

2008 PUBLIC TRANSPORTATION FACT BOOK

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American Public Transportation Association

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APTA's Vision Statement

Be the leading force in advancing public transportation.

APTA's Mission Statement

APTA serves and leads its diverse membership through advocacy, innovation, and information sharing to strengthen and expand public transportation.

APTA's Policy on Diversity

APTA recognizes the importance of diversity for conference topics and speakers and is committed to increasing the awareness of its membership on diversity issues. APTA welcomes ideas and suggestions on how to strengthen its efforts to meet these important diversity objectives.

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PUBLIC TRANSPORTATION FACT BOOK

American Public Transportation Association
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Introduction

The American Public Transportation Association is a nonprofit international association of over 1,500 public and private member organizations including transit systems and commuter rail operators; planning, design, construction and finance firms; product and service providers; academic institutions, transit associations and state departments of transportation. APTA members serve the public interest by providing safe, efficient and economical transit services and products. Over ninety percent of persons using public transportation in the United States and Canada are served by APTA members.

The **Public Transportation Fact Book** (formerly the **Transit Fact Book**) was first published in 1943. Available data are expanded by standard statistical methods to estimate U.S. national totals. *All data are for the U.S. only, except for the section on Canada.* Data for Canada were provided by the Canadian Urban Transit Association (CUTA).

This book includes only public transportation data and excludes taxicab, unregulated jitney, school, sightseeing, intercity, charter, military, and services not available to the general public, or segments of the general public (e.g., governmental and corporate shuttles), and special application systems (e.g., amusement parks, airports, and the following types of ferry service: international, rural, rural interstate, island and urban park).

Data are based on the annual National Transit Database (NTD) report published by the U.S. Federal Transit Administration (FTA). APTA supplements these data with special surveys. Where applicable, data are calculated based on 2000 U.S. Census Bureau urbanized area population categories. Because data are reported to the NTD based on transit agency fiscal years rather than calendar years, data listed for a particular year are necessarily extrapolations of the sum of data reported for all fiscal years ending in a particular calendar year. All Canadian data are based on calendar years.

Public Transportation Fact Book data differ from national total data reported in the NTD in three ways. (1) **Fact Book** data are expanded to include all United States transit while totals reported in the NTD are limited to summation of those systems reporting data in the NTD. Systems not currently included in NTD totals are rural transit operators, small transit operators given waivers from NTD reporting requirements, some private operators not contracting with public agencies, and some operators which choose not to participate in the NTD. (2) The **Fact Book** reports some data which are collected by APTA surveys and are not taken from the NTD. Any such data is noted on tables in this book. (3) **Fact Book** data are trend data. Data are reported for a multi-year period that allows description of growth and change in the public transportation industry.

Beginning this year, the **Public Transportation Fact Book** is being published in three parts. The new format will allow greater detail in statistical content while improving accessibility of information.

This **Public Transportation Fact Book** presents statistics describing the entire United States transit industry for 1995 through 2006 with additional detail and overview presentations for 2006. Also included are definitions of reported data items.

The **Public Transportation Fact Book, Part 2: History** presents primary data items for the entire time period they have been reported in **Fact Books** and other statistical reports prepared by APTA and its predecessor organizations. Many data items are reported for every year beginning in the 1920s and ridership is reported from 1907. It is available online at www.apta.com.

The **Public Transportation Fact Book, Part 3: Transit Agency and Urbanized Area Operating Statistics** presents six operating statistics for each transit agency in size order, totaled for all service modes operated by the agency and in size order for each individual mode. Data are also summed for urbanized areas, both all modes totaled and for individual modes. These lists greatly expand similar data in previous **Fact Books** and allow a simple method to determine comparably sized transit agencies, a difficult task when using existing data sources. It is available online at www.apta.com.

APTA produces additional data reports that provide detailed information about individual transit agencies that are not available from other sources. These reports or information for obtaining these reports is on the APTA web site at www.apta.com.

The **Public Transportation Fare Database**, published annually, reports details of individual transit agency fare structures, fare collection practices, and fare collection equipment.

The **Transit Vehicle Database**, published annually, lists all vehicles owned by participating agencies in fleets, that is, groups of identical vehicles manufactured in the same year. Extensive information is included on their propulsion plants, dimensions, and equipment such as communications and passenger amenities.

The **Transit Infrastructure Database**, published in alternating years, lists all fixed-guideways and stations operated by participating transit agencies. The status of fixed-guideways not yet open is reported and the equipment in stations is detailed.

The **Public Transportation Ridership Report**, published quarterly, presents ridership for three months plus quarterly and year-to-date amounts for all participating transit agencies. The reported data are used to estimate national total ridership that is reported for individual service modes and an aggregate total. This report presents a quick indicator of the state of the transit industry shortly after the close of the period being reported.

The **APTA Primer on Transit Funding** presents a detailed explanation of funding programs in federal laws authorizing funding for the transit industry. Detailed statistics report the federal funds available and the text describes the uses to which those funds may be put and the methods by which they are distributed. A new **Primer** is prepared for each authorization of transit law and it is also updated annually to reflect annual appropriations of federal funds for transit.

A Profile of Public Transportation Passenger Demographics and Travel Characteristics Reported in On-Board Surveys is an extensive investigation of the demographic characteristics and travel behavior of transit passengers based on surveys conducted by transit agencies of their passengers while traveling onboard their vehicles.

Extensive data for individual transit agencies can be found at the Federal Transit Administration's National Transit Database web site at <http://www.ntdprogram.gov/ntdprogram/>.

Public Transportation

Overview

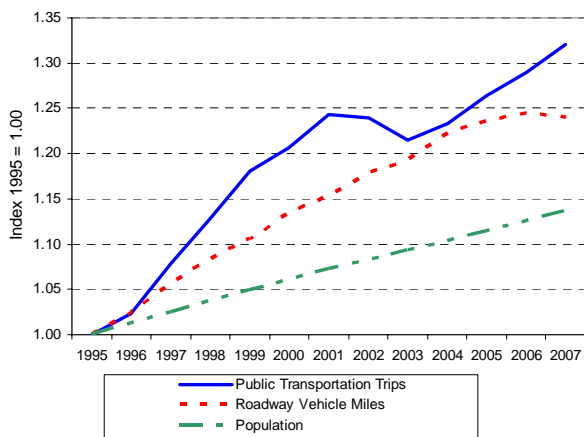
What is Public Transportation?

Public transportation, according to the federal government, is “transportation by a conveyance that provides regular and continuing general or special transportation to the public . . .”. It includes service by buses, subways, rail, trolleybuses, and ferryboats. It also includes paratransit services for seniors and persons with disabilities as well as vanpool and taxi services operated under contract to a public transportation agency.

Public Transportation Provides Freedom and Mobility

In 2007, Americans took 10.3 billion trips using public transportation. Since 1995, public transportation ridership in the U.S. grew by more than 32 percent, faster than highway travel or the U.S. population.¹ APTA estimates that approximately 34 million trips are taken each weekday in the United States.

FIGURE 1: Public Transportation Trips Have Grown More Than Vehicle Miles and Population



Public transportation provides people from every walk of life easy access to jobs, schools, medical appointments, shops, and other services, thereby offering them mobility, choice, and freedom. For some, it is literally a lifeline.

Who Rides Public Transportation and Why?

People use public transportation for a variety of reasons. Approximately 59 percent use transit to get to and from work; 11 percent to and from school; and 9 percent for shopping and dining.²

Public Transportation Has Many Different Modes

Modes represent different methods of public transportation. Road modes include bus, trolleybus, vanpool, jitney, and paratransit service. Rail modes include heavy rail, light rail, commuter rail, automated guideway transit, inclined plane, cable car, monorail, and aerial tramway. Water modes include passenger-only and vehicle ferries, and water taxis.

Providers

Today, about 6,500 public transportation providers operate in the U.S and Canada, with the majority operating more than one mode of service. Approximately 1,500 agencies provide bus service; 80 provide rail service, 5,960 agencies operate paratransit service; and 150 agencies operate other modes. Public transportation agencies in the U.S. provide services that meet the needs of older Americans and persons with disabilities. (See Table 1)

Employees

In 2006, close to 370,000 public transportation employees provided services to passengers and managed capital investments. These employees operate, maintain, and manage all modes of public transportation as well as aid in the construction of public transportation infrastructure. (See Table 23)

Vehicles Are Varied

The public transportation fleet comprises more than 155,000 vehicles in active service. Of this number, buses represent 54 percent; paratransit vehicles, 28 percent; heavy rail cars, 7 percent; commuter rail cars, 4 percent; light rail cars, 1 percent; and all other modes, 5 percent. (See Table 15)

Many use the latest technology, such as onboard wireless internet on commuter buses, smart cards, and electronic signage, all designed to improve passenger convenience, safety, and comfort. To accommodate passengers with disabilities, many systems have speaking buses, which provide audio announcements of bus stops, and kneeling buses, which allow the front door of the bus to be lowered closer to the ground for easier accessibility.

U.S. transit agencies are increasingly investing in alternative fuel vehicles to reduce dependence on oil and improve the environment. In 2008, about 1/3 of buses on order will use alternative fuels.

Different Modes of Transit Service Meet Specific Transportation Needs

Transit service is provided by a variety of modes defined both by the type of vehicle they use, operating characteristics of the service they provide, and the travel needs of the riding public they are designed for.

A mode is a system for carrying transit passengers, described by a specific right-of-way, technology, and operational features. The mode of service in most cities is buses.



Bus service is a fixed route scheduled service provided in communities throughout the country. Bus mode data are reported beginning on Page 43.

Bus service is provided by rubber tired vehicles powered by engines on the vehicle. Most buses operate in fixed route service on regular schedules and passengers pay a fare or present a pass or transfer when boarding their bus. Nearly all buses are accessible for wheelchairs by lifts or ramps and most can carry bicycles on racks in front of the bus.



Paratransit service takes passengers directly to their destinations. Paratransit mode data are reported beginning on Page 47.

Paratransit service vehicles travel on roads and streets but take passengers directly from their origins to their destinations. Paratransit service is provided primarily by vans.

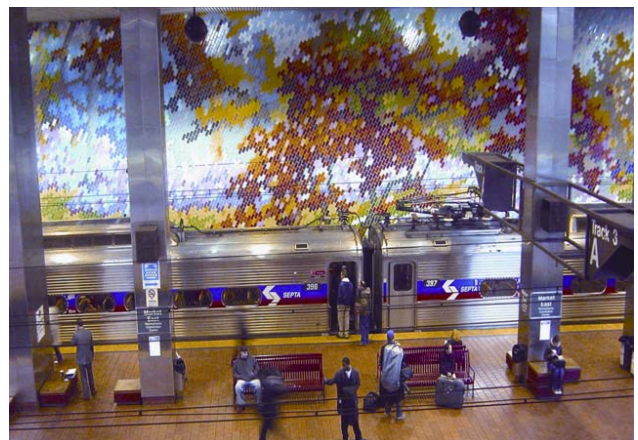
Complimentary paratransit service is required by law to provide accessible transit service to persons with disabilities or those otherwise unable to use fixed-route service. General paratransit service is not required by law and is often open to larger segments of the public or all riders. Some general paratransit services are operated during late-night and weekend hours in place of fixed-route services.

Three rail modes provide most rail transit service operated in the U.S.: heavy rail, commuter rail, and light rail.



Heavy rail service provides the greatest passenger capacity of any transit mode. Heavy rail mode data are reported beginning on Page 52.

Heavy rail service is provided by electric rail cars on private rights-of-way. The trains are boarded in stations from high level platforms. Heavy rail provides high speed service with the ability to carry "heavy" loads of passengers.



Commuter rail provides high-speed congestion free travel for distant suburbs to the business areas of the nation's largest metropolitan areas. Commuter rail mode data are reported beginning on Page 50.

Commuter rail service is provided on regular railroads or former railroad rights-of-way. Trains are made up of either self-propelled cars or cars hauled by locomotives. Passengers board in stations. Commuter rail service is characterized by high-speed, infrequent stop service over longer distances from suburban areas into the commercial centers of metropolitan areas.



Light rail provides quiet service on private rights-of-way and city streets in many American urban areas. Light rail mode data are reported beginning on Page 54.

Light rail is a mode of service provided by single vehicles or short trains on either private right-of-way or in roads and streets. Passengers board in stations or from track side stops in streets. Light rail is designed to carry a "light" load of passenger traffic compared to heavy rail.



Streetcars provide a type of light rail service characterized by more frequent stops and shorter trips in higher density areas. Streetcar data are included as part of light rail data beginning on Page 54.

Streetcar service is a type of light rail service with frequent stops with nearly the entire route operated in streets. It is usually in denser, high traffic areas, and the vehicles are designed for lower speeds and to allow quick boarding and alighting by passengers.



Heritage trolleys are re-creations of older streetcars and are used to provide frequent stop service in areas with high traffic. Heritage trolley mode data are included as part of light rail data beginning on Page 54.

Heritage trolleys are a type of streetcar light rail service using reproductions of, or, modernized historic trolleys. They are often built to improve travel in high activity areas.



Ferry boat service can greatly reduce the distance people would travel if forced to drive around bodies of water. Ferry boat mode data are reported beginning on Page 45.

Ferry boat is a water borne transit mode. Passenger-only and passenger and vehicle ferries are both found in transit service. Ferries allow travelers to avoid very long trips by bus, train, or auto to go to distant river crossings or drive around bays and harbors. Ferry boats are the largest transit vehicles.

Public Transportation Benefits Everyone

Public transportation improves the quality of life in communities across the country by providing safe, efficient, and economical service. It also serves as a vital component necessary for a healthy economy. Not only does public transit benefit the people who use it, it also benefits society as a whole.

According to a 2004 Wirthlin Worldwide poll, four in five Americans or 80 percent agree that increased investment in public transportation would strengthen the economy, create jobs, reduce traffic congestion and air pollution, and save energy.³

Eases Traffic Congestion

Public transportation helps alleviate congestion on our nation's increasingly crowded network of roadways. According to the *2007 Texas Transportation Institute (TTI) Annual Urban Mobility Report*, public transportation reduces traffic delays and costs in America's urban areas.⁴

The study also found that public transportation services in America's most congested cities saved travelers 541 million hours in travel time. Without public transportation, travel delays would have increased 13 percent.⁴

Provides Access to Jobs

More than half of the nation's Fortune 500 companies, representing \$7 trillion in annual revenue, are headquartered in America's transit-intensive metropolitan areas.⁵

In addition to enhancing employee recruitment, businesses tied to public transportation are experiencing more employee reliability and less absenteeism and turnover. Public assistance agencies also use public transportation to help more people to enter the work force. The Federal Transit Administration's Job Access and Reverse Commuter Program provides grants to support transportation for thousands of citizens.

Reduces Energy Use

Public transportation can significantly reduce our nation's dependency on gasoline. For every passenger mile traveled, public transportation uses about one half of the fuel consumed by cars, and about a third of that used by sport utility vehicles and light trucks.

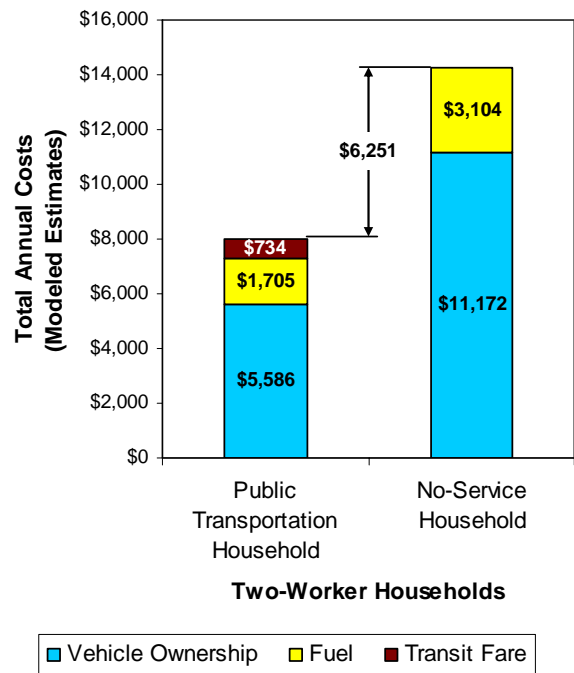
Saves Money

Public transportation saves money. For every dollar earned, the average household spends 18 cents on transportation, 94 percent of which is for buying, maintaining, and operating cars, the largest source of household debt after mortgages.⁶

Americans living in transit-intensive metropolitan areas save \$10.2 billion annually in congestion costs.⁴ Every \$10 million invested in public transportation saves more than \$15 million, for both highway and transit users.⁷

Each year, public transportation riders in the U.S. directly save through riding transit and reducing congestion compared to private vehicle users. Households that use public transportation save a significant amount of money. A two-adult "public transportation household" saves an average \$6,250 every year, compared to an equivalent household with two cars and no access to public transportation service. These savings are over \$400 more than the average household spends on food during the same year.⁸

FIGURE 2: Total Modeled Savings for Two-Worker Households With and Without Public Transportation Service



Source: ICF International, *Public Transportation and Petroleum Savings in the U.S.: Reducing Dependence on Oil*, 2007.

Lowers CO₂ Emissions

The most powerful tool to combat global climate change may be a daily transit pass. When compared to other household actions that limit carbon dioxide (CO₂), taking public transportation can be more than 10 times greater in reducing this harmful greenhouse gas. It takes one solo commuter of a household to switch from driving to using public transportation to reduce his or her household carbon footprint by 4,800 pounds per year, or 10 percent.⁹

If one household's driver gives up a second car and switches to public transit, that household can reduce its carbon emissions up to 30 percent.⁹

Increases Energy Savings and Reduces Emissions from Less Travel

In addition to reducing America's energy use and traffic congestion by using public transportation, people travel less because land development and use is more efficient where there is transit service. In total, public transportation reduces gasoline use by 4.2 billion gallons annually.¹⁰

Each year, smart close-in development combined with increased public transportation produces the following results:

- A total savings of 4.2 billion gallons of gasoline, more than three times the amount of gasoline refined from the oil we import from Kuwait.
- Communities that choose to invest in public transportation reduce the nation's CO₂ emissions by 37 million metric tons annually – equivalent to emissions from the electricity used by 4.9 million households.
- People in households who live near a bus or rail line drive an average of 4,400 fewer miles annually compared to people in similar households with no access to public transportation.
- Transit reduces U.S. travel by an estimated 102.2 billion vehicle miles traveled (VMT) each year.¹⁰

Boosts Real Estate Values

Real estate – residential, commercial and business – served by public transportation can command higher rents and maintain higher value than similar properties not as well served by transit.

For example, a 2002 University of North Texas study found that commercial properties located near suburban Dallas Area Rapid Transit (DART) stations increased in value 24.7 percent, whereas properties not served by rail increased only 11.5 percent. Values of residential properties near the stations rose 32.1 percent compared to the 19.5 percent increase for properties not served by rail stations.¹¹

Also, according to the Urban Land Institute (ULI), residential properties for sale near commuter rail stops in California consistently enjoy price premiums, including a 17 percent advantage to properties in the San Diego region.¹²

Stimulates Economic Development

Studies confirm the positive economic impact of public transportation investment on new development and business revenues.

A Cambridge Systematics study estimated that each \$10 million in capital investment yields \$30 million in increased sales, while each \$10 million in operating investment yields \$32 million.⁷

Fosters More Livable Communities

Public transportation facilities and transportation corridors are “natural focal points for communities” that serve to encourage economic and social activities and help create strong neighborhood centers that are economically stable, safe, and productive. When commuters ride public transportation or walk, their contact with neighbors tends to increase, which helps bring a community closer together.

Public transportation has a major impact on land use development patterns. In many situations, improved accessibility can stimulate development location and type. As a strategy in relieving congestion, public transit can be more effective with policies and actions that expand transit oriented development or provide for mixed-use and pedestrian design in development of major public transportation corridors.

Transit-friendly walkable communities reduce reliance on cars and promote higher levels of physical activity. These more traditional settings may generate half the automobile trips of similarly sized modern day suburbs.

Provides Access for Rural Areas

Public transportation is equally important to America's rural heartland, where 40 percent of residents have no access to public transportation services and another 25 percent have very little access.¹³

Transportation service is critical for rural America's 30 million transit-dependent persons, including older Americans, low-income families, and people with disabilities.¹³

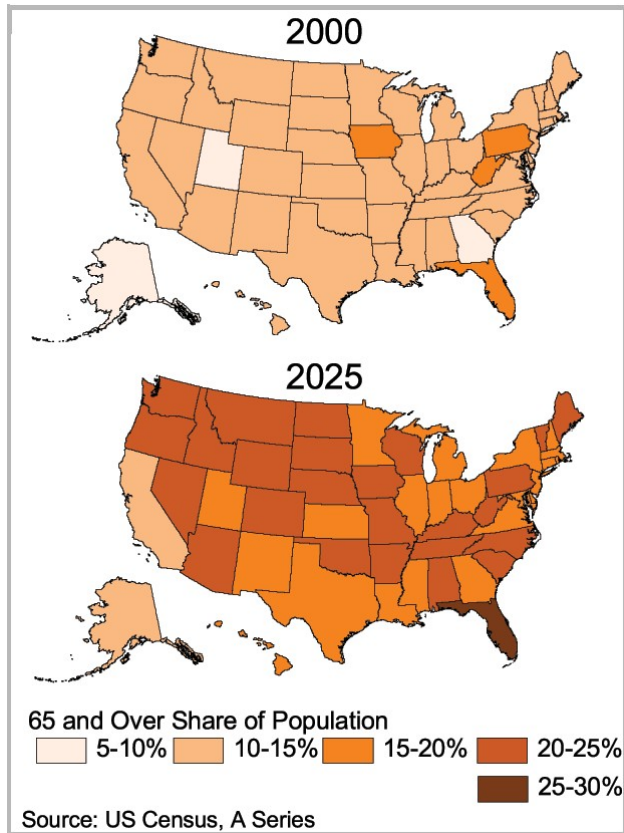
Offers Mobility for Seniors

By the year 2025, 20 percent of the U.S. population will be 65 and over and many will be unable to drive. In fact, one-fifth of persons 65 and older do not drive.¹⁴

A 2004 AARP/Surface Transportation Policy Project report found that 50 percent of non-drivers age 65 and older stay home on any given day partially because they lack transportation options. They make 15 percent fewer trips to doctors and 65% fewer trips for social, family, and religious activities.¹⁴

Meeting the transportation needs of seniors is a major community objective as well as a national goal. Public transportation services, including regular route service and mini-buses, represent a lifeline for seniors.

FIGURE 3: Senior Citizen Share of Population Will Grow Steadily Through 2025



Source: Linda Bailey, *Surface Transportation Policy Project, "Aging Americans: Stranded Without Options"*

The 2005 White House Conference on Aging ranked transportation options for older Americans among the top three priorities facing seniors.¹⁵

Enhances Mobility During Emergencies

Time and again, the availability of public transportation in emergencies, both natural and man-made, has proven critical in maintaining basic access, mobility, and safety for individuals in harm's way.

Public transportation has maintained service, helped evacuate threatened areas, and transported emergency personnel during fires, floods, hurricanes, windstorms, and winter storms.¹⁶

Most notably, on September 11, 2001, public transportation systems in the New York City area moved people safely away from the World Trade Center disaster. After the attack on the Pentagon, transit systems in the Washington, D.C. area evacuated hundreds of thousands of people in an early rush hour. Nationwide, transit systems evacuated tens of thousands of travelers from closed airports in major cities. Emergency plans went into effect at many systems to secure the safety of passengers. Not a single life was lost among the millions of people traveling on public transportation that day.

Ensures That Safety and Security Are Paramount

Public transportation continues to be one of the safest modes of travel in the U.S. Safe travel is a high priority of public transportation systems; federal, state, and local governments; and APTA.

According to the National Safety Council's 2007 "Injury Facts," riding a transit bus is 25 times safer than car travel. It is also estimated that commuter rail riders are 25 times safer than those traveling by car.¹⁷

Why Is Public Transportation Safe?

- Public transportation vehicle operators are highly trained to drive defensively and anticipate potential safety problems.
- Public transit vehicles are generally much larger and more substantially built than personal automobiles or vans.
- Most people on rail cars and busways travel on separate rights-of-way. Light rail, commuter rail and cable cars encounter grade crossings, many of which are protected by crossing gates.
- Providing more security than roadways, many transit systems feature new visual, voice, and data communications systems linking vehicles, stations, and riders with state-of-the-art operations centers.

The public transportation industry and APTA continue to promote partnerships in safety and security. APTA's Safety and Security Management Programs are recognized internationally and provide leadership in program development, benchmarking of effective practices, and delivery of safety and security program audits of transit systems. In 2007, 53 public transportation systems participated in the rail, commuter rail, or bus safety management programs offered by APTA in North America and Asia. These comprehensive programs are designed to examine every area of transit planning, construction, acquisition, operations and maintenance to ensure the safety of our public transportation passengers and employees.

Americans Say They Want More Public Transportation

Around the country, people are saying they want more public transit. According to the U.S. Census Bureau, only 54 percent of households say they have access to public transportation.¹⁸ In 2007, voters nationwide approved state and local ballot initiatives to support public transit 62 percent of the time, even when it meant local taxes would be raised or continued.¹⁹

A 2005 Harris Poll showed that 44 percent of Americans would like to see an increasing portion of travel go by rail in the future. Local travel by car was chosen by only 11 percent of Americans.²⁰

The Public Sector's Investment in Public Transportation

In 2005, Congress passed, and the president signed into law, the Safe, Accountable, Flexible, Efficient Transportation Equity Act, a Legacy for Users, with \$52.6 billion in guaranteed funding for public transportation through FY 2009. SAFETEA-LU, including extension acts, has provided a record level of federal transit investment over the 6-year authorization period.

