2015 Public Transportation FACT BOOK

AMERICAN PUBLIC TRANSPORTATION ASSOCIATION

2015 PUBLIC TRANSPORTATION FACT BOOK

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November 2015

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American Public Transportation Association

Fact book historical tables and additional data are available at:
http://www.apta.com/resources/statistics/Pages/transitstats.aspx

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APTA's Vision Statement

Be the leading force in advancing public transportation.

APTA's Mission Statement

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

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PUBLIC TRANSPORTATION FACT BOOK

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APTA and the Fact Book

The American Public Transportation Association (APTA) is a nonprofit international association of more than 1,500 public and private sector organizations, engaged in the areas of bus, paratransit, light rail, commuter rail, subways, waterborne services, and intercity and high-speed passenger rail. This includes: public transit systems; planning, design, construction, and finance firms; product and service providers; academic institutions; transit associations and state departments of transportation. APTA is the only association in North America that represents all modes of public transportation. APTA members serve the public interest by providing safe, efficient and economical transit services and products. More than 90 percent of the people using public transportation in the United States and Canada ride APTA member systems.

This is the 66th edition of the **Public Transportation Fact Book** (formerly the **Transit Fact Book**), which 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 are provided by the Canadian Urban Transit Association (CUTA). A Glossary of Terms, a description of Fact Book Appendices and other APTA statistical publications, and a discussion of the methodology used to estimate Fact Book data may be found at the end of this report. The 65 previous editions of the Fact Book are available on-line at http://www.apta.com/resources/statistics/Pages/transitstats.aspx.

The procedure for estimating total data in the **2015 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).

In addition to this book, there are two Appendices to the Fact Book available online at http://www.apta.com/resources/statistics/Pages/transitstats.aspx. The **Public Transportation Fact Book, Appendix A: Historical Tables** reports data items for the entire time period that 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 1890.

The **Public Transportation Fact Book, Appendix B: Operating Statistics and Rankings** presents six operating statistics for each transit agency reported in the Federal Transit Administration National Transit Database (NTD) for Urbanized Areas. Data are ranked in size order, totaled for all service modes operated by each agency and in size order for each individual mode. Data are also summed and ranked for urbanized areas, both all modes totaled and for individual modes. Data for four operating statistics are ranked for agencies reporting to the NTD for Rural Areas. Amounts are reported for each agency totaled for all modes each agency operates, for individual modes each agency operates, state total amounts for all modes, and state total amounts for each mode.

Data in the Fact Book are categorized and reported for "modes of service," not transit passenger vehicle types. Modes of service in the Fact Book are the same as the modes of service used to report data in the NTD. Modes of service are defined by operating characteristics and are not always restricted to specific transit passenger vehicles with the same name. For example, "bus" and "demand response" in these tables refer to a mode of service. Demand response service, defined as roadway service directly from an origin to a destination determined by the rider and not following a fixed-route, is usually provided by vans but is also provided by small buses and in a limited number of cases by large buses. Bus service is a variety of roadway services that share the characteristic of being operated entirely or partially on fixed routes. Although bus service is normally provided by buses, it can be provided by smaller vehicles that may be considered large vans. The same situation is true of light rail and streetcar service which use similar passenger vehicles but have different operating characteristics.

Data in the Fact Book are statistical expansions of sample data and represent the total activity of all transit agencies. Base data are taken from the NTD. These data are supplemented by data from other sources including state departments of transportation and APTA surveys of APTA transit system members. 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 specified calendar year.

National Data Summary

Public transportation was provided in the United States during 2013 by more than 6,800 organizations ranging from large multi-modal systems to single-vehicle special demand response service providers. The number of transit agencies operating each mode of service ranges from a single cable car operator to approximately 6,270 demand response service providers. Table 1 reports the number of transit agencies in the United States in three categories. The largest number of service providers are non-profit organizations that exclusively operate demand response service, primarily for senior citizens and persons with disabilities. Non-profit organizations are eligible for federal financial assistance for vehicle purchases and provide specialized service designed to meet the special needs of their clientele. These non-profit organizations provide service in both rural and urbanized areas.

The second largest number of public transit agencies, nearly 1,400, operate in rural areas and 834 agencies provide service in urbanized areas. Transit agencies in urbanized areas are much larger than those in rural areas. Transit agencies in urbanized areas carried more than 98 percent of all transit passenger trips in 2013, those in rural areas carried about 1½ percent of passenger trips, and non-profit senior citizen and persons with disabilities transit service providers carried less than one-half of one percent of all passenger trips. Exact proportions are not certain because many agencies headquartered in urbanized areas provide service outside of those areas and, similarly, many rural providers operate service into larger areas.

Table 1: Number of Public Transportation Systems by Mode, Report Year 2013

Mode	Number of Systems, 2013 (a)			
	Urbanized Areas (b)	Rural (b)	Non-Profit Providers (c)	Total
Aerial Tramway	2	1	0	3
Automated Guideway Transit	7	0	0	7
Bus	653	525	0	1,178
Bus Rapid Transit	7	1	0	8
Cable Car	1	0	0	1
Commuter Bus	100	56	0	156
Commuter Rail	26	0	0	26
Demand Response (b,d)	654	1,133	4,583	6,270
Ferryboat	35	6	0	41
Heavy Rail	15	0	0	15
Hybrid Rail	5	0	0	5
Inclined Plane	3	0	0	3
Light Rail	24	0	0	24
Monorail	2	0	0	2
Publico	1	0	0	1
Streetcar	11	0	0	11
Transit Vanpool	78	24	0	102
Trolleybus	5	0	0	5
Total (d,e)	834	1,387	4,583	6,804

(a) Systems operating during 2013, all amounts are estimated.
(b) Some urban providers operate service into surrounding rural areas and rural providers operate service into nearby urban areas.
(c) May be either urbanized area or rural.
(d) Includes non-profit providers of service for seniors and persons with disabilities.
(e) Total is not sum of all modes since many providers operate more than one mode.

Table 2: National Totals, Report Year 2013

Statistical Category	All Roadway Modes (a)	All Rail Modes (b)	Ferryboat	Total All Transit
Systems, Number of (c)	7,720	97	41	6,804
Trips, Unlinked Passenger (Millions)	5,714	4,858	78	10,650
Miles, Passenger (Millions)	25,919	32,480	460	58,859
Trip Length, Average (Miles)	4.5	6.7	5.9	5.5
Miles, Vehicle Total (Millions)	4,234.8	1,152.9	4.0	5,391.7
Miles, Vehicle Revenue (Millions)	3,695.6	1,102.9	3.8	4,802.3
Hours, Vehicle Total (Millions)	294.1	55.0	0.5	349.5
Hours, Vehicle Revenue (Millions)	262.4	51.3	0.5	314.1
Speed, Vehicle in Revenue Service, Average (mph)	14.1	21.5	7.6	15.3
Fares Collected, Passengers (Millions)	6,631.9	8,290.4	163.2	15,085.6
Fare per Unlinked Trip, Average	1.16	1.71	2.08	1.42
Expense, Operating Total (Millions)	26,063.4	15,527.8	596.9	42,188.1
Operating Expense by Object Class:				
Salaries and Wages (Millions)	8,724.5	5,616.8	204.9	14,546.2
Fringe Benefits (Millions)	6,224.5	4,760.0	81.6	11,066.1
Services (Millions)	1,701.7	1,244.5	50.3	2,996.5
Materials and Supplies (Millions)	3,254.4	1,286.7	164.9	4,706.0
Utilities (Millions)	276.5	1,019.0	7.3	1,302.8
Casualty and Liability (Millions)	585.3	394.3	22.5	1,002.0
Purchased Transportation (Millions)	4,856.4	880.1	52.5	5,789.0
Other (Millions)	440.2	326.5	12.9	779.5
Operating Expense by Function Class:				
Vehicle Operations (Millions)	12,438.5	5,834.5	352.2	18,625.2
Vehicle Maintenance (Millions)	3,869.0	2,776.3	79.4	6,724.7
Non-vehicle Maintenance	967.7	3,402.2	42.1	4,412.0
General Administration (Millions)	3,931.9	2,634.7	70.7	6,637.2
Purchased Transportation (Millions)	4,856.4	880.1	52.5	5,789.0
Expense, Capital Total (Millions)	5,213.8	12,723.8	291.4	18,228.9
Facilities, Guideway, Stations, Administration Buildings	1,527.9	9,119.7	135.8	10,783.4
Rolling Stock (Millions)	2,852.6	1,540.5	149.7	4,542.7
Other (Millions)	833.3	2,063.6	6.0	2,902.8
Revenue Vehicles Available for Maximum Service	157,906	20,518	189	178,613
Revenue Vehicles Operated at Maximum Service	126,975	17,354	138	144,467
Employees, Operating	289,933	92,736	4,209	386,878
Employees, Vehicle Operations	212,346	36,954	3,167	252,468
Employees, Vehicle Maintenance	40,863	20,586	417	61,865
Employees, Non-Vehicle Maintenance	8,964	25,975	233	35,172
Employees, General Administration	27,760	9,221	392	37,373
Employees, Capital	2,975	9,178	120	12,272
Diesel Fuel Consumed (Gallons, Millions)	487.8	101.4	36.5	625.7
Other Fossil Fuel Consumed (Gallons, Millions)	403.1	1.4	0.6	405.1
Electricity Consumed (kWh, Millions)	62.8	6,612.9	0.0	6,675.7

(a) Bus, Bus Rapid Transit, Commuter Bus, Demand Response, Publico, Transit Vanpool, and Trolleybus. See Table 28 for data for individual modes.
(b) Commuter Rail, Heavy Rail, Hybrid Rail, Light Rail, Other Rail, and Streetcar. See Table 35 for data for individual modes.
(c) This statistical category only, "number of systems" counts each system multiple times for multiple "roadway modes" or "rail modes" but only once for "total all transit" regardless of the number of modes the system operates.

Public transportation agencies spent $61 billion for operation of service and capital investment in 2013. Passengers took 10.6 billion trips and rode transit vehicles for 58.9 billion miles. Summary data for the entire U.S. transit industry is shown in Table 2, and each data item in that table is shown in detail by mode in Table 29 for roadway vehicles or Table 36 for rail vehicles and ferryboats in this publication.

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 passenger trips. The largest transit agency, MTA New York City Transit, carried passengers on 3.5 billion unlinked trips for 12.7 billion miles. The New York-Newark, NY-NJ-CT urbanized area was the site of the most transit use with all the transit agencies headquartered in the area carrying 4.3 billion unlinked passenger trips for 23.1 billion passenger miles.

Table 3: 50 Largest Transit Agencies Ranked by Unlinked Passenger Trips and Passenger Miles, Report Year 2013 (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	3,466,996.9	1	12,733,032.9	1
Chicago Transit Authority(CTA)	Chicago, IL	529,230.3	2	2,169,852.2	5
Los Angeles County Metropolitan Transp. Auth.(LACMTA)	Los Angeles CA	476,299.3	3	2,305,611.7	4
Washington Metropolitan Area Transit Authority(WMATA)	Washington, DC	413,640.1	4	1,989,443.6	7
Massachusetts Bay Transportation Authority(MBTA)	Boston, MA	395,254.0	5	1,805,869.1	8
Southeastern Pennsylvania Transp. Auth.(SEPTA)	Philadelphia, PA	358,439.4	6	1,591,880.2	11
New Jersey Transit Corporation(NJ TRANSIT)	New York, NY	264,373.7	7	3,445,470.3	2
San Francisco Municipal Railway(MUNI)	San Francisco, CA	223,851.3	8	471,686.7	19
Metropolitan Atlanta Rapid Transit Authority(MARTA)	Atlanta, GA	129,901.4	9	682,311.9	13
San Francisco Bay Area Rapid Transit District(BART)	San Francisco, CA	126,546.5	10	1,649,251.2	10
MTA Bus Company(MTABUS)	New York, NY	124,951.2	11	370,473.5	24
King County Dept. of Transportation(King County Metro)	Seattle, WA	123,192.0	12	609,612.9	16
Miami-Dade Transit(MDT)	Miami, FL	111,442.2	13	628,696.6	14
Maryland Transit Administration(MTA)	Baltimore, MD	107,373.3	14	846,690.0	12
Denver Regional Transportation District(RTD)	Denver, CO	101,352.7	15	613,571.1	15
Tri-County Metropolitan Transp. District of Oregon(TriMet)	Portland, WA	99,316.0	16	460,913.4	21
MTA Long Island Rail Road(MTA LIRR)	New York, NY	99,256.0	17	2,161,002.9	6
Metropolitan Transit Auth. of Harris County, Texas(Metro)	Houston, TX	84,235.8	18	574,228.4	17
Metro-North Commuter Railroad(MTA-MNCR)	New York, NY	83,828.2	19	2,502,017.1	3
San Diego Metropolitan Transit System(MTS)	San Diego, CA	82,105.5	20	365,393.8	25
Metro Transit	Minneapolis, MN	81,368.8	21	358,699.3	27
Northeast Illinois Regional Commuter Railroad(Metra)	Chicago, IL	73,603.2	22	1,665,749.7	9
Port Authority Trans-Hudson Corporation(PATH)	New York, NY	71,725.9	23	299,663.6	30
Dallas Area Rapid Transit(DART)	Dallas, TX	71,281.1	24	481,638.9	18
City and County of Honolulu DOT Services(DTS)	Honolulu, HI	70,243.9	25	371,360.1	23
Port Authority of Allegheny County(Port Authority)	Pittsburgh, PA	63,553.9	26	253,717.5	34
Regional Transp. Commission of Southern Nevada(RTC)	Las Vegas, NV	61,704.3	27	235,482.5	36
Alameda-Contra Costa Transit District(AC Transit)	San Francisco, CA	55,951.6	28	210,605.5	40
Orange County Transportation Authority(OCTA)	Los Angeles, CA	54,273.1	29	261,378.8	32
The Greater Cleveland Regional Transit Auth.(GCRTA)	Cleveland, OH	49,206.3	30	223,790.5	39
Bi-State Development Agency(METRO)	St. Louis, MO	47,051.1	31	312,150.4	29
VIA Metropolitan Transit(VIA)	San Antonio, TX	46,963.2	32	225,233.3	38
Utah Transit Authority(UTA)	Salt Lake City, UT	44,281.3	33	341,123.9	28
Santa Clara Valley Transportation Authority(VTA)	San Jose, CA	44,221.1	34	234,052.7	37
Milwaukee County Transit System(MCTS)	Milwaukee, WI	42,613.7	35	151,268.8	46
City of Phoenix Public Transit Department(Valley Metro)	Phoenix, AZ	41,300.6	36	156,351.5	45
Broward County Transit Division(BCT)	Miami, FL	38,792.4	37	193,463.0	41
Capital Metropolitan Transportation Authority(CMTA)	Austin, TX	36,402.3	38	166,953.9	44
Pace - Suburban Bus Division(PACE)	Chicago, IL	35,926.4	39	257,688.6	33
Westchester County Bee-Line System	New York, NY	32,739.6	40	143,220.9	49
City of Detroit Department of Transportation(DDOT)	Detroit, MI	31,181.3	41	142,714.2	50
Central Puget Sound Regional Transit Authority(ST)	Seattle, WA	30,264.5	42	389,293.4	22
Central Florida Regional Transportation Authority(LYNX)	Orlando, FL	29,853.1	43	167,299.7	43
Niagara Frontier Transportation Authority(NFT Metro)	Buffalo, NY	29,750.3	44	104,639.9	(a)
Nassau Inter County Express(NICE)	New York, NY	28,849.9	45	142,301.3	(a)
Charlotte Area Transit System(CATS)	Charlotte, NC	28,712.1	46	146,367.5	48
Long Beach Transit(LBT)	Los Angeles, CA	28,648.3	47	90,059.9	(a)
Sacramento Regional Transit District(Sacramento RT)	Sacramento, CA	27,301.6	48	125,252.8	(a)
Puerto Rico Highway and Transp. Auth.(DTPW)	San Juan, PR	27,021.4	49	122,570.5	(a)
City of Los Angeles Department of Transp.(LADOT)	Los Angeles, CA	26,619.8	50	70,575.6	(a)
Washington State Ferries(WSF)	Seattle, WA	22,395.2	(a)	174,402.6	42
Peninsula Corridor Joint Powers Board Caltrain(PCJPB)	San Francisco, CA	17,269.3	(a)	360,873.4	26
Southern California Regional Rail Authority(Metrolink)	Los Angeles, CA	13,444.8	(a)	464,643.1	20
Virginia Railway Express(VRE)	Washington, DC	4,550.1	(a)	149,745.1	47
Hudson Transit Lines, Inc.(Short Line)	New York, NY	4,538.5	(a)	239,222.3	35
Academy Lines, Inc.	New York, NY	4,055.2	(a)	282,583.2	31

Includes only transit agencies reporting to Federal Transit Administration RY 2013 National Transit Database for urbanized areas.
(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 RY 2013 National Transit Database see the *2015 Public Transportation Fact Book, Appendix B: Operating Statistics and Rankings* at www.apta.com.

Table 4: 50 Urbanized Areas with the Most Transit Travel, Ranked by Unlinked Passenger Trips, Passenger Miles, and Population, Report Year 2013 (Thousands)

Urbanized Area	Unlinked Passenger Trips (a)		Passenger Miles (a)		Population (2010 Census)	
	Thousands	Rank	Thousands	Rank	Number	Rank
New York-Newark, NY-NJ-CT	4,261,676.0	1	23,135,968.9	1	18,351,295	1
Los Angeles-Long Beach-Anaheim, CA	681,809.5	2	3,557,888.2	3	12,150,996	2
Chicago, IL-IN	647,522.4	3	4,239,202.7	2	8,608,208	3
Washington, DC-VA-MD	473,415.3	4	2,471,676.4	5	4,586,770	8
San Francisco-Oakland, CA	449,106.0	5	2,894,126.4	4	3,281,212	13
Boston, MA-NH-RI	403,734.1	6	1,877,928.5	6	4,181,019	10
Philadelphia, PA-NJ-DE-MD	381,279.7	7	1,807,729.0	7	5,441,567	5
Seattle, WA	201,432.6	8	1,361,709.9	8	3,059,393	14
Miami, FL	171,635.4	9	1,054,759.6	9	5,502,379	4
Atlanta, GA	138,696.3	10	843,493.7	11	4,515,419	9
Portland, OR-WA	111,621.6	11	508,338.9	16	1,849,898	24
Baltimore, MD	108,101.8	12	846,690.0	10	2,203,663	19
Denver-Aurora, CO	101,554.2	13	620,322.9	12	2,374,203	18
San Diego, CA	99,580.9	14	582,684.3	13	2,956,746	15
Minneapolis-St. Paul, MN-WI	95,087.7	15	473,517.4	17	2,650,890	16
Houston, TX	84,819.9	16	580,305.3	14	4,944,332	7
Dallas-Fort Worth-Arlington, TX	80,662.0	17	530,886.8	15	5,121,892	6
Phoenix-Mesa, AZ	76,771.9	18	371,725.9	18	3,629,114	12
Urban Honolulu, HI	70,243.9	19	371,360.1	19	802,459	54
Las Vegas-Henderson, NV	65,874.0	20	235,482.5	25	1,886,011	23
Pittsburgh, PA	65,461.6	21	281,469.9	22	1,733,853	27
San Juan, PR	55,649.5	22	237,486.1	24	2,148,346	21
Cleveland, OH	50,067.2	23	232,875.5	27	1,780,673	25
St. Louis, MO-IL	49,899.8	24	340,414.6	21	2,150,706	20
San Antonio, TX	46,963.2	25	225,233.3	28	1,758,210	26
Detroit, MI	44,810.9	26	267,104.8	23	3,734,090	11
Salt Lake City-West Valley City, UT	44,281.3	27	341,123.9	20	1,021,243	42
Milwaukee, WI	44,243.5	28	166,312.7	32	1,376,476	35
San Jose, CA	44,221.1	29	234,052.7	26	1,664,496	29
Austin, TX	36,418.9	30	166,953.9	31	1,362,416	37
Sacramento, CA	32,322.4	31	173,179.4	29	1,723,634	28
Tampa-St. Petersburg, FL	30,944.9	32	163,369.0	33	2,441,770	17
Orlando, FL	29,853.1	33	167,299.7	30	1,510,516	32
Buffalo, NY	29,750.3	34	104,639.9	38	935,906	46
Charlotte, NC-SC	29,205.5	35	147,154.5	34	1,249,442	38
New Orleans, LA	27,207.8	36	72,571.2	50	899,703	49
Riverside-San Bernardino, CA	25,790.5	37	147,067.7	35	1,932,666	22
Providence, RI-MA	21,660.3	38	100,184.6	40	1,190,956	39
Cincinnati, OH-KY-IN	21,111.1	39	108,071.6	37	1,624,827	30
Tucson, AZ	20,983.3	40	85,750.2	42	843,168	52
Rochester, NY	20,144.4	41	58,563.3	(b)	720,572	60
Columbus, OH	18,917.0	42	79,017.2	46	1,368,035	36
Virginia Beach, VA	18,810.6	43	103,190.0	39	1,439,666	34
Hartford, CT	18,213.0	44	122,082.2	36	924,859	47
Kansas City, MO-KS	17,227.2	45	74,256.5	49	1,519,417	31
Louisville/Jefferson County, KY-IN	17,103.1	46	79,091.6	45	972,546	43
Durham, NC	15,717.9	47	71,931.6	(b)	347,602	(b)
Albany-Schenectady, NY	15,529.1	48	55,508.6	(b)	594,962	(b)
Madison, WI	15,001.8	49	54,434.1	(b)	401,661	(b)
Albuquerque, NM	14,370.9	50	97,487.7	41	741,318	(b)
Hanford, CA	2,780.2	(b)	81,498.9	43	87,941	(b)
Jacksonville, FL	12,677.9	(b)	79,384.7	44	1,065,219	40
Nashville-Davidson, TN	10,609.1	(b)	77,573.6	47	969,587	44
El Paso, TX-NM	12,892.9	(b)	74,515.8	48	803,086	(b)

Includes only transit agencies reporting to Federal Transit Administration FY 2013 National Transit Database.
(a) Summed from data reported by individual transit agencies in the Federal Transit Administration 2013 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; only areas in the top 50 in unlinked trips and passenger miles are included; not all of the top 50 areas in population are included.
For complete size ranking lists of all urbanized areas reported in the Federal Transit Administration 2013 National Transit Database see the *2015 Public Transportation Fact Book, Appendix B: Operating Statistics and Rankings* at www.apta.com.

Passenger Travel

Public transportation provided more than 10 billion unlinked passenger trips for more than 50 billion passenger miles for the eighth-consecutive year in 2013. Unlinked passenger trips are the metric required for federal reporting in the National Transit Database and count a person each time they board a vehicle, whether they are starting their trip or transferring from another transit vehicle. Passenger miles measure how far all transit riders travelled in total. Both statistics measure the consumption of transit service, but in different ways – passenger trips recognize each time a passenger boards or alights a transit vehicle during travel while passenger miles measure the total amount of travel.

Table 5: Unlinked Passenger Trips and Passenger Miles by Mode, Millions
Report Year 2013

Mode of Service	Passenger Trips		Passenger Miles		Average Trip Length (Miles)
	Millions	Percent	Millions	Percent	
Bus	5,190	48.7%	19,400	33.0%	3.7
Bus Rapid Transit	44	0.4%	141	0.2%	3.2
Commuter Bus	97	0.9%	2,608	4.4%	26.9
Commuter Rail	480	4.5%	11,862	20.2%	24.7
Demand Response	223	2.1%	2,171	3.7%	9.7
Ferryboat	78	0.7%	460	0.8%	5.9
Heavy Rail	3,817	35.8%	18,005	30.6%	4.7
Hybrid Rail	7	0.1%	84	0.1%	12.0
Light Rail	458	4.3%	2,376	4.0%	5.2
Other Rail Modes (a)	44	0.4%	48	0.1%	1.1
Publico	27	0.3%	123	0.2%	4.6
Streetcar	52	0.5%	105	0.2%	2.0
Transit Vanpool	37	0.3%	1,319	2.2%	35.6
Trolleybus	96	0.9%	156	0.3%	1.6
Total All Modes	10,650	100.0%	58,859	100.0%	5.5

(a) Aerial tramway, automated guideway transit, cable car, inclined plane, and monorail.
Unlinked Passenger Trips by Mode data from 1890 through 2013 and Passenger Miles by Mode from 1977 through 2013 can be found in the *2015 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

Passenger trips can be measured in two ways called linked trips and unlinked trips. Linked trips are an entire journey from its origin, for instance at home in the morning, to the destination which may be school or work or some other place. If a traveler transfers and takes another transit vehicle such as two buses or rides a bus and then transfers to a heavy rail train, it is still only one linked trip. The other way to measure trips is unlinked trips where a new trip is counted each time you get on a transit vehicle. If a rider takes a bus and then transfers to a train to reach a destination, the rider takes only one linked trip but takes two unlinked trips, one on the bus and one on the train. The federal government, through the National Transit Database (NTD), requires transit agencies to report their ridership measured in unlinked passenger trips. There are several reasons for this. Primarily it is because transit agencies cannot always tell if a passenger is starting a trip or transferring. If a passenger has a pass and simply shows it to the driver, there is no exact record if that passenger is starting a trip or transferring. The NTD, however, deals in exact numbers. The NTD also collects data for each transit mode to better measure the performance of each mode. If a linked trip was on more than one mode, as in the example of a person transferring from a bus to a train, the trips would need to be assigned to one of the modes and would distort the measurement of each mode's performance.

The average length of a trip on each transit mode varies. The average trsansit vanpool trip is 35.6 miles, longest of the transit modes that are shown in Table 5, while the average trip on an other rail mode, such as an inclined plane, is 1.1 miles, shortest of all transit modes. Trip length is a factor in both trip costs and speeds. A longer trip means that a smaller portion of each passengers trip time is spent boarding and alighting from the transit vehicle, reducing the portion of costs and trip time for those activities.

Since the early 1970s, public transportation has shown a long-term growth in ridership. Since 1973, as shown in Figure 1, overall transit ridership has grown 60 percent. The rate of growth differs significantly among modes of service. Bus ridership has grown 15 percent over that time period while heavy rail and light rail ridership have each more than doubled. Since the number of demand response service unlinked passenger trips was first reported in 1984 they have more than tripled and since commuter railroad trips were first reported in 1974 they have more than doubled.

Public transportation ridership has increased by over a billion trips each of the past two decades. Reasons for this continuing growth include investments in public transportation, as well as renewed interest in central city living resulting

in growing investments in transit accessible areas. Continued investment in public transportation has meant better service across the country and the construction of new services in many cities. Cities like Washington, DC, are pursuing development opportunities around rail stations to create transit-oriented environments, revitalizing parts of the city that were previously underdeveloped. Cities like Los Angeles and Denver are adding new lines to their rail networks, making high-quality transit available to more people. Other cities like Dallas, Salt Lake City, Phoenix, and Charlotte have built new rail systems from the ground up, dramatically increasing their ridership.

