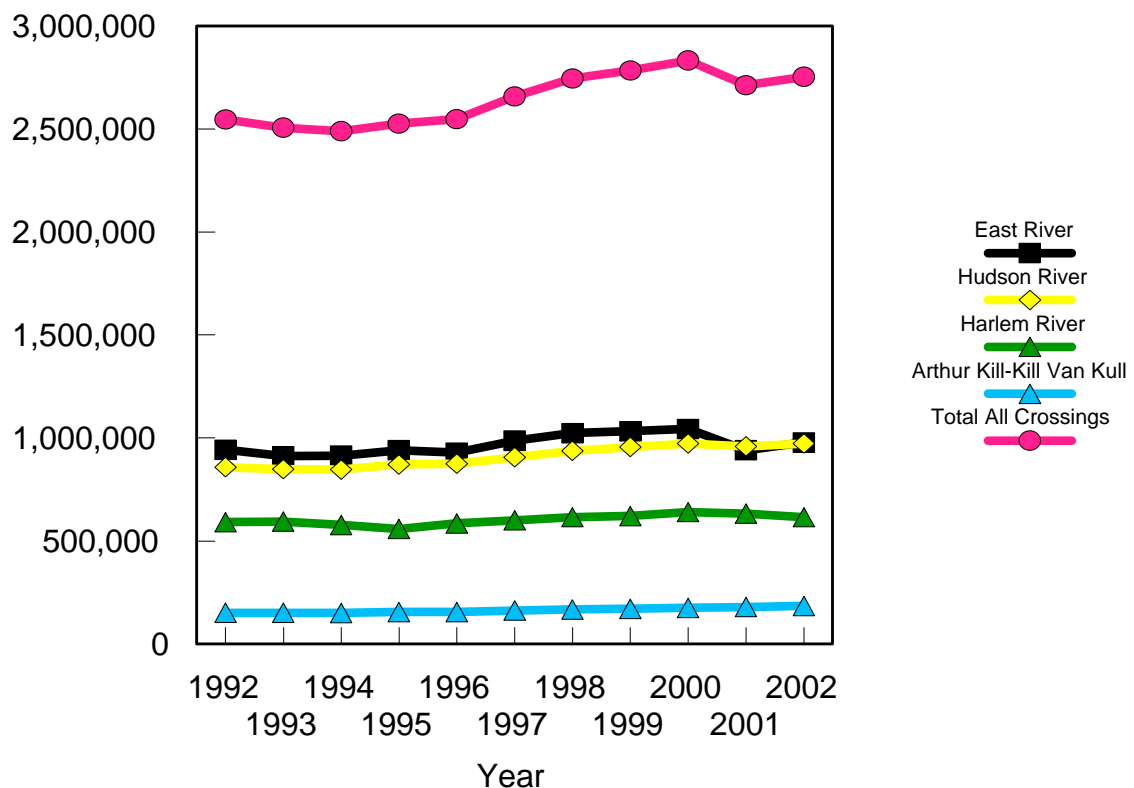
Twelve of the twenty-two river crossings facilities, which carry more than 50,000 vehicles daily, reported increased traffic flows in 2002 compared with 2001. Of these the largest percent increases were on the Brooklyn and Williamsburg Bridges 26.7 and 25.7 respectively. This increase brought the crossing traffic back almost to the 2000 traffic level. Brooklyn Bridge traffic had been severely curtailed in the fall of 2001 following the events of 9/11. On the Williamsburg Bridge, a fifty percent capacity reduction had been in effect during 2001, with two of the four roadways closed round-the-clock for reconstruction. Other large volume bridges with an increase in traffic included: Tappan Zee Bridge (1.4 percent); the Verrazano Narrows Bridge (3.4 percent); the George Washington Bridge (2.3 percent); the Henry Hudson Bridge (5.3 percent); the Bronx-Whitestone Bridge (4.7 percent); the Washington Avenue Bridge (10.7 percent); the Throgs Neck Bridge (4.2 percent); Queens Midtown Tunnel (1 percent); Holland Tunnel (7.9 percent) and the Goethals Bridge (10.2 percent). The other high volume crossings all carried less traffic in 2002 than they did in 2001, with the most significant declines of 19 percent, 9.8 percent, 9.5 percent, 4 percent, 5.5 percent and 8.7 percent occurring on the Third Avenue Bridge, Newburgh-Beacon Bridge, Manhattan Bridge, Tri-Boro Bridge (Manhattan), Tri-Boro Bridge (Bronx Plaza), and Brooklyn-Battery Tunnel respectively. The Third Avenue Bridge had two of four Manhattan-bound lanes closed for long term bridge rehabilitation. The bridge entrance from Bruckner Boulevard was also closed.



Table B-6 and Figure 20 analyze the traffic trends at the river crossings over the period 1992-2002. It is 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 10.5 percent of all vehicular traffic at the river crossings over the period 1992-2002.

While automobiles accounted for the vast majority (almost 86 percent) of traffic traversing the region's river crossings in 2002, 188,700 trucks utilized the facilities daily that year, a 14.5 percent increase in truck volume over 2001. This represented 7 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. Almost 64,000 trucks, or 33.8 percent of all truck traffic, crossed the Hudson River every day at the facilities linking New York and New Jersey. The Alexander Hamilton Bridge was the facility most utilized by trucks, carrying over 23,000 or over 12 percent of all daily truck traffic in 2002. The Alexander Hamilton Bridge saw an increase of 65.6 percent of truck traffic from 2001 to 2002. (Please see Tables B-7 and B-8).

**Figure 20**  
**Major River Crossings Average Annual Daily Traffic**  
**NY-NJ Region 1992-2002**



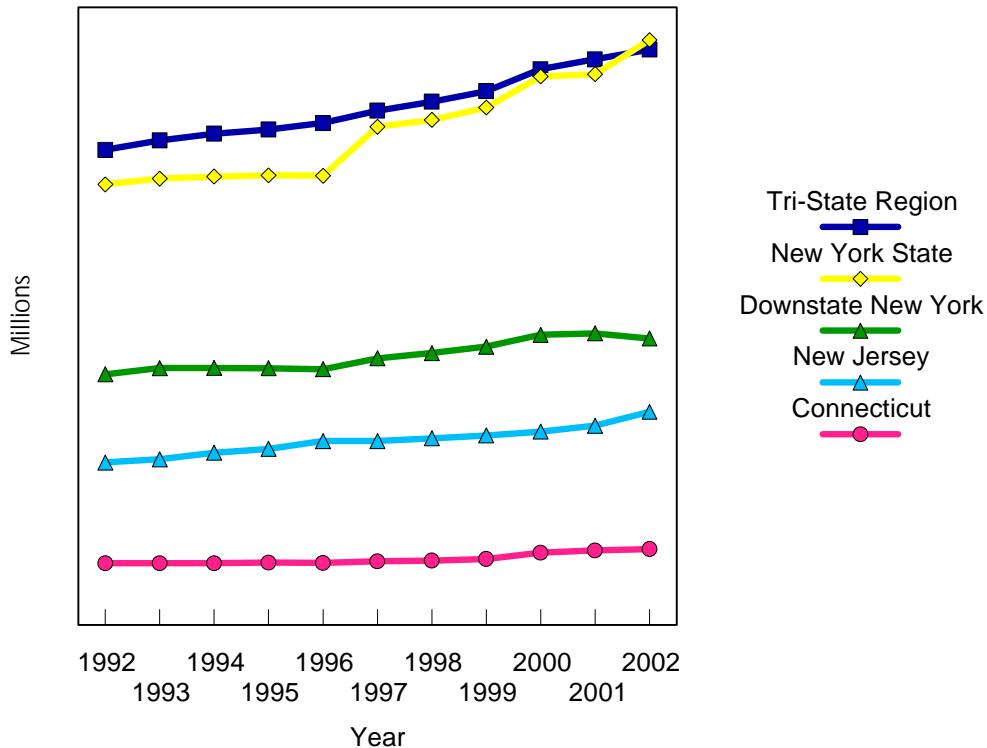
## Map 2 - Major River Crossings



# MOTOR VEHICLE REGISTRATIONS

Over the past decade, the number of registered motor vehicles has been going up, not only in the NY-NJ-CT region and in New York State, but also in the nation. In 2000 there were over 221.5 million registered motor vehicles in the United States; in 2001, there were slightly fewer than 230.5 million registered motor vehicles in the United States<sup>4</sup>. In 2002, there were over 11.1 million registered vehicles in the NY-NJ-CT region; and more than 11.3 million in New York State. As can be seen from Table B-1, the annual vehicle registration data vary among the counties of the NY-NJ-CT region. Despite the extent of the region's public transportation system, significant travel in the NY-NJ-CT region is by private automobile. Since 1992 the number of motor vehicle registrations has risen. In 2002, the number of motor vehicles registered in the region increased by 1.8 percent over 2001. Annual vehicle registrations in the New Jersey and Connecticut sectors increased by 6.9 and 1.6 percent, respectively but declined in New York City by 3.9 percent and decreased by 0.6 percent in the New York Suburb (please see Table B-1).

**Figure 21**  
**Annual Motor Vehicle Registrations**  
**NY-NJ-CT Region 1992-2002**



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

During 2002, passenger car registrations in New York City decreased by 3.9 percent and by .3 percent in the New York suburbs. However, the number of passenger car registrations in other sectors (New Jersey, and Connecticut) increased by 6.1 percent and 1.7 percent, respectively over 2001 (please see Table B-2).

In 2002, commercial vehicle registration declined for 2001 in New York City by 5.4 percent and the New York suburbs by 5.1 percent. Commercial vehicle registrations rose in New Jersey by 8.8 percent and Connecticut by 2.4 percent (please see Table B-3). Figure 21 shows the trends in vehicle registrations in the NY-NJ-CT region.

Table B-4 indicates the number of vehicles per 100 population. Richmond County (Staten Island) has more cars per population than other counties in New York City, while every New York suburban county has more cars per 100 population than Richmond. For the New Jersey region, Monmouth County had the largest increase in car registrations per 100 population (11.4%) while Morris County had the largest decrease (11.9%). All three counties in Connecticut had increases in 2002 in car registrations per 100 population while all the counties in New York City showed a decrease.

## **GASOLINE AND DIESEL FUEL CONSUMPTION**

During 2002, gasoline consumption in the United States increased by 0.7 percent and in the NY-NJ-CT region increased by 5.0 percent over 2001, reaching almost 135.2 billion gallons of gasoline sales in the United States and over 6.2 billion gallons in the NY-NJ-CT region. In 2002 gasoline sales in New York State, New Jersey and Connecticut increased by 4.9, 2.7, and 7.0 percent respectively. (Table B-9)

Over the period 1992-2002, gasoline sales in the NY-NJ-CT region fluctuated from a low of 5.5 billion gallons in 1992 to a high of 6.2 billion gallons in 2002. This fluctuation was also evident in each sector, with New York, New Jersey and Connecticut each reporting their highest sales in 2002 (3 billion, 2.4 billion and 0.8 billion gallons, respectively). The New York sector, however, reported its lowest sales (2.835 billion gallons) in 1996; while the New Jersey and Connecticut sectors' lowest volumes — 1.9 billion gallons and 0.66 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, but increased in all sectors in 2002 with Connecticut having the largest increase (7 percent) (please see Table B-9).

In 2002, an estimated 885 million gallons of diesel fuel were sold in the NY-NJ-CT region, an increase of 6.1 percent over 2001. The bulk of this volume, 65.4 percent, was sold in the New Jersey sector, where sales increased by 26.1 percent over 2001. The Connecticut sector also reported an increase in sales in 2002, by 9.6 percent while New York had a decrease of 29.6 percent over 2001. It should be noted that, according to Table B-10, sales data for New York

State were revised for 2001.

## **MANHATTAN CENTRAL BUSINESS DISTRICT**

The Manhattan Central Business District (CBD or the Hub), an 8.5 square mile area between 60<sup>th</sup> 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 NY-NJ-CT 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](http://www.nymtc.org)).

The latest Hub-Bound Travel report (2001), indicates that in 2001, the total number of persons entering the CBD in a 24 hour period decreased by 10.8 percent over 2000 to 3.5 million. Over the same period it is estimated that employment in the CBD declined by 24,000 or 1.1 percent to just over 2.1 million in 2001 (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 NY-NJ-CT 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 2002, the average age of the New York-New Jersey region's bus fleet was 6.9 years, while the average age of available rail cars was 22.8 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 31<sup>st</sup> of each year.

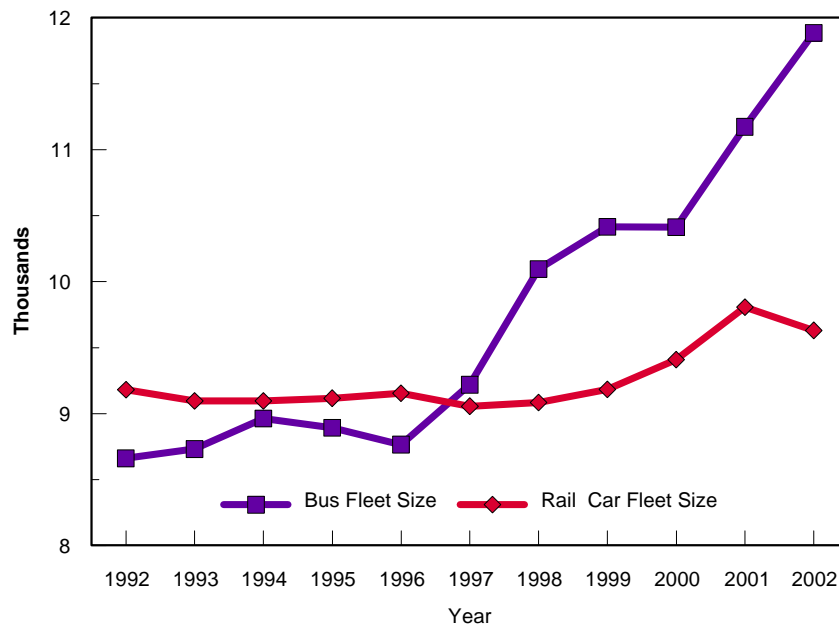
In 2002, the size of the entire bus and rail fleet in the New York-New Jersey region increased by 0.3 percent from 2001 to total 21,514 units. Over that period, the regional bus fleet increased by 231 vehicles or 2.0 percent to 11,884; while the rail car fleet decreased by 1.8 percent from 9,806 to 9,630 compared to the previous year. The availability of buses, like rail cars, fluctuated between 1991 and 1996, but both in general progressed upward steadily during the period



1996-2002 (please see Table A-9).

New York City buses (both the MTA NYC Transit and Private operators), combined to account for 52.4 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 over 36 percent share of the region's available bus fleet in 2002. See Table A-9, A-10 and Figure 22.

**Figure 22**  
**Annual Bus and Rail Car Fleet**  
**NY-NJ-CT Region 1992-2002**



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.

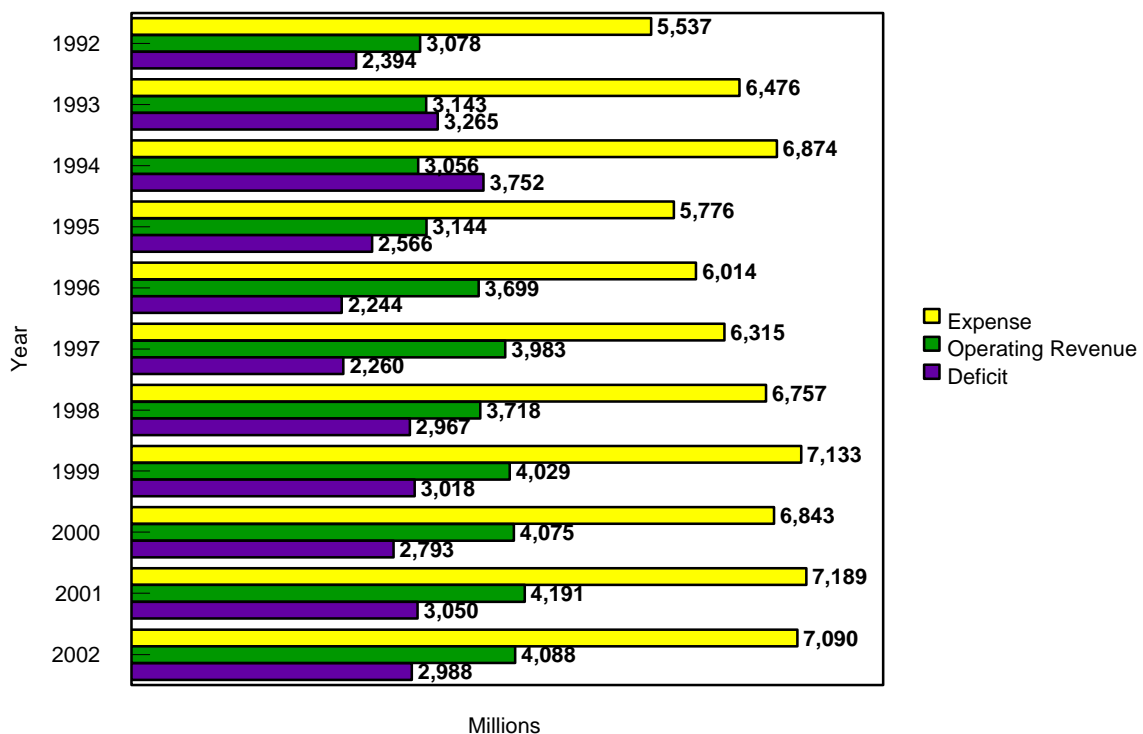
## ANNUAL TRANSIT REVENUES

The New York-New Jersey-Connecticut region's public transportation systems reported total operating revenues of just over \$4 Billion in 2002, down by 2.5 percent from 2001. Over the same period, many major operators reported decreases in operating revenues; the exceptions

being: Long Island private bus operators (an increase of 22.2 percent); the MTA Metro North railroad (a 0.4 percent increase); Connecticut private bus (a 14.3 percent increase), Newark City subway (a 55 percent increase); and New Jersey independent bus (a 5.5 percent increase). Please see Table A-5 and Figure 23.

Total passenger revenues in the NY-NJ-CT region increased by a marginal 0.3 percent to \$3.8 billion in 2002. Increases in passenger revenues in 2002 were posted by: Newark City Subway (87.5 percent), MTA Long Island bus (3.6 percent); Long Island private buses (7.1 percent); upstate New York buses (1.4 percent); New Jersey Transit (1.7 percent); New Jersey independents (0.9 percent) and Connecticut private buses (6.6 percent). New York City private buses, however, reported a loss in passenger revenue, from \$114 Million in 2001 to \$104 Million in 2002, a 9 percent decline and Connecticut Transit to 8.5 Million, a 18.3 percent decrease. MTA Staten Island Railway also saw their 2002 passenger revenues decline by almost 5 percent from 2001. Please see Table A-6.

**Figure 23**  
**Annual Public Transportation Finances**  
**NY-NJ-CT Region 1992-2002**



Source: Transit Operators' Data and NYMTC Estimates

## ANNUAL TRANSIT EXPENSE AND DEFICITS

Total operating expenses for all public transportation systems in the NY-NJ-CT metropolitan region were almost \$7.1 Billion in 2002, a decrease of 1.4 percent over 2001 (almost \$7.2 Billion). Significant increases were reported by Connecticut Transit buses (109 percent) to 27.8 million, which is similar to the 1999 and 2000 expenses for this system. Other systems that saw an increase included: Newark City subway (37.5 percent), Long Island private bus (7.2 percent), Westchester bus (17.8 percent), Staten Island Ferry (9.5 percent), New York City Transit Bus (4.6 percent), New Jersey Transit Bus (4.2 percent), PATH (14.9 percent) and Connecticut private buses (15.2 percent). Those systems that experienced a decrease in operating expense included: MTA Metro North railroad (17.5 percent), MTA Long Island Railroad (15.3 percent), Staten Island Railroad (3.1 percent), MTA Long Island Bus (3.9 percent), and New Jersey independent bus (21.2 percent). Please see Table A-7.

The NY-NJ-CT region's annual public transportation deficit (the difference between operating revenue and operating expense) increased by 0.2 percent to \$3 Billion in 2002. Several of the larger deficit increases were: PATH (59.9%), Newark City subway (21.8%), New York City Transit (19.1%), and Connecticut private bus (16.5%). Several systems with the largest decrease in deficit were: Metro North (35.7%), New Jersey independents (153.7%) and Long Island Railroad (24.1%). (See Table A-8).

## FAREBOX RECOVERY

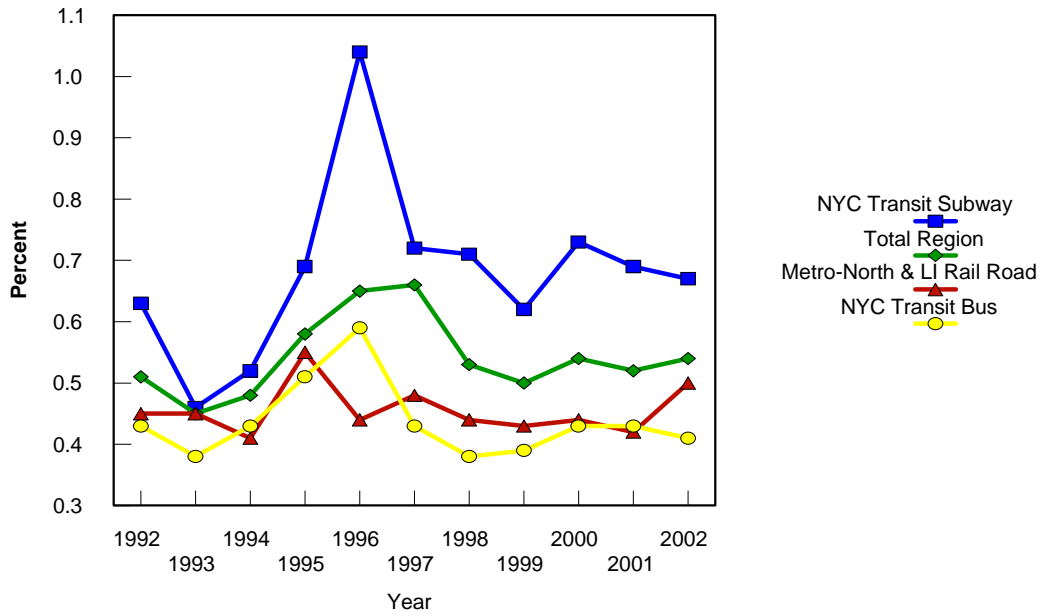
Another useful financial performance indicator is the farebox recovery ratio, which is equal to passenger revenue divided by operating expense expressed as a percent. This measures the amount of operating expense covered by passenger revenue.

During 2002, the regional farebox recovery ratio increased from 0.52 to 0.54 for the NY-NJ-CT 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. (See Table A-11)

In the New York sector, the farebox recovery ratio for all public transportation decreased marginally from 0.56 in 2001 to 0.53 in 2002. The largest amount increases in New York were .35, .10 and .06 for upstate New York buses, MTA Metro North and MTA Long Island Railroad respectively. The farebox recovery for 2002 for the upstate New York buses is back to its prior level.

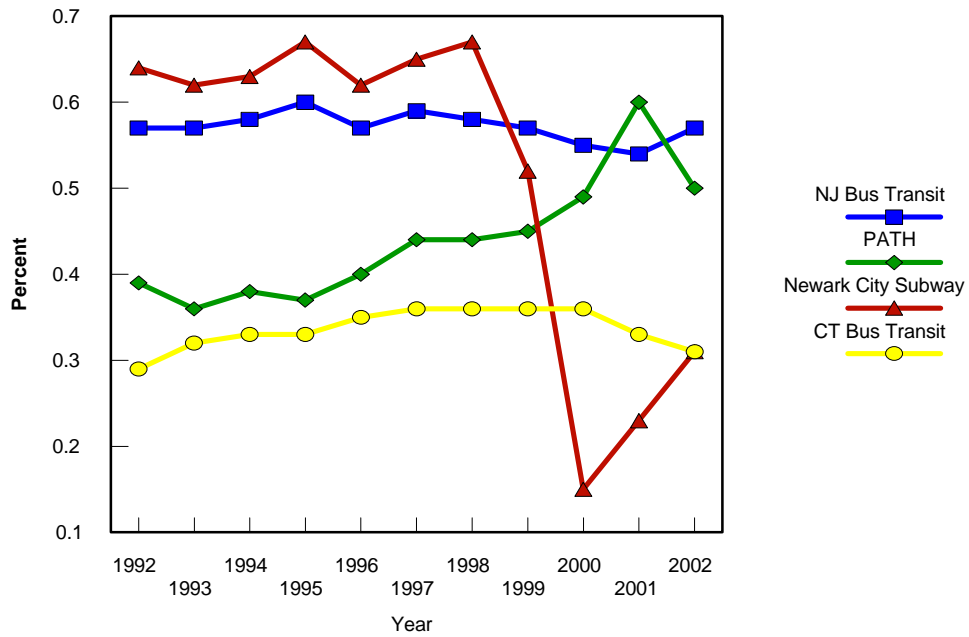
In the New Jersey sector there was an increase of .20 for the New Jersey independent bus - while PATH and Newark City subway had a decrease. Both Connecticut Transit and Connecticut private buses had a decrease in the farebox recovery ratio in 2002. See Figures 24, 25 and Table A-11.

**Figure 24**  
**Annual Farebox Recovery Ratio**  
**NYMTC and NY-NJ-CT Region**



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

**Figure 25**  
**Annual Farebox Recovery Ratio**



Source: Transit Operators' Data and NYMTC Estimates

# REGIONAL GOAL: SAFETY

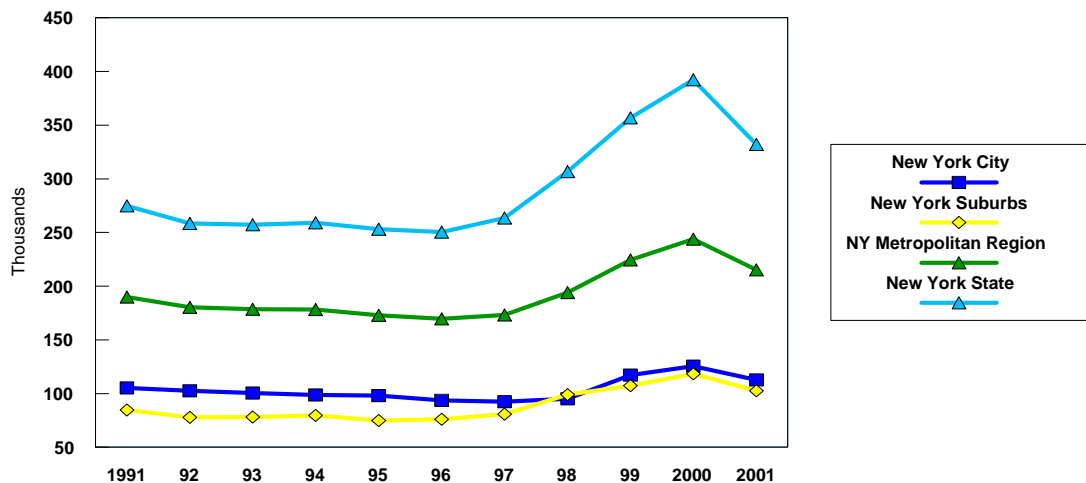
To improve the safety and security of the highway and mass transportation systems and to minimize the real or perceived risks of making trips in the region.

## MOTOR VEHICLE CRASHES

This section analyzes motor vehicle crashes during the year 2001, as data for 2002 was unavailable at the time of compilation. New York State is in the process of changing its accident database system and as a result data entered into the new system for 2001 was delayed and data for 2002 is not yet available. This change in recording may explain the large difference in crashes numbers from 2000 to 2001.

In 2001, there were 112,637, 102,691, and 331,979 motor vehicle crashes in New York City, the suburbs, and New York State respectively (Table D-2 and Figure 26). This represents a large decrease of 10.3%, 13.2% and 15.4% for New York City, the suburbs, and New York State respectively. 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 215,328 motor vehicle crashes in 2001, almost 65 percent of the State's total. Downstate New York's crashes fluctuated over the period 1991-2001, from a high of 243,828 in 2000 to a low of 169,783 in 1996.

**Figure 26**  
**Annual Motor Vehicle Crashes**  
**NYMTC Region 1991-2001**



Source for 2001: Institute for Traffic Safety Management and Research

Source: NYS Dept. of Motor Vehicles

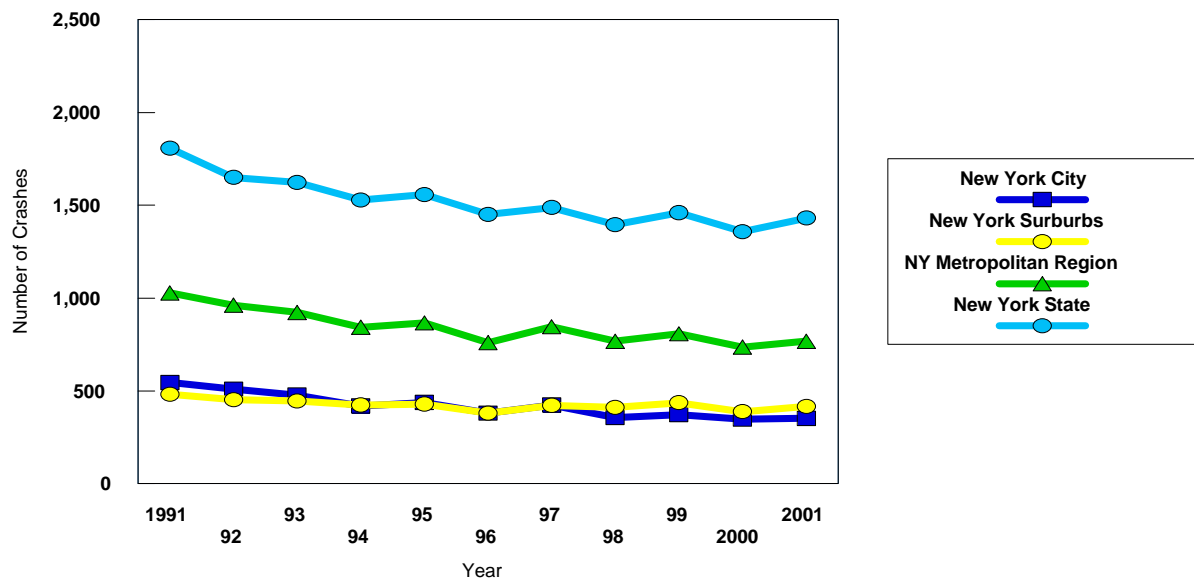


More crashes occurred in Nassau County than in any other suburb county for every year over the period 1991-2001. In New York City, except for 1991 and 2001, most of the crashes occurred in Kings County (Brooklyn), while the least occurred in Richmond County (Staten Island). All counties, Downstate and New York City, reported a decrease in crashes in 2001 ranging from 1.2 percent (Richmond County) to 16.4 percent (Rockland County). New York City's largest decrease was reported by Kings County (12.5 percent), followed by New York County (12.0 percent). Please see Table D-2.

## MOTOR VEHICLE CRASHES RESULTING IN FATALITIES, INJURY, AND PROPERTY DAMAGE

In a vehicle crash, damage can result in fatalities, injuries and property damage. In the Downstate region in 2001, the number of crashes resulting in fatalities increased in eight out of twelve counties. New York county showed a decrease of 21.4% from 2000 in the number of crashes resulting in a fatality as did Nassau (1.1%) and Westchester (3.6%)

**Figure 27**  
**Annual Motor Vehicle Crashes With Fatalities**  
**NYMTC Region 1991-2001**



Source: NYS Dept. of Motor Vehicles  
 Source for 2001: Institute for Traffic Safety Management and Research

while Putnam county remained the same. Please see Table D-1.

Only one Downstate county, Richmond (4.5%), showed an increase in the number of crashes resulting in injury (Table D-3). The remaining counties showed a decrease from 0.9% for Putnam to 7.2% for Kings county.

According to the New York State Department of Motor Vehicles, The Vehicle and Traffic Law was amended in April 1997 to provide statutory authority for police officers to report accidents, which, in their judgment, appear to meet the reporting criteria for property damage (i.e., damage in excess of \$1,000 to the property of any one individual). Now, accidents are classified as reportable when police check the box that indicates that it meets the criteria for reporting a property damage accident. As a result, reportable accidents that include a police report and involved only property damage have increased since 1997.

Approximately 39.6 percent of the total number of crashes in the New York metropolitan region in 2001 resulted in property damage as opposed to 41.4 percent in 1999, 32.2 percent in 1998 and 44.3 percent in 2000. In the New York metropolitan region there were 21.1 percent fewer property damage accidents in 2001 as opposed to 2000. This decrease ranged from 10.3 percent in Richmond to 26 percent for Kings county. All counties in New York City and the suburbs showed a double digit decrease in crashes resulting in property damage (Table D-4).

## **MOTOR VEHICLE CRASHES WITH ALCOHOL INVOLVEMENT**

The number of crashes with alcohol as a human factor for the years 1999 through 2001 varies from county to county. Table D-6 indicates that more alcohol related accidents, both as a percent of human factor crashes (3.6 percent vs. 1.7 percent) and as a percent of all accidents (2.7 percent vs. 1.1 percent), occurred in the suburbs than in New York City. The figures reflect an upward trend for the downstate percent of alcohol related accidents in New York State for 1999, 2000, and 2001 from 40.72 to 42.03 to 43.67 respectively.

## **MOTOR VEHICLE CRASHES BY AGE AND GENDER**

In New York City, in 2001, male drivers made up 57.9 percent of the registered drivers but accounted for 74.9 percent of vehicle accidents. In the suburbs male drivers comprised 50.8 percent of the registered drivers, but accounted for 59.1 percent of the accidents. This would seem to imply that male drivers have more vehicle crashes as a percent of the driving population in the city than in the suburbs.

In New York City, in 2001, female drivers comprised 42.1 percent of the registered drivers, but accounted for 25.1 percent of motor vehicle crashes. Female drivers comprised 49.2 percent of the registered drivers in the suburbs, but accounted for 40.9 percent of motor crashes.

In 2001, people aged 60 and older in the New York metropolitan region were involved in 8.5, 13.1 and 10.7 percent of the accidents in New York City, the suburbs and the New York

metropolitan region, respectively. Male drivers in all age categories had more accidents than female drivers and in most age groups, twice as many accidents as female drivers. The age group with the highest percent of accidents was 30-59 for both male and female drivers. Male and female drivers, 30-39 years old had the highest absolute number of vehicle crashes in 1999, 2000 and 2001 (See below).

### Accidents for Age Group 30-39

|                         | Male   |        |        | Female |        |        |
|-------------------------|--------|--------|--------|--------|--------|--------|
|                         | 1999   | 2000   | 2001   | 1999   | 2000   | 2001   |
| <b>New York City</b>    | 41,653 | 44,179 | 37,887 | 13,609 | 14,518 | 12,881 |
| <b>New York Suburbs</b> | 25,144 | 26,932 | 22,647 | 17,726 | 18,994 | 15,679 |
| <b>New York State</b>   | 91,993 | 97,883 | 74,060 | 49,498 | 52,999 | 40,210 |

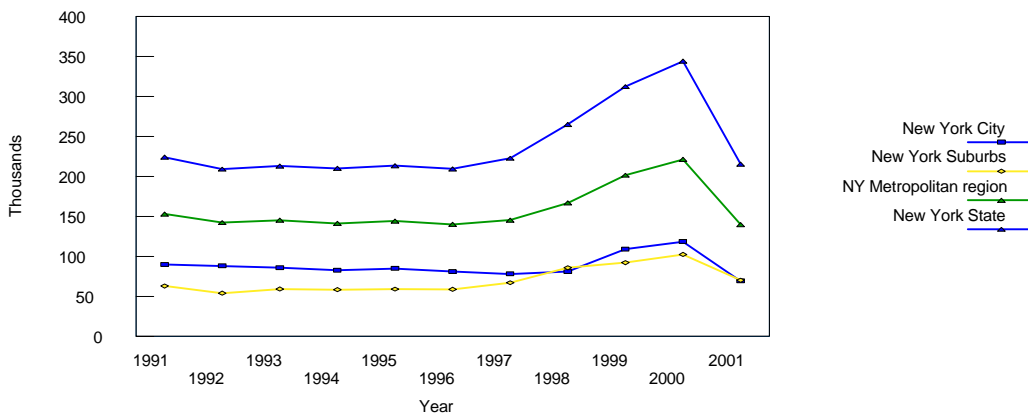
## MOTOR VEHICLE CRASHES BY CONTRIBUTING FACTORS

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

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

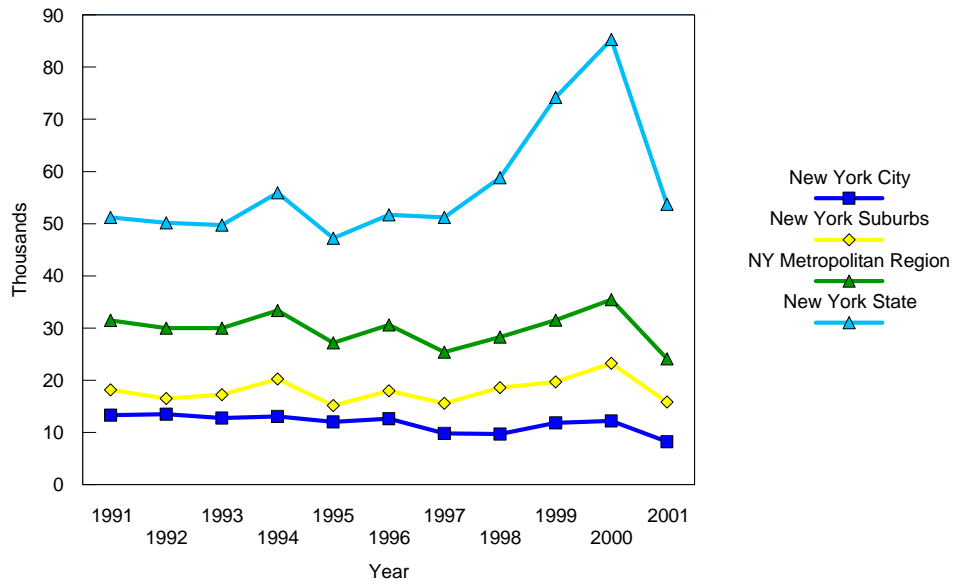
In the Downstate New York region, 65 percent of all motor vehicle crashes were associated with the driver (human); 11.2 percent involved the highway facility (environmental); and 3.4 percent involved the vehicles condition (vehicle) during the year 2001. During that year, human factors contributed to 139,945 crashes; while vehicular and environmental factors contributed to 7,329 and 24,095 crashes respectively in 2001. See Tables D5, D7, and D8. Note, percents do not add to 100 percent due to the large number of accidents (20.4%) with no factor reported.

**Figure 28**  
**Annual Motor Vehicle Crashes Caused By Human Factors**  
**NYMTC Region 1991-2001**



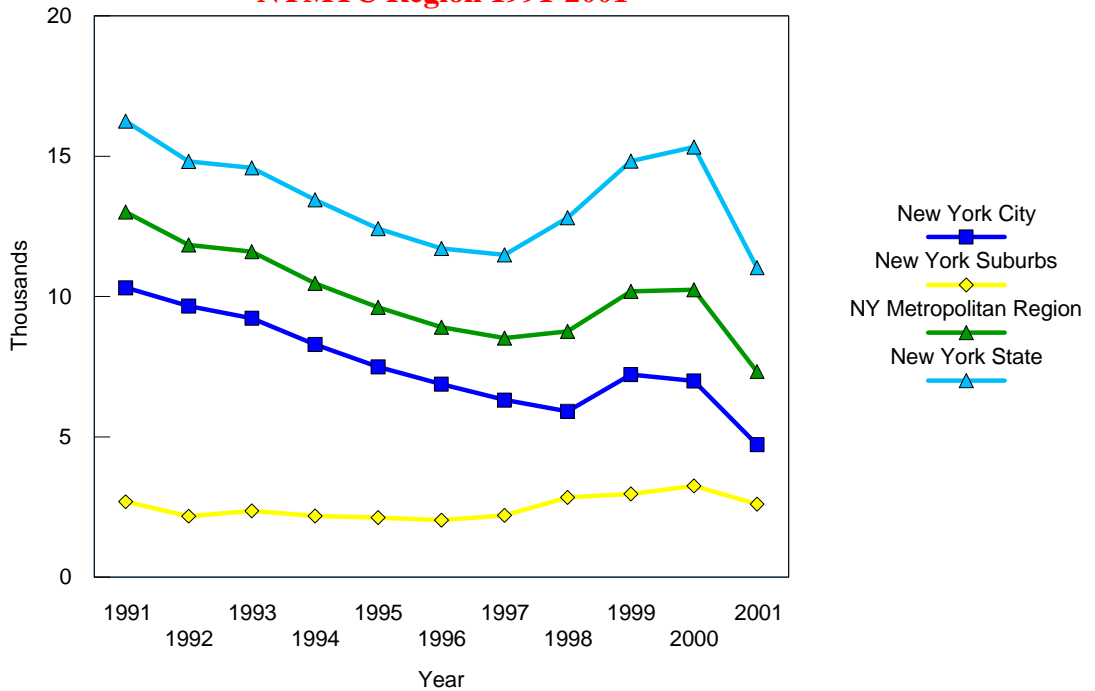
Source: NYS Department of Motor Vehicles  
 Source for 2001: Institute for Traffic Safety Management and Research

**Figure 29**  
**Annual Motor Vehicle Crashes Caused By Environmental Factors**  
**NYMTC Region 1991-2001**



Source: NYS Department of Motor Vehicles.  
 Source for 2001: Institute for Traffic Safety Management and Research

**Figure 30**  
**Annual Motor Vehicle Crashes Caused By Vehicular Factors**  
**NYMTC Region 1991-2001**



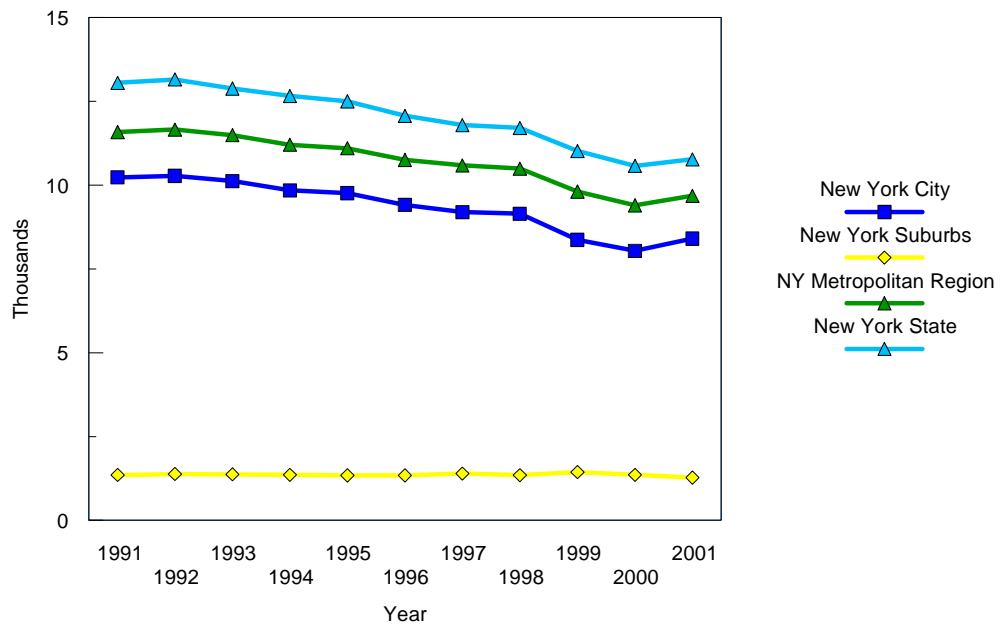
Source: NYS Department of Motor Vehicles  
 Source for 2001: Institute for Traffic Safety Management and Research

## MOTOR VEHICLE/PEDESTRIAN CRASHES

Of the motor/vehicle/pedestrian crashes which occurred in the New York sector of the NY-NJ-CT region in 2001, 9,686 were at intersections and 5,299 were not at intersections. These represent an increase of 3.1 for accidents at intersections and a decrease of 5.6 percent for accidents not at an intersection. 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 8,409 while crashes at mid-block areas numbered 4,046 during the year 2001. In the suburban counties, the differences between the total number of vehicular/pedestrian crashes at intersections and at non-intersections in 2001 were marginal. Tables D9 and D10 and figures 31 and 32 provide the number of motor vehicle/pedestrian crashes.

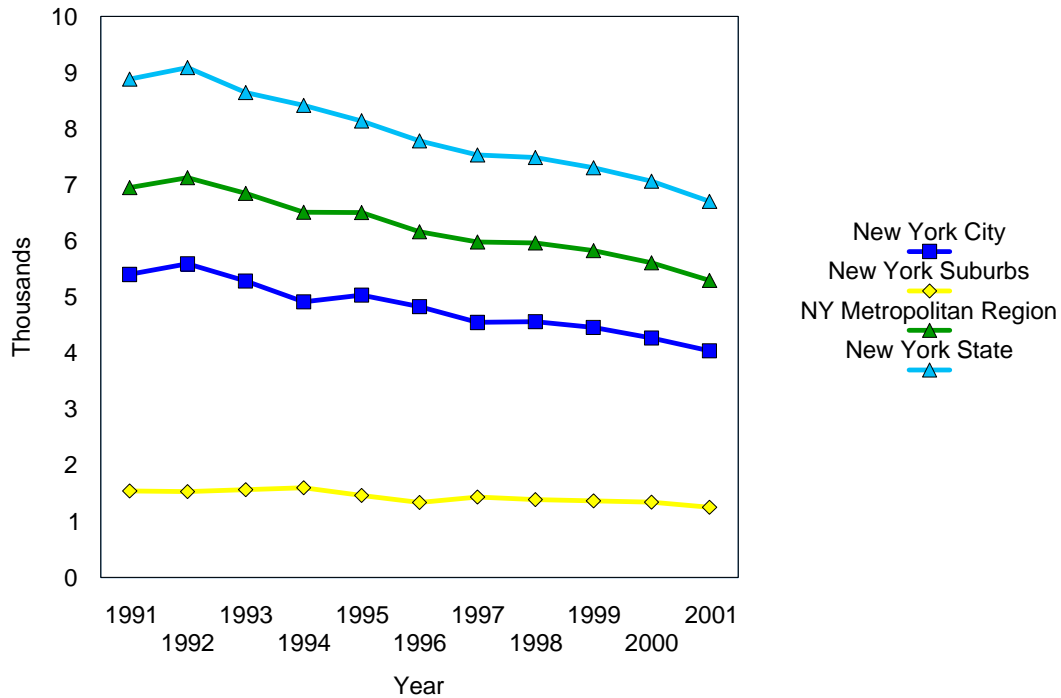
In 2001, 269 pedestrian fatalities occurred in the New York sector of the NY-NJ-CT metropolitan region, an increase of 3.9 percent (or 10 fatalities) from 2000. The total number of pedestrian fatalities in New York City increased by 3.3 percent; while the New York suburban counties also reported an increase of 5.1 percent. See Table D-11.

**Figure 31**  
**Annual Motor Vehicle Crashes At Intersection**  
**NYMTC Region 1991-2001**



Source: NYS Department of Motor Vehicles  
 Source for 2001: Institute for Traffic Safety Management and Research

**Figure 32**  
**Annual Motor Vehicle Crashes Not At Intersection**  
**NYMTC Region 1991-2001**



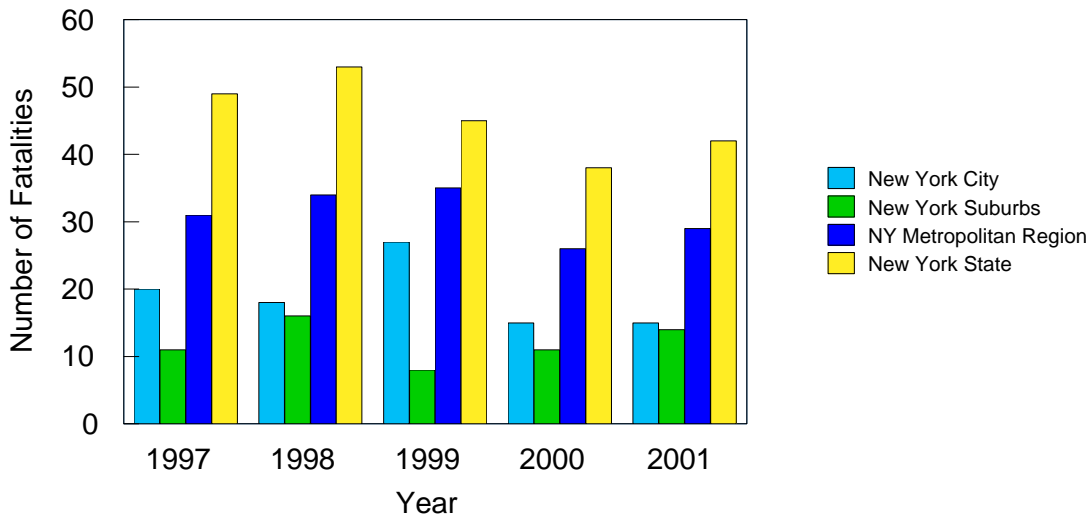
Source: NYS Department of Motor Vehicles  
 Source for 2001: Institute for Traffic Safety Management and Research

## Bicyclists Killed or Injured

In 2001, 5,168 bicyclists were killed or injured in vehicle/bicycle crashes in the New York sector of the NY-NJ-CT metropolitan region, a 2.7 percent decrease from 2000. This represents the continuation of a downward trend in these types of crashes. See Table D-14.

