

**2015 PUBLIC TRANSPORTATION FACT BOOK  
APPENDIX A: HISTORICAL TABLES**

June 2015



***AMERICAN  
PUBLIC  
TRANSPORTATION  
ASSOCIATION***

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## **APTA's Vision Statement**

Be the leading force in advancing public transportation.

## **APTA's Mission Statement**

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

## **Published by American Public Transportation Association**

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## **2015 PUBLIC TRANSPORTATION FACT BOOK APPENDIX A: HISTORICAL TABLES**

American Public Transportation Association  
Washington, DC  
June 2015

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Suggested Identification: American Public Transportation Association: *2015 Public Transportation Fact Book, Appendix A: Historical Tables*, Washington, DC, June, 2015.

## About the Fact Book

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

The **Public Transportation Fact Book** (formerly the **Transit Fact Book**) was first published in 1943. This is the 66th edition of the Fact Book published by the American Public Transportation Association and its predecessor organizations.

Data in the **Public Transportation Fact Book** have been calculated following statistically rigorous procedures since the data were first accumulated. All **Fact Book** data from the beginning of its collection represent the entire transit industry for those modes for which data were collected and reported for the year of the data.

Beginning in 2008 the **Public Transportation Fact Book** has been published in three parts. This format allows greater detail in statistical content and at the same time allows data to be easier to find and access.

The **2015 Public Transportation Fact Book** presents statistics describing transit service in the entire United States in 2013.

The **2015 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 1890.

The **2015 Public Transportation Fact Book, Appendix B: Transit Agency and Urbanized Area Operating Statistics** presents six operating statistics for 2013 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 and ranked for urbanized areas, both all modes totaled and for individual modes. These lists greatly expand similar data in previous **Public Transportation Fact Books** and allow a simple method to determine comparably sized transit agencies -- a difficult task when using existing data sources. Data for Appendix B are taken from the Federal Transit Administration's National Transit Database (NTD) and include only agencies reporting to the NTD.

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

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

The **Public Transportation 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 **Public Transportation Infrastructure Database**, published in alternating years, lists all fixed-guideways and stations operated by participating transit agencies. Equipment in stations is detailed.

The **Public Transportation Ridership Report** is published quarterly. Each edition presents ridership for each of three months plus quarterly and year-to-date amounts for all participating transit agencies. The

reported data are used to estimate total ridership for individual 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 programs in federal laws authorizing funding for the transit industry. Detailed statistics report amounts of funds available and the text describes the uses to which those funds may be put and the methods by which they are distributed. A new **Primer** is prepared for each authorization of transit law and is updated annually to reflect annual appropriations of federal funds for transit.

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

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

## 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, 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 operating only within the airport, and the following types of ferry service: international, rural, rural interstate, and urban park).

The Fact Book can be indirectly traced to the U.S. 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. This 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. Following World War I, an APTA predecessor organization, the American Electric Railway Association (AERA), began publishing annual operating reports with data for individual member transit systems. The last APTA Public Transportation Operating Report was published in 1992. Data for individual transit agencies is now published by the Federal Transit Administration in the National Transit Database report series.

The *Census of Electrical Industries: 1917, Electric Railways*, published by the Government Printing Office in 1920, provided summary data only; no data for individual electric railways were included. Summary data were published by the Census every five years through 1937. The census of transit operations was not conducted in 1942. An APTA predecessor, by then named the 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.

Federal transit data summaries from 1890 through 1937 were simple totals of data for all transit agencies reporting to each Census. Because transit agencies were required by law to report their data, it can be assumed that the data represented nearly the entire transit industry for those vehicle modes for which data were collected. When the ATA began compiling the Fact Book, data were obtained by survey from ATA member organizations. There was not, of course, a legal requirement for ATA members or non-member transit agencies to report data. In order to estimate data for the entire U.S. transit industry, the ATA expanded the sample data from their survey to represent the entire transit industry using statistical methods.

In 1984 APTA members began providing APTA with copies of their submissions to the Federal Transit Administration (FTA) National Transit Database (NTD) rather than completing special surveys. The NTD began collecting data in 1979. The NTD data then provided the basis for estimates of national data. Beginning in 1997, data in digitized formats, available directly from the FTA, were used rather than data taken from paper copies of report forms.

Amounts for the earliest years for data series beginning 1926 or earlier were first reported in the 1946 Transit Fact Book and were estimated from Operating Reports for those years and interpolated using Census data.

The definitions of specific data change over time. Data are reported on these tables using the definition that was current when they were collected. For example, prior to the collection of NTD data what is now termed "unlinked passenger trips" was defined as "total trips" and included a count of all persons boarding transit vehicles and paying a fare, using a transfer, or allowed to ride for free for a specified reason. "Unlinked passenger trip" is defined as all persons boarding a transit vehicle and is determined from various counting procedures and statistical expansions required by the federal government. Although these definitions vary, the data can be expected to be nearly identical.

All data in this Fact Book calculated by APTA and its predecessors are statistical expansions of sample data designed to represent the total activity of all transit agencies for the modes of service included for a particular year. Base data were from APTA surveys prior to the NTD. Lists were maintained from all available sources for agencies that were not in the APTA or NTD sample. Data were expanded by mode in stratified categories of similar systems based on population and other characteristics. All procedures were adapted to minimize the maximum possible error, a standard statistical method.

The number of modes included has increased over time. The year each mode was first included in the Fact Book and in estimated national totals was (year of data, not year of Fact Book title):

1890: Light Rail

1907: Heavy Rail

1922: Bus

1928: Trolleybus

1980: Commuter Rail and Other (Other included aerial tramway, automated guideway transit, cable car, inclined plane, and monorail.)

1984: Demand Response

1995: Ferry Boat and Transit Vanpool, reported separately or included in "Other" on some tables.

2000: Regulated Publico included in Bus "Other."

2007: Regulated Publico reported separately on some tables.

2011: Bus differentiated as Bus, Bus Rapid Transit, and Commuter Bus; Commuter Rail differentiated as Commuter Rail and Hybrid Rail; Light Rail differentiated as Light Rail and Streetcar (see discussion "Beginning in 2011 . . ." below). Regulated Publico, Ferry Boat, and Transit Vanpool differentiated on modal tables.

Data from 1890 through 1983 are for calendar years. NTD data, however, are collected for "Reporting Years." A Reporting Year is each transit agency's fiscal year that ends during a calendar year. Beginning in 1984 Fact Book data are for Reporting Years, not calendar years.

NTD data were first reported for agencies in Urbanized Areas (UZA). UZAs are areas defined during the Decennial Census with at least 50,000 persons including a central city. Prior to 2007, data for systems outside of urbanized areas, rural systems, were not collected or published by the NTD and were estimated by APTA based on other data sources.

Beginning in 2007 the NTD collected and made available data for rural agencies. The Federal Transit Administration Rural Transit Assistance Program also sponsored a survey of rural transit agencies. These surveys allowed APTA to more accurately assess the distribution of bus, demand response service, and transit agency vanpool service in rural areas. In association with this, APTA also conducted

a survey of other data sources to identify agencies not included in the main NTD report or the NTD rural data. The increase in data available over the Internet from state agencies which oversee transit entities also allows a more accurate estimate of data for agencies eligible for federal transit assistance which provide non-profit service to elderly persons and persons with disabilities and are, therefore, included in demand response data.

Data for "bus," "demand response," and "other" are not continuous from 2006 to 2007. Data for other modes and national aggregates are continuous from 2006 to 2007. Bus and demand response in these tables refer to a mode of service, not to a specific vehicle type. 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. Bus service data in 2007 included local service, express service, subscription service, diversionary route service, loop service, commuter bus, bus rapid transit, and other types. Although bus service is normally provided by buses, it can be provided by smaller vehicles that may be considered large vans.

When the NTD began reporting rural data it became apparent that previous estimates used in the Fact Book for rural data based on other sources were correct in the aggregate but were not correctly distributed between bus, demand response, and vanpool (a part of other on some tables). This is the reason that the data from 2006 to 2007 are labeled as discontinuous for individual modes but not for aggregate amounts.

Beginning in 2011 the NTD allowed differentiated reporting of three categories of bus service: "bus" (which is all bus service that is not commuter bus or bus rapid transit), "commuter bus," and "bus rapid transit." The NTD also allowed the differentiation of commuter rail as two modes: "commuter rail" and "hybrid rail." The Fact Book continues a summary value for these two modes beginning in 2011 called "regional railroad." A third new requirement allowed the differentiation of light rail as two modes: "light rail" and "streetcar." The Fact Book continues a summary value for these two modes called "surface rail." A further complication, that some systems now reported as hybrid rail were previously reported commuter rail and others now reported as hybrid rail were reported as light rail, is not adjusted for in previous years' Fact Book data. All three of these modal differentiations were voluntary for 2011 and 2012 NTD reporting but are required beginning with reporting of 2013 NTD data.

The inclusion of transit agencies in specific UZA population groups for data estimate purposes was also verified. Many transit agencies provide service to several UZAs, many of which were new in the 1980, 1990, 2000, and 2010 Censuses or dramatically changed size in those Censuses. When UZAs are delineated during each Decennial Census the population categories within which they are included for statistical expansion purposes may change and the growth of the area may include the service areas of agencies that had been rural agencies in the previous Census. UZAs are also combined into larger areas or split into multiple areas during each Census. The UZA data are usually not available until two to four years after the Census. For these reasons APTA does not estimate and report historical data stratified by population size groups.

Improved counting methods have resulted from increased use of automatic passenger counters and from the use of new fare media such as magnetic and smart cards, the transactions of which can be counted and summarized. This increased automatic counting is particularly important in determining transfer behavior among service modes within agencies allowing more accurate assignment of data by mode.

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 are used to verify that the data presented in the Fact Book are the most accurate possible data.

The data source and general methodology for calculation of each table can be determined from the Statement of Scope, the second line of the right-hand heading of each page of each table. The Statements of Scope are:

**(1) INCLUDES ENTIRE TRANSIT INDUSTRY:** Tables identified as "Includes Entire Transit Industry" include data for each mode, subtotals, and totals for the entire transit industry for the modes with data reported for each particular year. Any mode for which data is not reported for a particular year is not included in subtotals and totals. These data are based on APTA Operating Report data until the early 1980s and on National Transit Database reports since then as described above. These data are expanded using any other available source to estimate values for transit service not included in those base sources.

**(2) INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY and (3) INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR RURAL AREAS ONLY:** These data are taken directly from each year's National Transit Database and include only those services reported to the National Transit Database. They are NOT expanded to account for transit agencies which do not report to the National Transit Database. NTD data for urbanized areas include most service in those areas and NTD data for rural areas include most service in rural areas.

**(4) INCLUDES SAMPLE IN APTA PUBLIC TRANSPORTATION VEHICLE DATABASE ONLY; (5) INCLUDES SAMPLE IN APTA PUBLIC TRANSPORTATION INFRASTRUCTURE DATABASE ONLY; and (6) INCLUDES SAMPLE IN APTA PUBLIC TRANSPORTATION FARE DATABASE ONLY:** These data are taken from APTA conducted surveys. They are based on the responses of APTA members that provide data on a voluntary basis. They are NOT expanded to account for transit agencies which do not participate in APTA surveys. Because they are samples and are not expanded, most data taken from these databases are presented as percentages of the sample. In cases where amounts are reported for data items, it is important to remember they represent the amounts only for the sample and may be significantly smaller than the value for the entire transit industry would be.

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PASSENGER DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY

TABLE 1: UNLINKED PASSENGER TRIPS BY MODE (MILLIONS OF TRIPS), PART A: ROADWAY MODES									
Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
1890	---	---	---	---	---	---	---	---	---
1902	---	---	---	---	---	---	---	---	---
1907	---	---	---	---	---	---	---	---	---
1912	---	---	---	---	---	---	---	---	---
1917	---	---	---	---	---	---	---	---	---
1918	---	---	---	---	---	---	---	---	---
1919	---	---	---	---	---	---	---	---	---
1920	---	---	---	---	---	---	---	---	---
1921	---	---	---	---	---	---	---	---	---
1922	(b)	---	(b)	404	---	---	---	---	404
1923	(b)	---	(b)	661	---	---	---	---	661
1924	(b)	---	(b)	989	---	---	---	---	989
1925	(b)	---	(b)	1,484	---	---	---	---	1,484
1926	(b)	---	(b)	2,009	---	---	---	---	2,009
1927	(b)	---	(b)	2,301	---	---	---	---	2,301
1928	(b)	---	(b)	2,470	3	---	---	---	2,473
1929	(b)	---	(b)	2,623	5	---	---	---	2,628
1930	(b)	---	(b)	2,481	16	---	---	---	2,497
1931	(b)	---	(b)	2,315	28	---	---	---	2,343
1932	(b)	---	(b)	2,138	37	---	---	---	2,175
1933	(b)	---	(b)	2,077	45	---	---	---	2,122
1934	(b)	---	(b)	2,376	68	---	---	---	2,444
1935	(b)	---	(b)	2,625	96	---	---	---	2,721
1936	(b)	---	(b)	3,188	143	---	---	---	3,331
1937	(b)	---	(b)	3,500	289	---	---	---	3,789
1938	(b)	---	(b)	3,488	395	---	---	---	3,883
1939	(b)	---	(b)	3,866	452	---	---	---	4,318
1940	(b)	---	(b)	4,255	542	---	---	---	4,797

**PASSENGER DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 1: UNLINKED PASSENGER TRIPS BY MODE (MILLIONS OF TRIPS),  
PART A: ROADWAY MODES**

Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
1941	(b)	---	(b)	4,948	669	---	---	---	5,617
1942	(b)	---	(b)	7,264	918	---	---	---	8,182
1943	(b)	---	(b)	9,070	1,220	---	---	---	10,290
1944	(b)	---	(b)	9,713	1,292	---	---	---	11,005
1945	(b)	---	(b)	9,946	1,298	---	---	---	11,244
1946	(b)	---	(b)	10,247	1,354	---	---	---	11,601
1947	(b)	---	(b)	10,374	1,398	---	---	---	11,772
1948	(b)	---	(b)	10,759	1,558	---	---	---	12,317
1949	(b)	---	(b)	10,193	1,691	---	---	---	11,884
1950	(b)	---	(b)	9,447	1,686	---	---	---	11,133
1951	(b)	---	(b)	9,227	1,658	---	---	---	10,885
1952	(b)	---	(b)	8,901	1,666	---	---	---	10,567
1953	(b)	---	(b)	8,280	1,587	---	---	---	9,867
1954	(b)	---	(b)	7,643	1,387	---	---	---	9,030
1955	(b)	---	(b)	7,269	1,223	---	---	---	8,492
1956	(b)	---	(b)	7,062	1,163	---	---	---	8,225
1957	(b)	---	(b)	6,903	1,003	---	---	---	7,906
1958	(b)	---	(b)	6,540	843	---	---	---	7,383
1959	(b)	---	(b)	6,498	749	---	---	---	7,247
1960	(b)	---	(b)	6,425	657	---	---	---	7,082
1961	(b)	---	(b)	5,993	601	---	---	---	6,594
1962	(b)	---	(b)	5,865	547	---	---	---	6,412
1963	(b)	---	(b)	5,822	413	---	---	---	6,235
1964	(b)	---	(b)	5,813	349	---	---	---	6,162
1965	(b)	---	(b)	5,814	305	---	---	---	6,119
1966	(b)	---	(b)	5,764	284	---	---	---	6,048
1967	(b)	---	(b)	5,723	248	---	---	---	5,971
1968	(b)	---	(b)	5,610	228	---	---	---	5,838
1969	(b)	---	(b)	5,375	199	---	---	---	5,574
1970	(b)	---	(b)	5,034	182	---	---	---	5,216
1971	(b)	---	(b)	4,699	148	---	---	---	4,847
1972	(b)	---	(b)	4,495	130	---	---	---	4,625

**PASSENGER DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 1: UNLINKED PASSENGER TRIPS BY MODE (MILLIONS OF TRIPS),  
PART A: ROADWAY MODES**

Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
1973	(b)	---	(b)	4,642	97	---	---	---	4,739
1974	(b)	---	(b)	4,976	83	---	---	---	5,059
1975	(b)	---	(b)	5,084	78	---	---	---	5,162
1976	(b)	---	(b)	5,247	75	---	---	---	5,322
1977	(b)	---	(b)	4,949	70	---	---	---	5,019
1978	(b)	---	(b)	5,142	70	---	---	---	5,212
1979	(b)	---	(b)	5,552	75	---	---	---	5,627
1980	(b)	---	(b)	5,837	142	---	---	---	5,979
1981	(b)	---	(b)	5,594	138	---	---	---	5,732
1982	(b)	---	(b)	5,324	151	---	---	---	5,475
1983	(b)	---	(b)	5,422	160	---	---	---	5,582
1984	(b)	---	(b)	5,908	165	62	---	---	6,135
1985	(b)	---	(b)	5,675	142	59	---	---	5,876
1986	(b)	---	(b)	5,753	139	63	---	---	5,955
1987	(b)	---	(b)	5,614	141	64	---	---	5,819
1988	(b)	---	(b)	5,590	136	73	---	---	5,799
1989	(b)	---	(b)	5,620	130	70	---	---	5,820
1990	(b)	---	(b)	5,677	126	68	---	---	5,871
1991	(b)	---	(b)	5,624	125	71	---	---	5,820
1992	(b)	---	(b)	5,517	126	72	---	---	5,715
1993	(b)	---	(b)	5,381	121	81	---	---	5,583
1994	(b)	---	(b)	4,871	118	88	---	---	5,077
1995	(b)	---	(b)	4,848	119	88	7	---	5,062
1996	(b)	---	(b)	4,887	117	93	9	---	5,106
1997	(b)	---	(b)	5,013	121	99	10	---	5,243
1998	(b)	---	(b)	5,399	117	95	10	---	5,621
1999	(b)	---	(b)	5,648	120	100	13	---	5,881
2000	(b)	(b)	(b)	5,678	122	105	13	---	5,918
2001	(b)	(b)	(b)	5,849	119	105	15	---	6,088
2002	(b)	(b)	(b)	5,868	116	103	13	---	6,100
2003	(b)	(b)	(b)	5,692	109	111	16	---	5,928
2004	(b)	(b)	(b)	5,731	106	114	16	---	5,967

**PASSENGER DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 1: UNLINKED PASSENGER TRIPS BY MODE (MILLIONS OF TRIPS), PART A: ROADWAY MODES</b>									
Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
2005	(b)	(b)	(b)	5,855	107	125	18	---	6,105
2006	(b)	(b)	(b)	5,894	100	126	21	---	6,141
2007	(b)	(b)	(b)	(c) 5,413	97	(c) 209	(c) 25	30	5,774
2008	(b)	(b)	(b)	5,573	101	191	36	29	5,930
2009	(b)	(b)	(b)	5,452	104	190	32	40	5,818
2010	(b)	(b)	(b)	5,256	99	190	32	42	5,619
2011	5,191	6	37	5,235	98	191	34	39	5,596
2012	5,301	16	50	5,367	99	211	37	33	5,747
2013	5,190	44	97	5,330	96	223	37	27	5,714

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(a) Trolleybus is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(b) Included in Total Bus.

(c) Data not continuous for modes noted, see Methodology.

See Glossary following Tables for complete definitions.

TABLE 1: UNLINKED PASSENGER TRIPS BY MODE (MILLIONS OF TRIPS)  
PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL

PASSENGER DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY

TABLE 1: UNLINKED PASSENGER TRIPS BY MODE (MILLIONS OF TRIPS), PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL											
Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
1890 (h)	---	---	---	---	2,023	(f)	2,023	---	---	2,023	2,023
1902 (h)	---	---	---	---	5,836	(f)	5,836	---	---	5,836	5,836
1907 (h)	---	---	---	675	9,533	(f)	9,533	---	---	10,208	10,208
1912 (h)	---	---	---	1,041	12,135	(f)	12,135	---	---	13,176	13,176
1917	---	---	---	1,332	13,193	(f)	13,193	---	---	14,525	14,525
1918	---	---	---	1,385	12,876	(f)	12,876	---	---	14,261	14,261
1919	---	---	---	1,505	13,430	(f)	13,430	---	---	14,935	14,935
1920	---	---	---	1,792	13,770	(f)	13,770	---	---	15,562	15,562
1921	---	---	---	1,909	12,688	(f)	12,688	---	---	14,597	14,597
1922	---	---	---	1,942	13,413	(f)	13,413	---	---	15,355	15,759
1923	---	---	---	2,081	13,593	(f)	13,593	---	---	15,674	16,335
1924	---	---	---	2,207	13,130	(f)	13,130	---	---	15,337	16,326
1925	---	---	---	2,264	12,924	(f)	12,924	---	---	15,188	16,672
1926	---	---	---	2,350	12,895	(f)	12,895	---	---	15,245	17,254
1927	---	---	---	2,451	12,469	(f)	12,469	---	---	14,920	17,221
1928	---	---	---	2,492	12,044	(f)	12,044	---	---	14,536	17,009
1929	---	---	---	2,571	11,804	(f)	11,804	---	---	14,375	17,003
1930	---	---	---	2,559	10,530	(f)	10,530	---	---	13,089	15,586
1931	---	---	---	2,408	9,191	(f)	9,191	---	---	11,599	13,942
1932	---	---	---	2,204	7,662	(f)	7,662	---	---	9,866	12,041
1933	---	---	---	2,133	7,086	(f)	7,086	---	---	9,219	11,341
1934	---	---	---	2,206	7,404	(f)	7,404	---	---	9,610	12,054
1935	---	---	---	2,236	7,286	(f)	7,286	---	---	9,522	12,243
1936	---	---	---	2,323	7,512	(f)	7,512	---	---	9,835	13,166
1937	---	---	---	2,307	7,174	(f)	7,174	---	---	9,481	13,270
1938	---	---	---	2,236	6,552	(f)	6,552	---	---	8,788	12,671
1939	---	---	---	2,368	6,178	(f)	6,178	---	---	8,546	12,864
1940	---	---	---	2,382	5,951	(f)	5,951	---	---	8,333	13,130



**PASSENGER DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 1: UNLINKED PASSENGER TRIPS BY MODE (MILLIONS OF TRIPS),  
PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL**

Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
1941	---	---	---	2,421	6,085	(f)	6,085	---	---	8,506	14,123
1942	---	---	---	2,566	7,290	(f)	7,290	---	---	9,856	18,038
1943	---	---	---	2,656	9,150	(f)	9,150	---	---	11,806	22,096
1944	---	---	---	2,621	9,516	(f)	9,516	---	---	12,137	23,142
1945	---	---	---	2,698	9,426	(f)	9,426	---	---	12,124	23,368
1946	---	---	---	2,835	9,027	(f)	9,027	---	---	11,862	23,463
1947	---	---	---	2,756	8,096	(f)	8,096	---	---	10,852	22,624
1948	---	---	---	2,606	6,506	(f)	6,506	---	---	9,112	21,429
1949	---	---	---	2,346	4,839	(f)	4,839	---	---	7,185	19,069
1950	---	---	---	2,264	3,904	(f)	3,904	---	---	6,168	17,301
1951	---	---	---	2,189	3,101	(f)	3,101	---	---	5,290	16,175
1952	---	---	---	2,124	2,477	(f)	2,477	---	---	4,601	15,168
1953	---	---	---	2,040	2,036	(f)	2,036	---	---	4,076	13,943
1954	---	---	---	1,912	1,489	(f)	1,489	---	---	3,401	12,431
1955	---	---	---	1,870	1,207	(f)	1,207	---	---	3,077	11,569
1956	---	---	---	1,880	876	(f)	876	---	---	2,756	10,981
1957	---	---	---	1,843	679	(f)	679	---	---	2,522	10,428
1958	---	---	---	1,815	572	(f)	572	---	---	2,387	9,770
1959	---	---	---	1,828	521	(f)	521	---	---	2,349	9,596
1960	---	---	---	1,850	463	(f)	463	---	---	2,313	9,395
1961	---	---	---	1,855	434	(f)	434	---	---	2,289	8,883
1962	---	---	---	1,890	393	(f)	393	---	---	2,283	8,695
1963	---	---	---	1,836	329	(f)	329	---	---	2,165	8,400
1964	---	---	---	1,877	289	(f)	289	---	---	2,166	8,328
1965	---	---	---	1,858	276	(f)	276	---	---	2,134	8,253
1966	---	---	---	1,753	282	(f)	282	---	---	2,035	8,083
1967	---	---	---	1,938	263	(f)	263	---	---	2,201	8,172
1968	---	---	---	1,928	253	(f)	253	---	---	2,181	8,019
1969	---	---	---	1,980	249	(f)	249	---	---	2,229	7,803
1970	---	---	---	1,881	235	(f)	235	---	---	2,116	7,332
1971	---	---	---	1,778	222	(f)	222	---	---	2,000	6,847

**PASSENGER DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 1: UNLINKED PASSENGER TRIPS BY MODE (MILLIONS OF TRIPS),  
PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL**

Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
1972	---	---	---	1,731	211	(f)	211	---	---	1,942	6,567
1973	---	---	---	1,714	207	(f)	207	---	---	1,921	6,660
1974	239	---	239	1,726	150	(f)	150	---	---	2,115	7,174
1975	254	---	254	1,673	124	(f)	124	---	---	2,051	7,213
1976	260	---	260	1,632	112	(f)	112	---	---	2,004	7,326
1977	265	---	265	2,149	103	(f)	103	---	---	2,517	7,536
1978	267	---	267	2,285	104	(f)	104	---	---	2,656	7,868
1979	279	---	279	2,381	107	(f)	107	---	---	2,767	8,394
1980	280	---	280	2,108	133	(f)	133	---	67	2,588	8,567
1981	268	---	268	2,094	123	(f)	123	---	67	2,552	8,284
1982	259	---	259	2,115	136	(f)	136	---	67	2,577	8,052
1983	262	---	262	2,167	137	(f)	137	---	55	2,621	8,203
1984	267	---	267	2,231	135	(f)	135	---	61	2,694	8,829
1985	275	---	275	2,290	132	(f)	132	---	63	2,760	8,636
1986	306	---	306	2,333	130	(f)	130	---	53	2,822	8,777
1987	311	---	311	2,402	133	(f)	133	---	70	2,916	8,735
1988	325	---	325	2,308	154	(f)	154	---	80	2,867	8,666
1989	330	---	330	2,542	162	(f)	162	---	77	3,111	8,931
1990	328	---	328	2,346	175	(f)	175	---	79	2,928	8,799
1991	318	---	318	2,172	184	(f)	184	---	81	2,755	8,575
1992	314	---	314	2,207	188	(f)	188	---	77	2,786	8,501
1993	322	---	322	2,046	188	(f)	188	---	78	2,634	8,217
1994	339	---	339	2,169	284	(f)	284	---	80	2,872	7,949
1995	344	---	344	2,033	251	(f)	251	47	26	2,701	7,763
1996	352	---	352	2,157	261	(f)	261	48	24	2,842	7,948
1997	357	---	357	2,430	262	(f)	262	54	28	3,131	8,374
1998	381	---	381	2,393	276	(f)	276	52	27	3,129	8,750
1999	396	---	396	2,521	292	(f)	292	53	25	3,287	9,168
2000	413	---	413	2,632	320	(f)	320	53	27	3,445	9,363
2001	419	---	419	2,728	336	(f)	336	54	28	3,565	9,653
2002	414	---	414	2,688	337	(f)	337	57	27	3,523	9,623

**PASSENGER DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 1: UNLINKED PASSENGER TRIPS BY MODE (MILLIONS OF TRIPS),  
PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL**

Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
2003	410	---	410	2,667	338	(f)	338	66	25	3,506	9,434
2004	414	(g)	414	2,748	350	(f)	350	65	31	3,608	9,575
2005	423	(g)	423	2,808	381	(f)	381	66	32	3,710	9,815
2006	441	(g)	441	2,927	407	(f)	407	63	38	3,876	10,017
2007	459	(g)	459	3,460	419	(f)	419	76	59	4,473	10,247
2008	472	(g)	472	3,547	454	(f)	454	75	43	4,591	10,521
2009	468	(g)	468	3,490	465	(f)	465	97	43	4,563	10,381
2010	464	(g)	464	3,550	457	(f)	457	90	38	4,599	10,218
2011	466	6	472	3,647	436	43	479	80	44	4,722	10,319
2012	471	6	477	3,743	449	49	498	79	40	4,837	10,584
2013	480	7	487	3,817	458	52	510	78	44	4,936	10,650

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(d) Beginning 1980 includes aerial tramway, automated guideway transit, cable car, inclined plane, and monorail. From 1980 to 1994 includes ferryboat.

(e) Does not include Trolleybus which is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(f) Included in Light Rail.

(g) Included in Commuter Rail.

(h) Data from U.S. Census Bureau.

See Glossary following Tables for complete definitions.

TABLE 2: UNLINKED PASSENGER TRIPS BY MODE (PERCENT OF TRIPS)  
PART A: ROADWAY MODES

PASSENGER DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY

TABLE 2: UNLINKED PASSENGER TRIPS BY MODE (PERCENT OF TRIPS), PART A: ROADWAY MODES									
Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
1890	---	---	---	---	---	---	---	---	---
1902	---	---	---	---	---	---	---	---	---
1907	---	---	---	---	---	---	---	---	---
1912	---	---	---	---	---	---	---	---	---
1917	---	---	---	---	---	---	---	---	---
1918	---	---	---	---	---	---	---	---	---
1919	---	---	---	---	---	---	---	---	---
1920	---	---	---	---	---	---	---	---	---
1921	---	---	---	---	---	---	---	---	---
1922	(b)	---	(b)	2.6%	---	---	---	---	2.6%
1923	(b)	---	(b)	4.0%	---	---	---	---	4.0%
1924	(b)	---	(b)	6.1%	---	---	---	---	6.1%
1925	(b)	---	(b)	8.9%	---	---	---	---	8.9%
1926	(b)	---	(b)	11.6%	---	---	---	---	11.6%
1927	(b)	---	(b)	13.4%	---	---	---	---	13.4%
1928	(b)	---	(b)	14.5%	0.0%	---	---	---	14.5%
1929	(b)	---	(b)	15.4%	0.0%	---	---	---	15.5%
1930	(b)	---	(b)	15.9%	0.1%	---	---	---	16.0%
1931	(b)	---	(b)	16.6%	0.2%	---	---	---	16.8%
1932	(b)	---	(b)	17.8%	0.3%	---	---	---	18.1%
1933	(b)	---	(b)	18.3%	0.4%	---	---	---	18.7%
1934	(b)	---	(b)	19.7%	0.6%	---	---	---	20.3%
1935	(b)	---	(b)	21.4%	0.8%	---	---	---	22.2%
1936	(b)	---	(b)	24.2%	1.1%	---	---	---	25.3%
1937	(b)	---	(b)	26.4%	2.2%	---	---	---	28.6%
1938	(b)	---	(b)	27.5%	3.1%	---	---	---	30.6%
1939	(b)	---	(b)	30.1%	3.5%	---	---	---	33.6%
1940	(b)	---	(b)	32.4%	4.1%	---	---	---	36.5%
1941	(b)	---	(b)	35.0%	4.7%	---	---	---	39.8%

**PASSENGER DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 2: UNLINKED PASSENGER TRIPS BY MODE (PERCENT OF TRIPS),  
PART A: ROADWAY MODES**

Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
1942	(b)	---	(b)	40.3%	5.1%	---	---	---	45.4%
1943	(b)	---	(b)	41.0%	5.5%	---	---	---	46.6%
1944	(b)	---	(b)	42.0%	5.6%	---	---	---	47.6%
1945	(b)	---	(b)	42.6%	5.6%	---	---	---	48.1%
1946	(b)	---	(b)	43.7%	5.8%	---	---	---	49.4%
1947	(b)	---	(b)	45.9%	6.2%	---	---	---	52.0%
1948	(b)	---	(b)	50.2%	7.3%	---	---	---	57.5%
1949	(b)	---	(b)	53.5%	8.9%	---	---	---	62.3%
1950	(b)	---	(b)	54.6%	9.7%	---	---	---	64.3%
1951	(b)	---	(b)	57.0%	10.3%	---	---	---	67.3%
1952	(b)	---	(b)	58.7%	11.0%	---	---	---	69.7%
1953	(b)	---	(b)	59.4%	11.4%	---	---	---	70.8%
1954	(b)	---	(b)	61.5%	11.2%	---	---	---	72.6%
1955	(b)	---	(b)	62.8%	10.6%	---	---	---	73.4%
1956	(b)	---	(b)	64.3%	10.6%	---	---	---	74.9%
1957	(b)	---	(b)	66.2%	9.6%	---	---	---	75.8%
1958	(b)	---	(b)	66.9%	8.6%	---	---	---	75.6%
1959	(b)	---	(b)	67.7%	7.8%	---	---	---	75.5%
1960	(b)	---	(b)	68.4%	7.0%	---	---	---	75.4%
1961	(b)	---	(b)	67.5%	6.8%	---	---	---	74.2%
1962	(b)	---	(b)	67.5%	6.3%	---	---	---	73.7%
1963	(b)	---	(b)	69.3%	4.9%	---	---	---	74.2%
1964	(b)	---	(b)	69.8%	4.2%	---	---	---	74.0%
1965	(b)	---	(b)	70.4%	3.7%	---	---	---	74.1%
1966	(b)	---	(b)	71.3%	3.5%	---	---	---	74.8%
1967	(b)	---	(b)	70.0%	3.0%	---	---	---	73.1%
1968	(b)	---	(b)	70.0%	2.8%	---	---	---	72.8%
1969	(b)	---	(b)	68.9%	2.6%	---	---	---	71.4%
1970	(b)	---	(b)	68.7%	2.5%	---	---	---	71.1%
1971	(b)	---	(b)	68.6%	2.2%	---	---	---	70.8%
1972	(b)	---	(b)	68.4%	2.0%	---	---	---	70.4%
1973	(b)	---	(b)	69.7%	1.5%	---	---	---	71.2%

**PASSENGER DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 2: UNLINKED PASSENGER TRIPS BY MODE (PERCENT OF TRIPS),  
PART A: ROADWAY MODES**

Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
1974	(b)	---	(b)	69.4%	1.2%	---	---	---	70.5%
1975	(b)	---	(b)	70.5%	1.1%	---	---	---	71.6%
1976	(b)	---	(b)	71.6%	1.0%	---	---	---	72.6%
1977	(b)	---	(b)	65.7%	0.9%	---	---	---	66.6%
1978	(b)	---	(b)	65.4%	0.9%	---	---	---	66.2%
1979	(b)	---	(b)	66.1%	0.9%	---	---	---	67.0%
1980	(b)	---	(b)	68.1%	1.7%	---	---	---	69.8%
1981	(b)	---	(b)	67.5%	1.7%	---	---	---	69.2%
1982	(b)	---	(b)	66.1%	1.9%	---	---	---	68.0%
1983	(b)	---	(b)	66.1%	2.0%	---	---	---	68.0%
1984	(b)	---	(b)	66.9%	1.9%	0.7%	---	---	69.5%
1985	(b)	---	(b)	65.7%	1.6%	0.7%	---	---	68.0%
1986	(b)	---	(b)	65.5%	1.6%	0.7%	---	---	67.8%
1987	(b)	---	(b)	64.3%	1.6%	0.7%	---	---	66.6%
1988	(b)	---	(b)	64.5%	1.6%	0.8%	---	---	66.9%
1989	(b)	---	(b)	62.9%	1.5%	0.8%	---	---	65.2%
1990	(b)	---	(b)	64.5%	1.4%	0.8%	---	---	66.7%
1991	(b)	---	(b)	65.6%	1.5%	0.8%	---	---	67.9%
1992	(b)	---	(b)	64.9%	1.5%	0.8%	---	---	67.2%
1993	(b)	---	(b)	65.5%	1.5%	1.0%	---	---	67.9%
1994	(b)	---	(b)	61.3%	1.5%	1.1%	---	---	63.9%
1995	(b)	---	(b)	62.5%	1.5%	1.1%	0.1%	---	65.2%
1996	(b)	---	(b)	61.5%	1.5%	1.2%	0.1%	---	64.2%
1997	(b)	---	(b)	59.9%	1.4%	1.2%	0.1%	---	62.6%
1998	(b)	---	(b)	61.7%	1.3%	1.1%	0.1%	---	64.2%
1999	(b)	---	(b)	61.6%	1.3%	1.1%	0.1%	---	64.1%
2000	(b)	(b)	(b)	60.6%	1.3%	1.1%	0.1%	---	63.2%
2001	(b)	(b)	(b)	60.6%	1.2%	1.1%	0.2%	---	63.1%
2002	(b)	(b)	(b)	61.0%	1.2%	1.1%	0.1%	---	63.4%
2003	(b)	(b)	(b)	60.3%	1.2%	1.2%	0.2%	---	62.8%
2004	(b)	(b)	(b)	59.9%	1.1%	1.2%	0.2%	---	62.3%
2005	(b)	(b)	(b)	59.7%	1.1%	1.3%	0.2%	---	62.2%

**PASSENGER DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 2: UNLINKED PASSENGER TRIPS BY MODE (PERCENT OF TRIPS),  
PART A: ROADWAY MODES**

Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
2006	(b)	(b)	(b)	58.8%	1.0%	1.3%	0.2%	---	61.3%
2007	(b)	(b)	(b)	(c) 52.8%	0.9%	(c) 2.0%	(c) 0.2%	0.3%	56.3%
2008	(b)	(b)	(b)	53.0%	1.0%	1.8%	0.3%	0.3%	56.4%
2009	(b)	(b)	(b)	52.5%	1.0%	1.8%	0.3%	0.4%	56.0%
2010	(b)	(b)	(b)	51.4%	1.0%	1.9%	0.3%	0.4%	55.0%
2011	50.3%	0.1%	0.4%	50.7%	0.9%	1.9%	0.3%	0.4%	54.2%
2012	50.1%	0.2%	0.5%	50.7%	0.9%	2.0%	0.3%	0.3%	54.3%
2013	48.7%	0.4%	0.9%	50.1%	0.9%	2.1%	0.3%	0.3%	53.7%

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(a) Trolleybus is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(b) Included in Total Bus.

(c) Data not continuous for modes noted, see Methodology.

See Glossary following Tables for complete definitions.

TABLE 2: UNLINKED PASSENGER TRIPS BY MODE (PERCENT OF TRIPS)  
PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL

PASSENGER DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY

TABLE 2: UNLINKED PASSENGER TRIPS BY MODE (PERCENT OF TRIPS), PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL											
Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
1890 (h)	---	---	---	---	100.0%	(f)	100.0%	---	---	100.0%	100.0%
1902 (h)	---	---	---	---	100.0%	(f)	100.0%	---	---	100.0%	100.0%
1907 (h)	---	---	---	6.6%	93.4%	(f)	93.4%	---	---	100.0%	100.0%
1912 (h)	---	---	---	7.9%	92.1%	(f)	92.1%	---	---	100.0%	100.0%
1917	---	---	---	9.2%	90.8%	(f)	90.8%	---	---	100.0%	100.0%
1918	---	---	---	9.7%	90.3%	(f)	90.3%	---	---	100.0%	100.0%
1919	---	---	---	10.1%	89.9%	(f)	89.9%	---	---	100.0%	100.0%
1920	---	---	---	11.5%	88.5%	(f)	88.5%	---	---	100.0%	100.0%
1921	---	---	---	13.1%	86.9%	(f)	86.9%	---	---	100.0%	100.0%
1922	---	---	---	12.3%	85.1%	(f)	85.1%	---	---	97.4%	100.0%
1923	---	---	---	12.7%	83.2%	(f)	83.2%	---	---	96.0%	100.0%
1924	---	---	---	13.5%	80.4%	(f)	80.4%	---	---	93.9%	100.0%
1925	---	---	---	13.6%	77.5%	(f)	77.5%	---	---	91.1%	100.0%
1926	---	---	---	13.6%	74.7%	(f)	74.7%	---	---	88.4%	100.0%
1927	---	---	---	14.2%	72.4%	(f)	72.4%	---	---	86.6%	100.0%
1928	---	---	---	14.7%	70.8%	(f)	70.8%	---	---	85.5%	100.0%
1929	---	---	---	15.1%	69.4%	(f)	69.4%	---	---	84.5%	100.0%
1930	---	---	---	16.4%	67.6%	(f)	67.6%	---	---	84.0%	100.0%
1931	---	---	---	17.3%	65.9%	(f)	65.9%	---	---	83.2%	100.0%
1932	---	---	---	18.3%	63.6%	(f)	63.6%	---	---	81.9%	100.0%
1933	---	---	---	18.8%	62.5%	(f)	62.5%	---	---	81.3%	100.0%
1934	---	---	---	18.3%	61.4%	(f)	61.4%	---	---	79.7%	100.0%
1935	---	---	---	18.3%	59.5%	(f)	59.5%	---	---	77.8%	100.0%
1936	---	---	---	17.6%	57.1%	(f)	57.1%	---	---	74.7%	100.0%
1937	---	---	---	17.4%	54.1%	(f)	54.1%	---	---	71.4%	100.0%
1938	---	---	---	17.6%	51.7%	(f)	51.7%	---	---	69.4%	100.0%
1939	---	---	---	18.4%	48.0%	(f)	48.0%	---	---	66.4%	100.0%
1940	---	---	---	18.1%	45.3%	(f)	45.3%	---	---	63.5%	100.0%



**PASSENGER DATA**  
**INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 2: UNLINKED PASSENGER TRIPS BY MODE (PERCENT OF TRIPS),  
PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL**

Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
1941	---	---	---	17.1%	43.1%	(f)	43.1%	---	---	60.2%	100.0%
1942	---	---	---	14.2%	40.4%	(f)	40.4%	---	---	54.6%	100.0%
1943	---	---	---	12.0%	41.4%	(f)	41.4%	---	---	53.4%	100.0%
1944	---	---	---	11.3%	41.1%	(f)	41.1%	---	---	52.4%	100.0%
1945	---	---	---	11.5%	40.3%	(f)	40.3%	---	---	51.9%	100.0%
1946	---	---	---	12.1%	38.5%	(f)	38.5%	---	---	50.6%	100.0%
1947	---	---	---	12.2%	35.8%	(f)	35.8%	---	---	48.0%	100.0%
1948	---	---	---	12.2%	30.4%	(f)	30.4%	---	---	42.5%	100.0%
1949	---	---	---	12.3%	25.4%	(f)	25.4%	---	---	37.7%	100.0%
1950	---	---	---	13.1%	22.6%	(f)	22.6%	---	---	35.7%	100.0%
1951	---	---	---	13.5%	19.2%	(f)	19.2%	---	---	32.7%	100.0%
1952	---	---	---	14.0%	16.3%	(f)	16.3%	---	---	30.3%	100.0%
1953	---	---	---	14.6%	14.6%	(f)	14.6%	---	---	29.2%	100.0%
1954	---	---	---	15.4%	12.0%	(f)	12.0%	---	---	27.4%	100.0%
1955	---	---	---	16.2%	10.4%	(f)	10.4%	---	---	26.6%	100.0%
1956	---	---	---	17.1%	8.0%	(f)	8.0%	---	---	25.1%	100.0%
1957	---	---	---	17.7%	6.5%	(f)	6.5%	---	---	24.2%	100.0%
1958	---	---	---	18.6%	5.9%	(f)	5.9%	---	---	24.4%	100.0%
1959	---	---	---	19.0%	5.4%	(f)	5.4%	---	---	24.5%	100.0%
1960	---	---	---	19.7%	4.9%	(f)	4.9%	---	---	24.6%	100.0%
1961	---	---	---	20.9%	4.9%	(f)	4.9%	---	---	25.8%	100.0%
1962	---	---	---	21.7%	4.5%	(f)	4.5%	---	---	26.3%	100.0%
1963	---	---	---	21.9%	3.9%	(f)	3.9%	---	---	25.8%	100.0%
1964	---	---	---	22.5%	3.5%	(f)	3.5%	---	---	26.0%	100.0%
1965	---	---	---	22.5%	3.3%	(f)	3.3%	---	---	25.9%	100.0%
1966	---	---	---	21.7%	3.5%	(f)	3.5%	---	---	25.2%	100.0%
1967	---	---	---	23.7%	3.2%	(f)	3.2%	---	---	26.9%	100.0%
1968	---	---	---	24.0%	3.2%	(f)	3.2%	---	---	27.2%	100.0%
1969	---	---	---	25.4%	3.2%	(f)	3.2%	---	---	28.6%	100.0%
1970	---	---	---	25.7%	3.2%	(f)	3.2%	---	---	28.9%	100.0%
1971	---	---	---	26.0%	3.2%	(f)	3.2%	---	---	29.2%	100.0%

**PASSENGER DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 2: UNLINKED PASSENGER TRIPS BY MODE (PERCENT OF TRIPS),  
PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL**

Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
1972	---	---	---	26.4%	3.2%	(f)	3.2%	---	---	29.6%	100.0%
1973	---	---	---	25.7%	3.1%	(f)	3.1%	---	---	28.8%	100.0%
1974	3.3%	---	3.3%	24.1%	2.1%	(f)	2.1%	---	---	29.5%	100.0%
1975	3.5%	---	3.5%	23.2%	1.7%	(f)	1.7%	---	---	28.4%	100.0%
1976	3.5%	---	3.5%	22.3%	1.5%	(f)	1.5%	---	---	27.4%	100.0%
1977	3.5%	---	3.5%	28.5%	1.4%	(f)	1.4%	---	---	33.4%	100.0%
1978	3.4%	---	3.4%	29.0%	1.3%	(f)	1.3%	---	---	33.8%	100.0%
1979	3.3%	---	3.3%	28.4%	1.3%	(f)	1.3%	---	---	33.0%	100.0%
1980	3.3%	---	3.3%	24.6%	1.6%	(f)	1.6%	---	0.8%	30.2%	100.0%
1981	3.2%	---	3.2%	25.3%	1.5%	(f)	1.5%	---	0.8%	30.8%	100.0%
1982	3.2%	---	3.2%	26.3%	1.7%	(f)	1.7%	---	0.8%	32.0%	100.0%
1983	3.2%	---	3.2%	26.4%	1.7%	(f)	1.7%	---	0.7%	32.0%	100.0%
1984	3.0%	---	3.0%	25.3%	1.5%	(f)	1.5%	---	0.7%	30.5%	100.0%
1985	3.2%	---	3.2%	26.5%	1.5%	(f)	1.5%	---	0.7%	32.0%	100.0%
1986	3.5%	---	3.5%	26.6%	1.5%	(f)	1.5%	---	0.6%	32.2%	100.0%
1987	3.6%	---	3.6%	27.5%	1.5%	(f)	1.5%	---	0.8%	33.4%	100.0%
1988	3.8%	---	3.8%	26.6%	1.8%	(f)	1.8%	---	0.9%	33.1%	100.0%
1989	3.7%	---	3.7%	28.5%	1.8%	(f)	1.8%	---	0.9%	34.8%	100.0%
1990	3.7%	---	3.7%	26.7%	2.0%	(f)	2.0%	---	0.9%	33.3%	100.0%
1991	3.7%	---	3.7%	25.3%	2.1%	(f)	2.1%	---	0.9%	32.1%	100.0%
1992	3.7%	---	3.7%	26.0%	2.2%	(f)	2.2%	---	0.9%	32.8%	100.0%
1993	3.9%	---	3.9%	24.9%	2.3%	(f)	2.3%	---	0.9%	32.1%	100.0%
1994	4.3%	---	4.3%	27.3%	3.6%	(f)	3.6%	---	1.0%	36.1%	100.0%
1995	4.4%	---	4.4%	26.2%	3.2%	(f)	3.2%	0.6%	0.3%	34.8%	100.0%
1996	4.4%	---	4.4%	27.1%	3.3%	(f)	3.3%	0.6%	0.3%	35.8%	100.0%
1997	4.3%	---	4.3%	29.0%	3.1%	(f)	3.1%	0.6%	0.3%	37.4%	100.0%
1998	4.4%	---	4.4%	27.3%	3.2%	(f)	3.2%	0.6%	0.3%	35.8%	100.0%
1999	4.3%	---	4.3%	27.5%	3.2%	(f)	3.2%	0.6%	0.3%	35.9%	100.0%
2000	4.4%	---	4.4%	28.1%	3.4%	(f)	3.4%	0.6%	0.3%	36.8%	100.0%
2001	4.3%	---	4.3%	28.3%	3.5%	(f)	3.5%	0.6%	0.3%	36.9%	100.0%
2002	4.3%	---	4.3%	27.9%	3.5%	(f)	3.5%	0.6%	0.3%	36.6%	100.0%

**PASSENGER DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 2: UNLINKED PASSENGER TRIPS BY MODE (PERCENT OF TRIPS),  
PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL**

Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
2003	4.3%	---	4.3%	28.3%	3.6%	(f)	3.6%	0.7%	0.3%	37.2%	100.0%
2004	4.3%	(g)	4.3%	28.7%	3.7%	(f)	3.7%	0.7%	0.3%	37.7%	100.0%
2005	4.3%	(g)	4.3%	28.6%	3.9%	(f)	3.9%	0.7%	0.3%	37.8%	100.0%
2006	4.4%	(g)	4.4%	29.2%	4.1%	(f)	4.1%	0.6%	0.4%	38.7%	100.0%
2007	4.5%	(g)	4.5%	33.8%	4.1%	(f)	4.1%	0.7%	0.6%	43.7%	100.0%
2008	4.5%	(g)	4.5%	33.7%	4.3%	(f)	4.3%	0.7%	0.4%	43.6%	100.0%
2009	4.5%	(g)	4.5%	33.6%	4.5%	(f)	4.5%	0.9%	0.4%	44.0%	100.0%
2010	4.5%	(g)	4.5%	34.7%	4.5%	(f)	4.5%	0.9%	0.4%	45.0%	100.0%
2011	4.5%	0.1%	4.6%	35.3%	4.2%	0.4%	4.6%	0.8%	0.4%	45.8%	100.0%
2012	4.5%	0.1%	4.5%	35.4%	4.2%	0.5%	4.7%	0.7%	0.4%	45.7%	100.0%
2013	4.5%	0.1%	4.6%	35.8%	4.3%	0.5%	4.8%	0.7%	0.4%	46.3%	100.0%

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(d) Beginning 1980 includes aerial tramway, automated guideway transit, cable car, inclined plane, and monorail. From 1980 to 1994 includes ferryboat.

(e) Does not include Trolleybus which is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(f) Included in Light Rail.

(g) Included in Commuter Rail.

(h) Data from U.S. Census Bureau.

See Glossary following Tables for complete definitions.

TABLE 3: PASSENGER MILES BY MODE (MILLIONS OF PASSENGER MILES)  
PART A: ROADWAY MODES

PASSENGER DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY

TABLE 3: PASSENGER MILES BY MODE (MILLIONS OF PASSENGER MILES), PART A: ROADWAY MODES									
Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
1977	(b)	---	(b)	19,730	225	---	---	---	19,955
1978	(b)	---	(b)	20,708	234	---	---	---	20,942
1979	(b)	---	(b)	21,393	204	---	---	---	21,597
1980	(b)	---	(b)	21,790	219	---	---	---	22,009
1981	(b)	---	(b)	21,012	254	---	---	---	21,266
1982	(b)	---	(b)	19,987	295	---	---	---	20,282
1983	(b)	---	(b)	20,047	325	---	---	---	20,372
1984	(b)	---	(b)	21,595	364	349	---	---	22,308
1985	(b)	---	(b)	21,161	306	364	---	---	21,831
1986	(b)	---	(b)	21,395	305	402	---	---	22,102
1987	(b)	---	(b)	20,970	223	374	---	---	21,567
1988	(b)	---	(b)	20,753	211	441	---	---	21,405
1989	(b)	---	(b)	20,768	199	428	---	---	21,395
1990	(b)	---	(b)	20,981	193	431	---	---	21,605
1991	(b)	---	(b)	21,090	195	454	---	---	21,739
1992	(b)	---	(b)	20,336	199	495	---	---	21,030
1993	(b)	---	(b)	20,247	188	562	---	---	20,997
1994	(b)	---	(b)	18,832	187	577	---	---	19,596
1995	(b)	---	(b)	18,818	187	607	249	---	19,861
1996	(b)	---	(b)	19,096	184	656	302	---	20,238
1997	(b)	---	(b)	19,604	189	754	321	---	20,868
1998	(b)	---	(b)	20,360	182	735	368	---	21,645
1999	(b)	---	(b)	21,205	186	813	445	---	22,649
2000	(b)	(b)	(b)	21,241	192	839	435	---	22,707
2001	(b)	(b)	(b)	22,022	187	855	490	---	23,554
2002	(b)	(b)	(b)	21,841	188	853	483	---	23,365
2003	(b)	(b)	(b)	21,262	176	930	541	---	22,909
2004	(b)	(b)	(b)	21,377	173	962	486	---	22,998
2005	(b)	(b)	(b)	21,825	173	1,058	605	---	23,661
2006	(b)	(b)	(b)	22,821	164	1,078	712	---	24,775

**PASSENGER DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 3: PASSENGER MILES BY MODE (MILLIONS OF PASSENGER MILES), PART A: ROADWAY MODES</b>									
Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
2007	(b)	(b)	(b)	(c) 20,976	156	(c) 1,502	(c) 857	158	23,649
2008	(b)	(b)	(b)	21,757	161	1,412	1,181	138	24,649
2009	(b)	(b)	(b)	21,477	168	1,477	1,070	176	24,368
2010	(b)	(b)	(b)	21,013	159	1,494	1,108	169	23,943
2011	20,408	23	984	21,414	160	1,580	1,176	172	24,502
2012	20,734	69	1,285	22,089	162	1,756	1,298	145	25,450
2013	19,408	141	2,608	22,150	156	2,171	1,319	123	25,919

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(a) Trolleybus is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(b) Included in Total Bus.

(c) Data not continuous for modes noted, see Methodology.

See Glossary following Tables for complete definitions.

TABLE 3: PASSENGER MILES BY MODE (MILLIONS OF PASSENGER MILES)  
PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL

PASSENGER DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY

TABLE 3: PASSENGER MILES BY MODE (MILLIONS OF PASSENGER MILES), PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL											
Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
1977	---	---	---	9,682	389	(f)	389	---	---	10,071	30,026
1978	---	---	---	10,330	392	(f)	392	---	---	10,722	31,664
1979	---	---	---	10,760	407	(f)	407	---	---	11,167	32,764
1980	6,516	---	6,516	10,558	381	(f)	381	---	390	17,845	39,854
1981	6,236	---	6,236	10,244	346	(f)	346	---	390	17,216	38,482
1982	6,027	---	6,027	10,049	379	(f)	379	---	387	16,842	37,124
1983	6,097	---	6,097	10,350	391	(f)	391	---	392	17,230	37,602
1984	6,207	---	6,207	10,111	416	(f)	416	---	382	17,116	39,424
1985	6,534	---	6,534	10,427	350	(f)	350	---	439	17,750	39,581
1986	6,723	---	6,723	10,649	361	(f)	361	---	369	18,102	40,204
1987	6,818	---	6,818	11,198	405	(f)	405	---	360	18,781	40,348
1988	6,964	---	6,964	11,300	477	(f)	477	---	434	19,175	40,580
1989	7,211	---	7,211	12,030	509	(f)	509	---	458	20,208	41,603
1990	7,082	---	7,082	11,475	571	(f)	571	---	410	19,538	41,143
1991	7,344	---	7,344	10,528	662	(f)	662	---	430	18,964	40,703
1992	7,320	---	7,320	10,737	701	(f)	701	---	453	19,211	40,241
1993	6,940	---	6,940	10,231	705	(f)	705	---	511	18,387	39,384
1994	7,996	---	7,996	10,668	833	(f)	833	---	492	19,989	39,585
1995	8,244	---	8,244	10,559	860	(f)	860	260	24	19,947	39,808
1996	8,351	---	8,351	11,530	957	(f)	957	280	22	21,140	41,378
1997	8,038	---	8,038	12,056	1,035	(f)	1,035	349	29	21,507	42,375
1998	8,704	---	8,704	12,284	1,128	(f)	1,128	345	22	22,483	44,128
1999	8,766	---	8,766	12,902	1,206	(f)	1,206	310	24	23,208	45,857
2000	9,402	---	9,402	13,844	1,356	(f)	1,356	330	27	24,959	47,666
2001	9,548	---	9,548	14,178	1,437	(f)	1,437	325	28	25,516	49,070
2002	9,504	---	9,504	13,663	1,432	(f)	1,432	333	27	24,959	48,324
2003	9,559	---	9,559	13,606	1,476	(f)	1,476	394	27	25,062	47,972
2004	9,719	(g)	9,719	14,354	1,576	(f)	1,576	393	32	26,074	49,073
2005	9,473	(g)	9,473	14,418	1,700	(f)	1,700	394	32	26,019	49,678

**PASSENGER DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 3: PASSENGER MILES BY MODE (MILLIONS OF PASSENGER MILES), PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL**

Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
2006	10,361	(g)	10,361	14,721	1,866	(f)	1,866	400	31	27,379	52,154
2007	11,153	(g)	11,153	16,138	1,932	(f)	1,932	427	54	29,704	53,353
2008	11,049	(g)	11,049	16,848	2,093	(f)	2,093	474	43	30,507	55,157
2009	11,232	(g)	11,232	16,805	2,199	(f)	2,199	584	44	30,864	55,233
2010	10,874	(g)	10,874	16,407	2,173	(f)	2,173	568	47	30,069	54,012
2011	11,427	70	11,436	17,317	2,203	96	2,360	416	47	31,575	56,077
2012	11,181	74	11,255	17,516	2,319	99	2,418	431	46	31,666	57,117
2013	11,862	84	11,946	18,005	2,376	105	2,482	460	48	32,940	58,859

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(d) Beginning 1980 includes aerial tramway, automated guideway transit, cable car, inclined plane, and monorail. From 1980 to 1994 includes ferryboat and some unidentified roadway modes.

(e) Does not include Trolleybus which is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(f) Included in Light Rail.

(g) Included in Commuter Rail.

See Glossary following Tables for complete definitions.

TABLE 4: PASSENGER MILES BY MODE (PERCENT OF PASSENGER MILES)  
PART A: ROADWAY MODES

PASSENGER DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY

TABLE 4: PASSENGER MILES BY MODE (PERCENT OF PASSENGER MILES), PART A: ROADWAY MODES									
Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
1977	(b)	---	(b)	65.7%	0.7%	---	---	---	66.5%
1978	(b)	---	(b)	65.4%	0.7%	---	---	---	66.1%
1979	(b)	---	(b)	65.3%	0.6%	---	---	---	65.9%
1980	(b)	---	(b)	54.7%	0.5%	---	---	---	55.2%
1981	(b)	---	(b)	54.6%	0.7%	---	---	---	55.3%
1982	(b)	---	(b)	53.8%	0.8%	---	---	---	54.6%
1983	(b)	---	(b)	53.3%	0.9%	---	---	---	54.2%
1984	(b)	---	(b)	54.8%	0.9%	0.9%	---	---	56.6%
1985	(b)	---	(b)	53.5%	0.8%	0.9%	---	---	55.2%
1986	(b)	---	(b)	53.2%	0.8%	1.0%	---	---	55.0%
1987	(b)	---	(b)	52.0%	0.6%	0.9%	---	---	53.5%
1988	(b)	---	(b)	51.1%	0.5%	1.1%	---	---	52.7%
1989	(b)	---	(b)	49.9%	0.5%	1.0%	---	---	51.4%
1990	(b)	---	(b)	51.0%	0.5%	1.0%	---	---	52.5%
1991	(b)	---	(b)	51.8%	0.5%	1.1%	---	---	53.4%
1992	(b)	---	(b)	50.5%	0.5%	1.2%	---	---	52.3%
1993	(b)	---	(b)	51.4%	0.5%	1.4%	---	---	53.3%
1994	(b)	---	(b)	47.6%	0.5%	1.5%	---	---	49.5%
1995	(b)	---	(b)	47.3%	0.5%	1.5%	0.6%	---	49.9%
1996	(b)	---	(b)	46.2%	0.4%	1.6%	0.7%	---	48.9%
1997	(b)	---	(b)	46.3%	0.4%	1.8%	0.8%	---	49.2%
1998	(b)	---	(b)	46.1%	0.4%	1.7%	0.8%	---	49.1%
1999	(b)	---	(b)	46.2%	0.4%	1.8%	1.0%	---	49.4%
2000	(b)	(b)	(b)	44.6%	0.4%	1.8%	0.9%	---	47.6%
2001	(b)	(b)	(b)	44.9%	0.4%	1.7%	1.0%	---	48.0%
2002	(b)	(b)	(b)	45.2%	0.4%	1.8%	1.0%	---	48.4%
2003	(b)	(b)	(b)	44.3%	0.4%	1.9%	1.1%	---	47.8%
2004	(b)	(b)	(b)	43.6%	0.4%	2.0%	1.0%	---	46.9%
2005	(b)	(b)	(b)	43.9%	0.3%	2.1%	1.2%	---	47.6%
2006	(b)	(b)	(b)	43.8%	0.3%	2.1%	1.4%	---	47.5%



**PASSENGER DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 4: PASSENGER MILES BY MODE (PERCENT OF PASSENGER MILES), PART A: ROADWAY MODES**

Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
2007	(b)	(b)	(b)	(c) 39.3%	0.3%	(c) 2.8%	(c) 1.6%	0.3%	44.3%
2008	(b)	(b)	(b)	39.4%	0.3%	2.6%	2.1%	0.3%	44.7%
2009	(b)	(b)	(b)	38.9%	0.3%	2.7%	1.9%	0.3%	44.1%
2010	(b)	(b)	(b)	38.9%	0.3%	2.8%	2.1%	0.3%	44.3%
2011	36.4%	< 0.1%	1.8%	38.2%	0.3%	2.8%	2.1%	0.3%	43.7%
2012	36.3%	0.1%	2.2%	38.7%	0.3%	3.1%	2.3%	0.3%	44.6%
2013	33.0%	0.2%	4.4%	37.6%	0.3%	3.7%	2.2%	0.2%	44.0%

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(a) Trolleybus is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(b) Included in Total Bus.

(c) Data not continuous for modes noted, see Methodology.

See Glossary following Tables for complete definitions.

TABLE 4: PASSENGER MILES BY MODE (PERCENT OF PASSENGER MILES)  
PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL

**PASSENGER DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 4: PASSENGER MILES BY MODE (PERCENT OF MILES), PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL											
Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
1977	---	---	---	32.2%	1.3%	(f)	1.3%	---	---	33.5%	100.0%
1978	---	---	---	32.6%	1.2%	(f)	1.2%	---	---	33.9%	100.0%
1979	---	---	---	32.8%	1.2%	(f)	1.2%	---	---	34.1%	100.0%
1980	16.3%	---	16.3%	26.5%	1.0%	(f)	1.0%	---	1.0%	44.8%	100.0%
1981	16.2%	---	16.2%	26.6%	0.9%	(f)	0.9%	---	1.0%	44.7%	100.0%
1982	16.2%	---	16.2%	27.1%	1.0%	(f)	1.0%	---	1.0%	45.4%	100.0%
1983	16.2%	---	16.2%	27.5%	1.0%	(f)	1.0%	---	1.0%	45.8%	100.0%
1984	15.7%	---	15.7%	25.6%	1.1%	(f)	1.1%	---	1.0%	43.4%	100.0%
1985	16.5%	---	16.5%	26.3%	0.9%	(f)	0.9%	---	1.1%	44.8%	100.0%
1986	16.7%	---	16.7%	26.5%	0.9%	(f)	0.9%	---	0.9%	45.0%	100.0%
1987	16.9%	---	16.9%	27.8%	1.0%	(f)	1.0%	---	0.9%	46.5%	100.0%
1988	17.2%	---	17.2%	27.8%	1.2%	(f)	1.2%	---	1.1%	47.3%	100.0%
1989	17.3%	---	17.3%	28.9%	1.2%	(f)	1.2%	---	1.1%	48.6%	100.0%
1990	17.2%	---	17.2%	27.9%	1.4%	(f)	1.4%	---	1.0%	47.5%	100.0%
1991	18.0%	---	18.0%	25.9%	1.6%	(f)	1.6%	---	1.1%	46.6%	100.0%
1992	18.2%	---	18.2%	26.7%	1.7%	(f)	1.7%	---	1.1%	47.7%	100.0%
1993	17.6%	---	17.6%	26.0%	1.8%	(f)	1.8%	---	1.3%	46.7%	100.0%
1994	20.2%	---	20.2%	26.9%	2.1%	(f)	2.1%	---	1.2%	50.5%	100.0%
1995	20.7%	---	20.7%	26.5%	2.2%	(f)	2.2%	0.7%	0.1%	50.1%	100.0%
1996	20.2%	---	20.2%	27.9%	2.3%	(f)	2.3%	0.7%	0.1%	51.1%	100.0%
1997	19.0%	---	19.0%	28.5%	2.4%	(f)	2.4%	0.8%	0.1%	50.8%	100.0%
1998	19.7%	---	19.7%	27.8%	2.6%	(f)	2.6%	0.8%	0.0%	50.9%	100.0%
1999	19.1%	---	19.1%	28.1%	2.6%	(f)	2.6%	0.7%	0.1%	50.6%	100.0%
2000	19.7%	---	19.7%	29.0%	2.8%	(f)	2.8%	0.7%	0.1%	52.4%	100.0%
2001	19.5%	---	19.5%	28.9%	2.9%	(f)	2.9%	0.7%	0.1%	52.0%	100.0%
2002	19.7%	---	19.7%	28.3%	3.0%	(f)	3.0%	0.7%	0.1%	51.6%	100.0%
2003	19.9%	---	19.9%	28.4%	3.1%	(f)	3.1%	0.8%	0.1%	52.2%	100.0%
2004	19.8%	(g)	19.8%	29.3%	3.2%	(f)	3.2%	0.8%	0.1%	53.1%	100.0%
2005	19.1%	(g)	19.1%	29.0%	3.4%	(f)	3.4%	0.8%	0.1%	52.4%	100.0%

**PASSENGER DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 4: PASSENGER MILES BY MODE (PERCENT OF MILES), PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL**

Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
2006	19.9%	(g)	19.9%	28.2%	3.6%	(f)	3.6%	0.8%	0.1%	52.5%	100.0%
2007	20.9%	(g)	20.9%	30.2%	3.6%	(f)	3.6%	0.8%	0.1%	55.7%	100.0%
2008	20.0%	(g)	20.0%	30.5%	3.8%	(f)	3.8%	0.9%	0.1%	55.3%	100.0%
2009	20.3%	(g)	20.3%	30.4%	4.0%	(f)	4.0%	1.1%	0.1%	55.9%	100.0%
2010	20.1%	(g)	20.1%	30.4%	4.0%	(f)	4.0%	1.1%	0.1%	55.7%	100.0%
2011	20.4%	0.1%	20.4%	30.9%	3.9%	0.2%	4.2%	0.7%	0.1%	56.3%	100.0%
2012	19.6%	0.1%	19.7%	30.7%	4.1%	0.2%	4.2%	0.8%	0.1%	55.4%	100.0%
2013	20.2%	0.1%	20.3%	30.6%	4.0%	0.2%	4.2%	0.8%	0.1%	56.0%	100.0%

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(d) Beginning 1980 includes aerial tramway, automated guideway transit, cable car, inclined plane, and monorail. From 1980 to 1994 includes ferryboat and some unidentified roadway modes.

(e) Does not include Trolleybus which is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(f) Included in Light Rail.

(g) Included in Commuter Rail.

See Glossary following Tables for complete definitions.