Figure 1: Transit Ridership at Highest Level in Four Decades

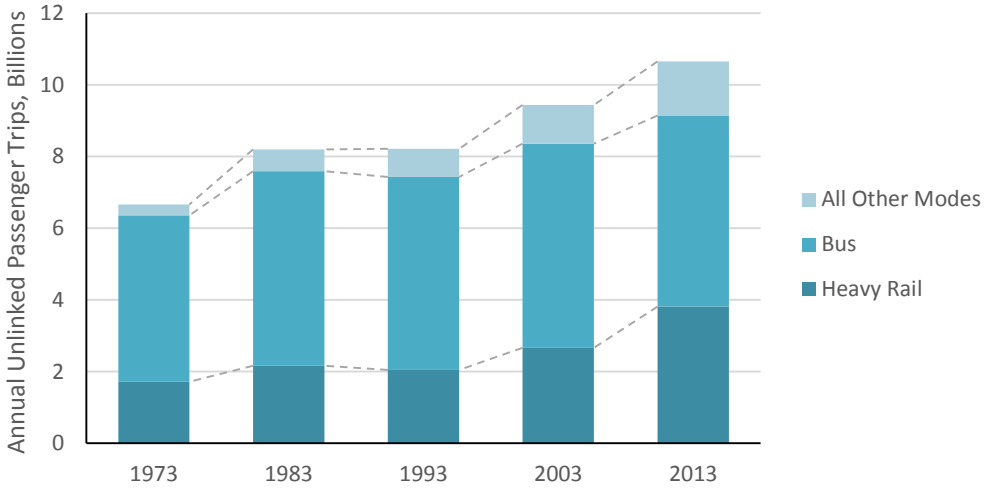
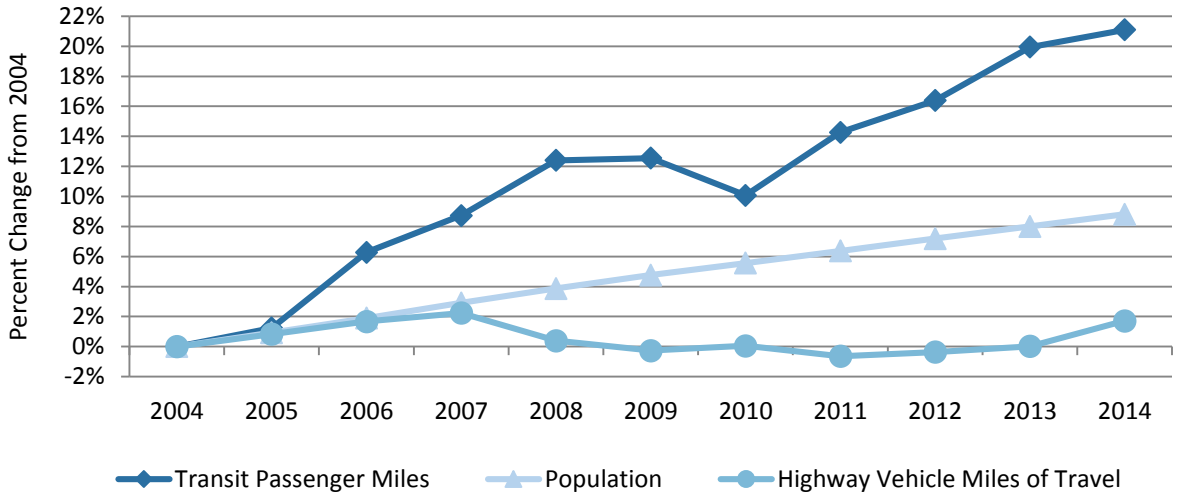


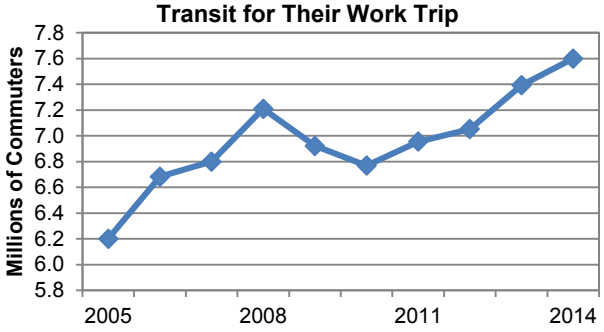
Figure 2 compares transit ridership growth in the short-term to other measures. Over the decade since 2004, transit passenger miles of travel have increased 21 percent and population has grown 9 percent, while highway travel has grown 2 percent.

Figure 2: Since 2004 Public Transit Use Has Grown More Than Population or Highway Travel



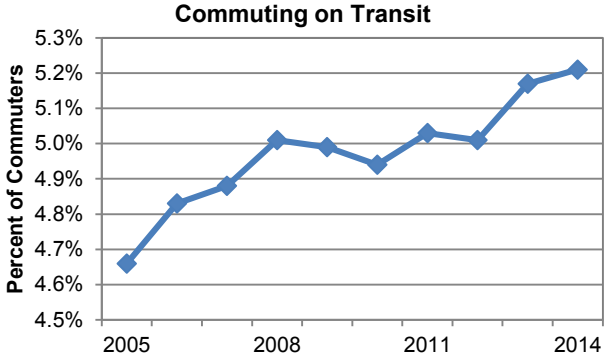
Sources: Transit Passenger Miles from *APTA Public Transportation Fact Book* for 2004 through 2013 and estimated from *APTA Public Transportation Ridership Report* unlinked trip data for 2014, Population from U.S. Census Bureau, Highway Vehicle Miles of Travel from Federal Highway Administration *Travel Volume Trends*.

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

More than one-half of transit trips are trips to or from work or work related trips. The importance of transit as a means of travel to work has increased substantially over the past 9 years. Beginning in 2005, the U.S. Census Bureau began reporting data on the means of transportation to work on an annual basis in the American Community Survey.

In 2005, 6.2 million or 4.6 percent of all U.S. workers commuted on public transportation. By 2014 the number of workers commuting on transit had risen to 7.6 million, a 23 percent increase in 9 years. In 2014, 5.2 percent of all U.S. workers commuted on transit.

The portion of workers using transit is higher in urban areas, especially more congested large urban areas. In metropolitan statistical areas (MSAs), which are comprised of entire counties and often include significant amounts of rural land use, 5.9 percent of commuters used transit in 2013. In the 100 largest MSAs 7.1 percent of commuters rode on transit, in the 10 largest MSAs 12.9 percent of workers used transit, and in the central cities of those 10 largest MSAs 31.5 percent of commuters used transit. Given the rush-hour congestion found in American cities, asking those workers to commute in personal vehicles could result in gridlock for everyone.

Service Provided

Table 6: Vehicle Miles Operated, Vehicle Hours Operated, and Speed in Transit Service by Mode, Report Year 2013

Mode	Vehicle Total Miles (Millions)	Vehicle Revenue Miles (Millions)	Vehicle Total Hours (Millions)	Vehicle Revenue Hours (Millions)	Average Speed in Revenue Service (Miles per Hour)
Bus	2,225.6	1,936.3	171.0	155.3	12.5
Bus Rapid Transit	6.6	6.3	0.6	0.6	10.5
Commuter Bus	181.4	135.2	7.1	5.2	26.0
Commuter Rail	359.1	331.1	11.4	10.2	32.5
Demand Response	1,565.1	1,365.4	105.9	92.2	14.8
Ferryboat	4.0	3.8	0.5	0.5	7.6
Heavy Rail	673.7	654.5	34.9	32.6	20.1
Hybrid Rail	2.9	2.8	0.1	0.1	28.0
Light Rail	100.6	98.2	6.5	6.3	15.6
Other Rail Modes (a)	10.6	10.5	1.2	0.8	8.8
Publico	25.9	22.6	2.4	2.1	10.8
Streetcar	6.0	5.8	0.8	1.2	7.3
Transit Vanpool	218.6	218.6	5.4	5.4	40.5
Trolleybus	11.7	11.3	1.7	1.6	7.1
Total	5,391.7	4,802.3	349.5	314.1	15.3

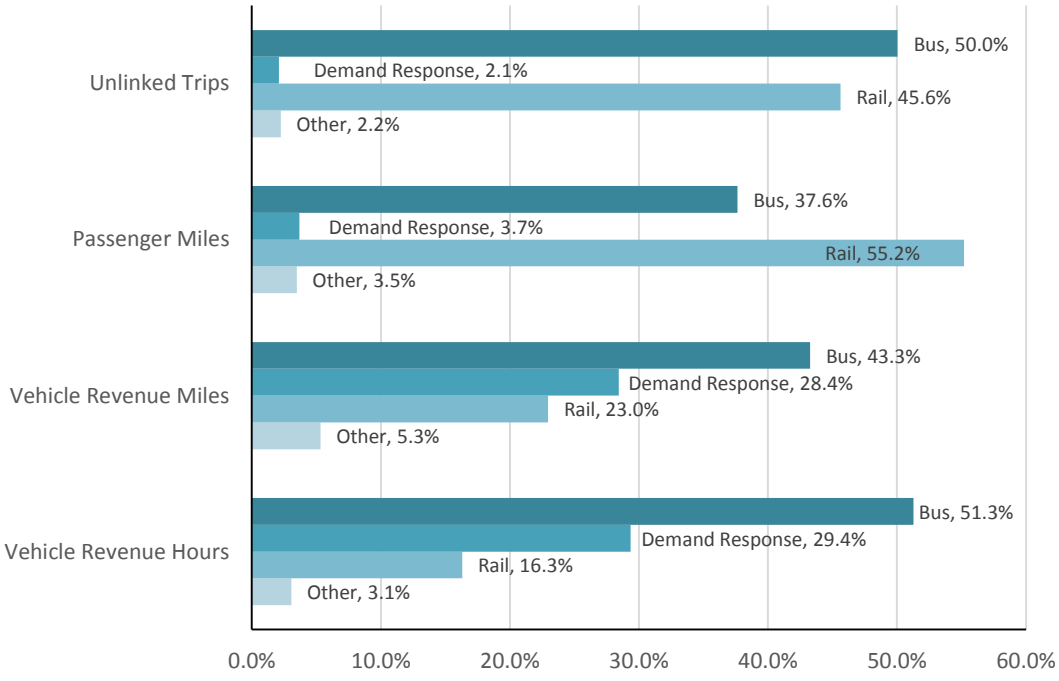
(a) Aerial tramway, automated guideway transit, cable car, inclined plane, and monorail.
Vehicle mile data by mode from 1926 through 2013; vehicle hour data by mode from 1995 through 2013; and average speed data by mode from 1995 through 2013 can be found in the *2015 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

In 2013, public transportation in the United States provided 4.8 billion vehicle revenue miles of service; operating transit vehicles for 314 million hours of revenue service. The fastest service was provided by transit vanpool and commuter rail service, which carry passengers on long trips, at 40.5 and 32.5 miles per hour, respectively. Heavy rail, because of a right-of-way separate from other traffic, offers fast service in higher density urban areas. Modes operating entirely in traffic on city streets are slower. Bus service, which operates in suburbs as well as central cities, averages 12.5 miles per hour. Trolleybus service, which operates primarily in central cities, has an average speed of 7.1 miles per hour. Other modes operate at lower speeds when they are in denser areas with more frequent stop services.

Modal Shares of Service Provided and Consumed

The shares of service provided and consumed among transit modes vary substantially. The size and capacity of transit vehicles varies from ferryboats carrying more than 1,000 passengers down to demand response vehicles which often carry only one or two passengers. The distance passengers are carried by different modes is also a function of speed. Transit vanpools and commuter rail vehicles average more than 30 miles per hour, while ferryboats and trolley buses operate at less than 10 miles per hour.

Figure 5: Modal Shares of Service Provided and Consumed, 2013



	Vehicle Revenue Hours	Vehicle Revenue Miles	Passenger Miles	Unlinked Trips
Bus	51.3%	43.3%	37.6%	50.0%
Demand Response	29.4%	28.4%	3.7%	2.1%
Rail	16.3%	23.0%	55.2%	45.6%
Other	3.1%	5.3%	3.5%	2.2%

Figures 5 compares the portions of all public transportation service provided and consumed by groups of similar modes. More than one-half of vehicle revenue hours operated are provided by buses, which carry more than one-half of all passengers. Because bus passengers take shorter trips and buses operate at lower speeds compared to other modes, they carry less than two-fifths of all passenger miles traveled. Conversely, rail vehicles provide only 15 percent of vehicle revenue hours of service but due to longer and higher speed trips carry 55 percent of all passenger miles traveled on transit.

Vehicles

U.S. public transportation systems operated 144,468 railcars, buses, and vans in a typical peak period during 2013, out of a total of 178,612 vehicles available for service. Demand response service has the largest fleet of vehicles, with 68,559 vehicles available for peak service, while bus service vehicles are a close second, with 65,950 vehicles available for peak service. The heavy rail fleet of 10,380 vehicles is the largest rail vehicle fleet. Table 7 provides information on the number of public transportation vehicles.

Table 7: Revenue Vehicles by Mode
Report Year 2013

Mode	Vehicles Available for Maximum Service		Vehicles Used in Maximum Period Service	
	Number	Percent	Number	Percent
Bus	65,950	36.9%	52,508	36.3%
Bus Rapid Transit	268	0.1%	175	0.1%
Commuter Bus	4,921	2.8%	3,872	2.7%
Commuter Rail	7,310	4.1%	6,202	4.3%
Demand Response	68,559	38.4%	55,320	38.3%
Ferryboat	189	0.1%	138	0.1%
Heavy Rail	10,380	5.8%	9,186	6.4%
Hybrid Rail	59	<0.1%	37	<0.1%
Light Rail	2,054	1.1%	1,451	1.0%
Other Rail Modes (a)	382	0.2%	268	0.2%
Publico	2,874	1.6%	2,118	1.5%
Streetcar	333	0.2%	210	0.1%
Transit Vanpool	14,773	8.3%	12,561	8.7%
Trolleybus	560	0.3%	422	0.3%
Total	178,612	100.0%	144,468	100.0%

Revenue vehicles by mode data from 1926 through 2013 can be found in the *2015 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

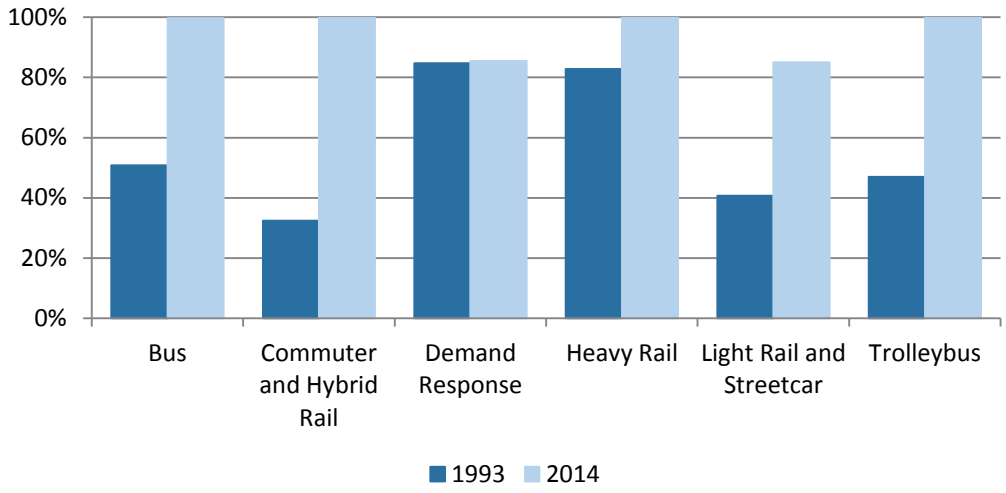
The Federal Transit Administration establishes a minimum useful life that a vehicle must exceed before federal financial assistance can be used to replace the vehicle. As reported in Table 8, a large portion of transit vehicles exceed that age. Many transit vehicles, however, have been rehabilitated, which not only extends their useful lives and reduces their maintenance costs, but also extends the age at which they may be replaced.

Table 8: Vehicle Characteristics by Mode
As of January 2014

Mode	Average Age (Years)	Percent with Alternative Power (a)	Minimum Useful Life (Years) (b)	Percent Accessible (c)	Percent Rehabilitated During Lifetime
Bus, All Modes	7.8	41.4%	12	99.7%	7.0%
Commuter and Hybrid Rail Cars	20.1	95.0%	25	87.0%	31.2%
Commuter Rail Locomotives	20.0	4.1%	25	NA	50.1%
Demand Response	4.2	16.4%	4	85.5%	0.0%
Ferryboat	27.1	39.5%	25	50.0%	7.9%
Heavy Rail	21.5	100.0%	25	100.0%	21.8%
Light Rail and Streetcar	14.4	100.0%	25	85.0%	21.0%
Other Rail Modes	68.5	100.0%	25	46.7%	5.6%
Transit Vanpool	5.3	17.0%	4	3.9%	0.0%
Trolleybus	12.4	100.0%	15	100.0%	9.8%
All Modes	---	51.0%	---	89.3%	9.8%

Based on a sample from annual APTA *2014 Public Transportation Vehicle Database.*
(a) Alternative-powered is defined as vehicles powered by anything other than diesel or gasoline, but including particulate-trap-equipped buses.
(b) Federal requirement for "Minimum Useful Life" in *FTA C 9300.1B Capital Investment Program Guidance and Application Instruction*, at www.fta.dot.gov.
(c) Accessible by lift, ramp, or station infrastructure.
(d) Self-propelled cars only
Vehicle Characteristics data by mode from 1990 through 2014 can be found in the *2015 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

Figure 6: Increase of Transit Vehicle Accessiblity, 1993-2014



As shown in Figure 6, the transit vehicle fleet has reached near total accessibility for persons using wheelchairs and persons with other travel disabilities. From 1993 to 2014, the percentage of buses that are accessible increased from 60 percent to 99.7 percent. Over the same period, the accessible portion of the commuter rail fleet went from 43 percent to 87 percent, the light rail fleet from 49 percent to 85 percent, the heavy rail fleet from 83 percent to 100 percent, and the trolleybus fleet from 47 percent to 100 percent. The accessible portion of the demand response fleet, where specific vehicles can be assigned to trips to meet a passenger's individual needs, increased from 84 percent of vehicles accessible to 86 percent.

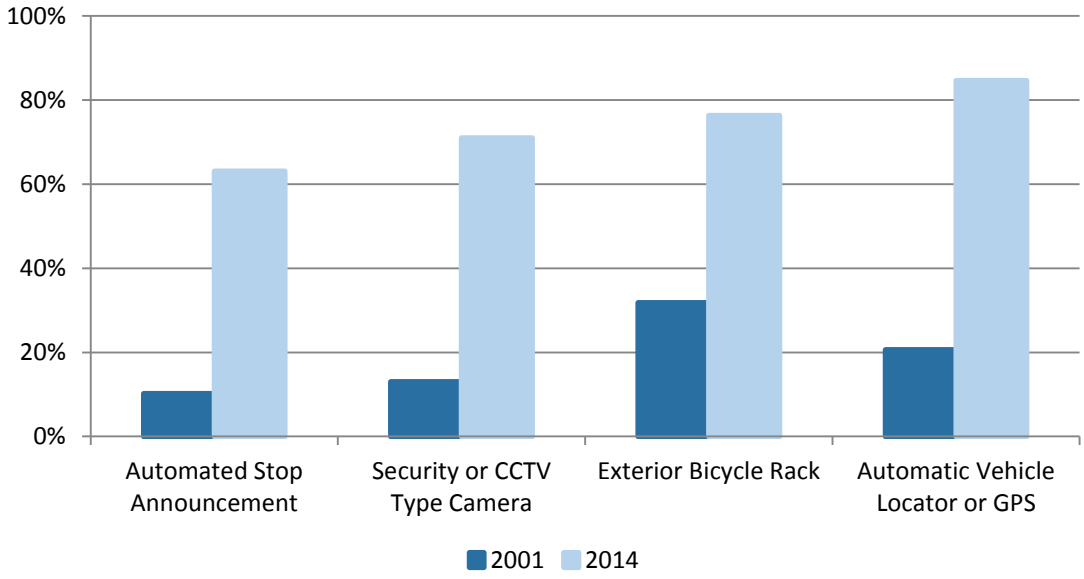
Table 9: Vehicle Equipment by Mode
as of January 2014

Type of Equipment	Bus	Com-muter Bus	Com-muter Rail	Hybrid Rail	Heavy Rail	Light Rail	Street-car	Ferry-boat
Two-Way Radio	96.1%	90.2%	52.0%	100.0%	83.8%	95.5%	74.7%	89.5%
Public Address System	94.3%	99.1%	96.7%	100.0%	99.8%	97.5%	65.4%	89.5%
Automated Stop Announcement	63.1%	1.4%	24.5%	100.0%	80.8%	89.7%	54.5%	0.0%
Automatic Passenger Counter	38.7%	1.1%	4.8%	75.0%	0.2%	34.1%	31.0%	0.0%
Passenger-Operator Intercom	6.5%	6.0%	11.5%	50.0%	71.4%	71.3%	0.9%	63.2%
Security or CCTV Type Camera	71.0%	15.6%	8.5%	100.0%	19.4%	55.7%	72.9%	18.4%
Exterior Bicycle Rack	76.3%	3.4%	0.0%	0.0%	NA	0.0%	0.0%	21.1%
Automatic Vehicle Location or GPS	84.6%	90.8%	24.0%	50.0%	6.2%	78.8%	73.5%	89.5%
Traffic Light Preemption	14.7%	1.4%	0.0%	0.0%	NA	30.6%	12.0%	NA
Restroom	0.0%	0.0%	51.6%	0.0%	NA	NA	NA	81.6%
WiFi	5.2%	2.9%	10.7%	50.0%	1.5%	0.0%	0.0%	47.4%
Electrical Outlets	0.8%	62.7%	33.6%	25.0%	0.9%	17.8%	0.0%	81.6%

NA = Not Applicable
Based on a sample from annual APTA *2014 Public Transportation Vehicle Database.*
Vehicle amenities data by mode from 2001 through 2014 can be found in the *2015 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

Communications between transit vehicle operators and their central control, and between transit vehicle operators and their passengers, is a primary purpose of many types of equipment being added to transit vehicles. Two-way radios and automatic vehicle location equipment allow transit agencies to know where vehicles are and operate them in an efficient manner, and to provide real-time information to passengers waiting for vehicles at stops and stations. Public address systems, automated stop announcements, passenger-operator intercoms and closed circuit cameras keep passengers informed and increase the safety and security of their transit trip.

Figure 7: Growth in Percentage of Buses with Passenger Equipment, 2001-2014



The increase in the percentage of buses with equipment for providing customer amenities shows a sustained effort by the transit industry to make travel safer, easier, and more efficient. Increased security is demonstrated by the increase in buses equipped with closed circuit security cameras from 13 percent to 71 percent between 2001 and 2014. As shown in Figure 7, enhanced amenities to improve passengers' trips include an increase in buses equipped with automated stop announcements from 10 percent to 63 percent in 13 years, and buses with exterior bicycle racks from 32 percent to 76 percent. Efficiency is enhanced by the growth of automatic vehicle location systems, which improve the operation of bus fleets as well as the availability of information on bus arrival times, from 21 percent of the bus fleet to 85 percent over the same time period. Further use of technology can help better deploy transit vehicles, manage congestion, and enhance system performance.

Table 10: Vehicle Power Sources by Mode
Percent of Vehicles as of January 2014

Mode	Electricity	Diesel Fuel	Electric and Other (Hybrid)	Gasoline	CNG, LNG, and Blends	Other	Total
Bus	0.1%	56.2%	17.5%	1.0%	17.5%	7.6%	100.0%
Commuter Bus	---	96.9%	---	0.9%	1.8%	0.4%	100.0%
Commuter Rail Self-Propelled Cars	96,5%	3.5%	---	---	---	---	100.0%
Commuter Rail Locomotives	4.1%	95.9%	---	---	---	---	100.0%
Demand Response	<0.0%	31.8%	1.9%	50.6%	7.0%	8.6%	100.0%
Ferryboat	---	60.5%	39.5%	---	---		100.0%
Heavy Rail	100.0%	---	---	---	---	(a) <0.0%	100.0%
Hybrid Rail	---	100.0%	---	---	---	---	100.0%
Light Rail	100.0%	---	---	---	---	---	100.0%
Other Rail Modes	46.7%	---	---	---	---	(a) 53.3%	100.0%
Streetcar	100.0%	---	---	---	---	---	100.0%
Transit Vanpool	0.5%	0.9%	---	82.1%	---	16.6%	100.0%
Trolleybus	94.2%	---	---	---	---	(b) 5.8%	100.0%

(a) Unpowered vehicles.
(b) Overhead wire electric with diesel for off-wire operation.
Based on a sample from annual APTA *2014 Public Transportation Vehicle Database.*
Vehicle Power Sources data by mode from 1996 through 2014 can be found in the *2015 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

Transit vehicles use a variety of fuels. Heavy rail, light rail, and trolleybus are nearly all electrically powered. However, road modes such as bus and demand response use several fuels. More than 95 percent of buses were diesel powered as recently as 1995 but that percentage has declined as more environmentally friendly natural gas and hybrid buses have been introduced into the transit fleet. Table 10 reports the percentage of vehicles powered by different fuels at the beginning of 2014.

Infrastructure

Rail transit systems own track and rights-of-way, stations, administrative buildings, and maintenance facilities. Bus systems have some dedicated roadways and also have passenger stations and stops, maintenance facilities, parking lots, and administrative buildings. Table 11 reports the miles of track owned and operated by rail systems and the directional route miles over which rail cars are operated. Directional route miles are a National Transit Database metric that counts all the right-of-way rail vehicles operate over. If they operate in one direction, the right-of way is counted as one mile for each physical mile; if vehicles operate in both directions, the right-of-way is counted as 2 miles, but neither the number of "routes" in the normal sense of trains going to different destinations nor the number of tracks affects the count of directional route miles.

Commuter railroads have the most route mileage, while heavy rail and light rail have nearly the same route mileage. The largest portion of commuter rail and light rail mileage is at grade level while a large amount of heavy rail mileage is elevated or in subways. Nearly all heavy rail at grade mileage is separated from road and pedestrian traffic.