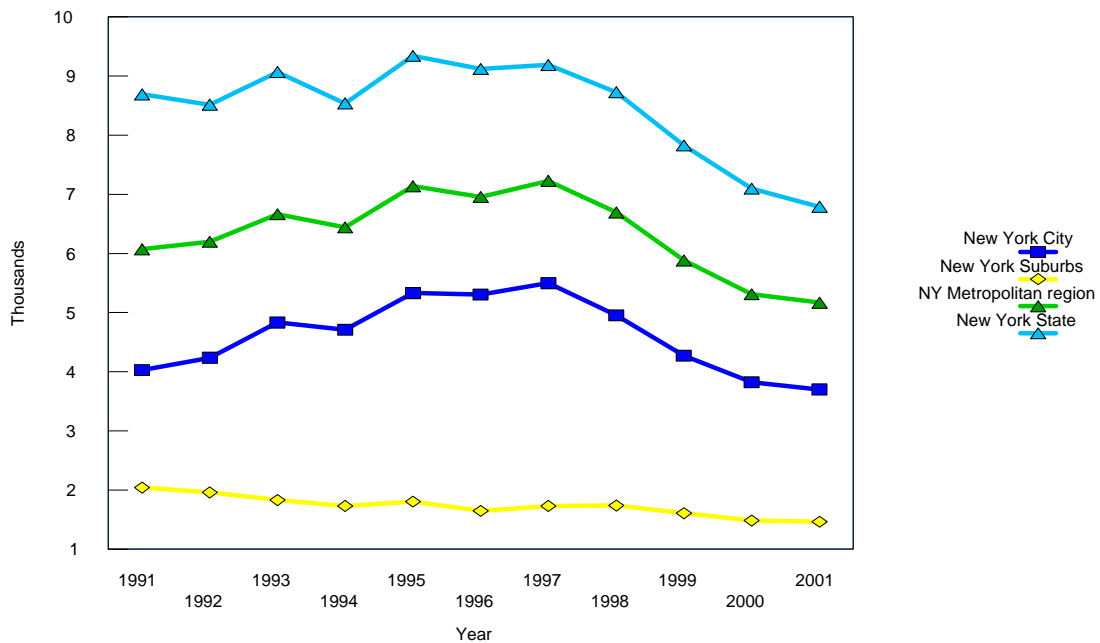


**Figure 33**  
**Annual Vehicle/Bicycle Fatalities**  
**NYMTC Region**



Source: NYS Department of Motor Vehicles  
 Source for 2001: Institute for Traffic Safety Management and Research

**Figure 34**  
**Annual Total Bicyclist Killed or Injured**  
**NYMTC Region 1991-2001**



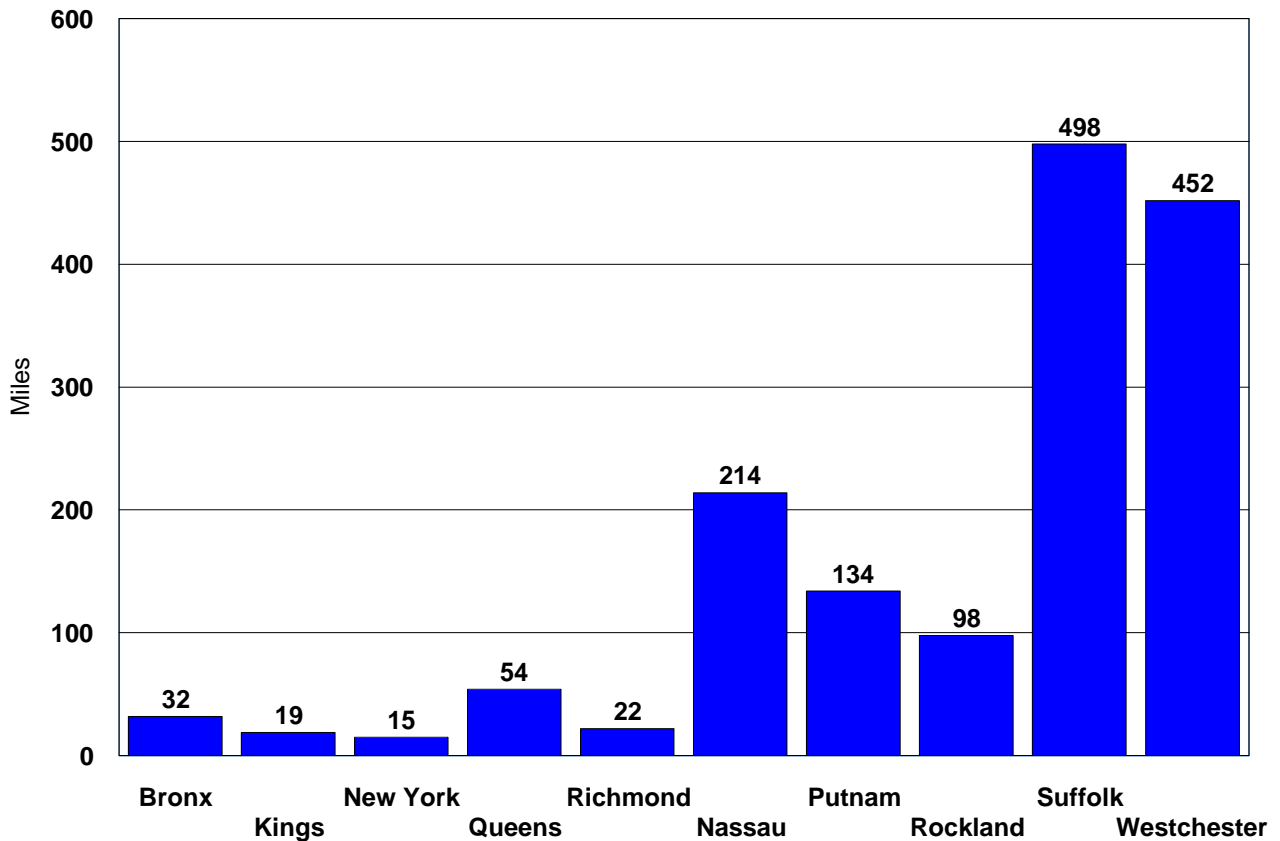
Source: NYS Department of Motor Vehicles  
 Source for 2001: Institute for Traffic Safety Management and Research



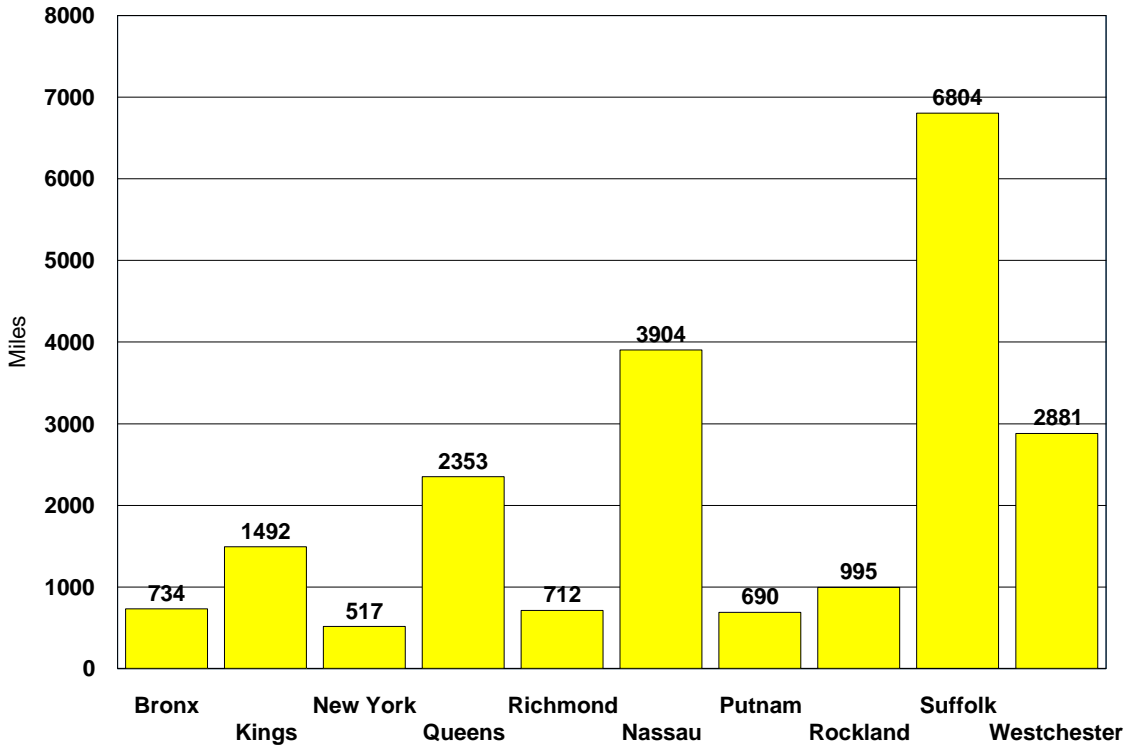
## ROAD MILEAGE BY COUNTY AND JURISDICTION

Figures 35, 36, and 37 display the mileage by jurisdiction for each county in the region. Figure 35 indicates the State highway mileage for each county, while Figure 36 shows the Town, City or Municipality mileage by county and Figure 36 shows the other jurisdiction mileage for the counties. Suffolk county, for all mileage categories, has more road mileage than any other county in the region. Suffolk county has 55.8% more total road mileage than the next county in total mileage (Nassau). New York county (Manhattan) has the least State, town, city and municipality road mileage than any county in the region. These mileage values are useful when examining accidents by jurisdiction and county. The *2001 Safety Report* has additional information regarding accidents by road jurisdiction. This document may be found at the NYMTC web site, [www.nymtc.org](http://www.nymtc.org).

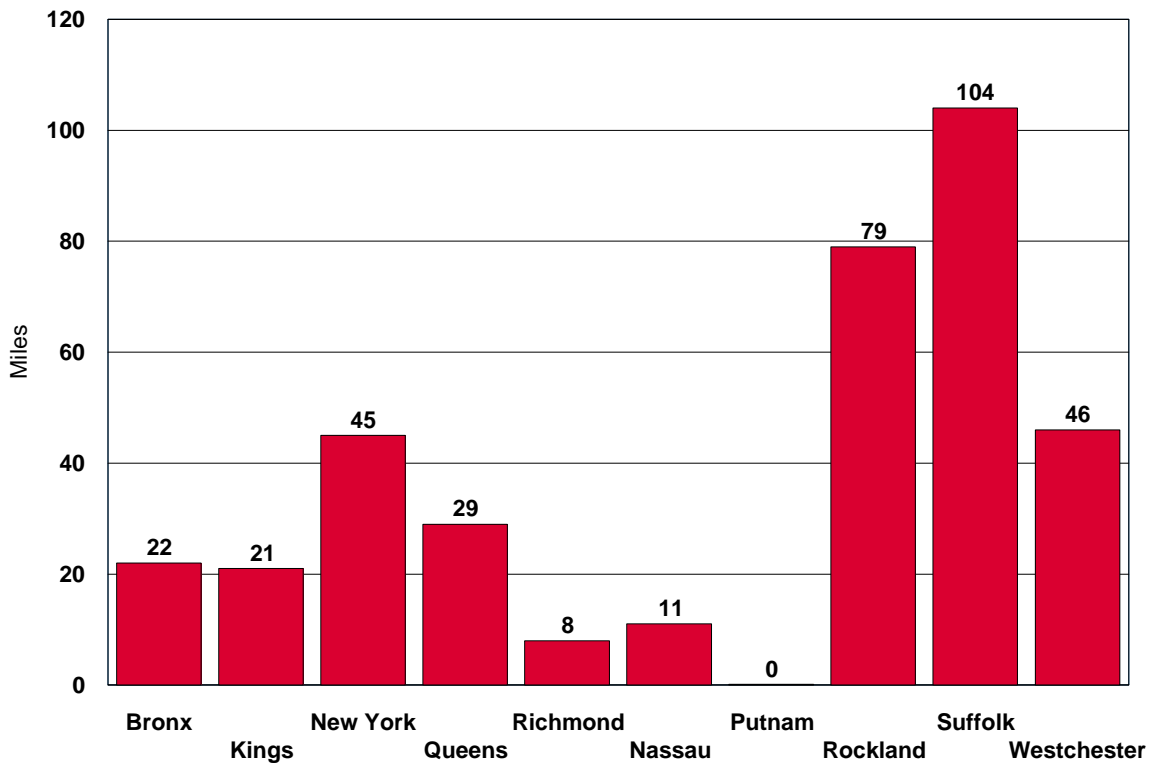
**Figure 35**  
**2001 State Highway Mileage By County**



**Figure 36**  
**2001 Town, City, Municipality Mileage By County**



**Figure 37**  
**2001 Other Jurisdiction Mileage By County**



## **TRANSIT ACCIDENTS**

In 2001, there were 84 accidents on the Metropolitan Transportation Authority (MTA) bus and rail systems in the region. These resulted in 326 injuries and 16 fatalities. Transit accidents increased by 3 (3.7 percent) from 2000 while injuries decreased by 161 (33 percent) and fatalities increased by 4 (33.3 percent). See Table D-15.

## **REGIONAL GOAL: AIRPORT ACCESS**

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

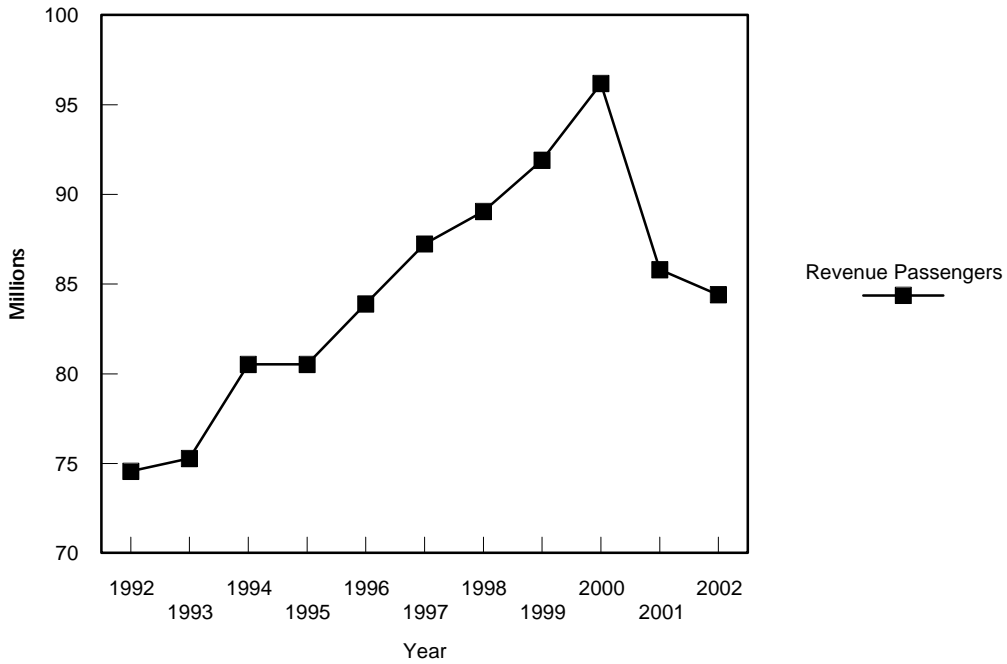
## **REVENUE PASSENGERS AND AIRCRAFT FLIGHTS**

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 NY-NJ-CT 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. Newark serviced 29.2 million revenue passengers in 2002, second only to JFK airport (29.9 million revenue passengers). LaGuardia was the third largest in the region, having accommodated almost 22 million revenue passengers in 2002. Other than JFK, with a 2 percent increase, all other airports saw a decline in revenue passengers in 2002. Please see Table E-1.

The total number of travelers entering and leaving the region's six major airports decreased by 1.6 percent from 85.8 million in 2001 to 84.4 million in 2002, while aircraft flights decreased by 0.6 percent to 1.1 million during the same year. Over the period 2001-2002, the number of passengers using major airports in the region decreased as follows: LaGuardia decreased by 2.4 percent or 0.5 million passengers; Newark by 4.4 percent or almost 1.4 million passengers; and Westchester County airport by 0.1 percent or 1,400 revenue passengers. Figure 38 shows the volume of revenue passengers annually, over a ten-year period for the six airports combined.

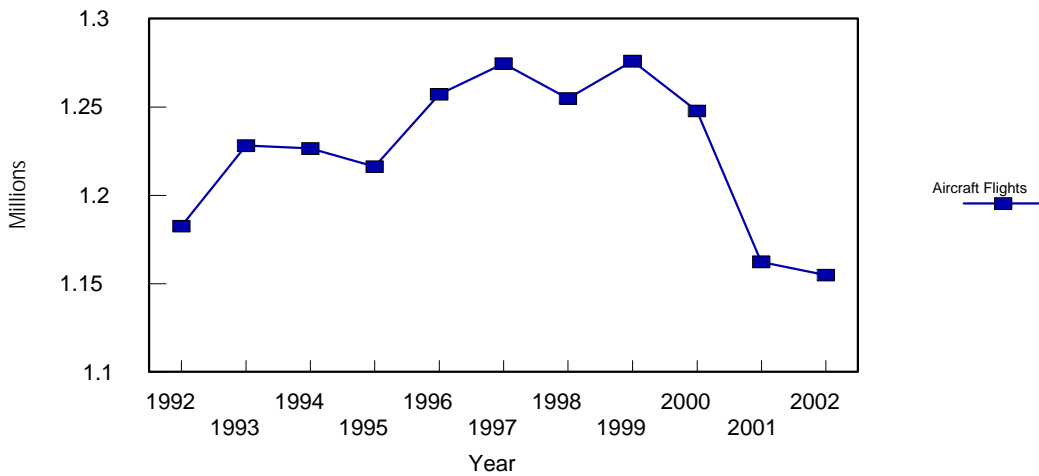
The number of flights by all types of aircraft throughout the region decreased by 0.6 percent compared to 2001. The most significant decrease, by 7.9 percent or 3,300 flights, was noted at MacArthur airport and 7.7 percent or 33,700 flights at Newark airport. The changes in aircraft flight volume over the period 1992-2002 for all of the NY-NJ region's major airports are shown in Figure 39 and Table E-1.

**Figure 38**  
**Annual Aircraft Revenue Passengers**  
**NY-NJ Region Major Airports 1992-2002**



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

**Figure 39**  
**Annual Aircraft Revenue Flights**  
**NY-NJ Region Major Airports 1992-2002**



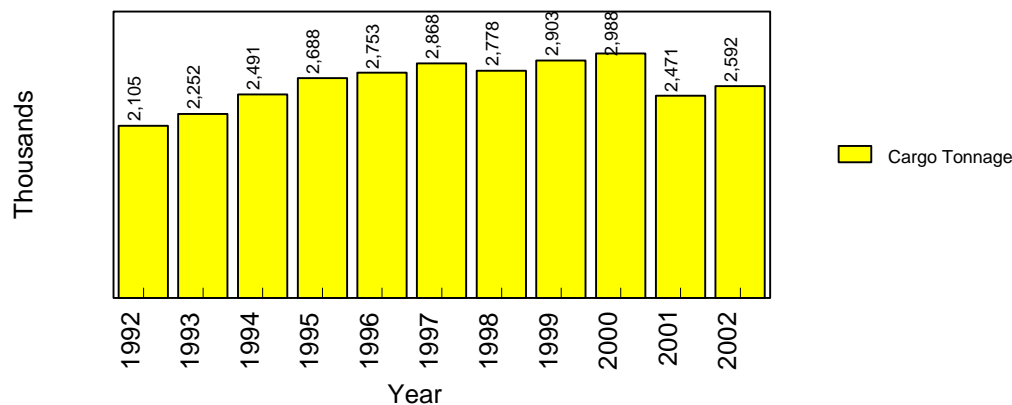
Source: PA of NY&NJ, Town of Islip Transportation, Aviation Department, Stewart International Airport, and Westchester County Airport

## CARGO TONNAGE

In 2002, the total cargo tonnage handled by five of the six major airports increased by 4.9 percent to 2.6 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, handled over 1.6 million tons — 64.4 percent of the total cargo in the region. Newark International handled almost 0.9 million tons, while LaGuardia handled 11,700 cargo tons in the same year.

Except for JFK airport, all other airports showed a decrease in the volume of cargo handled in 2002 from

**Figure 40**  
**Annual Aircraft Flights Cargo Tonnage**  
**NY-NJ Region Major Airports 1992-2002**



Note: The data from 1992 to 2002 includes all major tri-state region airports  
Source: PA of NY&NJ, Town of Islip Transportation, Aviation Department, Stewart International Airport

2001, with the largest decrease percent wise, 71.4 percent, being reported at at MacArthur airport. Please see Table E-1 and Figure 40.

## REGIONAL SOCIO-ECONOMIC 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.

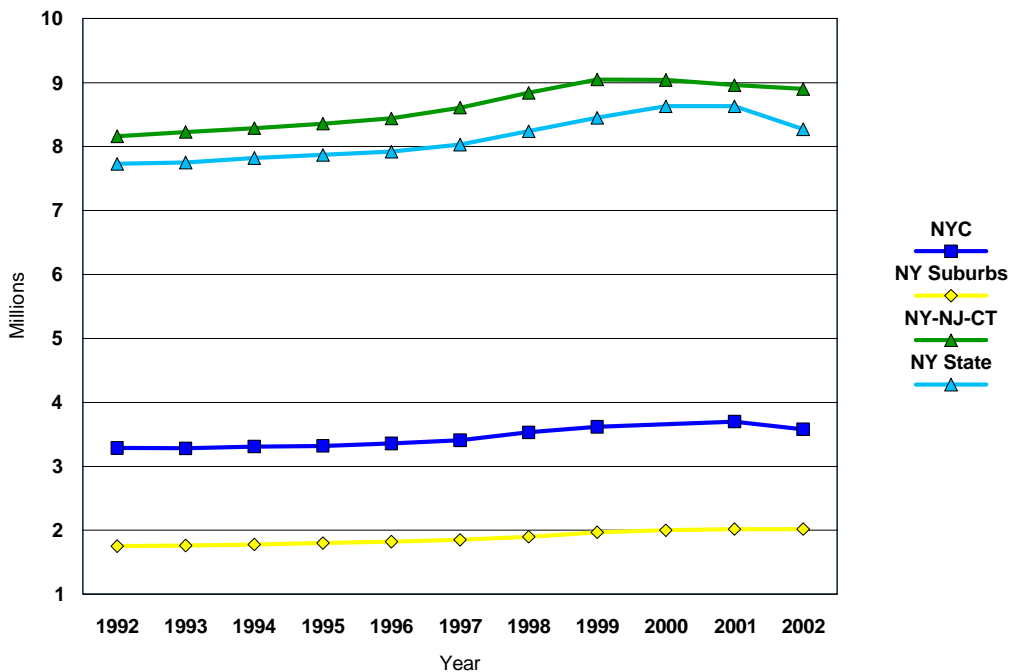
## EMPLOYMENT AND UNEMPLOYMENT

The US Bureau of Labor Statistics provides the following definitions of employed and unemployed persons <sup>5</sup>.

“Employed persons include all those who worked for pay any time during the week which includes the 12<sup>th</sup> 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.”

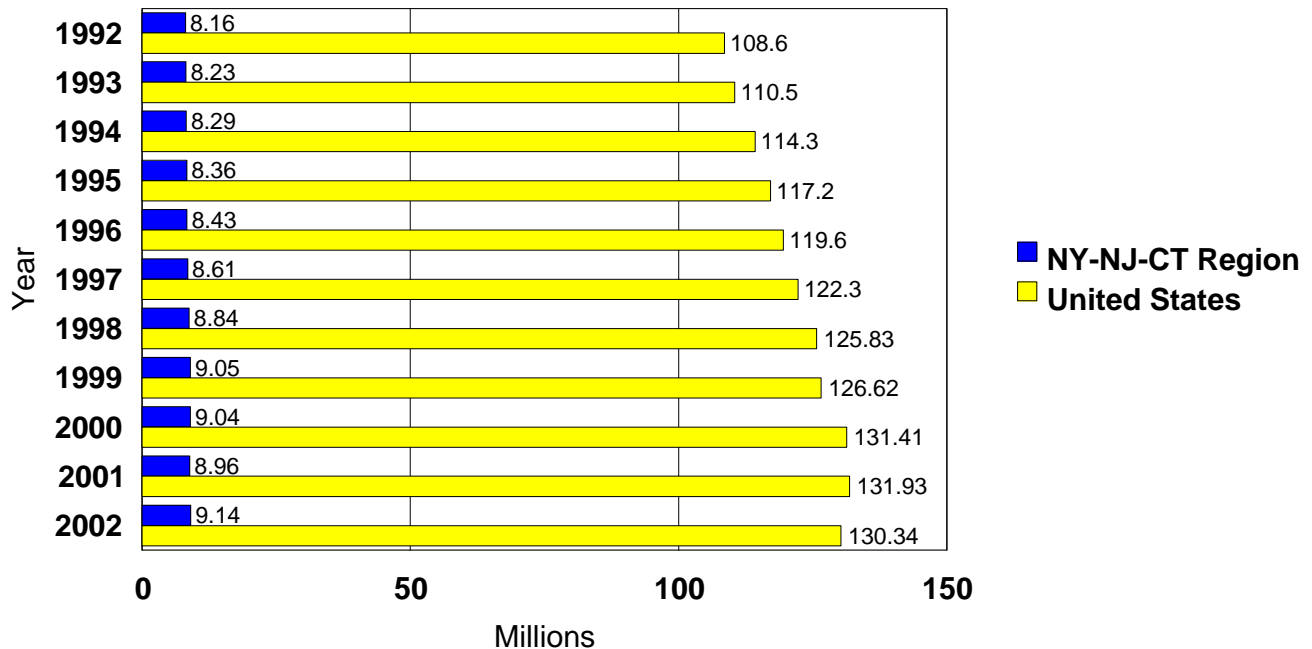
**Figure 41**  
**Annual Non-Agricultural Employment**  
**NY-NJ-CT Region 1992-2002**



During 2002, non-agricultural wage and salary employment in the United States decreased by 1.2 percent over 2001, while New York State's employment decreased by 2.0 percent. Over the same period, the number of jobs in the New York-New Jersey-Connecticut<sup>6</sup> region increased by 2.0 percent. This increase included a loss of 118,602 jobs in New York City (3.2%) a loss of 9,420 jobs in the New York Suburbs (0.5%) and a gain in New Jersey and Connecticut of 12.2 and 1.8 percent respectively. Although employment in Downstate New York was stable in both 2000 and 2001 (at 5.7 million workers in each year) employment decreased by 2.2 percent in 2002.

The employment by industry charts for 2002 (F1-F3) reflect a change from past charts. The 2002 chart reflects the employment categories to the North American Industry Classification System (NAICS) from the prior Standard Industrial Classification (SIC). This change will make it more difficult to compare the 2002 data from previous years. See Tables F1-F3 and Figures 41-42.

**Figure 42**  
**Annual Non-Agricultural Employment**  
**NY-NJ-CT Region and U.S. 1992-2002**





## **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 2002, the NY-NJ-CT region’s labor force experienced an increase of 3.3 percent from 2001. There was an increase in New York City of 2.7 percent, the suburbs of 3.0 percent, and an increase in New Jersey and Connecticut of 4.4 and 2.9 percent respectively. Nationally, in 2002, the civilian labor force grew by 0.5 percent over 2001. The unemployed labor force increased nationally and regionally in 2002, by 22.6 percent and 36.7 percent, respectively, over 2001. This resulted in overall increases in the unemployment rates<sup>7</sup> as follows: from 4.8 percent in 2001 to 5.8 percent in 2002, nationally; from 4.9 to 6.1 in New York State; from 3.3 to 4.3 in Connecticut; and from 4.3 to 6.0 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. 2002 was no exception, with the City’s rate being reported at 7.8 percent.

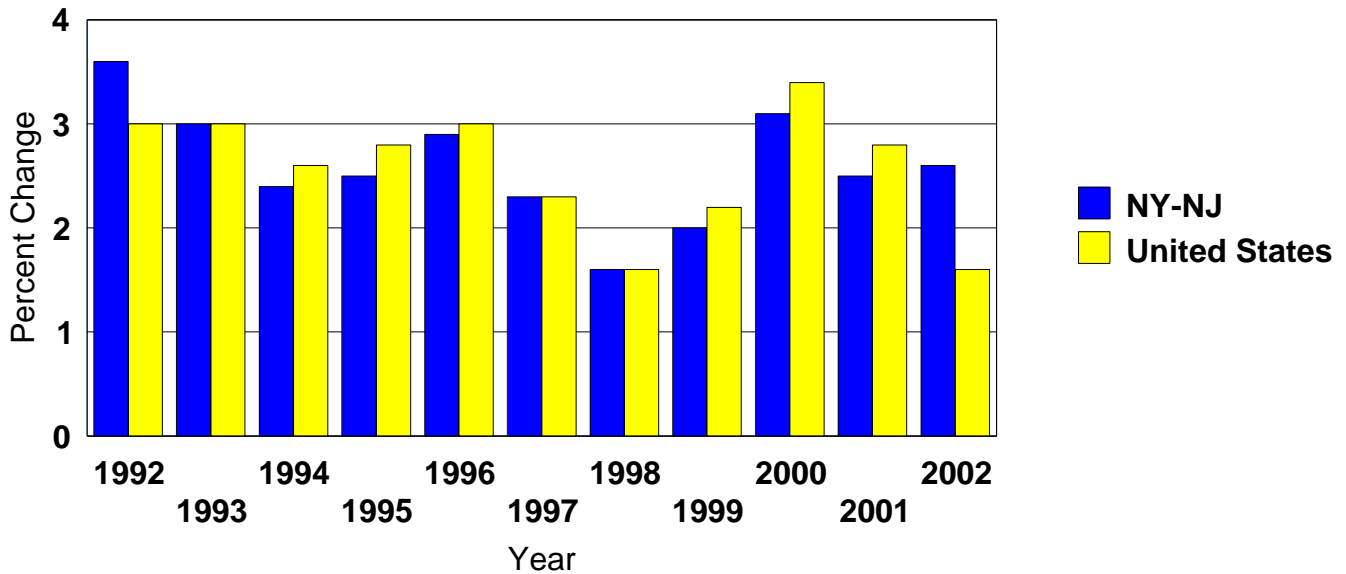
Tables F-4 to F-6 presents the resident civilian labor force, the resident unemployed labor force and unemployment rates for the period 1992-2002.

## **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 NY-NJ-CT 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 2002 Consumer Price Index for all items consumed by urban consumers (CPI-U) in the New York-Northeastern New Jersey Metropolitan Area was 191.9, up 4.8% from 187.1 in 2001. Over the same period, the CPI-U for United States urban consumers increased by 1.6 percent, from 177.1 to 179.9. Nationally the largest increases were attributed to medical care, where costs rose by 4.7 percent while regionally the largest increase (6.4%) was for homeowner cost. However, the CPI-U for fuel and utilities fell by 5.9 percent regionally while apparel fell by 2.6 percent nationally. Transportation costs increased marginally both nationally and regionally over the period 2001 to 2002. Figure 43 and Tables F-11 and F-12 show the region’s Consumer Price Index for all urban consumers (CPI-U).

**Figure 43**  
**Annual CPI-U Percent Change**  
**NY-NJ Region and U.S. 1992-2002**



## POPULATION

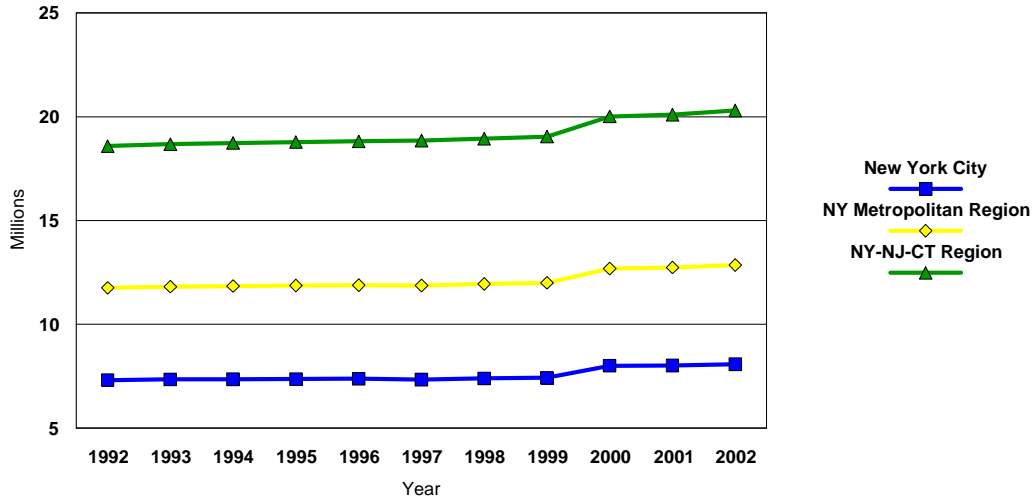
As of July 1, 2002, there were 288.4 million people in the United States, 19.2 million of which were in New York State, and 20.3 million in the New York-New Jersey-Connecticut metropolitan region. This represented increases of 1.3 percent, 0.8 percent and 1.0 percent over 2001 nationally, statewide and regionally, respectively. The region's population accounted for 7.0 percent of the nation's in 2002; while downstate New York (the City and its suburbs) accounted for 67.1 percent of the State population and 4.5 percent of the population of the United States.

The 2002 data shows that the largest increase in population in the NY-NJ-CT metropolitan region by percent was observed in the New Jersey portion (1.3 percent). The Connecticut and downstate New York portions reported an increase of 1.1 and .9 percent population growth in 2002 over 2001 respectively. In downstate New York, the population of the suburbs increased by 1.1 percent in 2002 over 2001, as opposed to a increase of 0.8 percent for New York City. Somerset County in New Jersey had the highest increase in population from 2001 to 2002 (2.6 percent) of the twenty-four counties which comprise the NY-NJ-CT metropolitan region.

Figures 44 and 45 compare these data graphically. Table F-7 shows the population of the NY-NJ-CT region, New York State, and the United States.

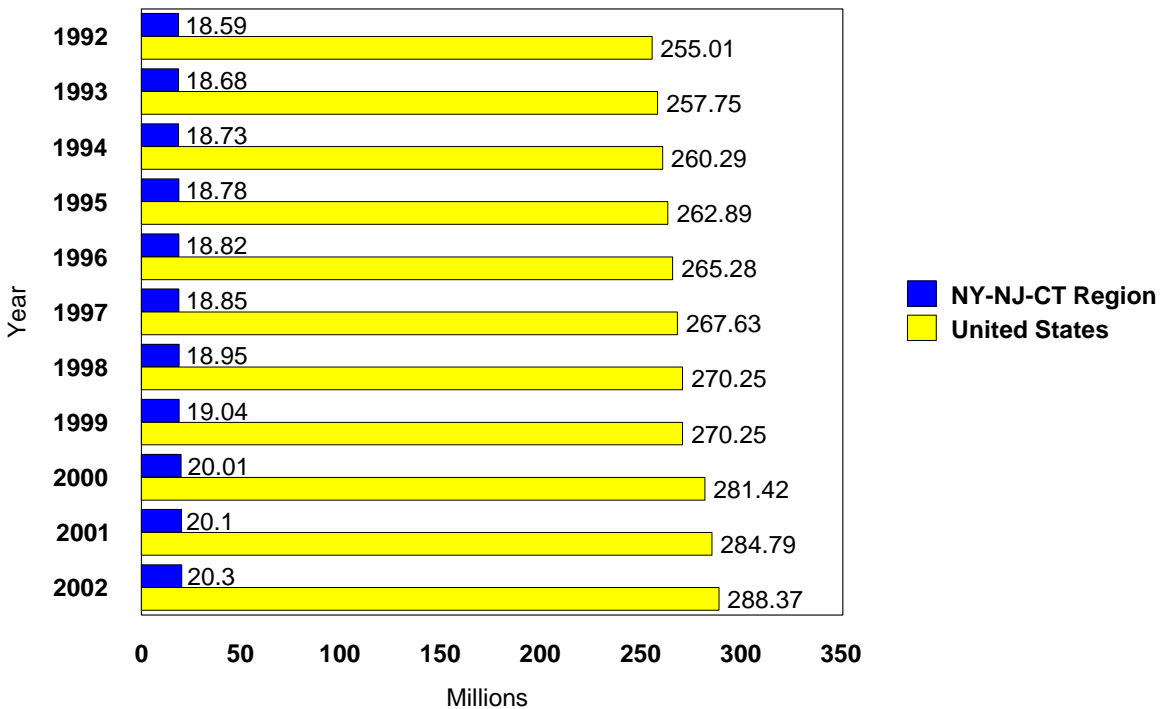
Vital statistics — live births and deaths — are factors other than migration that impact regional population levels. In 2002, a total of 4,047,642 live births and 2,445,837 deaths were registered in the United

**Figure 44**  
**Annual Population**  
**NY-NJ-CT Region 1992-2002**



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

**Figure 45**  
**Annual Population**  
**NY-NJ-CT Region and U.S. 1992-2002**

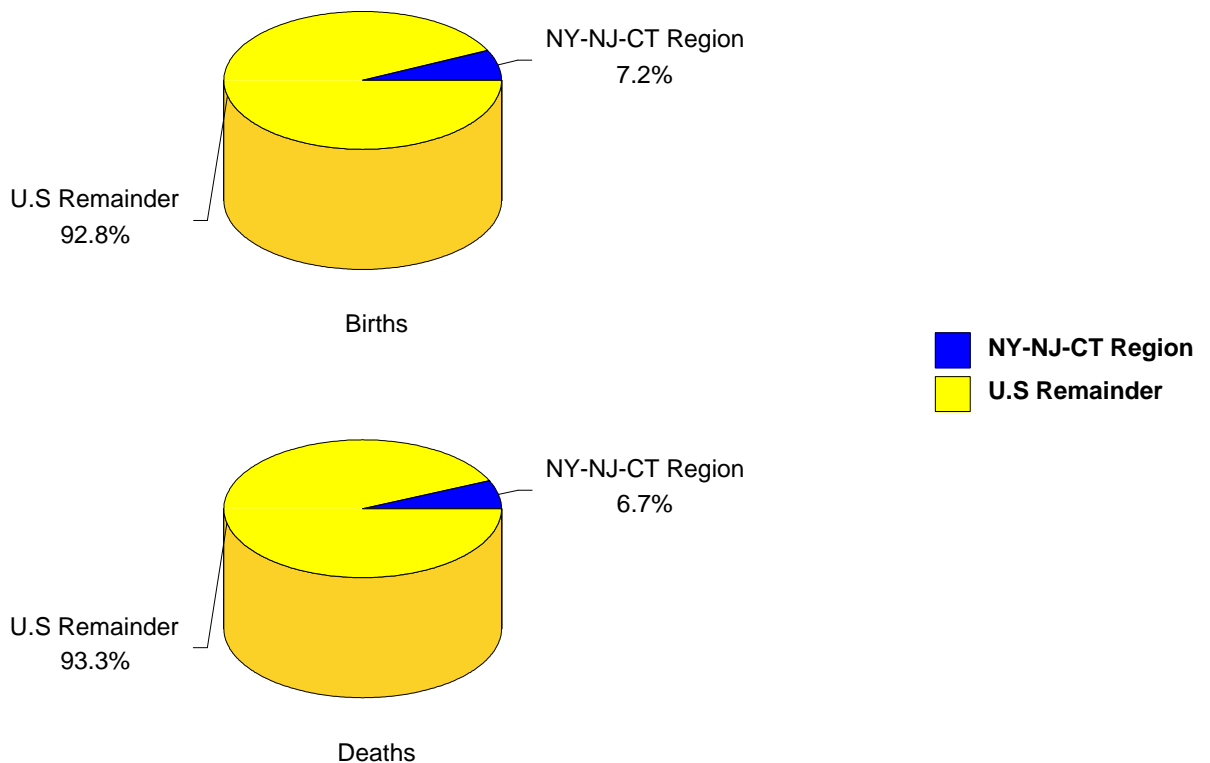


Source: U.S. Bureau of the Census and CT Department of Health

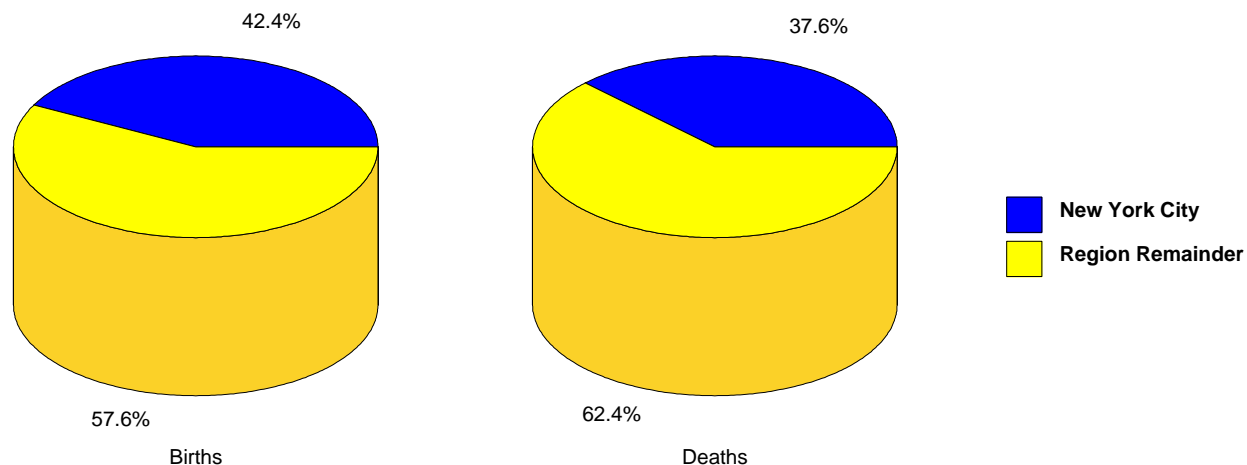
States. Approximately 259,000 live births were registered in New York State, 47.5 percent of which were registered in New York City. Downstate New York accounted for 72.1 percent of the State's births, while the NY-NJ-CT metropolitan region accounted for 7.2 percent of the nation's total. In New York City, the largest increase in births was in Richmond County (4.4%) while the largest decrease was in the Bronx (2.3%). Deaths were registered in almost similar proportions to births. For example, New York City accounted for 38.2 percent of the deaths registered in the State in 2002, while Downstate New York accounted for 61.8 percent. The Bronx had the highest percent increase of deaths (3.1%) in New York City, while in the suburbs Putnam had the highest increase (6.6%). Almost 6.7 percent of the nation's total deaths were registered in the NY-NJ-CT metropolitan region.

Figures 46 and 47 as well as Tables F-8 and F-9 show the number of births and deaths in the NY-NJ-CT region and in the City for 2002.

**Figure 46**  
**2002 Annual Births and Deaths**  
**NY-NJ-CT Region's Share of U.S.**



**Figure 47**  
**2002 Annual Births and Deaths**  
**New York City Share of NY-NJ-CT Region**



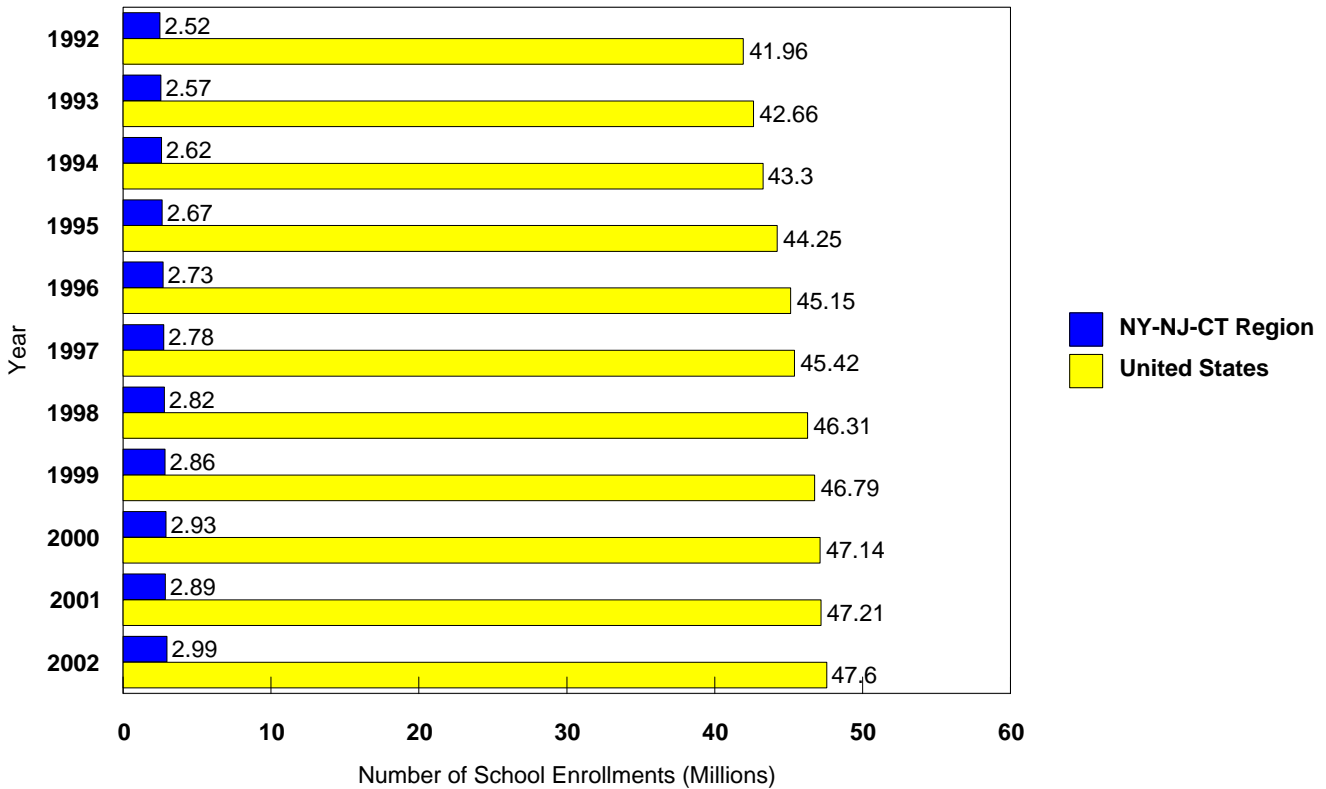
## **PUBLIC SCHOOL ENROLLMENT**

During the school year 2001-2002, almost 3 million elementary and secondary students were enrolled in the NY-NJ-CT metropolitan region’s public schools, an increase of 3.4 percent from 2000-2001’s enrollment. While all counties in New York City experienced an increase in enrollment, all suburban counties in the City’s suburbs reported decreases except Westchester County. Over all, New York City experienced a gain of 6.0 percent in enrollment while the suburbs experienced a decrease of 0.7 percent. All counties in New Jersey and Connecticut experienced an increase in enrollment while New York State experienced a decrease of 0.4 percent.

All New Jersey counties in the metropolitan region reported increases in enrollment in 2002, the highest being the public schools in Somerset County (7.9 percent). Of the three metropolitan counties in Connecticut, New Haven reported the highest increase in enrollment (6.5%). See Table F-10.

Figure 48 compares the public school enrollment of the NY-NJ-CT region with that of the United States for period 1992-2002.

**Figure 48**  
**Public School Enrollment**  
**NY-NJ-CT Region and U.S. 1992-2002.**



## 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 data <sup>8</sup> are:

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

Over 1.7 million housing unit permits were granted in the United States in 2002, an increase of 8.5 percent from 2001. New York State had a similar increase of 9.8 percent. Even though New York City had an increase of 9.8 percent in housing permits, New York County and Richmond County experienced a decrease of 11.5 and 23.5 percent respectively while Kings County and Bronx County had an increase of 76.5 percent and 18.5 percent. The City suburbs did not fare as well, reporting a .8 percent decline from 2001 with only Westchester and Orange counties experiencing an increase in 2002 from 2001.

The metropolitan counties of New Jersey had an increase of 10.6 percent in housing permits while the three Connecticut counties reported a decline of 4.8 percent in the issue of housing unit permits in 2002. The major contributors to New Jersey's 10.6 percent increase were the counties of Morris (21.4 percent), Union (23.6 percent) and Hudson (37.5 percent). In Connecticut Fairfield County experienced a decline of 14.7 percent while New Haven (5.0 percent) and Litchfield (3.4 percent) experienced a gain. (See Table F-13)



## **HOUSING BY TYPE AND STATUS**

The type of housing (family and nonfamily) <sup>9</sup> and the status of housing (owner, renter, vacant) are two demographics that can have an impact on transportation issues. Table F-14 shows that in all counties in New York except for Manhattan (New York County) and in all listed counties in New Jersey and Connecticut there are more family households than nonfamily households in 1990, 2000, 2001 and 2002. See Figure 49.

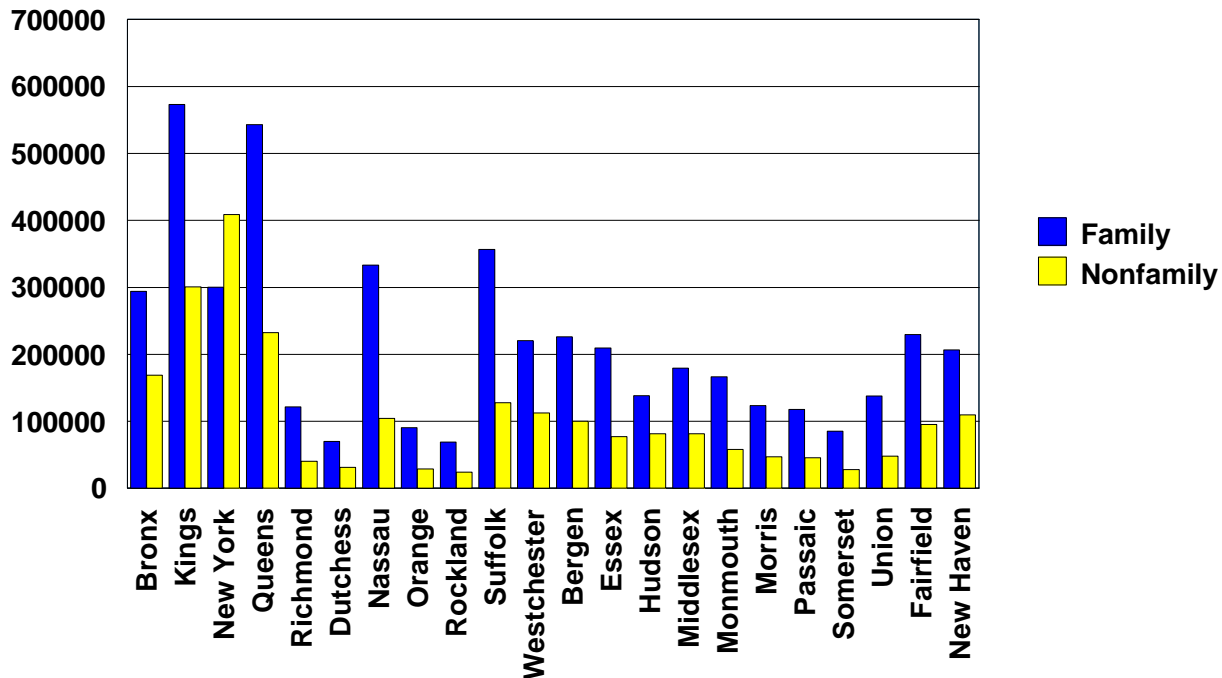
Other than Essex (-5.5) and Union (-4.6) in New Jersey, all other counties had an increase in family households from 1990 and 2000. None of the counties in New Jersey experienced a decrease in nonfamily households from 1990 to 2000. Richmond (34.4) in New York City, Putnam (35.7) in the suburbs Monmouth (31.8) in New Jersey and Litchfield (19.9) in Connecticut had the largest increases in nonfamily households. According to the census a nonfamily household indicates a householder living alone or a householder 65 years and over.

Owner households (Table F-15) from 1990 to 2000 increased in all counties in New York City and New York suburbs as well as in Connecticut. Owner households increased in all New Jersey counties except for Essex (-2.5), Hudson (-6.5), and Union (-2.2) counties. Renter households increased in all counties except for Passaic (-2.3) and Somerset (-4.55) counties in New Jersey and New Haven (-1.8) and Litchfield (-.14) counties in Connecticut. Only 7 out of 24 counties had an increase in vacant housing



units from 1990 to 2000. The 2002 estimates reflect a decrease for 14 of 24 counties in the region in rental households from 2001. Household vacancy has decreased in eight counties in 2002 from 2001; however, two counties experienced a large increase in vacancy units, Orange County in New York (163.1 %) and Somerset County in New Jersey (119.2%).

**Figure 49**  
**Housing by Type - 2002**



**Endnotes:**

<sup>1</sup> American Public Transportation Association, 2002 Public Transportation Fact Book

<sup>2</sup> 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.

<sup>3</sup> Source: *New York City Bridge Traffic Volumes, 2002*

<sup>4</sup> U. S. Department of Transportation, *Highway Statistics: Statistical Abstract of the United States, 2002, 122<sup>nd</sup> Edition.*

<sup>5</sup> U. S. Census Bureau: *Statistical Abstract of the United States, 2001, 121<sup>st</sup> Edition.*

<sup>6</sup> The NY-NJ-CT 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.*

<sup>7</sup> The unemployment rate represents the number unemployed as a percent of the labor force.

<sup>8</sup> The principal source of these data is the Bureau of the Census, U. S. Department of Commerce.

<sup>9</sup> The U.S. Census defines a family as a group of 2 or more people who reside together and who are related by birth, marriage, or adoption.



