# 2010 PUBLIC TRANSPORTATION FACT BOOK

***61st Edition***

**April 2010**

PUBLISHED BY

**American Public Transportation Association**

Fact book historical tables and
additional data are available at:
http://www.apta.com/

**American Public Transportation Association**
1666 K Street, N.W., Suite 1100
Washington, DC 20006
TELEPHONE: (202) 496-4800
E-MAIL: statistics@apta.com
www.apta.com

## 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.

Prepared by

Matthew Dickens, Statistician
mdickens@apta.com
(202) 496-4817

John Neff, Senior Policy Researcher
jneff@apta.com
(202) 496-4812

**PUBLIC TRANSPORTATION FACT BOOK**

American Public Transportation Association
Washington, DC
April 2010

# Table of Contents

# List of Figures

# Introduction

The American Public Transportation Association is a nonprofit international association of more than 1,400 public and private member organizations including public transportation 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 public transportation services and products. Over 90 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, and military services, 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, 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 two ways: (1) **Fact Book** data are expanded to include all United States public transportation, 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 small transit operators given waivers from NTD reporting requirements, some private operators not contracting with public agencies, and some operators who choose not to participate in the NTD. Data from rural operators in the NTD is limited. (2) The **Fact Book** reports some data collected by APTA surveys and not taken from the NTD. Any such data are noted on tables in this book

The **Public Transportation Fact Book** is published in three parts. This format allows 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 2008. Also included are definitions of reported data items.

The **Public Transportation Fact Book, Appendix A: Historical Tables** 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, Appendix B: 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 tallies 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 eligible uses for these funds and the methods by which funds are distributed. A new **Primer** is prepared for each surface transportation authorization law, and it is 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 transit agency surveys of onboard passengers.

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

# Methodology

The procedure for estimating total data in the **2009 Public Transportation Fact Book,** and prior issues of the Fact Book, is to expand available data by standard statistical methods to estimate U.S. national totals. It 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, and urban park).

The Fact Book can be indirectly traced to the Bureau of Census *Report on Transportation in the United States at the Eleventh Census: 1890, Part II - Street Railway Transportation,* published in Washington, DC, by the Government Printing Office in 1895. That volume listed data for individual street railways and aggregate data for the entire street railway industry. The Census was conducted again in 1902, 1907, and 1912, but a report with data for individual railways was not published during World War I. The *Census of Electrical Industries: 1917, Electric Railways*, published by the Government Printing Office in 1920, provided summary data only; no data for individual electric railways were included. Summary data were published by the Census every five years through 1937. The census of transit operations was not conducted in 1942. In response, the APTA predecessor American Transit Association (ATA) published *The Transit Industry of the United States: Basic Data and Trends, 1942 Edition* in March 1943. The following year the summary of transit data, titled the *Transit Fact Book 1944,* was published and dated for the year in which it was published, which has been continued as the Fact Book dating policy since then.

All data in this Fact Book calculated by APTA and its predecessors are statistical expansions of sample data designed to represent the total activity of all transit agencies. Base data are taken from the Federal Transit Administration's National Transit Database (NTD). These data are supplemented by data from other sources including state departments of transportation and APTA surveys of APTA transit system members. Data are expanded by mode in stratified categories of similar systems based on population and other characteristics. All procedures are adapted to minimize the maximum possible error, a standard statistical procedure.

Because NTD data are collected for "report years," Fact Book data are also calculated for report years. A report year is each transit agency's fiscal year that ends during a calendar year.

All data in the Fact Book are reported for "modes of service." A mode of service is not always identical with a vehicle type of the same name. For example, fixed-route bus service may in specific circumstances be provided by larger van type vehicles and variable origin and destination paratransit service may in specific circumstances be provided by bus vehicles.

A description of historical changes in Fact Book data preparation is in the Methodology section of the **Public Transportation Fact Book, Appendix A: Historical Tables.** It is APTA policy to continually seek to improve the quality of data reported in the Fact Book. Data are sought from all available sources and statistical procedures used to verify that the data presented in the Fact Book are improved in order to be as accurate as possible.

# National Summary

Public transportation was provided in the United States during 2008 by 7,700 organizations ranging from large multi-modal systems to single-vehicle special paratransit service providers. The number of transit agencies operating each mode of service ranges from a single cable car operator to approximately 7,200 paratransit providers.

Public transportation spent $54.1 billion for service provision and capital investment in 2008. Passengers took 10.5 billion trips and rode transit vehicles for 55.1 billion miles. Summary data for the entire U.S. transit industry is shown on Table 2, and each data item on that Table is shown in detail by mode in the tables later this publication.

The largest transit agency, MTA New York City Transit, carried passengers on 3.3 billion trips for 11.9 billion miles. Table 3 shows the 50 largest transit systems ranked in order of unlinked passenger trips. Table 4 shows the 50 urbanized areas with the most transit use ranked by unlinked trips.

Table 1: Number of Public Transportation Service Systems by Mode, Report Year 2008

| Mode | Number of Systems (a) |
|---|---|
| Aerial Tramway | 2 |
| Automated Guideway Transit | 7 |
| Bus | 1,100 |
| Cable Car | 1 |
| Commuter Rail | 23 |
| Ferryboat | 32 |
| Heavy Rail | 15 |
| Inclined Plane | 4 |
| Light Rail | 33 |
| Monorail | 2 |
| Paratransit (b) | 7,200 |
| Publico | 1 |
| Trolleybus | 5 |
| Vanpool | 83 |
| Total (b,c) | 7,700 |

(a) As of December 31, 2008.
(b) Includes 5,300 providers of service for elderly and persons with disabilities.
(c) Total is not sum of all modes since many providers operate more than one mode.

Table 2: National Totals, Report Year 2008

| | |
|---|---|
| Agencies, Number of | 7,700 |
| Trips, Unlinked Passenger (Millions) | 10,521 |
| Miles, Passenger (Millions) | 55,157 |
| Trip Length, Average (Miles) | 5.2 |
| Miles, Vehicle Total (Millions) | 5,204.2 |
| Miles, Vehicle Revenue (Millions) | 4,623.7 |
| Hours, Vehicle Total (Millions) | 343.3 |
| Hours, Vehicle Revenue (Millions) | 309.8 |
| Speed, Vehicle in Revenue Service, Average (mph) | 14.9 |
| Fares Collected, Passengers (Millions) | $11,860.0 |
| Fare per Unlinked Trip, Average | $1.13 |
| Expense, Operating Total (Millions) | $36,397.9 |
| Operating Expense by Object Class: | |
| Salaries and Wages (Millions) | $13,914.2 |
| Fringe Benefits (Millions) | $9,366.5 |
| Services (Millions) | $2,299.1 |
| Materials and Supplies (Millions) | $4,657.6 |
| Utilities (Millions) | $1,231.8 |
| Casualty and Liability (Millions) | $818.0 |
| Purchased Transportation (Millions) | $4,983.4 |
| Other (Millions) | -$872.7 |
| Operating Expense by Function Class: | |
| Vehicle Operations (Millions) | $16,780.4 |
| Vehicle Maintenance (Millions) | $6,332.1 |
| Non-vehicle Maintenance | $3,319.3 |
| General Administration (Millions) | $4,982.7 |
| Purchased Transportation (Millions) | $4,983.4 |
| Expense, Capital Total (Millions) | $17,764.8 |
| Facilities, Guideway, Stations, Administration Buildings | $10,451.3 |
| Rolling Stock (Millions) | $5,327.0 |
| Other (Millions) | $1,986.5 |
| Revenue Vehicles Available for Maximum Service | 169,436 |
| Revenue Vehicles Operated at Maximum Service | 137,047 |
| Revenue Vehicles with Alternative Power Source | 39.3% |
| Revenue Vehicles Accessible | 90.1% |
| Employees, Operating | 387,155 |
| Employees, Vehicle Operations | 248,460 |
| Employees, Vehicle Maintenance | 63,423 |
| Employees, Non-Vehicle Maintenance | 33,043 |
| Employees, General Administration | 42,229 |
| Employees, Capital | 12,670 |
| Diesel Fuel Consumed (Gallons, Millions) | 714.3 |
| Other Fossil Fuel Consumed (Gallons, Millions) | 308.3 |
| Electricity Consumed (kWh, Millions) | 6,459.2 |

Table 3: 50 Largest Transit Agencies Ranked by Unlinked Passenger Trips and Passenger Miles, Report Year 2008 (Thousands)

| Transit Agency | Urbanized Area (First City and State Names Only) | Unlinked Passenger Trips | | Passenger Miles | |
|---|---|---|---|---|---|
| | | Thousands | Rank | Thousands | Rank |
| MTA New York City Transit(NYCT) | New York, NY | 3,336,387.1 | 1 | 11,914,786.5 | 1 |
| Chicago Transit Authority(CTA) | Chicago, IL | 526,336.5 | 2 | 1,963,828.3 | 6 |
| Los Angeles County Metropolitan Trans. Auth.(LACMTA) | Los Angeles, CA | 476,031.7 | 3 | 2,079,663.8 | 5 |
| Washington Metropolitan Area Transit Authority(WMATA) | Washington, DC | 425,236.6 | 4 | 2,108,517.0 | 4 |
| Massachusetts Bay Transportation Authority(MBTA) | Boston, MA | 370,718.6 | 5 | 1,843,572.7 | 8 |
| Southeastern Pennsylvania Trans. Auth.(SEPTA) | Philadelphia, PA | 340,942.2 | 6 | 1,531,301.5 | 10 |
| New Jersey Transit Corporation(NJ TRANSIT) | New York, NY | 277,153.8 | 7 | 3,526,730.4 | 2 |
| San Francisco Municipal Railway(MUNI) | San Francisco, CA | 221,213.5 | 8 | 437,643.9 | 18 |
| Metropolitan Atlanta Rapid Transit Authority(MARTA) | Atlanta, GA | 150,913.0 | 9 | 812,302.3 | 12 |
| King County DOT (King County Metro) | Seattle, WA | 122,976.1 | 10 | 618,659.3 | 15 |
| MTA Bus Company(MTABUS) | New York, NY | 121,028.1 | 11 | 297,242.0 | 29 |
| Maryland Transit Administration(MTA) | Baltimore, MD | 117,654.0 | 12 | 759,403.9 | 13 |
| San Francisco Bay Area Rapid Transit District(BART) | San Francisco, CA | 115,227.7 | 13 | 1,448,529.2 | 11 |
| Miami-Dade Transit(MDT) | Miami, FL | 114,802.1 | 14 | 599,371.2 | 16 |
| Tri-County Metropolitan Trans. District of Oregon(TriMet) | Portland, OR | 104,168.7 | 15 | 426,684.0 | 20 |
| Denver Regional Transportation District(RTD) | Denver, CO | 101,175.8 | 16 | 554,090.8 | 17 |
| Metropolitan Transit Auth. of Harris County, Texas(Metro) | Houston, TX | 100,277.3 | 17 | 629,575.3 | 14 |
| MTA Long Island Rail Road(MTA LIRR) | New York, NY | 99,599.4 | 18 | 1,872,331.6 | 7 |
| San Diego Metropolitan Transit System(MTS) | San Diego, CA | 87,175.5 | 19 | 384,353.0 | 22 |
| Port Authority Trans-Hudson Corporation(PATH) | New York, NY | 85,405.2 | 20 | 363,130.3 | 24 |
| MTA Metro-North Railroad(MTA-MNCR) | New York, NY | 83,622.1 | 21 | 2,182,704.1 | 3 |
| Metro Transit | Minneapolis, MN | 81,835.7 | 22 | 380,248.5 | 23 |
| Northeast Illinois Regional Commuter Railroad (Metra) | Chicago, IL | 76,937.6 | 23 | 1,749,113.7 | 9 |
| City and County of Honolulu DOT Services(DTS) | Honolulu, HI | 70,641.9 | 24 | 311,598.3 | 26 |
| Port Authority of Allegheny County(Port Authority) | Pittsburgh, PA | 67,684.6 | 25 | 300,155.1 | 27 |
| Dallas Area Rapid Transit(DART) | Dallas, TX | 67,390.1 | 26 | 396,543.5 | 21 |
| Orange County Transportation Authority(OCTA) | Los Angeles, CA | 67,031.3 | 27 | 299,874.3 | 28 |
| Regional Trans. Comm. of Southern Nevada(RTC) | Las Vegas, NV | 66,168.2 | 28 | 228,916.9 | 36 |
| Alameda-Contra Costa Transit District(AC Transit) | San Francisco, CA | 65,856.4 | 29 | 203,772.3 | 39 |
| The Greater Cleveland Regional Transit Authority(GCRTA) | Cleveland, OH | 56,667.5 | 30 | 251,582.8 | 34 |
| Bi-State Development Agency(METRO) | St. Louis, MO | 53,675.8 | 31 | 286,837.0 | 31 |
| City of Phoenix Public Transit Department (Valley Metro) | Phoenix, AZ | 53,145.7 | 32 | 191,188.9 | 41 |
| Milwaukee County Transit System(MCTS) | Milwaukee, WI | 51,844.9 | 33 | 160,729.5 | 48 |
| VIA Metropolitan Transit(VIA) | San Antonio, TX | 48,349.5 | 34 | 218,023.1 | 37 |
| Santa Clara Valley Transportation Authority(VTA) | San Jose, CA | 44,894.8 | 35 | 207,073.9 | 38 |
| Utah Transit Authority(UTA) | Salt Lake City, UT | 41,713.7 | 36 | 359,526.5 | 25 |
| Broward County Transportation Department(BCT) | Miami, FL | 39,665.1 | 37 | 188,541.1 | 42 |
| City of Detroit Department of Transportation(DDOT) | Detroit, MI | 38,036.6 | 38 | 185,743.5 | 43 |
| Pace - Suburban Bus Division(PACE) | Chicago, IL | 37,779.1 | 39 | 291,252.4 | 30 |
| Capital Metropolitan Transportation Authority(CMTA) | Austin, TX | 37,399.2 | 40 | 161,629.9 | 47 |
| Sacramento Regional Transit District(Sacramento RT) | Sacramento, CA | 33,281.1 | 41 | 146,295.6 | 50 |
| Metropolitan Suburban Bus Auth. (MTA Long Island Bus) | New York, NY | 33,027.3 | 42 | 162,182.3 | 46 |
| Westchester County Bee-Line System | New York, NY | 32,489.0 | 43 | 150,783.9 | 49 |
| City of Los Angeles Department of Transportation(LADOT) | Los Angeles, CA | 30,892.2 | 44 | 77,626.0 | (a) |
| Ride-On Montgomery County Transit | Washington, DC | 29,766.1 | 45 | 95,686.3 | (a) |
| Department of Transportation and Public Works(DTPW) | San Juan, PR | 29,029.7 | 46 | 138,020.4 | (a) |
| Long Beach Transit(LBT) | Los Angeles, CA | 28,285.3 | 47 | 82,935.3 | (a) |
| Central Florida Regional Transportation Authority(LYNX) | Orlando, FL | 27,235.2 | 48 | 166,769.6 | 45 |
| Trans. District Comm. of Hampton Roads (HRT) | Virginia Beach, VA | 26,179.4 | 49 | 112,607.3 | (a) |
| Niagara Frontier Transportation Authority(NFT Metro) | Buffalo, NY | 26,173.3 | 50 | 91,346.2 | (a) |
| Washington State Ferries(WSF) | Seattle, WA | 23,318.7 | (a) | 181,201.8 | 44 |
| Central Puget Sound Regional Transit Authority(ST) | Seattle, WA | 16,623.2 | (a) | 259,749.0 | 33 |
| Southern California Regional Rail Authority(Metrolink) | Los Angeles, CA | 12,681.0 | (a) | 436,565.5 | 19 |
| Peninsula Corridor Joint Powers Board(PCJPB) | San Francisco, CA | 12,341.1 | (a) | 276,766.1 | 32 |
| Academy Lines, Inc. | New York, NY | 3,871.5 | (a) | 244,227.5 | 35 |
| Hudson Transit Lines, Inc.(Short Line) | New York, NY | 3,635.4 | (a) | 194,051.8 | 40 |

Includes only transit agencies reporting to Federal Transit Administration FY 2008 National Transit Database.
(a) Not among 50 largest transit agencies in this category.
For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration 2008 National Transit Database see the *2010 Public Transportation Fact Book, Appendix B: Transit Agency and Urbanized Area Operating Statistics* at www.apta.com.