TABLE 5: AVERAGE TRIP LENGTH BY MODE  
PART A: ROADWAY MODES

PASSENGER DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY

TABLE 5: AVERAGE TRIP LENGTH BY MODE (PASSENGER MILES DIVIDED BY UNLINKED PASSENGER TRIPS), PART A: ROADWAY MODES									
Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
1977	(b)	---	(b)	4.0	3.2	---	---	---	4.0
1978	(b)	---	(b)	4.0	3.3	---	---	---	4.0
1979	(b)	---	(b)	3.9	2.7	---	---	---	3.8
1980	(b)	---	(b)	3.7	1.5	---	---	---	3.7
1981	(b)	---	(b)	3.8	1.8	---	---	---	3.7
1982	(b)	---	(b)	3.8	2.0	---	---	---	3.7
1983	(b)	---	(b)	3.7	2.0	---	---	---	3.6
1984	(b)	---	(b)	3.7	2.2	5.6	---	---	3.6
1985	(b)	---	(b)	3.7	2.2	6.2	---	---	3.7
1986	(b)	---	(b)	3.7	2.2	6.4	---	---	3.7
1987	(b)	---	(b)	3.7	1.6	5.8	---	---	3.7
1988	(b)	---	(b)	3.7	1.6	6.0	---	---	3.7
1989	(b)	---	(b)	3.7	1.5	6.1	---	---	3.7
1990	(b)	---	(b)	3.7	1.5	6.3	---	---	3.7
1991	(b)	---	(b)	3.8	1.6	6.4	---	---	3.7
1992	(b)	---	(b)	3.7	1.6	6.9	---	---	3.7
1993	(b)	---	(b)	3.8	1.6	6.9	---	---	3.8
1994	(b)	---	(b)	3.9	1.6	6.6	---	---	3.9
1995	(b)	---	(b)	3.9	1.6	6.9	35.6	---	3.9
1996	(b)	---	(b)	3.9	1.6	7.1	33.6	---	4.0
1997	(b)	---	(b)	3.9	1.6	7.6	32.1	---	4.0
1998	(b)	---	(b)	3.8	1.6	7.7	36.8	---	3.9
1999	(b)	---	(b)	3.8	1.6	8.1	34.2	---	3.9
2000	(b)	(b)	(b)	3.7	1.6	8.0	33.5	---	3.8
2001	(b)	(b)	(b)	3.8	1.6	8.1	32.7	---	3.9
2002	(b)	(b)	(b)	3.7	1.6	8.3	37.2	---	3.8
2003	(b)	(b)	(b)	3.7	1.6	8.4	33.8	---	3.9
2004	(b)	(b)	(b)	3.7	1.6	8.4	30.4	---	3.9
2005	(b)	(b)	(b)	3.7	1.6	8.5	33.6	---	3.9
2006	(b)	(b)	(b)	3.9	1.6	8.6	33.9	---	4.0
2007	(b)	(b)	(b)	(c) 3.9	1.6	(c) 7.2	(c) 34.3	5.3	4.1

**PASSENGER DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 5: AVERAGE TRIP LENGTH BY MODE (PASSENGER MILES DIVIDED BY UNLINKED PASSENGER TRIPS), PART A: ROADWAY MODES**

Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
2008	(b)	(b)	(b)	3.9	1.6	7.4	32.8	4.8	4.2
2009	(b)	(b)	(b)	3.9	1.6	7.8	33.4	4.4	4.2
2010	(b)	(b)	(b)	4.0	1.6	7.9	34.6	4.0	4.3
2011	3.9	3.8	26.6	4.1	1.6	8.3	34.6	4.4	4.4
2012	3.9	4.3	25.7	4.1	1.6	8.3	35.1	4.4	4.4
2013	3.7	3.2	26.9	4.2	1.6	9.7	35.6	4.6	4.5

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(a) Trolleybus is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(b) Included in Total Bus.

(c) Data not continuous for modes noted, see Methodology.

See Glossary following Tables for complete definitions.

TABLE 5: AVERAGE TRIP LENGTH BY MODE  
PART B: FIXED GUIDEWAY MODES AND ALL MODES TOTAL

PASSENGER DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY

TABLE 5: AVERAGE TRIP LENGTH BY MODE (PASSENGER MILES DIVIDED BY UNLINKED PASSENGER TRIPS), PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL											
Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
1977	---	---	---	4.5	3.8	(f)	3.8	---	---	4.0	4.0
1978	---	---	---	4.5	3.8	(f)	3.8	---	---	4.0	4.0
1979	---	---	---	4.5	3.8	(f)	3.8	---	---	4.0	3.9
1980	23.3	---	23.3	5.0	2.9	(f)	2.9	---	5.8	6.9	4.7
1981	23.3	---	23.3	4.9	2.8	(f)	2.8	---	5.8	6.7	4.6
1982	23.3	---	23.3	4.8	2.8	(f)	2.8	---	5.8	6.5	4.6
1983	23.3	---	23.3	4.8	2.9	(f)	2.9	---	7.1	6.6	4.6
1984	23.2	---	23.2	4.5	3.1	(f)	3.1	---	6.3	6.4	4.5
1985	23.8	---	23.8	4.6	2.7	(f)	2.7	---	7.0	6.4	4.6
1986	22.0	---	22.0	4.6	2.8	(f)	2.8	---	7.0	6.4	4.6
1987	21.9	---	21.9	4.7	3.0	(f)	3.0	---	5.1	6.4	4.6
1988	21.4	---	21.4	4.9	3.1	(f)	3.1	---	5.4	6.7	4.7
1989	21.9	---	21.9	4.7	3.1	(f)	3.1	---	5.9	6.5	4.7
1990	21.6	---	21.6	4.9	3.3	(f)	3.3	---	5.2	6.7	4.7
1991	23.1	---	23.1	4.8	3.6	(f)	3.6	---	5.3	6.9	4.7
1992	23.3	---	23.3	4.9	3.7	(f)	3.7	---	5.9	6.9	4.7
1993	21.6	---	21.6	5.0	3.8	(f)	3.8	---	6.6	7.0	4.8
1994	23.6	---	23.6	4.9	2.9	(f)	2.9	---	6.2	7.0	5.0
1995	24.0	---	24.0	5.2	3.4	(f)	3.4	5.5	0.9	7.4	5.1
1996	23.7	---	23.7	5.3	3.7	(f)	3.7	5.8	0.9	7.4	5.2
1997	22.5	---	22.5	5.0	4.0	(f)	4.0	6.5	1.0	6.9	5.1
1998	22.8	---	22.8	5.1	4.1	(f)	4.1	6.6	0.8	7.2	5.0
1999	22.1	---	22.1	5.1	4.1	(f)	4.1	5.8	1.0	7.1	5.0
2000	22.8	---	22.8	5.3	4.2	(f)	4.2	6.2	1.0	7.2	5.1
2001	22.8	---	22.8	5.2	4.3	(f)	4.3	6.0	1.0	7.2	5.1
2002	23.0	---	23.0	5.1	4.2	(f)	4.2	5.8	1.0	7.1	5.0
2003	23.3	---	23.3	5.1	4.4	(f)	4.4	6.0	1.1	7.1	5.1
2004	23.5	(g)	23.5	5.2	4.5	(f)	4.5	6.0	1.0	7.2	5.1
2005	22.4	(g)	22.4	5.1	4.5	(f)	4.5	6.0	1.0	7.0	5.1

**PASSENGER DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 5: AVERAGE TRIP LENGTH BY MODE (PASSENGER MILES DIVIDED BY UNLINKED PASSENGER TRIPS),  
PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL**

Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
2006	23.5	(g)	23.5	5.0	4.6	(f)	4.6	6.3	0.8	7.1	5.2
2007	24.3	(g)	24.3	4.7	4.6	(f)	4.6	5.6	0.9	6.6	5.2
2008	23.4	(g)	23.4	4.7	4.6	(f)	4.6	6.3	1.0	6.6	5.2
2009	24.0	(g)	24.0	4.8	4.7	(f)	4.7	6.0	1.0	6.8	5.3
2010	23.4	(g)	23.4	4.6	4.8	(f)	4.8	6.3	1.2	6.5	5.3
2011	24.5	12.1	24.5	4.7	5.1	2.2	4.9	5.2	1.1	6.7	5.4
2012	23.7	12.3	23.6	4.7	5.2	2.0	4.9	5.5	1.2	6.5	5.4
2013	24.7	12.0	24.5	4.7	5.2	2.0	4.9	5.9	1.1	6.7	5.5

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(d) Beginning 1980 includes aerial tramway, automated guideway transit, cable car, inclined plane, and monorail. From 1980 to 1994 includes ferryboat.

(e) Does not include Trolleybus which is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(f) Included in Light Rail.

(g) Included in Commuter Rail.

See Glossary following Tables for complete definitions.

**TABLE 6: BOARDINGS PER MILE BY MODE IN REVENUE SERVICE  
PART A: ROADWAY MODES**

**PASSENGER DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 6: BOARDINGS PER MILE BY MODE IN REVENUE SERVICE (UNLINKED PASSENGER TRIPS DIVIDED BY VEHICLE REVENUE MILES), PART A: ROADWAY MODES</b>									
Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
1995	(b)	---	(b)	2.52	9.02	0.20	0.24	---	2.11
1996	(b)	---	(b)	2.56	8.93	0.17	0.24	---	2.04
1997	(b)	---	(b)	2.48	9.03	0.18	0.25	---	1.99
1998	(b)	---	(b)	2.69	8.93	0.16	0.21	---	2.10
1999	(b)	---	(b)	2.86	8.82	0.16	0.20	---	2.21
2000	(b)	(b)	(b)	2.84	8.78	0.16	0.20	---	2.17
2001	(b)	(b)	(b)	2.84	9.67	0.16	0.21	---	2.17
2002	(b)	(b)	(b)	2.81	8.72	0.15	0.17	---	2.13
2003	(b)	(b)	(b)	2.72	8.26	0.15	0.18	---	2.02
2004	(b)	(b)	(b)	2.66	8.15	0.15	0.19	---	1.98
2005	(b)	(b)	(b)	2.73	8.63	0.15	0.18	---	1.97
2006	(b)	(b)	(b)	2.74	8.47	0.14	0.18	---	1.95
2007	(b)	(b)	(b)	2.72	8.82	0.16	0.18	1.05	1.68
2008	(b)	(b)	(b)	2.72	9.02	0.15	0.20	1.16	1.67
2009	(b)	(b)	(b)	2.71	8.19	0.14	0.18	1.06	1.64
2010	(b)	(b)	(b)	2.51	8.46	0.13	0.17	1.30	1.49
2011	2.56	3.26	0.73	2.51	8.77	0.14	0.18	1.02	1.50
2012	2.65	5.71	0.68	2.59	8.76	0.15	0.17	1.21	1.53
2013	2.68	6.98	0.72	2.57	8.50	0.16	0.17	1.19	1.55

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(a) Trolleybus is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(b) Included in Total Bus.

See Glossary following Tables for complete definitions.



TABLE 6: BOARDINGS PER MILE BY MODE IN REVENUE SERVICE  
PART B: FIXED GUIDEWAY MODES AND ALL MODES TOTAL

PASSENGER DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY

TABLE 6: BOARDINGS PER MILE BY MODE IN REVENUE SERVICE (UNLINKED PASSENGER TRIPS DIVIDED BY VEHICLE REVENUE MILES), PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL											
Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes	Total Fixed-Guideway Modes Reported (c)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
1995	1.58	---	1.58	3.90	7.38	(d)	7.38	18.80	13.68	3.47	2.45
1996	1.59	---	1.59	4.09	7.11	(d)	7.11	18.46	10.91	3.59	2.41
1997	1.55	---	1.55	4.50	6.49	(d)	6.49	23.48	9.66	3.84	2.43
1998	1.58	---	1.58	4.36	6.49	(d)	6.49	21.67	9.64	3.73	2.49
1999	1.63	---	1.63	4.49	6.11	(d)	6.11	18.93	8.93	3.83	2.61
2000	1.67	---	1.67	4.55	6.14	(d)	6.14	17.67	8.18	3.89	2.59
2001	1.65	---	1.65	4.62	6.28	(d)	6.28	18.62	8.00	3.94	2.60
2002	1.60	---	1.60	4.45	5.62	(d)	5.62	17.27	7.94	3.79	2.53
2003	1.56	---	1.56	4.36	5.32	(d)	5.32	18.86	8.06	3.71	2.44
2004	1.54	(e)	1.54	4.40	5.26	(d)	5.26	16.25	9.69	3.73	2.41
2005	1.52	(e)	1.52	4.47	5.60	(d)	5.60	18.33	9.14	3.78	2.41
2006	1.54	(e)	1.54	4.62	5.58	(d)	5.58	17.50	10.27	3.87	2.41
2007	1.54	(e)	1.54	5.42	5.07	(d)	5.07	18.10	6.21	4.33	2.29
2008	1.52	(e)	1.52	5.41	5.20	(d)	5.20	18.29	4.22	4.30	2.28
2009	1.47	(e)	1.47	5.23	5.21	(d)	5.21	23.66	5.44	4.20	2.24
2010	1.46	(e)	1.46	5.48	4.97	(d)	4.97	20.00	5.21	4.30	2.11
2011	1.47	2.77	1.48	5.73	4.98	8.75	5.18	18.96	8.80	4.47	2.16
2012	1.47	2.73	1.48	5.87	4.93	8.91	5.16	19.75	5.00	4.53	2.20
2013	1.45	2.50	1.46	5.83	4.66	8.97	4.90	20.53	4.19	4.46	2.22

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(c) Does not include Trolleybus which is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(d) Included in Light Rail.

(e) Included in Commuter Rail.

See Glossary following Tables for complete definitions.

TABLE 7: AVERAGE PASSENGER LOAD BY MODE IN REVENUE SERVICE  
PART A: ROADWAY MODES

PASSENGER DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY

TABLE 7: AVERAGE PASSENGER LOAD BY MODE IN REVENUE SERVICE (PASSENGER MILES DIVIDED BY VEHICLE REVENUE MILES), PART A: ROADWAY MODES									
Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
1995	(b)	---	(b)	9.80	14.17	1.41	8.59	---	8.29
1996	(b)	---	(b)	10.00	14.05	1.21	8.14	---	8.09
1997	(b)	---	(b)	9.70	14.10	1.36	8.15	---	7.94
1998	(b)	---	(b)	10.13	13.89	1.21	7.70	---	8.09
1999	(b)	---	(b)	10.75	13.68	1.34	6.91	---	8.52
2000	(b)	(b)	(b)	10.61	13.81	1.30	6.60	---	8.33
2001	(b)	(b)	(b)	10.70	15.20	1.28	6.98	---	8.38
2002	(b)	(b)	(b)	10.44	14.14	1.24	6.44	---	8.15
2003	(b)	(b)	(b)	10.16	13.33	1.27	6.19	---	7.82
2004	(b)	(b)	(b)	9.94	13.31	1.25	5.85	---	7.63
2005	(b)	(b)	(b)	10.19	13.95	1.25	6.19	---	7.64
2006	(b)	(b)	(b)	10.59	13.90	1.24	6.25	---	7.87
2007	(b)	(b)	(b)	10.56	14.18	1.18	6.12	5.54	6.87
2008	(b)	(b)	(b)	10.60	14.38	1.09	6.64	5.50	6.93
2009	(b)	(b)	(b)	10.68	13.23	1.12	6.15	4.68	6.85
2010	(b)	(b)	(b)	10.05	13.59	1.03	5.99	5.22	6.35
2011	10.05	12.15	19.38	10.28	14.33	1.13	6.03	4.54	6.58
2012	10.38	24.64	17.60	10.65	14.34	1.24	6.13	5.31	6.79
2013	10.02	22.38	19.29	10.66	13.81	1.59	6.03	5.44	7.01

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(a) Trolleybus is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(b) Included in Total Bus.

See Glossary following Tables for complete definitions.

**TABLE 7: AVERAGE PASSENGER LOAD BY MODE IN REVENUE SERVICE  
PART B: FIXED GUIDEWAY MODES AND ALL MODES TOTAL**

**PASSENGER DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 7: AVERAGE PASSENGER LOAD BY MODE IN REVENUE SERVICE (PASSENGER MILES DIVIDED BY VEHICLE REVENUE MILES), PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL</b>											
Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes	Total Fixed-Guideway Modes Reported (c)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
1995	37.85	---	37.85	20.24	25.29	(d)	25.29	104.00	12.63	25.64	12.55
1996	37.70	---	37.70	21.85	26.08	(d)	26.08	107.69	10.00	26.73	12.56
1997	35.01	---	35.01	22.34	25.62	(d)	25.62	151.74	10.00	26.40	12.31
1998	35.98	---	35.98	22.36	26.54	(d)	26.54	143.75	7.86	26.80	12.56
1999	36.00	---	36.00	22.99	25.23	(d)	25.23	110.71	8.57	27.05	13.04
2000	37.93	---	37.93	23.94	26.03	(d)	26.03	110.00	8.18	28.22	13.20
2001	37.71	---	37.71	23.99	26.86	(d)	26.86	112.07	8.00	28.22	13.21
2002	36.65	---	36.65	22.64	23.87	(d)	23.87	100.91	7.94	26.85	12.72
2003	36.47	---	36.47	22.24	23.24	(d)	23.24	112.57	8.71	26.55	12.39
2004	36.14	(e)	36.14	22.98	23.66	(d)	23.66	98.25	10.00	26.96	12.33
2005	34.15	(e)	34.15	22.94	25.00	(d)	25.00	109.44	9.43	26.52	12.19
2006	36.09	(e)	36.09	23.23	25.56	(d)	25.56	111.11	8.38	27.35	12.56
2007	37.50	(e)	37.50	25.27	23.36	(d)	23.36	101.67	5.68	28.77	11.93
2008	35.62	(e)	35.62	25.71	23.97	(d)	23.97	115.61	4.22	28.59	11.93
2009	35.33	(e)	35.33	25.20	24.62	(d)	24.62	142.44	5.57	28.42	11.90
2010	34.24	(e)	34.24	25.34	23.62	(d)	23.62	126.22	6.44	28.13	11.17
2011	36.06	33.51	36.04	27.21	25.18	19.31	24.87	98.12	9.29	29.87	11.74
2012	34.95	33.64	34.94	27.46	25.46	18.00	25.03	107.75	5.75	29.63	11.86
2013	35.83	30.00	35.78	27.51	24.20	18.10	23.87	121.05	4.57	29.76	12.26

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(c) Does not include Trolleybus which is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(d) Included in Light Rail.

(e) Included in Commuter Rail.

See Glossary following Tables for complete definitions.

TABLE 8: VEHICLE TOTAL MILES OPERATED BY MODE (MILLIONS OF MILES)  
PART A: ROADWAY MODES

**OPERATING DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 8: VEHICLE TOTAL MILES OPERATED BY MODE (MILLIONS OF MILES), PART A: ROADWAY MODES									
Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
1926	(b)	---	(b)	449.7	---	---	---	---	449.7
1927	(b)	---	(b)	589.2	---	---	---	---	589.2
1928	(b)	---	(b)	633.4	1.2	---	---	---	634.6
1929	(b)	---	(b)	699.8	2.0	---	---	---	701.8
1930	(b)	---	(b)	705.8	6.0	---	---	---	711.8
1931	(b)	---	(b)	682.5	7.9	---	---	---	690.4
1932	(b)	---	(b)	663.3	9.5	---	---	---	672.8
1933	(b)	---	(b)	655.1	10.5	---	---	---	665.6
1934	(b)	---	(b)	711.1	14.6	---	---	---	725.7
1935	(b)	---	(b)	764.0	19.0	---	---	---	783.0
1936	(b)	---	(b)	864.2	26.3	---	---	---	890.5
1937	(b)	---	(b)	957.0	49.7	---	---	---	1,006.7
1938	(b)	---	(b)	986.4	67.9	---	---	---	1,054.3
1939	(b)	---	(b)	1,047.4	74.9	---	---	---	1,122.3
1940	(b)	---	(b)	1,194.5	86.0	---	---	---	1,280.5
1941	(b)	---	(b)	1,313.0	98.4	---	---	---	1,411.4
1942	(b)	---	(b)	1,612.0	115.7	---	---	---	1,727.7
1943	(b)	---	(b)	1,693.0	129.7	---	---	---	1,822.7
1944	(b)	---	(b)	1,713.3	132.3	---	---	---	1,845.6
1945	(b)	---	(b)	1,722.3	133.3	---	---	---	1,855.6
1946	(b)	---	(b)	1,807.2	143.7	---	---	---	1,950.9
1947	(b)	---	(b)	1,885.7	155.1	---	---	---	2,040.8
1948	(b)	---	(b)	1,975.7	178.0	---	---	---	2,153.7
1949	(b)	---	(b)	1,968.2	200.0	---	---	---	2,168.2
1950	(b)	---	(b)	1,895.4	205.7	---	---	---	2,101.1
1951	(b)	---	(b)	1,893.0	208.8	---	---	---	2,101.8
1952	(b)	---	(b)	1,877.7	215.2	---	---	---	2,092.9
1953	(b)	---	(b)	1,819.0	211.7	---	---	---	2,030.7
1954	(b)	---	(b)	1,760.7	196.7	---	---	---	1,957.4

**OPERATING DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 8: VEHICLE TOTAL MILES OPERATED BY MODE (MILLIONS OF MILES), PART A: ROADWAY MODES**

Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
1955	(b)	---	(b)	1,709.9	176.5	---	---	---	1,886.4
1956	(b)	---	(b)	1,680.9	165.7	---	---	---	1,846.6
1957	(b)	---	(b)	1,648.4	146.5	---	---	---	1,794.9
1958	(b)	---	(b)	1,593.6	131.0	---	---	---	1,724.6
1959	(b)	---	(b)	1,576.5	112.4	---	---	---	1,688.9
1960	(b)	---	(b)	1,576.4	100.7	---	---	---	1,677.1
1961	(b)	---	(b)	1,529.7	92.9	---	---	---	1,622.6
1962	(b)	---	(b)	1,515.2	84.0	---	---	---	1,599.2
1963	(b)	---	(b)	1,523.1	62.4	---	---	---	1,585.5
1964	(b)	---	(b)	1,527.9	49.2	---	---	---	1,577.1
1965	(b)	---	(b)	1,528.3	43.0	---	---	---	1,571.3
1966	(b)	---	(b)	1,521.7	40.1	---	---	---	1,561.8
1967	(b)	---	(b)	1,526.0	36.5	---	---	---	1,562.5
1968	(b)	---	(b)	1,508.2	36.2	---	---	---	1,544.4
1969	(b)	---	(b)	1,478.3	35.8	---	---	---	1,514.1
1970	(b)	---	(b)	1,409.3	33.0	---	---	---	1,442.3
1971	(b)	---	(b)	1,375.5	30.8	---	---	---	1,406.3
1972	(b)	---	(b)	1,308.0	29.8	---	---	---	1,337.8
1973	(b)	---	(b)	1,370.4	25.7	---	---	---	1,396.1
1974	(b)	---	(b)	1,431.0	17.6	---	---	---	1,448.6
1975	(b)	---	(b)	1,526.0	15.3	---	---	---	1,541.3
1976	(b)	---	(b)	1,581.4	15.3	---	---	---	1,596.7
1977	(b)	---	(b)	1,623.3	14.8	---	---	---	1,638.1
1978	(b)	---	(b)	1,630.5	13.3	---	---	---	1,643.8
1979	(b)	---	(b)	1,633.6	11.7	---	---	---	1,645.3
1980	(b)	---	(b)	1,677.2	13.0	---	---	---	1,690.2
1981	(b)	---	(b)	1,684.6	11.9	---	---	---	1,696.5
1982	(b)	---	(b)	1,668.8	13.7	---	---	---	1,682.5
1983	(b)	---	(b)	1,677.8	15.0	---	---	---	1,692.8
1984	(b)	---	(b)	1,844.7	15.3	256.1	---	---	2,116.1
1985	(b)	---	(b)	1,862.9	15.5	247.4	---	---	2,125.8
1986	(b)	---	(b)	2,002.3	14.7	274.5	---	---	2,291.5
1987	(b)	---	(b)	2,079.4	15.0	250.0	---	---	2,344.4

**OPERATING DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 8: VEHICLE TOTAL MILES OPERATED BY MODE (MILLIONS OF MILES), PART A: ROADWAY MODES**

Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
1988	(b)	---	(b)	2,097.3	14.7	288.9	---	---	2,400.9
1989	(b)	---	(b)	2,109.3	14.5	300.4	---	---	2,424.2
1990	(b)	---	(b)	2,129.9	13.8	305.9	---	---	2,449.6
1991	(b)	---	(b)	2,166.6	13.6	335.0	---	---	2,515.2
1992	(b)	---	(b)	2,178.0	13.9	363.5	---	---	2,555.4
1993	(b)	---	(b)	2,209.6	13.0	406.0	---	---	2,628.6
1994	(b)	---	(b)	2,162.0	13.7	463.7	---	---	2,639.4
1995	(b)	---	(b)	2,183.7	13.8	506.5	31.5	---	2,735.5
1996	(b)	---	(b)	2,220.5	13.7	548.3	39.8	---	2,822.3
1997	(b)	---	(b)	2,244.6	14.0	585.3	41.9	---	2,885.8
1998	(b)	---	(b)	2,174.6	13.6	670.9	50.1	---	2,909.2
1999	(b)	---	(b)	2,275.9	14.2	718.4	65.8	---	3,074.3
2000	(b)	(b)	(b)	2,314.8	14.5	758.9	67.3	---	3,155.5
2001	(b)	(b)	(b)	2,376.5	12.8	789.3	71.4	---	3,250.0
2002	(b)	(b)	(b)	2,411.1	13.9	802.6	76.8	---	3,304.4
2003	(b)	(b)	(b)	2,420.8	13.8	864.0	89.3	---	3,387.9
2004	(b)	(b)	(b)	2,471.0	13.4	889.5	85.1	---	3,459.0
2005	(b)	(b)	(b)	2,484.8	12.9	978.3	99.4	---	3,575.4
2006	(b)	(b)	(b)	2,494.9	12.2	1,013.0	115.6	---	3,635.7
2007	(b)	(b)	(b)	(c) 2,302.4	11.4	(c) 1,471.4	(c) 141.6	30.6	3,957.4
2008	(b)	(b)	(b)	2,376.5	11.6	1,495.2	178.0	26.9	4,088.2
2009	(b)	(b)	(b)	2,331.8	13.1	1,529.2	174.0	40.2	4,088.3
2010	(b)	(b)	(b)	2,412.7	12.1	1,693.6	185.0	34.7	4,338.1
2011	2,339.2	2.1	72.2	2,413.5	11.6	1,611.8	195.0	40.2	4,272.0
2012	2,306.1	3.0	95.9	2,405.0	11.7	1,618.1	211.7	29.2	4,275.6
2013	2,225.6	6.6	181.4	2,413.5	11.7	1,565.1	218.6	25.9	4,234.8

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(a) Trolleybus is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(b) Included in Total Bus.

(c) Data not continuous for modes noted, see Methodology.

See Glossary following Tables for complete definitions.

TABLE 8: VEHICLE TOTAL MILES OPERATED BY MODE (MILLIONS OF MILES)  
PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL

**OPERATING DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 8: VEHICLE TOTAL MILES OPERATED BY MODE (MILLIONS OF MILES), PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL											
Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
1926	---	---	---	398.1	1,821.9	(f)	1,821.9	---	---	2,220.0	2,669.7
1927	---	---	---	410.2	1,753.6	(f)	1,753.6	---	---	2,163.8	2,753.0
1928	---	---	---	434.3	1,679.1	(f)	1,679.1	---	---	2,113.4	2,748.0
1929	---	---	---	450.3	1,610.3	(f)	1,610.3	---	---	2,060.6	2,762.4
1930	---	---	---	454.8	1,540.4	(f)	1,540.4	---	---	1,995.2	2,707.0
1931	---	---	---	440.7	1,417.9	(f)	1,417.9	---	---	1,858.6	2,549.0
1932	---	---	---	423.5	1,266.7	(f)	1,266.7	---	---	1,690.2	2,363.0
1933	---	---	---	427.7	1,165.7	(f)	1,165.7	---	---	1,593.4	2,259.0
1934	---	---	---	438.6	1,147.7	(f)	1,147.7	---	---	1,586.3	2,312.0
1935	---	---	---	447.4	1,096.6	(f)	1,096.6	---	---	1,544.0	2,327.0
1936	---	---	---	461.6	1,080.9	(f)	1,080.9	---	---	1,542.5	2,433.0
1937	---	---	---	469.1	1,029.2	(f)	1,029.2	---	---	1,498.3	2,505.0
1938	---	---	---	457.4	922.3	(f)	922.3	---	---	1,379.7	2,434.0
1939	---	---	---	469.4	878.3	(f)	878.3	---	---	1,347.7	2,470.0
1940	---	---	---	470.8	844.7	(f)	844.7	---	---	1,315.5	2,596.0
1941	---	---	---	472.8	792.2	(f)	792.2	---	---	1,265.0	2,676.4
1942	---	---	---	469.6	850.4	(f)	850.4	---	---	1,320.0	3,047.7
1943	---	---	---	461.7	978.0	(f)	978.0	---	---	1,439.7	3,262.4
1944	---	---	---	461.0	977.9	(f)	977.9	---	---	1,438.9	3,284.5
1945	---	---	---	458.4	939.8	(f)	939.8	---	---	1,398.2	3,253.8
1946	---	---	---	458.9	894.5	(f)	894.5	---	---	1,353.4	3,304.3
1947	---	---	---	462.3	839.3	(f)	839.3	---	---	1,301.6	3,342.4
1948	---	---	---	458.1	699.3	(f)	699.3	---	---	1,157.4	3,311.1
1949	---	---	---	460.0	555.4	(f)	555.4	---	---	1,015.4	3,183.6
1950	---	---	---	443.4	463.1	(f)	463.1	---	---	906.5	3,007.6
1951	---	---	---	424.0	387.6	(f)	387.6	---	---	811.6	2,913.4
1952	---	---	---	400.4	321.2	(f)	321.2	---	---	721.6	2,814.5
1953	---	---	---	391.1	273.7	(f)	273.7	---	---	664.8	2,695.5
1954	---	---	---	375.6	215.8	(f)	215.8	---	---	591.4	2,548.8
1955	---	---	---	382.8	178.3	(f)	178.3	---	---	561.1	2,447.5

**OPERATING DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 8: VEHICLE TOTAL MILES OPERATED BY MODE (MILLIONS OF MILES), PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL**

Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
1956	---	---	---	387.1	132.9	(f)	132.9	---	---	520.0	2,366.6
1957	---	---	---	388.0	106.6	(f)	106.6	---	---	494.6	2,289.5
1958	---	---	---	386.5	89.9	(f)	89.9	---	---	476.4	2,201.0
1959	---	---	---	388.7	81.3	(f)	81.3	---	---	470.0	2,158.9
1960	---	---	---	390.9	74.8	(f)	74.8	---	---	465.7	2,142.8
1961	---	---	---	385.1	69.4	(f)	69.4	---	---	454.5	2,077.1
1962	---	---	---	386.7	61.5	(f)	61.5	---	---	448.2	2,047.4
1963	---	---	---	387.3	48.9	(f)	48.9	---	---	436.2	2,021.7
1964	---	---	---	395.8	42.9	(f)	42.9	---	---	438.7	2,015.8
1965	---	---	---	395.3	41.6	(f)	41.6	---	---	436.9	2,008.2
1966	---	---	---	378.9	42.9	(f)	42.9	---	---	421.8	1,983.6
1967	---	---	---	396.5	37.8	(f)	37.8	---	---	434.3	1,996.8
1968	---	---	---	406.8	37.5	(f)	37.5	---	---	444.3	1,988.7
1969	---	---	---	416.6	36.0	(f)	36.0	---	---	452.6	1,966.7
1970	---	---	---	407.1	33.7	(f)	33.7	---	---	440.8	1,883.1
1971	---	---	---	407.4	32.7	(f)	32.7	---	---	440.1	1,846.4
1972	---	---	---	386.2	31.6	(f)	31.6	---	---	417.8	1,755.6
1973	---	---	---	407.3	31.2	(f)	31.2	---	---	438.5	1,834.6
1974	---	---	---	431.9	26.9	(f)	26.9	---	---	458.8	1,907.4
1975	173.0	---	173.0	423.1	23.8	(f)	23.8	---	15.0	634.9	2,176.2
1976	173.0	---	173.0	407.0	21.1	(f)	21.1	---	15.4	616.5	2,213.2
1977	175.0	---	175.0	361.3	20.4	(f)	20.4	---	15.4	572.1	2,210.2
1978	174.0	---	174.0	363.5	19.5	(f)	19.5	---	15.4	572.4	2,216.2
1979	176.0	---	176.0	380.5	19.1	(f)	19.1	---	15.4	591.0	2,236.3
1980	179.0	---	179.0	384.7	17.5	(f)	17.5	---	15.4	596.6	2,286.8
1981	176.0	---	176.0	420.1	16.5	(f)	16.5	---	15.4	628.0	2,324.5
1982	175.0	---	175.0	429.1	16.1	(f)	16.1	---	15.4	635.6	2,318.1
1983	177.0	---	177.0	407.5	16.0	(f)	16.0	---	12.6	613.1	2,305.9
1984	167.9	---	167.9	435.8	16.8	(f)	16.8	---	13.0	633.5	2,749.6
1985	182.7	---	182.7	450.8	16.5	(f)	16.5	---	14.9	664.9	2,790.7
1986	188.6	---	188.6	475.8	17.0	(f)	17.0	---	12.9	694.3	2,985.8
1987	188.9	---	188.9	490.2	18.4	(f)	18.4	---	13.3	710.8	3,055.2
1988	202.2	---	202.2	517.4	20.8	(f)	20.8	---	16.0	756.4	3,157.3



**OPERATING DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 8: VEHICLE TOTAL MILES OPERATED BY MODE (MILLIONS OF MILES), PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL**

Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
1989	209.6	---	209.6	532.1	21.3	(f)	21.3	---	15.7	778.7	3,202.9
1990	212.7	---	212.7	536.7	24.2	(f)	24.2	---	18.3	791.9	3,241.5
1991	214.9	---	214.9	527.2	27.6	(f)	27.6	---	21.5	791.2	3,306.4
1992	218.8	---	218.8	525.4	28.6	(f)	28.6	---	26.4	799.2	3,354.6
1993	223.9	---	223.9	522.1	27.7	(f)	27.7	---	32.2	805.9	3,435.1
1994	230.8	---	230.8	531.8	34.0	(f)	34.0	---	31.5	828.1	3,467.5
1995	237.7	---	237.7	537.2	34.6	(f)	34.6	2.5	2.0	814.0	3,550.2
1996	241.9	---	241.9	543.1	37.6	(f)	37.6	2.6	2.3	827.5	3,650.3
1997	250.7	---	250.7	557.7	41.2	(f)	41.2	2.3	2.9	854.8	3,745.8
1998	259.5	---	259.5	565.7	43.8	(f)	43.8	2.4	2.9	874.3	3,793.6
1999	265.9	---	265.9	577.7	48.7	(f)	48.7	2.8	2.8	897.9	3,972.2
2000	270.9	---	270.9	595.2	52.8	(f)	52.8	3.0	3.4	925.3	4,080.8
2001	277.3	---	277.3	608.1	54.3	(f)	54.3	2.9	3.6	946.2	4,196.2
2002	283.7	---	283.7	620.9	61.0	(f)	61.0	3.3	3.4	972.3	4,276.7
2003	286.0	---	286.0	629.9	64.3	(f)	64.3	3.6	3.1	986.9	4,363.4
2004	294.7	(g)	294.7	642.4	67.4	(f)	67.4	4.1	3.3	1,011.9	4,470.8
2005	303.4	(g)	303.4	646.2	69.2	(f)	69.2	3.6	3.6	1,026.0	4,601.4
2006	314.8	(g)	314.8	652.1	74.3	(f)	74.3	3.7	3.8	1,048.7	4,684.2
2007	325.7	(g)	325.7	657.3	83.9	(f)	83.9	4.2	9.5	1,080.6	5,038.1
2008	338.7	(g)	338.7	674.3	88.5	(f)	88.5	4.3	10.2	1,116.0	5,204.2
2009	343.5	(g)	343.5	684.6	90.7	(f)	90.7	4.4	8.0	1,131.2	5,219.4
2010	345.3	(g)	345.3	666.0	93.6	(f)	93.6	4.6	7.4	1,116.9	5,455.1
2011	345.2	2.1	347.3	654.9	89.2	5.1	94.4	4.3	5.0	1,105.8	5,377.8
2012	346.4	2.3	348.7	656.5	93.0	5.7	98.6	4.0	8.0	1,115.9	5,391.5
2013	359.1	2.9	362.0	673.7	100.6	6.0	106.6	4.0	10.6	1,156.9	5,391.7

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(d) Beginning 1975 includes aerial tramway, automated guideway transit, cable car, inclined plane, and monorail. From 1975 to 1994 includes ferryboat and some unidentified roadway modes.

(e) Does not include Trolleybus which is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(f) Included in Light Rail.

(g) Included in Commuter Rail.

See Glossary following Tables for complete definitions.

TABLE 9: VEHICLE TOTAL MILES OPERATED BY MODE (PERCENT OF MILES)  
PART A: ROADWAY MODES

**OPERATING DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 9: VEHICLE TOTAL MILES OPERATED BY MODE (PERCENT OF MILES), PART A: ROADWAY MODES									
Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
1926	(b)	---	(b)	16.8%	---	---	---	---	16.8%
1927	(b)	---	(b)	21.4%	---	---	---	---	21.4%
1928	(b)	---	(b)	23.0%	0.0%	---	---	---	23.1%
1929	(b)	---	(b)	25.3%	0.1%	---	---	---	25.4%
1930	(b)	---	(b)	26.1%	0.2%	---	---	---	26.3%
1931	(b)	---	(b)	26.8%	0.3%	---	---	---	27.1%
1932	(b)	---	(b)	28.1%	0.4%	---	---	---	28.5%
1933	(b)	---	(b)	29.0%	0.5%	---	---	---	29.5%
1934	(b)	---	(b)	30.8%	0.6%	---	---	---	31.4%
1935	(b)	---	(b)	32.8%	0.8%	---	---	---	33.6%
1936	(b)	---	(b)	35.5%	1.1%	---	---	---	36.6%
1937	(b)	---	(b)	38.2%	2.0%	---	---	---	40.2%
1938	(b)	---	(b)	40.5%	2.8%	---	---	---	43.3%
1939	(b)	---	(b)	42.4%	3.0%	---	---	---	45.4%
1940	(b)	---	(b)	46.0%	3.3%	---	---	---	49.3%
1941	(b)	---	(b)	49.1%	3.7%	---	---	---	52.7%
1942	(b)	---	(b)	52.9%	3.8%	---	---	---	56.7%
1943	(b)	---	(b)	51.9%	4.0%	---	---	---	55.9%
1944	(b)	---	(b)	52.2%	4.0%	---	---	---	56.2%
1945	(b)	---	(b)	52.9%	4.1%	---	---	---	57.0%
1946	(b)	---	(b)	54.7%	4.3%	---	---	---	59.0%
1947	(b)	---	(b)	56.4%	4.6%	---	---	---	61.1%
1948	(b)	---	(b)	59.7%	5.4%	---	---	---	65.0%
1949	(b)	---	(b)	61.8%	6.3%	---	---	---	68.1%
1950	(b)	---	(b)	63.0%	6.8%	---	---	---	69.9%
1951	(b)	---	(b)	65.0%	7.2%	---	---	---	72.1%
1952	(b)	---	(b)	66.7%	7.6%	---	---	---	74.4%
1953	(b)	---	(b)	67.5%	7.9%	---	---	---	75.3%
1954	(b)	---	(b)	69.1%	7.7%	---	---	---	76.8%
1955	(b)	---	(b)	69.9%	7.2%	---	---	---	77.1%

**OPERATING DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 9: VEHICLE TOTAL MILES OPERATED BY MODE (PERCENT OF MILES), PART A: ROADWAY MODES**

Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
1956	(b)	---	(b)	71.0%	7.0%	---	---	---	78.0%
1957	(b)	---	(b)	72.0%	6.4%	---	---	---	78.4%
1958	(b)	---	(b)	72.4%	6.0%	---	---	---	78.4%
1959	(b)	---	(b)	73.0%	5.2%	---	---	---	78.2%
1960	(b)	---	(b)	73.6%	4.7%	---	---	---	78.3%
1961	(b)	---	(b)	73.6%	4.5%	---	---	---	78.1%
1962	(b)	---	(b)	74.0%	4.1%	---	---	---	78.1%
1963	(b)	---	(b)	75.3%	3.1%	---	---	---	78.4%
1964	(b)	---	(b)	75.8%	2.4%	---	---	---	78.2%
1965	(b)	---	(b)	76.1%	2.1%	---	---	---	78.2%
1966	(b)	---	(b)	76.7%	2.0%	---	---	---	78.7%
1967	(b)	---	(b)	76.4%	1.8%	---	---	---	78.3%
1968	(b)	---	(b)	75.8%	1.8%	---	---	---	77.7%
1969	(b)	---	(b)	75.2%	1.8%	---	---	---	77.0%
1970	(b)	---	(b)	74.8%	1.8%	---	---	---	76.6%
1971	(b)	---	(b)	74.5%	1.7%	---	---	---	76.2%
1972	(b)	---	(b)	74.5%	1.7%	---	---	---	76.2%
1973	(b)	---	(b)	74.7%	1.4%	---	---	---	76.1%
1974	(b)	---	(b)	75.0%	0.9%	---	---	---	75.9%
1975	(b)	---	(b)	70.1%	0.7%	---	---	---	70.8%
1976	(b)	---	(b)	71.5%	0.7%	---	---	---	72.1%
1977	(b)	---	(b)	73.4%	0.7%	---	---	---	74.1%
1978	(b)	---	(b)	73.6%	0.6%	---	---	---	74.2%
1979	(b)	---	(b)	73.0%	0.5%	---	---	---	73.6%
1980	(b)	---	(b)	73.3%	0.6%	---	---	---	73.9%
1981	(b)	---	(b)	72.5%	0.5%	---	---	---	73.0%
1982	(b)	---	(b)	72.0%	0.6%	---	---	---	72.6%
1983	(b)	---	(b)	72.8%	0.7%	---	---	---	73.4%
1984	(b)	---	(b)	67.1%	0.6%	9.3%	---	---	77.0%
1985	(b)	---	(b)	66.8%	0.6%	8.9%	---	---	76.2%
1986	(b)	---	(b)	67.1%	0.5%	9.2%	---	---	76.7%
1987	(b)	---	(b)	68.1%	0.5%	8.2%	---	---	76.7%
1988	(b)	---	(b)	66.4%	0.5%	9.2%	---	---	76.0%

**OPERATING DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 9: VEHICLE TOTAL MILES OPERATED BY MODE (PERCENT OF MILES), PART A: ROADWAY MODES**

Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
1989	(b)	---	(b)	65.9%	0.5%	9.4%	---	---	75.7%
1990	(b)	---	(b)	65.7%	0.4%	9.4%	---	---	75.6%
1991	(b)	---	(b)	65.5%	0.4%	10.1%	---	---	76.1%
1992	(b)	---	(b)	64.9%	0.4%	10.8%	---	---	76.2%
1993	(b)	---	(b)	64.3%	0.4%	11.8%	---	---	76.5%
1994	(b)	---	(b)	62.4%	0.4%	13.4%	---	---	76.1%
1995	(b)	---	(b)	61.5%	0.4%	14.3%	0.9%	---	77.1%
1996	(b)	---	(b)	60.8%	0.4%	15.0%	1.1%	---	77.3%
1997	(b)	---	(b)	59.9%	0.4%	15.6%	1.1%	---	77.0%
1998	(b)	---	(b)	57.3%	0.4%	17.7%	1.3%	---	76.7%
1999	(b)	---	(b)	57.3%	0.4%	18.1%	1.7%	---	77.4%
2000	(b)	(b)	(b)	56.7%	0.4%	18.6%	1.6%	---	77.3%
2001	(b)	(b)	(b)	56.6%	0.3%	18.8%	1.7%	---	77.5%
2002	(b)	(b)	(b)	56.4%	0.3%	18.8%	1.8%	---	77.3%
2003	(b)	(b)	(b)	55.5%	0.3%	19.8%	2.0%	---	77.6%
2004	(b)	(b)	(b)	55.3%	0.3%	19.9%	1.9%	---	77.4%
2005	(b)	(b)	(b)	54.0%	0.3%	21.3%	2.2%	---	77.7%
2006	(b)	(b)	(b)	53.3%	0.3%	21.6%	2.5%	---	77.6%
2007	(b)	(b)	(b)	(c) 45.7%	0.2%	(c) 29.2%	(c) 2.8%	0.6%	78.5%
2008	(b)	(b)	(b)	45.7%	0.2%	28.7%	3.4%	0.5%	78.6%
2009	(b)	(b)	(b)	44.7%	0.3%	29.3%	3.3%	0.8%	78.3%
2010	(b)	(b)	(b)	44.2%	0.2%	31.0%	3.4%	0.6%	79.5%
2011	43.5%	< 0.1%	1.3%	44.9%	0.2%	30.0%	3.6%	0.7%	79.4%
2012	42.8%	0.1%	1.8%	44.6%	0.2%	30.0%	3.9%	0.5%	79.3%
2013	41.3%	0.1%	3.4%	44.8%	0.2%	29.0%	4.1%	0.5%	78.5%

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(a) Trolleybus is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(b) Included in Total Bus.

(c) Data not continuous for modes noted, see Methodology.

See Glossary following Tables for complete definitions.

TABLE 9: VEHICLE TOTAL MILES OPERATED BY MODE (PERCENT OF MILES)  
PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL

**OPERATING DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 9: VEHICLE TOTAL MILES OPERATED BY MODE (PERCENT OF MILES), PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL											
Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
1926	---	---	---	14.9%	68.2%	(f)	68.2%	---	---	83.2%	100.0%
1927	---	---	---	14.9%	63.7%	(f)	63.7%	---	---	78.6%	100.0%
1928	---	---	---	15.8%	61.1%	(f)	61.1%	---	---	76.9%	100.0%
1929	---	---	---	16.3%	58.3%	(f)	58.3%	---	---	74.6%	100.0%
1930	---	---	---	16.8%	56.9%	(f)	56.9%	---	---	73.7%	100.0%
1931	---	---	---	17.3%	55.6%	(f)	55.6%	---	---	72.9%	100.0%
1932	---	---	---	17.9%	53.6%	(f)	53.6%	---	---	71.5%	100.0%
1933	---	---	---	18.9%	51.6%	(f)	51.6%	---	---	70.5%	100.0%
1934	---	---	---	19.0%	49.6%	(f)	49.6%	---	---	68.6%	100.0%
1935	---	---	---	19.2%	47.1%	(f)	47.1%	---	---	66.4%	100.0%
1936	---	---	---	19.0%	44.4%	(f)	44.4%	---	---	63.4%	100.0%
1937	---	---	---	18.7%	41.1%	(f)	41.1%	---	---	59.8%	100.0%
1938	---	---	---	18.8%	37.9%	(f)	37.9%	---	---	56.7%	100.0%
1939	---	---	---	19.0%	35.6%	(f)	35.6%	---	---	54.6%	100.0%
1940	---	---	---	18.1%	32.5%	(f)	32.5%	---	---	50.7%	100.0%
1941	---	---	---	17.7%	29.6%	(f)	29.6%	---	---	47.3%	100.0%
1942	---	---	---	15.4%	27.9%	(f)	27.9%	---	---	43.3%	100.0%
1943	---	---	---	14.2%	30.0%	(f)	30.0%	---	---	44.1%	100.0%
1944	---	---	---	14.0%	29.8%	(f)	29.8%	---	---	43.8%	100.0%
1945	---	---	---	14.1%	28.9%	(f)	28.9%	---	---	43.0%	100.0%
1946	---	---	---	13.9%	27.1%	(f)	27.1%	---	---	41.0%	100.0%
1947	---	---	---	13.8%	25.1%	(f)	25.1%	---	---	38.9%	100.0%
1948	---	---	---	13.8%	21.1%	(f)	21.1%	---	---	35.0%	100.0%
1949	---	---	---	14.4%	17.4%	(f)	17.4%	---	---	31.9%	100.0%
1950	---	---	---	14.7%	15.4%	(f)	15.4%	---	---	30.1%	100.0%
1951	---	---	---	14.6%	13.3%	(f)	13.3%	---	---	27.9%	100.0%
1952	---	---	---	14.2%	11.4%	(f)	11.4%	---	---	25.6%	100.0%
1953	---	---	---	14.5%	10.2%	(f)	10.2%	---	---	24.7%	100.0%
1954	---	---	---	14.7%	8.5%	(f)	8.5%	---	---	23.2%	100.0%

**OPERATING DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 9: VEHICLE TOTAL MILES OPERATED BY MODE (PERCENT OF MILES), PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL**

Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
1955	---	---	---	15.6%	7.3%	(f)	7.3%	---	---	22.9%	100.0%
1956	---	---	---	16.4%	5.6%	(f)	5.6%	---	---	22.0%	100.0%
1957	---	---	---	16.9%	4.7%	(f)	4.7%	---	---	21.6%	100.0%
1958	---	---	---	17.6%	4.1%	(f)	4.1%	---	---	21.6%	100.0%
1959	---	---	---	18.0%	3.8%	(f)	3.8%	---	---	21.8%	100.0%
1960	---	---	---	18.2%	3.5%	(f)	3.5%	---	---	21.7%	100.0%
1961	---	---	---	18.5%	3.3%	(f)	3.3%	---	---	21.9%	100.0%
1962	---	---	---	18.9%	3.0%	(f)	3.0%	---	---	21.9%	100.0%
1963	---	---	---	19.2%	2.4%	(f)	2.4%	---	---	21.6%	100.0%
1964	---	---	---	19.6%	2.1%	(f)	2.1%	---	---	21.8%	100.0%
1965	---	---	---	19.7%	2.1%	(f)	2.1%	---	---	21.8%	100.0%
1966	---	---	---	19.1%	2.2%	(f)	2.2%	---	---	21.3%	100.0%
1967	---	---	---	19.9%	1.9%	(f)	1.9%	---	---	21.7%	100.0%
1968	---	---	---	20.5%	1.9%	(f)	1.9%	---	---	22.3%	100.0%
1969	---	---	---	21.2%	1.8%	(f)	1.8%	---	---	23.0%	100.0%
1970	---	---	---	21.6%	1.8%	(f)	1.8%	---	---	23.4%	100.0%
1971	---	---	---	22.1%	1.8%	(f)	1.8%	---	---	23.8%	100.0%
1972	---	---	---	22.0%	1.8%	(f)	1.8%	---	---	23.8%	100.0%
1973	---	---	---	22.2%	1.7%	(f)	1.7%	---	---	23.9%	100.0%
1974	---	---	---	22.6%	1.4%	(f)	1.4%	---	---	24.1%	100.0%
1975	7.9%	---	7.9%	19.4%	1.1%	(f)	1.1%	---	0.7%	29.2%	100.0%
1976	7.8%	---	7.8%	18.4%	1.0%	(f)	1.0%	---	0.7%	27.9%	100.0%
1977	7.9%	---	7.9%	16.3%	0.9%	(f)	0.9%	---	0.7%	25.9%	100.0%
1978	7.9%	---	7.9%	16.4%	0.9%	(f)	0.9%	---	0.7%	25.8%	100.0%
1979	7.9%	---	7.9%	17.0%	0.9%	(f)	0.9%	---	0.7%	26.4%	100.0%
1980	7.8%	---	7.8%	16.8%	0.8%	(f)	0.8%	---	0.7%	26.1%	100.0%
1981	7.6%	---	7.6%	18.1%	0.7%	(f)	0.7%	---	0.7%	27.0%	100.0%
1982	7.5%	---	7.5%	18.5%	0.7%	(f)	0.7%	---	0.7%	27.4%	100.0%
1983	7.7%	---	7.7%	17.7%	0.7%	(f)	0.7%	---	0.5%	26.6%	100.0%
1984	6.1%	---	6.1%	15.8%	0.6%	(f)	0.6%	---	0.5%	23.0%	100.0%
1985	6.5%	---	6.5%	16.2%	0.6%	(f)	0.6%	---	0.5%	23.8%	100.0%
1986	6.3%	---	6.3%	15.9%	0.6%	(f)	0.6%	---	0.4%	23.3%	100.0%
1987	6.2%	---	6.2%	16.0%	0.6%	(f)	0.6%	---	0.4%	23.3%	100.0%

**OPERATING DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 9: VEHICLE TOTAL MILES OPERATED BY MODE (PERCENT OF MILES), PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL**

Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
1988	6.4%	---	6.4%	16.4%	0.7%	(f)	0.7%	---	0.5%	24.0%	100.0%
1989	6.5%	---	6.5%	16.6%	0.7%	(f)	0.7%	---	0.5%	24.3%	100.0%
1990	6.6%	---	6.6%	16.6%	0.7%	(f)	0.7%	---	0.6%	24.4%	100.0%
1991	6.5%	---	6.5%	15.9%	0.8%	(f)	0.8%	---	0.7%	23.9%	100.0%
1992	6.5%	---	6.5%	15.7%	0.9%	(f)	0.9%	---	0.8%	23.8%	100.0%
1993	6.5%	---	6.5%	15.2%	0.8%	(f)	0.8%	---	0.9%	23.5%	100.0%
1994	6.7%	---	6.7%	15.3%	1.0%	(f)	1.0%	---	0.9%	23.9%	100.0%
1995	6.7%	---	6.7%	15.1%	1.0%	(f)	1.0%	0.1%	0.1%	22.9%	100.0%
1996	6.6%	---	6.6%	14.9%	1.0%	(f)	1.0%	0.1%	0.1%	22.7%	100.0%
1997	6.7%	---	6.7%	14.9%	1.1%	(f)	1.1%	0.1%	0.1%	22.8%	100.0%
1998	6.8%	---	6.8%	14.9%	1.2%	(f)	1.2%	0.1%	0.1%	23.0%	100.0%
1999	6.7%	---	6.7%	14.5%	1.2%	(f)	1.2%	0.1%	0.1%	22.6%	100.0%
2000	6.6%	---	6.6%	14.6%	1.3%	(f)	1.3%	0.1%	0.1%	22.7%	100.0%
2001	6.6%	---	6.6%	14.5%	1.3%	(f)	1.3%	0.1%	0.1%	22.5%	100.0%
2002	6.6%	---	6.6%	14.5%	1.4%	(f)	1.4%	0.1%	0.1%	22.7%	100.0%
2003	6.6%	---	6.6%	14.4%	1.5%	(f)	1.5%	0.1%	0.1%	22.6%	100.0%
2004	6.6%	(g)	6.6%	14.4%	1.5%	(f)	1.5%	0.1%	0.1%	22.6%	100.0%
2005	6.6%	(g)	6.6%	14.0%	1.5%	(f)	1.5%	0.1%	0.1%	22.3%	100.0%
2006	6.7%	(g)	6.7%	13.9%	1.6%	(f)	1.6%	0.1%	0.1%	22.4%	100.0%
2007	6.5%	(g)	6.5%	13.0%	1.7%	(f)	1.7%	0.1%	0.2%	21.4%	100.0%
2008	6.5%	(g)	6.5%	13.0%	1.7%	(f)	1.7%	0.1%	0.2%	21.4%	100.0%
2009	6.6%	(g)	6.6%	13.1%	1.7%	(f)	1.7%	0.1%	0.2%	21.7%	100.0%
2010	6.3%	(g)	6.3%	12.2%	1.7%	(f)	1.7%	0.1%	0.1%	20.5%	100.0%
2011	6.4%	<0.1%	6.5%	12.2%	1.7%	0.1%	1.8%	0.1%	0.1%	20.6%	100.0%
2012	6.4%	<0.1%	6.5%	12.2%	1.7%	0.1%	1.8%	0.1%	0.1%	20.7%	100.0%
2013	6.7%	0.1%	6.7%	12.5%	1.9%	0.1%	2.0%	0.1%	0.2%	21.5%	100.0%

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(d) Beginning 1980 includes aerial tramway, automated guideway transit, cable car, inclined plane, and monorail. From 1975 to 1994 includes ferryboat and some unidentified roadway modes.

(e) Does not include Trolleybus which is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(f) Included in Light Rail.

(g) Included in Commuter Rail.

See Glossary following Tables for complete definitions.

TABLE 10: VEHICLE TOTAL MILES OPERATED PER REVENUE VEHICLE  
AVAILABLE FOR MAXIMUM SERVICE BY MODE  
PART A: ROADWAY MODES

**OPERATING DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 10: VEHICLE TOTAL MILES OPERATED PER REVENUE VEHICLE AVAILABLE FOR MAXIMUM SERVICE BY MODE, PART A: ROADWAY MODES									
Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
1926	(b)	---	(b)	31,229	---	---	---	---	31,229
1927	(b)	---	(b)	32,733	---	---	---	---	32,733
1928	(b)	---	(b)	32,152	29,268	---	---	---	32,146
1929	(b)	---	(b)	33,166	35,088	---	---	---	33,171
1930	(b)	---	(b)	33,136	34,682	---	---	---	33,149
1931	(b)	---	(b)	32,971	35,111	---	---	---	32,994
1932	(b)	---	(b)	32,837	35,316	---	---	---	32,869
1933	(b)	---	(b)	32,431	33,871	---	---	---	32,452
1934	(b)	---	(b)	32,032	33,107	---	---	---	32,052
1935	(b)	---	(b)	32,101	32,872	---	---	---	32,119
1936	(b)	---	(b)	32,246	23,151	---	---	---	31,876
1937	(b)	---	(b)	34,800	30,030	---	---	---	34,529
1938	(b)	---	(b)	34,611	33,415	---	---	---	34,531
1939	(b)	---	(b)	32,129	34,295	---	---	---	32,265
1940	(b)	---	(b)	34,129	30,692	---	---	---	33,874
1941	(b)	---	(b)	33,410	32,486	---	---	---	33,344
1942	(b)	---	(b)	35,043	34,180	---	---	---	34,984
1943	(b)	---	(b)	35,945	37,047	---	---	---	36,021
1944	(b)	---	(b)	35,399	37,152	---	---	---	35,519
1945	(b)	---	(b)	34,675	35,920	---	---	---	34,761
1946	(b)	---	(b)	34,456	36,696	---	---	---	34,611
1947	(b)	---	(b)	33,131	32,951	---	---	---	33,117
1948	(b)	---	(b)	33,750	31,245	---	---	---	33,527
1949	(b)	---	(b)	34,509	31,556	---	---	---	34,213
1950	(b)	---	(b)	33,358	31,627	---	---	---	33,180
1951	(b)	---	(b)	32,830	29,529	---	---	---	32,470



**OPERATING DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 10: VEHICLE TOTAL MILES OPERATED PER REVENUE VEHICLE AVAILABLE FOR MAXIMUM SERVICE BY MODE, PART A: ROADWAY MODES</b>									
Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
1952	(b)	---	(b)	33,542	29,972	---	---	---	33,136
1953	(b)	---	(b)	33,254	30,500	---	---	---	32,944
1954	(b)	---	(b)	32,606	29,812	---	---	---	32,301
1955	(b)	---	(b)	32,632	28,667	---	---	---	32,215
1956	(b)	---	(b)	32,702	28,827	---	---	---	32,313
1957	(b)	---	(b)	32,449	27,069	---	---	---	31,931
1958	(b)	---	(b)	31,808	27,021	---	---	---	31,386
1959	(b)	---	(b)	31,848	26,158	---	---	---	31,394
1960	(b)	---	(b)	31,782	26,320	---	---	---	31,391
1961	(b)	---	(b)	31,218	25,856	---	---	---	30,852
1962	(b)	---	(b)	31,049	26,574	---	---	---	30,777
1963	(b)	---	(b)	30,832	28,956	---	---	---	30,754
1964	(b)	---	(b)	31,055	26,381	---	---	---	30,884
1965	(b)	---	(b)	30,813	29,594	---	---	---	30,778
1966	(b)	---	(b)	30,355	30,241	---	---	---	30,352
1967	(b)	---	(b)	30,411	29,341	---	---	---	30,385
1968	(b)	---	(b)	30,164	30,549	---	---	---	30,173
1969	(b)	---	(b)	29,804	33,087	---	---	---	29,875
1970	(b)	---	(b)	28,356	31,429	---	---	---	28,420
1971	(b)	---	(b)	27,986	29,701	---	---	---	28,021
1972	(b)	---	(b)	26,653	28,932	---	---	---	26,700
1973	(b)	---	(b)	28,381	32,368	---	---	---	28,445
1974	(b)	---	(b)	29,384	24,513	---	---	---	29,313
1975	(b)	---	(b)	30,026	21,764	---	---	---	29,914
1976	(b)	---	(b)	30,190	22,336	---	---	---	30,088
1977	(b)	---	(b)	31,237	22,946	---	---	---	31,135
1978	(b)	---	(b)	30,842	22,428	---	---	---	30,749
1979	(b)	---	(b)	29,980	16,138	---	---	---	29,798
1980	(b)	---	(b)	28,230	15,796	---	---	---	28,061
1981	(b)	---	(b)	27,894	15,846	---	---	---	27,746

**OPERATING DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 10: VEHICLE TOTAL MILES OPERATED PER REVENUE VEHICLE  
AVAILABLE FOR MAXIMUM SERVICE BY MODE, PART A: ROADWAY MODES**

Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
1982	(b)	---	(b)	26,867	17,955	---	---	---	26,759
1983	(b)	---	(b)	27,021	21,866	---	---	---	26,964
1984	(b)	---	(b)	27,413	23,042	18,081	---	---	25,768
1985	(b)	---	(b)	28,991	22,929	17,074	---	---	26,765
1986	(b)	---	(b)	30,238	21,618	17,887	---	---	27,862
1987	(b)	---	(b)	32,997	22,355	15,680	---	---	29,440
1988	(b)	---	(b)	33,518	20,704	17,184	---	---	29,976
1989	(b)	---	(b)	35,800	20,000	18,946	---	---	32,109
1990	(b)	---	(b)	36,276	22,623	18,572	---	---	32,319
1991	(b)	---	(b)	35,885	24,682	18,737	---	---	31,916
1992	(b)	---	(b)	34,528	20,902	17,565	---	---	30,263
1993	(b)	---	(b)	34,072	20,472	17,257	---	---	29,531
1994	(b)	---	(b)	31,737	21,306	16,140	---	---	27,072
1995	(b)	---	(b)	32,541	19,856	17,256	13,011	---	27,472
1996	(b)	---	(b)	30,979	20,296	17,800	14,918	---	26,670
1997	(b)	---	(b)	30,845	21,374	18,004	13,310	---	26,455
1998	(b)	---	(b)	30,143	21,053	22,630	13,064	---	27,376
1999	(b)	---	(b)	30,661	21,613	22,532	13,803	---	27,563
2000	(b)	(b)	(b)	30,859	22,239	22,941	13,799	---	27,772
2001	(b)	(b)	(b)	31,239	21,333	22,772	13,252	---	27,843
2002	(b)	(b)	(b)	31,646	22,565	23,130	12,817	---	28,123
2003	(b)	(b)	(b)	31,306	20,536	24,031	16,195	---	28,358
2004	(b)	(b)	(b)	30,494	22,446	23,990	14,387	---	27,756
2005	(b)	(b)	(b)	30,292	20,976	23,316	15,125	---	27,257
2006	(b)	(b)	(b)	30,030	20,033	23,283	14,038	---	26,845
2007	(b)	(b)	(b)	(c) 35,286	20,394	(c) 22,684	(c) 14,649	8,230	27,471
2008	(b)	(b)	(b)	35,734	19,661	22,724	14,406	7,235	27,443
2009	(b)	(b)	(b)	35,967	24,670	22,176	14,484	7,153	26,905
2010	(b)	(b)	(b)	36,424	21,191	24,680	14,946	6,174	28,274
2011	34,765	25,851	39,943	34,890	24,130	24,669	14,902	7,148	27,748

**OPERATING DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 10: VEHICLE TOTAL MILES OPERATED PER REVENUE VEHICLE AVAILABLE FOR MAXIMUM SERVICE BY MODE, PART A: ROADWAY MODES</b>									
Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
2012	34,053	35,714	40,260	34,266	20,526	23,576	15,102	10,164	27,359
2013	33,747	24,627	36,862	33,927	20,893	22,829	14,797	9,012	26,818

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(a) Trolleybus is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(b) Included in Total Bus.

(c) Data not continuous for modes noted, see Methodology.

See Glossary following Tables for complete definitions.

TABLE 10: VEHICLE TOTAL MILES OPERATED PER REVENUE VEHICLE  
 AVAILABLE FOR MAXIMUM SERVICE BY MODE  
 PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL

**OPERATING DATA  
 INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 10: VEHICLE TOTAL MILES OPERATED PER REVENUE VEHICLE AVAILABLE FOR MAXIMUM SERVICE BY MODE, PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL											
Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
1926	---	---	---	44,685	28,985	(f)	28,985	---	---	30,934	30,983
1927	---	---	---	45,797	28,570	(f)	28,570	---	---	30,764	31,165
1928	---	---	---	45,188	28,488	(f)	28,488	---	---	30,830	31,124
1929	---	---	---	45,107	28,261	(f)	28,261	---	---	30,772	31,348
1930	---	---	---	47,178	27,931	(f)	27,931	---	---	30,795	31,381
1931	---	---	---	45,725	26,692	(f)	26,692	---	---	29,615	30,460
1932	---	---	---	40,588	25,590	(f)	25,590	---	---	28,201	29,389
1933	---	---	---	41,030	24,438	(f)	24,438	---	---	27,414	28,728
1934	---	---	---	42,100	26,263	(f)	26,263	---	---	29,312	30,120
1935	---	---	---	42,953	27,381	(f)	27,381	---	---	30,595	31,091
1936	---	---	---	42,259	29,072	(f)	29,072	---	---	32,067	31,997
1937	---	---	---	42,522	30,111	(f)	30,111	---	---	33,139	33,684
1938	---	---	---	40,821	29,373	(f)	29,373	---	---	32,384	33,280
1939	---	---	---	42,472	29,956	(f)	29,956	---	---	33,382	32,865
1940	---	---	---	42,676	31,720	(f)	31,720	---	---	34,929	34,401
1941	---	---	---	44,697	29,241	(f)	29,241	---	---	33,581	33,455
1942	---	---	---	45,690	31,230	(f)	31,230	---	---	35,192	35,074
1943	---	---	---	45,022	35,890	(f)	35,890	---	---	38,387	37,028
1944	---	---	---	45,112	35,979	(f)	35,979	---	---	38,474	36,756
1945	---	---	---	44,866	35,225	(f)	35,225	---	---	37,895	36,042
1946	---	---	---	48,669	36,171	(f)	36,171	---	---	39,621	36,502
1947	---	---	---	49,338	38,844	(f)	38,844	---	---	42,018	36,095
1948	---	---	---	48,445	39,783	(f)	39,783	---	---	42,813	36,278
1949	---	---	---	46,611	35,821	(f)	35,821	---	---	40,017	35,873
1950	---	---	---	45,510	33,558	(f)	33,558	---	---	38,504	34,623
1951	---	---	---	43,965	35,365	(f)	35,365	---	---	39,390	34,141

**OPERATING DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 10: VEHICLE TOTAL MILES OPERATED PER REVENUE VEHICLE  
AVAILABLE FOR MAXIMUM SERVICE BY MODE, PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL**

Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
1952	---	---	---	42,254	33,113	(f)	33,113	---	---	37,630	34,183
1953	---	---	---	42,309	34,255	(f)	34,255	---	---	38,575	34,174
1954	---	---	---	40,826	33,719	(f)	33,719	---	---	37,910	33,450
1955	---	---	---	41,464	33,642	(f)	33,642	---	---	38,611	33,487
1956	---	---	---	41,826	33,476	(f)	33,476	---	---	39,319	33,629
1957	---	---	---	42,367	29,603	(f)	29,603	---	---	38,765	33,195
1958	---	---	---	42,505	28,925	(f)	28,925	---	---	39,046	32,778
1959	---	---	---	43,189	27,254	(f)	27,254	---	---	39,222	32,820
1960	---	---	---	43,385	26,190	(f)	26,190	---	---	39,247	32,819
1961	---	---	---	42,421	29,645	(f)	29,645	---	---	39,802	32,449
1962	---	---	---	43,621	27,715	(f)	27,715	---	---	40,437	32,475
1963	---	---	---	43,625	27,847	(f)	27,847	---	---	41,019	32,509
1964	---	---	---	43,682	27,624	(f)	27,624	---	---	41,332	32,682
1965	---	---	---	43,368	26,856	(f)	26,856	---	---	40,970	32,539
1966	---	---	---	40,861	30,490	(f)	30,490	---	---	39,494	31,924
1967	---	---	---	42,832	27,233	(f)	27,233	---	---	40,798	32,171
1968	---	---	---	43,323	27,675	(f)	27,675	---	---	41,349	32,112
1969	---	---	---	44,590	27,231	(f)	27,231	---	---	42,438	32,059
1970	---	---	---	43,596	26,704	(f)	26,704	---	---	41,585	30,694
1971	---	---	---	43,689	26,694	(f)	26,694	---	---	41,716	30,400
1972	---	---	---	40,985	26,871	(f)	26,871	---	---	39,419	28,921
1973	---	---	---	43,390	27,783	(f)	27,783	---	---	41,722	30,787
1974	---	---	---	45,932	25,187	(f)	25,187	---	---	43,816	31,849
1975	---	---	---	44,036	22,432	(f)	22,432	---	---	59,509	34,991
1976	38,982	---	38,982	41,898	21,911	(f)	21,911	---	---	40,787	32,460
1977	40,323	---	40,323	37,483	20,565	(f)	20,565	---	---	38,214	32,703
1978	38,900	---	38,900	37,959	20,657	(f)	20,657	---	---	38,178	32,376
1979	40,460	---	40,460	39,960	19,917	(f)	19,917	---	---	39,849	31,926
1980	39,778	---	39,778	39,902	17,275	(f)	17,275	---	---	39,369	30,334
1981	39,418	---	39,418	43,092	15,349	(f)	15,349	---	---	41,075	30,412

**OPERATING DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 10: VEHICLE TOTAL MILES OPERATED PER REVENUE VEHICLE  
AVAILABLE FOR MAXIMUM SERVICE BY MODE, PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL**

Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
1982	38,915	---	38,915	43,719	15,846	(f)	15,846	---	---	41,467	29,641
1983	40,018	---	40,018	41,199	15,795	(f)	15,795	---	---	40,001	29,523
1984	41,202	---	41,202	47,980	22,920	(f)	22,920	---	14,640	42,865	28,375
1985	45,279	---	45,279	48,338	23,013	(f)	23,013	---	17,186	44,490	29,572
1986	42,477	---	42,477	45,812	24,390	(f)	24,390	---	13,694	42,168	30,249
1987	40,312	---	40,312	48,210	24,021	(f)	24,021	---	15,200	43,092	31,783
1988	43,493	---	43,493	49,094	25,030	(f)	25,030	---	14,599	44,195	32,480
1989	46,869	---	46,869	50,647	28,212	(f)	28,212	---	14,811	46,371	34,704
1990	42,694	---	42,694	50,790	26,593	(f)	26,593	---	15,561	44,905	34,694
1991	41,924	---	41,924	50,315	25,275	(f)	25,275	---	13,712	43,320	34,062
1992	42,370	---	42,370	50,563	27,109	(f)	27,109	---	14,498	43,362	32,610
1993	44,942	---	44,942	50,778	27,672	(f)	27,672	---	14,198	43,485	31,941
1994	45,025	---	45,025	51,721	32,350	(f)	32,350	---	12,794	43,766	29,785
1995	46,030	---	46,030	52,843	33,015	(f)	33,015	22,727	11,905	48,871	30,544
1996	46,164	---	46,164	53,022	33,752	(f)	33,752	23,853	13,143	49,020	29,748
1997	46,203	---	46,203	54,527	38,219	(f)	38,219	19,492	16,667	50,211	29,704
1998	46,875	---	46,875	54,944	40,706	(f)	40,706	19,355	16,292	50,802	30,723
1999	47,910	---	47,910	55,752	41,271	(f)	41,271	25,000	15,556	51,651	30,811
2000	49,272	---	49,272	57,725	39,789	(f)	39,789	25,210	16,038	52,974	31,130
2001	49,767	---	49,767	56,736	39,606	(f)	39,606	23,200	16,822	52,567	31,147
2002	49,563	---	49,563	57,231	42,127	(f)	42,127	26,829	15,814	52,960	31,480
2003	47,995	---	47,995	58,574	43,387	(f)	43,387	31,858	16,578	53,360	31,627
2004	47,319	(g)	47,319	59,164	41,554	(f)	41,554	25,625	9,970	52,706	31,086
2005	47,466	(g)	47,466	58,164	42,067	(f)	42,067	21,053	10,682	52,200	30,508
2006	49,164	(g)	49,164	59,003	41,255	(f)	41,255	22,981	11,014	53,066	30,183
2007	50,962	(g)	50,962	58,572	46,354	(f)	46,354	25,926	28,701	54,258	30,725
2008	51,186	(g)	51,186	59,269	44,947	(f)	44,947	25,444	30,448	54,527	30,715
2009	49,489	(g)	49,489	59,733	43,859	(f)	43,859	22,680	28,986	54,021	30,189
2010	49,848	(g)	49,848	57,863	44,487	(f)	44,487	23,469	28,571	53,196	31,275
2011	47,990	48,620	47,994	57,733	44,933	18,908	41,808	23,276	17,829	51,911	30,685

**OPERATING DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 10: VEHICLE TOTAL MILES OPERATED PER REVENUE VEHICLE  
AVAILABLE FOR MAXIMUM SERVICE BY MODE, PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL**

Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
2012	49,072	52,273	49,092	62,709	46,828	17,593	42,684	21,505	20,997	54,570	30,507
2013	49,124	49,153	49,125	64,904	48,978	18,018	44,659	21,164	27,749	55,870	30,186

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(d) Beginning 1980 includes aerial tramway, automated guideway transit, cable car, inclined plane, and monorail. From 1975 to 1994 includes ferryboat and some unidentified roadway modes.