# APPENDIX



# TABLE A-1

## ANNUAL PUBLIC TRANSPORTATION REVENUE PASSENGERS IN THE NY-NJ-CT REGION IN MILLIONS

|                                      | 1992             | 1993           | 1994           | 1995           | 1996             | 1997           | 1998           | 1999           | 2000             | 2001             | 2002             |
|--------------------------------------|------------------|----------------|----------------|----------------|------------------|----------------|----------------|----------------|------------------|------------------|------------------|
| <b>NEW YORK</b>                      |                  |                |                |                |                  |                |                |                |                  |                  |                  |
| Bus Transit                          |                  |                |                |                |                  |                |                |                |                  |                  |                  |
| MTA/NYC Transit                      | 450              | 445.4          | 451.1          | 459.5          | 487.8            | 540.9          | 615            | 666.4          | 698.9            | 926.0 r          | 976.6            |
| NYC Privates                         | 69.9             | 68.3           | 70.0           | 78.0           | 78.7             | 82.0           | 79.6           | 80.9           | 110.6            | 112.7            | 97.0             |
| <b>Total New York City</b>           | <b>519.9</b>     | <b>513.7</b>   | <b>521.1</b>   | <b>537.5</b>   | <b>566.5</b>     | <b>622.9</b>   | <b>694.6</b>   | <b>747.3</b>   | <b>809.5</b>     | <b>1038.7 r</b>  | <b>1,073.6</b>   |
| MTA/Long Island Bus                  | 18.2             | 18.5           | 19.0           | 18.6           | 25.6             | 26.8           | 28.2           | 29.3           | 30.1             | 31.0             | 30.8             |
| Long Island Remainder                | 4.7              | 4.3            | 5.7            | 4.9            | 4.9              | 4.9            | 4.8            | 5.3            | 5.3              | 5.5              | 5.4              |
| Westchester                          | 28.1             | 28.4           | 29.7           | 29.4           | 29.0             | 29.5           | 29.8           | 29.4           | 29.6             | 29.5             | 27.4             |
| Upstate New York                     | 5.7              | 5.8            | 5.9            | 6              | 6.4              | 7.8            | 6.9            | 8.0            | 7.1              | 7.2              | 7.7              |
| <b>Total New York Suburb</b>         | <b>56.7</b>      | <b>57</b>      | <b>60.3</b>    | <b>58.9</b>    | <b>65.9</b>      | <b>69</b>      | <b>69.7</b>    | <b>72.0</b>    | <b>72.1</b>      | <b>71.2</b>      | <b>71.3</b>      |
| <b>Total Downstate NY Bus</b>        | <b>576.6</b>     | <b>570.7</b>   | <b>581.4</b>   | <b>596.4</b>   | <b>632.4</b>     | <b>691.9</b>   | <b>764.3</b>   | <b>819.3</b>   | <b>881.6</b>     | <b>1,109.9 r</b> | <b>1,144.9</b>   |
| <b>Downstate % of Nation</b>         | <b>10.2</b>      | <b>10.4</b>    | <b>11.7</b>    | <b>12</b>      | <b>12.6</b>      | <b>13.5</b>    | <b>13.9</b>    | <b>14.2</b>    | <b>15.2 r</b>    | <b>18.6 r</b>    | <b>19.1</b>      |
| <b>U.S. Bus Transit</b>              | <b>5,643</b>     | <b>5,502</b>   | <b>4,989</b>   | <b>4,967</b>   | <b>5,004</b>     | <b>5,134</b>   | <b>5,516 r</b> | <b>5,768</b>   | <b>5,800 r</b>   | <b>5,968.0 r</b> | <b>5,984.0 n</b> |
| <b>Rail Rapid Transit</b>            |                  |                |                |                |                  |                |                |                |                  |                  |                  |
| MTA/NYC Transit                      | 996.7            | 1,029.8        | 1,080.8        | 1,092.8        | 1,109.2          | 1,132.4        | 1,202.7        | 1,283.1        | 1,381.1          | 1,405.3          | 1,694.0          |
| MTA/SI Railway                       | 5.0              | 5.1            | 5.2            | 5.1            | 5.0              | 4.2            | 3.6            | 3.9            | 4.1              | 4.0              | 3.6              |
| <b>Total Rail Rapid Transit</b>      | <b>1,001.7</b>   | <b>1,034.9</b> | <b>1,086.0</b> | <b>1,097.9</b> | <b>1,114.2</b>   | <b>1,136.6</b> | <b>1,206.3</b> | <b>1,287.0</b> | <b>1,385.2</b>   | <b>1,409.3</b>   | <b>1,697.6</b>   |
| <b>Downstate % of Nation</b>         | <b>41.8</b>      | <b>46.3</b>    | <b>44.3</b>    | <b>48.1</b>    | <b>46.1</b>      | <b>42.2</b>    | <b>45.2</b>    | <b>45.8</b>    | <b>46.9 r</b>    | <b>46.0</b>      | <b>56.1</b>      |
| <b>U.S. Rail Rapid Transit</b>       | <b>2,395</b>     | <b>2,234</b>   | <b>2,453</b>   | <b>2,284</b>   | <b>2,418</b>     | <b>2,692</b>   | <b>2,669 r</b> | <b>2,813</b>   | <b>2,952 r</b>   | <b>3,064 r</b>   | <b>3,025 n</b>   |
| <b>Suburban Rail</b>                 |                  |                |                |                |                  |                |                |                |                  |                  |                  |
| MTA/M-N Railroad - Total GCT         | 56.5             | 57.7           | 60.6           | 60.7           | 61.6             | 62.6           | 65.0           | 67.1           | 71.7             | 73.1             | 73.5             |
| MTA/LI Rail Road                     | 70.2             | 71.6           | 73.2           | 73.6           | 74.4             | 75.8           | 80.3           | 82.2           | 105.1 r          | 101.9 r          | 100.5            |
| <b>Total Downstate Suburban Rail</b> | <b>126.7</b>     | <b>129.3</b>   | <b>133.8</b>   | <b>134.3</b>   | <b>136</b>       | <b>138.4</b>   | <b>145.3</b>   | <b>149.3</b>   | <b>176.8 r</b>   | <b>175.0 r</b>   | <b>174.0</b>     |
| <b>Downstate % of Nation</b>         | <b>40.4</b>      | <b>40.2</b>    | <b>39.5</b>    | <b>39</b>      | <b>38.6</b>      | <b>38.8</b>    | <b>38.1</b>    | <b>37.7</b>    | <b>42.8 r</b>    | <b>41.8 r</b>    | <b>42.0</b>      |
| <b>U.S. Suburban Rail Transit</b>    | <b>314</b>       | <b>322</b>     | <b>339</b>     | <b>344</b>     | <b>352</b>       | <b>357</b>     | <b>381</b>     | <b>396</b>     | <b>413 r</b>     | <b>419 r</b>     | <b>414 n</b>     |
| Staten Island Ferry                  | 18.4             | 18.0           | 17.5           | 17.4           | 17.6             | 16.9           | 19.3           | 19.9           | 19.0             | 18.0             | 18.6             |
| Private Ferries                      | 4.9 e            | 6.5 e          | 6.9 e          | 6.9 e          | 6.9 e            | 7.4 e          | 7.6 e          | 8.1 e          | 8.6              | 9.9              | 11.3 e           |
| <b>Total New York State</b>          | <b>1,728.3 e</b> | <b>1,759.4</b> | <b>1,825.6</b> | <b>1,852.9</b> | <b>1,907.1</b>   | <b>1,991.2</b> | <b>2,142.8</b> | <b>2,283.6</b> | <b>2,471.2 r</b> | <b>2,722.1 r</b> | <b>3,046.4</b>   |
| <b>NEW JERSEY</b>                    |                  |                |                |                |                  |                |                |                |                  |                  |                  |
| Bus Transit                          |                  |                |                |                |                  |                |                |                |                  |                  |                  |
| New Jersey Transit                   | 112.2            | 114.9          | 122.3          | 125.6          | 126.7            | 129.6          | 133.1          | 137.6          | 141.4            | 144.4            | 152.1            |
| New Jersey Independents              | 62.7             | 59.8           | 64.5           | 67.3           | 66.9             | 68.2           | 63.2           | 59.4           | 59.7             | 65.4             | 54.2             |
| <b>Total New Jersey Bus</b>          | <b>174.9</b>     | <b>174.7</b>   | <b>186.8</b>   | <b>192.9</b>   | <b>193.6</b>     | <b>197.8</b>   | <b>196.3</b>   | <b>197</b>     | <b>201.1</b>     | <b>209.8</b>     | <b>206.3</b>     |
| <b>Rapid Transit</b>                 |                  |                |                |                |                  |                |                |                |                  |                  |                  |
| PATH                                 | 55.4             | 56.3           | 59.2           | 59.3           | 60.7             | 62.2           | 65             | 68.3           | 79.9             | 78.9             | 68.3             |
| Newark City Subway                   | 3.1              | 3              | 3.8            | 3.9            | 4.1              | 4.3            | 4.4            | 4.4            | 4.3              | 4.7              | 4.7              |
| <b>Total</b>                         | <b>58.5</b>      | <b>59.3</b>    | <b>63</b>      | <b>63.2</b>    | <b>64.8</b>      | <b>66.5</b>    | <b>69.4</b>    | <b>72.7</b>    | <b>84.2</b>      | <b>83.6</b>      | <b>73.0</b>      |
| <b>Suburban Rail</b>                 |                  |                |                |                |                  |                |                |                |                  |                  |                  |
| NJ Transit in NJ                     | 40.3             | 44.5           | 46.3           | 46.2           | 47.6             | 49.5           | 54.4           | 58.2           | 62.4             | 64.0             | 64.3             |
| NYS - West of Hudson                 | 1.4              | 1.3            | 1.3            | 1.4            | 1.4              | 1.3            | 1.5            | 1.5            | 1.5              | 1.6              | 1.5              |
| <b>Total NJ Suburban Rail</b>        | <b>41.7</b>      | <b>45.8</b>    | <b>47.6</b>    | <b>47.6</b>    | <b>49</b>        | <b>50.8</b>    | <b>55.9</b>    | <b>59.7</b>    | <b>63.5</b>      | <b>65.6</b>      | <b>65.8</b>      |
| <b>CONNECTICUT</b>                   |                  |                |                |                |                  |                |                |                |                  |                  |                  |
| CT Transit                           | 9.6              | 9.6            | 9.7            | 9.9            | 11.7             | 12.3           | 12.2           | 12.2           | 13.8             | 14.1             | 15.7             |
| Private Bus                          | 7.5              | 7.3            | 9.1            | 8.8            | 8.5              | 8.3            | 8.9            | 9.0            | 6.0              | 6.4              | 8.2              |
| <b>Total Connecticut Bus</b>         | <b>17.1</b>      | <b>16.9</b>    | <b>18.8</b>    | <b>18.7</b>    | <b>20.2</b>      | <b>20.6</b>    | <b>21.1</b>    | <b>21.2</b>    | <b>19.8 r</b>    | <b>20.5 r</b>    | <b>23.9</b>      |
| <b>TOTAL NY-NJ-CT REGION</b>         | <b>2,020.5</b>   | <b>2,056.1</b> | <b>2,141.8</b> | <b>2,175.3</b> | <b>2,234.7</b>   | <b>2,326.9</b> | <b>2,485.5</b> | <b>2,634.2</b> | <b>2,839.8 r</b> | <b>3,101.6 r</b> | <b>3,415.4</b>   |
| <b>NY-NJ-CT % of Nation</b>          | <b>23.8</b>      | <b>25.0</b>    | <b>26.9</b>    | <b>28.0</b>    | <b>28.0</b>      | <b>27.8</b>    | <b>28.4</b>    | <b>28.7</b>    | <b>30.3 r</b>    | <b>32.1 r</b>    | <b>35.5</b>      |
| <b>Total U.S. Passenger Trips</b>    | <b>8,501.0</b>   | <b>8,217.0</b> | <b>7,949.0</b> | <b>7,763.0</b> | <b>7,975.0 n</b> | <b>8,374.0</b> | <b>8,750.0</b> | <b>9,168.0</b> | <b>9,363.0 r</b> | <b>9,653.0 r</b> | <b>9,623.0 n</b> |

n - Preliminary  
e - Estimated  
p- Total from January to October 1993

\* - Includes 0.04 million passengers for New York  
r - Revised  
U.S. data from Public Transportation Factbook-American Public Transportation Association

Source: Transit operators' data and NYMTC estimates.

# TABLE A-2

## ANNUAL PUBLIC TRANSPORTATION AVERAGE WEEKDAY RIDERSHIP

IN THOUSANDS

|                              | 1992            | 1993           | 1994           | 1995           | 1996           | 1997           | 1998           | 1999           | 2000             | 2001             | 2002           |
|------------------------------|-----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|------------------|----------------|
| <b>NEW YORK</b>              |                 |                |                |                |                |                |                |                |                  |                  |                |
| <b>Bus Transit</b>           |                 |                |                |                |                |                |                |                |                  |                  |                |
| MTA/NYC Transit              | 1,495.2         | 1,486.6        | 1,497.1        | 1,538.8        | 1,454.7        | 1,384.7        | 2,008.0        | 2,169.8        | 2,692.0 r        | 2,952.5 r        | 2,675.5        |
| NYC Privates                 | 249.8           | 243.8          | 249.9          | 278.5          | 281.1          | 292.8          | 284.1          | 288.9          | 10.1             | n/a              | 370.5          |
| <b>Total New York City</b>   | <b>1,745.0</b>  | <b>1,730.4</b> | <b>1,747.0</b> | <b>1,817.3</b> | <b>1,735.8</b> | <b>1,677.5</b> | <b>2,292.1</b> | <b>2,458.7</b> | <b>2,702.1 r</b> | <b>2,952.5 r</b> | <b>3,046.0</b> |
| <b>MTALong Island bus</b>    |                 |                |                |                |                |                |                |                |                  |                  |                |
| Long Island Remainder        | 16.6            | 15.3           | 20.4           | 17.7           | 17.6           | 17.5           | 17.3           | 18.8           | 18.8             | 18.8             | 18.8           |
| Westchester                  | 100.4           | 101.4          | 106.1          | 105.1          | 103.6          | 105.4          | 106.4          | 105.1          | 81.4             | 90.5             | 92.1           |
| Upstate New York             | 20.3            | 20.8           | 21.2           | 21.6           | 22.7           | 28.0           | 24.8           | 28.5           | 25.3             | 14.1             | 28.1           |
| <b>Total New York Suburb</b> | <b>198.4</b>    | <b>199.4</b>   | <b>211.2</b>   | <b>206</b>     | <b>207</b>     | <b>217.4</b>   | <b>234.4</b>   | <b>251.4</b>   | <b>226.4</b>     | <b>227.8</b>     | <b>243.6</b>   |
| Total NY State Bus           | 1943.4          | 1929.8         | 1958.2         | 2023.3         | 1942.8         | 1894.9         | 2526.5         | 2710.1         | 2928.5 r         | 3180.3 r         | 3289.6         |
| <b>Rapid Transit</b>         |                 |                |                |                |                |                |                |                |                  |                  |                |
| MTA/NYC Transit              | 3360.5          | 3464.9         | 3612.6         | 3654.6         | 3676.9         | 3762           | 3974.9         | 4226.6         | 4522.2           | 4473.7           | 4641           |
| MTA/SI Railway               | 20.1            | 20.1           | 19.2           | 17.5           | 18.2           | 17.8           | 13.1           | 14.4           | 15               | 14.8             | 13.2           |
| Total                        | 3380.6          | 3485           | 3631.8         | 3672.1         | 3695.1         | 3779.8         | 3988           | 4241           | 4537.2           | 4488.5           | 4654.4         |
| <b>Suburban Rail</b>         |                 |                |                |                |                |                |                |                |                  |                  |                |
| MTAM-N Railroad - Total GCT  | 196             | 205            | 211            | 211            | 216 r          | 223            | 231            | 232            | 249              | 251.6            | 252.6          |
| MTA/LI Rail Road             | 247.7           | 253            | 258.3          | 261.3          | 264.8          | 269.3          | 290.5          | 296.8          | 304.2            | 311.3            | 343            |
| <b>Total Suburban Rail</b>   | <b>443.5</b>    | <b>458.2</b>   | <b>469.7</b>   | <b>472.7</b>   | <b>480.8</b>   | <b>491.8</b>   | <b>521.6</b>   | <b>528.4</b>   | <b>553.4</b>     | <b>562.9</b>     | <b>595.6</b>   |
| Staten Island Ferry          | 61.2 *          | 61.4 *         | 48             | 58.5           | 58.2           | 55.2           | 61.5           | 62.7           | 60.8             | 57.4             | 74.2           |
| Private Ferries              | 15.6 e          | 18.6 e         | 17.7 e         | 19.6 e         | 19.8           | 20.4 e         | 21.5 e         | 27.3 e         | n/a              | n/a              | n/a            |
| <b>Total New York State</b>  | <b>5,844 e</b>  | <b>5,953 e</b> | <b>6,125</b>   | <b>6,246</b>   | <b>6,197</b>   | <b>6,242</b>   | <b>7,119</b>   | <b>7,570</b>   | <b>8,080 r</b>   | <b>8,289.1 r</b> | <b>8613.8</b>  |
| <b>NEW JERSEY</b>            |                 |                |                |                |                |                |                |                |                  |                  |                |
| <b>Bus Transit</b>           |                 |                |                |                |                |                |                |                |                  |                  |                |
| New Jersey Transit           | 400.9 e         | 410.3 e        | 436.8 e        | 448.4 e        | 452.6          | 462.9 e        | 475.3 e        | 491.4 e        | 484.4            | 498.6            | 528.9          |
| New Jersey Independents      | 223.9 e         | 213.6 e        | 230.5 e        | 240.3 e        | 239.1          | 243.7 e        | 225.5 e        | 212.1 e        | 196.8            | 217.6            | 177.9          |
| <b>Total New Jersey Bus</b>  | <b>624.8 e</b>  | <b>623.9 e</b> | <b>667.3 e</b> | <b>688.7 e</b> | <b>691.7 e</b> | <b>706.6 e</b> | <b>700.8 e</b> | <b>703.5 e</b> | <b>681.2</b>     | <b>716.2</b>     | <b>706.8</b>   |
| <b>Rapid Transit</b>         |                 |                |                |                |                |                |                |                |                  |                  |                |
| PATH                         | 195.7           | 197.9          | 206.9          | 207.2          | 210.1          | 215.2          | 223.2          | 232.4          | 279.5            | 266.8            | 231.1          |
| Newark City Subway           | 11.1 e          | 10.7 e         | 13.6 e         | 14 e           | 14.6 e         | 15.3 e         | 15.9 e         | 15.6 e         | 16               | 25.5             | 18.4           |
| Total                        | 206.8 e         | 208.6          | 220.5          | 221.2          | 224.7          | 230.5          | 239.1          | 248            | 295.5            | 292.3            | 249.5          |
| <b>Suburban Rail</b>         |                 |                |                |                |                |                |                |                |                  |                  |                |
| NJ Transit in NJ             | 144 e           | 158.8 e        | 165.3 e        | 164.9 e        | 169.9          | 176.8 e        | 194.3 e        | 208 e          | 206.1            | 213.9            | 212.6          |
| NYS - West of Hudson         | 5.4 e           | 4.8 e          | 4.8 e          | 4.9 e          | 4.8            | 4.8 e          | 5.3 e          | 5.4 e          | 5.9              | 6.5              | 6.5            |
| Total NJ Suburban Rail       | 149.4 e         | 163.6          | 170.1 e        | 169.8 e        | 174.7 e        | 181.6 e        | 199.6 e        | 213.4 e        | 212              | 220.4            | 219.1          |
| <b>TOTAL REGION</b>          | <b>6825.3 e</b> | <b>6949.1</b>  | <b>7183.3</b>  | <b>7325.9</b>  | <b>7287.7</b>  | <b>7360.8</b>  | <b>8258.6</b>  | <b>8734.4</b>  | <b>9268.6 r</b>  | <b>9518 r</b>    | <b>9789.2</b>  |

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

|  | 1992           | 1993           | 1994           | 1995           | 1996           | 1997           | 1998           | 1999           | 2000           | 2001             | 2002             |
|--|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|------------------|
| <b>NEW YORK</b>                          |                |                |                |                |                |                |                |                |                |                  |                  |
| <b>Bus Transit</b>                       |                |                |                |                |                |                |                |                |                |                  |                  |
| MTA/NYC Transit                          | 89.8           | 88.6           | 89.7           | 88.6           | 95.4           | 97.6           | 90.7           | 94.3           | 98.9           | 101              | 102.1            |
| New York City Privates                   | 41.0           | 28.7 a         | 27.3           | 25.9           | 25.8           | 26.3           | 27.5           | 28.8           | 27.3           | 27.6             | 25.5             |
| <b>Total New York City</b>               | <b>130.8</b>   | <b>117.3</b>   | <b>117</b>     | <b>114.5</b>   | <b>121.2</b>   | <b>123.9</b>   | <b>118.2</b>   | <b>123.1</b>   | <b>126.2</b>   | <b>128.6</b>     | <b>127.6</b>     |
| MTA/Long Island Bus                      | 9.1            | 9.1            | 9.1            | 9.1            | 10.2           | 9.6            | 9.6            | 11.4           | 11.2           | 12.2             | 12.6             |
| Long Island Remainder                    | 6.3            | 6.4            | 6.5            | 6.5            | 6.6            | 7.7            | 8.0            | 8.4            | 8.6            | 9.4              | 9.8              |
| Westchester                              | 8.3            | 8.2            | 8.2 p          | 10.2           | 8.4            | 8.5            | 8.7            | 11.2           | 10.3 r         | 10.3 r           | 10.3             |
| Upstate New York                         | 12.7           | 12.8           | 13             | 13             | 13             | 13.8           | 14.7           | 16.1           | 11.8           | 12.2             | 12.7             |
| <b>Total New York Suburb</b>             | <b>36.4</b>    | <b>36.5</b>    | <b>36.8</b>    | <b>38.8</b>    | <b>38.2</b>    | <b>39.6</b>    | <b>41.0</b>    | <b>47.1</b>    | <b>41.9 r</b>  | <b>44.1 r</b>    | <b>45.4</b>      |
| <b>Total Downstate NY Bus</b>            | <b>167.2</b>   | <b>153.8</b>   | <b>153.8</b>   | <b>153.3</b>   | <b>159.4</b>   | <b>163.5</b>   | <b>159.2</b>   | <b>170.2</b>   | <b>168.1 r</b> | <b>172.7 r</b>   | <b>173.0</b>     |
| Downstate % of Nation                    | 7.6            | 6.9            | 7.1            | 7.0            | 7.3            | 7.2            | 6.9            | 7.4            | 7.2 r          | 7.2 r            | 7.1              |
| U.S. Bus Transit                         | 2,191.9        | 2,222.6        | 2,175.7        | 2,197.5        | 2,178.8 n      | 2,258.6        | 2,188.2        | 2,290.1        | 2,329.3 r      | 2,389.3 r        | 2,425.0 n        |
| <b>Rapid Transit</b>                     |                |                |                |                |                |                |                |                |                |                  |                  |
| MTA/NYC Transit                          | 304.7          | 295.2          | 300.2          | 311.7          | 308.6          | 313.6          | 305.7          | 312.9          | 323.2          | 325.9            | 333.6            |
| MTA/SI Railway                           | 1.8            | 1.8            | 1.9            | 1.8            | 2.1            | 2.1            | 2.1            | 2.1            | 2.0            | 2.1              | 2.1              |
| <b>Total Rail Rapid Transit</b>          | <b>306.5</b>   | <b>297</b>     | <b>302.1</b>   | <b>313.5</b>   | <b>310.7</b>   | <b>315.7</b>   | <b>307.8</b>   | <b>315</b>     | <b>325.2</b>   | <b>328.0</b>     | <b>335.7</b>     |
| Downstate % of Nation                    | 55.3           | 54             | 53.4           | 54.8           | 53.5           | 52.7           | 50.5           | 50.3           | 50.2 r         | 49.5 r           | 49.2             |
| U.S. Rail Rapid Transit                  | 554.1          | 549.8          | 565.8          | 571.8          | 580.7          | 598.9          | 609.5          | 626.4          | 648.0 r        | 662.4 r          | 681.9 n          |
| <b>Suburban Rail</b>                     |                |                |                |                |                |                |                |                |                |                  |                  |
| MTA/M-N Railroad - Total GCT             | 36.7           | 37.3           | 37.7           | 37.7           | 41.9           | 43.6           | 45.3           | 46.9           | 48.8           | 49.4             | 49.5             |
| MTA/LI Rail Road                         | 54.7           | 54.6           | 54.8           | 56.0           | 54.6           | 57.9           | 58.0           | 57.4           | 56.7           | 57.4             | 57.5             |
| <b>Total Downstate Suburban Rail</b>     | <b>91.4</b>    | <b>91.9</b>    | <b>92.5</b>    | <b>93.7</b>    | <b>96.5</b>    | <b>101.5</b>   | <b>103.3</b>   | <b>104.3</b>   | <b>105.5</b>   | <b>106.8</b>     | <b>107.0</b>     |
| Downstate % of Nation                    | 41.8           | 41             | 40.1           | 39.4           | 39.9           | 40.5           | 39.0           | 39.2           | 38.9           | 38.5 r           | 37.7             |
| U.S. Suburban Rail Transit               | 218.8          | 223.9          | 230.8          | 237.7          | 242 n          | 250.7          | 259.5          | 265.9          | 270.9 r        | 277.3 r          | 283.7 n          |
| Staten Island Ferry                      | 0.2            | 0.2            | 0.2            | 0.2            | 0.2            | 0.2            | 0.3            | 0.2            | 0.2            | 0.2              | 0.2              |
| Private Ferries                          | @              | @              | @              | @              | @              | @              | @              | @              | @              | @                | @                |
| <b>Total New York State</b>              | <b>565.3</b>   | <b>542.9</b>   | <b>548.6</b>   | <b>560.7</b>   | <b>566.7</b>   | <b>580.9</b>   | <b>589.5</b>   | <b>589.7</b>   | <b>599.0 r</b> | <b>607.7 r</b>   | <b>615.9</b>     |
| <b>NEW JERSEY</b>                        |                |                |                |                |                |                |                |                |                |                  |                  |
| <b>Bus Transit</b>                       |                |                |                |                |                |                |                |                |                |                  |                  |
| New Jersey Transit                       | 61.2           | 62.8           | 64.1           | 64.2           | 64.5           | 63.1           | 62.9           | 65.1           | 65.4           | 66               | 66.9             |
| New Jersey Independents                  | 42.3           | 44.7           | 48.5           | 50.4           | 50.5           | 50.9           | 53.2           | 52.9           | 54.6           | 54.7             | 46.7             |
| <b>Total New Jersey Bus</b>              | <b>103.5</b>   | <b>107.5</b>   | <b>112.6</b>   | <b>114.6</b>   | <b>115</b>     | <b>114</b>     | <b>116.1</b>   | <b>118.0</b>   | <b>120.0</b>   | <b>120.7</b>     | <b>113.6</b>     |
| <b>Rapid Transit</b>                     |                |                |                |                |                |                |                |                |                |                  |                  |
| PATH                                     | 12.5           | 12.8           | 12.8           | 12.8           | 13.0           | 12.8           | 12.9           | 13.1           | 13.3           | 12.8             | 11.4             |
| Newark City Subway                       | 0.6            | 0.6            | 0.7            | 0.7            | 0.7            | 0.7            | 0.7            | 0.6            | 0.7            | 0.6              | 0.5              |
| <b>Total</b>                             | <b>13.1</b>    | <b>13.4</b>    | <b>13.5</b>    | <b>13.5</b>    | <b>13.7</b>    | <b>13.5</b>    | <b>13.6</b>    | <b>13.7</b>    | <b>14.0</b>    | <b>13.4</b>      | <b>11.9</b>      |
| <b>Suburban Rail</b>                     |                |                |                |                |                |                |                |                |                |                  |                  |
| NJ Transit in NJ                         | 37.0           | 37.3           | 38.1           | 40.1           | 39.5           | 40.9           | 42.7           | 43.5           | 44.2           | 43.7             | 46.0             |
| NYS - West of Hudson                     | 1.4            | 1.4            | 1.4            | 1.4            | 1.4            | 1.4            | 1.4            | 1.4            | 1.4            | 1.3              | 1.4              |
| <b>Total NJ Suburban Rail</b>            | <b>38.4</b>    | <b>38.7</b>    | <b>39.5</b>    | <b>41.5</b>    | <b>40.9</b>    | <b>42.3</b>    | <b>44.1</b>    | <b>44.9</b>    | <b>45.6</b>    | <b>45.0</b>      | <b>47.4</b>      |
| <b>CONNECTICUT</b>                       |                |                |                |                |                |                |                |                |                |                  |                  |
| CT Transit                               | 4.2            | 4.2            | 4.2            | 4.3            | 4.8            | 4.4            | 4.6            | 4.6            | 5.4            | 5.5              | 4.5              |
| Private Bus                              | 4.7            | 4.6            | 4.5            | 4.6            | 4.6            | 4.7            | 4.8            | 4.9            | 4.5            | 4.7              | 4.5              |
| <b>Total Connecticut Bus</b>             | <b>8.9</b>     | <b>8.8</b>     | <b>8.7</b>     | <b>8.9</b>     | <b>9.4</b>     | <b>9.1</b>     | <b>9.4</b>     | <b>9.5</b>     | <b>9.9</b>     | <b>10.2</b>      | <b>9.0</b>       |
| <b>TOTAL NY-NJ-CT REGION</b>             | <b>729.4</b>   | <b>711.5</b>   | <b>723.2</b>   | <b>739.4</b>   | <b>746</b>     | <b>760</b>     | <b>754.1</b>   | <b>776.4</b>   | <b>788.5 r</b> | <b>797.0 r</b>   | <b>797.8</b>     |
| NY-NJ-CT % of Nation                     | 21.7           | 20.7           | 20.9           | 20.8           | 20.4           | 20.3           | 19.8           | 19.5           | 19.3 r         | 19.0 r           | 18.7             |
| <b>Total U.S. Vehicle-Miles Operated</b> | <b>3,354.6</b> | <b>3,435.1</b> | <b>3,467.5</b> | <b>3,550.2</b> | <b>3,650.3</b> | <b>3,745.8</b> | <b>3,793.6</b> | <b>3,972.2</b> | <b>4,080.8</b> | <b>4,196.2 r</b> | <b>4,276.7 n</b> |

p - 1993 data because the 1994 data are not available

n - Preliminary

@ - Less than 0.1 million ferry-miles.

U.S. data from Public Transportation Factbook, American Public Transportation Association

n/a - Data not available.

Source: Transit operators' data and NYMTC Estimates

# TABLE A-4

## ANNUAL PUBLIC TRANSPORTATION PASSENGER-MILES TRAVELED

IN MILLIONS

|                                   | 1992              | 1993              | 1994              | 1995              | 1996              | 1997              | 1998              | 1999              | 2000            | 2001              | 2002              |
|-----------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-----------------|-------------------|-------------------|
| <b>NEW YORK</b>                   |                   |                   |                   |                   |                   |                   |                   |                   |                 |                   |                   |
| <b>Bus Transit</b>                |                   |                   |                   |                   |                   |                   |                   |                   |                 |                   |                   |
| MTA/NYC Transit                   | 1,332.0           | 1,250.0           | 1,158.9           | 1,349.4           | 1,292.1           | 1,376.0           | 1,452.9           | 1,529.8           | 1,533.9         | 1,780.3           | 1,864.4           |
| New York City Privates            | 255.9 e           | 249.0 e           | 252.1 e           | 284.3 e           | 286.9 e           | 298.6 e           | 289.3             | n/a               | n/a             | n/a               | n/a               |
| Total New York City               | 1,587.9           | 1,499.0           | 1,411.0           | 1,633.7           | 1,579.0           | 1,674.6           | 1,742.2           | 1,529.8 a         | 1,533.9 a       | 1,780.3 a         | 1,864.4           |
| MTA/Long Island Bus               |                   |                   |                   |                   |                   |                   |                   |                   |                 |                   |                   |
| Long Island Remainder             | 119.3             | 122.8             | 132.4             | 121.6             | 125.0 e           | 129.0             | 136.5             | 143.9             | 154.2           | 159.2             | 158.2             |
| Westchester                       | 26.9              | 32.1              | 38.7              | 38.2              | 36.1              | 36.3              | 36.3              | 34.3              | 35.9            | 36.9              | 37.1              |
| Upstate New York                  | 147.0             | 168.0             | n/a               | 154.2             | 244.2             | 249.8             | 137.0 r           | 145.1             | 112.8           | 140.9             | 134.1             |
| Total New York Suburb             | 21.4 e            | 22.9 e            | 22.4 e            | 21.5 ep           | 23.1 ep           | 23.5 ep           | 26.1              | n/a               | 25.4            | 28.7              | 31.6              |
|                                   | 314.6             | 345.8             | 193.5             | 335.5             | 428.4             | 438.6             | 335.9             | 323.3 c           | 328.3           | 365.7             | 361.0             |
| Total Downstate NY Bus            |                   |                   |                   |                   |                   |                   |                   |                   |                 |                   |                   |
| Downstate % of Nation             | 1,902.5           | 1,844.8           | 1,604.5           | 1,969.2           | 2,007.4           | 2,113.2           | 2,078.1           | 1,853.1 a,c       | 1,836.8 a       | 2,146.0 a         | 2,225.4           |
| U.S. Bus Transit                  | 9.3               | 9.0               | 8.4               | 10.4              | 10.4              | 10.6              | 10.1              | 8.6               | 8.6             | 9.7               | 10.1              |
|                                   | 20,535.0          | 20,435.0          | 19,019.0          | 19,005.0          | 19,280.0 r        | 19,793.0          | 20,542.0 r        | 21,391.0          | 21,433.0        | 22,209.0 r        | 22,029.0 n        |
| <b>Rapid Transit</b>              |                   |                   |                   |                   |                   |                   |                   |                   |                 |                   |                   |
| MTA/NYC Transit                   | 6,156.0           | 5,571.0           | 5,845.4           | 5,909.1           | 6,828.9           | 7,101.7           | 7,470.5           | 7,839.3           | 8,319.9         | 8,273.8           | 7,866.0           |
| MTA/SI Railway                    | 37.7              | 37.7              | 37.7              | 37.2              | 36.0              | 31.0              | 30.4              | 33.1              | 26.0            | 25.0              | 23.2              |
| Total Rail Rapid Transit          | 6,193.7           | 5,608.7           | 5,883.1           | 5,946.3           | 6,864.9           | 7,132.7           | 7,500.9           | 7,872.4           | 8,345.9         | 8,298.8           | 7,889.2           |
| Downstate % of Nation             | 54.2              | 51.3              | 51.2              | 52.1              | 54.9              | 54.4              | 55.9              | 55.8 r            | 54.9 r          | 53.1              | 52.3              |
| U.S. Rail Rapid Transit           | 11,438.0          | 10,936.0          | 11,501.0          | 11,419.0          | 12,487.0 r        | 13,091.0          | 13,412.0 r        | 14,108.0 r        | 15,200.0 r      | 15,615.0 r        | 15,095.0 n        |
| <b>Suburban Rail</b>              |                   |                   |                   |                   |                   |                   |                   |                   |                 |                   |                   |
| MTA/M-N Railroad                  | 1,528.9           | 1,386.1           | 1,805.6           | 2,001.7           | 1,772.6           | 1,831.4           | 1,923.0           | 1,838.5           | 2,030.1         | 2,185.4           | 2,129.5           |
| MTA/LI Rail Road                  | 2,230.4           | 1,960.9           | 2,270.3           | 2,224.4           | 2,076.0           | 2,136.0           | 2,336.7           | 2,149.0           | 2,380.6         | 2,126.9           | 2,094.1           |
| Total Downstate Suburban Rail     | 3,759.3           | 3,347.0           | 4,075.9           | 4,226.1           | 3,848.6           | 3,967.4           | 4,259.7           | 3,987.5           | 4,410.7         | 4,312.3           | 4,223.6           |
| Downstate % of Nation             | 51.4              | 48.2              | 51.0              | 51.3              | 46.0              | 49.4              | 48.9              | 45.5              | 46.9            | 45.2              | 44.4              |
| U.S. Suburban Rail Transit        | 7,320.0           | 6,940.0           | 7,996.0           | 8,244.0           | 8,351.0 r         | 8,038.0           | 8,704.0 n         | 8,766.0           | 9,402.0         | 9,548.0 r         | 9,504.0 n         |
| <b>Staten Island Ferry</b>        |                   |                   |                   |                   |                   |                   |                   |                   |                 |                   |                   |
| Private Ferries                   | 92.0 e            | 93.5 e            | 91.1 e            | 90.1 e            | 91.5 e            | 87.6              | 100.2             | 103.2             | 98.8            | 93.8              | 99.8              |
|                                   | 19.7 e            | 14.7 e            | 14.9 e            | 15.9 e            | 16.6 e            | 17.2 e            | 18.8 e            | 25.0 e            | n/a             | n/a               | n/a               |
| Total New York State              | 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 e        | 12,311.4 a,c,e    | 13,183.7        | 13,070.6          | 14,438.0          |
| <b>NEW JERSEY</b>                 |                   |                   |                   |                   |                   |                   |                   |                   |                 |                   |                   |
| <b>Bus Transit</b>                |                   |                   |                   |                   |                   |                   |                   |                   |                 |                   |                   |
| New Jersey Transit                | 711.3             | 715.5             | 718.9             | 723.8             | 748.4             | 788.9             | 798.2             | 780.4             | 828.9           | 845.5             | 843.3             |
| New Jersey Independents           | 741.6             | 785.4             | 824.9             | 851.6             | 862.7             | 873.3             | 949.6             | 975.7             | 997.3           | 1,027.0           | 953.7             |
| Total New Jersey Bus              | 1,452.9           | 1,500.9           | 1,543.8           | 1,575.4           | 1,611.1           | 1,662.2           | 1,747.8           | 1,756.1           | 1,826.2         | 1,872.5           | 1,797.0           |
| <b>Rapid Transit</b>              |                   |                   |                   |                   |                   |                   |                   |                   |                 |                   |                   |
| PATH                              | 265.8             | 267.6             | 281.6             | 281.5             | 288.3             | 297.0             | 299.6             | 309.3             | 339.5           | 338.4             | 245.5             |
| Newark City Subway                | 10.1              | 9.2               | 11.9              | 11.3              | 12.7              | 12.6              | 12.6              | 12.2              | 10.7            | 10.7              | 11.1              |
| Total                             | 275.9             | 276.8             | 293.5             | 292.8             | 301.0             | 309.6             | 312.2             | 321.5             | 350.2           | 349.1             | 256.6             |
| <b>Suburban Rail</b>              |                   |                   |                   |                   |                   |                   |                   |                   |                 |                   |                   |
| NJ Transit in NJ                  | 965.9             | 958.3             | 1,035.3           | 1,118.0           | 1,068.0           | 1,101.6           | 1,138.8           | 1,190.4           | 1,293.5         | 1,357.4           | 1,486.6           |
| NYS - West of Hudson              | 52.2              | 50.8              | 51.1              | 51.2              | 49.8              | 49.6              | 54.6              | 55.5              | 55.9            | 60.7              | 57.5              |
| Total NJ Suburban Rail            | 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           | 1,544.1           |
| <b>TOTAL NY-NJ-CT REGION</b>      | <b>13,126.2 e</b> | <b>12,196.5 e</b> | <b>13,182.2 e</b> | <b>13,651.3 e</b> | <b>14,279.9 e</b> | <b>14,766.5 e</b> | <b>15,468.9 e</b> | <b>15,634.9 e</b> | <b>16,709.5</b> | <b>16,710.3</b>   | <b>18,035.7</b>   |
| <b>NY-NJ-CT % of Nation</b>       | <b>32.6</b>       | <b>31.0</b>       | <b>33.3</b>       | <b>34.3</b>       | <b>34.5</b>       | <b>34.9</b>       | <b>35.1</b>       | <b>34.1</b>       | <b>35.1</b>     | <b>34.1 r</b>     | <b>37.3</b>       |
| <b>Total U.S. Passenger-Miles</b> | <b>40,241.0</b>   | <b>39,384.0</b>   | <b>39,585.0</b>   | <b>39,808.0</b>   | <b>41,378.0 r</b> | <b>42,339.0</b>   | <b>44,128.0</b>   | <b>45,857.0</b>   | <b>47,666.0</b> | <b>49,070.0 r</b> | <b>48,324.0 n</b> |

a- Total excludes NYC private bus operators

c- Total excludes upstate NY bus operators

e - Estimated.

Source: Transit operators' data and NYMTC estimates.

\* - Less than 0.1 million passenger-miles.

n - Preliminary

p - Consists only of public operators data.

U.S. data from Public Transportation Factbook, American Public Transportation Association.

r - Revised

n/a - Data not available.

# TABLE A-5

## ANNUAL PUBLIC TRANSPORTATION OPERATING REVENUE EXCLUDING OPERATING SUBSIDIES

IN MILLIONS OF DOLLARS

|                                 | 1992               | 1993               | 1994               | 1995               | 1996             | 1997               | 1998               | 1999             | 2000             | 2001             | 2002           |
|---------------------------------|--------------------|--------------------|--------------------|--------------------|------------------|--------------------|--------------------|------------------|------------------|------------------|----------------|
| <b>NEW YORK</b>                 |                    |                    |                    |                    |                  |                    |                    |                  |                  |                  |                |
| <b>Bus Transit</b>              |                    |                    |                    |                    |                  |                    |                    |                  |                  |                  |                |
| MTA/NYC Transit                 | 550.1 b            | 565.4 b            | 527.2 b            | 542.8 b            | 679.4            | 489.4              | 508.5              | 525.0            | 662.9            | 709.8            | 641.4 b        |
| NYC Privates                    | 117.2              | 95.2               | 94.9               | 93.2               | 95.1             | 94.8               | 92.3               | 261.2 c          | 128.0            | 125.6            | 106.8          |
| <b>Total New York City</b>      | <b>667.3</b>       | <b>660.6</b>       | <b>622.1</b>       | <b>636.0</b>       | <b>774.5</b>     | <b>584.2</b>       | <b>600.8</b>       | <b>786.2</b>     | <b>790.9</b>     | <b>835.4</b>     | <b>748.2</b>   |
| MTA/Long Island Bus             | 28.7               | 29.1               | 29.5               | 29.4               | 31.7             | 32.1               | 30.9               | 32.1             | 33.2             | 33.6             | 33.5           |
| Long Island Remainder           | 3.5                | 3.8                | 5.5                | 5.8                | 6.1              | 6.5                | 6.7                | 6.7              | 6.9              | 7.2              | 8.8            |
| Westchester                     | 30.2               | 28.4               | 31.1               | 34.2               | 33.8             | 34.3               | 35.8               | 62.3             | 71.9 r           | 71.9 r           | 70.6           |
| Upstate New York                | 23.6               | 23.5               | 24.4               | 23.8               | 24.1             | 23.1               | 24.4               | 60.2 c           | 32.0             | 33.7             | 30.7           |
| <b>Total New York Suburb</b>    | <b>86.0</b>        | <b>84.8</b>        | <b>90.5</b>        | <b>93.2</b>        | <b>95.7</b>      | <b>96.0</b>        | <b>97.8</b>        | <b>161.3</b>     | <b>144.0</b>     | <b>146.4</b>     | <b>143.6</b>   |
| <b>Total New York State Bus</b> | <b>753.3</b>       | <b>745.4</b>       | <b>712.6</b>       | <b>729.2</b>       | <b>870.2</b>     | <b>680.2</b>       | <b>698.6</b>       | <b>947.5</b>     | <b>934.9 r</b>   | <b>981.8 r</b>   | <b>891.8</b>   |
| <b>Rail Rapid Transit</b>       |                    |                    |                    |                    |                  |                    |                    |                  |                  |                  |                |
| MTA/NYC Transit                 | 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            | 1,662.7          | 1,618.0          | 1,620.1          | 1,603.3 b      |
| MTA/SI RAILWAY                  | 6.4                | 6.5                | 6.4                | 6.4                | 7.6              | 6.5                | 4.6                | 4.6              | 5.1              | 4.8              | 4.5            |
| <b>Total</b>                    | <b>1,231.9</b>     | <b>1,266.0</b>     | <b>1,180.9</b>     | <b>1,215.6</b>     | <b>1,521.2</b>   | <b>1,556.9</b>     | <b>1,614.9</b>     | <b>1,667.3</b>   | <b>1,623.1</b>   | <b>1,624.9</b>   | <b>1,607.8</b> |
| <b>Suburban Rail</b>            |                    |                    |                    |                    |                  |                    |                    |                  |                  |                  |                |
| MTA/M-N Railroad - Total GCT    | 255.0              | 263.7              | 258.8              | 262.2              | 300.4            | 313.8              | 327.4              | 338.8            | 359.9            | 365.9            | 367.4          |
| MTA/LI Rail Road                | 301.9              | 311.9              | 296.5              | 298.4              | 345.2            | 349.4              | 353.7              | 365.2            | 380.0            | 384.0            | 372.7          |
| <b>Total Suburban Rail</b>      | <b>556.9</b>       | <b>575.6</b>       | <b>555.3</b>       | <b>560.6</b>       | <b>645.6</b>     | <b>663.2</b>       | <b>681.1</b>       | <b>704.0</b>     | <b>739.9</b>     | <b>749.9</b>     | <b>740.1</b>   |
| Staten Island Ferry             | 4.8 e              | 5.5 e              | 5.5 e              | 6.4 e              | 6.6              | 6.6                | 8.0                | 1.4              | 1.5              | 1.4              | 1.3            |
| Private Ferries                 | 14.9 e             | 27.0 e             | 29.7 e             | 32.0 e             | 32.3 e           | 36.6 e             | 46.8 e             | 32.2 a,d         | n/a              | n/a              | n/a            |
| <b>Total New York State</b>     | <b>2,561.8</b>     | <b>2,619.5</b>     | <b>2,484.0</b>     | <b>2,543.8</b>     | <b>3,076.0</b>   | <b>2,943.5</b>     | <b>3,049.4</b>     | <b>3,352.4</b>   | <b>3,299.4 r</b> | <b>3,358.0 r</b> | <b>3,241.0</b> |
| <b>NEW JERSEY</b>               |                    |                    |                    |                    |                  |                    |                    |                  |                  |                  |                |
| <b>Bus Transit</b>              |                    |                    |                    |                    |                  |                    |                    |                  |                  |                  |                |
| New Jersey Transit              | 179.2              | 183.6              | 200.5              | 210.3              | 220.5            | 418.2              | 238.7              | 237.5            | 230.7            | 243.7            | 241.9          |
| New Jersey Independents         | 144.3              | 142.3              | 156.3              | 163.1              | 164.5            | 182.6              | 172.6              | 182.7            | 184.8            | 188.2            | 198.5          |
| <b>Total New Jersey Bus</b>     | <b>323.5</b>       | <b>325.9</b>       | <b>356.8</b>       | <b>373.4</b>       | <b>385.0</b>     | <b>600.8</b>       | <b>411.3</b>       | <b>420.2</b>     | <b>415.5</b>     | <b>431.9</b>     | <b>440.4</b>   |
| <b>Rapid Transit</b>            |                    |                    |                    |                    |                  |                    |                    |                  |                  |                  |                |
| PATH                            | 61.0               | 64.1               | 61.6               | 62.1               | 67.8             | 64.7               | 67.7               | 71.6             | 81.9             | 95.0             | 85.7           |
| Newark City Subway              | 2.9                | 3.0                | 3.3                | 3.5                | 3.6              | 6.9                | 3.9                | 3.9              | 2.7              | 4.9              | 7.6            |
| <b>Total</b>                    | <b>63.9</b>        | <b>67.1</b>        | <b>64.9</b>        | <b>65.6</b>        | <b>71.4</b>      | <b>71.6</b>        | <b>71.6</b>        | <b>75.5</b>      | <b>84.6</b>      | <b>99.9</b>      | <b>93.3</b>    |
| <b>NJ Suburban Rail**</b>       | <b>181.5</b>       | <b>185.8</b>       | <b>203.0</b>       | <b>212.9</b>       | <b>223.2</b>     | <b>423.3</b>       | <b>241.6</b>       | <b>240.4</b>     | <b>259.1</b>     | <b>284.5</b>     | <b>297.0</b>   |
| <b>CONNECTICUT</b>              |                    |                    |                    |                    |                  |                    |                    |                  |                  |                  |                |
| CTTransit                       | 6.4                | 7.0                | 7.8                | 8.1                | 8.6              | 9.0                | 8.9                | 9.0              | 10.6             | 10.6             | 8.8            |
| Private Bus                     | 5.2                | 5.5                | 5.3                | 6.1                | 6.5              | 6.5                | 6.9                | 7.0              | 6.2              | 6.3              | 7.2            |
| <b>Total Connecticut Bus</b>    | <b>11.6</b>        | <b>12.5</b>        | <b>13.1</b>        | <b>14.1</b>        | <b>15.1</b>      | <b>15.5</b>        | <b>15.8</b>        | <b>16.0</b>      | <b>16.8</b>      | <b>16.9</b>      | <b>16.0</b>    |
| <b>TOTAL NY-NJ-CT REGION</b>    | <b>3,142.3 e,r</b> | <b>3,210.8 e,r</b> | <b>3,121.8 e,r</b> | <b>3,209.8 e,r</b> | <b>3,770.7 r</b> | <b>4,054.7 e,r</b> | <b>3,789.7 e,r</b> | <b>4,104.5 r</b> | <b>4,075.4 r</b> | <b>4,191.2 r</b> | <b>4,087.7</b> |

a- Total excludes Seastreak Ferry Operator

r-revised

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.

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

Source: Transit operators' data and NYMTC estimates.

d-Includes New York

e - Estimated.

n/a - Data not available

r - Revised

# TABLE A-6

## ANNUAL PUBLIC TRANSPORTATION PASSENGER REVENUE

IN MILLIONS OF DOLLARS

|                                     | 1992             | 1993             | 1994             | 1995             | 1996             | 1997             | 1998             | 1999           | 2000           | 2001           | 2002             |
|-------------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|----------------|----------------|----------------|------------------|
| NEW YORK                            |                  |                  |                  |                  |                  |                  |                  |                |                |                |                  |
| Bus Transit                         |                  |                  |                  |                  |                  |                  |                  |                |                |                |                  |
| <b>MTA/NYC Transit</b>              | <b>431.8 b</b>   | <b>457.7 b</b>   | <b>524.5 b</b>   | <b>537.2 b</b>   | <b>481.7</b>     | <b>489.4 b</b>   | <b>496.9</b>     | <b>543.1</b>   | <b>572.6</b>   | <b>611.9</b>   | <b>603.5</b>     |
| NYC Privates                        | 99.2             | 94.3             | 93.7             | 92.0             | 95.1             | 94.8             | 92.3             | 103.6          | 128.0          | 114.1          | 103.8            |
| <b>Total New York City</b>          | <b>531.0</b>     | <b>552.0</b>     | <b>618.2</b>     | <b>629.2</b>     | <b>576.8</b>     | <b>584.2</b>     | <b>589.2</b>     | <b>646.7</b>   | <b>700.6</b>   | <b>726.0</b>   | <b>707.3</b>     |
| MTA/Long Island Bus                 | 27.2             | 28.4             | 30.8             | 30.2             | 29.9             | 30.9             | 27.2             | 29.3           | 29.8           | 30.7           | 31.8             |
| Long Island Remainder               | 3.5              | 3.5              | 5.1              | 5.6              | 5.9              | 6.4              | 6.6              | 6.5            | 6.6            | 7.0            | 7.5              |
| <b>Westchester</b>                  | <b>29.9</b>      | <b>30.1</b>      | <b>31.1</b>      | <b>34.2</b>      | <b>33.8</b>      | <b>34.3</b>      | <b>35.8</b>      | <b>34.3</b>    | <b>71.9 r</b>  | <b>71.9</b>    | <b>70.6</b>      |
| Upstate New York                    | 23.5             | 23.4             | 24.3             | 23.5             | 23.6             | 23.0             | 24.2             | 42.4           | 29.3           | 28.3           | 28.7             |
| Total New York Suburb               | 84.1             | 85.4             | 91.3             | 93.5             | 93.2             | 94.6             | 93.8             | 112.5          | 137.6 r        | 137.9          | 138.6            |
| Total Downstate NY Bus              | 615.1            | 637.4            | 709.5            | 722.7            | 670.0            | 678.8            | 683.0            | 759.2          | 801.8          | 827.5          | 845.9            |
| Downstate % of Nation               | 19.8             | 20.1             | 21.5             | 21.6             | 19.1             | 18.8             | 16.9 r           | 17.9           | 18.1           | 18.7           | 20.3             |
| <b>U.S. Bus Transit</b>             | <b>3,107.5</b>   | <b>3,169.1</b>   | <b>3,304.0</b>   | <b>3,341.2</b>   | <b>3,500.5 n</b> | <b>3,614.7</b>   | <b>4,046.5 r</b> | <b>4,234.5</b> | <b>4,435.0</b> | <b>4,416.2</b> | <b>4,165.6 n</b> |
| Rail Rapid Transit                  |                  |                  |                  |                  |                  |                  |                  |                |                |                |                  |
| <b>MTA/NYC Transit</b>              | <b>1,162.9 b</b> | <b>1,177.4 b</b> | <b>1,349.2 b</b> | <b>1,381.8 b</b> | <b>1,556.5</b>   | <b>1,550.4 b</b> | <b>1,573.5</b>   | <b>1,453.4</b> | <b>1,527.6</b> | <b>1,523.2</b> | <b>1,518.2</b>   |
| <b>MTA/SI RAILWAY</b>               | <b>5.2</b>       | <b>6.3</b>       | <b>7.8</b>       | <b>8.3</b>       | <b>5.7</b>       | <b>4.6</b>       | <b>3.5</b>       | <b>3.3</b>     | <b>4.5</b>     | <b>4.1</b>     | <b>3.9</b>       |
| Total Rail Rapid Transit            | 1,168.1          | 1,183.7          | 1,357.0          | 1,390.1          | 1,562.2          | 1,555.0          | 1,577.0          | 1,456.7        | 1,532.1        | 1,527.3        | 1,522.1          |
| Downstate % of Nation               | 60.6             | 58.7             | 64.3             | 64.8             | 63.4             | 62.5             | 64.4             | 58.6           | 57.5           | 55.8           | 56.0             |
| <b>U.S. Rail Rapid Transit</b>      | <b>1,928.1</b>   | <b>2,015.8</b>   | <b>2,110.8</b>   | <b>2,144.7</b>   | <b>2,465.7</b>   | <b>2,489.5</b>   | <b>2,447.1</b>   | <b>2,486.8</b> | <b>2,663.9</b> | <b>2,736.4</b> | <b>2,718.6 n</b> |
| Suburban Rail                       |                  |                  |                  |                  |                  |                  |                  |                |                |                |                  |
| <b>MTA/M-N Railroad - Total GCT</b> | <b>231.7</b>     | <b>241.4</b>     | <b>280.6</b>     | <b>284.5</b>     | <b>280.6</b>     | <b>293.8</b>     | <b>307.8</b>     | <b>322.4</b>   | <b>333.3</b>   | <b>338.6</b>   | <b>339.1</b>     |
| <b>MTA/LI Rail Road</b>             | <b>282.9</b>     | <b>289.9</b>     | <b>318.7</b>     | <b>320.4</b>     | <b>321.1</b>     | <b>328.7</b>     | <b>333.8</b>     | <b>342.1</b>   | <b>354.8</b>   | <b>359.7</b>   | <b>351.6</b>     |
| Total Downstate Suburban Rail       | 514.6            | 531.3            | 599.3            | 604.9            | 601.7            | 622.5            | 641.6            | 664.5          | 688.1          | 698.3          | 690.7            |
| Downstate % of Nation               | 53.0             | 53.4             | 55.3             | 56.1             | 52.5             | 52.9             | 51.1             | 50.8           | 50.1           | 48.5           | 47.7             |
| <b>U.S. Suburban Rail Transit</b>   | <b>970.1</b>     | <b>995.5</b>     | <b>1,083.1</b>   | <b>1,077.5</b>   | <b>1,145.6 r</b> | <b>1,177.6</b>   | <b>1,255.2</b>   | <b>1,308.7</b> | <b>1,374.6</b> | <b>1,438.7</b> | <b>1,447.4 n</b> |
| Staten Island Ferry                 |                  |                  |                  |                  |                  |                  |                  |                |                |                |                  |
| Private Ferries                     | 4.6 e            | 4.2 e            | 4.1 e            | 4.0              | 4.0              | 4.0              | 4.0              | 2.4            | 0.9            | 0.9            | 0.3              |
| Private Ferries                     | 14.9 e           | 27.0 e           | 29.6 e           | 32.0 e           | 32.3             | 36.6 e           | 46.8 e           | 27.0           | 27.0 t         | n/a            | n/a              |
| Total New York State                | 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        | 3,049.9        | 3,054.0        | 3,059.0          |
| NEW JERSEY                          |                  |                  |                  |                  |                  |                  |                  |                |                |                |                  |
| Bus Transit                         |                  |                  |                  |                  |                  |                  |                  |                |                |                |                  |
| New Jersey Transit                  | 178.8            | 181.8            | 192.0            | 202.8            | 201.1            | 209.6            | 216.4            | 227.2          | 209.2          | 212.7          | 216.3            |
| <b>New Jersey Independents</b>      | <b>127.9</b>     | <b>130.6</b>     | <b>141.9</b>     | <b>146.1</b>     | <b>147.0</b>     | <b>158.1</b>     | <b>148.4</b>     | <b>151.6</b>   | <b>156.9</b>   | <b>162.4</b>   | <b>163.9</b>     |
| Total New Jersey Bus                | 306.7            | 312.4            | 333.9            | 348.9            | 348.1            | 367.7            | 364.8            | 378.8          | 366.1          | 375.1          | 380.2            |
| Rapid Transit                       |                  |                  |                  |                  |                  |                  |                  |                |                |                |                  |
| <b>PATH</b>                         | <b>55.6</b>      | <b>56.6</b>      | <b>59.4</b>      | <b>59.7</b>      | <b>61.0</b>      | <b>62.4</b>      | <b>65.5</b>      | <b>68.0</b>    | <b>75.7</b>    | <b>88.9</b>    | <b>85.7</b>      |
| Newark City Subway                  | 2.9              | 2.9              | 3.1              | 3.3              | 3.2              | 3.4              | 3.5              | 3.7            | 2.1            | 2.4            | 4.5              |
| Total                               | 58.5             | 59.5             | 62.5             | 63.0             | 64.2             | 65.8             | 69.0             | 71.7           | 77.8           | 91.3           | 90.2             |
| <b>Total NJ Suburban Rail**</b>     | <b>153.6</b>     | <b>156.1</b>     | <b>164.9</b>     | <b>174.2</b>     | <b>172.8</b>     | <b>180.0</b>     | <b>185.9</b>     | <b>195.1</b>   | <b>234.9</b>   | <b>262.9</b>   | <b>266.5</b>     |
| CONNECTICUT                         |                  |                  |                  |                  |                  |                  |                  |                |                |                |                  |
| CT Transit                          | 6.4              | 7.0              | 7.8              | 8.0              | 8.6              | 9.0              | 8.9              | 9.0            | 10.3           | 10.4           | 8.5              |
| Private Bus                         | 5.2              | 5.5              | 5.3              | 6.1              | 6.5              | 6.3              | 6.8              | 7.0            | 5.8            | 6.1            | 6.5              |
| Total Connecticut Bus               | 11.6             | 12.5             | 13.1             | 14.1             | 15.1             | 15.3             | 15.7             | 16.0           | 16.1           | 16.5           | 15.0             |
| <b>TOTAL NY-NJ-CT REGION</b>        | <b>2,847.7 e</b> | <b>2,924.1 e</b> | <b>3,273.9 e</b> | <b>3,353.9 e</b> | <b>3,470.3</b>   | <b>3,525.7</b>   | <b>3,586.2</b>   | <b>3,571.5</b> | <b>3,744.8</b> | <b>3,799.8</b> | <b>3,810.9</b>   |
| NY-NJ-CT% of Nation                 | 46.3             | 46.0             | 48.5             | 49.3             | 46.8             | 46.7             | 45.0             | 43.1           | 42.8           | 42.7           | 44.1             |
| <b>Total U.S. Passenger Revenue</b> | <b>6,152.5</b>   | <b>6,350.9</b>   | <b>6,756.0</b>   | <b>6,800.9</b>   | <b>7,416.3 r</b> | <b>7,545.7</b>   | <b>7,969.6</b>   | <b>8,282.4</b> | <b>8,745.8</b> | <b>8,891.1</b> | <b>8,648.9 n</b> |