Table 4: 50 Largest Urbanized Areas Ranked by Population, Unlinked Passenger Trips, and Passenger Miles, Report Year 2008 (Thousands)

| Urbanized Area | Unlinked Passenger Trips (a) | | Passenger Miles (a) | | Population (2000 Census) | |
|---|---|---|---|---|---|---|
| | Thousands | Rank | Thousands | Rank | Number | Rank |
| New York-Newark, NY-NJ-CT | 4,159,309 | 1 | 21,699,268 | 1 | 17,799,861 | 1 |
| Los Angeles-Long Beach-Santa Ana, CA | 697,825 | 2 | 3,342,876 | 3 | 11,789,487 | 2 |
| Chicago, IL-IN | 649,604 | 3 | 4,148,216 | 2 | 8,307,904 | 3 |
| Washington, DC-VA-MD | 481,776 | 4 | 2,506,203 | 5 | 3,933,920 | 8 |
| San Francisco-Oakland, CA | 442,185 | 5 | 2,543,376 | 4 | 3,228,605 | 12 |
| Boston, MA-NH-RI | 377,999 | 6 | 1,881,252 | 6 | 4,032,484 | 7 |
| Philadelphia, PA-NJ-DE-MD | 361,236 | 7 | 1,726,824 | 7 | 5,149,079 | 4 |
| Seattle, WA | 195,507 | 8 | 1,284,726 | 8 | 2,712,205 | 14 |
| Miami, FL | 172,464 | 9 | 1,000,246 | 9 | 4,919,036 | 5 |
| Atlanta, GA | 162,899 | 10 | 978,010 | 10 | 3,499,840 | 11 |
| Baltimore, MD | 119,141 | 11 | 764,602 | 11 | 2,076,354 | 19 |
| Portland, OR-WA | 111,693 | 12 | 467,372 | 17 | 1,583,138 | 24 |
| San Diego, CA | 104,806 | 13 | 579,977 | 13 | 2,674,436 | 15 |
| Denver-Aurora, CO | 101,176 | 14 | 554,091 | 14 | 1,984,889 | 21 |
| Houston, TX | 100,443 | 15 | 632,615 | 12 | 3,822,509 | 10 |
| Minneapolis-St. Paul, MN | 94,799 | 16 | 490,215 | 15 | 2,388,593 | 16 |
| Dallas-Fort Worth-Arlington, TX | 76,043 | 17 | 489,618 | 16 | 4,145,659 | 6 |
| Phoenix-Mesa, AZ | 72,589 | 18 | 315,105 | 22 | 2,907,049 | 13 |
| Honolulu, HI | 71,310 | 19 | 327,418 | 19 | 718,182 | 52 |
| Pittsburgh, PA | 69,175 | 20 | 322,026 | 20 | 1,753,136 | 23 |
| Las Vegas, NV | 66,168 | 21 | 228,917 | 26 | 1,314,357 | 32 |
| Cleveland, OH | 57,681 | 22 | 263,847 | 25 | 1,786,647 | 22 |
| San Juan, PR | 56,513 | 23 | 264,342 | 24 | 2,216,616 | 17 |
| St. Louis, MO-IL | 56,206 | 24 | 315,327 | 21 | 2,077,662 | 18 |
| Milwaukee, WI | 53,703 | 25 | 178,718 | 30 | 1,308,913 | 33 |
| Detroit, MI | 53,178 | 26 | 286,301 | 23 | 3,903,377 | 9 |
| San Antonio, TX | 48,349 | 27 | 218,023 | 27 | 1,327,554 | 31 |
| San Jose, CA | 44,895 | 28 | 207,074 | 28 | 1,538,312 | 25 |
| Salt Lake City, UT | 41,714 | 29 | 359,527 | 18 | 887,650 | 43 |
| Austin, TX | 37,399 | 30 | 161,630 | 32 | 901,920 | 41 |
| Sacramento, CA | 37,287 | 31 | 182,727 | 29 | 1,393,498 | 29 |
| Cincinnati, OH-KY-IN | 30,011 | 32 | 154,207 | 33 | 1,503,262 | 27 |
| Virginia Beach, VA | 29,268 | 33 | 117,881 | 37 | 1,394,439 | 28 |
| Tampa-St. Petersburg, FL | 27,710 | 34 | 142,898 | 34 | 2,062,339 | 20 |
| Orlando, FL | 27,235 | 35 | 166,770 | 31 | 1,157,431 | 36 |
| Buffalo, NY | 26,173 | 36 | 91,346 | 40 | 976,703 | 39 |
| Providence, RI-MA | 22,851 | 37 | 110,179 | 39 | 1,174,548 | 35 |
| Charlotte, NC-SC | 22,721 | 38 | 127,925 | 35 | 758,927 | 48 |
| Riverside-San Bernardino, CA | 22,605 | 39 | 126,952 | 36 | 1,506,816 | 26 |
| Tucson, AZ | 18,858 | 40 | 69,853 | 43 | 720,425 | (b) |
| Kansas City, MO-KS | 17,821 | 41 | 78,210 | 41 | 1,361,744 | 30 |
| Rochester, NY | 17,653 | 42 | 57,971 | (b) | 694,396 | (b) |
| Hartford, CT | 17,184 | 43 | 111,520 | 38 | 851,535 | 46 |
| Fresno, CA | 17,148 | 44 | 37,449 | (b) | 554,923 | (b) |
| Columbus, OH | 16,662 | 45 | 63,078 | 46 | 1,133,193 | 37 |
| New Orleans, LA | 16,342 | 46 | 43,726 | (b) | 1,009,283 | 38 |
| Louisville, KY-IN | 15,593 | 47 | 62,153 | 48 | 863,582 | 45 |
| Richmond, VA | 14,682 | 48 | 62,340 | 47 | 818,836 | 47 |
| Albany, NY | 13,903 | 49 | 48,563 | (b) | 558,947 | (b) |
| Madison, WI | 13,719 | 50 | 48,258 | (b) | 329,533 | (b) |
| El Paso, TX-NM | 13,180 | (b) | 66,604 | 45 | 674,801 | (b) |
| Durham, NC | 12,840 | (b) | 61,570 | 49 | 287,796 | (b) |
| Memphis, TN-MS-AR | 11,514 | (b) | 59,322 | 50 | 972,091 | 40 |
| Stockton, CA | 5,575 | (b) | 67,948 | 44 | 313,392 | (b) |
| Kennewick-Richland, WA | 4,894 | (b) | 70,208 | 42 | 153,851 | (b) |

Includes only transit agencies reporting to Federal Transit Administration FY 2008 National Transit Database.
(a) Summed from data reported by individual transit agencies in the Federal Transit Administration 2008 National Transit Database. Total amounts reported by each agency are included in the urbanized area in which that agency is headquartered regardless of the number of urbanized areas in which the agency operates transit service.
(b) Not among 50 largest areas in this category.
For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration 2008 National Transit Database see the *2010 Public Transportation Fact Book, Appendix B: Transit Agency and Urbanized Area Operating Statistics* at www.apta.com.

# Passengers

Since 1995, transit has experienced sustained growth in ridership. In 2008, transit systems carried passengers on 10.5 billion trips for a total of 55.1 billion passenger miles.

Table 5: Unlinked Passenger Trips by Mode, Millions

| Report Year | Bus | Commuter Rail | Paratransit | Heavy Rail | Light Rail | Trolleybus | Other | Total |
|---|---|---|---|---|---|---|---|---|
| 1995 | 4,484 | 344 | 88 | 2,033 | 251 | 119 | 80 | 7,763 |
| 1996 | 4,997 | 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 | 5,894 | 441 | 126 | 2,927 | 407 | 100 | 121 | 10,017 |
| 2007 | (a) 5,413 | 459 | (a) 209 | 3,460 | 419 | 97 | (a) 190 | 10,247 |
| 2008 | 5,573 | 472 | 191 | 3,547 | 454 | 101 | 183 | 10,521 |
| 2008 % | 53.0% | 4.5% | 1.8% | 33.7% | 4.3% | 1.0% | 1.7% | 100.0% |

(a) Series not continuous for mode under line between 2006 and 2007. See Introduction.
Unlinked Passenger Trips by Mode data from 1902 through 2008 can be found in the *2010 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

In 2008, total transit ridership reached an estimated 10.5 billion unlinked trips with bus ridership increasing to 5.6 billion, heavy rail ridership to 3.5 billion, and other modes combined ridership to 1.4 billion. This ridership level represents the greatest number of trips taken on transit since 1956.

**Figure 1: Transit Ridership at Highest Level in Five Decades**

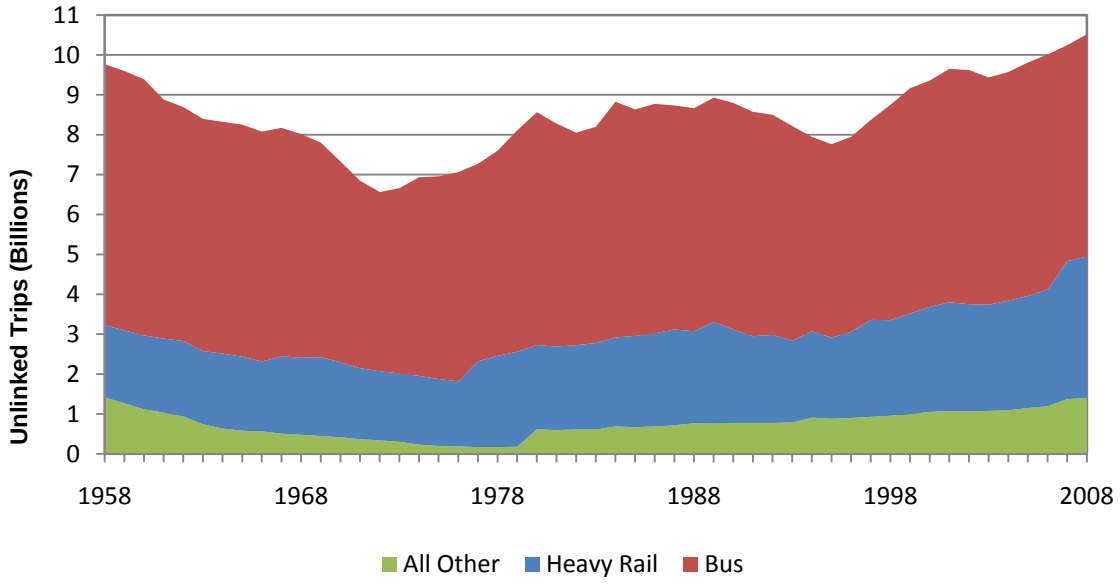
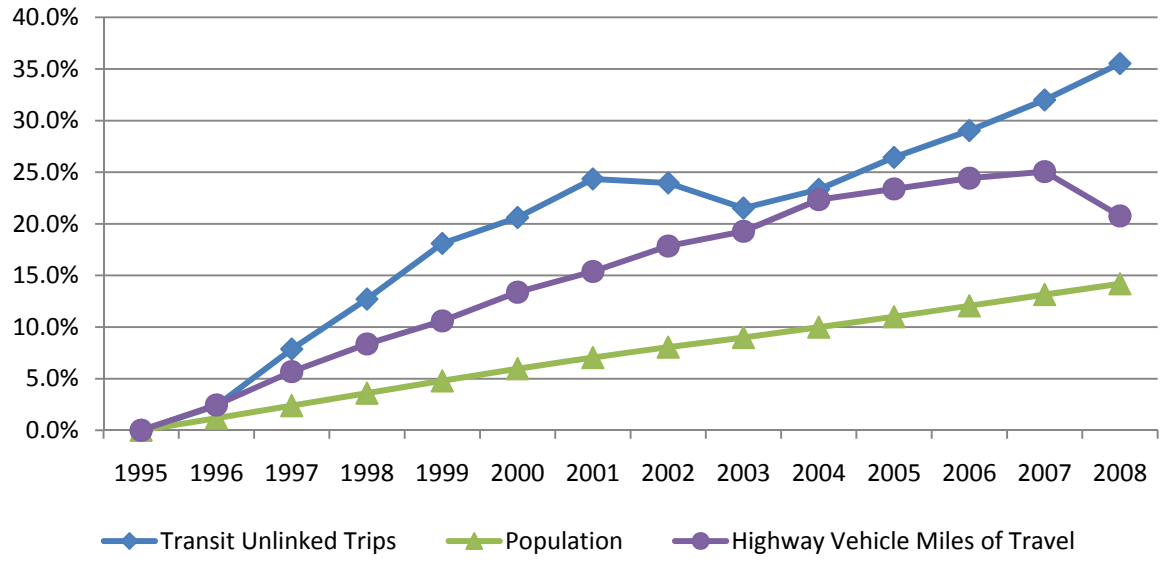


Table 6: Passenger Miles by Mode, Millions

| Report Year | Bus | Commuter Rail | Paratransit | Heavy Rail | Light Rail | Trolleybus | 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 | 22,821 | 10,361 | 1,078 | 14,721 | 1,866 | 164 | 1,143 | 52,154 |
| 2007 | (a) 20,976 | 11,153 | (a) 1,502 | 16,138 | 1,932 | 156 | (a) 1,496 | 53,353 |
| 2008 | 21,757 | 11,049 | 1,412 | 16,848 | 2,093 | 161 | 1,837 | 55,157 |
| 2008 % | 39.4% | 20.0% | 2.6% | 30.5% | 3.8% | 0.3% | 3.3% | 100.0% |

(a) Series not continuous for mode under line between 2006 and 2007.
Passenger Miles by Mode data from 1977 through 2008 can be found in the *2010 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

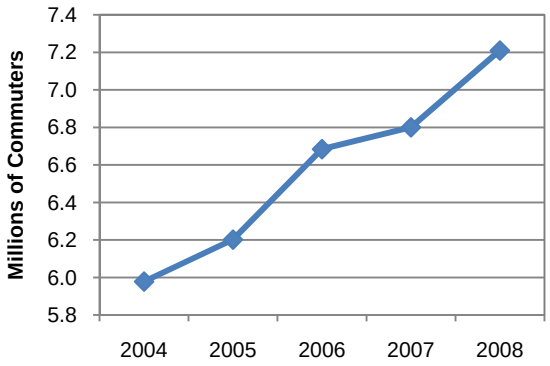
**Figure 2: Since 1995 Transit Use Has Grown More Than Population or Highway Travel**




Public transportation ridership grew 36 percent from 1995 through 2008, almost three times the growth rate of the U.S. population (14 percent) and substantially more than the growth for vehicle miles of travel (VMT) on our nation's streets and highways (21 percent) over the same period. Population data are for United States resident population from the Bureau of Census *Statistical Abstract* and VMT data are taken from the Federal Highway Administration's monthly *Traffic Volume Trends.*

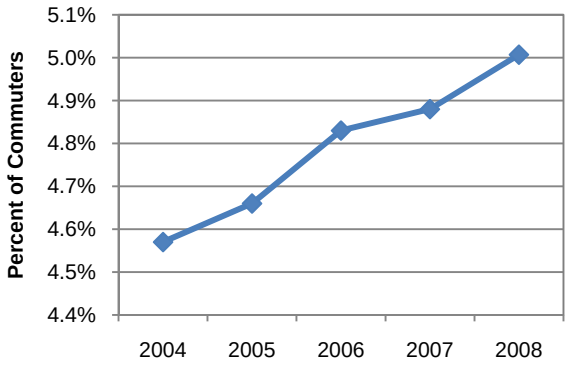
The number and percentage of commuters using transit as their primary means of transportation to work has inceased in each of the last four American Community Surveys conducted by the Census Bureau. The American Community Survey (ACS) is an annual survey conducted by the Census that obtains data formerly collected by the Decennial Census Long-Form. The number of regular commuters on transit rose from 5.98 million in 2004 to 7.21 million in 2008. The percentage of commuters using transit as their primary means of transportation to work increased from 4.57 percent in 2004 to 5.01 percent in 2008. Commuters who normally use another mode for work travel but occasionally ride transit are not included in these data. Further information on the ACS can be found at the U.S. Census Bureau "American Factfinder" web site.

**Figure 3: Number of Commuters Using Transit for Their Work Trip**



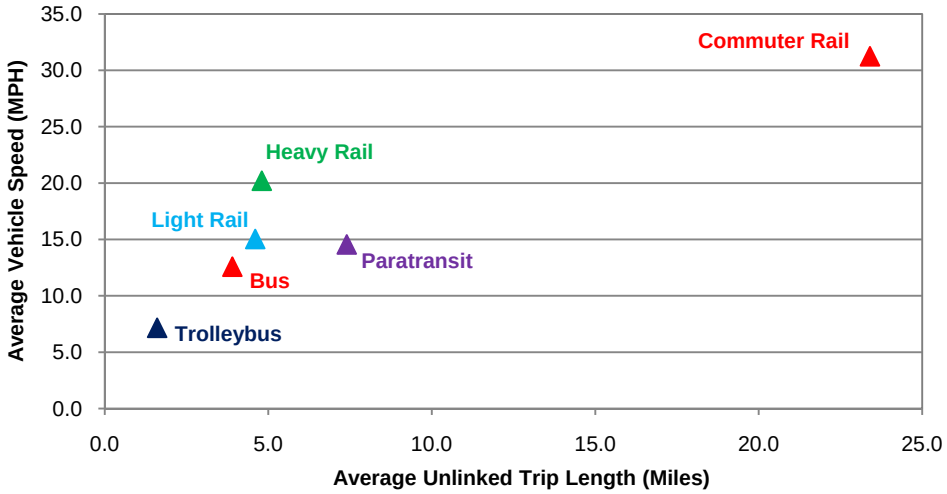

Source: U.S. Census Bureau: American Community Survey

**Figure 4: Percent of Workers Commuting on Transit**




Source: U.S. Census Bureau: American Community Survey

**Figure 5: Vehicle Speed vs. Trip Length by Mode, 2008**



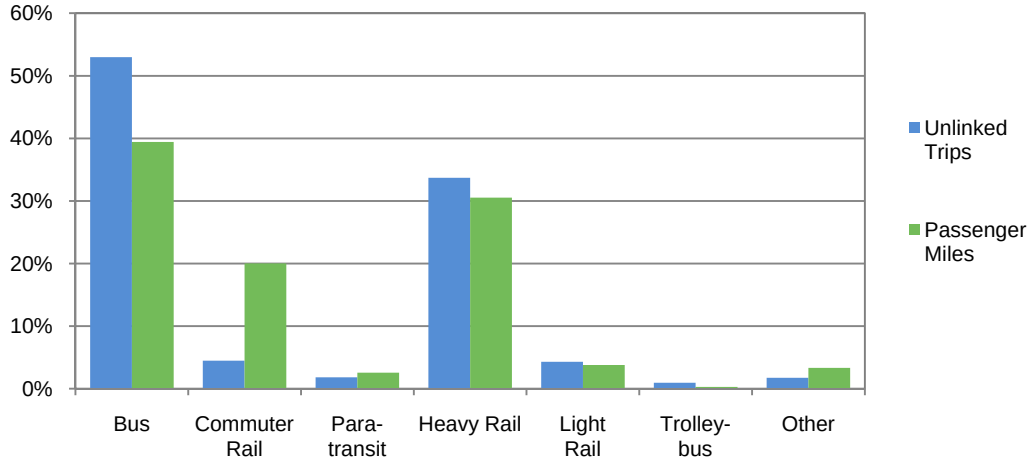

Transit service modes meet different passenger needs, including various demands for speed of travel and trip distance. The longest trips are served by higher speed modes that make a limited number of stops, such as commuter rail. Shorter trips in denser areas, where stations are closer or street stops are frequent, are associated with lower speed service. When comparing modes, it should be remembered that travelers on bus and local rail service often transfer to complete their trip; hence these average data understate the overall length of a complete trip on these modes. Commuter rail and paratransit service have very few transfers except those to local service modes for the access or egress portion of their trips.

Table 7: Average Length of Unlinked Passenger Trips in Miles by Mode, Report Year 2008

| Mode | Miles per Trip |
|---|---|
| Bus | 3.9 |
| Commuter Rail | 23.4 |
| Ferry Boat | 6.3 |
| Heavy Rail | 4.8 |
| Light Rail | 4.6 |
| Paratransit | 7.4 |
| Trolleybus | 1.6 |
| Total | 5.2 |

The percentage of unlinked trips taken on each mode and the percentage of passenger miles ridden among each mode varies because the average trip length on modes, as shown on Table 7, is highly variable. Commuter rail trips, from more distant suburbs and communities and with a high proportion of work trips, average the longest, at over 23 miles per trip. The shortest trips are taken on trolleybus, 1.6 miles per trip, and bus, 3.9 miles per trip. Modes with shorter trips are those that operate primarily in more congested central areas, where origins and destinations are normally closer together. Many of these riders transfer one or more times during their trips which also contributes to a shorter average trip length per unlinked trip.