Investments in public transportation generate significant economic benefits. Every \$1 taxpayers invest in public transportation generates \$6 in economic returns.⁷

Funds to Build and Operate Public Transportation

Public transportation funds come from two main sources, capital and operating.

Capital funds are used to finance such infrastructure needs as new construction and rehabilitation of existing facilities.

Up to 80 percent of the total capital cost may be federally-funded. The balance is typically paid for by a combination of state and local funds; many state and local governments provide more than the required minimum 20 percent of matching funds. In some cases, capital projects are financed solely by state and local funds. In 2006, public transportation agencies raised 27.6 percent of capital funds from tolls, fees, taxes, and non-governmental sources. States contributed 13.3 percent; local governments contributed 15.5 percent; and the federal government contributed 43.6 percent. (See Table 40)

Operating funds provide income for operational expenses. In 2005, public transportation received \$33.7 billion in operating funds from all sources. (See Table 48)

Summary

Now more than ever, it is clear that public transportation is a critical piece of our nation's transportation system. Congestion is worsening, gasoline prices are rising, our environment is suffering, and people in record numbers are choosing to use public transit instead of driving.

Public transportation is on the move in the 21st Century. It will keep Americans moving in the right direction by offering them choice, freedom, mobility, and opportunity.

Footnotes

1. "Public Transportation Ridership Report, Fourth Quarter 2007." Washington: American Public Transportation Association, March 2008. "Traffic Volume Trends - December 2007." Washington: Federal Highway Administration, February 2008. Highway VMT from 1995 to 2007 grew by 24 percent. "Statistical Abstract of the United States: 2008." Washington: U.S. Census Bureau, 2008. U.S. Population from 1995 to 2006 grew by 14 percent.

2. *A Profile of Public Transportation Passenger Demographics and Travel Characteristics Reported in On-Board Surveys*. Washington: American Public Transportation Association, 2007.

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National Summary

General Definitions

Note: for subject-specific definitions relating to expenses, funding, passengers, buses, rail, and other subjects, see the definitions in those sections.

Public transportation (public transit, transit, mass transit, mass transportation) is transportation by a conveyance that provides regular and continuing general or special transportation to the public, but not including school buses, charter or sightseeing service.

A **transit agency (transit system)** is an entity (public or private) responsible for administering and managing transit activities and services. Transit agencies can directly operate transit service or contract out for all or part of the total transit service provided. When responsibility is with a public entity, it is a **public transit agency**.

A **mode** is the system for carrying transit passengers described by specific right-of-way, technology and operational features. Transit data are generally collected by mode.

Intermodal (multimodal) are those issues or activities which involve or affect more than one mode of transportation, including transportation connections, choices, cooperation and coordination of various modes.

Fixed-route service provided on a repetitive, fixed-schedule basis along a specific route with vehicles stopping to pick up and deliver passengers to specific locations; each fixed-route trip serves the same origins and destinations, unlike paratransit. Includes route deviation service, where revenue vehicles deviate from fixed routes on a discretionary basis. Paratransit is the only non-fixed-route mode.

Reverse commuting is movement in a direction opposite the main flow of traffic, such as from the central city to a suburb during the morning peak period.

Ridesharing is a form of transportation, other than a transit agency, in which more than one person shares the use of the

vehicle, such as a van or car, to make a trip. Also known as "carpooling" or "vanpooling."

An **urban place** is a U.S. Bureau of the Census-designated area (less than 50,000 population) consisting of closely settled territory not populous enough to form an urbanized area.

An **urbanized area (UZA)** is an area defined by the U.S. Census Bureau that includes one or more incorporated cities, villages and towns (central place) and the adjacent densely settled surrounding territory (urban fringe) that together have a minimum of 50,000 persons. The urban fringe generally consists of contiguous territory having a density of at least 1,000 persons per square mile. UZAs do not conform to congressional districts or any other political boundaries. Most U.S. government transit funding is based on urbanized areas.

TABLE 1: Number of Public Transportation Service Providers by Mode

MODE	NUMBER
Aerial Tramway	3
Automated Guideway Transit	8
Bus	1,500
Cable Car	1
Commuter Rail	22
Ferryboat (b)	47
Heavy Rail	15
Inclined Plane	4
Light Rail	33
Monorail	2
Paratransit	5,960
Trolleybus	4
Vanpool	69
TOTAL (a)	6,435

(a) Total is not sum of all modes since many providers operate more than one mode.

(b) Excludes international, rural, rural interstate, island, and urban park ferries.

TABLE 2: National Totals, Fiscal Year 2006

Agencies, Number of	6,435
Fares Collected, Passenger (Millions)	\$11,194.9
Fare Collected per Unlinked Trip, Average	\$1.12
Expense, Operating Total (Millions)	\$32,037.2
Operating Expense by Object Class:	
Salaries and Wages (Millions)	\$12,764.1
Fringe Benefits (Millions)	\$8,423.5
Services (Millions)	\$1,900.4
Materials and Supplies (Millions)	\$3,604.6
Utilities (Millions)	\$1,037.6
Casualty and Liability (Millions)	\$783.9
Purchased Transportation (Millions)	\$4,303.6
Other (Millions)	-\$708.5
Operating Expense by Function Class:	
Vehicle Operations (Millions)	\$14,742.8
Vehicle Maintenance (Millions)	\$5,681.5
Non-vehicle Maintenance (Millions)	\$3,008.0
General Administration (Millions)	\$4,301.3
Purchased Transportation (Millions)	\$4,303.6
Expense, Capital Total (Millions)	\$13,340.4
Rolling Stock (Millions)	\$3,389.8
Facilities, Guideway, Stations, Administrative Buildings	\$8,357.5
Other (Millions)	\$1,593.1
Trips, Unlinked Passenger, Annual (Millions)	10,017
Miles, Passenger (Millions)	52,154
Trip Length, Average (miles)	5.2
Miles, Vehicle Total (Millions)	4,648.2
Miles, Vehicle Revenue (Millions)	4,151.0
Hours, Vehicle Total (Millions)	312.0
Hours, Vehicle Revenue (Millions)	281.8
Speed, Vehicle in Revenue Service, Average (m.p.h.)	14.7
Revenue Vehicles Available for Maximum Service	155,195
Revenue Vehicles Operated Maximum Service	124,822
Employees, Operating Total	357,484
Operating Employees by Function:	
Vehicle Operations	225,992
Vehicle Maintenance	63,806
Non-vehicle Maintenance	30,567
General Administration	37,118
Employees, Capital	12,010
Diesel Fuel Consumed (Gallons, Millions)	735.1
Other Fuel Consumed (Gallons, Million)	221.4
Electricity Consumed (kwh, Millions)	5,952

Definitions can be found at the beginning of each respective section.

Largest Transit Agencies

Each variable chosen to rank agencies by size will yield a different list. Vehicles vary widely in size; transfers result in double-counting some passengers; expenses are largely determined by wage rate and benefit levels; employee counts may include numerous part-time employees and do not include contract personnel. For these reasons, listed are the top 25 transit systems based on two categories: Unlinked Passenger Trips and Passenger Miles (definitions can be found on page 17).

Additional lists of transit agencies and urbanized areas in size order can be found in the **Public Transportation Fact Book, Part 3: Transit Agency and Urbanized Area Operating Statistics** at www.apta.com. Data are reported in size order for Unlinked Passenger Trips, Passenger Mile, Vehicle Hours, Vehicle Miles, Vehicles Operated in Maximum Service, and Vehicles Available for Maximum Service. Each mode of service as well as all modes combined totals for transit agencies and urbanized areas are shown separately.

TABLE 3: 25 Largest Transit Agencies Ranked by Unlinked Passenger Trips, Fiscal Year 2006 (Thousands)

	TRANSIT AGENCY	URBANIZED AREA (Primary City)	PASSENGER TRIPS
1	MTA New York City Transit (NYCT)	New York, NY	2,803,463.9
2	Chicago Transit Authority (CTA)	Chicago, IL	494,729.1
3	Los Angeles County Metropolitan Trp Authority (LACMTA)	Los Angeles, CA	482,815.9
4	Washington Metropolitan Area Transit Authority (WMATA)	Washington, DC	408,988.3
5	Massachusetts Bay Transportation Authority (MBTA)	Boston, MA	380,260.7
6	Southeastern Pennsylvania Trp Authority (SEPTA)	Philadelphia, PA	323,050.5
7	New Jersey Transit Corporation (NJ TRANSIT)	New York, NY	255,294.3
8	San Francisco Municipal Railway (MUNI)	San Francisco, CA	210,848.3
9	Metropolitan Atlanta Rapid Transit Authority (MARTA)	Atlanta, GA	138,403.3
10	Miami-Dade Transit (MDT)	Miami, FL	107,094.1
11	Maryland Transit Administration (MTA)	Baltimore, MD	107,024.1
12	King County DOT (King County Metro)	Seattle, WA	106,273.6
13	San Francisco Bay Area Rapid Transit District (BART)	San Francisco, CA	103,654.1
14	Metropolitan Transit Auth of Harris County, Texas (Metro)	Houston, TX	102,477.6
15	Tri-County Metropolitan Trp District of Oregon (TriMet)	Portland, OR	101,575.2
16	MTA Long Island Rail Road (MTA LIRR)	New York, NY	99,520.0
17	MTA Bus Company (MTABUS)	New York, NY	99,169.4
18	Denver Regional Transportation District (RTD)	Denver, CO	86,571.4
19	Port Authority Trans-Hudson Corporation (PATH)	New York, NY	78,283.0
20	Metro-North Commuter Railroad Company (MTA-MNCR)	New York, NY	77,070.7
21	Dallas Area Rapid Transit (DART)	Dallas, TX	77,010.1
22	Metro Transit	Minneapolis, MN	73,356.6
23	Northeast IL Regional Commuter Railroad Corp (Metra)	Chicago, IL	72,064.3
24	City and County of Honolulu Dept of Trp Services (DTS)	Honolulu, HI	71,168.3
25	Greater Cleveland Regional Transit Authority (GCRTA)	Cleveland, OH	69,199.2

Source: Federal Transit Administration National Transit Database (NTD). A listing of all transit systems in the NTD in order of unlinked passenger trips can be found in the Public Transportation Fact Book, Part 3: Transit Agency and Urbanized Area Operating Statistics at www.apta.com.

TABLE 4: 25 Largest Transit Agencies Ranked by Passenger Miles, Fiscal Year 2006 (Thousands)

	TRANSIT AGENCY	URBANIZED AREA (Primary City)	PASSENGER MILES
1	MTA New York City Transit (NYCT)	New York, NY	10,234,418.5
2	New Jersey Transit Corporation (NJ TRANSIT)	New York, NY	3,201,667.1
3	MTA Long Island Rail Road (MTA LIRR)	New York, NY	2,207,016.6
4	Washington Metropolitan Area Transit Authority (WMATA)	Washington, DC	2,014,974.3
5	Los Angeles County Metropolitan Trp Authority (LACMTA)	Los Angeles, CA	1,979,256.3
6	Chicago Transit Authority (CTA)	Chicago, IL	1,897,672.7
7	Metro-North Commuter Railroad Company (MTA-MNCR)	New York, NY	1,785,643.1
8	Massachusetts Bay Transportation Authority (MBTA)	Boston, MA	1,767,605.8
9	Northeast IL Regional Commuter Railroad Corp (Metra)	Chicago, IL	1,636,188.8
10	Southeastern Pennsylvania Trp Authority (SEPTA)	Philadelphia, PA	1,434,210.2
11	San Francisco Bay Area Rapid Transit District (BART)	San Francisco, CA	1,307,104.7
12	Metropolitan Atlanta Rapid Transit Authority (MARTA)	Atlanta, GA	749,676.6
13	Maryland Transit Administration (MTA)	Baltimore, MD	689,097.6
14	Metropolitan Transit Auth of Harris County, Texas (Metro)	Houston, TX	605,236.7
15	MTA Bus Company (MTABUS)	New York, NY	587,082.8
16	King County DOT (King County Metro)	Seattle, WA	538,831.7
17	Miami-Dade Transit (MDT)	Miami, FL	487,682.6
18	Denver Regional Transportation District (RTD)	Denver, CO	472,644.2
19	Tri-County Metropolitan Trp District of Oregon (TriMet)	Portland, OR	436,730.2
20	Dallas Area Rapid Transit (DART)	Dallas, TX	421,096.5
21	San Francisco Municipal Railway (MUNI)	San Francisco, CA	419,290.8
22	Southern California Regional Rail Authority (Metrolink)	Los Angeles, CA	400,170.6
23	Port Authority Trans-Hudson Corporation (PATH)	New York, NY	338,486.5
24	City and County of Honolulu Dept of Trp Services (DTS)	Honolulu, HI	328,124.8
25	Metro Transit	Minneapolis, MN	314,330.2

Source: Federal Transit Administration National Transit Database (NTD). A listing of all transit systems in the NTD in order of unlinked passenger trips can be found in the Public Transportation Fact Book, Part 3: Transit Agency and Urbanized Area Operating Statistics at www.apta.com.

NATIONAL SERVICE AND OPERATING DATA

Passengers

Highlights.....

- 10.0 billion unlinked trips were taken in 2006. 58.8% were by bus, 29.2% by heavy rail, and 12.0% for all other modes combined.
- Transit passengers rode 52.2 billion passenger miles in 2006, the most since this statistic was first calculated in 1977.
- Average trip length was longest for vanpools at 33.7 miles. Commuter rail averaged 23.5 miles, paratransit 8.5 miles, ferryboat 6.4 miles, heavy rail 5.0 miles, light rail 4.6 miles, and bus 3.9 miles.
- 72% of trips are taken by those that are employed, 11% are students, and 7% are retired.¹
- 7% of trips are by those 65 and older, 13% by those 19 and under, 33% by African Americans and 14% by Hispanics.¹
- 59% of trips are work-related, 11% school-related, 9% shopping- and dining-related, 3% medically-related, 7% socially-related.¹
- 20% are by those with household incomes below \$15,000, 46% by those with household incomes of \$15,000-\$50,000, and 34% by those with incomes over \$50,000.¹

The U.S. Federal Transit Administration requires that annual unlinked passenger trips and passenger miles data be collected or estimated by the predominantly large and medium-sized transit agencies participating in its National Transit Database. APTA supplements this with monthly data, which includes some smaller transit agencies not required to participate in the NTD.

Unlinked Passenger Trips is the number of passengers who board public transportation vehicles. Passengers are counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination.

Passenger Miles is the cumulative sum of the distances ridden by each passenger.

Average Trip Length is the average distance ridden for an unlinked passenger trip by time period (weekday, Saturday, Sunday) computed as passenger miles divided by unlinked passenger trips.

Number of People Using Public Transportation

All ridership data reported in this book relate to the number of trips taken--not to the number of people taking transit trips. The heavy use of passes, transfers, joint tickets, and cash by people transferring from one vehicle to another, one mode to another, and from one public transportation agency to another makes it impossible to count people. Only boardings (unlinked passenger trips) can be counted with accuracy.

1. *A Profile of Public Transportation Passenger Demographics and Travel Characteristics Reported in On-Board Surveys*. Washington: American Public Transportation Association, 2007.

FIGURE 4: Percent of Unlinked Passenger Trips by Mode

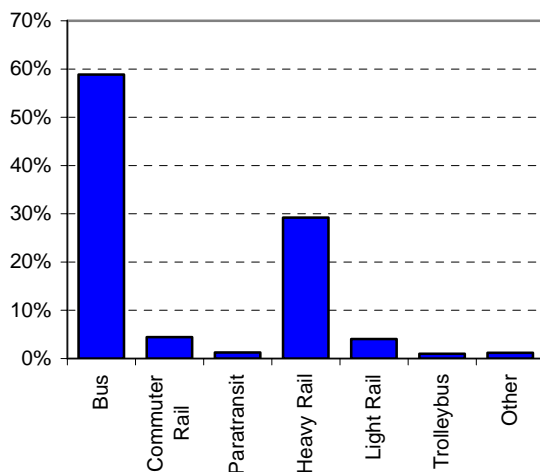


FIGURE 5: Percent of Passenger Miles by Mode

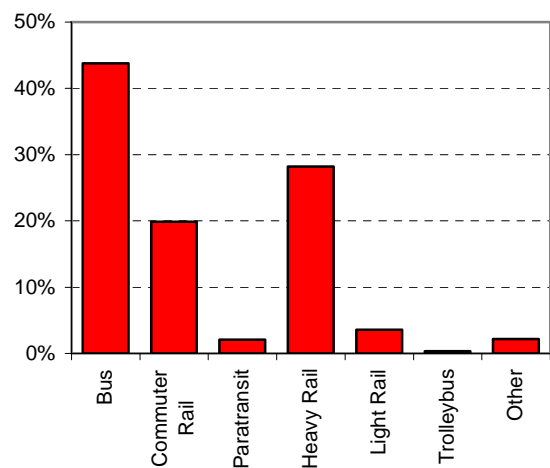


TABLE 5: Unlinked Passenger Trips by Mode, Millions

FISCAL YEAR	BUS	COMMUTER RAIL	PARA-TRANSIT	HEAVY RAIL	LIGHT RAIL	TROLLEY BUS	OTHER	TOTAL
1995	4,848	344	88	2,033	251	119	80	7,763
1996	4,887	352	93	2,157	261	117	81	7,948
1997	5,013	357	99	2,430	262	121	92	8,374
1998	5,399	381	95	2,393	276	117	89	8,750
1999	5,648	396	100	2,521	292	120	91	9,168
2000	5,678	413	105	2,632	320	122	93	9,363
2001	5,849	419	105	2,728	336	119	97	9,653
2002	5,868	414	103	2,688	337	116	97	9,623
2003	5,692	410	111	2,667	338	109	109	9,434
2004	5,731	414	114	2,748	350	106	112	9,575
2005	5,855	423	125	2,808	381	107	117	9,815
2006 P	5,894	441	126	2,927	407	100	121	10,017
2006 %	58.8%	4.4%	1.3%	29.2%	4.1%	1.0%	1.2%	100.0%

P = Preliminary

TABLE 6: Passenger Miles by Mode, Millions

FISCAL YEAR	BUS	COMMUTER RAIL	PARA-TRANSIT	HEAVY RAIL	LIGHT RAIL	TROLLEY BUS	OTHER	TOTAL
1995	18,818	8,244	607	10,559	860	187	533	39,808
1996	19,096	8,351	656	11,530	957	184	604	41,378
1997	19,604	8,038	754	12,056	1,035	189	663	42,339
1998	20,360	8,704	735	12,284	1,128	182	735	44,128
1999	21,205	8,766	813	12,902	1,206	186	779	45,857
2000	21,241	9,402	839	13,844	1,356	192	792	47,666
2001	22,022	9,548	855	14,178	1,437	187	843	49,070
2002	21,841	9,504	853	13,663	1,432	188	843	48,324
2003	21,262	9,559	930	13,606	1,476	176	893	47,903
2004	21,377	9,719	962	14,354	1,576	173	911	49,073
2005	21,825	9,473	1,058	14,418	1,700	173	1,033	49,678
2006 P	22,821	10,361	1,078	14,721	1,866	164	1,143	52,154
2006 %	43.8%	19.9%	2.1%	28.2%	3.6%	0.3%	2.2%	100.0%

P = Preliminary

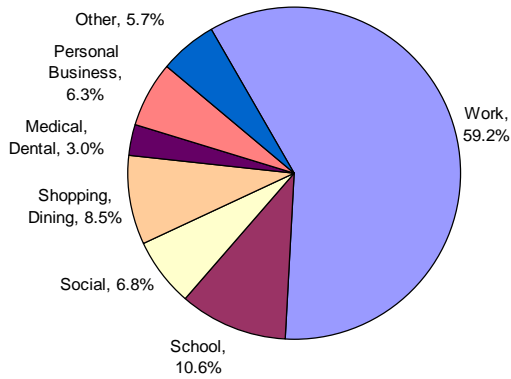
TABLE 7: Average Weekday Unlinked Passenger Trips by Mode, 2006

MODE	AVERAGE WEEKDAY UNLINKED TRIPS	PERCENT OF TOTAL
Bus	20,203,000	58.8%
Commuter Rail	1,512,000	4.4%
Paratransit	434,000	1.3%
Heavy Rail	10,032,000	29.2%
Light Rail	1,393,000	4.1%
Trolley Bus	343,000	1.0%
Ferry Boat	216,000	0.6%
Vanpool	72,000	0.2%
Other	127,000	0.4%
TOTAL	34,333,000	100.0%

TABLE 8: Average Unlinked Trip Length by Mode, 2006

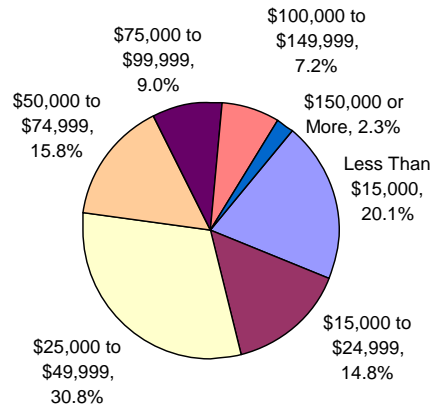
MODE	AVERAGE TRIP LENGTH (MILES)
Bus	3.9
Commuter Rail	23.5
Paratransit	8.5
Heavy Rail	5.0
Light Rail	4.6
Trolley Bus	1.6
Ferry Boat	6.4
Vanpool	33.7
Other	0.8
TOTAL	5.2

FIGURE 6: Trip Purpose of Transit Passengers



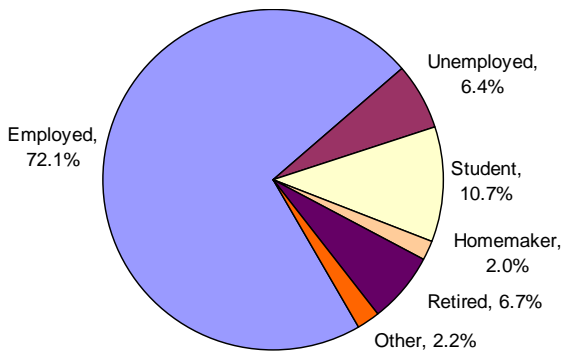
Source: APTA, *Profile of Public Transportation Passengers*, 2007.

FIGURE 9: Household Income of Transit Passengers



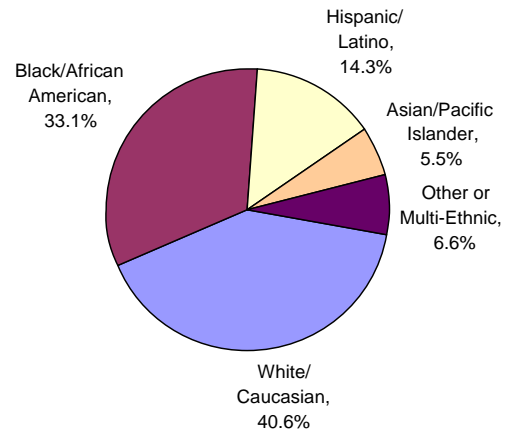
Source: APTA, *Profile of Public Transportation Passengers*, 2007.

FIGURE 7: Primary Occupation of Transit Passengers



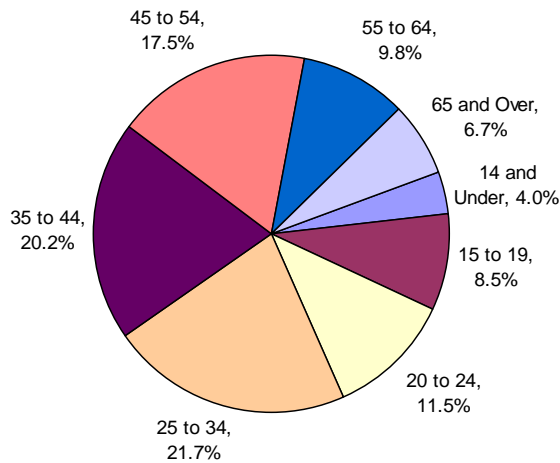
Source: APTA, *Profile of Public Transportation Passengers*, 2007.

FIGURE 10: Ethnicity of Transit Passengers



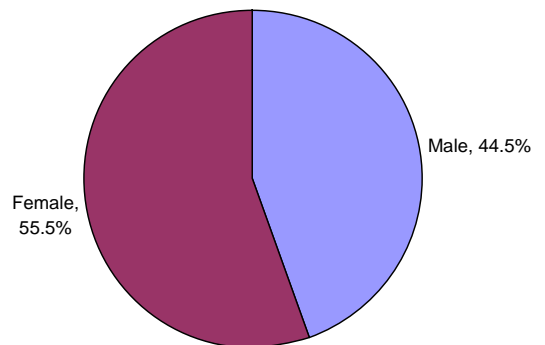
Source: APTA, *Profile of Public Transportation Passengers*, 2007.

FIGURE 8: Age of Transit Passengers



Source: APTA, *Profile of Public Transportation Passengers*, 2007.

Figure 11: Gender of Transit Passengers



Source: APTA, *Profile of Public Transportation Passengers*, 2007.