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

e - Estimated

n - Preliminary

n/a - Data not available

r-Revised

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 Public Transportation Factbook, American Public Transportation Association

# TABLE A-7

## ANNUAL PUBLIC TRANSPORTATION OPERATING EXPENSE IN MILLIONS OF DOLLARS

|                               | 1992             | 1993             | 1994             | 1995             | 1996           | 1997           | 1998           | 1999           | 2000           | 2001           | 2002           |
|-------------------------------|------------------|------------------|------------------|------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| <b>NEW YORK</b>               |                  |                  |                  |                  |                |                |                |                |                |                |                |
| Bus Transit                   |                  |                  |                  |                  |                |                |                |                |                |                |                |
| MTA/NYC Transit               | 1,013.8 b        | 1,189.2          | 1,209.9 b        | 1,050.3 b        | 1,016.3        | 1,134.9        | 1,307.6        | 1,384.6 b      | 1,323.6        | 1,411.0        | 1,476.3        |
| NYC Privates                  | 213.4            | 219.7            | 216.6            | 203.4            | 217.3          | 228.9          | 233.0          | 256.2 a        | 271.3          | 288.5          | 288.3          |
| Total New York City           | 1,227.2          | 1,408.9          | 1,426.5          | 1,253.7          | 1,233.6        | 1,363.8        | 1,540.6        | 1,640.8        | 1,594.9        | 1,699.5        | 1,764.6        |
| MTA/Long Island Bus           | 55.5             | 56.7             | 60.7             | 62.4             | 70.8           | 74.3           | 76.2           | 75.3           | 85.2           | 86.9           | 83.5           |
| Long Island Remainder         | 18.6             | 18.7             | 20.1             | 21.4             | 23.0           | 24.9           | 26.1           | 27.4           | 31.3           | 32.1           | 34.4           |
| Westchester                   | 56.8             | 60.0             | 57.2             | 66.5             | 71.2           | 70.5           | 75.3           | 73.2           | 73.4           | 65.8           | 77.5           |
| Upstate New York              | 38.9             | 39.7             | 41.4             | 39.3             | 45.9           | 45.4           | 46.3           | 59.3 a         | 55.9           | 57.7           | 58.3           |
| Total New York Subs.          | 169.8            | 175.1            | 179.4            | 189.6            | 210.9          | 215.1          | 223.9          | 235.2          | 245.8          | 242.5          | 253.7          |
| Total Downstate NY Bus        | 1,397.0          | 1,584.0          | 1,605.9          | 1,443.3          | 1,444.5        | 1,578.9        | 1,764.5        | 1,876.0        | 1,840.7        | 1,942.0        | 2,018.3        |
| Downstate % of Nation         | 14.0             | 15.5             | 15.6             | 13.8             | 13.5           | 14.2           | 15.2 r         | 15.8           | 14.0           | 14.4           | 14.2           |
| U.S. Bus Transit              | 10,005.6         | 10,241.5         | 10,277.0         | 10,459.4         | 10,709.5       | 11,084.2       | 11,575.4 r     | 11,880.7       | 13,143.8       | 13,507.6 r     | 14,252.3 n     |
| Rail Rapid Transit            |                  |                  |                  |                  |                |                |                |                |                |                |                |
| MTA/NYC Transit               | 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        | 2,357.5 b      | 2,090.3        | 2,211.6        | 2,255.9 b      |
| MTA/SI RAILWAY                | 27.4             | 17.8             | 25.3             | 19.7             | 20.4           | 19.7           | 23.4           | 21.8           | 25.3           | 26.2           | 25.4           |
| Total Rail Rapid Transit      | 1,872.8          | 2,576.6          | 2,628.7          | 2,026.0          | 1,961.8        | 2,187.5        | 2,249.8        | 2,379.3        | 2,115.6        | 2,237.8        | 2,281.3        |
| Downstate % of Nation         | 48.5             | 64.7             | 62.6             | 52.0             | 51.0           | 55.4           | 55.8           | 56.1           | 46.6           | 46.0 r         | 45.2           |
| U.S. Rail Rapid Transit       | 3,864.0          | 3,984.5          | 4,199.0          | 3,899.0          | 3,843.5        | 3,946.2        | 4,029.8 r      | 4,239.0        | 4,537.2        | 4,862.3 r      | 5,045.8 n      |
| Suburban Rail                 |                  |                  |                  |                  |                |                |                |                |                |                |                |
| MTA/M-N Railroad - Total GCT  | 502.7            | 431.5            | 674.5            | 465.5            | 574.0          | 580.1          | 608.4          | 678.6          | 694.1          | 725.9          | 598.9          |
| MTA/LI Rail Road              | 629.7            | 736.6            | 771.8            | 634.1            | 780.7          | 709.9          | 863.8          | 851.3          | 860.9          | 923.0          | 782.1          |
| Total Downstate Suburban Rail | 1,132.4          | 1,168.1          | 1,446.3          | 1,099.6          | 1,354.7        | 1,290.0        | 1,472.2        | 1,529.9        | 1,555.0        | 1,648.9        | 1,381.0        |
| Downstate % of Nation         | 56.3             | 55.9             | 64.9             | 49.7             | 59.1           | 56.6           | 62.4 r         | 59.4           | 57.9           | 57.8 r         | 46.0           |
| U.S. Suburban Rail Transit    | 2,012.6          | 2,088.4          | 2,227.8          | 2,211.2          | 2,294.1        | 2,278.1        | 2,360.6 r      | 2,574.9        | 2,685.3        | 2,852.0 r      | 3,003.2 n      |
| Staten Island Ferry           | 58.4 e           | 32.4 e           | 31.6 e           | 31.0 e           | 31.9           | 35.5 e         | 36.4           | 39.0           | 42.8           | 45.3           | 49.6           |
| Private Ferries               | 3.6 e            | 3.7 e            | 3.8 e            | 3.9 e            | 4.0            | 4.1 e          | 4.2 e          | 28.8           | n/a            | n/a            | n/a            |
| Total New York State          | 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      | 5,853.0        | 5,554.1        | 5,874.0        | 5,730.2        |
| <b>NEW JERSEY</b>             |                  |                  |                  |                  |                |                |                |                |                |                |                |
| Bus Transit                   |                  |                  |                  |                  |                |                |                |                |                |                |                |
| New Jersey Transit            | 350.4            | 363.3            | 378.5            | 380.8            | 403.1          | 405.3          | 405.8          | 443.1          | 439.4          | 468.2          | 487.7          |
| New Jersey Independents       | 186.4            | 186.0            | 200.7            | 205.5            | 210.9          | 220.6          | 222.4          | 219.5          | 223.0          | 226.0          | 178.2          |
| Total                         | 536.8            | 549.3            | 579.2            | 586.3            | 614.0          | 625.9          | 628.2          | 662.6          | 662.4          | 694.2          | 665.9          |
| Rapid Transit                 |                  |                  |                  |                  |                |                |                |                |                |                |                |
| PATH                          | 142.2            | 155.1            | 155.8            | 159.5            | 152.9          | 141.1          | 147.5          | 150.0          | 155.3          | 148.6          | 170.7          |
| Newark City Subway            | 4.5              | 4.7              | 4.9              | 4.9              | 5.2            | 5.2            | 5.2            | 7.1            | 13.6           | 10.4           | 14.3           |
| Total                         | 146.7            | 159.8            | 160.7            | 164.4            | 158.1          | 146.3          | 152.7          | 157.1          | 168.9          | 159.0          | 185.0          |
| NJ Suburban Rail**            | 349.9            | 362.8            | 378.0            | 380.1            | 402.5          | 404.7          | 405.2          | 415.3          | 411.9          | 430.7          | 460.8          |
| <b>CONNECTICUT</b>            |                  |                  |                  |                  |                |                |                |                |                |                |                |
| CT Transit                    | 20.7             | 21.6             | 21.8             | 23.5             | 23.9           | 23.2           | 24.3           | 25.1           | 28.9           | 13.3           | 27.8           |
| Private Bus                   | 18.8             | 17.9             | 18.2             | 18.6             | 19.5           | 19.4           | 19.8           | 20.3           | 17.2           | 17.8           | 20.5           |
| Total Connecticut Bus         | 39.5             | 39.5             | 40.0             | 42.1             | 43.4           | 42.6           | 44.1           | 45.4           | 46.1           | 31.1           | 48.3           |
| <b>TOTAL NY-NJ-CT REGION</b>  | <b>5,537.1 e</b> | <b>6,476.2 e</b> | <b>6,874.2 e</b> | <b>5,776.7 e</b> | <b>6,014.9</b> | <b>6,315.5</b> | <b>6,757.3</b> | <b>7,133.4</b> | <b>6,843.4</b> | <b>7,189.0</b> | <b>7,090.2</b> |
| NY-NJ-CT % of Nation          | 33.0             | 37.3             | 38.4             | 32.4             | 32.8           | 33.4           | 34.2 r         | 34.8 r         | 30.2 r         | 30.6 r         | 28.6           |
| United States                 | 16,781.4         | 17,349.8         | 17,919.9         | 17,848.7         | 18,340.7       | 18,936.1       | 19,738.5 r     | 20,512.1 r     | 22,645.5 r     | 23,516.9 r     | 24,834.0 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. r - Revised  
Source: Transit operators' data and NYMTC Estimates. U.S. data from Public Transportation Factbook, American Public Transportation Association

n - Preliminary  
n/a - Data not available.  
\*\* - Includes NJ Transit in New Jersey and NYS-West of Hudson

# TABLE A-8

## ANNUAL PUBLIC TRANSPORTATION DEFICITS IN THE NY-NJ-CT REGION\*

IN MILLIONS OF DOLLARS

|                                 | 1992             | 1993             | 1994             | 1995             | 1996           | 1997           | 1998           | 1999             | 2000             | 2001             | 2002           |
|---------------------------------|------------------|------------------|------------------|------------------|----------------|----------------|----------------|------------------|------------------|------------------|----------------|
| <b>NEW YORK</b>                 |                  |                  |                  |                  |                |                |                |                  |                  |                  |                |
| <b>Bus Transit</b>              |                  |                  |                  |                  |                |                |                |                  |                  |                  |                |
| MTA/NYC Transit                 | 463.7            | 623.8            | 682.7            | 507.5            | 336.9          | 645.5          | 799.1          | 859.6            | 660.7            | 701.2            | 834.9          |
| NYC Privates                    | 96.2             | 124.5            | 121.7            | 110.2            | 122.2          | 134.1          | 140.7          | (5.0)a           | 143.3            | 162.9            | 181.5          |
| <b>Total New York City</b>      | <b>559.9</b>     | <b>748.3</b>     | <b>804.4</b>     | <b>617.7</b>     | <b>459.1</b>   | <b>779.6</b>   | <b>939.8</b>   | <b>854.6</b>     | <b>804.0</b>     | <b>864.1</b>     | <b>1,016.4</b> |
| MTA/Long Island Bus             | 26.8             | 27.6             | 31.2             | 33.0             | 39.1           | 42.2           | 45.3           | 43.2             | 52.0             | 53.3             | 50.0           |
| Long Island Remainder           | 15.1             | 14.9             | 14.6             | 15.6             | 16.9           | 18.4           | 19.4           | 20.7             | 24.4             | 24.9             | 25.6           |
| Westchester                     | 26.6             | 31.6             | 26.1             | 32.3             | 37.4           | 36.1           | 39.5           | 11.0             | 1.5 r            | (6.1)r           | 6.9            |
| Upstate New York                | 15.3             | 16.2             | 17.0             | 15.5             | 21.8           | 22.3           | 21.9           | (0.9)            | 23.9 r           | 24.0             | 27.6           |
| <b>Total New York Suburb</b>    | <b>83.8</b>      | <b>90.3</b>      | <b>88.9</b>      | <b>96.4</b>      | <b>115.2</b>   | <b>119.0</b>   | <b>126.1</b>   | <b>74.0</b>      | <b>101.8 r</b>   | <b>96.1 r</b>    | <b>110.1</b>   |
| <b>Total New York State Bus</b> | <b>643.7</b>     | <b>838.6</b>     | <b>893.3</b>     | <b>714.1</b>     | <b>574.3</b>   | <b>898.6</b>   | <b>1,065.9</b> | <b>928.6</b>     | <b>905.8 r</b>   | <b>960.2 r</b>   | <b>1,126.5</b> |
| <b>Rail Rapid Transit</b>       |                  |                  |                  |                  |                |                |                |                  |                  |                  |                |
| MTA/NYC Transit                 | 619.9            | 1,299.3          | 1,428.9          | 797.1            | 427.8          | 617.4          | 616.1          | 694.8            | 472.3            | 591.5            | 652.7          |
| MTA/SI RAILWAY                  | 21.0             | 11.3             | 18.9             | 13.3             | 12.8           | 13.2           | 18.8           | 17.2             | 20.2             | 21.4             | 20.9           |
| <b>Total</b>                    | <b>640.9</b>     | <b>1,310.6</b>   | <b>1,447.8</b>   | <b>810.4</b>     | <b>440.6</b>   | <b>630.6</b>   | <b>634.9</b>   | <b>712.0</b>     | <b>492.5</b>     | <b>612.9</b>     | <b>673.6</b>   |
| <b>Suburban Rail</b>            |                  |                  |                  |                  |                |                |                |                  |                  |                  |                |
| MTA/M-N Railroad - Total GCT    | 247.7            | 167.8            | 415.7            | 203.3            | 273.6          | 266.3          | 281.0          | 339.8            | 334.2            | 360.0            | 231.5          |
| MTA/LI Rail Road                | 327.8            | 424.7            | 475.3            | 335.7            | 435.5          | 360.5          | 510.1          | 486.1            | 480.9            | 539.1            | 409.4          |
| <b>Total Suburban Rail</b>      | <b>575.5</b>     | <b>592.5</b>     | <b>891.0</b>     | <b>539.0</b>     | <b>709.1</b>   | <b>626.8</b>   | <b>791.1</b>   | <b>825.9</b>     | <b>815.1</b>     | <b>899.1</b>     | <b>640.9</b>   |
| Staten Island Ferry             | 53.6 e           | 26.9 e           | 26.1 e           | 24.6 e           | 25.3           | 28.9           | 28.4           | 37.6 r           | 41.3 r           | 43.9             | 48.3           |
| Private Ferries                 | (11.3)e          | (23.3)e          | (25.9)e          | (28.1)e          | (28.3)         | (32.5)         | (42.6)         | (3.4)a,b         | n/a              | n/a              | n/a            |
| <b>Total New York State</b>     | <b>1,902.4 e</b> | <b>2,745.3 e</b> | <b>3,232.3 e</b> | <b>2,060.0 e</b> | <b>1,720.9</b> | <b>2,152.4</b> | <b>2,477.7</b> | <b>2,500.7 r</b> | <b>2,254.7 r</b> | <b>2,516.1 r</b> | <b>2,489.3</b> |
| <b>NEW JERSEY</b>               |                  |                  |                  |                  |                |                |                |                  |                  |                  |                |
| <b>Bus Transit</b>              |                  |                  |                  |                  |                |                |                |                  |                  |                  |                |
| New Jersey Transit              | 171.2            | 179.7            | 178.0            | 170.5            | 182.6          | (12.9)         | 167.1          | 205.6            | 208.7            | 224.5            | 245.8          |
| New Jersey Independents         | 42.1             | 43.7             | 44.4             | 42.4             | 46.4           | 38.0           | 49.8           | 36.8             | 38.2             | 37.8             | (20.3)         |
| <b>Total</b>                    | <b>213.3</b>     | <b>223.4</b>     | <b>222.4</b>     | <b>212.9</b>     | <b>229.0</b>   | <b>25.1</b>    | <b>216.9</b>   | <b>242.4</b>     | <b>246.9</b>     | <b>262.3</b>     | <b>225.5</b>   |
| <b>Rapid Transit</b>            |                  |                  |                  |                  |                |                |                |                  |                  |                  |                |
| PATH                            | 81.2             | 91.0             | 94.2             | 97.4             | 85.1           | 76.4           | 79.8           | 78.4             | 73.4             | 53.6             | 85.7           |
| Newark City Subway              | 1.6              | 1.7              | 1.6              | 1.4              | 1.6            | (1.6)          | 1.3            | 3.2              | 10.9             | 5.5              | 7.6            |
| <b>Total</b>                    | <b>82.8</b>      | <b>92.7</b>      | <b>95.8</b>      | <b>98.8</b>      | <b>86.7</b>    | <b>74.8</b>    | <b>81.1</b>    | <b>81.6</b>      | <b>84.3</b>      | <b>59.1</b>      | <b>93.3</b>    |
| <b>NJ Suburban Rail**</b>       | <b>168.4</b>     | <b>177.0</b>     | <b>175.0</b>     | <b>167.2</b>     | <b>179.3</b>   | <b>(18.6)</b>  | <b>163.6</b>   | <b>174.9</b>     | <b>152.8 r</b>   | <b>146.2 r</b>   | <b>163.8</b>   |
| <b>CONNECTICUT</b>              |                  |                  |                  |                  |                |                |                |                  |                  |                  |                |
| CT Transit                      | 14.3             | 14.6             | 14.0             | 15.5             | 15.3           | 14.2           | 15.4           | 16.1             | 18.3             | 2.7 r            | 19.0           |
| Private Bus                     | 13.6             | 12.4             | 12.9             | 12.5             | 13.0           | 12.9           | 12.9           | 13.2             | 10.9             | 11.5             | 13.4           |
| <b>Total Connecticut Bus</b>    | <b>27.9</b>      | <b>27.0</b>      | <b>26.9</b>      | <b>28.0</b>      | <b>28.3</b>    | <b>27.1</b>    | <b>28.3</b>    | <b>29.3</b>      | <b>29.2</b>      | <b>14.2 r</b>    | <b>32.4</b>    |
| <b>TOTAL REGION</b>             | <b>2,394.8 e</b> | <b>3,265.4 e</b> | <b>3,752.4 e</b> | <b>2,566.9 e</b> | <b>2,244.2</b> | <b>2,260.8</b> | <b>2,967.6</b> | <b>3,028.9 r</b> | <b>2,767.9 r</b> | <b>2,997.9 r</b> | <b>3,004.3</b> |

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

b- Includes New York

e - Estimated

- - Indicates a surplus.

Source: Transit operators' data and NYMTC Estimates

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

r - revised

# TABLE A-9

## PUBLIC TRANSPORTATION FLEET CHARACTERISTICS\*

|                              | 1992           | 1993           | 1994          | 1995           | 1996          | 1997          | 1998          | 1999          | 2000          | 2001           | 2002          |
|------------------------------|----------------|----------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|
| <b>NEW YORK</b>              |                |                |               |                |               |               |               |               |               |                |               |
| <b>Bus Transit</b>           |                |                |               |                |               |               |               |               |               |                |               |
| MTA/NYC Transit              | 3,659          | 3,662          | 3,711         | 3,657          | 3,582         | 3,867         | 4,189         | 4,373         | 4,489         | 4,457          | 4,486         |
| NYC Privates                 | 891            | 871            | 950           | n/a            | 774           | 958           | 1,234         | 1,265         | 1,291         | 1,324          | 1,738         |
| <b>Total New York City</b>   | <b>4,550</b>   | <b>4,533</b>   | <b>4,661</b>  | <b>3,657 r</b> | <b>4,356</b>  | <b>4,825</b>  | <b>5,423</b>  | <b>5,638</b>  | <b>5,780</b>  | <b>5,781</b>   | <b>6,224</b>  |
| <b>New York Suburb</b>       | <b>989 e</b>   | <b>993 e</b>   | <b>978</b>    | <b>968</b>     | <b>1,079</b>  | <b>1,075</b>  | <b>1,295</b>  | <b>1,262</b>  | <b>982 m</b>  | <b>1,420 m</b> | <b>1,280</b>  |
| <b>Total New York State</b>  | <b>5,539 e</b> | <b>5,526 e</b> | <b>5,639</b>  | <b>5,575</b>   | <b>5,435</b>  | <b>5,900</b>  | <b>6,685</b>  | <b>6,900</b>  | <b>6,762</b>  | <b>7,201</b>   | <b>7,504</b>  |
| <b>Rapid Transit</b>         |                |                |               |                |               |               |               |               |               |                |               |
| MTA/NYC Transit & SI Railway | 5,972          | 5,904          | 5,867         | 5,865          | 5,861         | 5,854         | 5,856         | 5,875         | 5,871         | 6,259          | 6,397         |
| <b>Suburban Rail</b>         |                |                |               |                |               |               |               |               |               |                |               |
| MTA/Metro-North Railroad     | 790            | 788            | 765           | 815            | 852           | 851           | 856           | 918           | 919           | 959            | 957           |
| MTA/LI Rail Road             | 1,125          | 1,120          | 1,120         | 1,120          | 1,124         | 1,086         | 1,085         | 1,050         | 1,096         | 1,093          | 1,086         |
| <b>Total Suburban Rail</b>   | <b>1,915</b>   | <b>1,908</b>   | <b>1,885</b>  | <b>1,935</b>   | <b>1,976</b>  | <b>1,937</b>  | <b>1,941</b>  | <b>1,968</b>  | <b>2,015</b>  | <b>2,052</b>   | <b>2,043</b>  |
| <b>NEW JERSEY</b>            |                |                |               |                |               |               |               |               |               |                |               |
| <b>Bus Transit</b>           |                |                |               |                |               |               |               |               |               |                |               |
| PATH/Newark Subway           | 3,123          | 3,206          | 3,323         | 3,318          | 3,331         | 3,319         | 3,411         | 3,515         | 3,651         | 4,452          | 4,380         |
| Suburban Rail                | 364            | 364            | 364           | 364            | 364           | 342           | 364           | 357           | 385           | 335            | 276           |
| Suburban Rail                | 930            | 920            | 981           | 953            | 953           | 923           | 923           | 985           | 1,138         | 1,160          | 914           |
| <b>Total Buses</b>           | <b>8,662 e</b> | <b>8,732</b>   | <b>8,962</b>  | <b>8,893</b>   | <b>8,766</b>  | <b>9,219</b>  | <b>10,096</b> | <b>10,415</b> | <b>10,413</b> | <b>11,653</b>  | <b>11,884</b> |
| <b>Total Rail Cars</b>       | <b>9,181</b>   | <b>9,096</b>   | <b>9,097</b>  | <b>9,117</b>   | <b>9,154</b>  | <b>9,056</b>  | <b>9,084</b>  | <b>9,185</b>  | <b>9,409</b>  | <b>9,806</b>   | <b>9,630</b>  |
| <b>TOTAL REGION</b>          | <b>17,843</b>  | <b>17,828</b>  | <b>18,059</b> | <b>18,010</b>  | <b>17,920</b> | <b>18,275</b> | <b>19,180</b> | <b>19,600</b> | <b>19,822</b> | <b>21,459</b>  | <b>21,514</b> |

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

e - Estimated.

m - Excludes Hudson Valley others

n/a - not available

r-revised

Source: Transit operators' data, NYMTC estimates.

# TABLE A-10

## 2002 REGIONAL BUS AND RAIL EQUIPMENT CHARACTERISTICS

### BUS EQUIPMENT CHARACTERISTICS

|                               | Total<br>Buses | Average Age<br>(as of 12/02) |          | Average<br>Seating |          |
|-------------------------------|----------------|------------------------------|----------|--------------------|----------|
| <b>NEW YORK</b>               |                |                              |          |                    |          |
| MTA/NYC Transit               | 4,486          | 6.7                          |          | n/a                |          |
| NYC Privates                  | 1,738          | 9.5                          |          | 47                 |          |
| <b>Total New York City</b>    | <b>6,224</b>   | <b>7.5</b>                   |          | <b>47</b>          |          |
| MTA/ Long Island Bus          | 417            | 3.4                          |          | 45                 |          |
| Long Island Remainder         | 263            | 5.6                          |          | 29                 |          |
| Westchester                   | 344            | 7.5                          |          | 45                 |          |
| Upstate                       | 256            | 5.8                          |          | 49                 |          |
| <b>Total New York Suburbs</b> | <b>1,280</b>   | <b>5.4</b>                   |          | <b>42.5</b>        |          |
| <b>Total New York State</b>   | <b>7,504</b>   | <b>7.1</b>                   |          | <b>45.1</b>        |          |
| <b>NEW JERSEY</b>             |                |                              |          |                    |          |
| New Jersey Transit            | 3,033          | 5.9                          |          | 47                 |          |
| New Jersey Independents       | 1,347          | 8.1                          |          | 45                 |          |
| <b>Total New Jersey Bus</b>   | <b>4,380</b>   | <b>6.6</b>                   |          | <b>46.4</b>        |          |
| <b>TOTAL BUS</b>              | <b>11,884</b>  | <b>6.9</b>                   | <b>a</b> | <b>45.9</b>        | <b>a</b> |

### RAIL EQUIPMENT CHARACTERISTICS

|                              | Total<br>Cars | Average Age<br>(as of 12/02) |            | Average<br>Seating |            |
|------------------------------|---------------|------------------------------|------------|--------------------|------------|
| MTA/NYC Transit              | 6,333         | 22.3                         |            | n/a                |            |
| MTA/SI Railway               | 64            | 31.0                         |            | n/a                |            |
| <b>Total</b>                 | <b>6,397</b>  | <b>22.4</b>                  | <b>b</b>   | <b>n/a</b>         | <b>b</b>   |
| Suburban Rail                |               |                              |            |                    |            |
| MTA/M-N Railroad - Total GCT | 957           | 22.7                         |            | n/a                |            |
| MTA/LI Rail Road             | 1,086         | 24.4                         |            | n/a                |            |
| <b>Total Suburban Rail</b>   | <b>2,043</b>  | <b>23.6</b>                  |            | <b>n/a</b>         |            |
| PATH                         | 231           | 29.7                         |            | 31                 |            |
| Newark City Subway           | 45            | 21.5                         |            | 69                 |            |
| <b>Total Rapid Transit</b>   | <b>276</b>    | <b>28.4</b>                  |            | <b>37.2</b>        |            |
| NJ Transit Suburban Rail*    | 914           | 22.5                         |            | 107                |            |
| <b>TOTAL RAIL</b>            | <b>9,630</b>  | <b>22.8</b>                  | <b>b,c</b> | <b>90.8</b>        | <b>b,c</b> |

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 NY-NJ-CT REGION\*

|                                 | 1992          | 1993          | 1994          | 1995          | 1996        | 1997          | 1998          | 1999          | 2000        | 2001        | 2002        |
|---------------------------------|---------------|---------------|---------------|---------------|-------------|---------------|---------------|---------------|-------------|-------------|-------------|
| <b>NEW YORK</b>                 |               |               |               |               |             |               |               |               |             |             |             |
| <b>Bus Transit</b>              |               |               |               |               |             |               |               |               |             |             |             |
| MTA/NYC Transit                 | 0.43          | 0.38          | 0.43          | 0.51          | 0.59        | 0.43          | 0.38          | 0.39          | 0.43        | 0.43        | 0.41        |
| NYC Privates                    | 0.46          | 0.43          | 0.43          | 0.45          | 0.44        | 0.41          | 0.40          | 0.40          | 0.47        | 0.40        | 0.36        |
| <b>Total New York City</b>      | <b>0.43</b>   | <b>0.39</b>   | <b>0.43</b>   | <b>0.50</b>   | <b>0.56</b> | <b>0.54</b>   | <b>0.38</b>   | <b>0.39</b>   | <b>0.90</b> | <b>0.83</b> | <b>0.40</b> |
| <b>MTA/Long Island Bus</b>      |               |               |               |               |             |               |               |               |             |             |             |
| MTA/Long Island Bus             | 0.49          | 0.50          | 0.51          | 0.48          | 0.42        | 0.42          | 0.36          | 0.39          | 0.35        | 0.35        | 0.38        |
| Long Island Remainder           | 0.19          | 0.19          | 0.25          | 0.26          | 0.26        | 0.26          | 0.26          | 0.24          | 0.21        | 0.22        | 0.22        |
| Westchester                     | 0.53          | 0.50          | 0.54          | 0.51          | 0.47        | 0.49          | 0.49          | 0.47          | 1.04 r      | 0.99 r      | 0.91        |
| Upstate New York                | 0.60 e        | 0.59          | 0.59          | 0.60          | 0.51        | 0.51          | 0.51          | 0.72          | 0.52        | 0.14        | 0.49        |
| <b>Total New York Suburb</b>    | <b>0.50 e</b> | <b>0.49</b>   | <b>0.51</b>   | <b>0.49</b>   | <b>0.44</b> | <b>0.44</b>   | <b>0.44</b>   | <b>0.48</b>   | <b>0.41</b> | <b>0.33</b> | <b>0.55</b> |
| <b>Total New York State Bus</b> | <b>0.44 e</b> | <b>0.40</b>   | <b>0.44</b>   | <b>0.50</b>   | <b>0.54</b> | <b>0.52</b>   | <b>0.52</b>   | <b>0.40</b>   | <b>0.49</b> | <b>0.42</b> | <b>0.42</b> |
| <b>Rail Rapid Transit</b>       |               |               |               |               |             |               |               |               |             |             |             |
| MTA/NYC Transit                 | 0.63          | 0.46          | 0.52          | 0.69          | 1.04        | 0.72          | 0.71          | 0.62          | 0.73        | 0.69        | 0.67        |
| MTA/SI RAILWAY                  | 0.19          | 0.35          | 0.31          | 0.42          | 0.28        | 0.23          | 0.15          | 0.15          | 0.18        | 0.16        | 0.15        |
| <b>Total</b>                    | <b>0.62</b>   | <b>0.46</b>   | <b>0.52</b>   | <b>0.69</b>   | <b>1.03</b> | <b>1.04</b>   | <b>0.70</b>   | <b>0.61</b>   | <b>0.72</b> | <b>0.85</b> | <b>0.67</b> |
| <b>Suburban Rail</b>            |               |               |               |               |             |               |               |               |             |             |             |
| MTA/M-N Railroad - Total GCT    | 0.46          | 0.56          | 0.42          | 0.61          | 0.49        | 0.51          | 0.51          | 0.48          | 0.48        | 0.47        | 0.57        |
| MTA/LI Rail Road                | 0.45          | 0.39          | 0.41          | 0.51          | 0.41        | 0.46          | 0.39          | 0.40          | 0.41        | 0.39        | 0.45        |
| <b>Total Suburban Rail</b>      | <b>0.45</b>   | <b>0.45</b>   | <b>0.41</b>   | <b>0.55</b>   | <b>0.44</b> | <b>0.48</b>   | <b>0.44</b>   | <b>0.43</b>   | <b>0.44</b> | <b>0.42</b> | <b>0.50</b> |
| Staten Island Ferry             | 0.08 e        | 0.13 e        | 0.13 e        | 0.13 e        | 0.13        | 0.11 e        | 0.07          | 0.06          | 0.02        | 0.02        | 0.01        |
| Private Ferries                 | 4.14 e        | 7.30 e        | 7.79 e        | 8.21 e        | 8.10        | 8.98 e        | 11.14 e       | 0.94          | n/a         | n/a         | n/a         |
| <b>Total New York State</b>     | <b>0.52 e</b> | <b>0.44 e</b> | <b>0.47 e</b> | <b>0.59 e</b> | <b>0.68</b> | <b>6.90 e</b> | <b>0.53</b>   | <b>0.50</b>   | <b>0.55</b> | <b>0.56</b> | <b>0.53</b> |
| <b>NEW JERSEY</b>               |               |               |               |               |             |               |               |               |             |             |             |
| <b>Bus Transit</b>              |               |               |               |               |             |               |               |               |             |             |             |
| New Jersey Transit              | 0.51          | 0.50          | 0.51          | 0.53          | 0.50        | 0.52          | 0.53          | 0.51          | 0.48        | 0.45        | 0.44        |
| New Jersey Independents         | 0.69          | 0.70          | 0.71          | 0.71          | 0.70        | 0.72          | 0.67          | 0.69          | 0.70        | 0.72        | 0.92        |
| <b>Total</b>                    | <b>0.57</b>   | <b>0.57</b>   | <b>0.58</b>   | <b>0.60</b>   | <b>0.57</b> | <b>0.59</b>   | <b>0.58</b>   | <b>0.57</b>   | <b>0.55</b> | <b>0.54</b> | <b>0.57</b> |
| <b>Rapid Transit</b>            |               |               |               |               |             |               |               |               |             |             |             |
| PATH                            | 0.39          | 0.36          | 0.38          | 0.37          | 0.40        | 0.44          | 0.44          | 0.45          | 0.49        | 0.60        | 0.50        |
| Newark City Subway              | 0.64          | 0.62          | 0.63          | 0.67          | 0.62        | 0.65          | 0.67          | 0.52          | 0.15        | 0.23        | 0.31        |
| <b>Total</b>                    | <b>0.40</b>   | <b>0.37</b>   | <b>0.39</b>   | <b>0.38</b>   | <b>0.41</b> | <b>0.45</b>   | <b>0.45</b>   | <b>0.46</b>   | <b>0.46</b> | <b>0.57</b> | <b>0.49</b> |
| <b>NJ Suburban Rail**</b>       | <b>0.44</b>   | <b>0.43</b>   | <b>0.44</b>   | <b>0.46</b>   | <b>0.43</b> | <b>0.44</b>   | <b>0.46</b>   | <b>0.47</b>   | <b>0.57</b> | <b>0.60</b> | <b>0.58</b> |
| <b>CONNECTICUT</b>              |               |               |               |               |             |               |               |               |             |             |             |
| <b>CT Transit</b>               |               |               |               |               |             |               |               |               |             |             |             |
| CTTransit                       | 0.31          | 0.32          | 0.36          | 0.34          | 0.36        | 0.39          | 0.37          | 0.36          | 0.35        | 0.33        | 0.31        |
| Private Bus                     | 0.28          | 0.31          | 0.29          | 0.33          | 0.33        | 0.33          | 0.34          | 0.35          | 0.34        | 0.34        | 0.32        |
| <b>Total Connecticut Bus</b>    | <b>0.29</b>   | <b>0.32</b>   | <b>0.33</b>   | <b>0.33</b>   | <b>0.35</b> | <b>0.36</b>   | <b>0.36</b>   | <b>0.35</b>   | <b>0.36</b> | <b>0.33</b> | <b>0.31</b> |
| <b>TOTAL REGION</b>             | <b>0.51 e</b> | <b>0.45 e</b> | <b>0.48 e</b> | <b>0.58 e</b> | <b>0.65</b> | <b>0.66 e</b> | <b>0.53 e</b> | <b>0.50 e</b> | <b>0.54</b> | <b>0.52</b> | <b>0.54</b> |

e - Estimated  
r - Revised

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

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

\*\*\* - Excludes bus transit in Connecticut

Source: Transit operators' data and NYMTC Estimates

# TABLE B-1

## REGISTERED VEHICLES\*

|                              | 1992               | 1993               | 1994               | 1995               | 1996               | 1997               | 1998               | 1999               | 2000                | 2001                | 2002              |
|------------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|---------------------|-------------------|
| Bronx                        | 264,838            | 262,943            | 259,470            | 253,423            | 243,516            | 246,608            | 250,596            | 259,028            | 268,910             | 269,577             | 255,087           |
| Kings                        | 473,363            | 475,530            | 473,959            | 466,383            | 445,037            | 452,425            | 480,758            | 476,025            | 486,987             | 470,290             | 439,716           |
| New York                     | 221,466            | 224,592            | 225,288            | 225,305            | 224,752            | 233,115            | 238,220            | 246,316            | 255,780             | 257,531             | 249,716           |
| Queens                       | 717,819            | 723,376            | 722,109            | 722,018            | 715,857            | 736,888            | 749,216            | 768,374            | 784,848             | 774,887             | 749,146           |
| Richmond                     | 207,610            | 211,729            | 213,818            | 215,027            | 217,369            | 223,781            | 229,676            | 237,031            | 247,848             | 252,657             | 252,542           |
| <b>New York City</b>         | <b>1,885,096</b>   | <b>1,898,170</b>   | <b>1,894,644</b>   | <b>1,882,156</b>   | <b>1,846,531</b>   | <b>1,892,817</b>   | <b>1,948,466</b>   | <b>1,986,774</b>   | <b>2,044,373</b>    | <b>2,024,942</b>    | <b>1,946,207</b>  |
| Dutchess                     | 162,845            | 161,331            | 159,713            | 161,628            | 163,364            | 204,252            | 207,411            | 214,238            | 230,168             | 235,485             | 235,936           |
| Nassau                       | 884,675            | 934,972            | 936,859            | 932,712            | 929,511            | 931,688            | 941,152            | 956,232            | 985,924             | 989,230             | 977,525           |
| Orange                       | 173,874            | 174,189            | 174,097            | 175,937            | 179,638            | 226,537            | 232,143            | 241,169            | 261,962             | 269,250             | 271,659           |
| Putnam                       | 58,484             | 58,905             | 59,317             | 60,003             | 61,488             | 78,249             | 79,933             | 82,993             | 88,084 r            | 89,377 r            | 89,702            |
| Rockland                     | 151,888            | 151,621            | 150,244            | 150,979            | 154,944            | 196,633            | 199,372            | 203,670            | 211,771 r           | 214,462 r           | 212,422           |
| Suffolk                      | 967,593            | 1,015,419          | 1,021,019          | 1,021,723          | 1,027,413          | 1,038,979          | 1,055,555          | 1,086,246          | 1,160,032 r         | 1,180,170 r         | 1,177,609         |
| Westchester                  | 588,886            | 599,203            | 602,842            | 604,439            | 608,881            | 614,780            | 622,547            | 635,774            | 657,724 r           | 665,287 r           | 656,279           |
| <b>New York Suburb</b>       | <b>2,988,245</b>   | <b>3,095,640</b>   | <b>3,104,091</b>   | <b>3,107,421</b>   | <b>3,125,239</b>   | <b>3,291,118</b>   | <b>3,338,113</b>   | <b>3,420,322</b>   | <b>3,595,665 r</b>  | <b>3,643,261 r</b>  | <b>3,621,132</b>  |
| <b>Downstate NY</b>          | <b>4,873,341</b>   | <b>4,993,810</b>   | <b>4,998,735</b>   | <b>4,989,577</b>   | <b>4,971,770</b>   | <b>5,183,935</b>   | <b>5,286,579</b>   | <b>5,407,096</b>   | <b>5,640,038 r</b>  | <b>5,668,203 r</b>  | <b>5,567,339</b>  |
| <b>Downstate % of NYS</b>    | <b>56.9</b>        | <b>57.6</b>        | <b>57.4</b>        | <b>57.1</b>        | <b>56.9</b>        | <b>53.5</b>        | <b>53.9</b>        | <b>53.8</b>        | <b>52.9 r</b>       | <b>52.9 r</b>       | <b>49.0</b>       |
| <b>Downstate % of Nation</b> | <b>2.8</b>         | <b>2.8</b>         | <b>2.8</b>         | <b>2.7</b>         | <b>2.7</b>         | <b>2.8</b>         | <b>2.8</b>         | <b>2.8</b>         | <b>2.5 r</b>        | <b>2.5 r</b>        | <b>*</b>          |
| Bergen                       | 565,185            | 570,660            | 577,602            | 584,997            | 603,896            | 600,282            | 607,766            | 604,216            | 602,378             | 613,909             | 695,417           |
| Essex                        | 412,659            | 417,020            | 441,560            | 447,462            | 453,851            | 445,558            | 454,376            | 450,801            | 455,490             | 476,368             | 524,215           |
| Hudson                       | 224,536            | 225,007            | 236,750            | 239,749            | 256,017            | 260,321            | 269,189            | 271,386            | 274,334             | 287,528             | 304,223           |
| Middlesex                    | 461,738            | 473,076            | 492,118            | 511,916            | 526,112            | 522,624            | 529,347            | 542,044            | 554,315             | 577,114             | 604,901           |
| Monmouth                     | 380,934            | 384,511            | 394,939            | 408,310            | 421,995            | 427,464            | 427,036            | 434,423            | 444,682             | 458,170             | 524,991           |
| Morris                       | 321,227            | 332,217            | 347,255            | 365,624            | 403,655            | 414,236            | 428,422            | 448,110            | 474,115             | 480,558             | 428,833           |
| Passaic                      | 273,972            | 278,116            | 290,374            | 294,059            | 308,318            | 307,377            | 309,362            | 320,983            | 330,142             | 342,369             | 378,747           |
| Somerset                     | 193,396            | 212,819            | 228,023            | 226,954            | 241,864            | 233,429            | 235,898            | 241,104            | 249,115             | 253,019             | 262,030           |
| Union                        | 326,252            | 328,422            | 339,448            | 345,924            | 362,419            | 364,554            | 369,634            | 372,591            | 372,938             | 385,743             | 418,252           |
| <b>New Jersey</b>            | <b>3,159,899</b>   | <b>3,221,848</b>   | <b>3,348,069</b>   | <b>3,424,995</b>   | <b>3,578,127</b>   | <b>3,575,845</b>   | <b>3,631,030</b>   | <b>3,685,658</b>   | <b>3,757,509</b>    | <b>3,874,778</b>    | <b>4,141,609</b>  |
| Fairfield                    | 611,264            | 612,651            | 613,421            | 619,970            | 612,523            | 628,319            | 642,112            | 657,446            | 668,522             | 685,616 r           | 696,172           |
| New Haven                    | 536,902            | 534,653            | 540,303            | 537,685            | 537,289            | 541,138            | 551,591            | 564,115            | 575,304             | 597,788 r           | 607,536           |
| Litchfield                   | 53,335             | 53,998             | 48,613             | 55,686             | 56,521             | 67,688             | 59,406             | 61,418             | 162,089             | 167,519 r           | 171,119           |
| <b>Connecticut</b>           | <b>1,201,501</b>   | <b>1,201,302</b>   | <b>1,202,337</b>   | <b>1,213,341</b>   | <b>1,206,333</b>   | <b>1,237,145</b>   | <b>1,253,109</b>   | <b>1,282,979</b>   | <b>1,405,915</b>    | <b>1,450,923 r</b>  | <b>1,474,827</b>  |
| <b>NY-NJ-CT Region</b>       | <b>9,234,741</b>   | <b>9,416,960</b>   | <b>9,549,141</b>   | <b>9,627,913</b>   | <b>9,756,230</b>   | <b>9,996,925</b>   | <b>10,170,718</b>  | <b>10,375,733</b>  | <b>10,803,462 r</b> | <b>10,993,904 r</b> | <b>11,183,775</b> |
| <b>NY-NJ-CT % of Nation</b>  | <b>5.3</b>         | <b>5.3</b>         | <b>5.3</b>         | <b>5.3</b>         | <b>5.2</b>         | <b>5.3</b>         | <b>5.3</b>         | <b>5.3</b>         | <b>4.9</b>          | <b>4.8</b>          | <b>*</b>          |
| <b>New York State</b>        | <b>8,563,409</b>   | <b>8,676,170</b>   | <b>8,715,900</b>   | <b>8,737,995</b>   | <b>8,732,920</b>   | <b>9,684,056</b>   | <b>9,813,685</b>   | <b>10,058,090</b>  | <b>10,661,161</b>   | <b>10,706,563</b>   | <b>11,368,753</b> |
| <b>United States</b>         | <b>173,647,000</b> | <b>176,565,000</b> | <b>179,850,000</b> | <b>182,692,000</b> | <b>186,866,499</b> | <b>187,968,200</b> | <b>191,915,388</b> | <b>195,811,236</b> | <b>221,475,173</b>  | <b>230,428,326</b>  | <b>N/A</b>        |

\* - 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 include vehicles exempt from state tax.

Data for the New York Region for 2000, 2001, and 2002 for commercial vehicles includes commercial, trailers, ambulances, and farm 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"

r - revised

# TABLE B-2

## PASSENGER CAR REGISTRATIONS\*

|                         | 1992               | 1993               | 1994               | 1995               | 1996               | 1997               | 1998               | 1999               | 2000               | 2001               | 2002             |
|-------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|------------------|
| Bronx                   | 251,895            | 249,274            | 245,664            | 239,926            | 230,680            | 230,340            | 233,619            | 240,718            | 248,197            | 249,785            | 235,939          |
| Kings                   | 437,505            | 439,507            | 437,607            | 430,165            | 414,380            | 414,022            | 420,685            | 434,236            | 440,510            | 426,786            | 399,082          |
| New York                | 199,890            | 202,540            | 203,303            | 203,219            | 202,616            | 205,909            | 210,948            | 218,653            | 227,043            | 229,715            | 223,111          |
| Queens                  | 659,391            | 667,508            | 667,837            | 665,571            | 659,887            | 664,758            | 675,897            | 694,090            | 706,843            | 700,531            | 675,833          |
| Richmond                | 199,007            | 203,365            | 205,170            | 206,237            | 207,992            | 212,427            | 217,854            | 224,477            | 231,101            | 235,660            | 235,809          |
| <b>New York City</b>    | <b>1,747,688</b>   | <b>1,762,194</b>   | <b>1,759,581</b>   | <b>1,745,118</b>   | <b>1,715,555</b>   | <b>1,727,456</b>   | <b>1,759,003</b>   | <b>1,812,174</b>   | <b>1,853,694</b>   | <b>1,842,477</b>   | <b>1,769,774</b> |
| Dutchess                | 137,305            | 136,333            | 134,790            | 135,785            | 137,405            | 172,017            | 175,392            | 181,008            | 191,998            | 199,191            | 201,202          |
| Nassau                  | 830,005            | 880,290            | 881,373            | 877,947            | 877,229            | 879,142            | 887,808            | 901,284            | 914,496            | 919,400            | 909,745          |
| Orange                  | 144,060            | 144,783            | 144,405            | 145,874            | 148,902            | 187,760            | 192,452            | 199,372            | 211,567            | 221,397            | 225,578          |
| Putnam                  | 52,039             | 52,550             | 52,770             | 53,441             | 54,633             | 69,517             | 71,001             | 73,572             | 76,419             | 78,049             | 78,594           |
| Rockland                | 140,484            | 140,452            | 139,110            | 139,854            | 143,482            | 181,807            | 184,222            | 187,765            | 192,924            | 196,050            | 194,555          |
| Suffolk                 | 856,116            | 901,096            | 904,659            | 905,706            | 910,128            | 919,694            | 934,122            | 960,064            | 1,001,273          | 1,027,031          | 1,028,881        |
| Westchester             | 548,918            | 559,108            | 561,547            | 562,643            | 567,268            | 572,397            | 579,608            | 591,578            | 605,430            | 613,310            | 606,346          |
| <b>New York Suburb</b>  | <b>2,708,927</b>   | <b>2,814,612</b>   | <b>2,818,654</b>   | <b>2,821,250</b>   | <b>2,839,047</b>   | <b>2,982,334</b>   | <b>3,024,605</b>   | <b>3,094,643</b>   | <b>3,194,107</b>   | <b>3,254,428</b>   | <b>3,244,901</b> |
| <b>Downstate NY</b>     | <b>4,456,615</b>   | <b>4,576,806</b>   | <b>4,578,235</b>   | <b>4,566,368</b>   | <b>4,554,602</b>   | <b>4,709,790</b>   | <b>4,783,608</b>   | <b>4,906,817</b>   | <b>5,047,801</b>   | <b>5,096,905</b>   | <b>5,014,675</b> |
| Downstate % of NYS      | 61                 | 61.6               | 61.5               | 61.2               | 61.2               | 57.7               | 57.9               | 58.1               | 58.2               | 57.9               | 56.7             |
| Downstate % of Nation   | 3.1                | 3.1                | 3.4                | 3.4                | 3.5                | 3.6                | 3.6                | 3.7                | 3.8                | 3.7                | *                |
| Bergen                  | 463,359            | 460,749            | 461,462            | 463,008            | 473,745            | 461,814            | 464,981            | 452,854            | 443,037            | 444,315            | 487,657          |
| Essex                   | 343,813            | 342,092            | 360,904            | 361,666            | 367,578            | 354,633            | 357,449            | 349,433            | 346,798            | 357,143            | 390,893          |
| Hudson                  | 181,190            | 177,829            | 187,241            | 189,761            | 203,342            | 201,729            | 205,780            | 203,576            | 202,742            | 208,524            | 223,882          |
| Middlesex               | 365,367            | 366,829            | 377,466            | 388,594            | 398,601            | 388,937            | 391,295            | 395,218            | 398,644            | 408,755            | 430,101          |
| Monmouth                | 291,921            | 291,293            | 297,618            | 303,699            | 312,578            | 309,914            | 307,520            | 306,052            | 306,650            | 310,318            | 349,757          |
| Morris                  | 245,631            | 250,712            | 259,861            | 270,520            | 296,326            | 296,712            | 299,956            | 305,231            | 315,462            | 313,383            | 279,468          |
| Passaic                 | 217,733            | 217,831            | 226,474            | 227,135            | 238,832            | 233,199            | 232,723            | 237,900            | 240,982            | 245,348            | 267,460          |
| Somerset                | 150,362            | 165,068            | 176,272            | 173,229            | 183,371            | 171,950            | 171,472            | 170,986            | 173,043            | 172,210            | 174,880          |
| Union                   | 267,169            | 263,951            | 270,619            | 273,902            | 285,685            | 280,875            | 281,231            | 277,768            | 273,383            | 277,988            | 301,108          |
| <b>New Jersey</b>       | <b>2,526,545</b>   | <b>2,536,354</b>   | <b>2,617,917</b>   | <b>2,651,514</b>   | <b>2,760,058</b>   | <b>2,699,763</b>   | <b>2,712,407</b>   | <b>2,699,018</b>   | <b>2,700,741</b>   | <b>2,737,984</b>   | <b>2,905,206</b> |
| Fairfield               | 532,122            | 533,922            | 535,091            | 540,304            | 542,056            | 546,001            | 557,972            | 570,030            | 578,532            | 592,663            | 600,759          |
| New Heaven              | 448,248            | 446,762            | 452,903            | 448,766            | 447,443            | 449,733            | 458,304            | 467,331            | 475,759            | 492,211 r          | 502,546          |
| Litchfield              | 41,871             | 42,628             | 36,953             | 43,684             | 44,326             | 45,028             | 46,255             | 47,687             | 122,679            | 126,651 r          | 128,995          |
| <b>Connecticut</b>      | <b>1,022,241</b>   | <b>1,023,312</b>   | <b>1,024,947</b>   | <b>1,032,754</b>   | <b>1,033,825</b>   | <b>1,040,762</b>   | <b>1,062,531</b>   | <b>1,085,048</b>   | <b>1,176,970</b>   | <b>1,211,525 r</b> | <b>1,232,300</b> |
| <b>NY-NJ-CT Region</b>  | <b>8,005,401</b>   | <b>8,136,472</b>   | <b>8,221,099</b>   | <b>8,250,636</b>   | <b>8,348,485</b>   | <b>8,450,315</b>   | <b>8,558,546</b>   | <b>8,690,883</b>   | <b>8,925,512</b>   | <b>9,046,414 r</b> | <b>9,152,181</b> |
| NY-NJ-CT % of Nation    | 5.6                | 5.6                | 6.1                | 6.1                | 6.4                | 6.5                | 6.5                | 6.6                | 6.7                | 6.6                | *                |
| <b>New York State</b>   | <b>7,308,013</b>   | <b>7,430,613</b>   | <b>7,449,331</b>   | <b>7,455,766</b>   | <b>7,445,589</b>   | <b>8,162,800</b>   | <b>8,261,019</b>   | <b>8,447,897</b>   | <b>8,678,140</b>   | <b>8,803,170</b>   | <b>8,843,327</b> |
| <b>United States **</b> | <b>144,213,000</b> | <b>146,314,000</b> | <b>133,930,000</b> | <b>136,066,045</b> | <b>129,728,341</b> | <b>129,748,704</b> | <b>131,838,538</b> | <b>132,432,044</b> | <b>133,621,420</b> | <b>137,633,467</b> | <b>NA</b>        |

\* - 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.

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".