Table 11: Rail Track Miles and Directional Route Miles, Report Year 2013 (a)

Mode	Miles of Track (a)						Directional Route Miles (a)
	At Grade	Elevated on Structure	Elevated on Fill	Open-Cut	Subway	Total	
Cable Car	8.8	0.0	0.0	0.0	0.0	8.8	8.8
Commuter Rail	7,778.8	80.4	467.0	70.2	42.9	8,439.3	8,691.3
Heavy Rail	782.3	508.5	113.4	69.0	800.4	2,273.6	1,622.0
Hybrid Rail	198.6	2.3	0.8	0.0	0.0	201.7	249.8
Inclined Plane	1.5	0.0	0.0	0.0	0.0	1.5	2.5
Light Rail	1,113.2	153.2	81.1	53.2	83.3	1,484.0	1,411.6
Monorail/Automated Guideway	4.0	31.9	0.0	0.0	0.0	35.9	32.7
Streetcar	295.0	0.6	0.2	0.0	5.0	300.8	174.9
All Rail Modes	10,182.2	776.9	662.5	192.4	931.6	12,745.6	12,193.5

(a) Summary Data from RY 2013 National Transit Database; includes systems reporting to the National Transit Database only.
Rail Track Miles and Directional Route Miles data by mode from 2002 through 2013 can be found in the *2015 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

Although most bus service is operated in mixed service on roads and streets, it is also operated over nearly 5,000 miles of exclusive and controlled right-of-way directional route miles, nearly 40 percent of the amount of rail directional route miles. Buses also operate over more than 265,000 miles of streets and roads throughout the United States. Bus and ferryboat lane and directional route miles are reported in Table 12.

Approximately one-third of the 5,017 passenger stations in urbanized areas are multi-modal. As shown in Table 13, there are more than 1,000 stations for each of three modes: bus, commuter rail, and heavy rail. Using directional route mile data to estimate total rights-of-way distances, ferryboat stations are on average 3.7 miles apart, commuter rail stations 3.5 miles, and heavy rail stations 0.8 mile. Other modes also have street stops, for which data are not available.

Table 12: Non-Rail Mode Lane Miles and Directional Route Miles, Report Year 2013 (a)

	Lane Miles (a)				Directional Route Miles (a)		
	Exclusive Fixed Guideway Right-of-Way	Exclusive High-Intensity Bus Right-of-Way	Controlled Access High Intensity Bus Right-of-Way	Total Transit Right-of-Way	Exclusive Right-of-Way	Controlled Right-of-Way	Mixed Traffic
Aerial Tramway	0.6	0.0	0.0	0.6	0.0	0.0	0.0
Bus	248.4	1,034.8	1,444.6	2,727.8	888.9	2,105.4	243,938.3
Bus Rapid Transit	137.9	0.0	11.2	149.1	93.9	66.8	21.7
Commuter Bus	34.3	963.6	479.7	1,477.6	782.5	807.5	22,002.3
Ferryboat	0.0	0.0	0.0	0.0	0.0	506.9	0.0
Trolleybus	280.8	0.0	0.0	280.8	1.5	456.5	0.0
Total Non-Rail Modes	702.0	1,998.4	1,935.5	4,635.9	1,766.7	3,934.0	265,962.3

(a) Summary Data from RY 2013 National Transit Database; includes systems reporting to the National Transit Database only.
Bus and Ferryboat Lane Miles and Directional Route Miles data by mode from 2002 through 2013 can be found in the *2015 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

Table 13: Passenger Stations by Mode, Report Year 2013 (a)

Mode	Number of Stations			Number of Escalators	Number of Elevators
	Total	ADA Accessible	Multimodal		
Aerial Tramway	2	2	0	0	1
Bus	1,369	1,354	347	170	354
Bus Rapid Transit	9	9	5	0	0
Commuter Bus	249	247	72	96	93
Commuter Rail	1,242	836	569	192	485
Ferryboat	92	88	14	7	13
Heavy Rail	1,044	550	249	1,798	1,231
Hybrid Rail	54	54	47	0	1
Inclined Plane	6	6	0	0	1
Light Rail	801	733	283	203	363
Monorail/Automated Guideway	58	57	3	73	57
Street Car Rail	86	42	7	1	4
Trolleybus	5	5	1	0	0
Total	5,017	3,983	1,597	2,540	2,603

(a) Summary Data from RY 2013 National Transit Database; includes systems reporting to the National Transit Database only.
Passenger Stations data by mode from 2002 through 2013 can be found in the *2015 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

Dependability is a basic characteristic of quality transit service. Table 14 reports that transit agencies in urbanized areas operate more than 1,700 maintenance facilities to ensure their vehicles are ready to provide service.

Figure 8 depicts the increased prevalence of electronic devices in rail passenger stations for better passenger information and improved passenger safety. Communication of passenger information improved between 2000 and 2014 as the portion of rail stations with public address systems grew from 47 percent to 74 percent, the portion of rail stations with vehicle status displays grew from 3 percent to 46 percent, and the portion of rail stations with informational video displays grew from 12 percent to 48 percent. Passenger safety has improved with 56 percent of rail stations having security cameras in 2014 compared to 24 percent in 2000. The percentages of stations with these amenities by mode are shown in Table 15.

Table 14: Maintenance Facilities by Mode, Report Year 2013 (a)

Mode	Number of Maintenance Facilities (a)					
	General Purpose Maintenance Facilities				Heavy Maintenance Facilities	Total Maintenance Facilities
	Under 200 Vehicles	200 to 300 Vehicles	Over 300 Vehicles	Total General Facilities		
Bus	686.9	94.4	17.3	798.6	35.2	833.8
Bus Rapid Transit	0.6	0.5	0.2	1.3	0.1	1.4
Commuter Bus	83.6	10.6	2.8	97.0	1.1	98.1
Commuter Rail	59.0	6.0	7.0	72.0	14.9	86.9
Demand Response	500.0	12.8	5.5	518.3	3.4	521.7
Ferryboat	15.0	0.0	0.0	15.0	1.0	16.0
Heavy Rail	28.6	8.0	12.0	48.6	11.3	59.9
Hybrid Rail	7.0	0.0	0.0	7.0	1.0	8.0
Light Rail	32.0	1.0	0.0	33.0	5.1	38.1
Streetcar	12.7	0.0	0.0	12.7	1.7	14.4
Transit Vanpool	21.4	0.0	4.2	25.6	0.0	25.6
Trolleybus	4.0	1.0	0.0	5.0	0.0	5.0
Other	9.0	0.0	0.0	9.0	0.0	9.0
Total	1,459.8	134.3	49.0	1,643.1	74.8	1,717.9

(a) Summary Data from RY 2013 National Transit Database; includes systems reporting to the National Transit Database only. Maintenance Facilities data by mode from 2002 through 2013 can be found in the *2015 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

Figure 8: Growth in Percentage of Rail Passenger Stations with Electronic Amenities, 2000-2014

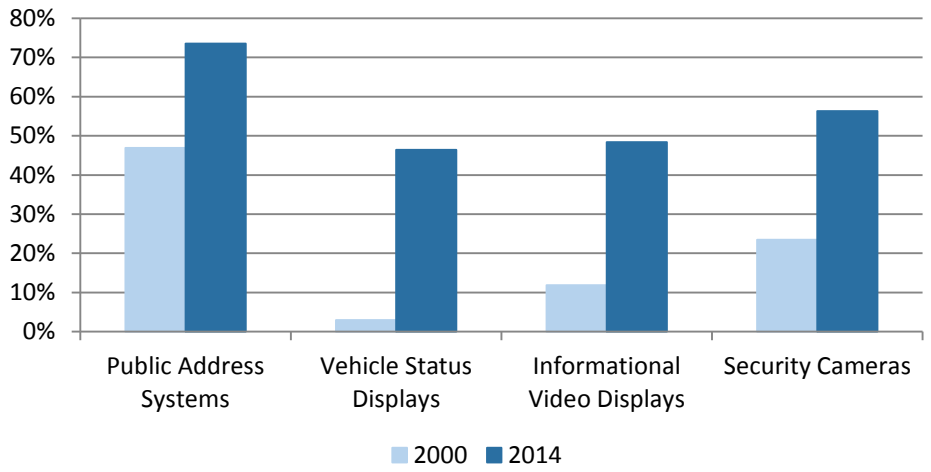


Table 15: Passenger Station Equipment by Mode as of September 1, 2014 (a)

Mode	Number Stations in Sample	Percent of Stations with:						
		Public Address Systems	Vehicle Arrival Time Displays	Informa-tion/Ad Displays	Security Cameras	WiFi	Conces-sions	Restrooms
Bus	1,058	13.9%	28.0%	43.4%	34.6%	6.8%	6.6%	20.4%
Ferry	52	50.0%	3.8%	44.2%	55.6%	28.8%	15.4%	57.7%
All Rail Modes	2,512	73.5%	46.4%	48.4%	56.3%	3.7%	23.8%	26.6%
Total	3,622	55.8%	40.4%	46.9%	50.0%	5.0%	18.7%	25.2%

(a) Based on a sample from annual APTA *2014 Public Transportation Infrastructure Database.* Includes data only for transit agencies included in that database.
Passenger Station Equipment data by mode from 2000 through 2014 can be found in the *2015 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

Passenger Station Parking

Parking facilities are important to provide access to transit stations. Nearly 30 percent of rail passengers drive to rail stations and an additional 10 percent of them arrive at stations as passengers in private vehicles. To accommodate drivers, transit agencies provide parking at their stations. More than 667,000 all-day spaces offer commuter parking at transit stations, and an additional 11,795 spaces offer short-term parking for quicker trips. More than 47,000 spaces in racks or storage facilities are also provided for bicycles. Automobile parking is provided at 38 percent of transit stations, and bicycle parking at 46 percent. Table 16 reports the number of these types of parking spaces by mode. These amounts are reported in an APTA survey and do not include additional parking provided by systems not participating in the survey and by local government parking facilities not owned by transit agencies.

Table 16: Passenger Station Parking Supply by Mode as of September 1, 2014 (a)

Mode	Number Stations in Sample	Automobile Parking Facilities			Bicycle Parking Facilities					Number of Motor-cycle Spaces
		Number All-Day Auto Parking Spaces	Percent of Stations with All-Day Auto Parking	Number Part-Day Auto Parking Spaces	Number of Bicycle Spaces			Percent of Stations with Secure Bike Parking	Percent of Stations with Bike Racks	
					Secure	Racks	Total			
Bus	1,058	185,824	31.7%	4,352	1,838	10,039	11,877	16.4%	33.5%	399
Ferry	52	7,740	19.2%	1,964	149	198	347	7.7%	34.6%	11
Rail	2,512	473,640	40.5%	5,479	6,779	28,028	34,807	17.2%	51.6%	847
Total	3,622	667,204	37.6%	11,795	8,766	38,265	47,031	16.8%	46.1%	1,257

(a) Based on a sample from annual APTA *2014 Public Transportation Infrastructure Database.* Includes data only for transit agencies included in that database.
Passenger Station Parking Supply data by mode from 2000 through 2014 can be found in the *2015 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

Employees

In 2013, the public transportation industry employed 386,878 operating employees and 12,272 capital employees. 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 of $14.5 billion and received benefits of $11.1 billion, for a total compensation of $25.6 billion.

Public transportation spending supports many more jobs than solely the employees reported in Table 17. Table 18 reports the jobs supported by transit calculated from the *Economic Impact of Public Transportation Investment, 2014 Update* by the Economic Development Research Group. As shown in Table 18, the employment effect is estimated for direct, indirect, and induced jobs supported by transit spending. Direct jobs include transit system employees who operate and maintain the system's vehicles and facilities and those who administer the system, as well as employees of companies building transit station, rights-of way, and other facilities, or manufacturing transit vehicles. Indirect jobs are in industries that supply goods and services that enable direct spending such as materials and parts for building vehicles, guideways, and stations. Induced jobs result from workers re-spending income on consumer goods and services.

The report estimated jobs generated per $1 billion in expenditures. The expenditure of $1 billion for capital investment would result in 15,900 jobs and for operations would result in 24,200 jobs. Based on the typical mix of capital and operating expenditures, $1 billion in spending would support 21,800. Transit spending in 2013, $18.2 billion for capital investment and $42.2 billion for operations, supports more than 1.3 million jobs based on the rates in their analysis. The long-term cost savings from that $1 billion investment will result in 28,900 additional jobs in the 20th year, resulting in a long-term total support for more than 50,000 jobs.

Table 17: Employees by Mode and Function
Report Year 2013

Mode	Vehicle Operations	Vehicle Maintenance	Non-Vehicle Maintenance	General Administration	Operating Total	Capital	Total
Bus	130,203	32,608	6,870	17,447	187,128	2,702	189,830
Bus Rapid Transit	426	118	39	50	634	10	643
Commuter Bus	5,965	1,734	356	1,038	9,092	111	9,204
Commuter Rail	10,860	8,444	6,825	3,068	29,197	2,667	31,864
Demand Response	74,429	6,071	1,503	8,731	90,734	122	90,856
Ferryboat	3,167	417	233	392	4,209	120	4,329
Heavy Rail	20,367	9,306	16,287	4,710	50,669	5,254	55,923
Hybrid Rail	65	50	41	18	174	16	190
Light Rail	4,688	2,176	2,468	1,124	10,456	1,169	11,626
Other Rail Modes	464	383	255	226	1,328	11	1,339
Streetcar	511	226	99	75	911	62	973
Transit Vanpool	95	60	19	407	582	9	591
Trolleybus	1,227	273	176	87	1,763	20	1,783
Total	252,468	61,865	35,172	37,373	386,878	12,272	399,150

NR = Not Reported
Employees by mode data from 1931 through 2013 can be found in the *2015 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

Table 18: Jobs Supported by Transit Expenditures
Report Year 2013

Category of Job	Total Transit Expenditures, Billions of Dollars		Jobs Supported per $1 Billion Dollars (a)			Total Jobs Supported by RY 2013 Transit Spending		
	Capital	Operating	Capital	Operating	Total	Capital	Operating	Total
Jobs from Expenditures:								
Direct Jobs	---	---	5,822	13,069	10,984	105,960	551,512	657,472
Indirect Jobs	---	---	4,231	2,142	2,743	77,004	90,392	167,397
Induced Jobs	---	---	5,885	9,000	8,104	107,107	379,800	486,907
Total Spending/Jobs	18.2	42.2	15,900	24,200	21,800	290,072	1,021,704	1,311,776
Additional Jobs from Long-Term Cost Savings Effect in 20th Year					28,931	---	---	1,747,432
Total Jobs from Expenditure and Long-Term Cost Savings Effect in 20th Year					50,731	---	---	3,059,208

(a) from Economic Development Research Group. *Economic Impact of Public Transportation Investment, 2014 Update.* May 2014. Available at www.apta.com. Top value from range for Direct, Indirect, and Induced Jobs; Recommended Value for Total Jobs.

Energy and Environment

Transit vehicles used a total of 6.68 billion kilowatt hours of electricity for propulsion power in 2013 and 1,031 million gallons of fossil fuels, as reported in Table 19. Diesel fuel remains the predominant fossil fuel but cleaner fuels such as liquefied natural gas (LNG), compressed natural gas (CNG), and biodiesel are now over 22 percent of all fossil fuels used in transit service.

Public transportation plays an important role in reducing the nation's energy use and greenhouse gas emissions. Due to the combined reduction in private passenger vehicle miles, reduced automobile congestion, and reduced travel distances due to the land use impact of public transportation, more than 4 billion gallons of gasoline are saved and 37 million metric tons of carbon dioxide emissions are avoided, as described in Table 20. According to the U.S. Environmental Protection Agency's Greenhouse Gas Equivalencies Calculator, the annual carbon dioxide reductions provided by public transportation equals the annual carbon storage capacity of 29 million acres of forest. The EPA Greenhouse Gas Equivalencies Calculator is at http://www.epa.gov/cleanenergy/energy-resources/calculator.html#results. Priced at $2.50 per gallon, the 4 billion gallons of gasoline saved annually reduces U.S. consumer costs by $10 billion per year.

Table 19: Vehicle Fuel Consumption by Mode of Service
Report Year 2013

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	389.8	12.6	17.6	130.7	65.1	6.8	622.5
Bus Rapid Transit	0.0	1.5	0.0	0.0	1.1	0.7	0.0	3.3
Commuter Bus	0.0	36.2	0.3	0.0	3.2	0.4	0.0	40.1
Commuter Rail	1,815.8	98.7	0.0	0.0	0.0	1.2	0.0	100.0
Demand Response	0.0	60.3	138.5	0.0	5.5	5.3	0.9	210.5
Ferryboat	0.0	36.5	0.0	0.0	0.0	0.6	0.0	37.1
Heavy Rail	3,856.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Hybrid Rail	0.0	1.5	0.0	0.0	0.0	0.1	0.0	1.6
Light Rail	834.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Rail	59.2	1.2	0.0	0.0	0.0	0.0	0.0	1.2
Publico	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Streetcar	46.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Transit Vanpool	0.1	0.0	14.4	0.0	0.0	0.0	0.0	14.5
Trolleybus	61.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	6,675.7	625.7	165.8	17.6	140.4	73.4	7.7	1,030.7

Vehicle Fuel Consumption data by mode from 1945 through 2013 can be found in the *2015 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

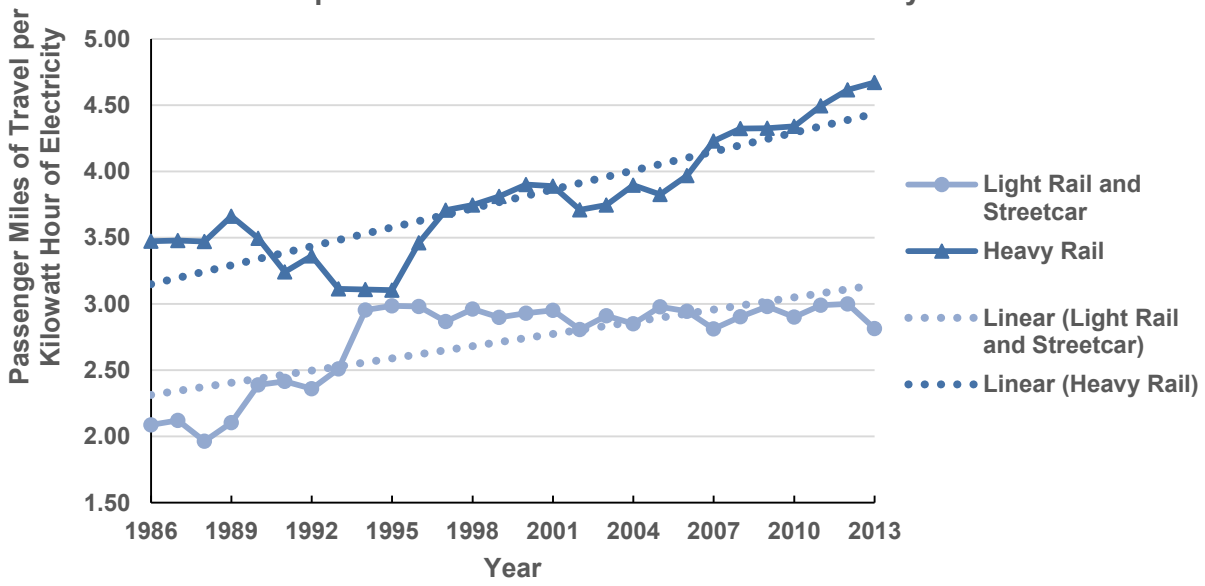
Table 20: Energy and Emission Benefits from Public Transportation

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.

Improvements in transit technology and operations can also reduce transit energy use. Figure 9 shows the long-term trend in increasing efficiency of electrically powered transit rail cars. The number of passenger miles of travel for light rail vehicles and streetcars per kilowatt hour of electricity used rose 35 percent from 2.1 passenger miles per kilowatt hour in 1986 to 2.8 passenger miles per kilowatt hour in 2013. The number of passenger miles per kilowatt hour of electricity used for heavy rail vehicles declined 34 percent, from 3.5 passenger miles per kilowatt hour in 1986 to 4.7 passenger miles per kilowatt hour in 2013.

Figure 9: Rail Vehicles Have Shown Long-Term Improvement in the Efficient Use of Electricity



Capital and Operating Expenses

In 2013, total public transportation expenditures were $60.4 billion, with $42.2 billion spent on operations and $18.2 billion spent on capital investments. Heavy rail investments are the largest modal capital expenditures, at $6.2 billion, followed by bus capital investments, at $4.5 billion. The largest type of capital investment was for guideways, at $6.4 billion, followed by passenger vehicles, at $4.4 billion. Capital expenditures by mode and type are reported in Table 21.

Table 21: Capital Expense by Mode and Type, Millions of Dollars
Report Year 2013

Type	All Bus	Commut-er and Hybrid Rail	Demand Re-sponse	Heavy Rail	Light Rail and Street-car	Trolley-bus	Other	Total	% of Total
Guideway	215.6	1,276.9	0.0	2,344.4	2,569.4	4.1	1.2	6,411.5	35.2%
Passenger Stations	443.8	339.2	22.4	1,718.5	307.7	0.4	145.4	2,977.5	16.3%
Administrative Buildings	159.7	10.0	56.3	45.7	4.1	0.5	1.1	277.6	1.5%
Maintenance Facilities	596.9	180.5	27.6	178.9	126.3	0.0	6.7	1,116.9	6.1%
Facilities Subtotal	*1,416.1*	*1,806.6*	*106.3*	*4,287.4*	*3,007.6*	*5.0*	*154.4*	*10,783.4*	59.2%
Passenger Vehicles	2,325.0	763.9	410.9	378.1	306.4	2.8	231.8	4,418.9	24.2%
Service Vehicles	36.9	16.4	1.3	63.0	5.6	0.1	0.4	123.8	0.7%
Rolling Stock Subtotal	*2,361.9*	*780.2*	*412.3*	*441.1*	*312.1*	*2.9*	*232.2*	*4,542.7*	24.9%
Fare Revenue Collection Equipment	128.4	16.1	10.4	22.7	20.3	0.1	0.1	198.2	1.1%
Communication and Information Systems	395.4	330.0	58.0	709.2	92.6	3.7	3.2	1,592.1	8.7%
Other	222.5	91.7	13.0	696.5	82.2	0.1	6.5	1,112.5	6.1%
All Other Subtotal	*746.4*	*437.8*	*81.4*	*1,428.4*	*195.1*	*3.9*	*9.8*	*2,902.8*	15.9%
Total	4,524.4	3,024.6	600.0	6,156.9	3,514.7	11.9	396.4	18,228.9	100.0%
% of Total	24.8%	16.6%	3.3%	33.8%	19.3%	0.1%	2.2%	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 2013 can be found in the *2015 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, labor expenses and 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 and wages and fringe benefits for employees of transit agencies account for more than three-fifths of operating expenses. Operating expenses by mode and function are shown in Table 22 and by mode and object class in Table 23. Operating and capital expenses are totaled by mode in Table 24.

Table 22: Operating Expense by Mode and Function Class, Millions of Dollars
Report Year 2013

Mode	Vehicle Operations	Vehicle Maintenance	Non-Vehicle Maintenance	General Administration	Purchased Transportation	Total	% of Total
Bus	10,207.9	3,355.3	827.5	3,030.8	1,981.6	19,403.1	46.0%
Bus Rapid Transit	57.6	14.6	7.3	12.4	3.7	95.5	0.2%
Commuter Bus	441.3	144.6	48.6	133.1	181.2	948.7	2.2%
Commuter Rail	1,893.6	1,108.1	842.8	876.1	650.2	5,370.8	12.7%
Demand Response	1,560.8	297.5	54.7	657.1	2,587.0	5,157.1	12.2%
Ferryboat	352.2	79.4	42.1	70.7	52.5	596.9	1.4%
Heavy Rail	3,220.4	1,279.7	2,225.6	1,390.8	56.6	8,173.1	19.4%
Hybrid Rail	12.0	1.4	6.6	10.6	49.8	80.3	0.2%
Light Rail	606.8	328.4	292.0	292.8	66.1	1,586.1	3.8%
Other Rail	54.0	34.4	23.6	43.3	29.5	184.8	0.4%
Publico	0.0	0.0	0.0	1.0	38.0	39.1	0.1%
Streetcar	47.8	24.2	11.7	21.2	27.8	132.7	0.3%
Transit Vanpool	41.2	14.3	2.3	57.6	64.9	180.3	0.4%
Trolleybus	129.7	42.7	27.3	39.8	0.0	239.5	0.6%
Total	18,625.2	6,724.7	4,412.0	6,637.2	5,789.0	42,188.1	100.0%
% of Total	44.1%	15.9%	10.5%	15.7%	13.7%	100.0%	---

Operating expense data from 1932 through 2013 can be found in the *2015 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

Table 23: Operating Expense by Mode and Object Class, Millions of Dollars
Report Year 2013

Type	Salaries and Wages	Fringe Benefits	Services	Materials and Supplies	Utilities	Casualty and Liability	Purchased Transportation	Other	Total	% of Total
Bus	7,235.7	5,378.6	1,279.9	2,593.9	217.5	423.1	1,981.6	292.9	19,403.1	46.0%
Bus Rapid Transit	33.7	28.5	15.5	10.2	0.7	1.9	3.7	1.4	95.5	0.2%
Commuter Bus	295.5	188.0	55.2	141.7	8.2	29.2	181.2	49.6	948.7	2.2%
Commuter Rail	1,580.8	1,351.0	528.5	643.4	307.7	183.5	650.2	125.7	5,370.8	12.7%
Demand Response	1,030.1	534.3	308.1	455.3	42.9	116.0	2,587.0	83.5	5,157.1	12.2%
Ferryboat	204.9	81.6	50.3	164.9	7.3	22.5	52.5	12.9	596.9	1.4%
Heavy Rail	3,355.4	2,936.0	433.7	477.6	578.1	163.6	56.6	172.0	8,173.1	19.4%
Hybrid Rail	6.7	4.8	10.8	2.6	1.0	4.0	49.8	0.6	80.3	0.2%
Light Rail	568.5	398.9	247.9	136.8	117.7	28.9	66.1	21.3	1,586.1	3.8%
Other Rail	63.1	33.8	16.4	18.2	9.0	8.9	29.5	5.8	184.8	0.4%
Publico	0.1	0.0	0.9	0.0	0.0	0.0	38.0	0.0	39.1	0.1%
Streetcar	42.2	35.5	7.2	8.0	5.5	5.4	27.8	1.0	132.7	0.3%
Transit Vanpool	21.5	12.4	18.4	37.9	2.3	11.1	64.9	11.9	180.3	0.4%
Trolleybus	107.8	82.7	23.7	15.4	4.9	4.1	0.0	0.9	239.5	0.6%
Total	14,546.2	11,066.1	2,996.5	4,706.0	1,302.8	1,002.0	5,789.0	779.5	42,188.1	100.0%
% of Total	34.5%	26.2%	7.1%	11.2%	3.1%	2.4%	13.7%	1.8%	100.0%	---