TABLE 9: Annual Unlinked Passenger Trips and Passenger Miles for Urbanized Areas Over 1,000,000 Population, Fiscal Year 2006 (Thousands) (a)

RANK	URBANIZED AREA	POPULATION	UNLINKED TRIPS	PASSENGER MILES
1	New York-Newark, NY-NJ-CT	17,799,861	3,556,942.0	19,831,591.4
2	Los Angeles-Long Beach-Santa Ana, CA	11,789,487	700,389.0	3,160,801.9
3	Chicago, IL-IN	8,307,904	610,749.5	3,943,229.1
4	Philadelphia, PA-NJ-DE-MD	5,149,079	341,964.0	1,591,029.4
5	Miami, FL	4,919,036	162,669.5	845,047.3
6	Dallas-Fort Worth-Arlington, TX	4,145,659	85,986.6	501,712.6
7	Boston, MA-NH-RI	4,032,484	386,674.1	1,796,183.8
8	Washington, DC-VA-MD	3,933,920	460,987.8	2,371,620.3
9	Detroit, MI	3,903,377	51,314.9	298,743.7
10	Houston, TX	3,822,509	102,477.6	605,236.7
11	Atlanta, GA	3,499,840	148,543.4	889,431.5
12	San Francisco-Oakland, CA	2,995,769	420,202.7	2,377,131.9
13	Phoenix-Mesa, AZ	2,907,049	64,330.7	282,589.6
14	Seattle, WA	2,712,205	168,638.7	1,106,869.6
15	San Diego, CA	2,674,436	96,096.0	568,308.1
16	Minneapolis-St. Paul, MN	2,388,593	85,163.3	402,625.9
17	San Juan, PR	2,216,616	71,121.7	305,698.2
18	St. Louis, MO-IL	2,077,662	52,324.1	280,442.4
19	Baltimore, MD	2,076,354	108,521.4	694,384.6
20	Tampa-St. Petersburg, FL	2,062,339	24,895.6	127,311.7
21	Denver-Aurora, CO	1,984,887	86,571.4	472,644.2
22	Cleveland, OH	1,786,647	70,205.4	297,381.9
23	Pittsburgh, PA	1,753,136	71,676.3	319,330.9
24	Portland, OR-WA	1,583,138	107,528.8	469,834.9
25	San Jose, CA	1,538,312	40,935.0	172,658.5
26	Riverside-San Bernardino, CA	1,506,816	22,697.4	122,774.3
27	Cincinnati, OH-KY-IN	1,503,262	29,285.4	152,417.5
28	Virginia Beach, VA	1,394,439	23,992.4	109,110.8
29	Sacramento, CA	1,393,498	34,679.4	164,534.2
30	Kansas City, MO-KS	1,361,744	15,202.7	64,435.0
31	San Antonio, TX	1,327,554	42,668.5	175,940.8
32	Las Vegas, NV	1,314,357	67,697.2	229,380.0
33	Milwaukee, WI	1,308,913	50,685.2	156,097.3
34	Indianapolis, IN	1,218,919	10,034.0	51,135.4
35	Providence, RI-MA	1,174,548	21,273.7	108,280.8
36	Orlando, FL	1,157,431	25,326.3	162,837.7
37	Columbus, OH	1,133,193	15,010.2	61,186.5
38	New Orleans, LA	1,009,283	10,657.4	39,410.4

Source: Federal Transit Administration National Transit Database.

(a) Data for some areas may be understated since not all transit agencies report to the federal government. Data for some areas may be overstated since some transit agencies serve other urbanized areas and only agency-total data are reported.

(b) By urbanized area population in 2000 Census. A listing of data for all urbanized areas with transit systems reported in the NTD can be found in the Public Transportation Fact Book, Part 3: Transit Agency and Urbanized Area Operating Statistics at www.aptacom.com.

Service Operated

Highlights.....

- In 2006, transit vehicles traveled 4.7 billion miles and for 312 million hours.
- Buses operated 53.3% of vehicle miles, commuter rail 6.7%, paratransit 21.6%, heavy rail 13.9%, and light rail 1.6%.

Buses operated 60.7% of vehicle hours, commuter rail 3.2%, paratransit 21.9%, heavy rail 11.2%, and light rail 1.6%.

Average Speed is vehicle revenue miles divided by vehicle revenue hours.

Vehicle Hours are the hours a vehicle travels from the time it pulls out from its garage to go into revenue service to the time it pulls in from revenue service. It is often called platform time. For conventional scheduled services, it includes revenue time and deadhead time.

Vehicle Miles are the miles a vehicle travels from the time it

pulls out from its garage to go into revenue service to the time it pulls in from revenue service. It is often called platform miles. For conventional scheduled services, it includes revenue miles and deadhead miles.

Vehicle Revenue Hours are the hours traveled when the vehicle is in revenue service (i.e., the time when a vehicle is available to the general public and there is an expectation of carrying passengers). Vehicles operated in fare-free service are considered in revenue service. Revenue service excludes school bus service and charter service. For conventionally scheduled services, vehicle revenue hours are comprised of 2 elements: running time and layover/recovery time.

Vehicle Revenue Miles are the miles traveled when the vehicle is in revenue service (i.e., the time when a vehicle is available to the general public and there is an expectation of carrying passengers). Vehicles operated in fare-free service are considered in revenue service. Revenue service excludes school bus service and charter service. For conventionally scheduled services, vehicle revenue miles are comprised of running miles only.

TABLE 10: Vehicle Miles Operated by Mode, Millions

FISCAL YEAR	BUS	COMMUTE R RAIL	PARA-TRANSIT	HEAVY RAIL	LIGHT RAIL	TROL-LEYBUS	OTHER	TOTAL
1995	2,183.7	237.7	506.5	537.2	34.6	13.8	36.7	3,550.2
1996	2,220.5	241.9	548.3	543.1	37.6	13.7	45.2	3,650.3
1997	2,244.6	250.7	585.3	557.7	41.2	14.0	52.3	3,745.8
1998	2,174.6	259.5	670.9	565.7	43.8	13.6	65.5	3,793.6
1999	2,275.9	265.9	718.4	577.7	48.7	14.2	71.4	3,972.2
2000	2,314.8	270.9	758.9	595.2	52.8	14.5	73.7	4,080.8
2001	2,376.5	277.3	789.3	608.1	54.3	12.8	77.9	4,196.2
2002	2,411.1	283.7	802.6	620.9	61.0	13.9	83.5	4,276.7
2003	2,420.8	286.0	864.0	629.9	64.3	13.8	84.6	4,363.4
2004	2,471.0	294.7	889.5	642.4	67.4	13.4	92.4	4,470.8
2005	2,484.8	303.4	978.3	646.2	69.2	12.9	106.6	4,601.4
2006	2,494.9	314.8	1,013.0	652.1	74.3	12.2	123.1	4,684.2
2006 %	53.3%	6.7%	21.6%	13.9%	1.6%	0.3%	2.6%	100.0%

P = Preliminary

TABLE 11: Vehicle Hours Operated by Mode, Millions

FISCAL YEAR	BUS	COMMUTER RAIL	PARA-TRANSIT	HEAVY RAIL	LIGHT RAIL	TROLLEY-BUS	OTHER	TOTAL
1995	162.9	7.2	34.9	27.6	2.5	1.8	1.6	238.5
1996	165.5	7.3	37.0	28.0	2.7	1.8	1.9	244.2
1997	167.0	7.5	39.5	28.8	2.8	1.8	2.1	249.5
1998	164.0	7.9	44.1	29.3	2.9	1.8	2.3	252.3
1999	170.1	8.5	48.2	29.9	3.2	1.9	2.5	264.3
2000	174.3	9.4	50.9	30.9	3.5	2.0	3.0	274.0
2001	179.4	8.8	53.8	31.6	3.6	1.8	2.7	281.7
2002	182.7	8.8	54.4	32.0	4.1	1.9	2.9	286.8
2003	184.2	9.0	58.8	31.8	4.2	1.8	3.4	293.1
2004	189.7	9.3	61.5	32.8	4.4	1.8	3.3	302.8
2005	186.2	9.5	65.8	33.3	4.7	1.7	3.6	304.9
2006	189.3	10.0	68.3	33.7	5.1	1.6	3.9	312.0
2006 % of Total	60.7%	3.2%	21.9%	10.8%	1.6%	0.5%	1.3%	100.0%

P = Preliminary

TABLE 12: Average Vehicle Speed in Revenue Service by Mode, 2006

MODE	AVERAGE SPEED (MILES PER HOUR)
Bus	12.6
Commuter Rail	31.4
Paratransit	14.6
Heavy Rail	20.0
Light Rail	14.7
Trolleybus	7.4
Other	31.6
TOTAL	14.7

TABLE 13: Vehicle Revenue Miles and Vehicle Revenue Hours by Mode, 2006

MODE	VEHICLE REVENUE MILES (000)	VEHICLE REVENUE HOURS (000)
Bus	2,154.8	171.0
Commuter Rail	287.1	9.2
Paratransit	869.1	59.6
Heavy Rail	633.8	31.6
Light Rail	73.0	5.0
Trolleybus	11.8	1.6
Other	121.4	3.8
TOTAL	4,151.0	281.8

Figure 12: Vehicle Revenue Miles by Modes 2006

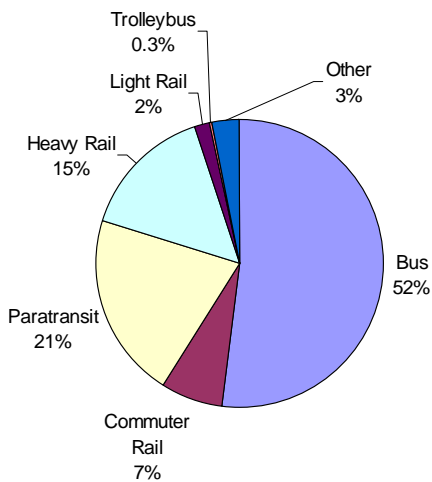
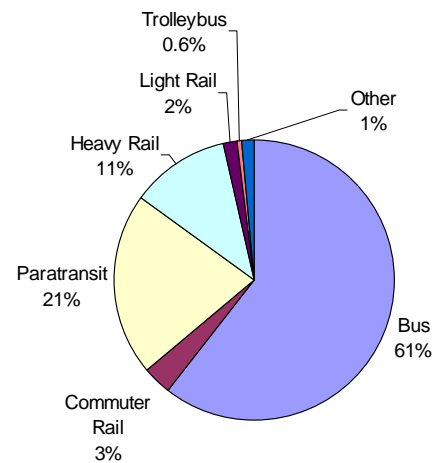


Figure 13: Vehicle Revenue Hours by Mode 2006



Vehicles

Highlights.....

- There were over 155,000 active vehicles providing public transportation service in 2006.
- Buses comprised 53.5%, commuter rail 4.1%, heavy rail 7.1%, light rail 1.2%, and paratransit 28.0%.
- In 2007, average age of buses was 7.8 years, commuter rail cars 18.9 years, heavy rail 22.4 years, light rail 17.8 years, and paratransit 3.9 years.
- 22.4% of buses used alternative power, 99.5% of commuter rail cars, 100% of heavy rail and trolleybuses, 98.4% of light rail, and 5.3% of paratransit.

For definitions of vehicles used in a mode, see the "Bus and Trolleybus," "Paratransit," "Ferryboat," "Rail," and "Vanpool" sections.

Accessible Vehicle is a revenue vehicle that does not restrict access, is usable, and provides allocated space and/or priority seating for individuals who use wheelchairs. Access may be by lift or ramp and in the case of rail cars through station infrastructure.

Revenue Vehicle is a vehicle in the fleet that is available to operate in revenue service, including spares and vehicles temporarily out of service for routine maintenance and minor repairs.

High Occupancy Vehicle (HOV) is a vehicle that can carry two or more persons. Examples of high occupancy vehicles are a bus, vanpool and carpool. These vehicles sometimes have exclusive traffic lanes called "HOV lanes," "busways," "transitways" or "commuter lanes."

Rehabilitation is the rebuilding of revenue vehicles to original specifications of the manufacturer. Rebuilding may include some new components but has less emphasis on structural restoration than would be the case in a remanufacturing operation, focusing on mechanical systems and vehicle interiors.

Alternate Power Vehicle is a vehicle powered by any fuel except straight diesel or gasoline.

Amenities are equipment or other characteristics of the vehicle and include:

Restroom: restroom for passenger use.

Automated Stop Announcement: an automated system that announces upcoming stops.

Passenger/Operator Intercom: an intercom system that allows passengers and the vehicle's or train's operator to communicate with each other.

Two-Way Radio: a two-way radio system that allows the vehicle operator and the operating base or control center to communicate with each other.

Public Address System: a one-way audio announcement system that allows the vehicle operator to communicate with passengers.

Automatic Passenger Counter: equipment NOT part of a farebox that counts passenger boardings and/or deboardings.

Automatic Vehicle Location: equipment that allows the vehicle to be electronically located, usually by local sensors or a satellite.

Exterior Bicycle Rack: bicycle racks on the exterior of the vehicle, including racks on the exposed decks of ferryboats.

Security Camera: cameras installed inside the vehicle for security purposes.

Traffic Light Preemption Equipment: equipment that, either automatically by sensors or as a result of operator action, adjusts traffic lights to provide priority or a green light for transit vehicles.

TABLE 14: Average Vehicle Age by Mode, 2007

MODE	AVERAGE AGE (YEARS)
Bus	7.8
Commuter Rail	18.9
Commuter Rail Locomotive	19.7
Ferryboat	23.9
Heavy Rail	22.4
Jitney	8.2
Light Rail	17.8
Other Rail	35.1
Paratransit	3.9
Trolleybus	9.5
Vanpool	3.8

Source: Based on sample from annual APTA *Transit Vehicle Database*.

TABLE 15: Revenue Vehicles by Mode

FISCAL YEAR	BUS	COMMUTER RAIL (a)	PARA-TRANSIT	HEAVY RAIL	LIGHT RAIL	TROLLEY-BUS	OTHER	TOTAL
1995	67,107	5,164	29,352	10,166	1,048	695	2,809	116,341
1996	71,678	5,240	30,804	10,243	1,114	675	2,996	122,750
1997	72,770	5,426	32,509	10,228	1,078	655	3,807	126,473
1998	72,142	5,536	29,646	10,296	1,076	646	4,706	124,048
1999	74,228	5,550	31,884	10,362	1,180	657	5,076	128,937
2000	75,013	5,498	33,080	10,311	1,327	652	5,360	131,241
2001	76,075	5,572	34,661	10,718	1,371	600	5,792	134,789
2002	76,190	5,724	34,699	10,849	1,448	616	5,581	135,107
2003	77,328	5,959	35,954	10,754	1,482	672	6,141	138,290
2004	81,033	6,228	37,078	10,858	1,622	597	6,406	143,822
2005	82,027	6,392	41,958	11,110	1,645	615	7,080	150,827
2006 P	83,080	6,403	43,509	11,052	1,801	609	8,741	155,195
2006 %	53.5%	4.1%	28.0%	7.1%	1.2%	0.4%	5.6%	100.0%

P = Preliminary

(a) Includes locomotives which make up roughly 10% of commuter rail vehicles.

TABLE 16: Alternative Power Vehicles by Mode, Percent of Vehicles (a)

FISCAL YEAR	BUS	SELF-PROPELLED COMMUTER RAIL CAR	COMMUTER RAIL LOCOMOTIVE	PARA-TRANSIT	HEAVY RAIL	LIGHT RAIL	FERRY BOAT	TROLLEY-BUS
1995	6.3%	---	---	11.2%	---	---	---	---
1996	6.4%	---	---	14.0%	99.9%	100.0%	2.0%	100.0%
1997	5.6%	---	---	13.8%	100.0%	100.0%	2.0%	100.0%
1998	6.5%	---	---	13.2%	100.0%	100.0%	31.9%	100.0%
1999	7.5%	99.5%	42.1%	11.4%	100.0%	100.0%	32.6%	100.0%
2000	7.9%	98.7%	43.1%	8.5%	100.0%	100.0%	32.7%	100.0%
2001	9.8%	99.5%	23.6%	5.8%	100.0%	100.0%	37.3%	100.0%
2002	11.8%	99.5%	28.6%	5.1%	100.0%	100.0%	36.5%	100.0%
2003	13.0%	99.5%	27.6%	5.1%	100.0%	100.0%	40.3%	100.0%
2004	13.3%	99.5%	28.6%	5.1%	100.0%	98.9%	40.3%	100.0%
2005	16.0%	99.4%	29.3%	4.9%	100.0%	100.0%	41.5%	100.0%
2006	20.8%	99.3%	10.5%	6.4%	100.0%	98.0%	58.2%	100.0%
2007	22.4%	99.4%	10.2%	5.3%	100.0%	98.4%	58.8%	100.0%

(a) Based on sample from annual APTA *Transit Vehicle Database*.

TABLE 17: Accessible Vehicles by Mode (a), Percent of Vehicles

FISCAL YEAR	BUS	COMMUTER RAIL	PARA-TRANSIT	HEAVY RAIL	LIGHT RAIL	TROLLEY-BUS
1995	59.8%	43.3%	89.1%	93.3%	49.2%	51.0%
1996	64.1%	67.0%	90.7%	93.7%	54.4%	51.2%
1997	67.6%	70.5%	92.8%	93.7%	56.2%	48.9%
1998	72.5%	71.8%	93.0%	94.2%	73.1%	49.8%
1999	76.6%	62.5%	92.4%	98.3%	77.4%	51.0%
2000	81.0%	64.0%	93.1%	98.5%	76.7%	51.2%
2001	86.2%	66.0%	90.9%	98.6%	77.1%	51.2%
2002	90.7%	66.7%	94.4%	98.7%	78.5%	65.1%
2003	93.0%	68.4%	94.1%	98.7%	82.2%	69.5%
2004	94.8%	70.5%	94.3%	98.7%	84.2%	73.3%
2005	96.7%	75.6%	93.1%	98.7%	87.3%	88.7%
2006	95.5%	85.4%	91.4%	98.6%	79.9%	95.4%
2007	97.9%	81.7%	89.7%	99.0%	86.8%	92.6%

(a) Based on sample from annual APTA *Transit Vehicle Database*. Accessible by lift, ramp, or station infrastructure.

TABLE 18: New Passenger Vehicles Delivered by Mode

YEAR	RAIL CARS (c)			BUSES & PARATRANSIT (a)			TROLLEY-BUS	TOTAL (b)
	COMMUTER RAIL	HEAVY RAIL	LIGHT RAIL	PARATRANSIT	BUS	TOTAL		
1995	38	72	38	5,122	4,195	9,317	3	9,468
1996	111	10	39	4,708	4,619	9,328	3	9,491
1997	198	34	76	4,820	5,709	10,529	0	10,837
1998	122	120	80	4,233	5,737	9,970	54	10,346
1999	132	122	123	4,382	6,949	11,331	0	11,708
2000	116	204	136	5,152	6,764	11,918	0	12,374
2001	54	751	111	7,800	8,158	15,958	149	17,023
2002	166	828	107	4,988	6,613	10,600	88	11,789
2003	338	470	169	5,491	6,263	11,754	103	12,834
2004	571	76	127	4,619	4,754	9,373	31	10,178
2005	476	50	129	5,867	4,527	10,394	23	11,072
2006 P	137	462	102	6,271	4,673	10,944	6	11,651

P = Preliminary

(a) Buses and paratransit only; excludes vanpool vans.

(b) Excludes vanpool vans, ferryboats, and other modes not listed.

(c) Source for rail modes; *Railway Age*, January issue.

TABLE 19: Bus Vehicle Amenities (a), Percent of Vehicles

FISCAL YEAR	TWO-WAY RADIO	PUBLIC ADDRESS SYSTEM	AUTO-MATED STOP ANNOUNCEMENT	AUTO-MATIC PASSENGER COUNTER	SECURITY or CCTV TYPE CAMERA	EXTERIOR BICYCLE RACK	AUTO-MATIC VEHICLE LOCATOR or GPS	TRAFFIC LIGHT PREEMPTION
2001	96.4%	68.9%	10.2%	2.8%	13.0%	31.8%	20.6%	0.7%
2002	93.2%	71.3%	11.3%	3.0%	17.4%	36.1%	23.1%	0.7%
2003	93.7%	75.2%	15.3%	3.6%	23.8%	45.5%	30.2%	0.9%
2004	93.4%	76.3%	20.2%	5.7%	27.3%	49.7%	38.7%	2.5%
2005	96.4%	81.3%	29.3%	11.1%	31.4%	56.9%	49.4%	3.2%
2006	95.4%	80.0%	34.5%	15.3%	34.7%	62.1%	50.9%	3.5%
2007	93.2%	81.3%	39.6%	17.0%	38.2%	62.7%	54.3%	3.2%

(a) Based on sample from annual APTA *Transit Vehicle Database*, data are not expanded to national totals.

Figure 14: Growth in Percentage of Buses with Passenger Amenities, 2001 to 2007

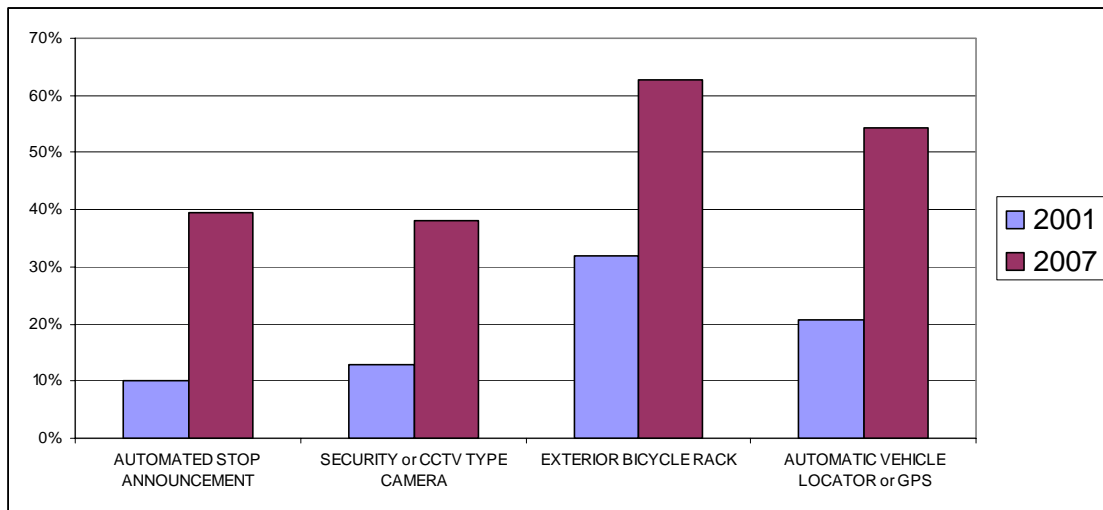


TABLE 20: Light Rail Vehicle Amenities (a), Percent of Vehicles

FISCAL YEAR	TWO-WAY RADIO	PUBLIC ADDRESS SYSTEM	AUTOMATED STOP ANNOUNCEMENT	PASSENGER OPERATOR INTERCOM	SECURITY or CCTV TYPE CAMERA	AUTOMATIC VEHICLE LOCATOR or GPS	TRAFFIC LIGHT PREEMPTION
2001	84.8%	79.2%	23.7%	14.3%	10.6%	19.3%	13.0%
2002	82.1%	77.2%	22.4%	22.5%	10.4%	20.5%	12.9%
2003	94.3%	82.2%	35.6%	24.0%	11.2%	30.1%	21.1%
2004	93.0%	83.8%	42.2%	23.5%	19.6%	29.5%	22.2%
2005	96.0%	90.2%	57.0%	25.6%	32.8%	40.0%	28.0%
2006	97.3%	89.8%	62.0%	29.0%	38.2%	45.8%	28.5%
2007	96.5%	87.6%	56.0%	24.2%	35.9%	47.9%	28.4%

(a) Based on sample from annual APTA *Transit Vehicle Database*, data are not expanded to national totals.

TABLE 21: Heavy Rail Vehicle Amenities (a), Percent of Vehicles

FISCAL YEAR	TWO-WAY RADIO	PUBLIC ADDRESS SYSTEM	AUTOMATED STOP ANNOUNCEMENT	PASSENGER OPERATOR INTERCOM	SECURITY or CCTV TYPE CAMERA	AUTOMATIC VEHICLE LOCATOR or GPS
2001	83.1%	91.0%	18.6%	---	1.0%	1.3%
2002	83.7%	98.0%	24.3%	38.7%	1.8%	2.3%
2003	84.1%	98.2%	30.5%	45.0%	2.5%	2.3%
2004	84.3%	98.8%	34.2%	49.1%	2.6%	2.4%
2005	84.5%	99.4%	34.9%	49.7%	2.5%	3.0%
2006	84.1%	98.8%	35.0%	51.6%	2.7%	3.0%
2007	83.7%	98.3%	34.9%	51.3%	2.7%	2.9%

(a) Based on sample from annual APTA *Transit Vehicle Database*, data are not expanded to national totals.