\*\* - US data include taxis.

r - revised

# TABLE B-3

## VEHICLE REGISTRATION BY STATE AND VEHICLE TYPE

|                        | 1992               | 1993               | 1994               | 1995               | 1996               | 1997               | 1998               | 1999               | 2000                | 2001                | 2002              |
|------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|---------------------|-------------------|
| <b>NEW YORK CITY*</b>  |                    |                    |                    |                    |                    |                    |                    |                    |                     |                     |                   |
| Passenger              | 1,747,688          | 1,762,194          | 1,759,581          | 1,745,118          | 1,715,555          | 1,727,456          | 1,759,003          | 1,812,174          | 1,853,694           | 1,842,477           | 1,769,774         |
| Rental Car             | 16,471             | 14,246             | 11,625             | 12,761             | 12,623             | 19,080             | 18,004             | 16,592             | 13,875              | 10,671              | 10,177            |
| Commercial             | 66,581             | 64,504             | 64,099             | 63,661             | 59,116             | 74,441             | 75,373             | 78,823             | 97,032 r            | 95,876 r            | 90,707            |
| Bus                    | 5,490              | 5,427              | 5,439              | 5,827              | 5,982              | 7,053              | 7,654              | 7,893              | 8,175               | 7,501               | 7,405             |
| Taxi                   | 33,501             | 37,294             | 38,906             | 39,249             | 37,282             | 46,242             | 48,835             | 50,082             | 48,418              | 42,894              | 41,601            |
| Motorcycle a           | 15,365             | 14,505             | 14,994             | 15,540             | 15,973             | 18,545             | 19,597             | 21,210             | 23,179 r            | 25,523              | 26,543            |
| <b>Total</b>           | <b>1,885,096</b>   | <b>1,898,170</b>   | <b>1,894,644</b>   | <b>1,882,156</b>   | <b>1,846,531</b>   | <b>1,892,817</b>   | <b>1,928,466</b>   | <b>1,986,774</b>   | <b>2,044,373</b>    | <b>2,024,942 r</b>  | <b>1,946,207</b>  |
| <b>NEW YORK SUBS.*</b> |                    |                    |                    |                    |                    |                    |                    |                    |                     |                     |                   |
| Passenger              | 2,708,927          | 2,814,612          | 2,818,654          | 2,821,250          | 2,839,047          | 2,982,334          | 3,024,605          | 3,094,643          | 3,194,107           | 3,254,428           | 3,244,901         |
| Rental Car             | 6,849              | 7,154              | 7,802              | 6,880              | 6,552              | 5,741              | 5,624              | 6,088              | 5,534               | 5,098               | 4,439             |
| Commercial             | 207,858            | 210,167            | 211,925            | 213,250            | 212,595            | 229,788            | 232,229            | 239,569            | 311,221 r           | 294,309 r           | 279,307           |
| Bus                    | 4,937              | 5,071              | 5,355              | 5,347              | 5,196              | 5,207              | 5,359              | 5,768              | 6,006               | 6,285               | 6,449             |
| Taxi                   | 11,024             | 12,201             | 12,840             | 12,665             | 13,244             | 13,136             | 14,233             | 14,894             | 15,241              | 13,890              | 12,747            |
| Motorcycle a           | 48,650             | 46,435             | 47,515             | 48,029             | 48,605             | 54,912             | 56,063             | 59,360             | 63,556 r            | 69,251              | 73,289            |
| <b>Total</b>           | <b>2,988,245</b>   | <b>3,095,640</b>   | <b>3,104,091</b>   | <b>3,107,421</b>   | <b>3,125,239</b>   | <b>3,291,118</b>   | <b>3,338,113</b>   | <b>3,420,322</b>   | <b>3,595,665 r</b>  | <b>3,643,261 r</b>  | <b>3,621,132</b>  |
| <b>DOWNSTATE NY</b>    |                    |                    |                    |                    |                    |                    |                    |                    |                     |                     |                   |
| Passenger              | 4,456,615          | 4,576,806          | 4,578,235          | 4,566,368          | 4,554,602          | 4,709,790          | 4,783,608          | 4,906,817          | 5,047,801           | 5,096,905           | 5,014,675         |
| Rental Car             | 23,320             | 21,400             | 19,427             | 19,641             | 19,175             | 24,821             | 23,628             | 22,680             | 19,409              | 15,769              | 14,616            |
| Commercial             | 274,439            | 274,671            | 276,024            | 276,911            | 271,711            | 304,229            | 307,602            | 318,392            | 408,253 r           | 390,185 r           | 370,014           |
| Bus                    | 10,427             | 10,498             | 10,794             | 11,174             | 11,178             | 12,260             | 13,013             | 13,661             | 14,181              | 13,786              | 13,854            |
| Taxi                   | 44,525             | 49,495             | 51,746             | 51,914             | 50,526             | 59,378             | 63,068             | 64,976             | 63,659              | 56,784              | 54,348            |
| Motorcycle a           | 64,015             | 60,940             | 62,509             | 63,569             | 64,578             | 73,457             | 75,660             | 80,570             | 86,735 r            | 94,774              | 99,832            |
| <b>Total</b>           | <b>4,873,341</b>   | <b>4,993,810</b>   | <b>4,998,735</b>   | <b>4,989,577</b>   | <b>4,971,770</b>   | <b>5,183,935</b>   | <b>5,266,579</b>   | <b>5,407,096</b>   | <b>5,640,038 r</b>  | <b>5,668,203 r</b>  | <b>5,567,339</b>  |
| Downstate % of NYS     | 56.9               | 57.6               | 57.4               | 57.1               | 56.9               | 53.5               | 53.7               | 53.8               | 52.9 r              | 52.9 r              | 49.0              |
| Downstate % of Nation  | 2.8                | 2.8                | 2.8                | 2.7                | 2.7                | 2.8                | 2.7                | 2.8                | 2.5 r               | 2.5 r               | *                 |
| <b>NEW JERSEY</b>      |                    |                    |                    |                    |                    |                    |                    |                    |                     |                     |                   |
| Passenger              | 2,526,545          | 2,536,354          | 2,617,917          | 2,651,514          | 2,760,058          | 2,699,763          | 2,712,407          | 2,699,018          | 2,700,741           | 2,737,984           | 2,905,206         |
| Rental Car             | b                  | b                  | b                  | b                  | b                  | b                  | b                  | b                  | b                   | b                   | b                 |
| Commercial             | 633,354            | 685,494            | 730,152            | 773,481            | 818,069            | 876,092            | 918,603            | 986,640            | 1,207,371           | 1,136,794           | 1,236,403         |
| Bus                    | c                  | c                  | c                  | c                  | c                  | c                  | c                  | c                  | c                   | c                   | c                 |
| Taxi                   | b                  | b                  | b                  | b                  | b                  | b                  | b                  | b                  | b                   | b                   | b                 |
| Motorcycle             | d                  | d                  | d                  | d                  | d                  | d                  | d                  | d                  | d                   | d                   | d                 |
| <b>Total</b>           | <b>3,159,899</b>   | <b>3,221,848</b>   | <b>3,348,069</b>   | <b>3,424,995</b>   | <b>3,578,127</b>   | <b>3,575,855</b>   | <b>3,631,010</b>   | <b>3,685,658</b>   | <b>3,757,509</b>    | <b>3,874,778</b>    | <b>4,141,609</b>  |
| <b>CONNECTICUT</b>     |                    |                    |                    |                    |                    |                    |                    |                    |                     |                     |                   |
| Passenger              | 1,022,241          | 1,023,312          | 1,024,947          | 1,032,754          | 1,033,825          | 1,040,762          | 1,062,531          | 1,085,048          | 1,176,970           | 1,211,525 r         | 1,232,300         |
| Rental Car             | b                  | b                  | b                  | b                  | b                  | b                  | b                  | b                  | b                   | b                   | b                 |
| Commercial             | 150,767            | 149,525            | 151,414            | 154,318            | 155,934            | 159,268            | 162,518            | 168,855            | 194,364             | 199,675 r           | 204,484           |
| Bus                    | 3,736              | 3,782              | 1,462              | 1,891              | 2,057              | 2,231              | 2,384              | 2,568              | 2,808               | 2,653 r             | 2,394             |
| Taxi                   | 1,055              | 1,059              | 1,115              | 826                | 900                | 969                | 1,002              | 972                | 1,180               | 1,300 r             | 1,282             |
| Motorcycle             | 23,702             | 23,618             | 23,399             | 23,552             | 23,617             | 23,915             | 24,674             | 25,536             | 30,593              | 35,770 r            | 34,367            |
| <b>Total</b>           | <b>1,201,501</b>   | <b>1,201,296</b>   | <b>1,202,337</b>   | <b>1,213,341</b>   | <b>1,216,333</b>   | <b>1,227,145</b>   | <b>1,253,109</b>   | <b>1,282,979</b>   | <b>1,405,915</b>    | <b>1,450,923 r</b>  | <b>1,474,827</b>  |
| <b>NY-NJ-CT REGION</b> |                    |                    |                    |                    |                    |                    |                    |                    |                     |                     |                   |
| Passenger ++           | 8,005,401          | 8,136,472          | 8,221,099          | 8,250,636          | 8,348,485          | 8,450,315          | 8,558,546          | 8,690,883          | 8,925,512           | 9,046,414 r         | 9,152,181         |
| Rental Car @           | 23,320             | 21,400             | 19,427             | 19,641             | 19,175             | 24,821             | 22,628             | 22,680             | 19,409              | 15,769 r            | 14,616            |
| Commercial             | 1,058,560          | 1,109,690          | 1,157,590          | 1,204,710          | 1,245,714          | 1,339,589          | 1,388,723          | 1,473,887          | 1,809,988           | 1,726,654 r         | 1,810,901         |
| Bus #                  | 14,163             | 14,280             | 12,256             | 13,065             | 13,235             | 14,491             | 15,397             | 16,229             | 16,989              | 16,439 r            | 16,248            |
| Taxi #                 | 45,580             | 50,554             | 52,861             | 52,740             | 51,426             | 60,347             | 64,070             | 65,948             | 64,839              | 58,084 r            | 55,630            |
| Motorcycle **          | 87,717             | 84,558             | 85,908             | 87,121             | 88,195             | 97,372             | 100,334            | 106,106            | 117,328 r           | 130,544 r           | 134,199           |
| <b>NY-NJ-CT Region</b> | <b>9,234,741</b>   | <b>9,416,954</b>   | <b>9,549,141</b>   | <b>9,627,913</b>   | <b>9,766,230</b>   | <b>9,986,935</b>   | <b>10,150,698</b>  | <b>10,375,733</b>  | <b>10,803,462 r</b> | <b>10,993,904 r</b> | <b>11,183,775</b> |
| NY-NJ-CT % of Nation   | 5.3                | 5.3                | 5.3                | 5.3                | 5.2                | 5.3                | 5.3                | 5.3                | 4.9                 | 4.8 r               | *                 |
| <b>NEW YORK STATE</b>  | <b>8,563,409</b>   | <b>8,676,170</b>   | <b>8,715,900</b>   | <b>8,737,995</b>   | <b>8,732,920</b>   | <b>9,684,056</b>   | <b>9,813,685</b>   | <b>10,058,090</b>  | <b>10,661,161</b>   | <b>10,706,563 r</b> | <b>11,368,753</b> |
| <b>UNITED STATES</b>   | <b>173,647,000</b> | <b>176,565,000</b> | <b>179,850,000</b> | <b>182,692,000</b> | <b>186,866,499</b> | <b>187,968,200</b> | <b>191,915,388</b> | <b>195,811,236</b> | <b>221,517,479</b>  | <b>230,469,224</b>  | <b>NA</b>         |

+ - 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.

r - revised

\* - 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.

Data for the New York Region for 2000, 2001, and 2002 for commercial vehicles includes commercial, trailers, ambulances, and farm vehicles.

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.

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# TABLE B-4

## PASSENGER CAR REGISTRATIONS PER 100 POPULATION

|                         | 1992        | 1993        | 1994        | 1995        | 1996        | 1997        | 1998        | 1999          | 2000          | 2001          | 2002        |
|-------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|---------------|---------------|-------------|
| Bronx                   | 21.1        | 20.8        | 20.5        | 20.1        | 19.3        | 19.3        | 19.6        | 20.2          | 18.6          | 18.7          | 17.4        |
| Kings                   | 19.1        | 19.2        | 19.1        | 18.9        | 18.2        | 18.3        | 18.6        | 19.1          | 17.9          | 17.3          | 16.0        |
| New York                | 13.4        | 13.5        | 13.4        | 13.3        | 13.2        | 13.4        | 13.6        | 14.1          | 14.8          | 14.9          | 14.4        |
| Queens                  | 33.8        | 34.0        | 33.9        | 33.7        | 33.3        | 33.5        | 33.9        | 34.7          | 31.7          | 31.5          | 30.2        |
| Richmond                | 51.0        | 51.5        | 51.8        | 52.0        | 52.2        | 52.8        | 53.5        | 54.3          | 52.1          | 52.4          | 51.6        |
| <b>New York City</b>    | <b>23.9</b> | <b>24.0</b> | <b>23.9</b> | <b>23.7</b> | <b>23.2</b> | <b>23.4</b> | <b>23.8</b> | <b>24.4</b>   | <b>23.1</b>   | <b>23.0</b>   | <b>21.9</b> |
| Dutchess                | 52.3        | 51.9        | 51.6        | 51.9        | 52.3        | 65.2        | 66.1        | 67.5          | 68.5          | 70.0          | 69.9        |
| Nassau                  | 64.1        | 67.8        | 67.7        | 67.4        | 67.3        | 67.7        | 68.2        | 69.1          | 68.5          | 68.9          | 67.6        |
| Orange                  | 45.7        | 45.5        | 45.1        | 45.3        | 45.9        | 57.5        | 58.4        | 59.7          | 61.9          | 63.5          | 63.2        |
| Putnam                  | 59.9        | 59.7        | 59.3        | 59.3        | 60.0        | 75.4        | 76.1        | 77.6          | 79.8          | 80.3          | 80.0        |
| Rockland                | 52.0        | 51.5        | 50.5        | 50.5        | 51.6        | 65.2        | 65.6        | 66.1          | 67.3          | 67.9          | 66.7        |
| Suffolk                 | 64.2        | 67.1        | 67.1        | 67.0        | 67.1        | 67.6        | 68.2        | 69.4          | 70.5          | 71.4          | 70.5        |
| Westchester             | 62.2        | 63.1        | 63.2        | 63.1        | 63.5        | 64.0        | 64.3        | 65.3          | 65.6          | 66.0          | 64.7        |
| <b>New York Suburbs</b> | <b>60.9</b> | <b>63.0</b> | <b>62.9</b> | <b>62.7</b> | <b>63.0</b> | <b>66.0</b> | <b>66.6</b> | <b>67.6</b>   | <b>68.2</b>   | <b>68.9</b>   | <b>67.9</b> |
| <b>Downstate NY</b>     | <b>37.9</b> | <b>38.7</b> | <b>38.6</b> | <b>38.5</b> | <b>38.3</b> | <b>39.6</b> | <b>40.0</b> | <b>40.9</b>   | <b>39.8</b>   | <b>40.0</b>   | <b>39.0</b> |
| Bergen                  | 55.7        | 55.1        | 55.0        | 54.9        | 56.0        | 54.2        | 54.4        | 52.8          | 50.1          | 50.1          | 54.5        |
| Essex                   | 44.5        | 44.3        | 47.1        | 47.5        | 48.7        | 47.2        | 47.8        | 46.8          | 43.7          | 45.0          | 49.0        |
| Hudson                  | 32.8        | 32.2        | 34.0        | 34.4        | 36.9        | 36.4        | 37.2        | 36.8          | 33.3          | 34.3          | 36.6        |
| Middlesex               | 53.6        | 53.4        | 54.5        | 55.7        | 56.7        | 54.9        | 54.9        | 55.0          | 53.1          | 54.0          | 55.5        |
| Monmouth                | 51.6        | 50.9        | 51.5        | 51.9        | 52.9        | 51.9        | 51.0        | 50.1          | 49.8          | 49.8          | 55.5        |
| Morris                  | 57.6        | 58.0        | 59.2        | 60.9        | 66.0        | 65.3        | 65.3        | 65.8          | 67.1          | 66.3          | 58.4        |
| Passaic                 | 47.8        | 47.4        | 49.0        | 49.0        | 51.4        | 48.3        | 48.2        | 49.0          | 49.3          | 50.0          | 53.9        |
| Somerset                | 60.2        | 64.6        | 67.6        | 65.3        | 67.9        | 62.2        | 60.7        | 59.4          | 58.2          | 57.0          | 56.4        |
| Union                   | 54.2        | 53.3        | 54.5        | 55.1        | 57.4        | 56.4        | 56.4        | 55.7          | 52.3          | 53.1          | 56.7        |
| <b>New Jersey</b>       | <b>50.2</b> | <b>50.1</b> | <b>51.5</b> | <b>51.9</b> | <b>53.8</b> | <b>52.2</b> | <b>52.2</b> | <b>51.7 r</b> | <b>49.7 r</b> | <b>50.2 r</b> | <b>52.6</b> |
| Fairfield County        | 64.4        | 64.5        | 64.5        | 65.0        | 65.0        | 65.5        | 66.6        | 67.8          | 65.4          | 66.9          | 67.0        |
| New Haven County        | 55.9        | 55.8        | 56.9        | 56.5        | 56.3        | 56.8        | 57.8        | 58.9          | 57.7          | 59.4          | 60.1        |
| Litchfield County       | 64.4        | 64.8        | 55.2        | 64.8        | 64.9        | 66.5        | 67.8        | 69.2          | 67.3          | 68.5          | 69.2        |
| <b>Connecticut</b>      | <b>60.4</b> | <b>60.4</b> | <b>60.5</b> | <b>61.0</b> | <b>60.9</b> | <b>61.5</b> | <b>62.5</b> | <b>63.7</b>   | <b>62.2</b>   | <b>63.8</b>   | <b>64.2</b> |
| <b>NY-NJ-CT Region</b>  | <b>43.3</b> | <b>43.8</b> | <b>44.1</b> | <b>44.2</b> | <b>44.6</b> | <b>45.0</b> | <b>45.4</b> | <b>45.9</b>   | <b>44.6</b>   | <b>45.0</b>   | <b>45.1</b> |
| <b>New York State</b>   | <b>40.4</b> | <b>40.9</b> | <b>40.9</b> | <b>41.0</b> | <b>40.9</b> | <b>45.0</b> | <b>45.5</b> | <b>46.4</b>   | <b>45.7</b>   | <b>46.3</b>   | <b>46.2</b> |
| <b>United States</b>    | <b>56.6</b> | <b>56.8</b> | <b>51.4</b> | <b>51.8</b> | <b>48.9</b> | <b>48.5</b> | <b>48.8</b> | <b>48.6</b>   | <b>47.5</b>   | <b>48.3 r</b> | <b>n/a</b>  |

Source: Passenger car registrations divided by population.

r = revised

n/a - Not available

# TABLE B-5

## 2001 ANNUAL MOTOR VEHICLE REGISTRATIONS IN THE NY-NJ-CT REGION

|                         | Passenger+       | Rental Car@   | Commercial<br>#  | Bus **        | Taxi **       | Motorcycle<br>++ | TOTAL             |
|-------------------------|------------------|---------------|------------------|---------------|---------------|------------------|-------------------|
| Bronx                   | 235,939          | 221           | 10,189           | 616           | 5,542         | 2,580            | 255,087           |
| Kings                   | 399,082          | 911           | 21,161           | 2,075         | 11,188        | 5,299            | 439,716           |
| New York                | 223,111          | 98            | 13,647           | 225           | 6,457         | 6,178            | 249,716           |
| Queens                  | 675,833          | 8,912         | 37,143           | 1,818         | 17,061        | 8,379            | 749,146           |
| Richmond                | 235,809          | 35            | 8,567            | 2,671         | 1,353         | 4,107            | 252,542           |
| <b>New York City</b>    | <b>1,769,774</b> | <b>10,177</b> | <b>90,707</b>    | <b>7,405</b>  | <b>41,601</b> | <b>26,543</b>    | <b>1,946,207</b>  |
| Dutchess                | 201,202          | 162           | 27,401           | 153           | 402           | 6,616            | 235,936           |
| Nassau                  | 909,745          | 1,561         | 45,709           | 1,515         | 4,052         | 14,943           | 977,525           |
| Orange                  | 225,578          | 384           | 37,107           | 611           | 430           | 7,549            | 271,659           |
| Putnam                  | 78,594           | 118           | 7,971            | 69            | 304           | 2,646            | 89,702            |
| Rockland                | 194,555          | 328           | 12,076           | 494           | 766           | 4,203            | 212,422           |
| Suffolk                 | 1,028,881        | 1,221         | 116,234          | 2,344         | 2,980         | 25,949           | 1,177,609         |
| Westchester             | 606,346          | 665           | 32,809           | 1,263         | 3,813         | 11,383           | 656,279           |
| <b>New York Suburbs</b> | <b>3,244,901</b> | <b>4,439</b>  | <b>279,307</b>   | <b>6,449</b>  | <b>12,747</b> | <b>73,289</b>    | <b>3,621,132</b>  |
| <b>Downstate NY</b>     | <b>5,014,675</b> | <b>14,616</b> | <b>370,014</b>   | <b>13,854</b> | <b>54,348</b> | <b>99,832</b>    | <b>5,567,339</b>  |
| Downstate % of NYS      | 56.7             | 14.7          | 35.4             | 69.9          | 98.9          | 35.2             | 49.0              |
| Bergen                  | 487,657          | a             | 207,760          | b             | a             | c                | 695,417           |
| Essex                   | 390,893          | a             | 133,322          | b             | a             | c                | 524,215           |
| Hudson                  | 223,882          | a             | 80,341           | b             | a             | c                | 304,223           |
| Middlesex               | 430,101          | a             | 174,800          | b             | a             | c                | 604,901           |
| Monmouth                | 349,757          | a             | 175,234          | b             | a             | c                | 524,991           |
| Morris                  | 279,468          | a             | 149,365          | b             | a             | c                | 428,833           |
| Passaic                 | 267,460          | a             | 111,287          | b             | a             | c                | 378,747           |
| Somerset                | 174,880          | a             | 87,150           | b             | a             | c                | 262,030           |
| Union                   | 301,108          | a             | 117,144          | b             | a             | c                | 418,252           |
| <b>New Jersey</b>       | <b>2,905,206</b> | <b>a</b>      | <b>1,236,403</b> | <b>b</b>      | <b>a</b>      | <b>c</b>         | <b>4,141,609</b>  |
| Fairfield               | 600,759          | n/a           | 79,324           | 1,405         | 684           | 14,000           | 696,172           |
| New Heaven              | 502,546          | n/a           | 89,592           | 794           | 457           | 14,147           | 607,536           |
| Litchfield              | 128,995          | n/a           | 35,568           | 195           | 141           | 6,220            | 171,119           |
| <b>Connecticut</b>      | <b>1,232,300</b> | <b>d</b>      | <b>204,484</b>   | <b>2,394</b>  | <b>1,282</b>  | <b>34,367</b>    | <b>1,474,827</b>  |
| <b>NY-NJ-CT Region</b>  | <b>9,152,181</b> | <b>14,616</b> | <b>1,810,901</b> | <b>16,248</b> | <b>55,630</b> | <b>134,199</b>   | <b>11,183,775</b> |
| <b>New York State</b>   | <b>8,843,327</b> | <b>99,324</b> | <b>1,044,545</b> | <b>19,825</b> | <b>54,942</b> | <b>283,478</b>   | <b>11,368,753</b> |

a - In New Jersey, rental car and taxi registrations 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.

+ - 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 figures also includes buses.

Data for the New York Region for commercial vehicles includes commercial, trailers, ambulances, and farm vehicles.

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

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

n/a-Not Available \*\* - Does not include New Jersey

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

# TABLE B-6

## MAJOR VEHICULAR RIVER CROSSINGS IN THE NY-NJ-CT REGION

|                                  | 1992             | 1993             | 1994             | 1995             | 1996             | 1997             | 1998             | 1999             | 2000             | 2001             | 2002             |
|----------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| <b>HUDSON RIVER</b>              |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |
| New York-New York                |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |
| Kingston-Rhinecliff Bridge       | 16,231           | 15,948           | 15,477           | 15,482           | 16,096           | 16,992           | 17,991           | 18,955           | 18,545           | 18,781           | 16,236           |
| Mid-Hudson Bridge                | 32,990           | 32,030           | 31,795           | 32,707           | 32,802           | 33,663           | 34,428           | 34,669           | 35,233           | 36,411           | 37,086           |
| Newburgh-Beacon Bridge           | 53,812           | 53,564           | 53,860           | 54,826           | 56,337           | 57,837           | 59,493           | 61,371           | 63,313           | 66,628           | 60,100           |
| Bear Mountain Bridge             | 14,780           | 15,275           | 14,797           | 15,459           | 14,833           | 15,436           | 15,971           | 16,236           | 16,477           | 17,582           | 18,810           |
| Tappan Zee Bridge                | 113,039          | 113,539          | 117,252          | 120,414          | 122,026          | 124,692          | 128,930          | 132,546          | 133,876          | 135,853          | 137,788          |
| Staten Island Ferry d            | -                | -                | 792              | 853              | 919              | 1,008            | 1,035            | 1,007            | 970              | n/a              | n/a              |
| Verrazano-Narrows Bridge f       | 173,885          | 168,223          | 166,344          | 169,342          | 166,266          | 173,573          | 181,940          | 186,075          | 190,224          | 196,041          | 202,692          |
| Total                            | <b>404,737</b>   | <b>398,633</b>   | <b>400,316</b>   | <b>409,083</b>   | <b>409,278</b>   | <b>423,201</b>   | <b>439,788</b>   | <b>450,859</b>   | <b>458,638</b>   | <b>471,296</b>   | <b>472,712</b>   |
| New Jersey-New York              |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |
| George Washington Bridge         | 261,011          | 258,274          | 252,724          | 263,048          | 266,069          | 276,814          | 286,865          | 292,700          | 296,870          | 292,970          | 299,582          |
| Lincoln Tunnel                   | 109,177          | 107,529          | 107,352          | 110,627          | 111,028          | 113,253          | 115,954          | 117,680          | 120,243          | 114,996          | 114,692          |
| Holland Tunnel                   | 83,708           | 84,307           | 85,939           | 88,044           | 89,580           | 93,395           | 94,837           | 95,388           | 97,254           | 80,088           | 86,382           |
| Total                            | <b>453,896</b>   | <b>450,110</b>   | <b>446,014</b>   | <b>461,719</b>   | <b>466,676</b>   | <b>483,462</b>   | <b>497,656</b>   | <b>505,768</b>   | <b>514,367</b>   | <b>488,054</b>   | <b>500,656</b>   |
| Total Hudson River               | <b>858,633</b>   | <b>848,743</b>   | <b>846,331</b>   | <b>870,802</b>   | <b>875,955</b>   | <b>906,663</b>   | <b>937,444</b>   | <b>956,627</b>   | <b>973,005</b>   | <b>959,350</b>   | <b>973,368</b>   |
| <b>ARTHUR KILL-KILL VAN KULL</b> |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |
| New Jersey-New York              |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |
| Bayonne Bridge @                 | 12,810           | 13,923           | 14,031           | 14,393           | 14,336           | 15,610           | 16,402           | 16,739           | 17,941           | 19,486           | 21,020           |
| Goethals Bridge                  | 66,983           | 65,486           | 65,354           | 67,857           | 67,208           | 70,453           | 71,732           | 72,615           | 75,897           | 78,002           | 85,926           |
| Outerbridge Crossing             | 72,199           | 72,601           | 71,529           | 72,764           | 74,093           | 77,069           | 79,547           | 82,198           | 82,082           | 82,300           | 78,664           |
| Total                            | <b>151,992</b>   | <b>152,010</b>   | <b>150,913</b>   | <b>155,014</b>   | <b>155,638</b>   | <b>163,132</b>   | <b>167,681</b>   | <b>171,552</b>   | <b>175,920</b>   | <b>179,788</b>   | <b>185,610</b>   |
| <b>EAST RIVER</b>                |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |
| Brooklyn-Battery Tunnel          | 57,211           | 50,993           | 51,430           | 51,304           | 47,774           | 47,643           | 54,963           | 57,841           | 59,291           | 46,206           | 42,183           |
| Brooklyn Bridge a                | 125,643          | 134,793          | 134,837          | 131,883          | 131,872          | 147,898          | 144,131          | 127,065          | 147,767          | 95,586           | 121,145          |
| Manhattan Bridge a               | 78,117           | 74,526           | 78,418           | 75,126           | 81,075           | 83,209           | 78,172           | 92,311           | 75,684           | 73,064           | 66,152           |
| Williamsburg Bridge a            | 98,307           | 86,591           | 83,525           | 100,588          | 88,570           | 96,124           | 109,268          | 107,941          | 108,376          | 82,202           | 103,364          |
| Queens-Midtown Tunnel            | 73,986           | 70,340           | 63,909           | 63,217           | 65,202           | 68,257           | 70,404           | 71,921           | 73,459           | 72,864           | 73,581           |
| Queensboro Bridge a              | 141,078          | 135,964          | 151,483          | 157,306          | 161,965          | 184,179          | 192,119          | 189,190          | 182,940          | 176,469          | 176,419          |
| Tri-Boro Br. (Manhattan) b       | 87,602           | 85,535           | 80,690           | 84,774           | 82,323           | 82,731           | 87,784           | 92,676           | 96,383           | 94,234           | 90,470           |
| Tri-Boro Br. (Bronx Plaza) c     | 79,814           | 74,863           | 72,293           | 73,719           | 71,218           | 75,950           | 78,538           | 79,877           | 80,579           | 80,174           | 75,747           |
| Bronx-Whitestone Bridge          | 100,221          | 97,015           | 99,240           | 110,618          | 102,580          | 100,115          | 104,886          | 110,374          | 116,123          | 115,977          | 121,382          |
| Throgs Neck Bridge               | 101,230          | 100,985          | 98,310           | 92,059           | 97,021           | 101,161          | 103,759          | 104,753          | 103,158          | 104,236          | 108,568          |
| Total                            | <b>943,209</b>   | <b>911,605</b>   | <b>914,135</b>   | <b>940,594</b>   | <b>929,601</b>   | <b>987,267</b>   | <b>1,024,024</b> | <b>1,033,949</b> | <b>1,043,760</b> | <b>941,012</b>   | <b>979,011</b>   |
| <b>HARLEM RIVER</b>              |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |
| Willis Ave. Br. (Northbound) a   | 66,522           | 70,472           | 67,344           | 67,716           | 70,229           | 73,461           | 78,145           | 71,555           | 73,175           | 72,901           | 70,037           |
| Third Ave. Br. (Southbound) a    | 66,967           | 68,812           | 66,104           | 68,663           | 67,206           | 71,365           | 70,757           | 68,544           | 73,121           | 72,756           | 58,949           |
| Madison Avenue Bridge a          | 32,907           | 32,432           | 22,923           | 22,739           | 17,948           | 28,646           | 32,922           | 38,102           | 47,583           | 43,331           | 49,487           |
| 145th Street Bridge a            | 26,315           | 25,390           | 23,299           | 25,749           | 27,156           | 24,151           | 24,862           | 26,361           | 34,362           | 26,552           | 35,796           |
| Macombs Dam Bridge a             | 42,022           | 39,251           | 39,876           | 22,739           | 39,876           | 40,031           | 44,033           | 41,813           | 42,027           | 40,033           | 18,878           |
| Alexander Hamilton Bridge a      | 176,279          | 180,507          | 178,522          | 175,279          | 176,856          | 176,102          | 176,632          | 180,201          | 177,899          | 168,605          | 168,079          |
| Washington Avenue Bridge a       | 51,925           | 52,795           | 57,009           | 56,372           | 56,204           | 54,708           | 57,307           | 58,907           | 68,075           | 57,443           | 63,609           |
| University Heights Bridge a *    | 39,232           | 38,895           | 38,134           | 21,238           | 35,280           | 39,639           | 41,640           | 42,287           | 45,557           | 46,381           | 45,311           |
| Broadway Bridge a                | 35,184           | 33,752           | 32,833           | 42,555           | 40,040           | 34,645           | 35,770           | 35,412           | 37,990           | 41,175           | 38,287           |
| Henry Hudson Bridge              | 54,753           | 51,655           | 51,801           | 56,011           | 54,852           | 54,374           | 55,882           | 58,470           | 61,970           | 64,073           | 67,448           |
| Total                            | <b>592,106</b>   | <b>593,961</b>   | <b>577,845</b>   | <b>559,061</b>   | <b>585,802</b>   | <b>601,124</b>   | <b>615,944</b>   | <b>621,652</b>   | <b>640,740</b>   | <b>632,832</b>   | <b>615,881</b>   |
| <b>GRAND TOTAL</b>               | <b>2,545,940</b> | <b>2,506,319</b> | <b>2,489,224</b> | <b>2,525,471</b> | <b>2,546,995</b> | <b>2,658,186</b> | <b>2,745,093</b> | <b>2,783,780</b> | <b>2,833,425</b> | <b>2,712,982</b> | <b>2,753,870</b> |

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.

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

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

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

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.

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 NY-NJ-CT REGION

|                                  | 1992          | 1993          | 1994          | 1995          | 1996          | 1997          | 1998          | 1999           | 2000           | 2001           | 2002           |
|----------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|----------------|----------------|----------------|
| <b>HUDSON RIVER</b>              |               |               |               |               |               |               |               |                |                |                |                |
| New York-New York                |               |               |               |               |               |               |               |                |                |                |                |
| Kingston-Rhinecliff Bridge a     | 569           | 535           | 549           | 560           | 530           | 563           | 601           | 626            | 613            | 609            | 634            |
| Mid-Hudson Bridge a              | 1,120         | 1,124         | 1,163         | 1,175         | 1,190         | 1,211         | 1,233         | 1,236          | 1,556          | 1,262          | 1,260          |
| Newburgh-Beacon Bridge a         | 6,230         | 6,412         | 6,366         | 6,366         | 6,770         | 7,388         | 8,099         | 8,857          | 9,279          | 9,321          | 9,536          |
| Bear Mountain Bridge a           | 312           | 379           | 330           | 364           | 350           | 405           | 443           | 390            | 402            | 442            | 431            |
| Tappan Zee Bridge b              | 4,480         | 4,704         | 7,248         | 7,942         | 8,010         | 7,726         | 7,426         | 7,713          | 8,222          | 8,442          | 8,826          |
| Verrazano-Narrows Bridge c       | 8,075         | 7,849         | 7,965         | 8,086         | 7,852         | 7,634         | 8,502         | 9,163          | 9,810          | 11,062         | 12,333         |
| Total                            | <b>20,784</b> | <b>21,003</b> | <b>23,622</b> | <b>24,493</b> | <b>24,702</b> | <b>24,927</b> | <b>26,304</b> | <b>27,985</b>  | <b>29,882</b>  | <b>31,138</b>  | <b>33,020</b>  |
| New Jersey-New York              |               |               |               |               |               |               |               |                |                |                |                |
| George Washington Bridge d       | 19,900        | 20,009        | 19,431        | 19,543        | 19,742        | 20,349        | 21,429        | 22,376         | 23,271         | 23,002         | 22,769         |
| Lincoln Tunnel d                 | 4,677         | 4,593         | 4,567         | 4,623         | 4,726         | 4,815         | 4,861         | 4,866          | 5,230          | 5,323          | 6,243          |
| Holland Tunnel d                 | 4,812         | 4,884         | 5,056         | 5,069         | 5,287         | 5,601         | 5,841         | 5,833          | 5,783          | 3,858          | 1,774          |
| Total                            | <b>29,388</b> | <b>29,487</b> | <b>29,054</b> | <b>29,235</b> | <b>29,755</b> | <b>30,765</b> | <b>32,131</b> | <b>33,075</b>  | <b>34,284</b>  | <b>32,183</b>  | <b>30,786</b>  |
| Total Hudson River               | <b>50,173</b> | <b>50,490</b> | <b>52,676</b> | <b>53,728</b> | <b>54,456</b> | <b>55,692</b> | <b>58,435</b> | <b>61,060</b>  | <b>64,166</b>  | <b>63,321</b>  | <b>63,806</b>  |
| <b>ARTHUR KILL-KILL VAN KULL</b> |               |               |               |               |               |               |               |                |                |                |                |
| New Jersey-New York              |               |               |               |               |               |               |               |                |                |                |                |
| Bayonne Bridge @ d               | 605           | 776           | 835           | 831           | 844           | 1,028         | 1,171         | 1,331          | 1,545          | 1,750          | 1,954          |
| Goethals Bridge d                | 4,542         | 4,404         | 4,289         | 4,444         | 4,586         | 5,191         | 5,601         | 5,638          | 6,445          | 6,702          | 7,752          |
| Outerbridge Crossing d           | 4,158         | 4,292         | 4,232         | 4,166         | 4,321         | 4,540         | 4,562         | 4,965          | 4,865          | 4,769          | 3,992          |
| Total                            | <b>9,305</b>  | <b>9,472</b>  | <b>9,355</b>  | <b>9,441</b>  | <b>9,751</b>  | <b>10,759</b> | <b>11,334</b> | <b>11,934</b>  | <b>12,855</b>  | <b>13,221</b>  | <b>13,698</b>  |
| <b>EAST RIVER</b>                |               |               |               |               |               |               |               |                |                |                |                |
| Brooklyn-Battery Tunnel c        | 1,289         | 1,253         | 1,304         | 1,247         | 1,145         | 1,119         | 1,442         | 1,669          | 1,962          | 1,778          | 1,589          |
| Queens-Midtown Tunnel c          | 3,283         | 3,275         | 3,016         | 2,808         | 2,858         | 2,548         | 3,580         | 3,950          | 4,283          | 4,940          | 4,890          |
| Tri-Boro Br. (Bronx&Manhattan) c | 7,139         | 7,038         | 6,911         | 6,996         | 6,811         | 6,493         | 7,705         | 8,348          | 8,767          | 8,900          | 8,966          |
| Bronx-Whitestone Bridge c        | 5,325         | 4,915         | 5,547         | 6,005         | 6,254         | 5,947         | 6,641         | 7,146          | 7,435          | 7,646          | 8,075          |
| Throgs Neck Bridge c             | 7,675         | 8,292         | 8,448         | 8,591         | 8,550         | 8,392         | 9,032         | 9,565          | 9,999          | 10,190         | 10,805         |
| Total                            | <b>24,711</b> | <b>24,773</b> | <b>25,225</b> | <b>25,646</b> | <b>25,618</b> | <b>24,499</b> | <b>28,400</b> | <b>30,678</b>  | <b>32,446</b>  | <b>33,454</b>  | <b>34,325</b>  |
| <b>GRAND TOTAL</b>               | <b>84,189</b> | <b>84,735</b> | <b>87,256</b> | <b>88,816</b> | <b>89,826</b> | <b>90,950</b> | <b>98,169</b> | <b>103,672</b> | <b>109,467</b> | <b>109,996</b> | <b>111,829</b> |

@ - 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).



## 2001 MAJOR VEHICULAR RIVER CROSSINGS

# TABLE B-8

Average Annual DAILY TRAFFIC

|                                     | Total Vehicles   | Auto             | Commercial h   | Truck          | Percent Auto | Percent Truck | Percent Bus |
|-------------------------------------|------------------|------------------|----------------|----------------|--------------|---------------|-------------|
| <b>HUDSON RIVER</b>                 |                  |                  |                |                |              |               |             |
| New York - New York                 |                  |                  |                |                |              |               |             |
| Kingston-Rhinecliff Bridge          | 16,236           | 15,602           | 634            | 634            | 96.1         | 3.9           | 0.0 #       |
| Mid-Hudson Bridge                   | 37,086           | 35,826           | 1,260          | 1,260          | 96.6         | 3.4           | 0.0 #       |
| Newburgh-Beacon Bridge              | 60,100           | 50,564           | 9,536          | 9,536          | 84.1         | 15.9          | 0.0 #       |
| Bear Mountain Bridge                | 18,810           | 18,379           | 431            | 431            | 97.7         | 2.3           | 0.0 #       |
| Tappan Zee Bridge                   | 137,788          | 85,869           | 51,919         | 8,826          | 62.3         | 6.4           | 0.4 #       |
| Verrazano-Narrows Bridge d          | 202,692          | 189,047          | 13,645         | 12,333         | 93.3         | 6.1           | 0.7 #       |
| <b>Total</b>                        | <b>472,712</b>   | <b>395,287</b>   | <b>77,425</b>  | <b>33,020</b>  | <b>83.6</b>  | <b>7.0</b>    | <b>0.6</b>  |
| New Jersey-New York                 |                  |                  |                |                |              |               |             |
| George Washington Bridge            | 299,582          | 273,540          | 26,042         | 22,768         | 91.3         | 7.6           | 1.1         |
| Lincoln Tunnel                      | 114,692          | 97,258           | 17,434         | 6,244          | 84.8         | 5.4           | 9.8         |
| Holland Tunnel                      | 86,382           | 83,438           | 2,944          | 1,774          | 96.6         | 2.1           | 1.4         |
| <b>Total</b>                        | <b>500,656</b>   | <b>454,236</b>   | <b>46,420</b>  | <b>30,786</b>  | <b>90.7</b>  | <b>6.1</b>    | <b>4.1</b>  |
| <b>Total Hudson River</b>           | <b>973,368</b>   | <b>849,523</b>   | <b>123,845</b> | <b>63,806</b>  | <b>87.3</b>  | <b>6.6</b>    | <b>2.3</b>  |
| <b>ARTHUR KILL-KILL VAN KULL</b>    |                  |                  |                |                |              |               |             |
| New Jersey-New York                 |                  |                  |                |                |              |               |             |
| Bayonne Bridge                      | 21,020           | 18,864           | 2,156          | 1,954          | 89.7         | 9.3           | 1.0         |
| Goethals Bridge                     | 85,926           | 77,342           | 8,584          | 7,752          | 90.0         | 9.0           | 1.0         |
| Outerbridge Crossing                | 78,664           | 74,240           | 4,424          | 3,992          | 94.4         | 5.1           | 0.5         |
| <b>Total</b>                        | <b>185,610</b>   | <b>170,446</b>   | <b>15,164</b>  | <b>13,698</b>  | <b>91.8</b>  | <b>7.4</b>    | <b>0.8</b>  |
| <b>EAST RIVER</b>                   |                  |                  |                |                |              |               |             |
| Brooklyn-Battery Tunnel             | 42,183           | 39,047           | 3,136          | 1,589          | 92.6         | 3.8           | 2.6 #       |
| Brooklyn Bridge a                   | 121,145          | 111,778          | 9,367          | 77             | 92.3 f       | 0.1           | 0.3         |
| Manhattan Bridge a                  | 66,152           | 31,242           | 34,910         | 15,730         | 47.2 f       | 23.8          | 3.4         |
| Williamsburg Bridge a               | 103,364          | 67,006           | 36,358         | 10,103         | 64.8 f       | 9.8           | 1.8         |
| Queens-Midtown Tunnel               | 73,581           | 67,888           | 5,693          | 4,890          | 92.3         | 6.6           | 1.2 #       |
| Queensboro Bridge a                 | 176,419          | 136,661          | 39,758         | 9,593          | 77.5 f       | 5.4           | 3.7         |
| Tri-Boro Bridge (Manhattan) b       | 90,470           | 87,810           | 2,660          | 1,997          | 97.1         | 2.2           | 0.6 #       |
| Tri-Boro Br. (Bronx Plaza) c        | 75,747           | 68,767           | 6,980          | 6,969          | 90.8         | 9.2           | 0.0 #       |
| Bronx-Whitestone Bridge             | 121,382          | 112,948          | 8,434          | 8,075          | 93.1         | 6.7           | 0.0 #       |
| Throgs Neck Bridge                  | 108,568          | 97,758           | 10,810         | 10,805         | 90.0         | 10.0          | 0.0 #       |
| <b>Total</b>                        | <b>979,011</b>   | <b>820,905</b>   | <b>158,106</b> | <b>69,828</b>  | <b>83.9</b>  | <b>7.1</b>    | <b>2.0</b>  |
| <b>HARLEM RIVER</b>                 |                  |                  |                |                |              |               |             |
| Willis Avenue Bridge (Northbound) a | 70,037           | 57,570           | 12,467         | 4,268          | 82.2 f       | 6.1           | 1.7         |
| Third Avenue Bridge (Southbound) a  | 58,949           | 45,643           | 13,306         | 4,347          | 77.4 f       | 7.4           | 2.0         |
| Madison Avenue Bridge a             | 49,487           | 40,013           | 9,474          | 2,345          | 80.9 f       | 4.7           | 4.4         |
| 145th Street Bridge a               | 35,796           | 30,546           | 5,250          | 1,639          | 85.3 f       | 4.6           | 2.5         |
| Macombs Dam Bridge a                | 18,878           | 16,223           | 2,655          | 794            | 85.9 f       | 4.2           | 1.3         |
| Alexander Hamilton Bridge a         | 168,079          | 135,670          | 32,409         | 23,272         | 80.7 f       | 13.8          | 0.3         |
| Washington Avenue Bridge a          | 63,609           | 56,091           | 7,518          | 1,845          | 88.2 f       | 2.9           | 2.6         |
| University Heights Bridge a         | 45,311           | 39,456           | 5,855          | 1,526          | 87.1 f       | 3.4           | 1.2         |
| Broadway Bridge a                   | 38,287           | 34,251           | 4,036          | 1,077          | 89.5 f       | 2.8           | 2.8         |
| Henry Hudson Bridge                 | 67,448           | 67,180           | 268            | 267            | 99.6         | 0.4           | 0.0         |
| <b>Total</b>                        | <b>615,881</b>   | <b>522,643</b>   | <b>93,238</b>  | <b>41,380</b>  | <b>84.9</b>  | <b>6.7</b>    | <b>2.1</b>  |
| <b>Grand Total</b>                  | <b>2,753,870</b> | <b>2,363,517</b> | <b>390,353</b> | <b>188,712</b> | <b>85.8</b>  | <b>7.0</b>    | <b>1.5</b>  |

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).

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

|                         | 1992               | 1993             | 1994             | 1995             | 1996             | 1997             | 1998             | 1999             | 2000             | 2001             | 2002             |
|-------------------------|--------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| <b>STATEWIDE</b>        |                    |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |
| New York                | 5,326.6            | 5,399.8          | 5,274.2          | 5,662.6          | 5,625.9          | 5,624.0          | 5,641.4          | 5,725.7          | 5,639.8          | 5,679.0          | 5,956.7          |
| New Jersey              | 3,070.1            | 3,389.6          | 3,480.8          | 3,478.5          | 3,650.5          | 3,770.7          | 3,887.1          | 3,921.1          | 4,023.9          | 3,998.9          | 4,106.6          |
| Connecticut             | 1,267.9            | 1,268.0          | 1,291.1          | 1,292.2          | 1,390.4          | 1,400.0          | 1,364.5          | 1,463.8          | 1,476.3          | 1,496.4          | 1,601.8          |
| <b>Total</b>            | <b>9,664.6</b>     | <b>10,057.4</b>  | <b>10,046.1</b>  | <b>10,433.3</b>  | <b>10,666.8</b>  | <b>10,794.6</b>  | <b>10,893.0</b>  | <b>11,110.6</b>  | <b>11,140.0</b>  | <b>11,174.3</b>  | <b>11,665.1</b>  |
| <b>SECTOR ESTIMATES</b> |                    |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |
| <b>New York</b>         | 2,953.8            | 2,952.6          | 2,859.1          | 2,937.5          | 2,835.5          | 2,851.1          | 2,926.2          | 2,957.3          | 2,862.0          | 2,849.9          | 3,032.0          |
| <b>New Jersey</b>       | 1,932.2            | 2,123.0          | 2,173.2          | 2,140.7          | 2,219.1          | 2,278.8          | 2,333.3          | 2,343.9          | 2,329.6          | 2,355.2          | 2,418.8          |
| <b>Connecticut</b>      | 661.8              | 664.1            | 676.1            | 674.1            | 724.8            | 733.3            | 712.9            | 770.4            | 737.9            | 744.1            | 796.1            |
| <b>Total</b>            | <b>5,547.9 r</b>   | <b>5,739.7 r</b> | <b>5,708.4 r</b> | <b>5,752.3 r</b> | <b>5,779.3 r</b> | <b>5,863.2 r</b> | <b>5,972.4</b>   | <b>6,071.6</b>   | <b>5,929.5</b>   | <b>5,949.2</b>   | <b>6,246.8</b>   |
| <b>UNITED STATES</b>    | <b>110,950.4 *</b> | <b>117,377.4</b> | <b>118,703.9</b> | <b>120,986.8</b> | <b>123,457.2</b> | <b>125,378.9</b> | <b>125,845.1</b> | <b>132,249.3</b> | <b>133,804.0</b> | <b>134,214.9</b> | <b>135,164.2</b> |

\* - 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

# TABLE B-10

## DIESEL FUEL SALES

IN MILLIONS OF GALLONS

|                         | 1992           | 1993           | 1994           | 1995           | 1996           | 1997           | 1998           | 1999           | 2000           | 2001           | 2002           |
|-------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| <b>STATEWIDE</b>        |                |                |                |                |                |                |                |                |                |                |                |
| New York                | 640.5          | 687.2          | 695.7          | 921.8          | 931.0          | 908.5          | 925.6          | 1,018.3        | 1,072.5        | 772.5 r        | 738.5          |
| New Jersey              | 312.3          | 347.4          | 509.1          | 490.5          | 600.6          | 682.6          | 720.1          | 771.4          | 786.7          | 835.3          | 1,082.6        |
| Connecticut             | 161.1          | 176.8          | 186.3          | 200.7          | 177.6          | 244.9          | 220.7          | 237.3          | 274.8          | 192.2          | 259.2          |
| <b>Total</b>            | <b>1,113.9</b> | <b>1,211.4</b> | <b>1,391.1</b> | <b>1,613.0</b> | <b>1,709.2</b> | <b>1,836.0</b> | <b>1,866.4</b> | <b>2,027.0</b> | <b>2,134.0</b> | <b>1,800.0</b> | <b>2,080.3</b> |
| <b>SECTOR ESTIMATES</b> |                |                |                |                |                |                |                |                |                |                |                |
| <b>New York</b>         | 189.2          | 202.9          | 203.5          | 268.8          | 263.3          | 241.8          | 244.2          | 270.0          | 261.7          | 267.1          | 187.9          |
| <b>New Jersey</b>       | 170.0          | 188.4          | 275.9          | 265.9          | 325.5          | 370.0          | 366.8          | 388.6          | 433.6          | 458.9          | 578.8          |
| <b>Connecticut</b>      | 70.1           | 76.6           | 80.3           | 86.8           | 76.7           | 104.9          | 96             | 102.4          | 104.4          | 108.3          | 118.7          |
| <b>Total</b>            | <b>429.3</b>   | <b>467.8</b>   | <b>559.7</b>   | <b>621.4</b>   | <b>665.6</b>   | <b>716.7</b>   | <b>707.0</b>   | <b>761.0</b>   | <b>799.7</b>   | <b>834.3</b>   | <b>885.4</b>   |

r = revised

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%   |
| 2001 | 6.2%                          | 17.9%   |                            |         |               |         |

\* - Percentages express the peak hour and peak period share of private motor vehicle, Data for 1999 were lost following the event of 9/11/01 public transit and total person-entries, respectively, during a 24-hour period. 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 | 3,330,000 | r 1,380,800 | 622,000   | 1,805,000       |
| 1994 | 3,382,500 | 1,396,200   | 619,800   | 1,821,000       |
| 1995 | 3,410,200 | r 1,384,100 | r 616,500 | r 1,828,000     |
| 1996 | 3,455,700 | r 1,403,800 | r 629,600 | r 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       | 2,005,000       |
| 2000 | 3,840,000 | r 1,524,000 | r 661,680 | 2,152,000       |
| 2001 | 3,471,000 | 1,367,200   | 593,500   | 2,128,000       |

\* - Estimated.

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

r = revised

Source: Hub-Bound Travel Survey.