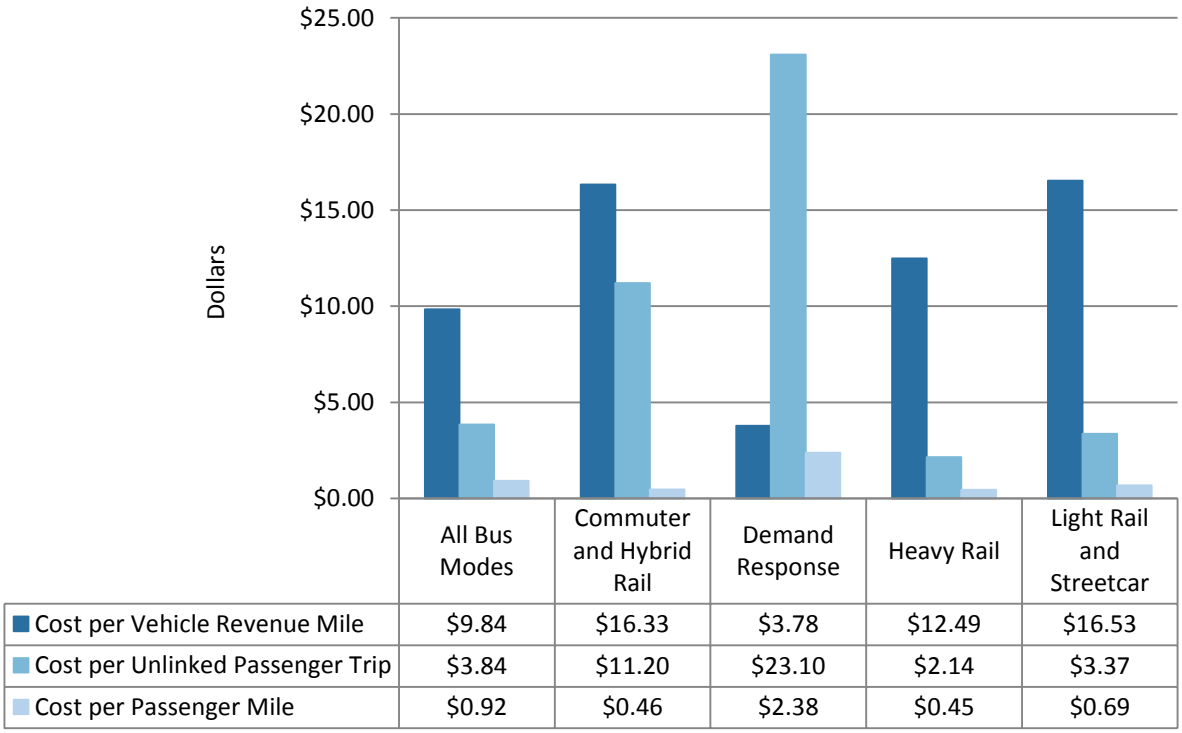
Operating Expense data from 1932 through 2013 can be found in the *2015 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

Table 24: Total Expense by Mode, Millions of Dollars
Report Year 2013

Type	Operating Expenditures		Capital Expenditures		Total Expenditures	
	Millions of Dollars	Percent	Millions of Dollars	Percent	Millions of Dollars	Percent
Bus	19,403.1	46.0%	4,133.5	22.7%	23,536.6	39.0%
Bus Rapid Transit	95.5	0.2%	191.5	1.1%	287.0	0.5%
Commuter Bus	948.7	2.2%	199.4	1.1%	1,148.1	1.9%
Commuter Rail	5,370.8	12.7%	3,013.6	16.5%	8,384.4	13.9%
Demand Response	5,157.1	12.2%	600.0	3.3%	5,757.1	9.5%
Ferryboat	596.9	1.4%	291.4	1.6%	888.3	1.5%
Heavy Rail	8,173.1	19.4%	6,156.9	33.8%	14,330.0	23.7%
Hybrid Rail	80.3	0.2%	11.0	0.1%	91.3	0.2%
Light Rail	1,586.1	3.8%	3,428.8	18.8%	5,014.9	8.3%
Other Rail	184.8	0.4%	27.5	0.2%	212.3	0.4%
Publico	39.1	0.1%	---	---	39.1	0.1%
Streetcar	132.7	0.3%	85.9	0.5%	218.6	0.4%
Transit Vanpool	180.3	0.4%	77.5	0.4%	257.8	0.4%
Trolleybus	239.5	0.6%	11.9	0.1%	251.4	0.4%
Total	42,188.1	100.0%	18,228.9	100.0%	60,417.0	100.0%

Expense data from 1932 through 2013 can be found in the *2015 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

Figure 10: Comparative Operating Cost Among Modes, 2013



When looking at Figure 10 it can be seen that a comparison of expenses among modes is highly influenced by the measurement selected. This allows assertions that any one mode is more expensive or more efficient than the others. When measured by cost per vehicle mile, commuter rail and light rail service are the most expensive, because they are large, high capacity vehicles, much larger than buses or demand response vehicles. When measured by cost per unlinked passenger trip, heavy rail is the least expensive because of the high occupancy of heavy rail vehicles. Demand

response trips are more expensive, because demand response vehicles may have only a single passenger on board. When measured by passenger mile, heavy rail remains the lowest cost, but commuter rail is second lowest because of the long trips taken by commuter rail passengers. Each of these measurements is correct, but they are influenced by different characteristics of vehicle size and speed, and passenger trip lengths.

Public transportation expenditures have a positive impact on the communities in which they operate and those areas in which companies that provide transit agencies with products and services are located. Table 25 provides measurements of those impacts developed in *Economic Impact of Public Transportation Investment, 2014 Update* by the Economic Development Research Group. The table shows the economic impact of $1 billion in transit expenditures for either capital or operations measured in five different ways. Note that these measurements cannot be added together; they are different measurements of the same or portions of the same overall impact. Every $1 billion in average transit spending results in 21,700 current jobs based on the division of transit spending between capital and operations in 2013, $3.0 billion in business sales, $1.8 billion in gross domestic product, $1.2 billion in labor income, or $429 million in tax revenue.

Table 25: Short-Term Economic Impact Per Billion Dollars Expenditure for Public Transportation

Economic Impact	Impact per $1 Billion Transit Capital Spending (a)	Impact per $1 Billion Transit Operations Spending (a)	Impact per $1 Billion Transit Average Spending
Output - Business Sales in Billions of Dollars	$2.9 billion	$3.1 billion	$3.0 billion
Gross Domestic Product - Value Added in Billions of Dollars	$1.3 billion	$2.0 billion	$1.8 billion
Labor Income in Billions of Dollars	$0.9 billion	$1.4 billion	$1.2 billion
Tax Revenue in Millions of Dollars (Rounded)	$266 million	$500 million	$429 million
Jobs (Employment) (b)	15,900	24,200	21,700

(a) from Economic Development Research Group. *Economic Impact of Public Transportation Investment, 2014 Update,* May 2014. Available at www.apta.com.
(b) Current jobs supported from spending only. See Table 18 for long-term public transportation cost-savings impact on job support.

Capital and Operating Funding

Public transportation operations are funded by passenger fares, other transit agency earnings, and financial assistance from state, local and federal governments. Capital investment is reported only as government funds in the National Transit Database. 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 36 percent of operating revenues. 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 42 percent of capital funds compared to 9 percent of operating funds. Funding amounts by source and type are reported in Table 26.

Table 26: Funding Sources
Report Year 2013

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	---	---	---	4,191.4	3,247.2	2,876.5	7,375.0	17,690.1	17,690.1
Percent of Capital Funding	---	---	---	23.7%	18.4%	16.3%	41.7%	100.0%	100.0%
Operating Funding, Millions of Dollars	14,984.1	1,749.4	16,733.5	2,936.0	10,228.2	12,037.5	4,112.4	29,314.1	46,047.7
Percent of Operating Funding	32.5%	3.8%	36.3%	6.4%	22.2%	26.1%	8.9%	63.7%	100.0%
Total Funding, Millions of Dollars	14,984.1	1,749.4	16,733.5	7,127.4	13,475.4	14,914.0	11,487.4	47,004.2	63,737.6
Percent of Total Funding	23.5%	2.7%	26.3%	11.2%	21.1%	23.4%	18.0%	73.7%	100.0%

Funding sources data from 1926 through 2013 can be found in the *2015 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

Public transportation funding from government agencies is properly called financial assistance. Transit agencies receive financial assistance because a large portion of transit benefits accrue to the entire community, not just to the transit rider. Drivers and the community benefit from congestion reduction, the efficiency of high density business development, reduction in energy use and air pollutant emissions, reduction in the need for expensive personal vehicle parking structures, reductions in roadway injuries and fatalities, and many other benefits. Governments benefit from savings in road construction and maintenance, police and emergency personnel service costs, and all of the costs that would result from increased sprawl if transit service were reduced. Financial assistance transfers some of the value of these benefits that accrue to drivers, the community, and governments back to the transit user, rather than expecting the transit user to pay the full cost of benefits that go to the community as a whole.

Figure 11 reports the change in funding sources for capital over the past 14 years and Figure 12 reports the change in funding sources for operations. Federal capital funds increased from $4.5 billion to $7.4 billion over the 14-year period but dropped from 47 percent of all capital revenue to 42 percent. Directly generated and local capital assistance was the same 42 percent of capital funds in 2013 as it had been in 2000, and state assistance went from 11 percent to 16 percent over the period.

Figure 11: Growth in Capital Funding by Source, 2000-2013

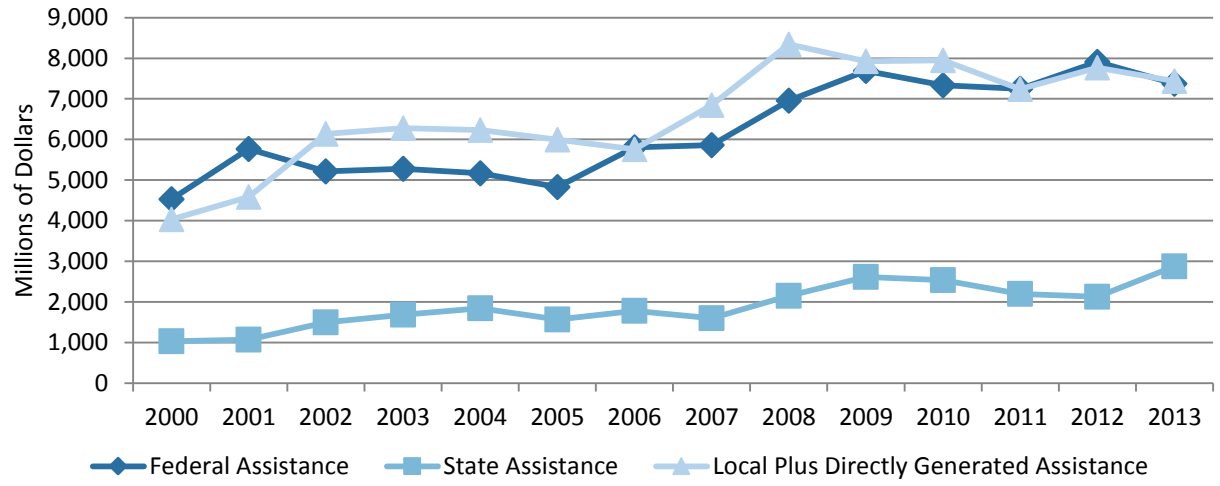
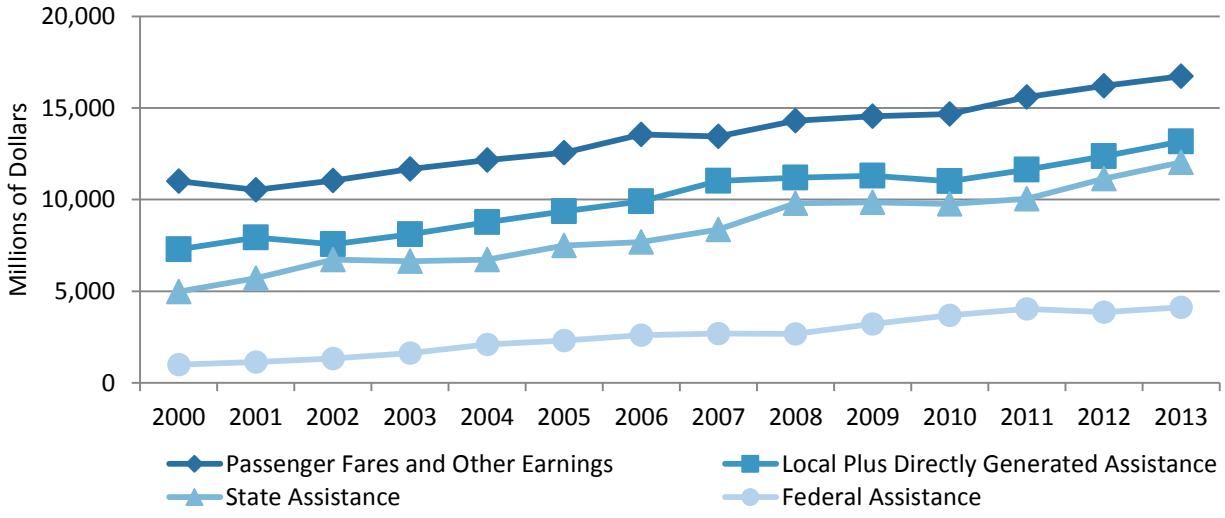


Figure 12: Growth in Operating Funding by Source, 2000-2013



Operating funding from all sources increased from 2000 through 2013. Passenger fares and other transit system earnings were $16.7 billion in 2013, 36 percent of all revenues for operations. Directly generated and local funds were 29 percent of operating revenue, state funds were 26 percent and federal funds were 9 percent.

Revenue generated from passenger fares varies across transit modes. The highest level of average revenue per unlinked passenger trip is 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. Transit agencies are adopting automated fare collection systems. More than one-half of agencies now use magnetic memory cards and more than one-quarter use digital smart cards to collect passenger fares. These data are reported by mode in Table 27.

Table 27: Passenger Fares by Mode, Report Year 2013

	All Bus	Commuter and Hybrid Rail	Heavy Rail	Light Rail and Streetcar	Trolleybus
Passenger Fares, Millions of Dollars	5,788.5	2,732.2	4,943.6	543.3	91.5
Average Revenue per Unlinked Trip	1.09	5.61	1.30	1.07	0.95
Highest Adult Base Fare, Dollars (a)	4.00	6.50	2.50	2.50	2.25
Average Adult Base Fare, Dollars (a)	1.56	3.43	2.07	2.03	2.02
Median Adult Base Fare, Dollars (a)	1.50	2.75	2.25	2.15	2.25
Lowest Adult Base Fare, Dollars (a)	0.00	0.00	1.40	1.00	1.60
Systems with Peak Period Surcharges (a)	3.9%	18.8%	7.7%	7.7%	20.0%
Systems with Transfer Surcharges (a)	28.1%	6.3%	38.5%	23.1%	80.0%
Systems with Distance/Zone Surcharges (a)	15.0%	62.5%	30.8%	15.4%	0.0%
Systems with Smart Cards (a)	28.8%	25.0%	69.2%	50.0%	60.0%
Systems with Magnetic Cards (a)	58.8%	25.0%	69.2%	50.0%	60.0%

(a) Based on sample of systems from APTA *2014 Public Transportation Fare Database*, data for 2014.
Fare data from 1926 through 2013 can be found in the *2015 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

Transit Spending and Contracting in the Private Sector

Nearly all transit service is provided by or contracted for by public agencies. A large portion of the funds expended by those public agencies, however, is spent in the private sector of the economy. As shown in Table 28, expenditures in the private sector are estimated to be $34 billion, or 55 percent of all transit expenditures. All capital expenditures are estimated to be for goods and services provided by the private sector, as well as operating expenditures for services, materials and supplies including motor fuel, utilities including propulsion power for electrically powered transit vehicles, a portion of casualty and liability costs, and a portion of purchased transportation costs. Total expenditure in the private sector is an amount equal to 71 percent of the $47.0 billion in revenue received from all levels of government in 2013.

Table 28: Transit Expenditures in the Privates Sector, Report Year 2013

Estimated Transit Expenditures in the Private Sector		
Expenditure Object	Dollars (Millions)	Percent of All Expenditures
All Capital	18,228.9	30.2%
Services	2,996.5	5.0%
Materials and Supplies	4,706.0	7.8%
Utilities	1,302.8	2.2%
Casualty and Liability	501.0	0.8%
Purchased Transportation	5,605.5	9.3%
Total Expenditures in Private Sector	33,340.7	55.2%
Total Expenditure, Capital and Operating	60,417.0	100.0%

A significant amount of transit service is contracted for operation, approximately 97 percent to private operators and 3 percent to other public agencies in RY 2013. The percentage of service provided by contractors for roadway modes is shown on Figure 13. Nearly 75 percent of demand response service, measured by revenue hours, is provided by contractors, 40 percent of vanpool service, 28 percent of commuter bus service, 17 percent of bus service, and 10 percent of bus rapid transit service. Most of the vehicles operated by contractors, however, are provided by the public transit agency, approximately 90 percent of all types of bus service operated by contractors is with vehicles owned by the transit agency and about 80 percent of the vehicles used by contractors in demand response service are owned by the transit agencies. Figure 14 shows that the percentage of service which is contracted for operation has increased over the past 9 years, demand response from 71 percent to 75 percent, vanpool from 29 percent to 40 percent, and all types of bus service from 13 percent to 17 percent.

Figure 13: Percent of Revenue Hours Contracted by Mode, RY 2013

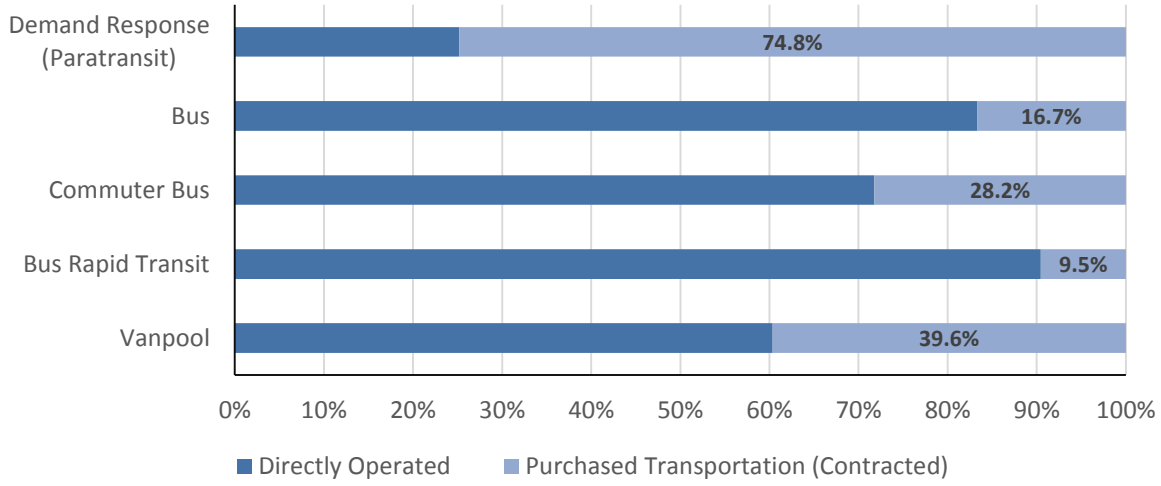
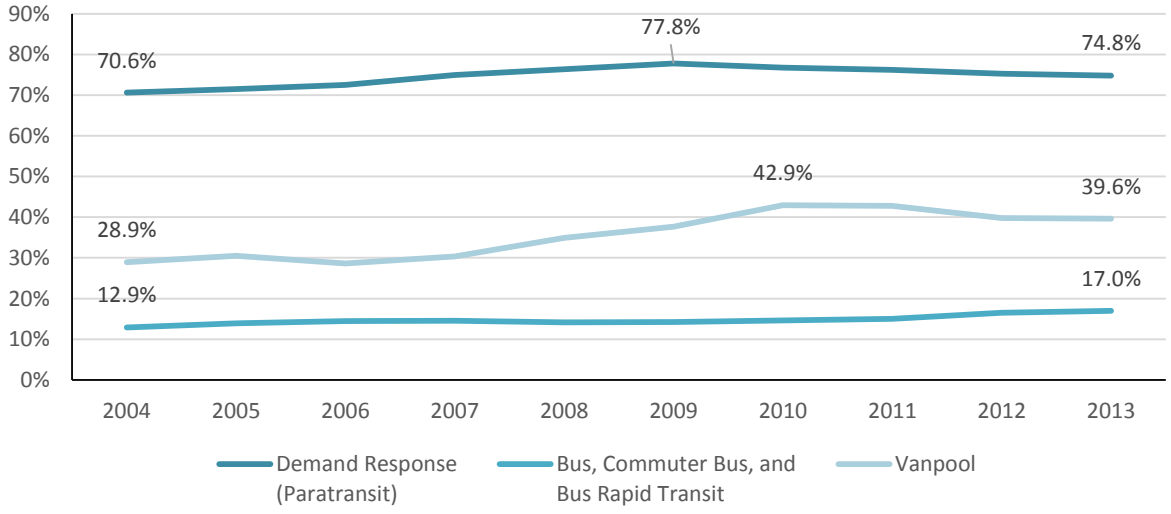


Figure 14: Trend of Percent of Revenue Hours Contracted, 2004-2013



Modal Data

Tables 29 through 41 provide statistics about the characteristics of the various modes of public transportation operations. Data are presented on two summary tables of national information, with roadway modes in Table 29 and rail modes and ferryboat in Table 36, followed by tables listing agency-specific information on unlinked passenger trips. Given the large number of bus, demand response, and transit vanpool agencies, only the largest 50 agencies of each mode are listed for bus and demand response, and 30 for transit vanpool. Tables 30 through 35 and 37 through 41 list agencies operating each mode in urbanized areas and Tables 42 and 43 list agencies by mode of operating service in rural areas.

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

BUS SERVICE:

Bus service is provided by rubber-tired vehicles powered by engines using fuel carried 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.

The Greater Lafayette Public Transportation Corporation provides fixed-route scheduled bus service in the Lafayette, IN area. Bus data are reported in Tables 29 and 30.

Fixed-route bus service, called "bus" service in the Fact Book, is the basic public transportation service in most American communities. Nearly one-half of all public transportation trips are taken by bus. Modern buses have automated stop announcements, security cameras, bicycle racks, and are accessible to persons in wheelchairs. This Foothill Transit bus provides express service from Diamond Bar, CA, into downtown Los Angeles. Bus data are reported in Tables 29 and 30.

BUS RAPID TRANSIT SERVICE:

Bus Rapid Transit systems operate vehicles on separate rights-of-way with high-frequency service, low-floor vehicles, stations, traffic signal priority, and other operating improvements which increase their speed and passenger capacity. BRT is the newest operational type of bus service and offers increased capacity and higher speeds when buses are taken off of congested streets and arterials in central areas.

The Greater Cleveland Regional Transit Authority Health Line provides bus rapid transit service in bus-only lanes that are prohibited to other vehicles. This BRT bus is headed east on Euclid Avenue toward University Circle from downtown Cleveland, OH. Bus rapid transit data are reported in Tables 29 and 31.

COMMUTER BUS SERVICE:

Commuter buses provide high-speed longer distance service to commuters for their daily journey to work. The average passenger trip length on a commuter bus is over 26 miles while the average trip on a regular bus is less than 4 miles.

Community Transit Double Tall buses in Everett, WA, provide commuter bus service to downtown Seattle. Commuter bus data are reported in Tables 29 and 32.

DEMAND RESPONSE SERVICE:

Demand response service vehicles travel on roads and streets but take passengers directly from their origins to their destinations. Demand response service is provided primarily by vans. By law, accessible demand response 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.

The Central Florida Regional Transportation Authority provides Access LYNX demand response service in the Orlando, FL region. Passengers who are not able to use fixed-route services are taken directly from their origins to their destinations. Demand response data are reported in Tables 29 and 33.

General demand response service is not required by law and is often open to larger segments of the public or all riders. Some general demand response services are operated during late-night and weekend hours in place of fixed-route services.

TROLLEYBUS SERVICE:

Another type of roadway transit service is the trolleybus. Trolleybuses are standard rubber-tired buses except they are powered by electric motors and receive electricity from two overhead wires through trolley poles on top of the vehicle. Able to negotiate congested city traffic, trolleybuses provide environmentally friendly transit service.

This TransLink trolleybus operates in the central area of Vancouver, BC. Trolleybus data for U.S. are reported in Tables 29 and 35. Data for Canadian transit operations are reported in Table 44.

RAIL SERVICE MODES:

Five rail modes provide most of the rail transit service operated in the U.S.: light rail and streetcar, heavy rail, and commuter rail and hybrid rail. Each of these modes operates on rail rights-of-way, but they differ in many other characteristics. Most operate on private right-of-way exclusive of motor vehicles but some operate in streets. Passengers board some only in stations but others pick up riders at stops in streets. Some are designed for fast, long distance trips and others for shorter trips in congested areas. The following sections describe those and other differences among modes of rail service.

LIGHT RAIL SERVICE:

Light rail is a mode of service provided by single vehicles or short trains on either private rights-of-way or in roads and streets. Passengers board in stations or from track side stops in streets. Light rail vehicles and infrastructure are designed to carry a "light" load of passenger traffic when compared to heavy rail which carries a "heavy" load of passenger traffic. A primary difference between light rail and streetcar is the longer distances between stops and higher operating speeds of light rail trains. Streetcars often function as distributor systems in congested central areas.

Los Angeles County Metropolitan Transportation Authority light rail vehicles provide transit service in the Los Angeles, CA region. Light rail vehicles operate on private rights-of-way and city streets in many American urban areas. This train is passing the Los Angeles Trade Technical College on the Exposition Transportation Corridor (Expo Line) from Culver City to downtown Los Angeles. The Expo Line is being extended to Santa Monica with passenger service scheduled to begin in 2016. Light rail data are reported in Tables 36 and 40.

STREETCAR SERVICE:

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.

Streetcars provide a type of light rail service characterized by more frequent stops and shorter trips in higher density areas. This streetcar is owned and operated by the City of Portland in partnership with the Tri-County Metropolitan Transportation District of Oregon. Streetcar data are reported in Tables 36 and 40.

HEAVY RAIL SERVICE:

Heavy rail service is separated from vehicle and pedestrian traffic, often elevated, in subways, or in private at-grade rights-of-way. 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.

Heavy rail service provides the greatest passenger capacity of any transit mode. The Chicago Transit Authority heavy rail train pictured above provides high capacity service for travelers in the Chicago, IL region. The train is entering Quincy Station, the oldest CTA heavy rail station, dating from 1897, on the Elevated (EL) or Loop portion of the CTA heavy rail system in downtown Chicago. Heavy rail data are reported in Tables 36 and 38.

HYBRID RAIL SERVICE:

Hybrid rail systems operate light rail-type vehicle trains on railroad rights-of-way, with temporal separation from any freight railroad operations. From a passenger's perspective, they are similar to commuter railroads.