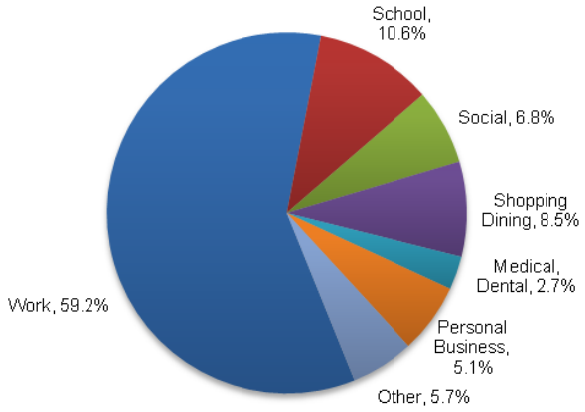
**Figure 6: Comparison of Unlinked Passenger Trips and Passenger Miles, Percent of Total by Mode, 2008**




## Characteristics of Transit Passengers

APTA's *A Profile of Public Transportation Passenger Demographics and Travel Characteristics Reported in On-Board Surveys* combined data from 150 surveys in which transit agencies asked 496,000 passengers demographic and travel behavior questions. The following figures describe the overall results. The complete report can be read at www.apta.com. On-board surveys are surveys conducted by transit agencies where transit riders, on board transit vehicles or in stations, are given surveys to complete while they travel or to return later. Because the surveys are already identified by mode of travel, date, and time of day, the information they provide is considered highly accurate. The data presented are for trips, not for persons; for example, Figure 8 should be read as 29.3 percent of transit *trips* include one transfer, not that 29.3 percent of *persons* who ride transit transfer one time. This distinction is necessary because the number of trips taken by transit riders varies. When examining these data, it should be remembered that some surveys do not include persons below a minimum age, who are too young to complete a survey. Despite some of these limitations in the survey data, these results provide a reasonable assessment of the characteristics of transit users.

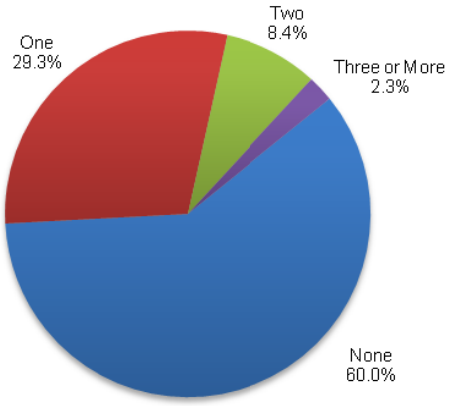
**Figure 7: Trip Purpose**




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

The most common purpose for a transit trip is to go to work or return home from work. The second most common is to go to or return from school, and the third is for shopping or dining. These data do not include school trips taken on school buses—only school trips taken on transit vehicles.

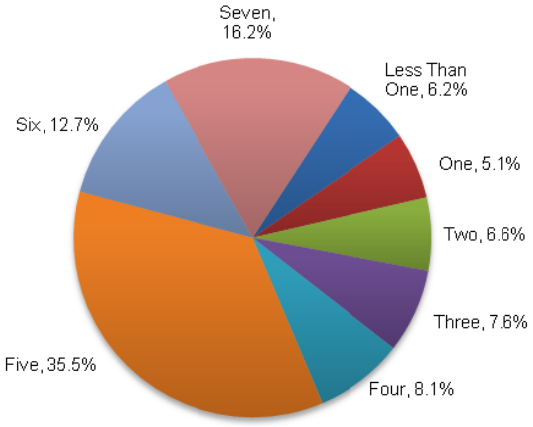
**Figure 8: Number of Transfers to Complete Trip**




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

Forty percent of transit riders transfer one or more times during their transit trips. An average of slightly more than 1.5 unlinked trips are taken by each rider to complete their transit journey.

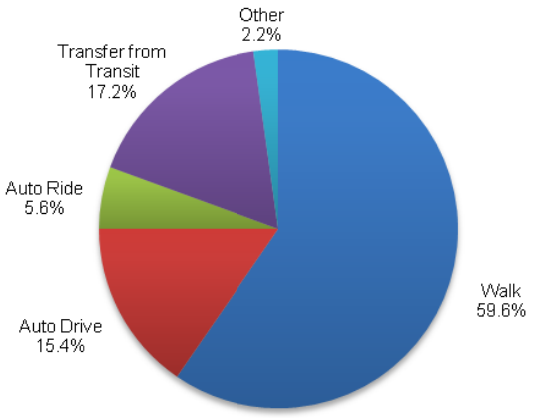
**Figure 9: Days Ridden per Week**




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

Nearly two-thirds of transit trips are taken by regular riders, passengers who ride transit at least five days per week.

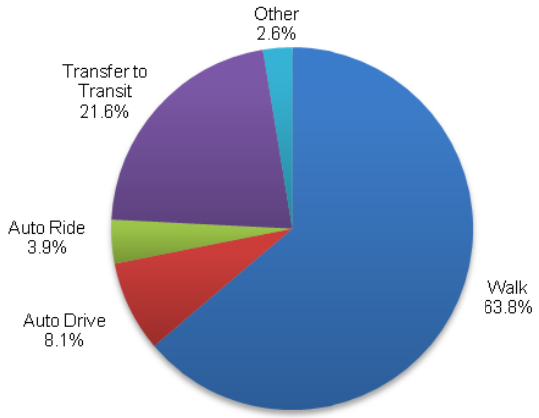
**Figure 10: Access Mode**




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

Most transit trips, nearly 60 percent, are started when passengers reach their transit vehicle by walking to a station or street stop. Over one-fifth of riders access a transit vehicle by driving or riding to a station or stop, and less than one-fifth by transferring from another transit vehicle.

**Figure 11: Egress Mode**




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

As with accessing transit service, most transit riders walk to their destination after leaving a transit vehicle. A little more than 20 percent of trips are continued by transferring to another transit vehicle, and 12 percent of trips are completed by driving or riding in an automobile.

## Service Provided

In 2008, transit systems in the United States provided 4.6 billion vehicle revenue miles of service; operating transit vehicles for 310 million hours of revenue service. The fastest service was provided by vanpool and commuter rail service, which carry passengers on long trips over high speed routes. Other modes operate at lower speeds in denser areas with more frequent stop services.

Table 8: Vehicle Miles Operated, Vehicle Hours Operated, and Speed in Transit Service by Mode, Report Year 2008

| Mode | Total Vehicle Miles (Millions) | Vehicle Revenue Miles (Millions) | Total Vehicle Hours (Millions) | Vehicle Revenue Hours (Millions) | Average Speed in Revenue Service (Miles per Hour) |
|---|---|---|---|---|---|
| Bus | 2,376.5 | 2,052.2 | 180.5 | 163.1 | 12.6 |
| Commuter Rail | 338.7 | 310.2 | 10.8 | 9.9 | 31.2 |
| Ferry Boat | 4.3 | 4.1 | 0.4 | 0.4 | 9.8 |
| Heavy Rail | 674.3 | 655.4 | 34.6 | 32.4 | 20.2 |
| Light Rail | 88.5 | 87.3 | 5.9 | 5.8 | 15.0 |
| Paratransit | 1,495.2 | 1,290.1 | 101.5 | 88.6 | 14.6 |
| Publico | 26.9 | 25.1 | 2.1 | 2.0 | 12.5 |
| Trolleybus | 11.6 | 11.2 | 1.6 | 1.6 | 7.2 |
| Vanpool | 178.0 | 177.9 | 4.5 | 4.5 | 39.5 |
| Other Rail Modes | 10.2 | 10.2 | 1.3 | 1.3 | 7.6 |
| Total | 5,204.2 | 4,623.7 | 343.3 | 309.8 | 14.9 |

Vehicle mile data by mode from 1926 through 2008; vehicle hour data by mode from 1986 through 2008; and average speed data by mode from 1996 through 2008 can be found in the *2010 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

# Vehicles

U.S. transit systems operated 137,047 vehicles in a typical peak period during 2008, out of a total of 169,436 vehicles available for service. Buses are the largest fleet of vehicles, with 66,506 vehicles available for peak service, while paratransit vehicles are a close second, with 65,799 vehicles. The heavy rail fleet of 11,377 is the largest rail vehicle fleet. Table 10 provides information on the characteristics of public transportation vehicles.

Table 9: Revenue Vehicles by Mode
Report Year 2008

| Measurement | Bus | Commuter Rail | Paratransit | Heavy Rail | Light Rail | Trolleybus | Other | Total |
|---|---|---|---|---|---|---|---|---|
| Vehicles Available for Maximum Service | | | | | | | | |
| Number | 66,506 | 6,617 | 65,799 | 11,377 | 1,969 | 590 | 16,578 | 169,436 |
| Percent | 39.3% | 3.9% | 38.8% | 6.7% | 1.2% | 0.3% | 9.8% | 100.0% |
| Vehicle Used in Maximum Period Service | | | | | | | | |
| Number | 54,067 | 5,693 | 52,880 | 9,140 | 1,433 | 441 | 13,393 | 137,047 |
| Percent | 39.5% | 4.2% | 38.6% | 6.7% | 1.0% | 0.3% | 9.8% | 100.0% |
| New Vehicles Delivered | | | | | | | | |
| Number | 3,562 | 218 | 12,457 | 555 | 53 | 36 | 1,751 | 18,631 |

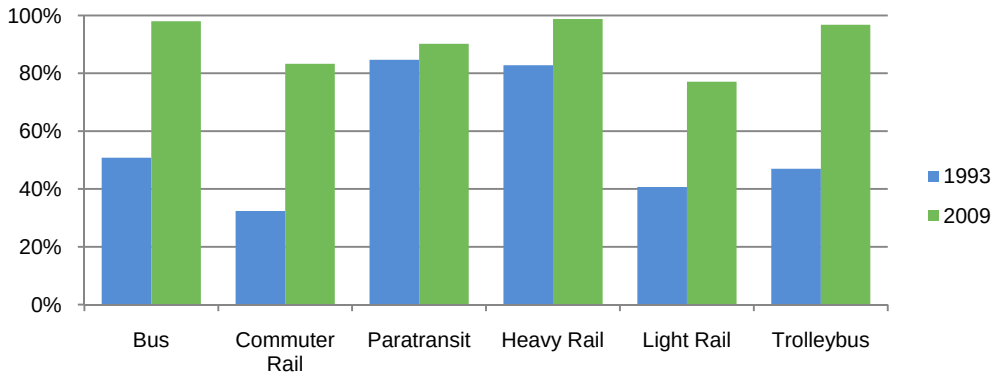
Revenue vehicles by mode data from 1926 through 2008 can be found in the *2010 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

Table 10: Vehicle Characteristics by Mode of Service
As of January 2009

| Mode | Average Age | Percent Alternatively Powered (a) | Percent Accessible (b) | Rehabilitated During Lifetime | Average Length (Feet) |
|---|---|---|---|---|---|
| Bus | 7.5 | 30.4% | 98.0% | 5.5% | 45.2 |
| Commuter Rail Cars | 16.3 | (c) 99.5% | 83.3% | 31.7% | 88.5 |
| Commuter Rail Locomotives | 19.9 | 10.0% | 0.0% | 46.6% | 63.5 |
| Ferry Boat | 16.8 | 47.7% | 100.0% | 4.3% | 181.4 |
| Heavy Rail | 21.1 | 100.0% | 98.8% | 38.8% | 66.7 |
| Light Rail | 15.7 | 98.2% | 77.1% | 21.9% | 88.5 |
| Paratransit | 3.4 | 10.5% | 90.2% | 0.5% | 21.9 |
| Trolleybus | 7.9 | 100.0% | 96.8% | 9.2% | 62.8 |
| Vanpool | 3.8 | 3.0% | 4.2% | 0.0% | 17.5 |
| Other Rail Modes | 38.3 | 30.3% | 78.3% | 5.0% | 65.3 |
| All Modes | --- | 39.3% | 90.1% | --- | --- |

(a) Alternative-powered is defined as vehicles powered by anything other than diesel or gasoline, but including particulate-trap-equipped buses.
(b) Accessible by lift, ramp, or station infrastructure.
(c) Self-propelled cars only
Based on a sample from annual APTA *Public Transportation Vehicle Database.*
Vehicle Characteristics data by mode from 1990 through 2009 can be found in the *2010 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

**Figure 12: Increase of Transit Vehicle Accessiblity, 1993-2009**



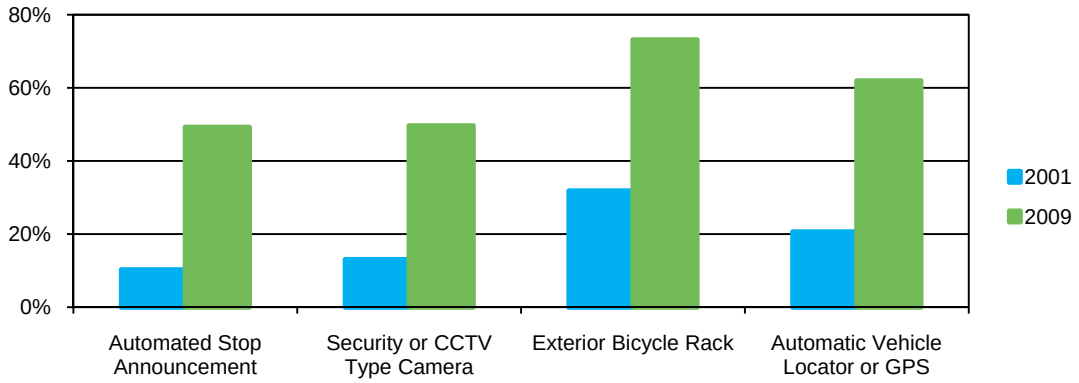
As shown in Table 10 and Figure 12, the transit vehicle fleet has reached near total accessibility to persons using wheelchairs and persons with other travel disabilities. From 1995 to 2009, the percentage of buses that are accessible increased from 60 percent to 98 percent. Over the same period, the accessible portion of the commuter rail fleet went from 43 percent to 83 percent, the light rail fleet from 49 percent to 77 percent, the heavy rail fleet from 83 percent to 99 percent, and the trolleybus fleet from 47 percent 97 percent. The accessible portion of the paratransit fleet, where specific vehicles can be assigned to trips to meet a passenger's individual needs, increased from 84 percent of vehicles accessible to 90 percent.

Table 11: Vehicle Equipment by Mode of Service
as of January 2009

| Amenity | Bus | Commuter Rail | Heavy Rail | Light Rail | Ferry Boat |
|---|---|---|---|---|---|
| Two-Way Radio | 91.3% | 64.6% | 84.8% | 96.8% | 82.6% |
| Public Address System | 81.4% | 98.3% | 99.3% | 95.0% | 82.6% |
| Automated Stop Announcement | 49.2% | 29.0% | 45.8% | 62.5% | NA |
| Automatic Passenger counter | 26.7% | NA | NA | 16.5% | 8.7% |
| Passenger-Operator Intercom | 1.3% | 19.5% | 62.7% | 43.2% | 0.0% |
| Security or CCTV Type Camera | 49.6% | 2.0% | 3.2% | 42.8% | 56.5% |
| Exterior Bicycle Rack | 73.1% | NA | NA | NA | 17.4% |
| Automated Vehicle Locator or GPS | 61.9% | 26.2% | 2.8% | 58.3% | 17.4% |
| Traffic Light Preemption | 3.9% | NA | NA | 29.8% | NA |
| Restroom | 0.2% | 52.9% | NA | NA | 73.9% |
| WiFi | 1.1% | 6.5% | NA | NA | 13.0% |
| Electrical Outlets | 1.6% | 14.4% | NA | NA | 30.4% |

NA = Not Applicable
(a) Self-propelled cars only; locomotives are 97.0%.
Based on a sample from annual APTA *Public Transportation Vehicle Database.*
Vehicle amenities data by mode from 2001 through 2009 can be found in the *2010 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

**Figure 13: Growth in Percentage of Buses with Passenger Equipment 2001-2009**




As shown in Table 11 and Figure 13, the increase in the percentage of buses with equipment for providing customer amenities shows a dramatic effort made by the transit industry to make travel safer and easier and improve the efficiency of operation. Increased security is demonstrated by the increase in buses equipped with closed circuit security cameras from 13 percent to 50 percent between 2001 and 2009. Enhanced amenities to improve passengers' trips include an increase in buses equipped with automated stop announcements from 10 percent to 49 percent in eight years and buses with exterior bicycle racks, from 32 percent to 73 percent. Efficiency is enhanced by the growth of vehicle locator systems, which improve the operation of bus fleets as well as improved availability of information on bus arrival times, from 21 percent of the bus fleet to 62 percent.

Table 12: Vehicle Power Sources by Mode of Service
Percent of Vehicles as of January 2009

| Mode | Electricity | Diesel Fuel | Electric and Other (Hybrid) | Gasoline | CNG, LNG, and Blends | Other | Total |
|---|---|---|---|---|---|---|---|
| Bus | 0.2% | 68.9% | 4.9% | 0.7% | 18.3% | 7.0% | 100.0% |
| Commuter Rail Self-Propelled Cars | 99.5% | 0.5% | --- | --- | --- | --- | 100.0% |
| Commuter Rail Locomotives | 10.0% | 90.0% | --- | --- | --- | --- | 100.0% |
| Ferry Boat | --- | 52.4% | 47.6% | --- | --- | --- | 100.0% |
| Heavy Rail | 100.0% | --- | --- | --- | --- | (a) >0.0% | 100.0% |
| Light Rail | 98.2% | 1.8% | --- | --- | --- | --- | 100.0% |
| Paratransit | --- | 50.5% | 0.6% | 39.0% | 2.5% | 7.4% | 100.0% |
| Trolleybus | 94.9% | --- | --- | --- | --- | (b) 5.1% | 100.0% |
| Vanpool | --- | 5.2% | 0.3% | 91.8% | 0.2% | 2.5% | 100.0% |
| Other Rail Modes | 30.3% | 44.6% | --- | --- | --- | (a) 25.1% | 100.0% |

(a) Unpowered vehicle.
(b) Overhead wire electric with diesel for off-wire operation.
Based on a sample from annual APTA *Public Transportation Vehicle Database.*
Vehicle Power Sources data by mode from 1996 through 2008 can be found in the *2010 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

# Employees

In 2008 the transit industry employed 387,155 operating employees and 12,670 capital employees. Transit operating employees include workers in the functions of vehicle operations, vehicle maintenance, non-vehicle maintenance, and general administration. Transit agency capital employees are employees on transit agency staffs performing capitalized activities and do not include employees of vehicle manufacturers, engineering firms, building contractors, or other companies with capital investment contracts from transit agencies. Direct transit employees were paid a total $13.9 billion and received benefits of $9.4 billion, for a total compensation of $23.3 billion.