(e) Does not include Trolleybus which is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(f) Included in Light Rail.

(g) Included in Commuter Rail.

See Glossary following Tables for complete definitions.

TABLE 11: VEHICLE REVENUE MILES OPERATED BY MODE (MILLIONS OF MILES)  
PART A: ROADWAY MODES

**OPERATING DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 11: VEHICLE REVENUE MILES OPERATED BY MODE (MILLIONS OF MILES), PART A: ROADWAY MODES									
Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported
	Bus	Bus Rapid Transit	Commuter Bus	Total Bus					
1995	(a)	---	(a)	1,921.1	13.2	431.8	29.0	---	2,395.1
1996	(b)	---	(b)	1,910.3	13.1	542.2	37.1	---	2,502.7
1997	(b)	---	(b)	2,021.7	13.4	553.8	39.4	---	2,628.3
1998	(b)	---	(b)	2,009.0	13.1	605.0	47.8	---	2,674.9
1999	(b)	---	(b)	1,972.8	13.6	608.1	64.4	---	2,658.9
2000	(b)	(b)	(b)	2,001.7	13.9	645.8	65.9	---	2,727.3
2001	(b)	(b)	(b)	2,058.3	12.3	670.1	70.2	---	2,810.9
2002	(b)	(b)	(b)	2,091.9	13.3	688.0	75.0	---	2,868.2
2003	(b)	(b)	(b)	2,092.9	13.2	734.9	87.4	---	2,928.4
2004	(b)	(b)	(b)	2,150.5	13.0	767.3	83.1	---	3,013.9
2005	(b)	(b)	(b)	2,141.0	12.4	844.1	97.8	---	3,095.3
2006	(b)	(b)	(b)	2,154.8	11.8	869.1	114.0	---	3,149.7
2007	(b)	(b)	(b)	(c) 1,987.0	11.0	(c) 1,274.4	(c) 140.1	28.5	3,441.0
2008	(b)	(b)	(b)	2,052.2	11.2	1,290.1	177.9	25.1	3,556.5
2009	(b)	(b)	(b)	2,011.3	12.7	1,319.3	174.0	37.6	3,554.9
2010	(b)	(b)	(b)	2,090.9	11.7	1,447.7	185.0	32.4	3,767.7
2011	2,030.5	1.9	50.8	2,083.2	11.2	1,393.9	195.0	37.8	3,721.0
2012	1,998.2	2.8	73.0	2,074.0	11.3	1,421.6	211.7	27.3	3,745.9
2013	1,936.3	6.3	135.2	2,077.8	11.3	1,365.4	218.6	22.6	3,695.6

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(a) Trolleybus is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(b) Included in Total Bus.

(c) Data not continuous for modes noted, see Methodology.

See Glossary following Tables for complete definitions.



**TABLE 11: VEHICLE REVENUE MILES OPERATED BY MODE (MILLIONS OF MILES)  
PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL**

**OPERATING DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 11: VEHICLE REVENUE MILES OPERATED BY MODE (MILLIONS OF MILES), PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL</b>											
Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes	Total Fixed-Guideway Modes Reported (d)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
1995	217.8	---	217.8	521.8	34.0	(d)	34.0	2.5	1.9	778.0	3,173.1
1996	221.5	---	221.5	527.8	36.7	(e)	36.7	2.6	2.2	790.8	3,293.5
1997	229.6	---	229.6	539.6	40.4	(e)	40.4	2.3	2.9	814.8	3,443.1
1998	241.9	---	241.9	549.3	42.5	(e)	42.5	2.4	2.8	838.9	3,513.8
1999	243.5	---	243.5	561.2	47.8	(e)	47.8	2.8	2.8	858.1	3,516.9
2000	247.9	---	247.9	578.2	52.1	(e)	52.1	3.0	3.3	884.5	3,611.8
2001	253.2	---	253.2	591.1	53.5	(e)	53.5	2.9	3.5	904.2	3,715.2
2002	259.3	---	259.3	603.5	60.0	(e)	60.0	3.3	3.4	929.5	3,797.6
2003	262.1	---	262.1	611.9	63.5	(e)	63.5	3.5	3.1	944.1	3,872.6
2004	268.9	(f)	268.9	624.6	66.6	(e)	66.6	4.0	3.2	967.3	3,981.2
2005	277.4	(f)	277.4	628.5	68.0	(e)	68.0	3.6	3.5	981.0	4,076.4
2006	287.1	(f)	287.1	633.8	73.0	(e)	73.0	3.6	3.7	1,001.2	4,151.0
2007	297.4	(f)	297.4	638.5	82.7	(e)	82.7	4.2	9.5	1,032.3	4,473.2
2008	310.2	(f)	310.2	655.4	87.3	(e)	87.3	4.1	10.2	1,067.2	4,623.7
2009	317.9	(f)	317.9	666.8	89.3	(e)	89.3	4.1	7.9	1,086.0	4,640.9
2010	317.6	(f)	317.6	647.4	92.0	(e)	92.0	4.5	7.3	1,068.8	4,836.6
2011	316.9	2.1	318.9	636.3	87.5	5.0	92.5	4.2	5.0	1,057.0	4,778.0
2012	319.9	2.2	322.1	637.9	91.2	5.5	96.7	4.0	8.0	1,068.7	4,814.6
2013	331.1	2.8	333.9	654.5	98.2	5.8	104.0	3.8	10.5	1,106.7	4,802.3

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(d) Does not include Trolleybus which is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(e) Included in Light Rail.

(f) Included in Commuter Rail.

See Glossary following Tables for complete definitions.

**TABLE 12: VEHICLE REVENUE MILES OPERATED PER REVENUE VEHICLE  
AVAILABLE FOR MAXIMUM SERVICE BY MODE  
PART A: ROADWAY MODES**

**OPERATING DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 12: VEHICLE REVENUE MILES OPERATED PER REVENUE VEHICLE AVAILABLE FOR MAXIMUM SERVICE BY MODE, PART A: ROADWAY MODES</b>									
Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
1995	(b)	---	(b)	28,627	18,993	14,711	11,979	---	24,053
1996	(b)	---	(b)	26,651	19,407	17,602	13,906	---	23,649
1997	(b)	---	(b)	27,782	20,458	17,035	12,516	---	24,095
1998	(b)	---	(b)	27,848	20,279	20,407	12,464	---	25,171
1999	(b)	---	(b)	26,578	20,700	19,072	13,510	---	23,839
2000	(b)	(b)	(b)	26,685	21,319	19,522	13,512	---	24,003
2001	(b)	(b)	(b)	27,056	20,500	19,333	13,029	---	24,082
2002	(b)	(b)	(b)	27,456	21,591	19,828	12,517	---	24,411
2003	(b)	(b)	(b)	27,065	19,643	20,440	15,851	---	24,512
2004	(b)	(b)	(b)	26,539	21,776	20,694	14,049	---	24,184
2005	(b)	(b)	(b)	26,101	20,163	20,118	14,881	---	23,597
2006	(b)	(b)	(b)	25,936	19,376	19,975	13,843	---	23,257
2007	(b)	(b)	(b)	(c) 30,453	19,678	(c) 19,647	(c) 14,494	7,665	23,886
2008	(b)	(b)	(b)	30,857	18,983	19,607	14,398	6,751	23,874
2009	(b)	(b)	(b)	31,023	23,917	19,132	14,484	6,690	23,395
2010	(b)	(b)	(b)	31,566	20,490	21,097	14,946	5,765	24,557
2011	30,177	23,323	28,116	30,115	23,358	21,334	14,614	6,719	24,169
2012	29,506	33,333	30,647	29,550	19,825	20,713	15,102	9,502	23,969
2013	29,360	23,507	27,474	29,208	20,179	19,916	14,797	7,864	23,404

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(a) Trolleybus is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(b) Included in Total Bus.

(c) Data not continuous for modes noted, see Methodology.

See Glossary following Tables for complete definitions.

TABLE 12: VEHICLE REVENUE MILES OPERATED PER REVENUE VEHICLE  
 AVAILABLE FOR MAXIMUM SERVICE BY MODE  
 PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL

OPERATING DATA  
 INCLUDES ENTIRE TRANSIT INDUSTRY

TABLE 12: VEHICLE REVENUE MILES OPERATED PER REVENUE VEHICLE AVAILABLE FOR MAXIMUM SERVICE BY MODE, PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL											
Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guide-way Modes	Total Fixed-Guideway Modes Reported (d)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
1995	42,177	---	42,177	51,328	32,443	(e)	32,443	22,727	11,310	46,710	27,300
1996	42,271	---	42,271	51,528	32,944	(e)	32,944	23,853	12,571	46,846	26,841
1997	42,315	---	42,315	52,757	37,477	(e)	37,477	19,492	16,667	47,862	27,303
1998	43,696	---	43,696	53,351	39,498	(e)	39,498	19,355	15,730	48,745	28,457
1999	43,874	---	43,874	54,159	40,508	(e)	40,508	25,000	15,556	49,361	27,280
2000	45,089	---	45,089	56,076	39,261	(e)	39,261	25,210	15,566	50,638	27,552
2001	45,441	---	45,441	55,150	39,023	(e)	39,023	23,200	16,355	50,233	27,576
2002	45,300	---	45,300	55,627	41,436	(e)	41,436	26,829	15,814	50,629	27,953
2003	43,984	---	43,984	56,900	42,848	(e)	42,848	30,973	16,578	51,046	28,070
2004	43,176	(f)	43,176	57,524	41,060	(e)	41,060	25,000	9,668	50,383	27,681
2005	43,398	(f)	43,398	56,571	41,337	(e)	41,337	21,053	10,386	49,911	27,027
2006	44,838	(f)	44,838	57,347	40,533	(e)	40,533	22,360	10,725	50,663	26,747
2007	46,534	(f)	46,534	56,897	45,691	(e)	45,691	25,926	28,701	51,833	27,280
2008	46,879	(f)	46,879	57,607	44,337	(e)	44,337	24,260	30,448	52,142	27,289
2009	45,800	(f)	45,800	58,180	43,182	(e)	43,182	21,134	28,623	51,862	26,843
2010	45,850	(f)	45,850	56,247	43,726	(e)	43,726	22,959	28,185	50,905	27,729
2011	44,052	47,278	44,072	56,101	44,057	18,339	40,969	23,041	17,759	49,618	27,263
2012	45,318	50,000	45,347	60,932	45,921	16,975	41,861	21,505	20,997	52,262	27,243
2013	45,294	47,458	45,311	63,054	47,809	17,417	43,569	20,106	27,487	53,446	26,887

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(d) Does not include Trolleybus which is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(e) Included in Light Rail.

(f) Included in Commuter Rail.

See Glossary following Tables for complete definitions.

TABLE 13: VEHICLE TOTAL HOURS OPERATED BY MODE (MILLIONS OF HOURS)  
PART A: ROADWAY MODES

**OPERATING DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 13: VEHICLE TOTAL HOURS OPERATED BY MODE (MILLIONS OF HOURS), PART A: ROADWAY MODES									
Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
1986	(b)	---	(b)	153.7	1.9	21.7	---	---	177.3
1987	(b)	---	(b)	160.3	1.9	21.9	---	---	184.1
1988	(b)	---	(b)	160.5	1.9	23.5	---	---	185.9
1989	(b)	---	(b)	161.4	1.8	24.0	---	---	187.2
1990	(b)	---	(b)	163.0	1.8	24.4	---	---	189.2
1991	(b)	---	(b)	163.8	1.8	26.3	---	---	191.9
1992	(b)	---	(b)	165.1	1.8	28.7	---	---	195.6
1993	(b)	---	(b)	166.2	1.8	30.5	---	---	198.5
1994	(b)	---	(b)	162.1	1.8	32.6	---	---	196.5
1995	(b)	---	(b)	162.9	1.8	34.9	0.9	---	200.5
1996	(b)	---	(b)	165.5	1.8	37.0	1.1	---	205.4
1997	(b)	---	(b)	167.0	1.8	39.5	1.2	---	209.5
1998	(b)	---	(b)	164.0	1.8	44.1	1.4	---	211.3
1999	(b)	---	(b)	170.1	1.9	48.2	1.8	---	222.0
2000	(b)	(b)	(b)	174.3	2.0	50.9	2.2	---	229.4
2001	(b)	(b)	(b)	179.4	1.8	53.8	1.8	---	236.8
2002	(b)	(b)	(b)	182.7	1.9	54.4	2.0	---	241.0
2003	(b)	(b)	(b)	184.2	1.8	58.8	2.9	---	247.7
2004	(b)	(b)	(b)	189.7	1.8	61.5	2.4	---	255.4
2005	(b)	(b)	(b)	186.2	1.7	65.8	2.7	---	256.4
2006	(b)	(b)	(b)	189.3	1.6	68.3	3.0	---	262.2
2007	(b)	(b)	(b)	(c) 174.7	1.6	(c) 108.5	(c) 3.7	2.4	290.9
2008	(b)	(b)	(b)	180.5	1.6	101.5	4.5	2.1	290.2
2009	(b)	(b)	(b)	177.7	1.8	104.5	4.3	3.8	292.1

**OPERATING DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 13: VEHICLE TOTAL HOURS OPERATED BY MODE (MILLIONS OF HOURS), PART A: ROADWAY MODES</b>									
Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
2010	(b)	(b)	(b)	179.7	1.7	112.1	4.5	3.2	301.2
2011	176.9	0.2	2.8	179.8	1.6	106.4	5.0	3.4	296.1
2012	173.2	0.2	3.6	177.1	1.7	104.5	5.3	2.6	291.1
2013	171.0	0.6	7.1	178.7	1.7	105.9	5.4	2.4	294.1

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(a) Trolleybus is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(b) Included in Total Bus.

(c) Data not continuous for modes noted, see Methodology.

See Glossary following Tables for complete definitions.

TABLE 13: VEHICLE TOTAL HOURS OPERATED BY MODE (MILLIONS OF HOURS)  
PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL

**OPERATING DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 13: VEHICLE TOTAL HOURS OPERATED BY MODE (MILLIONS OF HOURS), PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL											
Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
1986	5.8	---	5.8	25.6	1.5	(f)	1.5	---	0.8	33.7	211.0
1987	5.8	---	5.8	26.0	1.6	(f)	1.6	---	1.1	34.5	218.6
1988	6.4	---	6.4	27.4	1.8	(f)	1.8	---	1.2	36.8	222.7
1989	6.6	---	6.6	28.2	1.9	(f)	1.9	---	1.0	37.7	224.9
1990	6.5	---	6.5	28.4	2.0	(f)	2.0	---	1.4	38.3	227.5
1991	6.4	---	6.4	24.6	2.2	(f)	2.2	---	1.4	34.6	226.5
1992	6.5	---	6.5	25.6	2.2	(f)	2.2	---	1.6	35.9	231.5
1993	6.6	---	6.6	27.2	2.1	(f)	2.1	---	1.8	37.7	236.2
1994	6.9	---	6.9	27.3	2.5	(f)	2.5	---	1.5	38.2	234.7
1995	7.2	---	7.2	27.6	2.5	(f)	2.5	0.3	0.2	37.8	238.5
1996	7.3	---	7.3	28.0	2.7	(f)	2.7	0.4	0.3	38.7	244.2
1997	7.5	---	7.5	28.8	2.8	(f)	2.8	0.3	0.4	39.8	249.5
1998	7.9	---	7.9	29.3	2.9	(f)	2.9	0.3	0.4	40.8	252.3
1999	8.5	---	8.5	29.9	3.2	(f)	3.2	0.3	0.4	42.3	264.3
2000	9.4	---	9.4	30.9	3.5	(f)	3.5	0.4	0.4	44.6	274.0
2001	8.8	---	8.8	31.6	3.6	(f)	3.6	0.4	0.5	44.9	281.7
2002	8.8	---	8.8	32.0	4.1	(f)	4.1	0.4	0.5	45.8	286.8
2003	9.0	---	9.0	31.8	4.2	(f)	4.2	0.4	0.4	45.8	293.5
2004	9.3	(g)	9.3	32.8	4.4	(f)	4.4	0.4	0.5	47.4	302.8
2005	9.5	(g)	9.5	33.3	4.7	(f)	4.7	0.4	0.5	48.4	304.8
2006	10.0	(g)	10.0	33.7	5.1	(f)	5.1	0.4	0.5	49.7	312.0
2007	10.3	(g)	10.3	34.1	5.6	(f)	5.6	0.4	1.0	51.4	342.3
2008	10.8	(g)	10.8	34.6	5.9	(f)	5.9	0.4	1.3	53.0	343.3
2009	10.9	(g)	10.9	35.0	6.1	(f)	6.1	0.4	1.0	53.4	345.6

**OPERATING DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 13: VEHICLE TOTAL HOURS OPERATED BY MODE (MILLIONS OF HOURS), PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL**

Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
2010	10.7	(g)	10.7	34.2	6.3	(f)	6.3	0.5	0.8	52.5	353.7
2011	10.9	0.1	10.9	33.9	5.8	0.6	6.4	0.4	0.6	52.3	348.4
2012	10.9	0.1	11.0	34.0	6.0	0.7	6.7	0.5	0.9	53.1	344.2
2013	11.4	0.1	11.5	34.9	6.5	0.8	7.3	0.5	1.2	55.5	349.5

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(d) Beginning 1986 includes aerial tramway, automated guideway transit, cable car, inclined plane, and monorail. From 1986 to 1994 includes ferryboat and some unidentified roadway modes.

(e) Does not include Trolleybus which is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(f) Included in Light Rail.

(g) Included in Commuter Rail.

See Glossary following Tables for complete definitions.

TABLE 14: VEHICLE TOTAL HOURS OPERATED PER REVENUE VEHICLE  
AVAILABLE FOR MAXIMUM SERVICE BY MODE  
PART A: ROADWAY MODES

**OPERATING DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 14: VEHICLE TOTAL HOURS OPERATED PER REVENUE VEHICLE AVAILABLE FOR MAXIMUM SERVICE BY MODE, PART A ROADWAY MODES, PART A: ROADWAY MODES									
Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
1986	(b)	---	(b)	2,321	2,794	1,414	---	---	2,156
1987	(b)	---	(b)	2,544	2,832	1,374	---	---	2,312
1988	(b)	---	(b)	2,565	2,676	1,398	---	---	2,321
1989	(b)	---	(b)	2,739	2,483	1,514	---	---	2,479
1990	(b)	---	(b)	2,776	2,951	1,481	---	---	2,496
1991	(b)	---	(b)	2,713	3,267	1,471	---	---	2,435
1992	(b)	---	(b)	2,617	2,707	1,387	---	---	2,316
1993	(b)	---	(b)	2,563	2,835	1,296	---	---	2,230
1994	(b)	---	(b)	2,380	2,799	1,135	---	---	2,015
1995	(b)	---	(b)	2,427	2,590	1,189	372	---	2,014
1996	(b)	---	(b)	2,309	2,667	1,201	412	---	1,941
1997	(b)	---	(b)	2,295	2,748	1,215	381	---	1,921
1998	(b)	---	(b)	2,273	2,786	1,488	365	---	1,988
1999	(b)	---	(b)	2,292	2,892	1,512	378	---	1,990
2000	(b)	(b)	(b)	2,324	3,067	1,539	451	---	2,019
2001	(b)	(b)	(b)	2,358	3,000	1,552	334	---	2,029
2002	(b)	(b)	(b)	2,398	3,084	1,568	334	---	2,051
2003	(b)	(b)	(b)	2,382	2,679	1,635	526	---	2,073
2004	(b)	(b)	(b)	2,341	3,015	1,659	406	---	2,049
2005	(b)	(b)	(b)	2,270	2,764	1,568	411	---	1,955
2006	(b)	(b)	(b)	2,279	2,627	1,570	364	---	1,936
2007	(b)	(b)	(b)	(c) 2,677	2,862	(c) 1,673	(c) 383	646	2,019
2008	(b)	(b)	(b)	2,714	2,712	1,543	364	565	1,948
2009	(b)	(b)	(b)	2,741	3,390	1,515	358	676	1,922



**OPERATING DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 14: VEHICLE TOTAL HOURS OPERATED PER REVENUE VEHICLE  
AVAILABLE FOR MAXIMUM SERVICE BY MODE, PART A ROADWAY MODES, PART A: ROADWAY MODES**

Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
2010	(b)	(b)	(b)	2,713	2,977	1,634	364	569	1,963
2011	2,629	1,962	1,536	2,599	3,400	1,628	372	601	1,924
2012	2,558	2,905	1,525	2,523	2,896	1,522	377	889	1,862
2013	2,593	2,239	1,443	2,512	3,036	1,545	366	835	1,863

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(a) Trolleybus is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(b) Included in Total Bus.

(c) Data not continuous for modes noted, see Methodology.

See Glossary following Tables for complete definitions.

TABLE 14: VEHICLE TOTAL HOURS OPERATED PER REVENUE VEHICLE  
 AVAILABLE FOR MAXIMUM SERVICE BY MODE  
 PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL

**OPERATING DATA  
 INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 14: VEHICLE TOTAL HOURS OPERATED PER REVENUE VEHICLE AVAILABLE FOR MAXIMUM SERVICE BY MODE, PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL											
Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
1986	1,306	---	1,306	2,465	2,152	(f)	2,152	---	849	2,047	2,138
1987	1,238	---	1,238	2,557	2,089	(f)	2,089	---	1,257	2,092	2,274
1988	1,377	---	1,377	2,600	2,166	(f)	2,166	---	1,095	2,150	2,291
1989	1,476	---	1,476	2,684	2,517	(f)	2,517	---	943	2,245	2,437
1990	1,305	---	1,305	2,688	2,198	(f)	2,198	---	1,190	2,172	2,435
1991	1,249	---	1,249	2,348	2,015	(f)	2,015	---	893	1,894	2,333
1992	1,259	---	1,259	2,464	2,085	(f)	2,085	---	879	1,948	2,250
1993	1,325	---	1,325	2,645	2,098	(f)	2,098	---	794	2,034	2,196
1994	1,346	---	1,346	2,655	2,379	(f)	2,379	---	609	2,019	2,016
1995	1,394	---	1,394	2,715	2,385	(f)	2,385	2,727	1,190	2,269	2,052
1996	1,393	---	1,393	2,734	2,424	(f)	2,424	3,670	1,714	2,293	1,990
1997	1,382	---	1,382	2,816	2,597	(f)	2,597	2,542	2,299	2,338	1,978
1998	1,427	---	1,427	2,846	2,695	(f)	2,695	2,419	2,247	2,371	2,043
1999	1,532	---	1,532	2,886	2,712	(f)	2,712	2,679	2,222	2,433	2,050
2000	1,710	---	1,710	2,997	2,638	(f)	2,638	3,361	1,887	2,553	2,090
2001	1,579	---	1,579	2,948	2,626	(f)	2,626	3,200	2,336	2,494	2,091
2002	1,537	---	1,537	2,950	2,831	(f)	2,831	3,252	2,326	2,495	2,111
2003	1,510	---	1,510	2,957	2,834	(f)	2,834	3,540	2,139	2,476	2,127
2004	1,493	(g)	1,493	3,021	2,713	(f)	2,713	2,500	1,511	2,469	2,105
2005	1,486	(g)	1,486	2,997	2,857	(f)	2,857	2,339	1,484	2,462	2,021
2006	1,562	(g)	1,562	3,049	2,832	(f)	2,832	2,484	1,449	2,515	2,010
2007	1,612	(g)	1,612	3,039	3,094	(f)	3,094	2,469	3,021	2,581	2,088
2008	1,632	(g)	1,632	3,041	2,996	(f)	2,996	2,367	3,881	2,590	2,026
2009	1,570	(g)	1,570	3,054	2,950	(f)	2,950	2,062	3,623	2,550	1,999

**OPERATING DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 14: VEHICLE TOTAL HOURS OPERATED PER REVENUE VEHICLE  
AVAILABLE FOR MAXIMUM SERVICE BY MODE, PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL**

Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
2010	1,545	(g)	1,545	2,971	2,994	(f)	2,994	2,551	3,089	2,500	2,028
2011	1,509	2,104	1,512	2,987	2,908	2,295	2,835	2,427	2,202	2,455	1,988
2012	1,544	2,295	1,549	3,248	3,016	2,250	2,909	2,462	2,459	2,597	1,947
2013	1,560	1,695	1,561	3,362	3,165	2,402	3,058	2,646	3,141	2,680	1,957

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(d) Beginning 1986 includes aerial tramway, automated guideway transit, cable car, inclined plane, and monorail. From 1986 to 1994 includes ferryboat and some unidentified roadway modes.

(e) Does not include Trolleybus which is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(f) Included in Light Rail.

(g) Included in Commuter Rail.

See Glossary following Tables for complete definitions

TABLE 15: VEHICLE REVENUE HOURS OPERATED BY MODE (MILLIONS OF HOURS)  
PART A: ROADWAY MODES

**OPERATING DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 15: VEHICLE REVENUE HOURS OPERATED BY MODE (MILLIONS OF HOURS), PART A ROADWAY MODES, PART A: ROADWAY MODES									
Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
1995	(b)	---	(b)	146.8	1.7	29.5	0.8	---	178.8
1996	(b)	---	(b)	145.9	1.7	36.9	1.0	---	185.5
1997	(b)	---	(b)	155.1	1.8	36.1	1.1	---	194.1
1998	(b)	---	(b)	154.4	1.7	36.7	1.3	---	194.1
1999	(b)	---	(b)	152.9	1.8	41.3	1.7	---	197.7
2000	(b)	(b)	(b)	156.6	1.9	43.8	2.1	---	204.4
2001	(b)	(b)	(b)	161.1	1.7	46.3	1.8	---	210.9
2002	(b)	(b)	(b)	164.0	1.8	46.9	2.0	---	214.7
2003	(b)	(b)	(b)	165.1	1.8	50.6	2.7	---	220.2
2004	(b)	(b)	(b)	170.6	1.6	53.1	2.2	---	227.5
2005	(b)	(b)	(b)	168.2	1.7	57.4	2.6	---	229.9
2006	(b)	(b)	(b)	171.0	1.6	59.6	3.0	---	235.2
2007	(b)	(b)	(b)	(c) 158.0	1.5	(c) 105.2	(c) 3.6	2.2	270.5
2008	(b)	(b)	(b)	163.1	1.6	88.6	4.5	2.0	259.8
2009	(b)	(b)	(b)	160.3	1.8	92.1	4.3	3.5	262.0
2010	(b)	(b)	(b)	162.3	1.6	96.8	4.5	3.0	268.2
2011	159.8	0.1	2.0	161.9	1.6	92.9	5.0	3.2	264.6
2012	156.6	0.2	2.7	159.6	1.6	93.0	5.3	2.4	261.9
2013	155.3	0.6	5.2	161.1	1.6	92.2	5.4	2.1	262.4

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(a) Trolleybus is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(b) Included in Total Bus.

(c) Data not continuous for modes noted, see Methodology.

See Glossary following Tables for complete definitions.

TABLE 15: VEHICLE REVENUE HOURS OPERATED BY MODE (MILLIONS OF HOURS)  
PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL

**OPERATING DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 15: VEHICLE REVENUE HOURS OPERATED BY MODE (MILLIONS OF HOURS), PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL											
Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes	Total Fixed-Guideway Modes Reported (d)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
1995	6.5	---	6.5	25.2	2.4	(f)	2.4	0.4	0.3	34.8	213.6
1996	6.7	---	6.7	25.5	2.6	(e)	2.6	0.4	0.3	35.5	221.0
1997	6.8	---	6.8	26.1	2.6	(e)	2.6	0.3	0.4	36.2	230.4
1998	7.6	---	7.6	26.8	2.7	(e)	2.7	0.3	0.4	37.8	231.9
1999	7.4	---	7.4	27.4	3.1	(e)	3.1	0.3	0.4	38.6	236.3
2000	8.7	---	8.7	28.3	3.4	(e)	3.4	0.4	0.4	41.2	245.6
2001	8.0	---	8.0	28.9	3.5	(e)	3.5	0.4	0.4	41.2	252.2
2002	8.2	---	8.2	29.8	3.9	(e)	3.9	0.4	0.5	42.8	257.4
2003	8.3	---	8.3	29.7	4.0	(e)	4.0	0.4	0.4	42.8	263.0
2004	8.5	(f)	8.5	30.7	4.3	(e)	4.3	0.5	0.5	44.5	272.1
2005	8.8	(f)	8.8	31.4	4.6	(e)	4.6	0.4	0.5	45.7	275.4
2006	9.2	(f)	9.2	31.6	5.0	(e)	5.0	0.4	0.5	46.7	281.8
2007	9.5	(f)	9.5	31.8	5.5	(e)	5.5	0.4	1.0	48.2	318.8
2008	9.9	(f)	9.9	32.4	5.8	(e)	5.8	0.4	1.3	49.8	309.8
2009	10.2	(f)	10.2	32.8	5.9	(e)	5.9	0.4	1.0	50.3	312.5
2010	9.7	(f)	9.7	32.0	6.2	(e)	6.2	0.5	0.8	49.2	317.4
2011	9.7	0.1	9.8	31.7	5.6	0.6	6.2	0.4	0.6	48.8	313.4
2012	9.7	0.1	9.8	31.8	5.8	0.7	6.5	0.5	0.9	49.6	311.5
2013	10.2	0.1	10.3	32.6	6.3	0.8	7.1	0.5	1.2	51.8	314.1

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(d) Does not include Trolleybus which is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(e) Included in Light Rail.

(f) Included in Commuter Rail.

See Glossary following Tables for complete definitions.

**TABLE 16: VEHICLE REVENUE HOURS OPERATED PER REVENUE VEHICLE  
AVAILABLE FOR MAXIMUM SERVICE BY MODE  
PART A: ROADWAY MODES**

**OPERATING DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 16, PART A: VEHICLE REVENUE HOURS OPERATED PER REVENUE VEHICLE AVAILABLE FOR MAXIMUM SERVICE BY MODE, PART A: ROADWAY MODES</b>									
Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
1995	(b)	---	(b)	2,188	2,446	1,005	330	---	1,796
1996	(b)	---	(b)	2,036	2,518	1,198	375	---	1,753
1997	(b)	---	(b)	2,131	2,748	1,110	349	---	1,779
1998	(b)	---	(b)	2,140	2,632	1,238	339	---	1,826
1999	(b)	---	(b)	2,060	2,740	1,295	357	---	1,772
2000	(b)	(b)	(b)	2,088	2,914	1,324	431	---	1,799
2001	(b)	(b)	(b)	2,118	2,833	1,336	334	---	1,807
2002	(b)	(b)	(b)	2,152	2,922	1,352	334	---	1,827
2003	(b)	(b)	(b)	2,135	2,679	1,407	490	---	1,843
2004	(b)	(b)	(b)	2,105	2,680	1,432	372	---	1,826
2005	(b)	(b)	(b)	2,050	2,764	1,368	396	---	1,753
2006	(b)	(b)	(b)	2,058	2,627	1,370	364	---	1,737
2007	(b)	(b)	(b)	2,422	2,683	1,622	372	592	1,878
2008	(b)	(b)	(b)	2,452	2,712	1,346	364	538	1,744
2009	(b)	(b)	(b)	2,472	3,390	1,336	358	623	1,724
2010	(b)	(b)	(b)	2,450	2,802	1,411	364	534	1,748
2011	2,375	1,100	1,841	2,341	3,298	1,422	372	565	1,718
2012	2,313	2,762	1,152	2,274	2,811	1,355	376	834	1,676
2013	2,355	2,239	1,057	2,265	2,857	1,345	366	731	1,662

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(a) Trolleybus is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(b) Included in Total Bus.

(c) Data not continuous for modes noted, see Methodology.

See Glossary following Tables for complete definitions.

**TABLE 16: VEHICLE REVENUE HOURS OPERATED PER REVENUE VEHICLE  
AVAILABLE FOR MAXIMUM SERVICE BY MODE  
PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL**

**OPERATING DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 16: VEHICLE REVENUE HOURS OPERATED PER REVENUE VEHICLE AVAILABLE FOR MAXIMUM SERVICE BY MODE, PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL</b>											
Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
1995	1,259	---	1,259	2,479	2,290	(f)	2,290	3,636	1,786	2,089	1,838
1996	1,279	---	1,279	2,490	2,334	(f)	2,334	3,670	1,714	2,103	1,801
1997	1,253	---	1,253	2,552	2,412	(f)	2,412	2,542	2,299	2,126	1,827
1998	1,373	---	1,373	2,603	2,509	(f)	2,509	2,419	2,247	2,196	1,878
1999	1,333	---	1,333	2,644	2,627	(f)	2,627	2,679	2,222	2,220	1,833
2000	1,582	---	1,582	2,745	2,562	(f)	2,562	3,361	1,887	2,359	1,874
2001	1,436	---	1,436	2,696	2,553	(f)	2,553	3,200	1,869	2,289	1,872
2002	1,432	---	1,432	2,747	2,693	(f)	2,693	3,252	2,326	2,331	1,895
2003	1,393	---	1,393	2,762	2,699	(f)	2,699	3,540	2,139	2,314	1,906
2004	1,365	(g)	1,365	2,827	2,651	(f)	2,651	3,125	1,511	2,318	1,892
2005	1,377	(g)	1,377	2,826	2,796	(f)	2,796	2,339	1,484	2,325	1,826
2006	1,437	(g)	1,437	2,859	2,776	(f)	2,776	2,484	1,449	2,363	1,816
2007	1,486	(g)	1,486	2,834	3,039	(f)	3,039	2,469	3,021	2,420	1,944
2008	1,496	(g)	1,496	2,848	2,946	(f)	2,946	2,367	3,881	2,433	1,828
2009	1,470	(g)	1,470	2,862	2,853	(f)	2,853	2,062	3,623	2,402	1,808
2010	1,400	(g)	1,400	2,780	2,947	(f)	2,947	2,551	3,089	2,343	1,820
2011	1,348	2,005	1,352	2,799	2,831	2,231	2,759	2,401	2,191	2,292	1,788
2012	1,381	2,205	1,386	3,040	2,928	2,198	2,826	2,435	2,367	2,423	1,766
2013	1,395	1,695	1,398	3,141	3,067	2,402	2,974	2,646	3,141	2,502	1,759

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(d) Beginning 1986 includes aerial tramway, automated guideway transit, cable car, inclined plane, and monorail. From 1986 to 1994 includes ferryboat and some unidentified roadway modes.

(e) Does not include Trolleybus which is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(f) Included in Light Rail.

(g) Included in Commuter Rail.

See Glossary following Tables for complete definitions.

TABLE 17: AVERAGE VEHICLE SPEED IN REVENUE SERVICE BY MODE  
PART A: ROADWAY MODES

**OPERATING DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 17: AVERAGE VEHICLE SPEED IN REVENUE SERVICE BY MODE, PART A: ROADWAY MODES									
Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
1995	(b)	---	(b)	13.1	7.8	14.6	36.3	---	13.4
1996	(b)	---	(b)	13.1	7.7	14.7	37.1	---	13.5
1997	(b)	---	(b)	13.0	7.4	15.3	35.8	---	13.5
1998	(b)	---	(b)	13.0	7.7	16.5	36.8	---	13.8
1999	(b)	---	(b)	12.9	7.6	14.7	37.9	---	13.4
2000	(b)	(b)	(b)	12.8	7.3	14.7	31.4	---	13.3
2001	(b)	(b)	(b)	12.8	7.2	14.5	39.0	---	13.3
2002	(b)	(b)	(b)	12.8	7.4	14.7	37.5	---	13.4
2003	(b)	(b)	(b)	12.7	7.3	14.5	32.4	---	13.3
2004	(b)	(b)	(b)	12.6	8.1	14.5	37.8	---	13.2
2005	(b)	(b)	(b)	12.7	7.3	14.7	37.6	---	13.5
2006	(b)	(b)	(b)	12.6	7.4	14.6	38.0	---	13.4
2007	(b)	(b)	(b)	12.6	7.3	12.1	38.9	13.0	12.7
2008	(b)	(b)	(b)	12.6	7.0	14.6	39.5	12.6	13.7
2009	(b)	(b)	(b)	12.5	7.1	14.3	40.5	10.7	13.6
2010	(b)	(b)	(b)	12.9	7.3	15.0	41.1	10.8	14.0
2011	12.7	12.7	25.6	12.9	7.1	15.0	39.3	11.9	14.1
2012	12.8	12.1	26.6	13.0	7.1	15.3	40.1	11.4	14.3
2013	12.5	10.5	26.0	12.9	7.1	14.8	40.5	10.8	14.1

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(a) Trolleybus is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(b) Included in Total Bus.

(c) Data not continuous for modes noted, see Methodology.

See Glossary following Tables for complete definitions.



TABLE 17: AVERAGE VEHICLE SPEED IN REVENUE SERVICE BY MODE  
PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL

**OPERATING DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 17: AVERAGE VEHICLE SPEED IN REVENUE SERVICE BY MODE, PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL											
Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
1995	33.5	---	33.5	20.7	14.2	(f)	14.2	6.3	6.3	22.4	14.9
1996	33.1	---	33.1	20.7	14.1	(f)	14.1	6.5	7.3	22.3	14.9
1997	33.8	---	33.8	20.7	15.5	(f)	15.5	7.7	7.3	22.5	14.9
1998	31.8	---	31.8	20.5	15.7	(f)	15.7	8.0	7.0	22.2	15.2
1999	32.9	---	32.9	20.5	15.4	(f)	15.4	9.3	7.0	22.2	14.9
2000	28.5	---	28.5	20.4	15.3	(f)	15.3	7.5	8.3	21.5	14.7
2001	31.7	---	31.7	20.5	15.3	(f)	15.3	7.3	8.8	21.9	14.7
2002	31.6	---	31.6	20.3	15.4	(f)	15.4	8.3	6.8	21.7	14.8
2003	31.6	---	31.6	20.6	15.9	(f)	15.9	8.8	7.8	22.1	14.7
2004	31.6	(g)	31.6	20.3	15.5	(f)	15.5	8.0	6.4	21.7	14.6
2005	31.5	(g)	31.5	20.0	14.8	(f)	14.8	9.0	7.0	21.5	14.8
2006	31.2	(g)	31.2	20.1	14.6	(f)	14.6	9.0	7.4	21.4	14.7
2007	31.3	(g)	31.3	20.1	15.0	(f)	15.0	10.5	9.5	21.4	14.0
2008	31.3	(g)	31.3	20.2	15.1	(f)	15.1	10.3	7.8	21.4	14.9
2009	31.2	(g)	31.2	20.3	15.1	(f)	15.1	10.3	7.9	21.6	14.9
2010	32.7	(g)	32.7	20.2	14.8	(f)	14.8	9.0	9.1	21.7	15.2
2011	32.7	23.6	32.6	20.0	15.6	8.2	14.8	9.6	8.1	21.7	15.2
2012	32.8	22.7	32.7	20.0	15.7	7.7	14.8	8.8	8.9	21.6	15.5
2013	32.5	28.0	32.4	20.1	15.6	7.3	14.6	7.6	8.8	21.4	15.3

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(d) Beginning 1986 includes aerial tramway, automated guideway transit, cable car, inclined plane, and monorail. From 1986 to 1994 includes ferryboat and some unidentified roadway modes.

(e) Does not include Trolleybus which is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(f) Included in Light Rail.

(g) Included in Commuter Rail.

See Glossary following Tables for complete definitions.

TABLE 18: PUBLIC TRANSPORTATION AGENCY OPERATING EMPLOYEES BY MODE  
PART A: ROADWAY MODES

**OPERATING DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 18: PUBLIC TRANSPORTATION AGENCY OPERATING EMPLOYEES BY MODE, PART A: ROADWAY MODES									
Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
1984	(b)	---	(b)	154,326	2,012	23,798	---	---	180,136
1985	(b)	---	(b)	157,581	1,893	23,767	---	---	183,241
1986	(b)	---	(b)	165,839	2,140	20,664	---	---	188,643
1987	(b)	---	(b)	165,176	2,090	19,068	---	---	186,334
1988	(b)	---	(b)	165,407	2,039	21,391	---	---	188,837
1989	(b)	---	(b)	162,990	2,013	21,453	---	---	186,456
1990	(b)	---	(b)	162,189	1,925	22,740	---	---	186,854
1991	(b)	---	(b)	163,555	1,826	24,196	---	---	189,577
1992	(b)	---	(b)	163,387	1,691	25,863	---	---	190,941
1993	(b)	---	(b)	177,167	1,944	30,021	---	---	209,132
1994	(b)	---	(b)	174,373	1,848	35,450	---	---	211,671
1995	(b)	---	(b)	181,973	1,871	39,882	255	---	223,981
1996	(b)	---	(b)	190,152	2,084	44,667	177	---	237,080
1997	(b)	---	(b)	196,861	2,037	44,029	180	---	243,107
1998	(b)	---	(b)	198,644	2,053	48,406	253	---	249,356
1999	(b)	---	(b)	204,179	2,140	51,186	246	---	257,751
2000	(b)	(b)	(b)	211,095	2,223	52,021	231	---	265,570
2001	(b)	(b)	(b)	214,674	2,008	55,846	282	---	272,810
2002	(b)	(b)	(b)	214,825	2,027	56,746	260	---	273,858
2003	(b)	(b)	(b)	205,478	1,964	42,935	310	---	250,687
2004	(b)	(b)	(b)	212,122	1,928	43,642	283	---	257,975
2005	(b)	(b)	(b)	217,332	1,942	46,624	292	---	266,190
2006	(b)	(b)	(b)	221,302	1,845	46,178	324	---	269,649
2007	(b)	(b)	(b)	188,644	1,792	91,394	394	---	282,224
2008	(b)	(b)	(b)	192,213	1,832	99,323	435	---	293,803
2009	(b)	(b)	(b)	192,510	1,986	100,242	471	---	295,209

**OPERATING DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 18: PUBLIC TRANSPORTATION AGENCY OPERATING EMPLOYEES BY MODE, PART A: ROADWAY MODES</b>									
Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
2010	(b)	(b)	(b)	186,545	1,786	102,666	505	---	291,502
2011	189,158	213	4,082	193,453	1,730	98,087	508	---	293,778
2012	190,292	242	4,617	195,151	1,774	96,596	701	---	294,222
2013	187,128	634	9,092	196,854	1,763	90,734	582	---	289,933

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(a) Trolleybus is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(b) Included in Total Bus.

(c) Data not continuous for modes noted, see Methodology.

See Glossary following Tables for complete definitions.

TABLE 18: PUBLIC TRANSPORTATION AGENCY OPERATING EMPLOYEES BY MODE  
PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL

**OPERATING DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 18: PUBLIC TRANSPORTATION AGENCY OPERATING EMPLOYEES BY MODE, PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL											
Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
1984	21,884	---	21,884	47,047	3,242	(f)	3,242	---	3,100	75,273	255,409
1985	22,929	---	22,929	49,670	2,980	(f)	2,980	---	3,217	78,796	262,037
1986	22,414	---	22,414	51,028	3,511	(f)	3,511	---	3,512	80,465	269,108
1987	23,270	---	23,270	51,333	3,806	(f)	3,806	---	3,340	81,749	268,083
1988	23,188	---	23,188	46,212	3,922	(f)	3,922	---	3,323	76,645	265,482
1989	22,215	---	22,215	46,690	3,952	(f)	3,952	---	3,604	76,461	262,917
1990	21,443	---	21,443	46,102	4,066	(f)	4,066	---	3,711	75,322	262,176
1991	21,083	---	21,083	47,423	4,175	(f)	4,175	---	3,599	76,280	265,857
1992	21,151	---	21,151	47,493	3,849	(f)	3,849	---	3,668	76,161	267,102
1993	20,634	---	20,634	52,433	3,920	(f)	3,920	---	3,400	80,387	289,519
1994	22,596	---	22,596	51,062	5,140	(f)	5,140	---	3,618	82,416	294,087
1995	22,320	---	22,320	45,644	4,935	(f)	4,935	2,697	914	76,510	300,491
1996	22,604	---	22,604	45,793	5,728	(f)	5,728	2,830	909	77,864	314,944
1997	21,651	---	21,651	45,935	5,940	(f)	5,940	3,385	741	77,652	320,759
1998	22,488	---	22,488	45,163	6,024	(f)	6,024	3,728	993	78,396	327,752
1999	22,896	---	22,896	46,311	6,058	(f)	6,058	4,024	845	80,134	337,885
2000	23,518	---	23,518	47,087	6,572	(f)	6,572	4,108	986	82,271	347,841
2001	23,851	---	23,851	47,865	7,021	(f)	7,021	4,731	988	84,456	357,266
2002	24,391	---	24,391	48,464	7,598	(f)	7,598	5,336	1,075	86,864	360,722
2003	24,813	---	24,813	48,327	7,619	(f)	7,619	5,434	1,102	87,295	337,982
2004	25,296	(g)	25,296	47,211	8,184	(f)	8,184	5,862	1,344	87,897	345,871
2005	25,321	(g)	25,321	47,806	8,181	(f)	8,181	5,737	1,224	88,269	354,458
2006	25,314	(g)	25,314	48,323	8,448	(f)	8,448	4,539	1,211	87,835	357,484
2007	28,983	(g)	28,983	55,164	9,930	(f)	9,930	4,079	2,293	100,449	382,673
2008	27,144	(g)	27,144	49,982	9,939	(f)	9,939	4,165	2,123	93,353	387,155

**OPERATING DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 18: PUBLIC TRANSPORTATION AGENCY OPERATING EMPLOYEES BY MODE, PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL**

Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
2009	28,278	(g)	28,278	49,741	10,558	(f)	10,558	4,596	1,944	95,117	390,326
2010	27,168	(g)	27,168	47,650	10,372	(f)	10,372	4,273	1,862	91,325	382,827
2011	27,689	130	27,819	49,362	9,590	793	10,383	4,186	1,623	93,373	387,152
2012	28,182	142	28,324	49,796	10,075	903	10,978	4,191	1,370	94,658	388,880
2013	29,197	174	29,371	50,669	10,456	911	11,367	4,209	1,328	96,945	386,878

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(d) Beginning 1984 includes aerial tramway, automated guideway transit, cable car, inclined plane, and monorail. From 1984 to 1994 includes ferryboat and some unidentified roadway modes. Beginning in 1995 may include some unidentified roadway modes.

(e) Does not include Trolleybus which is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(f) Included in Light Rail.

(g) Included in Commuter Rail.

See Glossary following Tables for complete definitions.

TABLE 19: TOTAL PUBLIC TRANSPORTATION AGENCY TOTAL EMPLOYEES BY FUNCTION

**OPERATING DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 19: TOTAL PUBLIC TRANSPORTATION AGENCY TOTAL EMPLOYEES BY FUNCTION							
Year	Vehicle Operations	Vehicle Maintenance	Non-Vehicle Maintenance	General Administration	Operating Total	Capital	Total
1931	---	---	---	---	250,000	---	---
1932	---	---	---	---	222,000	---	---
1933	---	---	---	---	206,000	---	---
1934	---	---	---	---	211,000	---	---
1935	---	---	---	---	209,000	---	---
1936	---	---	---	---	212,000	---	---
1937	---	---	---	---	215,000	---	---
1938	---	---	---	---	207,000	---	---
1939	---	---	---	---	204,000	---	---
1940	---	---	---	---	203,000	---	---
1941	---	---	---	---	205,000	---	---
1942	---	---	---	---	219,000	---	---
1943	---	---	---	---	239,000	---	---
1944	---	---	---	---	242,000	---	---
1945	---	---	---	---	242,000	---	---
1946	---	---	---	---	261,000	---	---
1947	---	---	---	---	266,000	---	---
1948	---	---	---	---	261,000	---	---
1949	---	---	---	---	253,000	---	---
1950	---	---	---	---	240,000	---	---
1951	---	---	---	---	232,000	---	---
1952	---	---	---	---	227,000	---	---
1953	---	---	---	---	220,000	---	---
1954	---	---	---	---	211,000	---	---
1955	---	---	---	---	198,000	---	---
1956	---	---	---	---	186,000	---	---
1957	---	---	---	---	177,000	---	---
1958	---	---	---	---	165,000	---	---
1959	---	---	---	---	159,100	---	---
1960	---	---	---	---	156,400	---	---

**OPERATING DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 19: TOTAL PUBLIC TRANSPORTATION AGENCY TOTAL EMPLOYEES BY FUNCTION**

Year	Vehicle Operations	Vehicle Maintenance	Non-Vehicle Maintenance	General Administration	Operating Total	Capital	Total
1961	---	---	---	---	151,800	---	---
1962	---	---	---	---	149,100	---	---
1963	---	---	---	---	147,200	---	---
1964	---	---	---	---	144,800	---	---
1965	---	---	---	---	145,000	---	---
1966	---	---	---	---	144,300	---	---
1967	---	---	---	---	146,100	---	---
1968	---	---	---	---	143,590	---	---
1969	---	---	---	---	140,860	---	---
1970	---	---	---	---	138,040	---	---
1971	---	---	---	---	139,120	---	---
1972	---	---	---	---	138,420	---	---
1973	---	---	---	---	140,700	---	---
1974	---	---	---	---	153,100	---	---
1975	---	---	---	---	159,800	---	---
1976	---	---	---	---	162,950	---	---
1977	---	---	---	---	162,510	---	---
1978	---	---	---	---	165,400	---	---
1979	114,120	---	---	---	177,900	---	---
1980	118,520	---	---	---	187,000	---	---
1981	119,670	---	---	---	191,600	---	---
1982	118,380	---	---	---	193,950	---	---
1983	117,570	---	---	---	194,960	---	---
1984 (a)	155,240	31,420	43,227	25,522	255,409	7,788	263,197
1985	152,342	30,514	45,400	33,781	262,037	7,983	270,020
1986	153,806	33,621	45,629	36,052	269,108	8,746	277,854
1987	152,039	33,467	46,453	36,124	268,083	8,527	276,610
1988	151,714	33,743	44,054	35,971	265,482	10,101	275,583
1989	151,767	32,464	43,800	34,886	262,917	9,570	272,487
1990	150,556	31,424	44,282	35,914	262,176	10,663	272,839
1991	153,281	31,861	42,708	38,007	265,857	10,288	276,145
1992	169,549	48,270	24,062	25,221	267,102	11,893	278,995
1993	179,426	53,041	28,043	29,009	289,519	9,665	299,184

**OPERATING DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 19: TOTAL PUBLIC TRANSPORTATION AGENCY TOTAL EMPLOYEES BY FUNCTION**

Year	Vehicle Operations	Vehicle Maintenance	Non-Vehicle Maintenance	General Administration	Operating Total	Capital	Total
1994	183,673	51,405	27,004	32,005	294,087	10,207	304,294
1995	190,675	51,905	27,329	30,582	300,491	10,695	311,186
1996	199,615	54,645	27,239	33,445	314,944	11,682	326,626
1997	207,510	53,322	27,232	32,695	320,759	13,081	333,840
1998	209,047	57,128	28,335	33,242	327,752	10,963	338,715
1999	215,185	59,018	28,914	34,768	337,885	11,938	349,823
2000	221,885	61,155	29,527	35,274	347,841	11,753	359,594
2001	228,091	62,404	29,963	36,808	357,266	13,490	370,756
2002	227,470	62,679	30,520	40,053	360,722	13,048	373,770
2003	209,392	59,007	29,139	40,444	337,982	12,984	350,987
2004	216,824	60,160	30,653	38,233	345,871	12,774	358,645
2005	224,485	62,898	30,509	36,566	354,458	12,344	366,802
2006	225,992	63,806	30,567	37,118	357,484	12,010	369,494
2007	237,101	62,059	32,564	39,060	370,784	11,889	382,673
2008	248,460	63,423	33,043	42,229	387,155	12,670	399,825
2009	245,714	63,891	38,556	42,165	390,326	12,619	402,945
2010	247,536	62,341	34,117	38,833	382,827	11,629	394,455
2011	249,840	62,845	34,980	39,487	387,152	10,779	397,931
2012	252,061	61,993	35,707	39,119	388,880	12,050	400,930
2013	252,468	61,865	35,172	37,373	386,878	12,272	399,150

(a) Includes commuter rail, ferryboat, rural bus, other, and demand response beginning in 1984.  
See Glossary following Tables for complete definitions.



TABLE 20: PUBLIC TRANSPORTATION AGENCY EMPLOYEE COMPENSATION

**OPERATING DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 20: PUBLIC TRANSPORTATION AGENCY OPERATING EMPLOYEE COMPENSATION (UNITS AS NOTED IN PARENTHESES)				
Year	Number of Employees (Persons) (a)	Salaries and Wages (Millions of Dollars)	Fringe Benefits (Millions of Dollars)	Total Compensation (Millions of Dollars)
1931	250,000	423.0	---	---
1932	222,000	344.0	---	---
1933	206,000	297.0	---	---
1934	211,000	314.0	---	---
1935	209,000	321.0	---	---
1936	212,000	338.0	---	---
1937	215,000	356.0	---	---
1938	207,000	351.0	---	---
1939	204,000	356.0	---	---
1940	203,000	360.0	---	---
1941	205,000	386.0	---	---
1942	219,000	462.0	---	---
1943	239,000	554.0	---	---
1944	242,000	599.0	---	---
1945	242,000	532.0	---	---
1946	261,000	713.0	---	---
1947	266,000	790.0	---	---
1948	261,000	829.0	---	---
1949	253,000	841.0	---	---
1950	240,000	835.0	---	---
1951	232,000	872.0	---	---
1952	227,000	903.0	---	---
1953	220,000	913.0	---	---
1954	211,000	895.0	---	---
1955	198,000	864.0	---	---
1956	186,000	852.0	---	---
1957	177,000	840.0	---	---
1958	165,000	831.0	---	---
1959	159,100	832.0	---	---
1960	156,400	857.3	---	---
1961	151,800	856.4	---	---

**OPERATING DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 20: PUBLIC TRANSPORTATION AGENCY OPERATING EMPLOYEE COMPENSATION  
(UNITS AS NOTED IN PARENTHESES)**

Year	Number of Employees (Persons) (a)	Salaries and Wages (Millions of Dollars)	Fringe Benefits (Millions of Dollars)	Total Compensation (Millions of Dollars)
1962	149,100	878.1	---	---
1963	147,200	892.3	---	---
1964	144,800	916.9	---	---
1965	145,000	963.5	---	---
1966	144,300	994.9	---	---
1967	146,100	1,055.1	---	---
1968	143,590	1,109.5	---	---
1969	140,860	1,183.8	---	---
1970	138,040	1,274.1	---	---
1971	139,120	1,393.1	---	---
1972	138,420	1,455.5	---	---
1973	140,700	1,624.2	---	---
1974	153,100	1,967.1	---	---
1975	159,800	2,236.0	613.3	2,849.3
1976	162,950	2,403.7	681.7	3,085.4
1977	162,510	2,546.7	813.6	3,360.3
1978	165,400	2,740.5	964.1	3,704.6
1979	177,900	3,025.0	1,090.4	4,115.4
1980	187,000	3,280.9	1,353.1	4,634.0
1981	191,600	3,493.5	1,649.1	5,142.6
1982	193,500	3,731.4	1,756.5	5,487.9
1983	194,960	3,921.3	1,977.3	5,898.6
1984 (a,b)	263,197	5,487.8	2,716.7	8,204.5
1985	270,020	5,843.1	2,868.3	8,711.4
1986	277,854	6,119.2	3,125.9	9,245.1
1987	276,610	6,324.1	3,266.9	9,591.0
1988	275,583	6,675.0	3,528.9	10,203.9
1989	272,487	6,897.7	3,737.3	10,635.0
1990	272,839	7,226.3	3,986.0	11,212.3
1991	276,145	7,394.5	3,998.4	11,392.9
1992	278,995	7,670.5	4,318.6	11,989.1
1993	299,184	7,932.1	4,400.3	12,332.4
1994	304,294	8,223.8	4,451.7	12,675.5
1995	311,186	8,213.1	4,484.0	12,697.1

**OPERATING DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 20: PUBLIC TRANSPORTATION AGENCY OPERATING EMPLOYEE COMPENSATION  
(UNITS AS NOTED IN PARENTHESES)**

Year	Number of Employees (Persons) (a)	Salaries and Wages (Millions of Dollars)	Fringe Benefits (Millions of Dollars)	Total Compensation (Millions of Dollars)
1996	326,626	8,437.6	4,401.4	12,839.0
1997	333,840	8,771.7	4,503.7	13,275.4
1998	338,715	9,211.2	4,843.6	14,054.8
1999	349,823	9,495.1	5,052.3	14,547.4
2000	359,594	10,400.2	5,412.9	15,813.1
2001	370,756	10,626.9	5,705.6	16,332.5
2002	373,770	11,197.4	6,246.9	17,444.3
2003	350,987	11,634.0	6,913.4	18,547.4
2004	358,645	12,487.4	8,172.0	20,659.4
2005	366,802	12,176.6	8,093.3	20,269.9
2006	369,494	12,764.1	8,423.5	21,187.6
2007	382,673	13,204.7	9,091.6	22,296.3
2008	399,825	13,914.2	9,336.5	23,250.7
2009	402,945	14,212.3	9,926.8	24,139.1
2010	394,455	14,285.5	10,341.6	24,647.1
2011	397,931	14,331.2	10,597.3	24,928.5
2012	400,930	14,368.7	11,048.2	25,416.9
2013	399,150	14,546.2	11,066.1	25,612.3

(a) Operating employees before 1984; operating and capital employees in 1984 and later years.

(b) Includes commuter rail, ferryboat, rural bus, other, and demand response beginning in 1984.

See Glossary following Tables for complete definitions.

TABLE 21: REVENUE VEHICLES AVAILABLE FOR MAXIMUM SERVICE BY MODE  
 (NUMBER OF VEHICLES)  
 PART A: ROADWAY MODES

VEHICLE DATA  
 INCLUDES ENTIRE TRANSIT INDUSTRY

TABLE 21: REVENUE VEHICLES AVAILABLE FOR MAXIMUM SERVICE BY MODE PART A: ROADWAY MODES									
Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
1926	(b)	---	(b)	14,400	---	---	---	---	14,400
1927	(b)	---	(b)	18,000	---	---	---	---	18,000
1928	(b)	---	(b)	19,700	41	---	---	---	19,741
1929	(b)	---	(b)	21,100	57	---	---	---	21,157
1930	(b)	---	(b)	21,300	173	---	---	---	21,473
1931	(b)	---	(b)	20,700	225	---	---	---	20,925
1932	(b)	---	(b)	20,200	269	---	---	---	20,469
1933	(b)	---	(b)	20,200	310	---	---	---	20,510
1934	(b)	---	(b)	22,200	441	---	---	---	22,641
1935	(b)	---	(b)	23,800	578	---	---	---	24,378
1936	(b)	---	(b)	26,800	1,136	---	---	---	27,936
1937	(b)	---	(b)	27,500	1,655	---	---	---	29,155
1938	(b)	---	(b)	28,500	2,032	---	---	---	30,532
1939	(b)	---	(b)	32,600	2,184	---	---	---	34,784
1940	(b)	---	(b)	35,000	2,802	---	---	---	37,802
1941	(b)	---	(b)	39,300	3,029	---	---	---	42,329
1942	(b)	---	(b)	46,000	3,385	---	---	---	49,385
1943	(b)	---	(b)	47,100	3,501	---	---	---	50,601
1944	(b)	---	(b)	48,400	3,561	---	---	---	51,961
1945	(b)	---	(b)	49,670	3,711	---	---	---	53,381
1946	(b)	---	(b)	52,450	3,916	---	---	---	56,366
1947	(b)	---	(b)	56,917	4,707	---	---	---	61,624
1948	(b)	---	(b)	58,540	5,697	---	---	---	64,237
1949	(b)	---	(b)	57,035	6,338	---	---	---	63,373
1950	(b)	---	(b)	56,820	6,504	---	---	---	63,324
1951	(b)	---	(b)	57,660	7,071	---	---	---	64,731
1952	(b)	---	(b)	55,980	7,180	---	---	---	63,160

**VEHICLE DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 21: REVENUE VEHICLES AVAILABLE FOR MAXIMUM SERVICE BY MODE  
PART A: ROADWAY MODES**

Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
1953	(b)	---	(b)	54,700	6,941	---	---	---	61,641
1954	(b)	---	(b)	54,000	6,598	---	---	---	60,598
1955	(b)	---	(b)	52,400	6,157	---	---	---	58,557
1956	(b)	---	(b)	51,400	5,748	---	---	---	57,148
1957	(b)	---	(b)	50,800	5,412	---	---	---	56,212
1958	(b)	---	(b)	50,100	4,848	---	---	---	54,948
1959	(b)	---	(b)	49,500	4,297	---	---	---	53,797
1960	(b)	---	(b)	49,600	3,826	---	---	---	53,426
1961	(b)	---	(b)	49,000	3,593	---	---	---	52,593
1962	(b)	---	(b)	48,800	3,161	---	---	---	51,961
1963	(b)	---	(b)	49,400	2,155	---	---	---	51,555
1964	(b)	---	(b)	49,200	1,865	---	---	---	51,065
1965	(b)	---	(b)	49,600	1,453	---	---	---	51,053
1966	(b)	---	(b)	50,130	1,326	---	---	---	51,456
1967	(b)	---	(b)	50,180	1,244	---	---	---	51,424
1968	(b)	---	(b)	50,000	1,185	---	---	---	51,185
1969	(b)	---	(b)	49,600	1,082	---	---	---	50,682
1970	(b)	---	(b)	49,700	1,050	---	---	---	50,750
1971	(b)	---	(b)	49,150	1,037	---	---	---	50,187
1972	(b)	---	(b)	49,075	1,030	---	---	---	50,105
1973	(b)	---	(b)	48,286	794	---	---	---	49,080
1974	(b)	---	(b)	48,700	718	---	---	---	49,418
1975	(b)	---	(b)	50,822	703	---	---	---	51,525
1976	(b)	---	(b)	52,382	685	---	---	---	53,067
1977	(b)	---	(b)	51,968	645	---	---	---	52,613
1978	(b)	---	(b)	52,866	593	---	---	---	53,459
1979	(b)	---	(b)	54,490	725	---	---	---	55,215
1980	(b)	---	(b)	59,411	823	---	---	---	60,234
1981	(b)	---	(b)	60,393	751	---	---	---	61,144
1982	(b)	---	(b)	62,114	763	---	---	---	62,877

**VEHICLE DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 21: REVENUE VEHICLES AVAILABLE FOR MAXIMUM SERVICE BY MODE PART A: ROADWAY MODES</b>									
Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
1983	(b)	---	(b)	62,093	686	---	---	---	62,779
1984	(b)	---	(b)	67,294	664	14,164	---	---	82,122
1985	(b)	---	(b)	64,258	676	14,490	---	---	79,424
1986	(b)	---	(b)	66,218	680	15,346	---	---	82,244
1987	(b)	---	(b)	63,017	671	15,944	---	---	79,632
1988	(b)	---	(b)	62,572	710	16,812	---	---	80,094
1989	(b)	---	(b)	58,919	725	15,856	---	---	75,500
1990	(b)	---	(b)	58,714	610	16,471	---	---	75,795
1991	(b)	---	(b)	60,377	551	17,879	---	---	78,807
1992	(b)	---	(b)	63,080	665	20,695	---	---	84,440
1993	(b)	---	(b)	64,850	635	23,527	---	---	89,012
1994	(b)	---	(b)	68,123	643	28,729	---	---	97,495
1995	(b)	---	(b)	67,107	695	29,352	2,421	---	99,575
1996	(b)	---	(b)	71,678	675	30,804	2,668	---	105,825
1997	(b)	---	(b)	72,770	655	32,509	3,148	---	109,082
1998	(b)	---	(b)	72,142	646	29,646	3,835	---	106,269
1999	(b)	---	(b)	74,228	657	31,884	4,767	---	111,536
2000	(b)	(b)	(b)	75,013	652	33,080	4,877	---	113,622
2001	(b)	(b)	(b)	76,075	600	34,661	5,388	---	116,724
2002	(b)	(b)	(b)	76,190	616	34,699	5,992	---	117,497
2003	(b)	(b)	(b)	77,328	672	35,954	5,514	---	119,468
2004	(b)	(b)	(b)	81,033	597	37,078	5,915	---	124,623
2005	(b)	(b)	(b)	82,027	615	41,958	6,572	---	131,172
2006	(b)	(b)	(b)	83,080	609	43,509	8,235	---	135,433
2007	(b)	(b)	(b)	65,249	559	64,865	9,666	3,718	144,057
2008	(b)	(b)	(b)	66,506	590	65,799	12,356	3,718	148,969
2009	(b)	(b)	(b)	64,832	531	68,957	12,013	5,620	151,953
2010	(b)	(b)	(b)	66,239	571	68,621	12,378	5,620	153,429
2011	67,288	80	1,807	69,175	479	65,336	13,342	5,624	153,956
2012	67,721	84	2,382	70,187	570	68,632	14,018	2,873	156,279

**VEHICLE DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 21: REVENUE VEHICLES AVAILABLE FOR MAXIMUM SERVICE BY MODE PART A: ROADWAY MODES</b>									
Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
2013	65,950	268	4,921	71,139	560	68,559	14,773	2,874	157,906

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(a) Trolleybus is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(b) Included in Total Bus.