Hybrid rail (left) provides commuter rail-type service using light-rail-type vehicles. New Jersey Transit hybrid rail trains operate on the River Line from downtown Camden to Trenton, NJ. These passengers are boarding their train at Burlington Towne Center Station. Hybrid rail data are reported in Tables 36 and 37.

COMMUTER RAIL SERVICE:

Commuter rail service (below) is provided on regular freight railroads or former freight 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.

Commuter rail provides high-speed congestion-free travel from distant communities to the business centers of the nation's largest metropolitan areas. This Minneapolis, MN area train is operated on the Northstar Corridor by Metro Transit. Fans are seen departing the train at Target Field Station ready to enjoy a Minnesota Twins baseball game. Commuter rail data are reported in Tables 36 and 37.

SPECIALIZED RAIL SERVICE MODES:

Several specialized rail modes are operated by a limited number of transit agencies, including cable cars and automated guideway transit, which are shown here. Cable cars are the earliest mechanically powered transit vehicles, towed by a cable in the ground which the car "grips" to move forward and releases to stop. First operated in 1873, before electrically powered rail cars were perfected, cable cars were operated in cities throughout the United States.

Cable cars were the earliest mechanized transit service. The San Francisco Municipal Railway is the last cable car operator. Cable car data are included with other rail modes in Tables 36 and 39.

Automated guideway transit systems provide circulator services in congested central business districts, between other rail systems to and within airports, and on campuses.

Automated guideway transit trains provide distributor or shuttle service without an on-board operator. The Miami-Dade County Metrormover, a 4.4 mile long fully automated system, connects heavy rail stations and bus service with major destinations in downtown Miami, FL. Automated guideway transit data are included with other rail modes in Tables 36 and 39.

FERRYBOAT SERVICE:

Ferryboat is a water-borne transit mode. Passenger only and passenger/vehicle ferries are both found in transit service. Ferryboats allow travelers to avoid very long trips by bus, train, or auto needed in some areas to reach water crossings. Ferryboats are the largest public transit vehicles.

Ferryboat service can greatly reduce the distance people would travel if forced to drive around bodies of water. This Long Beach Transit AquaLink (above) 75-passenger catamaran offers seasonal service linking the most popular attractions around the Long Beach, CA harbor. The Golden Gate Ferry (below) provides service from Larkspur, CA, directly to San Francisco Giant baseball games. Ferryboat data are reported in Tables 36 and 41.

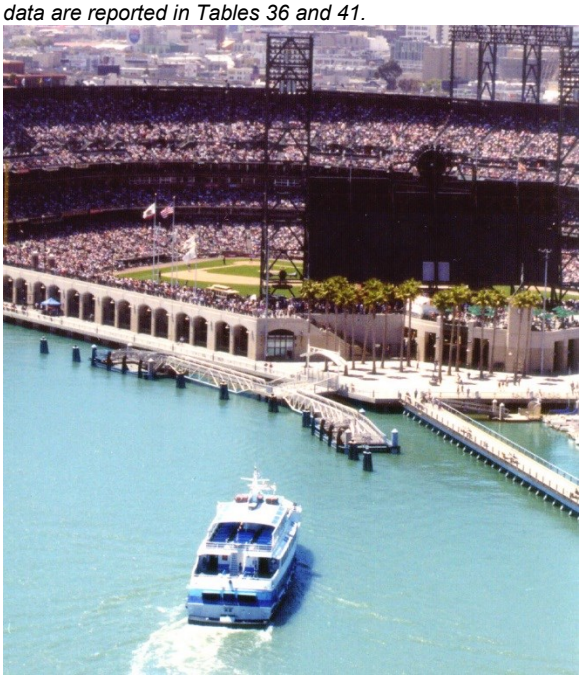


Table 29: Roadway Modes National Totals (a), Report Year 2013

Statistical Category	Bus	Bus Rapid Transit	Commut-er Bus	Demand Re-sponse	Publico	Transit Vanpool	Trolley-bus
Systems, Number of	1,178	8	156	6,270	1	102	5
Trips, Unlinked Passenger (Millions)	5,190	44	97	223	27	37	96
Miles, Passenger (Millions)	19,408	141	2,608	2,171	123	1,319	156
Trip Length, Average (Miles)	3.7	3.2	26.9	4.2	4.6	35.6	1.6
Miles, Vehicle Total (Millions)	2,225.6	6.6	181.4	1,565.1	25.9	218.6	11.7
Miles, Vehicle Revenue (Millions)	1,936.3	6.3	135.2	1,365.4	22.6	218.6	11.3
Hours, Vehicle Total (Millions)	171.0	0.6	7.1	105.9	2.4	5.4	1.7
Hours, Vehicle Revenue (Millions)	155.3	0.6	5.2	92.2	2.1	5.4	1.6
Speed, Vehicle in Revenue Service, Average (mph)	12.5	10.5	26.0	14.8	10.8	40.5	7.1
Fares Collected, Passengers (Millions)	5,202.2	31.8	554.4	582.3	38.0	131.6	91.5
Revenue per Unlinked Trip, Average	1.00	0.73	5.72	2.61	1.41	3.54	0.95
Expense, Operating Total (Millions)	19,403.1	95.5	948.7	5,157.1	39.1	180.3	239.5
Operating Expense by Object Class:							
Salaries and Wages (Millions)	7,235.7	33.7	295.5	1,030.1	0.1	21.5	107.8
Fringe Benefits (Millions)	5,378.6	28.5	188.0	534.3	0.0	12.4	82.7
Services (Millions)	1,279.9	15.5	55.2	308.1	0.9	18.4	23.7
Materials and Supplies (Millions)	2,593.9	10.2	141.7	455.3	0.0	37.9	15.4
Utilities (Millions)	217.5	0.7	8.2	42.9	0.0	2.3	4.9
Casualty and Liability (Millions)	423.1	1.9	29.2	116.0	0.0	11.1	4.1
Purchased Transportation (Millions)	1,981.6	3.7	181.2	2,587.0	38.0	64.9	0.0
Other (Millions)	292.9	1.4	49.6	83.5	0.0	11.9	0.9
Operating Expense by Function Class:							
Vehicle Operations (Millions)	10,207.9	57.6	441.3	1,560.8	0.0	41.2	129.7
Vehicle Maintenance (Millions)	3,355.3	14.6	144.6	297.5	0.0	14.3	42.7
Non-vehicle Maintenance (Millions)	827.5	7.3	48.6	54.7	0.0	2.3	27.3
General Administration (Millions)	3,030.8	12.4	133.1	657.1	1.0	57.6	39.8
Purchased Transportation (Millions)	1,981.6	3.7	181.2	2,587.0	38.0	64.9	0.0
Expense, Capital Total (Millions)	4,133.5	191.5	199.4	600.0	---	77.5	11.9
Facilities, Guideway, Stations, Admin. Buildings (Millions)	1,202.4	134.0	79.6	106.3	---	0.5	5.0
Rolling Stock (Millions)	2,218.2	42.0	101.8	412.3	---	75.4	2.9
Other (Millions)	712.9	15.5	18.0	81.4	---	1.5	3.9
Revenue Vehicles Available for Maximum Service	69,950	268	4,921	68,559	2,874	14,773	560
Revenue Vehicles Operated at Maximum Service	52,508	175	3,872	55,320	2,118	12,561	422
Employees, Operating	187,128	634	9,092	90,734	---	582	1,763
Employees, Vehicle Operations	130,203	426	5,965	74,429	---	95	1,227
Employees, Vehicle Maintenance	32,608	118	1,734	6,071	---	60	273
Employees, Non-Vehicle Maintenance	6,870	39	356	1,503	---	19	176
Employees, General Administration	17,447	50	1,038	8,731	---	407	87
Employees, Capital	2,702	10	111	122	---	9	20
Diesel Fuel Consumed (Gallons, Millions)	389.8	1.5	36.2	60.3	---	0.0	0.0
Other Fossil Fuel Consumed (Gallons, Millions)	232.8	1.8	3.9	150.2	---	14.5	0.0
Electricity Consumed (kWh, Millions)	1.1	0.0	0.0	0.0	---	0.1	61.7

(a) Data for all public transportation service, urbanized area and rural.

Table 30: 50 Largest Bus Agencies in Urbanized Areas Ranked by Unlinked Passenger Trips and Passenger Miles, Report Year 2013 (Thousands)
Excludes Bus Rapid Transit And Commuter Bus Service Reported Separately Below

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	770,962.0	1	1,614,997.1	1
Los Angeles County Metropolitan Transp. Auth.(LACMTA)	Los Angeles, CA	350,385.6	2	1,438,751.5	2
Chicago Transit Authority(CTA)	Chicago, IL	300,116.4	3	728,561.3	4
Southeastern Pennsylvania Transp. Authority(SEPTA)	Philadelphia, PA	184,863.2	4	546,413.9	5
New Jersey Transit Corporation(NJ TRANSIT)	New York, NY	161,252.5	5	1,085,455.4	3
Washington Metropolitan Area Transit Authority(WMATA)	Washington, DC	137,778.3	6	420,648.2	8
MTA Bus Company(MTABUS)	New York, NY	124,951.2	7	370,473.5	10
Massachusetts Bay Transportation Authority(MBTA)	Boston, MA	114,704.5	8	270,559.9	14
King County Department of Transp.(King County Metro)	Seattle, WA	98,709.5	9	488,016.1	6
San Francisco Municipal Railway(MUNI)	San Francisco, CA	97,180.9	10	222,183.7	18
Miami-Dade Transit(MDT)	Miami, FL	78,892.8	11	442,301.3	7
Denver Regional Transportation District(RTD)	Denver, CO	76,348.7	12	400,915.0	9
Metro Transit	Minneapolis, MN	70,418.6	13	284,766.5	13
City and County of Honolulu DOT Services(DTS)	Honolulu, HI	69,242.2	14	359,913.1	11
Maryland Transit Administration(MTA)	Baltimore, MD	68,203.2	15	242,121.2	15
Metropolitan Transit Auth. of Harris County, Texas(Metro)	Houston, TX	60,752.7	16	310,800.3	12
Metropolitan Atlanta Rapid Transit Authority(MARTA)	Atlanta, GA	59,689.8	17	230,560.8	17
Tri-County Metropolitan Transp. District of Oregon(TriMet)	Portland, OR	58,662.0	18	230,817.7	16
Regional Transp. Commission of Southern Nevada(RTC)	Las Vegas, NV	55,959.4	19	198,656.0	23
Alameda-Contra Costa Transit District(AC Transit)	San Francisco, CA	55,234.9	20	203,277.8	21
Port Authority of Allegheny County(Port Authority)	Pittsburgh, PA	53,088.1	21	207,301.3	19
San Diego Metropolitan Transit System(MTS)	San Diego, CA	51,587.6	22	180,147.2	26
Orange County Transportation Authority(OCTA)	Los Angeles, CA	51,067.3	23	198,679.0	22
VIA Metropolitan Transit(VIA)	San Antonio, TX	45,484.4	24	195,735.8	24
Milwaukee County Transit System(MCTS)	Milwaukee, WI	42,136.3	25	148,114.5	31
City of Phoenix Public Transit Department(Valley Metro)	Phoenix, AZ	40,845.9	26	152,071.3	30
Broward County Transit Division(BCT)	Miami, FL	38,099.0	27	186,263.7	25
Dallas Area Rapid Transit(DART)	Dallas, TX	37,937.2	28	154,490.4	28
The Greater Cleveland Regional Transit Authority(GCRTA)	Cleveland, OH	34,326.0	29	144,546.1	33
Capital Metropolitan Transportation Authority(CMTA)	Austin, TX	34,094.0	30	133,207.5	37
Santa Clara Valley Transportation Authority(VTA)	San Jose, CA	32,746.0	31	167,744.7	27
Pace - Suburban Bus Division(PACE)	Chicago, IL	32,685.7	32	205,558.7	20
Westchester County Bee-Line System	New York, NY	32,475.1	33	140,051.7	35
City of Detroit Department of Transportation(DDOT)	Detroit, MI	30,898.9	34	140,590.1	34
Bi-State Development Agency(METRO)	St. Louis, MO	29,405.4	35	152,729.0	29
Long Beach Transit(LBT)	Los Angeles, CA	28,597.9	36	89,841.5	41
Nassau Inter County Express(NICE)	New York, NY	28,478.0	37	139,456.4	36
Central Florida Regional Transportation Authority(LYNX)	Orlando, FL	27,991.8	38	147,642.1	32
Ride-On Montgomery County Transit	Washington, DC	26,603.2	39	96,519.5	40
City of Los Angeles Department of Transportation(LADOT)	Los Angeles, CA	24,242.6	40	34,949.7	(a)
Charlotte Area Transit System(CATS)	Charlotte, NC	23,298.3	41	106,887.5	38
Niagara Frontier Transportation Authority(NFT Metro)	Buffalo, NY	23,270.1	42	86,467.7	43
City of Tucson(COT)	Tucson, AZ	20,328.3	43	77,989.0	48
Regional Transit Service, Inc. and Lift Line, Inc.(R-GRTA)	Rochester, NY	19,975.0	44	57,221.3	(a)
Rhode Island Public Transit Authority(RIPTA)	Providence, RI	19,785.0	45	82,554.7	45
Santa Monica's Big Blue Bus(Big Blue Bus)	Los Angeles, CA	19,319.1	46	74,949.6	(a)
Utah Transit Authority(UTA)	Salt Lake City, UT	18,907.9	47	74,636.9	(a)
Central Ohio Transit Authority(COTA)	Columbus, OH	18,472.0	48	71,591.3	(a)
Southwest Ohio Regional Transit Auth.(SORTA / Metro)	Cincinnati, OH	16,769.0	49	81,125.4	46
Transit Authority of River City(TARC)	Louisville, KY	16,381.1	50	65,687.6	(a)
Transp. District Commission of Hampton Roads(HRT)	Virginia Beach, VA	16,217.9	(a)	86,543.2	42
Omnitrans(OMNI)	Riverside, CA	15,655.1	(a)	75,257.3	50
Foothill Transit	Los Angeles, CA	14,058.9	(a)	105,898.3	39
Metropolitan Council	Minneapolis, MN	11,300.2	(a)	86,333.9	44
Fairfax Connector Bus System(Fairfax Connector)	Washington, DC	10,650.4	(a)	80,190.1	47
Suburban Mobility Authority for Regional Transp.(SMART)	Detroit, MI	9,464.6	(a)	77,415.0	49

(a) Not among 50 largest bus transit agencies in this category.
Includes only transit agencies reporting to Federal Transit Administration RY 2013 National Transit Database.
For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration RY 2013 National Transit Database, see the *2015 Public Transportation Fact Book, Appendix B: Operating Statistics and Rankings* at www.apta.com.

Table 31: Bus Rapid Transit (a) Agencies in Urbanized Areas Ranked by Unlinked Passenger Trips and Passenger Miles, Report Year 2013 (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	19,861.7	1	35,593.2	2
Los Angeles County Metropolitan Transp. Auth.(LACMTA)	Los Angeles CA	9,118.4	2	57,728.9	1
The Greater Cleveland Regional Transit Authority(GCRTA)	Cleveland, OH	4,854.5	3	12,837.6	4
Regional Transp. Commission of Southern Nevada(RTC)	Las Vegas, NV	4,377.6	4	21,912.9	3
Lane Transit District(LTD)	Eugene, OR	2,707.3	5	7,840.0	5
Kansas City Area Transportation Authority(KCATA)	Kansas City, MO	1,591.1	6	4,311.9	6
Central Florida Regional Transportation Authority(LYNX)	Orlando, FL	844.5	7	615.8	7

(a) Includes only agencies reporting their operations to the National Transit Database as Bus Rapid Transit. Includes only transit agencies reporting to Federal Transit Administration RY 2013 National Transit Database.
For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration RY 2013 National Transit Database, see the *2015 Public Transportation Fact Book, Appendix B: Operating Statistics and Rankings* at www.apta.com.

Table 32: 30 Largest Commuter Bus (a) Agencies in Urbanized Areas Ranked by Unlinked Passenger Trips and Passenger Miles, Report Year 2013 (Thousands)

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips		Passenger Miles	
		Thousands	Rank	Thousands	Rank
Central Puget Sound Regional Transit Authority(ST)	Seattle, WA	16,604.1	1	248,140.5	2
MTA New York City Transit(NYCT)	New York, NY	13,422.5	2	164,148.7	5
Metropolitan Transit Auth. of Harris County, Texas(Metro)	Houston, TX	7,937.8	3	148,231.9	6
Hudson Transit Lines, Inc.(Short Line)	New York, NY	4,538.5	4	239,222.3	3
Maryland Transit Administration(MTA)	Baltimore, MD	4,200.6	5	177,358.3	4
Academy Lines, Inc.	New York, NY	4,055.2	6	282,583.2	1
Rockland Coaches, Inc.	New York, NY	2,843.1	7	61,407.2	10
Suburban Transit Corporation(Coach USA)	New York, NY	2,831.6	8	69,823.0	9
Snohomish County PTBA(Community Transit)	Seattle, WA	2,669.0	9	49,685.4	11
City of Los Angeles Department of Transportation(LADOT)	Los Angeles, CA	2,063.7	10	34,389.3	18
DeCamp Bus Lines	New York, NY	1,934.3	11	42,262.6	17
Georgia Regional Transportation Authority(GRTA)	Atlanta, GA	1,773.9	12	44,633.9	13
Potomac and Rappahannock Transp. Commission(PRTC)	Washington, DC	1,766.8	13	44,449.5	14
Lakeland Bus Lines, Inc.	New York, NY	1,635.7	14	45,799.3	12
Loudoun County Commuter Bus Service(LC Transit)	Washington, DC	1,325.2	15	42,267.2	16
Trans-Bridge Lines, Inc.	New York, NY	1,227.3	16	105,496.3	7
Martz Trailways	New York, NY	985.4	17	72,154.7	8
Ventura Intercity Service Transit Authority(VISTA)	Oxnard, CA	843.8	18	9,717.3	(b)
Utah Transit Authority(UTA)	Salt Lake City, UT	787.8	19	13,663.1	27
Clark County Public Transp. Benefit Area(C-Tran)	Portland, OR	734.4	20	9,289.9	(b)
Brazos Transit District(The District)	College Station, TX	729.3	21	23,840.3	21
Solano County Transit(SolTrans)	Vallejo, CA	686.6	22	6,041.6	(b)
Gwinnett County Board of Commissioners(GCT)	Atlanta, GA	667.8	23	14,578.7	25
Capital Metropolitan Transportation Authority(CMTA)	Austin, TX	641.5	24	9,728.6	(b)
Jalbert Leasing, Inc. dba C&J	Portsmouth, NH	640.4	25	---	---
Monsey New Square Trails Corporation	New York, NY	636.2	26	25,512.7	20
Community Transit, Inc.(Community Transit)	New York, NY	572.5	27	15,675.6	24
Olympia Trails Bus Company, Inc.(Coach USA)	New York, NY	563.9	28	10,150.9	(b)
Boston Express Bus, Inc.(BX)	Boston, MA	559.1	29	---	---
Cobb County Department of Transportation Authority(CCT)	Atlanta, GA	558.0	30	14,464.5	26
Adirondack Transit Lines, Inc,(Adirondack Trailways)	New York, NY	535.7	(b)	43,211.3	15
Plymouth & Brockton Street Railway Company(pbsr)	Boston, MA	471.2	(b)	29,597.5	19
Monroe Bus Corporation	Poughkeepsie, NY	318.7	(b)	18,548.5	22
Antelope Valley Transit Authority(AVTA)	Palmdale, CA	288.5	(b)	18,264.8	23
Santa Clarita Transit(SCT)	Santa Clarita, CA	540.6	(b)	11,913.9	28
Martz Group, National Coach Works of Virginia(NCW)	Washington, DC	262.1	(b)	11,486.5	29
Santa Cruz Metropolitan Transit District(SCMTD)	Santa Cruz, CA	354.1	(b)	11,210.0	30

(a) Includes only agencies reporting their operations to the National Transit Database as Commuter Bus.
(b) Not among 50 largest commuter bus transit agencies in this category.
Includes only transit agencies reporting to Federal Transit Administration RY 2013 National Transit Database.
For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration RY 2013 National Transit Database, see the *2015 Public Transportation Fact Book, Appendix B: Operating Statistics and Rankings* at www.apta.com.

Table 33: 50 Largest Demand Response Agencies in Urbanized Areas Ranked by Unlinked Passenger Trips and Passenger Miles, Report Year 2013 (Thousands) - Excludes Demand Response Taxi Service

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	6,274.0	1	52,701.5	1
Pace-Suburban Bus Division, ADA Para. Services(PACE)	Chicago, IL-IN	3,866.5	2	34,550.5	3
Access Services(AS)	Los Angeles, CA	3,481.2	3	45,491.0	2
Massachusetts Bay Transportation Authority(MBTA)	Boston, MA	2,108.9	4	15,087.6	9
Washington Metropolitan Area Transit Authority(WMATA)	Washington, DC	1,930.7	5	14,627.7	11
Metro Mobility	Minneapolis, MN	1,747.9	6	17,918.1	5
Port Authority of Allegheny County(Port Authority)	Pittsburgh, PA	1,716.1	7	13,260.3	12
Southeastern Pennsylvania Transp. Authority(SEPTA)	Philadelphia, PA	1,713.7	8	12,734.0	13
Miami-Dade Transit(MDT)	Miami, FL	1,706.9	9	21,753.9	4
Maryland Transit Administration(MTA)	Baltimore, MD	1,651.2	10	15,220.3	8
Metropolitan Transit Auth.y of Harris County, Texas(Metro)	Houston, TX	1,568.4	11	17,653.5	6
Orange County Transportation Authority(OCTA)	Los Angeles, CA	1,558.9	12	16,575.5	7
Regional Transp. Commission of Southern Nevada(RTC)	Las Vegas, NV	1,367.3	13	14,913.6	10
Denver Regional Transportation District(RTD)	Denver, CO	1,230.2	14	10,660.8	17
New Jersey Transit Corporation(NJ TRANSIT)	New York, NY	1,166.2	15	7,441.1	24
Pace - Suburban Bus Division(PACE)	Chicago, IL	1,144.3	16	6,618.9	28
King County Department of Transp.(King County Metro)	Seattle, WA	1,103.4	17	11,838.6	15
VIA Metropolitan Transit(VIA)	San Antonio, TX	1,059.1	18	11,833.7	16
Delaware Transit Corporation(DTC)	Philadelphia, PA	1,006.7	19	12,531.3	14
LACMTA - Small Operators(LACMTA)	Los Angeles, CA	997.8	20	3,608.7	(a)
Tri-County Metropolitan Transp. District of Oregon(TriMet)	Portland, OR	929.6	21	9,200.4	20
City and County of Honolulu DOT Services(DTS)	Urban Honolulu, HI	841.4	22	10,383.1	18
Central Florida Regional Transportation Authority(LYNX)	Orlando, FL	770.1	23	9,816.5	19
Santa Clara Valley Transportation Authority(VTA)	San Jose, CA	732.8	24	8,205.0	21
Alameda-Contra Costa Transit District(AC Transit)	San Francisco, CA	716.7	25	7,327.7	25
The Greater Cleveland Regional Transit Authority(GCRTA)	Cleveland, OH	704.5	26	4,964.4	38
Broward County Transit Division(BCT)	Miami, FL	693.5	27	7,199.3	27
Board of County Comm., Palm Beach County(PalmTran)	Miami, FL	686.1	28	7,967.2	22
Suburban Mobility Authority for Regional Transp.(SMART)	Detroit, MI	650.2	29	4,072.3	(a)
Capital Metropolitan Transportation Authority(CMTA)	Austin, TX	592.0	30	4,772.6	39
Bi-State Development Agency Metro(METRO)	St. Louis, MO	591.2	31	5,974.1	31
San Francisco Municipal Railway(MUNI)	San Francisco, CA	582.6	32	3,135.9	(a)
Metropolitan Atlanta Rapid Transit Authority(MARTA)	Atlanta, GA	581.7	33	7,707.9	23
Blue Water Area Transp. Comm.(Blue Water Area Transit)	Port Huron, MI	576.8	34	6,058.0	30
Suffolk County Dept. of Public Works - Transp. Div.(ST)	New York, NY	562.8	35	6,561.6	29
Rhode Island Public Transit Authority(RIPTA)	Providence, RI	558.7	36	3,571.1	(a)
City of Tucson(COT)	Tucson, AZ	545.0	37	4,532.2	46
Dallas Area Rapid Transit(DART)	Dallas, TX	517.3	38	7,218.2	26
San Diego Metropolitan Transit System(MTS)	San Diego, CA	511.2	39	4,751.7	41
Capital Area Transportation Authority(CATA)	Lansing, MI	510.3	40	4,072.7	(a)
Omnitrans(OMNI)	Riverside, CA	491.2	41	5,431.6	35
Salem Area Mass Transit District(Cherriots)	Salem, OR	488.5	42	5,534.3	33
Metropolitan Council	Minneapolis, MN	484.3	43	4,010.4	(a)
Spokane Transit Authority(STA)	Spokane, WA	483.0	44	3,559.7	(a)
Mass Transportation Authority(MTA)	Flint, MI	479.4	45	4,989.9	37
Milwaukee County Transit System(MCTS)	Milwaukee, WI	477.3	46	3,154.3	(a)
City of Phoenix Public Transit Department(Valley Metro)	Phoenix-Mesa, AZ	454.7	47	4,280.2	50
Cape Cod Regional Transit Authority(CCRTA)	Barnstable, MA	450.2	48	4,592.1	42
Space Coast Area Transit(SCAT)	Palm Bay, FL	441.0	49	5,448.3	34
County of Maui - Dept. of Transportation(MDOT)	Kahului, HI	429.8	50	2,733.3	(a)
Lehigh and Northampton Transportation Authority(LANTA)	Allentown, PA	419.6	(a)	5,627.7	32
Interurban Transit Partnership(The Rapid)	Grand Rapids, MI	413.2	(a)	4,518.6	47
Fort Worth Transportation Authority(The T)	Dallas, TX	395.9	(a)	4,555.7	44
Riverside Transit Agency(RTA)	Riverside, CA	384.4	(a)	4,536.4	45
Utah Transit Authority(UTA)	Salt Lake City, UT	383.5	(a)	4,510.4	48
Jacksonville Transportation Authority(JTA)	Jacksonville, FL	378.5	(a)	4,769.3	40
Texoma Area Paratransit System, Inc(TAPS)	Sherman, TX	315.6	(a)	4,384.1	49
Metropolitan Transit Authority(MTA)	Nashville, TN	279.0	(a)	4,589.9	43
East Tennessee Human Resource Agency, Inc.(ETHRA)	Morristown, TN	261.2	(a)	5,151.3	36

(a) Not among 50 largest demand response agencies in this category.
Includes only transit agencies reporting to Federal Transit Administration RY 2013 *National Transit Database*.
For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration RY 2013 National Transit Database, see the *2015 Public Transportation Fact Book, Appendix B: Operating Statistics and Rankings* at www.apta.com.