Table 13: Employees by Mode and Function
Report Year 2008

| Mode | Vehicle Operations | Vehicle Maintenance | Non-Vehicle Maintenance | General Administration | Operating Total | Capital | Total |
|---|---|---|---|---|---|---|---|
| Bus | 131,308 | 34,111 | 7,182 | 19,613 | 192,213 | 2,967 | 195,181 |
| Commuter Rail | 9,928 | 7,866 | 6,183 | 3,167 | 27,144 | 3,112 | 30,256 |
| Heavy Rail | 20,230 | 9,616 | 15,123 | 5,012 | 49,982 | 5,459 | 55,441 |
| Light Rail | 4,541 | 2,185 | 2,151 | 1,062 | 9,939 | 721 | 10,660 |
| Paratransit | 77,638 | 8,054 | 1,637 | 11,994 | 99,323 | 201 | 99,524 |
| Trolleybus | 1,174 | 323 | 204 | 132 | 1,832 | 16 | 1,848 |
| Other | 3,642 | 1,268 | 563 | 1,249 | 6,722 | 193 | 6,915 |
| Total | 248,460 | 63,423 | 33,043 | 42,229 | 387,155 | 12,670 | 399,825 |

NR = Not Reported
Employees by mode data from 1931 through 2008 can be found in the *2010 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

# Energy and Environment

Riding public transportation is a significant way to cut passenger transportation energy use and greenhouse gas emissions. Each year, transit passengers reduce their own use of fuel by the equivalent of 1.8 billion gallons of gasoline and reduce their own carbon dioxide emissions by 16.2 million metric tons. Combined with savings from improved traffic flow due to transit's impact on reducing congestion and secondary land use and travel reduction impacts, transit reduces annual fuel use by the equivalent of 4.2 billion gallons of gasoline and carbon dioxide emissions by 37 million metric tons.

Table 14: Energy and Emission Benefits from Public Transportation

| Changes in Fuel Use Due To Public Transportation | Total Energy Savings (Billion Gallons of Gasoline Equivalent) | Carbon Dioxide Emission Reductions (Million Metric Tons) |
|---|---|---|
| Reduction Directly from Riding Public Transportation as Replacement of Private Vehicle Miles, Gross | 1.80 | 16.2 |
| (Less Fuel Currently Used by Public Transportation) | (1.38) | (12.3) |
| Savings to Private Vehicle Drivers Because of Congestion Reduction Due to Public Transportation | 0.34 | 3.0 |
| Secondary Reduction Due to Reduced Travel Distance Related to Public Transportation Related Location Decisions | 3.40 | 30.1 |
| Total Savings Due to Public Transportation | 4.16 | 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 15: Vehicle Fuel Consumption by Mode of Service
Report Year 2008

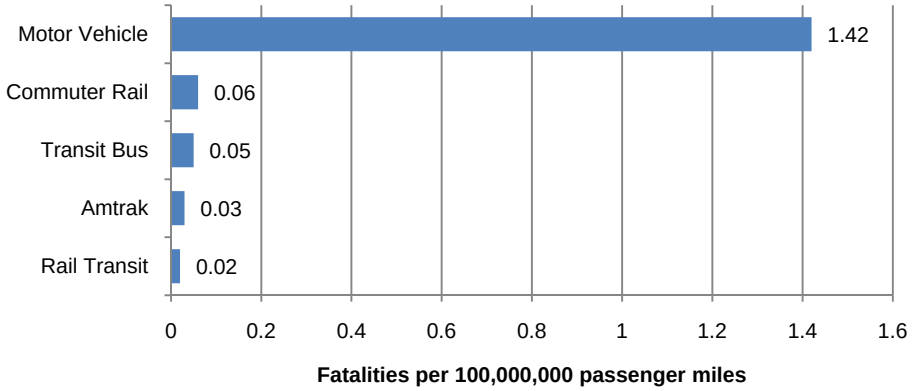
| Mode | Electricity (Millions of Kilowatt Hours) | Fossil Fuels (Millions of Gallons) | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | Diesel Fuel | Gasoline | LNG and Blends | CNG and Blends | Biodiesel | Other | Total |
| Bus | 1.1 | 493.3 | 3.8 | 17.9 | 135.5 | 41.8 | 0.9 | 693.2 |
| Commuter Rail | 1,717.7 | 83.5 | --- | --- | --- | --- | --- | 83.5 |
| Heavy Rail | 3,897.7 | --- | --- | --- | --- | --- | --- | 0.0 |
| Light Rail | 720.9 | --- | --- | --- | --- | --- | --- | 0.0 |
| Paratransit | <0.1 | 103.2 | 75.2 | 0.2 | 6.9 | 11.5 | 1.4 | 198.4 |
| Trolleybus | 62.2 | --- | --- | --- | --- | --- | --- | 0.0 |
| Other | 59.5 | 34.4 | 11.1 | --- | --- | 2.0 | --- | 47.5 |
| All Modes | 6,459.2 | 714.3 | 90.1 | 18.1 | 142.5 | 55.4 | 2.3 | 1,022.6 |

Vehicle Fuel Consumption data by mode from 1945 through 2008 can be found in the *2010 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

# Safety

FTA data show that transit is among the safest ways to travel. From 2003 to 2008 transit bus travel resulted in 0.05 deaths per 100 million passenger miles, compared to 1.42 deaths for motor vehicles. Amtrak and commuter rail also had low fatality rates of 0.03 and 0.06 per 100 million passenger miles, respectively.

**Figure 14: Passenger Fatality Rates: 2003-2008**




Source: Federal Transit Administration/USDOT, *2009 Rail Safety Statistics Report*, 2009

# Capital and Operating Expenses

In 2008, transit was a $54.2 billion industry with $36.4 billion in operating expenditures and $17.8 billion spent on capital investments.

Heavy rail investments are the largest modal capital expenditures, at $6.15 billion, followed by bus capital investments, at $4.09 billion. The largest type of capital investment was for guideways, at $5.89 billion, followed by vehicles, at $5.33 billion.

Table 16: Capital Expense by Mode and Type, Millions of Dollars
Report Year 2008

| Type | Bus | Commut -er Rail | Para-transit | Heavy Rail | Light Rail | Trolley-bus | Other | Total | % of Total |
|---|---|---|---|---|---|---|---|---|---|
| Guideway | 183.7 | 1,043.2 | 0.0 | 2,143.4 | 2,501.2 | 12.0 | 5.8 | 5,889.4 | 33.2% |
| Passenger Stations | 383.1 | 450.9 | 13.4 | 1,054.6 | 305.3 | 0.0 | 60.1 | 2,267.3 | 12.8% |
| Administrative Buildings | 186.4 | 3.8 | 18.9 | 47.1 | 1.1 | 1.0 | 1.8 | 259.9 | 1.5% |
| Maintenance Facilities | 636.1 | 313.2 | 114.0 | 827.1 | 129.0 | 0.3 | 15.1 | 2,034.8 | 11.5% |
| *Facilities Subtotal* | *1,389.2* | *1,811.1* | *146.3* | *4,072.2* | *2,936.6* | *13.2* | *82.7* | *10,451.3* | *58.8%* |
| Rolling Stock | 2,045.8 | 698.4 | 583.0 | 1,212.1 | 514.0 | 29.0 | 133.2 | 5,215.5 | 29.4% |
| Service Vehicles | 58.4 | 12.2 | 6.4 | 28.2 | 5.4 | 0.9 | 0.0 | 111.6 | 0.6% |
| *Rolling Stock Subtotal* | *2,104.2* | *710.6* | *589.5* | *1,240.3* | *519.4* | *29.9* | *133.2* | *5,327.0* | *30.0%* |
| Fare Revenue Collection Equipment | 107.2 | 11.1 | 0.1 | 92.0 | 14.8 | 0.0 | 0.3 | 225.6 | 1.3% |
| Communication and Information Systems | 280.1 | 106.7 | 48.5 | 623.8 | 76.4 | 1.1 | 8.4 | 1,144.9 | 6.4% |
| Other | 204.2 | 103.6 | 56.4 | 124.5 | 112.9 | 0.3 | 14.0 | 615.9 | 3.5% |
| *All Other Subtotal* | *591.6* | *221.4* | *105.0* | *840.3* | *204.0* | *1.4* | *22.7* | *1,986.5* | *11.2%* |
| Total | 4,085.0 | 2,743.0 | 840.8 | 6,152.8 | 3,660.0 | 44.6 | 238.7 | 17,764.8 | 100.0% |
| % of Total | 23.0% | 15.4% | 4.7% | 34.6% | 20.6% | 0.3% | 1.3% | 100.0% | --- |

(a) These are actual accrued expenditures, and do not include debts, depreciations of value, or other non-money costs.
Capital expense data from 1992 through 2008 can be found in the *2010 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

Operating expenses are measured in two ways: by function, the type of activity performed, and by object, the type of goods or services purchased. Among the five functions operating funds are applied to, operations accounts for almost half of expenses, followed by vehicle maintenance, general administration, purchased transportation, and non-vehicle maintenance. Salaries, wages, and fringe benefits for employees of transit agencies account for almost two-thirds of operating expenses.

Table 17: Operating Expense by Mode and Function Class, Millions of Dollars
Report Year 2008

| Type | Bus | Commut-er Rail | Para-transit | Heavy Rail | Light Rail | Trolley-bus | Other | Total | % of Total |
|---|---|---|---|---|---|---|---|---|---|
| Vehicle Operations | 9,979.4 | 1,628.3 | 1,529.7 | 2,613.8 | 488.6 | 110.7 | 430.0 | 16,780.4 | 46.1% |
| Vehicle Maintenance | 3,538.4 | 973.8 | 300.6 | 1,060.1 | 262.2 | 33.8 | 163.2 | 6,332.1 | 17.4% |
| Non-Vehicle Maintenance | 725.8 | 654.0 | 47.7 | 1,581.0 | 218.0 | 21.7 | 71.1 | 3,319.3 | 9.1% |
| General Administration | 2,692.6 | 581.2 | 443.5 | 816.2 | 220.5 | 48.1 | 180.6 | 4,982.7 | 13.7% |
| Purchased Transportation | 1,701.0 | 478.4 | 2,521.7 | 57.5 | 79.0 | 0.0 | 145.8 | 4,983.4 | 13.7% |
| Total | 18,637.2 | 4,315.8 | 4,843.2 | 6,128.5 | 1,268.3 | 214.3 | 990.7 | 36,397.9 | 100% |
| % of Total | 51.2% | 11.9% | 13.3% | 16.8% | 3.5% | 0.6% | 2.7% | 100.0% | --- |

Operating expense data from 1932 through 2008 can be found in the *2010 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

Table 18: Operating Expense by Mode and Object Class, Millions of Dollars
Report Year 2008

| Type | Bus | Commut-er Rail | Para-transit | Heavy Rail | Light Rail | Trolley-bus | Other | Total | % of Total |
|---|---|---|---|---|---|---|---|---|---|
| Salaries and Wages | 7,414.5 | 1,518.3 | 989.2 | 3,071.0 | 499.0 | 104.8 | 317.4 | 13,914.2 | 38.2% |
| Fringe Benefits | 4,896.4 | 1,140.1 | 483.0 | 2,303.9 | 334.9 | 76.6 | 131.6 | 9,366.5 | 25.7% |
| Services | 1,072.6 | 402.6 | 196.7 | 360.5 | 153.6 | 17.6 | 95.5 | 2,299.1 | 6.3% |
| Materials and Supplies | 2,913.9 | 585.7 | 422.1 | 440.4 | 83.0 | 11.1 | 201.4 | 4,657.6 | 12.8% |
| Utilities | 233.9 | 311.0 | 38.1 | 530.8 | 93.1 | 4.4 | 20.6 | 1,231.8 | 3.4% |
| Casualty and Liability | 424.5 | 101.1 | 101.6 | 112.5 | 29.9 | 4.2 | 44.1 | 818.0 | 2.2% |
| Purchased Transportation | 1,701.0 | 478.4 | 2,521.7 | 57.5 | 79.0 | 0.0 | 145.8 | 4,983.4 | 13.7% |
| Other | -19.6 | -221.3 | 90.8 | -748.0 | -4.3 | -4.5 | 34.2 | -872.7 | -2.4% |
| Total | 18,637.2 | 4,315.8 | 4,843.2 | 6,128.5 | 1,268.3 | 214.3 | 990.7 | 36,397.9 | 100.0% |
| % of Total | 51.2% | 11.9% | 13.3% | 16.8% | 3.5% | 0.6% | 2.7% | 100.0% | --- |

Operating Expense data from 1932 through 2008 can be found in the *2010 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

Table 19: Total Expense by Mode, Millions of Dollars
Report Year 2008

| Type | Bus | Commut-er Rail | Para-transit | Heavy Rail | Light Rail | Trolley-bus | Other | Total |
|---|---|---|---|---|---|---|---|---|
| Operating Expenditures | 18,637.2 | 4,315.8 | 4,843.2 | 6,128.5 | 1,268.3 | 214.3 | 990.7 | 36,397.9 |
| Capital Expenditures | 4,085.0 | 2,743.0 | 840.8 | 6,152.8 | 3,660.0 | 44.6 | 238.7 | 17,764.8 |
| Total Expenditures | 22,722.2 | 7,058.8 | 5,684.0 | 12,281.3 | 4,928.3 | 258.9 | 1,229.4 | 54,162.7 |
| % of Total | 42.0% | 13.0% | 10.5% | 22.7% | 9.1% | 0.5% | 2.3% | 100.0% |

Expense data from 1932 through 2008 can be found in the *2010 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

# Capital and Operating Funding

Transit operations are funded by passenger fares, other transit agency earnings, and financial assistance from state, local, and federal governments. Capital investment is funded only by government funds. The majority of revenue for operations comes from passenger fares, together with state and local financial assistance. Passenger fares and other agency earnings account for 38 percent of operating costs. Directly generated government funds, in cases where the transit agency is functioning as a local government, local, and state government assistance combine for 55 percent of all funding. The federal role is more significant for the capital program, providing 40 percent of capital funds compared to 7 percent of operating funds.

Table 20: Funding Sources
Report Year 2008

| Type | Transit Agency Funds | | | Government Funds | | | | | Total Funds |
|---|---|---|---|---|---|---|---|---|---|
| | Passen-ger Fares | Other Earnings | Total | Directly Gener-ated | Local | State | Federal | Total | |
| Capital Funding, Millions of Dollars | --- | --- | --- | 5,650.8 | 2,694.5 | 2,146.2 | 6,953.7 | 17,445.2 | 17,445.2 |
| Percent of Capital Funding | --- | --- | --- | 32.4% | 15.4% | 12.3% | 39.9% | 100.0% | 100.0% |
| Operating Funding, Millions of Dollars | 11,860.0 | 2,444.4 | 14,304.4 | 2,448.1 | 8,753.7 | 9,794.8 | 2,674.0 | 23,670.6 | 37,975.0 |
| Percent of Operating Funding | 31.2% | 6.4% | 37.7% | 6.4% | 23.1% | 25.8% | 7.0% | 62.3% | 100.0% |
| Total Funding, Millions of Dollars | 11,860.0 | 2,444.4 | 14,304.4 | 8,098.9 | 11,448.2 | 11,941.0 | 9,627.7 | 41,115.8 | 55,420.2 |
| Percent of Total Funding | 21.4% | 4.4% | 25.8% | 14.6% | 20.7% | 21.5% | 17.4% | 74.2% | 100.0% |

Funding sources data from 1926 through 2008 can be found in the *2010 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.
Definitions for the terms used in this chart can be found in the glossary under *Financial-Revenue Definitions* starting on page 37.

**Figure 15: Growth in Capital Funding by Source, 1995-2008**

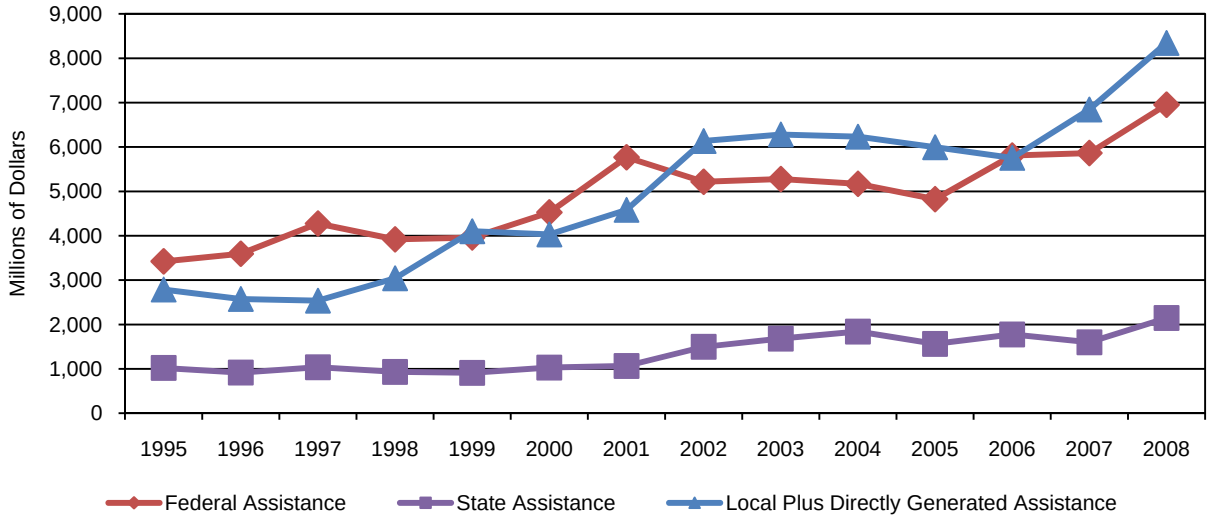


**Figure 16: Growth in Operating Funding by Source, 1995-2008**

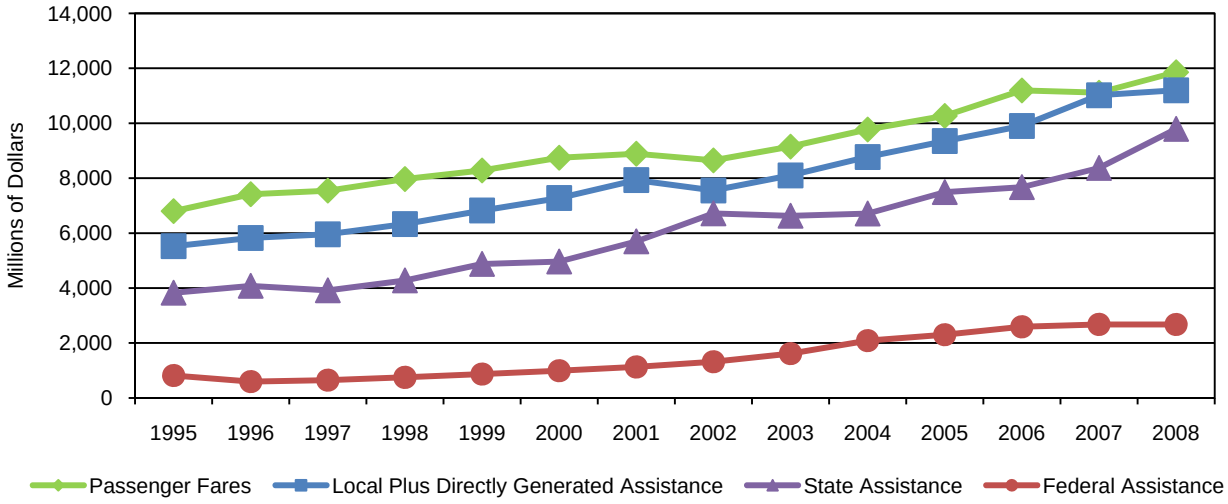



Table 21: Passenger Fares by Mode, Report Year 2008

| | Bus | Commut -er Rail | Para- transit | Heavy Rail | Light Rail | Trolley- bus | Total |
|---|---|---|---|---|---|---|---|
| Passenger Fares, Millions of Dollars | 4,835.3 | 2,165.2 | 498.6 | 3,639.5 | 370.3 | 63.3 | (d)11,860.0 |
| Average Revenue per Unlinked Trip | $0.87 | $4.59 | $2.61 | $1.03 | $0.82 | $0.63 | $1.13 |
| Highest Adult Base Cash Fare (a) | $6.50 | $24.00 | $5.75 | $2.25 | $2.50 | $1.70 | $24.00 |
| Average Adult Base Cash Fare (a) | $1.43 | $5.78 | $2.11 | $1.80 | $1.73 | $1.57 | $1.81 |
| Median Adult Base Cash Fare (a) | $1.35 | $3.75 | $2.00 | $1.75 | $1.75 | $1.50 | $1.50 |
| Lowest Adult Base Cash Fare (a) | $0.00 | $1.50 | $0.00 | $1.25 | $1.00 | $1.50 | $0.00 |
| Systems with Peak Period Surcharges (a) | 3.8% | 20.0% | NA | 7.1% | 11.5% | 33.3% | 5.6% |
| Systems with Transfer Surcharges (a) | 29.5% | 13.3% | NA | 42.9% | 38.5% | 66.7% | 29.7% |
| Systems with Distance/Zone Surcharges (a) | 17.1% | 93.3% | NA | 21.4% | 19.2% | 0.0% | 20.6% |
| Systems with Smart Cards (a) | 16.2% | 13.3% | NA | 62.5% | 30.8% | 50.0% | 20.3% |
| Systems with Magnetic Cards (a) | 49.3% | 13.3% | NA | 78.6% | 38.5% | 66.7% | 45.8% |