(c) Data not continuous for modes noted, see Methodology.

See Glossary following Tables for complete definitions.

TABLE 21: REVENUE VEHICLES AVAILABLE FOR MAXIMUM SERVICE BY MODE  
(NUMBER OF VEHICLES)  
PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL

VEHICLE DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY

TABLE 21: REVENUE VEHICLES AVAILABLE FOR MAXIMUM SERVICE BY MODE PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL											
Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
1926	---	---	---	8,909	62,857	(f)	62,857	---	---	71,766	86,166
1927	---	---	---	8,957	61,379	(f)	61,379	---	---	70,336	88,336
1928	---	---	---	9,611	58,940	(f)	58,940	---	---	68,551	88,292
1929	---	---	---	9,983	56,980	(f)	56,980	---	---	66,963	88,120
1930	---	---	---	9,640	55,150	(f)	55,150	---	---	64,790	86,263
1931	---	---	---	9,638	53,120	(f)	53,120	---	---	62,758	83,683
1932	---	---	---	10,434	49,500	(f)	49,500	---	---	59,934	80,403
1933	---	---	---	10,424	47,700	(f)	47,700	---	---	58,124	78,634
1934	---	---	---	10,418	43,700	(f)	43,700	---	---	54,118	76,759
1935	---	---	---	10,416	40,050	(f)	40,050	---	---	50,466	74,844
1936	---	---	---	10,923	37,180	(f)	37,180	---	---	48,103	76,039
1937	---	---	---	11,032	34,180	(f)	34,180	---	---	45,212	74,367
1938	---	---	---	11,205	31,400	(f)	31,400	---	---	42,605	73,137
1939	---	---	---	11,052	29,320	(f)	29,320	---	---	40,372	75,156
1940	---	---	---	11,032	26,630	(f)	26,630	---	---	37,662	75,464
1941	---	---	---	10,578	27,092	(f)	27,092	---	---	37,670	79,999
1942	---	---	---	10,278	27,230	(f)	27,230	---	---	37,508	86,893
1943	---	---	---	10,255	27,250	(f)	27,250	---	---	37,505	88,106
1944	---	---	---	10,219	27,180	(f)	27,180	---	---	37,399	89,360
1945	---	---	---	10,217	26,680	(f)	26,680	---	---	36,897	90,278
1946	---	---	---	9,429	24,730	(f)	24,730	---	---	34,159	90,525
1947	---	---	---	9,370	21,607	(f)	21,607	---	---	30,977	92,601
1948	---	---	---	9,456	17,578	(f)	17,578	---	---	27,034	91,271
1949	---	---	---	9,869	15,505	(f)	15,505	---	---	25,374	88,747
1950	---	---	---	9,743	13,800	(f)	13,800	---	---	23,543	86,867
1951	---	---	---	9,644	10,960	(f)	10,960	---	---	20,604	85,335



**VEHICLE DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 21: REVENUE VEHICLES AVAILABLE FOR MAXIMUM SERVICE BY MODE PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL											
Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
1952	---	---	---	9,476	9,700	(f)	9,700	---	---	19,176	82,336
1953	---	---	---	9,244	7,990	(f)	7,990	---	---	17,234	78,875
1954	---	---	---	9,200	6,400	(f)	6,400	---	---	15,600	76,198
1955	---	---	---	9,232	5,300	(f)	5,300	---	---	14,532	73,089
1956	---	---	---	9,255	3,970	(f)	3,970	---	---	13,225	70,373
1957	---	---	---	9,158	3,601	(f)	3,601	---	---	12,759	68,971
1958	---	---	---	9,093	3,108	(f)	3,108	---	---	12,201	67,149
1959	---	---	---	9,000	2,983	(f)	2,983	---	---	11,983	65,780
1960	---	---	---	9,010	2,856	(f)	2,856	---	---	11,866	65,292
1961	---	---	---	9,078	2,341	(f)	2,341	---	---	11,419	64,012
1962	---	---	---	8,865	2,219	(f)	2,219	---	---	11,084	63,045
1963	---	---	---	8,878	1,756	(f)	1,756	---	---	10,634	62,189
1964	---	---	---	9,061	1,553	(f)	1,553	---	---	10,614	61,679
1965	---	---	---	9,115	1,549	(f)	1,549	---	---	10,664	61,717
1966	---	---	---	9,273	1,407	(f)	1,407	---	---	10,680	62,136
1967	---	---	---	9,257	1,388	(f)	1,388	---	---	10,645	62,069
1968	---	---	---	9,390	1,355	(f)	1,355	---	---	10,745	61,930
1969	---	---	---	9,343	1,322	(f)	1,322	---	---	10,665	61,347
1970	---	---	---	9,338	1,262	(f)	1,262	---	---	10,600	61,350
1971	---	---	---	9,325	1,225	(f)	1,225	---	---	10,550	60,737
1972	---	---	---	9,423	1,176	(f)	1,176	---	---	10,599	60,704
1973	---	---	---	9,387	1,123	(f)	1,123	---	---	10,510	59,590
1974	---	---	---	9,403	1,068	(f)	1,068	---	---	10,471	59,889
1975	---	---	---	9,608	1,061	(f)	1,061	---	---	10,669	62,194
1976	4,438	---	4,438	9,714	963	(f)	963	---	---	15,115	68,182
1977	4,340	---	4,340	9,639	992	(f)	992	---	---	14,971	67,584
1978	4,473	---	4,473	9,576	944	(f)	944	---	---	14,993	68,452
1979	4,350	---	4,350	9,522	959	(f)	959	---	---	14,831	70,046
1980	4,500	---	4,500	9,641	1,013	(f)	1,013	---	---	15,154	75,388
1981	4,465	---	4,465	9,749	1,075	(f)	1,075	---	---	15,289	76,433

**VEHICLE DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 21: REVENUE VEHICLES AVAILABLE FOR MAXIMUM SERVICE BY MODE  
PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL**

Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
1982	4,497	---	4,497	9,815	1,016	(f)	1,016	---	---	15,328	78,205
1983	4,423	---	4,423	9,891	1,013	(f)	1,013	---	---	15,327	78,106
1984	4,075	---	4,075	9,083	733	(f)	733	---	888	14,779	96,901
1985	4,035	---	4,035	9,326	717	(f)	717	---	867	14,945	94,369
1986	4,440	---	4,440	10,386	697	(f)	697	---	942	16,465	98,709
1987	4,686	---	4,686	10,168	766	(f)	766	---	875	16,495	96,127
1988	4,649	---	4,649	10,539	831	(f)	831	---	1,096	17,115	97,209
1989	4,472	---	4,472	10,506	755	(f)	755	---	1,060	16,793	92,293
1990	4,982	---	4,982	10,567	910	(f)	910	---	1,176	17,635	93,430
1991	5,126	---	5,126	10,478	1,092	(f)	1,092	---	1,568	18,264	97,071
1992	5,164	---	5,164	10,391	1,055	(f)	1,055	---	1,821	18,431	102,871
1993	4,982	---	4,982	10,282	1,001	(f)	1,001	---	2,268	18,533	107,545
1994	5,126	---	5,126	10,282	1,051	(f)	1,051	---	2,462	18,921	116,416
1995	5,164	---	5,164	10,166	1,048	(f)	1,048	110	168	16,656	116,231
1996	5,240	---	5,240	10,243	1,114	(f)	1,114	109	175	16,881	122,706
1997	5,426	---	5,426	10,228	1,078	(f)	1,078	118	174	17,024	126,106
1998	5,536	---	5,536	10,296	1,076	(f)	1,076	124	178	17,210	123,479
1999	5,550	---	5,550	10,362	1,180	(f)	1,180	112	180	17,384	128,920
2000	5,498	---	5,498	10,311	1,327	(f)	1,327	119	212	17,467	131,089
2001	5,572	---	5,572	10,718	1,371	(f)	1,371	125	214	18,000	134,724
2002	5,724	---	5,724	10,849	1,448	(f)	1,448	123	215	18,359	135,856
2003	5,959	---	5,959	10,754	1,482	(f)	1,482	113	187	18,495	137,963
2004	6,228	(g)	6,228	10,858	1,622	(f)	1,622	160	331	19,199	143,822
2005	6,392	(g)	6,392	11,110	1,645	(f)	1,645	171	337	19,655	150,827
2006	6,403	(g)	6,403	11,052	1,801	(f)	1,801	161	345	19,762	155,195
2007	6,391	(g)	6,391	11,222	1,810	(f)	1,810	162	331	19,916	163,973
2008	6,617	(g)	6,617	11,377	1,969	(f)	1,969	169	335	20,467	169,436
2009	6,941	(g)	6,941	11,461	2,068	(f)	2,068	194	276	20,940	172,893
2010	6,927	(g)	6,927	11,510	2,104	(f)	2,104	196	259	20,996	174,425
2011	7,193	44	7,237	11,342	1,986	271	2,257	184	282	21,302	175,258

**VEHICLE DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 21: REVENUE VEHICLES AVAILABLE FOR MAXIMUM SERVICE BY MODE PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL</b>											
Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
2012	7,059	44	7,103	10,469	1,986	324	2,310	186	381	20,449	176,728
2013	7,310	59	7,369	10,380	2,054	333	2,387	189	382	20,707	178,613

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(d) Beginning 1975 includes aerial tramway, automated guideway transit, cable car, inclined plane, and monorail. From 1984 to 1994 includes ferryboat and some unidentified roadway modes.

(e) Does not include Trolleybus which is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(f) Included in Light Rail.

(g) Included in Commuter Rail.

See Glossary following Tables for complete definitions.

TABLE 22: REVENUE VEHICLES AVAILABLE FOR MAXIMUM SERVICE BY MODE  
(PERCENT OF VEHICLES)  
PART A: ROADWAY MODES

**VEHICLE DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 22: REVENUE VEHICLES AVAILABLE FOR MAXIMUM SERVICE BY MODE (PERCENT OF VEHICLES) PART A: ROADWAY MODES									
Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
1926	(b)	---	(b)	16.7%	---	---	---	---	16.7%
1927	(b)	---	(b)	20.4%	---	---	---	---	20.4%
1928	(b)	---	(b)	22.3%	0.0%	---	---	---	22.4%
1929	(b)	---	(b)	23.9%	0.1%	---	---	---	24.0%
1930	(b)	---	(b)	24.7%	0.2%	---	---	---	24.9%
1931	(b)	---	(b)	24.7%	0.3%	---	---	---	25.0%
1932	(b)	---	(b)	25.1%	0.3%	---	---	---	25.5%
1933	(b)	---	(b)	25.7%	0.4%	---	---	---	26.1%
1934	(b)	---	(b)	28.9%	0.6%	---	---	---	29.5%
1935	(b)	---	(b)	31.8%	0.8%	---	---	---	32.6%
1936	(b)	---	(b)	35.2%	1.5%	---	---	---	36.7%
1937	(b)	---	(b)	37.0%	2.2%	---	---	---	39.2%
1938	(b)	---	(b)	39.0%	2.8%	---	---	---	41.7%
1939	(b)	---	(b)	43.4%	2.9%	---	---	---	46.3%
1940	(b)	---	(b)	46.4%	3.7%	---	---	---	50.1%
1941	(b)	---	(b)	49.1%	3.8%	---	---	---	52.9%
1942	(b)	---	(b)	52.9%	3.9%	---	---	---	56.8%
1943	(b)	---	(b)	53.5%	4.0%	---	---	---	57.4%
1944	(b)	---	(b)	54.2%	4.0%	---	---	---	58.1%
1945	(b)	---	(b)	55.0%	4.1%	---	---	---	59.1%
1946	(b)	---	(b)	57.9%	4.3%	---	---	---	62.3%
1947	(b)	---	(b)	61.5%	5.1%	---	---	---	66.5%
1948	(b)	---	(b)	64.1%	6.2%	---	---	---	70.4%
1949	(b)	---	(b)	64.3%	7.1%	---	---	---	71.4%
1950	(b)	---	(b)	65.4%	7.5%	---	---	---	72.9%
1951	(b)	---	(b)	67.6%	8.3%	---	---	---	75.9%
1952	(b)	---	(b)	68.0%	8.7%	---	---	---	76.7%

**VEHICLE DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 22: REVENUE VEHICLES AVAILABLE FOR MAXIMUM SERVICE BY MODE (PERCENT OF VEHICLES)  
PART A: ROADWAY MODES**

Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
1953	(b)	---	(b)	69.4%	8.8%	---	---	---	78.2%
1954	(b)	---	(b)	70.9%	8.7%	---	---	---	79.5%
1955	(b)	---	(b)	71.7%	8.4%	---	---	---	80.1%
1956	(b)	---	(b)	73.0%	8.2%	---	---	---	81.2%
1957	(b)	---	(b)	73.7%	7.8%	---	---	---	81.5%
1958	(b)	---	(b)	74.6%	7.2%	---	---	---	81.8%
1959	(b)	---	(b)	75.3%	6.5%	---	---	---	81.8%
1960	(b)	---	(b)	76.0%	5.9%	---	---	---	81.8%
1961	(b)	---	(b)	76.5%	5.6%	---	---	---	82.2%
1962	(b)	---	(b)	77.4%	5.0%	---	---	---	82.4%
1963	(b)	---	(b)	79.4%	3.5%	---	---	---	82.9%
1964	(b)	---	(b)	79.8%	3.0%	---	---	---	82.8%
1965	(b)	---	(b)	80.4%	2.4%	---	---	---	82.7%
1966	(b)	---	(b)	80.7%	2.1%	---	---	---	82.8%
1967	(b)	---	(b)	80.8%	2.0%	---	---	---	82.8%
1968	(b)	---	(b)	80.7%	1.9%	---	---	---	82.6%
1969	(b)	---	(b)	80.9%	1.8%	---	---	---	82.6%
1970	(b)	---	(b)	81.0%	1.7%	---	---	---	82.7%
1971	(b)	---	(b)	80.9%	1.7%	---	---	---	82.6%
1972	(b)	---	(b)	80.8%	1.7%	---	---	---	82.5%
1973	(b)	---	(b)	81.0%	1.3%	---	---	---	82.4%
1974	(b)	---	(b)	81.3%	1.2%	---	---	---	82.5%
1975	(b)	---	(b)	81.7%	1.1%	---	---	---	82.8%
1976	(b)	---	(b)	76.8%	1.0%	---	---	---	77.8%
1977	(b)	---	(b)	76.9%	1.0%	---	---	---	77.8%
1978	(b)	---	(b)	77.2%	0.9%	---	---	---	78.1%
1979	(b)	---	(b)	77.8%	1.0%	---	---	---	78.8%
1980	(b)	---	(b)	78.8%	1.1%	---	---	---	79.9%
1981	(b)	---	(b)	79.0%	1.0%	---	---	---	80.0%
1982	(b)	---	(b)	79.4%	1.0%	---	---	---	80.4%

**VEHICLE DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 22: REVENUE VEHICLES AVAILABLE FOR MAXIMUM SERVICE BY MODE (PERCENT OF VEHICLES)  
PART A: ROADWAY MODES**

Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
1983	(b)	---	(b)	79.5%	0.9%	---	---	---	80.4%
1984	(b)	---	(b)	69.4%	0.7%	14.6%	---	---	84.7%
1985	(b)	---	(b)	68.1%	0.7%	15.4%	---	---	84.2%
1986	(b)	---	(b)	67.1%	0.7%	15.5%	---	---	83.3%
1987	(b)	---	(b)	65.6%	0.7%	16.6%	---	---	82.8%
1988	(b)	---	(b)	64.4%	0.7%	17.3%	---	---	82.4%
1989	(b)	---	(b)	63.8%	0.8%	17.2%	---	---	81.8%
1990	(b)	---	(b)	62.8%	0.7%	17.6%	---	---	81.1%
1991	(b)	---	(b)	62.2%	0.6%	18.4%	---	---	81.2%
1992	(b)	---	(b)	61.3%	0.6%	20.1%	---	---	82.1%
1993	(b)	---	(b)	60.3%	0.6%	21.9%	---	---	82.8%
1994	(b)	---	(b)	58.5%	0.6%	24.7%	---	---	83.7%
1995	(b)	---	(b)	57.7%	0.6%	25.3%	2.1%	---	85.7%
1996	(b)	---	(b)	58.4%	0.6%	25.1%	2.2%	---	86.2%
1997	(b)	---	(b)	57.7%	0.5%	25.8%	2.5%	---	86.5%
1998	(b)	---	(b)	58.4%	0.5%	24.0%	3.1%	---	86.1%
1999	(b)	---	(b)	57.6%	0.5%	24.7%	3.7%	---	86.5%
2000	(b)	(b)	(b)	57.2%	0.5%	25.2%	3.7%	---	86.7%
2001	(b)	(b)	(b)	56.5%	0.4%	25.7%	4.0%	---	86.6%
2002	(b)	(b)	(b)	56.1%	0.5%	25.5%	4.4%	---	86.5%
2003	(b)	(b)	(b)	56.0%	0.5%	26.1%	4.0%	---	86.6%
2004	(b)	(b)	(b)	56.3%	0.4%	25.8%	4.1%	---	86.7%
2005	(b)	(b)	(b)	54.4%	0.4%	27.8%	4.4%	---	87.0%
2006	(b)	(b)	(b)	53.5%	0.4%	28.0%	5.3%	---	87.3%
2007	(b)	(b)	(b)	39.8%	0.3%	39.6%	5.9%	2.3%	87.9%
2008	(b)	(b)	(b)	39.3%	0.3%	38.8%	7.3%	2.2%	87.9%
2009	(b)	(b)	(b)	37.5%	0.3%	39.9%	6.9%	3.3%	87.9%
2010	(b)	(b)	(b)	38.0%	0.3%	39.3%	7.1%	3.2%	88.0%
2011	38.4%	<0.1%	1.0%	39.5%	0.3%	37.3%	7.6%	3.2%	87.8%
2012	38.4%	<0.1%	1.4%	39.8%	0.3%	38.7%	7.9%	1.6%	88.4%

**VEHICLE DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 22: REVENUE VEHICLES AVAILABLE FOR MAXIMUM SERVICE BY MODE (PERCENT OF VEHICLES) PART A: ROADWAY MODES									
Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
2013	36.9%	0.1%	2.8%	39.8%	0.3%	38.4%	8.3%	1.6%	88.4%

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(a) Trolleybus is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(b) Included in Total Bus.

(c) Data not continuous for modes noted, see Methodology.

See Glossary following Tables for complete definitions.

TABLE 22: REVENUE VEHICLES AVAILABLE FOR MAXIMUM SERVICE BY MODE  
(PERCENT OF VEHICLES)  
PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL

VEHICLE DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY

TABLE 22: REVENUE VEHICLES AVAILABLE FOR MAXIMUM SERVICE BY MODE (PERCENT OF VEHICLES) PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL											
Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
1926	---	---	---	10.3%	72.9%	(f)	72.9%	---	---	83.3%	100.0%
1927	---	---	---	10.1%	69.5%	(f)	69.5%	---	---	79.6%	100.0%
1928	---	---	---	10.9%	66.8%	(f)	66.8%	---	---	77.6%	100.0%
1929	---	---	---	11.3%	64.7%	(f)	64.7%	---	---	76.0%	100.0%
1930	---	---	---	11.2%	63.9%	(f)	63.9%	---	---	75.1%	100.0%
1931	---	---	---	11.5%	63.5%	(f)	63.5%	---	---	75.0%	100.0%
1932	---	---	---	13.0%	61.6%	(f)	61.6%	---	---	74.5%	100.0%
1933	---	---	---	13.3%	60.7%	(f)	60.7%	---	---	73.9%	100.0%
1934	---	---	---	13.6%	56.9%	(f)	56.9%	---	---	70.5%	100.0%
1935	---	---	---	13.9%	53.5%	(f)	53.5%	---	---	67.4%	100.0%
1936	---	---	---	14.4%	48.9%	(f)	48.9%	---	---	63.3%	100.0%
1937	---	---	---	14.8%	46.0%	(f)	46.0%	---	---	60.8%	100.0%
1938	---	---	---	15.3%	42.9%	(f)	42.9%	---	---	58.3%	100.0%
1939	---	---	---	14.7%	39.0%	(f)	39.0%	---	---	53.7%	100.0%
1940	---	---	---	14.6%	35.3%	(f)	35.3%	---	---	49.9%	100.0%
1941	---	---	---	13.2%	33.9%	(f)	33.9%	---	---	47.1%	100.0%
1942	---	---	---	11.8%	31.3%	(f)	31.3%	---	---	43.2%	100.0%
1943	---	---	---	11.6%	30.9%	(f)	30.9%	---	---	42.6%	100.0%
1944	---	---	---	11.4%	30.4%	(f)	30.4%	---	---	41.9%	100.0%
1945	---	---	---	11.3%	29.6%	(f)	29.6%	---	---	40.9%	100.0%
1946	---	---	---	10.4%	27.3%	(f)	27.3%	---	---	37.7%	100.0%
1947	---	---	---	10.1%	23.3%	(f)	23.3%	---	---	33.5%	100.0%
1948	---	---	---	10.4%	19.3%	(f)	19.3%	---	---	29.6%	100.0%
1949	---	---	---	11.1%	17.5%	(f)	17.5%	---	---	28.6%	100.0%
1950	---	---	---	11.2%	15.9%	(f)	15.9%	---	---	27.1%	100.0%
1951	---	---	---	11.3%	12.8%	(f)	12.8%	---	---	24.1%	100.0%



**VEHICLE DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 22: REVENUE VEHICLES AVAILABLE FOR MAXIMUM SERVICE BY MODE (PERCENT OF VEHICLES)  
PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL**

Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
1952	---	---	---	11.5%	11.8%	(f)	11.8%	---	---	23.3%	100.0%
1953	---	---	---	11.7%	10.1%	(f)	10.1%	---	---	21.8%	100.0%
1954	---	---	---	12.1%	8.4%	(f)	8.4%	---	---	20.5%	100.0%
1955	---	---	---	12.6%	7.3%	(f)	7.3%	---	---	19.9%	100.0%
1956	---	---	---	13.2%	5.6%	(f)	5.6%	---	---	18.8%	100.0%
1957	---	---	---	13.3%	5.2%	(f)	5.2%	---	---	18.5%	100.0%
1958	---	---	---	13.5%	4.6%	(f)	4.6%	---	---	18.2%	100.0%
1959	---	---	---	13.7%	4.5%	(f)	4.5%	---	---	18.2%	100.0%
1960	---	---	---	13.8%	4.4%	(f)	4.4%	---	---	18.2%	100.0%
1961	---	---	---	14.2%	3.7%	(f)	3.7%	---	---	17.8%	100.0%
1962	---	---	---	14.1%	3.5%	(f)	3.5%	---	---	17.6%	100.0%
1963	---	---	---	14.3%	2.8%	(f)	2.8%	---	---	17.1%	100.0%
1964	---	---	---	14.7%	2.5%	(f)	2.5%	---	---	17.2%	100.0%
1965	---	---	---	14.8%	2.5%	(f)	2.5%	---	---	17.3%	100.0%
1966	---	---	---	14.9%	2.3%	(f)	2.3%	---	---	17.2%	100.0%
1967	---	---	---	14.9%	2.2%	(f)	2.2%	---	---	17.2%	100.0%
1968	---	---	---	15.2%	2.2%	(f)	2.2%	---	---	17.4%	100.0%
1969	---	---	---	15.2%	2.2%	(f)	2.2%	---	---	17.4%	100.0%
1970	---	---	---	15.2%	2.1%	(f)	2.1%	---	---	17.3%	100.0%
1971	---	---	---	15.4%	2.0%	(f)	2.0%	---	---	17.4%	100.0%
1972	---	---	---	15.5%	1.9%	(f)	1.9%	---	---	17.5%	100.0%
1973	---	---	---	15.8%	1.9%	(f)	1.9%	---	---	17.6%	100.0%
1974	---	---	---	15.7%	1.8%	(f)	1.8%	---	---	17.5%	100.0%
1975	---	---	---	15.4%	1.7%	(f)	1.7%	---	---	17.2%	100.0%
1976	6.5%	---	6.5%	14.2%	1.4%	(f)	1.4%	---	---	22.2%	100.0%
1977	6.4%	---	6.4%	14.3%	1.5%	(f)	1.5%	---	---	22.2%	100.0%
1978	6.5%	---	6.5%	14.0%	1.4%	(f)	1.4%	---	---	21.9%	100.0%
1979	6.2%	---	6.2%	13.6%	1.4%	(f)	1.4%	---	---	21.2%	100.0%
1980	6.0%	---	6.0%	12.8%	1.3%	(f)	1.3%	---	---	20.1%	100.0%
1981	5.8%	---	5.8%	12.8%	1.4%	(f)	1.4%	---	---	20.0%	100.0%

**VEHICLE DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 22: REVENUE VEHICLES AVAILABLE FOR MAXIMUM SERVICE BY MODE (PERCENT OF VEHICLES)  
PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL**

Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
1982	5.8%	---	5.8%	12.6%	1.3%	(f)	1.3%	---	---	19.6%	100.0%
1983	5.7%	---	5.7%	12.7%	1.3%	(f)	1.3%	---	---	19.6%	100.0%
1984	4.2%	---	4.2%	9.4%	0.8%	(f)	0.8%	---	0.9%	15.3%	100.0%
1985	4.3%	---	4.3%	9.9%	0.8%	(f)	0.8%	---	0.9%	15.8%	100.0%
1986	4.5%	---	4.5%	10.5%	0.7%	(f)	0.7%	---	1.0%	16.7%	100.0%
1987	4.9%	---	4.9%	10.6%	0.8%	(f)	0.8%	---	0.9%	17.2%	100.0%
1988	4.8%	---	4.8%	10.8%	0.9%	(f)	0.9%	---	1.1%	17.6%	100.0%
1989	4.8%	---	4.8%	11.4%	0.8%	(f)	0.8%	---	1.1%	18.2%	100.0%
1990	5.3%	---	5.3%	11.3%	1.0%	(f)	1.0%	---	1.3%	18.9%	100.0%
1991	5.3%	---	5.3%	10.8%	1.1%	(f)	1.1%	---	1.6%	18.8%	100.0%
1992	5.0%	---	5.0%	10.1%	1.0%	(f)	1.0%	---	1.8%	17.9%	100.0%
1993	4.6%	---	4.6%	9.6%	0.9%	(f)	0.9%	---	2.1%	17.2%	100.0%
1994	4.4%	---	4.4%	8.8%	0.9%	(f)	0.9%	---	2.1%	16.3%	100.0%
1995	4.4%	---	4.4%	8.7%	0.9%	(f)	0.9%	0.1%	0.1%	14.3%	100.0%
1996	4.3%	---	4.3%	8.3%	0.9%	(f)	0.9%	0.1%	0.1%	13.8%	100.0%
1997	4.3%	---	4.3%	8.1%	0.9%	(f)	0.9%	0.1%	0.1%	13.5%	100.0%
1998	4.5%	---	4.5%	8.3%	0.9%	(f)	0.9%	0.1%	0.1%	13.9%	100.0%
1999	4.3%	---	4.3%	8.0%	0.9%	(f)	0.9%	0.1%	0.1%	13.5%	100.0%
2000	4.2%	---	4.2%	7.9%	1.0%	(f)	1.0%	0.1%	0.2%	13.3%	100.0%
2001	4.1%	---	4.1%	8.0%	1.0%	(f)	1.0%	0.1%	0.2%	13.4%	100.0%
2002	4.2%	---	4.2%	8.0%	1.1%	(f)	1.1%	0.1%	0.2%	13.5%	100.0%
2003	4.3%	---	4.3%	7.8%	1.1%	(f)	1.1%	0.1%	0.1%	13.4%	100.0%
2004	4.3%	(g)	4.3%	7.5%	1.1%	(f)	1.1%	0.1%	0.2%	13.3%	100.0%
2005	4.2%	(g)	4.2%	7.4%	1.1%	(f)	1.1%	0.1%	0.2%	13.0%	100.0%
2006	4.1%	(g)	4.1%	7.1%	1.2%	(f)	1.2%	0.1%	0.2%	12.7%	100.0%
2007	3.9%	(g)	3.9%	6.8%	1.1%	(f)	1.1%	0.1%	0.2%	12.1%	100.0%
2008	3.9%	(g)	3.9%	6.7%	1.2%	(f)	1.2%	0.1%	0.2%	12.1%	100.0%
2009	4.0%	(g)	4.0%	6.6%	1.2%	(f)	1.2%	0.1%	0.2%	12.1%	100.0%
2010	4.0%	(g)	4.0%	6.6%	1.2%	(f)	1.2%	0.1%	0.1%	12.0%	100.0%
2011	4.1%	<0.1%	4.1%	6.5%	1.1%	0.2%	1.3%	0.1%	0.2%	12.2%	100.0%

**VEHICLE DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 22: REVENUE VEHICLES AVAILABLE FOR MAXIMUM SERVICE BY MODE (PERCENT OF VEHICLES)  
PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL**

Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
2012	4.0%	<0.1%	4.0%	5.9%	1.1%	0.2%	1.3%	0.1%	0.2%	11.6%	100.0%
2013	4.1%	<0.1%	4.1%	5.8%	1.1%	0.2%	1.3%	0.1%	0.2%	11.6%	100.0%

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(d) Beginning 1975 includes aerial tramway, automated guideway transit, cable car, inclined plane, and monorail. From 1984 to 1994 includes ferryboat and some unidentified roadway modes.

(e) Does not include Trolleybus which is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(f) Included in Light Rail.

(g) Included in Commuter Rail.

See Glossary following Tables for complete definitions.

TABLE 23: REVENUE VEHICLES OPERATED IN MAXIMUM SERVICE BY MODE  
(NUMBER OF VEHICLES)  
PART A: ROADWAY MODES

VEHICLE DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY

TABLE 23: REVENUE VEHICLES OPERATED IN MAXIMUM SERVICE BY MODE PART A: ROADWAY MODES									
Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
2003	(b)	(b)	(b)	61,501	520	29,400	5,514	---	96,935
2004	(b)	(b)	(b)	64,904	483	30,409	5,074	---	100,870
2005	(b)	(b)	(b)	65,525	482	33,766	5,911	---	105,684
2006	(b)	(b)	(b)	66,015	416	34,984	7,345	---	108,760
2007	(b)	(b)	(b)	(c) 52,609	413	(c) 51,142	(c) 8,478	2,355	114,997
2008	(b)	(b)	(b)	54,067	441	52,880	10,752	2,250	120,390
2009	(b)	(b)	(b)	52,587	454	54,517	10,693	4,557	122,808
2010	(b)	(b)	(b)	53,580	421	56,677	10,880	3,291	124,849
2011	53,805	59	1,400	55,264	403	53,648	11,713	3,259	124,287
2012	54,668	63	1,944	56,675	420	56,103	12,040	2,605	127,843
2013	52,508	175	3,872	56,555	422	55,320	12,561	2,118	126,975

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(a) Trolleybus is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(b) Included in Total Bus.

(c) Data not continuous for modes noted, see Methodology.

See Glossary following Tables for complete definitions.

TABLE 23: REVENUE VEHICLES OPERATED IN MAXIMUM SERVICE BY MODE  
(NUMBER OF VEHICLES)  
PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL

**VEHICLE DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 23: REVENUE VEHICLES OPERATED IN MAXIMUM SERVICE BY MODE PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL											
Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes	Total Fixed-Guideway Modes Reported (d)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
2003	4,835	(f)	4,835	8,696	1,119	(e)	1,119	113	187	14,950	111,885
2004	5,091	(f)	5,091	8,887	1,254	(e)	1,254	146	254	15,632	116,502
2005	5,341	(f)	5,341	8,971	1,205	(e)	1,205	144	261	15,922	121,606
2006	5,427	(f)	5,427	8,952	1,269	(e)	1,269	139	275	16,062	124,822
2007	5,500	(f)	5,500	9,035	1,378	(e)	1,378	128	253	16,294	131,291
2008	5,693	(f)	5,693	9,140	1,433	(e)	1,433	145	246	16,657	137,047
2009	6,127	(f)	6,127	9,234	1,465	(e)	1,465	144	217	17,187	139,995
2010	6,143	(f)	6,143	9,198	1,494	(e)	1,494	134	200	17,169	142,018
2011	6,198	29	6,227	9,089	1,338	174	1,512	148	185	17,161	141,448
2012	6,163	31	6,194	9,209	1,380	200	1,580	135	266	17,384	145,227
2013	6,202	37	6,239	9,186	1,451	210	1,661	138	268	17,492	144,467

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(d) Does not include Trolleybus which is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(e) Included in Light Rail.

(f) Included in Commuter Rail.

See Glossary following Tables for complete definitions.

TABLE 24: REVENUE VEHICLES OPERATED IN MAXIMUM SERVICE BY MODE  
(PERCENT OF VEHICLES)  
PART A: ROADWAY MODES

**VEHICLE DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 24: REVENUE VEHICLES OPERATED IN MAXIMUM SERVICE BY MODE PART A: ROADWAY MODES									
Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
2003	(b)	(b)	(b)	55.0%	0.5%	26.3%	4.9%	---	86.6%
2004	(b)	(b)	(b)	55.7%	0.4%	26.1%	4.4%	---	86.6%
2005	(b)	(b)	(b)	53.9%	0.4%	27.8%	4.9%	---	86.9%
2006	(b)	(b)	(b)	52.9%	0.3%	28.0%	5.9%	---	87.1%
2007	(b)	(b)	(b)	(c) 40.1%	0.3%	(c) 39.0%	(c) 6.5%	1.8%	87.6%
2008	(b)	(b)	(b)	39.5%	0.3%	38.6%	7.8%	1.6%	87.8%
2009	(b)	(b)	(b)	37.6%	0.3%	38.9%	7.6%	3.3%	87.7%
2010	(b)	(b)	(b)	37.7%	0.3%	39.9%	7.7%	2.3%	87.9%
2011	38.0%	<0.1%	1.0%	39.1%	0.3%	37.9%	8.3%	2.3%	87.9%
2012	37.6%	<0.1%	1.3%	39.0%	0.3%	38.6%	8.3%	1.8%	88.0%
2013	36.3%	0.1%	2.7%	39.1%	0.3%	38.3%	8.7%	1.5%	87.9%

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(a) Trolleybus is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(b) Included in Total Bus.

(c) Data not continuous for modes noted, see Methodology.

See Glossary following Tables for complete definitions.

TABLE 24: REVENUE VEHICLES OPERATED IN MAXIMUM SERVICE BY MODE  
(PERCENT OF VEHICLES)  
PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL

**VEHICLE DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 24: REVENUE VEHICLES OPERATED IN MAXIMUM SERVICE BY MODE PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL											
Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes	Total Fixed-Guideway Modes Reported (d)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
2003	4.3%	(f)	4.3%	7.8%	1.0%	(e)	1.0%	0.1%	0.2%	13.4%	100.0%
2004	4.4%	(f)	4.4%	7.6%	1.1%	(e)	1.1%	0.1%	0.2%	13.4%	100.0%
2005	4.4%	(f)	4.4%	7.4%	1.0%	(e)	1.0%	0.1%	0.2%	13.1%	100.0%
2006	4.3%	(f)	4.3%	7.2%	1.0%	(e)	1.0%	0.1%	0.2%	12.9%	100.0%
2007	4.2%	(f)	4.2%	6.9%	1.0%	(e)	1.0%	0.1%	0.2%	12.4%	100.0%
2008	4.2%	(f)	4.2%	6.7%	1.0%	(e)	1.0%	0.1%	0.2%	12.2%	100.0%
2009	4.4%	(f)	4.4%	6.6%	1.0%	(e)	1.0%	0.1%	0.2%	12.3%	100.0%
2010	4.3%	(f)	4.3%	6.5%	1.1%	(e)	1.1%	0.1%	0.1%	12.1%	100.0%
2011	4.4%	<0.1%	4.4%	6.4%	0.9%	0.1%	1.1%	0.1%	0.1%	12.1%	100.0%
2012	4.2%	<0.1%	4.3%	6.3%	1.0%	0.1%	1.1%	0.1%	0.2%	12.0%	100.0%
2013	4.3%	<0.1%	4.3%	6.4%	1.0%	0.1%	1.1%	0.1%	0.2%	12.1%	100.0%

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(d) Does not include Trolleybus which is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(e) Included in Light Rail.

(f) Included in Commuter Rail.

See Glossary following Tables for complete definitions.

TABLE 25: NEW REVENUE VEHICLES DELIVERED BY MODE

**VEHICLE DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 25: NEW REVENUE VEHICLES DELIVERED BY MODE									
Year	Commuter Rail (a)	Heavy Rail	Light Rail (b)	Bus and Demand Response			Trolleybus	Other (d)	All Modes Reported Total
				Demand Response	Bus (c)	Total			
1936	---	0	573	---	---	4,572	538	---	5,683
1937	---	300	342	---	---	3,908	462	---	5,012
1938	---	53	145	---	---	2,498	184	---	2,880
1939	---	150	371	---	---	3,918	587	---	5,026
1940	---	189	463	---	---	3,984	618	---	5,254
1941	---	0	462	---	---	5,600	227	---	6,289
1942	---	0	284	---	---	7,200	356	---	7,840
1943	---	0	32	---	---	1,251	116	---	1,399
1944	---	0	284	---	---	3,807	60	---	4,151
1945	---	0	332	---	---	4,441	161	---	4,934
1946	---	0	421	---	---	6,463	266	---	7,150
1947	---	2	626	---	---	12,029	955	---	13,612
1948	---	248	478	---	---	7,009	1,430	---	9,165
1949	---	415	273	---	---	3,358	680	---	4,726
1950	---	199	4	---	---	2,668	179	---	3,050
1951	---	140	56	---	---	4,552	600	---	5,348
1952	---	0	19	---	---	1,659	224	---	1,902
1953	---	0	0	---	---	2,246	0	---	2,246
1954	---	260	0	---	---	2,225	0	---	2,485
1955	---	288	0	---	---	2,098	43	---	2,429
1956	---	376	0	---	---	2,759	0	---	3,135
1957	---	469	0	---	---	1,946	0	---	2,415
1958	---	428	0	---	---	1,598	0	---	2,026
1959	---	210	0	---	---	1,537	0	---	1,747
1960	---	416	0	---	---	2,806	0	---	3,222
1961	---	468	0	---	---	2,415	0	---	2,883
1962	---	406	0	---	---	2,000	0	---	2,406
1963	---	658	0	---	---	3,200	0	---	3,858
1964	---	640	0	---	---	2,500	0	---	3,140
1965	---	580	0	---	---	3,000	0	---	3,580



**VEHICLE DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 25: NEW REVENUE VEHICLES DELIVERED BY MODE**

Year	Commuter Rail (a)	Heavy Rail	Light Rail (b)	Bus and Demand Response			Trolleybus	Other (d)	All Modes Reported Total
				Demand Response	Bus (c)	Total			
1966	---	179	0	---	---	3,100	0	---	3,279
1967	---	85	0	---	---	2,500	0	---	2,585
1968	---	384	0	---	---	2,228	0	---	2,612
1969	---	650	0	---	---	2,230	0	---	2,880
1970	---	308	0	---	---	1,424	0	---	1,732
1971	---	250	0	---	---	2,514	1	---	2,765
1972	---	360	0	---	---	2,904	1	---	3,265
1973	---	238	0	---	---	3,200	1	---	3,439
1974	---	92	0	---	---	4,818	0	---	4,910
1975	---	127	0	---	---	5,261	1	---	5,389
1976	---	472	4	---	---	4,745	260	---	5,481
1977	---	506	62	---	---	2,437	198	---	3,203
1978	---	172	35	---	---	3,805	0	---	4,012
1979	---	94	70	---	---	3,440	141	---	3,745
1980	---	130	32	---	---	4,572	98	---	4,832
1981	---	276	188	---	---	4,059	0	---	4,523
1982	---	126	10	---	---	2,962	0	---	3,098
1983	---	88	30	---	---	4,081	0	---	4,199
1984 (a)	128	521	59	In Total	In Total	5,260	0	---	5,968
1985	179	441	63	In Total	In Total	5,390	0	---	6,073
1986	140	854	149	In Total	In Total	5,337	0	---	6,480
1987	198	758	51	In Total	In Total	5,224	47	---	6,278
1988	74	311	24	In Total	In Total	4,898	4	---	5,311
1989	56	207	52	In Total	In Total	5,883	0	---	6,198
1990	83	10	55	In Total	In Total	5,728	118	---	5,998
1991	187	6	17	In Total	In Total	5,961	149	---	6,320
1992	110	163	35	2,066	2,603	4,668	0	---	4,976
1993	8	260	54	3,460	3,065	6,524	24	---	6,870
1994	47	55	72	5,798	3,942	9,740	36	---	9,950
1995	38	72	38	5,122	4,195	9,317	3	---	9,468
1996	111	10	39	4,708	4,619	9,328	3	---	9,491
1997	198	34	76	4,820	5,709	10,529	0	---	10,837

**VEHICLE DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 25: NEW REVENUE VEHICLES DELIVERED BY MODE**

Year	Commuter Rail (a)	Heavy Rail	Light Rail (b)	Bus and Demand Response			Trolleybus	Other (d)	All Modes Reported Total
				Demand Response	Bus (c)	Total			
1998	122	120	80	4,233	5,737	9,970	54	---	10,346
1999	132	122	123	4,382	6,949	11,331	0	---	11,708
2000	116	204	136	5,152	6,764	11,916	0	---	12,372
2001	54	751	111	7,700	8,158	15,958	149	---	17,023
2002	166	828	107	4,988	5,613	10,600	88	---	11,789
2003	338	470	169	5,491	6,263	11,754	103	---	12,834
2004	571	76	127	4,619	4,754	9,373	31	---	10,178
2005	476	50	129	5,867	4,527	10,394	23	---	11,072
2006	137	462	102	6,271	4,673	10,944	6	---	11,651
2007	118	394	91	(e) 11,500	(e) 3,590	15,090	2	(e) 754	16,449
2008	218	555	53	12,457	3,562	16,019	36	1,751	18,631
2009	150	69	87	9,792	3,912	13,704	0	1,619	15,629
2010	7	404	49	6,613	3,651	10,264	7	1,401	12,132
2011	116	0	140	5,710	4,546	10,256	0	1,533	12,045
2012	170	25	0	5,491	4,370	9,861	0	1,799	11,855

(a) Includes hybrid rail cars.

(b) Includes streetcars.

(c) Includes commuter bus and bus rapid transit vehicles.

(d) Includes vanpool, ferryboat, publico, and other fixed-guideway mode vehicles.

(e) Data not continuous for modes noted, see Methodology.

See Glossary following Tables for complete definitions.

TABLE 26: AVERAGE COST OF NEW VEHICLES DELIVERED BY TYPE

VEHICLE DATA

INCLUDES SAMPLE IN APTA PUBLIC TRANSPORTATION VEHICLE DATABASE ONLY

TABLE 26: AVERAGE COST OF NEW VEHICLES DELIVERED BY TYPE (a)							
Two-Year Period (b)	Category	Standard Transit Bus (>=27'6", 2 Doors) (c)	Commuter Rail Car (Locomotive-Hauled, 2 Levels, 0 Cabs)	Demand Response (Small Vehicle, <27'6", Minibus, Van, Car, SUV)	Heavy Rail Car (1 Level, 1 Cab)	Light Rail Car (Single Articulated, 1 Level, 2 Cabs)	Transit Vanpool (Small Vehicle, <27'6", Minibus, Van, Car, SUV)
2001-2002	Sample Size	6,712	72	2,535	796	222	167
	Average Cost	\$ 289,827	\$ 1,909,951	\$ 54,077	\$ 1,395,302	\$ 2,517,187	\$ 23,350
2002-2003	Sample Size	4,689	23	1,538	502	248	250
	Average Cost	\$ 291,477	\$ 1,963,028	\$ 58,006	\$ 1,457,850	\$ 2,542,581	\$ 23,356
2003-2004	Sample Size	3,640	32	1,220	224	276	360
	Average Cost	\$ 298,908	\$ 2,076,195	\$ 59,612	\$ 1,374,339	\$ 2,482,998	\$ 20,668
2004-2005	Sample Size	2,942	28	1,183	120	177	625
	Average Cost	\$ 308,581	\$ 2,100,000	\$ 57,301	\$ 1,722,916	\$ 2,656,988	\$ 20,474
2005-2006	Sample Size	3,125	92	1,291	106	128	449
	Average Cost	\$ 335,329	\$ 2,291,739	\$ 52,349	\$ 1,744,966	\$ 2,653,615	\$ 19,897
2006-2007	Sample Size	2,841	247	1,432	320	103	725
	Average Cost	\$ 350,366	\$ 2,285,105	\$ 55,767	\$ 1,441,140	\$ 2,663,385	\$ 21,603
2007-2008	Sample Size	2,017	94	1,335	373	70	758
	Average Cost	\$ 398,239	\$ 1,799,796	\$ 59,129	\$ 1,453,324	\$ 2,850,000	\$ 22,872
2008-2009	Sample Size	3,031	314	1,911	394	---	739
	Average Cost	\$ 420,721	\$ 2,240,557	\$ 63,298	\$ 1,642,641	---	\$ 23,185
2009-2010	Sample Size	3,388	92	1,235	318	77	403
	Average Cost	\$ 469,928	\$ 2,334,565	\$ 73,825	\$ 1,886,095	\$ 3,600,000	\$ 24,941
2010-2011	Sample Size	2,605	8	1,218	156	77	356
	Average Cost	\$ 479,585	\$ 2,176,350	\$ 65,629	\$ 1,975,793	\$ 3,600,000	\$ 24,563
2012-2013	Sample Size	2,475	85	890	16	57	467
	Average Cost	\$486,653	\$2,400,000	\$71,593	\$2,300,804	\$3,300,000	\$24,665
2013-2014	Sample Size	3,400	10	879	4	---	177
	Average Cost	\$486,986	\$2,824,000	\$83,698	\$2,068,795	---	\$26,462

(a) Sample data only; from annual APTA Public Transportation Vehicle Database, not projected to national total.

(b) Data are average values for all vehicles with cost provided over two-year periods. Amounts are averages for vehicle with the specific characteristics in each heading, not for all vehicles in that mode. Some cost data are contract amounts and may not be final. Data include amounts paid to manufacturer only. Data should be considered indicative only, specifications of vehicles in sample, including fuel type, vary between years.

(c) Does not include articulated, double-deck, intercity, suburban, or trolley-replica buses of any length.

See Glossary following Tables for complete definitions.

TABLE 27: ALTERNATE FUEL POWERED VEHICLES BY MODE

**VEHICLE DATA**  
**INCLUDES SAMPLE IN APTA PUBLIC TRANSPORTATION VEHICLE DATABASE ONLY**

TABLE 27: ALTERNATE FUEL POWERED VEHICLES BY MODE (PERCENT OF EACH MODE ALTERNATELY FUELED) (a)								
Year On Jan. 1	Bus (b)	Commuter Rail Self-Propelled Car (c)	Commuter Rail Locomotive	Demand Response	Heavy Rail	Light Rail (d)	Trolleybus	Vanpool
1992	2.0%	---	---	---	---	---	---	---
1993	4.1%	---	---	5.8%	---	---	---	---
1994	6.5%	---	---	7.5%	---	---	---	---
1995	6.3%	---	---	11.2%	---	---	---	---
1996	6.4%	---	---	14.0%	99.9%	100.0%	100.0%	---
1997	5.6%	---	---	13.8%	100.0%	100.0%	100.0%	---
1998	6.5%	---	---	13.2%	100.0%	100.0%	100.0%	---
1999	7.5%	---	---	11.4%	100.0%	100.0%	100.0%	---
2000	7.9%	---	---	8.5%	100.0%	100.0%	100.0%	---
2001	9.8%	---	---	5.8%	100.0%	100.0%	100.0%	---
2002	11.8%	---	---	5.1%	100.0%	100.0%	100.0%	---
2003	13.0%	---	---	5.1%	100.0%	100.0%	100.0%	---
2004	13.3%	---	---	5.1%	100.0%	98.9%	100.0%	---
2005	16.0%	---	---	4.9%	100.0%	100.0%	100.0%	---
2006	20.8%	99.3%	11.0%	6.4%	100.0%	98.0%	100.0%	---
2007	22.4%	99.5%	10.2%	5.3%	100.0%	98.4%	100.0%	---
2008	31.6%	99.1%	3.6%	10.9%	100.0%	99.2%	100.0%	---
2009	30.4%	99.5%	10.0%	10.5%	100.0%	98.2%	100.0%	---
2010	33.5%	99.5%	11.3%	8.0%	100.0%	98.3%	100.0%	---
2011	36.6%	99.8%	11.6%	7.7%	100.0%	98.4%	100.0%	---
2013	40.4%	99.2%	16.6%	8.3%	100.0%	98.4%	100.0%	---
2014	41.4%	95.0%	4.1%	16.4%	100.0%	100.0%	100.0%	17.0%

(a) Sample data only; from annual APTA Public Transportation Vehicle Database, not projected to national total.

(b) Includes bus rapid transit and commuter bus vehicles.

(c) Includes hybrid rail cars.

(d) Includes streetcars.

See Glossary following Tables for complete definitions.

TABLE 28: ACCESSIBLE VEHICLES BY MODE

**VEHICLE DATA**  
**INCLUDES SAMPLE IN APTA PUBLIC TRANSPORTATION VEHICLE DATABASE ONLY**

TABLE 28: ACCESSIBLE VEHICLES (BY LIFT, RAMP, OR STATION ACCESS) BY MODE (PERCENT OF EACH MODE ACCESSIBLE) (a)						
Year on Jan. 1	Bus (b)	Commuter Rail (c)	Demand Response	Heavy Rail	Light Rail(d)	Trolleybus
1990	40.2%	---	---	---	---	---
1991	43.5%	---	---	---	---	32.9%
1992	49.5%	---	---	---	---	42.9%
1993	50.8%	32.4%	84.7%	82.8%	40.7%	47.0%
1994	54.9%	33.3%	86.9%	93.2%	45.5%	51.1%
1995	59.8%	43.3%	89.1%	93.3%	49.2%	51.0%
1996	64.1%	67.0%	90.7%	93.7%	54.4%	51.2%
1997	67.6%	70.5%	92.8%	93.7%	56.2%	48.9%
1998	72.5%	71.8%	93.0%	94.2%	73.1%	49.8%
1999	76.6%	62.5%	92.4%	98.3%	77.4%	51.0%
2000	81.0%	64.0%	93.1%	98.5%	76.7%	51.2%
2001	86.2%	66.0%	90.9%	98.6%	77.1%	51.2%
2002	90.7%	66.7%	94.4%	98.7%	78.5%	65.1%
2003	93.0%	68.4%	94.1%	98.7%	82.2%	69.5%
2004	94.8%	70.5%	94.3%	98.7%	84.2%	73.3%
2005	96.7%	75.6%	93.1%	98.7%	87.3%	88.7%
2006	95.5%	85.4%	91.4%	98.6%	79.9%	95.4%
2007	97.9%	81.7%	89.7%	99.0%	86.8%	92.6%
2008	99.3%	85.9%	90.6%	98.7%	83.5%	99.1%
2009	98.0%	83.3%	90.2%	98.8%	77.1%	96.8%
2010	99.8%	85.4%	89.0%	98.7%	82.0%	100.0%
2011	99.8%	85.1%	89.2%	98.7%	88.2%	100.0%
2013	99.8%	86.8%	87.1%	100.0%	88.4%	100.0%
2014	99.7%	87.0%	85.5%	100.0%	85.0%	100.0%

(a) Sample data only; from annual *APTA Public Transportation Vehicle Database*, not projected to national total.

(b) Includes bus rapid transit and commuter bus vehicles.

(c) Includes hybrid rail cars.

(d) Includes streetcars.

See Glossary following Tables for complete definitions.

**TABLE 29: AVERAGE VEHICLE AGE BY MODE (YEARS)  
AND PERCENT OF VEHICLES OLDER THAN FTA MINIMUM USEFUL LIFE**

**VEHICLE DATA  
INCLUDES SAMPLE IN APTA PUBLIC TRANSPORTATION VEHICLE DATABASE ONLY**

<b>TABLE 29: AVERAGE VEHICLE AGE BY MODE (YEARS) AND PERCENT OF VEHICLES OLDER THAN FTA MINIMUM USEFUL LIFE (a)</b>								
Year on Jan. 1	Bus (b)	Commuter Rail Car (c)	Commuter Rail Locomotive	Demand Response	Heavy Rail	Light Rail (d)	Trolleybus	Ferryboat
<b>AVERAGE VEHICLE AGE (YEARS)</b>								
1990	8.2	---	---	---	---	---	---	---
1991	8.1	17.2	18.1	---	17.3	20.1	11.2	---
1992	8.0	17.6	18.7	---	18.1	20.9	10.5	---
1993	8.7	18.1	18.5	3.9	18.5	20.8	11.9	---
1994	8.9	18.8	18.7	4.0	18.9	20.9	12.5	---
1995	8.9	19.6	18.7	3.8	19.1	20.2	13.1	---
1996	8.8	20.6	18.3	3.5	19.9	20.9	14.1	24.2
1997	8.7	21.0	18.8	3.3	20.8	21.3	15.0	24.6
1998	8.6	21.0	18.7	3.5	21.6	19.8	15.8	26.4
1999	8.5	21.5	17.7	3.4	21.9	20.2	16.2	26.3
2000	7.3	20.2	16.0	2.6	21.3	17.8	15.9	24.8
2001	6.9	20.4	16.5	2.6	22.5	17.9	16.9	23.6
2002	7.5	22.0	17.2	3.3	21.8	18.4	14.7	25.1
2003	6.3	20.9	17.3	2.4	19.4	16.4	12.2	20.1
2004	7.3	21.6	17.9	3.7	20.0	16.7	12.4	22.1
2005	7.5	20.1	19.6	4.1	21.4	15.1	8.3	23.4
2006	7.5	18.2	18.7	3.9	21.6	16.7	8.9	22.9
2007	7.8	18.9	19.7	3.9	22.4	17.8	9.5	23.9
2008	7.5	16.4	19.8	3.6	22.0	18.3	8.8	25.9
2009	7.5	16.3	19.9	3.4	21.1	15.7	7.9	16.8
2010	7.5	17.1	20.5	3.5	21.9	15.8	8.9	17.8
2011	8.0	18.2	19.0	4.1	20.2	16.6	9.9	18.8
2013	7.8	17.0	19.2	4.2	20.5	17.8	11.4	21.7
2014	7.8	20.1	20.0	4.2	21.5	14.4	12.4	27.1

**VEHICLE DATA**  
**INCLUDES SAMPLE IN APTA PUBLIC TRANSPORTATION VEHICLE DATABASE ONLY**

<b>TABLE 29: AVERAGE VEHICLE AGE BY MODE (YEARS) AND PERCENT OF VEHICLES OLDER THAN FTA MINIMUM USEFUL LIFE (a)</b>									
Year on Jan. 1	Bus (b)	Commuter Rail Car (c)	Commuter Rail Locomotive	Demand Response	Heavy Rail	Light Rail (d)	Trolleybus	Ferryboat	
<b>FEDERAL TRANSIT ADMINISTRATION MINIMUM USEFUL LIFE (YEARS) (f)</b>									
Useful Life (e)	(f) 12	25	25	4	25	25	15	25	
<b>PERCENT OF VEHICLES OLDER THAN MINIMUM USEFUL LIFE (a)</b>									
2009	18.2%	27.9%	36.9%	38.7%	38.7%	17.1%	0.0%	28.6%	
2010	17.3%	30.8%	37.1%	39.1%	38.1%	16.3%	0.0%	28.6%	
2011	17.7%	31.0%	35.4%	40.6%	33.2%	15.8%	0.0%	27.2%	
2013	19.4%	26.6%	35.0%	49.3%	42.5%	21.2%	0.0%	42.6%	
2014	20.4%	39.6%	38.2%	47.7%	47.9%	18.0%	15.0%	50.0%	

(a) Sample data only; from annual *APTA Public Transportation Vehicle Database*, not projected to national total.

(b) Includes bus rapid transit and commuter bus vehicles.

(c) Includes hybrid rail cars.

(d) Includes streetcars.

(e) Federal Transit Administration "Minimum Useful Life" determines the age at which a vehicle may be replaced with federal financial assistance. The requirements are presented in *FTA C 9300.1B Capital Investment Program Guidance and Application Instructions* at [http://www.fta.dot.gov/documents/Final\\_C\\_9300\\_1\\_Bpub.pdf](http://www.fta.dot.gov/documents/Final_C_9300_1_Bpub.pdf)

(f) For large, heavy-duty transit buses. Smaller buses have shorter useful-life requirements.

See Glossary following Tables for complete definitions.

TABLE 30: BUS VEHICLE AND COMMUTER BUS VEHICLE EQUIPMENT (PERCENT OF VEHICLES)

**VEHICLE DATA**  
**INCLUDES SAMPLE IN APTA PUBLIC TRANSPORTATION VEHICLE DATABASE ONLY**

TABLE 30: BUS VEHICLE AND COMMUTER BUS VEHICLE EQUIPMENT (a), PERCENT								
Year on Jan. 1	Two-Way Radio	Public Address System	Automated Stop Announcement	Automatic Passenger Counter	Security or CCTV Type Camera	Exterior Bicycle Rack	Automatic Vehicle Location or GPS	Traffic Light Preemption
<b>BUS VEHICLE</b>								
2001	96.4%	68.9%	10.2%	2.8%	13.0%	31.8%	20.6%	0.7%
2002	93.2%	71.3%	11.3%	3.0%	17.4%	36.1%	23.1%	0.7%
2003	93.7%	75.2%	15.3%	3.6%	23.8%	45.5%	30.2%	0.9%
2004	93.4%	76.3%	20.2%	5.7%	27.3%	49.7%	38.7%	2.5%
2005	96.4%	81.3%	29.3%	11.1%	31.4%	56.9%	49.4%	3.2%
2006	95.4%	80.0%	34.5%	15.3%	34.7%	62.1%	50.9%	3.5%
2007	93.2%	81.3%	39.6%	17.0%	38.2%	62.7%	54.3%	3.2%
2008	92.0%	80.7%	45.3%	22.8%	47.5%	70.8%	59.1%	2.1%
2009	91.3%	81.4%	49.2%	26.7%	49.6%	73.1%	61.9%	3.9%
2010	95.1%	91.2%	48.4%	31.7%	53.0%	72.1%	60.1%	5.2%
2011	95.0%	91.0%	53.0%	33.8%	55.5%	74.2%	64.2%	6.7%
2013	93.9%	92.2%	55.6%	37.5%	61.5%	74.0%	70.9%	9.6%
2014	96.1%	94.3%	63.1%	38.7%	71.0%	76.3%	84.6%	14.7%
<b>COMMUTER BUS VEHICLE</b>								
2014	90.2%	99.1%	1.4%	1.1%	15.6%	3.4%	90.8%	1.4%

(a) Sample data only; from annual *APTA Public Transportation Vehicle Database*, not projected to national total. See Glossary following Tables for complete definitions.



TABLE 31: LIGHT RAIL VEHICLE AND STREETCAR EQUIPMENT (PERCENT OF VEHICLES)

**VEHICLE DATA**  
**INCLUDES SAMPLE IN APTA PUBLIC TRANSPORTATION VEHICLE DATABASE ONLY**

TABLE 31: LIGHT RAIL VEHICLE AND STREETCAR EQUIPMENT(a), PERCENT							
Year on Jan. 1	Two-Way Radio	Public Address System	Automated Stop Announcement	Passenger-Operator Intercom	Security or CCTV Type Camera	Automatic Vehicle Location or GPS	Traffic Light Preemption
<b>LIGHT RAIL VEHICLE</b>							
2001	84.8%	79.2%	23.7%	14.3%	10.6%	19.3%	13.0%
2002	82.1%	77.2%	22.4%	22.5%	10.4%	20.5%	12.9%
2003	94.3%	82.2%	35.6%	24.0%	11.2%	30.1%	21.1%
2004	93.0%	83.8%	42.2%	23.5%	19.6%	29.5%	22.2%
2005	96.0%	90.2%	57.0%	25.6%	32.8%	40.0%	28.0%
2006	97.3%	89.8%	62.0%	29.0%	38.2%	45.8%	28.5%
2007	96.5%	87.6%	56.0%	24.2%	35.9%	47.9%	28.4%
2008	93.7%	84.7%	53.3%	35.1%	41.9%	51.6%	32.8%
2009	96.8%	95.0%	62.5%	43.2%	42.8%	58.3%	29.8%
2010	95.4%	94.1%	69.2%	48.3%	49.6%	55.3%	25.5%
2011	96.3%	95.1%	73.3%	56.6%	45.2%	64.5%	23.5%
2013	97.0%	95.9%	82.8%	71.0%	56.6%	66.9%	21.0%
2014	95.5%	97.5%	89.7%	71.3%	55.7%	78.8%	30.6%
<b>STREETCAR</b>							
2014	74.7%	65.4%	54.5%	0.9%	72.9%	73.5%	12.0%

(a) Sample data only; from annual APTA Public Transportation Vehicle Database, not projected to national total. See Glossary following Tables for complete definitions.

TABLE 32: HEAVY RAIL VEHICLE EQUIPMENT (PERCENT OF VEHICLES)

**VEHICLE DATA**  
**INCLUDES SAMPLE IN APTA PUBLIC TRANSPORTATION VEHICLE DATABASE ONLY**

TABLE 32: HEAVY RAIL VEHICLE EQUIPMENT (a), PERCENT						
Year on Jan. 1	Two-Way Radio	Public Address System	Automated Stop Announcement	Passenger-Operator Intercom	Security or CCTV Type Camera	Automatic Vehicle Location or GPS
2001	83.1%	91.0%	18.6%	---	1.0%	1.3%
2002	83.7%	98.0%	24.3%	38.7%	1.8%	2.3%
2003	84.1%	98.2%	30.5%	45.0%	2.5%	2.3%
2004	84.3%	98.8%	34.2%	49.1%	2.6%	2.4%
2005	84.5%	99.4%	34.9%	49.7%	2.5%	3.0%
2006	84.1%	98.8%	35.0%	51.6%	2.7%	3.0%
2007	83.7%	98.3%	34.9%	51.3%	2.7%	2.9%
2008	82.9%	97.8%	37.5%	52.3%	2.8%	3.0%
2009	84.8%	99.3%	45.8%	62.7%	3.2%	2.8%
2010	84.6%	99.2%	45.6%	63.1%	3.7%	2.9%
2011	81.5%	99.2%	55.1%	71.2%	6.7%	2.9%
2013	---	99.0%	49.6%	67.9%	8.6%	4.3%
2014	83.8%	99.8%	---	71.4%	19.4%	6.2%

(a) Sample data only; from annual APTA Public Transportation Vehicle Database, not projected to national total. See Glossary following Tables for complete definitions.

TABLE 33: COMMUTER RAIL VEHICLE AND HYBRID RAIL VEHICLE EQUIPMENT (PERCENT OF VEHICLES)

VEHICLE DATA

INCLUDES SAMPLE IN APTA PUBLIC TRANSPORTATION VEHICLE DATABASE ONLY

TABLE 33: COMMUTER RAIL VEHICLE AND HYBRID RAIL VEHICLE EQUIPMENT (a), PERCENT							
Year on Jan. 1	Self-propelled	Two-Way Radio	Public Address System	Automated Stop Announcement	Restroom	Security or CCTV Type Camera	Automatic Vehicle Location or GPS
<b>COMMUTER RAIL VEHICLE</b>							
2001	48.7%	61.5%	73.1%	3.9%	47.9%	0.0%	1.0%
2002	47.6%	62.2%	77.0%	3.9%	48.3%	0.0%	1.1%
2003	47.0%	60.4%	74.4%	3.8%	48.1%	0.0%	1.0%
2004	47.8%	58.6%	92.7%	7.7%	46.8%	0.0%	4.8%
2005	47.7%	60.2%	98.5%	13.1%	46.3%	0.0%	8.0%
2006	49.9%	55.7%	91.0%	18.0%	45.5%	0.5%	14.8%
2007	50.1%	55.2%	90.9%	19.8%	42.7%	0.9%	16.1%
2008	53.9%	68.8%	96.9%	31.5%	55.5%	0.6%	28.2%
2009	45.1%	64.6%	98.3%	29.0%	52.9%	2.0%	26.2%
2010	46.9%	62.2%	97.9%	31.3%	55.6%	2.4%	29.6%
2011	46.4%	56.2%	95.9%	30.3%	51.0%	2.3%	27.1%
2013	46.9%	67.9%	99.5%	--	---	8.0%	---
2014	43.0%	52.0%	96.7%	24.5%	51.6%	8.5%	24.0%
<b>HYBRID RAIL VEHICLE</b>							
2014	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%	50.0%

(a) Sample data only; from annual APTA Public Transportation Vehicle Database, not projected to national total.

See Glossary following Tables for complete definitions. Excludes commuter rail locomotives. Total includes both self-propelled and locomotive-hauled commuter rail cars; percent self-propelled in second column from left.

TABLE 34: BUS VEHICLE AND COMMUTER BUS VEHICLE POWER SOURCES (PERCENT OF VEHICLES)

**VEHICLE DATA**  
**INCLUDES SAMPLE IN APTA PUBLIC TRANSPORTATION VEHICLE DATABASE ONLY**

TABLE 34: BUS VEHICLE AND COMMUTER BUS VEHICLE POWER SOURCES (a, b), PERCENT							
Year on Jan. 1	CNG, LNG, and Blends	Diesel	Electric and Other (Hybrid)	Gasoline	Biodiesel	Other	Total
<b>BUS VEHICLE</b>							
1996	2.8%	95.4%	0.1%	0.5%	---	1.2%	100.0%
1997	3.8%	94.7%	0.0%	0.5%	---	1.1%	100.0%
1998	5.0%	93.5%	0.1%	0.5%	---	1.0%	100.0%
1999	6.2%	92.5%	0.1%	0.4%	---	0.8%	100.0%
2000	7.1%	92.1%	0.1%	0.4%	---	0.2%	100.0%
2001	9.0%	90.1%	0.1%	0.4%	---	0.3%	100.0%
2002	11.0%	88.0%	0.2%	0.4%	---	0.4%	100.0%
2003	12.4%	86.6%	0.3%	0.4%	---	0.4%	100.0%
2004	12.4%	86.3%	0.3%	0.4%	---	0.5%	100.0%
2005	13.8%	83.6%	1.1%	0.5%	---	0.9%	100.0%
2006	15.2%	81.4%	1.7%	0.6%	---	1.2%	100.0%
2007	15.6%	79.8%	2.3%	0.6%	---	1.7%	100.0%
2008	18.5%	70.2%	3.8%	0.5%	6.6%	0.4%	100.0%
2009	18.3%	68.9%	4.9%	0.7%	6.4%	0.8%	100.0%
2010	18.6%	65.8%	7.0%	0.7%	7.7%	0.2%	100.0%
2011	18.6%	63.5%	8.8%	0.8%	7.9%	0.4%	100.0%
2013	20.0%	58.4%	13.2%	1.1%	7.0%	0.3%	100.0%
2014	16.8%	56.3%	17.9%	1.0%	7.7%	0.3%	100.0%
<b>COMMUTER BUS VEHICLE</b>							
2104	1.8%	96.9%	0.9%	0.0%	0.4%	0.0%	100.0%

(a) Sample data only; from annual *APTA Public Transportation Vehicle Database*, not projected to national total.

See Glossary following Tables for complete definitions.

(b) Include bus rapid transit and commuter bus.

TABLE 35: DEMAND RESPONSE VEHICLE POWER SOURCES (PERCENT OF VEHICLES)

**VEHICLE DATA**  
**INCLUDES SAMPLE IN APTA PUBLIC TRANSPORTATION VEHICLE DATABASE ONLY**

TABLE 35: DEMAND RESPONSE VEHICLE POWER SOURCES (a), PERCENT							
Year on Jan. 1	CNG, LNG, and Blends	Diesel	Electric and Other (Hybrid)	Gasoline	Biodiesel	Other	Total
2001	3.5%	56.8%	0.0%	37.5%	0.0%	2.2%	100.0%
2002	3.7%	63.5%	0.0%	31.5%	0.0%	1.3%	100.0%
2003	3.9%	62.9%	0.0%	31.8%	<0.1%	1.4%	100.0%
2004	3.4%	65.9%	0.0%	29.1%	0.3%	1.3%	100.0%
2005	3.2%	65.3%	0.0%	29.8%	0.3%	1.4%	100.0%
2006	2.9%	65.2%	0.0%	30.3%	0.3%	1.3%	100.0%
2007	2.1%	64.6%	0.5%	30.7%	1.6%	0.5%	100.0%
2008	2.7%	55.9%	1.3%	35.2%	4.6%	0.3%	100.0%
2009	2.5%	50.5%	0.6%	39.0%	7.2%	0.2%	100.0%
2010	1.9%	49.2%	0.5%	42.8%	5.5%	0.1%	100.0%
2011	1.9%	49.3%	0.1%	43.0%	5.6%	0.1%	100.0%
2013	1.9%	46.7%	1.4%	45.1%	4.8%	0.1%	100.0%
2014	4.5%	32.4%	1.9%	51.2%	6.1%	3.9%	100.0%

(a) Sample data only; from annual *APTA Public Transportation Vehicle Database*, not projected to national total.  
See Glossary following Tables for complete definitions.