# TABLE D-1

## MOTOR VEHICLE FATALITIES

|                         | 1991       | 1992       | 1993       | 1994       | 1995       | 1996       | 1997       | 1998       | 1999       | 2000       | 2001       |
|-------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| Bronx                   | 103        | 89         | 79         | 64         | 74         | 54         | 72         | 49         | 59         | 49         | 55         |
| Kings                   | 164        | 143        | 142        | 117        | 117        | 109        | 134        | 115        | 114        | 105        | 111        |
| New York                | 95         | 88         | 99         | 82         | 96         | 84         | 81         | 59         | 66         | 70         | 55         |
| Queens                  | 156        | 170        | 140        | 133        | 132        | 116        | 123        | 112        | 118        | 100        | 104        |
| Richmond                | 28         | 20         | 17         | 23         | 19         | 17         | 14         | 22         | 15         | 24         | 27         |
| <b>NEW YORK CITY</b>    | <b>546</b> | <b>510</b> | <b>477</b> | <b>419</b> | <b>438</b> | <b>380</b> | <b>424</b> | <b>357</b> | <b>372</b> | <b>348</b> | <b>352</b> |
| Dutchess                | 35         | 25         | 34         | 30         | 30         | 22         | 31         | 27         | 29         | 29         | 39         |
| Nassau                  | 118        | 122        | 104        | 107        | 101        | 75         | 112        | 101        | 123        | 94         | 93         |
| Orange                  | 39         | 42         | 38         | 47         | 35         | 37         | 39         | 31         | 43         | 30         | 36         |
| Putnam                  | 13         | 10         | 13         | 16         | 12         | 16         | 13         | 12         | 15         | 10         | 10         |
| Rockland                | 18         | 14         | 19         | 25         | 20         | 14         | 26         | 26         | 22         | 18         | 20         |
| Suffolk                 | 186        | 174        | 181        | 146        | 166        | 153        | 147        | 162        | 153        | 151        | 164        |
| Westchester             | 73         | 65         | 57         | 53         | 65         | 63         | 54         | 52         | 51         | 56         | 54         |
| <b>NEW YORK SUBURBS</b> | <b>482</b> | <b>452</b> | <b>446</b> | <b>424</b> | <b>429</b> | <b>380</b> | <b>422</b> | <b>411</b> | <b>436</b> | <b>388</b> | <b>416</b> |
| DOWNSTATE NY            | 1,028      | 962        | 923        | 843        | 867        | 760        | 846        | 768        | 808        | 736        | 768        |
| NEW YORK STATE          | 1,807      | 1,650      | 1,623      | 1,528      | 1,557      | 1,451      | 1,488      | 1,395      | 1,460      | 1,358      | 1,431      |
| Downstate % of NYS      | 56.9       | 58.3       | 56.9       | 55.2       | 55.7       | 52.4       | 56.9       | 55.1       | 55.3       | 54.2       | 53.7       |
| UNITED STATES           | 36,895     | 34,928     | 35,780     | 36,254     | 37,241     | 37,351     | 37,280     | 37,081     | 37,043     | 37,409     | 37,795     |
| Downstate % of Nation   | 2.8        | 2.8        | 2.6        | 2.3        | 2.3        | 2.0        | 2.3        | 2.1        | 2.2        | 2.0        | 2.0        |

Source: New York State Dept. of Motor Vehicles

Source for 2001: Institute for Traffic Safety Management and Research

# TABLE D-2

## TOTAL NUMBER OF MOTOR VEHICLE CRASHES

|                         | 1991           | 1992           | 1993           | 1994          | 1995          | 1996          | 1997          | 1998          | 1999           | 2000           | 2001           |
|-------------------------|----------------|----------------|----------------|---------------|---------------|---------------|---------------|---------------|----------------|----------------|----------------|
| Bronx                   | 15,106         | 14,573         | 13,819         | 13,493        | 13,568        | 12,899        | 13,114        | 13,272        | 17,950         | 19,953         | 17,864         |
| Kings                   | 31,441         | 31,360         | 30,922         | 30,485        | 30,129        | 28,499        | 28,768        | 30,082        | 35,782         | 38,151         | 33,370         |
| New York                | 20,603         | 20,098         | 20,317         | 20,382        | 19,694        | 19,219        | 18,731        | 18,176        | 22,956         | 24,609         | 21,646         |
| Queens                  | 32,233         | 30,898         | 29,905         | 29,302        | 29,243        | 27,695        | 26,690        | 28,274        | 34,697         | 36,578         | 33,574         |
| Richmond                | 5,883          | 5,822          | 5,469          | 5,171         | 5,361         | 5,266         | 5,125         | 5,318         | 5,781          | 6,258          | 6,183          |
| <b>NEW YORK CITY</b>    | <b>105,266</b> | <b>102,751</b> | <b>100,432</b> | <b>98,833</b> | <b>97,995</b> | <b>93,578</b> | <b>92,428</b> | <b>95,122</b> | <b>117,166</b> | <b>125,549</b> | <b>112,637</b> |
| Dutchess                | 4,467          | 4,207          | 4,097          | 4,320         | 4,116         | 4,512         | 4,733         | 5,815         | 6,577          | 7,041          | 5,921          |
| Nassau                  | 27,715         | 25,492         | 25,426         | 25,334        | 24,196        | 23,948        | 26,599        | 33,100        | 35,212         | 37,716         | 32,297         |
| Orange                  | 5,690          | 5,370          | 5,301          | 5,686         | 5,260         | 5,403         | 5,528         | 6,866         | 8,204          | 9,604          | 8,183          |
| Putnam                  | 1,738          | 1,598          | 1,629          | 1,744         | 1,545         | 1,688         | 1,773         | 1,936         | 2,141          | 2,649          | 2,344          |
| Rockland                | 4,917          | 4,485          | 4,641          | 4,969         | 4,722         | 4,933         | 4,748         | 5,279         | 6,396          | 7,262          | 6,069          |
| Suffolk                 | 25,511         | 22,998         | 23,319         | 23,389        | 21,630        | 21,729        | 23,262        | 29,642        | 31,407         | 34,854         | 30,518         |
| Westchester             | 14,754         | 13,573         | 13,673         | 14,074        | 13,503        | 13,992        | 14,097        | 16,314        | 17,452         | 19,153         | 17,359         |
| <b>NEW YORK SUBURBS</b> | <b>84,792</b>  | <b>77,723</b>  | <b>78,086</b>  | <b>79,516</b> | <b>74,972</b> | <b>76,205</b> | <b>80,740</b> | <b>98,952</b> | <b>107,389</b> | <b>118,279</b> | <b>102,691</b> |
| DOWNSTATE NY            | 190,058        | 180,474        | 178,518        | 178,349       | 172,967       | 169,783       | 173,168       | 194,074       | 224,555        | 243,828        | 215,328        |
| NEW YORK STATE          | 274,875        | 258,596        | 257,209        | 259,184       | 253,136       | 250,521       | 263,604       | 306,646       | 356,981        | 392,245        | 331,979        |
| Downstate % of NYS      | 69.1           | 69.8           | 69.4           | 68.8          | 68.3          | 67.8          | 65.7          | 63.3          | 62.9           | 62.2           | 64.9           |

Source: New York State Dept. of Motor Vehicles

Source for 2001: Institute for Traffic Safety Management and Research

# TABLE D-3

## MOTOR VEHICLE CRASHES RESULTING IN INJURY

|                         | 1991             | 1992             | 1993           | 1994           | 1995             | 1996             | 1997             | 1998             | 1999             | 2000             | 2001             |
|-------------------------|------------------|------------------|----------------|----------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Bronx                   | 11,770           | 12,071           | 11,418         | 10,983         | 11,249           | 10,612           | 10,904           | 11,071           | 11,960           | 13,194           | 12,447           |
| Kings                   | 24,993           | 26,425           | 26,438         | 26,252         | 26,286           | 25,062           | 25,559           | 26,721           | 26,511           | 27,190           | 25,229           |
| New York                | 15,917           | 16,787           | 17,088         | 16,913         | 16,250           | 15,824           | 15,711           | 15,243           | 14,679           | 14,624           | 14,058           |
| Queens                  | 22,778           | 23,733           | 23,299         | 23,049         | 23,461           | 22,000           | 21,849           | 23,160           | 23,875           | 24,459           | 23,456           |
| Richmond                | 4,272            | 4,486            | 4,304          | 4,036          | 4,188            | 4,242            | 4,133            | 4,204            | 3,808            | 3,805            | 3,976            |
| <b>NEW YORK CITY</b>    | <b>79,730</b>    | <b>83,502</b>    | <b>82,547</b>  | <b>81,233</b>  | <b>81,434</b>    | <b>77,740</b>    | <b>78,156</b>    | <b>80,399</b>    | <b>80,833</b>    | <b>83,272</b>    | <b>79,166</b>    |
| Dutchess                | 2,739            | 2,742            | 2,733          | 2,851          | 2,800            | 2,901            | 2,829            | 2,646            | 2,818            | 2,755            | 2,639            |
| Nassau                  | 17,200           | 17,388           | 17,528         | 17,418         | 16,997           | 16,884           | 16,828           | 16,933           | 16,681           | 17,304           | 16,528           |
| Orange                  | 3,718            | 3,801            | 3,731          | 3,829          | 3,631            | 3,674            | 3,324            | 3,364            | 3,511            | 3,662            | 3,524            |
| Putnam                  | 1,053            | 998              | 1,046          | 1,075          | 960              | 1,030            | 1,033            | 910              | 954              | 959              | 950              |
| Rockland                | 3,176            | 3,041            | 3,153          | 3,305          | 3,162            | 3,206            | 2,998            | 2,849            | 2,930            | 3,160            | 2,990            |
| Suffolk                 | 16,562           | 15,969           | 16,486         | 16,437         | 15,483           | 15,603           | 14,656           | 14,974           | 14,621           | 15,233           | 15,055           |
| Westchester             | 8,669            | 8,739            | 8,740          | 8,885          | 8,683            | 8,822            | 8,577            | 8,647            | 8,409            | 8,672            | 8,426            |
| <b>NEW YORK SUBURBS</b> | <b>53,117</b>    | <b>52,678</b>    | <b>53,417</b>  | <b>53,800</b>  | <b>51,716</b>    | <b>52,120</b>    | <b>50,245</b>    | <b>50,323</b>    | <b>49,924</b>    | <b>51,745</b>    | <b>50,112</b>    |
| <b>DOWNSTATE NY</b>     | <b>132,847</b>   | <b>136,180</b>   | <b>135,964</b> | <b>135,033</b> | <b>133,150</b>   | <b>129,860</b>   | <b>128,401</b>   | <b>130,722</b>   | <b>130,757</b>   | <b>135,017</b>   | <b>129,278</b>   |
| <b>NEW YORK STATE</b>   | <b>189,310</b>   | <b>193,391</b>   | <b>192,587</b> | <b>191,360</b> | <b>189,201</b>   | <b>185,670</b>   | <b>182,526</b>   | <b>181,766</b>   | <b>182,768</b>   | <b>188,770</b>   | <b>178,772</b>   |
| Downstate % of NYS      | 70.2             | 70.4             | 70.6           | 70.6           | 70.4             | 69.9             | 70.3             | 71.9             | 71.5             | 71.5             | 72.3             |
| <b>UNITED STATES</b>    | <b>2,210,000</b> | <b>2,216,000</b> | <b>n/a</b>     | <b>n/a</b>     | <b>2,334,623</b> | <b>2,410,794</b> | <b>2,400,000</b> | <b>2,029,000</b> | <b>2,054,000</b> | <b>2,070,000</b> | <b>2,003,000</b> |
| Downstate % of Nation   | 6.0              | 6.1              | n/a            | n/a            | 5.7              | 5.4              | 5.4              | 6.4              | 6.4              | 6.5              | 6.5              |

Source: New York State Dept. of Motor Vehicles  
 Source for 2001: Institute for Traffic Safety Management and Research

# TABLE D-4

## MOTOR VEHICLE CRASHES RESULTING IN PROPERTY DAMAGE

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|                         | 1991          | 1992          | 1993          | 1994          | 1995          | 1996          | 1997          | 1998           | 1999           | 2000           | 2001           |
|-------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|----------------|----------------|----------------|
| Bronx                   | 3,233         | 2,413         | 2,322         | 2,446         | 2,245         | 2,233         | 2,138         | 2,152          | 5,931          | 6,710          | 5,362          |
| Kings                   | 6,284         | 4,792         | 4,342         | 4,116         | 3,726         | 3,328         | 3,075         | 3,246          | 9,157          | 10,856         | 8,030          |
| New York                | 4,591         | 3,223         | 3,130         | 3,387         | 3,348         | 3,311         | 2,939         | 2,874          | 8,211          | 9,913          | 7,533          |
| Queens                  | 9,299         | 6,995         | 6,466         | 6,120         | 5,650         | 5,379         | 4,718         | 5,002          | 10,704         | 12,019         | 10,014         |
| Richmond                | 1,583         | 1,316         | 1,148         | 1,112         | 1,154         | 1,007         | 978           | 1,092          | 1,958          | 2,429          | 2,180          |
| <b>NEW YORK CITY</b>    | <b>24,990</b> | <b>18,739</b> | <b>17,408</b> | <b>17,181</b> | <b>16,123</b> | <b>15,258</b> | <b>13,848</b> | <b>14,366</b>  | <b>35,961</b>  | <b>41,927</b>  | <b>33,119</b>  |
| Dutchess                | 1,693         | 1,440         | 1,330         | 1,439         | 1,286         | 1,589         | 1,873         | 3,142          | 3,730          | 4,257          | 3,243          |
| Nassau                  | 10,397        | 7,982         | 7,794         | 7,809         | 7,098         | 6,989         | 9,659         | 16,066         | 18,408         | 20,318         | 15,676         |
| Orange                  | 1,933         | 1,527         | 1,532         | 1,810         | 1,594         | 1,692         | 2,165         | 3,471          | 4,650          | 5,912          | 4,623          |
| Putnam                  | 672           | 590           | 570           | 653           | 573           | 642           | 727           | 1,014          | 1,172          | 1,680          | 1,384          |
| Rockland                | 1,723         | 1,430         | 1,469         | 1,639         | 1,540         | 1,713         | 1,724         | 2,404          | 3,444          | 4,084          | 3,059          |
| Suffolk                 | 8,763         | 6,855         | 6,652         | 6,806         | 5,981         | 5,973         | 8,459         | 14,506         | 16,633         | 19,470         | 15,299         |
| Westchester             | 6,012         | 4,769         | 4,876         | 5,136         | 4,755         | 5,107         | 5,466         | 7,615          | 8,992          | 10,425         | 8,879          |
| <b>NEW YORK SUBURBS</b> | <b>31,193</b> | <b>24,593</b> | <b>24,223</b> | <b>25,292</b> | <b>22,827</b> | <b>23,705</b> | <b>30,073</b> | <b>48,218</b>  | <b>57,029</b>  | <b>66,146</b>  | <b>52,163</b>  |
| <b>DOWNSTATE NY</b>     | <b>56,183</b> | <b>43,332</b> | <b>41,631</b> | <b>42,473</b> | <b>38,950</b> | <b>38,963</b> | <b>43,921</b> | <b>62,584</b>  | <b>92,990</b>  | <b>108,073</b> | <b>85,282</b>  |
| <b>NEW YORK STATE</b>   | <b>83,758</b> | <b>63,555</b> | <b>62,999</b> | <b>66,296</b> | <b>62,378</b> | <b>63,400</b> | <b>79,590</b> | <b>123,485</b> | <b>172,753</b> | <b>202,117</b> | <b>151,776</b> |
| Downstate % of NYS      | 67.1          | 68.2          | 66.1          | 64.1          | 62.4          | 61.5          | 55.2          | 50.7           | 53.8           | 53.5           | 56.2           |

Source: New York State Dept. of Motor Vehicles  
 Source for 2001: Institute for Traffic Safety Management and Research

# TABLE D-5

## MOTOR VEHICLE CRASHES BY CONTRIBUTING HUMAN FACTORS

|                    | 1991    | 1992    | 1993    | 1994    | 1995    | 1996    | 1997    | 1998    | 1999    | 2000    | 2001    |
|--------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Bronx              | 12,852  | 12,043  | 10,856  | 9,830   | 10,293  | 10,035  | 9,936   | 10,089  | 16,252  | 18,748  | 10,286  |
| Kings              | 27,608  | 27,358  | 27,928  | 27,448  | 28,859  | 26,817  | 25,843  | 27,468  | 36,636  | 39,450  | 22,701  |
| New York           | 18,875  | 19,083  | 18,987  | 18,706  | 18,276  | 18,380  | 17,645  | 16,875  | 22,259  | 24,709  | 13,957  |
| Queens             | 25,435  | 24,555  | 23,503  | 22,503  | 23,119  | 21,562  | 20,706  | 22,415  | 29,162  | 30,717  | 18,926  |
| Richmond           | 5,310   | 5,277   | 4,730   | 4,296   | 4,535   | 4,323   | 4,180   | 4,295   | 5,041   | 5,106   | 3,688   |
| NEW YORK CITY      | 90,080  | 88,316  | 86,004  | 82,783  | 85,082  | 81,117  | 78,310  | 81,142  | 109,350 | 118,730 | 69,558  |
| Dutchess           | 3,371   | 3,125   | 3,109   | 3,165   | 3,208   | 3,452   | 3,769   | 4,532   | 5,111   | 5,495   | 3,779   |
| Nassau             | 20,746  | 19,591  | 19,703  | 19,240  | 19,579  | 19,287  | 23,200  | 29,918  | 31,896  | 34,301  | 24,063  |
| Orange             | 4,667   | 4,502   | 4,595   | 4,546   | 4,505   | 4,508   | 4,468   | 6,008   | 6,781   | 7,993   | 5,351   |
| Putnam             | 1,368   | 1,198   | 1,196   | 1,252   | 1,195   | 1,243   | 1,375   | 1,605   | 1,735   | 2,199   | 1,568   |
| Rockland           | 3,929   | 3,735   | 3,696   | 3,843   | 4,041   | 3,989   | 4,108   | 4,793   | 5,710   | 6,520   | 4,381   |
| Suffolk            | 20,954  | 14,536  | 19,605  | 19,039  | 19,142  | 18,565  | 21,393  | 28,103  | 29,312  | 32,640  | 22,058  |
| Westchester        | 8,135   | 7,566   | 7,475   | 7,614   | 7,696   | 8,081   | 9,045   | 10,982  | 11,855  | 13,524  | 9,187   |
| NEW YORK SUBURBS   | 63,170  | 54,253  | 59,379  | 58,699  | 59,366  | 59,125  | 67,358  | 85,941  | 92,400  | 102,672 | 70,387  |
| DOWNSTATE NY       | 153,250 | 142,569 | 145,383 | 141,482 | 144,448 | 140,242 | 145,668 | 167,083 | 201,750 | 221,402 | 139,945 |
| NEW YORK STATE     | 224,255 | 209,304 | 213,273 | 210,333 | 213,552 | 209,673 | 222,969 | 265,169 | 312,481 | 344,232 | 215,599 |
| Downstate % of NYS | 68.3    | 68.1    | 68.2    | 67.3    | 67.6    | 66.9    | 65.3    | 63.0    | 64.6    | 64.3    | 64.9    |

Source: New York State Dept. of Motor Vehicles

Source for 2001: Institute for Traffic Safety Management and Research

# TABLE D-6

## VEHICLE/PEDESTRIAN CRASHES WITH ALCOHOL INVOLVEMENT

|                         | 1999         | 2000          | 2001         | 2001 a     | 2001 b     |
|-------------------------|--------------|---------------|--------------|------------|------------|
| Bronx                   | 220          | 215           | 189          | 1.8        | 1.2        |
| Kings                   | 322          | 443           | 344          | 1.5        | 1.1        |
| New York                | 250          | 236           | 225          | 1.6        | 1.1        |
| Queens                  | 344          | 373           | 316          | 1.7        | 1          |
| Richmond                | 59           | 74            | 74           | 2          | 1.3        |
| <b>NEW YORK CITY</b>    | <b>1,195</b> | <b>1,341</b>  | <b>1,148</b> | <b>1.7</b> | <b>1.1</b> |
| Dutchess                | 230          | 256           | 218          | 5.8        | 4.1        |
| Nassau                  | 584          | 665           | 590          | 2.5        | 2          |
| Orange                  | 269          | 291           | 279          | 5.2        | 3.6        |
| Putnam                  | 87           | 98            | 73           | 4.7        | 3.4        |
| Rockland                | 158          | 173           | 175          | 4          | 3.1        |
| Suffolk                 | 816          | 924           | 766          | 3.5        | 2.7        |
| Westchester             | 372          | 493           | 432          | 4.7        | 2.9        |
| <b>NEW YORK SUBURBS</b> | <b>2,516</b> | <b>2,900</b>  | <b>2,533</b> | <b>3.6</b> | <b>2.7</b> |
| <b>DOWNSTATE NY</b>     | <b>3,711</b> | <b>4,241</b>  | <b>3,681</b> | <b>2.6</b> | <b>1.9</b> |
| <b>NEW YORK STATE</b>   | <b>9,114</b> | <b>10,090</b> | <b>8,430</b> | <b>3.9</b> | <b>2.8</b> |
| Downstate % of NYS      | 40.72        | 42.03         | 43.67        |            |            |

a = % of human factor crashes b = % of all accidents

Source: New York State Dept. of Motor Vehicles

Source for 2001: Institute for Traffic Safety Management and Research



# TABLE D-7

## MOTOR VEHICLE CRASHES BY CONTRIBUTING VEHICULAR FACTORS

|                         | 1991          | 1992          | 1993          | 1994          | 1995          | 1996          | 1997          | 1998          | 1999          | 2000          | 2001          |
|-------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Bronx                   | 2,133         | 1,516         | 1,248         | 963           | 1,021         | 836           | 777           | 804           | 1,095         | 1,031         | 660           |
| Kings                   | 3,116         | 3,015         | 3,005         | 2,931         | 2,680         | 2,504         | 2,321         | 2,185         | 2,738         | 2,637         | 1,660         |
| New York                | 1,851         | 2,053         | 1,983         | 1,699         | 1,422         | 1,346         | 1,189         | 1,084         | 1,139         | 1,169         | 786           |
| Queens                  | 2,722         | 2,526         | 2,487         | 2,235         | 1,968         | 1,795         | 1,753         | 1,610         | 2,013         | 1,902         | 1,385         |
| Richmond                | 497           | 552           | 508           | 462           | 402           | 393           | 274           | 231           | 228           | 254           | 232           |
| <b>NEW YORK CITY</b>    | <b>10,319</b> | <b>9,662</b>  | <b>9,231</b>  | <b>8,290</b>  | <b>7,493</b>  | <b>6,874</b>  | <b>6,314</b>  | <b>5,914</b>  | <b>7,213</b>  | <b>6,993</b>  | <b>4,723</b>  |
| Dutchess                | 195           | 150           | 153           | 143           | 123           | 106           | 160           | 190           | 182           | 225           | 163           |
| Nassau                  | 651           | 598           | 628           | 550           | 476           | 525           | 499           | 738           | 737           | 773           | 649           |
| Orange                  | 266           | 228           | 216           | 208           | 219           | 232           | 209           | 278           | 291           | 362           | 259           |
| Putnam                  | 72            | 48            | 56            | 68            | 58            | 57            | 59            | 76            | 91            | 86            | 63            |
| Rockland                | 185           | 173           | 161           | 171           | 160           | 177           | 156           | 194           | 232           | 277           | 193           |
| Suffolk                 | 797           | 488           | 643           | 608           | 632           | 553           | 679           | 815           | 883           | 884           | 760           |
| Westchester             | 523           | 487           | 509           | 434           | 457           | 384           | 441           | 553           | 555           | 645           | 519           |
| <b>NEW YORK SUBURBS</b> | <b>2,689</b>  | <b>2,172</b>  | <b>2,366</b>  | <b>2,182</b>  | <b>2,125</b>  | <b>2,034</b>  | <b>2,203</b>  | <b>2,844</b>  | <b>2,971</b>  | <b>3,252</b>  | <b>2,606</b>  |
| <b>DOWNSTATE NY</b>     | <b>13,008</b> | <b>11,834</b> | <b>11,597</b> | <b>10,472</b> | <b>9,618</b>  | <b>8,908</b>  | <b>8,517</b>  | <b>8,758</b>  | <b>10,184</b> | <b>10,245</b> | <b>7,329</b>  |
| <b>NEW YORK STATE</b>   | <b>16,253</b> | <b>14,809</b> | <b>14,588</b> | <b>13,446</b> | <b>12,423</b> | <b>11,712</b> | <b>11,490</b> | <b>12,805</b> | <b>14,826</b> | <b>15,328</b> | <b>11,030</b> |
| Downstate % of NYS      | 80.0          | 79.9          | 79.5          | 77.9          | 77.4          | 76.1          | 74.1          | 68.4          | 68.7          | 66.8          | 66.4          |

Source: New York State Dept. of Motor Vehicles

Source for 2001: Institute for Traffic Safety Management and Research

# TABLE D-8

## MOTOR VEHICLE CRASHES BY CONTRIBUTING ENVIRONMENTAL FACTORS

|                           | 1992          | 1993          | 1994          | 1995          | 1996          | 1997          | 1998          | 1999          | 2000          | 2001          |
|---------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Bronx                     | 2,082         | 1,930         | 1,938         | 1,830         | 1,779         | 1,445         | 1,484         | 1,907         | 2,028         | 1,294         |
| Kings                     | 3,541         | 3,590         | 3,763         | 3,699         | 3,667         | 2,852         | 3,045         | 3,491         | 3,599         | 2,595         |
| New York                  | 2,121         | 2,190         | 2,201         | 1,850         | 2,038         | 1,600         | 1,410         | 1,823         | 1,954         | 1,263         |
| Queens                    | 4,402         | 3,964         | 4,100         | 3,762         | 4,096         | 3,125         | 2,955         | 3,811         | 3,827         | 2,438         |
| Richmond                  | 1,370         | 1,064         | 1,076         | 867           | 1,032         | 770           | 788           | 796           | 816           | 641           |
| <b>NEW YORK CITY</b>      | <b>13,516</b> | <b>12,738</b> | <b>13,078</b> | <b>12,008</b> | <b>12,612</b> | <b>9,792</b>  | <b>9,682</b>  | <b>11,828</b> | <b>12,224</b> | <b>8,231</b>  |
| Dutchess                  | 1,246         | 1,163         | 1,375         | 1,126         | 1,399         | 1,338         | 1,784         | 2,100         | 2,301         | 1,462         |
| Nassau                    | 5,584         | 5,310         | 5,762         | 4,423         | 5,072         | 4,393         | 5,127         | 4,545         | 5,315         | 3,723         |
| Orange                    | 1,627         | 1,566         | 1,952         | 1,497         | 1,668         | 1,736         | 2,102         | 2,752         | 3,085         | 2,095         |
| Putnam                    | 598           | 648           | 715           | 513           | 695           | 587           | 615           | 684           | 944           | 683           |
| Rockland                  | 1,076         | 1,142         | 1,449         | 1,068         | 1,315         | 1,034         | 1,014         | 1,358         | 1,558         | 1,109         |
| Suffolk                   | 3,735         | 4,670         | 5,758         | 4,127         | 5,185         | 4,215         | 5,235         | 5,267         | 6,659         | 4,392         |
| Westchester               | 2,650         | 2,766         | 3,268         | 2,404         | 2,658         | 2,286         | 2,741         | 2,939         | 3,378         | 2,400         |
| <b>NEW YORK SUBURB</b>    | <b>16,516</b> | <b>17,265</b> | <b>20,279</b> | <b>15,158</b> | <b>17,992</b> | <b>15,589</b> | <b>18,618</b> | <b>19,705</b> | <b>23,240</b> | <b>15,864</b> |
| <b>DOWNSTATE NY</b>       | <b>30,032</b> | <b>30,003</b> | <b>33,357</b> | <b>27,166</b> | <b>30,604</b> | <b>25,381</b> | <b>28,300</b> | <b>31,533</b> | <b>35,464</b> | <b>24,095</b> |
| <b>NEW YORK STATE</b>     | <b>50,171</b> | <b>49,748</b> | <b>55,967</b> | <b>47,252</b> | <b>51,706</b> | <b>51,230</b> | <b>58,806</b> | <b>74,181</b> | <b>85,281</b> | <b>53,727</b> |
| <b>Downstate % of NYS</b> | <b>59.9</b>   | <b>60.3</b>   | <b>59.6</b>   | <b>57.5</b>   | <b>59.2</b>   | <b>49.5</b>   | <b>48.1</b>   | <b>42.5</b>   | <b>41.6</b>   | <b>44.8</b>   |

Source: New York State Dept. of Motor Vehicles.

Source for 2001: Institute for Traffic Safety Management and Research

# TABLE D-9

## VEHICLE/PEDESTRIAN CRASHES AT INTERSECTION

|                           | 1991          | 1992          | 1993          | 1994          | 1995          | 1996          | 1997          | 1998          | 1999          | 2000          | 2001          |
|---------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Bronx                     | 1,704         | 1,673         | 1,475         | 1,484         | 1,473         | 1,384         | 1,356         | 1,296         | 1,190         | 1,169         | 1,268         |
| Kings                     | 3,244         | 3,216         | 3,257         | 3,023         | 3,059         | 2,936         | 2,909         | 2,939         | 2,708         | 2,761         | 2,837         |
| New York                  | 3,195         | 3,276         | 3,301         | 3,256         | 3,045         | 3,031         | 2,977         | 2,872         | 2,549         | 2,288         | 2,325         |
| Queens                    | 1,905         | 1,915         | 1,844         | 1,877         | 1,978         | 1,849         | 1,769         | 1,877         | 1,721         | 1,641         | 1,744         |
| Richmond                  | 189           | 196           | 243           | 206           | 209           | 214           | 188           | 165           | 202           | 183           | 235           |
| <b>NEW YORK CITY</b>      | <b>10,237</b> | <b>10,276</b> | <b>10,120</b> | <b>9,846</b>  | <b>9,764</b>  | <b>9,414</b>  | <b>9,199</b>  | <b>9,149</b>  | <b>8,370</b>  | <b>8,042</b>  | <b>8,409</b>  |
| Dutchess                  | 42            | 37            | 29            | 35            | 43            | 38            | 45            | 42            | 41            | 34            | 27            |
| Nassau                    | 510           | 525           | 530           | 567           | 562           | 551           | 578           | 554           | 614           | 577           | 519           |
| Orange                    | 47            | 66            | 38            | 50            | 53            | 55            | 59            | 41            | 57            | 54            | 48            |
| Putnam                    | 8             | 9             | 7             | 13            | 10            | 7             | 5             | 4             | 6             | 7             | 11            |
| Rockland                  | 47            | 62            | 59            | 56            | 69            | 54            | 61            | 48            | 67            | 69            | 52            |
| Suffolk                   | 311           | 322           | 301           | 309           | 271           | 315           | 283           | 293           | 286           | 248           | 276           |
| Westchester               | 387           | 363           | 411           | 331           | 335           | 322           | 362           | 367           | 370           | 368           | 344           |
| <b>NEW YORK SUBURBS</b>   | <b>1,352</b>  | <b>1,384</b>  | <b>1,375</b>  | <b>1,361</b>  | <b>1,343</b>  | <b>1,342</b>  | <b>1,393</b>  | <b>1,349</b>  | <b>1,441</b>  | <b>1,357</b>  | <b>1,277</b>  |
| <b>DOW NSTATE NY</b>      | <b>11,589</b> | <b>11,660</b> | <b>11,495</b> | <b>11,207</b> | <b>11,107</b> | <b>10,756</b> | <b>10,592</b> | <b>10,498</b> | <b>9,811</b>  | <b>9,399</b>  | <b>9,686</b>  |
| <b>NEW YORK STATE</b>     | <b>13,054</b> | <b>13,157</b> | <b>12,888</b> | <b>12,665</b> | <b>12,500</b> | <b>12,070</b> | <b>11,794</b> | <b>11,705</b> | <b>11,020</b> | <b>10,580</b> | <b>10,772</b> |
| <b>Downstate % of NYS</b> | <b>88.8</b>   | <b>88.6</b>   | <b>89.2</b>   | <b>88.5</b>   | <b>88.9</b>   | <b>89.1</b>   | <b>89.8</b>   | <b>89.7</b>   | <b>89.0</b>   | <b>88.8</b>   | <b>89.9</b>   |

Source: New York State Dept. of Motor Vehicles

Source for 2001: Institute for Traffic Safety Management and Research

# TABLE D-10

## VEHICLE/PEDESTRIAN CRASHES NOT AT INTERSECTION

|                         | 1991         | 1992         | 1993         | 1994         | 1995         | 1996         | 1997         | 1998         | 1999         | 2000         | 2001         |
|-------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Bronx                   | 1,035        | 998          | 942          | 798          | 842          | 760          | 781          | 744          | 792          | 689          | 699          |
| Kings                   | 1,692        | 1,785        | 1,815        | 1,636        | 1,689        | 1,546        | 1,495        | 1,458        | 1,417        | 1,330        | 1,285        |
| New York                | 1,367        | 1,439        | 1,279        | 1,312        | 1,356        | 1,291        | 1,193        | 1,227        | 1,088        | 1,191        | 1,061        |
| Queens                  | 1,155        | 1,215        | 1,061        | 1,001        | 983          | 1,082        | 930          | 983          | 1,019        | 900          | 865          |
| Richmond                | 155          | 156          | 187          | 168          | 167          | 148          | 148          | 149          | 144          | 158          | 136          |
| <b>NEW YORK CITY</b>    | <b>5,404</b> | <b>5,593</b> | <b>5,284</b> | <b>4,915</b> | <b>5,037</b> | <b>4,827</b> | <b>4,547</b> | <b>4,561</b> | <b>4,460</b> | <b>4,268</b> | <b>4,046</b> |
| Dutchess                | 75           | 65           | 71           | 57           | 60           | 62           | 68           | 48           | 55           | 29           | 42           |
| Nassau                  | 482          | 479          | 484          | 495          | 464          | 417          | 448          | 462          | 418          | 447          | 445          |
| Orange                  | 118          | 77           | 95           | 136          | 101          | 81           | 83           | 64           | 100          | 99           | 68           |
| Putnam                  | 16           | 19           | 21           | 15           | 10           | 17           | 24           | 23           | 13           | 17           | 18           |
| Rockland                | 79           | 87           | 77           | 106          | 101          | 84           | 98           | 79           | 84           | 81           | 95           |
| Suffolk                 | 434          | 401          | 457          | 416          | 378          | 345          | 353          | 317          | 342          | 345          | 304          |
| Westchester             | 343          | 405          | 359          | 375          | 353          | 330          | 361          | 398          | 356          | 325          | 281          |
| <b>NEW YORK SUBURBS</b> | <b>1,547</b> | <b>1,533</b> | <b>1,564</b> | <b>1,600</b> | <b>1,467</b> | <b>1,336</b> | <b>1,435</b> | <b>1,391</b> | <b>1,368</b> | <b>1,343</b> | <b>1,253</b> |
| <b>DOWNSTATE NY</b>     | <b>6,951</b> | <b>7,126</b> | <b>6,848</b> | <b>6,515</b> | <b>6,504</b> | <b>6,163</b> | <b>5,982</b> | <b>5,952</b> | <b>5,828</b> | <b>5,611</b> | <b>5,299</b> |
| <b>NEW YORK STATE</b>   | <b>8,885</b> | <b>9,094</b> | <b>8,644</b> | <b>8,414</b> | <b>8,141</b> | <b>7,785</b> | <b>7,531</b> | <b>7,490</b> | <b>7,308</b> | <b>7,067</b> | <b>6,706</b> |
| Downstate % of NYS      | 78.2         | 78.4         | 79.2         | 77.4         | 79.9         | 79.2         | 79.4         | 79.5         | 79.7         | 79.4         | 79.0         |

Source: New York State Dept. of Motor Vehicles

Source for 2001: Institute for Traffic Safety Management and Research

# TABLE D-11

## TOTAL FATALITIES IN VEHICLE PEDESTRIAN CRASHES

|                         | 1991       | 1992       | 1993       | 1994       | 1995       | 1996       | 1997       | 1998       | 1999       | 2000       | 2001       |
|-------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| Bronx                   | 63         | 45         | 42         | 38         | 35         | 30         | 27         | 20         | 29         | 25         | 29         |
| Kings                   | 76         | 75         | 89         | 71         | 69         | 71         | 71         | 70         | 66         | 60         | 59         |
| New York                | 65         | 65         | 62         | 60         | 65         | 56         | 54         | 42         | 37         | 50         | 39         |
| Queens                  | 66         | 68         | 67         | 52         | 57         | 49         | 66         | 48         | 48         | 38         | 45         |
| Richmond                | 6          | 7          | 4          | 2          | 10         | 7          | 4          | 1          | 6          | 7          | 14         |
| <b>NEW YORK CITY</b>    | <b>276</b> | <b>260</b> | <b>264</b> | <b>223</b> | <b>236</b> | <b>213</b> | <b>222</b> | <b>181</b> | <b>186</b> | <b>180</b> | <b>186</b> |
| Dutchess                | 3          | 5          | 4          | 2          | 3          | 3          | 6          | 1          | 4          | 1          | 2          |
| Nassau                  | 30         | 44         | 25         | 31         | 31         | 17         | 31         | 34         | 47         | 28         | 34         |
| Orange                  | 9          | 6          | 5          | 3          | 4          | 3          | 6          | 2          | 8          | 1          | 3          |
| Putnam                  | 2          | 2          | 1          | 2          | 0          | 1          | 0          | 0          | 1          | 1          | 2          |
| Rockland                | 6          | 4          | 3          | 8          | 4          | 1          | 4          | 3          | 8          | 4          | 3          |
| Suffolk                 | 44         | 43         | 44         | 23         | 42         | 29         | 25         | 43         | 34         | 33         | 30         |
| Westchester             | 17         | 16         | 12         | 17         | 16         | 13         | 10         | 19         | 8          | 11         | 9          |
| <b>NEW YORK SUBURBS</b> | <b>111</b> | <b>120</b> | <b>94</b>  | <b>86</b>  | <b>100</b> | <b>67</b>  | <b>82</b>  | <b>102</b> | <b>110</b> | <b>79</b>  | <b>83</b>  |
| <b>DOWNSTATE NY</b>     | <b>387</b> | <b>380</b> | <b>358</b> | <b>309</b> | <b>336</b> | <b>280</b> | <b>304</b> | <b>283</b> | <b>296</b> | <b>259</b> | <b>269</b> |
| <b>NEW YORK STATE</b>   | <b>482</b> | <b>479</b> | <b>449</b> | <b>408</b> | <b>428</b> | <b>397</b> | <b>374</b> | <b>372</b> | <b>383</b> | <b>335</b> | <b>358</b> |
| Downstate % of NYS      | 80.3       | 79.3       | 79.7       | 75.7       | 78.5       | 70.5       | 81.3       | 76.1       | 77.3       | 77.3       | 75.1       |

Source: New York State Dept. of Motor Vehicles

Source for 2001: Institute for Traffic Safety Management and Research

# TABLE D-12

## MOTOR VEHICLE CRASHES INVOLVING FEMALE DRIVERS

|                           | 1992           | 1993           | 1994           | 1995           | 1996           | 1997           | 1998           | 1999           | 2000           | 2001           |
|---------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Bronx                     | 5,337          | 5,064          | 4,836          | 5,125          | 5,027          | 5,086          | 5,495          | 7,273          | 8,107          | 7,271          |
| Kings                     | 10,773         | 10,624         | 10,481         | 10,922         | 10,434         | 11,080         | 11,691         | 14,054         | 14,965         | 12,966         |
| New York                  | 4,389          | 4,489          | 4,474          | 4,578          | 4,615          | 4,645          | 4,710          | 6,114          | 6,607          | 5,796          |
| Queens                    | 13,572         | 13,335         | 12,784         | 13,444         | 12,733         | 12,954         | 13,658         | 16,934         | 17,606         | 15,923         |
| Richmond                  | 3,637          | 3,466          | 3,280          | 3,565          | 3,442          | 3,469          | 3,585          | 3,757          | 4,109          | 3,926          |
| <b>NEW YORK CITY</b>      | <b>37,708</b>  | <b>36,978</b>  | <b>35,855</b>  | <b>37,634</b>  | <b>36,251</b>  | <b>37,234</b>  | <b>39,139</b>  | <b>48,132</b>  | <b>51,394</b>  | <b>45,882</b>  |
| Dutchess                  | 2,970          | 2,942          | 3,060          | 2,984          | 3,139          | 3,225          | 3,888          | 4,262          | 4,482          | 3,783          |
| Nassau                    | 19,105         | 19,019         | 18,801         | 18,597         | 18,630         | 20,801         | 25,329         | 26,487         | 28,094         | 23,399         |
| Orange                    | 3,599          | 3,496          | 3,812          | 3,406          | 3,598          | 3,593          | 4,506          | 5,157          | 6,088          | 5,181          |
| Putnam                    | 1,059          | 1,070          | 1,103          | 1,035          | 1,091          | 1,171          | 1,219          | 1,324          | 1,530          | 1,381          |
| Rockland                  | 3,296          | 3,485          | 3,599          | 3,459          | 3,575          | 3,478          | 3,716          | 4,457          | 4,883          | 4,131          |
| Suffolk                   | 16,827         | 17,046         | 17,451         | 16,648         | 16,762         | 17,866         | 22,210         | 23,234         | 25,163         | 21,569         |
| Westchester               | 9,523          | 9,459          | 9,573          | 9,319          | 9,717          | 9,948          | 11,409         | 11,986         | 12,798         | 11,404         |
| <b>NEW YORK SUBURB</b>    | <b>56,379</b>  | <b>56,517</b>  | <b>57,399</b>  | <b>55,448</b>  | <b>56,512</b>  | <b>60,082</b>  | <b>72,277</b>  | <b>76,907</b>  | <b>83,038</b>  | <b>70,848</b>  |
| <b>DOWNSTATE NY</b>       | <b>94,087</b>  | <b>93,495</b>  | <b>93,254</b>  | <b>93,082</b>  | <b>92,763</b>  | <b>97,316</b>  | <b>111,416</b> | <b>125,039</b> | <b>134,432</b> | <b>116,730</b> |
| <b>NEW YORK STATE</b>     | <b>146,794</b> | <b>146,955</b> | <b>148,439</b> | <b>147,956</b> | <b>148,723</b> | <b>158,181</b> | <b>184,806</b> | <b>208,410</b> | <b>227,235</b> | <b>189,444</b> |
| <b>Downstate % of NYS</b> | <b>64.1</b>    | <b>63.6</b>    | <b>62.8</b>    | <b>62.9</b>    | <b>62.4</b>    | <b>61.5</b>    | <b>60.3</b>    | <b>60.0</b>    | <b>59.2</b>    | <b>61.6</b>    |

Source: New York State Dept. of Motor Vehicles.

Source for 2001: Institute for Traffic Safety Management and Research

# TABLE D-13

## MOTOR VEHICLE CRASHES INVOLVING MALE DRIVERS

|                         | 1991           | 1992           | 1993           | 1994           | 1995           | 1996           | 1997           | 1998           | 1999           | 2000           | 2001           |
|-------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Bronx                   | 18,255         | 17,668         | 16,559         | 16,444         | 16,655         | 15,819         | 16,169         | 16,388         | 22,432         | 25,181         | 21,596         |
| Kings                   | 39,325         | 39,424         | 38,784         | 38,450         | 38,190         | 36,046         | 36,384         | 38,247         | 44,968         | 47,744         | 40,410         |
| New York                | 26,778         | 26,262         | 26,452         | 26,703         | 25,786         | 25,006         | 24,535         | 23,601         | 30,435         | 32,646         | 27,497         |
| Queens                  | 39,758         | 38,596         | 37,277         | 36,797         | 36,781         | 34,713         | 33,041         | 35,380         | 43,016         | 45,475         | 40,618         |
| Richmond                | 6,633          | 6,518          | 6,058          | 5,756          | 5,951          | 5,826          | 5,658          | 5,913          | 6,375          | 6,751          | 6,549          |
| <b>NEW YORK CITY</b>    | <b>130,749</b> | <b>128,468</b> | <b>125,130</b> | <b>124,150</b> | <b>123,363</b> | <b>117,410</b> | <b>115,787</b> | <b>119,529</b> | <b>147,226</b> | <b>157,797</b> | <b>136,670</b> |
| Dutchess                | 4,379          | 4,101          | 3,970          | 4,293          | 3,923          | 4,402          | 4,433          | 5,377          | 6,003          | 6,452          | 5,319          |
| Nassau                  | 30,322         | 27,654         | 28,170         | 27,922         | 26,306         | 25,966         | 28,743         | 35,389         | 37,750         | 40,013         | 33,449         |
| Orange                  | 5,661          | 5,326          | 5,381          | 5,801          | 5,269          | 5,305          | 5,218          | 6,562          | 7,668          | 8,821          | 7,288          |
| Putnam                  | 1,754          | 1,554          | 1,594          | 1,827          | 1,519          | 1,679          | 1,746          | 1,875          | 2,093          | 2,577          | 2,239          |
| Rockland                | 5,286          | 4,757          | 5,006          | 5,346          | 4,969          | 5,309          | 4,954          | 5,779          | 6,866          | 7,813          | 6,408          |
| Suffolk                 | 27,152         | 24,596         | 24,993         | 24,989         | 22,688         | 22,893         | 24,442         | 31,093         | 32,628         | 35,750         | 30,841         |
| Westchester             | 15,192         | 13,791         | 13,976         | 16,618         | 13,757         | 14,384         | 14,334         | 16,323         | 17,508         | 19,181         | 16,692         |
| <b>NEW YORK SUBURBS</b> | <b>89,746</b>  | <b>81,779</b>  | <b>83,090</b>  | <b>86,796</b>  | <b>78,431</b>  | <b>79,938</b>  | <b>83,870</b>  | <b>102,398</b> | <b>110,516</b> | <b>120,607</b> | <b>102,236</b> |
| <b>DOWNSTATE NY</b>     | <b>220,495</b> | <b>210,247</b> | <b>208,220</b> | <b>210,946</b> | <b>201,794</b> | <b>197,348</b> | <b>199,657</b> | <b>221,927</b> | <b>257,742</b> | <b>278,404</b> | <b>238,906</b> |
| <b>NEW YORK STATE</b>   | <b>302,459</b> | <b>285,612</b> | <b>285,176</b> | <b>289,381</b> | <b>278,164</b> | <b>273,882</b> | <b>283,794</b> | <b>326,323</b> | <b>379,303</b> | <b>411,996</b> | <b>341,731</b> |
| Downstate % of NYS      | 72.9           | 73.6           | 73.0           | 72.9           | 72.5           | 72.1           | 70.4           | 68.0           | 68.0           | 67.6           | 69.9           |

Source: New York State Dept. of Motor Vehicles

Source for 2001: Institute for Traffic Safety Management and Research

# TABLE D-14

## TOTAL BICYCLISTS KILLED OR INJURED

|                         | 1991         | 1992         | 1993         | 1994         | 1995         | 1996         | 1997         | 1998         | 1999         | 2000         | 2001         |
|-------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Bronx                   | 499          | 516          | 621          | 598          | 715          | 703          | 728          | 615          | 501          | 510          | 433          |
| Kings                   | 1,352        | 1,415        | 1,591        | 1,608        | 1,932        | 1,935        | 1,856        | 1,741        | 1,461        | 1,329        | 1,341        |
| New York                | 1,284        | 1,362        | 1,563        | 1,491        | 1,557        | 1,570        | 1,666        | 1,476        | 1,342        | 1,153        | 1,140        |
| Queens                  | 753          | 796          | 943          | 895          | 995          | 966          | 1,009        | 949          | 863          | 735          | 705          |
| Richmond                | 143          | 147          | 116          | 117          | 132          | 132          | 145          | 136          | 107          | 97           | 82           |
| <b>NEW YORK CITY</b>    | <b>4,031</b> | <b>4,236</b> | <b>4,834</b> | <b>4,709</b> | <b>5,331</b> | <b>5,306</b> | <b>5,404</b> | <b>4,917</b> | <b>4,274</b> | <b>3,824</b> | <b>3,701</b> |
| Dutchess                | 83           | 87           | 75           | 76           | 67           | 65           | 71           | 60           | 46           | 64           | 51           |
| Nassau                  | 830          | 776          | 723          | 685          | 700          | 622          | 646          | 645          | 598          | 584          | 577          |
| Orange                  | 120          | 107          | 93           | 79           | 86           | 94           | 90           | 90           | 77           | 75           | 78           |
| Putnam                  | 14           | 10           | 11           | 14           | 11           | 7            | 8            | 5            | 13           | 5            | 14           |
| Rockland                | 92           | 82           | 58           | 65           | 65           | 71           | 63           | 68           | 70           | 52           | 51           |
| Suffolk                 | 644          | 657          | 618          | 589          | 627          | 551          | 601          | 627          | 592          | 527          | 520          |
| Westchester             | 260          | 244          | 253          | 225          | 251          | 239          | 211          | 234          | 213          | 180          | 176          |
| <b>NEW YORK SUBURBS</b> | <b>2,043</b> | <b>1,963</b> | <b>1,831</b> | <b>1,733</b> | <b>1,807</b> | <b>1,649</b> | <b>1,690</b> | <b>1,729</b> | <b>1,609</b> | <b>1,487</b> | <b>1,467</b> |
| <b>DOWNSTATE NY</b>     | <b>6,074</b> | <b>6,199</b> | <b>6,665</b> | <b>6,442</b> | <b>7,138</b> | <b>6,955</b> | <b>7,094</b> | <b>6,646</b> | <b>5,883</b> | <b>5,311</b> | <b>5,168</b> |
| <b>NEW YORK STATE</b>   | <b>8,691</b> | <b>8,516</b> | <b>9,068</b> | <b>8,538</b> | <b>9,341</b> | <b>9,118</b> | <b>9,189</b> | <b>8,671</b> | <b>7,828</b> | <b>7,095</b> | <b>6,791</b> |
| Downstate % of NYS      | 69.9         | 72.8         | 73.5         | 75.5         | 76.4         | 76.3         | 77.2         | 76.6         | 75.2         | 74.9         | 76.1         |

Source: New York State Dept. of Motor Vehicles  
 Source for 2001: Institute for Traffic Safety Management and Research



# TABLE D-15

## TRANSIT ACCIDENTS METROPOLITAN TRANSIT AUTHORITY PORTION OF THE REGION

|                                   | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|-----------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| <b>BUS TRANSIT</b>                |      |      |      |      |      |      |      |      |      |      |      |
| <b>MTA/ NEW YORK CITY TRANSIT</b> |      |      |      |      |      |      |      |      |      |      |      |
| Total Accidents                   | 47   | 49   | 63   | 64   | 62   | 46   | 43   | 56   | 53   | 47   | 55   |
| Fatalities                        | 5    | 4    | 10   | 3    | 5    | 6    | 5    | 4    | 9    | 4    | 10   |
| Injuries                          | 233  | 274  | 243  | 282  | 323  | 273  | 208  | 410  | 328  | 351  | 296  |
| <b>MTA/LONG ISLAND BUS</b>        |      |      |      |      |      |      |      |      |      |      |      |
| Total Accidents                   | 4    | 4    | 4    | 6    | 1    | 7    | 3    | 9    | 9    | 6    | 3    |
| Fatalities                        | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 3    | 1    |
| Injuries                          | 1    | 18   | 18   | 27   | 0    | 29   | 19   | 45   | 65   | 15   | 2    |
| <b>TOTAL BUS TRANSIT</b>          |      |      |      |      |      |      |      |      |      |      |      |
| Total Accidents                   | 51   | 53   | 67   | 70   | 63   | 53   | 46   | 65   | 62   | 53   | 58   |
| Fatalities                        | 5    | 5    | 10   | 3    | 6    | 6    | 5    | 4    | 9    | 7    | 12   |
| Injuries                          | 234  | 292  | 261  | 309  | 323  | 302  | 227  | 455  | 393  | 366  | 298  |
| <b>RAIL RAPID TRANSIT</b>         |      |      |      |      |      |      |      |      |      |      |      |
| <b>MTA/ NEW YORK CITY TRANSIT</b> |      |      |      |      |      |      |      |      |      |      |      |
| Total Accidents                   | 23   | 21   | 19   | 13   | 12   | 15   | 10   | 10   | 12   | 10   | 9    |
| Fatalities                        | 18   | 9    | 3    | 4    | 4    | 3    | 3    | 4    | 3    | 4    | 0    |
| Injuries                          | 189  | 105  | 103  | 22   | 126  | 62   | 98   | 7    | 69   | 113  | 16   |
| <b>MTA/STATEN ISLAND RAILWAY</b>  |      |      |      |      |      |      |      |      |      |      |      |
| Total Accidents                   | 2    | 0    | 1    | 2    | 1    | 3    | 0    | 1    | 1    | 1    | 1    |
| Fatalities                        | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Injuries                          | 0    | 0    | 2    | 7    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| <b>TOTAL RAIL RAPID TRANSIT</b>   |      |      |      |      |      |      |      |      |      |      |      |
| Total Accidents                   | 25   | 21   | 20   | 15   | 13   | 18   | 10   | 11   | 13   | 11   | 10   |
| Fatalities                        | 18   | 9    | 3    | 4    | 4    | 3    | 3    | 4    | 3    | 4    | 0    |
| Injuries                          | 189  | 105  | 105  | 29   | 126  | 62   | 98   | 7    | 69   | 113  | 16   |
| <b>SUBURBAN RAIL</b>              |      |      |      |      |      |      |      |      |      |      |      |
| <b>MTA/METRO-NORTH RAILROAD</b>   |      |      |      |      |      |      |      |      |      |      |      |
| Total Accidents                   | 1    | 2    | 4    | 7    | 4    | 7    | 6    | 7    | 1    | 4    | 1    |
| Fatalities                        | 1    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    |
| Injuries                          | 3    | 1    | 2    | 3    | 20   | 0    | 1    | 4    | 0    | 0    | 0    |
| <b>MTA/LONG ISLAND RAIL ROAD</b>  |      |      |      |      |      |      |      |      |      |      |      |
| Total Accidents                   | 22   | 15   | 18   | 11   | 21   | 26   | 22   | 14   | 8    | 13   | 15   |
| Fatalities                        | 4    | 3    | 5    | 3    | 5    | 8    | 4    | 2    | 2    | 1    | 5    |
| Injuries                          | 12   | 10   | 1    | 6    | 69   | 15   | 2    | 2    | 3    | 8    | 12   |
| <b>TOTAL SUBURBAN RAIL</b>        |      |      |      |      |      |      |      |      |      |      |      |
| Total Accidents                   | 23   | 17   | 22   | 18   | 25   | 33   | 28   | 21   | 9    | 17   | 16   |
| Fatalities                        | 5    | 3    | 5    | 3    | 5    | 9    | 4    | 2    | 2    | 1    | 5    |
| Injuries                          | 15   | 11   | 3    | 9    | 89   | 15   | 3    | 6    | 3    | 8    | 12   |
| <b>TOTAL TRANSIT ACCIDENTS</b>    |      |      |      |      |      |      |      |      |      |      |      |
| Total Accidents                   | 99   | 91   | 109  | 103  | 101  | 104  | 84   | 97   | 78   | 81   | 84   |
| Fatalities                        | 28   | 17   | 18   | 10   | 15   | 18   | 12   | 10   | 14   | 12   | 17   |
| Injuries                          | 438  | 408  | 369  | 347  | 538  | 379  | 328  | 468  | 425  | 487  | 326  |

Source: New York State Public Transportation Safety Board

# TABLE E-1

## ANNUAL MAJOR AIRPORT ACTIVITY

(IN THOUSANDS)\*

|                              | 1992     | 1993     | 1994     | 1995     | 1996     | 1997     | 1998     | 1999     | 2000     | 2001     | 2002     |
|------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| <b>KENNEDY</b>               |          |          |          |          |          |          |          |          |          |          |          |
| Revenue Passengers +         | 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 | 29,947.2 |
| Aircraft Flights @           | 323.4    | 333.8    | 343.6    | 340.1    | 355.2    | 353.3    | 343.6    | 343.3    | 345.3    | 294.0    | 287.7    |
| Cargo Tonnage #              | 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  | 1,668.2  |
| <b>LaGUARDIA</b>             |          |          |          |          |          |          |          |          |          |          |          |
| Revenue Passengers +         | 19,745.8 | 19,804.6 | 20,730.5 | 20,599.2 | 20,699.1 | 21,607.4 | 22,811.9 | 23,926.9 | 25,360.1 | 22,519.8 | 21,986.7 |
| Aircraft Flights @           | 332.4    | 337.1    | 337.7    | 345.5    | 345.6    | 355.1    | 356.1    | 363      | 384.6    | 367.9    | 362.4    |
| Cargo Tonnage #              | 55.2     | 46.5     | 40.4     | 30.5     | 27.7     | 26.7     | 23.8     | 22.4     | 20.2     | 16.5     | 11.7     |
| <b>NEWARK</b>                |          |          |          |          |          |          |          |          |          |          |          |
| Revenue Passengers +         | 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 | 29,202.7 |
| Aircraft Flights @           | 411.1    | 438.5    | 436.7    | 420.5    | 450.9    | 462.3    | 455.8    | 458      | 450.3    | 439.3    | 405.6    |
| Cargo Tonnage #              | 577.0    | 699.3    | 872.7    | 958.4    | 975.9    | 1,064.4  | 1,074.6  | 1,084.7  | 1,070.4  | 913.1    | 898.2    |
| <b>LONG ISLAND MacARTHUR</b> |          |          |          |          |          |          |          |          |          |          |          |
| Revenue Passengers +         | 1,202.2  | 1,171.7  | 1,237.3  | 1,168.9  | 1,119.3  | 1,428.8  | 905.3    | 1,000.9  | 2,274.6  | 2,036.5  | 1,974.3  |
| Aircraft Flights @           | 40.3     | 41.0     | 36.2     | 37.4     | 33.4     | 31.4     | 32.0     | 39.6     | 41.2     | 41.7     | 38.4     |
| Cargo Tonnage #              | 0.7      | 0.7      | 0.9      | 1.9      | 1.7      | 2.5      | 1.3      | 1.5      | 1.5      | 0.4      | 0.1      |
| <b>STEWART</b>               |          |          |          |          |          |          |          |          |          |          |          |
| Revenue Passengers +         | c 803.3  | 737.2    | 779.3    | 785.7    | 824.6    | 838.3    | 723.7    | 602.2    | 532.9    | 403.1    | 362.0    |
| Aircraft Flights @           | c 32.7   | 32.2     | 28.5     | 28.6     | 28.9     | 27.4     | 25.0     | 25.2     | 22.3     | 17.8     | 16.7     |
| Cargo Tonnage #              | c 88.5   | 91.3     | 77.4     | 59.9     | 79.6     | 76.4     | 54.2     | 42       | 32.5     | 19.9     | 13.3     |
| <b>WESTCHESTER COUNTY</b>    |          |          |          |          |          |          |          |          |          |          |          |
| Revenue Passengers +         | 764.7    | 949.5    | 933.2    | 963.9    | 992.0    | 1,084.9  | 982.3    | 1,041.5  | 1,032.7  | 933.4    | 932.0    |
| Aircraft Flights @           | 42.8     | 45.5     | 43.8     | 44.1     | 43.1     | 45.0     | 42.3     | 46.8     | 45.2     | 43.3     | 44       |
| Cargo Tonnage #              | -        | -        | -        | -        | -        | -        | -        | -        | -        | -        | -        |
| <b>TOTAL MAJOR AIRPORTS</b>  |          |          |          |          |          |          |          |          |          |          |          |
| Revenue Passengers +         | 74,561.2 | 75,269.3 | 80,513.5 | 80,516.9 | 83,898.0 | 87,232.6 | 89,045.1 | 91,900.6 | 96,174.4 | 85,799.8 | 84,404.9 |
| Aircraft Flights @           | 1,182.6  | 1,228.1  | 1,226.5  | 1,216.2  | 1,257.1  | 1,274.5  | 1,254.8  | 1,275.9  | 1,247.7  | 1,162.3  | 1,154.8  |
| Cargo Tonnage #              | 2,105.2  | 2,251.7  | 2,490.5  | 2,688.4  | 2,752.5  | 2,868.2  | 2,777.8  | 2,902.8  | 2,987.6  | 2,471.1  | 2,591.5  |

\* - Totals may not add due to rounding.