(a) Based on sample of systems from APTA *2009 Public Transportation Fare Database.*
(b) Fixed-route service only, unweighted average.
(c) Fixed-route service only
(d) Includes fare revenue for other modes not listed, $287.8 million.
Fare data from 1926 through 2008 can be found in the *2010 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

Revenue generated from passenger fares varies across transit modes. The highest levels of average revenue are generated by commuter rail, the transit mode that represents the longest trip length for passengers. Fare policies vary across agencies, but in general, passenger fares are lower for bus trips and relatively similar for light rail and heavy rail.

# Modal Data

Tables 23 through 33 provide extensive detail on characteristics of the various modes of transit operations. Data are presented on two summary tables of national information, with roadway modes on Table 22 and rail modes and ferry boat on Table 27, followed by tables listing agency-specific information on unlinked passenger trips and passenger miles. Given the large number of bus, paratransit, and vanpool agencies, only the largest 50 agencies of each mode are listed.

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 for which they are designed.

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.


*Paratransit service takes passengers directly to their destinations. Paratransit mode data are reported on pages 26 and 28.*

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.

By law, accessible paratransit service must be provided in all areas served by regular route 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.


*Bus service is a fixed route scheduled service provided in communities throughout the country. Bus mode data are reported on pages 26 and 27.*

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.

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 on pages 30 and 31.*

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.


*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 on pages 30 and 32.*

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.

*Commuter rail provides high-speed congestion free travel for distant surburbs to the business areas of the nation's largest metropolitan areas. Commuter rail mode data are reported on page 30 and 31.*

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 outlying 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 on pages 30 and 32.*

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.

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 on pages 30 and 33.

Ferry boat is a water-borne transit mode. Passenger only and passenger/vehicle ferries are both found in transit service. Ferries allow travelers to avoid very long trips by bus, train, or auto and to make lengthy water crossing. Ferry boats are the largest transit vehicles.

Table 22: Roadway Modes National Totals, Report Year 2008

| Statistical Category | Bus | Paratransit | Publico | Trolleybus | Vanpool |
|---|---|---|---|---|---|
| Agencies, Number of | 1,086 | 7,200 | 1 | 5 | 83 |
| Trips, Unlinked Passenger (Millions) | 5,573 | 191 | 29 | 101 | 36 |
| Miles, Passenger (Millions) | 21,757 | 1,412 | 138 | 161 | 1,181 |
| Trip Length, Average (Miles) | 3.9 | 7.4 | 4.8 | 1.6 | 33.2 |
| Miles, Vehicle Total (Millions) | 2,376.5 | 1,495.2 | 26.9 | 11.6 | 178.0 |
| Miles, Vehicle Revenue (Millions) | 2,052.2 | 1,290.1 | 25.1 | 11.2 | 177.9 |
| Hours, Vehicle Total (Millions) | 180.5 | 101.5 | 2.1 | 1.6 | 4.5 |
| Hours, Vehicle Revenue (Millions) | 163.1 | 88.6 | 2.0 | 1.6 | 4.5 |
| Speed, Vehicle in Revenue Service, Average (mph) | 12.6 | 14.6 | 12.5 | 7.2 | 39.5 |
| Fares Collected, Passengers (Millions) | $4,835.3 | $498.6 | $29.5 | $63.3 | $83.4 |
| Revenue per Unlinked Trip, Average | $0.87 | $2.61 | $1.00 | $0.63 | $2.34 |
| Expense, Operating Total (Millions) | $18,637.2 | $4,843.2 | $30.2 | $214.3 | $144.8 |
| Operating Expense by Object Class: | | | | | |
| Salaries and Wages (Millions) | $7,414.5 | $989.2 | $0.0 | $104.8 | $19.0 |
| Fringe Benefits (Millions) | $4,896.4 | $483.0 | $0.0 | $76.6 | $10.6 |
| Services (Millions) | $1,072.6 | $196.7 | $0.8 | $17.6 | $14.7 |
| Materials and Supplies (Millions) | $2,913.9 | $422.1 | $0.0 | $11.1 | $28.4 |
| Utilities (Millions) | $233.9 | $38.1 | $0.0 | $4.4 | $1.4 |
| Casualty and Liability (Millions) | $424.5 | $101.6 | $0.0 | $4.2 | $6.9 |
| Purchased Transportation (Millions) | $1,701.0 | $2,521.7 | $29.5 | $0.0 | $44.0 |
| Other (Millions) | -$19.6 | $90.8 | $0.0 | -$4.5 | $19.9 |
| Operating Expense by Function Class: | | | | | |
| Vehicle Operations (Millions) | $9,979.4 | $1,529.7 | $0.5 | $110.7 | $40.5 |
| Vehicle Maintenance (Millions) | $3,538.4 | $300.6 | $0.1 | $33.8 | $12.3 |
| Non-vehicle Maintenance (Millions) | $725.8 | $47.7 | $0.0 | $21.7 | $1.6 |
| General Administration (Millions) | $2,692.6 | $443.5 | $0.1 | $48.1 | $46.5 |
| Purchased Transportation (Millions) | $1,701.0 | $2,521.7 | $29.5 | $0.0 | $44.0 |
| Expense, Capital Total (Millions) | $4,085.0 | $840.8 | --- | $44.6 | $51.8 |
| Facilities, Guideway, Stations, Admin. Buildings (Millions) | $1,389.2 | $146.3 | --- | $13.2 | $2.1 |
| Rolling Stock (Millions) | $2,104.2 | $589.5 | --- | $29.9 | $47.5 |
| Other (Millions) | $591.6 | $105.0 | --- | $1.4 | $2.3 |
| Revenue Vehicles Available for Maximum Service | 66,506 | 65,799 | 3,718 | 590 | 12,356 |
| Revenue Vehicles Operated at Maximum Service | 54,067 | 52,880 | 2,250 | 441 | 10,752 |
| Revenue Vehicle Age, Average (Years) | 7.5 | 3.4 | --- | 7.9 | 3.8 |
| Revenue Vehicles with Alternative Power Source | 30.4% | 10.5% | --- | 100.0% | 3.0% |
| Revenue Vehicles Accessible | 98.0% | 90.2% | --- | 96.8% | 4.2% |
| Employees, Operating | 192,213 | 99,323 | --- | 1,832 | 435 |
| Employees, Vehicle Operations | 131,308 | 77,638 | --- | 1,174 | 55 |
| Employees, Vehicle Maintenance | 34,111 | 8,054 | --- | 323 | 66 |
| Employees, Non-Vehicle Maintenance | 7,182 | 1,637 | --- | 204 | 10 |
| Employees, General Administration | 19,613 | 11,994 | --- | 132 | 303 |
| Employees, Capital | 2,967 | 201 | --- | 16 | 4 |
| Diesel Fuel Consumed (Gallons, Millions) | 493.3 | 103.2 | --- | 0.0 | 0.4 |
| Other Fossil Fuel Consumed (Gallons, Millions) | 200.0 | 95.2 | --- | 0.0 | 11.1 |
| Electricity Consumed (kWh, Millions) | 1.1 | <0.1 | --- | 62.2 | 0.0 |

Table 23: 50 Largest Bus Agencies Ranked by Unlinked Passenger Trips and Passenger Miles, Report Year 2008 (Thousands)

| Transit Agency | Urbanized Area (First City and State Names Only) | Unlinked Passenger Trips | | Passenger Miles | |
|---|---|---|---|---|---|
| | | Thousands | Rank | Thousands | Rank |
| MTA New York City Transit(NYCT) | New York, NY | 902,641.0 | 1 | 1,861,302.9 | 1 |
| Los Angeles County Metropolitan Transp. Auth. (LACMTA) | Los Angeles, CA | 387,520.4 | 2 | 1,464,148.0 | 2 |
| Chicago Transit Authority(CTA) | Chicago, IL | 328,199.2 | 3 | 779,847.4 | 4 |
| Southeastern Pennsylvania Transp. Authority (SEPTA) | Philadelphia, PA | 183,221.7 | 4 | 548,270.7 | 5 |
| New Jersey Transit Corporation(NJ TRANSIT) | New York, NY | 169,282.0 | 5 | 1,051,698.7 | 3 |
| Washington Metropolitan Area Transit Authority(WMATA) | Washington, DC | 135,484.3 | 6 | 448,851.8 | 8 |
| MTA Bus Company(MTABUS) | New York, NY | 121,028.1 | 7 | 297,242.0 | 14 |
| Massachusetts Bay Transportation Authority(MBTA) | Boston, MA | 102,366.6 | 8 | 272,550.9 | 15 |
| King County Department of Transp. (King County Metro) | Seattle, WA | 97,091.1 | 9 | 506,730.7 | 7 |
| San Francisco Municipal Railway(MUNI) | San Francisco, CA | 89,913.3 | 10 | 182,706.3 | 30 |
| Maryland Transit Administration(MTA) | Baltimore, MD | 86,561.2 | 11 | 385,295.2 | 11 |
| Miami-Dade Transit(MDT) | Miami, FL | 85,789.7 | 12 | 426,400.6 | 9 |
| Metropolitan Transit Auth. of Harris County, Texas (Metro) | Houston, TX | 84,594.9 | 13 | 522,762.1 | 6 |
| Denver Regional Transportation District(RTD) | Denver, CO | 78,522.3 | 14 | 393,156.4 | 10 |
| Metro Transit | Minneapolis, MN | 71,614.1 | 15 | 319,189.3 | 12 |
| City and County of Honolulu DOT Services (DTS) | Honolulu, HI | 69,759.9 | 16 | 301,159.5 | 13 |
| Metropolitan Atlanta Rapid Transit Authority(MARTA) | Atlanta, GA | 67,519.4 | 17 | 213,459.6 | 22 |
| Orange County Transportation Authority(OCTA) | Los Angeles, CA | 65,203.6 | 18 | 270,470.8 | 16 |
| Regional Transp. Comm. of Southern Nevada (RTC) | Las Vegas, NV | 65,196.1 | 19 | 218,426.1 | 21 |
| Alameda-Contra Costa Transit District(AC Transit) | San Francisco, CA | 65,194.3 | 20 | 197,556.1 | 23 |
| Tri-County Metropolitan Transp. District of Oregon (TriMet) | Portland, OR | 64,115.0 | 21 | 222,676.2 | 20 |
| Port Authority of Allegheny County(Port Authority) | Pittsburgh, PA | 57,733.0 | 22 | 254,464.9 | 17 |
| City of Phoenix Public Transit Dept. (Valley Metro) | Phoenix, AZ | 52,588.1 | 23 | 186,894.7 | 27 |
| Milwaukee County Transit System(MCTS) | Milwaukee, WI | 50,689.6 | 24 | 152,508.6 | 36 |
| San Diego Metropolitan Transit System(MTS) | San Diego, CA | 48,964.8 | 25 | 173,404.4 | 34 |
| VIA Metropolitan Transit(VIA) | San Antonio, TX | 47,129.5 | 26 | 195,776.5 | 24 |
| The Greater Cleveland Regional Transit Authority(GCRTA) | Cleveland, OH | 45,253.7 | 27 | 174,137.0 | 33 |
| Dallas Area Rapid Transit(DART) | Dallas, TX | 44,752.3 | 28 | 185,601.7 | 28 |
| Broward County Transportation Department(BCT) | Miami, FL | 38,716.4 | 29 | 178,200.9 | 31 |
| City of Detroit Department of Transportation(DDOT) | Detroit, MI | 37,792.8 | 30 | 183,351.1 | 29 |
| Capital Metropolitan Transportation Authority(CMTA) | Austin, TX | 36,339.1 | 31 | 150,323.9 | 38 |
| Pace - Suburban Bus Division(PACE) | Chicago, IL | 34,655.2 | 32 | 237,200.7 | 19 |
| Santa Clara Valley Transportation Authority(VTA) | San Jose, CA | 33,388.2 | 33 | 144,113.2 | 40 |
| Bi-State Development Agency(METRO) | St. Louis, MO | 33,279.9 | 34 | 136,173.3 | 41 |
| Metropolitan Suburban Bus Auth. (MTA Long Island Bus) | New York, NY | 32,649.1 | 35 | 158,444.5 | 35 |
| Westchester County Bee-Line System | New York, NY | 32,271.6 | 36 | 148,312.4 | 39 |
| City of Los Angeles Department of Transportation(LADOT) | Los Angeles, CA | 29,890.4 | 37 | 73,696.2 | (a) |
| Ride-On Montgomery County Transit | Washington, DC | 29,672.8 | 38 | 94,184.8 | 49 |
| Long Beach Transit(LBT) | Los Angeles, CA | 28,228.4 | 39 | 82,632.3 | (a) |
| Central Florida Regional Transportation Authority(LYNX) | Orlando, FL | 26,427.1 | 40 | 152,255.2 | 37 |
| Southwest Ohio Regional Transit Auth. (SORTA / Metro) | Cincinnati, OH | 25,834.0 | 41 | 127,342.6 | 42 |
| Transp. District Commission of Hampton Roads (HRT) | Virginia Beach, VA | 25,281.1 | 42 | 101,966.7 | 45 |
| Utah Transit Authority(UTA) | Salt Lake City, UT | 23,395.6 | 43 | 176,378.0 | 32 |
| Rhode Island Public Transit Authority(RIPTA) | Providence, RI | 21,061.7 | 44 | 81,640.6 | (a) |
| Santa Monica's Big Blue Bus(Big Blue Bus ) | Los Angeles, CA | 20,985.7 | 45 | 80,941.1 | (a) |
| Niagara Frontier Transportation Authority(NFT Metro) | Buffalo, NY | 20,387.1 | 46 | 75,768.4 | (a) |
| Charlotte Area Transit System(CATS) | Charlotte, NC | 19,896.8 | 47 | 98,307.8 | 47 |
| City of Tucson(COT) | Tucson, AZ | 18,407.3 | 48 | 66,741.3 | (a) |
| Regional Transit Service, Inc. and Lift Line, Inc.(R-GRTA) | Rochester, NY | 17,473.6 | 49 | 56,574.3 | (a) |
| Sacramento Regional Transit District(Sacramento RT) | Sacramento, CA | 17,465.8 | 50 | 57,443.9 | (a) |
| Foothill Transit | Los Angeles, CA | 14,561.6 | (a) | 113,972.7 | 44 |
| Central Puget Sound Regional Transit Authority(ST) | Seattle, WA | 13,028.5 | (a) | 195,189.4 | 25 |
| Snohomish County PTBAC (Community Transit) | Seattle, WA | 10,849.4 | (a) | 100,674.6 | 46 |
| Academy Lines, Inc. | New York, NY | 3,871.5 | (a) | 244,227.5 | 18 |
| Hudson Transit Lines, Inc.(Short Line) | New York, NY | 3,635.4 | (a) | 194,051.8 | 26 |
| Suburban Transit Corporation(Coach USA) | New York, NY | 3,534.1 | (a) | 120,039.8 | 43 |
| Trans-Bridge Lines, Inc. | New York, NY | 1,123.4 | (a) | 96,900.7 | 48 |

(a) Not among 50 largest bus transit agencies in this category.
Includes only transit agencies reporting to Federal Transit Administration FY 2008 *National Transit Database*.
For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration 2008 National Transit Database, see the *2010 Public Transportation Fact Book, Appendix B: Transit Agency and Urbanized Area Operating Statistics* at www.apta.com.