Table 34: 30 Largest Transit Vanpool Agencies in Urbanized Areas Ranked by Unlinked Passenger Trips and Passenger Miles, Report Year 2013 (Thousands)

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips		Passenger Miles	
		Thousands	Rank	Thousands	Rank
Los Angeles County Metropolitan Transp. Auth.(LACMTA)	Los Angeles, CA	3,626.6	1	163,339.3	1
King County Department of Transp.(King County Metro)	Seattle, WA	3,523.8	2	73,144.8	4
Metropolitan Transit Auth. of Harris County, Texas(Metro)	Houston, TX	2,474.4	3	69,413.9	5
San Diego Association of Governments(SANDAG)	San Diego, CA	2,161.1	4	101,673.5	2
Pace - Suburban Bus Division(PACE)	Chicago, IL	1,999.8	5	44,945.5	7
California Vanpool Authority(CalVans)	Hanford, CA	1,967.7	6	77,344.7	3
Utah Transit Authority(UTA)	Salt Lake City, UT	1,387.8	7	53,824.9	6
Orange County Transportation Authority(OCTA)	Los Angeles, CA	1,226.7	8	44,241.6	8
vRide, Inc. - Valley Metro	Phoenix, AZ	1,197.0	9	30,764.6	11
VRide, Inc. – Michigan	Detroit, MI	1,183.2	10	39,249.1	9
Dallas Area Rapid Transit(DART)	Dallas, TX	947.0	11	37,017.4	10
Snohomish County PTBA(Community Transit)	Seattle, WA	927.7	12	24,464.5	18
Pierce County Transp. Benefit Area Auth.(Pierce Transit)	Seattle, WA	926.4	13	25,778.0	17
Ben Franklin Transit(BFT)	Kennewick, WA	861.6	14	27,594.8	14
New Jersey Transit Corporation(NJ TRANSIT)	New York, NY	790.1	15	30,761.5	12
Intercity Transit(I.T.)	Olympia, WA	761.6	16	26,612.7	15
vRide, Inc. – Atlanta	Atlanta, GA	735.6	17	22,780.2	19
Greater Hartford Ridesharing Corp.(GHRC)	Hartford, CT	682.3	18	26,480.7	16
Miami Lakes - vRide, Inc.	Miami, FL	554.1	19	15,960.5	23
Dallas - vRide, Inc.	Dallas, TX	548.2	20	18,051.7	20
VIA Metropolitan Transit(VIA)	San Antonio, TX	419.7	21	17,663.7	21
Greater Richmond Transit Co.(GRTC Transit System)	Richmond, VA	407.6	22	28,560.0	13
Research Triangle Regional Public TA(Triangle Transit)	Durham, NC	338.4	23	11,079.0	27
Enterprise Rideshare	Atlanta, GA	315.1	24	17,458.8	22
Piedmont Authority for Regional Transportation(PART)	Greensboro, NC	297.0	25	12,326.4	25
Southwestern Pennsylvania Commission(SPC)	Pittsburgh, PA	262.7	26	7,794.1	(a)
Des Moines Area Regional Transit Authority(DART)	Des Moines, IA	261.0	27	10,747.8	28
Charlotte Area Transit System(CATS)	Charlotte, NC	260.7	28	12,440.9	24
vRide, Inc. – Anchorage	Anchorage, AK	256.2	29	11,211.0	26
Madison County Transit District(MCT)	St. Louis, MO	249.9	30	10,543.8	29
Victor Valley Transit Authority(VVTA)	Victorville, CA	191.0	(a)	9,799.3	30

(a) Not among 30 largest transit vanpool agencies in this category.
Includes only transit agencies reporting to Federal Transit Administration RY 2013 *National Transit Database*.
For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration RY 2013 National Transit Database, see the *2015 Public Transportation Fact Book, Appendix B: Operating Statistics and Rankings* at www.apta.com.

Table 35: Trolleybus Agencies Ranked by Unlinked Passenger Trips and Passenger Miles, Report Year 2013 (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	65,247.6	1	95,481.5	1
King County Department of Transp.(King County Metro)	Seattle, WA	19,008.0	2	35,187.0	2
Southeastern Pennsylvania Transp. Authority(SEPTA)	Philadelphia, PA	6,228.4	3	12,095.9	3
Massachusetts Bay Transportation Authority(MBTA)	Boston, MA	3,213.9	4	6,755.3	5
Greater Dayton Regional Transit Authority(GDRTA)	Dayton, OH	2,218.0	5	6,793.5	4

Includes only transit agencies reporting to Federal Transit Administration RY 2013 National Transit Database.
For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration RY 2013 National Transit Database, see the *2015 Public Transportation Fact Book, Appendix B: Operating Statistics and Rankings* at www.apta.com.

Table 36: Rail Modes and Ferryboat National Totals (a), Report Year 2013

Statistical Category	Commut-er Rail	Heavy Rail	Hybrid Rail	Light Rail	Streetcar	Other Rail Modes	Ferry-boat
Systems, Number of	26	15	5	24	11	16	41
Trips, Unlinked Passenger (Millions)	480	3,817	7	458	52	44	78
Miles, Passenger (Millions)	11,862	18,005	84	2,376	105	48	460
Trip Length, Average (Miles)	24.7	4.7	12.0	5.2	2.0	1.1	5.9
Miles, Vehicle Total (Millions)	359.3	673.7	2.9	100.6	6.0	10.6	4.0
Miles, Vehicle Revenue (Millions)	331.1	654.5	2.8	98.2	5.8	10.5	3.8
Hours, Vehicle Total (Millions)	11.4	34.9	0.1	6.5	0.8	1.2	0.5
Hours, Vehicle Revenue (Millions)	10.2	32.6	0.1	6.3	0.8	1.2	0.5
Speed, Vehicle in Revenue Service, Average (mph)	32.5	20.1	28.0	15.6	7.3	8.8	7.6
Fares Collected, Passengers (Millions)	2,722.9	4,943.6	9.2	495.6	47.8	71.2	163.2
Revenue per Unlinked Trip, Average	5.67	1.30	1.39	1.08	0.91	1.62	2.08
Expense, Operating Total (Millions)	5,370.8	8,173.1	80.3	1,586.1	132.7	184.8	596.9
Operating Expense by Object Class:							
Salaries and Wages (Millions)	1,580.8	3,355.4	6.7	568.5	42.2	63.1	204.9
Fringe Benefits (Millions)	1,351.0	2,936.0	4.8	398.9	35.5	33.8	81.6
Services (Millions)	528.5	433.7	10.8	247.9	7.2	16.4	50.3
Materials and Supplies (Millions)	643.4	477.6	2.6	136.8	8.0	18.2	164.9
Utilities (Millions)	307.7	578.1	1.0	117.7	5.5	9.0	7.3
Casualty and Liability (Millions)	183.5	163.6	4.0	28.9	5.4	8.9	22.5
Purchased Transportation (Millions)	650.2	56.6	49.8	66.1	27.8	29.5	52.5
Other (Millions)	125.7	172.0	0.6	21.3	1.0	5.8	12.9
Operating Expense by Function Class:							
Vehicle Operations (Millions)	1,893.6	3,220.4	12.0	606.8	47.8	54.0	352.2
Vehicle Maintenance (Millions)	1,108.1	1,279.7	1.4	328.4	24.2	34.4	79.4
Non-vehicle Maintenance (Millions)	842.8	2,225.6	6.6	292.0	11.7	23.6	42.1
General Administration (Millions)	876.1	1,390.8	10.6	292.8	21.2	43.3	70.7
Purchased Transportation (Millions)	650.2	56.6	49.8	66.1	27.8	29.5	52.5
Expense, Capital Total (Millions)	3,013.6	6,156.9	11.0	3,428.8	85.9	27.5	291.4
Facilities, Guideway, Stations, Admin. Buildings (Millions)	1,801.6	4,287.4	5.0	2,963.7	43.9	18.1	135.8
Rolling Stock (Millions)	775.5	441.1	4.8	288.1	23.9	7.1	149.7
Other (Millions)	436.5	1,428.4	1.2	177.0	18.1	2.3	6.0
Revenue Vehicles Available for Maximum Service	7,310	10,380	59	2,054	333	382	189
Revenue Vehicles Operated at Maximum Service	6,202	9,186	37	1,451	210	268	138
Employees, Operating	29,197	50,669	174	10,456	911	1,328	4,209
Employees, Vehicle Operations	10,860	20,367	65	4,688	511	464	3,167
Employees, Vehicle Maintenance	8,444	9,306	50	2,176	226	383	417
Employees, Non-Vehicle Maintenance	6,825	16,287	41	2,468	99	255	233
Employees, General Administration	3,068	4,710	18	1,124	75	226	392
Employees, Capital	2,667	5,254	16	1,169	62	11	120
Diesel Fuel Consumed (Gallons, Millions)	98.7	0.0	1.5	0.0	0.0	1.2	36.5
Other Fossil Fuel Consumed (Gallons, Millions)	1.2	0.0	0.1	0.0	0.0	0.0	0.6
Electricity Consumed (kWh, Millions)	1,815.8	3,856.2	0.0	834.9	46.9	59.2	0.0

(a) Data for all public transportation service, urbanized area and rural.

Table 37: Commuter Rail and Hybrid Rail Agencies Ranked by Unlinked Passenger Trips and Passenger Miles, Report Year 2013 (Thousands)

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips		Passenger Miles	
		Thousands	Rank	Thousands	Rank
Commuter Rail Agencies					
MTA Long Island Rail Road(MTA LIRR)	New York, NY	99,256.0	1	2,161,002.9	3
MTA Metro-North Commuter Railroad(MTA-MNCR)	New York, NY	83,290.9	2	2,501,154.2	1
New Jersey Transit Corporation(NJ TRANSIT)	New York, NY	80,136.4	3	2,224,999.2	2
Northeast Illinois Reg. Commuter Railroad Corp.(Metra)	Chicago, IL	73,603.2	4	1,665,749.7	4
Southeastern Pennsylvania Transp. Authority(SEPTA)	Philadelphia, PA	37,167.7	5	502,346.1	6
Massachusetts Bay Transportation Authority(MBTA)	Boston, MA	35,228.8	6	729,585.7	5
Peninsula Corridor Joint Powers Board, Caltrain(PCJPB)	San Francisco, CA	16,384.6	7	357,919.1	8
Southern California Regional Rail Authority(Metrolink)	Los Angeles, CA	13,444.8	8	464,643.1	7
Maryland Transit Administration(MTA)	Baltimore, MD	9,030.0	9	274,231.0	9
Virginia Railway Express(VRE)	Washington, DC	4,550.1	10	149,745.1	10
South Florida Regional Transportation Authority(TRI-Rail)	Miami, FL	4,201.0	11	116,122.4	11
Utah Transit Authority(UTA)	Salt Lake City, UT	3,816.4	12	108,921.2	12
Northern Indiana Commuter Transportation District(NICTD)	Chicago, IL	3,606.9	13	104,240.2	13
Central Puget Sound Regional Transit Authority(ST)	Seattle, WA	2,968.0	14	64,702.0	14
Dallas Area Rapid Transit(DART)	Dallas, TX	2,092.8	15	40,170.3	20
North County Transit District(NCTD)	San Diego, CA	1,629.2	16	44,875.3	17
Rio Metro Regional Transit District(RMRTD)	Albuquerque, NM	1,089.5	17	48,413.1	15
Altamont Corridor Express(ACE)	Stockton, CA	940.8	18	42,140.3	19
Connecticut Department of Transportation(CDOT)	Hartford, CT	871.5	19	20,872.2	21
Metro Transit	Minneapolis, MN	787.2	20	19,877.4	23
Pennsylvania Department of Transportation(PENNDOT)	Philadelphia, PA	610.2	21	44,623.4	18
Northern New England Passenger Rail Auth.(NNEPRA)	Portland, ME	556.3	22	45,307.4	16
Regional Transportation Authority(RTA)	Nashville, TN	252.2	23	3,917.5	24
Alaska Railroad Corporation(ARRC) (a)	Anchorage, AK	156.3	24	20,181.1	22
Hybrid Rail Agencies					
New Jersey Transit Corporation(NJ TRANSIT)	New York, NY	2,859.2	1	41,231.1	1
North County Transit District(NCTD)	San Diego, CA	2,000.9	2	18,103.0	2
Capital Metropolitan Transportation Authority(CMTA)	Austin, TX	834.7	3	13,281.9	3
Denton County Transportation Authority(DCTA)	Denton, TX	510.7	4	7,637.4	4
Tri-County Metropolitan Transp. District of Oregon(TriMet)	Portland, OR	441.9	5	3,552.6	5

(a) Alaska Railroad Corporation is the only agency operating service identified as the mode "Alaska Railroad" in the National Transit Database. It is included with Commuter Rail service agencies in this table.
Includes only transit agencies reporting to Federal Transit Administration RY 2013 National Transit Database.
For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration RY 2013 National Transit Database, see the *2015 Public Transportation Fact Book, Appendix B: Operating Statistics and Rankings* at www.apta.com.
A full list of commuter and hybrid rail agencies is available in the *2015 Public Transportation Fact Book, Appendix A: Historical Tables*.

Table 38: Heavy Rail Agencies Ranked by Unlinked Passenger Trips and Passenger Miles, Report Year 2013 (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	2,656,476.7	1	10,865,592.4	1
Washington Metropolitan Area Transit Authority(WMATA)	Washington, DC	273,828.5	2	1,552,619.4	3
Chicago Transit Authority(CTA)	Chicago, IL	229,113.9	3	1,441,290.9	4
Massachusetts Bay Transportation Authority(MBTA)	Boston, MA	168,720.8	4	604,916.8	5
San Francisco Bay Area Rapid Transit District(BART)	San Francisco, CA	126,546.5	5	1,649,251.2	2
Southeastern Pennsylvania Transp. Authority(SEPTA)	Philadelphia, PA	101,035.8	6	448,944.7	6
Port Authority Trans-Hudson Corporation(PATH)	New York, NY	70,547.6	7	296,616.2	8
Metropolitan Atlanta Rapid Transit Authority(MARTA)	Atlanta, GA	69,629.9	8	444,043.2	7
Los Angeles County Metropolitan Transp. Auth.(LACMTA)	Los Angeles, CA	49,516.5	9	237,760.1	9
Miami-Dade Transit(MDT)	Miami, FL	21,198.7	10	155,169.1	10
Maryland Transit Administration(MTA)	Baltimore, MD	15,208.4	11	76,954.2	12
Alternativa de Transporte Integrado -ATI(PRHTA)	San Juan, PR	11,014.6	12	52,842.8	13
Port Authority Transit Corporation(PATCO)	Philadelphia, PA	10,542.4	13	93,151.6	11
Staten Island Rapid Transit Operating Authority(SIRTOA)	New York, NY	6,985.2	14	41,365.2	15
The Greater Cleveland Regional Transit Authority(GCRTA)	Cleveland, OH	6,423.4	15	44,109.5	14

Includes only transit agencies reporting to Federal Transit Administration RY 2013 National Transit Database.
For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration RY 2013 National Transit Database, see the *2015 Public Transportation Fact Book, Appendix B: Operating Statistics and Rankings* at www.apta.com.

Table 39: Other Rail Agencies Ranked by Unlinked Passenger Trips and Passenger Miles by Type of Rail Agency, Report Year 2013 (Thousands)

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips		Passenger Miles	
		Thousands	Rank	Thousands	Rank
Aerial Tramway					
Town of Mountain Village (a)	Mountain Village, CO	2,283.8	1	---	---
City of Portland(PBOT)	Portland, OR	1,644.6	2	1,052.6	1
Cable Car					
San Francisco Municipal Railway(MUNI)	San Francisco, CA	6,813.3	1	8,497.2	1
Inclined Plane					
Port Authority of Allegheny County(Port Authority)	Pittsburgh, PA	717.6	1	83.9	2
Chattanooga Area Regional Transp. Authority(CARTA)	Chattanooga, TN	382.0	2	382.0	1
Cambria County Transit Authority(CamTran)	Johnstown, PA	87.0	3	14.8	3
Monorail and Automated Guideway Transit					
Miami-Dade Transit(MDT)	Miami, FL	9,643.7	1	9,472.3	1
Las Vegas Monorail Company(LVMC)	Las Vegas, NV	4,169.7	2	---	---
West Virginia Univ. Morgantown Personal Rapid Transit	Morgantown, WV	2,375.8	3	4,316.1	2
Detroit Transp. Corporation(Detroit People Mover)	Detroit, MI	2,331.7	4	3,654.2	3
City of Seattle - Seattle Center Monorail Transit(SMS)	Seattle, WA	2,092.7	5	1,883.4	4
Jacksonville Transportation Authority(JTA)	Jacksonville, FL	1,079.2	6	495.1	5

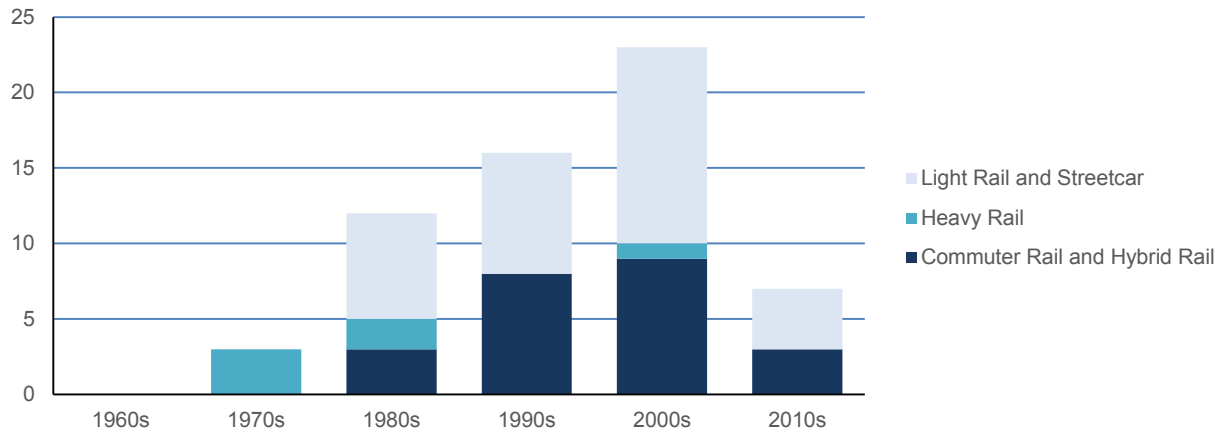
(a) Reported in National Transit Database Rural Data Tables.
Includes only transit agencies reporting to Federal Transit Administration RY 2013 National Transit Database.
For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration RY 2013 National Transit Database, see the *2015 Public Transportation Fact Book, Appendix B: Operating Statistics and Rankings* at www.apta.com

Table 40: Light Rail and Streetcar Agencies Ranked by Unlinked Passenger Trips and Passenger Miles, Report Year 2013 (Thousands)

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips		Passenger Miles	
		Thousands	Rank	Thousands	Rank
Light Rail Agencies					
Massachusetts Bay Transportation Authority(MBTA)	Boston, MA	70,025.3	1	168,749.8	6
Los Angeles County Metropolitan Transp. Auth.(LACMTA)	Los Angeles, CA	63,652.2	2	408,031.9	1
San Francisco Municipal Railway(MUNI)	San Francisco, CA	45,358.8	3	129,329.4	8
Tri-County Metropolitan Transp. District of Oregon(TriMet)	Portland, OR	39,174.4	4	216,270.1	3
San Diego Metropolitan Transit System(MTS)	San Diego, CA	29,699.4	5	173,151.1	5
Dallas Area Rapid Transit(DART)	Dallas, TX	29,471.9	6	238,107.3	2
Denver Regional Transportation District(RTD)	Denver, CO	23,773.8	7	201,995.3	4
Utah Transit Authority(UTA)	Salt Lake City, UT	18,997.9	8	85,567.4	10
New Jersey Transit Corporation(NJ TRANSIT)	New York, NY	18,169.3	9	55,582.0	15
Bi-State Development Agency(METRO)	St. Louis, MO	17,054.5	10	153,447.3	7
Valley Metro Rail, Inc.(VMR)	Phoenix-Mesa, AZ	14,286.1	11	97,694.1	9
Sacramento Regional Transit District(Sacramento RT)	Sacramento, CA	13,513.5	12	75,796.5	11
Metropolitan Transit Auth. of Harris County, Texas(Metro)	Houston, TX	11,321.0	13	26,539.4	18
Santa Clara Valley Transportation Authority(VTA)	San Jose, CA	10,742.3	14	58,102.9	14
Metro Transit	Minneapolis, MN	10,162.9	15	54,055.3	16
Central Puget Sound Regional Transit Authority(ST)	Seattle, WA	9,730.0	16	75,662.8	12
Maryland Transit Administration(MTA)	Baltimore, MD	8,647.4	17	58,962.4	13
Port Authority of Allegheny County(Port Authority)	Pittsburgh, PA	8,032.1	18	33,072.0	17
Niagara Frontier Transportation Authority(NFT Metro)	Buffalo, NY	6,308.9	19	16,333.7	21
Charlotte Area Transit System(CATS)	Charlotte, NC	4,919.3	20	24,658.3	19
The Greater Cleveland Regional Transit Authority(GCRTA)	Cleveland, OH	2,897.9	21	17,332.8	20
Transportation District Comm. of Hampton Roads(HRT)	Virginia Beach, VA	1,762.3	22	7,004.7	22
Streetcar Agencies					
Southeastern Pennsylvania Transp. Authority(SEPTA)	Philadelphia, PA	27,430.5	1	69,345.5	1
New Orleans Regional Transit Authority(NORTA)	New Orleans, LA	8,650.4	2	15,441.1	2
San Francisco Municipal Railway(MUNI)	San Francisco, CA	8,390.3	3	12,372.3	3
City of Portland(PBOT)	Portland, OR	3,818.2	4	4,304.4	4
Memphis Area Transit Authority(MATA)	Memphis, TN	1,468.0	5	1,199.9	5
Central Puget Sound Regional Transit Authority(ST)	Seattle, WA	962.3	6	788.2	6
King County Department of Transp.(King County Metro)	Seattle, WA	760.9	7	653.5	7
McKinney Avenue Transit Authority(MATA)	Dallas, TX	428.5	8	563.2	8
Hillsborough Area Regional Transit Authority(HART)	Tampa, FL	295.9	9	516.1	9
Central Arkansas Transit Authority(CATA)	Little Rock, AR	92.5	10	144.4	10
Kenosha Transit(KT)	Kenosha, WI	38.8	11	44.4	11

Includes only transit agencies reporting to Federal Transit Administration RY 2013 *National Transit Database*.
For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration RY 2013 National Transit Database, see the *2015 Public Transportation Fact Book, Appendix B: Operating Statistics and Rankings* at www.apta.com.
A full list of light rail agencies is available in the *2015 Public Transportation Fact Book, Appendix A: Historical Tables*.

Figure 15: New Rail System Openings



Of the 84 streetcar, commuter rail, hybrid rail, heavy rail, and light rail systems now operated by transit agencies, more than 70 percent have opened since 1970. Only 9 current rail systems have been operating since the 19th Century, all but 2 from before electricity was used to power rail cars. During the previous three decades, the 1940s through the 1960s, only one currently operating rail system was opened. Many of the street railways built from 1890 to 1910 had closed before 1970. Since 1970, 23 new commuter and hybrid rail systems, 6 new heavy rail, and 31 new light rail and streetcar systems have begun transit service. Rail transit is the new modern way to travel. The number of completely new systems increased each decade from the 1970s through the 2000s. Beside the 7 new systems in the 2010s, there have been 25 extensions added to existing rail systems in the first half of the decade. A complete list of fixed guideway systems and the year they opened can be found in the *2014 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

Table 41: Ferryboat Agencies in Urbanized Areas Ranked by Unlinked Passenger Trips and Passenger Miles, Report Year 2013 (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	22,395.2	1	174,402.6	1
New York City Department of Transportation(NYCDOT)	New York, NY	21,378.8	2	111,275.5	2
Port Imperial Ferry Corporation dba NY Waterway	New York, NY	4,044.4	3	16,162.6	6
Golden Gate Bridge, Highway and Transp. Dist.(GGBHTD)	San Francisco, CA	2,324.9	4	25,539.0	4
Louisiana Dept. of Transp. & Development(LA DOTD)	New Orleans, LA	2,235.1	5	1,215.0	12
Puerto Rico Maritime Transport Authority(PRMTA)	San Juan, PR	2,093.7	6	23,031.2	5
BillyBey Ferry Company, LLC	New York, NY	1,524.0	7	3,173.8	8
San Francisco Bay Area Water Emergency Transp. Auth.	San Francisco, CA	1,509.9	8	25,626.3	3
Massachusetts Bay Transportation Authority(MBTA)	Boston, MA	1,251.8	9	10,213.9	7
Port Authority Trans-Hudson Corporation(PATH)	New York, NY	1,178.2	10	3,047.4	9
Casco Bay Island Transit District(CBITD)	Portland, ME	946.2	11	2,961.6	10
Plaquemines Parish Government(PPG)	New Orleans, LA	896.5	12	448.3	16
Chatham Area Transit Authority(CAT)	Savannah, GA	677.5	13	268.4	17
Kitsap Transit	Bremerton, WA	450.7	14	704.1	15
King County Ferry District(KCFD)	Seattle, WA	445.1	15	2,392.8	11
Transportation Dist. Commission of Hampton Roads(HR)	Virginia Beach, VA	336.8	16	123.9	18
MTA Metro-North Commuter Railroad(MTA-MNCR)	New York, NY	186.8	17	738.1	14
Pierce County Ferry Operations(Pierce County Ferry)	Seattle, WA	182.8	18	793.6	13
Corpus Christi Regional Transportation Authority(The B)	Corpus Christi, TX	93.2	19	111.9	19
Rock Island County Met. Mass Transit Dist.(MetroLink)	Davenport, IA	27.5	20	56.0	20
Central Oklahoma Transp. and Parking Authority(COTPA)	Oklahoma City, OK	6.8	21	20.2	21

Includes only transit agencies reporting to Federal Transit Administration RY 2013 National Transit Database.
For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration RY 2013 National Transit Database, see the *2015 Public Transportation Fact Book, Appendix B: Operating Statistics and Rankings* at www.apta.com.

Rural Agency Modal Data

The National Transit Database publishes a separate and less detailed database for rural transit agencies which provide service outside of urbanized areas. Unless specifically stated, all data in the *Public Transportation Fact Book* include the entire public transportation industry, including agencies operating in urbanized areas and those operating in rural areas.