# - Excludes mail. -- Data not available

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

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)

|                       | 1992        | 1993        | 1994        | 1995          | 1996        | 1997        | 1998        | 1999        | 2000        | 2001          | 2002        |
|-----------------------|-------------|-------------|-------------|---------------|-------------|-------------|-------------|-------------|-------------|---------------|-------------|
| Bronx                 | 199,700     | 214,300     | 216,200     | 216,700       | 217,000     | 217,100     | 217,700     | 224,300     | 220,582     | 219,891 a,b   | 223,981 b   |
| Kings                 | 405,900     | 457,300     | 457,800     | 455,100       | 450,300     | 451,800     | 462,900     | 475,500     | 455,509     | 453,018 b     | 454,096 b   |
| New York              | 2,169,100   | 2,040,000   | 2,057,500   | 2,074,600     | 2,108,000   | 2,150,300   | 2,231,800   | 2,284,800   | 2,460,427   | 2,445,517 b   | 2,328,090 b |
| Queens                | 440,700     | 491,000     | 495,500     | 491,500       | 496,200     | 503,800     | 523,600     | 537,300     | 495,656     | 492,885 a,b   | 486,737 b   |
| Richmond              | 69,800      | 80,400      | 83,300      | 85,000        | 86,100      | 88,400      | 92,000      | 95,000      | 90,926      | 90,791 b      | 90,596 b    |
| New York City         | 3,285,200   | 3,283,000   | 3,310,300   | 3,322,900     | 3,357,600   | 3,411,400   | 3,528,000   | 3,616,900   | 3,723,100   | 3,702,102 a,b | 3,583,500   |
| Dutchess              | 108,700     | 103,900     | 101,900     | 103,400       | 105,900     | 106,400     | 108,900     | 113,100     | 115,800     | 118,400       | 119,500     |
| Nassau                | 557,300     | 560,600     | 568,000     | 574,800       | 577,600     | 588,700     | 596,400     | 619,500     | 622,296     | 625,932 b     | 613,049 b   |
| Orange                | 106,600     | 108,500     | 109,000     | 110,400       | 111,400     | 113,000     | 117,100     | 121,400     | 117,741     | 125,142       | 127,222     |
| Putnam                | 18,400      | 18,500      | 18,800      | 19,500        | 19,400      | 20,200      | 21,500      | 22,600      | 22,900      | 23,800        | 24,000      |
| Rockland              | 95,900      | 98,200      | 98,800      | 98,800        | 98,500      | 100,400     | 104,600     | 109,300     | 110,000     | 111,000       | 113,300     |
| Suffolk               | 490,700     | 497,500     | 506,500     | 517,700       | 520,700     | 530,600     | 552,000     | 571,900     | 595,904     | 598,868 b     | 602,451 b   |
| Westchester           | 376,400     | 372,300     | 374,800     | 379,200       | 382,900     | 387,600     | 396,000     | 407,400     | 418,200     | 421,400       | 415,600     |
| New York Suburb       | 1,754,000   | 1,759,500   | 1,777,800   | 1,803,800     | 1,816,400   | 1,846,900   | 1,896,500   | 1,965,200   | 2,002,841   | 2,024,542 b   | 2,015,122   |
| DOWNSTATE NY          | 5,039,200   | 5,042,500   | 5,088,100   | 5,126,700     | 5,174,000   | 5,258,300   | 5,424,500   | 5,582,100   | 5,725,941   | 5,726,644     | 5,598,622   |
| Downstate % of NYS    | 65.2        | 65.0        | 65.1        | 65.1          | 65.4        | 65.5        | 65.9        | 66.0        | 66.4        | 66.3          | 66.2        |
| Downstate % of Nation | 4.6         | 4.6         | 4.5         | 4.4           | 4.3         | 4.3         | 4.3         | 4.4         | 4.4         | 4.3           | 4.3         |
| Bergen                | 417,100     | 423,600     | 427,700     | 435,800       | 443,900     | 456,800     | 469,500     | 479,100     | 437,529     | 416,985 c     | 477,715     |
| Essex                 | 370,000     | 383,300     | 368,900     | 374,600       | 372,200     | 376,000     | 378,400     | 385,500     | 357,677     | 317,853 c     | 383,158     |
| Hudson                | 226,600     | 230,300     | 236,800     | 237,800       | 238,600     | 240,600     | 244,300     | 247,700     | 236,181     | 227,432 c     | 254,911     |
| Middlesex             | 346,800     | 354,100     | 360,900     | 372,500       | 380,100     | 391,200     | 398,300     | 406,100     | 385,374     | 395,991 c     | 420,993     |
| Monmouth              | 207,800     | 214,900     | 219,000     | 222,400       | 217,200     | 232,400     | 237,600     | 242,100     | 224,421     | 227,532 c     | 259,154     |
| Morris                | 239,400     | 250,600     | 243,800     | 252,000       | 258,000     | 266,800     | 276,500     | 281,900     | 263,140     | 262,421 c     | 296,937     |
| Passaic               | 181,400     | 181,500     | 183,800     | 182,900       | 181,700     | 183,400     | 185,500     | 187,100     | 175,390     | 170,583 c     | 185,070     |
| Somerset              | 143,000     | 150,500     | 156,300     | 155,100       | 160,600     | 170,700     | 174,800     | 178,600     | 157,960     | 171,236 c     | 180,721     |
| Union                 | 233,800     | 242,300     | 236,500     | 234,000       | 233,500     | 238,000     | 242,500     | 246,600     | 221,673     | 219,697 c     | 246,237     |
| NEW JERSEY            | 2,365,900   | 2,431,100   | 2,433,700   | 2,467,100     | 2,485,800   | 2,555,900   | 2,607,400   | 2,654,700   | 2,459,345   | 2,409,730 c   | 2,704,896   |
| Fairfield County      | 389,600     | 395,000     | 400,500     | 398,900       | 402,000     | 411,700     | 420,200     | 425,700     | 422,542     | 415,980 c     | 415,876 c   |
| New Haven County      | 343,000     | 342,800     | 344,900     | 348,200       | 350,700     | 355,800     | 363,300     | 365,200     | 364,769     | 360,592 c     | 361,860 c   |
| Litchfield County     | 22,700      | 23,000      | 23,300      | 23,300        | 23,200      | 23,700      | 24,500      | 25,200      | 64,661      | 49,776 c      | 63,251 c    |
| CONNECTICUT           | 755,300     | 760,800     | 768,700     | 770,400       | 775,900     | 791,200     | 808,000     | 816,100     | 851,972     | 826,348 c     | 840,987     |
| NY-NJ-CT REGION       | 8,160,400   | 8,234,400   | 8,290,500   | 8,364,200     | 8,435,700   | 8,605,400   | 8,839,900   | 9,052,900   | 9,037,258   | 8,962,722     | 9,144,505   |
| NY-NJ-CT % of Nation  | 7.5         | 7.5         | 7.3         | 7.1           | 7.1         | 7.0         | 7.0         | 7.1         | 6.9         | 6.8           | 7.0         |
| NEW YORK STATE        | 7,729,900   | 7,752,000   | 7,818,800   | 7,872,400 r   | 7,917,000   | 8,027,400   | 8,236,900   | 8,453,800   | 8,626,200   | 8,632,600     | 8,459,000   |
| UNITED STATES         | 108,604,000 | 110,525,000 | 114,035,000 | 117,203,000 r | 119,556,000 | 122,260,000 | 125,826,000 | 126,615,000 | 131,401,000 | 131,922,000   | 130,342,900 |

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

## 2001 EMPLOYMENT BY MAJOR INDUSTRY CATEGORY

|                       | Manu-<br>facturing | Mining  | Contract<br>Constr. | Trans. &<br>Public<br>Util. | Whole-<br>sale &<br>Retail | Fin. Ins.<br>& Real<br>Estate | Services<br>& Misc. | Govern-<br>ment | Non-Ag. Wage &<br>Salary | Total |
|-----------------------|--------------------|---------|---------------------|-----------------------------|----------------------------|-------------------------------|---------------------|-----------------|--------------------------|-------|
| Bronx                 | 10,473             | 0       | 11,536              | 9,675                       | 43,867                     | 12,564                        | 107,242             | 24,534          | 219,891                  | a,b   |
| Kings                 | 40,153             | 0       | 25,520              | 26,308                      | 97,313                     | 27,170                        | 201,849             | 34,705          | 453,018                  | b     |
| New York              | 134,015            | 200     | 36,688              | 92,364                      | 351,045                    | 418,041                       | 947,271             | 465,893         | 2,445,517                | b     |
| Queens                | 43,673             | 0       | 43,899              | 76,157                      | 104,881                    | 24,707                        | 167,828             | 31,740          | 492,885                  | a,b   |
| Richmond              | 1,785              | 0       | 7,157               | 7,596                       | 22,095                     | 4,218                         | 41,111              | 6,829           | 90,791                   | b     |
| New York City         | 230,099            | 200     | 124,800             | 212,100                     | 619,201                    | 486,700                       | 1,465,301           | 563,701         | 3,702,102                | a,b   |
| Dutchess              | 18,200             | 0       | 5,500               | 4,800                       | 22,900                     | 4,700                         | 39,500              | 22,800          | 118,400                  |       |
| Nassau                | 38,843             | 0       | 28,001              | 29,690                      | 164,589                    | 54,388                        | 222,401             | 88,020          | 625,932                  | b     |
| Orange                | 11,115             | 0       | 5,072               | 6,900                       | 35,067                     | 5,300                         | 34,224              | 27,464          | 125,142                  |       |
| Putnam                | 2,000              | 0       | 2,200               | 600                         | 4,600                      | 1,200                         | 8,400               | 4,800           | 23,800                   |       |
| Rockland              | 11,800             | 0       | 5,400               | 6,300                       | 25,900                     | 4,900                         | 36,600              | 20,100          | 111,000                  |       |
| Suffolk               | 70,057             | 0       | 34,699              | 28,610                      | 146,611                    | 26,712                        | 187,699             | 104,480         | 598,868                  | b     |
| Westchester           | 36,600             | 0       | 25,400              | 22,400                      | 89,100                     | 26,500                        | 156,900             | 64,500          | 421,400                  |       |
| New York Suburbs      | 188,615            | 0       | 106,272             | 99,300                      | 488,767                    | 123,700                       | 685,724             | 332,164         | 2,024,542                | b     |
| Downstate NY          | 418,714            | 200     | 231,072             | 311,400                     | 1,107,968                  | 610,400                       | 2,151,025           | 895,865         | 5,726,644                |       |
| Downstate % of NYS    | 49.7               | 4.3     | 69.1                | 71.4                        | 63.9                       | 82.4                          | 70.1                | 60.8            | 66.3                     |       |
| Downstate % of Nation | 2.4                | 0.0     | 3.5                 | 4.4                         | 3.7                        | 7.9                           | 5.3                 | 4.3             | 4.3                      |       |
| Bergen                | 52,876             | 0       | 15,855              | 15,798                      | 101,344                    | 18,857                        | 175,659             | 36,596          | 416,985                  | c     |
| Essex                 | 32,111             | 0       | 11,088              | 31,170                      | 45,633                     | 22,796                        | 102,562             | 72,493          | 317,853                  | c     |
| Hudson                | 19,856             | 0       | 5,490               | 24,529                      | 39,351                     | 28,000                        | 72,128              | 38,078          | 227,432                  | c     |
| Middlesex             | 54,555             | 0       | 13,144              | 20,126                      | 84,709                     | 20,925                        | 149,134             | 53,398          | 395,991                  | c     |
| Monmouth              | 10,814             | 0       | 14,186              | 5,044                       | 44,119                     | 10,548                        | 101,667             | 41,154          | 227,532                  | c     |
| Morris                | 27,815             | 0       | 11,110              | 9,388                       | 49,700                     | 20,544                        | 114,306             | 29,558          | 262,421                  | c     |
| Passaic               | 29,073             | 0       | 8,482               | 4,460                       | 33,092                     | 6,793                         | 59,751              | 28,932          | 170,583                  | c     |
| Somerset              | 20,273             | 0       | 6,532               | 4,470                       | 32,886                     | 10,470                        | 80,346              | 16,259          | 171,236                  | c     |
| Union                 | 43,122             | 0       | 10,685              | 12,800                      | 40,207                     | 8,003                         | 74,521              | 30,359          | 219,697                  | c     |
| New Jersey            | 290,495            | 0       | 96,572              | 127,785                     | 471,041                    | 146,936                       | 930,074             | 346,827         | 2,409,730                | c     |
| Fairfield             | 66,329             | 0       | 14,327              | 18,276                      | 88,145                     | 43,053                        | 141,266             | 44,584          | 415,980                  | c     |
| Litchfield            | 1,594              | 0       | 4,355               | 1,947                       | 14,281                     | 1,771                         | 17,548              | 8,280           | 49,776                   | c     |
| New Haven             | 55,375             | 0       | 14,995              | 18,780                      | 79,052                     | 17,512                        | 125,936             | 48,942          | 360,592                  | c     |
| Connecticut           | 123,298            | 0       | 33,677              | 39,003                      | 181,478                    | 62,336                        | 284,750             | 101,806         | 826,348                  | c     |
| NY-NJ-CT Region       | 832,507            | 200     | 361,321             | 478,188                     | 1,760,487                  | 819,672                       | 3,365,849           | 1,344,498       | 8,962,722                |       |
| NY-NJ-CT % of Nation  | 4.7                | 0.0     | 5.4                 | 6.8                         | 5.8                        | 10.6                          | 8.2                 | 6.4             | 6.8                      |       |
| 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      | 131,922,000              |       |

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

## 2002 EMPLOYMENT BY MAJOR INDUSTRY CATEGORY

|                       | Manu-<br>facturing | Construct.<br>& Natural<br>Resources | Trans., Trade<br>& Public<br>Util. | Information | Fin. Ins.<br>& Real<br>Estate | Professional<br>& Business<br>Services | Education<br>& Health<br>Services | Leisure<br>&<br>Hospitality | Other<br>Services<br>& Misc. | Government | Total<br>Non-Ag. Wage &<br>Salary |
|-----------------------|--------------------|--------------------------------------|------------------------------------|-------------|-------------------------------|--|-----------------------------------|-----------------------------|------------------------------|------------|-----------------------------------|
| Bronx                 | 9,716              | 10,206                               | 39,960                             | 4,683       | 13,441                        | 12,915                                 | 84,516                            | 13,197                      | 8,898                        | 26,451     | 223,981 a,b                       |
| Kings                 | 35,929             | 22,808                               | 95,761                             | 8,383       | 28,137                        | 32,439                                 | 151,867                           | 21,045                      | 24,033                       | 33,694     | 454,096 b                         |
| New York              | 53,191             | 33,254                               | 245,794                            | 149,725     | 371,444                       | 458,467                                | 277,235                           | 180,816                     | 88,043                       | 470,121    | 2,328,090 b                       |
| Queens                | 39,218             | 42,873                               | 133,657                            | 11,002      | 28,000                        | 38,560                                 | 103,763                           | 33,343                      | 24,543                       | 31,777     | 486,737 a,b                       |
| Richmond              | 1,346              | 6,559                                | 21,328                             | 3,107       | 4,079                         | 8,020                                  | 28,619                            | 6,898                       | 4,083                        | 6,557      | 90,596 b                          |
| New York City         | 139,400            | 115,700                              | 536,500                            | 176,900     | 445,101 a                     | 550,401 a                              | 646,000                           | 255,299 a                   | 149,600                      | 568,600    | 3,583,500 a,b                     |
| Dutchess              | 16,800             | 5,600                                | 19,900                             | 2,100       | 4,700                         | 8,900                                  | 25,200                            | 8,900                       | 4,000                        | 23,400     | 119,500                           |
| Nassau                | 32,703             | 26,375                               | 135,116                            | 17,151      | 51,835                        | 75,868                                 | 108,105                           | 49,044                      | 27,527                       | 89,327     | 613,049 b                         |
| Orange                | 9,127              | 5,072                                | 33,267                             | 2,439       | 5,393                         | 9,294                                  | 17,682                            | 11,156                      | 5,479                        | 28,313     | 127,222                           |
| Putnam                | 1,400              | 2,200                                | 3,900                              | 500         | 1,200                         | 2,100                                  | 4,500                             | 2,000                       | 1,300                        | 4,900      | 24,000                            |
| Rockland              | 11,900             | 5,400                                | 22,900                             | 3,400       | 4,600                         | 10,700                                 | 21,500                            | 7,800                       | 4,500                        | 20,600     | 113,300                           |
| Suffolk               | 59,397             | 37,925                               | 132,384                            | 15,349      | 30,165                        | 77,232                                 | 79,395                            | 41,056                      | 22,573                       | 106,973    | 602,451 b                         |
| Westchester           | 21,100             | 24,800                               | 81,100                             | 15,600      | 28,000                        | 55,200                                 | 75,200                            | 30,900                      | 16,500                       | 67,200     | 415,600                           |
| New York Suburbs      | 152,427            | 107,372                              | 428,567                            | 56,539      | 125,893                       | 239,294                                | 331,582                           | 150,856                     | 81,879                       | 340,713    | 2,015,122 b                       |
| Downstate NY          | 291,827            | 223,072                              | 965,067                            | 233,439     | 570,994 a                     | 789,695 a                              | 977,582                           | 406,155 a                   | 231,479                      | 909,313    | 5,598,622                         |
| Downstate % of NYS    | 44.7               | 68.2                                 | 65.2                               | 78.8        | 81.0                          | 74.9                                   | 66.7                              | 63.5                        | 66.6                         | 60.9       | 66.2                              |
| Downstate % of Nation | 1.9                | 3.1                                  | 3.8                                | 6.9         | 7.3                           | 4.9                                    | 6.0                               | 3.4                         | 4.3                          | 4.2        | 4.3                               |
| Bergen                | 50,097             | 17,182                               | 121,021                            | 18,554      | 29,046                        | 78,106                                 | 63,064                            | 31,285                      | 24,011                       | 45,348     | 477,715 c                         |
| Essex                 | 30,025             | 11,641                               | 78,883                             | 9,667       | 30,982                        | 53,384                                 | 57,084                            | 19,252                      | 19,820                       | 72,420     | 383,158 c                         |
| Hudson                | 16,962             | 6,182                                | 64,907                             | 8,747       | 39,786                        | 31,100                                 | 26,645                            | 11,330                      | 10,632                       | 38,620     | 254,911 c                         |
| Middlesex             | 52,592             | 13,786                               | 98,742                             | 14,295      | 27,497                        | 86,114                                 | 36,124                            | 20,594                      | 18,105                       | 53,144     | 420,993 c                         |
| Monmouth              | 10,592             | 16,123                               | 54,091                             | 9,513       | 16,355                        | 34,431                                 | 39,876                            | 24,696                      | 12,865                       | 40,610     | 259,154 c                         |
| Morris                | 25,062             | 12,586                               | 63,910                             | 12,549      | 30,064                        | 62,255                                 | 31,099                            | 16,374                      | 13,216                       | 29,822     | 296,937 c                         |
| Passaic               | 25,948             | 9,302                                | 40,381                             | 3,122       | 9,186                         | 24,081                                 | 24,381                            | 9,278                       | 9,776                        | 29,614     | 185,070 c                         |
| Somerset              | 20,398             | 6,470                                | 40,443                             | 11,960      | 12,185                        | 38,325                                 | 17,987                            | 10,756                      | 7,275                        | 14,923     | 180,721 c                         |
| Union                 | 40,202             | 11,250                               | 58,265                             | 4,452       | 12,894                        | 33,442                                 | 29,443                            | 12,877                      | 12,378                       | 31,034     | 246,237 c                         |
| New Jersey            | 271,878            | 104,522                              | 620,643 a                          | 92,859 a    | 207,995                       | 441,238 a                              | 325,703                           | 156,442 a                   | 128,078 a                    | 355,535    | 2,704,896 a,c                     |
| Fairfield             | 47,838             | 14,709                               | 77,043                             | 12,915      | 41,307                        | 70,653                                 | 58,105                            | 30,929                      | 16,537                       | 45,840     | 415,876 c                         |
| Litchfield            | 12,914             | 4,569                                | 11,700                             | 743         | 1,700                         | 5,402                                  | 10,262                            | 5,241                       | 2,296                        | 8,424      | 63,251 c                          |
| New Haven             | 47,260             | 15,580                               | 67,842                             | 12,022      | 18,864                        | 38,818                                 | 75,061                            | 25,183                      | 12,730                       | 48,500     | 361,860 c                         |
| Connecticut           | 108,012            | 34,858                               | 156,585                            | 25,680      | 61,871                        | 114,873                                | 143,428                           | 61,353                      | 31,563                       | 102,764    | 840,987 c                         |
| NY-NJ-CT Region       | 671,717            | 362,452                              | 1,742,295                          | 351,978     | 840,860                       | 1,345,806                              | 1,446,713                         | 623,950                     | 391,120                      | 1,367,612  | 9,144,505                         |
| NY-NJ-CT % of Nation  | 4.4                | 5.0                                  | 6.8                                | 10.4        | 10.7                          | 8.4                                    | 8.9                               | 5.2                         | 7.3                          | 6.4        | 7.0                               |
| New York State        | 652,200            | 327,000                              | 1,479,100                          | 296,400     | 704,800                       | 1,054,000                              | 1,465,700                         | 639,800                     | 347,400                      | 1,492,600  | 8,459,000                         |
| United States         | 15,259,000         | 7,299,000                            | 25,497,000                         | 3,395,000   | 7,846,900                     | 15,976,000                             | 16,199,000                        | 11,986,000                  | 5,372,000                    | 21,513,000 | 130,342,900                       |

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\*\*

|                       | 1992        | 1993        | 1994        | 1995        | 1996        | 1997        | 1998        | 1999        | 2000          | 2001          | 2002        |
|-----------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|---------------|-------------|
| Bronx                 | 450,200     | 444,500     | 438,100     | 432,400     | 444,200     | 463,600     | 467,100     | 463,700     | 479,000       | 509,000 r     | 524,700     |
| Kings                 | 935,500     | 925,500     | 913,300     | 903,200     | 924,500     | 959,600     | 968,500     | 965,100     | 995,600       | 1,026,400 r   | 1,055,400   |
| New York              | 758,000     | 756,700     | 760,900     | 755,500     | 777,200     | 810,700     | 824,700     | 826,400     | 856,100       | 820,100 r     | 842,200     |
| Queens                | 937,400     | 928,500     | 927,300     | 915,600     | 939,700     | 977,000     | 990,000     | 992,700     | 1,024,500     | 1,082,600 r   | 1,108,700   |
| Richmond              | 181,000     | 181,600     | 181,300     | 178,500     | 183,400     | 192,100     | 196,000     | 196,300     | 205,700       | 212,600 r     | 218,100     |
| New York City         | 3,262,100   | 3,236,800   | 3,220,900   | 3,185,200   | 3,269,000   | 3,403,000   | 3,446,300   | 3,444,200   | 3,560,900     | 3,650,700 r   | 3,749,100   |
| Dutchess              | 125,000     | 122,900     | 117,400     | 115,200     | 117,000     | 119,200     | 118,800     | 120,000     | 119,400       | 125,500 r     | 129,200     |
| Nassau                | 675,700     | 676,100     | 673,300     | 670,300     | 672,600     | 685,000     | 687,100     | 692,000     | 685,700       | 695,600 r     | 715,600     |
| Orange                | 153,400     | 156,100     | 153,500     | 151,900     | 153,100     | 156,300     | 156,800     | 158,100     | 156,700       | 159,700 r     | 165,800     |
| Putnam                | 48,100      | 48,500      | 48,400      | 48,700      | 49,400      | 51,500      | 53,200      | 54,500      | 54,100        | 56,500 r      | 58,900      |
| Rockland              | 140,800     | 144,100     | 142,400     | 139,500     | 139,600     | 142,500     | 145,500     | 147,500     | 144,100       | 148,300 r     | 155,100     |
| Suffolk               | 689,800     | 694,200     | 691,000     | 687,300     | 692,200     | 708,100     | 713,100     | 718,700     | 715,400       | 737,400 r     | 758,400     |
| Westchester           | 449,500     | 443,700     | 438,200     | 434,500     | 440,400     | 447,900     | 447,600     | 447,300     | 442,300       | 455,500 r     | 467,800     |
| New York Suburb       | 2,282,300   | 2,285,600   | 2,264,200   | 2,247,400   | 2,264,300 r | 2,310,500   | 2,322,100   | 2,338,100   | 2,317,700     | 2,378,500 r   | 2,450,800   |
| DOWNSTATE NY          | 5,544,400   | 5,522,400   | 5,485,100   | 5,432,600   | 5,533,300 r | 5,713,500   | 5,768,400   | 5,782,300   | 5,878,600     | 6,029,200 r   | 6,199,900   |
| Downstate % of NYS    | 64.0        | 63.8        | 63.7        | 63.6        | 64.1        | 64.9        | 64.9        | 65.1        | 63.9          | 66.0          | 66.2        |
| Downstate % of Nation | 4.3         | 4.3         | 4.2         | 4.1         | 4.1         | 4.2         | 4.2         | 4.1         | 4.1           | 4.2           | 4.3         |
| Bergen                | 430,700 b   | 427,200 b   | 424,300 b   | 431,900 b   | 437,300 b   | 443,800 b   | 438,900 b   | 440,800 b   | 435,700       | 430,000       | 449,500     |
| Essex                 | 384,200 b   | 377,000 b   | 371,800 b   | 374,300 b   | 373,300 b   | 374,500 b   | 363,100 b   | 368,100 b   | 365,800       | 363,600       | 387,600     |
| Hudson                | 280,300 b   | 277,400 b   | 281,100 b   | 284,300 b   | 287,500 b   | 285,600 b   | 281,000 b   | 282,500 b   | 281,500       | 280,400       | 296,900     |
| Middlesex             | 379,700 b   | 376,900 b   | 377,000 b   | 385,500 b   | 392,800 b   | 406,100 b   | 398,800 b   | 407,800 b   | 410,100       | 413,700       | 428,000     |
| Monmouth              | 288,800 b   | 292,900 b   | 296,400 b   | 300,100 b   | 306,200 b   | 309,800 b   | 303,100 b   | 308,400 b   | 310,300       | 314,000       | 330,000     |
| Morris                | 242,700 b   | 239,400 b   | 236,800 b   | 246,300 b   | 249,900 b   | 256,100 b   | 257,100 b   | 263,300 b   | 263,100       | 261,200       | 266,400     |
| Passaic               | 229,800 b   | 227,700 b   | 225,800 b   | 229,700 b   | 233,000 b   | 235,200 b   | 230,100 b   | 232,300 b   | 227,900       | 225,200       | 231,300     |
| Somerset              | 143,500 b   | 143,500 b   | 144,300 b   | 151,200 b   | 155,500 b   | 163,200 b   | 165,500 b   | 171,200 b   | 172,800       | 174,400       | 179,100     |
| Union                 | 263,500 b   | 259,300 b   | 255,900 b   | 261,400 b   | 262,200 b   | 265,700 b   | 261,600 b   | 265,300 b   | 264,100       | 262,200       | 276,200     |
| NEW JERSEY            | 2,643,200 b | 2,621,300 b | 2,613,400 b | 2,664,700 b | 2,697,700 b | 2,740,000 b | 2,699,200 b | 2,739,700 b | 2,731,300 b   | 2,724,700     | 2,845,000   |
| Fairfield County      | 462,101     | 454,364     | 443,081     | 440,311     | 442,680     | 446,938     | 447,103     | 440,910     | 452,667       | 443,727       | 455,021     |
| New Haven County      | 440,833     | 429,716     | 416,720     | 409,027     | 412,518     | 413,893     | 410,408     | 406,609     | 420,417       | 412,932       | 426,763     |
| Litchfield County     | 105,909     | 103,497     | 100,377     | 98,931      | 99,016      | 99,923      | 99,752      | 99,344      | 100,841       | 98,964        | 101,375     |
| CONNECTICUT           | 1,008,843 c | 987,577 c   | 960,178 c   | 948,269 c   | 954,214 c   | 960,754 c   | 957,263 c   | 946,863 c   | 973,925 c     | 955,623       | 983,159     |
| NY-NJ-CT Region       | 9,196,443   | 9,131,277   | 9,058,678   | 9,045,569   | 9,185,214   | 9,414,254   | 9,424,863   | 9,468,863   | 9,583,825     | 9,709,523 r   | 10,028,059  |
| NY-NJ-CT % of Nation  | 7.2         | 7.1         | 6.9         | 6.8         | 6.9         | 6.9         | 6.8         | 6.8         | 6.7 r         | 6.8           | 6.9         |
| NEW YORK STATE        | 8,659,000   | 8,651,000   | 8,605,000   | 8,537,000   | 8,639,000 * | 8,807,000   | 8,882,000   | 8,883,000   | 9,195,000 r   | 9,132,000 r   | 9,362,000   |
| UNITED STATES         | 128,105,000 | 129,200,000 | 131,056,000 | 132,304,000 | 133,943,000 | 136,297,000 | 137,673,000 | 139,368,000 | 142,588,000 r | 143,783,000 r | 144,448,310 |

\* 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, 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\*\*

|                       | 1992      | 1993      | 1994      | 1995      | 1996      | 1997      | 1998      | 1999      | 2000      | 2001        | 2002      |
|-----------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-------------|-----------|
| Bronx                 | 57,800    | 54,000    | 44,000    | 41,500    | 47,000    | 54,000    | 46,700    | 37,600    | 35,400 r  | 36,500 r    | 49,000    |
| Kings                 | 113,100   | 106,600   | 89,200    | 83,100    | 92,000    | 102,700   | 91,200    | 75,700    | 68,500 r  | 68,500 r    | 91,000    |
| New York              | 71,200    | 68,100    | 57,200    | 52,400    | 57,600    | 63,400    | 55,900    | 47,000    | 44,300 r  | 52,600 r    | 69,500    |
| Queens                | 98,800    | 89,700    | 75,900    | 69,800    | 76,000    | 83,200    | 69,000    | 58,900    | 53,500 r  | 53,100 r    | 72,100    |
| Richmond              | 17,900    | 17,000    | 14,000    | 13,300    | 14,400    | 16,000    | 13,600    | 11,400    | 10,000 r  | 10,100 r    | 14,200    |
| New York City         | 358,800   | 335,400   | 280,300   | 260,100   | 287,000   | 319,300   | 276,400   | 230,600   | 211,700 r | 220,800 r   | 295,800   |
| Dutchess              | 8,400     | 10,400    | 8,200     | 5,800     | 5,000     | 4,800     | 4,000     | 4,200     | 3,700 r   | 4,000 r     | 5,300     |
| Nassau                | 48,000    | 39,300    | 34,200    | 30,500    | 25,300    | 24,100    | 20,200    | 20,800    | 19,000 r  | 21,500 r    | 29,200    |
| Orange                | 10,000    | 9,200     | 8,300     | 7,500     | 6,600     | 6,500     | 5,300     | 5,600     | 5,300 r   | 5,800 r     | 7,200     |
| Putnam                | 2,900     | 2,600     | 2,300     | 1,900     | 1,800     | 1,600     | 1,400     | 1,600     | 1,300     | 1,500       | 2,000     |
| Rockland              | 9,100     | 8,800     | 7,600     | 6,900     | 6,100     | 5,800     | 4,900     | 5,100     | 4,400 r   | 4,600 r     | 6,000     |
| Suffolk               | 56,800    | 49,900    | 43,200    | 37,200    | 32,200    | 30,100    | 25,200    | 26,400    | 22,900 r  | 25,500 r    | 33,600    |
| Westchester           | 28,100    | 24,300    | 21,700    | 19,300    | 18,100    | 16,800    | 14,800    | 15,400    | 13,600 r  | 15,700 r    | 19,800    |
| New York Suburb       | 163,300   | 144,500   | 125,500   | 109,100   | 95,100    | 89,700    | 75,800    | 79,100    | 70,200 r  | 78,600 r    | 103,100   |
| DOWNSTATE NY          | 522,100   | 479,900   | 405,800   | 369,200   | 382,100   | 409,000   | 352,200   | 309,700   | 281,900 r | 299,400 r   | 398,900   |
| Downstate % of NYS    | 69.9      | 70.9      | 68.2      | 68.2      | 70.8      | 72.5      | 70.6      | 67.5      | 67.3 r    | 67.6 r      | 69.6      |
| Downstate % of Nation | 5.4       | 5.4       | 5.1       | 5.0       | 5.3       | 6.1       | 5.7       | 5.3       | 5.0       | 4.4 r       | 4.8       |
| Bergen                | 31,000 b  | 28,000 b  | 25,700 b  | 24,900 b  | 23,200 b  | 19,300 b  | 16,000 b  | 16,400 b  | 13,420 b  | 15,700      | 22,400    |
| Essex                 | 37,800 b  | 33,700 b  | 30,300 b  | 28,400 b  | 28,800 b  | 24,300 b  | 20,500 b  | 21,000 b  | 17,210 b  | 19,500      | 28,200    |
| Hudson                | 31,500 b  | 27,400 b  | 26,000 b  | 26,500 b  | 26,500 b  | 22,400 b  | 20,500 b  | 20,500 b  | 15,975 b  | 17,500      | 24,200    |
| Middlesex             | 29,300 b  | 25,100 b  | 21,800 b  | 21,100 b  | 20,500 b  | 16,900 b  | 14,900 b  | 15,200 b  | 12,673 b  | 15,200      | 23,200    |
| Monmouth              | 22,200 b  | 18,300 b  | 17,200 b  | 16,200 b  | 16,000 b  | 13,600 b  | 12,200 b  | 12,300 b  | 10,041 b  | 11,400      | 17,400    |
| Morris                | 14,700 b  | 13,400 b  | 12,000 b  | 10,700 b  | 10,000 b  | 8,400 b   | 7,200 b   | 7,300 b   | 6,018 b   | 7,500       | 11,700    |
| Passaic               | 24,200 b  | 22,400 b  | 20,700 b  | 19,800 b  | 19,300 b  | 15,900 b  | 13,500 b  | 14,700 b  | 11,323 b  | 12,700      | 17,300    |
| Somerset              | 7,600 b   | 7,000 b   | 6,400 b   | 5,700 b   | 5,400 b   | 4,500 b   | 4,200 b   | 4,100 b   | 3,620 b   | 4,700       | 7,900     |
| Union                 | 22,600 b  | 20,500 b  | 18,400 b  | 17,000 b  | 16,500 b  | 14,300 b  | 12,600 b  | 12,800 b  | 10,449 b  | 11,900      | 17,700    |
| NEW JERSEY            | 220,900 b | 195,800 b | 178,500 b | 170,300 b | 166,200 b | 139,600 b | 121,600 b | 124,300 b | 100,729 b | 116,100     | 170,000   |
| Fairfield County      | 31,735    | 24,585    | 21,418    | 21,105    | 21,705    | 19,203    | 13,030    | 12,635    | 8,594     | 13,654      | 18,302    |
| New Haven County      | 36,095    | 28,618    | 25,137    | 23,899    | 25,498    | 22,778    | 14,793    | 13,759    | 10,322    | 15,210      | 20,291    |
| Litchfield County     | 7,803     | 6,229     | 5,056     | 4,644     | 4,773     | 4,287     | 2,719     | 2,616     | 1,878     | 2,959       | 4,178     |
| CONNECTICUT           | 75,633 c  | 59,432 c  | 51,611 c  | 49,648 c  | 51,976 c  | 46,268 c  | 30,542 c  | 29,010    | 20,794    | 31,823      | 42,771    |
| NY-NJ-CT REGION       | 818,633   | 735,132   | 635,911   | 589,148   | 600,276   | 594,868   | 504,342   | 463,010   | 403,423 r | 447,323 r   | 611,671   |
| NY-NJ-CT % of Nation  | 8.5       | 8.2       | 8.0       | 8.0       | 8.3       | 8.8       | 8.1       | 7.9       | 7.2       | 6.5         | 7.3       |
| NEW YORK STATE        | 747,000   | 677,000   | 595,000   | 541,000   | 540,000   | 564,000 * | 499,000   | 459,000   | 419,000 r | 443,000 r   | 573,000   |
| UNITED STATES         | 9,613,000 | 8,940,000 | 7,996,000 | 7,404,000 | 7,236,000 | 6,739,000 | 6,210,000 | 5,880,000 | 5,610,095 | 6,842,000 r | 8,389,000 |

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

r - Revised.

\*\* 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,

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 Depts. of Labor.

# TABLE F-6

## UNEMPLOYMENT RATES

(PERCENT)

|                   | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000  | 2001  | 2002 |
|-------------------|------|------|------|------|------|------|------|------|-------|-------|------|
| Bronx             | 12.8 | 12.1 | 10.0 | 9.6  | 10.6 | 11.6 | 10.0 | 8.1  | 6.8 r | 7.2 r | 9.3  |
| Kings             | 12.1 | 11.5 | 9.8  | 9.2  | 10.0 | 10.7 | 9.4  | 7.8  | 6.5 r | 6.7   | 8.6  |
| New York          | 9.4  | 9.0  | 7.5  | 6.9  | 7.4  | 7.8  | 6.8  | 5.7  | 5.3 r | 6.4 r | 8.2  |
| Queens            | 10.5 | 9.7  | 8.2  | 7.6  | 8.1  | 8.5  | 7.0  | 5.9  | 4.8   | 4.9 r | 6.5  |
| Richmond          | 9.9  | 9.4  | 7.7  | 7.5  | 7.9  | 8.4  | 6.9  | 5.8  | 4.7 r | 4.7 r | 6.5  |
| New York City     | 11.0 | 10.4 | 8.7  | 8.2  | 8.8  | 9.4  | 8.0  | 8.1  | 5.6 r | 6.0 r | 7.8  |
| Dutchess          | 6.7  | 8.5  | 7.0  | 5.0  | 4.3  | 4.0  | 3.4  | 3.5  | 3.0   | 3.2   | 4.1  |
| Nassau            | 7.1  | 5.8  | 5.1  | 4.6  | 3.8  | 3.5  | 2.9  | 3.0  | 2.7   | 3.1   | 4.1  |
| Orange            | 6.5  | 6.0  | 5.4  | 4.9  | 4.3  | 4.2  | 3.4  | 3.5  | 3.4 r | 3.7 r | 4.3  |
| Putnam            | 6.0  | 5.3  | 4.8  | 3.9  | 3.6  | 3.1  | 2.6  | 2.9  | 2.4   | 2.7   | 3.4  |
| Rockland          | 6.5  | 6.1  | 5.3  | 4.9  | 4.4  | 4.1  | 3.4  | 3.5  | 3.0   | 3.1   | 3.9  |
| Suffolk           | 8.2  | 7.2  | 6.3  | 5.4  | 4.7  | 4.3  | 3.5  | 3.7  | 3.1 r | 3.5   | 4.4  |
| Westchester       | 6.3  | 5.5  | 5.0  | 4.4  | 4.1  | 3.8  | 3.3  | 3.4  | 3.0 r | 3.4 r | 4.2  |
| New York Suburb   | 6.8  | 6.3  | 5.5  | 4.7  | 4.2  | 3.9  | 3.2  | 3.4  | 2.9 r | 3.2 r | 4.0  |
| DOWNSTATE NY      | 8.9  | 8.3  | 7.1  | 6.5  | 6.5  | 6.6  | 5.6  | 5.7  | 4.3 r | 4.6 r | 5.4  |
| Bergen            | 7.2  | 6.6  | 6.1  | 5.8  | 5.3  | 4.3  | 3.6  | 3.7  | 3.1   | 3.6   | 5.0  |
| Essex             | 9.8  | 8.9  | 8.1  | 7.6  | 7.7  | 6.5  | 5.6  | 5.7  | 4.7   | 5.4   | 7.1  |
| Hudson            | 11.2 | 9.9  | 9.2  | 9.3  | 9.2  | 7.8  | 7.3  | 7.3  | 5.7   | 6.2   | 8.1  |
| Middlesex         | 7.7  | 6.7  | 5.8  | 5.5  | 5.2  | 4.2  | 3.7  | 3.7  | 3.1   | 3.7   | 5.4  |
| Monmouth          | 7.7  | 6.2  | 5.8  | 5.4  | 5.2  | 4.4  | 4.0  | 4.0  | 3.2   | 3.6   | 5.3  |
| Morris            | 6.1  | 5.6  | 5.1  | 4.3  | 4.0  | 3.3  | 2.8  | 2.8  | 2.3   | 2.9   | 4.4  |
| Passaic           | 10.2 | 9.8  | 9.2  | 8.6  | 8.3  | 6.8  | 5.8  | 6.3  | 5.0   | 5.7   | 7.5  |
| Somerset          | 5.2  | 4.9  | 4.4  | 3.8  | 3.5  | 2.8  | 2.6  | 2.4  | 2.1   | 2.7   | 4.4  |
| Union             | 8.6  | 7.9  | 7.2  | 6.5  | 6.3  | 5.4  | 4.8  | 4.8  | 4.0   | 4.5   | 6.4  |
| NEW JERSEY        | 8.2  | 7.4  | 6.8  | 6.3  | 6.1  | 5.0  | 4.5  | 4.5  | 3.7   | 4.3   | 6.0  |
| Fairfield County  | 6.6  | 5.4  | 4.9  | 4.8  | 4.9  | 4.3  | 2.9  | 2.9  | 2.4   | 3.1   | 4.0  |
| New Haven County  | 8.3  | 6.5  | 5.9  | 5.8  | 6.2  | 5.5  | 3.6  | 3.4  | 2.4   | 3.7   | 4.8  |
| Litchfield County | 7.5  | 5.8  | 5.0  | 4.4  | 4.4  | 4.1  | 2.6  | 2.6  | 2.4   | 3.0   | 4.1  |
| CONNECTICUT       | 7.5  | 5.9  | 5.3  | 5.0  | 5.2  | 4.6  | 3.0  | 3.1  | 2.4   | 3.3   | 4.3  |
| NY-NJ-CT REGION   | 8.2  | 7.2  | 6.4  | 5.9  | 5.9  | 5.4  | 4.4  | 4.5  | 3.5   | 4.0   | 5.2  |
| NEW YORK STATE    | 8.6  | 7.8  | 6.9  | 6.3  | 6.3  | 6.4  | 5.6  | 5.2  | 4.6   | 4.9   | 6.1  |
| UNITED STATES     | 7.5  | 6.9  | 6.1  | 5.6  | 5.4  | 4.9  | 4.5  | 4.2  | 4.0   | 4.8   | 5.8  |

r - Revised.

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



# TABLE F-7

## POPULATION

|                       | 1992        | 1993        | 1994        | 1995        | 1996        | 1997        | 1998        | 1999        | 2000        | 2001        | 2002        |
|-----------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Bronx                 | 1,194,863   | 1,198,439   | 1,197,715   | 1,196,046   | 1,193,775   | 1,187,984   | 1,191,319   | 1,194,099   | 1,332,650   | 1,337,928   | 1,354,068   |
| Kings                 | 2,288,045   | 2,291,559   | 2,288,126   | 2,280,493   | 2,273,966   | 2,240,384   | 2,266,242   | 2,268,297   | 2,465,326   | 2,465,286   | 2,488,194   |
| New York              | 1,488,161   | 1,499,609   | 1,512,978   | 1,525,387   | 1,533,774   | 1,536,220   | 1,546,508   | 1,551,844   | 1,537,195   | 1,541,150   | 1,546,856   |
| Queens                | 1,953,730   | 1,962,804   | 1,968,504   | 1,974,383   | 1,980,643   | 1,975,676   | 1,993,172   | 2,000,642   | 2,229,379   | 2,224,516   | 2,237,815   |
| Richmond              | 390,414     | 394,985     | 396,177     | 396,748     | 398,748     | 402,372     | 406,899     | 413,280     | 443,728     | 450,153     | 457,383     |
| New York City         | 7,315,213   | 7,347,396   | 7,363,500   | 7,373,057   | 7,380,906   | 7,342,636   | 7,404,140   | 7,428,162   | 8,008,278   | 8,019,033   | 8,084,316   |
| Dutchess              | 262,461     | 262,853     | 261,227     | 261,512     | 262,675     | 264,687     | 265,413     | 268,237     | 280,150     | 284,447     | 287,752     |
| Nassau                | 1,295,483   | 1,299,291   | 1,301,468   | 1,303,231   | 1,303,389   | 1,303,686   | 1,300,995   | 1,305,057   | 1,334,544   | 1,334,648   | 1,344,892   |
| Orange                | 315,412     | 318,377     | 319,961     | 322,349     | 324,422     | 327,160     | 329,795     | 334,199     | 341,637     | 348,783     | 356,773     |
| Putnam                | 86,882      | 88,047      | 89,063      | 90,138      | 90,983      | 92,382      | 93,350      | 94,844      | 95,745      | 97,163      | 98,257      |
| Rockland              | 269,919     | 272,872     | 275,275     | 277,034     | 278,136     | 279,860     | 280,968     | 284,022     | 286,753     | 288,567     | 291,835     |
| Suffolk               | 1,333,447   | 1,341,985   | 1,347,468   | 1,351,843   | 1,356,896   | 1,362,616   | 1,370,549   | 1,383,847   | 1,419,369   | 1,438,973   | 1,458,655   |
| Westchester           | 882,086     | 886,140     | 888,497     | 891,044     | 893,412     | 896,221     | 900,861     | 905,572     | 923,459     | 928,888     | 937,279     |
| New York Suburb       | 4,445,690   | 4,469,565   | 4,482,959   | 4,497,151   | 4,509,913   | 4,526,612   | 4,541,931   | 4,575,778   | 4,681,657   | 4,721,469   | 4,775,443   |
| DOWNSTATE NY          | 11,760,903  | 11,816,961  | 11,846,459  | 11,870,208  | 11,890,819  | 11,869,248  | 11,946,071  | 12,003,940  | 12,689,935  | 12,740,502  | 12,859,759  |
| Downstate % of NYS    | 65.0        | 65.0        | 65.1        | 65.3        | 65.4        | 65.4        | 65.8        | 66.0        | 66.9        | 67.0        | 67.1        |
| Downstate % of Nation | 4.6         | 4.7         | 4.6         | 4.6         | 4.6         | 4.5         | 4.5         | 4.5         | 4.5         | 4.5         | 4.5         |
| Bergen                | 832,097     | 835,876     | 839,351     | 843,338     | 846,498     | 851,344     | 854,428     | 857,052     | 884,118     | 886,680     | 895,091     |
| Essex                 | 772,868     | 771,834     | 766,371     | 760,615     | 755,089     | 750,842     | 748,322     | 747,355     | 793,633     | 793,133     | 798,301     |
| Hudson                | 552,144     | 551,472     | 550,803     | 551,198     | 550,789     | 551,451     | 553,030     | 552,819     | 608,975     | 607,554     | 611,439     |
| Middlesex             | 681,811     | 686,535     | 692,365     | 698,029     | 702,458     | 708,118     | 712,638     | 717,949     | 750,162     | 757,191     | 775,549     |
| Monmouth              | 565,844     | 572,012     | 578,415     | 585,218     | 591,182     | 596,250     | 603,214     | 611,444     | 615,301     | 622,977     | 629,836     |
| Morris                | 426,750     | 432,208     | 438,812     | 444,212     | 449,218     | 454,154     | 459,012     | 463,545     | 470,212     | 472,859     | 478,730     |
| Passaic               | 455,632     | 459,432     | 462,087     | 463,558     | 464,833     | 464,049     | 483,050     | 485,064     | 489,049     | 491,077     | 496,641     |
| Somerset              | 249,759     | 255,596     | 260,733     | 265,158     | 269,902     | 276,826     | 282,274     | 288,090     | 297,490     | 301,955     | 309,886     |
| Union                 | 493,064     | 494,797     | 496,491     | 496,735     | 497,281     | 498,148     | 498,893     | 498,759     | 522,541     | 523,396     | 530,763     |
| NEW JERSEY            | 5,029,969   | 5,059,762   | 5,085,428   | 5,108,061   | 5,127,250   | 5,171,182   | 5,194,861   | 5,222,077   | 5,431,481   | 5,456,822   | 5,526,236   |
| Fairfield County      | 825,557     | 826,441     | 826,312     | 828,281     | 830,979     | 833,839     | 837,476     | 841,334     | 884,109     | 885,368     | 896,202     |
| New Haven County      | 801,705     | 799,037     | 796,387     | 793,502     | 792,544     | 792,133     | 792,879     | 793,208     | 824,714     | 828,374     | 835,657     |
| Litchfield County     | 176,452     | 177,430     | 177,988     | 178,754     | 179,820     | 180,448     | 181,311     | 182,399     | 182,388     | 184,460     | 186,515     |
| CONNECTICUT           | 1,803,714   | 1,802,908   | 1,800,687   | 1,800,537   | 1,803,343   | 1,806,420   | 1,811,666   | 1,816,941   | 1,891,211   | 1,898,202   | 1,918,374   |
| NY-NJ-CT REGION       | 18,594,586  | 18,679,631  | 18,732,574  | 18,778,806  | 18,821,412  | 18,846,850  | 18,952,598  | 19,042,958  | 20,012,627  | 20,095,526  | 20,304,369  |
| NY-NJ-CT % of Nation  | 7.2         | 7.2         | 7.2         | 7.1         | 7.1         | 7.0         | 7.0         | 7.0         | 7.1         | 7.1         | 7.0         |
| NEW YORK STATE        | 18,099,081  | 18,170,321  | 18,196,829  | 18,190,562  | 18,184,774  | 18,137,226  | 18,159,175  | 18,196,601  | 18,976,457  | 19,011,378  | 19,157,532  |
| UNITED STATES         | 255,011,000 | 257,795,000 | 260,372,000 | 262,890,000 | 265,284,000 | 267,636,000 | 270,248,003 | 272,690,813 | 281,421,906 | 284,796,887 | 288,368,698 |