Table 24: 50 Largest Paratransit Agencies Ranked by Unlinked Passenger Trips and Passenger Miles, Report Year 2008 (Thousands)

| Transit Agency | Urbanized Area (First City and State Names Only) | Unlinked Passenger Trips | | Passenger Miles | |
|---|---|---|---|---|---|
| | | Thousands | Rank | Thousands | Rank |
| MTA New York City Transit(NYCT) | New York, NY | 5,437.6 | 1 | 55,368.8 | 1 |
| Suburban Bus Division (PACE), ADA Paratransit Services | Chicago, IL | 2,725.8 | 2 | 22,122.0 | 5 |
| Access Services Incorporated(ASI) | Los Angeles, CA | 2,561.3 | 3 | 32,536.4 | 2 |
| Southeastern Pennsylvania Transp. Authority (SEPTA) | Philadelphia, PA | 1,773.8 | 4 | 10,765.3 | 16 |
| Massachusetts Bay Transportation Authority(MBTA) | Boston, MA | 1,764.1 | 5 | 22,251.8 | 3 |
| Washington Metropolitan Area Transit Authority(WMATA) | Washington, DC | 1,712.5 | 6 | 20,036.7 | 6 |
| Port Authority of Allegheny County(Port Authority) | Pittsburgh, PA | 1,693.6 | 7 | 12,290.8 | 12 |
| Miami-Dade Transit(MDT) | Miami, FL | 1,634.5 | 8 | 22,224.8 | 4 |
| Denver Regional Transportation District(RTD) | Denver, CO | 1,521.3 | 9 | 12,942.3 | 10 |
| Metropolitan Transit Auth. of Harris County, Texas (Metro) | Houston, TX | 1,418.6 | 10 | 16,546.7 | 7 |
| Orange County Transportation Authority(OCTA) | Los Angeles, CA | 1,416.7 | 11 | 13,420.6 | 9 |
| Maryland Transit Administration(MTA) | Baltimore, MD | 1,385.3 | 12 | 10,549.6 | 18 |
| New Jersey Transit Corporation(NJ TRANSIT) | New York, NY | 1,278.9 | 13 | 7,916.0 | 26 |
| LACMTA - Small Operators(LACMTA) | Los Angeles, CA | 1,245.4 | 14 | 4,545.8 | 44 |
| Metro Mobility | Minneapolis, MN | 1,220.8 | 15 | 13,452.1 | 8 |
| San Francisco Municipal Railway(MUNI) | San Francisco, CA | 1,168.0 | 16 | 6,733.5 | 32 |
| King County Department of Transp. (King County Metro) | Seattle, WA | 1,145.5 | 17 | 11,831.0 | 13 |
| Milwaukee County Transit System(MCTS) | Milwaukee, WI | 1,128.8 | 18 | 7,154.1 | 29 |
| Tri-County Metropolitan Transp. District of Oregon (TriMet) | Portland, OR | 1,122.0 | 19 | 10,433.4 | 20 |
| Pace - Suburban Bus Division(PACE) | Chicago, IL | 1,102.7 | 20 | 6,470.5 | 33 |
| VIA Metropolitan Transit(VIA) | San Antonio, TX | 1,096.0 | 21 | 12,805.2 | 11 |
| Santa Clara Valley Transportation Authority(VTA) | San Jose, CA | 1,055.4 | 22 | 8,485.8 | 24 |
| City of Los Angeles Department of Transportation(LADOT) | Los Angeles, CA | 1,001.8 | 23 | 3,929.7 | 53 |
| Regional Transp. Comm. of Southern Nevada (RTC) | Las Vegas, NV | 972.0 | 24 | 10,490.8 | 19 |
| Board of County Comm., Palm Beach County(PalmTran) | Miami, FL | 953.2 | 25 | 11,363.9 | 14 |
| Broward County Transportation Department(BCT) | Miami, FL | 948.6 | 26 | 10,340.2 | 21 |
| Dallas Area Rapid Transit(DART) | Dallas, TX | 910.2 | 27 | 11,360.5 | 15 |
| Delaware Transit Corporation(DTC) | Philadelphia, PA | 855.1 | 28 | 10,698.0 | 17 |
| City and County of Honolulu DOT Services (DTS) | Honolulu, HI | 833.8 | 29 | 9,380.7 | 22 |
| Suburban Mobility Auth. for Regional Trans.(SMART) | Detroit, MI | 801.8 | 30 | 6,135.7 | 37 |
| Metropolitan Council | Minneapolis, MN | 736.7 | 31 | 6,425.9 | 34 |
| Capital Metropolitan Transportation Authority(CMTA) | Austin, TX | 714.6 | 32 | 5,149.6 | 40 |
| Bi-State Development Agency(METRO) | St. Louis, MO | 699.8 | 33 | 6,847.8 | 31 |
| Atlantic Paratrans of NYC, Inc.(API) | New York, NY | 692.8 | 34 | 7,244.3 | 28 |
| Mass Transportation Authority(MTA) | Flint, MI | 672.3 | 35 | 7,128.4 | 30 |
| Rhode Island Public Transit Authority(RIPTA) | Providence, RI-MA | 670.4 | 36 | 7,386.0 | 27 |
| Ben Franklin Transit(BFT) | Kennewick, WA | 669.0 | 37 | 3,206.7 | (a) |
| Alameda-Contra Costa Transit District(AC Transit) | San Francisco, CA | 662.1 | 38 | 6,216.2 | 35 |
| Central Florida Regional Transportation Authority(LYNX) | Orlando, FL | 608.6 | 39 | 8,149.0 | 25 |
| Greater Hartford Transit District(GHTD) | Hartford, CT | 593.1 | 40 | 3,627.6 | (a) |
| San Diego Metropolitan Transit System(MTS) | San Diego, CA | 589.8 | 41 | 4,024.7 | 50 |
| City of Phoenix Public Transit Dept. (Valley Metro) | Phoenix, AZ | 557.7 | 42 | 4,294.2 | 48 |
| Spokane Transit Authority(STA) | Spokane, WA | 516.5 | 43 | 3,981.8 | (a) |
| Capital Area Transportation Authority(CATA) | Lansing, MI | 514.4 | 44 | 4,226.4 | 49 |
| The Greater Cleveland Regional Transit Authority(GCRTA) | Cleveland, OH | 512.5 | 45 | 3,881.4 | (a) |
| Kansas City Area Transportation Authority(KCATA) | Kansas City, MO | 508.5 | 46 | 3,768.2 | (a) |
| Blue Water Area Trans. Comm.(Blue Water Area Transit) | Port Huron, MI | 480.1 | 47 | 1,563.8 | (a) |
| Utah Transit Authority(UTA) | Salt Lake City, UT | 478.2 | 48 | 5,203.9 | 39 |
| Pierce County Trans. Benefit Area Auth.(Pierce Transit) | Seattle, WA | 451.7 | 49 | 3,496.2 | (a) |
| City of Tucson(COT) | Tucson, AZ | 450.5 | 50 | 3,111.5 | (a) |
| Lehigh and Northampton Transportation Auth.(LANTA) | Allentown, PA | 449.9 | (a) | 6,142.1 | 36 |
| Omnitrans(OMNI) | Riverside, CA | 448.5 | (a) | 4,973.0 | 41 |
| Space Coast Area Transit(SCAT) | Palm Bay, FL | 442.0 | (a) | 9,149.5 | 23 |
| Interurban Transit Partnership(The Rapid) | Grand Rapids, MI | 421.2 | (a) | 4,890.2 | 42 |
| Transit Authority of River City(TARC) | Louisville, KY | 417.6 | (a) | 4,481.1 | 46 |

(a) Not among 50 largest paratransit agencies in this category.
Includes only transit agencies reporting to Federal Transit Administration FY 2008 *National Transit Database*.
For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration 2008 National Transit Database, see the *2010 Public Transportation Fact Book, Appendix B: Transit Agency and Urbanized Area Operating Statistics* at www.apta.com.

Table 25: 50 Largest Vanpool Agencies Ranked by Unlinked Passenger Trips and Passenger Miles, Report Year 2008 (Thousands)

| Transit Agency | Urbanized Area (First City and State Names Only) | Unlinked Passenger Trips | | Passenger Miles | |
|---|---|---|---|---|---|
| | | Thousands | Rank | Thousands | Rank |
| King County Department of Transp. (King County Metro) | Seattle, WA | 3,138.8 | 1 | 61,857.6 | 4 |
| Metropolitan Transit Auth. of Harris County, Texas (Metro) | Houston, TX | 2,462.9 | 2 | 60,471.0 | 5 |
| Pace - Suburban Bus Division(PACE) | Chicago, IL | 2,021.2 | 3 | 47,581.2 | 6 |
| San Diego Association of Governments(SANDAG) | San Diego, CA | 1,881.7 | 4 | 79,116.3 | 2 |
| Los Angeles County Metropolitan Transp. Auth. (LACMTA) | Los Angeles, CA | 1,804.2 | 5 | 90,702.4 | 1 |
| Utah Transit Authority(UTA) | Salt Lake City, UT | 1,657.7 | 6 | 71,371.9 | 3 |
| Phoenix - VPSI, Inc. | Phoenix, AZ | 1,371.6 | 7 | 34,371.7 | 8 |
| Ben Franklin Transit(BFT) | Kennewick, WA | 1,140.8 | 8 | 44,654.8 | 7 |
| Marietta - VPSI, Inc. | Atlanta, GA | 1,088.2 | 9 | 28,736.4 | 11 |
| Greater Hartford Ridesharing Corp. - The Rideshare Co. | Hartford, CT | 863.7 | 10 | 32,988.1 | 9 |
| Snohomish County PTBAC (Community Transit) | Seattle, WA | 854.9 | 11 | 23,757.5 | 16 |
| Pierce County Trans. Benefit Area Auth.(Pierce Transit) | Seattle, WA | 852.0 | 12 | 27,872.9 | 12 |
| New Jersey Transit Corporation(NJ TRANSIT) | New York, NY | 753.2 | 13 | 26,681.0 | 13 |
| Dallas Area Rapid Transit(DART) | Dallas, TX | 697.1 | 14 | 29,068.3 | 10 |
| Intercity Transit(I.T.) | Olympia, WA | 689.0 | 15 | 25,120.4 | 15 |
| Honolulu - VPSI, Inc. | Honolulu, HI | 668.1 | 16 | 15,819.9 | 20 |
| Dallas - VPSI, Inc. | Dallas, TX | 613.6 | 17 | 25,970.3 | 14 |
| Miami Lakes - VPSI, Inc. | Miami, FL | 603.6 | 18 | 13,108.7 | 24 |
| Kings County Area Public Transit Agency(KART) | Hanford, CA | 544.2 | 19 | 22,456.8 | 17 |
| Denver Regional Transportation District(RTD) | Denver, CO | 497.0 | 20 | 13,955.8 | 23 |
| Research Triangle Regional Public Trans.Auth.(TTA) | Durham, NC | 469.9 | 21 | 13,975.9 | 22 |
| Orange County Transportation Authority(OCTA) | Los Angeles, CA | 411.0 | 22 | 15,982.9 | 19 |
| Capital Metropolitan Transportation Authority(CMTA) | Austin, TX | 345.6 | 23 | 6,156.5 | 35 |
| Kitsap Transit | Bremerton, WA | 312.8 | 24 | 6,950.1 | 32 |
| Charlotte Area Transit System(CATS) | Charlotte, NC | 300.8 | 25 | 14,214.0 | 21 |
| Madison County Transit District(MCT) | St. Louis, MO | 295.5 | 26 | 12,819.5 | 25 |
| Transp. District Commission of Hampton Roads (HRT) | Virginia Beach, VA | 282.6 | 27 | 7,786.2 | 29 |
| Des Moines Area Regional Transit Authority(DART) | Des Moines, IA | 280.2 | 28 | 11,885.0 | 26 |
| Greater Richmond Transit Co.(GRTC Transit System) | Richmond, VA | 248.5 | 29 | 18,108.4 | 18 |
| Spokane Transit Authority(STA) | Spokane, WA | 224.3 | 30 | 5,442.0 | 38 |
| Metropolitan Council | Minneapolis, MN | 209.8 | 31 | 7,710.5 | 30 |
| Central Florida Regional Transportation Authority(LYNX) | Orlando, FL | 199.5 | 32 | 6,365.4 | 34 |
| VPSI, Anchorage | Anchorage, AK | 181.2 | 33 | 8,057.4 | 28 |
| Southwestern Pennsylvania Commission(SPC) | Pittsburgh, PA | 180.3 | 34 | 5,551.8 | 37 |
| Georgia Regional Transportation Authority(GRTA) | Atlanta, GA | 176.8 | 35 | 6,800.5 | 33 |
| Douglas County Rideshare(Rideshare) | Atlanta, GA | 161.2 | 36 | 5,677.1 | 36 |
| Space Coast Area Transit(SCAT) | Palm Bay, FL | 138.5 | 37 | 7,137.1 | 31 |
| Regional Transportation Authority(RTA) | Nashville, TN | 127.0 | 38 | 3,769.4 | 42 |
| VIA Metropolitan Transit(VIA) | San Antonio, TX | 124.0 | 39 | 9,441.4 | 27 |
| Regional Planning Comm. of Greater Birmingham | Birmingham, AL | 112.1 | 40 | 4,443.7 | 41 |
| Skagit Transit | Mount Vernon, WA | 107.5 | 41 | 4,964.4 | 39 |
| Yakima Transit(YT) | Yakima, WA | 97.9 | 42 | 4,503.4 | 40 |
| Hillsborough Area Regional Transit Authority(HART) | Tampa, FL | 91.7 | 43 | 3,615.7 | 43 |
| 2Plus Partners in Transportation, Inc(2Plus) | Bridgeport, CT | 88.9 | 44 | 2,726.0 | 46 |
| County of Volusia, dba: VOTRAN(Votran) | Daytona Beach, FL | 87.1 | 45 | 3,595.6 | 44 |
| Kansas City Area Transportation Authority(KCATA) | Kansas City, MO | 69.7 | 46 | 2,520.7 | 48 |
| Coast Transit Authority(CTA) | Gulfport, MS | 61.4 | 47 | 3,041.9 | 45 |
| Transfort | Fort Collins, CO | 53.4 | 48 | 2,563.2 | 47 |
| Interurban Transit Partnership(The Rapid) | Grand Rapids, MI | 37.3 | 49 | 1,899.0 | 49 |
| Lee County Transit(LeeTran) | Cape Coral, FL | 34.4 | 50 | 1,069.7 | (a) |
| Lane Transit District(LTD) | Eugene, OR | 24.6 | (a) | 1,306.6 | 50 |

(a) Not among 50 largest vanpool agencies in this category.
Includes only transit agencies reporting to Federal Transit Administration FY 2008 *National Transit Database*.
For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration 2008 National Transit Database, see the *2010 Public Transportation Fact Book, Appendix B: Transit Agency and Urbanized Area Operating Statistics* at www.apta.com.

Table 26: Trolleybus Agencies Ranked by Unlinked Passenger Trips and Passenger Miles, Report Year 2008 (Thousands)

| Transit Agency | Urbanized Area (First City and State Names Only) | Unlinked Passenger Trips | | Passenger Miles | |
|---|---|---|---|---|---|
| | | Thousands | Rank | Thousands | Rank |
| San Francisco Municipal Railway(MUNI) | San Francisco, CA | 72,394.3 | 1 | 105,941.6 | 1 |
| King County Department of Transp. (King County Metro) | Seattle, WA | 21,187.5 | 2 | 37,861.8 | 2 |
| Massachusetts Bay Transportation Authority(MBTA) | Boston, MA | 3,672.9 | 3 | 7,602.9 | 4 |
| Greater Dayton Regional Transit Authority(GDRTA) | Dayton, OH | 3,144.7 | 4 | 8,430.1 | 3 |
| Southeastern Pennsylvania Transp. Authority (SEPTA) | Philadelphia, PA | 353.0 | 5 | 848.9 | 5 |

Includes only transit agencies reporting to Federal Transit Administration FY 2008 *National Transit Database*.
For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration 2008 National Transit Database, see the *2010 Public Transportation Fact Book, Appendix B: Transit Agency and Urbanized Area Operating Statistics* at www.apta.com.

Table 27: Rail Modes and Ferry Boat National Totals, Report Year 2008

| Statistical Category | Commuter Rail | Heavy Rail | Light Rail | Other Rail Modes | Ferry Boat |
|---|---|---|---|---|---|
| Agencies, Number of | 23 | 15 | 33 | 16 | 32 |
| Trips, Unlinked Passenger (Millions) | 472 | 3,547 | 454 | 43 | 75 |
| Miles, Passenger (Millions) | 11,049 | 16,848 | 2,093 | 43 | 474 |
| Trip Length, Average (Miles) | 23.4 | 4.8 | 4.6 | 1.0 | 6.3 |
| Miles, Vehicle Total (Millions) | 338.7 | 674.3 | 88.5 | 10.2 | 4.3 |
| Miles, Vehicle Revenue (Millions) | 310.2 | 655.4 | 87.3 | 10.2 | 4.1 |
| Hours, Vehicle Total (Millions) | 10.8 | 34.6 | 5.9 | 1.3 | 0.4 |
| Hours, Vehicle Revenue (Millions) | 9.9 | 32.4 | 5.8 | 1.3 | 0.4 |
| Speed, Vehicle in Revenue Service, Average (mph) | 31.2 | 20.2 | 15.0 | 7.6 | 9.8 |
| Fares Collected, Passengers (Millions) | $2,165.2 | $3,639.5 | $370.3 | $28.5 | $146.5 |
| Fare per Unlinked Trip, Average | $4.59 | $1.03 | $0.82 | $0.66 | $2.03 |
| Expense, Operating Total (Millions) | $4,315.8 | $6,128.5 | $1,268.3 | $251.1 | $564.5 |
| Operating Expense by Object Class: | | | | | |
| Salaries and Wages (Millions) | $1,518.3 | $3,071.0 | $499.0 | $98.1 | $200.4 |
| Fringe Benefits (Millions) | $1,140.1 | $2,303.9 | $334.9 | $51.6 | $69.4 |
| Services (Millions) | $402.6 | $360.5 | $153.6 | $40.4 | $39.6 |
| Materials and Supplies (Millions) | $585.7 | $440.4 | $83.0 | $24.4 | $148.6 |
| Utilities (Millions) | $311.0 | $530.8 | $93.1 | $11.8 | $7.4 |
| Casualty and Liability (Millions) | $101.1 | $112.5 | $29.9 | $10.1 | $27.1 |
| Purchased Transportation (Millions) | $478.4 | $57.5 | $79.0 | $12.5 | $59.8 |
| Other (Millions) | -$221.3 | -$748.0 | -$4.3 | $2.1 | $12.2 |
| Operating Expense by Function Class: | | | | | |
| Vehicle Operations (Millions) | $1,628.3 | $2,613.8 | $488.6 | $72.5 | $316.5 |
| Vehicle Maintenance (Millions) | $973.8 | $1,060.1 | $262.2 | $69.9 | $80.9 |
| Non-vehicle Maintenance (Millions) | $654.0 | $1,581.0 | $218.0 | $42.9 | $26.6 |
| General Administration (Millions) | $581.2 | $816.2 | $220.5 | $53.3 | $80.7 |
| Purchased Transportation (Millions) | $478.4 | $57.5 | $79.0 | $12.5 | $59.8 |
| Expense, Capital Total (Millions) | $2,743.0 | $6,152.8 | $3,660.0 | $50.8 | $136.1 |
| Facilities, Guideway, Stations, Admin. Buildings (Millions) | $1,811.1 | $4,072.2 | $2,936.6 | $19.4 | $61.2 |
| Rolling Stock (Millions) | $710.6 | $1,240.3 | $519.4 | $15.2 | $70.5 |
| Other (Millions) | $221.4 | $840.3 | $204.0 | $16.1 | $4.3 |
| Revenue Vehicles Available for Maximum Service | 6,617 | 11,377 | 1,969 | 335 | 169 |
| Revenue Vehicles Operated at Maximum Service | 5,693 | 9,140 | 1,433 | 246 | 145 |
| Revenue Vehicle Age, Average (Years) | 16.3 | 21.1 | 15.7 | 38.3 | 16.8 |
| Revenue Vehicles with Alternative Power Source | (a) 50.4% | 100.0% | 98.2% | 30.3% | 47.7% |
| Revenue Vehicles Accessible | 83.3% | 98.8% | 77.1% | 78.3% | 100.0% |
| Employees, Operating | 27,144 | 49,982 | 9,939 | 2,123 | 4,165 |
| Employees, Vehicle Operations | 9,928 | 20,230 | 4,541 | 637 | 2,950 |
| Employees, Vehicle Maintenance | 7,866 | 9,616 | 2,185 | 727 | 474 |
| Employees, Non-Vehicle Maintenance | 6,183 | 15,123 | 2,151 | 371 | 182 |
| Employees, General Administration | 3,167 | 5,012 | 1,062 | 387 | 559 |
| Employees, Capital | 3,112 | 5,459 | 721 | 72 | 117 |
| Diesel Fuel Consumed (Gallons, Millions) | 83.5 | 0.0 | 0.0 | 0.0 | 34.0 |
| Other Fossil Fuel Consumed (Gallons, Millions) | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 |
| Electricity Consumed (kWh, Millions) | 1,717.7 | 3,897.7 | 720.9 | 59.5 | 0.0 |

(a) Locomotive-hauled cars based on locomotive power source.