TABLE 22: Commuter Rail Car Amenities (a), Percent of Vehicles

FISCAL YEAR	SELF-PROPELLED (a)	TWO-WAY RADIO	PUBLIC ADDRESS SYSTEM	AUTOMATED STOP ANNOUNCEMENT	RESTROOM	SECURITY or CCTV TYPE CAMERA	AUTOMATIC VEHICLE LOCATOR or GPS
2001	48.7%	61.5%	73.1%	3.9%	47.9%	0.0%	1.0%
2002	47.6%	62.2%	77.0%	3.9%	48.3%	0.0%	1.1%
2003	47.0%	60.4%	74.4%	3.8%	48.1%	0.0%	1.0%
2004	47.8%	58.6%	92.7%	7.7%	46.8%	0.0%	4.8%
2005	47.7%	60.2%	98.5%	13.1%	46.3%	0.0%	8.0%
2006	49.9%	55.7%	91.0%	18.0%	45.5%	0.5%	14.8%
2007	50.1%	55.2%	90.9%	19.8%	42.7%	0.9%	16.1%

(a) Based on sample from annual APTA *Transit Vehicle Database*, data are not expanded to national totals. Excludes commuter rail locomotives. Total includes both self-propelled and locomotive-hauled commuter rail cars, percent self-propelled in second column from left.

Employees

Highlights.....

- There were about 357,000 operating employees, plus about 12,000 capital employees, in 2006.
- 63.2% of the operating employees were in vehicle operations, 17.8% in vehicle maintenance, 8.6% in non-vehicle maintenance, and 10.4% in general administration.
- Bus employees made up 61.9% of operating employees, commuter rail 7.1%, paratransit 12.9%, heavy rail 13.5%, and light rail 2.4%.
- Average compensation per employee (salaries and fringe benefits) was about \$57,342.

Data in this section include transit agency employees. Data exclude persons employed by other organizations under service contracts to perform certain duties. For some agencies, virtually all personnel are contracted, so employee counts only include a small number of office personnel.

There are two types of employees:

A **Capital Employee** is an employee whose labor hour cost is reimbursed under a capital grant or is otherwise capitalized. Generally, only large transit agencies have such employees.

An **Operating Employee** is an employee engaged in the operation of the transit system. Types include:

A **General Administration Employee** is an executive, professional, supervisory, or secretarial transit system person engaged in general management and administration activities: preliminary transit system development, customer services, promotion, market

research, injuries and damages, safety, personnel administration, general legal services, general insurance, data processing, finance and accounting, purchasing and stores, general engineering, real estate management, office management and services, general management, and planning.

A **Non-Vehicle Maintenance Employee** is an executive, professional, supervisory, or secretarial transit system person engaged in non-vehicle maintenance, a person providing maintenance support to such persons for inspecting, cleaning, repairing and replacing all components of: vehicle movement control systems; fare collection and counting equipment; roadway and track; structures, tunnels, and subways; passenger stations; communication system; and garage, shop, operating station, general administration buildings, grounds and equipment. In addition, it includes support for the operation and maintenance of electric power facilities.

An **Other Vehicle Operations Employee** is an executive, professional, or supervisory transit system person engaged in vehicle operations, a person providing support in vehicle operations activities, a person engaged in ticketing and fare collection activities, or a person engaged in system security activities.

A **Vehicle Maintenance Employee** is an executive, professional, secretarial, or supervisory transit system person engaged in vehicle maintenance, a person performing inspection and maintenance, vehicle maintenance of vehicles, performing servicing functions for revenue and service vehicles, and repairing damage to vehicles resulting from vandalism or accidents.

A **Vehicle Operator** is a person (other than security agents) scheduled to be aboard vehicles in revenue operations including vehicle operators, conductors, and ticket collectors.

TABLE 23: Operating Employees by Mode (a)

FISCAL YEAR	BUS	COMMUTER RAIL	PARA-TRANSIT	HEAVY RAIL	LIGHT RAIL	TROLLEY-BUS	OTHER	TOTAL
1995	181,973	22,320	39,882	45,644	4,935	1,871	3,866	300,491
1996	190,152	22,604	44,667	45,793	5,728	2,084	3,916	314,944
1997	196,861	21,651	44,029	45,935	5,940	2,037	4,306	320,759
1998	198,644	22,488	48,406	45,163	6,024	2,053	4,974	327,752
1999	204,179	22,896	51,186	46,311	6,058	2,140	5,115	337,885
2000	211,095	23,518	52,021	47,087	6,572	2,223	5,325	347,841
2001	214,674	23,851	55,846	47,865	7,021	2,008	6,001	357,266
2002	214,825	24,391	56,746	48,464	7,598	2,027	6,671	360,722
2003	205,478	24,813	42,935	48,327	7,619	1,964	6,848	337,982
2004	212,122	25,296	43,642	47,211	8,184	1,928	7,488	345,871
2005	217,332	25,321	46,624	47,806	8,181	1,942	7,253	354,458
2006 P	221,302	25,314	46,178	48,323	8,448	1,845	6,074	357,484
2006 %	61.9%	7.1%	12.9%	13.5%	2.4%	0.5%	1.7%	100.0%

P = Preliminary

(a) Excludes capital employees and an estimated 10,000-20,000 individuals not employed by transit agencies and whose compensation is classified as "services"--e.g. boiler repairman, marketing consultant, independent auditor.

TABLE 24: Employees by Function (a)

FISCAL YEAR	VEHICLE OPERATIONS	VEHICLE MAINTENANCE	NON-VEHICLE MAINTENANCE	GENERAL ADMINISTRATION	OPERATING TOTAL	CAPITAL	TOTAL
1995	190,675	51,905	27,329	30,582	300,491	10,695	311,186
1996	199,615	54,645	27,239	33,445	314,944	11,682	326,626
1997	207,510	53,322	27,232	32,695	320,759	13,081	333,840
1998	209,047	57,128	28,335	33,242	327,752	10,963	338,715
1999	215,185	59,018	28,914	34,768	337,885	11,938	349,823
2000	221,885	61,155	29,527	35,274	347,841	11,753	359,594
2001	228,091	62,404	29,963	36,808	357,266	13,490	370,756
2002	227,470	62,679	30,520	40,053	360,722	13,048	373,770
2003	209,392	59,007	29,139	40,444	337,982	12,984	350,987
2004	216,824	60,160	30,653	38,233	345,871	12,774	358,645
2005	224,485	62,898	30,509	36,566	354,458	12,344	366,802
2006 P	225,992	63,806	30,567	37,118	357,484	12,010	369,494
2006 %	63.2%	17.8%	8.6%	10.4%	100.0%		

P = Preliminary

(a) Excludes an estimated 10,000-20,000 individuals not employed by transit agencies and whose compensation is classified as "services."

TABLE 25: Employee Compensation

FISCAL YEAR	NUMBER OF EMPLOYEES (a)	SALARIES AND WAGES (Millions of Dollars)	FRINGE BENEFITS (Millions of Dollars)	COMPENSATION (Millions of Dollars) (b)	COMPENSATION PER EMPLOYEE (Actual Dollars)
1995	311,186	8,213.1	4,484.0	12,697.1	40,802
1996	326,626	8,437.6	4,401.4	12,839.0	39,308
1997	333,840	8,771.7	4,503.7	13,275.4	39,766
1998	338,715	9,211.2	4,843.6	14,054.8	41,494
1999	349,823	9,495.1	5,052.3	14,547.4	41,585
2000	359,594	10,400.2	5,412.9	15,813.1	43,975
2001	370,756	10,626.9	5,705.6	16,332.5	44,052
2002	373,770	11,197.4	6,246.9	17,444.3	46,671
2003	350,987	11,634.0	6,913.4	18,547.4	52,844
2004	358,645	12,487.4	8,172.0	20,659.4	57,604
2005	366,802	12,176.6	8,093.3	20,269.9	55,261
2006 P	369,494	12,764.1	8,423.5	21,187.6	57,342

P = Preliminary

(a) Excludes an estimated 10,000-20,000 individuals not employed by transit agencies and whose compensation is classified as "services."

(b) "Compensation" is sum of "Salaries and Wages" and "Fringe Benefits".

Energy and Environment

Highlights.....

- Current public transportation usage reduces U.S. gasoline consumption by about 4.2 billion gallons each year.¹
- 76.9% of all fossil fuel used was diesel, of which 73.0% was used by buses, 10.7% by paratransit, 11.7% by commuter rail, and 4.6% by ferryboats.
- 67.9% of the non-diesel fuel used was compressed natural gas, 13.0% gasoline, 10.5% liquefied natural gas, and 3.5% propane.
- 63.3% of the electric power was used by heavy rail, 24.9% by commuter rail, and 9.6% by light rail.

contributor to energy conservation since multiple-occupancy vehicles use less energy than automobiles on a passenger-mile basis.

Most rail transit vehicles and trolleybuses emit little or no pollution since they are electrically propelled. Most buses, ferryboats, commuter rail locomotives, and many paratransit vans use diesel, which, with innovations such as clean diesel, are getting less polluting all the time. Vanpools, many paratransit vans, and a few buses use gasoline.

Many newer buses are being fueled by alternative fuels such as compressed natural gas, liquefied natural gas, propane and hydrogen fuel cells. These types of vehicles, along with various sorts of hybrid electrics, improve air quality, and reduce public transportation's reliance on oil-based fuels.

1. *Public Transportation and Petroleum Savings in the U.S. Reducing Dependence on Oil.* Fairfax, VA: ICF International, 2007

Public transportation, while a large user of energy, is a major

TABLE 26: Energy and Emission Benefits from Public Transportation (a)

CHANGES IN FUEL USE DUE TO PUBLIC TRANSPORTATION	TOTAL ENERGY SAVINGS (MILLION GALLONS OF GASOLINE EQUIVALENT)	CARBON DIOXIDE EMISSION REDUCTIONS (MILLION METRIC TONS)
Reduction Directly from Riding Public Transportation as Replacement of Private Vehicle Miles, Gross	1,800	16.2
(Less Fuel Currently Used by Public Transportation)	(1,380)	(12.3)
Savings to Private Vehicle Drivers because of Congestion Reduction Due to Public Transportation (b)	340	3.0
Secondary Reduction Due to Reduced Travel Distance Related to Public Transportation Related Location Decisions	3,400	30.1
Total Savings Due to Public Transportation	4,160	37.0

Sources: ICF International, *The Broader Connection between Public Transportation, Energy Conservation and Greenhouse Gas Reduction.* 2008 and SAIC, *Public Transportation's Contribution to U.S. Greenhouse Gas Reduction,* 2007. Both are available at www.apta.com.

TABLE 27: Electric Power Consumption by Mode, Millions of Kilowatt Hours

FISCAL YEAR	COMMUTER RAIL	HEAVY RAIL	LIGHT RAIL	TROLLEYBUS	OTHER	TOTAL
1995	1,253	3,401	288	100	26	5,068
1996	1,255	3,332	321	69	30	5,007
1997	1,270	3,253	361	78	26	4,988
1998	1,299	3,280	381	74	39	5,073
1999	1,322	3,385	416	75	39	5,237
2000	1,370	3,549	463	77	51	5,510
2001	1,354	3,646	487	74	49	5,610
2002	1,334	3,683	510	73	49	5,649
2003	1,383	3,632	507	69	51	5,643
2004	1,449	3,684	553	68	72	5,825
2005	1,484	3,769	571	67	63	5,954
2006	1,478	3,709	634	62	69	5,952
2006 %	24.8%	62.3%	10.7%	1.0%	1.2%	100.0%

P = Preliminary

TABLE 28: Fossil Fuel Consumption by Mode, Millions of Gallons (a)

FISCAL YEAR	DIESEL						NON-DIESEL ALL MODES
	BUS	COMMUTER RAIL	PARA- TRANSIT	FERRY BOAT (b)	OTHER	TOTAL	
1995	563.8	63.1	29.0	22.3	0.2	678.3	71.5
1996	577.7	61.9	30.9	22.0	0.2	692.7	76.3
1997	597.6	63.2	32.0	23.9	0.2	717.0	83.4
1998	606.6	69.2	38.3	25.3	0.2	739.6	89.9
1999	618.2	73.0	43.2	28.7	0.2	763.4	93.1
2000	635.2	70.8	48.1	31.8	0.1	786.0	103.1
2001	587.2	72.2	54.9	30.3	0.1	744.6	112.1
2002	559.0	72.8	61.6	31.1	0.1	724.5	138.2
2003	538.7	72.3	69.5	32.1	0.2	712.7	146.4
2004	550.5	72.0	73.0	35.1	0.2	730.7	164.7
2005	533.8	76.7	82.5	36.6	0.3	729.9	181.2
2006	536.7	78.6	86.8	33.5	0.2	735.1	221.4
2006 %	73.0%	10.7%	11.7%	4.6%	0.0%	100.0%	

P = Preliminary

(a) Data includes passenger vehicles and locomotives; excludes other non-passenger-vehicle and non-vehicle consumption.

(b) Excludes international, rural, rural interstate, island, and urban park ferries.

TABLE 29: Non-Diesel Fossil Fuel Consumption by Fuel, Millions of Gallons (a)

FISCAL YEAR	COMPRESSED NATURAL GAS	GASOLINE	LIQUIFIED NATURAL GAS	PROPANE (LIQUID PETROLEUM GAS)	OTHER (b)	TOTAL
1995	10.7	42.8	2.2	3.7	12.0	71.5
1996	15.1	41.5	2.9	5.2	11.6	76.3
1997	23.9	41.5	4.0	5.2	8.7	83.4
1998	37.3	35.6	5.3	6.6	5.0	89.9
1999	44.4	32.7	7.7	5.6	2.7	93.1
2000	54.8	29.9	12.6	5.0	0.8	103.1
2001	66.2	26.6	13.8	4.7	0.8	112.1
2002	81.1	23.7	18.5	5.6	3.3	132.2
2003	100.1	22.7	15.8	5.5	2.2	146.4
2004	111.8	24.3	17.3	5.7	5.7	164.7
2005	123.1	23.5	19.0	6.3	9.3	181.2
2006	146.6	26.3	20.2	5.3	23.2	221.4
2006 %	66.1%	11.9%	9.1%	2.4%	10.5%	100.0%

P = Preliminary

(a) Data includes passenger vehicles; excludes non-passenger-vehicle and non-vehicle consumption.

(b) Includes bio/soy fuel, biodiesel, hydrogen, methanol, ethanol and various blends.

TABLE 30: Bus Power Sources, Percent (a)

YEAR	CNG & BLENDS	DIESEL	ELECTRIC & OTHER (HYBRID)	GASO- LINE	LNG & BLENDS	PRO- PANE	OTHER (b)	TOTAL
1996	2.1%	95.4%	0.1%	0.5%	0.7%	0.1%	1.1%	100.0%
1997	3.1%	94.7%	0.0%	0.5%	0.7%	0.1%	1.0%	100.0%
1998	4.3%	93.5%	0.1%	0.5%	0.7%	0.0%	1.0%	100.0%
1999	4.8%	92.5%	0.1%	0.4%	1.4%	0.0%	0.8%	100.0%
2000	5.7%	92.1%	0.1%	0.4%	1.4%	0.0%	0.2%	100.0%
2001	7.5%	90.1%	0.1%	0.4%	1.5%	0.1%	0.2%	100.0%
2002	9.5%	88.0%	0.2%	0.4%	1.5%	0.2%	0.2%	100.0%
2003	10.8%	86.6%	0.3%	0.4%	1.6%	0.2%	0.2%	100.0%
2004	10.7%	86.3%	0.3%	0.4%	1.7%	0.2%	0.3%	100.0%
2005	12.1%	83.6%	1.1%	0.5%	1.8%	0.5%	0.4%	100.0%
2006	13.3%	81.4%	1.7%	0.6%	1.9%	0.5%	0.7%	100.0%
2007	13.7%	79.8%	2.3%	0.6%	1.9%	0.6%	1.1%	100.0%

(a) Percent of buses powered by engines or motors using named fuel. Based on sample from annual APTA *Transit Vehicle Database*.

(b) Includes bio/soy fuel, biodiesel, hydrogen, methanol, ethanol and various blends.

TABLE 31: Bus Fossil Fuel Consumption, Millions of Gallons (a)

FISCAL YEAR	DIESEL	COMPRESSED NATURAL GAS	GASOLINE	LIQUIFIED NATURAL GAS	PROPANE	OTHER (b)	TOTAL NON-DIESEL
1995	563.8	10.0	2.3	1.7	0.3	12.0	26.3
1996	577.7	11.5	1.8	2.3	0.6	11.6	27.8
1997	597.6	20.0	2.7	3.3	1.0	8.7	35.8
1998	606.6	32.6	2.0	3.1	0.9	5.0	43.5
1999	618.0	39.9	1.4	5.3	0.8	2.7	50.0
2000	635.2	50.4	1.3	10.5	0.7	0.8	63.8
2001	587.2	60.9	1.5	11.7	1.2	0.8	76.0
2002	559.0	77.8	1.3	16.8	1.8	1.8	106.6
2003	536.0	94.9	1.1	14.2	1.8	1.9	113.9
2004	550.5	106.7	1.8	16.5	1.7	4.7	131.4
2005	533.8	117.2	1.0	18.3	2.0	8.1	146.6
2006 P	536.7	138.8	2.3	19.6	1.6	21.4	183.8

P = Preliminary

(a) Data includes passenger vehicles; excludes non-passenger-vehicle and non-vehicle consumption.

(b) Includes bio/soy fuel, biodiesel, hydrogen, methanol, ethanol and various blends.

TABLE 32: Paratransit Fuel Consumption, Millions of Gallons (a)

FISCAL YEAR	DIESEL	COMPRESSED NATURAL GAS	GASOLINE	LIQUIFIED NATURAL GAS	PROPANE	OTHER (b)	TOTAL NON-DIESEL
1995	29.0	0.7	38.2	0.5	3.4	0.0	42.8
1996	30.9	3.6	37.2	0.6	4.6	0.0	46.0
1997	32.0	3.9	35.7	0.8	4.1	0.0	44.4
1998	38.7	4.6	29.5	2.3	5.7	0.0	42.2
1999	43.2	4.5	26.8	2.4	4.9	0.0	38.6
2000	48.1	4.3	23.9	2.1	4.3	0.0	34.6
2001	54.9	5.3	20.3	2.1	3.5	0.0	31.2
2002	61.6	3.2	17.4	1.7	3.8	0.3	26.4
2003	69.5	5.2	16.5	1.6	3.7	0.3	27.3
2004	73.0	5.1	16.7	0.9	3.9	1.0	27.5
2005	82.5	5.8	16.5	0.7	4.4	1.0	28.4
2006 P	86.1	7.6	17.1	0.6	3.7	1.7	30.7

P = Preliminary

(a) Data includes passenger vehicles; excludes non-passenger-vehicle and non-vehicle consumption.

(b) Includes bio/soy fuel, biodiesel, hydrogen, methanol, ethanol and various blends.

TABLE 33: Rail Vehicle Fuel and Power Consumption (a)

FISCAL YEAR	DIESEL (Million Gallons)	ELECTRICITY (Million KWH)				
	COMMUTER RAIL	COMMUTER RAIL	HEAVY RAIL	LIGHT RAIL	OTHER RAIL	TOTAL
1996	61.9	1,255.2	3,332.3	321.4	28.6	4,937.4
1997	63.2	1,270.3	3,252.5	361.3	24.9	4,909.0
1998	69.2	1,297.6	3,279.7	381.5	38.6	4,997.4
1999	73.0	1,321.8	3,384.5	415.6	38.9	5,160.8
2000	70.8	1,370.5	3,548.9	463.2	48.9	5,431.5
2001	72.2	1,353.8	3,645.9	487.1	47.9	5,534.7
2002	72.8	1,334.4	3,683.1	509.6	45.5	5,572.6
2003	72.3	1,383.3	3,631.6	506.7	50.8	5,572.4
2004	72.0	1,449.0	3,683.7	553.0	69.5	5,825.3
2005	76.7	1,483.6	3,768.6	570.7	62.5	5,885.5
2006 P	78.6	1,478.0	3,708.8	634.2	66.9	5,888.0

P = Preliminary

(a) Data includes passenger vehicles and locomotives only.

Safety

Highlights.....

- There were 248 fatalities and roughly 19,000 injuries involving transit vehicles or on transit properties.
- 34.7% of the fatalities were commuter rail-related, 31.0% bus-related, and 23.8% heavy rail-related.
- 62.7% of the injuries were bus-related, 25.0% heavy rail-related, and 7.2% commuter rail-related.

Public transportation safety data, collected by the Federal Transit Administration since 1979, include incidents, fatalities, and injuries that do NOT involve criminal activity. However, these data for many transit agencies were incomplete or inaccurate because those systems were not in full compliance with the FTA reporting requirements. In 1995, the FTA improved its efforts to ensure compliance and revised its reporting form to report patron, employee, and other data separately for each type of incident. By 1996 most of the reporting problems had been eliminated.

In 2002 the FTA changed the way it collects and reports data. Data are no longer reported on an individual agency basis, and many categories have been grouped. For instance, all fatalities are grouped by mode, making it impossible to distinguish between fatalities caused by suicide, vehicle collisions, incidents in parking lots, etc. This

also makes direct comparison between other modes of travel – air, highway – nearly impossible.

Also in 2002, thresholds for reporting incidents have changed. All injuries and incidents (collisions, derailments, personal casualties, fires and property damage) are only reported if immediate medical attention is required away from the scene or if property damage exceeds \$7,500. Previously, all reported injuries and all property damage exceeding \$1,000 (for transit agency property only) were taken into account.

TABLE 34: Fatality Rates by Mode of Travel, 2002-2004
(Average Deaths per 100 Million Passenger Miles)

TYPE OF VEHICLE	FATALITY RATE
Airlines	0.002
Automobiles	0.74
Vans, SUVs, pickup trucks	0.77
Heavy, light, & other rail vehicles	Not reported
Intercity & commuter railroads	0.03
Intercity buses	0.03
Transit buses	0.03

Source: *Injury Facts*, National Safety Council, 2007

TABLE 35: Fatalities by Mode

FISCAL YEAR	AUTOMATED GUIDEWAY	COMMUTER RAIL	PARATRANSIT (a)	HEAVY RAIL	LIGHT RAIL	BUS	VANPOOL (a)	TOTAL
1996	0	72	11	74	6	101	0	264
1997	0	79	7	77	3	109	0	275
1998	2	94	4	54	23	109	0	286
1999	0	95	1	84	17	102	0	299
2000	0	87	8	80	30	90	0	295
2001	0	87	5	59	21	95	0	267
2002	0	116	0	73	13	78	0	280
2003	0	77	4	49	17	87	0	234
2004	1	86	0	59	22	77	3	248
2005	3	105	8	35	19	66	0	236

Source: Federal Transit Administration, Safety and Security Statistics. Data reported include about 560 of the largest transit agencies.

(a) Data may significantly understate total since data for systems not reporting to the FTA comprises a significant portion of these modes.

TABLE 36: Total Injuries by Mode (b)(c)

FISCAL YEAR	AUTOMATED GUIDEWAY	COMMUTER RAIL	PARATRANSIT (a)	HEAVY RAIL	LIGHT RAIL	BUS	VANPOOL (a)	TOTAL
2002	28	1,483	347	4,806	557	11,995	44	19,260
2003	29	1,597	401	4,158	539	11,493	18	18,235
2004	15	1,364	296	4,738	633	11,898	38	18,982
2005	2	1,672	447	3,814	618	11,560	18	18,131

Source: Federal Transit Administration, Safety and Security Statistics. Data reported include about 560 of the largest transit agencies.

(a) Data may significantly understate total since data for systems not reporting to the FTA comprises a significant portion of these modes.

(b) Includes personal casualty injuries (detailed below) plus injuries resulting from collisions, fires, derailments/buses going off road.

NATIONAL FINANCIAL DATA

Capital Expenses

Highlights.....

- \$13.3 billion was spent in 2006.
- 27.5% was spent for rolling stock, 60.9% for facilities, guideways, stations and administrative buildings, and 11.6% for other expenses.
- 27.6% was used for bus projects, 18.7% for commuter rail, 27.7% for heavy rail, and 22.5% for light rail.

Capital Expenses are the expenses related to the purchase of equipment. Equipment means an article of non-expendable tangible personal property having a useful life of more than one year and an acquisition cost which equals the lesser of: the capitalization level established by the government unit for financial statement purposes or \$5,000. Capital expenses do not include operating expenses that are eligible to use capital funds. There are nine types:

Guideway is the buildings and constructions (e.g., dedicated facilities for the operation of trains and buses including at-grade, elevated and subway structures, tunnels, bridges, track, paved highway lanes, bus loops) with all attached fixtures, located along the route where passenger service is offered. Does not include passenger stations or bus pull-ins.

Systems includes the computers, monitors, printers, scanners, data storage devices and associated software that supports general office, accounting, scheduling, vehicle maintenance, non-vehicle maintenance, and customer service functions.

A **station** is a passenger boarding/alighting facility with a platform, which may include stairs; elevators; escalators; passenger controls (e.g., faregates or turnstiles); canopies; wind shelters; lighting; signs; buildings with a waiting room, ticket office or machines, restrooms, or concessions. Includes all fixed guideway passenger facilities (except for on-street cable car and light rail stops), including busway passenger facilities; underground, at-grade, and elevated, rail stations; and ferryboat terminals. Includes transportation/transit/transfer centers, park-and-ride facilities, and transit malls with the above components, including those only utilized by motor buses. Does not include bus, light rail, or cable car stops (which are typically on-street locations at

the curb or in a median, sometimes with a shelter, signs, or lighting).

Facilities include administration, central/overhaul maintenance facilities, light maintenance and storage facilities, and equipment of any of these items.

Administrative buildings are the general administrative offices owned by the transit agency.