Table 42: 35 Largest Rural Bus and 12 Largest Rural Commuter Bus Agencies
Ranked by Unlinked Passenger Trips, Report Year 2013

State	Transit Agency Name	Unlinked Passenger Trips	
		Number (a)	Rank
	Rural Bus Agencies		
MD	Mayor and City Council Town of Ocean City	2,845.2	1
CO	Summit County	1,854.1	2
UT	Park City Municipal Corporation	1,827.2	3
IL	City of Macomb	1,821.7	4
CO	Roaring Fork Transportation Authority	1,736.2	5
NC	AppalCart	1,599.1	6
WA	Pullman Transit	1,400.7	7
AK	City and Borough of Juneau	1,249.2	8
MA	Martha's Vineyard Transit Authority	1,160.3	9
WA	Island Transit	1,121.8	10
CO	City of Steamboat Springs	1,059.9	11
CA	Eastern Sierra Transit Authority	1,059.6	12
WY	Southern Teton Area Rapid Transit	907.5	13
NH	Advance Transit, Inc. NH	874.7	14
TN	City of Gatlinburg	835.2	15
WA	Clallam Transit System	834.3	16
TN	Pigeon Forge Fun Time Trolleys	808.1	17
WA	Grays Harbor Transit	798.9	18
NV	Tahoe Transportation District	795.3	19
CO	Eagle County Regional Transportation Authority	786.8	20
HI	County of Kaua'i - Transportation Agency	781.8	21
VA	VRT-NoVA Loudoun Region	744.7	22
NY	Intercity - Shortline - Hudson Transit (1)	692.4	23
OK	OSU-Stillwater Community Transit	648.7	24
TX	City of South Padre Island	640.2	25
CO	Town of Breckenridge	614.4	26
CO	City of Durango	606.9	27
CO	Mountain Express	583.5	28
NM	Incorporated County of Los Alamos	544.8	29
CO	Town of Snowmass Village	509.5	30
PA	New Castle Area Transit Authority	479.2	31
WA	Mason County Transportation Authority	461.8	32
VT	Marble Valley Regional Transit District	460.7	33
AK	Ketchikan Gateway Borough	458.7	34
ME	Downeast Transportation, Inc.	453.9	35
	Rural Commuter Bus Agencies		
CO	Roaring Fork Transportation Authority	1,959.8	1
HI	County of Hawaii Mass Transit Agency	1,269.6	2
CA	Humboldt Transit Authority	587.9	3
CA	Kern Regional Transit	393.6	4
OR	Yamhill County	213.2	5
TX	El Paso County	187.6	6
OR	City of Sandy	181.9	7
PA	New Castle Area Transit Authority	142.0	8
NM	North Central Regional Transit District	117.2	9
VT	Marble Valley Regional Transit District	111.7	10
WI	Menominee Indian Tribe of Wisconsin	108.5	11
SC	Lowcountry Regional Transportation Authority	100.2	12

Includes only transit agencies reporting to Federal Transit Administration RY 2013 National Transit Database for Rural Areas. RY 2013 rural area NTD data are available on the APTA web site at www.apta.com.
(a) Sum of "regular trips" and "coordinated trips."

Table 43: 35 Largest Rural Demand Response and 12 Largest Demand Response Taxi Agencies Ranked by Unlinked Passenger Trips, Report Year 2013

State	Transit Agency Name	Unlinked Passenger Trips	
		Number (a)	Rank
	Rural Demand Response Agencies		
MO	OATS, Inc.	1,594.6	1
KY	Rural Transit Enterprises Coordinated, Inc.	764.6	2
OK	KI BOIS Community Action Foundation, Inc.	743.4	3
WY	University of Wyoming	657.5	4
MS	City of Oxford	637.8	5
AL	West Alabama Public Transportation	635.9	6
MS	SMART Starkville-MSU Area Rapid Transit	635.4	7
MI	Isabella County Transportation Commission	615.6	8
TX	Capitol Area Rural Transportation System	586.4	9
MI	Bay Area Transportation Authority	575.2	10
TX	Ark-Tex Council of Governments	556.5	11
IL	South Central Illinois Mass Transit District	493.2	12
IA	Southwest Iowa Planning Council /SW Iowa Transit	404.3	13
AR	Central Arkansas Development Council	401.3	14
TX	Panhandle Community Services	388.2	15
IA	North Iowa Area Council of Governments	373.1	16
SD	CCTS d/b/a River Cities Transit	368.6	17
MI	Marquette County Transit Authority	366.2	18
CA	Fresno County Rural Transit Agency	339.5	19
IA	Heart of Iowa Regional Transit Agency	333.4	20
NV	SNTC-Laughlin	333.3	21
MI	Huron Transit Corporation	330.1	22
KY	Leslie, Knott, Letcher & Perry Community Action	324.4	23
AL	Baldwin County Commission	312.2	24
KY	Bluegrass Community Action Agency	302.4	25
IA	Regional Transit Authority/RIDES	299.5	26
GA	Southwest Georgia RC	295.6	27
OH	Athens Transit	291.3	28
MO	Southeast Missouri Transportation, Inc.	280.0	29
TN	South Central Tennessee Development District	269.3	30
OK	Community Action Development Corporation	254.3	31
PA	Washington County Transit Authority	246.0	32
OK	Grand Gateway EDA/ Pelivan	242.6	33
AR	Southeast Arkansas Transit	240.8	34
IN	SIDC RIDE SOLUTION	226.1	35
	Rural Demand Response Taxi Agencies		
WI	City of Beaver Dam	130.5	1
HI	County of Hawaii Mass Transit Agency	129.3	2
WI	City of Portage	113.3	3
WI	City of Watertown	110.2	4
WI	City of Wisconsin Rapids	100.8	5
WI	City of Marshfield	85.0	6
WI	City of Rhinelander	72.1	7
WI	City of Waupaca	59.9	8
WI	City of Monroe	59.4	9
WI	City of Fort Atkinson	50.7	10
WI	City of Viroqua	48.2	11
WI	City of Baraboo	43.8	12

Includes only transit agencies reporting to Federal Transit Administration RY 2013 *National Transit Database* for Rural Areas. RY 2013 rural area NTD data are available on the APTA web site at www.apta.com.
(a) Sum of "regular trips" and "coordinated trips."

Canadian Data

Table 44 provides a summary of Canadian public transportation data as provided by the Canadian Urban Transit Association (CUTA).

Table 44: Canadian Transit Data Summary
(All Dollar Amounts Are Canadian Dollars)
Report Year 2013

Statistic	Amount	Statistic	Amount
Fixed-Route Transit Services		**Fixed-Route Transit Services, continued**	
Number of Systems Reporting	103	Direct Operating Expenses (Millions) (c)	7,126.4
Vehicle Revenue Miles (Millions)	650.5	Transportation Operations (Millions)	3,240.3
Total Vehicle Miles (Millions)	736.6	Fuel/Energy (Millions)	692.9
Vehicle Revenue Hours (Millions)	48.8	Vehicle Maintenance (Millions)	1,284.2
Total Vehicle Hours (Millions)	54.0	Plant Maintenance (Millions)	695.0
Regular Service Passengers (a) (Millions)	2,047.1	General and Administration (Millions)	1,117.9
Passenger Boardings (b) (Millions)	2,956.8	Passenger Revenue (Millions)	3,811.7
Regular Service Passenger Miles (Millions)	11,895.6	Total Operating Revenue (Millions)	4,399.0
Employees (Full and Part Time)	56,483	Other Operating	
Operators	30,102	Contributions (Millions)	3,847.2
Other Transportation Operations	4,922	Total Operating Revenue and	
Vehicle Maintenance	8,930	Financial Assistance (Millions)	8,246.1
Non-Vehicle Maintenance	5,469	Adult Cash Fare, Average	2.82
General Administration	7,060	Total Capital	
Total Passenger Vehicles	18,854	Expenditures (Millions)	4,760.2
Bus (d)	15,604	**Specialized Transit Services**	
Commuter Rail	875	Number of Systems Reporting,	
Heavy Rail	1,528	Dedicated Service	70
Light Rail and Streetcar	841	Passengers Dedicated Service (Millions)	11.7
Other	6	Passengers Dedicated and Non-Dedicated	
Peak Period Passenger Vehicles	15,293	Service Total (millions)	18.6
Bus (d)	12,535	Total Vehicle Miles, Dedicated	
Commuter Rail	873	Service (Millions)	54.8
Heavy Rail	1,210	Total Vehicle Hours, Dedicated	
Light Rail and Streetcar	670	Service (Millions)	5.0
Other	5	Total Operating Revenue	
Average Bus Age (years)	7.3	(Millions)	40.7
Percent Bus Fleet Accessible	90.0	Operating Expense (Millions)	500.5

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 *2015 Public Transportation Fact Book*.
(b) "Boarding passengers" is a similar measure to "unlinked passenger trips" reported for United States transit agencies in the *2015 Public Transportation Fact Book.*
(c) Includes unallocated amounts.
(d) Includes trolleybuses.
Canadian "fixed-route transit services" data from 1955 through 2013 and "specialized transit services" data from 1991 through 2013 can be found in the *2015 Public Transportation Fact Book Appendix A: Historical Tables* at www.apta.com.

APTA Association History

The American Public Transportation Association traces its ancestry back 133 years to December 13, 1882 when 56 transit executives from across the United States and Canada met at Young's Hotel in Boston and created the American Street Railway Association. In the early years of the association's existence, annual meetings saw technical presentations and committee reports on horse shoeing, collection of fares, track construction, removal of snow and ice, horse stables, and cable power. The association was created during a period of rapid technological change; the "Verbatim Report" of the 1884 Annual Meeting in New York City includes the first discussion of the potential use of electricity to propel streetcars.

The changes in transit vehicle types and motive power are reflected in the name changes of the association. In 1905, the association changed its name to the American Street and Interurban Railway Association to reflect its members' provision of local service on urban "streets" and higher speed "interurban" service between center cities and suburbs and to other more distant urban communities. A name change in 1910 to the American Electric Railway Association reflected the near universal adoption of electricity as propulsion power for transit cars. In 1912, the U.S. Census of Street and Electric Railways found that 943 out of 975 street and interurban railways were powered by electricity. The increasing use of motor buses and trolley buses by transit systems resulted in the association changing its name in 1932 to the American Transit Association.

In 1929, members of the American Electric Railway Association created a separate organization, the Electric Railway Presidents' Conference Committee, to develop a streetcar called the PCC car. The streamlined body of the PCC car reflected the modernist design movement of the times and the mechanical systems of the car were revolutionary compared to previous designs. The committee was incorporated as the the Transit Research Corporation (TRC) in 1935 to manage the use of PCC designs and continue street and rapid transit car design improvement. The changing emphasis of the TRC toward legislative matters resulted in a name change to the Institute for Rapid Transit (IRT). In 1969 the IRT moved its headquarters from Chicago to Washington, DC, reflecting the continued focus on its legislative activities. The American Transit Association had already moved its offices from New York City to Washington, DC, in 1966, for the same reasons.

Representing many of the same transit companies and striving to achieve the same improvements and growth in the transit industry, the American Transit Association and Institute for Rapid Transit merged in 1974 to create the American Public Transit Association. In 2000, the Association's name was changed to the American Public Transportation Association, reflecting the wide variety of mobility and transportation services beyond traditional transit provided by its members. The following pages present APTA's association ancestry, chief executive officers, lifetime achievement award recipients, senior elected officers, and Hall of Fame members.

APTA Association Ancestry

American Street Railway Association
1882 - 1905
↓
American Street and Interurban Railway Association
1905 - 1910
↓
American Electric Railway Association
1910 - 1932
↓
American Transit Association
1932 - 1974
↓

Electric Railway Presidents' Conference Committee
1929 - 1935
↓
Transit Research Corporation
1935 - 1961
↓
Institute for Rapid Transit
1961 - 1974
↓

American Public Transit Association
1974 - 1999
↓
American Public Transportation Association
2000

APTA Chief Executive Officers

Michael P. Melaniphy is president and chief executive officer of the American Public Transportation Association. His entire career has been in public transportation, with more than 27 years of both public and private sector leadership experience. Active in the industry, Melaniphy serves on the Executive Committee of the Transportation Research Board, as well as on the boards of both Rail~Volution and the Transportation Learning Resource Center. He is a commissioner on the Alliance to Save Energy's Commission on National Energy Efficiency Policy and president of the American Public Transportation Foundation. He also serves on the boards of the Mineta Transportation Institute at San Jose State University and the National Center for Transit Research at CUTR - University of South Florida. His biography can be found on APTA's web site at www.apta.com.

Michael P. Melaniphy, President & CEO 2011 - Current

William W. Millar, President 1996 - 2011

Jack R. Gilstrap, Executive Vice President 1980 - 1996

B. R. Stokes, Executive Director 1974 - 1977, Executive Vice President 1977 - 1980

APTA Lifetime Achievement Award Recipients

APTA's Lifetime Achievement Award recognizes persons who have made outstanding contributions that have changed the relationship of public transportation to its local communities and American society. Each recipient has taken action and provided leadership to dramatically improve the ability of public transportation to meet the needs of all Americans.

Rosa Parks, 1997

Mortimer Downey, 2000

Norman Y. Mineta, 2006

APTA Senior Elected Officers

From 1974 through 1987, the American Public Transportation Association had both an elected president and an elected chair who jointly served in the capacity of senior elected official.

1974-1975 President Stanley H. Gates, Jr. Houston, TX	1976-1977 President Thomas O. Prior San Diego, CA	1978-1979 President Houston P. Ishmael Memphis, TN
1974-1975 Chair William J. Ronan New York City, NY	1976-1977 Chair James J. McDonough Chicago, IL	1978-1979 Chair Harold L. Fisher New York City, NY
1975-1976 President Stanley H. Gates, Jr. Houston, TX	1977-1978 President Thomas O. Prior San Diego, CA	1979-1980 President Houston P. Ishmael Memphis, TN
1975-1976 Chair William J. Ronan, New York City, NY	1977-1978 Chair James J. McDonough Chicago, IL	1979-1980 Chair John L. McDonnell Oakland, CA

1980-1981 President
Leonard Ronis
Cleveland, OH

1980-1981 Chair
John L. McDonnell
Oakland, CA

1981-1982 President
Leonard Ronis
Cleveland, OH

1981-1982 Chairs
Eugene M. Barnes
Chicago, IL;
David F. Girard-diCarlo
Philadelphia, PA

1982-1983 President
James H. Graebner
San Jose, CA

1982-1983 Chair
Joseph Alexander
Washington, DC

1983-1984 President
James H. Graebner
San Jose, CA

1983-1984 Chair
Joseph Alexander
Washington, DC

1984-1985 President
Bernard J. Ford
Chicago, IL

1984-1985 Chair
Warren H. Frank
Syracuse, NY

1985-1986 President
Lawrence W. Jackson
Long Beach, CA

1985-1986 Chair
Warren H. Frank
Syracuse, NY

1986-1987 President
Lawrence W. Jackson
Long Beach, CA

1986-1987 Chair
Reba Malone
San Antonio, TX

1987-1988 Chair
Reba Malone
San Antonio, TX

1988-1989 Chair
James E. Cowan
Portland, OR

1989-1990 Chair
Daniel T. Scannell
New York City, NY

1990-1991 Chair
Alan F. Kiepper
New York City, NY

1991-1992 Chair
Louis H. Parsons
Toronto, ONT

1992-1993 Chair
Louis J. Gambaccini
Philadelphia, PA

1993-1994 Chair
Rod Diridon
San Jose, CA

1994-1995 Chair
Richard J. Simonetta
Atlanta, GA

1995-1996 Chair
Frank J. Wilson
Trenton, NJ

1996-1997 Chair
Leslie R. White
Vancouver, WA

1997-1998 Chair
Howard C. Breen
Kansas City, MO

1998-1999 Chair
Shirley A. DeLibero
Houston, TX

1999-2000 Chair
John P. Bartosiewicz
Fort Worth, TX

2000-2001 Chair
Ronald J. Tober
Charlotte, NC

2001-2002 Chair
Peter M. Cipolla
San Jose, CA

2002-2003 Chair
Celia G. Kupersmith
San Francisco, CA

2003-2004 Chair
George F. Dixon, III
Cleveland, OH

2004-2005 Chair
Richard A. White
Washington, DC

2005-2006 Chairs
Ronald L. Barnes
Columbus, OH;
Howard Silver
Bakersfield, CA

2006-2007 Chair
Howard Silver
Bakersfield, CA

2007-2008 Chair
Michael Townes
Norfolk, VA

2008-2009 Chair
Beverly A. Scott, Ph.D.
Atlanta, GA

2009-2010 Chair
Mattie P. Carter
Memphis, TN

2010-2011 Chair
Michael J. Scanlon
San Carlos, CA

2011-2012 Chair
Gary C. Thomas
Dallas, TX

2012-2013 Chair
Flora M. Castillo
Newark, NJ

2013-2014 Chair
Peter Varga
Grand Rapids, MI

2014-2015 Chair
Phillip A. Washington
Denver, CO;
Los Angeles, CA

2015-2016 Chair
Valarie J. McCall
Cleveland, OH

APTA Hall of Fame

Admission into the APTA Hall of Fame is a special honor reserved for individuals who have long and distinguished careers in the industry, who have made extraordinary contributions to public transportation, and who have actively participated in APTA activities. Brief statements of Hall of Fame member contributions to the transit industry may be found on the APTA web site at http://www.apta.com/about/hallofframe/Pages/default.aspx. Hall of Fame inductees are reported below by the year they were inducted into the Hall of Fame.

1983
Carmack Cochran
Leo J. Cusick
E. Roy Fitzgerald
Dominic J. Giacoma
F. Norman Hill
Donald C. Hyde
Frederick J. Johnson
Walter J. McCarter
W.H. Paterson
Walter S. Rainville, Jr.

1984
George J. Clark
Walter S. Douglas
Jackson Graham
John F. Hoban
Robert B. Johnston
Alton McDonald
Robert Pollock
David Ringo
Robert Sloan

1985
Wilfred E.P. Duncan
Stanley H. Gates, Jr.
Joseph V. Garvey
Peter J. Giacoma
Jesse L. Haugh
Henry M. Mayer
Thomas O. Prior
William J. Ronan
Bernard Shatzkin
Harley L. Swift

1986
John C. Baine
Leonard W. Bardsley
Fred B. Burke
George Gibbs
David G. Hammond
Lucien L'Allier
Peter J. Meinardi

1987
Edgar A. Claffey
William F. Farell
David Q. Gaul
P.S. Jenison
Anthony R. Lucchesi
Thomas G. Neusom
Herbert J. Scheuer

1988
Henry R. DeTournay
Georges G. Donato
John J. Gilhooley
William B. Hurd
Victor Sharman
Lloyd G. Berney
James A. Caywood
Robert M. Coultas
Alan Sterland

1990
Alan L. Bingham
Charles E. Keiser
Leonard Ronis
Erland A. Tillman

1991
Wilbur P. Barnes
S.A. Caria
Houston P. Ishmael
Edward R. Stokel
Robert G. Decker
John Duncan Simpson
Carmen Turner
H. Donald White

1993
James W. Donaghy
Joseph C. Kelly
Robert Wayne Nelson

1994
Robert M. Brown
Miriam L. Gholikely
Colonel William R. Lucius
Kenneth S. Voigt

1995
Robert S. Korach
George Krambles
James R. Mills
James Reading
Frank Julian Sprague

1996
Keith Bernard
Robert Buchanan
Albert Paul Moniz
B.R. Stokes

1997
George E. Benson
Peter Bigwood
Henry C. Church
John F. Hutchison
Harvel W. Williams

1998
John A. Dash
Warren H. Frank
Jack R. Gilstrap
Kenneth M. Gregor
William A. Luke

1999
Albert Engelken
Louis J. Gambaccini
George W. Heinle
James A. Machesney

2000
Milton Pikarsky
Daniel T. Scannell

2001
Gerald T. Haugh
Robert G. MacLennan

2002
James L. Lammie

2003
Lawrence D. Dahms
Alan F. Kiepper

2004
John A. Dyer, Ph.D.
Jan den Oudsten

2005
Carlton Sickles
Virendra K. Sood

2006
H. Welton Flynn
Louis L. Heil
Dan Reichard, Jr.
Shirley A. DeLibero

2007
David L. Gunn

2008
Joe Alexander
Frank Lichtanski
Reba Malone

2009
Bernard J. Ford

2011
Roger Snoble

2012
Peter Cipolla

2013
William W. Millar
Richard Simonetta

2014
Rod Diridon, Sr.
Ronald J. Tober

2015
Elonzo W. Hill
Jerome C. Premo

Milestones in Public Transportation and High-Speed Rail History

Public transportation, except for ferryboats, was not a part of everyday life until the 19th century, since home, work, and recreation were almost always within walking distance of each other. As cities grew and distances increased, horse-pulled stagecoaches were introduced to meet the need for better transportation for the few who could afford it, and the railroad was invented. The horsecar--initially a horse-pulled stagecoach body on special wheels that ran on rails--was devised to operate on the unpaved or poorly paved streets of that era.

As technology developed, elevated steam railroads, cable-pulled cars, electric streetcars, and underground electric trains all became common. Many of these developments were pioneered in the United States. All operated on rails, and it wasn't until the 1910-1920 period that improved street pavement and internal combustion engines led to the widespread introduction of buses. These are some of the more important milestones in that history.

The 19th Century: The Invention of Modern Urban Public Transportation

1800 Most Americans lived in rural areas. Only 322,000 people, 6.1 percent of the total U.S. population of 5.3 million, lived in urban areas. New York City was the nation's most populous city, with 60,000 people, nearly twice as many as 10 years earlier. People still walked everywhere, but the sudden growth of cities was creating a need for transportation alternatives. By the 1830 Census, shortly after the introduction of transit service, New York City's population exceeded 200,000.

1827 Transit service was first provided in New York City, using horse-drawn carriages. Abraham Brower provided service in lower Manhattan. Brower also introduced a vehicle designed especially for transit service, the horse-drawn *Omnibus*, in 1831. For 12½ cents, about $3.30 in today's money, the traveler could ride about two miles from the Battery north to Bond Street.

1832 A year after the Omnibus entered service, the first horse-drawn street railway began operation in New York. The New York and Harlem Railway ran along the Bowery from Prince Street to 14th Street.

1855 The first common carrier railroad in the United States was the Baltimore and Ohio Railroad, with a line from Baltimore to Ellicott's Mills, now Ellicott City, MD, which opened in 1830. Which intercity railroad, however, operated the first service intended solely for commuters is uncertain. An 1855 New York and Harlem Railway timetable, by then using steam powered trains north of 32nd Street, listed 14 trains a day to and from Williams' Bridge, and seven as far as White Plains.

1868 The first elevated railway opened in New York City. The West Side and Yonkers Patent Railway, a cable powered railway, was not successful and ceased operation in 1870. It was replaced in 1871 by the Westside Patented Railway Company, which successfully used trains pulled by small steam engines.

1872 The Great Epizootic of 1872 killed large numbers of horses used by street railways, 18,000 in New York City alone. The desire to reduce the risk, as well as the pollution associated with horse-driven cars, would lead to increased efforts to find mechanically powered substitutes.

1873 The first successful cable-hauled street railway, the Clay Street Hill Railroad, opened in San Francisco, CA. The sole remaining cable cars in the U.S. today are operated by the San Francisco Municipal Transportation Agency, but do not follow the 1873 route. Although often visualized as a transit mode solely for hilly terrains, cable cars were used throughout the country; in 1887 the Chicago City Railway was operating 150 three-car trains in regular service.

1880 The decades after the Civil War witnessed the growth of "main line" suburbs served by commuter railroads. Frequent train service allowed upper middle class professionals and executives to maintain large households in suburbs and commute to their employment in central cities. Examples of these main lines included the Chicago and Northwestern Railway reaching north from Chicago to Evanston, Wilmette, Winnetka, and Glencoe and the Pennsylvania Railroad line west from Philadelphia to Ardmore, Haverford, Bryn Mawr, and Villanova.

1882 On November 22, delegates from five cities met to form the Ohio Street Railway Association, the first state transit association.

1882 On December 13, 56 delegates of street railways met at Young's Hotel in Boston, MA to found the American Street Railway Association, APTA's original predecessor. Hardin H. Littell, General Manager of the Louisville City Railway Company was selected President. One delegate, Frank DeHass Robison, would later become a co-owner of two National League baseball teams, the Cleveland Spiders and the St. Louis Cardinals.

1883 The Brooklyn Bridge opened between New York and Brooklyn. One way to cross it was a 6,000 foot long cable car ride. It is believed to be the earliest publicly built and operated transit service. By 1907, streetcars and elevated trains carried more than one-quarter million riders a day over the bridge.

1888 The Union Passenger Railway in Richmond, VA began regular service on February 2. The Union Passenger Railway was the first successful electrically powered streetcar service in the United States. The system's designer, Frank J. Sprague, would receive contracts to build 113 more electric street railways in the next two years.

1888 "The Great White Hurricane," a March blizzard, left 2 to 5 feet of snow across the Northeastern United States. Officially, 21 inches of snow fell in New York City. Official records are not available from that time for Boston. The blizzard is considered to be an early and important impetus for the creation of both the New York City and Boston subway systems. A March 13, 1888 *New York Times* article stated "that a system of really rapid transit which cannot be made inoperable by storms must be straightway devised and as speedily as possible be constructed."

1892 The Amalgamated Association of Street and Electric Railway Employees, now named the Amalgamated Transit Union (ATU), was founded. The ATU has the largest membership among unions that represent transit workers throughout the United States and Canada.

1892 The first transit post office was operated by the St. Louis and Suburban Railway. Similar to a railway post office car on a railroad, the transit post office car had, in addition to the streetcar crew, a postal clerk to cancel and sort mail, and another to receive and drop off mail. A letter dropped in a white mail box would be picked up by a streetcar post office. Streetcar mail service was provided in 14 of America's largest cities. The United Railways and Electric Company of Baltimore, MD, was the last operator of streetcar mail service in 1929.

1894 The Census Office of the Department of Interior published the 1890 Census of Street Railway Transportation. The Census found that Americans took two billion trips on street railways in 1890. Although the number of street railways using electric power had grown from zero in 1885 to 144 in 1890, most street railways remained horse powered. Of the 32,505 streetcars in service, 2,805 were electrically powered, 2,113 were steam powered, 5,089 were cable cars, and 22,408 were pulled by animals.

1897 The first section of the Tremont Street subway opened in Boston, MA. The first subway in the United States, it was built by the Boston Transit Commission, a public agency, to take streetcars operated by the private West End Street Railway off of the highly congested surface streets in downtown Boston.

The Early 20th Century: Subways and Infrastructure Investments Change the Urban Landscape

1900 The United States had become an urban nation during the 19th century. Introduction of the steel framed skyscraper, such as Chicago's 1890 Rand McNally Building and St. Louis's 1891 Wainwright Building, led to increased concentration of America's commerce in her central urban cores. Of the 76.2 million American residents, 39.6 percent or 30.2 million people lived in urban areas. New York City was the largest city, with 3.4 million people, Chicago and Philadelphia had more than one million residents, and St. Louis, Boston, and Baltimore more than 500,000. Transportation innovation and investment were vital for solving the congested transportation problems of the growing metropolises.