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

|                       | 1992      | 1993      | 1994      | 1995      | 1996      | 1997      | 1998      | 1999      | 2000      | 2001      | 2002      |
|-----------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Bronx                 | 26,152    | 25,792    | 25,453    | 24,406    | 23,404    | 22,457    | 22,784    | 22,417    | 22,760    | 23,366    | 22,836    |
| Kings                 | 44,835    | 43,661    | 43,413    | 42,131    | 40,928    | 39,746    | 39,967    | 39,582    | 39,898    | 40,964    | 40,551    |
| New York              | 21,624    | 21,270    | 21,331    | 20,611    | 20,045    | 19,366    | 19,443    | 19,687    | 20,134    | 20,451    | 20,584    |
| Queens                | 32,478    | 32,635    | 33,025    | 32,973    | 32,691    | 31,623    | 31,922    | 31,653    | 32,268    | 33,063    | 32,732    |
| Richmond              | 6,534     | 6,234     | 6,105     | 6,042     | 5,882     | 5,710     | 5,767     | 5,840     | 5,928     | 5,936     | 6,199     |
| New York City         | 131,623   | 129,592   | 129,327   | 126,163   | 122,950   | 118,902   | 119,883   | 119,179   | 120,988   | 123,780   | 122,902   |
| Dutchess              | 3,780     | 3,658     | 3,452     | 3,451     | 3,348     | 3,399     | 3,299     | 3,186     | 3,340     | 3,291     | 3,256     |
| Nassau                | 18,065    | 17,931    | 17,903    | 18,084    | 17,722    | 17,100    | 17,186    | 16,935    | 16,979    | 16,792    | 17,151    |
| Orange                | 5,325     | 5,121     | 5,030     | 4,914     | 4,893     | 4,869     | 4,766     | 4,850     | 4,910     | 4,826     | 4,865     |
| Putnam                | 1,357     | 1,361     | 1,275     | 1,218     | 1,282     | 1,227     | 1,231     | 1,177     | 1,192     | 1,120     | 1,115     |
| Rockland              | 4,189     | 4,229     | 4,279     | 4,168     | 4,239     | 4,341     | 4,435     | 4,500     | 4,563     | 4,468     | 4,495     |
| Suffolk               | 20,622    | 20,563    | 20,502    | 20,302    | 19,953    | 19,862    | 19,921    | 19,948    | 20,248    | 19,863    | 19,857    |
| Westchester           | 13,139    | 12,946    | 13,002    | 12,980    | 12,696    | 12,655    | 12,829    | 12,598    | 13,300    | 13,129    | 13,074    |
| New York Suburb       | 66,477    | 65,809    | 65,443    | 65,117    | 64,133    | 63,453    | 63,667    | 63,194    | 64,532    | 63,489    | 63,813    |
| DOWNSTATE NY          | 198,100   | 195,401   | 194,770   | 191,280   | 187,083   | 182,355   | 183,550   | 182,373   | 185,520   | 187,269   | 186,715   |
| Downstate % of NYS    | 68.9      | 69.2      | 70.0      | 70.6      | 71.0      | 71.0      | 71.2      | 71.5      | 71.8      | 72.4      | 72.1      |
| Downstate % of Nation | 4.9       | 4.6       | 4.9       | 4.9       | 4.8       | 4.7       | 4.7       | 4.6       | 4.6       | 4.7       | 4.6       |
| Bergen                | 10,834    | 10,577    | 11,058    | 10,735    | 10,842    | 10,700    | 10,762    | 10,590    | 10,897    | 10,326    | 10,823    |
| Essex                 | 13,632    | 13,197    | 13,095    | 12,647    | 12,486    | 12,303    | 12,083    | 12,246    | 12,156    | 12,637    | 12,884    |
| Hudson                | 9,577     | 9,094     | 9,091     | 8,992     | 8,904     | 8,710     | 8,736     | 8,696     | 8,868     | 8,488     | 8,207     |
| Middlesex             | 10,358    | 10,219    | 10,159    | 10,056    | 9,955     | 9,820     | 10,216    | 10,049    | 10,590    | 10,661    | 10,978    |
| Monmouth              | 8,177     | 8,123     | 8,265     | 8,137     | 8,213     | 8,175     | 8,207     | 8,047     | 8,051     | 7,874     | 8,352     |
| Morris                | 5,990     | 6,051     | 6,248     | 6,150     | 6,207     | 6,148     | 6,474     | 6,428     | 6,432     | 6,267     | 6,443     |
| Passaic               | 8,112     | 8,196     | 8,192     | 7,950     | 7,912     | 7,878     | 7,853     | 7,721     | 7,936     | 7,990     | 8,130     |
| Somerset              | 4,139     | 4,163     | 4,281     | 3,987     | 4,147     | 4,253     | 4,420     | 4,436     | 4,425     | 4,377     | 4,545     |
| Union                 | 7,708     | 7,433     | 7,664     | 7,371     | 7,500     | 7,270     | 7,397     | 7,433     | 7,727     | 7,790     | 7,917     |
| NEW JERSEY            | 78,527    | 77,053    | 78,053    | 76,025    | 76,166    | 75,257    | 76,148    | 75,646    | 77,082    | 76,410    | 78,279    |
| Fairfield County      | 12,670    | 12,486    | 12,405    | 12,367    | 12,467    | 12,432    | 12,379    | 12,549    | n/a       | 12,325    | 12,589    |
| New Haven County      | 11,825    | 11,442    | 11,049    | 10,842    | 10,640    | 10,418    | 10,380    | 10,391    | n/a       | 10,126    | 10,241    |
| Litchfield County     | 2,275     | 2,188     | 2,160     | 2,073     | 1,993     | 1,971     | 1,955     | 2,032     | n/a       | 2,005     | 2,143     |
| CONNECTICUT           | 26,770    | 26,116    | 25,614    | 25,282    | 25,100    | 24,821    | 24,714    | 24,972    | n/a       | 24,456    | 24,973    |
| NY-NJ-CT REGION       | 303,397   | 298,570   | 298,437   | 292,587   | 288,349   | 282,433   | 284,412   | 282,991   | 262,602   | 288,135   | 289,967   |
| NY-NJ-CT % of Nation  | 7.5       | 7.0       | 7.6       | 7.5       | 7.4       | 7.3       | 7.2       | 7.1       | 6.5       | 7.2       | 7.2       |
| NEW YORK STATE        | 287,531   | 282,377   | 278,392   | 271,042   | 263,611   | 256,976   | 257,748   | 255,147   | 258,455   | 258,584   | 259,006   |
| UNITED STATES         | 4,065,000 | 4,240,000 | 3,952,767 | 3,899,589 | 3,891,494 | 3,880,894 | 3,941,553 | 3,959,417 | 4,064,948 | 4,025,933 | 4,047,642 |

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

n/a- Not available

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

# TABLE F-9

## DEATH

|                       | 1992      | 1993      | 1994      | 1995      | 1996      | 1997      | 1998      | 1999      | 2000      | 2001      | 2002      |
|-----------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Bronx                 | 12,531    | 12,749    | 12,453    | 12,460    | 11,718    | 10,617    | 10,206    | 10,487    | 10,138    | 10,317    | 10,636    |
| Kings                 | 21,457    | 22,378    | 21,731    | 21,657    | 20,472    | 19,103    | 18,412    | 18,833    | 18,453    | 18,766    | 19,233    |
| New York              | 14,673    | 15,143    | 14,719    | 14,438    | 13,416    | 12,151    | 11,594    | 12,074    | 11,469    | 11,488    | 11,729    |
| Queens                | 17,945    | 18,770    | 17,906    | 18,062    | 17,458    | 16,601    | 16,219    | 16,554    | 16,220    | 16,196    | 16,446    |
| Richmond              | 3,394     | 3,446     | 3,527     | 3,512     | 3,462     | 3,406     | 3,428     | 3,463     | 3,457     | 3,508     | 3,609     |
| New York City         | 70,000    | 72,486    | 70,336    | 70,129    | 66,526    | 61,878    | 59,859    | 61,411    | 59,737    | 60,275    | 61,653    |
| Dutchess              | 2,131     | 2,090     | 2,212     | 2,122     | 2,227     | 2,133     | 2,171     | 2,205     | 2,203     | 2,307     | 2,449     |
| Nassau                | 11,359    | 11,296    | 11,515    | 11,276    | 11,196    | 10,989    | 11,015    | 11,245    | 11,207    | 11,267    | 11,263    |
| Orange                | 2,349     | 2,336     | 2,453     | 2,433     | 2,512     | 2,455     | 2,397     | 2,551     | 2,454     | 2,494     | 2,545     |
| Putnam                | 554       | 493       | 575       | 539       | 538       | 587       | 579       | 593       | 574       | 594       | 633       |
| Rockland              | 2,017     | 2,118     | 2,037     | 2,068     | 2,015     | 1,951     | 2,018     | 2,119     | 2,083     | 2,135     | 2,216     |
| Suffolk               | 10,652    | 10,855    | 10,896    | 10,992    | 11,074    | 10,817    | 10,803    | 10,940    | 11,189    | 11,224    | 11,224    |
| Westchester           | 7,681     | 7,953     | 7,950     | 8,058     | 7,942     | 7,528     | 7,521     | 7,538     | 7,426     | 7,563     | 7,670     |
| New York Suburbs      | 36,743    | 37,141    | 37,638    | 37,488    | 37,504    | 36,460    | 36,504    | 37,191    | 37,136    | 37,584    | 38,000    |
| DOWNSTATE NY          | 106,743   | 109,627   | 107,974   | 107,617   | 104,030   | 98,338    | 96,363    | 98,602    | 96,873    | 97,859    | 99,653    |
| Downstate % of NYS    | 64.7      | 64.6      | 64.0      | 64.2      | 63.5      | 62.2      | 61.9      | 62.0      | 61.5      | 61.7      | 61.8      |
| Downstate % of Nation | 4.9       | 4.8       | 4.7       | 4.7       | 4.5       | 4.2       | 4.1       | 4.1       | 4.0       | 4.0       | 4.1       |
| Bergen                | 7,513     | 7,582     | 7,482     | 7,684     | 7,634     | 7,518     | 7,328     | 7,625     | 7,703     | 7,001     | 7,275     |
| Essex                 | 7,819     | 8,163     | 7,957     | 8,089     | 7,834     | 7,382     | 6,947     | 7,311     | 7,294     | 7,490     | 7,794     |
| Hudson                | 5,364     | 5,384     | 5,125     | 5,251     | 5,094     | 4,770     | 4,746     | 4,816     | 4,796     | 4,760     | 5,015     |
| Middlesex             | 5,238     | 5,420     | 5,291     | 5,463     | 5,565     | 5,549     | 5,551     | 5,809     | 5,883     | 5,968     | 6,185     |
| Monmouth              | 5,007     | 5,221     | 5,128     | 5,334     | 5,177     | 5,133     | 4,971     | 5,364     | 5,425     | 5,433     | 5,775     |
| Morris                | 2,944     | 2,907     | 3,063     | 3,239     | 3,198     | 3,258     | 3,165     | 3,488     | 3,527     | 3,417     | 3,372     |
| Passaic               | 4,149     | 4,326     | 4,349     | 4,372     | 4,156     | 4,249     | 4,072     | 4,165     | 4,028     | 4,175     | 4,310     |
| Somerset              | 1,693     | 1,825     | 1,764     | 1,912     | 1,849     | 1,947     | 1,834     | 1,980     | 2,072     | 1,966     | 2,006     |
| Union                 | 4,858     | 4,816     | 4,783     | 4,999     | 4,586     | 4,554     | 4,756     | 4,771     | 4,686     | 4,846     | 5,026     |
| NEW JERSEY            | 44,585    | 45,644    | 44,942    | 46,343    | 45,093    | 44,360    | 43,370    | 45,329    | 45,414    | 45,056    | 46,758    |
| Fairfield County      | 6,990     | 7,152     | 7,051     | 7,120     | 7,166     | 7,048     | 6,999     | 6,936     | n/a       | 7,130     | 7,329     |
| New Haven County      | 7,531     | 7,649     | 7,703     | 7,664     | 7,679     | 7,593     | 7,732     | 7,600     | n/a       | 8,159     | 8,449     |
| Litchfield County     | 432       | 475       | 501       | 508       | 503       | 534       | 552       | 1,639     | n/a       | 1,571     | 1,655     |
| CONNECTICUT           | 14,953    | 15,276    | 15,255    | 15,292    | 15,348    | 15,175    | 15,283    | 16,175    | n/a       | 16,860    | 17,433    |
| NY-NJ-CT REGION       | 166,281   | 170,547   | 168,171   | 169,252   | 164,471   | 157,873   | 155,016   | 160,106   | 142,287   | 159,775   | 163,844   |
| NY-NJ-CT % of Nation  | 7.6       | 7.5       | 7.4       | 7.3       | 7.1       | 6.8       | 6.6       | 6.7       | 5.9       | 6.6       | 6.7       |
| NEW YORK STATE        | 164,986   | 169,762   | 168,764   | 167,566   | 163,785   | 157,975   | 155,651   | 159,027   | 157,412   | 158,616   | 161,334   |
| UNITED STATES         | 2,177,000 | 2,268,000 | 2,278,994 | 2,312,132 | 2,322,265 | 2,314,245 | 2,337,256 | 2,391,399 | 2,403,351 | 2,435,339 | 2,445,837 |

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

n/a-Not available

# TABLE F-10

## PUBLIC SCHOOL ENROLLMENT

SCHOOL YEAR ENDING AS OF JUNE

|                       | 1992       | 1993       | 1994       | 1995       | 1996       | 1997       | 1998       | 1999       | 2000       | 2001       | 2002       |
|-----------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| Bronx                 | 198,869    | 203,947    | 208,527    | 211,828    | 216,651    | 221,473    | 223,437    | 225,949    | 219,141    | 215,767    | 228,671    |
| Kings                 | 335,040    | 339,420    | 344,631    | 347,845    | 351,745    | 355,731    | 356,527    | 357,042    | 336,531    | 328,744    | 348,451    |
| New York              | 154,228    | 158,421    | 162,506    | 165,398    | 171,546    | 173,649    | 174,146    | 172,699    | 162,785    | 159,802    | 168,260    |
| Queens                | 235,178    | 242,603    | 248,889    | 256,375    | 264,220    | 270,231    | 274,354    | 279,557    | 272,181    | 269,128    | 283,961    |
| Richmond              | 49,948     | 51,074     | 52,175     | 52,789     | 53,182     | 54,521     | 55,479     | 57,824     | 57,532     | 56,627     | 62,374     |
| New York City         | 973,263    | 995,465    | 1,016,728  | 1,034,235  | 1,057,344  | 1,075,605  | 1,083,943  | 1,093,071  | 1,048,170  | 1,030,068  | 1,091,717  |
| Dutchess              | 39,935     | 40,791     | 41,245     | 41,962     | 42,594     | 43,223     | 43,819     | 44,509     | 45,671     | 46,337     | 45,958     |
| Nassau                | 172,004    | 174,582    | 177,492    | 180,827    | 184,310    | 188,310    | 191,297    | 195,962    | 203,239    | 205,919    | 205,885    |
| Orange                | 53,124     | 54,479     | 55,645     | 57,230     | 58,466     | 59,164     | 59,938     | 60,786     | 62,956     | 64,055     | 63,475     |
| Putnam                | 13,297     | 13,444     | 13,582     | 14,088     | 14,171     | 14,457     | 14,651     | 15,018     | 15,747     | 16,422     | 15,747     |
| Rockland              | 36,525     | 36,754     | 37,305     | 37,861     | 38,386     | 38,990     | 39,390     | 40,131     | 40,571     | 41,233     | 40,878     |
| Suffolk               | 215,730    | 216,825    | 218,191    | 220,435    | 223,905    | 227,783    | 231,418    | 236,760    | 248,834    | 254,179    | 250,327    |
| Westchester           | 109,722    | 112,229    | 115,996    | 119,417    | 123,085    | 126,837    | 130,311    | 134,331    | 139,904    | 142,321    | 142,768    |
| New York Suburb       | 640,337    | 649,104    | 659,456    | 671,820    | 684,917    | 698,764    | 710,824    | 727,497    | 756,922    | 770,466    | 765,038    |
| DOWNSTATE NY          | 1,613,600  | 1,644,569  | 1,676,184  | 1,706,055  | 1,742,261  | 1,774,369  | 1,794,767  | 1,820,568  | 1,844,939  | 1,800,534  | 1,856,755  |
| Downstate % of NYS    | 61.7       | 61.9       | 62.1       | 62.4       | 62.7       | 63.1       | 63.9       | 64.0       | 65.4       | 63.4       | 65.6       |
| Downstate % of Nation | 3.8        | 3.9        | 3.9        | 3.9        | 3.9        | 3.9        | 3.9        | 3.9        | 3.9        | 3.8        | 3.9        |
| Bergen                | 101,210    | 103,536    | 106,175    | 108,434    | 110,543    | 112,827    | 115,421    | 116,917    | 121,387    | 123,308    | 128,610    |
| Essex                 | 116,465    | 117,183    | 116,838    | 117,303    | 117,688    | 118,019    | 118,711    | 118,851    | 119,972    | 121,813    | 125,946    |
| Hudson                | 69,078     | 71,035     | 72,797     | 73,622     | 75,430     | 75,790     | 76,007     | 77,806     | 79,130     | 79,707     | 81,556     |
| Middlesex             | 88,466     | 91,009     | 91,840     | 94,079     | 95,820     | 98,305     | 100,787    | 102,906    | 105,245    | 108,873    | 113,776    |
| Monmouth              | 83,412     | 85,297     | 88,324     | 90,111     | 92,051     | 94,638     | 97,130     | 98,909     | 101,970    | 104,288    | 107,207    |
| Morris                | 59,369     | 59,885     | 61,327     | 62,853     | 64,543     | 66,185     | 67,997     | 69,627     | 71,726     | 73,304     | 76,667     |
| Passaic               | 63,935     | 64,985     | 65,991     | 66,899     | 68,611     | 69,519     | 70,826     | 72,298     | 73,471     | 75,046     | 79,064     |
| Somerset              | 31,715     | 32,653     | 33,497     | 35,225     | 36,623     | 38,583     | 40,403     | 42,344     | 44,504     | 46,677     | 50,382     |
| Union                 | 64,753     | 66,575     | 67,837     | 69,692     | 70,780     | 72,789     | 74,952     | 76,489     | 78,776     | 80,759     | 85,343     |
| NEW JERSEY            | 678,403    | 692,158    | 704,626    | 718,218    | 732,086    | 746,655    | 762,234    | 776,147    | 796,181    | 813,775    | 848,551    |
| Fairfield County      | 111,521    | 114,621    | 116,751    | 120,005    | 123,651    | 126,653    | 129,117    | 131,949    | 130,109    | 139,367    | 140,412    |
| New Haven County      | 108,611    | 110,441    | 112,047    | 114,814    | 116,024    | 118,881    | 121,111    | 122,692    | 132,661    | 113,062    | 120,430    |
| Litchfield County     | 11,194     | 11,529     | 11,828     | 12,068     | 12,397     | 12,695     | 12,820     | 13,028     | 26,443     | 22,262     | 22,397     |
| CONNECTICUT           | 231,326    | 236,591    | 240,626    | 246,887    | 252,072    | 258,229    | 263,048    | 267,669    | 289,213    | 274,691    | 283,239    |
| NY-NJ-CT REGION       | 2,523,329  | 2,573,318  | 2,621,436  | 2,671,160  | 2,726,419  | 2,779,253  | 2,820,049  | 2,864,384  | 2,930,333  | 2,889,000  | 2,988,545  |
| NY-NJ-CT % of Nation  | 6.0        | 6.0        | 6.1        | 6.0        | 6.0        | 6.1        | 6.1        | 6.1        | 6.2        | 6.1        | 6.3        |
| NEW YORK STATE        | 2,613,938  | 2,658,396  | 2,698,954  | 2,733,913  | 2,777,876  | 2,812,031  | 2,808,584  | 2,843,526  | 2,822,907  | 2,839,536  | 2,828,318  |
| UNITED STATES         | 41,956,000 | 42,660,000 | 43,303,000 | 44,251,000 | 45,151,000 | 45,423,000 | 46,309,000 | 46,792,000 | 47,143,000 | 47,213,000 | 47,600,000 |

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

|                          | 1992  | 1993  | 1994  | 1995  | 1996  | 1997  | 1998  | 1999  | 2000  | 2001  | 2002  |
|--------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| ALL ITEMS                | 150.0 | 154.5 | 158.2 | 162.2 | 166.9 | 170.8 | 173.6 | 177.0 | 182.5 | 187.1 | 191.9 |
| FOOD & BEVERAGES         | 145.4 | 148.7 | 151.6 | 155.7 | 159.7 | 163.0 | 166.1 | 170.5 | 172.8 | 177.5 | 180.3 |
| Food at Home             | 144.6 | 148.7 | 152.6 | 157.0 | 160.7 | 163.4 | 165.4 | 169.3 | 171.1 | 176.0 | 177.5 |
| Food Away from Home      | 150.2 | 152.2 | 153.7 | 157.5 | 160.8 | 164.5 | 169.0 | 174.3 | 177.3 | 181.6 | 185.9 |
| HOUSING                  | 151.4 | 155.5 | 159.9 | 163.4 | 167.7 | 171.7 | 175.9 | 179.6 | 186.1 | 192.6 | 199.9 |
| Shelter                  | 173.2 | 177.5 | 183.4 | 188.3 | 193.1 | 199.5 | 206.6 | 211.9 | 218.9 | 227.3 | 240.1 |
| Rent, Residential        | 160.6 | 164.8 | 168.9 | 173.4 | 178.3 | 184.4 | 190.7 | 196.9 | 205.4 | 213.6 | 223.2 |
| Homeowners' Cost         | 178.1 | 182.9 | 190.2 | 195.4 | 199.9 | 205.5 | 213.6 | 219.0 | 224.8 | 234.2 | 249.2 |
| Fuel & Utilities         | 107.3 | 111.2 | 112.4 | 113.2 | 117.4 | 119.2 | 116.5 | 116.1 | 126.1 | 129.7 | 122.0 |
| Fuel, Oil & Coal         | 94.3  | 94.6  | 93.8  | 93.5  | 105.2 | 105.4 | 114.2 | 113.4 | 124.2 | 128.0 | 119.3 |
| Gas & Electricity        | 109.7 | 117.8 | 120.4 | 121.1 | 124.9 | 126.2 | 124.7 | 123.5 | 128.2 | 134.1 | 126.4 |
| Furnishings & Operations | 123.5 | 127.2 | 129.4 | 131.3 | 133.5 | 130.3 | 130.2 | 131.0 | 132.0 | 134.3 | 132.6 |
| APPAREL & UPKEEP         | 128.5 | 129.3 | 126.2 | 126.0 | 127.7 | 130.3 | 127.9 | 125.5 | 123.7 | 117.2 | 115.4 |
| TRANSPORTATION           | 131.5 | 137.7 | 141.8 | 145.9 | 152.4 | 154.1 | 151.1 | 152.3 | 160.0 | 160.8 | 159.8 |
| Private                  | 126.2 | 131.1 | 135.9 | 140.2 | 145.0 | 146.3 | 143.1 | 144.8 | 152.7 | 153.2 | 151.8 |
| Motor Fuel               | 99.2  | 97.3  | 95.8  | 96.5  | 100.9 | 101.4 | 88.3  | 94.8  | 122.3 | 117.9 | 108.3 |
| Gasoline                 | 99.8  | 97.5  | 95.5  | 96.3  | 100.7 | 101.2 | 88.0  | 94.5  | 121.9 | 117.5 | 107.9 |
| Public                   | 153.2 | 166.5 | 166.8 | 139.3 | 185.2 | 189.1 | n/a   | n/a   | n/a   | n/a   | n/a   |
| MEDICAL CARE             | 200.0 | 209.1 | 217.6 | 226.8 | 235.4 | 244.5 | 255.0 | 265.3 | 275.1 | 287.1 | 299.7 |
| ENTERTAINMENT            | 146.4 | 149.8 | 154.0 | 158.8 | 163.5 | 167.6 | n/a   | n/a   | n/a   | n/a   | n/a   |
| OTHER GOODS & SERVICES   | 191.0 | 200.1 | 204.9 | 213.5 | 221.7 | 230.1 | 242.6 | 256.5 | 273.6 | 285.3 | 300.8 |

(CPI-U) by Major Groups  
for the United States Urban Consumers

|                  |       |       |       |       |       |       |       |       |       |       |       |
|------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| ALL ITEMS        | 140.3 | 144.5 | 148.2 | 152.4 | 156.9 | 160.5 | 163.0 | 166.6 | 172.2 | 177.1 | 179.9 |
| FOOD             | 137.9 | 140.9 | 144.3 | 148.4 | 153.3 | 157.7 | 161.1 | 164.1 | 167.8 | 173.1 | 176.2 |
| APPAREL & UPKEEP | 131.9 | 133.7 | 133.4 | 132.0 | 131.7 | 132.9 | 133.0 | 131.3 | 129.6 | 127.3 | 124.0 |
| TRANSPORTATION   | 126.5 | 130.4 | 134.3 | 139.1 | 143.0 | 144.3 | 141.6 | 144.4 | 153.3 | 154.3 | 152.9 |
| MEDICAL CARE     | 190.1 | 201.4 | 211.0 | 220.5 | 228.2 | 234.6 | 242.1 | 250.6 | 260.8 | 272.8 | 285.6 |

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.

\* Base Period 1982-84 =100  
n/a - Data not available.

# TABLE F-12

## CONSUMER PRICE INDEX ANNUAL PERCENT

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

|                          | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998  | 1999 | 2000 | 2001 | 2002 |
|--------------------------|------|------|------|------|------|------|-------|------|------|------|------|
| ALL ITEMS                | 3.6  | 3.0  | 2.4  | 2.5  | 2.9  | 2.3  | 1.6   | 2    | 3.1  | 2.5  | 2.6  |
| FOOD & BEVERAGES         | 1.1  | 2.3  | 2.0  | 2.7  | 2.3  | 2.1  | 1.9   | 2.6  | 1.3  | 2.7  | 1.6  |
| Food at home             | 1.3  | 2.8  | 2.6  | 2.9  | 2.4  | 1.7  | 1.2   | 2.4  | 1.1  | 2.9  | 0.9  |
| Food Away from Home      | 0.9  | 1.3  | 1.0  | 2.5  | 2.1  | 2.3  | 2.7   | 3.1  | 1.7  | 2.4  | 2.4  |
| HOUSING                  | 3.9  | 2.7  | 2.8  | 2.2  | 2.6  | 2.4  | 2.4   | 2.1  | 3.6  | 3.5  | 3.8  |
| Shelter                  | 4.3  | 2.5  | 3.3  | 2.7  | 2.5  | 3.3  | 3.6   | 2.6  | 3.3  | 3.8  | 5.6  |
| Rent, Residential        | 3.2  | 2.6  | 2.5  | 2.7  | 2.8  | 3.4  | 3.4   | 3.3  | 4.3  | 4.0  | 4.5  |
| Homeowners' Cost         | 4.5  | 2.7  | 4.0  | 2.7  | 2.3  | 2.8  | 3.9   | 2.5  | 2.6  | 4.2  | 6.4  |
| Fuel & Utilities         | 1.6  | 3.6  | 1.1  | 0.7  | 3.7  | 1.5  | -2.3  | -0.3 | 8.6  | 2.9  | -5.9 |
| Fuel, Oil & Coal         | -4.7 | 0.3  | -0.8 | -0.3 | 12.5 | 0.2  | 8.3   | -0.7 | 9.5  | 3.1  | -6.8 |
| Gas & Electricity        | 3.9  | 7.4  | 2.2  | 0.6  | 3.1  | 1.0  | -1.3  | -1.0 | 3.8  | 4.6  | -5.7 |
| Furnishings & Operations | 4.1  | 3.0  | 1.7  | 1.5  | 1.7  | -2.4 | -0.1  | 0.6  | 0.8  | 1.7  | -1.3 |
| APPAREL & UPKEEP         | 3.2  | 0.6  | -2.4 | -0.2 | 1.3  | 2.0  | -1.8  | -1.9 | -1.4 | -5.3 | -1.5 |
| TRANSPORTATION           | 2.8  | 4.7  | 3.0  | 2.9  | 4.5  | 1.1  | -1.9  | 0.8  | 5.1  | 0.5  | -0.6 |
| Private                  | 2.4  | 3.9  | 3.7  | 3.2  | 3.4  | 0.9  | -2.2  | 1.2  | 5.5  | 0.3  | -0.9 |
| Motor Fuel               | -1.4 | -1.9 | -1.5 | 0.7  | 4.6  | 0.5  | -12.9 | 7.4  | 29.0 | -3.6 | -8.1 |
| Gasoline                 | -1.1 | -2.3 | -2.1 | 0.8  | 4.6  | 0.5  | -13.0 | 7.4  | 29.0 | -3.6 | -8.2 |
| Public                   | 4.4  | 8.7  | 0.2  | 1.5  | 9.4  | 2.1  | n/a   | n/a  | n/a  | n/a  | n/a  |
| MEDICAL CARE             | 7.2  | 4.6  | 4.1  | 4.2  | 3.8  | 3.9  | 4.3   | 4.0  | 3.7  | 4.4  | 4.4  |
| ENTERTAINMENT            | 4.0  | 2.3  | 2.8  | 3.1  | 3.0  | 2.5  | n/a   | n/a  | n/a  | n/a  | n/a  |
| OTHER GOODS & SERVICES   | 7.8  | 4.8  | 2.4  | 4.2  | 3.8  | 3.8  | 5.4   | 5.7  | 6.7  | 4.3  | 5.4  |

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

|                  |     |     |      |      |      |     |      |      |      |      |      |
|------------------|-----|-----|------|------|------|-----|------|------|------|------|------|
| ALL ITEMS        | 3.0 | 3.0 | 2.6  | 2.8  | 3.0  | 2.3 | 1.6  | 2.2  | 3.4  | 2.8  | 1.6  |
| FOOD             | 1.2 | 2.2 | 2.3  | 2.8  | 3.3  | 2.9 | 2.2  | 1.9  | 2.3  | 3.2  | 1.8  |
| APPAREL & UPKEEP | 2.5 | 1.4 | -0.2 | -1.0 | -0.2 | 0.9 | 0.1  | -1.3 | -1.3 | -1.8 | -2.6 |
| TRANSPORTATION   | 2.2 | 3.1 | 3.0  | 3.6  | 2.8  | 0.9 | -1.9 | 2.0  | 6.2  | 0.7  | -0.9 |
| MEDICAL CARE     | 7.4 | 5.9 | 4.8  | 4.5  | 3.5  | 2.8 | 3.2  | 3.5  | 4.1  | 4.6  | 4.7  |

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

|                       | 1992      | 1993      | 1994      | 1995      | 1996      | 1997      | 1998      | 1999      | 2000      | 2001      | 2002      |
|-----------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Bronx                 | 1,257     | 1,293     | 846       | 853       | 885       | 1,161     | 1,309     | 1,153     | 1,646     | 2,216     | 2,626     |
| Kings                 | 646       | 1,016     | 911       | 943       | 942       | 1,063     | 1,787     | 2,894     | 2,904     | 2,973     | 5,247     |
| New York              | 373       | 1,148     | 428       | 1,129     | 3,369     | 3,762     | 3,823     | 3,791     | 5,110     | 6,109     | 5,407     |
| Queens                | 351       | 531       | 560       | 738       | 1,301     | 1,144     | 1,446     | 2,169     | 2,723     | 3,264     | 3,464     |
| Richmond              | 1,255     | 1,185     | 1,265     | 1,472     | 2,155     | 1,857     | 2,022     | 2,414     | 2,667     | 2,294     | 1,756     |
| New York City         | 3,882     | 5,173     | 4,010     | 5,135     | 8,652     | 8,987     | 10,387    | 12,421    | 15,050    | 16,856    | 18,500    |
| Dutchess              | 1,095     | 434       | 574       | 552       | 711       | 753       | 927       | 1,238     | 1,003     | 1,196     | 1,121     |
| Nassau                | 511       | 794       | 753       | 860       | 976       | 1,372     | 1,021     | 1,150     | 1,506     | 989       | 972       |
| Orange                | 1,040     | 1,155     | 1,120     | 1,435     | 1,968     | 1,158     | 1,559     | 1,842     | 2,000     | 2,012     | 2,085     |
| Putnam                | 266       | 340       | 320       | 263       | 202       | 232       | 494       | 395       | 359       | 371       | 318       |
| Rockland              | 678       | 699       | 542       | 539       | 1,049     | 765       | 570       | 870       | 547       | 531       | 529       |
| Suffolk               | 3,436     | 2,935     | 3,909     | 3,238     | 4,469     | 3,957     | 4,860     | 5,167     | 4,932     | 4,680     | 4,375     |
| Westchester           | 903       | 1,132     | 1,693     | 1,373     | 1,561     | 1,638     | 2,084     | 1,666     | 2,126     | 2,028     | 2,313     |
| New York Suburb       | 7,929     | 7,489     | 8,911     | 8,260     | 10,936    | 9,875     | 11,515    | 12,328    | 12,473    | 11,807    | 11,713    |
| DOWNSTATE NY          | 11,811    | 12,662    | 12,921    | 13,395    | 19,588    | 18,862    | 21,902    | 24,749    | 27,523    | 28,663    | 30,213    |
| Downstate % of NYS    | 37.2      | 44.3      | 41.5      | 47.7      | 56.1      | 57.4      | 57.0      | 58.1      | 60.7      | 64.1      | 61.5      |
| Downstate % of Nation | 1.0       | 1.1       | 0.9       | 1.0       | 1.4       | 1.3       | 1.4       | 1.5       | 1.7       | 1.8       | 1.7       |
| Bergen                | 661       | 924       | 991       | 946       | 1,240     | 1,713     | 1,931     | 1,661     | 2,847     | 1,784     | 1,771     |
| Essex                 | 514       | 915       | 901       | 712       | 539       | 1,171     | 844       | 1,343     | 1,491     | 1,548     | 1,588     |
| Hudson                | 259       | 440       | 464       | 294       | 360       | 702       | 1,788     | 1,921     | 1,338     | 1,116     | 1,534     |
| Middlesex             | 1,893     | 2,496     | 2,087     | 2,090     | 2,992     | 3,037     | 2,837     | 3,102     | 2,460     | 1,884     | 1,999     |
| Monmouth              | 2,450     | 2,525     | 2,492     | 2,291     | 2,284     | 3,234     | 3,277     | 2,974     | 2,912     | 2,194     | 2,372     |
| Morris                | 1,614     | 2,416     | 2,372     | 2,088     | 1,742     | 1,622     | 1,881     | 1,853     | 2,684     | 1,577     | 1,914     |
| Passaic               | 412       | 647       | 591       | 410       | 366       | 452       | 509       | 533       | 457       | 631       | 689       |
| Somerset              | 1,887     | 1,963     | 1,593     | 1,997     | 2,264     | 2,143     | 2,508     | 2,146     | 2,282     | 1,439     | 1,530     |
| Union                 | 447       | 645       | 459       | 320       | 267       | 429       | 488       | 513       | 776       | 551       | 681       |
| NEW JERSEY            | 10,137    | 12,971    | 11,950    | 11,148    | 12,054    | 14,503    | 16,063    | 16,046    | 17,247    | 12,724    | 14,078    |
| Fairfield County      | 1,375     | 2,141     | 2,329     | 2,344     | 1,980     | 2,025     | 2,978     | 2,343     | 2,278     | 2,220     | 1,894     |
| New Haven County      | 1,892     | 2,310     | 1,997     | 1,941     | 1,738     | 2,029     | 2,301     | 2,334     | 1,918     | 1,586     | 1,665     |
| Litchfield County     | 306       | 316       | 327       | 237       | 343       | 325       | 361       | 377       | 1,705     | 764       | 790       |
| CONNECTICUT           | 3,573     | 4,767     | 4,653     | 4,522     | 4,061     | 4,379     | 5,640     | 5,054     | 5,901     | 4,570     | 4,349     |
| NY-NJ-CT REGION       | 25,521    | 30,400    | 29,524    | 29,065    | 35,703    | 37,744    | 43,605    | 45,849    | 50,671    | 45,957    | 48,640    |
| NY-NJ-CT % of Nation  | 2.1       | 2.5       | 2.2       | 2.2       | 2.5       | 2.6       | 2.7       | 2.8       | 3.2       | 2.9       | 2.8       |
| NEW YORK STATE        | 31,791    | 28,600    | 31,100    | 28,100    | 34,895    | 32,881    | 38,420    | 42,593    | 45,365    | 44,745    | 49,149    |
| UNITED STATES         | 1,200,000 | 1,199,100 | 1,371,600 | 1,332,500 | 1,425,616 | 1,441,136 | 1,612,260 | 1,663,533 | 1,574,361 | 1,610,766 | 1,747,678 |

Source: Bureau of the Census, Construction Statistics Reports.

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

# TABLE F-14

## HOUSING BY TYPE

| County                    | 1990             |                  |                  | 2000             |                  |                  | 2001             |                  |                  | 2002             |                  |                  |
|---------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
|                           | Family           | Nonfamily        | Total            | Family           | Nonfamily        | Total            | Family           | Nonfamily        | Total            | Family           | Nonfamily        | Total            |
| Bronx                     | 288,609          | 135,503          | 424,112          | 315,090          | 148,122          | 463,212          | 302,496          | 152,599          | 455,095          | 294,172          | 168,830          | 463,002          |
| Kings                     | 555,284          | 272,915          | 828,199          | 584,120          | 296,607          | 880,727          | 575,668          | 295,724          | 871,392          | 573,343          | 300,451          | 873,794          |
| New York                  | 301,041          | 415,381          | 716,422          | 301,970          | 436,674          | 738,644          | 291,592          | 422,970          | 714,562          | 300,192          | 408,686          | 708,878          |
| Queens                    | 490,915          | 229,234          | 720,149          | 537,991          | 244,673          | 782,664          | 527,054          | 250,111          | 777,165          | 543,068          | 232,598          | 775,666          |
| Richmond                  | 99,059           | 31,460           | 130,519          | 114,052          | 42,289           | 156,341          | 121,996          | 35,910           | 157,906          | 121,760          | 40,274           | 162,034          |
| <b>New York City</b>      | <b>1,734,908</b> | <b>1,084,493</b> | <b>2,819,401</b> | <b>1,853,223</b> | <b>1,168,365</b> | <b>3,021,588</b> | <b>1,818,806</b> | <b>1,157,314</b> | <b>2,976,120</b> | <b>1,832,535</b> | <b>1,150,839</b> | <b>2,983,374</b> |
| Dutchess                  | 64,757           | 24,810           | 89,567           | 69,201           | 30,335           | 99,536           | 70,657           | 30,245           | 100,902          | 69,913           | 31,224           | 101,137          |
| Nassau                    | 344,502          | 87,013           | 431,515          | 347,026          | 100,361          | 447,387          | 329,980          | 108,645          | 438,625          | 333,314          | 104,224          | 437,538          |
| Orange                    | 77,111           | 24,395           | 101,506          | 84,457           | 30,331           | 114,788          | 95,071           | 27,058           | 122,129          | 90,522           | 28,626           | 119,148          |
| Putnam                    | 22,549           | 5,545            | 28,094           | 25,179           | 7,524            | 32,703           | n/a              | n/a              | n/a              | n/a              | n/a              | n/a              |
| Rockland                  | 66,583           | 18,291           | 84,874           | 70,944           | 21,731           | 92,675           | 68,489           | 23,762           | 92,251           | 68,929           | 23,918           | 92,847           |
| Suffolk                   | 340,583          | 84,126           | 424,709          | 360,422          | 108,877          | 469,299          | 380,705          | 107,465          | 488,170          | 356,914          | 127,648          | 484,562          |
| Westchester               | 227,827          | 92,203           | 320,030          | 235,201          | 101,941          | 337,142          | 224,076          | 101,628          | 325,704          | 220,330          | 112,553          | 332,883          |
| <b>New York Suburbs</b>   | <b>1,143,912</b> | <b>336,383</b>   | <b>1,480,295</b> | <b>1,192,430</b> | <b>401,100</b>   | <b>1,593,530</b> | <b>1,168,978</b> | <b>398,803</b>   | <b>1,567,781</b> | <b>1,139,922</b> | <b>428,193</b>   | <b>1,568,115</b> |
| <b>Downstate NY</b>       | <b>2,878,820</b> | <b>1,420,876</b> | <b>4,299,696</b> | <b>3,045,653</b> | <b>1,569,465</b> | <b>4,615,118</b> | <b>2,987,784</b> | <b>1,556,117</b> | <b>4,543,901</b> | <b>2,972,457</b> | <b>1,579,032</b> | <b>4,551,489</b> |
| <b>Downstate % of NYS</b> | <b>64.13</b>     | <b>66.09</b>     | <b>64.76</b>     | <b>66.16</b>     | <b>65.25</b>     | <b>65.85</b>     | <b>64.47</b>     | <b>64.19</b>     | <b>64.38</b>     | <b>64.95</b>     | <b>63.57</b>     | <b>64.46</b>     |
| Bergen                    | 225,188          | 83,692           | 308,880          | 228,866          | 101,810          | 330,676          | 233,258          | 95,947           | 329,205          | 226,544          | 100,175          | 326,719          |
| Essex                     | 191,363          | 87,389           | 278,752          | 180,778          | 97,988           | 278,766          | 192,200          | 85,611           | 277,811          | 209,527          | 76,964           | 286,491          |
| Hudson                    | 136,143          | 72,596           | 208,739          | 136,956          | 84,201           | 221,157          | 136,738          | 92,993           | 229,731          | 138,552          | 81,418           | 219,970          |
| Middlesex                 | 175,451          | 63,382           | 238,833          | 181,216          | 79,957           | 261,173          | 192,491          | 74,169           | 266,660          | 179,305          | 81,495           | 260,800          |
| Monmouth                  | 145,892          | 51,678           | 197,570          | 155,031          | 68,082           | 223,113          | 161,483          | 61,820           | 223,303          | 166,778          | 58,147           | 224,925          |
| Morris                    | 110,092          | 38,659           | 148,751          | 125,479          | 46,019           | 171,498          | 126,723          | 45,299           | 172,022          | 123,557          | 47,352           | 170,909          |
| Passaic                   | 113,074          | 35,677           | 148,751          | 121,136          | 41,786           | 162,922          | 123,803          | 40,613           | 164,416          | 117,744          | 45,811           | 163,555          |
| Somerset                  | 65,368           | 22,978           | 88,346           | 77,767           | 29,107           | 106,874          | 82,282           | 31,107           | 113,389          | 85,280           | 27,865           | 113,145          |
| Union                     | 131,260          | 48,816           | 180,076          | 125,294          | 60,885           | 186,179          | 133,410          | 48,313           | 181,723          | 137,665          | 48,228           | 185,893          |
| <b>New Jersey</b>         | <b>1,293,831</b> | <b>504,867</b>   | <b>1,798,698</b> | <b>1,332,523</b> | <b>609,835</b>   | <b>1,942,358</b> | <b>1,382,388</b> | <b>575,872</b>   | <b>1,958,260</b> | <b>1,384,952</b> | <b>567,455</b>   | <b>1,952,407</b> |
| Fairfield                 | 221,562          | 83,605           | 305,167          | 224,795          | 96,301           | 321,096          | 225,781          | 91,638           | 317,419          | 229,442          | 95,289           | 324,731          |
| New Haven                 | 211,657          | 92,512           | 304,169          | 216,682          | 97,587           | 314,269          | 208,550          | 106,631          | 315,181          | 206,778          | 109,467          | 316,245          |
| Litchfield                | 48,011           | 18,316           | 66,327           | 49,598           | 21,953           | 71,551           | n/a              | n/a              | n/a              | n/a              | n/a              | n/a              |
| <b>Connecticut</b>        | <b>481,230</b>   | <b>194,433</b>   | <b>675,663</b>   | <b>491,075</b>   | <b>215,841</b>   | <b>706,916</b>   | <b>434,331</b>   | <b>198,269</b>   | <b>632,600</b>   | <b>436,220</b>   | <b>204,756</b>   | <b>640,976</b>   |
| <b>NY-NJ-CT Region</b>    | <b>4,653,881</b> | <b>2,120,176</b> | <b>6,774,057</b> | <b>4,869,251</b> | <b>2,395,141</b> | <b>7,264,392</b> | <b>4,804,503</b> | <b>2,330,258</b> | <b>7,134,761</b> | <b>4,793,629</b> | <b>2,351,243</b> | <b>7,144,872</b> |
| <b>New York State</b>     | <b>4,489,312</b> | <b>2,150,010</b> | <b>6,639,322</b> | <b>4,603,388</b> | <b>2,405,207</b> | <b>7,008,595</b> | <b>4,634,169</b> | <b>2,424,063</b> | <b>7,058,232</b> | <b>4,576,682</b> | <b>2,483,834</b> | <b>7,060,516</b> |

Data Sources: U.S. Census

2001 & 2002 are census estimates

A family includes a householder and one or more people living in the same household who are related to the householder by birth, marriage, or adoption.

Nonfamily indicates householder living alone or householder 65 years and over

n/a = not available



# TABLE F-15

## HOUSING BY STATUS

| County                    | 1990             |                  |                |                  | 2000             |                  |                |                  | 2001             |                  |                |                  | 2002             |                  |                |                  |
|---------------------------|------------------|------------------|----------------|------------------|------------------|------------------|----------------|------------------|------------------|------------------|----------------|------------------|------------------|------------------|----------------|------------------|
|                           | Owner            | Renter           | Vacant         | Total            | Owner            | Renter           | Vacant         | Total            | Owner            | Renter           | Vacant         | Total            | Owner            | Renter           | Vacant         | Total            |
| Bronx                     | 75,842           | 348,270          | 16,843         | 440,955          | 90,687           | 372,525          | 27,447         | 490,659          | 80,512           | 374,583          | 36,626         | 491,721          | 85,696           | 377,306          | 30,137         | 493,139          |
| Kings                     | 214,788          | 613,411          | 45,472         | 873,671          | 238,367          | 642,360          | 50,139         | 930,866          | 209,694          | 661,698          | 60,316         | 931,708          | 245,624          | 628,170          | 58,673         | 932,467          |
| New York                  | 128,037          | 588,385          | 68,705         | 785,127          | 148,732          | 589,912          | 59,500         | 798,144          | 130,276          | 584,286          | 87,487         | 802,049          | 142,386          | 566,492          | 97,272         | 806,150          |
| Queens                    | 305,573          | 414,576          | 32,541         | 752,690          | 334,815          | 447,849          | 34,586         | 817,250          | 344,205          | 432,960          | 42,540         | 819,705          | 346,765          | 428,901          | 46,547         | 822,213          |
| Richmond                  | 83,138           | 47,381           | 9,207          | 139,726          | 99,695           | 56,646           | 7,652          | 163,993          | 106,370          | 51,536           | 9,091          | 166,997          | 113,120          | 48,914           | 7,001          | 169,035          |
| <b>New York City</b>      | <b>807,378</b>   | <b>2,012,023</b> | <b>172,768</b> | <b>2,992,169</b> | <b>912,296</b>   | <b>2,109,292</b> | <b>179,324</b> | <b>3,200,912</b> | <b>871,057</b>   | <b>2,105,063</b> | <b>236,060</b> | <b>3,212,180</b> | <b>933,591</b>   | <b>2,049,783</b> | <b>239,630</b> | <b>3,223,004</b> |
| Dutchess                  | 61,899           | 27,668           | 8,065          | 97,632           | 68,636           | 30,900           | 6,567          | 106,103          | 71,389           | 29,513           | 6,358          | 107,260          | 69,330           | 31,807           | 7,189          | 108,326          |
| Nassau                    | 347,143          | 84,372           | 14,777         | 446,292          | 359,264          | 88,123           | 10,764         | 458,151          | 347,806          | 90,819           | 20,756         | 459,381          | 356,814          | 80,724           | 22,324         | 459,862          |
| Orange                    | 68,470           | 33,036           | 9,308          | 110,814          | 76,959           | 37,829           | 7,966          | 122,754          | 83,179           | 38,950           | 2,932          | 125,061          | 83,976           | 35,172           | 7,715          | 126,863          |
| Putnam                    | 22,997           | 5,097            | 3,804          | 31,898           | 26,885           | 5,818            | 2,327          | 35,030           | n/a              | n/a              | n/a            | n/a              | n/a              | n/a              | n/a            | n/a              |
| Rockland                  | 61,216           | 23,658           | 3,990          | 88,264           | 66,424           | 26,251           | 2,298          | 94,973           | 65,533           | 26,718           | 3,330          | 95,581           | 67,750           | 25,097           | 3,193          | 96,040           |
| Suffolk                   | 340,253          | 84,466           | 56,598         | 481,317          | 374,360          | 94,939           | 50,139         | 519,438          | 380,762          | 107,408          | 39,667         | 527,837          | 389,209          | 95,353           | 47,417         | 531,979          |
| Westchester               | 190,979          | 129,051          | 16,697         | 336,727          | 202,673          | 134,469          | 12,303         | 349,445          | 191,861          | 133,843          | 25,582         | 351,286          | 187,786          | 145,097          | 19,774         | 352,657          |
| <b>New York Suburbs</b>   | <b>1,092,957</b> | <b>387,348</b>   | <b>112,639</b> | <b>1,592,944</b> | <b>1,175,201</b> | <b>418,329</b>   | <b>92,364</b>  | <b>1,685,894</b> | <b>1,140,530</b> | <b>427,251</b>   | <b>98,625</b>  | <b>1,666,406</b> | <b>1,154,865</b> | <b>413,250</b>   | <b>107,612</b> | <b>1,675,727</b> |
| <b>Downstate NY</b>       | <b>1,900,335</b> | <b>2,399,371</b> | <b>285,407</b> | <b>4,585,113</b> | <b>2,087,497</b> | <b>2,527,621</b> | <b>271,688</b> | <b>4,886,806</b> | <b>2,011,587</b> | <b>2,532,314</b> | <b>334,685</b> | <b>4,878,586</b> | <b>2,088,456</b> | <b>2,463,033</b> | <b>347,242</b> | <b>4,898,731</b> |
| <b>Downstate % of NYS</b> | <b>54.82</b>     | <b>75.62</b>     | <b>48.57</b>   | <b>63.45</b>     | <b>55.66</b>     | <b>77.57</b>     | <b>40.51</b>   | <b>63.64</b>     | <b>54.29</b>     | <b>75.52</b>     | <b>50.51</b>   | <b>63.19</b>     | <b>54.97</b>     | <b>75.53</b>     | <b>50.04</b>   | <b>63.17</b>     |
| Bergen                    | 209,807          | 99,073           | 15,937         | 324,817          | 220,781          | 109,895          | 9,144          | 339,820          | 217,050          | 112,155          | 13,567         | 342,772          | 220,014          | 106,705          | 17,383         | 344,102          |
| Essex                     | 126,345          | 152,407          | 19,958         | 298,710          | 123,249          | 155,517          | 22,245         | 301,011          | 132,021          | 145,790          | 24,337         | 302,148          | 130,738          | 155,753          | 16,628         | 303,119          |
| Hudson                    | 67,837           | 140,902          | 20,943         | 229,682          | 63,444           | 157,713          | 19,461         | 240,618          | 73,461           | 156,270          | 11,808         | 241,539          | 67,404           | 152,566          | 22,088         | 242,058          |
| Middlesex                 | 161,005          | 77,828           | 11,341         | 250,174          | 177,887          | 83,286           | 12,464         | 273,637          | 178,261          | 88,399           | 9,781          | 276,441          | 181,677          | 79,123           | 17,321         | 278,121          |
| Monmouth                  | 143,572          | 53,998           | 20,838         | 218,408          | 159,110          | 64,003           | 17,771         | 240,884          | 166,671          | 56,632           | 21,099         | 244,402          | 172,686          | 52,239           | 22,369         | 247,294          |
| Morris                    | 110,092          | 38,659           | 6,994          | 155,745          | 130,239          | 41,259           | 2,881          | 174,379          | 131,800          | 40,222           | 5,453          | 177,475          | 125,310          | 45,599           | 7,960          | 178,869          |
| Passaic                   | 86,638           | 68,631           | 7,243          | 162,512          | 95,870           | 67,052           | 7,126          | 170,048          | 91,707           | 72,709           | 5,869          | 170,285          | 82,550           | 81,005           | 7,093          | 170,648          |
| Somerset                  | 66,705           | 21,641           | 4,307          | 92,653           | 86,217           | 20,657           | 5,149          | 112,023          | 87,496           | 25,893           | 1,308          | 114,697          | 91,538           | 21,607           | 2,867          | 116,012          |
| Union                     | 112,508          | 67,568           | 6,957          | 187,033          | 110,011          | 76,168           | 6,766          | 192,945          | 113,867          | 67,856           | 11,816         | 193,539          | 117,018          | 68,875           | 7,904          | 193,797          |
| <b>New Jersey</b>         | <b>1,084,509</b> | <b>720,707</b>   | <b>114,518</b> | <b>1,919,734</b> | <b>1,166,808</b> | <b>775,550</b>   | <b>103,007</b> | <b>2,045,365</b> | <b>1,192,334</b> | <b>765,926</b>   | <b>105,038</b> | <b>2,063,298</b> | <b>1,188,935</b> | <b>763,472</b>   | <b>121,613</b> | <b>2,074,020</b> |
| Fairfield                 | 208,121          | 96,890           | 19,344         | 324,355          | 211,212          | 109,884          | 18,370         | 339,466          | 229,080          | 88,339           | 24,314         | 341,733          | 231,733          | 92,998           | 18,755         | 343,486          |
| New Haven                 | 191,583          | 113,147          | 22,349         | 327,079          | 203,159          | 111,110          | 26,463         | 340,732          | 197,967          | 117,214          | 27,320         | 342,501          | 202,157          | 114,088          | 27,342         | 343,587          |
| Litchfield                | 48,584           | 17,787           | 7,903          | 74,274           | 53,789           | 17,762           | 7,716          | 79,267           | n/a              | n/a              | n/a            | n/a              | n/a              | n/a              | n/a            | n/a              |
| <b>Connecticut</b>        | <b>448,288</b>   | <b>227,824</b>   | <b>49,596</b>  | <b>725,708</b>   | <b>468,160</b>   | <b>238,756</b>   | <b>52,549</b>  | <b>759,465</b>   | <b>427,047</b>   | <b>205,553</b>   | <b>51,634</b>  | <b>684,234</b>   | <b>433,890</b>   | <b>207,086</b>   | <b>46,097</b>  | <b>687,073</b>   |
| <b>NY-NJ-CT Region</b>    | <b>3,433,132</b> | <b>3,347,902</b> | <b>449,521</b> | <b>7,230,555</b> | <b>3,722,465</b> | <b>3,541,927</b> | <b>427,244</b> | <b>7,691,636</b> | <b>3,630,968</b> | <b>3,503,793</b> | <b>491,357</b> | <b>7,626,118</b> | <b>3,711,281</b> | <b>3,433,591</b> | <b>514,952</b> | <b>7,659,824</b> |
| <b>New York State</b>     | <b>3,466,277</b> | <b>3,173,045</b> | <b>587,569</b> | <b>7,226,891</b> | <b>3,750,299</b> | <b>3,258,296</b> | <b>670,712</b> | <b>7,679,307</b> | <b>3,704,979</b> | <b>3,353,253</b> | <b>662,610</b> | <b>7,720,842</b> | <b>3,799,464</b> | <b>3,261,052</b> | <b>693,992</b> | <b>7,754,508</b> |

Data Sources: U.S. Census

2001 & 2002 are census estimates

n/a = not available