TABLE 36: COMMUTER RAIL VEHICLE AND HYBRID RAIL VEHICLE POWER SOURCES (PERCENT OF VEHICLES)

VEHICLE DATA

INCLUDES SAMPLE IN APTA PUBLIC TRANSPORTATION VEHICLE DATABASE ONLY

TABLE 36: COMMUTER RAIL VEHICLE AND HYBRID RAIL VEHICLE POWER SOURCES (a), PERCENT						
Year on Jan. 1	Commuter Rail Cars			Commuter Rail Locomotives		
	Electricity	Diesel	Unpowered	Electricity Only	Diesel and Other (b)	
<b>COMMUTER RAIL VEHICLE</b>						
2001	48.4%	0.3%	51.3%	7.6%	92.4%	
2002	47.6%	0.3%	52.1%	10.8%	89.2%	
2003	46.7%	0.2%	53.1%	9.9%	90.1%	
2004	47.5%	0.2%	52.3%	11.7%	88.3%	
2005	46.9%	0.3%	52.8%	12.7%	87.3%	
2006	49.3%	0.4%	50.3%	11.3%	88.7%	
2007	49.1%	0.4%	50.5%	11.3%	88.7%	
2008	53.4%	0.4%	46.2%	10.7%	89.3%	
2009	45.6%	0.2%	54.2%	10.0%	90.0%	
2010	46.1%	0.2%	53.1%	11.3%	88.7%	
2011	46.5%	0.2%	53.3%	11.8%	88.2%	
2013	46.5%	0.4%	53.1%	16.6%	83.4%	
2014	42.4%	1.5%	56.1%	4.1%	95.9%	
<b>HYBRID RAIL VEHICLE</b>						
2014	0.0%	100.0%	0.0%	---	---	

(a) Sample data only; from annual APTA Public Transportation Vehicle Database, not projected to national total.

(b) Includes diesel locomotives which receive electric power through 3rd rail or catenary for a portion of their operations.

See Glossary following Tables for complete definitions.

TABLE 37: ACTIVE ROADWAY VEHICLES BY MODE OF SERVICE AND PHYSICAL TYPE OF VEHICLE IN URBANIZED AREAS  
(NUMBER OF VEHICLES, PERCENT OF VEHICLES BY MODE OF SERVICE)

VEHICLE DATA

INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY

TABLE 37: ACTIVE ROADWAY VEHICLES BY MODE OF SERVICE AND PHYSICAL TYPE OF VEHICLE IN URBANIZED AREAS (a) (NUMBER OF VEHICLES, PERCENT OF VEHICLES BY MODE OF SERVICE)															
Type of Vehicle	Year	Mode of Service							Mode of Service						
		Bus	Bus Rapid Transit	Com-muter Bus	De-mand Re-sponse	De-mand Re-sponse Taxi	Van-pool	Publico	Bus	Bus Rapid Transit	Com-muter Bus	De-mand Re-sponse	De-mand Re-sponse Taxi	Van-pool	Publico
		NUMBER OF VEHICLES (b)							PERCENT OF ALL VEHICLES BY TYPE IN EACH MODE OF SERVICE						
Articulated Bus	2007	2,267		0		0		3.5%		0.0%		0.0%			
	2008	2,340		0		0		3.6%		0.0%		0.0%			
	2009	3,767		0		0		5.8%		0.0%		0.0%			
	2010	4,158		0		0		6.4%		0.0%		0.0%			
	2011	4,119	47	173	0	0	0	0	6.6%	54.7%	15.1%	0.0%	0.0%	0.0%	0.0%
	2012	3,845	81	173	0	0	0	0	6.2%	90.0%	8.7%	0.0%	0.0%	0.0%	0.0%
	2013	4,078	231	212	0	0	0	0	6.7%	64.3%	4.6%	0.0%	0.0%	0.0%	0.0%
Automobile	2007	2		3,263		21		0.0%		10.4%		0.2%			
	2008	2		3,017		37		0.0%		9.4%		0.3%			
	2009	7		3,407		35		0.0%		10.0%		0.2%			
	2010	12		3,499		21		0.0%		9.7%		0.1%			
	2011	10	0	0	3,433	0	87	0	0.0%	0.0%	0.0%	11.0%	0.0%	0.7%	0.0%
	2012	7	0	0	2,887	0	151	0	0.0%	0.0%	0.0%	9.4%	0.0%	1.1%	0.0%
	2013	2	0	0	2,861	0	69	0	0.0%	0.0%	0.0%	9.1%	0.0%	0.5%	0.0%
Bus	2007	61,196		8,805		18		95.1%		28.0%		0.1%			
	2008	61,564		9,590		18		95.2%		29.7%		0.1%			
	2009	60,507		10,081		10		92.9%		29.7%		0.1%			
	2010	59,484		10,663		14		92.1%		29.4%		0.1%			
	2011	57,507	39	744	10,598	0	8	0	92.0%	45.3%	64.9%	34.1%	0.0%	0.1%	0.0%
	2012	57,612	9	1,447	14,131	0	7	0	92.6%	10.0%	72.6%	45.8%	0.0%	0.1%	0.0%
	2013	56,442	128	2,618	14,392	0	1	0	92.1%	35.7%	57.2%	46.0%	0.0%	0.0%	0.0%

VEHICLE DATA

INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY

**TABLE 37: ACTIVE ROADWAY VEHICLES BY MODE OF SERVICE AND PHYSICAL TYPE OF VEHICLE IN URBANIZED AREAS (a)  
(NUMBER OF VEHICLES, PERCENT OF VEHICLES BY MODE OF SERVICE)**

Type of Vehicle	Year	Mode of Service							Mode of Service						
		Bus	Bus Rapid Transit	Com-muter Bus	De-mand Re-sponse	De-mand Re-sponse Taxi	Van-pool	Publico	Bus	Bus Rapid Transit	Com-muter Bus	De-mand Re-sponse	De-mand Re-sponse Taxi	Van-pool	Publico
		NUMBER OF VEHICLES (b)							PERCENT OF ALL VEHICLES BY TYPE IN EACH MODE OF SERVICE						
Double Decked Bus	2007	65			0		0		0.1%			0.0%		0.0%	
	2008	56			0		0		0.1%			0.0%		0.0%	
	2009	140			0		0		0.2%			0.0%		0.0%	
	2010	135			0		0		0.2%			0.0%		0.0%	
	2011	135	0	0	0	0	0	0	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	2012	135	0	0	0	0	0	0	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	2013	136	0	0	0	0	0	0	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Other Vehicle	2007	146			40		0		0.2%			0.1%		0.0%	
	2008	64			57		0		0.1%			0.2%		0.0%	
	2009	68			65		0		0.1%			0.2%		0.0%	
	2010	75			67		0		0.1%			0.2%		0.0%	
	2011	14	0	211	65	0	0	0	0.0%	0.0%	18.4%	0.2%	0.0%	0.0%	0.0%
	2012	10	0	204	15	0	0	2,873	0.0%	0.0%	10.2%	0.0%	0.0%	0.0%	100.0%
	2013	15	0	72	18	0	0	1,114	0.0%	0.0%	1.6%	0.1%	0.0%	0.0%	48.7%
Over the Road Bus (c)	2009	80			0		0		0.1%			0.0%		0.0%	
	2010	48			0		0		0.1%			0.0%		0.0%	
	2011	83	0	19	0	0	0	0	0.1%	0.0%	1.7%	0.0%	0.0%	0.0%	0.0%
	2012	165	0	170	0	0	0	0	0.3%	0.0%	8.5%	0.0%	0.0%	0.0%	0.0%
	2013	188	0	1,671	0	0	0	0	0.3%	0.0%	36.5%	0.0%	0.0%	0.0%	0.0%
School Bus	2007	51			27		0		0.1%			0.1%		0.0%	
	2008	49			23		0		0.1%			0.1%		0.0%	
	2009	41			37		0		0.1%			0.1%		0.0%	
	2010	14			36		0		0.0%			0.1%		0.0%	
	2011	10	0	0	33	0	0	0	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%
	2012	7	0	0	18	0	0	0	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%
	2013	7	0	0	49	0	0	0	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%



VEHICLE DATA

INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY

**TABLE 37: ACTIVE ROADWAY VEHICLES BY MODE OF SERVICE AND PHYSICAL TYPE OF VEHICLE IN URBANIZED AREAS (a)  
(NUMBER OF VEHICLES, PERCENT OF VEHICLES BY MODE OF SERVICE)**

Type of Vehicle	Year	Mode of Service							Mode of Service						
		Bus	Bus Rapid Transit	Com-muter Bus	De-mand Re-sponse	De-mand Re-sponse Taxi	Van-pool	Publico	Bus	Bus Rapid Transit	Com-muter Bus	De-mand Re-sponse	De-mand Re-sponse Taxi	Van-pool	Publico
		NUMBER OF VEHICLES (b)							PERCENT OF ALL VEHICLES BY TYPE IN EACH MODE OF SERVICE						
Taxicab Sedan	2007	0			2,830		0		0.0%			9.0%		0.0%	
	2008	0			4,224		0		0.0%			13.1%		0.0%	
	2009	0			4,219		0		0.0%			12.4%		0.0%	
	2010	0			5,164		0		0.0%			14.3%		0.0%	
	2011	0	0	0	390	4,299	0	0	0.0%	0.0%	0.0%	1.3%	80.4%	0.0%	0.0%
	2012	0	0	0	289	4,813	0	0	0.0%	0.0%	0.0%	0.9%	78.4%	0.0%	0.0%
	2013	0	0	0	282	4,919	0	0	0.0%	0.0%	0.0%	0.9%	73.9%	0.0%	0.0%
Taxicab Station Wagon	2007	0			13		0		0.0%			0.0%		0.0%	
	2008	0			13		0		0.0%			0.0%		0.0%	
	2009	0			9		0		0.0%			0.0%		0.0%	
	2010	0			17		0		0.0%			0.0%		0.0%	
	2011	0	0	0	1	53	0	0	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%	0.0%
	2012	0	0	0	0	54	0	0	0.0%	0.0%	0.0%	0.0%	0.9%	0.0%	0.0%
	2013	0	0	0	0	43	0	0	0.0%	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%
Taxicab Van	2007	0			462		0		0.0%			1.5%		0.0%	
	2008	0			696		0		0.0%			2.2%		0.0%	
	2009	0			741		0		0.0%			2.2%		0.0%	
	2010	0			1,245		0		0.0%			3.4%		0.0%	
	2011	0	0	0	81	995	0	0	0.0%	0.0%	0.0%	0.3%	18.6%	0.0%	0.0%
	2012	0	0	0	73	1,275	0	0	0.0%	0.0%	0.0%	0.2%	20.8%	0.0%	0.0%
	2013	0	0	0	73	1,696	0	0	0.0%	0.0%	0.0%	0.2%	25.5%	0.0%	0.0%

**VEHICLE DATA**

**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

**TABLE 37: ACTIVE ROADWAY VEHICLES BY MODE OF SERVICE AND PHYSICAL TYPE OF VEHICLE IN URBANIZED AREAS (a)  
(NUMBER OF VEHICLES, PERCENT OF VEHICLES BY MODE OF SERVICE)**

Type of Vehicle	Year	Mode of Service							Mode of Service						
		Bus	Bus Rapid Transit	Com-muter Bus	De-mand Re-sponse	De-mand Re-sponse Taxi	Van-pool	Publico	Bus	Bus Rapid Transit	Com-muter Bus	De-mand Re-sponse	De-mand Re-sponse Taxi	Van-pool	Publico
		<b>NUMBER OF VEHICLES (b)</b>							<b>PERCENT OF ALL VEHICLES BY TYPE IN EACH MODE OF SERVICE</b>						
Van	2007	613			16,013		12,908		1.0%			50.9%		99.7%	
	2008	572			14,628		14,633		0.9%			45.4%		99.6%	
	2009	552			15,350		17,196		0.8%			45.3%		99.7%	
	2010	626			15,536		17,296		1.0%			42.9%		99.8%	
	2011	603	0	0	16,490	0	12,869	5,624	1.0%	0.0%	0.0%	53.0%	0.0%	99.3%	100.0%
	2012	423	0	0	13,433	0	13,379	0	0.7%	0.0%	0.0%	43.5%	0.0%	98.8%	0.0%
	2013	429	0	0	13,608	0	14,208	1,172	0.7%	0.0%	0.0%	43.5%	0.0%	99.5%	51.3%
Total All Roadway Vehicles	2007	64,340			31,453		12,947		100.0%			100.0%		100.0%	
	2008	64,647			32,248		14,688		100.0%			100.0%		100.0%	
	2009	65,162			33,909		17,241		100.0%			100.0%		100.0%	
	2010	64,552			36,227		17,331		100.0%			100.0%		100.0%	
	2011	62,481	86	1,147	31,091	5,347	12,964	5,624	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
	2012	62,204	90	1,994	30,846	6,142	13,537	2,873	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
	2013	61,297	359	4,573	31,283	6,658	14,278	2,286	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

(a) Summary data from National Transit Database. Includes only systems in Urbanized Areas reporting to National Transit Database each year.

(b) Vehicles reported in each mode for which they provide service. Data cannot be added for all modes because of the double counting that results from reporting vehicles in each mode of service for which they are used.

(c) Not reported separately in 2007 or 2008.

See Glossary following Tables for complete definitions.

TABLE 38: ACTIVE BUS VEHICLES BY MODE OF SERVICE AND PHYSICAL LENGTH OF VEHICLE IN URBANIZED AREAS  
(NUMBER OF VEHICLES, PERCENT OF VEHICLES BY MODE OF SERVICE)

VEHICLE DATA

INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY

TABLE 38: ACTIVE BUS VEHICLES BY MODE OF SERVICE AND PHYSICAL LENGTH OF VEHICLE IN URBANIZED AREAS, BUS PHYSICAL TYPE VEHICLES ONLY (NUMBER OF VEHICLES, PERCENT OF VEHICLES BY MODE OF SERVICE) (a)															
Length of Vehicle	Year	Mode of Service for Bus Physical Type Vehicles Only (a)							Mode of Service for Bus Physical Type Vehicles Only (a)						
		Bus	Bus Rapid Transit	Com-muter Bus	De-mand Re-sponse	De-mand Re-sponse Taxi	Van-pool	Publico	Bus	Bus Rapid Transit	Com-muter Bus	De-mand Re-sponse	De-mand Re-sponse Taxi	Van-pool	Publico
		NUMBER OF BUSES (b)							PERCENT OF ALL BUSES WITH LENGTH REPORTED IN EACH MODE OF SERVICE						
46 ft and Longer	2007	3,563			3		0		5.7%			0.0%		0.0%	
	2008	3,827			2		0		6.0%			0.0%		0.0%	
	2009	3,881			0		0		6.1%			0.0%		0.0%	
	2010	4,058			1		0		6.4%			0.0%		0.0%	
	2011	3,915	47	173	1	0	0	0	6.4%	54.7%	22.5%	0.0%	0.0%	0.0%	0.0%
	2012	4,081	81	177	4	0	0	0	6.6%	90.0%	11.2%	0.0%	0.0%	0.0%	0.0%
	2013	4,352	231	224	4	0	0	0	7.2%	64.3%	5.3%	0.0%	0.0%	0.0%	0.0%
42 ft to 45 ft	2007	3,090			3		0		4.9%			0.0%		0.0%	
	2008	3,216			2		0		5.1%			0.0%		0.0%	
	2009	3,664			3		0		5.7%			0.0%		0.0%	
	2010	4,201			2		0		6.6%			0.0%		0.0%	
	2011	4,205	1	257	3	0	0	0	6.8%	1.2%	33.4%	0.0%	0.0%	0.0%	0.0%
	2012	3,965	0	786	2	0	0	0	6.5%	0.0%	49.6%	0.0%	0.0%	0.0%	0.0%
	2013	2,874	91	2,463	3	0	0	0	4.7%	25.3%	58.6%	0.0%	0.0%	0.0%	0.0%
35 ft to 41 ft	2007	47,150			96		0		74.9%			1.2%		0.0%	
	2008	47,270			127		0		74.6%			1.5%		0.0%	
	2009	47,098			93		0		73.8%			1.0%		0.0%	
	2010	46,362			154		0		73.3%			1.6%		0.0%	
	2011	45,177	26	305	80	0	0	0	73.5%	30.2%	39.6%	0.8%	0.0%	0.0%	0.0%
	2012	44,836	9	530	72	0	0	0	72.9%	10.0%	33.5%	0.6%	0.0%	0.0%	0.0%
	2013	44,718	37	1,305	72	0	0	0	73.8%	10.3%	31.1%	0.5%	0.0%	0.0%	0.0%

VEHICLE DATA

INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY

**TABLE 38: ACTIVE BUS VEHICLES BY MODE OF SERVICE AND PHYSICAL LENGTH OF VEHICLE IN URBANIZED AREAS, BUS PHYSICAL TYPE VEHICLES ONLY (NUMBER OF VEHICLES, PERCENT OF VEHICLES BY MODE OF SERVICE) (a)**

Length of Vehicle	Year	Mode of Service for Bus Physical Type Vehicles Only (a)							Mode of Service for Bus Physical Type Vehicles Only (a)						
		Bus	Bus Rapid Transit	Com-muter Bus	De-mand Re-sponse	De-mand Re-sponse Taxi	Van-pool	Publico	Bus	Bus Rapid Transit	Com-muter Bus	De-mand Re-sponse	De-mand Re-sponse Taxi	Van-pool	Publico
		NUMBER OF BUSES (b)							PERCENT OF ALL BUSES WITH LENGTH REPORTED IN EACH MODE OF SERVICE						
30 ft to 34 ft	2007	5,022			389		0		8.0%			4.8%		0.0%	
	2008	4,794			374		0		7.6%			4.3%		0.0%	
	2009	4,907			324		0		7.7%			3.6%		0.0%	
	2010	4,578			255		0		7.2%			2.6%		0.0%	
	2011	4,239	0	22	255	0	0	0	6.9%	0.0%	2.9%	2.6%	0.0%	0.0%	0.0%
	2012	4,003	0	53	336	0	0	0	6.5%	0.0%	3.3%	2.6%	0.0%	0.0%	0.0%
	2013	3,859	0	78	317	0	0	0	6.4%	0.0%	1.9%	2.4%	0.0%	0.0%	0.0%
25 ft to 29 ft	2007	3,068			3,132		7		4.9%			39.0%		38.9%	
	2008	3,203			3,434		7		5.1%			39.7%		38.9%	
	2009	3,229			3,334		1		5.1%			37.2%		10.0%	
	2010	3,146			3,701		0		5.0%			38.1%		0.0%	
	2011	3,039	2	7	3,674	0	0	0	4.9%	2.3%	0.9%	37.3%	0.0%	0.0%	0.0%
	2012	3,438	0	30	4,911	0	3	0	5.6%	0.0%	1.9%	37.7%	0.0%	42.9%	0.0%
	2013	3,592	0	103	4,898	0	0	0	5.9%	0.0%	2.5%	36.6%	0.0%	0.0%	0.0%
24 ft and Shorter	2007	1,054			4,418		11		1.7%			54.9%		61.1%	
	2008	1,073			4,721		11		1.7%			54.5%		61.1%	
	2009	1,078			5,211		9		1.7%			58.1%		90.0%	
	2010	930			5,595		14		1.5%			57.6%		100.0%	
	2011	926	10	6	5,828	0	8	0	1.5%	11.6%	0.8%	59.2%	0.0%	100.0%	0.0%
	2012	1,146	0	8	7,706	0	4	0	1.9%	0.0%	0.5%	59.1%	0.0%	57.1%	0.0%
	2013	1,199	0	28	8,104	0	1	0	2.0%	0.0%	0.7%	60.5%	0.0%	100.0%	0.0%

VEHICLE DATA

INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY

**TABLE 38: ACTIVE BUS VEHICLES BY MODE OF SERVICE AND PHYSICAL LENGTH OF VEHICLE IN URBANIZED AREAS, BUS PHYSICAL TYPE VEHICLES ONLY (NUMBER OF VEHICLES, PERCENT OF VEHICLES BY MODE OF SERVICE) (a)**

Length of Vehicle	Year	Mode of Service for Bus Physical Type Vehicles Only (a)							Mode of Service for Bus Physical Type Vehicles Only (a)						
		Bus	Bus Rapid Transit	Com-muter Bus	De-mand Re-sponse	De-mand Re-sponse Taxi	Van-pool	Publico	Bus	Bus Rapid Transit	Com-muter Bus	De-mand Re-sponse	De-mand Re-sponse Taxi	Van-pool	Publico
		NUMBER OF BUSES (b)							PERCENT OF ALL BUSES WITH LENGTH REPORTED IN EACH MODE OF SERVICE						
Subtotal Length Reported	2007	62,947			8,041		18		100.0%			100.0%		100.0%	
	2008	63,383			8,660		18		100.0%			100.0%		100.0%	
	2009	63,857			8,965		10		100.0%			100.0%		100.0%	
	2010	63,275			9,708		14		100.0%			100.0%		100.0%	
	2011	61,501	86	770	9,841	0	8	0	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%	0.0%
	2012	61,469	90	1,584	13,031	0	7	0	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%	0.0%
	2013	60,594	359	4,201	13,398	0	1	0	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%	0.0%
Length Not Reported	2007	632			791		0		---			---		---	
	2008	626			953		0		---			---		---	
	2009	668			1,136		0		---			---		---	
	2010	564			991		0		---			---		---	
	2011	353	0	166	790	0	0	0	---	---	---	---	---	---	---
	2012	295	0	206	1,118	0	0	0	---	---	---	---	---	---	---
	2013	257	0	300	1,043	0	0	0	---	---	---	---	---	---	---
Total	2007	63,579			8,832		18		---			---		---	
	2008	64,009			9,613		18		---			---		---	
	2009	64,525			10,101		10		---			---		---	
	2010	63,839			10,699		14		---			---		---	
	2011	61,854	86	936	10,631	0	8	0	---	---	---	---	---	---	---
	2012	61,764	90	1,790	14,149	0	7	0	---	---	---	---	---	---	---
	2013	60,851	359	4,501	14,441	0	1	0	---	---	---	---	---	---	---

(a) Summary data from National Transit Database. Includes only systems in Urbanized Areas reporting to National Transit Database each year. Includes buses, articulated buses, double deck buses, over-the-road buses, and school buses.

(b) Vehicles reported in each mode for which they provide service. Data cannot be added for all modes because of the double counting that results from reporting vehicles in each mode of service for which they are used.

See Glossary following Tables for complete definitions.

TABLE 39: ROADWAY VEHICLES TYPE OF VEHICLE AND LENGTH, RURAL AREAS  
(NUMBER OF VEHICLES, PERCENT OF TOTAL VEHICLES)

VEHICLE DATA

INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR RURAL AREAS ONLY

TABLE 39: ROADWAY VEHICLES TYPE OF VEHICLE AND LENGTH, RURAL AREAS (NUMBER OF VEHICLES, PERCENT OF TOTAL VEHICLES)							
Length of Vehicle	Year	Type of Vehicle, Rural Areas Only, All Modes of Service (a)					
		Bus, All Types	Cutaway	Van	Automobile, Minivan, and SUV	Other	Total
<b>NUMBER OF VEHICLES</b>							
35 ft and Longer	2007	956	5	1	0	12	974
	2008	1,023	19	0	6	51	1,099
	2009	1,078	12	0	0	53	1,143
	2010	1,442	29	0	0	4	1,475
	2011	1,160	28	0	0	5	1,193
	2012	1,109	25	0	0	0	1,134
	2013	1,142	37	0	0	0	1,179
30 ft to 34 ft	2007	823	58	15	0	9	905
	2008	787	115	1	0	24	927
	2009	869	163	0	0	20	1,052
	2010	898	280	0	0	0	1,178
	2011	927	366	2	0	0	1,295
	2012	791	349	0	0	0	1,140
	2013	802	338	4	0	0	1,144
25 ft to 29 ft	2007	1,564	1,336	69	42	29	3,040
	2008	1,357	2,115	3	19	31	3,525
	2009	1,198	2,459	4	3	15	3,679
	2010	1,182	3,032	0	1	0	4,215
	2011	1,194	3,148	2	0	0	4,344
	2012	1,174	3,107	10	2	0	4,293
	2013	1,198	3,061	11	0	0	4,270

VEHICLE DATA

INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR RURAL AREAS ONLY

**TABLE 39: ROADWAY VEHICLES TYPE OF VEHICLE AND LENGTH, RURAL AREAS  
(NUMBER OF VEHICLES, PERCENT OF TOTAL VEHICLES)**

Length of Vehicle	Year	Type of Vehicle, Rural Areas Only, All Modes of Service (a)					
		Bus, All Types	Cutaway	Van	Automobile, Minivan, and SUV	Other	Total
24 ft and Shorter	2007	1,728	3,641	5,226	2,823	137	13,555
	2008	1,994	4,981	5,161	3,294	80	15,510
	2009	620	5,840	4,923	3,574	59	15,016
	2010	542	7,280	4,459	3,987	0	16,268
	2011	492	7,365	4,346	4,096	1	16,300
	2012	390	7,187	3,983	4,086	2	15,648
	2013	387	7,191	3,510	4,259	2	15,349
Total	2007	5,071	5,040	5,311	2,865	187	18,474
	2008	5,161	7,230	5,165	3,319	186	21,061
	2009	3,765	8,474	4,927	3,577	147	20,890
	2010	4,064	10,621	4,459	3,988	4	23,136
	2011	3,773	10,907	4,350	4,096	6	23,132
	2012	3,464	10,668	3,993	4,088	2	22,215
	2013	3,529	10,627	3,525	4,259	2	21,942
<b>PERCENT OF TOTAL VEHICLES EACH YEAR</b>							
35 ft and Longer	2007	5.2%	0.0%	0.0%	0.0%	0.1%	5.3%
	2008	4.9%	0.1%	0.0%	0.0%	0.2%	5.2%
	2009	5.2%	0.1%	0.0%	0.0%	0.3%	5.5%
	2010	6.2%	0.1%	0.0%	0.0%	0.0%	6.4%
	2011	5.0%	0.1%	0.0%	0.0%	0.0%	5.2%
	2012	5.0%	0.1%	0.0%	0.0%	0.0%	5.1%
	2013	5.2%	0.2%	0.0%	0.0%	0.0%	5.4%
30 ft to 34 ft	2007	4.5%	0.3%	0.1%	0.0%	0.0%	4.9%
	2008	3.7%	0.5%	0.0%	0.0%	0.1%	4.4%
	2009	4.2%	0.8%	0.0%	0.0%	0.1%	5.0%
	2010	3.9%	1.2%	0.0%	0.0%	0.0%	5.1%
	2011	4.0%	1.6%	0.0%	0.0%	0.0%	5.6%
	2012	3.6%	1.6%	0.0%	0.0%	0.0%	5.1%
	2013	3.7%	1.5%	0.0%	0.0%	0.0%	5.2%

**VEHICLE DATA**

**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR RURAL AREAS ONLY**

**TABLE 39: ROADWAY VEHICLES TYPE OF VEHICLE AND LENGTH, RURAL AREAS  
(NUMBER OF VEHICLES, PERCENT OF TOTAL VEHICLES)**

Length of Vehicle	Year	Type of Vehicle, Rural Areas Only, All Modes of Service (a)					
		Bus, All Types	Cutaway	Van	Automobile, Minivan, and SUV	Other	Total
25 ft to 29 ft	2007	8.5%	7.2%	0.4%	0.2%	0.2%	16.5%
	2008	6.4%	10.0%	0.0%	0.1%	0.1%	16.7%
	2009	5.7%	11.8%	0.0%	0.0%	0.1%	17.6%
	2010	5.1%	13.1%	0.0%	0.0%	0.0%	18.2%
	2011	5.2%	13.6%	0.0%	0.0%	0.0%	18.8%
	2012	5.3%	14.0%	0.0%	0.0%	0.0%	19.3%
	2013	5.5%	14.0%	0.1%	0.0%	0.0%	19.5%
24 ft and Shorter	2007	9.4%	19.7%	28.3%	15.3%	0.7%	73.4%
	2008	9.5%	23.7%	24.5%	15.6%	0.4%	73.6%
	2009	3.0%	28.0%	23.6%	17.1%	0.3%	71.9%
	2010	2.3%	31.5%	19.3%	17.2%	0.0%	70.3%
	2011	2.1%	31.8%	18.8%	17.7%	0.0%	70.5%
	2012	1.8%	32.4%	17.9%	18.4%	0.0%	70.4%
	2013	1.8%	32.8%	16.0%	19.4%	0.0%	70.0%
Total	2007	27.4%	27.3%	28.7%	15.5%	1.0%	100.0%
	2008	24.5%	34.3%	24.5%	15.8%	0.9%	100.0%
	2009	18.0%	40.6%	23.6%	17.1%	0.7%	100.0%
	2010	17.6%	45.9%	19.3%	17.2%	0.0%	100.0%
	2011	16.3%	47.2%	18.8%	17.7%	0.0%	100.0%
	2012	15.6%	48.0%	18.0%	18.4%	0.0%	100.0%
	2013	16.1%	48.4%	16.1%	19.4%	0.0%	100.0%

(a) Vehicles in rural areas only, all modes of roadway service combined.



TABLE 40, PART A: COMMUTER RAIL TRAIN OPERATING DATA (UNITS AS LISTED)

**TRAIN DATA**  
**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

TABLE 40, PART A: COMMUTER RAIL TRAIN OPERATING DATA (a, b)								
Year on Jan. 1	Number of Trains in Operation Average Weekday	Annual Train Miles (Millions)	Annual Train Revenue Miles (Millions)	Annual Train Hours (Millions)	Annual Train Revenue Hours (Millions)	Annual Vehicle Revenue Miles (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)
2002	774	48.9	45.1	1.5	1.4	259.1	414.3	9,499.8
2003	782	49.3	45.4	1.6	1.4	261.9	409.7	9,655.4
2004 (c)	795	50.0	45.9	1.6	1.5	268.8	413.9	9,715.3
2005 (c)	813	51.6	47.4	1.6	1.5	277.3	422.9	9,470.1
2006 (c)	838	52.6	48.4	1.7	1.5	287.0	441.1	10,358.9
2007 (c)	841	53.9	49.6	1.7	1.6	296.8	458.0	11,136.8
2008 (c)	871	55.4	51.3	1.8	1.6	309.0	471.3	11,032.0
2009 (c)	870	55.5	51.9	1.8	1.7	312.2	464.0	11,129.4
2010 (c)	858	56.1	52.0	1.7	1.6	314.7	460.0	10,773.7
2011	869	55.5	51.4	1.8	1.6	311.3	461.4	11,316.4
2012	861	55.6	51.6	1.8	1.6	319.9	471.0	11,181.3
2013	871	56.5	52.4	1.8	1.6	327.1	475.5	11,735.6

(a) Summary data from National Transit Database. Includes only systems in Urbanized Areas reporting to National Transit Database each year.

(b) Does not include Alaska Railroad passenger service.

(c) Includes hybrid rail.

See Glossary following Tables for complete definitions.

**TABLE 40, PART B: COMMUTER RAIL TRAIN LENGTH, TRAIN SPEED, AND UNLINKED PASSENGER TRIPS AND PASSENGER MILES PER TRAIN REVENUE MILE AND TRAIN REVENUE HOUR**

**TRAIN DATA**  
**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

<b>TABLE 40, PART B: COMMUTER RAIL TRAIN DERIVED STATISTICS (a, b)</b>						
Year on Jan. 1	Average Train Length (d)	Average Train Speed in Revenue Service	Unlinked Passenger Trips per Train Revenue Mile	Unlinked Passenger Trips per Train Revenue Hour	Passenger Miles per Train Revenue Mile	Passenger Miles per Train Revenue Hour
2002	5.8	31.3	9.2	287.8	210.8	6,600.3
2003	5.8	31.4	9.0	283.1	212.5	6,673.2
2004 (c)	5.9	31.2	9.0	281.2	211.8	6,601.4
2005 (c)	5.9	31.3	8.9	279.8	199.9	6,264.6
2006 (c)	5.9	31.3	9.1	285.4	214.0	6,702.2
2007 (c)	6.0	31.2	9.2	288.2	224.7	7,007.8
2008 (c)	6.0	31.4	9.2	287.8	214.9	6,736.7
2009 (c)	6.0	31.1	8.9	277.6	214.4	6,659.5
2010 (c)	6.1	32.4	8.9	286.8	207.3	6,718.0
2011	6.1	32.1	9.0	288.4	220.2	7,072.8
2012	6.2	34.8	9.1	294.4	216.7	6,988.3
2013	6.2	32.1	9.1	291.4	223.9	7,191.9

(a) Summary data from National Transit Database. Includes only systems in Urbanized Areas reporting to National Transit Database each year.

(b) Does not include Alaska Railroad passenger service.

(c) Includes hybrid rail.

(d) Excludes locomotives, calculated by dividing vehicle revenue miles by train revenue miles.

See Glossary following Tables for complete definitions.

TABLE 41, PART A: HYBRID RAIL TRAIN OPERATING DATA (UNITS AS LISTED)

**TRAIN DATA**  
**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

TABLE 41, PART A: HYBRID RAIL TRAIN OPERATING DATA (a, b)								
Year on Jan. 1	Number of Trains in Operation Average Weekday	Annual Train Miles (Millions)	Annual Train Revenue Miles (Millions)	Annual Train Hours (Millions)	Annual Train Revenue Hours (Millions)	Annual Vehicle Revenue Miles (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)
2011	23	1.9	1.8	0.1	0.1	2.1	5.8	69.7
2012	26	1.8	1.7	0.1	0.1	2.2	6.1	73.7
2013	27	2.2	2.1	0.1	0.1	2.8	6.6	83.8

(a) Summary data from National Transit Database. Includes only systems in Urbanized Areas reporting to National Transit Database each year.

(b) Hybrid rail data for 2004-2020 included in commuter rail.

See Glossary following Tables for complete definitions.

**TABLE 41, PART B: HYBRID RAIL TRAIN LENGTH, TRAIN SPEED, AND UNLINKED PASSENGER TRIPS AND PASSENGER MILES PER TRAIN REVENUE MILE AND TRAIN REVENUE HOUR**

**TRAIN DATA**  
**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

<b>TABLE 41, PART B: HYBRID RAIL TRAIN DERIVED STATISTICS (a, b)</b>						
<b>Year on Jan. 1</b>	<b>Average Train Length (c)</b>	<b>Average Train Speed in Revenue Service</b>	<b>Unlinked Passenger Trips per Train Revenue Mile</b>	<b>Unlinked Passenger Trips per Train Revenue Hour</b>	<b>Passenger Miles per Train Revenue Mile</b>	<b>Passenger Miles per Train Revenue Hour</b>
2011	1.2	18.0	3.2	58.0	38.7	697.0
2012	1.3	22.8	3.5	80.6	33.3	966.2
2013	1.3	24.0	3.1	75.2	39.4	947.5

(a) Summary data from National Transit Database. Includes only systems in Urbanized Areas reporting to National Transit Database each year.

(b) Hybrid rail data for 2004-2020 included in commuter rail.

(c) Calculated by dividing vehicle revenue miles by train revenue miles.

See Glossary following Tables for complete definitions.

TABLE 42, PART A: REGIONAL RAILROAD MODE (COMMUTER RAIL AND HYBRID RAIL COMBINED) TRAIN OPERATING DATA (UNITS AS LISTED)

**TRAIN DATA**  
**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

TABLE 42, PART A: REGIONAL RAILROAD MODE (COMMUTER RAIL AND HYBRID RAIL COMBINED) TRAIN OPERATING DATA (a)								
Year on Jan. 1	Number of Trains in Operation Average Weekday	Annual Train Miles (Millions)	Annual Train Revenue Miles (Millions)	Annual Train Hours (Millions)	Annual Train Revenue Hours (Millions)	Annual Vehicle Revenue Miles (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)
2002	774	48.9	45.1	1.5	1.4	259.1	414.3	9,499.8
2003	782	49.3	45.4	1.6	1.4	261.9	409.7	9,655.4
2004	795	50.0	45.9	1.6	1.5	268.8	413.9	9,715.3
2005	813	51.6	47.4	1.6	1.5	277.3	422.9	9,470.1
2006	838	52.6	48.4	1.7	1.5	287.0	441.1	10,358.9
2007	841	53.9	49.6	1.7	1.6	296.8	458.0	11,136.8
2008	871	55.4	51.3	1.8	1.6	309.0	471.3	11,032.0
2009	870	55.5	51.9	1.8	1.7	312.2	464.0	11,129.4
2010	858	56.1	52.0	1.7	1.6	314.7	460.0	10,773.7
2011	892	57.4	53.2	1.8	1.7	313.4	467.2	11,386.1
2012	887	57.3	53.3	1.9	1.7	322.1	477.1	11,255.0
2013	898	58.7	54.5	1.9	1.7	329.9	482.2	11,819.4

(a) Summary data from National Transit Database. Includes only systems in Urbanized Areas reporting to National Transit Database each year. Does not include Alaska Railroad passenger service. See Glossary following Tables for complete definitions.

**TABLE 42, PART B: REGIONAL RAILROAD MODE (COMMUTER RAIL AND HYBRID RAIL COMBINED)  
 TRAIN LENGTH, TRAIN SPEED, AND UNLINKED PASSENGER TRIPS AND  
 PASSENGER MILES PER TRAIN REVENUE MILE AND TRAIN REVENUE HOUR**

**TRAIN DATA**  
**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

<b>TABLE 42, PART B: REGIONAL RAILROAD MODE (COMMUTER RAIL AND HYBRID RAIL COMBINED) TRAIN DERIVED STATISTICS (a)</b>						
Year on Jan. 1	Average Train Length (b)	Average Train Speed in Revenue Service	Unlinked Passenger Trips per Train Revenue Mile	Unlinked Passenger Trips per Train Revenue Hour	Passenger Miles per Train Revenue Mile	Passenger Miles per Train Revenue Hour
2002	5.8	31.3	9.2	287.8	210.8	6,600.3
2003	5.8	31.4	9.0	283.1	212.5	6,673.2
2004	5.9	31.2	9.0	281.2	211.8	6,601.4
2005	5.9	31.3	8.9	279.8	199.9	6,264.6
2006	5.9	31.3	9.1	285.4	214.0	6,702.2
2007	6.0	31.2	9.2	288.2	224.7	7,007.8
2008	6.0	31.4	9.2	287.8	214.9	6,736.7
2009	6.0	31.1	8.9	277.6	214.4	6,659.5
2010	6.1	32.4	8.9	286.8	207.3	6,718.0
2011	5.9	31.3	8.8	274.8	214.0	6,697.7
2012	6.0	31.8	8.9	284.2	211.1	6,703.4
2013	6.0	31.7	8.8	280.3	216.7	6,870.8

(a) Summary data from National Transit Database. Includes only systems in Urbanized Areas reporting to National Transit Database each year. Does not include Alaska Railroad passenger service.

(b) Excludes locomotives, calculated by dividing vehicle revenue miles by train revenue miles.

See Glossary following Tables for complete definitions.

TABLE 43, PART A: HEAVY RAIL TRAIN OPERATING DATA (UNITS AS LISTED)

**TRAIN DATA**  
**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

TABLE 43. PART A: HEAVY RAIL TRAIN OPERATING DATA (a)								
Year on Jan. 1	Number of Trains in Operation Average Weekday	Annual Train Miles (Millions)	Annual Train Revenue Miles (Millions)	Annual Train Hours (Millions)	Annual Train Revenue Hours (Millions)	Annual Vehicle Revenue Miles (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)
2002	1,131	90.8	88.5	4.5	4.2	603.5	2,688.0	13,663.2
2003	1,142	91.5	88.9	4.5	4.2	611.9	2,666.8	13,606.2
2004	1,153	94.0	91.7	4.7	4.4	624.6	2,747.6	14,354.3
2005	1,173	94.8	92.3	4.8	4.5	628.5	2,808.4	14,417.7
2006	1,181	95.1	92.6	4.9	4.5	633.8	2,926.9	14,721.5
2007	1,179	94.2	91.6	4.8	4.5	638.5	3,460.2	16,138.0
2008	1,174	94.9	92.4	4.8	4.5	655.4	3,547.3	16,849.9
2009	1,177	95.7	93.3	4.8	4.5	666.8	3,489.5	16,805.1
2010	1,163	91.5	89.1	4.6	4.3	647.4	3,459.8	16,406.9
2011	1,154	89.6	87.1	4.6	4.3	636.3	3,647.1	17,316.6
2012	1,156	89.6	87.1	4.6	4.3	637.9	3,742.9	17,516.4
2013	1,172	92.5	89.9	4.7	4.4	654.5	3,861.8	18,004.6

(a) Summary data from National Transit Database. Includes only systems in Urbanized Areas reporting to National Transit Database each year. See Glossary following Tables for complete definitions.

**TABLE 43, PART B: HEAVY RAIL TRAIN LENGTH, TRAIN SPEED, AND UNLINKED PASSENGER TRIPS AND PASSENGER MILES PER TRAIN REVENUE MILE AND TRAIN REVENUE HOUR**

**TRAIN DATA**  
**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

<b>TABLE 43, PART B: HEAVY RAIL TRAIN DERIVED STATISTICS (a)</b>						
Year on Jan. 1	Average Train Length (b)	Average Train Speed in Revenue Service	Unlinked Passenger Trips per Train Revenue Mile	Unlinked Passenger Trips per Train Revenue Hour	Passenger Miles per Train Revenue Mile	Passenger Miles per Train Revenue Hour
2002	6.8	20.9	30.4	633.6	154.5	3,220.6
2003	6.9	21.0	30.0	630.7	153.0	3,217.8
2004	6.8	20.9	30.0	626.5	156.6	3,272.9
2005	6.8	20.4	30.4	621.7	156.2	3,191.7
2006	6.8	20.4	31.6	645.1	159.1	3,244.5
2007	7.0	20.3	37.8	768.2	176.1	3,582.7
2008	7.1	20.5	38.4	787.9	182.3	3,742.7
2009	7.1	20.6	37.4	772.2	180.2	3,718.9
2010	7.3	20.6	38.9	800.1	184.2	3,794.3
2011	7.3	20.3	41.9	848.2	198.8	4,027.1
2012	7.3	20.4	42.9	874.1	201.0	4,090.7
2013	7.3	20.4	42.4	867.0	200.2	4,089.8

(a) Summary data from National Transit Database. Includes only systems in Urbanized Areas reporting to National Transit Database each year.

(b) Calculated by dividing vehicle revenue miles by train revenue miles.

See Glossary following Tables for complete definitions.



TABLE 44, PART A: LIGHT RAIL TRAIN OPERATING DATA (UNITS AS LISTED)

**TRAIN DATA**  
**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

TABLE 44, PART A: LIGHT RAIL TRAIN OPERATING DATA (a)								
Year on Jan. 1	Number of Trains in Operation Average Weekday	Annual Train Miles (Millions)	Annual Train Revenue Miles (Millions)	Annual Train Hours (Millions)	Annual Train Revenue Hours (Millions)	Annual Vehicle Revenue Miles (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)
2002 (b)	644	39.4	38.7	2.9	2.8	60.0	336.5	1,431.7
2003 (b)	673	40.5	39.8	2.9	2.8	63.5	337.7	1,476.0
2004 (b)	736	42.0	41.4	3.1	3.0	66.6	349.9	1,576.2
2005 (b)	713	43.1	42.4	3.2	3.1	68.0	380.5	1,699.6
2006 (b)	771	44.7	43.9	3.3	3.2	73.0	406.5	1,865.7
2007 (b)	817	48.3	47.6	3.6	3.4	82.4	418.3	1,930.3
2008 (b)	791	48.6	47.5	3.6	3.4	86.3	451.4	2,081.1
2009 (b)	848	50.0	49.2	3.6	3.5	88.9	464.4	2,196.1
2010 (b)	858	51.3	50.5	3.8	3.7	91.6	456.4	2,172.7
2011	679	45.4	44.5	3.1	3.0	87.3	434.5	2,197.7
2012	645	43.9	42.7	3.0	2.8	91.1	448.5	2,316.3
2013	686	49.4	48.3	3.3	3.2	98.2	457.7	2,375.4

(a) Summary data from National Transit Database. Includes only systems in Urbanized Areas reporting to National Transit Database each year.

(b) Includes streetcar 2002-2010.

See Glossary following Tables for complete definitions.

**TABLE 44, PART B: LIGHT RAIL TRAIN LENGTH, TRAIN SPEED, AND UNLINKED PASSENGER TRIPS AND PASSENGER MILES PER TRAIN REVENUE MILE AND TRAIN REVENUE HOUR**

**TRAIN DATA**  
**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

<b>TABLE 44, PART B: LIGHT RAIL TRAIN DERIVED STATISTICS (a)</b>						
<b>Year on Jan. 1</b>	<b>Average Train Length (c)</b>	<b>Average Train Speed in Revenue Service</b>	<b>Unlinked Passenger Trips per Train Revenue Mile</b>	<b>Unlinked Passenger Trips per Train Revenue Hour</b>	<b>Passenger Miles per Train Revenue Mile</b>	<b>Passenger Miles per Train Revenue Hour</b>
2002 (b)	1.5	14.0	8.7	121.3	37.0	515.9
2003 (b)	1.6	14.2	8.5	120.6	37.1	526.9
2004 (b)	1.6	13.9	8.4	117.5	38.0	529.2
2005 (b)	1.6	13.7	9.0	122.6	40.1	547.8
2006 (b)	1.7	13.6	9.3	126.4	42.5	580.1
2007 (b)	1.7	13.8	8.8	121.4	40.5	560.3
2008 (b)	1.8	13.8	9.5	131.3	43.8	605.6
2009 (b)	1.8	14.0	9.4	131.9	44.6	624.0
2010 (b)	1.8	13.7	9.0	124.3	43.0	591.5
2011	2.0	14.8	9.8	144.8	49.4	732.6
2012	2.1	15.0	10.5	157.6	54.2	813.8
2013	2.0	15.0	9.5	142.4	49.2	739.1

(a) Summary data from National Transit Database. Includes only systems in Urbanized Areas reporting to National Transit Database each year.

(b) Includes streetcar 2002-2010.

(c) Calculated by dividing vehicle revenue miles by train revenue miles.

See Glossary following Tables for complete definitions.

TABLE 45, PART A: STREETCAR TRAIN OPERATING DATA (UNITS AS LISTED)

**TRAIN DATA**  
**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

TABLE 45, PART A: STREETCAR TRAIN OPERATING DATA (a)								
Year on Jan. 1	Number of Trains in Operation Average Weekday	Annual Train Miles (Millions)	Annual Train Revenue Miles (Millions)	Annual Train Hours (Millions)	Annual Train Revenue Hours (Millions)	Annual Vehicle Revenue Miles (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)
2011	174	5.1	5.0	0.6	0.6	5.0	43.5	96.0
2012	200	5.7	5.5	0.7	0.7	5.5	48.6	98.8
2013	210	6.0	5.8	0.8	0.8	5.8	52.3	105.4

(a) Summary data from National Transit Database. Includes only systems in Urbanized Areas reporting to National Transit Database each year. See Glossary following Tables for complete definitions.

**TABLE 45, PART B: STREETCAR TRAIN LENGTH, TRAIN SPEED, AND UNLINKED PASSENGER TRIPS AND PASSENGER MILES PER TRAIN REVENUE MILE AND TRAIN REVENUE HOUR**

**TRAIN DATA**  
**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

<b>TABLE 45, PART B: STREETCAR TRAIN DERIVED STATISTICS (a)</b>						
Year on Jan. 1	Average Train Length (b)	Average Train Speed in Revenue Service	Unlinked Passenger Trips per Train Revenue Mile	Unlinked Passenger Trips per Train Revenue Hour	Passenger Miles per Train Revenue Mile	Passenger Miles per Train Revenue Hour
2011	1.0	8.3	8.7	72.5	19.2	160.0
2012	1.0	7.8	8.8	68.3	17.9	138.8
2013	1.0	7.4	9.0	66.8	18.2	134.4

(a) Summary data from National Transit Database. Includes only systems in Urbanized Areas reporting to National Transit Database each year.

(b) Calculated by dividing vehicle revenue miles by train revenue miles.

See Glossary following Tables for complete definitions.

TABLE 46, PART A: SURFACE RAIL (LIGHT RAIL AND STREETCAR COMBINED)  
 TRAIN OPERATING DATA (UNITS AS LISTED)

**TRAIN DATA**  
**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

TABLE 46, PART A: SURFACE RAIL (LIGHT RAIL AND STREETCAR) TRAIN OPERATING DATA (a)								
Year on Jan. 1	Number of Trains in Operation Average Weekday	Annual Train Miles (Millions)	Annual Train Revenue Miles (Millions)	Annual Train Hours (Millions)	Annual Train Revenue Hours (Millions)	Annual Vehicle Revenue Miles (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)
2002	644	39.4	38.7	2.9	2.8	60.0	336.5	1,431.7
2003	673	40.5	39.8	2.9	2.8	63.5	337.7	1,476.0
2004	736	42.0	41.4	3.1	3.0	66.6	349.9	1,576.2
2005	713	43.1	42.4	3.2	3.1	68.0	380.5	1,699.6
2006	771	44.7	43.9	3.3	3.2	73.0	406.5	1,865.7
2007	817	48.3	47.6	3.6	3.4	82.4	418.3	1,930.3
2008	791	48.6	47.5	3.6	3.4	86.3	451.4	2,081.1
2009	848	50.0	49.2	3.6	3.5	88.9	464.4	2,196.1
2010	858	51.3	50.5	3.8	3.7	91.6	456.4	2,172.7
2011	853	50.5	49.5	3.7	3.6	92.2	477.9	2,293.7
2012	881	51.8	50.5	3.8	3.7	96.7	497.7	2,417.7
2013	896	55.4	54.1	4.1	4.0	104.0	510.0	2,480.8

(a) Summary data from National Transit Database. Includes only systems in Urbanized Areas reporting to National Transit Database each year. See Glossary following Tables for complete definitions.

TABLE 46, PART B: SURFACE RAIL (LIGHT RAIL AND STREETCAR COMBINED) TRAIN LENGTH, TRAIN SPEED, AND UNLINKED PASSENGER TRIPS AND PASSENGER MILES PER TRAIN REVENUE MILE AND TRAIN REVENUE HOUR

**TRAIN DATA**  
**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

TABLE 46, PART B: SURFACE RAIL (LIGHT RAIL AND STREETCAR COMBINED) TRAIN DERIVED STATISTICS (a)						
Year on Jan. 1	Average Train Length (b)	Average Train Speed in Revenue Service	Unlinked Passenger Trips per Train Revenue Mile	Unlinked Passenger Trips per Train Revenue Hour	Passenger Miles per Train Revenue Mile	Passenger Miles per Train Revenue Hour
2002	1.5	14.0	8.7	121.3	37.0	515.9
2003	1.6	14.2	8.5	120.6	37.1	526.9
2004	1.6	13.9	8.4	117.5	38.0	529.2
2005	1.6	13.7	9.0	122.6	40.1	547.8
2006	1.7	13.6	9.3	126.4	42.5	580.1
2007	1.7	13.8	8.8	121.4	40.5	560.3
2008	1.8	13.8	9.5	131.3	43.8	605.6
2009	1.8	14.0	9.4	131.9	44.6	624.0
2010	1.8	13.7	9.0	124.3	43.0	591.5
2011	1.9	13.8	9.7	132.8	46.3	637.1
2012	1.9	13.6	9.8	134.3	47.8	652.2
2013	1.9	13.5	9.4	127.6	45.9	620.6

(a) Summary data from National Transit Database. Includes only systems in Urbanized Areas reporting to National Transit Database each year.

(b) Calculated by dividing vehicle revenue miles by train revenue miles.

See Glossary following Tables for complete definitions.

TABLE 47: NUMBER OF SYSTEMS OFFERING A MODE OF SERVICE  
PART A: ROADWAY MODES

**INFRASTRUCTURE DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 47: NUMBER OF SYSTEMS OFFERING A MODE OF SERVICE, PART A: ROADWAY MODES								
Year	Bus Modes (Approximate Number)				Trolleybus (a)	Demand Response (Approximate Number)	Transit Vanpool	Publico
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus (e)				
1979	(b)	---	(b)	1,024	5	---	---	---
1980	(b)	---	(b)	1,022	5	---	---	---
1981	(b)	---	(b)	1,030	5	---	---	---
1982	(b)	---	(b)	1,029	5	---	---	---
1983	(b)	---	(b)	1,031	5	---	---	---
1984	(b)	---	(b)	(c) 2,291	5	---	---	---
1985	(b)	---	(b)	2,338	5	---	---	---
1986	(b)	---	(b)	2,654	5	2,554	---	---
1987	(b)	---	(b)	2,671	5	2,580	---	---
1988	(b)	---	(b)	2,671	5	2,582	---	---
1989	(b)	---	(b)	2,665	5	3,867	---	---
1990	(b)	---	(b)	2,688	5	3,893	---	---
1991	(b)	---	(b)	2,689	5	3,894	---	---
1992	(b)	---	(b)	2,693	5	3,917	---	---
1993	(b)	---	(b)	2,694	5	3,917	---	---
1994	(b)	---	(b)	2,250	5	5,214	---	---
1995	(b)	---	(b)	2,250	5	5,214	55	---
1996	(b)	---	(b)	2,250	5	5,214	59	---
1997	(b)	---	(b)	2,250	5	5,214	55	---
1998	(b)	---	(b)	2,250	5	5,214	58	---
1999	(b)	---	(b)	2,262	5	5,252	67	---
2000	(b)	(b)	(b)	2,262	5	5,252	67	---
2001	(b)	(b)	(b)	2,264	5	5,251	67	---
2002	(b)	(b)	(b)	2,264	5	5,251	68	---
2003	(b)	(b)	(b)	1,982	4	5,346	70	---
2004	(b)	(b)	(b)	1,500	4	5,960	69	---
2005	(b)	(b)	(b)	1,500	4	5,960	69	---
2006	(b)	(b)	(b)	1,500	4	5,960	69	---
2007	(b)	(b)	(b)	(d) 1,200	4	(d) 7,300	(d) 80	1

**INFRASTRUCTURE DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 47: NUMBER OF SYSTEMS OFFERING A MODE OF SERVICE, PART A: ROADWAY MODES**

Year	Bus Modes (Approximate Number)				Trolleybus (a)	Demand Response (Approximate Number)	Transit Vanpool	Publico
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus (e)				
2008	(b)	(b)	(b)	1,086	5	7,200	83	1
2009	(b)	(b)	(b)	1,088	5	6,700	77	1
2010	(b)	(b)	(b)	1,206	5	6,741	84	1
2011	1,078	5	92	1,175	5	6,600	84	1
2012	1,229	4	132	1,365	5	6,511	93	1
2013	1,178	8	156	1,268	5	6,270	102	1

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(a) Trolleybus is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(b) Included in Total Bus.

(c) Prior to 1984 excludes most rural bus agencies.

(d) Data not continuous for modes noted, see Methodology.

(e) Agencies counted only once regardless of the number of bus modes operated.

See Glossary following Tables for complete definitions.



TABLE 47: NUMBER OF SYSTEMS OFFERING A MODE OF SERVICE  
PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL

**INFRASTRUCTURE DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 47: NUMBER OF SYSTEMS OFFERING A MODE OF SERVICE, PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL											
Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (f)	Total Fixed-Guideway Modes Reported (g)	All Modes Reported Total (Parts A and B) (h)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
1979	18	---	18	11	9	(i)	9	16	---	54	---
1980	18	---	18	11	9	(i)	9	16	---	54	---
1981	18	---	18	11	10	(i)	10	11	---	50	---
1982	18	---	18	11	11	(i)	11	11	---	51	---
1983	17	---	17	12	11	(i)	11	13	---	53	---
1984	13	---	13	12	12	(i)	12	16	---	53	---
1985	13	---	13	12	12	(i)	12	17	---	54	---
1986	12	---	12	12	12	(i)	12	25	---	61	5,019
1987	12	---	12	12	14	(i)	14	25	---	63	5,044
1988	12	---	12	12	15	(i)	15	23	---	62	5,036
1989	13	---	13	12	17	(i)	17	26	---	68	5,046
1990	14	---	14	12	17	(i)	17	27	---	70	5,078
1991	14	---	14	13	18	(i)	18	27	---	72	5,084
1992	14	---	14	13	19	(i)	19	27	---	73	5,086
1993	16	---	16	14	20	(i)	20	27	---	77	5,088
1994	16	---	16	14	22	(i)	22	25	---	77	5,973
1995	16	---	16	14	22	(i)	22	25	14	91	5,973
1996	16	---	16	14	22	(i)	22	26	15	93	5,973
1997	16	---	16	14	22	(i)	22	26	12	90	5,973
1998	18	---	18	14	22	(i)	22	28	14	96	5,975
1999	20	---	20	14	24	(i)	24	28	14	100	6,000
2000	19	---	19	14	25	(i)	25	33	16	107	6,000
2001	21	---	21	14	26	(i)	26	42	17	120	6,000
2002	20	---	20	14	27	(i)	27	42	14	117	6,000
2003	21	---	21	14	27	(i)	27	46	16	124	5,804
2004	21	(j)	21	14	29	(i)	29	47	16	127	6,429
2005	22	(j)	22	15	29	(i)	29	47	18	131	6,429
2006	22	(j)	22	15	33	(i)	33	47	18	135	6,435
2007	22	(j)	22	15	33	(i)	33	39	16	125	7,700

**INFRASTRUCTURE DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 47: NUMBER OF SYSTEMS OFFERING A MODE OF SERVICE, PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL**

Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (f)	Total Fixed-Guideway Modes Reported (g)	All Modes Reported Total (Parts A and B) (h)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
2008	23	(j)	23	15	33	(i)	33	32	16	119	7,700
2009	27	(j)	27	15	35	(i)	35	32	16	125	7,200
2010	28	(j)	28	15	35	(i)	35	32	15	125	7,088
2011	27	4	31	15	27	7	34	38	16	134	7,100
2012	27	4	31	15	25	10	35	43	16	140	7,118
2013	26	5	31	15	24	11	35	41	16	138	6,804

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(f) Beginning 1980 includes aerial tramway, automated guideway transit, cable car, inclined plane, and monorail. From 1975 to 1994 includes ferryboat and some unidentified roadway modes.

(g) Each mode for multi-modal system counted individually. Does not include Trolleybus which is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(h) Multi-modal agencies counted only once regardless of number of modes operated, numbers are approximate.

(i) Included in Light Rail.

(j) Included in Commuter Rail.

See Glossary following Tables for complete definitions.

TABLE 48: RAIL TRANSIT AND BUS RAPID TRANSIT SYSTEMS CURRENTLY IN OPERATION

**INFRASTRUCTURE DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 48: RAIL TRANSIT AND BUS RAPID TRANSIT SYSTEMS CURRENTLY IN OPERATION, ALPHABETICAL ORDER BY MODE, STATE, AND URBANIZED AREA NAME AS OF MAY 1, 2015				
State	Primary City Name	Transit System Name	Reported in 2013 NTD (a,b)	Year Opened (c)
<b>AERIAL TRAMWAY: 3 SYSTEMS</b>				
Colorado	Mountain Village	Town of Mountain Village Gondola	Yes (g)	1996
New York	New York	Roosevelt Island Operating Corporation Tramway	No	1976
Oregon	Portland	Portland Aerial Tramway	Yes	2006
<b>AUTOMATED GUIDEWAY TRANSIT: 10 SYSTEMS</b>				
Arizona	Phoenix	Valley Metro PHX Sky Train	No	2013
California	San Francisco	San Francisco Bay Area Rapid Transit District (BART) Oakland Airport Connector	No (h)	2014
Florida	Jacksonville	Jacksonville Transportation Authority (JTA) Skyway	Yes	1989
Florida	Miami	Miami-Dade Transit (MDT) Metromover	Yes	1986
Florida	Miami	MIA [Miami International Airport] Mover	No (h)	2014
Indiana	Indianapolis	Indiana University Health People Mover	No	2003
Michigan	Detroit	Detroit Transportation Corporation People Mover	Yes	1987
New Jersey	New York	Port Authority of New York and New Jersey Air Train Newark	No	2000
New York	New York	Port Authority of New York and New Jersey Air Train JFK	No	2003
West Virginia	Morgantown	West Virginia University Personal Rapid Transit	Yes	1975
<b>BUS RAPID TRANSIT: 14 SYSTEMS</b>				
California	Los Angeles	Los Angeles County Metropolitan Transportation Authority (LACMTA)	Yes	2005
California	San Bernardino	Omnitrans	No	2014
Colorado	Fort Collins	Transfort	No (f)	2014
Colorado	Roaring Fork	VelociRFTA	Yes (g)	2013
Florida	Orlando	Central Florida Regional Transportation Authority (LYNX)	Yes	1997
Massachusetts	Boston	Massachusetts Bay Transportation Authority	No (f)	2002
Michigan	Grand Rapids	Interurban Transit Partnership (The Rapid)	No (f)	2014
Minnesota	Minneapolis	Metropolitan Council	No	2013
Missouri	Kansas City	Kansas City Area Transportation Authority	Yes	2005
Nevada	Las Vegas	Regional Transportation Commission	Yes	2004
New York	New York	MTA New York City Transit	Yes	2008

**INFRASTRUCTURE DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 48: RAIL TRANSIT AND BUS RAPID TRANSIT SYSTEMS CURRENTLY IN OPERATION, ALPHABETICAL ORDER BY MODE, STATE, AND URBANIZED AREA NAME AS OF MAY 1, 2015**

State	Primary City Name	Transit System Name	Reported in 2013 NTD (a,b)	Year Opened (c)
Ohio	Cleveland	The Greater Cleveland Regional Transit Authority (GCRTA)	Yes	2008
Oregon	Eugene	Lane Transit District (LTD)	Yes	2007
Texas	Austin	Capital Metropolitan Transportation Authority	No (f)	2014
<b>CABLE CAR: 1 SYSTEM</b>				
California	San Francisco	San Francisco Municipal Transportation Agency (MUNI)	Yes	1878
<b>COMMUTER RAILROAD: 27 SYSTEMS</b>				
Alaska	Anchorage	Alaska Railroad Corporation (ARRC) (d)	Yes	1923
California	Los Angeles	Southern California Regional Rail Authority (SCRRA) Metrolink	Yes	1991
California	Oakland	Capital Corridor Joint Powers Authority	No	1991
California	San Diego	LOSSAN Pacific Surfliner	No	1989
California	San Diego	North San Diego County Transit District (NCTD) Coaster	Yes	1995
California	San Francisco	Peninsula Corridor Joint Powers Board (PCJPB) CalTrain	Yes	1992
California	Stockton	Altamont Commuter Express (ACE) ACE Rail	Yes	1998
Connecticut	New Haven	Connecticut Department of Transportation Shore Line East	Yes	1990
Florida	Miami	South Florida Regional Transportation Authority Tri-Rail	Yes	1989
Florida	Orlando	SunRail	No	2014
Illinois	Chicago	Northeast Illinois Regional Commuter Railroad Corp, Metra	Yes	1856
Indiana	Chicago	Northern Indiana Commuter Transportation District (NICTD)	Yes	1908
Maine	Portland	Northern New England Passenger Rail Authority	Yes	2001
Maryland	Baltimore	Maryland Area Regional Commuter (MARC)	Yes	1830
Massachusetts	Boston	Massachusetts Bay Transportation Authority (MBTA)	Yes	1931
Minnesota	Minneapolis	Metro Transit Northstar Commuter Rail	Yes	2009
New Jersey	New York	New Jersey Transit Corporation (NJ TRANSIT)	Yes	1839
New Mexico	Albuquerque	New Mexico Rail Runner	Yes	2006
New York	New York	Metro-North Commuter Railroad Company	Yes	1832
New York	New York	MTA Long Island Rail Road (MTA-LIRR)	Yes	1844
Pennsylvania	Harrisburg	Pennsylvania Department of Transportation Keystone Line	Yes	1980
Pennsylvania	Philadelphia	Southeastern Pennsylvania Transportation Authority (SEPTA)	Yes	1834
Tennessee	Nashville	Regional Transportation Authority Music City Star	Yes	2006
Texas	Dallas	Trinity Railway Express	Yes	1990

**INFRASTRUCTURE DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 48: RAIL TRANSIT AND BUS RAPID TRANSIT SYSTEMS CURRENTLY IN OPERATION, ALPHABETICAL ORDER BY MODE, STATE, AND URBANIZED AREA NAME AS OF MAY 1, 2015**

State	Primary City Name	Transit System Name	Reported in 2013 NTD (a,b)	Year Opened (c)
Utah	Salt Lake City	Utah Transit Authority	Yes	2008
Virginia	Washington	Virginia Railway Express (VRE)	Yes	1992
Washington	Seattle	Central Puget Sound Regional Transit Authority (ST) Sounder	Yes	2000
<b>HEAVY RAIL: 15 SYSTEMS</b>				
California	Los Angeles	Los Angeles County Metropolitan Transp. Auth. (LACMTA)	Yes	1993
California	San Francisco	San Francisco Bay Area Rapid Transit District (BART)	Yes	1972
District of Columbia	Washington	Washington Metropolitan Area Transit Authority (WMATA) Metro	Yes	1976
Florida	Miami	Miami-Dade Transit (MDT) MetroRail	Yes	1984
Georgia	Atlanta	Metropolitan Atlanta Rapid Transit Authority (MARTA)	Yes	1979
Illinois	Chicago	Chicago Transit Authority (CTA)	Yes	1892
Maryland	Baltimore	Maryland Transit Administration (MTA)	Yes	1983
Massachusetts	Boston	Massachusetts Bay Transportation Authority (MBTA)	Yes	1901
New Jersey	Philadelphia	Port Authority Transit Corporation (PATCO)	Yes	1936
New York	New York	MTA New York City Transit (NYCT)	Yes	1904
New York	New York	Port Authority Trans-Hudson Corporation (PATH)	Yes	1908
New York	New York	Staten Island Rapid Transit Operating Authority	Yes	1925
Ohio	Cleveland	The Greater Cleveland Regional Transit Authority (GCRTA)	Yes	1955
Pennsylvania	Philadelphia	Southeastern Pennsylvania Transportation Authority (SEPTA)	Yes	1907
Puerto Rico	San Juan	Tren Urbano	Yes	2005
<b>HYBRID RAIL: 5 SYSTEMS</b>				
California	San Diego	North San Diego County Transit District (NCTD) Sprinter	Yes	2008
New Jersey	Philadelphia	New Jersey Transit Corporation (NJ TRANSIT) River Line	Yes	2004
Oregon	Portland	Tri-County Metropolitan Transportation District of Oregon (TriMet) Westside Express	Yes	2009
Texas	Austin	Capital Metropolitan Transportation Authority (CMTA)	Yes	2010
Texas	Denton	Denton County Transportation Authority A Train	Yes	2011
<b>INCLINED PLANE: 4 SYSTEMS</b>				
Pennsylvania	Johnstown	Cambria County Transit Authority (CamTran) Johnstown Inclined Plane	Yes	1891
Pennsylvania	Pittsburgh	Port Authority of Allegheny County (Port Authority Transit) Duquesne Incline	Yes	1877
Pennsylvania	Pittsburgh	Port Authority of Allegheny County (Port Authority Transit) Monongahela Incline	Yes	1870
Tennessee	Chattanooga	Chattanooga Regional Transportation Authority (CARTA) Lookout Mountain Incline Railway	Yes	1895

**INFRASTRUCTURE DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 48: RAIL TRANSIT AND BUS RAPID TRANSIT SYSTEMS CURRENTLY IN OPERATION, ALPHABETICAL ORDER BY MODE, STATE, AND URBANIZED AREA NAME AS OF MAY 1, 2015**

State	Primary City Name	Transit System Name	Reported in 2013 NTD (a,b)	Year Opened (c)
<b>LIGHT RAIL: 24 SYSTEMS (e)</b>				
Arizona	Phoenix	Valley Metro Rail, Inc. (VMR)	Yes	2008
California	Los Angeles	Los Angeles County Metropolitan Transportation Authority (LACMTA)	Yes	1990
California	Los Angeles	Port of Los Angeles Waterfront Red Car Line	No	2003
California	Sacramento	Sacramento Regional Transit District	Yes	1987
California	San Diego	San Diego Metropolitan Transit system (MTS)	Yes	1981
California	San Francisco	San Francisco Municipal Transportation Agency (MUNI)	Yes	1912
California	San Jose	Santa Clara Valley Transportation Authority (VTA)	Yes	1987
Colorado	Denver	Denver Regional Transportation District (RTD)	Yes	1994
Maryland	Baltimore	Maryland Transit Administration (MTA)	Yes	1992
Massachusetts	Boston	Massachusetts Bay Transportation Authority (MBTA)	Yes	1897
Minnesota	Minneapolis	Metro Transit	Yes	2004
Missouri	Saint Louis	Bi-State Development Agency (METRO)	Yes	1993
New Jersey	Jersey City	New Jersey Transit Corporation (NJ TRANSIT) Hudson-Bergen Light Rail	Yes	2000
New Jersey	Newark	New Jersey Transit Corporation (NJ TRANSIT) Newark Light Rail	Yes	1935
New York	Buffalo	Niagara Frontier Transportation Authority (NFT Metro)	Yes	1985
North Carolina	Charlotte	Charlotte Area Transit System LYNX	Yes	2004
Ohio	Cleveland	The Greater Cleveland Regional Transit Authority (GCRTA)	Yes	1920
Oregon	Portland	Tri-County Metropolitan Transportation Dist. of Oregon (TriMet) MAX	Yes	1986
Pennsylvania	Pittsburgh	Port Authority of Allegheny County (Port Authority Transit)	Yes	1902
Texas	Dallas	Dallas Area Rapid Transit (DART)	Yes	1996
Texas	Houston	Metropolitan Transit Authority of Harris County, Texas Metro Rail	Yes	2004
Utah	Salt Lake City	Utah Transit Authority (UTA)	Yes	1999
Virginia	Virginia Beach	Hampton Roads Transit	Yes	2011
Washington	Seattle	Central Puget Sound Regional Transit Authority (ST) Central Link	Yes	2009
<b>MONORAIL: 2 SYSTEMS</b>				
Nevada	Las Vegas	Las Vegas Monorail	Yes	2004
Washington	Seattle	City of Seattle – Seattle Center Monorail System (SMS)	Yes	1962
<b>STREETCAR: 15 SYSTEMS</b>				
Arizona	Tucson	Sun Link	No (f)	2014

**INFRASTRUCTURE DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 48: RAIL TRANSIT AND BUS RAPID TRANSIT SYSTEMS CURRENTLY IN OPERATION, ALPHABETICAL ORDER BY MODE, STATE, AND URBANIZED AREA NAME AS OF MAY 1, 2015**

State	Primary City Name	Transit System Name	Reported in 2013 NTD (a,b)	Year Opened (c)
Arkansas	Little Rock	Central Arkansas Transit Authority (CATA) River Rail	Yes	2004
California	San Francisco	San Francisco Municipal Transportation Agency (MUNI)	Yes	1995
Florida	Tampa	Hillsborough Area Regional Transit Authority (HART)	Yes	2002
Georgia	Atlanta	Atlanta Streetcar	No (h)	2014
Louisiana	New Orleans	New Orleans Regional Transit Authority (NORTA)	Yes	1835
Oregon	Portland	Portland Streetcar	Yes	2001
Pennsylvania	Philadelphia	Southeastern Pennsylvania Transportation Authority	Yes	1905
Tennessee	Memphis	Memphis Area Transit Authority (MATA)	Yes	1993
Texas	Dallas	Dallas Streetcar	No (h)	2015
Texas	Dallas	McKinney Avenue Transit Authority	Yes	1989
Texas	Galveston	Island Transit (Service suspended) (b)	No	1988
Utah	Salt Lake City	Utah Transit Authority S Line	No	2013
Washington	Seattle	King County Department of Transportation – Metro Transit Division (King County Metro)	Yes	2007
Washington	Tacoma	Central Puget Sound Regional Transit Authority (ST) Tacoma Link	Yes	2003
Wisconsin	Kenosha	Kenosha Transit (KT)	Yes	2000
<b>TROLLEYBUS: 5 SYSTEMS</b>				
California	San Francisco	San Francisco Municipal Railway (MUNI)	Yes	1935
Massachusetts	Boston	Massachusetts Bay Transportation Authority (MBTA)	Yes	1936
Ohio	Dayton	Greater Dayton Regional Transit Authority (GDRTA)	Yes	1933
Pennsylvania	Philadelphia	Southeastern Pennsylvania Transportation Authority (SEPTA)	Yes	1923
Washington	Seattle	King County Department of Transportation - Metro Transit Division (King County Metro)	Yes	1940

(a) Not all fixed-guideway agencies report data to the National Transit Database.