1904 The State of North Dakota Capital Car Line opens in Bismarck, ND. The Capital Car Line was the first rail transit system owned by a state government. It provided railway service from the Capitol building through downtown Bismarck.

1904 The first New York City subway line opened from City Hall to 145th Street. The subway was built by New York City and leased to the Interborough Rapid Transit Company for operation.

1904 The American Street Railway Association annual meeting was held in the Transportation Pavilion of the Louisiana Purchase Exposition in St. Louis, MO. Forty years later the Exposition would be celebrated in the movie *Meet Me in Saint Louis*, which included Judy Garland signing *The Trolley Song*.

1905 The first transit bus, a gasoline powered double-decker, was operated by the Fifth Avenue Coach Company in New York. Poorly maintained streets in many cities slowed introduction of buses. By 1926 there were 14,400 transit buses in operation, compared to 62,857 streetcars. The number of vehicles in transit bus service first exceeded the number of streetcars in 1939.

1905 The City of New York becomes the owner and operator of the Staten Island Ferry. The takeover followed Staten Island's consolidation into New York City in 1898.

1906 The first municipally owned and operated electric street railway opened in Monroe, LA.

1908 The first of two pairs of tubes opened under the Hudson River, a second pair would open the following year. The first crossings of the Hudson River at New York, the tubes carried trains of the Hudson and Manhattan Railroad, now the Port Authority Trans-Hudson, or, more familiarly, PATH. For the first time railroad passengers could transfer to transit cars and quickly cross from New Jersey to New York without concern about the weather conditions affecting river traffic.

1910 A great Mississippi River bridge, named after Illinois Congressman and Senator William B. McKinley, who was also chief executive of the Illinois Traction System, opened. The McKinley Bridge brought Illinois Traction suburban streetcars and interurban trains directly into the downtown St. Louis, MO, area. Only the third bridge to cross the Mississippi at St. Louis, the bridge has now been rebuilt for pedestrian, bicycle, bus, and automobile traffic.

1914 The Chief Examiner of Accounts of the Interstate Commerce Commission stated that "In the preparation of the revision of the accounting rules contained in [the Uniform System of Accounts] . . . the Commission has had the cooperation of the Committee on a Standard Classification of Accounts of the American Electric Railway Accountants' Association." APTA predecessors also developed the standard motor bus accounting system and assisted in early Bureau of the Census publications of street railway data. APTA predecessors were the sole compilers and publishers of national transit data from the 1940s until the first National Transit Database (NTD) report was published by the Federal Transit Administration. APTA was a leader in developing the Uniform System of Accounts (USOA) which led to the NTD in 1979.

1914 The American Museum of Safety authorized the American Electric Railway Association to present the Anthony N. Brady Awards for Safety. The Boston Elevated Railway Company of Boston, MA, was the first winner of the Gold Medal for outstanding safety. Other honorees were the Public Service Railway Company, Newark, NJ, and the Northern Traction and Light Company, Akron, OH. APTA continues to present Bus and Rail Safety and Security Excellence Awards annually to recognize the efforts of transit agencies to provide safe travel for their passengers and a safe workplace for their employees.

1915 The Fourth Avenue Subway in Brooklyn, first line of the Dual Contracts, opened. Subway Contracts III and IV are a joint partnership, with New York City building the subways, and private companies owning and operating the rail transit systems. The Dual Contracts were among America’s greatest civic investments, allowing residents of the shockingly overcrowded lower East Side of Manhattan to access lower-cost, higher-quality housing.

1917 Responding to labor shortages during World War I, street and elevated railways in a dozen cities hired female conductors for the first time. After the war, their numbers diminished, and by the 1930 Census only 17 women were employed as streetcar conductors. Women would again be hired during World War II as conductors as well as for other transit jobs traditionally held only by men.

1918 The impact of cost increases and fixed revenues lead to consideration of widespread public takeover of transit properties. James D. Mortimer, President of the Milwaukee Electric Railway and Light Company, introduced a motion at the Annual Conference of the American Electric Railway Association describing the recent financial difficulties faced by street railways. He proposed that the best option for private street railways to remain in operation was to seek takeover by a public agency. The recommendation concluded that, "The American Electric Railway Association recommends to its Member Companies that they facilitate in every reasonable way the public acquisition of the present electric railway properties. . .". The motion was passed by the Conference attendees and referred to the Association Executive Committee, but no further action is known to have been taken.

Following World War I: Depression, a Second World War, and Public Roads for Private Vehicles Lead to Fluctuating Transit Decline and Growth -- Electric Railways Foretell High-Speed Rail

1920 From 1910 to 1920, plans had been developed for rail rapid transit subway systems in many cities. World War I and wartime inflation, construction of serviceable streets for private vehicles, and economic slowdowns caused the delay and eventual cancellation of rapid transit subway investments in St. Louis, Pittsburgh, Los Angeles, Seattle, Chicago, Providence, and Detroit. Eleven miles of subway constructed in Cincinnati by 1923 were never finished or used. Nine miles of subway entered service in Rochester in 1927, but the interurbans that used them had all stopped operating by 1931, and only a single streetcar line continued in the Rochester Subway until 1956.

1925 Transit systems in Seattle (1914), Detroit (1921), San Francisco (1912), New York (1932), and Boston (1918) came under public ownership or public control because of inflation, fixed fares, increased public investments in roads, later the economic depression, and other fiscal stresses faced by transit systems. Major infrastructure investments such a subways and elevated lines were built by municipal and state governments for operation by private companies in Philadelphia, Boston, and New York.

1928 The first "park and ride" lot allowed a commuter to park at Upper Darby, PA, and take the Philadelphia Rapid Transit Company's Market Street elevated train into downtown Philadelphia. That lot is no longer there, the space being part of the Southeastern Pennsylvania Transportation Authority's modern 69th Street Transportation Center. More than 850,000 transit agency provided parking spaces are now available to transit multimodal commuters and many more are provided in municipal parking facilities at transit stations.

1930 Among the highest-speed trains in the early 20th Century were electric transit interurbans. The Cincinnati and Lake Erie Railroad, which operated an interurban system from Cincinnati to Toledo, OH, introduced its lightweight *Red Devil* cars, which operated at 90 mph. One *Red Devil* reached 97 mph as it outran a biplane in front of the publicist's movie camera.

1936 The first delivery of an Electric Railway Presidents' Conference Committee (PCC) streetcar was made to the Pittsburgh Railways. The PCC was a light-weight, streamlined streetcar with significantly advanced design and technology compared to older vehicles. The new streetcars were intended to reduce costs and help stem ridership declines on street railways. Nearly 5,000 were built in the United States and Canada, with the last deliveries in 1952. About 20,000 vehicles based on the PCC design were also built in Belgium, Italy, Spain, Czechoslovakia and Poland.

1937 Works Project Administration (WPA) funding was provided to the Boston Transit Department to help finance the Huntington Avenue Subway and the City of Chicago to help finance the State Street Subway. These are examples of early transit investments made by the WPA and Public Works Administration as the federal government sought to stimulate the economy to end the Great Depression.

1941 Another high-speed electric transit interurban train, the streamlined articulated Chicago North Shore and Milwaukee Railroad *Electroliner*, operating between the line's namesake cities, entered service. Although the four-car trains were operated at 110 mph in tests, they were restricted to 90 mph in service because they could outrun the signals to lower street and highway crossing gates.

1943 The American Transit Association published the first issue of the *Public Transportation Fact Book*, originally titled "The Transit Industry in the United States, Basic Data and Trends." The Census Bureau had not published its quinquennial transit data summary in 1942 because of WWII, so the ATA issued an alternative publication.

1943 The American Transit Association published the first issue of *Passenger Transport*, the newspaper of the public transportation Industry. The lead story in the first issue was "New England Regional Bus Conference Deals with Wartime Problems of Transit Industry." Now published by APTA in print and electronic editions, *Passenger Transport* is "the source for public transportation news and analysis." The most recent issue and archived stories can be accessed in APTA's web page at www.apta.com.

1944 African Americans were first hired for jobs from which they had previously been excluded such as streetcar conductors and motormen. Maya Angelou, renowned author and poet, became the first African-American woman streetcar conductor in San Francisco when she was hired by the Market Street Railway Company at the age of 16. At about the same time, Mrs. Arcola Philpott became the first African-American motorman, then called a "motormanette" because she was female, on the Los Angeles Railway.

1945 Transit agencies set records for passenger use: 23.4 billion trips in 1945, the last year of World War II, and 23.5 billion trips in 1946. Sales of new automobiles to civilians had ended on New Year's Day 1942. A national speed limit of 35 miles per hour was imposed, many people had a six-day work week, gasoline was rationed until August 1945, and tires until December 1945. Returning military veterans increased travel demand sufficiently before autos again became available to make the year after the war the highest for transit travel by the smallest of margins.

The Post World War II Period: Completion of Public Ownership Movement, Social Change, and Federal Participation in Transit; Continued Development of High-Speed Rail

1946 The American Transit Association offered a prize on its national radio program, *Spotlight on America*, to determine the identity of the person who originated the expression, "Kilroy was here." That phrase and a cartoon of a long-nosed, two-eyed face peering over a wall was seen everywhere in the world that American troops went during World War II, even in ship compartments that had been sealed since the day they were built. The most credible story was given by James J. Kilroy, a shipyard inspector from Halifax, MA. His prize: a 36-year-old, 50-foot-long streetcar which, when delivered to his house, became the sleeping area for six of his nine children.

1955 Rosa Parks, a seamstress in Montgomery, AL, refused to follow segregated bus seating laws. Her action was one of the important early symbols in the Civil Rights Movement, leading to the Montgomery Bus Boycott which brought the Rev. Martin Luther King, Jr. to national prominence. Ms. Parks was the first recipient of APTA's Lifetime Achievement Award in 1997.

1955 Cleveland, OH was the first urban area to open a new heavy rail system since Philadelphia in 1907. Heavy rail systems provide the high capacity service needed for very large urban developments. Since 1955, heavy rail systems have been built in the San Francisco, Washington, DC, Atlanta, Baltimore, Miami, Los Angeles, and San Juan urban areas.

1961 President John F. Kennedy said that mass transportation is, ". . . a distinctly urban problem and one of the key factors in shaping community development," when he signed the Housing Act of 1961 on June 30. The Act provided public transportation demonstration funding and mass transportation project loans.

1964 President Lyndon B. Johnson signed the Urban Mass Transportation Act of 1964 on July 9. The Act established a federal transit aid program under the Administrator of the Housing and Home Finance Agency. The president said, "This is by any standard one of the most profoundly significant domestic measures to be enacted by the Congress during the 1960's."

1965 The U.S. Congress passed the High-Speed Ground Transportation Act of 1965 to foster growth of high-speed rail. The law authorized $90 million over three years to "contract for demonstrations to determine the contributions that high-speed ground transportation could make to more efficient and economical intercity transportation systems."

1967 The United States Department of Transportation (DOT), which was created by an Act of Congress and signed into law by President Lyndon B. Johnson on October 15, 1966, began operation on April 1, 1967.

1968 Hopkins Airport in Cleveland, OH became the first U.S. airport to be accessed by rail transit service when the Cleveland Transit System Rapid was extended 4 miles. Today airports in many American cities have direct rail transit service.

1968 The federal government Reorganization Plan No. 2 of 1968 transferred the transit program to the Department of Transportation effective July 30, creating the Urban Mass Transit Administration (UMTA), the original name of the Federal Transit Administration.

1969 The Penn Central Company began operation of electrical multiple unit *Metroliner* trains, developed under the provisions of the High-Speed Ground Transportation Act of 1965. In 1952, the Pennsylvania Railroad *Congressional* train had taken 3 hours 35 minutes to travel from New York City to Washington at an average speed of 63 mph. A *Metroliner* making all stops could make the same trip in 2 hours 59 minutes at an average speed of 76 mph and a non-stop trip in 2 hours 30 minutes at an average speed of 91 mph. The trains had a top speed of 125 mph.

1969 The first Automatic Vehicle Location (AVL) system for transit buses was initiated by the Chicago Transit Authority. An AVL system tracks the location of buses. It can measure schedule adherence and track operating and maintenance data. Location information from an AVL system provides data for estimating times of vehicle arrival at bus stops and stations in real time and activating next stop announcements aboard transit vehicles.

1969 The *Turbo Train*, a high-speed turbine powered articulated tilt-train design supported by the High-Speed Ground Transportation Act of 1965, enters service between Boston and New York City on the Penn Central Railroad. Although the highest speed they operated at in regular service was 90 to 100 mph, in tests one train reached 170 mph.

1969 Construction of the Bay Area Rapid Transit District's 6-mile-long, 3.6 miles under water, Transbay Tube was completed in August. Fifty-seven premade sections of tunnel were lowered to the floor of San Francisco Bay to make the tunnel. Completion of the system lay ahead before trains began running through the Transbay Tube in 1974. During this period BART's chief executive was B.R. Stokes, who would become the first head of the American Public Transit Association.

Late 20th Century: Growth and Investment Foster Modern Transit Infrastructure That Permits Rational and Sustainable Growth of Large Metropolitan Areas

1972 President Richard M. Nixon signs the National Capital Transportation Act of 1972 to help continue funding for the Washington Metro, which the President describes as "the area wide rapid rail transit system which figures so centrally in our vision of a new Washington for the Bicentennial and beyond." The Washington Metrorail system opened in 1976.

1972 An early, federally sponsored, Dial-a-Ride demonstration program opened in Haddonfield, NJ. Dial-a-Ride service, better known as paratransit or demand response service, provides transit service directly from a transit patron's origin to their destination. Demand response service is an essential part, along with accessible fixed-route service transit vehicles, in meeting the needs of disabled transit riders. In 2012, 765 transit service providers in urbanized areas and 1,163 transit service providers in rural areas operated demand response service.

1973 The El Monte Busway in Los Angeles, CA opened. It was among the early high-occupancy vehicle roadways and the first in the Los Angeles area. Busways are a component of Bus Rapid Transit service (BRT). BRT increases the speed and capacity of bus service by using dedicated rights-of-way, fares paid in stations, signal preemption, and other means of increasing bus speed.

1974 The American Transit Association and the Institute for Rapid Transit merged on October 17 to create the American Public Transit Association, now named the American Public Transportation Association.

1974 President Gerald R. Ford signed the National Mass Transportation Assistance Act of 1974, which distributed federal funds by formula for the first time in order to ensure that funding is available to help meet the transit needs of all of America's urban areas.

1979 Speaking before 2,600 delegates at the American Public Transit Association Annual Meeting, President James E. Carter, Jr. said that "Better mass transit will help us attack a whole range of critical, interrelated problems, not just energy, but also inflation, unemployment, the health of our environment, and the vitality of our cities."

1981 The first National Transit Database (NTD) report, with data for Report Year 1979, is published by the Federal Transit Administration in May 1981. The reporting system, which was originally called Project FARE, is the culmination of a 1971 request by the American Transit Association and Institute for Rapid Transit for the federal government to fund development of a uniform financial reporting system. The operating and financial data reporting system is among the most complete transportation data collection systems for any transportation mode in the world.

1981 APTA held its first triennial Transit EXPO trade show in conjunction with its Annual Meeting at McCormick Place in Chicago, IL.

1981 The first new light rail system in 46 years opened in San Diego, CA. The San Diego Trolley, Inc., a subsidiary of the San Diego Metropolitan Transit System, now serves 53 stations over 54 miles of line. The previous entirely new light rail system was the Newark City Subway, now operated by New Jersey Transit, which opened in 1935. By 1981, only 7 surface rail systems remained in operation in the United States. There are now 35 streetcar and light rail systems, a five-fold increase since 1981.

1982 The Municipality of Metropolitan Seattle began fabricating exterior bicycle racks for buses in its own maintenance facilities to expand its bikes on buses demonstration program that had started in the late 1970s. By 2013, 74 percent of all transit buses had exterior bicycle racks.

1983 President Ronald W. Reagan signed the Surface Transportation Assistance Act of 1982, which provides for a portion of the federal motor fuel tax to be used for public transportation investments. The amount of the tax collected would be increased in the Omnibus Budget Reconciliation Act of 1990, signed by President George H. W. Bush, and by the Omnibus Budget Reconciliation Act of 1993, signed by President William J. Clinton.

1984 The Deficit Reduction Act of 1964 directed the Internal Revenue Service to treat employer payments for transit commuting up to $15 per month as a non-taxable "*de minimus*" fringe benefit. The Commuter Benefit allows employees to receive free parking or transit fare media from their employers tax free or to receive them as part of their compensation on a pre-tax basis. The Commuter Benefit has fluctuated in value since then and until December 2014 was $130 per month for transit media and $250 per month for parking.

1987 Lieutenant Hikaru Itaka Sulu, Helm Officer and Tactical/Weapons Officer of the USS Enterprise – played on the television show *Startrek* by APTA Vice President Human Resources George Takei – became the first intergalactic transit commuter to open an APTA EXPO.

1990 The newly enacted Americans with Disabilities Act requires that fixed-route transit service be accessible to persons with disabilities and that transit operators provide complimentary demand response service for persons with disabilities who cannot use fixed-route service. Passenger trips on demand response services increased from 68 million in 1990 to 223 million in 2013.

1991 The Federal Transit Act Amendments of 1991, Title III of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) established the current format of federal transit law. This Act also changed the name of the Urban Mass Transit Administration to its current name, the Federal Transit Administration.

1994 Transit Cooperative Research Program Report Number 1, *Artificial Intelligence for Transit Railcar Diagnostics*, was published. The TCRP was authorized by ISTEA as a cooperative effort by the Federal Transit Administration, the Transportation Research Board, and the Transit Development Corporation, Inc. (TDC), a nonprofit educational and research organization established by APTA. Research is necessary to solve transit operating problems, to adapt appropriate new technologies from other industries to transit use, and to introduce innovations into the transit industry. The TCRP serves as one of the principal means by which the transit industry can develop innovative near-term solutions to meet demands placed on it. TCRP publications can be accessed from www.tcrponline.org.

1998 The Passenger Rail Equipment Standards program was established by APTA to develop safety standards for commuter rail cars. The PRESS program has grown into the APTA Standards Program, which publishes standards that include transit operating standards and procedures, standards for inspection and maintenance of equipment and structures, and testing requirements for transit equipment. Current APTA standards can be accessed at www.apta.com.

1999 The Washington Metropolitan Area Transit Authority introduced 21st Century fare collection technology in the last year of the 20th Century. Called 'smart cards,' and now adopted by transit agencies across the U.S., the new fare media uses imbedded computer chips to provide for value storage to pay for fares and parking and adjust payments for distance, time of day, day of week, transfers, and discounts. Value can be added to the cards over the internet or by employers who take advantage of Internal Revenue Service commuter fare programs. A single smart card can be used on most transit agencies in large metropolitan areas. The Washington Metro card, for example, can also be used to travel on transit systems in the District of Columbia, Northern Virginia, Central Maryland, and Baltimore.

The 21st Century: Technological Change and Shared Government Commitments Lead to Increased Efficiency, Effectiveness, and Equity for Public Transit Agencies and Their Growing Number of Riders

2000 The 20th Century had witnessed continued urban concentration. In 2000, 79 percent, or 222 million out of America's 281 million people, lived in urban areas. New York City had grown to 8 million people and the New York urbanized area contained nearly 18 million people. Thirty-eight urbanized areas had populations of over 1 million.

2000 The American Public Transit Association was renamed the American Public Transportation Association to more fully describe the wide range of urban and rural transportation services provided by its members.

2000 *Acela Express* trains began providing high-speed electric railroad service in the Northeast Corridor, with some trains traveling the entire route from Washington to Boston. The tilting train sets can reach a maximum speed of 150 mph. Acela and other Amtrak service have become so popular that by 2012, 75 percent of combined rail and airplane travel between Washington and New York was via Amtrak and 54 percent of combined rail and airplane travel between New York and Boston was carried on Amtrak.

2000 Transit buses began adopting sophisticated technology. Four percent of buses had hybrid, natural gas, and other environmentally-friendly power in 2000, compared to 40 percent of buses by 2013. The portion of buses with automatic vehicle location (AVL) equipment increased from 19 percent in 2001 to 71 percent in 2013. AVLs are important in improving the efficiency of bus scheduling and operations, as well as allowing transit agencies to provide real-time bus arrival information to transit passengers.

2005 President George W. Bush signed the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) which increased federal assistance for transit. In 2008, he would sign the Passenger Rail Investment and Improvement Act which also increased federal support for Amtrak intercity rail and the development of high-speed rail corridors.

2006 Ridership exceeded 10 billion unlinked passenger trips for the first time since 1957.

2007 The High Speed Ground Transportation Association became part of APTA, adding advocacy for high-performance intercity rail to APTA's mission.

2008 An estimated 25 transit agencies were using virtual dissemination technology to make real-time passenger information (RTPI) available to the public. Real-time bus and train arrival and departure data allow potential transit riders to make informed decisions about their travel. Five years later, in 2013, more than one-half of transit agencies surveyed by APTA provided arrival and departure times for passengers.

2008 The first “Transportation Tuesday at APTA” evening discussion event was held at the APTA offices. Robert Puentes, senior fellow and director of Brookings Institution’s Metropolitan Infrastructure Initiative spoke about the economic impact of infrastructure investment. Since then APTA Transportation Tuesdays have featured Federal Transit Administration Acting Administrator Therese McMillan, Federal Highway Administrator Victor Mendez, Federal Railroad Deputy Administrator Karen Rae, National Transportation Safety Board Chairman Debborah Hersman, U.S. DOT Assistant Secretary for Policy Polly Trottenberg, and U.S. DOT Assistant Secretary for Budget and Programs Sylvia Garcia.

2009 President Barack H. Obama signed the American Recovery and Reinvestment Act which provided funding to stimulate the economy through construction of infrastructure and other investments. Federal funding for public transit and high-speed rail was a significant part of recovery policy.

2012 The Moving Ahead for Progress in the 21st Century Act (MAP-21), federal public transportation law which connects transit program performance to national policy goals, was signed into law by President Barack H. Obama.

2015 Formal groundbreaking for the first segment of the California High-Speed Rail Authority system took place in Fresno, CA. The CHSRA is planned to connect Los Angeles with San Francisco by 2019.

APTA Statistical Publications

The American Public Transportation Association (APTA) is a nonprofit international association of 1,500 public and private sector organizations, engaged in the areas of bus, paratransit, light rail, commuter rail, subways, waterborne services, and intercity and high-speed passenger rail. This includes: public transit systems; planning, design, construction, and finance firms; product and service providers; academic institutions; transit associations; and state departments of transportation. APTA is the only association in North America that represents all modes of public transportation. APTA members serve the public interest by providing safe, efficient and economical transit services and products. More than 90 percent of the people using public transportation in the United States and Canada ride APTA member systems.

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 about 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 bus, sightseeing service, intercity bus, charter bus, and military transportation 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 2010 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 2013. 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 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/.

Fact Book Methodology

The procedure for estimating total data in the **2015 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 bus, sightseeing service, intercity bus, charter bus, military transportation, 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 published for 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 the 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 demand response 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.

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
- Infrastructure Definitions
- Mode of Service Definitions
- Service Consumed Definitions
- Service Supplied Definitions
- Vehicle Characteristic and Amenity Definitions

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 of 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 that is substantially not diesel fuel or gasoline.

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 diseebarking 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 direct payments 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 direct payments and accruals 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 - FARE STRUCTURE DEFINITIONS:

Passenger Fares are revenue earned from carrying passengers in regularly scheduled and demand response 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 demand response 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 Fact 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 buses, 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 2011.

INFRASTRUCTURE DEFINITIONS:

Directional Route Miles are the length of the rights-of-way, either rail, roadway including public streets and roads with mixed traffic, or water route, traversed by transit vehicles and measured in both direction for a two-way right-of-way or one direction for a one lane right-of-way. The number of routes operated over a specific section of right-of-way is not significant to the count.

Lane Miles are the length of a roadway dedicated to high occupancy vehicles (HOV) multiplied by the number of dedicated traffic lanes, including roadway shoulders if they are legally used during peak hours.

Maintenance Facility, General Purpose is a facility used for inspecting, servicing and performing light maintenance work upon revenue vehicles, including brake adjustments, engine degreasing, tire work, minor body repairs, and painting.

Maintenance Facility, Heavy is a facility used for performing heavy maintenance work on revenue vehicles. Heavy maintenance includes unit rebuilds, engine overhauls, significant body repairs, and other major repairs.

Passenger Station is a place for passengers to board or alight from vehicles with a platform. Bus and light rail stops along streets are not considered to be stations even if they have shelters and other amenities.

Track Miles are the length of all tracks, measured in one direction only, used by a rail system for operations including mainline tracks, siding tracks, and yard tracks.

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

Automated Guideway Transit (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 **Bus Rapid Transit (BRT)**.

Bus Rapid Transit is a type of bus service which offers higher speed and higher capacity service than regular fixed-route buses. These improvements are associated with dedicated rights-of-way, stations, traffic signal priority or pre-emption, low-floor vehicles or level-platform boarding, and separate branding of the service.

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

Commuter Bus is a type of fixed-route bus service that connects outlying areas with central cities with no stops for at least 5 miles after leaving the central city. This service typically uses over-the-road-type buses rather than transit buses and primarily provides peak period commuter service.

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.

Demand Response is a mode of transit service (also called **paratransit** 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.

Ferryboat 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.

Hybrid Rail is a mode of transit operated on the routes of intercity railroads and has operating characteristics of commuter rail. This service typically operates diesel multiple-unit vehicles with characteristics of light rail vehicles. Hybrid rail vehicles are operated with temporal separation from railroad traffic.

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. Passenger stations or stops are usually farther apart than the normal spacing for streetcar systems.

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.

Publico is a mode of transit service provided by vans or small buses. Publicos are privately owned and operated and are regulated by a public service commission under a franchise agreement. They operate on fixed routes but do not have fixed schedules. The only current publico service is in San Juan, PR.

Streetcar is a type of light rail service where nearly the entire route is in streets or other roadways. Single-

vehicle trains are most common with frequent in-street stops. They normally are used for shorter trips in central or higher density areas. Passenger stops are closer together than the station spacing on light rail systems.

Transit 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 it. 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.

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 trolley poles from a central power source not on board the vehicle.

SERVICE CONSUMED DEFINITIONS:

Unlinked Passenger Trips, also called **boardings,** 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.

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 CHARACTERISTIC AND AMENITY DEFINITIONS:

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

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

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

Automatic Vehicle Location 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 on racks outside of the vehicle such as on the front of a bus or the open deck of a ferryboat.

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 have 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.

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