Table 28: Commuter Rail Agencies Ranked by Unlinked Passenger Trips and Passenger Miles, Report Year 2008 (Thousands)

| Transit Agency | Urbanized Area (First City and State Names Only) | Unlinked Passenger Trips | | Passenger Miles | |
|---|---|---|---|---|---|
| | | Thousands | Rank | Thousands | Rank |
| MTA Long Island Rail Road(MTA LIRR) | New York, NY | 99,599.4 | 1 | 1,872,331.6 | 3 |
| New Jersey Transit Corporation(NJ TRANSIT) | New York, NY | 84,508.3 | 2 | 2,343,405.2 | 1 |
| Metro-North Commuter Railroad Company (MTA-MNCR) | New York, NY | 82,960.7 | 3 | 2,181,694.4 | 2 |
| Northeast Illinois Reg.Commuter Railroad Corp.(Metra) | Chicago, IL | 76,937.6 | 4 | 1,749,113.7 | 4 |
| Massachusetts Bay Transportation Authority(MBTA) | Boston, MA | 39,207.4 | 5 | 792,889.4 | 5 |
| Southeastern Pennsylvania Transp. Authority (SEPTA) | Philadelphia, PA | 34,031.3 | 6 | 486,427.9 | 6 |
| Southern California Regional Rail Authority(Metrolink) | Los Angeles, CA | 12,681.0 | 7 | 436,565.5 | 7 |
| Peninsula Corridor Joint Powers Board(PCJPB) | San Francisco, CA | 10,914.6 | 8 | 272,796.1 | 8 |
| Maryland Transit Administration(MTA) | Baltimore, MD | 7,897.6 | 9 | 242,661.3 | 9 |
| Northern Indiana Commuter Transportation District(NICTD) | Chicago, IL | 4,180.4 | 10 | 117,468.7 | 11 |
| South Florida Regional Transportation Authority(TRI-Rail) | Miami, FL | 3,859.0 | 11 | 122,257.9 | 10 |
| Virginia Railway Express(VRE) | Washington, DC | 3,583.5 | 12 | 107,014.4 | 12 |
| Central Puget Sound Regional Transit Authority(ST) | Seattle, WA | 2,668.6 | 13 | 63,640.3 | 13 |
| North County Transit District(NCTD) | San Diego, CA | 1,686.0 | 14 | 48,316.4 | 14 |
| Dallas Area Rapid Transit(DART) | Dallas, TX | 1,593.0 | 15 | 18,758.3 | 20 |
| Utah Transit Authority(UTA) | Salt Lake City, UT | 1,429.6 | 16 | 35,451.8 | 17 |
| Fort Worth Transportation Authority(The T) | Dallas, TX | 1,124.2 | 17 | 18,830.1 | 19 |
| Altamont Commuter Express(ACE) | Stockton, CA | 805.2 | 18 | 37,755.6 | 15 |
| Connecticut Department of Transportation(CDOT) | Hartford, CT | 506.5 | 19 | 10,144.6 | 21 |
| Pennsylvania Department of Transportation(PENNDOT) | Philadelphia, PA | 472.8 | 20 | 36,665.7 | 16 |
| Northern New England Passenger Rail Auth.(NNEPRA) | Portland, ME | 441.7 | 21 | 34,926.1 | 18 |
| Regional Transportation Authority(RTA) | Nashville, TN | 166.8 | 22 | 2,885.0 | 22 |
| Alaska Railroad Corporation (ARRC) | Anchorage, AK | 137.8 | 23 | 2,575.5 | 23 |

Includes only transit agencies reporting to Federal Transit Administration FY 2008 *National Transit Database*.
For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration 2008 National Transit Database, see the *2010 Public Transportation Fact Book, Appendix B: Transit Agency and Urbanized Area Operating Statistics* at www.apta.com.
A full list of commuter rail agencies is available in the *2010 Public Transportation Fact Book, Appendix A: Historical Tables*.

Table 29: Heavy Rail Agencies Ranked by Unlinked Passenger Trips and Passenger Miles, Report Year 2008 (Thousands)

| Transit Agency | Urbanized Area (First City and State Names Only) | Unlinked Passenger Trips | | Passenger Miles | |
|---|---|---|---|---|---|
| | | Thousands | Rank | Thousands | Rank |
| MTA New York City Transit(NYCT) | New York, NY | 2,428,308.5 | 1 | 9,998,114.7 | 1 |
| Washington Metropolitan Area Transit Authority(WMATA) | Washington, DC | 288,039.7 | 2 | 1,639,628.6 | 2 |
| Chicago Transit Authority(CTA) | Chicago, IL | 198,137.2 | 3 | 1,183,980.9 | 4 |
| Massachusetts Bay Transportation Authority(MBTA) | Boston, MA | 148,625.5 | 4 | 550,155.5 | 6 |
| San Francisco Bay Area Rapid Transit District(BART) | San Francisco, CA | 115,227.7 | 5 | 1,448,529.2 | 3 |
| Southeastern Pennsylvania Transp. Authority (SEPTA) | Philadelphia, PA | 92,065.2 | 6 | 412,839.2 | 7 |
| Port Authority Trans-Hudson Corporation(PATH) | New York, NY | 83,612.3 | 7 | 358,256.7 | 8 |
| Metropolitan Atlanta Rapid Transit Authority(MARTA) | Atlanta, GA | 82,984.0 | 8 | 593,419.4 | 5 |
| Los Angeles County Metropolitan Transp. Auth. (LACMTA) | Los Angeles, CA | 43,584.6 | 9 | 217,965.0 | 9 |
| Miami-Dade Transit(MDT) | Miami, FL | 18,538.7 | 10 | 142,152.1 | 10 |
| Maryland Transit Administration(MTA) | Baltimore, MD | 13,894.3 | 11 | 67,155.2 | 12 |
| Port Authority Transit Corporation(PATCO) | Philadelphia, PA | 10,337.9 | 12 | 93,480.3 | 11 |
| Puerto Rico Highway and Transp. Auth.(PRHTA) | San Juan, PR | 8,699.6 | 13 | 44,783.8 | 15 |
| Staten Island Rapid Transit Operating Authority (SIRTOA) | New York, NY | 7,650.9 | 14 | 45,166.9 | 14 |
| The Greater Cleveland Regional Transit Authority(GCRTA) | Cleveland, OH | 7,639.3 | 15 | 54,293.2 | 13 |

Includes only transit agencies reporting to Federal Transit Administration FY 2008 *National Transit Database*.
For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration 2008 National Transit Database, see the *2010 Public Transportation Fact Book, Appendix B: Transit Agency and Urbanized Area Operating Statistics* at www.apta.com.

Table 30: Light Rail Agencies Ranked by Unlinked Passenger Trips and Passenger Miles, Report Year 2008 (Thousands)

| Transit Agency | Urbanized Area (First City and State Names Only) | Unlinked Passenger Trips | | Passenger Miles | |
|---|---|---|---|---|---|
| | | Thousands | Rank | Thousands | Rank |
| Massachusetts Bay Transportation Authority(MBTA) | Boston, MA | 73,804.3 | 1 | 186,782.5 | 4 |
| San Francisco Municipal Railway(MUNI) | San Francisco, CA | 50,312.7 | 2 | 133,115.7 | 8 |
| Los Angeles County Metropolitan Transp. Auth. (LACMTA) | Los Angeles, CA | 43,122.6 | 3 | 306,848.5 | 1 |
| Tri-County Metropolitan Transp. District of Oregon (TriMet) | Portland, OR | 38,931.6 | 4 | 193,574.4 | 3 |
| San Diego Metropolitan Transit System(MTS) | San Diego, CA | 37,620.9 | 5 | 206,923.8 | 2 |
| Southeastern Pennsylvania Transp. Authority (SEPTA) | Philadelphia, PA | 29,497.1 | 6 | 72,149.5 | 11 |
| New Jersey Transit Corporation(NJ TRANSIT) | New York, NY | 21,331.4 | 7 | 97,029.5 | 9 |
| Denver Regional Transportation District(RTD) | Denver, CO | 20,635.1 | 8 | 134,036.5 | 7 |
| Bi-State Development Agency(METRO) | St. Louis, MO | 19,696.1 | 9 | 143,815.9 | 6 |
| Dallas Area Rapid Transit(DART) | Dallas, TX | 19,437.6 | 10 | 151,754.7 | 5 |
| Sacramento Regional Transit District(Sacramento RT) | Sacramento, CA | 15,484.7 | 11 | 85,806.6 | 10 |
| Utah Transit Authority(UTA) | Salt Lake City, UT | 14,752.5 | 12 | 71,120.8 | 12 |
| Metropolitan Transit Auth. of Harris County, Texas (Metro) | Houston, TX | 11,800.9 | 13 | 29,795.5 | 17 |
| Santa Clara Valley Transportation Authority(VTA) | San Jose, CA | 10,451.1 | 14 | 54,474.9 | 14 |
| Metro Transit | Minneapolis, MN | 10,221.7 | 15 | 61,059.2 | 13 |
| Maryland Transit Administration(MTA) | Baltimore, MD | 7,915.6 | 16 | 53,742.6 | 15 |
| Port Authority of Allegheny County(Port Authority) | Pittsburgh, PA | 7,141.8 | 17 | 33,255.5 | 16 |
| Niagara Frontier Transportation Authority(NFT Metro) | Buffalo, NY | 5,680.5 | 18 | 14,623.4 | 19 |
| New Orleans Regional Transit Authority(NORTA) | New Orleans, LA | 4,230.4 | 19 | 8,223.5 | 21 |
| The Greater Cleveland Regional Transit Authority(GCRTA) | Cleveland, OH | 3,262.0 | 20 | 19,271.3 | 18 |
| Charlotte Area Transit System(CATS) | Charlotte, NC | 2,262.6 | 21 | 13,064.9 | 20 |
| Memphis Area Transit Authority(MATA) | Memphis, TN | 1,014.8 | 22 | 820.2 | 24 |
| Central Puget Sound Regional Transit Authority(ST) | Seattle, WA | 926.1 | 23 | 919.4 | 23 |
| North County Transit District(NCTD) | San Diego, CA | 718.0 | 24 | 7,466.8 | 22 |
| Hillsborough Area Regional Transit Authority(HART) | Tampa, FL | 484.7 | 25 | 728.9 | 25 |
| King County Department of Transp. (King County Metro) | Seattle, WA | 413.3 | 26 | 378.2 | 26 |
| Central Arkansas Transit Authority(CATA) | Little Rock, AR | 134.2 | 27 | 206.6 | 27 |
| Kenosha Transit(KT) | Kenosha, WI | 65.8 | 28 | 73.2 | 28 |
| Island Transit(IT) | Galveston, TX | 0.0 | 29 | 0.0 | 29 |

Includes only transit agencies reporting to Federal Transit Administration FY 2008 *National Transit Database*.
For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration 2008 National Transit Database, see the *2010 Public Transportation Fact Book, Appendix B: Transit Agency and Urbanized Area Operating Statistics* at www.apta.com.
A full list of light rail agencies is available in the *2010 Public Transportation Fact Book, Appendix A: Historical Tables*.

Table 31: Other Rail Agencies Ranked by Unlinked Passenger Trips and Passenger Miles by Type of Rail Agency, Report Year 2008 (Thousands)

| Transit Agency | Urbanized Area (First City and State Names Only) | Unlinked Passenger Trips | | Passenger Miles | |
|---|---|---|---|---|---|
| | | Thousands | Rank | Thousands | Rank |
| Automated Guideway Transit | | | | | |
| Miami-Dade Transit(MDT) | Miami, FL | 8,839.2 | 1 | 8,593.6 | 1 |
| Detroit Transportation Corporation(Detroit People Mover) | Detroit, MI | 2,315.4 | 2 | 3,482.1 | 2 |
| Jacksonville Transportation Authority(JTA) | Jacksonville, FL | 502.4 | 3 | 205.8 | 3 |
| Cable Car | | | | | |
| San Francisco Municipal Railway (MUNI) | San Francisco, CA | 7,425.2 | 1 | 9,146.8 | 1 |
| Inclined Plane | | | | | |
| Port Authority of Allegheny County(Port Authority) | Pittsburgh, PA | 1,116.1 | 1 | 143.9 | 2 |
| Chattanooga Area Regional Transp. Authority(CARTA) | Chattanooga, TN | 424.9 | 2 | 424.9 | 1 |
| Cambria County Transit Authority(CamTran) | Johnstown, PA | 100.7 | 3 | 17.1 | 3 |
| Monorail | | | | | |
| City of Seattle - Seattle Center Monorail Transit(SMS) | Seattle, WA | 1,559.8 | 1 | 1,403.7 | 1 |

Includes only transit agencies reporting to Federal Transit Administration FY 2008 *National Transit Database*.
For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration 2008 National Transit Database, see the *2010 Public Transportation Fact Book, Appendix B: Transit Agency and Urbanized Area Operating Statistics* at www.apta.com.

Table 32: Ferry Boat Agencies Ranked by Unlinked Passenger Trips and Passenger Miles, Report Year 2008 (Thousands)

| Transit Agency | Urbanized Area (First City and State Names Only) | Unlinked Passenger Trips | | Passenger Miles | |
|---|---|---|---|---|---|
| | | Thousands | Rank | Thousands | Rank |
| Washington State Ferries(WSF) | Seattle, WA | 23,318.7 | 1 | 181,201.8 | 1 |
| New York City Department of Transportation(NYCDOT) | New York, NY | 19,759.0 | 2 | 102,746.6 | 2 |
| Port Imperial Ferry Corporation dba NY Waterway | New York, NY | 4,502.2 | 3 | 18,263.3 | 5 |
| Golden Gate Bridge, Hwy and Transp. Dist.(GGBHTD) | San Francisco, CA | 1,979.8 | 4 | 22,035.8 | 3 |
| Crescent City Connection Div. - Louisiana DOT (CCCD) | New Orleans, LA | 1,963.9 | 5 | 982.0 | 13 |
| Maritime Transportation Authority of Puerto Rico(PRMTA) | San Juan, PR | 1,825.3 | 6 | 15,534.6 | 6 |
| Port Authority Trans-Hudson Corporation(PATH) | New York, NY | 1,793.0 | 7 | 4,873.6 | 8 |
| BillyBey Ferry Company, LLC | New York, NY | 1,583.0 | 8 | 4,206.3 | 9 |
| Massachusetts Bay Transportation Authority(MBTA) | Boston, MA | 1,277.7 | 9 | 11,339.8 | 7 |
| City of Vallejo Transp. Program(Vallejo Transit, Baylink) | Vallejo, CA | 734.7 | 10 | 19,028.2 | 4 |
| City of Alameda Ferry Services | San Francisco, CA | 603.7 | 11 | 4,069.7 | 10 |
| Kitsap Transit | Bremerton, WA | 523.7 | 12 | 841.4 | 15 |
| Chatham Area Transit Authority(CAT) | Savannah, GA | 516.8 | 13 | 185.3 | 19 |
| Transp. District Commission of Hampton Roads (HRT) | Virginia Beach, VA | 375.6 | 14 | 189.0 | 18 |
| Casco Bay Island Transit District(CBITD) | Portland, ME | 266.8 | 15 | 763.1 | 16 |
| Metro-North Commuter Railroad Company (MTA-MNCR) | New York, NY | 246.4 | 16 | 844.5 | 14 |
| Pierce County Ferry Operations(Pierce County Ferry) | Seattle, WA | 192.5 | 17 | 1,683.0 | 11 |
| City and County of Honolulu DOT Services (DTS) | Honolulu, HI | 48.2 | 18 | 1,058.2 | 12 |
| Transport of Rockland(TOR) | New York, NY | 31.4 | 19 | 592.5 | 17 |
| Corpus Christi Regional Transportation Authority(The B) | Corpus Christi, TX | 21.7 | 20 | 19.5 | 20 |

Includes only transit agencies reporting to Federal Transit Administration FY 2008 *National Transit Database*.
For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration 2008 National Transit Database, see the *2010 Public Transportation Fact Book, Appendix B: Transit Agency and Urbanized Area Operating Statistics* at www.apta.com.

Across the country, public transportation agencies continue to plan for expanded service. Table 33 provides summary of open, in construction and design, and planned future services based on the latest APTA Infrastructure Survey. Several hundred miles of commuter rail and light rail are under construction, while agencies are planning for hundreds of miles of additional rail lines in the future.

Table 33: Rail Route Mileage and Status of Future by Mode Projects as of September 1, 2008

| Status | Automated Guideway | Cable Car | Commuter Rail | Heavy Rail | Inclined Plane | Light Rail | Mode Not Determined |
|---|---|---|---|---|---|---|---|
| Open | 20.4 | 5.2 | 4,775.2 | 1,291.9 | 1.4 | 811.2 | --- |
| Construction and Design | --- | --- | 215.8 | 5.5 | --- | 144.1 | --- |
| Future | 5.4 | --- | 1,636.8 | 174.8 | --- | 561.7 | 139.2 |
| TOTAL | 25.8 | 5.2 | 6,627.8 | 1,472.2 | 1.4 | 1,517.0 | 139.2 |

Data from the *2008 Public Transportation Infrastructure Database* at www.apta.com.