Rolling Stock is the revenue vehicles used in providing transit service for passengers. The term revenue vehicles includes the body and chassis and all fixtures and appliances inside or attached to the body or chassis, except fare collection equipment and revenue vehicle movement control equipment (radios). For rubber tired vehicles, it includes the cost of one set of tires and tubes to make the vehicle operational, if the tires and tubes are owned by the transit agency.

Fare revenue collection equipment include turnstiles, fare boxes (drop), automated fare boxes and related software, money changers and fare dispensing machines (tickets, tokens, passes).

Other Vehicles includes service, supervisory and other vehicles other than rolling stock.

Other includes furniture, equipment that is not an integral part of buildings and structures, shelters, signs, and passenger amenities (e.g., benches) not in passenger stations.

Notes on Capital Costs

Capital expense costs reported to the Federal Transit Administration exclude expenses of purchased transportation contractors. Data in the following tables include APTA estimates for such expenses.

Because most capital projects take several years to complete, and data are reported each year as spent, it is not possible to correlate data to particular projects. Yearly totals rise and fall based on construction schedules, so comparison of data for various years has little value because of the differing projects included in each year.

Bond Expenses are not considered capital expenses by the FTA. Interest payments are considered a reconciling item for operating expenses. Principal repayments are not reported since the funds from bond issues have already been spent on rolling stock, facilities, and other equipment.

TABLE 37: Capital Expense by Mode, Millions of Dollars

FISCAL YEAR	BUS	COMMUTER RAIL	PARA-TRANSIT	HEAVY RAIL	LIGHT RAIL	TROLLEY-BUS	OTHER	TOTAL
1995	2,050.8	1,689.2	86.2	2,560.5	688.4	15.5	139.7	7,230.3
1996	2,035.6	1,690.1	105.2	2,228.0	849.9	19.2	155.8	7,083.8
1997	2,423.5	1,817.5	118.5	2,346.1	876.5	54.1	213.3	7,849.5
1998	2,804.9	1,402.2	131.5	2,350.8	967.2	67.0	169.2	7,892.8
1999	3,249.0	1,622.0	122.0	2,706.7	1,004.8	89.8	180.4	8,974.7
2000	3,248.8	1,783.5	134.2	2,852.2	1,244.8	148.9	174.6	9,587.0
2001	3,737.9	2,291.2	154.0	3,506.5	1,444.2	157.8	127.1	11,418.7
2002	3,513.2	2,378.0	218.4	4,564.2	1,723.5	187.6	262.7	12,847.6
2003	3,241.7	2,479.2	241.8	4,437.0	2,325.1	118.8	397.0	13,240.6
2004	3,747.3	2,585.8	243.9	3,795.8	2,441.3	143.1	288.8	13,246.0
2005	3,252.4	2,488.3	248.6	3,455.1	2,488.6	83.8	366.8	12,383.4
2006 P	3,687.7	2,487.5	208.8	3,692.4	2,999.6	43.7	220.7	13,340.4
2006 %	27.6%	18.7%	1.6%	27.7%	22.5%	0.3%	1.6%	100.0%

P= Preliminary

TABLE 38: Capital Expense by Type, Millions of Dollars

FISCAL YEAR	ROLLING STOCK	FACILITIES (a)	OTHER (b)	TOTAL
1995	1,834.5	3,836.9	1,558.9	7,230.3
1996	1,834.4	3,810.7	1,438.7	7,083.8
1997	2,355.7	4,468.1	1,025.7	7,849.5
1998	2,721.8	4,267.9	903.1	7,892.8
1999	3,239.4	4,697.8	1,037.5	8,974.7
2000	3,138.6	5,405.2	1,043.2	9,587.0
2001	4,027.4	6,301.8	1,089.5	11,418.7
2002	4,351.1	7,409.1	1,087.4	12,847.6
2003	3,728.2	7,568.9	1,943.6	13,240.6
2004	3,687.4	7,543.7	2,015.0	13,246.0
2005	3,405.9	7,544.5	1,433.0	12,383.4
2006	3,389.8	8,357.5	1,593.1	13,340.4
2005 %	27.5%	60.9%	11.6%	100.0%

P = Preliminary

(a) As of 2003 includes facilities, guideways, stations and administrative buildings.

(b) As of 2003 includes other vehicles, fare revenue collection equipment, systems and other.

TABLE 39: Capital Expense by Mode and Type, Fiscal Year 2006, Millions of Dollars

TYPE	BUS	COMMUTER RAIL	PARA-TRANSIT	HEAVY RAIL	LIGHT RAIL	TROLLEYBUS	OTHER	TOTAL
Guideway	370.3	1,049.2	0	1,095.1	2,026.1	10.9	0.1	4,551.7
Stations	436.6	343.6	2.0	1,083.5	308.5	15.3	67.4	2,257.0
Admin. Build.	123.1	4.3	10.2	15.0	28.6	0.1	0.1	181.5
Facilities	521.3	188.6	23.3	373.1	243.8	5.4	11.9	1,367.4
Rolling Stock	1,728.1	713.3	143.9	419.3	250.7	9.3	125.1	3,389.8
Other Vehicles	26.0	7.7	1.1	37.7	2.6	0.4	0.2	75.7
Fare Rev. Coll.	83.0	5.1	1.3	109.5	20.3	0.6	0.1	219.8
Systems	230.7	64.3	18.6	444.4	71.3	0.8	3.2	833.4
Other	168.7	111.4	8.2	114.8	47.6	0.9	12.6	464.2
Total	3,687.7	2,487.5	208.8	3,692.4	2,999.6	43.7	220.7	13,340.4
% of Total	27.6%	18.7%	1.6%	27.7%	22.5%	0.3%	1.6%	100.0%

All data are preliminary

Capital Funding

Highlights.....

- \$13.3 billion was received from all sources in 2006.
- 43.6% of capital funding came from the federal government, 13.3% from state governments, 15.5% from local governments, and 27.6% was raised by transit agencies from directly-levied taxes, advertising, interest income, and other sources.
- Federal capital and operating appropriations totaled \$9.5 billion for 2008.
- Federal capital and planning grant approvals for 2006 totaled \$8.8 billion.
- 46.3% of federal grant approvals went for bus-related projects, 37.0% for fixed-guideway modernization, 14.1% for new start transit projects, and 2.6% for planning.

A **Capital Funding Source** is a source of funds used to pay for capital expenses. There are four categories:

Federal Funds are financial assistance from the federal government to assist in paying the operating costs of providing transit service.

State Government Funds are financial assistance obtained from a state government(s) to assist with paying the costs of providing transit services.

Local Government Funds are financial assistance from local governments (below the state level) to help cover the operating costs of providing transit service.

Directly Generated Funds are any funds where revenues are generated by or donated directly to the transit agency, including passenger fare revenues, advertising revenues, donations, bond proceeds and taxes imposed by the transit agency. Almost all such funds for capital purposes are bonds and directly imposed taxes: fares and advertising revenues are normally used only for operating expenses.

FIGURE 15: Growth in Federal, State, and Local/Directly Generated Capital Funding, 1995 - 2006

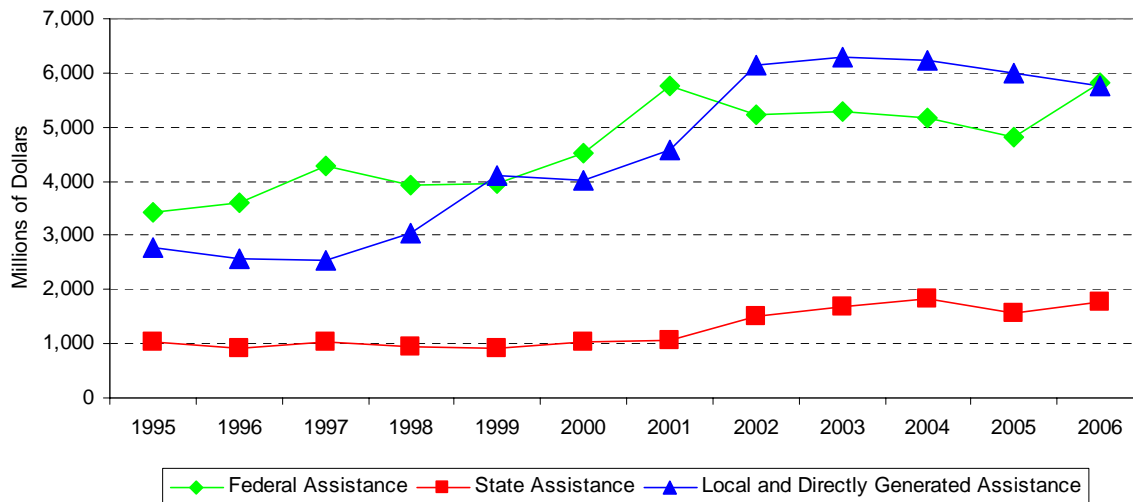


TABLE 40: Capital Funding Sources, Millions of Dollars

FISCAL YEAR	FEDERAL ASSISTANCE	STATE ASSISTANCE	LOCAL ASSISTANCE	DIRECTLY GENERATED (a)	LOCAL PLUS DIRECTLY GENERATED	TOTAL
1995	3,422.2	1,020.3	888.2	1,899.6	2,787.8	7,230.3
1996	3,592.8	915.9	926.0	1,649.1	2,575.1	7,083.8
1997	4,275.6	1,037.0	898.8	1,638.1	2,536.9	7,849.5
1998	3,919.0	932.2	1,032.2	2,009.4	3,041.6	7,892.8
1999	3,960.4	911.5	1,128.2	2,974.6	4,102.8	8,974.7
2000	4,525.6	1,030.5	1,469.2	2,561.7	4,030.9	9,587.0
2001	5,768.5	1,066.6	1,304.4	3,279.2	4,583.6	11,418.7
2002	5,215.6	1,496.5	2,582.9	3,552.5	6,135.4	12,847.5
2003	5,277.5	1,681.9	2,397.8	3,883.5	6,281.2	13,240.6
2004	5,171.0	1,841.9	2,407.7	3,825.4	6,233.0	13,246.0
2005	4,824.8	1,563.2	2,716.3	3,279.2	5,995.5	12,383.4
2006	5,808.3	1,776.6	2,071.9	3,683.6	5,755.6	13,340.4
2006 %	43.6%	13.3%	15.5%	27.6%	43.1%	100.0%

P = Preliminary

(a) Includes non-governmental funding, subsidies from non-transit sectors of a transit agency's operations, taxes levied directly by a transit agency and bridge and tunnel tolls.

TABLE 41: Federal Public Transportation Appropriations, Fiscal Years 2002-2008, Millions of Dollars

PROGRAM	2002	2003	2004	2005	2006	2007	2008
FORMULA PROGRAMS TOTAL	5,494.6	5,806.6	5,822.2	6,076.6	6,862.9	7,262.8	7,767.9
Urbanized Area	3,200.0	3,423.5	3,425.6	3,593.2	3,432.0	3,606.2	3,910.8
Growing States and High Density States	---	---	---	---	384.1	404.0	438.0
Nonurbanized Areas	223.4	239.0	239.2	250.9	384.1	404.0	438.0
Elderly and Disabled	84.6	90.1	90.1	94.5	110.9	117.0	127.0
New Freedom	---	---	---	---	77.2	81.0	87.5
Over-the Road Bus	7.0	7.0	6.9	6.9	7.4	7.6	8.3
Fixed-Guideway Modernization	1,136.4	1,206.5	1,199.4	1,204.7	1,329.8	1,448.0	1,570.0
Bus and Bus Facilities (a)	618.2	652.9	673.2	719.2	856.6	900.5	872.1
Planning	67.0	72.5	72.6	72.4	94.1	99.0	107.0
Job Access and Reverse Commute	125.0	104.3	104.4	124.0	136.6	144.0	156.0
Alternative Transportation in Parks	---	---	---	---	21.8	23.0	25.0
National Transit Database	---	---	---	---	3.5	3.5	3.5
Alternatives Analysis	---	---	---	---	24.8	25.0	24.7
Other	33.0	10.8	10.8	10.8	---	---	---
MAJOR CAPITAL INVESTMENT	1,136.4	1,251.2	1,316.0	1,437.8	1,488.0	1,566.0	1,569.1
New Starts/Extensions	1,136.4	1,251.2	1,316.0	1,437.8	1,488.0	1,566.0	1,569.1
RESEARCH TOTAL	49.0	48.7	52.7	54.6	74.4	61.0	65.4
FTA ADMINISTRATION	67.0	72.5	75.1	77.4	79.2	85.0	89.3
TOTAL	6,747.0	7,179.0	7,265.9	7,646.3	8,504.5	8,974.8	9,491.7

Source: U.S. Department of Transportation, Federal Transit Administration. More detailed data are available in the *APTA Primer on Transit Funding* at www.apta.com.

(a) Includes Clean Fuels Funds.

TABLE 42: Federal Capital and Planning Grant Approvals by Use, Millions of Dollars

FEDERAL FISCAL YEAR	BUS INVESTMENT(a)	RAIL INVESTMENT (a)	NEW START INVESTMENT (a)	PLANNING (b)	TOTAL (c)
1995	1,988.7	1,767.2	1,677.7	100.2	5,533.8
1996	1,465.7	1,482.3	1,109.3	122.8	4,180.1
1997	1,582.6	1,501.1	922.4	118.6	4,124.7
1998	1,640.9	1,598.2	898.0	88.2	4,225.3
1999	2,300.7	1,994.7	996.2	103.4	5,395.0
2000	3,622.0	2,232.8	1,343.4	167.8	7,366.0
2001	2,986.1	2,383.5	1,239.4	185.5	6,794.5
2002	3,271.1	2,446.1	1,413.7	192.1	7,323.0
2003	3,318.5	2,517.1	1,360.7	194.0	7,390.4
2004	3,038.1	3,264.5	1,445.2	164.9	7,912.7
2005	3,579.4	2,762.2	1,186.6	219.3	7,747.5
2006	4,056.3	3,247.0	1,234.7	224.5	8,762.6
2006 %	46.3%	37.0%	14.1%	2.6%	100.0%

Source: U.S. Department of Transportation, Federal Transit Administration.

(a) Includes total funding for listed usage from capital, formula, and other funding programs.

(b) Includes funds used for planning from all funding programs.

(c) Capital and planning grant approvals only; excludes operating and other grant approvals.

TABLE 43: Flexible Highway Funds Transferred to Public Transportation, Millions of Dollars

FEDERAL FISCAL YEAR	CONGESTION MITIGATION & AIR QUALITY IMPROVEMENT PROGRAM	SURFACE TRANSPORTATION PROGRAM	INTERSTATE SUBSTITUTE & EARMARKED FEDERAL HIGHWAY ADMINISTRATION FUNDS	TOTAL
1995	484.1	200.3	117.4	801.8
1996	344.6	324.2	111.3	780.1
1997	257.9	207.9	48.3	514.1
1998	223.3	243.9	0.1	467.3
1999	573.0	384.4	11.8	969.2
2000	864.0	708.4	26.7	1,599.1
2001	633.1	532.1	68.2	1,233.4
2002	689.8	383.7	44.0	1,117.5
2003	599.5	293.9	115.2	1,008.6
2004	659.8	285.2	35.9	980.9
2005	563.8	391.4	10.8	966.0
2006	650.5	665.9	9.1	1,325.5
2007	712.4	210.7	0.0	923.1
2006 % of Total	77.2%	22.8%	0.0%	100.0%

Source: U.S. Department of Transportation, Federal Transit Administration. More detailed data are available in the *APTA Primer on Transit Funding* at www.apta.com.

Operating Expenses

Highlights.....

- \$32.0 billion was spent in 2006.
- 46.0% was for vehicle operations, 17.7% for vehicle maintenance, 9.4% for non-vehicle maintenance, 13.4% for general administration, and 13.5% for purchased transportation.
- 39.8% was for salaries and wages, 26.3% for fringe benefits, 13.4% for purchased transportation, 5.9% for services, and 14.5% for materials, supplies.
- 55.6% was for bus services, 9.7% for paratransit, 11.8% for commuter rail, 16.5% for heavy rail, 3.3% for light rail, and 2.5% for all other modes.

Operating Expenses are the expenses associated with the operation of the transit agency, and classified by function or activity and the goods and services purchased. It is the sum of either the functions or the object classes listed below.

A **Function** is an activity performed or cost center of a transit agency. The four basic functions are:

Vehicle Operations includes all activities associated with the subcategories of the vehicle operations function: transportation administration and support; revenue vehicle operation; ticketing and fare collection; and system security.

Vehicle Maintenance includes all activities associated with revenue and non-revenue (service) vehicle maintenance, including administration, inspection and maintenance, and servicing (cleaning, fueling, etc.) vehicles.

Non-Vehicle Maintenance includes all activities associated with facility maintenance, including: maintenance of vehicle movement control systems; fare collection and counting equipment; structures, tunnels and subways; roadway and track; passenger stations, operating station buildings, grounds and equipment; communication systems; general administration buildings, grounds and equipment; and electric power facilities.

General Administration includes all activities associated with the general administration of the transit agency, including transit service development, injuries and damages, safety, personnel administration, legal services, insurance, data processing, finance and accounting, purchasing and stores, engineering, real estate management, office management and services, customer services, promotion, market research and planning.

An **Object Class** is a grouping of expenses on the basis of goods and services purchased. Object Classes are as follows:

Salaries and Wages are the pay and allowances due employees in exchange for the labor services they render in behalf of the transit agency. The allowances include payments direct to the employee arising from the performance of a piece of work. Also called "Labor."

Fringe Benefits are the payments or accruals to others (insurance companies, governments, etc.) on behalf of an employee and payments and accruals direct to an employee arising from something other than a piece of work.

Employee Compensation is the sum of "Salaries and Wages" and "Fringe Benefits."

Services include the labor and other work provided by outside organizations for fees and related expenses. Services include management service fees, advertising fees, professional and technical services, temporary help, contract maintenance services, custodial services and security services.

Materials and Supplies are the tangible products obtained from outside suppliers or manufactured internally. These materials and supplies include tires, fuel and lubricants. Freight, purchase discounts, cash discounts, sales and excise taxes (except on fuel and lubricants) are included in the cost of the material or supply.

Utilities include the payments made to various utilities for utilization of their resources (e.g., electric, gas, water, telephone, etc.). Utilities include propulsion power purchased from an outside utility company and used for propelling electrically driven vehicles, and other utilities such as electrical power for purposes other than for electrically driven vehicles, water and sewer, gas, garbage collection, and telephone.

Casualty and Liability Costs are the cost elements covering protection of the transit agency from loss through insurance programs, compensation of others for their losses due to acts for which the transit agency is liable, and recognition of the cost of a miscellaneous category of corporate losses.

Purchased Transportation is transportation service provided to a public transit agency or governmental unit from a public or private transportation provider based on a written contract. Purchased transportation does not include franchising, licensing operation, management services, cooperative agreements or private conventional bus service.

Other Expenses is the sum of taxes, miscellaneous expenses, and expense transfers:

Total Expense is the sum of all the object classes or functions.

TABLE 44: Operating Expense by Function Class, Millions of Dollars

FISCAL YEAR	VEHICLE OPERATIONS	VEHICLE MAINTENANCE	NON-VEHICLE MAINTENANCE	GENERAL ADMINISTRATION	PURCHASED TRANSPORTATION	TOTAL
1995	8,281.9	3,218.2	1,829.0	2,589.5	1,930.1	17,848.7
1996	8,331.9	3,295.1	1,802.2	2,744.3	2,167.2	18,340.7
1997	8,602.1	3,372.6	1,838.8	2,919.9	2,202.7	18,936.1
1998	9,176.7	3,579.2	1,783.9	3,065.8	2,132.9	19,738.5
1999	9,333.0	3,742.1	1,906.8	3,164.4	2,365.8	20,512.1
2000	10,110.9	4,267.1	2,177.7	3,328.8	2,761.0	22,645.5
2001	10,438.8	4,348.4	2,290.1	3,463.1	2,976.5	23,516.9
2002	11,057.4	4,550.6	2,448.1	3,807.8	2,970.1	24,834.0
2003	11,935.5	4,822.1	2,545.7	3,962.4	3,585.8	26,851.6
2004	12,865.8	5,042.6	2,790.2	3,974.3	3,832.9	28,505.8
2005	13,793.0	5,293.6	2,965.0	4,074.8	4,168.5	30,294.9
2006	14,742.8	5,681.5	3,008.0	4,301.3	4,303.6	32,037.2
2006 %	46.0%	17.7%	9.4%	13.4%	13.5%	100.0%

P = Preliminary

TABLE 45: Operating Expense by Object Class, Millions of Dollars

FISCAL YEAR	SALARIES & WAGES	FRINGE BENEFITS	SERVICES	MATERIALS & SUPPLIES	UTILITIES	CASUALTY & LIABILITY	PURCHASED TRANSPORTATION	OTHER (a)	TOTAL
1995	8,213.1	4,484.0	849.3	1,613.4	628.9	512.8	1,930.1	-382.9	17,848.7
1996	8,437.6	4,401.4	923.9	1,677.0	667.2	502.7	2,167.2	-436.3	18,340.7
1997	8,771.7	4,503.7	1,055.2	1,734.1	685.0	502.5	2,202.7	-518.8	18,936.1
1998	9,211.2	4,843.6	1,170.7	1,851.5	660.8	473.9	2,132.9	-606.1	19,738.5
1999	9,495.1	5,052.3	1,213.9	1,883.7	675.5	449.7	2,365.8	-623.9	20,512.1
2000	10,400.2	5,412.9	1,289.6	2,259.6	719.8	506.5	2,761.0	-704.1	22,645.5
2001	10,626.9	5,705.6	1,389.3	2,362.5	772.5	492.8	2,976.5	-809.2	23,516.9
2002	11,197.4	6,246.9	1,539.6	2,287.3	771.0	624.2	2,970.1	-802.5	24,834.0
2003	11,634.0	6,913.4	1,614.6	2,428.2	809.9	693.7	3,585.8	-828.1	26,851.6
2004	11,979.3	7,599.2	1,655.3	2,586.3	848.9	750.4	3,832.9	-746.6	28,505.8
2005	12,176.6	8,093.3	1,758.7	3,046.2	974.8	758.8	4,168.5	-681.9	30,294.9
2006	12,764.1	8,423.5	1,900.4	3,604.6	1,037.6	783.9	4,303.6	-708.5	32,037.2
2006 %	39.8%	26.3%	5.9%	11.3%	3.2%	2.5%	13.4%	-2.4%	100.0%

P = Preliminary

(a) Includes reclassification of expenses between accounts and expenses transferred to capital accounts.

TABLE 46: Operating Expense by Mode, Millions of Dollars

FISCAL YEAR	BUS	COMMUTER RAIL	PARATRANSIT	HEAVY RAIL	LIGHT RAIL	TROLLEYBUS	OTHER	TOTAL
1995	10,320.5	2,211.2	1,000.4	3,522.9	376.1	138.9	278.7	17,848.7
1996	10,574.9	2,294.1	1,186.6	3,401.9	441.6	134.6	307.0	18,340.7
1997	10,944.0	2,278.1	1,284.5	3,473.7	472.5	140.2	343.1	18,936.1
1998	11,428.9	2,360.6	1,405.4	3,529.6	500.2	146.5	367.3	19,738.5
1999	11,713.8	2,574.9	1,419.3	3,693.4	545.6	166.9	398.2	20,512.1
2000	12,966.2	2,685.3	1,804.9	3,930.8	606.4	177.6	474.3	22,645.5
2001	13,335.2	2,860.8	1,754.0	4,180.1	682.2	172.4	532.2	23,516.9
2002	14,065.6	3,003.2	1,949.4	4,267.5	778.3	186.7	583.3	24,834.0
2003	15,240.3	3,178.5	2,363.4	4,446.2	815.2	182.7	625.3	26,851.6
2004	16,021.5	3,442.4	2,523.9	4,734.1	887.4	184.9	711.5	28,505.8
2005	16,786.8	3,663.2	2,828.4	5,144.8	978.1	195.7	697.9	30,294.9
2006	17,816.4	3,771.4	3,096.7	5,287.5	1,070.1	196.9	798.2	32,037.2
2006 %	55.6%	11.8%	9.7%	16.5%	3.3%	0.6%	2.5%	100.0%

P = Preliminary

Operating Funding

Highlights.....

- \$33.7 billion was received from all sources in 2006.
- 33.2% came from passengers, 21.1% from local governments, 22.8% from state governments, 7.7% from federal governments, and 15.3% was raised by transit agencies from directly-levied taxes, advertising, interest income, and other sources.
- Average fare paid per unlinked trip was \$1.12. For bus, it was \$0.89, commuter rail \$4.22, paratransit \$2.45, heavy rail \$1.10, and light rail \$0.72.
- Average adult base cash fare in 2006 was \$1.44

Operating Funding Source is a source of funds used to pay for operating expenses. Under federal regulations, some capital funds may be used to fund a portion of operating expenses, and would therefore be considered operating funds.

Government Funds are funds provided by federal, state, and/or local governments.

Federal Funds are financial assistance from the federal government to assist in paying the operating costs of providing transit service.

State Government Funds are financial assistance obtained from a state government(s) to assist with paying the costs of providing transit services.

Local Government Funds are financial assistance from local governments (below the state level) to help cover the operating costs of providing transit service.

Directly Generated Government Funds are any funds from taxation generated by the transit agency.