(b) Federal Transit Administration National Transit Database.

(c) Dates prior to 1970 may refer to predecessor agencies but may not be the earliest date rail service operated in area. Some areas with current systems had earlier systems that ceased operation several years before the current system opened.

(d) Reported in National Transit Database as a separate "Alaska Railroad" mode, not reported as commuter rail.

(e) Unconnected rail operations in separate cities or areas are counted individually even if operated by the same overall agency. Systems with suspended service not included in total number of systems.

(f) Data not reported for 2013; data have been reported to NTD "Monthly Database" beginning during 2014.

(g) National Transit Database Rural data.

(h) Not in operation long enough to provide report to NTD.

TABLE 49: MILES OF TRACK AND DIRECTIONAL ROUTE MILES BY RAIL MODE

**INFRASTRUCTURE DATA**

**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

TABLE 49: MILES OF TRACK AND DIRECTIONAL ROUTE MILES BY RAIL MODE (a)											
Year	Mode	Track Miles								Total Crossings	Directional Route Miles
		At Grade Track Miles			Elevated Track Miles		Open Cut Track Miles	Subway Track Miles	Total Track Miles		
		Exclusive Right-of-Way	with Cross Traffic	Mixed and Cross Traffic	On Structure	On Fill					
2002	Commuter Rail (b)	3,499.1	3,173.5	84.0	64.3	468.8	69.9	39.5	7,399.1	2,505	6,922.9
	Heavy Rail	725.3	32.2	0.0	481.4	100.3	59.6	780.3	2,179.1	27	1,571.9
	Light Rail (c)	259.3	397.4	242.6	49.0	54.3	47.9	63.1	1,113.6	3,245	959.7
	Other Rail	10.4	0.0	9.0	10.3	0.0	0	0	29.7	77	29.4
	<b>Total Rail Modes</b>	<b>4,494.1</b>	<b>3,603.1</b>	<b>335.6</b>	<b>605.0</b>	<b>623.4</b>	<b>177.4</b>	<b>882.9</b>	<b>10,721.5</b>	<b>5,854</b>	<b>9,484.0</b>
2003	Commuter Rail (b)	3,525.2	3,178.9	85.7	67.3	467.2	70.1	39.5	7,433.9	2,531	6,901.8
	Heavy Rail	736.7	32.2	0.0	485.9	100.5	59.8	794.4	2,209.5	27	1,597.3
	Light Rail (c)	264.9	419.7	243.8	52.7	55.0	47.3	63.8	1,147.2	3,306	996.1
	Other Rail	1.5	0.0	8.8	19.7	0.0	0.0	0.0	30.0	77	29.9
	<b>Total Rail Modes</b>	<b>4,528.3</b>	<b>3,630.8</b>	<b>338.3</b>	<b>625.6</b>	<b>622.7</b>	<b>177.2</b>	<b>897.7</b>	<b>10,820.6</b>	<b>5,941</b>	<b>9,525.1</b>
2004	Commuter Rail (b)	3,358.3	3,253.7	85.7	66.8	458.7	68.1	39.0	7,330.3	2,754	6,967.8
	Heavy Rail	736.7	32.2	0.0	485.9	100.5	59.8	794.4	2,209.5	27	1,596.1
	Light Rail (c)	294.8	544.9	248.0	62.9	57.8	46.7	66.1	1,321.2	3,665	1,187.1
	Other Rail	1.8	0.0	8.8	19.7	0.0	0.0	0.0	30.3	77	30.3
	<b>Total Rail Modes</b>	<b>4,391.6</b>	<b>3,830.8</b>	<b>342.5</b>	<b>635.3</b>	<b>617.0</b>	<b>174.6</b>	<b>899.5</b>	<b>10,891.3</b>	<b>6,523</b>	<b>9,781.2</b>
2005	Commuter Rail (b)	3,747.8	3,353.2	214.6	66.8	458.0	68.1	39.0	7,947.5	2,932	8,076.1
	Heavy Rail	776.5	32.2	0.0	493.3	101.0	64.4	809.9	2,277.3	27	1,621.9
	Light Rail (c)	272.6	567.0	304.9	64.7	57.8	46.7	71.4	1,385.1	2,479	1,188.1
	Other Rail	1.8	0.0	8.8	19.7	0.0	0.0	0.0	30.3	77	30.3
	<b>Total Rail Modes</b>	<b>4,798.7</b>	<b>3,952.4</b>	<b>528.3</b>	<b>644.5</b>	<b>616.8</b>	<b>179.2</b>	<b>920.3</b>	<b>11,640.2</b>	<b>5,515</b>	<b>10,916.4</b>
2006	Commuter Rail (b)	3,195.6	4,010.7	171.5	73.8	458.0	68.1	39.0	8,016.7	3,108	7,929.8
	Heavy Rail	776.5	32.2	0.0	493.3	101.0	64.4	809.9	2,277.3	27	1,623.5
	Light Rail (c)	322.9	576.0	305.3	70.8	68.0	47.4	73.4	1,463.8	2,528	1,280.0
	Other Rail	1.8	0.0	8.8	27.7	0.0	0.0	0.0	38.3	77	31.5
	<b>Total Rail Modes</b>	<b>4,296.8</b>	<b>4,618.9</b>	<b>485.6</b>	<b>665.6</b>	<b>627.0</b>	<b>179.9</b>	<b>922.3</b>	<b>11,796.1</b>	<b>5,740</b>	<b>10,864.8</b>
2007	Commuter Rail (b)	3,163.9	3,936.7	330.3	73.0	453.0	68.1	33.9	8,058.9	3,111	8,093.1
	Heavy Rail	776.5	32.2	0.0	493.3	101.0	64.4	809.9	2,277.3	27	1,623.4
	Light Rail (c)	331.7	578.1	310.1	74.7	70.0	51.1	77.3	1,493.0	2,608	1,340.7
	Other Rail	1.8	0.0	8.8	27.7	0.0	0.0	0.0	38.3	77	31.4
	<b>Total Rail Modes</b>	<b>4,273.9</b>	<b>4,547.0</b>	<b>649.2</b>	<b>668.7</b>	<b>624.0</b>	<b>183.6</b>	<b>921.1</b>	<b>11,867.5</b>	<b>5,823</b>	<b>11,088.6</b>



## INFRASTRUCTURE DATA

INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY

TABLE 49: MILES OF TRACK AND DIRECTIONAL ROUTE MILES BY RAIL MODE (a)

Year	Mode	Track Miles								Total Crossings	Directional Route Miles
		At Grade Track Miles			Elevated Track Miles		Open Cut Track Miles	Subway Track Miles	Total Track Miles		
		Exclusive Right-of-Way	with Cross Traffic	Mixed and Cross Traffic	On Structure	On Fill					
2008	Commuter Rail (b)	3,269.0	3,899.8	216.3	74.8	453.0	68.7	36.3	8,017.9	3,161	8,219.0
	Heavy Rail	776.5	32.2	0.0	493.3	101.0	64.4	809.9	2,277.3	27	1,623.4
	Light Rail (c)	340.1	599.6	324.9	74.7	70.8	51.1	77.3	1,538.5	2,608	1,397.4
	Other Rail	1.8	0.0	8.8	19.7	0.0	0.0	0.0	30.3	77	30.2
	Total Rail Modes	4,387.4	4,531.6	550.0	662.5	624.8	184.2	923.5	11,864.0	5,873	11,270.0
2009	Commuter Rail (b)	3,559.9	3,943.7	266.2	83.5	461.7	68.9	40.4	8,424.3	3,337	8,521.1
	Heavy Rail	751.1	32.2	0.0	506.1	113.4	69.0	800.4	2,272.2	27	1,623.5
	Light Rail (c)	335.8	679.6	325.5	89.2	72.8	51.1	82.4	1,636.4	3,044	1,477.2
	Other Rail	1.8	0.0	8.8	19.5	0.0	0.0	0.0	30.1	77	30.3
	Total Rail Modes	4,648.6	4,655.5	600.5	698.3	647.9	189.0	923.2	12,363.0	6,485	11,652.1
2010	Commuter Rail (b)	3,603.2	3,948.8	266.2	82.9	461.7	68.3	40.4	8,471.5	3,405	8,590.3
	Heavy Rail	751.1	32.2	0.0	506.1	113.4	69.0	800.4	2,272.2	27	1,617.2
	Light Rail (c)	343.6	689.9	325.6	91.6	75.6	52.2	85.8	1,664.3	3,125	1,496.9
	Other Rail	1.8	0.0	8.8	19.5	0.0	0.0	0.0	30.1	77	30.3
	Total Rail Modes	4,699.7	4,670.9	600.6	700.1	650.7	189.5	926.6	12,438.1	6,634	11,734.7
2011	Commuter Rail	3,568.2	3,861.6	217.5	79.6	460.1	68.3	40.4	8,295.7	3,419	8,536.3
	Heavy Rail	750.1	32.2	0.0	506.1	113.4	69.0	800.4	2,271.2	27	1,617.2
	Hybrid Rail	64.4	70.8	35.5	1.5	0.8	0.0	0.0	173.0	140	207.2
	Light Rail	332.3	648.7	87.2	137.3	75.0	52.6	80.8	1,413.9	1,996	1,397.5
	Streetcar	3.6	46.1	205.2	0.1	0.2	0.0	5.0	260.2	1,041	135.7
	Other Rail	1.8	0.0	8.8	19.5	0.0	0.0	0.0	30.1	77	30.3
	Total Rail Modes	4,720.4	4,659.4	554.2	744.1	649.5	189.9	926.6	12,444.1	6,700	11,924.2
2012	Commuter Rail	3,586.5	3,967.7	219.6	81.1	460.1	68.3	40.4	8,423.7	3,471	8,681.7
	Heavy Rail	750.1	32.2	0.0	508.5	113.4	69.0	800.4	2,273.6	27	1,622.0
	Hybrid Rail	64.4	70.8	35.5	1.5	0.8	0.0	0.0	173.0	140	207.2
	Light Rail	333.3	646.5	80.8	146.1	75.7	53.0	83.2	1,418.6	2,002	1,347.8
	Streetcar	3.6	45.3	230.9	0.6	0.2	0.0	5.0	285.6	1,183	169.1
	Other Rail	5.8	0.0	8.8	28.1	0.0	0.0	0.0	42.7	77	44.3
	Total Rail Modes	4,743.7	4,762.5	575.6	765.9	650.2	190.3	929.0	12,617.2	6,900	12,072.1

**INFRASTRUCTURE DATA**

**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

**TABLE 49: MILES OF TRACK AND DIRECTIONAL ROUTE MILES BY RAIL MODE (a)**

Year	Mode	Track Miles								Total Crossings	Directional Route Miles
		At Grade Track Miles			Elevated Track Miles		Open Cut Track Miles	Subway Track Miles	Total Track Miles		
		Exclusive Right-of-Way	with Cross Traffic	Mixed and Cross Traffic	On Structure	On Fill					
2013	Commuter Rail	3,484.4	4,289.8	4.6	80.4	467.0	70.2	42.9	8,439.3	3,406	8,691.3
	Heavy Rail	750.1	32.2	0.0	508.5	113.4	69.0	800.4	2,273.6	27	1,622.0
	Hybrid Rail	27.7	167.1	3.8	2.3	0.8	0.0	0.0	201.7	262	249.8
	Light Rail	320.3	733.9	59.0	153.2	81.1	53.2	83.3	1,484.0	2,034	1,411.6
	Streetcar	3.6	47.1	244.3	0.6	0.2	0.0	5.0	300.8	1,419	174.9
	Other Rail	5.5	0.0	8.8	31.9	0.0	0.0	0.0	46.2	77	44.0
	<b>Total Rail Modes</b>	<b>4,591.6</b>	<b>5,270.1</b>	<b>320.5</b>	<b>776.9</b>	<b>662.5</b>	<b>192.4</b>	<b>931.6</b>	<b>12,745.6</b>	<b>7,225</b>	<b>12,193.5</b>

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

(b) Includes hybrid rail.

(c) Include streetcar.

See Glossary following Tables for complete definitions.

**TABLE 50: MILES OF LANE AND DIRECTIONAL ROUTE MILES  
BY NON-RAIL MODE**

**INFRASTRUCTURE DATA**  
**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

TABLE 50: MILES OF LANE AND DIRECTIONAL ROUTE MILES BY NON-RAIL MODE (a)						
Year	Mode	Lane Miles		Directional Route Miles		
		Exclusive Right-of-Way	Controlled Right-of-Way	Exclusive Right-of-Way	Controlled Right-of-Way	Mixed Traffic
2002	Bus	1,547.0	1,642.8	1,566.0	1,136.8	226,301.6
	Ferryboat	---	---	---	---	---
	Trolleybus	128.0	184.0	3.4	0.0	---
	<b>Total Non-Rail Modes</b>	<b>1,675.0</b>	<b>1,826.8</b>	<b>1,569.4</b>	<b>1,136.8</b>	<b>226,301.6</b>
2003	Bus	2,066.7	1,365.0	1,497.0	1,312.5	221,381.6
	Ferryboat	0.0	0.0	626.3	0.0	0.0
	Trolleybus	127.6	163.3	4.0	0.0	---
	<b>Total Non-Rail Modes</b>	<b>2,194.3</b>	<b>1,528.3</b>	<b>2,127.2</b>	<b>1,312.5</b>	<b>221,381.6</b>
2004	Bus	1,548.1	1,328.3	1,490.6	1,433.7	212,646.3
	Ferryboat	0.0	0.0	623.0	0.0	0.0
	Trolleybus	127.6	163.3	4.0	0.0	424.7
	<b>Total Non-Rail Modes</b>	<b>1,675.7</b>	<b>1,491.6</b>	<b>2,117.5</b>	<b>1,433.7</b>	<b>213,071.0</b>
2005	Bus	1,882.3	1,484.8	1,915.1	1,582.2	221,127.1
	Ferryboat	0.0	0.0	638.6	0.0	0.0
	Trolleybus	4.0	0.0	4.9	0.0	423.8
	<b>Total Non-Rail Modes</b>	<b>1,886.3</b>	<b>1,484.8</b>	<b>2,558.6</b>	<b>1,582.2</b>	<b>221,550.9</b>
2006	Bus	1,880.2	1,417.1	1,829.3	1,594.3	224,796.5
	Ferryboat	0.0	0.0	619.7	0.0	0.0
	Trolleybus	128.5	0.0	4.9	0.0	423.8
	<b>Total Non-Rail Modes</b>	<b>2,008.7</b>	<b>1,417.1</b>	<b>2,453.8</b>	<b>1,594.3</b>	<b>19.3</b>
2007	Bus	1,989.6	1,547.0	1,878.4	1,725.4	222,149.2
	Ferryboat	0.0	0.0	668.0	0.0	0.0
	Trolleybus	128.5	0.0	4.9	0.0	423.8
	<b>Total Non-Rail Modes</b>	<b>2,118.1</b>	<b>1,547.0</b>	<b>2,551.3</b>	<b>1,725.4</b>	<b>222,573.0</b>

**INFRASTRUCTURE DATA**

**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

**TABLE 50: MILES OF LANE AND DIRECTIONAL ROUTE MILES BY NON-RAIL MODE (a)**

Year	Mode	Lane Miles		Directional Route Miles		
		Exclusive Right-of-Way	Controlled Right-of-Way	Exclusive Right-of-Way	Controlled Right-of-Way	Mixed Traffic
2008	Bus	1,766.7	1,648.8	1,682.8	1,750.7	208,230.0
	Ferryboat	0.0	0.0	681.9	0.0	0.0
	Trolleybus	124.2	0.0	4.5	0.0	451.4
	Total Non-Rail Modes	1,890.9	1,648.8	2,369.2	1,750.7	208,681.4
2009	Bus	2,110.6	1,944.2	2,151.9	2,123.3	234,085.3
	Ferryboat	0.0	0.0	696.7	0.0	0.0
	Trolleybus	124.2	0.0	4.5	0.0	451.4
	Total Non-Rail Modes	2,234.8	1,944.2	2,853.0	2,123.3	234,536.7
2010	Bus	1,981.6	2,106.8	2,121.2	2,173.1	232,139.9
	Ferryboat	0.0	0.0	689.7	0.0	0.0
	Trolleybus	128.1	0.0	4.5	0.0	451.4
	Total Non-Rail Modes	2,109.7	2,106.8	2,815.4	2,173.1	232,591.3
2011	Bus	1,610.1	2,053.9	1,716.1	1,988.9	216,371.3
	Bus Rapid Transit	12.0	1.2	12.0	1.2	105.6
	Commuter Bus	455.9	174.2	474.5	159.4	10,087.4
	Ferryboat	0.0	0.0	675.0	0.0	0.0
	Trolleybus	128.1	0.0	4.5	0.0	451.4
	Total Non-Rail Modes	2,206.1	2,229.3	2,882.0	2,149.5	227,015.7
2012	Bus	1,521.1	1,915.5	1,642.8	1,889.7	232,402.1
	Bus Rapid Transit	76.3	0.0	56.7	5.4	1,546.7
	Commuter Bus	602.7	257.3	697.3	332.2	14,459.0
	Ferryboat	0.0	0.0	695.3	0.0	0.0
	Trolleybus	4.5	0.0	4.5	0.0	451.4
	Total Non-Rail Modes	2,204.6	2,172.8	3,096.5	2,227.2	248,859.2

**INFRASTRUCTURE DATA**

**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

**TABLE 50: MILES OF LANE AND DIRECTIONAL ROUTE MILES BY NON-RAIL MODE (a)**

Year	Mode	Lane Miles (c)				Directional Route Miles		
		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 Miles	Exclusive Right-of-Way	Controlled Right-of-Way	Mixed Traffic
2013 (c)	Aerial Tramway (b)	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
	<b>Total Non-Rail Modes</b>	<b>702.0</b>	<b>1,998.4</b>	<b>1,935.5</b>	<b>4,635.9</b>	<b>1,766.7</b>	<b>3,934.0</b>	<b>265,962.3</b>

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

(b) Unless otherwise indicated included in fixed-guideway modes in other tables in this document.

(c) Categories of Lane Miles reported changed beginning in 2013.

See Glossary following Tables for complete definitions.

TABLE 51: NUMBER OF PASSENGER STATIONS BY MODE

**INFRASTRUCTURE DATA**

**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

TABLE 51: NUMBER OF PASSENGER STATIONS BY MODE (a)					
YEAR	MODE	NUMBER OF STATIONS			
		ADA ACCESSIBLE	NON-ADA ACCESSIBLE	TOTAL STATIONS	NUMBER MUTI-MODAL
2002	Bus	3,694	220	3,914	180
	Commuter Rail	631	519	1,150	351
	Ferryboat	29	5	34	2
	Heavy Rail	366	628	994	133
	Light Rail (c)	458	182	640	115
	Trolleybus	5	0	5	0
	Other	51	1	52	2
	Total	5,234	1,555	6,789	783
2003	Bus	1,261	26	1,287	217
	Commuter Rail	653	507	1,160	442
	Ferryboat	46	5	51	8
	Heavy Rail	416	607	1,023	157
	Light Rail (c)	466	148	614	105
	Trolleybus	9	0	9	0
	Other	52	2	54	2
	Total	2,903	1,295	4,198	931
2004	Bus	1,334	125	1,459	334
	Commuter Rail (b)	676	487	1,163	477
	Ferryboat	65	5	70	11
	Heavy Rail	428	595	1,023	157
	Light Rail (c)	589	134	723	225
	Trolleybus	10	0	10	1
	Other	51	3	54	0
	Total	3,153	1,349	4,502	1,205

**INFRASTRUCTURE DATA**

**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

**TABLE 51: NUMBER OF PASSENGER STATIONS BY MODE (a)**

YEAR	MODE	NUMBER OF STATIONS			
		ADA ACCESSIBLE	NON-ADA ACCESSIBLE	TOTAL STATIONS	NUMBER MUTI-MODAL
2005	Bus	1,411	147	1,558	446
	Commuter Rail (b)	696	478	1,174	497
	Ferryboat	66	5	71	11
	Heavy Rail	459	583	1,042	292
	Light Rail (c)	596	134	730	227
	Trolleybus	10	0	10	1
	Other	50	2	52	0
	Total	3,288	1,349	4,637	1,474
2006	Bus	1,221	87	1,308	448
	Commuter Rail (b)	722	457	1,179	488
	Ferryboat	63	5	68	12
	Heavy Rail	479	563	1,042	314
	Light Rail (c)	635	129	764	267
	Trolleybus	5	0	5	1
	Other	56	2	58	0
	Total	3,181	1,243	4,424	1,530
2007	Bus	1,222	86	1,308	458
	Commuter Rail (b)	735	447	1,182	497
	Ferryboat	74	3	77	13
	Heavy Rail	493	549	1,042	228
	Light Rail (c)	642	131	773	269
	Trolleybus	5	0	5	1
	Other	56	2	58	0
	Total	3,227	1,218	4,445	1,466
2008	Bus	1,258	88	1,346	460
	Commuter Rail (b)	763	436	1,199	499
	Ferryboat	78	3	81	13
	Heavy Rail	508	533	1,041	228
	Light Rail (c)	665	122	787	284
	Trolleybus	5	0	5	1
	Other	49	2	51	0
	Total	3,326	1,184	4,510	1,485

**INFRASTRUCTURE DATA**

**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

**TABLE 51: NUMBER OF PASSENGER STATIONS BY MODE (a)**

YEAR	MODE	NUMBER OF STATIONS			
		ADA ACCESSIBLE	NON-ADA ACCESSIBLE	TOTAL STATIONS	NUMBER MUTI-MODAL
2009	Bus	1,314	88	1,402	440
	Commuter Rail (b)	794	430	1,224	550
	Ferryboat	82	5	87	14
	Heavy Rail	515	526	1,041	228
	Light Rail (c)	721	115	836	293
	Trolleybus	5	0	5	1
	Other	49	2	51	0
	<b>Total</b>	<b>3,480</b>	<b>1,166</b>	<b>4,646</b>	<b>1,526</b>
2010	Bus	1,395	67	1,462	473
	Commuter Rail (b)	808	427	1,235	569
	Ferryboat	77	5	82	14
	Heavy Rail	522	519	1,041	228
	Light Rail (c)	734	114	848	294
	Trolleybus	5	0	5	1
	Other	49	2	51	0
	<b>Total</b>	<b>3,590</b>	<b>1,134</b>	<b>4,724</b>	<b>1,579</b>
2011	Bus	1,239	8	1,247	308
	Commuter Bus	71	0	71	18
	Bus Rapid Transit	54	0	54	2
	Commuter Rail	812	417	1,229	569
	Ferryboat	82	5	87	14
	Heavy Rail	530	511	1,041	232
	Hybrid Rail	49	0	49	42
	Light Rail	691	70	761	290
	Streetcar	41	44	85	7
	Trolleybus	5	0	5	1
	Other	49	2	51	3
	<b>Total</b>	<b>3,623</b>	<b>1,057</b>	<b>4,680</b>	<b>1,486</b>



**INFRASTRUCTURE DATA**

**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

**TABLE 51: NUMBER OF PASSENGER STATIONS BY MODE (a)**

YEAR	MODE	NUMBER OF STATIONS			
		ADA ACCESSIBLE	NON-ADA ACCESSIBLE	TOTAL STATIONS	NUMBER MUTI-MODAL
2012	Bus	1,336	18	1,354	306
	Bus Rapid Transit	7	0	7	1
	Commuter Bus	195	0	195	30
	Commuter Rail	832	412	1,244	552
	Ferryboat	89	5	94	14
	Heavy Rail	542	502	1,044	232
	Hybrid Rail	49	0	49	42
	Light Rail	725	69	794	281
	Streetcar	41	44	85	7
	Trolleybus	5	0	5	1
	Other	63	2	65	3
<b>Total</b>	<b>3,884</b>	<b>1,052</b>	<b>4,936</b>	<b>1,469</b>	
2013	Bus	1,354	15	1,369	347
	Bus Rapid Transit	9	0	9	5
	Commuter Bus	247	2	249	72
	Commuter Rail	836	406	1,242	569
	Ferryboat	88	4	92	14
	Heavy Rail	550	494	1,044	249
	Hybrid Rail	54	0	54	47
	Light Rail	733	68	801	283
	Streetcar	42	44	86	7
	Trolleybus	5	0	5	1
	Other	65	1	66	3
<b>Total</b>	<b>3,983</b>	<b>1,034</b>	<b>5,017</b>	<b>1,597</b>	

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

(b) Includes hybrid rail.

(c) Includes streetcar.

See Glossary following Tables for complete definitions.

TABLE 52: NUMBER OF MAINTENANCE FACILITIES BY MODE

**INFRASTRUCTURE DATA**  
**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

TABLE 52: NUMBER OF MAINTENANCE FACILITIES BY MODE (a)							
Year	Mode	Number of Maintenance Facilities					
		General Purpose Maintenance Facilities				Heavy Maintenance Facilities	Total Maintenance Facilities
		Under 200 Vehicles	200 to 300 Vehicles	Over 300 Vehicles	Total General Facilities		
2002	Bus	597.3	91.2	13.2	701.7	38.8	740.5
	Commuter Rail	54.5	3.0	10.0	67.5	19.0	86.5
	Demand Response	403.35	8.40	1.70	413.45	4.20	417.65
	Ferryboat	12.0	0.0	0.0	12.0	3.0	15.0
	Heavy Rail	29.6	7.0	12.0	48.6	5.3	53.9
	Light Rail (c)	28.4	0.0	0.0	28.4	4.7	33.1
	Trolleybus	4.5	0.4	0.0	4.9	0.0	4.9
	Other	16.0	0.1	1.1	17.2	0.0	17.2
	Total	1,145.7	110.1	38.0	1,293.8	75.0	1,368.8
2003	Bus	629.9	99.2	12.2	741.3	38.7	780.0
	Commuter Rail	55.5	3.0	10.0	68.5	19.0	87.5
	Demand Response	431.2	6.7	1.7	439.6	2.5	442.1
	Ferryboat	10.0	0.0	0.0	10.0	1.0	11.0
	Heavy Rail	28.6	7.0	11.0	46.6	6.7	53.3
	Light Rail (c)	30.4	0.0	0.0	30.4	4.3	34.7
	Trolleybus	4.5	0.6	0.0	5.1	0.0	5.1
	Other	16.9	0.0	2.1	19.0	0.0	19.0
	Total	1,207.0	116.5	37.0	1,360.5	72.2	1,432.7
2004	Bus	627.9	91.4	17.9	737.2	45.9	783.1
	Commuter Rail (b)	54.0	3.5	9.0	66.5	19.0	85.5
	Demand Response	444.8	6.5	1.9	453.2	9.1	462.3
	Ferryboat	10.0	0.0	0.0	10.0	2.0	12.0
	Heavy Rail	26.6	8.0	12.0	46.6	8.7	55.3
	Light Rail	34.9	0.0	0.0	34.9	5.8	40.7
	Trolleybus	3.0	1.6	0.0	4.6	0.0	4.6
	Other	15.8	0.0	2.2	18.0	0.0	18.0
	Total	1,217.0	111.0	43.0	1,371.0	90.5	1,461.5

**INFRASTRUCTURE DATA**

**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

**TABLE 52: NUMBER OF MAINTENANCE FACILITIES BY MODE (a)**

Year	Mode	Number of Maintenance Facilities					
		General Purpose Maintenance Facilities				Heavy Maintenance Facilities	Total Maintenance Facilities
		Under 200 Vehicles	200 to 300 Vehicles	Over 300 Vehicles	Total General Facilities		
2005	Bus	654.6	90.7	16.2	761.5	38.2	799.7
	Commuter Rail (b)	56.0	6.5	6.0	68.5	19.9	88.4
	Demand Response	452.0	6.3	2.6	460.9	3.3	464.2
	Ferryboat	11.0	0.0	0.0	11.0	2.0	13.0
	Heavy Rail	27.6	8.0	12.0	47.6	10.3	57.9
	Light Rail (c)	34.4	0.0	0.0	34.4	6.3	40.7
	Trolleybus	4.6	0.0	0.0	4.6	0.0	4.6
	Other	16.2	1.0	2.2	19.4	0.0	19.4
	Total	1,256.4	112.5	39.0	1,407.9	80.0	1,487.9
2006	Bus	649.2	92.7	13.2	755.1	35.4	790.5
	Commuter Rail (b)	57.0	6.0	7.0	70.0	20.9	90.9
	Demand Response	456.7	8.3	3.6	468.6	3.1	471.7
	Ferryboat	10.0	0.0	0.0	10.0	1.0	11.0
	Heavy Rail	27.6	8.0	12.0	47.6	10.3	57.9
	Light Rail (c)	37.2	0.0	0.0	37.2	8.3	45.5
	Trolleybus	3.6	0.8	0.0	4.4	0.0	4.4
	Other	16.8	0.0	2.2	19.0	0.0	19.0
	Total	1,258.1	115.8	38.0	1,411.9	79.0	1,490.9
2007	Bus	642.7	96.3	15.3	754.3	33.3	787.6
	Commuter Rail (b)	59.0	7.0	6.0	72.0	19.9	91.9
	Demand Response	461.7	10.7	3.5	475.9	4.2	480.1
	Ferryboat	11.0	0.0	0.0	11.0	1.0	12.0
	Heavy Rail	29.6	8.0	12.0	49.6	10.3	59.9
	Light Rail (c)	35.2	1.0	0.0	36.2	8.3	44.5
	Trolleybus	3.6	1.0	0.0	4.6	0.0	4.6
	Other	16.8	0.0	2.2	19.0	0.0	19.0
	Total	1,259.6	124.0	39.0	1,422.6	77.0	1,499.6

**INFRASTRUCTURE DATA**  
**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

**TABLE 52: NUMBER OF MAINTENANCE FACILITIES BY MODE (a)**

Year	Mode	Number of Maintenance Facilities					
		General Purpose Maintenance Facilities				Heavy Maintenance Facilities	Total Maintenance Facilities
		Under 200 Vehicles	200 to 300 Vehicles	Over 300 Vehicles	Total General Facilities		
2008	Bus	669.3	92.6	16.4	778.3	34.1	812.4
	Commuter Rail (b)	57.5	7.0	6.0	70.5	19.9	90.4
	Demand Response	490.2	10.4	3.4	504.0	4.6	508.6
	Ferryboat	12.0	0.0	0.0	12.0	1.0	13.0
	Heavy Rail	28.6	8.0	12.0	48.6	11.3	59.9
	Light Rail (c)	39.2	1.0	0.0	40.2	8.3	48.5
	Trolleybus	3.8	1.0	0.0	4.8	0.0	4.8
	Other	17.2	0.0	2.2	19.4	1.0	20.4
	Total	1,317.8	120.0	40.0	1,477.8	80.2	1,558.0
2009	Bus	670.0	96.7	18.5	785.2	32.1	817.3
	Commuter Rail (b)	60.0	8.0	7.0	75.0	19.9	94.9
	Demand Response	488.8	8.5	4.3	501.6	5.7	507.3
	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
	Light Rail (c)	42.2	1.0	0.0	43.2	8.3	51.5
	Trolleybus	4.0	1.0	0.0	5.0	0.0	5.0
	Other	30.4	0.0	2.2	32.6	0.0	32.6
	Total	1,339.0	123.2	44.0	1,506.2	78.3	1,584.5
2010	Bus	681.6	96.8	17.4	795.8	31.1	826.9
	Commuter Rail (b)	60.0	8.0	7.0	75.0	20.9	95.9
	Demand Response	443.8	11.2	6.4	461.4	1.9	463.3
	Ferryboat	14.0	0.0	0.0	14.0	1.0	15.0
	Heavy Rail	28.6	8.0	12.0	48.6	11.3	59.9
	Light Rail (c)	44.7	1.0	0.0	45.7	5.8	51.5
	Trolleybus	4.0	1.0	0.0	5.0	0.0	5.0
	Other	28.3	0.0	2.2	30.5	0.0	30.5
	Total	1,305.0	126.0	45.0	1,476.0	72.0	1,548.0

**INFRASTRUCTURE DATA**

**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

**TABLE 52: NUMBER OF MAINTENANCE FACILITIES BY MODE (a)**

Year	Mode	Number of Maintenance Facilities					
		General Purpose Maintenance Facilities				Heavy Maintenance Facilities	Total Maintenance Facilities
		Under 200 Vehicles	200 to 300 Vehicles	Over 300 Vehicles	Total General Facilities		
2011	Bus	680.3	94.8	17.4	792.5	30.6	823.1
	Bus Rapid Transit	2.3	0.1	0.0	2.4	0.0	2.4
	Commuter Bus	31.1	2.1	0.0	33.2	0.0	33.2
	Commuter Rail	59.0	7.0	7.0	73.0	15.9	88.9
	Demand Response	469.5	14.0	5.4	488.9	2.4	491.3
	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	6.0	0.0	0.0	6.0	1.0	7.0
	Light Rail	33.4	1.0	0.0	34.4	4.3	38.7
	Streetcar	9.3	0.0	0.0	9.3	1.5	10.8
	Trolleybus	4.0	1.0	0.0	5.0	0.0	5.0
	Other	25.3	0.0	2.2	27.5	0.0	27.5
	Total	1,363.8	128.0	44.0	1,535.8	68.0	1,603.8
2012	Bus	714.1	94.8	18.7	827.6	34.6	862.2
	Bus Rapid Transit	1.2	0.3	0.0	1.5	1.0	2.5
	Commuter Bus	54.7	9.2	2.2	66.1	1.0	67.1
	Commuter Rail	60.0	6.0	8.0	74.0	14.9	88.9
	Demand Response	496.3	13.8	5.9	516.0	3.4	519.4
	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	6.0	0.0	0.0	6.0	1.0	7.0
	Light Rail	32.0	1.0	0.0	33.0	5.1	38.1
	Streetcar	11.7	0.0	0.0	11.7	1.7	13.4
	Trolleybus	4.0	1.0	0.0	5.0	0.0	5.0
	Other	27.3	0.0	4.2	31.5	0.0	31.5
	Total	1,450.9	134.1	51.0	1,636.0	75.0	1,711.0

**INFRASTRUCTURE DATA**

**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

**TABLE 52: NUMBER OF MAINTENANCE FACILITIES BY MODE (a)**

Year	Mode	Number of Maintenance Facilities					
		General Purpose Maintenance Facilities				Heavy Maintenance Facilities	Total Maintenance Facilities
		Under 200 Vehicles	200 to 300 Vehicles	Over 300 Vehicles	Total General Facilities		
2013	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
	<b>Total</b>	<b>1,459.8</b>	<b>134.3</b>	<b>49.0</b>	<b>1,643.1</b>	<b>74.8</b>	<b>1,717.9</b>

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

(b) Includes hybrid rail.

(c) Include streetcar.

See Glossary following Tables for complete definitions.

TABLE 53: PASSENGER STATION EQUIPMENT

**INFRASTRUCTURE DATA**

**INCLUDES SAMPLE IN APTA PUBLIC TRANSPORTATION INFRASTRUCTURE DATABASE ONLY**

**TABLE 53: PASSENGER STATION EQUIPMENT (a), PERCENT**

Year	Mode (a)	Number Stations in Sample	Percent of Stations with:					
			Public Address Systems	Vehicle Status Displays	Informational Video Displays	Security Cameras	Concessions	Restrooms
2000	Bus	609	11.0%	3.4%	7.1%	20.7%	16.1%	33.0%
	Ferry	28	21.4%	0.0%	0.0%	10.7%	3.6%	39.3%
	Rail	2,046	46.9%	3.0%	11.9%	23.5%	22.6%	26.2%
	Total	2,683	38.5%	3.1%	10.7%	22.7%	20.9%	27.9%
2001	Bus	696	11.9%	3.6%	6.8%	19.4%	18.8%	34.6%
	Ferry	41	14.6%	0.0%	0.0%	7.3%	2.4%	26.8%
	Rail	2,973	48.7%	8.0%	14.2%	24.8%	18.7%	24.7%
	Total	3,710	41.5%	7.1%	12.7%	23.5%	18.5%	26.6%
2003	Bus	953	10.9%	11.4%	8.5%	20.0%	13.8%	27.8%
	Ferry	68	5.9%	0.0%	1.5%	5.9%	2.9%	14.7%
	Rail	2,963	59.5%	10.9%	19.0%	31.3%	24.7%	26.6%
	Total	3,997	46.8%	10.9%	16.1%	28.1%	21.7%	26.7%
2006	Bus	1,141	9.5%	11.4%	5.6%	22.4%	11.7%	26.4%
	Ferry	81	8.6%	2.5%	2.5%	19.8%	4.9%	27.2%
	Rail	2,794	71.1%	13.7%	23.3%	35.3%	28.1%	27.9%
	Total	4,016	52.3%	12.8%	17.9%	31.3%	23.0%	27.5%
2008	Bus	1,080	12.5%	18.3%	5.0%	33.9%	11.6%	26.2%
	Ferry	39	15.4%	5.1%	0.0%	7.7%	15.4%	38.5%
	Rail	3,076	74.1%	20.7%	30.0%	45.7%	27.2%	28.2%
	Total	4,195	57.7%	20.0%	23.3%	42.3%	23.1%	28.3%
2010	Bus	977	13.3%	15.3%	8.2%	35.3%	12.2%	27.3%
	Ferry	55	45.5%	0.0%	1.8%	52.7%	18.2%	65.5%
	Rail	2,666	76.0%	29.7%	32.0%	44.1%	26.6%	27.9%
	Total	3,698	58.3%	25.4%	25.3%	41.9%	22.7%	28.3%

**INFRASTRUCTURE DATA**

**INCLUDES SAMPLE IN APTA PUBLIC TRANSPORTATION INFRASTRUCTURE DATABASE ONLY**

**TABLE 53: PASSENGER STATION EQUIPMENT (a), PERCENT**

Year	Mode (a)	Number Stations in Sample	Percent of Stations with:					
			Public Address Systems	Vehicle Status Displays	Informational Video Displays	Security Cameras	Concessions	Restrooms
2012	Bus	753	18.7%	19.8%	16.6%	38.4%	11.0%	26.6%
	Ferry	49	51.0%	0.0%	42.9%	61.2%	20.4%	63.3%
	Rail	2,150	75.0%	35.2%	44.3%	60.5%	30.4%	26.4%
	Total	2,952	69.3%	30.7%	37.2%	54.8%	25.3%	27.1%

(a) Sample data only; from annual *APTA Public Transportation Infrastructure Database*, not projected to national total. See Glossary following Tables for complete definitions.



TABLE 54: PASSENGER STATION PARKING SUPPLY

INFRASTRUCTURE DATA

INCLUDES SAMPLE IN APTA PUBLIC TRANSPORTATION INFRASTRUCTURE DATABASE ONLY

TABLE 54: PASSENGER STATION PARKING SUPPLY (a), PERCENT

Year	Mode (a)	Number Stations in Sample	Automobile Parking Facilities			Bicycle Parking Facilities					Motorcycle Parking Facilities
			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	Number of Motorcycle Spaces
						Secure	Racks	Total			
2000	Bus	609	157,385	---	13,388	---	---	5,522	---	---	294
	Ferry	28	3,460	---	0	---	---	118	---	---	0
	Rail	2,046	419,966	---	7,794	---	---	7,893	---	---	929
	Total	2,683	580,811	---	21,182	---	---	13,533	---	---	1,223
2001	Bus	696	197,445	---	13,428	---	---	4,153	---	---	290
	Ferry	41	5,302	---	0	---	---	148	---	---	0
	Rail	2,973	509,022	---	9,222	---	---	10,871	---	---	933
	Total	3,710	711,769	---	22,650	---	---	15,172	---	---	1,223
2003	Bus	953	229,922	---	15,535	---	---	4,831	---	---	303
	Ferry	68	5,962	---	15	---	---	152	---	---	10
	Rail	2,963	566,480	---	4,362	---	---	17,581	---	---	851
	Total	3,997	802,364	---	19,912	---	---	22,564	---	---	1,164
2006	Bus	1,141	252,814	---	8,302	---	---	7,633	---	---	218
	Ferry	81	6,439	---	15	---	---	182	---	---	10
	Rail	2,794	570,452	---	4,411	---	---	18,627	---	---	820
	Total	4,016	829,705	---	12,728	---	---	26,442	---	---	1,048
2008	Bus	1,080	267,630	---	12,759	---	---	9,144	---	---	355
	Ferry	39	6,236	---	0	---	---	176	---	---	10
	Rail	3,076	680,940	---	4,032	---	---	24,178	---	---	843
	Total	4,195	954,806	---	16,791	---	---	33,498	---	---	1,208
2010	Bus	977	252,136	---	10,623	---	---	10,733	---	---	426
	Ferry	55	8,200	---	1,964	---	---	183	---	---	7
	Rail	2,666	587,238	---	5,183	---	---	23,784	---	---	806
	Total	3,698	847,574	---	17,770	---	---	34,700	---	---	1,239

**INFRASTRUCTURE DATA**

**INCLUDES SAMPLE IN APTA PUBLIC TRANSPORTATION INFRASTRUCTURE DATABASE ONLY**

**TABLE 54: PASSENGER STATION PARKING SUPPLY (a), PERCENT**

Year	Mode (a)	Number Stations in Sample	Automobile Parking Facilities			Bicycle Parking Facilities				Motorcycle Parking Facilities	
			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	Number of Motorcycle Spaces
						Secure	Racks	Total			
2012	Bus	753	210,044	47.9%	10,988	963	12,453	13,416	16.3%	39.6%	412
	Ferry	49	7,950	22.4%	1,964	80	268	348	4.1%	36.7%	11
	Rail	2,150	358,642	32.1%	5,437	3,421	19,958	23,379	16.7%	45.3%	325
	Total	2,952	576,636	36.0%	18,389	4,464	32,679	37,143	16.4%	43.7%	748

(a) Sample data only; from annual APTA *Public Transportation Infrastructure Database*, not projected to national total. See Glossary following Tables for complete definitions.

TABLE 55: AIRPORTS WITH FIXED-GUIDEWAY TRANSIT ACCESS: DIRECT, VIA AUTOMATED GUIDEWAY TRANSIT, OR VIA FREE BUS SHUTTLE AS OF MAY 1, 2015

**INFRASTRUCTURE DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 55: AIRPORTS WITH FIXED-GUIDEWAY TRANSIT ACCESS: DIRECT, VIA AUTOMATED GUIDEWAY TRANSIT, OR VIA FREE BUS SHUTTLE, AS OF JANUARY 1, 2015						
AIRPORTS WITH DIRECT FIXED-GUIDEWAY ACCESS TO AIRPORT TERMINAL				AIRPORTS WITH FREE BUS SHUTTLE ACCESS FROM RAIL STATION TO AIRPORT TERMINAL		
State	Urbanized Area, First City and State Name Only	Name of Airport	Name of Area Fixed-Guideway Transit System	Mode of Area Fixed-Guideway Transit Service	Final Access to Airport Terminal from Closest Area Fixed-Guideway Station	Final Mode of Access to Airport Terminal
Arizona	Phoenix, AZ	Phoenix Sky Harbor International Airport	Valley Metro Rail, Inc. (VMR)	Light Rail	Free Valley Metro PHX Sky Train	Automated Guideway Transit
California	Los Angeles, CA	Burbank Bob Hope Airport	Amtrak	Intercity Rail	Free Bus Shuttle	Bus Shuttle
California	Los Angeles, CA	Burbank Bob Hope Airport	Los Angeles County Metropolitan Transportation Authority	Light Rail	Free Bus Shuttle	Bus Shuttle
California	Los Angeles, CA	Burbank Bob Hope Airport	Southern California Regional Rail Authority (SCRRA) Metrolink	Commuter Rail	Free Bus Shuttle	Bus Shuttle
California	Los Angeles, CA	John Wayne [Orange County] Airport	Southern California Regional Rail Authority (SCRRA) Metrolink	Commuter Rail	Free Bus Shuttle	Bus Shuttle
California	Los Angeles, CA	Los Angeles International Airport	Los Angeles County Metropolitan Transportation Authority	Light Rail	Free Bus Shuttle	Bus Shuttle
California	San Francisco, CA	Oakland International Airport	San Francisco Bay Area Rapid Transit District (BART)	Heavy Rail	BART Oakland Airport Connector	Automated Guideway Transit
California	San Francisco, CA	San Francisco International Airport	San Francisco Bay Area Rapid Transit District (BART)	Heavy Rail	Heavy Rail Station Is at Airport Terminal	NA
California	San Jose, CA	Mineta San Jose International Airport	Santa Clara Valley Transportation Authority (VTA)	Light Rail	Free Bus Shuttle	Bus Shuttle
California	San Jose, CA	Mineta San Jose International Airport	Peninsula Corridor Joint Powers Board (PCJPB) CalTrain	Commuter Rail	Free Bus Shuttle	Bus Shuttle
Florida	Miami, FL	Fort Lauderdale-Hollywood International Airport	South Florida Regional Transportation Authority Tri-Rail	Commuter Rail	Free Bus Shuttle	Bus Shuttle

**INFRASTRUCTURE DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 55: AIRPORTS WITH FIXED-GUIDEWAY TRANSIT ACCESS: DIRECT, VIA AUTOMATED GUIDEWAY TRANSIT, OR VIA FREE BUS SHUTTLE, AS OF JANUARY 1, 2015**

**AIRPORTS WITH DIRECT FIXED-GUIDEWAY ACCESS TO AIRPORT TERMINAL**

**AIRPORTS WITH FREE BUS SHUTTLE ACCESS FROM RAIL STATION TO AIRPORT TERMINAL**

State	Urbanized Area, First City and State Name Only	Name of Airport	Name of Area Fixed-Guideway Transit System	Mode of Area Fixed-Guideway Transit Service	Final Access to Airport Terminal from Closest Area Fixed-Guideway Station	Final Mode of Access to Airport Terminal
Florida	Miami, FL	Miami International Airport	South Florida Regional Transportation Authority Tri-Rail	Commuter Rail	Free MIA [Miami International Airport] Mover	Automated Guideway Transit
Florida	Miami, FL	Miami International Airport	Miami-Dade Transit (MDT) MetroRail	Heavy Rail	Free MIA [Miami International Airport] Mover	Automated Guideway Transit
Florida	Miami, FL	Palm Beach International Airport	Amtrak	Intercity Rail	Free Bus Shuttle	Bus Shuttle
Florida	Miami, FL	Palm Beach International Airport	South Florida Regional Transportation Authority Tri-Rail	Commuter Rail	Free Bus Shuttle	Bus Shuttle
Georgia	Atlanta, GA	Hartsfield-Jackson Atlanta International Airport	Metropolitan Atlanta Rapid Transit Authority	Heavy Rail	Heavy Rail Station Is at Airport Terminal	NA
Illinois	Chicago, IL	Chicago Midway International Airport	Chicago Transit Authority	Heavy Rail	Heavy Rail Station Is at Airport Terminal	NA
Illinois	Chicago, IL	Chicago O'Hare International Airport	Chicago Transit Authority	Heavy Rail	Heavy Rail Station Is at Airport Terminal	NA
Illinois	Chicago, IL	Chicago O'Hare International Airport	Northeast Illinois Regional Commuter Railroad Corp, Metra	Commuter Rail	Free Bus Shuttle	Bus Shuttle
Maryland	Baltimore, MD	Baltimore/Washington International Thurgood Marshall Airport	Maryland Transit Administration	Light Rail	Light Rail Station Is at Airport Terminal	NA
Maryland	Baltimore, MD	Baltimore/Washington International Thurgood Marshall Airport	Maryland Area Regional Commuter (MARC)	Commuter Rail	Free Bus Shuttle	Bus Shuttle
Maryland	Baltimore, MD	Baltimore/Washington International Thurgood Marshall Airport	Amtrak	Intercity Rail	Free Bus Shuttle	Bus Shuttle
Massachusetts	Boston, MA	Logan International Airport	Massachusetts Bay Transportation Authority (MBTA)	Bus Rapid Transit	Bus Rapid Transit Station Is at Airport Terminal	NA

**INFRASTRUCTURE DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 55: AIRPORTS WITH FIXED-GUIDEWAY TRANSIT ACCESS: DIRECT, VIA AUTOMATED GUIDEWAY TRANSIT, OR VIA FREE BUS SHUTTLE, AS OF JANUARY 1, 2015**

**AIRPORTS WITH DIRECT FIXED-GUIDEWAY ACCESS TO AIRPORT TERMINAL**

**AIRPORTS WITH FREE BUS SHUTTLE ACCESS FROM RAIL STATION TO AIRPORT TERMINAL**

State	Urbanized Area, First City and State Name Only	Name of Airport	Name of Area Fixed-Guideway Transit System	Mode of Area Fixed-Guideway Transit Service	Final Access to Airport Terminal from Closest Area Fixed-Guideway Station	Final Mode of Access to Airport Terminal
Massachusetts	Boston, MA	Logan International Airport	Massachusetts Bay Transportation Authority (MBTA)	Heavy Rail	Free Bus Shuttle	Bus Shuttle
Massachusetts	Boston, MA	Logan International Airport	Massachusetts Bay Transportation Authority (MBTA)	Ferry Boat	Free Bus Shuttle	Bus Shuttle
Minnesota	Minneapolis, MN	Minneapolis/St. Paul International Airport	Metro Transit	Light Rail	Light Rail Station Is at Airport Terminal	NA
Missouri	St. Louis, MO	Lambert - St. Louis International Airport	Bi-State Development Agency (METRO)	Light Rail	Light Rail Station Is at Airport Terminal	NA
New Jersey	New York, NY	Newark Liberty International Airport	Amtrak	Intercity Rail	AirTrain Newark	Automated Guideway Transit
New Jersey	New York, NY	Newark Liberty International Airport	New Jersey Transit Corporation (NJ TRANSIT)	Commuter Rail	AirTrain Newark	Automated Guideway Transit
New York	New York, NY	John F. Kennedy International Airport	MTA Long Island Rail Road (MTA-LIRR)	Commuter Rail	AirTrain JFK	Automated Guideway Transit
New York	New York, NY	John F. Kennedy International Airport	MTA New York City Transit (NYCT)	Heavy Rail	AirTrain JFK	Automated Guideway Transit
Ohio	Cleveland, OH	Cleveland Hopkins International Airport	Greater Cleveland Regional Transit Authority	Heavy Rail	Heavy Rail Station Is at Airport Terminal	NA
Oregon	Portland, OR	Portland International Airport	Tri-County Metropolitan Transportation Dist. of Oregon (TriMet) MAX	Light Rail	Light Rail Station Is at Airport Terminal	NA
Pennsylvania	Philadelphia, PA	Philadelphia International Airport	Southeastern Pennsylvania Transportation Authority (SEPTA)	Commuter Rail	Commuter Rail Station Is at Airport Terminal	NA
Rhode Island	Providence, RI	T. F. Green Airport	Massachusetts Bay Transportation Authority (MBTA)	Commuter Rail	Commuter Rail Station Is at Airport Terminal	NA
Texas	Dallas, TX	Dallas/Fort Worth International Airport	Dallas Area Rapid Transit	Light Rail	Light Rail Station Is at Airport Terminal	NA

**INFRASTRUCTURE DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 55: AIRPORTS WITH FIXED-GUIDEWAY TRANSIT ACCESS: DIRECT, VIA AUTOMATED GUIDEWAY TRANSIT, OR VIA FREE BUS SHUTTLE, AS OF JANUARY 1, 2015**

**AIRPORTS WITH DIRECT FIXED-GUIDEWAY ACCESS TO AIRPORT TERMINAL**

**AIRPORTS WITH FREE BUS SHUTTLE ACCESS FROM RAIL STATION TO AIRPORT TERMINAL**

State	Urbanized Area, First City and State Name Only	Name of Airport	Name of Area Fixed-Guideway Transit System	Mode of Area Fixed-Guideway Transit Service	Final Access to Airport Terminal from Closest Area Fixed-Guideway Station	Final Mode of Access to Airport Terminal
Texas	Dallas, TX	Dallas/Fort Worth International Airport	Trinity Railway Express	Commuter Rail	Free Bus Shuttle	Bus Shuttle
Utah	Salt Lake City, UT	Salt Lake City International Airport	Utah Transit Authority (UTA)	Light Rail	Light Rail Station Is at Airport Terminal	NA
Virginia	Washington, DC	Reagan National Airport	Washington Metropolitan Area Transit Authority	Heavy Rail	Heavy Rail Station Is at Airport Terminal	NA
Washington	Seattle, WA	Seattle - Tacoma International Airport	Central Puget Sound Regional Transit Authority (ST) Central Link	Light Rail	Light Rail Station Is at Airport Terminal	NA

NA = Not Applicable, airport served directly by area transit fixed-guideway mode.

TABLE 56: ELECTRIC POWER CONSUMPTION BY MODE

**ENERGY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 56: ELECTRIC POWER CONSUMPTION BY MODE (MILLIONS OF KILOWATT HOURS)										
Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Trolleybus	Other	Total (Modes Reported Only)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail			
1920	---	---	---	1,256	8,066	(b)	8,066	---	---	9,322
1921	---	---	---	1,278	7,863	(b)	7,863	---	---	9,141
1922	---	---	---	1,314	7,887	(b)	7,887	---	---	9,201
1923	---	---	---	1,416	7,894	(b)	7,894	---	---	9,310
1924	---	---	---	1,488	7,951	(b)	7,951	---	---	9,439
1925	---	---	---	1,548	7,995	(b)	7,995	---	---	9,543
1926	---	---	---	1,592	8,021	(b)	8,021	---	---	9,613
1927	---	---	---	1,641	7,749	(b)	7,749	---	---	9,390
1928	---	---	---	1,760	7,410	(b)	7,410	---	---	9,170
1929	---	---	---	1,824	7,121	(b)	7,121	---	---	8,945
1930	---	---	---	1,842	6,816	(b)	6,816	18	---	8,676
1931	---	---	---	1,785	6,283	(b)	6,283	24	---	8,092
1932	---	---	---	1,715	5,629	(b)	5,629	29	---	7,373
1933	---	---	---	1,736	5,273	(b)	5,273	32	---	7,041
1934	---	---	---	1,793	5,265	(b)	5,265	44	---	7,102
1935	---	---	---	1,852	5,096	(b)	5,096	57	---	7,005
1936	---	---	---	1,934	5,087	(b)	5,087	79	---	7,100
1937	---	---	---	1,970	4,894	(b)	4,894	150	---	7,014
1938	---	---	---	1,921	4,399	(b)	4,399	204	---	6,524
1939	---	---	---	1,971	4,203	(b)	4,203	225	---	6,399
1940	---	---	---	1,977	4,050	(b)	4,050	259	---	6,286
1941	---	---	---	1,986	3,808	(b)	3,808	296	---	6,090
1942	---	---	---	1,964	4,082	(b)	4,082	354	---	6,400
1943	---	---	---	1,939	4,658	(b)	4,658	403	---	7,000
1944	---	---	---	1,940	4,667	(b)	4,667	412	---	7,019
1945	---	---	---	1,966	4,547	(b)	4,547	415	---	6,928
1946	---	---	---	1,964	4,380	(b)	4,380	447	---	6,791
1947	---	---	---	2,003	4,255	(b)	4,255	489	---	6,747
1948	---	---	---	2,019	3,621	(b)	3,621	556	---	6,196
1949	---	---	---	2,024	2,882	(b)	2,882	613	---	5,519
1950	---	---	---	2,000	2,410	(b)	2,410	640	---	5,050

**ENERGY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 56: ELECTRIC POWER CONSUMPTION BY MODE (MILLIONS OF KILOWATT HOURS)**

Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Trolleybus	Other	Total (Modes Reported Only)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail			
1951	---	---	---	1,970	2,010	(b)	2,010	846	---	4,826
1952	---	---	---	1,860	1,640	(b)	1,640	859	---	4,359
1953	---	---	---	1,820	1,390	(b)	1,390	850	---	4,060
1954	---	---	---	1,780	1,080	(b)	1,080	790	---	3,650
1955	---	---	---	1,900	910	(b)	910	720	---	3,530
1956	---	---	---	1,960	700	(b)	700	680	---	3,340
1957	---	---	---	1,980	560	(b)	560	600	---	3,140
1958	---	---	---	2,073	485	(b)	485	535	---	3,093
1959	---	---	---	2,067	431	(b)	431	464	---	2,962
1960	---	---	---	2,098	393	(b)	393	417	---	2,908
1961	---	---	---	2,108	362	(b)	362	381	---	2,851
1962	---	---	---	2,115	325	(b)	325	346	---	2,786
1963	---	---	---	2,125	255	(b)	255	262	---	2,642
1964	---	---	---	2,171	222	(b)	222	204	---	2,597
1965	---	---	---	2,185	218	(b)	218	181	---	2,584
1966	---	---	---	2,075	226	(b)	226	166	---	2,467
1967	---	---	---	2,194	180	(b)	180	157	---	2,531
1968	---	---	---	2,250	179	(b)	179	157	---	2,586
1969	---	---	---	2,291	173	(b)	173	154	---	2,618
1970	---	---	---	2,261	157	(b)	157	143	---	2,561
1971	---	---	---	2,262	153	(b)	153	141	---	2,556
1972	---	---	---	2,149	146	(b)	146	133	---	2,428
1973	---	---	---	2,098	140	(b)	140	93	---	2,331
1974	---	---	---	In Total	In Total	In Total	In Total	In Total	---	2,630
1975	---	---	---	In Total	In Total	In Total	In Total	In Total	---	2,646
1976	---	---	---	In Total	In Total	In Total	In Total	In Total	---	2,576
1977	---	---	---	In Total	In Total	In Total	In Total	In Total	---	2,303
1978	---	---	---	In Total	In Total	In Total	In Total	In Total	---	2,223
1979	---	---	---	In Total	In Total	In Total	In Total	In Total	---	2,473
1980	---	---	---	In Total	In Total	In Total	In Total	In Total	---	2,446
1981	---	---	---	In Total	In Total	In Total	In Total	In Total	---	2,655
1982	---	---	---	In Total	In Total	In Total	In Total	In Total	---	2,722
1983	---	---	---	In Total	In Total	In Total	In Total	In Total	---	2,930



**ENERGY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 56: ELECTRIC POWER CONSUMPTION BY MODE (MILLIONS OF KILOWATT HOURS)**

Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Trolleybus	Other	Total (Modes Reported Only)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail			
1984	901	---	901	3,092	In Total	In Total	In Total	In Total	In Total	4,238
1985	1,043	---	1,043	2,928	In Total	In Total	In Total	In Total	In Total	4,216
1986	1,170	---	1,170	3,066	173	(b)	173	70	10	4,489
1987	1,155	---	1,155	3,219	191	(b)	191	70	21	4,656
1988	1,195	---	1,195	3,256	243	(b)	243	68	23	4,785
1989	1,293	---	1,293	3,286	242	(b)	242	68	23	4,912
1990	1,226	---	1,226	3,284	239	(b)	239	69	19	4,837
1991	1,239	---	1,239	3,248	274	(b)	274	72	20	4,853
1992	1,124	---	1,124	3,193	297	(b)	297	80	22	4,716
1993	1,196	---	1,196	3,287	281	(b)	281	79	22	4,865
1994	1,244	---	1,244	3,431	282	(b)	282	103	21	5,081
1995	1,253	---	1,253	3,401	288	(b)	288	100	26	5,068
1996	1,255	---	1,255	3,332	321	(b)	321	69	30	5,007
1997	1,270	---	1,270	3,253	361	(b)	361	78	26	4,988
1998	1,299	---	1,299	3,280	381	(b)	381	74	39	5,073
1999	1,322	---	1,322	3,385	416	(b)	416	75	39	5,237
2000	1,370	---	1,370	3,549	463	(b)	463	77	51	5,510
2001	1,354	---	1,354	3,646	487	(b)	487	74	49	5,610
2002	1,334	---	1,334	3,683	510	(b)	510	73	49	5,649
2003	1,383	---	1,383	3,632	507	(b)	507	69	51	5,643
2004	1,449	(a)	1,449	3,684	553	(b)	553	68	72	5,825
2005	1,484	(a)	1,484	3,769	571	(b)	571	67	63	5,954
2006	1,478	(a)	1,478	3,709	634	(b)	634	62	69	5,952
2007	1,763	(a)	1,763	3,817	687	(b)	687	61	60	6,388
2008	1,718	(a)	1,718	3,898	721	(b)	721	62	60	6,459
2009	1,780	(a)	1,780	3,886	738	(b)	738	69	70	6,543
2010	1,797	(a)	1,797	3,780	749	(b)	749	66	59	6,451
2011	1,813	0	1,813	3,854	750	39	789	61	67	6,584
2012	1,808	0	1,808	3,795	764	43	806	61	65	6,536
2013	1,816	0	1,816	3,856	835	47	882	63	59	6,675

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(a) Included in commuter rail.

(b) Included in light rail.

See Glossary following Tables for complete definitions.

TABLE 57: FOSSIL FUEL CONSUMPTION BY MODE

**ENERGY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 57: FOSSIL FUEL CONSUMPTION BY MODE (MILLIONS OF GALLONS)								
Year	Diesel							Non-Diesel (All Modes)
	All Bus Modes	Commuter Rail	Hybrid Rail	Demand Response	Ferryboat	Other	Total (Modes Reported Only)	
1945	---	---	---	---	---	---	11.8	510.0
1950	---	---	---	---	---	---	98.6	430.0
1955	---	---	---	---	---	---	172.6	276.3
1956	---	---	---	---	---	---	183.5	249.7
1957	---	---	---	---	---	---	190.0	232.6
1958	---	---	---	---	---	---	192.7	216.8
1959	---	---	---	---	---	---	196.6	204.4
1960	---	---	---	---	---	---	208.1	191.9
1961	---	---	---	---	---	---	217.5	161.6
1962	---	---	---	---	---	---	229.0	144.5
1963	---	---	---	---	---	---	235.3	138.4
1964	---	---	---	---	---	---	242.2	129.3
1965	---	---	---	---	---	---	248.4	124.2
1966	---	---	---	---	---	---	256.0	109.6
1967	---	---	---	---	---	---	270.3	90.8
1968	---	---	---	---	---	---	274.2	77.9
1969	---	---	---	---	---	---	273.8	71.6
1970	---	---	---	---	---	---	270.6	68.2
1971	---	---	---	---	---	---	256.8	55.9
1972	---	---	---	---	---	---	253.3	44.0
1973	---	---	---	---	---	---	282.6	27.5
1974	---	---	---	---	---	---	316.4	10.6
1975	---	---	---	---	---	---	365.1	7.6
1976	---	---	---	---	---	---	389.2	6.2
1977	---	---	---	---	---	---	402.8	9.3
1978	---	---	---	---	---	---	422.0	9.3
1979	---	---	---	---	---	---	423.2	9.0
1980	---	---	---	---	---	---	431.4	11.4
1981	---	---	---	---	---	---	446.0	14.0
1982	---	---	---	---	---	---	455.6	11.7
1983	---	---	---	---	---	---	450.3	9.5

**ENERGY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 57: FOSSIL FUEL CONSUMPTION BY MODE (MILLIONS OF GALLONS)**

Year	Diesel							Non-Diesel (All Modes)
	All Bus Modes	Commuter Rail	Hybrid Rail	Demand Response	Ferryboat	Other	Total (Modes Reported Only)	
1984	505.0	58.3	---	15.4	21.6	In DR	600.4	49.9
1985	518.1	55.4	---	14.5	20.7	In DR	608.7	45.7
1986	546.9	54.6	---	15.9	22.7	0.0	640.0	38.2
1987	543.3	51.6	---	15.4	19.9	0.1	630.3	34.2
1988	552.7	53.1	---	15.1	19.2	0.1	640.1	40.1
1989	551.2	52.5	---	14.8	19.4	0.1	638.0	39.4
1990	563.2	52.7	---	15.5	19.6	0.1	651.0	33.1
1991	572.9	54.3	---	17.4	20.5	0.1	665.2	34.5
1992	592.0	55.0	---	16.9	20.9	0.1	684.9	38.2
1993	575.7	59.8	---	22.9	20.0	0.1	678.5	47.3
1994	565.1	61.9	---	29.9	21.1	0.2	678.2	64.8
1995	563.8	63.1	---	29.0	22.3	0.2	678.3	71.5
1996	577.7	61.9	---	30.9	22.0	0.2	692.7	76.3
1997	597.6	63.2	---	32.0	23.9	0.2	717.0	83.4
1998	606.6	69.2	---	38.3	25.3	0.2	739.6	89.9
1999	618.2	73.0	---	43.2	28.7	0.2	763.4	93.1
2000	635.2	70.8	---	48.1	31.8	0.2	786.0	103.1
2001	587.2	72.2	---	54.9	30.3	0.1	744.7	112.1
2002	559.0	72.8	---	61.6	31.0	0.1	724.5	138.2
2003	538.7	72.3	---	69.5	32.1	0.2	712.7	146.4
2004	550.5	72.0	(b)	73.0	35.1	0.2	730.7	164.7
2005	533.8	76.7	(b)	82.5	36.6	0.3	729.9	181.2
2006	536.7	78.6	(b)	86.8	33.5	0.2	735.1	221.4
2007	(a) 494.1	80.7	(b)	(a) 95.8	40.8	0.2	711.6	(a) 279.9
2008	493.3	83.5	(b)	103.2	34.0	0.2	714.3	308.4
2009	455.5	95.0	(b)	71.4	37.6	0.2	660.6	368.7
2010	435.4	93.2	(b)	64.6	37.9	1.1	632.2	342.3
2011	455.1	93.9	1.1	63.4	36.4	0.0	649.9	367.9
2012	439.0	92.8	1.1	62.2	35.5	0.0	630.7	380.2
2013	427.5	98.7	1.5	60.3	36.5	1.2	625.7	405.0

(a) Data not continuous for modes noted, see Methodology.