As shown in Table 34, the nation's rail system consists of nearly 12,000 miles of track on the various modes of rail transit service.

Table 34: Rail Track Miles, Report Year 2008 (a)

| Mode | Miles of Track | | | | | |
|---|---|---|---|---|---|---|
| | At Grade | Elevated on Structure | Elevated on Fill | Open-Cut | Subway | Total |
| Automated Guideway Transit | 0.0 | 17.7 | 0.0 | 0.0 | 0.0 | 17.7 |
| Cable Car | 8.8 | 0.0 | 0.0 | 0.0 | 0.0 | 8.8 |
| Commuter Rail | 7,385.1 | 74.8 | 453.0 | 68.7 | 36.3 | 8,017.9 |
| Heavy Rail | 808.7 | 493.3 | 101.0 | 64.4 | 809.9 | 2,277.3 |
| Inclined Plane | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 |
| Light Rail | 1,264.6 | 74.7 | 70.8 | 51.1 | 77.3 | 1,538.5 |
| Monorail | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 |
| All Rail Modes | 9,469.0 | 662.5 | 624.8 | 184.2 | 923.5 | 11,864.0 |

(a) Summary Data from *National Transit Database*; includes systems reporting to the *National Transit Database* only.

# Canadian Data

Table 35 provides a summary of Canadian public transportation data as provided by the Canadian Urban Transit Association (CUTA).

Table 35: Canadian Transit Data Summary
(All Dollar Amounts Are Canadian Dollars)
Report Year 2008

| Statistic | Amount |
|---|---|
| **Fixed-Route Transit Services** | |
| Number of Systems Reporting | 104 |
| Vehicle Revenue Miles (Millions) | 610.1 |
| Total Vehicle Miles (Millions) | 665.4 |
| Vehicle Revenue Hours (Millions) | 42.0 |
| Total Vehicle Hours (Millions) | 46.5 |
| Regular Service Passengers (a) (Millions) | 1,825.0 |
| Passenger Boardings (b) (Millions) | 2,742.1 |
| Employees (Full and Part Time) | 50,452 |
| Operators | 27,488 |
| Other Transportation Operations | 4,528 |
| Vehicle Maintenance | 8,416 |
| Non-Vehicle Maintenance | 4,353 |
| General Administration | 5,667 |
| Total Vehicles | 17,092 |
| Bus | 13,905 |
| Trolleybus | 256 |
| Commuter Rail | 691 |
| Heavy Rail | 1,434 |
| Light Rail | 710 |
| Other | 96 |
| Peak Period Vehicles | 14,222 |
| Bus | 11,533 |
| Trolleybus | 219 |
| Commuter Rail | 644 |
| Heavy Rail | 1,204 |
| Light Rail | 560 |
| Other | 62 |

| Statistic | Amount |
|---|---|
| **Fixed-Route Transit Services, continued** | |
| Direct Operating Expenses (Millions) (c) | $5,459.2 |
| Transportation Operations (Millions) | $2,469.7 |
| Fuel (Millions) | $551.9 |
| Vehicle Maintenance (Millions) | $1,084.7 |
| Plant Maintenance (Millions) | $441.1 |
| General and Administration (Millions) | $706.8 |
| Passenger Revenue (Millions) | $2,972.7 |
| Total Operating Revenue Millions | $3,075.5 |
| Total Operating Revenue and Financial Assistance (Millions) | $5,949.8 |
| Passenger Revenue per Passenger | $1.63 |
| Adult Cash Fare, Average | $2.22 |
| Adult Cash Fare, Highest | $3.50 |
| Adult Cash Fare, Lowest | $1.25 |
| **Specialized Transit Services** | |
| Number of Systems Reporting, Dedicated Service | 67 |
| Passengers Dedicated Service (Millions) | 10.5 |
| Passengers Dedicated and Non-Dedicated Service Total (Millions) | 15.5 |
| Total Vehicle Miles, Dedicated Service (Millions) | 43.4 |
| Total Vehicle Hours, Dedicated Service (Millions) | 4.3 |
| Non-Government Operating Revenue (Millions) | $31.3 |
| Operating Expense (Millions) | $371.3 |

Source: Canadian Urban Transit Association, totals for reporting agencies only.
(a) Regular Service  Passenger Trips are similar to linked trips and are not the same measurement as "unlinked passenger trips" reported for United States transit agencies in the *2010 Public Transportation Fact Book.*
(b) Boarding passengers is a similar measure to "unlinked passenger trips" reported for United States transit agencies in the *2010 Public Transportation Fact Book.*
(c) Includes unallocated amounts.
Canadian Fixed-Route Data from 1955 through 2008 and Specialized Transit Services Data from 1991 through 2008 can be found in the *2010 Public Transportation Fact Book Appendix A: Historical Tables* at www.apta.com.

# Glossary

Definitions are grouped by topic, consistent with groupings on tables, in the following categories:

- Employee and Labor Definitions
- Energy Use and Vehicle Power Definitions
- Financial—Capital Expense Definitions
- Financial—Operating Expense Definitions
- Financial—Fare Structure Definitions
- Financial—Revenue Definitions
- General Definitions
- Mode of Service Definitions
- Service Consumed Definitions
- Service Supplied Definitions
- Vehicle Characteristics and Amenities

**EMPLOYEE AND LABOR DEFINITIONS:**

**Capital Employee** is an employee whose labor hour cost is reimbursed under a capital grant or is otherwise capitalized.

**Operating Employee** is an employee engaged in the operation of the transit system. Operating employees are classified into the following four categories describing the type work they do:

**General Administration Employee** is an operating employee at any level engaged in general management and administration activities including 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.

**Non-Vehicle Maintenance Employee** is an operating employee at any level engaged in non-vehicle maintenance or 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 systems; and garage, shop, operating station, and general administration buildings, grounds and equipment. In addition, it includes support for the operation and maintenance of electric power facilities.

**Vehicle Operations Employee** is an operating employee at any level engaged in vehicle operations or 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.

**Vehicle Maintenance Employee** is an operating employee at any level 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.

**Number of Employees** is the number of actual persons directly working for a transit agency, regardless of whether the person is full-time or part-time.

**Salaries and Wages** are payments to employees for time actually worked.

**Fringe Benefits** are payments to employees for time not actually worked and the cost of other employee benefits to the transit agency. Payment for time not actually worked includes payments to the employee for vacations, sick leave, holidays, and other paid leave. Other benefits include transit agencies payments to other organizations for retirement plans, social security, workmen's compensation, health insurance, other insurance, and other payments to other organizations for benefits to employees.

**Total Compensation** is the sum of Salaries and Wages and Fringe Benefits.

**ENERGY USE AND VEHICLE POWER DEFINITIONS:**

**Alternate Power** is fuel or electricity generated from fuel that is substantially not petroleum.

**Electric Power Consumption** is the amount of electricity used to propel transit vehicles, also called **propulsion power**. It does not include electricity used for lighting, heating, or any use other than propulsion power.

**Fossil Fuel** is any fuel derived from petroleum or other organic sources including diesel fuel, compressed natural gas, gasoline, liquefied natural gas, liquid petroleum gas or propane, and kerosene.

**FINANCIAL - CAPITAL EXPENSE DEFINITIONS:**

**Capital Expenses** are 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 in the NTD accounting system do not include all expenses which are eligible uses for federal capital funding assistance; some of those expenses are included with operating expenses in the National Transit Database accounting system used herein.

**Facilities** capital expense includes administration, central/overhaul maintenance facilities, light maintenance and storage facilities, and equipment of any of these items. Categories of Facilities capital expense are:

**Guideway** is capital expense for right-of-way facilities for rail or the exclusive use of buses including the buildings and structures dedicated for the operation of transit vehicles including elevated and subway structures, tunnels, bridges, track and power systems for rail, and paved highway lanes dedicated to bus. Guideway does not include passenger stations and transfer facilities.

**Passenger Stations** is capital expense for passenger boarding and debarking areas with platforms including transportation centers and park-and-ride facilities but excluding transit stops on streets.

**Administration Buildings** is capital expense for buildings which house management and support activities.

**Maintenance Facilities** is capital expense for building used for maintenance activities such as garages and shops.

**Rolling Stock** capital expense is expense for vehicles, including boats, used by transit agencies. Categories of Rolling Stock capital expense are:

**Revenue Vehicles** is capital expense for vehicles used to transport passengers.

**Service Vehicles** is capital expense for vehicles used to support transit activities such as tow trucks, supervisor cars, and police cars

**All Other** capital expense 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. Categories of All Other capital expense are:

**Fare Revenue Collection Equipment** is capital expense for equipment used to collect fares such as fare boxes, turnstiles, and ticket machines.

**Communications and Information Systems** is capital expense for equipment for communicating such as radios and for information management such as computers and software.

**Other** is capital expense that does not fall in the categories defined above.

**FINANCIAL—OPERATING EXPENSE DEFINITIONS:**

**Operating Expenses** are the expenses associated with the operation of the transit agency and goods and services purchased for system operation. It is the sum of either the functions or the object classes listed below.

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

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

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

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

**FINANCIAL - PASSENGER FARE STRUCTURE DEFINITIONS:**

**Passenger Fares** are revenue earned from carrying passengers in regularly scheduled and paratransit service. Passenger fares include: the base fare; zone premiums; express service premiums; extra cost transfers; and quantity purchase discounts applicable to the passenger's ride.

**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.

**Passenger Fares Received per Unlinked Passenger Trip** is "Passenger Fares" divided by "Unlinked Passenger Trips."

**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.

**Smart Cards** are small cards, usually plastic, with an imbedded computer chip good for one or more trips that is usually altered by a fare collection machine removing some or all of the stored value as each trip is taken.

**FINANCIAL—REVENUE DEFINITIONS:**

**Passenger Fare Revenue** is revenue earned from carrying passengers in regularly scheduled and paratransit service. Passenger fares include: the base fare; zone premiums; express service premiums; extra cost transfers; and quantity purchase discounts applicable to the passenger's ride. Passenger Fare Revenue is listed only for operating revenue sources.

**Government Funds, Federal** (also called **Federal Assistance**) is financial assistance from funds that are from the federal government at their original source that are used to assist in paying the operating or capital costs of providing transit service. On tables in the Public Transportation Book, federal financial assistance is counted as either operating or capital funding consistent with accounting practices of the federally mandated National Transit Database reporting system rather than as defined in federal transit funding laws.

**Government Funds, State** (also called **State Assistance**) is financial assistance obtained from a state government(s) to assist with paying the operating and capital costs of providing transit services.

**Government Funds, Local** (also called **Local Assistance**) is financial assistance from local

governments (below the state level) to help cover the operating and capital costs of providing transit service. Some local funds are collected in local or regional areas by the state government acting as the collection agency but are considered local assistance because the decision to collect funds is made locally.

**Directly Generated Funds** are any funds generated by or donated directly to the transit agency, including passenger fare revenues, advertising revenues, concessions, donations, bond proceeds, parking revenues, toll revenues from other sectors of agency operations such as bridges and roads, and taxes imposed by the transit agency as enabled by a state or local government. Some Directly Generated Funds are funds earned by the transit agency such as fare revenues, concessions, and advertising, while other Directly Generated Funds are Financial Assistance such as taxes imposed by the transit agency. Directly Generated Funds are listed in three categories:

**Passenger Fares** which is defined above.

**Transit Agency Funds, Other Earnings** are Directly Generated Funds that do not come from passenger fares or from government funds.

**Government Funds, Directly Generated** are Directly Generated Funds that come from taxes, toll transfers, and bond proceeds.

**Total Government Funds** is the sum of Federal assistance, state assistance, local assistance, and that portion of directly generated funds that accrue from tax collections, toll transfers from other sectors of operations, and bond proceeds.

**GENERAL DEFINITIONS:**

**Public Transportation** (also called **transit**, **public transit**, or **mass transit**) 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.

**Transit agency** (also called **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**. When more than one mode of service is operated, it is a **multimodal transit agency**.

**Report year** is the year for which data are summed in the Fact Book. The report year data are the sum of the fiscal year data for each U.S. transit agency that ends during a calendar year. For most Fact Book tables it is data for all transit agency fiscal years that end in calendar year 2008.

**MODE OF SERVICE DEFINITIONS:**

**Mode** is a system for carrying transit passengers described by specific right-of-way, technology, and operational features.

**Aerial Tramway** is 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** (also called **personal rapid transit**, **group rapid transit**, or **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.

**Bus** is a mode of transit service (also called **motor bus**) characterized by roadway vehicles powered by diesel, gasoline, battery, or alternative fuel engines contained within the vehicle. Vehicles operate on streets and roadways in fixed-route or other regular service. Types of bus service include **local service**, where vehicles may stop every block or two along a route several miles long. When limited to a small geographic area or to short-distance trips, local service is often called **circulator**, **feeder**, **neighborhood**, **trolley**, or **shuttle service**. Other types of bus service are **express service**, **limited-stop service**, and b**us rapid transit (BRT)**.

**Cable Car** is a railway with individually controlled transit vehicles attached while moving to a moving cable located below the street surface and powered by engines or motors at a central location not on board the vehicle.

**Commuter Rail** is a mode of transit service (also called **metropolitan rail**, **regional rail**, or **suburban rail**) characterized by 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. Most service is provided on routes of current or former freight railroads.

**Ferry Boat** is a transit mode comprising vessels carrying passengers and in some cases 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.

**Heavy Rail** is a mode of transit service (also called **metro**, **subway**, **rapid transit**, or **rapid rail**) operating on 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.

**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 has passenger seats that remain horizontal while the undercarriage (truck) is angled parallel to the slope.

**Light Rail** is a mode of transit service (also called **streetcar**, **tramway**, or **trolley**) operating passenger rail cars singly (or in short, usually two-car or three-car, trains) on fixed rails in right-of-way that is often separated from other traffic for part or 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; driven by an operator on board the vehicle; and may have either high platform loading or low level boarding using steps.

**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.

**Paratransit** is a mode of transit service (also called **demand response** or **dial-a-ride**) characterized by the use of passenger automobiles, 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. The vehicles do not operate over a fixed route or on a fixed schedule. 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.

**Trolleybus** is a mode of transit service (also called **trolley coach**) using vehicles propelled by a motor drawing current from overhead wires via connecting poles called a trolley poles from a central power source not on board the vehicle.

**Vanpool** is ridesharing by prearrangement using vans or small buses providing round trip transportation between the participant's prearranged boarding points and a common and regular destination. Data included in this report are the sum of vanpool data reported in the National Transit Database (NTD) and do not include any data for vanpools not listed in the National Transit Database. Vanpool service reported in the NTD must be operated by a public entity, or a public entity must own, purchase, or lease the vehicle(s). Vanpool included in the NTD must also be in compliance with mass transit rules including Americans with Disabilities Act (ADA) provisions, be open to the public and that availability must be made known, and use vehicles with a minimum capacity of 7 persons.

**SERVICE CONSUMED DEFINITIONS:**

**Unlinked Passenger Trips** is the number of times passengers 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 and regardless of whether they pay a fare, use a pass or transfer, ride for free, or pay in some other way. Also called **boardings**.

**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 computed as passenger miles divided by unlinked passenger trips.

**Average Passenger Load** is the average number of passengers aboard a vehicle at any one time for its entire time in revenue service including late night and off-peak hour service as well as peak rush hour service.

**SERVICE SUPPLIED DEFINITIONS:**

**Average Speed** of a vehicle is the miles it operated in revenue service divided by the hours it is operated in revenue service.

**Miles of Track** is a measure of the amount of track operated by rail transit systems where each track is counted separately regardless of the number of tracks on a right-of-way.

**Revenue Service** is the operation of a transit vehicle during the period which passengers can board and ride on the vehicle. Revenue service includes the carriage of passengers who do not pay a cash fare for a specific trip as well as those who do pay a cash fare; the meaning of the phrase does not relate specifically to the collection of revenue.

**Revenue Vehicle** is a vehicle in the transit fleet that is available to operate in revenue service carrying passengers, including spares and vehicles temporarily out of service for routine maintenance and minor repairs. Revenue vehicles do not include service vehicles such as tow trucks, repair vehicles, or automobiles used to transport employees.

**Vehicles Available for Maximum Service** are vehicles that a transit agency has available to operate revenue service regardless of the legal relationship thorough which they are owned, leased, or otherwise controlled by the transit agency. Also called **revenue vehicles owned or leased**.

**Vehicles Operated Maximum Service** is the largest number of vehicles operated at any one time during the day, normally during the morning or evening rush hour periods.

**Vehicle Total Miles** are all 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, including "deadhead" miles without passengers to the starting points of routes or returning to the garage. For conventional scheduled services, it includes both revenue miles and deadhead miles.

**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.

**Vehicle Total 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, including "deadhead" miles without passengers to the starting points of routes or returning to the garage. For conventional scheduled services, it includes both revenue time and deadhead time.

**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.

**VEHICLE CHARACTERISTICS AND AMENITIES:**

**Accessible Vehicles** are transit passenger vehicles that do not restrict access, is usable, and provides allocated space and/or priority seating for individuals who use wheelchairs.

**Alternate Power** transit vehicles are vehicles powered by any fuel except straight diesel or gasoline.

**Automated Stop Announcement** is an automated system that announces upcoming stops.

**Automated Vehicle Locator or GPS** equipment allows a vehicle to be electronically located or tracked by local sensors or satellites.

**Automatic Passenger Counter** equipment counts passenger boardings/alightings but is not part of the farebox.

**Average Age** of transit vehicles is calculated from the difference between the current year and each vehicle's model year, not from the vehicle's actual date of manufacture or delivery.

**Exterior Bicycle Rack** equipped vehicles can carry bicycles of racks outside of the vehicle such as on the front of a bus or the open deck of a ferry boat.

**Passenger-Operator Intercom** equipped vehicles have an intercom system that allows passengers and the vehicle's or train's operator to communicate with each other.

**Public Address System** equipped transit vehicles an one-way audio announcement system that allows the vehicle operator to communicate with passengers.

**Rehabilitated** transit vehicles are those rebuilt to the original specifications of the manufacturer.

**Restroom** is a restroom on board the transit vehicle and available for passenger use.

**Security or CCTV Type Camera** equipped vehicles have cameras installed inside the vehicle for security purposes.

**Self-propelled** vehicles have motors or engines on the vehicle that supply propulsion for the vehicle. Fuel may be carried on board the vehicle such as diesel fueled buses or supplied from a central source such as overhead wire power for light rail vehicles.

**Traffic Light Preemption** equipped vehicles are able to, either automatically by sensors or as a result of operator action, adjust traffic lights to provide priority or a green light.

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

**Unpowered** vehicles are those without motors. They are either pulled by self-propelled cars or locomotives or moved by cables such as an inclined plane.