Agency Funds are any funds obtained by the transit agency from sources other than taxation.

Passenger Fares are revenue earned from carrying passengers in regularly scheduled and paratransit service. Passenger fares include:

Adult Base Cash Fare is the minimum cash fare paid by an adult for one transit ride; excludes transfer charges, zone or distance charges, express service charges, peak period surcharges, and reduced fares.

Peak Period Surcharge is an extra fee required during peak periods (rush hours).

Transfer Surcharge is an extra fee charged for a transfer to use when boarding another transit vehicle to continue a trip.

Zone or Distance Surcharge is an extra fee charged for crossing a predetermined boundary.

Other Operating Funds is the sum of freight tariffs, auxiliary transportation revenues, non-transportation revenues, revenue accrued through a purchased transportation agreement, and subsidy from other sectors of operations.

TABLE 47: Operating Funding Sources, Millions of Dollars

FISCAL YEAR	AGENCY FUNDS			GOVERNMENT FUNDS					TOTAL FUNDS
	PASSENGER FARES	OTHER	TOTAL	DIRECTLY GENERATED	LOCAL	STATE	FEDERAL	TOTAL	
1995	6,800.9	1,268.0	8,068.9	1,544.2	3,980.9	3,829.6	817.0	10,171.7	18,240.6
1996	7,416.3	1,232.8	8,649.1	1,695.4	4,128.5	4,081.8	596.4	10,502.1	19,151.2
1997	7,545.7	1,444.8	8,990.5	1,863.6	4,095.1	3,918.7	647.0	10,524.4	19,514.9
1998	7,969.6	1,731.3	9,700.9	1,953.4	4,376.9	4,279.4	751.2	11,360.9	21,061.8
1999	8,282.4	1,363.1	9,645.5	2,284.5	4,539.8	4,878.6	871.8	12,574.7	22,220.2
2000	8,745.8	2,257.8	11,003.6	1,958.9	5,318.8	4,967.1	994.2	13,239.0	24,242.6
2001	8,891.1	1,634.8	10,525.9	1,944.7	5,986.6	5,700.9	1,129.9	14,762.1	25,288.0
2002	8,648.9	2,390.3	11,039.2	2,211.3	5,343.9	6,718.6	1,319.4	15,593.2	26,632.4
2003	9,149.3	2,520.5	11,669.8	2,544.7	5,557.6	6,632.8	1,616.2	16,351.3	28,021.2
2004	9,774.6	2,372.7	12,147.3	2,587.5	6,184.3	6,713.2	2,085.9	17,570.9	29,718.1
2005	10,269.1	2,289.5	12,558.6	2,693.6	6,657.8	7,494.5	2,303.4	19,149.3	31,707.8
2006	11,194.9	2,349.9	13,544.8	2,796.6	7,105.2	7,674.3	2,591.9	20,168.0	33,712.8
2006 %	33.2%	7.0%	40.2%	8.3%	21.1%	22.8%	7.7%	59.8%	100.0%

P = Preliminary

(a) 2002 was first year these data were available from the Federal Transit Administration National Transit Database reports. Estimates for previous years made by APTA from transit agency estimates, which are made according to each agency's procedures.

TABLE 48: Passenger Fares by Mode, Millions of Dollars (a)

FISCAL YEAR	BUS	COMMUTER RAIL	PARA-TRANSIT	HEAVY RAIL	LIGHT RAIL	TROL-LEYBUS	OTHER	TOTAL
1995	3,287.2	1,077.5	146.3	2,018.2	126.5	54.0	91.2	6,800.9
1996	3,515.0	1,145.6	156.9	2,321.5	144.2	54.7	78.4	7,416.3
1997	3,557.8	1,177.6	170.4	2,350.9	138.6	56.9	93.5	7,545.7
1998	3,991.2	1,255.2	141.5	2,297.4	149.7	55.3	79.3	7,969.6
1999	4,175.0	1,308.7	158.6	2,323.3	163.5	59.5	93.8	8,282.4
2000	4,375.5	1,374.6	171.6	2,482.7	181.2	59.5	100.7	8,745.8
2001	4,356.7	1,438.7	181.5	2,532.6	203.8	59.5	118.3	8,891.1
2002	4,106.2	1,447.4	193.5	2,492.5	226.1	59.4	123.8	8,648.9
2003	4,269.6	1,552.2	244.0	2,654.3	229.1	53.5	146.7	9,149.3
2004	4,546.5	1,614.7	253.5	2,902.8	232.8	55.3	168.8	9,774.6
2005	4,764.0	1,727.9	286.3	3,006.9	248.7	57.3	178.0	10,269.1
2006 P	5,239.2	1,860.9	309.2	3,217.8	293.2	59.9	214.6	11,194.9
2006 %	46.8%	16.6%	2.8%	28.7%	2.6%	0.5%	1.9%	100.0%

P = Preliminary

(a) 2002 was first year these data were available from the Federal Transit Administration National Transit Database reports. Estimates for previous years made by APTA from transit agency estimates, which are made according to each agency's procedures.

TABLE 49: Average Passenger Fare Per Unlinked Passenger Trip by Mode

FISCAL YEAR	BUS	COMMUTER RAIL	PARA-TRANSIT	HEAVY RAIL	LIGHT RAIL	TROL-LEYBUS	OTHER	TOTAL
1995	0.68	3.13	1.66	0.99	0.50	0.45	1.14	0.88
1996	0.72	3.25	1.69	1.08	0.55	0.47	0.97	0.93
1997	0.71	3.30	1.72	0.97	0.53	0.47	1.02	0.90
1998	0.74	3.29	1.49	0.96	0.54	0.47	0.89	0.91
1999	0.74	3.30	1.59	0.92	0.56	0.50	1.03	0.90
2000	0.77	3.33	1.63	0.94	0.57	0.49	1.08	0.93
2001	0.74	3.43	1.73	0.93	0.61	0.50	1.22	0.92
2002	0.70	3.50	1.88	0.93	0.67	0.51	1.28	0.90
2003	0.75	3.79	2.20	1.00	0.68	0.49	1.35	0.97
2004	0.79	3.90	2.22	1.06	0.67	0.52	1.51	1.02
2005	0.81	4.08	2.29	1.07	0.65	0.54	1.52	1.05
2006 P	0.89	4.22	2.45	1.10	0.72	0.60	1.77	1.12

P = Preliminary

TABLE 50: Passenger Fares Summary

YEAR	PASSENGER FARES RECEIVED PER UNLINKED TRIP	ADULT BASE CASH FARE (a)		PERCENT OF SYSTEMS WITH (c)		
		HIGHEST	AVERAGE (b)	PEAK PERIOD SURCHARGES	TRANSFER SURCHARGES	ZONE OR DISTANCE SURCHARGES
1995	0.876	7.00	0.992	6.5	23.8	36.9
1996	0.933	7.00	1.047	7.0	22.9	32.6
1997	0.888	7.00	1.058	7.0	22.9	32.6
1998	0.871	7.00	1.065	6.1	21.9	32.9
1999	0.903	4.00	1.087	6.5	26.8	35.0
2000	0.934	5.00	1.128	7.5	21.6	33.2
2001	0.921	7.00	1.194	7.0	20.1	32.4
2002	0.899	9.00	1.238	4.5	21.3	28.5
2003	0.970	10.00	1.327	5.4	20.4	29.1
2004	1.021	10.00	1.367	7.6	19.7	29.9
2005	1.016	12.50	1.384	6.1	19.2	24.6
2006 P	1.118	12.50	1.438	7.1	18.9	24.6

P = Preliminary

(a) Lowest base fare is \$0.00 (free).

(b) Unweighted average of adult base cash fares; excludes surcharges; each transit agency counted equally. Based on Sample from annual APTA *Public Transportation fare Database*.

(c) Based on Sample from annual APTA *Public Transportation Fare Database*.

MODE DATA

Bus and Trolleybus

The vast majority of scheduled fixed-route transit service operates in bus and trolleybus modes on streets and highways using rubber-tired vehicles. In all but about 50 metropolitan areas and small cities, bus service is the only fixed-route transit service available.

A **mode** is a system for carrying transit passengers described by specific right-of-way, technology and operational features. Major fixed-route roadway modes are:

Bus mode uses vehicles powered by diesel, gasoline, battery or alternative fuel engines contained within the vehicle.

Trolleybus mode uses vehicles propelled by a motor drawing current from overhead wires via a connecting pole called a trolley from a central power source not on board the vehicle.

TABLE 51: Bus and Trolleybus National Totals, Fiscal Year 2006

	BUS	TROLLEYBUS
Agencies, Number of	1,500	4
Fares Collected, Passenger (Millions)	\$5,239.2	\$59.9
Fare per Unlinked Trip, Average	\$0.89	\$0.80
Expense, Operating Total (Millions)	\$17,816.4	\$196.9
Operating Expense by Object Class:		
Salaries and Wages (Millions)	\$7,185.4	\$98.1
Fringe Benefits (Millions)	\$4,656.3	\$64.2
Services (Millions)	\$986.3	\$16.4
Materials and Supplies (Millions)	\$2,430.2	\$11.6
Utilities (Millions)	\$235.2	\$4.5
Casualty and Liability (Millions)	\$453.2	\$5.5
Purchased Transportation (Millions)	\$1,893.4	\$0.0
Other (Millions)	-\$23.7	-\$3.4
Operating Expense by Function Class:		
Vehicle Operations (Millions)	\$9,355.2	\$106.2
Vehicle Maintenance (Millions)	\$3,367.9	\$35.4
Non-vehicle Maintenance (Millions)	\$716.7	\$19.4
General Administration (Millions)	\$2,483.2	\$35.8
Purchased Transportation (Millions)	\$1,893.4	\$0.0
Expense, Capital Total (Millions)	\$3,687.7	\$43.8
Rolling Stock (Millions)	\$1,728.1	\$9.3
Facilities, Guideway, Stations, Admin Buildings	\$1,451.3	\$31.7
Other (Millions)	\$508.3	\$2.7
Trips, Unlinked Passenger, Annual (Millions)	5,894	100
Miles, Passenger (Millions)	22,821	164
Trip Length, Average (miles)	3.9	1.6
Miles, Vehicle Total (Millions)	2,494.9	12.2
Miles, Vehicle Revenue (Millions)	2,154.8	11.8
Hours, Vehicle Total (Millions)	189.3	1.6
Hours, Vehicle Revenue (Millions)	171.0	1.6
Speed, Vehicle in Revenue Service, Average (m.p.h.)	12.6	7.4
Revenue Vehicles Available for Maximum Service	83,080	609
Revenue Vehicles Operated at Maximum Service	66,015	416
Age, Average (years)	7.8	9.5
Alternative Power Source, Percent	20.8%	100.0%
Accessible, Percent	95.5%	95.4%
Employees, Operating	221,302	1,845
Vehicle Operations	150,391	1,242
Vehicle Maintenance	40,097	317
Non-vehicle Maintenance	7,678	167
General Administration	23,136	120
Employees, Capital	2,763	22
Diesel Fuel Consumed (Gallons, Millions)	536.7	0.0
Other Fuel Consumed (Gallons, Millions)	221.4	0.0
Electricity Consumed (kwh, Millions)	0.0	62.0

Largest Bus and Trolleybus Transit Agencies

TABLE 52: 25 Largest Bus and Trolleybus Agencies Ranked by Unlinked Passenger Trips, Fiscal Year 2006 (Thousands)

	TRANSIT AGENCY	URBANIZED AREA (Primary City)	PASSENGER TRIPS
1	MTA New York City Transit (NYCT)	New York, NY	926,379.9
2	Los Angeles County Metropolitan Trp Auth (LACMTA)	Los Angeles, CA	400,518.1
3	Chicago Transit Authority (CTA)	Chicago, IL	298,433.2
4	Southeastern Pennsylvania Trp Authority (SEPTA)	Philadelphia, PA	177,105.7
5	New Jersey Transit Corporation (NJ TRANSIT)	New York, NY	162,266.5
6	San Francisco Municipal Railway (MUNI)	San Francisco, CA	159,694.8
7	Washington Metropolitan Area Transit Auth (WMATA)	Washington, DC	132,880.8
8	Massachusetts Bay Transportation Authority (MBTA)	Boston, MA	108,707.8
9	King County DOT	Seattle, WA	102,213.9
10	MTA Bus Company (MTABUS)	New York, NY	99,169.4
11	Metropolitan Transit Auth of Harris County (Metro)	Houston, TX	88,031.8
12	Miami-Dade Transit (MDT)	Miami, FL	81,637.4
12	Maryland Transit Administration (MTA)	Baltimore, MD	79,879.8
14	Denver Regional Transportation District (RTD)	Denver, CO	74,023.0
15	City and County of Honolulu DOT Services (DTS)	Honolulu, HI	70,384.4
16	Metropolitan Atlanta Rapid Transit Authority (MARTA)	Atlanta, GA	68,830.7
17	Orange County Transportation Authority (OCTA)	Los Angeles, CA	67,868.1
18	Alameda-Contra Costa Transit District (AC Transit)	San Francisco, CA	66,962.7
19	Tri-County Metropolitan Trp District of Oregon (TriMet)	Portland, OR	65,933.5
20	Metro Transit	Minneapolis, MN	64,398.7
21	Port Authority of Allegheny County (Port Authority)	Pittsburgh, PA	59,955.7
22	Regional Trp Commission of Southern Nevada (RTC)	Las Vegas, NV	59,876.8
23	Greater Cleveland Regional Transit Auth (GCRTA)	Cleveland, OH	57,796.0
24	Dallas Area Rapid Transit (DART)	Dallas, TX	56,486.5
25	City of Phoenix Public Transit Dept (Valley Metro)	Phoenix, AZ	48,778.6

Source: Federal Transit Administration National Transit Database

Complete lists of all bus and trolleybus operations in the National Transit Database in order of unlinked passenger trips are reported in the *Public Transportation Fact Book, Part 3: Transit Agency and Urbanized Area Operating Statistics* at www.apta.com.

TABLE 53: 25 Largest Bus and Trolleybus Agencies Ranked by Passenger Miles, Fiscal Year 2006 (Thousands)

	TRANSIT AGENCY	URBANIZED AREA (Primary City)	PASSENGER MILES
1	MTA New York City Transit (NYCT)	New York, NY	1,871,098.0
2	Los Angeles County Metropolitan Trp Auth (LACMTA)	Los Angeles, NY	1,474,383.5
3	New Jersey Transit Corporation (NJ TRANSIT)	New York, NY	965,989.9
4	Chicago Transit Authority (CTA)	Chicago, IL	745,521.5
5	MTA Bus Company (MTABUS)	New York, NY	587,082.8
6	Metropolitan Transit Auth of Harris County (Metro)	Houston, TX	508,636.0
7	Southeastern Pennsylvania Trp Authority (SEPTA)	Philadelphia, PA	492,034.5
8	King County DOT (King County Metro)	Seattle, WA	480,205.1
9	Washington Metropolitan Area Transit Aut (WMATA)	Washington, DC	423,501.8
10	Denver Regional Transportation District (RTD)	Denver, CO	391,983.5
11	Maryland Transit Administration (MTA)	Baltimore, MD	351,326.9
12	Miami-Dade Transit (MDT)	Miami, FL	348,022.3
13	City and County of Honolulu DOT Services (DTS)	Honolulu, HI	318,371.3
14	San Francisco Municipal Railway (MUNI)	San Francisco, CA	297,931.2
15	Orange County Transportation Authority (OCTA)	Los Angeles, CA	277,266.6
16	Metro Transit	Minneapolis, MN	261,745.5
17	Metropolitan Atlanta Rapid Transit Authority (MARTA)	Atlanta, GA	256,534.7
18	Port Authority of Allegheny County (Port Authority)	Pittsburgh, PA	254,835.0
19	Dallas Area Rapid Transit (DART)	Dallas, TX	248,880.4
20	Tri-County Metropolitan Trp District of Oregon (TriMet)	Portland, OR	247,565.6
21	Pace - Suburban Bus Division (PACE)	Chicago, IL	226,109.9
22	Massachusetts Bay Transportation Authority (MBTA)	Boston, MA	219,322.7
23	Regional Trp Commission of Southern Nevada (RTC)	Las Vegas, NV	218,014.7
24	Alameda-Contra Costa Transit District (AC Transit)	San Francisco, CA	209,399.8
25	Greater Cleveland Regional Transit Auth (GCRTA)	Cleveland, OH	207,793.1

Source: Federal Transit Administration National Transit Database

Complete lists of all bus and trolleybus operations in the National Transit Database in order of passenger miles are reported in the *Public Transportation Fact Book, Part 3: Transit Agency and Urbanized Area Operating Statistics* at www.apta.com.

Ferryboat

Ferryboat is a transit mode comprised of vessels carrying passengers and/or vehicles over a body of water, and that are generally steam or diesel-powered.

When at least one terminal is within an urbanized area, it is **urban ferryboat** service. Such service excludes international, rural, rural interstate, island, and urban park ferries.

TABLE 54: Urban Ferryboat National Totals, Fiscal Year 2006

Agencies, Number of	47
Fares Collected, Passenger (Millions)	\$95.9
Fare per Unlinked Trip, Average	\$1.49
Expense, Operating Total (Millions)	\$381.6
Operating Expense by Object Class:	
Salaries and Wages (Millions)	\$154.0
Fringe Benefits (Millions)	\$48.9
Services (Millions)	\$28.3
Materials and Supplies (Millions)	\$87.4
Utilities (Millions)	\$5.0
Casualty and Liability (Millions)	\$20.5
Purchased Transportation (Millions)	\$33.0
Other (Millions)	\$4.6
Operating Expense by Function Class:	
Vehicle Operations (Millions)	\$227.2
Vehicle Maintenance (Millions)	\$50.2
Non-vehicle Maintenance (Millions)	\$26.1
General Administration (Millions)	\$45.2
Purchased Transportation (Millions)	\$33.0
Expense, Capital Total (Millions)	\$147.7
Rolling Stock (Millions)	\$59.2
Facilities, Guideway, Stations, Admin Buildings	\$75.5
Other (Millions)	\$13.0
Trips, Unlinked Passenger, Annual (Millions)	63.0
Miles, Passenger (Millions)	399.9
Trip Length, Average (miles)	6.4
Miles, Vehicle Total (Millions)	3.7
Miles, Vehicle Revenue (Millions)	3.6
Hours, Vehicle Total (Millions)	0.4
Hours, Vehicle Revenue (Millions)	0.4
Speed, Vehicle in Revenue Service, Average (m.p.h.)	9.1
Revenue Vehicles Available for Maximum Service	161
Revenue Vehicles Operated at Maximum Service	139
Age, Average (years)	23.9
Alternative Power Source, Percent	58.2%
Accessible, Percent	47.8%
Employees, Operating	4,539
Vehicle Operations	3,433
Vehicle Maintenance	531
Non-vehicle Maintenance	147
General Administration	429
Employees, Capital	131
Diesel Fuel Consumed (Gallons, Millions)	33.5
Other Fuel Consumed (Gallons, Millions)	0.0
Electricity Consumed (kwh, Millions)	0.0

Types of Vehicles

A **ferryboat** is a vessel for carrying passengers and/or vehicles over a body of water. The vessel is generally a steam or diesel-powered conventional ferry vessel. It may also be a hovercraft, hydrofoil or other high speed vessel.

A wide range of boats are used in ferry service, but there are two basic types.

Vehicle ferries have at least one deck for vehicles, with additional decks for passengers. The largest are in the

Seattle, WA area, and are over 460 feet long, accommodating 2,500 passengers and 218 vehicles. Such ferries are normally square-ended to allow vehicle access and egress.

Passenger-only ferries have only passenger decks, though they may also have space for bicycles. They can range from small boats about 50 feet long holding about 50 people up to the 310-foot long Staten Island ferries in New York, which can accommodate 6,000 people. Because they don't have vehicle decks, they need not be square-ended and may have pointed bows and side-

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loading. Catamaran (double hull) and hydrofoil (where the vehicle skims the surface of the water) styles may be used for high-speed services.

Water taxis are very small passenger-only ferries (about 50 feet or less) that may operate in both fixed-route and

on-demand service, depending on the time of day and patronage levels. They can load and unload very quickly and operate very frequently, sometimes to several different points around a harbor or along a river.

TABLE 55: Ferryboat Transit Agencies Ranked by Unlinked Passenger Trips, Fiscal Year 2006 (Thousands)

	TRANSIT AGENCY	URBANIZED AREA (Primary City)	PASSENGER TRIPS
1	Washington State Ferries (WSF)	Seattle, WA	23,788.4
2	New York City Department of Trp (NYCDOT)	New York, NY	20,004.3
3	Port Authority Trans-Hudson Corporation (PATH)	New York, NY	2,085.6
4	Puerto Rico Ports Authority (PRPA)	San Juan, PA	1,928.5
5	Golden Gate Bridge, Highway and Trp Dist (GGBHTD)	San Francisco, CA	1,870.2
6	Crescent City Connection Division - LA DOT (CCCD)	New Orleans, LA	1,347.7
7	Massachusetts Bay Transportation Authority (MBTA)	Boston, MA	1,312.7
8	Casco Bay Island Transit District (CBITD)	Portland, ME	869.7
9	City of Vallejo Trp Program (Vallejo Transit, Baylink)	Vallejo, CA	751.7
10	City of Alameda Ferry Services	San Francisco, CA	520.7
11	Kitsap Transit	Bremerton, WA	453.5
12	Chatham Area Transit Authority (CAT)	Savannah, GA	373.8
13	Transportation Dist Comm of Hampton Roads (HRT)	Virginia, VA	353.0
14	Pierce County Ferry Operations (Pierce County Ferry)	Seattle, CA	212.0
15	Metro-North Commuter Railroad Co (MTA-MNCR)	New York, NY	195.1
16	Broward County Office of Transportation (BCT)	Miami, FL	159.4
17	Corpus Christi Regional Trp Authority (The B)	Corpus Christi, TX	21.5

Source: Federal Transit Administration National Transit Database; excludes transit agencies not reporting data to the NTD.

TABLE 56: Ferryboat Transit Agencies Ranked by Passenger Miles, Fiscal Year 2006 (Thousands)

	TRANSIT AGENCY	URBANIZED AREA (Primary City)	PASSENGER TRIPS
1	Washington State Ferries (WSF)	Seattle, WA	181,981.6
2	New York City DOT (NYCDOT)	New York, NY	104,022.1
3	Golden Gate Bridge, Highway and Trp Dis (GGBHTD)	San Francisco, CA	20,846.9
4	City of Vallejo Trp Program (Vallejo Transit, Baylink)	Vallejo, CA	20,747.1
5	Massachusetts Bay Transportation Authority (MBTA)	Boston, MA	12,142.0
6	Port Authority Trans-Hudson Corporation (PATH)	New York, NY	5,592.4
7	City of Alameda Ferry Services	San Francisco, CA	3,351.8
8	Puerto Rico Ports Authority (PRPA)	San Juan, PA	3,316.6
9	Casco Bay Island Transit District (CBITD)	Portland, ME	2,843.9
10	Pierce County Ferry Operations (Pierce County Ferry)	Seattle, WA	1,875.5
11	Metro-North Commuter Railroad Co (MTA-MNCR)	New York, NY	754.1
12	Kitsap Transit	Bremerton, WA	736.2
13	Crescent City Connection Division - LA DOT (CCCD)	New Orleans, LA	673.8
14	Broward County Office of Transportation (BCT)	Miami, FL	650.9
15	Transportation Dist Comm of Hampton Roads (HRT)	Virginia Beach, VA	176.5
16	Chatham Area Transit Authority (CAT)	Savannah, GA	126.1
17	Corpus Christi Regional Trp Authority (The B)	Corpus Christi, TX	19.3

Source: Federal Transit Administration National Transit Database; excludes transit agencies not reporting data to the NTD.

Paratransit

Paratransit is the most widely available transit service, with over 5,000 transit agencies providing it. However, most of those agencies limit the service to persons with disabilities, their attendants and companions, and older Americans.

Paratransit (also called **demand response** or **dial-a-ride**) is comprised of passenger cars, vans or small buses operating in response to calls from passengers or their agents to the transit operator, who then dispatches a vehicle to pick up the passengers and transport them to

their destinations. A paratransit operation is characterized by the following: (a) The vehicles do not operate over a fixed route or on a fixed schedule except, perhaps, on a temporary basis to satisfy a special need; and (b) typically, the vehicle may be dispatched to pick up several passengers at different pick-up points before taking them to their respective destinations and may even be interrupted en route to these destinations to pick up other passengers. The following types of operations fall under the above definitions provided they are not on a scheduled fixed route basis: many origins-many destinations, many origins-one destination, one origin-many destinations, and one origin-one destination.