(b) Included in commuter rail.

See Glossary following Tables for complete definitions.

TABLE 58: NON-DIESEL FOSSIL FUEL CONSUMPTION BY FUEL TYPE

**ENERGY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 58: NON-DIESEL FOSSIL FUEL CONSUMPTION BY FUEL TYPE, ALL MODES (MILLIONS OF GALLONS)							
Year	Compressed Natural Gas (a)	Gasoline	Liquefied Natural Gas	Propane (Liquid Petroleum Gas)	Biodiesel	Other (b)	Total (Fuels Reported Only)
1945	---	510.0	---	0.0	---	---	510.0
1950	---	430.0	---	---	---	---	430.0
1955	---	246.0	---	30.3	---	---	276.3
1956	---	219.4	---	30.3	---	---	249.7
1957	---	198.4	---	34.2	---	---	232.6
1958	---	181.7	---	35.1	---	---	216.8
1959	---	167.8	---	36.6	---	---	204.4
1960	---	153.6	---	38.3	---	---	191.9
1961	---	125.9	---	35.7	---	---	161.6
1962	---	108.4	---	36.1	---	---	144.5
1963	---	102.5	---	35.9	---	---	138.4
1964	---	95.9	---	33.4	---	---	129.3
1965	---	91.5	---	32.7	---	---	124.2
1966	---	76.0	---	33.6	---	---	109.6
1967	---	57.8	---	33.0	---	---	90.8
1968	---	45.7	---	32.2	---	---	77.9
1969	---	40.0	---	31.6	---	---	71.6
1970	---	37.2	---	31.0	---	---	68.2
1971	---	29.4	---	26.5	---	---	55.9
1972	---	19.6	---	24.4	---	---	44.0
1973	---	12.3	---	15.2	---	---	27.5
1974	---	7.5	---	3.1	---	---	10.6
1975	---	5.0	---	2.6	---	---	7.6
1976	---	5.2	---	1.0	---	---	6.2
1977	---	8.1	---	1.2	---	---	9.3
1978	---	9.3	---	0.0	---	---	9.3
1979	---	9.0	---	0.0	---	---	9.0

**ENERGY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 58: NON-DIESEL FOSSIL FUEL CONSUMPTION BY FUEL TYPE, ALL MODES (MILLIONS OF GALLONS)**

Year	Compressed Natural Gas (a)	Gasoline	Liquefied Natural Gas	Propane (Liquid Petroleum Gas)	Biodiesel	Other (b)	Total (Fuels Reported Only)
1980	---	11.4	---	0.0	---	---	11.4
1981	---	In Total	---	In Total	---	---	14.0
1982	---	In Total	---	In Total	---	---	11.7
1983	---	In Total	---	In Total	---	---	9.5
1984	In Total	In Total	In Total	In Total	---	In Total	49.9
1985	In Total	In Total	In Total	In Total	---	In Total	45.7
1986	In Total	In Total	In Total	In Total	---	In Total	38.2
1987	In Total	In Total	In Total	In Total	---	In Total	34.2
1988	In Total	In Total	In Total	In Total	---	In Total	40.1
1989	In Total	In Total	In Total	In Total	---	In Total	39.4
1990	In Total	In Total	In Total	In Total	---	In Total	33.1
1991	In Total	In Total	In Total	In Total	---	In Total	34.5
1992	1.0	32.9	0.2	2.5	---	1.6	38.2
1993	1.6	37.9	0.5	2.1	---	5.2	47.3
1994	4.8	43.9	1.5	1.9	---	12.8	64.8
1995	10.7	42.8	2.2	3.7	---	12.0	71.5
1996	15.1	41.5	2.9	5.2	---	11.6	76.3
1997	23.9	41.5	4.0	5.2	---	8.7	83.4
1998	37.3	35.6	5.3	6.6	---	5.0	89.9
1999	44.4	32.7	7.7	5.6	---	2.7	93.1
2000	54.8	29.9	12.6	5.0	---	0.8	103.1
2001	66.2	26.6	13.8	4.7	---	0.8	112.1
2002	81.1	23.7	18.5	5.6	---	3.3	132.2
2003	100.1	22.7	15.8	5.5	---	2.2	146.4
2004	111.8	24.3	17.3	5.7	---	5.7	164.7
2005	123.1	23.5	19.0	6.3	---	9.3	181.2
2006	146.6	26.3	20.2	5.3	---	23.2	221.4
2007	135.5	(c) 84.2	19.0	In Other	35.1	6.1	(c) 279.9
2008	142.5	90.1	18.1	In Other	55.4	2.3	308.4

**ENERGY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 58: NON-DIESEL FOSSIL FUEL CONSUMPTION BY FUEL TYPE, ALL MODES (MILLIONS OF GALLONS)							
Year	Compressed Natural Gas (a)	Gasoline	Liquefied Natural Gas	Propane (Liquid Petroleum Gas)	Biodiesel	Other (b)	Total (Fuels Reported Only)
2009	145.3	122.6	25.5	In Other	47.4	7.9	368.7
2010	129.4	130.3	23.0	In Other	55.7	3.9	342.3
2011	135.1	142.9	21.6	In Other	63.4	4.8	367.9
2012	131.5	153.8	19.6	In Other	68.0	7.3	380.2
2013	140.4	165.8	17.6	6.9	73.4	0.8	405.1

(a) Energy equivalent gallons using energy value of type of fuel each agency would otherwise use, primarily diesel fuel.

(b) Includes bio/soy fuel, biodiesel (until 2007), hydrogen, methanol, ethanol, and various blends.

(c) Data not continuous for fuels noted, see Methodology.

See Glossary following Tables for complete definitions.

TABLE 59: BUS FUEL CONSUMPTION

**ENERGY DATA**  
**INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 59: BUS (a) FUEL CONSUMPTION (MILLIONS OF GALLONS)								
Year	Diesel Fuel	Compressed Natural Gas (b)	Gasoline	Liquefied Natural Gas	Propane (Liquid Petroleum Gas)	Biodiesel	Other (c)	Total (Fuels Reported Only)
1995	563.8	10.0	2.3	1.7	0.3	---	12.0	590.1
1996	577.7	11.5	1.8	2.3	0.6	---	11.6	605.5
1997	597.6	20.0	2.7	3.3	1.0	---	8.7	633.3
1998	606.6	32.6	2.0	3.1	0.9	---	5.0	650.2
1999	618.0	39.9	1.4	5.3	0.7	---	2.7	668.0
2000	635.2	50.4	1.3	10.5	0.7	---	0.8	698.9
2001	587.2	60.9	1.5	11.7	1.2	---	0.8	663.3
2002	559.0	77.8	1.3	16.8	1.8	---	1.8	658.5
2003	536.0	94.9	1.1	14.2	1.8	---	1.9	649.9
2004	550.5	106.7	1.8	16.5	1.7	---	4.7	681.9
2005	533.8	117.2	1.0	18.3	2.0	---	8.1	680.4
2006	536.7	138.8	2.3	19.6	1.6	---	21.4	720.4
2007	(d) 494.1	129.1	2.5	18.3	---	25.8	1.3	671.1
2008	493.3	135.5	3.8	17.9	---	41.8	0.9	693.2
2009	455.5	141.6	6.7	25.5	---	40.6	4.3	674.2
2010	435.4	126.2	8.1	23.0	---	43.5	3.5	639.7
2011	455.1	131.1	8.9	21.6	---	51.1	3.9	671.7
2012	439.0	127.3	12.5	19.6	---	56.5	4.0	658.9
2013	427.5	134.9	12.9	17.6	6.3	66.2	0.4	666.0

(a) Includes all bus modes: bus, commuter bus, and bus rapid transit.

(b) Energy equivalent gallons using energy value of type of fuel each agency would otherwise use, primarily diesel fuel.

(c) Includes bio/soy fuel, biodiesel (through 2006), hydrogen, methanol, ethanol, and various blends.

(d) Data not continuous for fuels noted, see Methodology.

See Glossary following Tables for complete definitions.

TABLE 60: DEMAND RESPONSE FUEL CONSUMPTION

**ENERGY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 60: DEMAND RESPONSE FUEL CONSUMPTION (MILLIONS OF GALLONS)								
Year	Diesel Fuel	Compressed Natural Gas (a)	Gasoline	Liquefied Natural Gas	Propane (Liquid Petroleum Gas)	Biodiesel	Other (b)	Total (Fuels Reported Only)
1994	29.9	1.7	39.9	0.3	1.6	---	0.0	73.4
1995	29.0	0.7	38.2	0.5	3.4	---	0.0	71.8
1996	30.9	3.6	37.2	0.6	4.6	---	0.0	76.9
1997	32.0	3.9	35.7	0.8	4.1	---	0.0	76.5
1998	38.7	4.6	29.5	2.3	5.7	---	0.0	80.8
1999	43.2	4.5	26.8	2.4	4.9	---	0.0	81.8
2000	48.1	4.3	23.9	2.1	4.3	---	0.0	82.7
2001	54.9	5.3	20.3	2.1	3.5	---	0.0	86.1
2002	61.6	3.2	17.4	1.7	3.8	---	0.3	88.0
2003	69.5	5.2	16.5	1.6	3.7	---	0.3	96.8
2004	73.0	5.1	16.7	0.8	3.9	---	0.9	100.4
2005	82.5	5.8	16.5	0.7	4.4	---	1.0	110.9
2006	86.1	7.6	17.1	0.6	3.7	---	1.7	116.8
2007	(c) 95.8	6.4	(c) 72.8	0.7	---	9.2	4.1	189.0
2008	103.2	6.9	75.2	0.2	---	11.5	1.4	198.4
2009	71.4	3.7	100.7	---	---	6.6	2.4	184.8
2010	64.6	3.3	107.1	0.0	---	8.2	0.4	183.6
2011	63.4	4.0	117.8	0.0	---	10.7	0.8	196.7
2012	62.2	4.2	125.3	0.0	---	9.7	3.2	204.6
2013	60.3	5.5	138.5	0.0	0.7	5.3	0.3	210.5

(a) Energy equivalent gallons using energy value of type of fuel each agency would otherwise use.

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

(c) Data not continuous for fuels noted, see Methodology.

See Glossary following Tables for complete definitions.



TABLE 61: RAIL VEHICLE FUEL AND POWER CONSUMPTION

**ENERGY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 61: RAIL VEHICLE FUEL AND POWER CONSUMPTION						
Year	Diesel (Million Gallons)	Electricity (Million KWH)				
	Regional Railroad Modes (a)	Regional Railroad Modes (a)	Heavy Rail	Surface Rail Modes (b)	Other Rail	Total
1996	61.9	1,255.2	3,332.3	321.4	28.6	4,937.4
1997	63.2	1,270.3	3,252.5	361.3	24.9	4,909.0
1998	69.2	1,297.6	3,279.7	381.5	38.6	4,997.4
1999	73.0	1,321.8	3,384.5	415.6	38.9	5,160.8
2000	70.8	1,370.5	3,548.9	463.2	48.9	5,431.5
2001	72.2	1,353.8	3,645.9	487.1	47.9	5,534.7
2002	72.8	1,334.4	3,683.1	509.6	45.5	5,572.6
2003	72.3	1,383.3	3,631.6	506.7	50.8	5,572.4
2004	72.0	1,449.0	3,683.7	553.0	69.5	5,825.3
2005	76.7	1,483.6	3,768.6	570.7	62.5	5,885.5
2006	78.6	1,478.0	3,708.8	634.2	66.9	5,888.0
2007	80.7	1,762.9	3,817.2	687.3	58.3	6,325.7
2008	83.5	1,717.7	3,897.7	720.9	59.5	6,395.8
2009	95.0	1,779.7	3,885.6	738.1	69.7	6,473.1
2010	93.2	1,797.0	3,779.8	749.1	58.6	6,384.5
2011	95.0	1,813.1	3,853.8	789.4	67.1	6,523.4
2012	94.0	1,808.4	3,795.1	806.4	62.9	6,472.8
2013	100.2	1,815.8	3,856.2	881.8	59.2	6,612.9

(a) Includes commuter rail and hybrid rail.

(b) Includes light rail and streetcar.

See Glossary following Tables for complete definitions.

TABLE 62: CAPITAL EXPENSES BY MODE (MILLIONS OF DOLLARS AND PERCENT)  
PART A: ROADWAY MODES

FINANCIAL DATA: CAPITAL EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY

TABLE 62: CAPITAL EXPENSES BY MODE (MILLIONS OF DOLLARS AND PERCENT), PART A: ROADWAY MODES									
Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported (b)
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
<b>MILLIONS OF DOLLARS</b>									
1992	(c)	---	(c)	1,301.9	34.8	67.6	---	---	1,404.3
1993	(c)	---	(c)	1,567.3	18.8	91.8	---	---	1,677.9
1994	(c)	---	(c)	1,470.3	57.4	99.3	---	---	1,627.0
1995	(c)	---	(c)	2,050.8	15.5	86.2	---	---	2,152.5
1996	(c)	---	(c)	2,035.6	19.2	105.2	5.7	---	2,165.7
1997	(c)	---	(c)	2,423.5	54.1	118.5	13.2	---	2,609.3
1998	(c)	---	(c)	2,804.9	67.0	131.5	11.9	---	3,015.3
1999	(c)	---	(c)	3,249.0	89.8	122.0	12.1	---	3,472.9
2000	(c)	(c)	(c)	3,248.8	148.9	134.2	18.2	---	3,550.1
2001	(c)	(c)	(c)	3,737.9	157.8	154.0	11.5	---	4,061.2
2002	(c)	(c)	(c)	3,513.2	187.6	218.4	15.0	---	3,934.2
2003	(c)	(c)	(c)	3,241.7	118.8	241.8	19.7	---	3,622.0
2004	(c)	(c)	(c)	3,747.3	143.1	243.9	14.3	---	4,148.6
2005	(c)	(c)	(c)	3,252.4	83.8	248.6	20.8	---	3,605.6
2006	(c)	(c)	(c)	3,687.7	43.7	208.8	31.1	---	3,971.3
2007	(c)	(c)	(c)	(d) 3,291.0	31.5	(d) 747.7	(d) 47.2	---	4,117.4
2008	(c)	(c)	(c)	4,085.0	44.6	840.8	51.8	---	5,022.2
2009	(c)	(c)	(c)	4,138.5	22.9	763.5	47.5	---	4,972.4
2010	(c)	(c)	(c)	4,513.4	5.3	1,002.4	30.6	---	5,551.7
2011	4,425.6	59.9	199.9	4,685.5	26.8	693.9	52.1	---	5,458.2
2012	4,597.8	108.5	250.9	4,957.2	21.9	578.5	67.3	---	5,624.9
2013	4,133.5	191.5	199.4	4,524.4	11.9	600.0	77.5	---	5,213.8
<b>PERCENT OF TOTAL</b>									
1992	(c)	---	(c)	24.0%	0.6%	1.2%	---	---	25.8%
1993	(c)	---	(c)	26.8%	0.3%	1.6%	---	---	28.7%
1994	(c)	---	(c)	25.2%	1.0%	1.7%	---	---	27.9%

**FINANCIAL DATA: CAPITAL EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 62: CAPITAL EXPENSES BY MODE (MILLIONS OF DOLLARS AND PERCENT), PART A: ROADWAY MODES**

Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported (b)
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
1995	(c)	---	(c)	28.4%	0.2%	1.2%	---	---	29.8%
1996	(c)	---	(c)	28.7%	0.3%	1.5%	0.1%	---	30.6%
1997	(c)	---	(c)	30.9%	0.7%	1.5%	0.2%	---	33.2%
1998	(c)	---	(c)	35.5%	0.8%	1.7%	0.2%	---	38.2%
1999	(c)	---	(c)	36.2%	1.0%	1.4%	0.1%	---	38.7%
2000	(c)	(c)	(c)	33.9%	1.6%	1.4%	0.2%	---	37.0%
2001	(c)	(c)	(c)	32.7%	1.4%	1.3%	0.1%	---	35.6%
2002	(c)	(c)	(c)	27.3%	1.5%	1.7%	0.1%	---	30.6%
2003	(c)	(c)	(c)	24.5%	0.9%	1.8%	0.1%	---	27.4%
2004	(c)	(c)	(c)	28.3%	1.1%	1.8%	0.1%	---	31.3%
2005	(c)	(c)	(c)	26.3%	0.7%	2.0%	0.2%	---	29.1%
2006	(c)	(c)	(c)	27.6%	0.3%	1.6%	0.2%	---	29.8%
2007	(c)	(c)	(c)	(d) 22.7%	0.2%	(d) 5.1%	(d) 0.3%	---	28.3%
2008	(c)	(c)	(c)	23.0%	0.3%	4.7%	0.3%	---	28.3%
2009	(c)	(c)	(c)	23.1%	0.1%	4.3%	0.3%	---	27.7%
2010	(c)	(c)	(c)	25.3%	0.0%	5.6%	0.2%	---	31.1%
2011	25.9%	0.4%	1.2%	27.5%	0.2%	4.1%	0.3%	---	32.0%
2012	25.3%	0.6%	1.4%	27.3%	0.1%	3.2%	0.4%	---	31.0%
2013	22.7%	1.1%	1.1%	24.8%	0.1%	3.3%	0.4%	---	28.6%

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(a) Trolleybus is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(b) Each mode for multi-modal system counted individually.

(c) Included in Total Bus.

(d) Data not continuous for modes noted, see Methodology.

See Glossary following Tables for complete definitions.

TABLE 62: CAPITAL EXPENSES BY MODE (MILLIONS OF DOLLARS AND PERCENT)  
PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL

FINANCIAL DATA: CAPITAL EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY

TABLE 62: CAPITAL EXPENSES BY MODE (MILLIONS OF DOLLARS AND PERCENT), PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL											
Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (e)	Total Fixed-Guideway Modes Reported	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
<b>MILLIONS OF DOLLARS</b>											
1992	1,310.5	---	1,310.5	2,054.1	494.9	(f)	494.9	---	171.9	4,031.4	5,435.7
1993	1,645.1	---	1,645.1	1,901.5	488.3	(f)	488.3	---	126.8	4,161.7	5,839.6
1994	1,436.4	---	1,436.4	2,070.1	544.1	(f)	544.1	---	155.1	4,205.7	5,832.7
1995	1,689.2	---	1,689.2	2,560.5	688.4	(f)	688.4	95.4	44.3	5,077.8	7,230.3
1996	1,690.1	---	1,690.1	2,228.0	849.9	(f)	849.9	116.8	33.3	4,918.1	7,083.8
1997	1,817.5	---	1,817.5	2,346.1	876.5	(f)	876.5	173.7	26.4	5,240.2	7,849.5
1998	1,402.2	---	1,402.2	2,350.8	967.2	(f)	967.2	136.3	21.0	4,877.5	7,892.8
1999	1,622.0	---	1,622.0	2,706.7	1,004.8	(f)	1,004.8	136.6	31.4	5,501.5	8,974.7
2000	1,783.5	---	1,783.5	2,852.2	1,244.8	(f)	1,244.8	139.8	16.5	6,036.8	9,587.0
2001	2,291.2	---	2,291.2	3,506.5	1,444.2	(f)	1,444.2	107.5	8.1	7,357.5	11,418.7
2002	2,378.0	---	2,378.0	4,564.2	1,723.5	(f)	1,723.5	237.8	9.9	8,913.4	12,847.6
2003	2,479.2	---	2,479.2	4,437.0	2,325.1	(f)	2,325.1	270.2	107.1	9,618.6	13,240.6
2004	2,585.8	(g)	2,585.8	3,795.8	2,441.3	(f)	2,441.3	268.1	6.3	9,097.3	13,246.0
2005	2,488.3	(g)	2,488.3	3,455.1	2,488.6	(f)	2,488.6	340.3	5.7	8,778.0	12,383.4
2006	2,487.5	(g)	2,487.5	3,692.4	2,999.6	(f)	2,999.6	147.7	41.9	9,369.1	13,340.4
2007	2,446.4	(g)	2,446.4	4,690.6	3,041.7	(f)	3,041.7	173.1	59.1	10,410.9	14,528.3
2008	2,743.0	(g)	2,743.0	6,152.8	3,660.0	(f)	3,660.0	136.1	50.8	12,742.7	17,764.8
2009	2,751.4	(g)	2,751.4	6,227.7	3,647.0	(f)	3,647.0	190.4	130.3	12,946.8	17,919.2
2010	3,074.8	(g)	3,074.8	5,671.0	3,249.6	(f)	3,249.6	250.5	26.7	12,272.6	17,824.4
2011	2,498.4	11.8	2,510.2	5,474.3	3,226.5	36.4	3,262.9	314.6	37.0	11,598.9	17,057.1
2012	2,949.2	5.8	2,954.9	5,876.6	3,325.8	102.1	3,427.9	238.9	44.6	12,542.9	18,167.8
2013	3,013.6	11.0	3,024.6	6,156.9	3,428.8	85.9	3,514.7	291.4	27.5	13,015.2	18,228.9
<b>PERCENT OF TOTAL</b>											
1992	24.1%	---	24.1%	37.8%	9.1%	(f)	9.1%	---	---	74.2%	100.0%
1993	28.2%	---	28.2%	32.6%	8.4%	(f)	8.4%	---	---	71.3%	100.0%
1994	24.6%	---	24.6%	35.5%	9.3%	(f)	9.3%	---	---	72.1%	100.0%

**FINANCIAL DATA: CAPITAL EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 62: CAPITAL EXPENSES BY MODE (MILLIONS OF DOLLARS AND PERCENT), PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL**

Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (e)	Total Fixed-Guideway Modes Reported	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
1995	23.4%	---	23.4%	35.4%	9.5%	(f)	9.5%	1.3%	0.6%	70.2%	100.0%
1996	23.9%	---	23.9%	31.5%	12.0%	(f)	12.0%	1.6%	0.5%	69.4%	100.0%
1997	23.2%	---	23.2%	29.9%	11.2%	(f)	11.2%	2.2%	0.3%	66.8%	100.0%
1998	17.8%	---	17.8%	29.8%	12.3%	(f)	12.3%	1.7%	0.3%	61.8%	100.0%
1999	18.1%	---	18.1%	30.2%	11.2%	(f)	11.2%	1.5%	0.3%	61.3%	100.0%
2000	18.6%	---	18.6%	29.8%	13.0%	(f)	13.0%	1.5%	0.2%	63.0%	100.0%
2001	20.1%	---	20.1%	30.7%	12.6%	(f)	12.6%	0.9%	0.1%	64.4%	100.0%
2002	18.5%	---	18.5%	35.5%	13.4%	(f)	13.4%	1.9%	0.1%	69.4%	100.0%
2003	18.7%	---	18.7%	33.5%	17.6%	(f)	17.6%	2.0%	0.8%	72.6%	100.0%
2004	19.5%	(g)	19.5%	28.7%	18.4%	(f)	18.4%	2.0%	0.0%	68.7%	100.0%
2005	20.1%	(g)	20.1%	27.9%	20.1%	(f)	20.1%	2.7%	0.0%	70.9%	100.0%
2006	18.6%	(g)	18.6%	27.7%	22.5%	(f)	22.5%	1.1%	0.3%	70.2%	100.0%
2007	16.8%	(g)	16.8%	32.3%	20.9%	(f)	20.9%	1.2%	0.4%	71.7%	100.0%
2008	15.4%	(g)	15.4%	34.6%	20.6%	(f)	20.6%	0.8%	0.3%	71.7%	100.0%
2009	15.4%	(g)	15.4%	34.8%	20.4%	(f)	20.4%	1.1%	0.7%	72.3%	100.0%
2010	17.3%	(g)	17.3%	31.8%	18.2%	(f)	18.2%	1.4%	0.1%	68.9%	100.0%
2011	14.6%	0.1%	14.7%	32.1%	18.9%	0.2%	19.1%	1.8%	0.2%	68.0%	100.0%
2012	16.2%	<0.1%	16.3%	32.3%	18.3%	0.6%	18.9%	1.3%	0.2%	69.0%	100.0%
2013	16.5%	0.1%	16.6%	33.8%	18.8%	0.5%	19.3%	1.6%	0.2%	71.4%	100.0%

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(e) From 1992 to 1994 includes ferryboat and some unidentified roadway modes.

(f) Included in Light Rail.

(g) Included in Commuter Rail.

See Glossary following Tables for complete definitions.

TABLE 63: CAPITAL EXPENSES BY TYPE, TOTAL OF ALL SUBTYPES

**FINANCIAL DATA: CAPITAL EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 63: CAPITAL EXPENSES BY TYPE, TOTAL OF ALL SUBTYPES (MILLIONS OF DOLLARS AND PERCENT)					
Year	Rolling Stock	Facilities	Other	Total	
<b>MILLIONS OF DOLLARS</b>					
1992	1,347.7	2,986.9	1,101.1	5,435.7	
1993	1,616.2	2,826.3	1,397.1	5,839.6	
1994	1,340.6	3,159.2	1,332.9	5,832.7	
1995	1,834.5	3,836.9	1,558.9	7,230.3	
1996	1,834.4	3,810.7	1,438.7	7,083.8	
1997	2,355.7	4,468.1	1,025.7	7,849.5	
1998	2,721.8	4,267.9	903.1	7,892.8	
1999	3,239.4	4,697.8	1,037.5	8,974.7	
2000	3,138.6	5,405.2	1,043.2	9,587.0	
2001	4,027.4	6,301.8	1,089.5	11,418.7	
2002	4,351.1	7,409.1	1,087.4	12,847.6	
2003	3,728.2	7,568.9	1,943.6	13,240.6	
2004	3,687.4	7,543.7	2,015.0	13,246.0	
2005	3,405.9	7,544.5	1,433.0	12,383.4	
2006	3,389.8	8,357.5	1,593.1	13,340.4	
2007	3,837.3	8,842.5	1,848.5	14,528.3	
2008	5,327.0	10,451.3	1,986.5	17,764.8	
2009	5,844.4	10,207.5	1,867.3	17,919.2	
2010	5,201.0	10,495.3	2,128.2	17,824.4	
2011	4,825.6	9,982.6	2,249.0	17,057.1	
2012	4,497.7	11,222.3	2,447.8	18,167.8	
2013	4,542.7	10,783.3	2,902.8	18,228.9	
<b>PERCENT OF TOTAL</b>					
1992	24.8%	54.9%	20.3%	100.0%	
1993	27.7%	48.4%	23.9%	100.0%	
1994	23.0%	54.2%	22.9%	100.0%	
1995	25.4%	53.1%	21.6%	100.0%	
1996	25.9%	53.8%	20.3%	100.0%	
1997	30.0%	56.9%	13.1%	100.0%	

**FINANCIAL DATA: CAPITAL EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 63: CAPITAL EXPENSES BY TYPE, TOTAL OF ALL SUBTYPES (MILLIONS OF DOLLARS AND PERCENT)</b>				
<b>Year</b>	<b>Rolling Stock</b>	<b>Facilities</b>	<b>Other</b>	<b>Total</b>
1998	34.5%	54.1%	11.4%	100.0%
1999	36.1%	52.3%	11.6%	100.0%
2000	32.7%	56.4%	10.9%	100.0%
2001	35.3%	55.2%	9.5%	100.0%
2002	33.9%	57.7%	8.5%	100.0%
2003	28.2%	57.2%	14.7%	100.0%
2004	27.8%	57.0%	15.2%	100.0%
2005	27.5%	60.9%	11.6%	100.0%
2006	25.4%	62.6%	11.9%	100.0%
2007	26.4%	60.9%	12.7%	100.0%
2008	30.0%	58.8%	11.2%	100.0%
2009	32.6%	57.0%	10.4%	100.0%
2010	29.2%	58.9%	11.9%	100.0%
2011	28.3%	58.5%	13.2%	100.0%
2012	24.8%	61.8%	13.5%	100.0%
2013	24.9%	59.2%	15.9%	100.0%

See Glossary following Tables for complete definitions.

TABLE 64: CAPITAL EXPENSES BY TYPE,  
ROLLING STOCK EXPENSES SUBTYPE BY MODE

FINANCIAL DATA: CAPITAL EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY

TABLE 64: CAPITAL EXPENSES BY TYPE, ROLLING STOCK EXPENSES SUBTYPE (a) (MILLIONS OF DOLLARS AND PERCENT)								
Year	Passenger Vehicles by Mode of Service						Service Vehicles	Subtotal Rolling Stock Expenditures
	All Bus Modes	Commuter Rail (b)	Demand Response	Heavy Rail	Light Rail (c)	All Other		
<b>MILLIONS OF DOLLARS</b>								
2003	1,570.3	712.6	160.9	807.5	327.1	151.7	70.6	3,800.7
2004	1,953.5	728.7	130.5	329.6	380.8	154.2	58.7	3,736.0
2005	1,326.3	945.8	168.7	479.2	311.8	174.0	143.7	3,549.5
2006	1,728.1	713.3	143.9	419.3	250.7	134.4	75.7	3,465.4
2007	1,680.5	427.8	495.4	774.0	323.4	136.3	89.7	3,927.0
2008	2,045.8	698.4	583.0	1,212.1	514.0	162.2	111.6	5,327.0
2009	2,439.2	456.4	560.6	1,646.3	404.0	242.1	95.8	5,844.4
2010	2,598.3	409.0	694.5	881.3	328.4	197.9	91.5	5,201.0
2011	2,543.9	741.1	506.4	442.2	270.2	239.9	81.9	4,825.6
2012	2,689.3	631.5	392.6	248.5	232.3	189.5	114.0	4,497.7
2013	2,325.0	763.9	410.9	378.1	306.4	234.6	123.8	4,542.7
<b>PERCENT OF SUBTOTAL</b>								
2003	41.3%	18.7%	4.2%	21.2%	8.6%	4.0%	1.9%	100.0%
2004	52.3%	19.5%	3.5%	8.8%	10.2%	4.1%	1.6%	100.0%
2005	37.4%	26.6%	4.8%	13.5%	8.8%	4.9%	4.0%	100.0%
2006	49.9%	20.6%	4.2%	12.1%	7.2%	3.9%	2.2%	100.0%
2007	42.8%	10.9%	12.6%	19.7%	8.2%	3.5%	2.3%	100.0%
2008	38.4%	13.1%	10.9%	22.8%	9.6%	3.0%	2.1%	100.0%
2009	41.7%	7.8%	9.6%	28.2%	6.9%	4.1%	1.6%	100.0%
2010	50.0%	7.9%	13.4%	16.9%	6.3%	3.8%	1.8%	100.0%
2011	52.7%	15.4%	10.5%	9.2%	5.6%	5.0%	1.7%	100.0%
2012	59.8%	14.0%	8.7%	5.5%	5.2%	4.2%	2.5%	100.0%
2013	51.2%	16.8%	9.0%	8.3%	6.7%	5.2%	2.7%	100.0%

(a) Subtotal data are not revised in later year Fact Books as are the main data on Table 62, hence these data may differ from those on Table 62.

(b) Includes hybrid rail.

(c) Includes streetcar.

See Glossary following Tables for complete definitions.



TABLE 65: CAPITAL EXPENSES BY TYPE,  
CAPITAL FACILITY EXPENSES SUBTYPE

**FINANCIAL DATA: CAPITAL EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 65: CAPITAL EXPENSES BY TYPE, CAPITAL FACILITY EXPENSES SUBTYPE (a) (MILLIONS OF DOLLARS AND PERCENT)					
Year	Guideways	Passenger Stations	Administrative Buildings	Maintenance Facilities	Subtotal Facilities Expenditures
<b>MILLIONS OF DOLLARS</b>					
2003	3,592.1	1,987.1	121.6	1,868.2	7,569.0
2004	4,072.7	2,116.7	151.3	1,203.0	7,543.7
2005	3,979.0	1,964.7	225.0	1,375.9	7,544.6
2006	4,551.7	2,257.0	181.5	1,367.4	8,357.6
2007	4,820.1	2,096.8	199.9	1,725.7	8,842.5
2008	5,889.4	2,267.3	259.9	2034.8	10,451.3
2009	6,400.5	2,480.6	234.4	1,092.0	10,207.5
2010	6,287.1	2,827.3	318.4	1,062.5	10,495.3
2011	5,388.1	3,235.5	250.1	1,108.9	9,982.6
2012	6,248.5	3,353.2	252.1	1,368.4	11,222.3
2013	6,411.5	2,977.5	277.6	1,116.9	10,783.4
<b>PERCENT OF SUBTOTAL</b>					
2003	47.5%	26.3%	1.6%	24.7%	100.0%
2004	54.0%	28.1%	2.0%	15.9%	100.0%
2005	52.7%	26.0%	3.0%	18.2%	100.0%
2006	54.5%	27.0%	2.2%	16.4%	100.0%
2007	54.5%	23.7%	2.3%	19.5%	100.0%
2008	56.4%	21.7%	2.5%	19.5%	100.0%
2009	62.7%	24.3%	2.3%	10.7%	100.0%
2010	59.9%	26.9%	3.0%	10.1%	100.0%
2011	54.0%	32.4%	2.5%	11.1%	100.0%
2012	55.7%	29.9%	2.2%	12.2%	100.0%
2013	59.5%	27.6%	2.6%	10.4%	100.0%

(a) Subtotal data are not revised in later year Fact Books as are the main data on Table 62, hence these data may differ from those on Table 62.

TABLE 66: CAPITAL EXPENSES BY TYPE,  
OTHER CAPITAL EXPENSES SUBTYPE

FINANCIAL DATA: CAPITAL EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY

TABLE 66: CAPITAL EXPENSES BY TYPE, OTHER CAPITAL EXPENSES SUBTYPE (a) (MILLIONS OF DOLLARS AND PERCENT)				
Year	Fare Revenue Collection Equipment	Communication and Information Systems	Other	Subtotal Other Capital Expenditures
<b>MILLIONS OF DOLLARS</b>				
2003	112.7	911.6	849.1	1,873.4
2004	142.6	1,009.5	804.0	1,956.1
2005	153.9	696.1	533.7	1,383.7
2006	219.8	833.4	464.2	1,517.4
2007	214.2	885.9	658.7	1,758.8
2008	225.6	1,144.9	615.9	1,986.5
2009	237.5	1,103.1	526.7	1,867.3
2010	190.9	1,195.0	742.3	2,128.2
2011	165.7	1,351.2	732.0	2,249.0
2012	123.1	1,603.9	720.8	2,447.8
2013	198.2	1,592.1	1,112.5	2,902.8
<b>PERCENT OF SUBTOTAL</b>				
2003	6.0%	48.7%	45.3%	100.0%
2004	7.3%	51.6%	41.1%	100.0%
2005	11.1%	50.3%	38.6%	100.0%
2006	14.5%	54.9%	30.6%	100.0%
2007	12.2%	50.4%	37.5%	100.0%
2008	11.4%	57.6%	31.0%	100.0%
2009	12.7%	59.1%	28.2%	100.0%
2010	9.0%	56.2%	34.9%	100.0%
2011	7.4%	60.1%	32.5%	100.0%
2012	5.0%	65.5%	29.4%	100.0%
2013	6.8%	54.8%	38.3%	100.0%

(a) Subtotal data are not revised in later year Fact Books as are the main data on Table 62, hence these data may differ from those on Table 62.

TABLE 67: CAPITAL EXPENSES BY TYPE AND MODE  
SECTION ONE: MILLIONS OF DOLLARS

**FINANCIAL DATA: CAPITAL EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 67: CAPITAL EXPENSES BY TYPE AND MODE SECTION ONE: MILLIONS OF DOLLARS								
Type of Expenditure and Year	All Bus Modes	Commuter Rail and Hybrid Rail	Demand Response	Heavy Rail	Light Rail and Streetcar	Trolleybus	Other	Total
<b>Guideway</b>								
2007	151.7	1,045.7	0.0	1,390.7	2,211.8	18.3	1.9	4,820.1
2008	183.7	1,043.2	0.0	2,143.4	2,501.2	12.0	5.8	5,889.4
2009	100.2	1,383.7	0.0	2,333.4	2,539.9	5.5	37.9	6,400.5
2010	143.7	1,841.2	0.0	2,014.0	2,284.1	1.3	2.9	6,287.1
2011	228.8	979.4	0.0	1,927.9	2,232.1	16.9	2.9	5,388.1
2012	285.7	1,510.1	0.0	1,902.8	2,531.8	14.5	3.6	6,248.5
2013	215.6	1,276.9	0.0	2,344.4	2,569.4	4.1	1.2	6,411.5
<b>Passenger Stations</b>								
2007	308.3	419.2	7.2	1,104.9	175.1	0.1	82.0	2,096.8
2008	383.1	450.9	13.4	1,054.6	305.3	0.0	60.1	2,267.3
2009	341.7	412.7	5.8	1,311.4	358.4	0.2	50.5	2,480.6
2010	410.2	434.3	1.7	1,578.6	342.2	0.8	59.5	2,827.3
2011	451.0	418.1	5.0	1,815.8	429.8	0.6	115.3	3,235.5
2012	396.4	304.5	4.1	2,103.3	407.7	0.8	136.5	3,353.2
2013	443.8	339.2	22.4	1,718.5	307.7	0.4	145.4	2,977.5
<b>Administrative Buildings</b>								
2007	142.7	18.5	19.8	11.9	6.1	0.3	0.6	199.9
2008	186.4	3.8	18.9	47.1	1.1	1.0	1.8	259.9
2009	159.9	3.3	36.6	16.2	1.7	0.0	16.6	234.4
2010	205.1	5.2	62.1	29.7	8.0	0.3	8.0	318.4
2011	176.2	7.9	39.8	18.3	5.9	0.0	1.9	250.1
2012	165.6	7.7	50.4	25.4	2.5	0.2	0.5	252.1
2013	159.7	10.0	56.3	45.7	4.1	0.5	1.1	277.6

**FINANCIAL DATA: CAPITAL EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 67: CAPITAL EXPENSES BY TYPE AND MODE SECTION ONE: MILLIONS OF DOLLARS</b>									
Type of Expenditure and Year	All Bus Modes	Commuter Rail and Hybrid Rail	Demand Response	Heavy Rail	Light Rail and Streetcar	Trolleybus	Other	Total	
<b>Maintenance Facilities</b>									
2007	471.8	329.1	143.6	654.6	119.2	0.7	6.7	1,725.7	
2008	636.1	313.2	114.0	827.1	129.0	0.3	15.1	2,034.8	
2009	574.7	246.2	38.5	59.7	158.3	0.1	14.4	1,092.0	
2010	592.6	161.6	116.8	84.0	92.9	0.0	14.6	1,062.5	
2011	676.8	122.4	39.3	129.3	130.5	0.0	10.5	1,108.9	
2012	676.5	214.5	33.9	354.9	74.8	0.0	13.7	1,368.4	
2013	596.9	180.5	27.6	178.9	126.3	0.0	6.7	1,116.9	
<b>FACILITIES SUBTOTAL: ALL GUIDEWAY, STATION, AND FACILITIES EXPENDITURES</b>									
2007	1,074.5	1,812.5	170.6	3,162.1	2,512.2	19.4	91.2	8,842.5	
2008	1,389.2	1,811.1	146.3	4,072.2	2,936.6	13.2	82.7	10,451.3	
2009	1,176.5	2,045.8	80.9	3,720.7	3,058.4	5.8	119.4	10,207.5	
2010	1,351.6	2,442.3	180.7	3,706.1	2,727.2	2.4	85.0	10,495.3	
2011	1,532.8	1,527.9	84.1	3,891.4	2,798.3	17.6	130.6	9,982.6	
2012	1,524.2	2,036.9	88.3	4,386.4	3,016.7	15.5	154.4	11,222.3	
2013	1,416.1	1,806.6	106.3	4,287.4	3,007.6	5.0	154.4	10,783.4	
<b>Passenger Vehicles</b>									
2007	1,680.5	427.8	495.4	774.0	323.4	10.1	126.1	3,837.3	
2008	2,045.8	698.4	583.0	1,212.1	514.0	29.0	133.2	5,215.5	
2009	2,439.2	456.4	560.6	1,646.3	404.0	14.3	227.8	5,748.5	
2010	2,598.3	409.0	694.5	881.3	328.4	0.6	197.3	5,109.5	
2011	2,543.9	741.1	506.4	442.2	270.2	4.4	235.6	4,743.7	
2012	2,689.3	631.5	392.6	248.5	232.3	4.0	185.5	4,383.7	
2013	2,325.0	763.9	410.9	378.1	306.4	2.8	231.8	4,418.9	
<b>Service Vehicles</b>									
2007	39.3	7.4	4.8	34.0	3.5	0.4	0.3	89.7	
2008	58.4	12.2	6.4	28.2	5.4	0.9	0.0	111.6	
2009	38.7	4.6	5.1	39.8	6.6	0.7	0.4	95.8	
2010	37.4	14.4	5.0	28.5	6.1	0.0	0.0	91.5	
2011	30.7	10.2	2.6	17.2	20.0	0.0	1.2	81.9	
2012	60.7	18.7	3.1	28.1	3.2	0.0	0.2	114.0	
2013	36.9	16.4	1.3	63.0	5.6	0.1	0.4	123.8	

**FINANCIAL DATA: CAPITAL EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 67: CAPITAL EXPENSES BY TYPE AND MODE SECTION ONE: MILLIONS OF DOLLARS</b>								
Type of Expenditure and Year	All Bus Modes	Commuter Rail and Hybrid Rail	Demand Response	Heavy Rail	Light Rail and Streetcar	Trolleybus	Other	Total
<b>ROLLING STOCK SUBTOTAL: ALL PASSENGER VEHICLE AND SERVICE VEHICLE EXPENDITURES</b>								
2007	1,719.8	435.2	500.2	808.2	326.9	10.5	126.4	3,927.0
2008	2,045.8	698.4	583.0	1,212.1	514.0	29.0	133.2	5,215.5
2009	2,477.9	461.0	565.7	1,686.1	410.6	15.0	228.2	5,844.4
2010	2,635.8	423.4	699.5	909.7	334.5	0.6	197.4	5,201.0
2011	2,574.6	751.3	509.0	459.4	290.3	4.4	236.8	4,825.6
2012	2,750.0	650.1	395.7	276.6	235.5	4.0	185.7	4,497.7
2013	2,361.9	780.2	412.3	441.1	312.1	2.9	232.2	4,542.7
<b>Fare Revenue Collection Equipment</b>								
2007	97.2	5.1	1.0	84.2	25.5	0.8	0.4	214.2
2008	107.2	11.1	0.1	92.0	14.8	0.0	0.3	225.6
2009	103.5	13.1	4.6	81.1	34.2	0.0	1.0	237.5
2010	95.5	13.7	11.8	41.0	27.5	0.8	0.6	190.9
2011	102.3	11.1	1.1	21.4	21.1	2.9	5.9	165.7
2012	72.4	8.9	1.8	22.9	14.6	0.8	1.8	123.1
2013	128.4	16.1	10.4	22.7	20.3	0.1	0.1	198.2
<b>Communication and Information Systems</b>								
2007	236.1	77.0	49.1	433.8	85.9	0.6	3.4	885.9
2008	280.1	106.7	48.5	623.8	76.4	1.1	8.4	1,144.9
2009	240.6	94.0	84.3	557.9	114.0	1.8	10.5	1,103.1
2010	257.8	120.3	74.3	593.8	139.5	1.1	8.2	1,195.0
2011	290.4	169.9	64.8	670.6	140.4	1.5	13.6	1,351.2
2012	410.7	186.1	63.4	799.7	137.7	1.5	4.8	1,603.9
2013	395.4	330.0	58.0	709.2	92.6	3.7	3.2	1,592.1
<b>Other</b>								
2007	163.4	116.6	26.8	202.5	91.2	0.2	58.0	658.7
2008	204.2	103.6	56.4	124.5	112.9	0.3	14.0	615.9
2009	140.0	137.4	28.0	182.0	29.8	0.3	9.2	526.7
2010	172.8	75.0	36.2	420.4	20.9	0.4	16.7	742.3
2011	185.4	50.2	34.9	431.6	12.8	0.4	16.7	732.0
2012	200.0	72.9	29.3	391.1	23.3	0.2	4.1	720.8
2013	222.5	91.7	13.0	696.5	82.2	0.1	6.5	1,112.5

**FINANCIAL DATA: CAPITAL EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 67: CAPITAL EXPENSES BY TYPE AND MODE SECTION ONE: MILLIONS OF DOLLARS</b>								
Type of Expenditure and Year	All Bus Modes	Commuter Rail and Hybrid Rail	Demand Response	Heavy Rail	Light Rail and Streetcar	Trolleybus	Other	Total
<b>OTHER SUBTOTAL: ALL FARE REVENUE COLLECTION, COMMUNICATION AND INFORMATION SYSTEMS, AND OTHER EXPENDITURES</b>								
2007	496.7	198.7	76.9	720.5	202.6	1.6	61.8	1,758.8
2008	591.6	221.4	105.0	840.3	204.0	1.4	22.7	1,986.5
2009	484.1	244.5	116.9	821.0	178.0	2.1	20.6	1,867.3
2010	526.1	209.1	122.2	1,055.1	187.9	2.3	25.5	2,128.2
2011	578.1	231.2	100.8	1,123.6	174.3	4.8	36.3	2,249.0
2012	683.0	267.9	94.5	1,213.6	175.7	2.4	10.6	2,447.8
2013	746.4	437.8	81.4	1,428.4	195.1	3.9	9.8	2,902.8
<b>TOTAL: ALL CAPITAL EXPENDITURES</b>								
2007	3,291.0	2,446.4	747.7	4,690.6	3,041.7	31.5	279.4	14,528.3
2008	4,085.0	2,743.0	840.8	6,152.8	3,660.0	44.6	238.7	17,764.8
2009	4,138.5	2,751.2	763.5	6,227.7	3,647.0	22.9	368.2	17,919.2
2010	4,513.4	3,074.7	1,002.4	5,671.3	3,249.6	5.3	307.8	17,824.5
2011	4,685.5	2,510.2	693.9	5,474.3	3,262.9	26.8	403.7	17,057.1
2012	4,957.2	2,954.9	578.5	5,876.6	3,427.9	21.9	350.7	18,167.8
2013	4,524.4	3,024.6	600.0	6,156.9	3,514.7	11.9	396.4	18,228.9

TABLE 67: CAPITAL EXPENSES BY TYPE AND MODE  
SECTION TWO: PERCENT OF TYPE OF EXPENDITURE BY MODE FOR EACH YEAR – ROW DATA

**FINANCIAL DATA: CAPITAL EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 67: CAPITAL EXPENSES BY TYPE AND MODE SECTION TWO: PERCENT OF TYPE OF EXPENDITURE BY MODE FOR EACH YEAR – ROW DATA								
Type of Expenditure and Year	All Bus Modes	Commuter Rail and Hybrid Rail	Demand Response	Heavy Rail	Light Rail and Streetcar	Trolleybus	Other	Total
<b>Guideway</b>								
2007	3.1%	21.7%	0.0%	28.9%	45.9%	0.4%	0.0%	100.0%
2008	3.1%	17.7%	0.0%	36.4%	42.5%	0.2%	0.1%	100.0%
2009	1.6%	21.6%	0.0%	36.5%	39.7%	0.1%	0.6%	100.0%
2010	2.3%	29.3%	0.0%	32.0%	36.3%	0.0%	0.0%	100.0%
2011	4.2%	18.2%	0.0%	35.8%	41.4%	0.3%	0.1%	100.0%
2012	4.6%	24.2%	0.0%	30.5%	40.5%	0.2%	0.1%	100.0%
2013	3.4%	19.9%	0.0%	36.6%	40.1%	0.1%	0.0%	100.0%
<b>Passenger Stations</b>								
2007	14.7%	20.0%	0.3%	52.7%	8.4%	0.0%	3.9%	100.0%
2008	16.9%	19.9%	0.6%	46.5%	13.5%	0.0%	2.7%	100.0%
2009	13.8%	16.6%	0.2%	52.9%	14.4%	0.0%	2.0%	100.0%
2010	14.5%	15.4%	0.1%	55.8%	12.1%	0.0%	2.1%	100.0%
2011	13.9%	12.9%	0.2%	56.1%	13.3%	0.0%	3.6%	100.0%
2012	11.8%	9.1%	0.1%	62.7%	12.2%	0.0%	4.1%	100.0%
2013	14.9%	11.4%	0.8%	57.7%	10.3%	0.0%	4.9%	100.0%
<b>Administrative Buildings</b>								
2007	71.4%	9.3%	9.9%	6.0%	3.1%	0.2%	0.3%	100.0%
2008	71.7%	1.5%	7.3%	18.1%	0.4%	0.4%	0.7%	100.0%
2009	68.2%	1.4%	15.6%	6.9%	0.7%	0.0%	7.1%	100.0%
2010	64.4%	1.6%	19.5%	9.3%	2.5%	0.1%	2.5%	100.0%
2011	70.5%	3.2%	15.9%	7.3%	2.4%	0.0%	0.8%	100.0%
2012	65.7%	3.1%	20.0%	10.1%	1.0%	0.1%	0.2%	100.0%
2013	57.5%	3.6%	20.3%	16.5%	1.5%	0.2%	0.4%	100.0%

**FINANCIAL DATA: CAPITAL EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 67: CAPITAL EXPENSES BY TYPE AND MODE SECTION TWO: PERCENT OF TYPE OF EXPENDITURE BY MODE FOR EACH YEAR – ROW DATA</b>									
Type of Expenditure and Year	All Bus Modes	Commuter Rail and Hybrid Rail	Demand Response	Heavy Rail	Light Rail and Streetcar	Trolleybus	Other	Total	
<b>Maintenance Facilities</b>									
2007	27.3%	19.1%	8.3%	37.9%	6.9%	0.0%	0.4%	100.0%	
2008	31.3%	15.4%	5.6%	40.6%	6.3%	0.0%	0.7%	100.0%	
2009	52.6%	22.5%	3.5%	5.5%	14.5%	0.0%	1.3%	100.0%	
2010	55.8%	15.2%	11.0%	7.9%	8.7%	0.0%	1.4%	100.0%	
2011	61.0%	11.0%	3.5%	11.7%	11.8%	0.0%	0.9%	100.0%	
2012	49.4%	15.7%	2.5%	25.9%	5.5%	0.0%	1.0%	100.0%	
2013	53.4%	16.2%	2.5%	16.0%	11.3%	0.0%	0.6%	100.0%	
<b>FACILITIES SUBTOTAL: ALL GUIDEWAY, STATION, AND FACILITIES EXPENDITURES</b>									
2007	12.2%	20.5%	1.9%	35.8%	28.4%	0.2%	1.0%	100.0%	
2008	13.3%	17.3%	1.4%	39.0%	28.1%	0.1%	0.8%	100.0%	
2009	11.5%	20.0%	0.8%	36.5%	30.0%	0.1%	1.2%	100.0%	
2010	12.9%	23.3%	1.7%	35.3%	26.0%	0.0%	0.8%	100.0%	
2011	15.4%	15.3%	0.8%	39.0%	28.0%	0.2%	1.3%	100.0%	
2012	13.6%	18.2%	0.8%	39.1%	26.9%	0.1%	1.4%	100.0%	
2013	13.1%	16.8%	1.0%	39.8%	27.9%	0.0%	1.4%	100.0%	
<b>Passenger Vehicles</b>									
2007	43.8%	11.1%	12.9%	20.2%	8.4%	0.3%	3.3%	100.0%	
2008	39.2%	13.4%	11.2%	23.2%	9.9%	0.6%	2.6%	100.0%	
2009	42.4%	7.9%	9.8%	28.6%	7.0%	0.2%	4.0%	100.0%	
2010	50.9%	8.0%	13.6%	17.2%	6.4%	0.0%	3.9%	100.0%	
2011	53.6%	15.6%	10.7%	9.3%	5.7%	0.1%	5.0%	100.0%	
2012	61.3%	14.4%	9.0%	5.7%	5.3%	0.1%	4.2%	100.0%	
2013	52.6%	17.3%	9.3%	8.6%	6.9%	0.1%	5.2%	100.0%	
<b>Service Vehicles</b>									
2007	43.8%	8.2%	5.4%	37.9%	3.9%	0.4%	0.3%	100.0%	
2008	52.3%	10.9%	5.7%	25.3%	4.8%	0.8%	0.0%	100.0%	
2009	40.4%	4.8%	5.3%	41.5%	6.9%	0.7%	0.4%	100.0%	
2010	40.9%	15.7%	5.5%	31.1%	6.7%	0.0%	0.0%	100.0%	
2011	37.5%	12.5%	3.2%	21.0%	24.4%	0.0%	1.5%	100.0%	
2012	53.2%	16.4%	2.7%	24.6%	2.8%	0.0%	0.2%	100.0%	
2013	29.8%	13.2%	1.1%	50.9%	4.5%	0.1%	0.3%	100.0%	



**FINANCIAL DATA: CAPITAL EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 67: CAPITAL EXPENSES BY TYPE AND MODE SECTION TWO: PERCENT OF TYPE OF EXPENDITURE BY MODE FOR EACH YEAR – ROW DATA</b>								
Type of Expenditure and Year	All Bus Modes	Commuter Rail and Hybrid Rail	Demand Response	Heavy Rail	Light Rail and Streetcar	Trolleybus	Other	Total
<b>ROLLING STOCK SUBTOTAL: ALL PASSENGER VEHICLE AND SERVICE VEHICLE EXPENDITURES</b>								
2007	43.8%	11.1%	12.7%	20.6%	8.3%	0.3%	3.2%	100.0%
2008	39.2%	13.4%	11.2%	23.2%	9.9%	0.6%	2.6%	100.0%
2009	42.4%	7.9%	9.7%	28.8%	7.0%	0.3%	3.9%	100.0%
2010	50.7%	8.1%	13.4%	17.5%	6.4%	0.0%	3.8%	100.0%
2011	53.4%	15.6%	10.5%	9.5%	6.0%	0.1%	4.9%	100.0%
2012	61.1%	14.5%	8.8%	6.1%	5.2%	0.1%	4.1%	100.0%
2013	52.0%	17.2%	9.1%	9.7%	6.9%	0.1%	5.1%	100.0%
<b>Fare Revenue Collection Equipment</b>								
2007	45.4%	2.4%	0.5%	39.3%	11.9%	0.4%	0.2%	100.0%
2008	47.5%	4.9%	0.0%	40.8%	6.6%	0.0%	0.1%	100.0%
2009	43.6%	5.5%	1.9%	34.1%	14.4%	0.0%	0.4%	100.0%
2010	50.0%	7.2%	6.2%	21.5%	14.4%	0.4%	0.3%	100.0%
2011	61.7%	6.7%	0.7%	12.9%	12.7%	1.8%	3.6%	100.0%
2012	58.8%	7.2%	1.5%	18.6%	11.9%	0.6%	1.5%	100.0%
2013	64.8%	8.1%	5.2%	11.5%	10.2%	0.1%	0.1%	100.0%
<b>Communication and Information Systems</b>								
2007	26.7%	8.7%	5.5%	49.0%	9.7%	0.1%	0.4%	100.0%
2008	24.5%	9.3%	4.2%	54.5%	6.7%	0.1%	0.7%	100.0%
2009	21.8%	8.5%	7.6%	50.6%	10.3%	0.2%	1.0%	100.0%
2010	21.6%	10.1%	6.2%	49.7%	11.7%	0.1%	0.7%	100.0%
2011	21.5%	12.6%	4.8%	49.6%	10.4%	0.1%	1.0%	100.0%
2012	25.6%	11.6%	4.0%	49.9%	8.6%	0.1%	0.3%	100.0%
2013	24.8%	20.7%	3.6%	44.5%	5.8%	0.2%	0.2%	100.0%
<b>Other</b>								
2007	24.8%	17.7%	4.1%	30.7%	13.8%	0.0%	8.8%	100.0%
2008	33.2%	16.8%	9.2%	20.2%	18.3%	0.0%	2.3%	100.0%
2009	26.6%	26.1%	5.3%	34.6%	5.7%	0.1%	1.7%	100.0%
2010	23.3%	10.1%	4.9%	56.6%	2.8%	0.1%	2.2%	100.0%
2011	25.3%	6.9%	4.8%	59.0%	1.7%	0.1%	2.3%	100.0%
2012	27.7%	10.1%	4.1%	54.3%	3.2%	0.0%	0.6%	100.0%
2013	20.0%	8.2%	1.2%	62.6%	7.4%	0.0%	0.6%	100.0%

**FINANCIAL DATA: CAPITAL EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 67: CAPITAL EXPENSES BY TYPE AND MODE SECTION TWO: PERCENT OF TYPE OF EXPENDITURE BY MODE FOR EACH YEAR – ROW DATA</b>								
Type of Expenditure and Year	All Bus Modes	Commuter Rail and Hybrid Rail	Demand Response	Heavy Rail	Light Rail and Streetcar	Trolleybus	Other	Total
<b>OTHER SUBTOTAL: ALL FARE REVENUE COLLECTION, COMMUNICATION AND INFORMATION SYSTEMS, AND OTHER EXPENDITURES</b>								
2007	28.2%	11.3%	4.4%	41.0%	11.5%	0.1%	3.5%	100.0%
2008	29.8%	11.1%	5.3%	42.3%	10.3%	0.1%	1.1%	100.0%
2009	25.9%	13.1%	6.3%	44.0%	9.5%	0.1%	1.1%	100.0%
2010	24.7%	9.8%	5.7%	49.6%	8.8%	0.1%	1.2%	100.0%
2011	25.7%	10.3%	4.5%	50.0%	7.8%	0.2%	1.6%	100.0%
2012	27.9%	10.9%	3.9%	49.6%	7.2%	0.1%	0.4%	100.0%
2013	25.7%	15.1%	2.8%	49.2%	6.7%	0.1%	0.3%	100.0%
<b>TOTAL: ALL CAPITAL EXPENDITURES</b>								
2007	22.7%	16.8%	5.1%	32.3%	20.9%	0.2%	1.9%	100.0%
2008	23.0%	15.4%	4.7%	34.6%	20.6%	0.3%	1.3%	100.0%
2009	23.1%	15.4%	4.3%	34.8%	20.4%	0.1%	2.1%	100.0%
2010	25.3%	17.2%	5.6%	31.8%	18.2%	0.0%	1.7%	100.0%
2011	27.5%	14.7%	4.1%	32.1%	19.1%	0.2%	2.4%	100.0%
2012	27.3%	16.3%	3.2%	32.3%	18.9%	0.1%	1.9%	100.0%
2013	24.8%	16.6%	3.3%	33.8%	19.3%	0.1%	2.2%	100.0%

TABLE 67: CAPITAL EXPENSES BY TYPE AND MODE  
SECTION THREE: PERCENT OF MODE BY TYPE OF EXPENDITURE FOR EACH YEAR – COLUMN DATA

FINANCIAL DATA: CAPITAL EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY

TABLE 67: CAPITAL EXPENSES BY TYPE AND MODE SECTION THREE: PERCENT OF MODE BY TYPE OF EXPENDITURE FOR EACH YEAR – COLUMN DATA								
Type of Expenditure and Year	All Bus Modes	Commuter Rail and Hybrid Rail	Demand Response	Heavy Rail	Light Rail and Streetcar	Trolleybus	Other	Total
<b>Guideway</b>								
2007	4.6%	42.7%	0.0%	29.6%	72.7%	58.1%	0.7%	33.2%
2008	4.5%	38.0%	0.0%	34.8%	68.3%	26.9%	2.4%	33.2%
2009	2.4%	50.3%	0.0%	37.5%	69.6%	24.0%	10.3%	35.7%
2010	3.2%	59.9%	0.0%	35.5%	70.3%	24.5%	0.9%	35.3%
2011	4.9%	39.0%	0.0%	35.2%	68.4%	63.1%	0.7%	31.6%
2012	5.8%	51.1%	0.0%	32.4%	73.9%	66.2%	1.0%	34.4%
2013	4.8%	42.2%	0.0%	38.1%	73.1%	34.5%	0.3%	35.2%
<b>Passenger Stations</b>								
2007	9.4%	17.1%	1.0%	23.6%	5.8%	0.3%	29.3%	14.4%
2008	9.4%	16.4%	1.6%	17.1%	8.3%	0.0%	25.2%	12.8%
2009	8.3%	15.0%	0.8%	21.1%	9.8%	0.9%	13.7%	13.8%
2010	9.1%	14.1%	0.2%	27.8%	10.5%	15.1%	19.3%	15.9%
2011	9.6%	16.7%	0.7%	33.2%	13.2%	2.2%	28.6%	19.0%
2012	8.0%	10.3%	0.7%	35.8%	11.9%	3.7%	38.9%	18.5%
2013	9.8%	11.2%	3.7%	27.9%	8.8%	3.4%	36.7%	16.3%
<b>Administrative Buildings</b>								
2007	4.3%	0.8%	2.6%	0.3%	0.2%	1.0%	0.2%	1.4%
2008	4.6%	0.1%	2.2%	0.8%	0.0%	2.2%	0.8%	1.5%
2009	3.9%	0.1%	4.8%	0.3%	0.0%	0.0%	4.5%	1.3%
2010	4.5%	0.2%	6.2%	0.5%	0.2%	5.7%	2.6%	1.8%
2011	3.8%	0.3%	5.7%	0.3%	0.2%	0.0%	0.5%	1.5%
2012	3.3%	0.3%	8.7%	0.4%	0.1%	0.9%	0.1%	1.4%
2013	3.5%	0.3%	9.4%	0.7%	0.1%	4.2%	0.3%	1.5%

**FINANCIAL DATA: CAPITAL EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 67: CAPITAL EXPENSES BY TYPE AND MODE</b>									
<b>SECTION THREE: PERCENT OF MODE BY TYPE OF EXPENDITURE FOR EACH YEAR – COLUMN DATA</b>									
Type of Expenditure and Year	All Bus Modes	Commuter Rail and Hybrid Rail	Demand Response	Heavy Rail	Light Rail and Streetcar	Trolleybus	Other	Total	
<b>Maintenance Facilities</b>									
2007	14.3%	13.5%	19.2%	14.0%	3.9%	2.2%	2.4%	11.9%	
2008	15.6%	11.4%	13.6%	13.4%	3.5%	0.7%	6.3%	11.5%	
2009	13.9%	8.9%	5.0%	1.0%	4.3%	0.4%	3.9%	6.1%	
2010	13.1%	5.3%	11.7%	1.5%	2.9%	0.0%	4.7%	6.0%	
2011	14.4%	4.9%	5.7%	2.4%	4.0%	0.0%	2.6%	6.5%	
2012	13.6%	7.3%	5.9%	6.0%	2.2%	0.0%	3.9%	7.5%	
2013	13.2%	6.0%	4.6%	2.9%	3.6%	0.0%	1.7%	6.1%	
<b>FACILITIES SUBTOTAL: ALL GUIDEWAY, STATION, AND FACILITIES EXPENDITURES</b>									
2007	32.6%	74.1%	22.8%	67.4%	82.6%	61.6%	32.6%	60.9%	
2008	34.0%	66.0%	17.4%	66.2%	80.2%	29.6%	34.6%	58.8%	
2009	28.4%	74.4%	10.6%	59.7%	83.9%	25.3%	32.4%	57.0%	
2010	29.9%	79.4%	18.0%	65.3%	83.9%	45.3%	27.6%	58.9%	
2011	32.7%	60.9%	12.1%	71.1%	85.8%	65.7%	32.4%	58.5%	
2012	30.7%	68.9%	15.3%	74.6%	88.0%	70.8%	44.0%	61.8%	
2013	31.3%	59.7%	17.7%	69.6%	85.6%	42.0%	39.0%	59.2%	
<b>Passenger Vehicles</b>									
2007	51.1%	17.5%	66.3%	16.5%	10.6%	32.1%	45.1%	26.4%	
2008	50.1%	25.5%	69.3%	19.7%	14.0%	65.0%	55.8%	29.4%	
2009	58.9%	16.6%	73.4%	26.4%	11.1%	62.4%	61.9%	32.1%	
2010	57.6%	13.3%	69.3%	15.5%	10.1%	11.3%	64.1%	28.7%	
2011	54.3%	29.5%	73.0%	8.1%	8.3%	16.4%	58.4%	27.8%	
2012	54.3%	21.4%	67.9%	4.2%	6.8%	18.3%	52.9%	24.1%	
2013	51.4%	25.3%	68.5%	6.1%	8.7%	23.5%	58.5%	24.2%	
<b>Service Vehicles</b>									
2007	1.2%	0.3%	0.6%	0.7%	0.1%	1.3%	0.1%	0.6%	
2008	1.4%	0.4%	0.8%	0.5%	0.1%	2.0%	0.0%	0.6%	
2009	0.9%	0.2%	0.7%	0.6%	0.2%	3.1%	0.1%	0.5%	
2010	0.8%	0.5%	0.5%	0.5%	0.2%	0.0%	0.0%	0.5%	
2011	0.7%	0.4%	0.4%	0.3%	0.6%	0.0%	0.3%	0.5%	
2012	1.2%	0.6%	0.5%	0.5%	0.1%	0.0%	0.1%	0.6%	
2013	0.8%	0.5%	0.2%	1.0%	0.2%	0.8%	0.1%	0.7%	

**FINANCIAL DATA: CAPITAL EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 67: CAPITAL EXPENSES BY TYPE AND MODE</b>									
<b>SECTION THREE: PERCENT OF MODE BY TYPE OF EXPENDITURE FOR EACH YEAR – COLUMN DATA</b>									
Type of Expenditure and Year	All Bus Modes	Commuter Rail and Hybrid Rail	Demand Response	Heavy Rail	Light Rail and Streetcar	Trolleybus	Other	Total	
<b>ROLLING STOCK SUBTOTAL: ALL PASSENGER VEHICLE AND SERVICE VEHICLE EXPENDITURES</b>									
2007	52.3%	17.8%	66.9%	17.2%	10.7%	33.3%	45.2%	27.0%	
2008	50.1%	25.5%	69.3%	19.7%	14.0%	65.0%	55.8%	29.4%	
2009	59.9%	16.8%	74.1%	27.1%	11.3%	65.5%	62.0%	32.6%	
2010	58.4%	13.8%	69.8%	16.0%	10.3%	11.3%	64.1%	29.2%	
2011	54.9%	29.9%	73.4%	8.4%	8.9%	16.4%	58.7%	28.3%	
2012	55.5%	22.0%	68.4%	4.7%	6.9%	18.3%	53.0%	24.8%	
2013	52.2%	25.8%	68.7%	7.2%	8.9%	24.4%	58.6%	24.9%	
<b>Fare Revenue Collection Equipment</b>									
2007	3.0%	0.2%	0.1%	1.8%	0.8%	2.5%	0.1%	1.5%	
2008	2.6%	0.4%	0.0%	1.5%	0.4%	0.0%	0.1%	1.3%	
2009	2.5%	0.5%	0.6%	1.3%	0.9%	0.0%	0.3%	1.3%	
2010	2.1%	0.4%	1.2%	0.7%	0.8%	15.1%	0.2%	1.1%	
2011	2.2%	0.4%	0.2%	0.4%	0.6%	10.8%	1.5%	1.0%	
2012	1.5%	0.3%	0.3%	0.4%	0.4%	3.7%	0.5%	0.7%	
2013	2.8%	0.5%	1.7%	0.4%	0.6%	0.8%	0.0%	1.1%	
<b>Communication and Information Systems</b>									
2007	7.2%	3.1%	6.6%	9.2%	2.8%	1.9%	1.2%	6.1%	
2008	6.9%	3.9%	5.8%	10.1%	2.1%	2.5%	3.5%	6.4%	
2009	5.8%	3.4%	11.0%	9.0%	3.1%	7.9%	2.9%	6.2%	
2010	5.7%	3.9%	7.4%	10.5%	4.3%	20.8%	2.7%	6.7%	
2011	6.2%	6.8%	9.3%	12.2%	4.3%	5.6%	3.4%	7.9%	
2012	8.3%	6.3%	11.0%	13.6%	4.0%	6.8%	1.4%	8.8%	
2013	8.7%	10.9%	9.7%	11.5%	2.6%	31.1%	0.8%	8.7%	
<b>Other</b>									
2007	5.0%	4.8%	3.6%	4.3%	3.0%	0.6%	20.8%	4.5%	
2008	5.0%	3.8%	6.7%	2.0%	3.1%	0.7%	5.9%	3.5%	
2009	3.4%	5.0%	3.7%	2.9%	0.8%	1.3%	2.5%	2.9%	
2010	3.8%	2.4%	3.6%	7.4%	0.6%	7.5%	5.4%	4.2%	
2011	4.0%	2.0%	5.0%	7.9%	0.4%	1.5%	4.1%	4.3%	
2012	4.0%	2.5%	5.1%	6.7%	0.7%	0.9%	1.2%	4.0%	
2013	4.9%	3.0%	2.2%	11.3%	2.3%	0.8%	1.6%	6.1%	