TABLE 57: Paratransit National Totals, Fiscal Year 2006

Agencies, Number of	5,960
Fares Collected, Passenger (Millions)	\$309.2
Fare per Unlinked Trip, Average	\$2.45
Expense, Operating Total (Millions)	\$3,096.7
Operating Expense by Object Class:	
Salaries and Wages (Millions)	\$514.4
Fringe Benefits (Millions)	\$249.3
Services (Millions)	\$128.9
Materials and Supplies (Millions)	\$176.6
Utilities (Millions)	\$16.8
Casualty and Liability (Millions)	\$55.3
Purchased Transportation (Millions)	\$1,921.7
Other (Millions)	\$33.7
Operating Expense by Function Class:	
Vehicle Operations (Millions)	\$787.4
Vehicle Maintenance (Millions)	\$161.4
Non-vehicle Maintenance (Millions)	\$32.1
General Administration (Millions)	\$194.1
Purchased Transportation (Millions)	\$1,921.7
Expense, Capital Total (Millions)	\$208.8
Rolling Stock (Millions)	\$143.9
Facilities, Guideway, Stations, Admin Buildings	\$35.6
Other (Millions)	\$29.2
Trips, Unlinked Passenger, Annual (Millions)	126
Miles, Passenger (Millions)	1,078
Trip Length, Average (miles)	8.5
Miles, Vehicle Total (Millions)	1,013
Miles, Vehicle Revenue (Millions)	869.1
Hours, Vehicle Total (Millions)	68.3
Hours, Vehicle Revenue (Millions)	59.6
Speed, Vehicle in Revenue Service, Average (m.p.h.)	14.6
Revenue Vehicles Available for Maximum Service	43,509
Revenue Vehicles Operated at Maximum Service	34,984
Age, Average (years)	3.9
Alternative Power Source, Percent	5.3%
Accessible, Percent	89.7%
Employees, Operating	46,178
Vehicle Operations	37,014
Vehicle Maintenance	3,932
Non-vehicle Maintenance	719
General Administration	4,512
Employees, Capital	47
Diesel Fuel Consumed (Gallons, Millions)	86.8
Other Fuel Consumed (Gallons, Millions)	28.4
Electricity Consumed (kwh, Millions)	0.0

Types of Service

Complementary paratransit service is required by law for those persons with disabilities and others not able to use fixed-route service. Generally it must operate in the same areas and during the same hours. The fare is limited to twice the fixed-route fare. Service may be the fixed-route bus agency or by a completely separate agency.

General paratransit service is not required by law and is not subject to the restrictions imposed on complementary paratransit service. The transit agency may limit the service to certain people or it may be available to anyone. Some such services operate during late-night and weekend hours in place of fixed-route services.

User-side subsidy service is a transportation arrangement where the rider's cost of transportation is partially subsidized by the transit agency. The user is the rider who pays a reduced fare. A typical user-side subsidy program is operated through taxicab operators or a brokerage system which may charge a per-ride fee for handling the rider's transportation arrangements.

Types of Vehicles

Almost all paratransit service is operated with vehicles less than 30 feet in length since generally only a few people are on board the vehicle at any time. Despite their small size, most such vehicles have two doors similar to transit buses, though the rear door (used for wheelchairs) may actually open behind the vehicle instead of towards the side.

A **van** has a typical seating capacity of 5 to 15 passengers and is classified as a van by vehicle manufacturers. A **modified van (body-on-chassis van)** is a standard van that has undergone some structural changes by another company, usually made to increase its size and particularly its height. The seating capacity of modified vans is approximately 9 to 18 passengers.

Small transit buses (see the Bus section for definitions) are also used by a small number of transit agencies.

Largest Paratransit Agencies

TABLE 58: 25 Largest Paratransit Transit Agencies Ranked by Unlinked Passenger Trips, Fiscal Year 2006 (Thousands)

	TRANSIT AGENCY	URBANIZED AREA (Primary City)	PASSENGER TRIPS
1	Pace - Suburban Bus Division (PACE)	Chicago, IL	2,693.7
2	Access Services Incorporated (ASI)	Los Angeles, CA	2,396.4
3	MTA New York City Transit (NYCT)	New York, NY	2,103.5
4	King County Department of Transportation (King County Metro)	Seattle, WA	1,892.7
5	Access Transportation Systems (ACCESS)	Pittsburgh, PA	1,760.6
6	Southeastern Pennsylvania Transportation Authority (SEPTA)	Philadelphia, PA	1,732.1
7	Advanced Transportation Solutions, LLC (ATS)	Miami, FL	1,546.3
8	Metropolitan Transit Authority of Harris County, Texas (Metro)	Houston, TX	1,486.5
9	Massachusetts Bay Transportation Authority (MBTA)	Boston, MA	1,458.8
10	Washington Metropolitan Area Transit Authority (WMATA)	Washington, DC	1,340.2
11	New Jersey Transit Corporation (NJ TRANSIT)	New York, NY	1,264.4
12	Metro Mobility	Minneapolis, MN	1,222.8
13	San Francisco Paratransit (ATC)	San Francisco, CA	1,218.2
14	Orange County Transportation Authority (OCTA)	Los Angeles, CA	1,189.5
15	LACMTA - Small Operators (LACMTA)	Los Angeles, CA	1,184.9
16	Chicago Transit Authority (CTA)	Chicago, IL	1,126.6
17	VIA Metropolitan Transit (VIA)	San Antonio, TX	1,068.6
18	Maryland Transit Administration (MTA)	Baltimore, MD	1,055.9
19	Tri-County Metropolitan Transportation District of Oregon (TriMet)	Portland, OR	1,050.1
20	Milwaukee County Transit System (MCTS)	Milwaukee, WI	1,033.3
21	City of Los Angeles Department of Transportation (LADOT)	Los Angeles, CA	1,003.9
22	Denver Regional Transportation District (RTD)	Denver, CO	988.8
23	Santa Clara Valley Transportation Authority (VTA)	San Jose, CA	981.1
24	Atlantic Paratrans of NYC, Inc. (API)	New York, NY	952.9
25	Regional Transportation Commission of Southern Nevada (RTC)	Las Vegas, NV	818.1

Source: Federal Transit Administration National Transit Database

Complete lists of all paratransit operations reported in the National Transit Database in order of unlinked passenger trips are reported in the *Public Transportation Fact Book, Part 3: Transit Agency and Urbanized Area Operating Statistics* at www.apta.com.

TABLE 59: 25 Largest Paratransit Transit Agencies Ranked by Passenger Miles, Fiscal Year 2005 (Thousands)

	TRANSIT AGENCY	URBANIZED AREA (Primary City)	PASSENGER MILES
1	Access Services Incorporated (ASI)	Los Angeles, CA	30,038.2
2	MTA New York City Transit (NYCT)	New York, NY	25,278.6
3	Advanced Transportation Solutions, LLC (ATS)	Miami, FL	22,997.5
4	Massachusetts Bay Transportation Authority (MBTA)	Boston, MA	19,277.5
5	Pace - Suburban Bus Division (PACE)	Chicago, IL	18,258.2
6	Metropolitan Transit Authority of Harris County, Texas (Metro)	Houston, TX	16,326.4
7	King County Department of Transportation (King County Metro)	Seattle, WA	13,825.1
8	Washington Metropolitan Area Transit Authority (WMATA)	Washington, DC	13,683.3
9	Metro Mobility	Minneapolis, MN	12,923.0
10	Access Transportation Systems (ACCESS)	Pittsburgh, PA	12,445.3
11	Orange County Transportation Authority (OCTA)	Los Angeles, CA	12,031.3
12	VIA Metropolitan Transit (VIA)	San Antonio, TX	11,675.5
13	Southeastern Pennsylvania Transportation Authority (SEPTA)	Philadelphia, PA	10,406.7
14	New Jersey Transit Corporation (NJ TRANSIT)	New York, NY	9,790.0
15	City and County of Honolulu DOT Services (DTS)	Honolulu, HI	9,753.5
16	Space Coast Area Transit (SCAT)	Palm Bay, FL	9,616.7
17	Delaware Transit Corporation (DTC)	Philadelphia, PA	9,591.0
18	Tri-County Metropolitan Transportation District of Oregon (TriMet)	Portland, OR	9,289.2
19	Atlantic Paratrans of NYC, Inc. (API)	New York, NY	9,176.0
20	Regional Transportation Commission of Southern Nevada (RTC)	Las Vegas, NV	9,147.4
21	Chicago Transit Authority (CTA)	Chicago, IL	9,117.2
22	Broward County Office of Transportation (BCT)	Miami, FL	8,949.0
23	ATC / Vancom (ATC)	Dallas, TX	8,730.3
24	Denver Regional Transportation District (RTD)	Denver, CO	8,246.1
25	Maryland Transit Administration (MTA)	Baltimore, MD	8,173.8

Source: Federal Transit Administration National Transit Database

Complete lists of all paratransit operations reported in the National Transit Database in order of passenger miles are reported in the *Public Transportation Fact Book, Part 3: Transit Agency and Urbanized Area Operating Statistics* at www.apta.com.

Rail

Rail transit services exist in over 50 metropolitan areas and small cities, and the number grows almost yearly.

A **mode** is the system for carrying transit passengers described by specific right-of-way, technology and operational features. The most common rail modes are:

Commuter rail (also called **metropolitan rail**, **regional rail**, or **suburban rail**) is an electric or diesel propelled railway for urban passenger train service consisting of local short distance travel operating between a central

city and adjacent suburbs. Service must be operated on a regular basis by or under contract with a transit operator for the purpose of transporting passengers within urbanized areas, or between urbanized areas and outlying areas. Such rail service, using either locomotive hauled or self propelled railroad passenger cars, is generally characterized by multi-trip tickets, specific station to station fares, railroad employment practices and usually only one or two stations in the central business district. Intercity rail service is excluded, except for that portion of such service that is operated by or under contract with a public transit agency for predominantly commuter services, which means that for any given trip segment (i.e., distance between any two stations), more than 50% of the average daily ridership travels on the train at least three times a week.

TABLE 60: Commuter Rail National Totals, Fiscal Year 2006

Agencies, Number of	22
Fares Collected, Passenger (Millions)	\$1,860.9
Fare per Unlinked Trip, Average	\$4.22
Expense, Operating Total (Millions)	\$3,771.4
Operating Expense by Object Class:	
Salaries and Wages (Millions)	\$1,438.5
Fringe Benefits (Millions)	\$1,118.2
Services (Millions)	\$302.6
Materials and Supplies (Millions)	\$441.8
Utilities (Millions)	\$266.4
Casualty and Liability (Millions)	\$104.0
Purchased Transportation (Millions)	\$223.8
Other (Millions)	-\$123.9
Operating Expense by Function Class:	
Vehicle Operations (Millions)	\$1,449.5
Vehicle Maintenance (Millions)	\$853.5
Non-vehicle Maintenance (Millions)	\$628.9
General Administration (Millions)	\$615.7
Purchased Transportation (Millions)	\$223.8
Expense, Capital Total (Millions)	\$2,487.5
Rolling Stock (Millions)	\$713.3
Facilities, Guideway, Stations, Admin Buildings	\$1,585.7
Other (Millions)	\$188.4
Trips, Unlinked Passenger, Annual (Millions)	441
Miles, Passenger (Millions)	10,361
Trip Length, Average (miles)	23.5
Miles, Vehicle Total (Millions)	314.7
Miles, Vehicle Revenue (Millions)	287.1
Hours, Vehicle Total (Millions)	10.0
Hours, Vehicle Revenue (Millions)	9.2
Speed, Vehicle in Revenue Service, Average (m.p.h.)	31.4
Revenue Vehicles Available for Maximum Service	6,403
Revenue Vehicles Operated at Maximum Service	5,427
Age, Average (years)	18.9
Alternative Power Source, Self-propelled Cars, Percent	99.3%
Alternative Power Source, Locomotives, Percent	11.0%
Accessible, Percent	85.4%
Employees, Operating	25,314
Vehicle Operations	9,314
Vehicle Maintenance	7,234
Non-vehicle Maintenance	5,762
General Administration	3,004
Employees, Capital	2,657
Diesel Fuel Consumed (Gallons, Millions)	78.6
Other Fuel Consumed (Gallons, Millions)	0.0
Electricity Consumed (kwh, Millions)	1,478

A **commuter rail car** is a commuter rail mode passenger car--either an unpowered **passenger coach** that is pulled or pushed by one or more locomotives, or a **self-propelled passenger car** that has an onboard power source or that draws power from overhead electric wires. A large proportion of commuter rail cars are double-decked with upper and lower seating levels.

A **commuter rail locomotive** is a power unit vehicle that does not carry passengers that is used to pull or push commuter rail passenger coaches. Most locomotives use diesel fuel or are powered by overhead electric wires or an electrified third rail. A small number are dual-mode and can operate either as a diesel or electric vehicle.

TABLE 61: Commuter Rail Agencies Ranked by Unlinked Passenger Trips, Fiscal Year 2006 (Thousands)

	TRANSIT AGENCY	URBANIZED AREA (Primary City)	PASSENGER TRIPS
1	MTA Long Island Rail Road (MTA LIRR)	New York, NY	99,520.0
2	Metro-North Commuter Railroad Company (MTA-MNCR)	New York, NY	76,527.6
3	New Jersey Transit Corporation (NJ TRANSIT)	New York, NY	75,394.7
4	Northeast Illinois Regional Commuter Railroad Corporation (Metra)	Chicago, IL	72,064.3
5	Massachusetts Bay Transportation Authority (MBTA)	Boston, MA	37,797.6
6	Southeastern Pennsylvania Transportation Authority (SEPTA)	Philadelphia, PA	34,151.0
7	Southern California Regional Rail Authority (Metrolink)	Los Angeles, LA	11,706.7
8	Peninsula Corridor Joint Powers Board (PCJPB)	San Francisco, CA	9,004.7
9	Maryland Transit Administration (MTA)	Baltimore, MD	7,274.8
10	Northern Indiana Commuter Transportation District (NICTD)	Chicago, IL	4,208.2
11	Virginia Railway Express (VRE)	Washington, DC	3,569.7
12	South Florida Regional Transportation Authority (TRI-Rail)	Miami, FL	2,674.6
13	Central Puget Sound Regional Transit Authority (ST)	Seattle, WA	1,693.0
14	North County Transit District (NCTD)	San Diego, CA	1,554.5
15	Dallas Area Rapid Transit (DART)	Dallas, TX	1,457.8
16	Fort Worth Transportation Authority (The T)	Fort Worth, TX	952.2
17	Altamont Commuter Express (ACE)	Stockton, CA	642.0
18	Connecticut Department of Transportation (CDOT)	Hartford, CT	445.6
19	Pennsylvania Department of Transportation (PENNDOT)	Harrisburg, PA	274.6
20	Northern New England Passenger Rail Authority (NNEPRA)	Portland, ME	230.6
21	Alaska Railroad Corporation (ARRC)	Anchorage, AK	120.4

Source: Federal Transit Administration National Transit Database; excludes transit agencies not reporting data to the NTD.

TABLE 62: Commuter Rail Transit Agencies Ranked by Passenger Miles, Fiscal Year 2006 (Thousands)

	TRANSIT AGENCY	URBANIZED AREA (Primary City)	PASSENGER MILES
1	MTA Long Island Rail Road (MTA LIRR)	New York, NY	2,207,016.6
2	New Jersey Transit Corporation (NJ TRANSIT)	New York, NY	2,128,606.0
3	Metro-North Commuter Railroad Company (MTA-MNCR)	New York, NY	1,784,760.1
4	Northeast Illinois Regional Commuter Railroad Corporation (Metra)	Chicago, IL	1,636,188.8
5	Massachusetts Bay Transportation Authority (MBTA)	Boston, MA	749,518.1
6	Southeastern Pennsylvania Transportation Authority (SEPTA)	Philadelphia, PA	490,512.5
7	Southern California Regional Rail Authority (Metrolink)	Los Angeles, LA	400,170.6
8	Peninsula Corridor Joint Powers Board (PCJPB)	San Francisco, CA	234,947.8
9	Maryland Transit Administration (MTA)	Baltimore, MD	221,361.8
10	Northern Indiana Commuter Transportation District (NICTD)	Chicago, IL	118,250.1
11	Virginia Railway Express (VRE)	Washington, DC	112,205.1
12	South Florida Regional Transportation Authority (TRI-Rail)	Miami, FL	84,727.1
13	North County Transit District (NCTD)	San Diego, CA	42,970.4
14	Central Puget Sound Regional Transit Authority (ST)	Seattle, WA	41,509.2
15	Altamont Commuter Express (ACE)	Stockton, CA	30,172.8
16	Pennsylvania Department of Transportation (PENNDOT)	Harrisburg, PA	17,677.6
17	Dallas Area Rapid Transit (DART)	Dallas, TX	16,912.5
18	Northern New England Passenger Rail Authority (NNEPRA)	Portland, ME	16,352.6
19	Fort Worth Transportation Authority (The T)	Fort Worth, TX	16,111.2
20	Connecticut Department of Transportation (CDOT)	Hartford, CT	8,955.2
21	Alaska Railroad Corporation (ARRC)	Anchorage, AK	2,278.3

Source: Federal Transit Administration National Transit Database; excludes transit agencies not reporting data to the NTD.

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Heavy rail (metro, subway, rapid transit, or rapid rail) is an electric railway with the capacity for a heavy volume of traffic. It is characterized by high speed and rapid acceleration passenger rail cars operating singly or in multi-car trains on fixed rails; separate rights-of-way from which all other vehicular and foot traffic are excluded; sophisticated signaling, and high platform loading. If the service were converted to full automation with no onboard

personnel, the service would be considered an automated guideway.

A **heavy rail car** has motive capability, is driven by electric power taken from a third rail or (rarely, overhead wires), and is usually operated on exclusive right-of-way.

TABLE 63: Heavy Rail National Totals, Fiscal Year 2006

Agencies, Number of	15
Fares Collected, Passenger (Millions)	\$3,217.8
Fare per Unlinked Trip, Average	\$1.10
Expense, Operating Total (Millions)	\$5,287.5
Operating Expense by Object Class:	
Salaries and Wages (Millions)	\$2,837.2
Fringe Benefits (Millions)	\$1,940.8
Services (Millions)	\$273.1
Materials and Supplies (Millions)	\$353.5
Utilities (Millions)	\$426.0
Casualty and Liability (Millions)	\$100.4
Purchased Transportation (Millions)	\$41.6
Other (Millions)	\$68.9
Operating Expense by Function Class:	
Vehicle Operations (Millions)	\$2,287.7
Vehicle Maintenance (Millions)	\$915.7
Non-vehicle Maintenance (Millions)	\$1,356.3
General Administration (Millions)	\$686.2
Purchased Transportation (Millions)	\$41.6
Expense, Capital Total (Millions)	\$3,692.4
Rolling Stock (Millions)	\$419.3
Facilities, Guideway, Stations, Admin Buildings	\$2,566.7
Other (Millions)	\$706.4
Trips, Unlinked Passenger, Annual (Millions)	2,927
Miles, Passenger (Millions)	14,721
Trip Length, Average (miles)	5.0
Miles, Vehicle Total (Millions)	652.1
Miles, Vehicle Revenue (Millions)	633.8
Hours, Vehicle Total (Millions)	33.7
Hours, Vehicle Revenue (Millions)	31.6
Speed, Vehicle in Revenue Service, Average (m.p.h.)	20.0
Revenue Vehicles Available for Maximum Service	11,052
Revenue Vehicles Operated at Maximum Service	8,952
Age, Average (years)	22.4
Alternative Power Source, Percent	100.0%
Accessible, Percent	98.6%
Employees, Operating	48,323
Vehicle Operations	20,282
Vehicle Maintenance	9,372
Non-vehicle Maintenance	14,032
General Administration	4,638
Employees, Capital	5,768
Diesel Fuel Consumed (Gallons, Millions)	0.0
Other Fuel Consumed (Gallons, Millions)	0.0
Electricity Consumed (kwh, Millions)	3,709

TABLE 64: Heavy Rail Transit Agencies Ranked by Unlinked Passenger Trips, Fiscal Year 2006 (Thousands)

	TRANSIT AGENCY	URBANIZED AREA (Primary City)	PASSENGER TRIPS
1	MTA New York City Transit (NYCT)	New York, NY	1,874,980.5
2	Washington Metropolitan Area Transit Authority (WMATA)	Washington, DC	274,767.3
3	Chicago Transit Authority (CTA)	Chicago, IL	195,169.3
4	Massachusetts Bay Transportation Authority (MBTA)	Boston, MA	150,705.8
5	San Francisco Bay Area Rapid Transit District (BART)	San Francisco, CA	103,654.1
6	Southeastern Pennsylvania Transportation Authority (SEPTA)	Philadelphia, PA	84,616.4
7	Port Authority Trans-Hudson Corporation (PATH)	New York, NY	76,197.4
8	Metropolitan Atlanta Rapid Transit Authority (MARTA)	Atlanta, GA	69,209.0
9	Los Angeles County Metropolitan Transportation Authority (LACMTA)	Los Angeles, CA	40,277.0
10	Miami-Dade Transit (MDT)	Miami, FL	17,235.0
11	Maryland Transit Administration (MTA)	Baltimore, MD	12,886.7
12	Port Authority Transit Corporation (PATCO)	Philadelphia, PA	9,376.9
13	The Greater Cleveland Regional Transit Authority (GCRTA)	Cleveland, OH	7,161.3
14	Puerto Rico Highway and Transportation Authority (PRHTA)	San Juan, PR	6,896.0
15	Staten Island Rapid Transit Operating Authority (SIRTOA)	New York, NY	3,809.5

Source: Federal Transit Administration National Transit Database; excludes transit agencies not reporting data to the NTD.

TABLE 65: Heavy Rail Transit Agencies Ranked by Passenger Miles, Fiscal Year 2006 (Thousands)

	TRANSIT AGENCY	URBANIZED AREA (Primary City)	PASSENGER MILES
1	MTA New York City Transit (NYCT)	New York, NY	8,338,041.9
2	Washington Metropolitan Area Transit Authority (WMATA)	Washington, DC	1,577,789.3
3	San Francisco Bay Area Rapid Transit District (BART)	San Francisco, CA	1,307,104.7
4	Chicago Transit Authority (CTA)	Chicago, IL	1,143,033.9
5	Massachusetts Bay Transportation Authority (MBTA)	Boston, MA	551,634.5
6	Metropolitan Atlanta Rapid Transit Authority (MARTA)	Atlanta, GA	488,528.8
7	Southeastern Pennsylvania Transportation Authority (SEPTA)	Philadelphia, PA	376,825.7
8	Port Authority Trans-Hudson Corporation (PATH)	New York, NY	332,894.1
9	Los Angeles County Metropolitan Transportation Authority (LACMTA)	Los Angeles, CA	202,689.3
10	Miami-Dade Transit (MDT)	Miami, FL	131,446.5
11	Port Authority Transit Corporation (PATCO)	Philadelphia, PA	80,695.5
12	Maryland Transit Administration (MTA)	Baltimore, MD	74,403.2
13	The Greater Cleveland Regional Transit Authority (GCRTA)	Cleveland, OH	52,779.9
14	Puerto Rico Highway and Transportation Authority (PRHTA)	San Juan, PR	40,318.7
15	Staten Island Rapid Transit Operating Authority (SIRTOA)	New York, NY	23,279.7

Source: Federal Transit Administration National Transit Database; excludes transit agencies not reporting data to the NTD.

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Light rail (streetcar, tramway, or trolley) is lightweight passenger rail cars operating singly (or in short, usually two-car, trains) on fixed rails in right-of-way that is not separated from other traffic for much of the way. Light rail vehicles are typically driven electrically with power being drawn from an overhead electric line via a trolley or a pantograph.

A **light rail car** (or **streetcar, tram, or trolley car**) has motive capability, is usually driven by electric power taken from overhead lines, and usually operates much or all of its route on non-exclusive right-of-way. Sometimes older cars are refurbished (vintage trolley cars) or newer cars are built to look like older cars (heritage trolley cars).

TABLE 66: Light Rail National Totals, Fiscal Year 2006

Agencies, Number of	33
Fares Collected, Passenger (Millions)	\$293.2
Fare per Unlinked Trip, Average	\$0.72
Expense, Operating Total (Millions)	\$1,070.1
Operating Expense by Object Class:	
Salaries and Wages (Millions)	\$421.5
Fringe Benefits (Millions)	\$286.9
Services (Millions)	\$131.9
Materials and Supplies (Millions)	\$72.2
Utilities (Millions)	\$77.3
Casualty and Liability (Millions)	\$22.1
Purchased Transportation (Millions)	\$58.4
Other (Millions)	-\$0.2
Operating Expense by Function Class:	
Vehicle Operations (Millions)	\$418.4
Vehicle Maintenance (Millions)	\$235.8
Non-vehicle Maintenance (Millions)	\$182.8
General Administration (Millions)	\$174.7
Purchased Transportation (Millions)	\$58.4
Expense, Capital Total (Millions)	\$2,999.6
Rolling Stock (Millions)	\$250.7
Facilities, Guideway, Stations, Admin Buildings	\$2,607.1
Other (Millions)	\$141.8
Trips, Unlinked Passenger, Annual (Millions)	407
Miles, Passenger (Millions)	1,866
Trip Length, Average (miles)	4.6
Miles, Vehicle Total (Millions)	74.3
Miles, Vehicle Revenue (Millions)	73.0
Hours, Vehicle Total (Millions)	5.1
Hours, Vehicle Revenue (Millions)	5.0
Speed, Vehicle in Revenue Service, Average (m.p.h.)	14.7
Revenue Vehicles Available for Maximum Service	1,801
Revenue Vehicles Operated at Maximum Service	1,269
Age, Average (years)	17.8
Alternative Power Source, Percent	98.0%
Accessible, Percent	79.9%
Employees, Operating	8,448
Vehicle Operations	3,671
Vehicle Maintenance	1,981
Non-vehicle Maintenance	1,828
General Administration	879
Employees, Capital	607
Diesel Fuel Consumed (Gallons, Millions)	0.01
Other Fuel Consumed (Gallons, Millions)	0.0
Electricity Consumed (kwh, Millions)	634

**TABLE 67: Light Rail Transit Agencies Ranked by Unlinked Passenger Trips,
Fiscal Year 2006 (Thousands)**

	TRANSIT AGENCY	URBANIZED AREA (Primary City)	PASSENGER TRIPS
1	Massachusetts Bay Transportation Authority (MBTA)	Boston, MA	80,278.0
2	San Francisco Municipal Railway (MUNI)	San Francisco, CA	43,678.8
3	Los Angeles County Metropolitan Transportation Authority (LACMTA)	Los Angeles, CA	42,020.8
4	Tri-County Metropolitan Transportation District of Oregon (TriMet)	Portland, OR	34,591.5
5	San Diego Trolley, Inc. (MTS)	San Diego, CA	33,829.8
6	Southeastern Pennsylvania Transportation Authority (SEPTA)	Philadelphia, PA	25,445.5
7	Dallas Area Rapid Transit (DART)	Dallas, TX	18,581.1
8	Bi-State Development Agency (METRO)	St. Louis, MO	16,573.9
9	New Jersey Transit Corporation (NJ TRANSIT)	New York, NY	15,767.1
10	Utah Transit Authority (UTA)	Salt Lake City, UT	15,203.7
11	Sacramento Regional Transit District (Sacramento RT)	Sacramento, CA	14,452.1
12	Metropolitan Transit Authority of Harris County, Texas (Metro)	Houston, TX	11,333.1
13	Denver Regional Transportation District (RTD)	Denver, CO	11,277.9
14	Metro Transit	Minneapolis, MN	8,957.9
15	Santa Clara Valley Transportation Authority (VTA)	San Jose, CA	8,279.8
16	Port Authority of Allegheny County (Port Authority)	Pittsburgh, PA	7,510.6
17	Maryland Transit Administration (MTA)	Baltimore, MD	5,927.1
18	Niagara Frontier Transportation Authority (NFT Metro)	Buffalo, NY	5,631.9
19	The Greater Cleveland Regional Transit Authority (GCRTA)	Cleveland, OH	3,791.3
20	Memphis Area Transit Authority (MATA)	Memphis, TN	959.3
21	Central Puget Sound Regional Transit Authority (ST)	Seattle, WA	885.6
22	New Orleans Regional Transit Authority (NORTA)	New Orleans, LA	605.9
23	Hillsborough Area Regional Transit Authority (HART)	Tampa, FL	520.3
24	Charlotte Area Transit System (CATS)	Charlotte, NC	175.3
25	Central Arkansas Transit Authority (CATA)	Little Rock, AR	154.4
26	Kenosha Transit (KT)	Kenosha, WI	52.9
27	Island Transit (I T)	Galveston, TX	37.0

Source: Federal Transit Administration National Transit Database; excludes transit agencies not reporting data to the NTD.

**TABLE 68: Light Rail Transit Agencies Ranked by Passenger Miles,
Fiscal Year 2006 (Thousands)**

	TRANSIT AGENCY	URBANIZED AREA (Primary City)	PASSENGER MILES
1	Los Angeles County Metropolitan Transportation Authority (LACMTA)	Los Angeles, CA	302,183.5
2	Massachusetts Bay Transportation Authority (MBTA)	Boston, MA	215,711.0
3	San Diego Trolley, Inc. (MTS)	San Diego, CA	208,875.5
4	Tri-County Metropolitan Transportation District of Oregon (TriMet)	Portland, OR	179,875.4
5	Dallas Area Rapid Transit (DART)	Dallas, TX	136,797.1
6	Bi-State Development Agency (METRO)	St. Louis, MO	119,769.5
7	San Francisco Municipal Railway (MUNI)	San Francisco, CA	112,916.6
8	Utah Transit Authority (UTA)	Salt Lake City, UT	86,039.0
9	Sacramento Regional Transit District (Sacramento RT)	Sacramento, CA	78,181.0
10	New Jersey Transit Corporation (NJ TRANSIT)	New York, NY	72,899.5
11	Southeastern Pennsylvania Transportation Authority (SEPTA)	Philadelphia, PA	64,430.8
12	Denver Regional Transportation District (RTD)	Denver, CO	59,137.1
13	Metro Transit	Minneapolis, MN	52,584.6
14	Santa Clara Valley Transportation Authority (VTA)	San Jose, CA	41,913.3
15	Maryland Transit Administration (MTA)	Baltimore, MD	33,831.9
16	Port Authority of Allegheny County (Port Authority)	Pittsburgh, PA	32,902.8
17	Metropolitan Transit Authority of Harris County, Texas (Metro)	Houston, TX	27,517.6
18	The Greater Cleveland Regional Transit Authority (GCRTA)	Cleveland, OH	22,147.1
19	Niagara Frontier Transportation Authority (NFT Metro)	Buffalo, NY	13,867.3
20	Central Puget Sound Regional Transit Authority (ST)	Seattle, WA	983.0
21	Memphis Area Transit Authority (MATA)	Memphis, TN	919.6
22	Hillsborough Area Regional Transit Authority (HART)	Tampa, FL	838.4
23	New Orleans Regional Transit Authority (NORTA)	New Orleans, LA	763.0
24	Charlotte Area Transit System (CATS)	Charlotte, NC	279.5
25	Central Arkansas Transit Authority (CATA)	Little Rock, AR	249.0
26	Kenosha Transit (KT)	Kenosha, WI	59.5
27	Island Transit (I T)	Galveston, TX	47.6

Source: Federal Transit Administration National Transit Database; excludes transit agencies not reporting data to the NTD.

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Other modes are:

Aerial tramway is an electric system of aerial cables with suspended powerless passenger vehicles. The vehicles are propelled by separate cables attached to the vehicle suspension system and powered by engines or motors at a central location not on board the vehicle.

Automated guideway transit (personal rapid transit, group rapid transit, people mover) is an electric railway (single or multi-car trains) of guided transit vehicles operating without an onboard crew. Service may be on a fixed schedule or in response to a passenger activated call button.

Cable car is an electric railway with individually controlled transit vehicles attached to a moving cable located below

the street surface and powered by engines or motors at a central location not on board the vehicle.

Inclined plane is a railway operating over exclusive right-of-way on steep grades (slopes) with powerless vehicles propelled by moving cables attached to the vehicles and powered by engines or motors at a central location not on board the vehicle. The special tramway type of vehicles have passenger seats that remain horizontal while the undercarriage (truck) is angled parallel to the slope.

Monorail is an electric railway of guided transit vehicles operating singly or in multi-car trains. The vehicles are suspended from or straddle a guideway formed by a single beam, rail, or tube.

TABLE 69: Other Rail National Totals, Fiscal Year 2006

Agencies, Number of	18
Fares Collected, Passenger (Millions)	\$73.3
Fare per Unlinked Trip, Average	\$2.33
Expense, Operating Total (Millions)	\$331.8
Operating Expense by Object Class:	
Salaries and Wages (Millions)	\$102.1
Fringe Benefits (Millions)	\$51.6
Services (Millions)	\$21.2
Materials and Supplies (Millions)	\$16.4
Utilities (Millions)	\$5.6
Casualty and Liability (Millions)	\$16.8
Purchased Transportation (Millions)	\$106.8
Other (Millions)	\$11.3
Operating Expense by Function Class:	
Vehicle Operations (Millions)	\$90.1
Vehicle Maintenance (Millions)	\$51.4
Non-vehicle Maintenance (Millions)	\$44.8
General Administration (Millions)	\$38.7
Purchased Transportation (Millions)	\$106.8
Expense, Capital Total (Millions)	\$41.9
Rolling Stock (Millions)	\$36.9
Facilities, Guideway, Stations, Admin Buildings	\$3.1
Other (Millions)	\$2.0
Trips, Unlinked Passenger, Annual (Millions)	37.2
Miles, Passenger (Millions)	31.3
Trip Length, Average (miles)	0.8
Miles, Vehicle Total (Millions)	3.8
Miles, Vehicle Revenue (Millions)	3.7
Hours, Vehicle Total (Millions)	0.5
Hours, Vehicle Revenue (Millions)	0.5
Speed, Vehicle in Revenue Service, Average (m.p.h.)	7.9
Revenue Vehicles Available for Maximum Service	345
Revenue Vehicles Operated at Maximum Service	275
Age, Average (years)	35.1
Employees, Operating	1,211
Vehicle Operations	511
Vehicle Maintenance	309
Non-vehicle Maintenance	229
General Administration	162
Employees, Capital	14
Diesel Fuel Consumed (Gallons, Millions)	0.0
Other Fuel Consumed (Gallons, Millions)	0.0
Electricity Consumed (kwh, Millions)	67

An **aerial tramway car** is an unpowered passenger cabin suspended from a system of aerial cables and propelled by separate cables attached to the vehicle suspension system. Engines or motors at a central location, not on board the vehicle, power the cable system.

An **automated guideway car** is a guided passenger car operating under a fully automated system without an onboard crew. One type is a **downtown people mover**, which operates on a loop or shuttle route within the central business district of a city.

A **cable car** is a streetcar type of passenger car operating by means of an attachment to a moving cable located below the street surface and powered by engines or motors at a central location not on board the vehicle.

An **inclined plane car** is a special type of passenger car operating up and down slopes on rails via a cable mechanism.

A **monorail car** is a guided passenger car operating on or suspended from a single rail, beam or tube.

TABLE 70: Other Rail Transit Agencies, Unlinked Passenger Trips, Fiscal Year 2006 (Thousands)

TRANSIT AGENCY	MODE	URBANIZED AREA (Primary City)	PASSENGER TRIPS
Miami-Dade Transit (MDT)	Automated Guideway	Miami, FL	8,221.7
Las Vegas Monorail Company (LVMC)	Automated Guideway	Las Vegas, NV	7,002.3
Detroit Transportation Corporation (Detroit People Mover)	Automated Guideway	Detroit, MI	2,307.9
Jacksonville Transportation Authority (JTA)	Automated Guideway	Jacksonville, FL	635.7
San Francisco Municipal Railway (MUNI)	Cable Car	San Francisco, CA	7,474.8
Port Authority of Allegheny County (Port Authority)	Inclined Plane	Pittsburgh, PA	1,032.5
Chattanooga Area Regional Transportation Authority (CARTA)	Inclined Plane	Chattanooga, TN	445.3
Cambria County Transit Authority (CamTran)	Inclined Plane	Johnstown, PA	109.2
City of Seattle - Seattle Center Monorail Transit	Monorail	Seattle, WA	239.7

Source: Federal Transit Administration National Transit Database; excludes transit agencies not reporting data to the NTD.

TABLE 71: Other Rail Transit Agencies, Passenger Miles, Fiscal Year 2006 (Thousands)

TRANSIT AGENCY	MODE	URBANIZED AREA (Primary City)	PASSENGER MILES
Miami-Dade Transit (MDT)	Automated Guideway	Miami, FL	8,213.9
Las Vegas Monorail Company (LVMC)	Automated Guideway	Las Vegas, NV	2,217.9
Detroit Transportation Corporation (Detroit People Mover)	Automated Guideway	Detroit, MI	3,231.1
Jacksonville Transportation Authority (JTA)	Automated Guideway	Jacksonville, FL	242.6
San Francisco Municipal Railway (MUNI)	Cable Car	San Francisco, CA	8,443.0
Port Authority of Allegheny County (Port Authority)	Inclined Plane	Pittsburgh, PA	132.1
Chattanooga Area Regional Transportation Authority (CARTA)	Inclined Plane	Chattanooga, TN	445.3
Cambria County Transit Authority (CamTran)	Inclined Plane	Johnstown, PA	18.5
City of Seattle - Seattle Center Monorail Transit	Monorail	Seattle, WA	215.8

Source: Federal Transit Administration National Transit Database; excludes transit agencies not reporting data to the NTD.

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TABLE 72: Rail Route Mileage and Status of Future Projects (a)

STATUS	MILES (b)
AERIAL TRAMWAY	
Open	7.5
TOTAL	7.5
AUTOMATED GUIDEWAY	
Open	24.0
Planning	4.7
Proposed	0.7
TOTAL	29.4
CABLE CAR	
Open	5.2
TOTAL	5.2
COMMUTER RAIL	
Construction	126.7
Design	118.1
Open	4,265.7
Planning	969.3
Proposed	885.6
TOTAL	6,365.4
HEAVY RAIL	
Open	1,303.8
Planning	93.8
Proposed	102.6
TOTAL	1,500.2
INCLINED PLANE	
Open	1.5
TOTAL	1.5
LIGHT RAIL	
Construction	190.2
Design	58.8
Open	706.3
Planning	511.5
Proposed	300.0
TOTAL	1,766.8
MONORAIL	
Open	10.2
TOTAL	10.2

Source: APTA *Transit Infrastructure Database*.

(a) Data as of September 2006.

(b) Segments used by more than one route counted for each route using those segments. Mileage listed is end-to-end mileage. Excludes data for a few routes for which mileage was not reported

TABLE 73: Rail Routes Under Construction (a)

MODE AND LOCATION	MILES
COMMUTER RAIL	
Austin, TX	32.0
Boston, MA	28.5
Portland, OR	14.7
Salt Lake City, UT	43.5
Seattle, WA	8.0
TOTAL	126.7
LIGHT RAIL	
Charlotte, NC	9.6
Dallas, TX	16.0
Denver, CO	19.2
Los Angeles, CA	15.1
Oceanside, CA	23.7
Phoenix, AZ	64.3
Portland, OR	0.6
Salt Lake, UT	0.8
San Francisco, CA	5.4
Seattle, WA	15.5
Tempe, AZ	20.0
TOTAL	190.2

Source: APTA *Transit Infrastructure Database*.

(a) Data as of September 2006. Includes extensions and new systems.

TABLE 74: Airports With Direct Rail Public Transportation Access

CITY	AIRPORT	RAIL TYPE
Atlanta, GA	Hartsfield-Atlanta	HR
Baltimore, MD	Baltimore-Washington	LR/CR
Chicago, IL	Midway	HR
Chicago, IL	O'Hare	HR
Cleveland, OH	Cleveland-Hopkins	HR
Los Angeles	Burbank	CR
Minneapolis, MN	Minneapolis-St. Paul	LR
New York, NY	Kennedy	HR/CR/AG
Newark, NJ	Newark	CR/AG
Philadelphia, PA	Philadelphia	CR
Portland, OR	Portland	LR
Saint Louis, MO	Lambert-St. Louis	LR
San Francisco, CA	San Francisco	HR
South Bend, IN	Michiana	CR
Washington, DC	Reagan National	HR

AG = automated guideway, HR = heavy rail, LR = light rail, CR = commuter rail

(a) Excludes airports that only have internal rail circulation systems.

TABLE 75: Rail Track Miles (a)

YEAR	COMMUTER RAIL	HEAVY RAIL	LIGHT RAIL	OTHER RAIL	TOTAL
2002	7,267.1	2,179.2	1,113.6	29.7	10,589.5
2003	7,433.9	2,209.5	1,147.2	30.0	10,820.6
2004	7,284.1	2,209.5	1,321.2	30.3	10,845.1
2005	7,947.5	2,277.3	1,385.1	30.3	11,640.2
2006	8,016.7	2,277.3	1,463.8	38.3	11,796.1

P = Preliminary

(a) Summary Data from National Transit Database. Includes only systems reporting to National Transit Database each year.

Vanpool

Vanpool service operates primarily from rural and outer suburban areas into urban area central business districts or suburban employment centers. The vast majority of vanpools are privately-operated, are not available to the public, and are not considered public transportation, which is limited to the several dozen transit agencies that do fund and operate public vanpools.

Vanpool mode is comprised of vans (and very rarely, small buses and other vehicles) operating as a ridesharing arrangement, providing transportation to a group of individuals traveling directly between their homes and a regular destination within the same geographical area. The vehicles have a minimum seating capacity of seven persons, including the driver. It is considered mass transit service if it is operated by a public entity or is one in which a public entity owns, purchases, or leases the vehicle(s). Vanpool(s) must also be in compliance with mass transit

rules including Americans with Disabilities Act (ADA) provisions, and be open to the public and that availability must be made known.

Vanpool service is operated in two ways. Either transit agency vehicles are leased to companies or directly to volunteer drivers, or the service is contracted to a vanpool management company that has its own vehicles and administers the service.

Vehicles

A **van** has a typical seating capacity of 5 to 15 passengers and is classified as a van by vehicle manufacturers. Very rarely, a **modified van (body-on-chassis van)**--a standard van that has undergone some structural changes by another company, usually made to increase its size and particularly its height--may be used. The seating capacity of modified vans is approximately 9 to 18 passengers.

TABLE 76: Vanpool National Totals, Fiscal Year 2006

Agencies, Number of	69
Fares Collected, Passenger (Millions)	\$45.4
Fare per Unlinked Trip, Average	\$2.15
Expense, Operating Total (Millions)	\$84.7
Operating Expense by Object Class:	
Salaries and Wages (Millions)	\$12.8
Fringe Benefits (Millions)	\$7.3
Services (Millions)	\$11.7
Materials and Supplies (Millions)	\$15.1
Utilities (Millions)	\$0.7
Casualty and Liability (Millions)	\$6.2
Purchased Transportation (Millions)	\$24.8
Other (Millions)	\$6.2
Operating Expense by Function Class:	
Vehicle Operations (Millions)	\$21.0
Vehicle Maintenance (Millions)	\$10.1
Non-vehicle Maintenance (Millions)	\$0.9
General Administration (Millions)	\$27.9
Purchased Transportation (Millions)	\$24.8
Expense, Capital Total (Millions)	\$31.1
Rolling Stock (Millions)	\$29.1
Facilities, Guideway, Stations, Admin Buildings	\$0.8
Other (Millions)	\$1.2
Trips, Unlinked Passenger, Annual (Millions)	21.1
Miles, Passenger (Millions)	711.6
Trip Length, Average (miles)	33.7
Miles, Vehicle Total (Millions)	115.6
Miles, Vehicle Revenue (Millions)	114.0
Hours, Vehicle Total (Millions)	3.0
Hours, Vehicle Revenue (Millions)	3.0
Speed, Vehicle in Revenue Service, Average (m.p.h.)	38.3
Revenue Vehicles Available for Maximum Service	8,235
Revenue Vehicles Operated at Maximum Service	7,345
Age, Average (years)	3.8
Employees, Operating	324
Vehicle Operations	45
Vehicle Maintenance	34
Non-vehicle Maintenance	6
General Administration	238
Employees, Capital	3
Diesel Fuel Consumed (Gallons, Millions)	0.2
Other Fuel Consumed (Gallons, Millions)	6.9
Electricity Consumed (kwh, Millions)	0.0

Canadian Data

Data in this section are extracted from the **Summary of Canadian Transit Statistics** and predecessor documents published each year by APTA's Canadian counterpart, the Canadian Urban Transit Association (CUTA). **Although definitions of terms are generally similar to U.S. terms,**

many are somewhat different, and comparison of Canadian and U.S. data can be misleading.

Public transportation use in Canada (as well as in the rest of the world) has historically been much greater than the U.S. because it has a less automobile-dependent culture. Consequently, measures of public transportation use will be considerably higher than the U.S.

TABLE 77: Canadian Fixed-Route Summary Statistics

YEAR	NUMBER OF AGENCIES (a)	REVENUE PASSENGER TRIPS (Millions)	PASSENGER BOARDINGS (Millions)	VEHICLE MILES (Millions)	NON-GOVT OPERATING FUNDING (Millions) (b)	DIRECT OPERATING EXPENSE (Millions) (b)
1995	88	1,354.2	---	486.9	1,496.5	2,716.4
1996	86	1,348.6	---	479.3	1,576.2	2,754.3
1997	66	1,377.7	---	481.1	1,713.8	2,749.9
1998	68	1,387.2	---	474.9	1,743.8	2,755.5
1999	89	1,437.5	---	501.9	1,854.6	2,922.2
2000	90	1,486.9	---	513.8	2,000.0	3,107.8
2001	90	1,473.7	---	506.5	2,053.4	3,210.8
2002	90	1,531.0	---	532.7	2,197.1	3,445.6
2003	92	1,552.2	---	543.3	2,297.0	3,696.1
2004	94	1,598.4	---	557.5	2,441.8	3,935.1
2005	104	1,654.4	2,524.7	586.3	2,615.8	4,229.8
2006	107	1,706.3	2,557.6	596.0	2,736.9	4,488.3

Source: Canadian Urban Transit Association, *Canadian Transit Fact Book*.

(a) Number of agencies reporting.

(b) Monetary data are Canadian Dollars.

TABLE 78: Canadian Fixed-Route Revenue Vehicles by Mode

YEAR	LIGHT RAIL	HEAVY RAIL	COMMUTER RAIL	TROL-LEY BUS	BUS	OTHER	TOTAL
1995	548	1,381	359	305	10,542	85	13,220
1996	520	1,373	359	320	10,506	102	13,180
1997	520	1,381	336	322	10,481	36	13,076
1998	520	1,395	346	315	10,888	35	13,499
1999	520	1,419	505	304	11,244	37	14,029
2000	521	1,431	531	303	11,502	47	14,335
2001	530	1,451	539	304	11,695	54	14,573
2002	594	1,451	579	293	11,712	36	14,665
2003	611	1,451	586	290	11,996	81	15,015
2004	613	1,443	613	284	12,205	81	15,239
2005	613	1,437	601	285	12,566	78	15,580
2006	613	1,437	629	282	13,035	78	16,074

Source: Canadian Urban Transit Association, *Canadian Transit Fact Book*.

TABLE 79: Canadian Fixed-Route New Revenue Vehicle Purchases by Mode

YEAR	LIGHT RAIL	HEAVY RAIL	COMMUTER RAIL	TROL-LEYBUS	BUS	OTHER	TOTAL
1995	20	0	0	0	348	61	429
1996	0	18	0	0	517	64	599
1997	0	80	0	9	283	19	391
1998	0	80	0	0	651	58	789
1999	0	56	0	0	706	43	805
2000	0	82	7	0	358	54	501
2001	14	54	2	0	446	134	650
2002	21	0	0	0	490	59	570
2003	0	0	20	0	1,057	44	1,121
2004	1	0	41	0	1,026	155	1,223
2005	0	0	13	45	1,257	78	1,393
2006	0	0	26	39	1,099	117	1,281

Source: Canadian Urban Transit Association, *Canadian Transit Fact Book*.

TABLE 80: Canadian Fixed-Route Passenger Fares (a)

YEAR	AVERAGE OPERATING REVENUE PER REVENUE PASSENGER TRIP	ADULT BASE CASH FARE		
		HIGH	LOW	AVERAGE
1995	1.11	2.60	0.05	1.45
1996	1.17	3.00	0.05	1.57
1997	1.21	2.60	1.20	1.69
1998	1.22	2.60	1.25	1.78
1999	1.26	2.60	1.00	1.68
2000	1.31	2.75	1.00	1.70
2001	1.35	2.70	1.00	1.73
2002	1.40	3.00	1.00	1.81
2003	1.45	3.00	1.25	1.88
2004	1.49	3.25	1.25	1.95
2005	1.50	3.25	1.25	2.02
2006	1.52	3.25	1.25	2.10

Source: Canadian Urban Transit Association.

(a) Data reported in Canadian dollars, *Canadian Transit Fact Book*.**TABLE 81: Canadian Fixed-Route Employees by Type**

YEAR	VEHICLE OPERATORS	OTHER VEHICLE OPERATIONS	VEHICLE MAINTENANCE	NON-VEHICLE MAINTENANCE	GENERAL ADMINISTRATION	TOTAL
1995	21,495	2,835	6,964	3,227	4,477	38,976
1996	20,878	2,786	6,982	3,324	4,564	38,531
1997	20,158	3,099	6,651	3,714	4,459	38,078
1998	20,521	2,976	6,621	3,608	3,589	38,357
1999	21,310	2,826	6,836	3,725	4,145	39,548
2000	21,784	2,890	6,908	3,803	4,133	40,373
2001	22,383	3,114	7,031	3,624	5,270	41,422
2002	23,150	3,093	7,219	3,672	4,813	41,947
2003	23,626	3,290	7,320	3,767	4,793	42,796
2004	23,870	3,382	7,391	3,931	4,958	43,532
2005	24,227	3,865	7,620	4,072	4,922	44,706
2006	24,427	4,026	7,708	4,102	5,151	45,414

Source: Canadian Urban Transit Association, *Canadian Transit Fact Book*.**TABLE 82: Canadian Specialized Transit Services Summary Statistics, Millions**

YEAR	NUMBER OF AGENCIES (a)	PASSENGER TRIPS	VEHICLE MILES	NON-GOVT OPERATING FUNDING (b)	OPERATING EXPENSE (b)
1995	49	8.6	28.8	12.9	144.9
1996	49	8.6	28.6	13.1	145.6
1997	51	8.8	29.1	14.5	146.2
1998	52	9.1	28.2	14.9	152.2
1999	59	10.4	31.5	33.0	170.8
2000	58	10.9	33.7	18.7	185.7
2001	60	11.1	32.6	18.8	197.4
2002	60	11.6	34.5	19.9	215.1
2003	61	11.8	34.6	20.6	231.4
2004	66	12.5	37.1	23.1	250.0
2005	63	13.0	39.1	23.0	268.4
2006	65	14.2	39.8	25.9	309.8

Source: Canadian Urban Transit Association, *Canadian Transit Fact Book*.

(a) Number of agencies reporting.

(b) Monetary data are Canadian Dollars.