TABLE 67: CAPITAL EXPENSES BY TYPE AND MODE  
SECTION FOUR: PERCENT BY TYPE OF EXPENDITURE AND MODE FOR TOTAL EXPENDITURE FOR EACH YEAR – TABLE-WIDE DATA FOR EACH YEAR

**FINANCIAL DATA: CAPITAL EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 67: CAPITAL EXPENSES BY TYPE AND MODE SECTION FOUR: PERCENT BY TYPE OF EXPENDITURE AND MODE FOR TOTAL EXPENDITURE FOR EACH YEAR – TABLE-WIDE DATA FOR EACH YEAR								
Type of Expenditure and Year	All Bus Modes	Commuter Rail and Hybrid Rail	Demand Response	Heavy Rail	Light Rail and Streetcar	Trolleybus	Other	Total
<b>Guideway</b>								
2007	1.0%	7.2%	0.0%	9.6%	15.2%	0.1%	0.0%	33.2%
2008	1.0%	5.9%	0.0%	12.1%	14.1%	0.1%	0.0%	33.2%
2009	0.6%	7.7%	0.0%	13.0%	14.2%	0.0%	0.2%	35.7%
2010	0.8%	10.3%	0.0%	11.3%	12.8%	0.0%	0.0%	35.3%
2011	1.3%	5.7%	0.0%	11.3%	13.1%	0.1%	0.0%	31.6%
2012	1.6%	8.3%	0.0%	10.5%	13.9%	0.1%	0.0%	34.4%
2013	1.2%	7.0%	0.0%	12.9%	14.1%	0.0%	0.0%	35.2%
<b>Passenger Stations</b>								
2007	2.1%	2.9%	0.0%	7.6%	1.2%	0.0%	0.6%	14.4%
2008	2.2%	2.5%	0.1%	5.9%	1.7%	0.0%	0.3%	12.8%
2009	1.9%	2.3%	0.0%	7.3%	2.0%	0.0%	0.3%	13.8%
2010	2.3%	2.4%	0.0%	8.9%	1.9%	0.0%	0.3%	15.9%
2011	2.6%	2.5%	0.0%	10.6%	2.5%	0.0%	0.7%	19.0%
2012	2.2%	1.7%	0.0%	11.6%	2.2%	0.0%	0.8%	18.5%
2013	2.4%	1.9%	0.1%	9.4%	1.7%	0.0%	0.8%	16.3%
<b>Administrative Buildings</b>								
2007	1.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	1.4%
2008	1.0%	0.0%	0.1%	0.3%	0.0%	0.0%	0.0%	1.5%
2009	0.9%	0.0%	0.2%	0.1%	0.0%	0.0%	0.1%	1.3%
2010	1.2%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	1.8%
2011	1.0%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	1.5%
2012	0.9%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	1.4%
2013	0.9%	0.1%	0.3%	0.3%	0.0%	0.0%	0.0%	1.5%

**FINANCIAL DATA: CAPITAL EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 67: CAPITAL EXPENSES BY TYPE AND MODE SECTION FOUR: PERCENT BY TYPE OF EXPENDITURE AND MODE FOR TOTAL EXPENDITURE FOR EACH YEAR – TABLE-WIDE DATA FOR EACH YEAR</b>								
Type of Expenditure and Year	All Bus Modes	Commuter Rail and Hybrid Rail	Demand Response	Heavy Rail	Light Rail and Streetcar	Trolleybus	Other	Total
<b>Maintenance Facilities</b>								
2007	3.2%	2.3%	1.0%	4.5%	0.8%	0.0%	0.0%	11.9%
2008	3.6%	1.8%	0.6%	4.7%	0.7%	0.0%	0.1%	11.5%
2009	3.2%	1.4%	0.2%	0.3%	0.9%	0.0%	0.1%	6.1%
2010	3.3%	0.9%	0.7%	0.5%	0.5%	0.0%	0.1%	6.0%
2011	4.0%	0.7%	0.2%	0.8%	0.8%	0.0%	0.1%	6.5%
2012	3.7%	1.2%	0.2%	2.0%	0.4%	0.0%	0.1%	7.5%
2013	3.3%	1.0%	0.2%	1.0%	0.7%	0.0%	0.0%	6.1%
<b>FACILITIES SUBTOTAL: ALL GUIDEWAY, STATION, AND FACILITIES EXPENDITURES</b>								
2007	7.4%	12.5%	1.2%	21.8%	17.3%	0.1%	0.6%	60.9%
2008	7.8%	10.2%	0.8%	22.9%	16.5%	0.1%	0.5%	58.8%
2009	6.6%	11.4%	0.5%	20.8%	17.1%	0.0%	0.7%	57.0%
2010	7.6%	13.7%	1.0%	20.8%	15.3%	0.0%	0.5%	58.9%
2011	9.0%	9.0%	0.5%	22.8%	16.4%	0.1%	0.8%	58.5%
2012	8.4%	11.2%	0.5%	24.1%	16.6%	0.1%	0.8%	61.8%
2013	7.8%	9.9%	0.6%	23.5%	16.5%	0.0%	0.8%	59.2%
<b>Passenger Vehicles</b>								
2007	11.6%	2.9%	3.4%	5.3%	2.2%	0.1%	0.9%	26.4%
2008	11.5%	3.9%	3.3%	6.8%	2.9%	0.2%	0.7%	29.4%
2009	13.6%	2.5%	3.1%	9.2%	2.3%	0.1%	1.3%	32.1%
2010	14.6%	2.3%	3.9%	4.9%	1.8%	0.0%	1.1%	28.7%
2011	14.9%	4.3%	3.0%	2.6%	1.6%	0.0%	1.4%	27.8%
2012	14.8%	3.5%	2.2%	1.4%	1.3%	0.0%	1.0%	24.1%
2013	12.8%	4.2%	2.3%	2.1%	1.7%	0.0%	1.3%	24.2%
<b>Service Vehicles</b>								
2007	0.3%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.6%
2008	0.3%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.6%
2009	0.2%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.5%
2010	0.2%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.5%
2011	0.2%	0.1%	0.0%	0.1%	0.1%	0.0%	0.0%	0.5%
2012	0.3%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.6%
2013	0.2%	0.1%	0.0%	0.3%	0.0%	0.0%	0.0%	0.7%



**FINANCIAL DATA: CAPITAL EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 67: CAPITAL EXPENSES BY TYPE AND MODE SECTION FOUR: PERCENT BY TYPE OF EXPENDITURE AND MODE FOR TOTAL EXPENDITURE FOR EACH YEAR – TABLE-WIDE DATA FOR EACH YEAR</b>								
Type of Expenditure and Year	All Bus Modes	Commuter Rail and Hybrid Rail	Demand Response	Heavy Rail	Light Rail and Streetcar	Trolleybus	Other	Total
<b>ROLLING STOCK SUBTOTAL: ALL PASSENGER VEHICLE AND SERVICE VEHICLE EXPENDITURES</b>								
2007	11.8%	3.0%	3.4%	5.6%	2.3%	0.1%	0.9%	27.0%
2008	11.5%	3.9%	3.3%	6.8%	2.9%	0.2%	0.7%	29.4%
2009	13.8%	2.6%	3.2%	9.4%	2.3%	0.1%	1.3%	32.6%
2010	14.8%	2.4%	3.9%	5.1%	1.9%	0.0%	1.1%	29.2%
2011	15.1%	4.4%	3.0%	2.7%	1.7%	0.0%	1.4%	28.3%
2012	15.1%	3.6%	2.2%	1.5%	1.3%	0.0%	1.0%	24.8%
2013	13.0%	4.3%	2.3%	2.4%	1.7%	0.0%	1.3%	24.9%
<b>Fare Revenue Collection Equipment</b>								
2007	0.7%	0.0%	0.0%	0.6%	0.2%	0.0%	0.0%	1.5%
2008	0.6%	0.1%	0.0%	0.5%	0.1%	0.0%	0.0%	1.3%
2009	0.6%	0.1%	0.0%	0.5%	0.2%	0.0%	0.0%	1.3%
2010	0.5%	0.1%	0.1%	0.2%	0.2%	0.0%	0.0%	1.1%
2011	0.6%	0.1%	0.0%	0.1%	0.1%	0.0%	0.0%	1.0%
2012	0.4%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.7%
2013	0.7%	0.1%	0.1%	0.1%	0.1%	0.0%	0.0%	1.1%
<b>Communication and Information Systems</b>								
2007	1.6%	0.5%	0.3%	3.0%	0.6%	0.0%	0.0%	6.1%
2008	1.6%	0.6%	0.3%	3.5%	0.4%	0.0%	0.0%	6.4%
2009	1.3%	0.5%	0.5%	3.1%	0.6%	0.0%	0.1%	6.2%
2010	1.4%	0.7%	0.4%	3.3%	0.8%	0.0%	0.0%	6.7%
2011	1.7%	1.0%	0.4%	3.9%	0.8%	0.0%	0.1%	7.9%
2012	2.3%	1.0%	0.3%	4.4%	0.8%	0.0%	0.0%	8.8%
2013	2.2%	1.8%	0.3%	3.9%	0.5%	0.0%	0.0%	8.7%
<b>Other</b>								
2007	1.1%	0.8%	0.2%	1.4%	0.6%	0.0%	0.4%	4.5%
2008	1.1%	0.6%	0.3%	0.7%	0.6%	0.0%	0.1%	3.5%
2009	0.8%	0.8%	0.2%	1.0%	0.2%	0.0%	0.1%	2.9%
2010	1.0%	0.4%	0.2%	2.4%	0.1%	0.0%	0.1%	4.2%
2011	1.1%	0.3%	0.2%	2.5%	0.1%	0.0%	0.1%	4.3%
2012	1.1%	0.4%	0.2%	2.2%	0.1%	0.0%	0.0%	4.0%
2013	1.2%	0.5%	0.1%	3.8%	0.5%	0.0%	0.0%	6.1%

**FINANCIAL DATA: CAPITAL EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 67: CAPITAL EXPENSES BY TYPE AND MODE SECTION FOUR: PERCENT BY TYPE OF EXPENDITURE AND MODE FOR TOTAL EXPENDITURE FOR EACH YEAR – TABLE-WIDE DATA FOR EACH YEAR</b>								
Type of Expenditure and Year	All Bus Modes	Commuter Rail and Hybrid Rail	Demand Response	Heavy Rail	Light Rail and Streetcar	Trolleybus	Other	Total
<b>OTHER SUBTOTAL: ALL FARE REVENUE COLLECTION, COMMUNICATION AND INFORMATION SYSTEMS, AND OTHER EXPENDITURES</b>								
2007	3.4%	1.4%	0.5%	5.0%	1.4%	0.0%	0.4%	12.1%
2008	3.3%	1.2%	0.6%	4.7%	1.1%	0.0%	0.1%	11.2%
2009	2.7%	1.4%	0.7%	4.6%	1.0%	0.0%	0.1%	10.4%
2010	3.0%	1.2%	0.7%	5.9%	1.1%	0.0%	0.1%	11.9%
2011	3.4%	1.4%	0.6%	6.6%	1.0%	0.0%	0.2%	13.2%
2012	3.8%	1.5%	0.5%	6.7%	1.0%	0.0%	0.1%	13.5%
2013	4.1%	2.4%	0.4%	7.8%	1.1%	0.0%	0.1%	15.9%
<b>TOTAL: ALL CAPITAL EXPENDITURES</b>								
2007	22.7%	16.8%	5.1%	32.3%	20.9%	0.2%	1.9%	100.0%
2008	23.0%	15.4%	4.7%	34.6%	20.6%	0.3%	1.3%	100.0%
2009	23.1%	15.4%	4.3%	34.8%	20.4%	0.1%	2.1%	100.0%
2010	25.3%	17.2%	5.6%	31.8%	18.2%	0.0%	1.7%	100.0%
2011	27.5%	14.7%	4.1%	32.1%	19.1%	0.2%	2.4%	100.0%
2012	27.3%	16.3%	3.2%	32.3%	18.9%	0.1%	1.9%	100.0%
2013	24.8%	16.6%	3.3%	33.8%	19.3%	0.1%	2.2%	100.0%

TABLE 68: TOTAL OPERATING EXPENSE BY MODE  
 (MILLIONS OF DOLLARS AND PERCENT OF VEHICLES)  
 PART A: ROADWAY MODES

FINANCIAL DATA: OPERATING EXPENDITURES  
 INCLUDES ENTIRE TRANSIT INDUSTRY

TABLE 68: TOTAL OPERATING EXPENSE BY MODE (MILLIONS OF DOLLARS AND PERCENT), PART A: ROADWAY MODES									
Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
<b>MILLIONS OF DOLLARS</b>									
1932	(b)	---	(b)	In Total (c)	In Total (c)	---	---	---	---
1933	(b)	---	(b)	In Total (c)	In Total (c)	---	---	---	---
1934	(b)	---	(b)	In Total (c)	In Total (c)	---	---	---	---
1935	(b)	---	(b)	In Total (c)	In Total (c)	---	---	---	---
1936	(b)	---	(b)	In Total (c)	In Total (c)	---	---	---	---
1937	(b)	---	(b)	In Total (c)	In Total (c)	---	---	---	---
1938	(b)	---	(b)	In Total (c)	In Total (c)	---	---	---	---
1939	(b)	---	(b)	In Total (c)	In Total (c)	---	---	---	---
1940	(b)	---	(b)	In Total (c)	In Total (c)	---	---	---	---
1941	(b)	---	(b)	In Total (c)	In Total (c)	---	---	---	---
1942	(b)	---	(b)	In Total (c)	In Total (c)	---	---	---	---
1943	(b)	---	(b)	In Total (c)	In Total (c)	---	---	---	---
1944	(b)	---	(b)	In Total (c)	In Total (c)	---	---	---	---
1945	(b)	---	(b)	In Total (c)	In Total (c)	---	---	---	---
1946	(b)	---	(b)	In Total (c)	In Total (c)	---	---	---	---
1947	(b)	---	(b)	In Total (c)	In Total (c)	---	---	---	---
1948	(b)	---	(b)	In Total (c)	In Total (c)	---	---	---	---
1949	(b)	---	(b)	In Total (c)	In Total (c)	---	---	---	---
1950	(b)	---	(b)	In Total (c)	In Total (c)	---	---	---	---
1951	(b)	---	(b)	In Total (c)	In Total (c)	---	---	---	---
1952	(b)	---	(b)	In Total (c)	In Total (c)	---	---	---	---
1953	(b)	---	(b)	In Total (c)	In Total (c)	---	---	---	---
1954	(b)	---	(b)	In Total (c)	In Total (c)	---	---	---	---
1955	(b)	---	(b)	In Total (c)	In Total (c)	---	---	---	---
1956	(b)	---	(b)	In Total (c)	In Total (c)	---	---	---	---
1957	(b)	---	(b)	In Total (c)	In Total (c)	---	---	---	---
1958	(b)	---	(b)	In Total (c)	In Total (c)	---	---	---	---

**FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 68: TOTAL OPERATING EXPENSE BY MODE (MILLIONS OF DOLLARS AND PERCENT), PART A: ROADWAY MODES**

Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
1959	(b)	---	(b)	In Total (c)	In Total (c)	---	---	---	---
1960	(b)	---	(b)	In Total (c)	In Total (c)	---	---	---	---
1961	(b)	---	(b)	In Total (c)	In Total (c)	---	---	---	---
1962	(b)	---	(b)	In Total (c)	In Total (c)	---	---	---	---
1963	(b)	---	(b)	In Total (c)	In Total (c)	---	---	---	---
1964	(b)	---	(b)	In Total (c)	In Total (c)	---	---	---	---
1965	(b)	---	(b)	In Total (c)	In Total (c)	---	---	---	---
1966	(b)	---	(b)	In Total (c)	In Total (c)	---	---	---	---
1967	(b)	---	(b)	In Total (c)	In Total (c)	---	---	---	---
1968	(b)	---	(b)	In Total (c)	In Total (c)	---	---	---	---
1969	(b)	---	(b)	In Total (c)	In Total (c)	---	---	---	---
1970	(b)	---	(b)	In Total (c)	In Total (c)	---	---	---	---
1971	(b)	---	(b)	In Total (c)	In Total (c)	---	---	---	---
1972	(b)	---	(b)	In Total (c)	In Total (c)	---	---	---	---
1973	(b)	---	(b)	In Total (c)	In Total (c)	---	---	---	---
1974	(b)	---	(b)	In Total (c)	In Total (c)	---	---	---	---
1975	(b)	---	(b)	In Total (c)	In Total (c)	---	---	---	---
1976	(b)	---	(b)	In Total (c)	In Total (c)	---	---	---	---
1977	(b)	---	(b)	In Total (c)	In Total (c)	---	---	---	---
1978	(b)	---	(b)	In Total (c)	In Total (c)	---	---	---	---
1979	(b)	---	(b)	In Total (c)	In Total (c)	---	---	---	---
1980	(b)	---	(b)	In Total (c)	In Total (c)	---	---	---	---
1981	(b)	---	(b)	In Total (c)	In Total (c)	---	---	---	---
1982	(b)	---	(b)	In Total (c)	In Total (c)	---	---	---	---
1983	(b)	---	(b)	In Total (c)	In Total (c)	---	---	---	---
1984	(b)	---	(b)	In Total (c)	In Total (c)	In Total (c)	---	---	---
1985	(b)	---	(b)	In Total (c)	In Total (c)	In Total (c)	---	---	---
1986	(b)	---	(b)	In Total (c)	In Total (c)	In Total (c)	---	---	---
1987	(b)	---	(b)	In Total (c)	In Total (c)	In Total (c)	---	---	---
1988	(b)	---	(b)	8,136.4	101.7	462.6	---	---	8,700.7
1989	(b)	---	(b)	8,415.1	105.5	481.1	---	---	9,001.7
1990	(b)	---	(b)	8,903.1	108.6	517.8	---	---	9,529.5

**FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 68: TOTAL OPERATING EXPENSE BY MODE (MILLIONS OF DOLLARS AND PERCENT), PART A: ROADWAY MODES**

Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
1991	(b)	---	(b)	9,501.4	113.5	608.5	---	---	10,223.4
1992	(b)	---	(b)	9,881.2	124.4	667.3	---	---	10,672.9
1993	(b)	---	(b)	10,109.6	131.9	793.0	---	---	11,034.5
1994	(b)	---	(b)	10,144.1	132.9	942.7	---	---	11,219.7
1995	(b)	---	(b)	10,320.5	138.9	1,000.4	19.6	---	11,479.4
1996	(b)	---	(b)	10,574.9	134.6	1,186.6	21.7	---	11,917.8
1997	(b)	---	(b)	10,944.0	140.2	1,284.5	24.0	---	12,392.7
1998	(b)	---	(b)	11,428.9	146.5	1,405.4	29.7	---	13,010.5
1999	(b)	---	(b)	11,713.8	166.9	1,419.3	35.9	---	13,335.9
2000	(b)	(b)	(b)	12,966.2	177.6	1,804.9	40.3	---	14,989.0
2001	(b)	(b)	(b)	13,335.2	172.4	1,754.0	39.5	---	15,301.1
2002	(b)	(b)	(b)	14,065.6	186.7	1,949.4	41.5	---	16,243.2
2003	(b)	(b)	(b)	15,240.3	182.7	2,363.4	60.9	---	17,847.3
2004	(b)	(b)	(b)	16,021.5	184.9	2,523.9	64.2	---	18,794.5
2005	(b)	(b)	(b)	16,786.8	195.7	2,828.4	72.4	---	19,883.3
2006	(b)	(b)	(b)	17,816.4	196.9	3,096.7	84.7	---	21,194.7
2007	(b)	(b)	(b)	(d)17,307.5	198.7	(d) 4,420.8	(d) 106.8	28.9	22,062.7
2008	(b)	(b)	(b)	18,637.2	214.3	4,843.2	144.8	30.2	23,869.7
2009	(b)	(b)	(b)	18,704.0	232.5	4,966.5	150.6	54.0	24,107.6
2010	(b)	(b)	(b)	18,831.4	242.4	5,187.2	146.6	58.8	24,466.4
2011	19,026.5	21.0	310.0	19,357.5	232.6	4,753.5	164.0	56.3	24,564.0
2012	19,404.7	36.4	426.5	19,867.6	233.8	4,922.8	183.2	46.0	25,253.4
2013	19,403.1	95.5	948.7	20,447.4	239.5	5,157.1	180.3	39.1	26,063.4
<b>PERCENT OF TOTAL</b>									
1988	(b)	---	(b)	56.9%	0.7%	3.2%	---	---	60.9%
1989	(b)	---	(b)	56.2%	0.7%	3.2%	---	---	60.1%
1990	(b)	---	(b)	56.6%	0.7%	3.3%	---	---	60.5%
1991	(b)	---	(b)	57.4%	0.7%	3.7%	---	---	61.8%
1992	(b)	---	(b)	58.9%	0.7%	4.0%	---	---	63.6%
1993	(b)	---	(b)	58.3%	0.8%	4.6%	---	---	63.6%
1994	(b)	---	(b)	56.6%	0.7%	5.3%	---	---	62.6%
1995	(b)	---	(b)	57.8%	0.8%	5.6%	0.1%	---	64.3%

**FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 68: TOTAL OPERATING EXPENSE BY MODE (MILLIONS OF DOLLARS AND PERCENT), PART A: ROADWAY MODES**

Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
1996	(b)	---	(b)	57.7%	0.7%	6.5%	0.1%	---	65.0%
1997	(b)	---	(b)	57.8%	0.7%	6.8%	0.1%	---	65.4%
1998	(b)	---	(b)	57.9%	0.7%	7.1%	0.2%	---	65.9%
1999	(b)	---	(b)	57.1%	0.8%	6.9%	0.2%	---	65.0%
2000	(b)	(b)	(b)	57.3%	0.8%	8.0%	0.2%	---	66.2%
2001	(b)	(b)	(b)	56.7%	0.7%	7.5%	0.2%	---	65.1%
2002	(b)	(b)	(b)	56.6%	0.8%	7.8%	0.2%	---	65.4%
2003	(b)	(b)	(b)	56.8%	0.7%	8.8%	0.2%	---	66.5%
2004	(b)	(b)	(b)	56.2%	0.6%	8.9%	0.2%	---	65.9%
2005	(b)	(b)	(b)	55.4%	0.6%	9.3%	0.2%	---	65.6%
2006	(b)	(b)	(b)	55.6%	0.6%	9.7%	0.3%	---	66.2%
2007	(b)	(b)	(b)	51.1%	0.6%	13.0%	0.3%	0.1%	65.1%
2008	(b)	(b)	(b)	51.2%	0.6%	13.3%	0.4%	0.1%	65.6%
2009	(b)	(b)	(b)	50.2%	0.6%	13.3%	0.4%	0.1%	64.7%
2010	(b)	(b)	(b)	49.9%	0.6%	13.7%	0.4%	0.2%	64.8%
2011	49.6%	0.1%	0.8%	50.5%	0.6%	12.4%	0.4%	0.1%	64.0%
2012	48.9%	0.1%	1.1%	50.0%	0.6%	12.4%	0.5%	0.1%	63.6%
2013	46.0%	0.2%	2.2%	48.5%	0.6%	12.2%	0.4%	0.1%	61.8%

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(a) Trolleybus is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(b) Included in Total Bus.

(c) All Modes Total reported on Table 70, Part B.

(d) Data not continuous for modes noted, see Methodology.

See Glossary following Tables for complete definitions.

TABLE 68: TOTAL OPERATING EXPENSE BY MODE  
 (MILLIONS OF DOLLARS AND PERCENT OF VEHICLES)  
 PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL

FINANCIAL DATA: OPERATING EXPENDITURES  
 INCLUDES ENTIRE TRANSIT INDUSTRY

TABLE 68: TOTAL OPERATING EXPENSE BY MODE (MILLIONS OF DOLLARS AND PERCENT), PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL												
Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)	
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail					
<b>MILLIONS OF DOLLARS</b>												
1932	---	---	---	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	613.9	
1933	---	---	---	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	549.8	
1934	---	---	---	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	574.7	
1935	---	---	---	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	585.4	
1936	---	---	---	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	622.1	
1937	---	---	---	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	652.2	
1938	---	---	---	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	645.4	
1939	---	---	---	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	654.1	
1940	---	---	---	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	660.7	
1941	---	---	---	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	711.1	
1942	---	---	---	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	898.0	
1943	---	---	---	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	1,119.3	
1944	---	---	---	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	1,201.3	
1945	---	---	---	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	1,231.7	
1946	---	---	---	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	1,258.5	
1947	---	---	---	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	1,343.7	
1948	---	---	---	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	1,444.9	
1949	---	---	---	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	1,427.2	
1950	---	---	---	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	1,385.7	
1951	---	---	---	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	1,426.6	
1952	---	---	---	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	1,471.6	
1953	---	---	---	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	1,468.1	
1954	---	---	---	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	1,427.0	
1955	---	---	---	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	1,370.7	
1956	---	---	---	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	1,360.4	

**FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 68: TOTAL OPERATING EXPENSE BY MODE (MILLIONS OF DOLLARS AND PERCENT), PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL**

Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
1957	---	---	---	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	1,349.0
1958	---	---	---	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	1,342.9
1959	---	---	---	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	1,350.8
1960	---	---	---	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	1,376.5
1961	---	---	---	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	1,373.0
1962	---	---	---	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	1,383.8
1963	---	---	---	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	1,391.5
1964	---	---	---	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	1,420.5
1965	---	---	---	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	1,454.4
1966	---	---	---	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	1,515.6
1967	---	---	---	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	1,622.6
1968	---	---	---	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	1,723.8
1969	---	---	---	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	1,846.1
1970	---	---	---	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	1,995.6
1971	---	---	---	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	2,152.1
1972	---	---	---	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	2,241.6
1973	---	---	---	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	2,536.1
1974	---	---	---	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	3,172.6
1975	---	---	---	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	3,537.3
1976	---	---	---	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	3,857.4
1977	---	---	---	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	4,121.0
1978	---	---	---	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	4,539.1
1979	---	---	---	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	5,231.7
1980	---	---	---	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	6,246.5
1981	---	---	---	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	7,024.3
1982	---	---	---	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	7,552.8
1983	---	---	---	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	7,956.0
1984	In Total (c)	---	In Total (c)	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	11,574.0
1985	In Total (c)	---	In Total (c)	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	12,380.9
1986	In Total (c)	---	In Total (c)	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	12,951.7



**FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 68: TOTAL OPERATING EXPENSE BY MODE (MILLIONS OF DOLLARS AND PERCENT), PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL**

Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
1987	In Total (c)	---	In Total (c)	In Total (c)	In Total (c)	(f)	In Total (c)	---	---	---	13,472.1
1988	1,675.3	---	1,675.3	3,521.7	198.4	(f)	198.4	---	191.2	5,586.6	14,287.3
1989	1,841.4	---	1,841.4	3,701.0	210.8	(f)	210.8	---	217.4	5,970.6	14,972.3
1990	1,938.5	---	1,938.5	3,825.0	237.1	(f)	237.1	---	212.0	6,212.6	15,742.1
1991	1,942.4	---	1,942.4	3,858.6	291.1	(f)	291.1	---	225.9	6,318.0	16,541.4
1992	2,012.6	---	2,012.6	3,555.1	308.9	(f)	308.9	---	231.9	6,108.5	16,781.4
1993	2,088.4	---	2,088.4	3,668.6	315.9	(f)	315.9	---	242.5	6,315.4	17,349.9
1994	2,227.8	---	2,227.8	3,786.2	412.8	(f)	412.8	---	273.4	6,700.2	17,919.9
1995	2,211.2	---	2,211.2	3,522.9	376.1	(f)	376.1	197.9	61.2	6,369.3	17,848.7
1996	2,294.1	---	2,294.1	3,401.9	441.6	(f)	441.6	217.2	68.1	6,422.9	18,340.7
1997	2,278.1	---	2,278.1	3,473.7	472.5	(f)	472.5	238.7	80.4	6,543.4	18,936.1
1998	2,360.6	---	2,360.6	3,529.6	500.2	(f)	500.2	250.0	87.6	6,728.0	19,738.5
1999	2,574.9	---	2,574.9	3,693.4	545.6	(f)	545.6	238.4	123.9	7,176.2	20,512.1
2000	2,685.3	---	2,685.3	3,930.8	606.4	(f)	606.4	268.4	165.6	7,656.5	22,645.5
2001	2,860.8	---	2,860.8	4,180.1	682.2	(f)	682.2	324.3	168.4	8,215.8	23,516.9
2002	3,003.2	---	3,003.2	4,267.5	778.3	(f)	778.3	354.1	187.8	8,590.9	24,834.0
2003	3,178.5	---	3,178.5	4,446.2	815.2	(f)	815.2	347.3	217.1	9,004.3	26,851.6
2004	3,442.4	(g)	3,442.4	4,734.1	887.4	(f)	887.4	358.4	288.9	9,711.2	28,505.8
2005	3,663.2	(g)	3,663.2	5,144.8	978.1	(f)	978.1	349.8	275.7	10,411.6	30,294.9
2006	3,771.4	(g)	3,771.4	5,287.5	1,070.1	(f)	1,070.1	381.6	331.8	10,842.4	32,037.2
2007	4,014.7	(g)	4,014.7	5,888.3	1,169.5	(f)	1,169.5	457.5	284.6	11,814.6	33,877.3
2008	4,315.8	(g)	4,315.8	6,128.5	1,268.3	(f)	1,268.3	564.5	251.1	12,528.2	36,397.9
2009	4,625.7	(g)	4,625.7	6,310.5	1,409.9	(f)	1,409.9	568.2	223.0	13,137.3	37,245.0
2010	4,639.7	(g)	4,639.7	6,369.7	1,503.8	(f)	1,503.8	570.8	204.3	13,288.3	37,754.9
2011	4,755.7	57.6	4,813.4	6,669.1	1,404.5	108.5	1,513.1	588.0	214.6	13,798.1	38,362.1
2012	4,981.2	62.9	5,044.1	6,981.6	1,490.5	134.2	1,624.7	608.8	188.3	14,447.5	39,700.9
2013	5,370.7	80.3	5,451.1	8,173.1	1,586.1	132.7	1,718.7	596.9	184.8	16,124.7	42,188.1
<b>PERCENT OF TOTAL</b>											
1988	11.7%	---	11.7%	24.6%	1.4%	(f)	1.4%	---	1.3%	39.1%	100.0%
1989	12.3%	---	12.3%	24.7%	1.4%	(f)	1.4%	---	1.5%	39.9%	100.0%

**FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 68: TOTAL OPERATING EXPENSE BY MODE (MILLIONS OF DOLLARS AND PERCENT), PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL**

Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
1990	12.3%	---	12.3%	24.3%	1.5%	(f)	1.5%	---	1.3%	39.5%	100.0%
1991	11.7%	---	11.7%	23.3%	1.8%	(f)	1.8%	---	1.4%	38.2%	100.0%
1992	12.0%	---	12.0%	21.2%	1.8%	(f)	1.8%	---	1.4%	36.4%	100.0%
1993	12.0%	---	12.0%	21.1%	1.8%	(f)	1.8%	---	1.4%	36.4%	100.0%
1994	12.4%	---	12.4%	21.1%	2.3%	(f)	2.3%	---	1.5%	37.4%	100.0%
1995	12.4%	---	12.4%	19.7%	2.1%	(f)	2.1%	1.1%	0.3%	35.7%	100.0%
1996	12.5%	---	12.5%	18.5%	2.4%	(f)	2.4%	1.2%	0.4%	35.0%	100.0%
1997	12.0%	---	12.0%	18.3%	2.5%	(f)	2.5%	1.3%	0.4%	34.6%	100.0%
1998	12.0%	---	12.0%	17.9%	2.5%	(f)	2.5%	1.3%	0.4%	34.1%	100.0%
1999	12.6%	---	12.6%	18.0%	2.7%	(f)	2.7%	1.2%	0.6%	35.0%	100.0%
2000	11.9%	---	11.9%	17.4%	2.7%	(f)	2.7%	1.2%	0.7%	33.8%	100.0%
2001	12.2%	---	12.2%	17.8%	2.9%	(f)	2.9%	1.4%	0.7%	34.9%	100.0%
2002	12.1%	---	12.1%	17.2%	3.1%	(f)	3.1%	1.4%	0.8%	34.6%	100.0%
2003	11.8%	---	11.8%	16.6%	3.0%	(f)	3.0%	1.3%	0.8%	33.5%	100.0%
2004	12.1%	(g)	12.1%	16.6%	3.1%	(f)	3.1%	1.3%	1.0%	34.1%	100.0%
2005	12.1%	(g)	12.1%	17.0%	3.2%	(f)	3.2%	1.2%	0.9%	34.4%	100.0%
2006	11.8%	(g)	11.8%	16.5%	3.3%	(f)	3.3%	1.2%	1.0%	33.8%	100.0%
2007	11.9%	(g)	11.9%	17.4%	3.5%	(f)	3.5%	1.4%	0.8%	34.9%	100.0%
2008	11.9%	(g)	11.9%	16.8%	3.5%	(f)	3.5%	1.6%	0.7%	34.4%	100.0%
2009	12.4%	(g)	12.4%	16.9%	3.8%	(f)	3.8%	1.5%	0.6%	35.3%	100.0%
2010	12.3%	(g)	12.3%	16.9%	4.0%	(f)	4.0%	1.5%	0.5%	35.2%	100.0%
2011	12.4%	0.2%	12.5%	17.4%	3.7%	0.3%	3.9%	1.5%	0.6%	36.0%	100.0%
2012	12.5%	0.2%	12.7%	17.6%	3.8%	0.3%	4.1%	1.5%	0.5%	36.4%	100.0%
2013	12.7%	0.2%	12.9%	19.4%	3.8%	0.3%	4.1%	1.4%	0.4%	38.2%	100.0%

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(c) All Modes Total reported on Table 70, Part B.

(d) Beginning 1975 includes aerial tramway, automated guideway transit, cable car, inclined plane, and monorail. From 1984 to 1994 includes ferryboat and some unidentified roadway modes.

(e) Does not include Trolleybus which is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(f) Included in Light Rail.

(g) Included in Commuter Rail.

See Glossary following Tables for complete definitions.

TABLE 69: TOTAL OPERATING EXPENSE BY FUNCTION CLASS  
(MILLIONS OF DOLLARS AND PERCENT OF TOTAL)

**FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 69: TOTAL OPERATING EXPENSE BY FUNCTION CLASS (MILLIONS OF DOLLARS AND PERCENT OF TOTAL)						
Year	Vehicle Operations	Vehicle Maintenance	Non-Vehicle Maintenance	General Administration	Purchased Transportation	Total
<b>MILLIONS OF DOLLARS</b>						
1932	---	---	---	---	---	613.9
1933	---	---	---	---	---	549.8
1934	---	---	---	---	---	574.7
1935	---	---	---	---	---	585.4
1936	---	---	---	---	---	622.1
1937	---	---	---	---	---	652.2
1938	---	---	---	---	---	645.4
1939	---	---	---	---	---	654.1
1940	---	---	---	---	---	660.7
1941	---	---	---	---	---	711.1
1942	---	---	---	---	---	898.0
1943	---	---	---	---	---	1,119.3
1944	---	---	---	---	---	1,201.3
1945	---	---	---	---	---	1,231.7
1946	---	---	---	---	---	1,258.5
1947	---	---	---	---	---	1,343.7
1948	---	---	---	---	---	1,444.9
1949	---	---	---	---	---	1,427.2
1950	---	---	---	---	---	1,385.7
1951	---	---	---	---	---	1,426.6
1952	---	---	---	---	---	1,471.6
1953	---	---	---	---	---	1,468.1
1954	---	---	---	---	---	1,427.0
1955	---	---	---	---	---	1,370.7
1956	---	---	---	---	---	1,360.4
1957	---	---	---	---	---	1,349.0
1958	---	---	---	---	---	1,342.9
1959	---	---	---	---	---	1,350.8

**FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 69: TOTAL OPERATING EXPENSE BY FUNCTION CLASS (MILLIONS OF DOLLARS AND PERCENT OF TOTAL)						
Year	Vehicle Operations	Vehicle Maintenance	Non-Vehicle Maintenance	General Administration	Purchased Transportation	Total
1960	---	---	---	---	---	1,376.5
1961	---	---	---	---	---	1,373.0
1962	---	---	---	---	---	1,383.8
1963	---	---	---	---	---	1,391.5
1964	---	---	---	---	---	1,420.5
1965	---	---	---	---	---	1,454.4
1966	---	---	---	---	---	1,515.6
1967	---	---	---	---	---	1,622.6
1968	---	---	---	---	---	1,723.8
1969	---	---	---	---	---	1,846.1
1970	---	---	---	---	---	1,995.6
1971	---	---	---	---	---	2,152.1
1972	---	---	---	---	---	2,241.6
1973	---	---	---	---	---	2,536.1
1974	---	---	---	---	---	3,172.6
1975	1,876.5	814.4		846.4		3,537.3
1976	2,033.4	894.1		929.9		3,857.4
1977	2,219.8	972.7		928.5		4,121.0
1978	2,508.7	776.6	292.1	961.7		4,539.1
1979	2,735.0	1,070.2	398.8	1,027.7		5,231.7
1980	3,248.2	1,274.3	499.7	1,224.3		6,246.5
1981	3,596.5	1,397.8	547.9	1,482.1		7,024.3
1982	3,882.3	1,555.8	611.8	1,503.0		7,552.9
1983	3,930.8	1,696.6	694.9	1,633.7		7,956.0
1984 (a)	5,141.9	2,149.4	912.3	2,914.7	455.7	11,574.0
1985	5,654.7	2,522.6	1,149.6	2,505.3	548.7	12,380.9
1986	5,690.6	2,733.6	1,295.2	2,748.0	484.3	12,951.7
1987	5,790.3	2,730.2	1,363.5	2,869.4	718.7	13,472.1
1988	6,052.3	2,865.1	1,447.6	3,077.8	844.5	14,287.3
1989	6,275.3	2,942.3	1,550.5	3,251.0	953.2	14,972.3
1990	6,653.3	3,038.8	1,592.0	3,449.9	1,008.1	15,742.1
1991	6,726.6	2,992.2	1,604.7	3,584.5	1,633.2	16,541.2

**FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 69: TOTAL OPERATING EXPENSE BY FUNCTION CLASS (MILLIONS OF DOLLARS AND PERCENT OF TOTAL)**

Year	Vehicle Operations	Vehicle Maintenance	Non-Vehicle Maintenance	General Administration	Purchased Transportation	Total
1992	7,659.7	3,047.5	1,783.9	2,674.2	1,616.1	16,781.4
1993	7,941.4	3,049.3	1,845.0	2,714.0	1,800.1	17,349.8
1994	8,211.9	3,184.5	1,819.4	2,752.0	1,952.1	17,919.9
1995	8,281.9	3,218.2	1,829.0	2,589.5	1,930.1	17,848.7
1996	8,331.9	3,295.1	1,802.2	2,744.3	2,167.2	18,340.7
1997	8,602.1	3,372.6	1,838.8	2,919.9	2,202.7	18,936.1
1998	9,176.7	3,579.2	1,783.9	3,065.8	2,132.9	19,738.5
1999	9,333.0	3,742.1	1,906.8	3,164.4	2,365.8	20,512.1
2000	10,110.9	4,267.1	2,177.7	3,328.8	2,761.0	22,645.5
2001	10,438.8	4,348.4	2,290.1	3,463.1	2,976.5	23,516.9
2002	11,057.4	4,550.6	2,448.1	3,807.8	2,970.1	24,834.0
2003	11,935.5	4,822.1	2,545.7	3,962.4	3,585.8	26,851.6
2004	12,865.8	5,042.6	2,790.2	3,974.3	3,832.9	28,505.8
2005	13,793.0	5,293.6	2,965.0	4,074.8	4,168.5	30,294.9
2006	14,742.8	5,681.5	3,008.0	4,301.3	4,303.6	32,037.2
2007	15,560.0	5,981.7	3,154.0	4,779.1	4,402.4	33,877.3
2008	16,780.4	6,332.1	3,319.3	4,982.7	4,983.4	36,397.9
2009	16,997.0	6,349.1	3,344.3	5,330.2	5,224.5	37,245.0
2010	17,008.7	6,373.9	3,422.6	5,731.2	5,218.4	37,754.9
2011	17,589.8	6,481.0	3,534.2	5,674.1	5,083.0	38,362.1
2012	17,987.9	6,650.8	3,781.7	5,786.5	5,493.9	39,700.9
2013	18,625.2	6,724.7	4,412.0	6,637.2	5,789.0	42,188.1
<b>PERCENT OF TOTAL</b>						
1984 (a)	44.4%	18.6%	7.9%	25.2%	3.9%	100.0%
1985	45.7%	20.4%	9.3%	20.2%	4.4%	100.0%
1986	43.9%	21.1%	10.0%	21.2%	3.7%	100.0%
1987	43.0%	20.3%	10.1%	21.3%	5.3%	100.0%
1988	42.4%	20.1%	10.1%	21.5%	5.9%	100.0%
1989	41.9%	19.7%	10.4%	21.7%	6.4%	100.0%
1990	42.3%	19.3%	10.1%	21.9%	6.4%	100.0%
1991	40.7%	18.1%	9.7%	21.7%	9.9%	100.0%
1992	45.6%	18.2%	10.6%	15.9%	9.6%	100.0%

**FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 69: TOTAL OPERATING EXPENSE BY FUNCTION CLASS (MILLIONS OF DOLLARS AND PERCENT OF TOTAL)</b>						
Year	Vehicle Operations	Vehicle Maintenance	Non-Vehicle Maintenance	General Administration	Purchased Transportation	Total
1993	45.8%	17.6%	10.6%	15.6%	10.4%	100.0%
1994	45.8%	17.8%	10.2%	15.4%	10.9%	100.0%
1995	46.4%	18.0%	10.2%	14.5%	10.8%	100.0%
1996	45.4%	18.0%	9.8%	15.0%	11.8%	100.0%
1997	45.4%	17.8%	9.7%	15.4%	11.6%	100.0%
1998	46.5%	18.1%	9.0%	15.5%	10.8%	100.0%
1999	45.5%	18.2%	9.3%	15.4%	11.5%	100.0%
2000	44.6%	18.8%	9.6%	14.7%	12.2%	100.0%
2001	44.4%	18.5%	9.7%	14.7%	12.7%	100.0%
2002	44.5%	18.3%	9.9%	15.3%	12.0%	100.0%
2003	44.4%	18.0%	9.5%	14.8%	13.4%	100.0%
2004	45.1%	17.7%	9.8%	13.9%	13.4%	100.0%
2005	45.5%	17.5%	9.8%	13.5%	13.8%	100.0%
2006	46.0%	17.7%	9.4%	13.4%	13.4%	100.0%
2007	45.9%	17.7%	9.3%	14.1%	13.0%	100.0%
2008	46.1%	17.4%	9.1%	13.7%	13.7%	100.0%
2009	45.6%	17.0%	9.0%	14.3%	14.0%	100.0%
2010	45.1%	16.9%	9.1%	15.2%	13.8%	100.0%
2011	45.9%	16.9%	9.2%	14.8%	13.3%	100.0%
2012	45.3%	16.8%	9.5%	14.6%	13.8%	100.0%
2013	44.1%	15.9%	10.5%	15.7%	13.7%	100.0%

(a) Includes commuter rail, ferryboat, rural bus, other, and demand response beginning in 1984. See Glossary following Tables for complete definitions.



**FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 70: TOTAL OPERATING EXPENSE BY OBJECT CLASS (MILLIONS OF DOLLARS AND PERCENT OF TOTAL)**

Year	Salaries and Wages	Fringe Benefits	Services	Materials and Supplies	Utilities	Casualty and Liability	Purchased Transportation	Other	Expense Transfers	Total
1960	---	---	---	---	---	---	---	---	---	1,376.5
1961	---	---	---	---	---	---	---	---	---	1,373.0
1962	---	---	---	---	---	---	---	---	---	1,383.8
1963	---	---	---	---	---	---	---	---	---	1,391.5
1964	---	---	---	---	---	---	---	---	---	1,420.5
1965	---	---	---	---	---	---	---	---	---	1,454.4
1966	---	---	---	---	---	---	---	---	---	1,515.6
1967	---	---	---	---	---	---	---	---	---	1,622.6
1968	---	---	---	---	---	---	---	---	---	1,723.8
1969	---	---	---	---	---	---	---	---	---	1,846.1
1970	---	---	---	---	---	---	---	---	---	1,995.6
1971	---	---	---	---	---	---	---	---	---	2,152.1
1972	---	---	---	---	---	---	---	---	---	2,241.6
1973	---	---	---	---	---	---	---	---	---	2,536.1
1974	---	---	---	---	---	---	---	---	---	3,172.6
1975	2,236.0	613.3	---	---	---	---	---	---	---	3,537.3
1976	2,403.7	681.7	---	---	---	---	---	---	---	3,857.4
1977	2,546.7	813.6	---	---	---	---	---	---	---	4,121.0
1978	2,740.5	964.1	---	---	---	---	---	---	---	4,539.1
1979	3,025.0	1,090.4	136.3	508.3	188.7	183.4	99.6		5,231.7	
1980	3,280.9	1,353.1	237.6	759.4	231.3	237.8	146.4		6,246.5	
1981	3,493.5	1,649.1	266.8	940.8	280.9	252.8	140.4		7,024.3	
1982	3,731.4	1,756.5	298.3	1,129.9	322.5	188.1	126.1		7,552.8	
1983	3,921.3	1,977.3	309.4	1,023.9	431.2	192.6	100.3		7,956.0	
1984 (a)	5,487.8	2,716.7	469.2	1,462.2	465.7	328.5	455.7	188.2	11,574.0	
1985	5,843.1	2,868.3	491.9	1,561.2	494.7	347.1	548.7	225.9	12,380.9	
1986	6,119.2	3,125.9	583.8	1,524.3	497.1	491.4	484.3	125.7	12,951.7	
1987	6,324.1	3,266.9	655.5	1,421.0	509.2	536.1	718.7	40.6	13,472.1	
1988	6,675.0	3,528.9	715.3	1,446.2	503.9	527.8	844.5	45.7	14,287.3	
1989	6,897.7	3,737.3	765.0	1,507.6	540.2	559.4	953.2	11.9	14,972.3	
1990	7,226.3	3,986.0	794.3	1,608.4	552.9	640.5	1,008.1	-74.4	15,742.1	
1991	7,394.5	3,998.4	818.0	1,559.7	575.9	625.6	1,633.2	-63.9	16,541.4	



**FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 70: TOTAL OPERATING EXPENSE BY OBJECT CLASS (MILLIONS OF DOLLARS AND PERCENT OF TOTAL)**

Year	Salaries and Wages	Fringe Benefits	Services	Materials and Supplies	Utilities	Casualty and Liability	Purchased Transportation	Other	Expense Transfers	Total
1992	7,670.5	4,318.6	907.8	1,529.1	608.5	557.8	1,616.1	-427.0		16,781.4
1993	7,932.1	4,400.3	914.0	1,536.1	624.0	587.8	1,800.1	-444.6		17,349.8
1994	8,223.8	4,451.7	849.3	1,593.9	644.0	614.2	1,952.1	-409.1		17,919.9
1995	8,213.1	4,484.0	849.3	1,613.4	628.9	512.8	1,930.1	-382.9		17,848.7
1996	8,437.6	4,401.4	923.9	1,677.0	667.2	502.7	2,167.2	-436.3		18,340.7
1997	8,771.7	4,503.7	1,055.2	1,734.1	685.0	502.5	2,202.7	-518.8		18,936.1
1998	9,211.2	4,843.6	1,170.7	1,851.5	660.8	473.9	2,132.9	-606.1		19,738.5
1999	9,495.1	5,052.3	1,213.9	1,883.7	675.5	449.7	2,365.8	-623.9		20,512.1
2000	10,400.2	5,412.9	1,289.6	2,259.6	719.8	506.5	2,761.0	-704.1		22,645.5
2001	10,626.9	5,705.6	1,389.3	2,362.5	772.5	492.8	2,976.5	-809.2		23,516.9
2002	11,197.4	6,246.9	1,539.6	2,287.3	771.0	624.2	2,970.1	-802.5		24,834.0
2003	11,634.0	6,913.4	1,614.6	2,428.2	809.9	693.7	3,585.8	-828.1		26,851.6
2004	11,979.3	7,599.2	1,655.3	2,586.3	848.9	750.4	3,832.9	-746.6		28,505.8
2005	12,176.6	8,093.3	1,758.7	3,046.2	974.8	758.8	4,168.5	-681.9		30,294.9
2006	12,764.1	8,423.5	1,900.4	3,604.6	1,037.6	783.9	4,303.6	-708.5		32,037.2
2007	13,204.7	9,091.6	2,063.2	3,922.1	1,144.1	828.6	4,402.4	574.7	-1,354.2	33,877.3
2008	13,914.2	9,366.5	2,299.1	4,657.6	1,231.8	818.0	4,983.4	588.1	-1,460.8	36,397.9
2009	14,212.3	9,926.8	2,453.2	4,193.1	1,296.6	851.2	5,224.5	620.0	-1,532.6	37,245.0
2010	14,285.5	10,341.6	2,505.7	4,040.5	1,267.5	970.5	5,218.4	634.2	-1,509.1	37,754.9
2011	14,331.2	10,597.3	2,544.5	4,364.0	1,285.0	1,006.7	5,083.0	622.6	-1,472.2	38,362.1
2012	14,368.7	11,048.2	2,748.9	4,659.1	1,255.2	872.9	5,493.9	676.7	-1,422.7	39,700.9
2013	14,546.2	11,066.1	2,996.5	4,706.0	1,302.8	1,002.0	5,789.0	779.5	(b) ---	42,188.1
PERCENT OF TOTAL										
1984 (a)	47.4%	23.5%	4.1%	12.6%	4.0%	2.8%	3.9%	1.6%		100.0%
1985	47.2%	23.2%	4.0%	12.6%	4.0%	2.8%	4.4%	1.8%		100.0%
1986	47.2%	24.1%	4.5%	11.8%	3.8%	3.8%	3.7%	1.0%		100.0%
1987	46.9%	24.2%	4.9%	10.5%	3.8%	4.0%	5.3%	0.3%		100.0%
1988	46.7%	24.7%	5.0%	10.1%	3.5%	3.7%	5.9%	0.3%		100.0%
1989	46.1%	25.0%	5.1%	10.1%	3.6%	3.7%	6.4%	0.1%		100.0%
1990	45.9%	25.3%	5.0%	10.2%	3.5%	4.1%	6.4%	-0.5%		100.0%
1991	44.7%	24.2%	4.9%	9.4%	3.5%	3.8%	9.9%	-0.4%		100.0%
1992	45.7%	25.7%	5.4%	9.1%	3.6%	3.3%	9.6%	-2.5%		100.0%

**FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 70: TOTAL OPERATING EXPENSE BY OBJECT CLASS (MILLIONS OF DOLLARS AND PERCENT OF TOTAL)**

Year	Salaries and Wages	Fringe Benefits	Services	Materials and Supplies	Utilities	Casualty and Liability	Purchased Transportation	Other	Expense Transfers	Total
1993	45.7%	25.4%	5.3%	8.9%	3.6%	3.4%	10.4%	-2.6%		100.0%
1994	45.9%	24.8%	4.7%	8.9%	3.6%	3.4%	10.9%	-2.3%		100.0%
1995	46.0%	25.1%	4.8%	9.0%	3.5%	2.9%	10.8%	-2.1%		100.0%
1996	46.0%	24.0%	5.0%	9.1%	3.6%	2.7%	11.8%	-2.4%		100.0%
1997	46.3%	23.8%	5.6%	9.2%	3.6%	2.7%	11.6%	-2.7%		100.0%
1998	46.7%	24.5%	5.9%	9.4%	3.3%	2.4%	10.8%	-3.1%		100.0%
1999	46.3%	24.6%	5.9%	9.2%	3.3%	2.2%	11.5%	-3.0%		100.0%
2000	45.9%	23.9%	5.7%	10.0%	3.2%	2.2%	12.2%	-3.1%		100.0%
2001	45.2%	24.3%	5.9%	10.0%	3.3%	2.1%	12.7%	-3.4%		100.0%
2002	45.1%	25.2%	6.2%	9.2%	3.1%	2.5%	12.0%	-3.2%		100.0%
2003	43.3%	25.7%	6.0%	9.0%	3.0%	2.6%	13.4%	-3.1%		100.0%
2004	42.0%	26.7%	5.8%	9.1%	3.0%	2.6%	13.4%	-2.6%		100.0%
2005	40.2%	26.7%	5.8%	10.1%	3.2%	2.5%	13.8%	-2.3%		100.0%
2006	39.8%	26.3%	5.9%	11.3%	3.2%	2.4%	13.4%	-2.2%		100.0%
2007	39.0%	26.8%	6.1%	11.6%	3.4%	2.4%	13.0%	1.7%	-4.0%	100.0%
2008	38.2%	25.7%	6.3%	12.8%	3.4%	2.2%	13.7%	1.6%	-4.0%	100.0%
2009	38.2%	26.7%	6.6%	11.3%	3.5%	2.3%	14.0%	1.7%	-4.1%	100.0%
2010	37.8%	27.4%	6.6%	10.7%	3.4%	2.6%	13.8%	1.7%	-4.0%	100.0%
2011	37.4%	27.6%	6.6%	11.4%	3.3%	2.6%	13.3%	1.6%	-3.8%	100.0%
2012	36.2%	27.8%	6.9%	11.7%	3.2%	2.2%	13.8%	1.7%	-3.6%	100.0%
2013	34.5%	26.2%	7.1%	11.2%	3.1%	2.4%	13.7%	1.8%	(b) ---	100.0%

(a) Includes commuter rail, ferryboat, rural bus, other, and demand response beginning in 1984.

(b) Beginning in 2013, "expense transfers" are no longer included in operating expenses. "Expense transfers" included reclassifications of expenses from one function to another, reclassification of costs between cost centers and work orders, and capitalization of non-operating costs.

See Glossary following Tables for complete definitions.

TABLE 71: OPERATING EXPENSE PER VEHICLE REVENUE HOUR BY MODE  
PART A: ROADWAY MODES

FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY

TABLE 71: OPERATING EXPENSE PER VEHICLE REVENUE HOUR BY MODE (DOLLARS), PART A: ROADWAY MODES									
Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported (b)
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
1996	(c)	---	(c)	72.48	79.18	32.16	21.70	---	64.25
1997	(c)	---	(c)	70.56	77.89	35.58	21.82	---	63.85
1998	(c)	---	(c)	74.02	86.18	38.29	22.85	---	67.03
1999	(c)	---	(c)	76.61	92.72	34.37	21.12	---	67.46
2000	(c)	(c)	(c)	82.80	93.47	41.21	19.19	---	73.33
2001	(c)	(c)	(c)	82.78	101.41	37.88	21.94	---	72.55
2002	(c)	(c)	(c)	85.77	103.72	41.57	20.75	---	75.66
2003	(c)	(c)	(c)	92.31	101.50	46.71	22.56	---	81.05
2004	(c)	(c)	(c)	93.91	115.56	47.53	29.18	---	82.61
2005	(c)	(c)	(c)	99.80	115.12	49.28	27.85	---	86.49
2006	(c)	(c)	(c)	104.19	123.06	51.96	28.23	---	90.11
2007	(c)	(c)	(c)	(d) 109.54	132.47	(d) 42.02	(d) 29.67	13.14	81.56
2008	(c)	(c)	(c)	114.27	133.94	54.66	32.18	15.10	91.88
2009	(c)	(c)	(c)	116.68	129.17	53.93	35.02	15.43	92.01
2010	(c)	(c)	(c)	116.03	151.50	53.59	32.58	19.60	91.22
2011	119.06	210.00	155.00	119.56	145.38	51.17	32.80	17.59	92.83
2012	123.88	156.84	155.37	124.47	145.96	52.93	34.73	19.17	96.42
2013	124.94	154.53	182.03	126.90	148.10	55.93	33.56	18.99	99.33

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(a) Trolleybus is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(b) Each mode for multi-modal system counted individually.

(c) Included in Total Bus.

(d) Data not continuous for modes noted, see Methodology.

See Glossary following Tables for complete definitions.

**TABLE 71: OPERATING EXPENSE PER VEHICLE REVENUE HOUR BY MODE  
PART B: FIXED GUIDEWAY MODES AND ALL MODES TOTAL**

**FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 71: OPERATING EXPENSE PER VEHICLE REVENUE HOUR BY MODE (DOLLARS), PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL</b>											
Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (e)	Total Fixed-Guideway Modes Reported	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
1996	342.40	---	342.40	133.41	169.85	(f)	169.85	543.00	227.00	180.93	82.99
1997	335.01	---	335.01	133.09	181.73	(f)	181.73	795.67	201.00	180.76	82.19
1998	310.61	---	310.61	131.70	185.26	(f)	185.26	833.33	219.00	177.99	85.12
1999	347.96	---	347.96	134.80	176.00	(f)	176.00	794.67	309.75	185.91	86.81
2000	308.66	---	308.66	138.90	178.35	(f)	178.35	671.00	414.00	185.84	92.20
2001	357.60	---	357.60	144.64	194.91	(f)	194.91	810.75	421.00	199.41	93.25
2002	366.24	---	366.24	143.20	199.56	(f)	199.56	885.25	375.60	200.72	96.48
2003	382.95	---	382.95	149.70	203.80	(f)	203.80	868.25	542.75	210.38	102.10
2004	404.99	(g)	404.99	154.21	206.37	(f)	206.37	716.80	577.80	218.23	104.76
2005	416.27	(g)	416.27	163.85	212.63	(f)	212.63	874.50	551.40	227.82	110.00
2006	409.93	(g)	409.93	167.33	214.02	(f)	214.02	954.00	663.60	232.17	113.69
2007	422.60	(g)	422.60	185.17	212.64	(f)	212.64	1,143.75	284.60	245.12	106.27
2008	435.94	(g)	435.94	189.15	218.67	(f)	218.67	1,411.25	193.15	251.57	117.49
2009	453.50	(g)	453.50	192.39	238.97	(f)	238.97	1,420.50	223.00	261.18	119.18
2010	478.32	(g)	478.32	199.05	242.55	(f)	242.55	1,141.60	255.38	270.09	118.95
2011	490.28	576.00	491.16	210.38	250.80	180.83	244.05	1,470.00	357.67	282.75	122.41
2012	511.10	648.43	512.41	219.38	256.28	188.50	248.89	1,343.87	208.72	291.56	127.47
2013	525.03	697.37	526.95	250.70	250.01	169.26	241.13	1,310.64	150.34	311.53	134.29

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(e) From 1992 to 1994 includes ferryboat and some unidentified roadway modes.

(f) Included in Light Rail.

(g) Included in Commuter Rail.

See Glossary following Tables for complete definitions.

TABLE 72: OPERATING EXPENSE PER VEHICLE REVENUE MILE BY MODE  
PART A: ROADWAY MODES

FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY

TABLE 72: OPERATING EXPENSE PER VEHICLE REVENUE MILE BY MODE (DOLLARS), PART A: ROADWAY MODES									
Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported (b)
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
1996	(c)	---	(c)	5.54	10.27	2.19	0.58	---	4.76
1997	(c)	---	(c)	5.41	10.46	2.32	0.61	---	4.72
1998	(c)	---	(c)	5.69	11.18	2.32	0.62	---	4.86
1999	(c)	---	(c)	5.94	12.27	2.33	0.56	---	5.02
2000	(c)	(c)	(c)	6.48	12.78	2.79	0.61	---	5.50
2001	(c)	(c)	(c)	6.48	14.02	2.62	0.56	---	5.44
2002	(c)	(c)	(c)	6.72	14.04	2.83	0.55	---	5.66
2003	(c)	(c)	(c)	7.28	13.84	3.22	0.70	---	6.09
2004	(c)	(c)	(c)	7.45	14.22	3.29	0.77	---	6.24
2005	(c)	(c)	(c)	7.84	15.78	3.35	0.74	---	6.42
2006	(c)	(c)	(c)	8.27	16.69	3.56	0.74	---	6.73
2007	(c)	(c)	(c)	(d) 8.71	18.06	(d) 3.47	(d) 0.76	1.01	6.41
2008	(c)	(c)	(c)	9.08	19.13	3.75	0.81	1.20	6.71
2009	(c)	(c)	(c)	9.30	18.31	3.76	0.87	1.44	6.78
2010	(c)	(c)	(c)	9.01	20.72	3.58	0.79	1.81	6.49
2011	9.37	11.05	6.10	9.29	20.77	3.41	0.84	1.49	6.60
2012	9.71	13.00	5.84	9.58	20.69	3.46	0.87	1.68	6.74
2013	10.02	15.25	7.01	9.84	21.18	3.78	0.83	1.73	7.05

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(a) Trolleybus is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(b) Each mode for multi-modal system counted individually.

(c) Included in Total Bus.

(d) Data not continuous for modes noted, see Methodology.

See Glossary following Tables for complete definitions.

TABLE 72: OPERATING EXPENSE PER VEHICLE REVENUE MILE BY MODE  
PART B: FIXED GUIDEWAY MODES AND ALL MODES TOTAL

**FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 72: OPERATING EXPENSE PER VEHICLE REVENUE MILE BY MODE (DOLLARS), PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL											
Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (e)	Total Fixed-Guideway Modes Reported	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
1996	10.36	---	10.36	6.45	12.03	(f)	12.03	83.54	30.95	8.12	5.57
1997	9.92	---	9.92	6.44	11.70	(f)	11.70	103.78	27.72	8.03	5.50
1998	9.76	---	9.76	6.43	11.77	(f)	11.77	104.17	31.29	8.02	5.62
1999	10.57	---	10.57	6.58	11.41	(f)	11.41	85.14	44.25	8.36	5.83
2000	10.83	---	10.83	6.80	11.64	(f)	11.64	89.47	50.18	8.66	6.27
2001	11.30	---	11.30	7.07	12.75	(f)	12.75	111.83	48.11	9.09	6.33
2002	11.58	---	11.58	7.07	12.97	(f)	12.97	107.30	55.24	9.24	6.54
2003	12.13	---	12.13	7.27	12.84	(f)	12.84	99.23	70.03	9.54	6.93
2004	12.80	(g)	12.80	7.58	13.32	(f)	13.32	89.60	90.28	10.04	7.16
2005	13.21	(g)	13.21	8.19	14.38	(f)	14.38	97.17	78.77	10.61	7.43
2006	13.14	(g)	13.14	8.34	14.66	(f)	14.66	106.00	89.68	10.83	7.72
2007	13.50	(g)	13.50	9.22	14.14	(f)	14.14	108.93	29.96	11.44	7.57
2008	13.91	(g)	13.91	9.35	14.53	(f)	14.53	137.68	24.62	11.74	7.87
2009	14.55	(g)	14.55	9.46	15.79	(f)	15.79	138.59	28.23	12.10	8.03
2010	14.61	(g)	14.61	9.84	16.35	(f)	16.35	126.84	27.99	12.43	7.81
2011	15.01	27.43	15.09	10.48	16.05	21.70	16.36	140.00	42.92	13.05	8.03
2012	15.57	28.59	15.66	10.94	16.34	24.40	16.80	152.19	23.53	13.52	8.25
2013	16.22	28.69	16.33	12.49	16.15	22.92	16.53	150.80	17.63	14.57	8.78

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(e) From 1992 to 1994 includes ferryboat and some unidentified roadway modes.

(f) Included in Light Rail.

(g) Included in Commuter Rail.

See Glossary following Tables for complete definitions.

TABLE 73: OPERATING EXPENSE PER UNLINKED PASSENGER TRIP BY MODE  
PART A: ROADWAY MODES

**FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 73: OPERATING EXPENSE PER UNLINKED PASSENGER TRIP BY MODE (DOLLARS), PART A: ROADWAY MODES									
Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported (b)
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
1996	(c)	---	(c)	2.16	1.15	12.76	2.41	---	2.33
1997	(c)	---	(c)	2.18	1.16	12.97	2.40	---	2.36
1998	(c)	---	(c)	2.12	1.25	14.79	2.97	---	2.31
1999	(c)	---	(c)	2.07	1.39	14.19	2.76	---	2.27
2000	(c)	(c)	(c)	2.28	1.46	17.19	3.10	---	2.53
2001	(c)	(c)	(c)	2.28	1.45	16.70	2.63	---	2.51
2002	(c)	(c)	(c)	2.40	1.61	18.93	3.19	---	2.66
2003	(c)	(c)	(c)	2.68	1.68	21.29	3.81	---	3.01
2004	(c)	(c)	(c)	2.80	1.74	22.14	4.01	---	3.15
2005	(c)	(c)	(c)	2.87	1.83	22.63	4.02	---	3.26
2006	(c)	(c)	(c)	3.02	1.97	24.58	4.03	---	3.45
2007	(c)	(c)	(c)	(c) 3.20	2.05	(c) 21.15	(c) 4.27	0.96	3.82
2008	(c)	(c)	(c)	3.34	2.12	25.36	4.02	1.04	4.03
2009	(c)	(c)	(c)	3.43	2.24	26.14	4.71	1.35	4.14
2010	(c)	(c)	(c)	3.58	2.45	27.30	4.58	1.40	4.35
2011	3.67	3.50	8.38	3.70	2.37	24.89	4.82	1.44	4.39
2012	3.66	2.27	8.53	3.70	2.36	23.33	4.95	1.39	4.39
2013	3.74	2.20	9.78	3.84	2.50	23.10	4.85	1.45	4.56

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(a) Trolleybus is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(b) Each mode for multi-modal system counted individually.

(c) Included in Total Bus.

(d) Data not continuous for modes noted, see Methodology.

See Glossary following Tables for complete definitions.

**TABLE 73: OPERATING EXPENSE PER UNLINKED PASSENGER TRIP BY MODE  
PART B: FIXED GUIDEWAY MODES AND ALL MODES TOTAL**

**FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 73: OPERATING EXPENSE PER UNLINKED PASSENGER TRIP BY MODE (DOLLARS), PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL											
Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (e)	Total Fixed-Guideway Modes Reported	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
1996	6.52	---	6.52	1.58	1.69	(f)	1.69	4.53	2.84	2.26	2.31
1997	6.38	---	6.38	1.43	1.80	(f)	1.80	4.42	2.87	2.09	2.26
1998	6.20	---	6.20	1.47	1.81	(f)	1.81	4.81	3.24	2.15	2.26
1999	6.50	---	6.50	1.47	1.87	(f)	1.87	4.50	4.96	2.18	2.24
2000	6.50	---	6.50	1.49	1.90	(f)	1.90	5.06	6.13	2.22	2.42
2001	6.83	---	6.83	1.53	2.03	(f)	2.03	6.01	6.01	2.30	2.44
2002	7.25	---	7.25	1.59	2.31	(f)	2.31	6.21	6.96	2.44	2.58
2003	7.75	---	7.75	1.67	2.41	(f)	2.41	5.26	8.68	2.57	2.85
2004	8.31	(g)	8.31	1.72	2.54	(f)	2.54	5.51	9.32	2.69	2.98
2005	8.66	(g)	8.66	1.83	2.57	(f)	2.57	5.30	8.62	2.81	3.09
2006	8.55	(g)	8.55	1.81	2.63	(f)	2.63	6.06	8.73	2.80	3.20
2007	8.75	(g)	8.75	1.70	2.79	(f)	2.79	6.02	4.82	2.64	3.31
2008	9.14	(g)	9.14	1.73	2.79	(f)	2.79	7.53	5.84	2.73	3.46
2009	9.88	(g)	9.88	1.81	3.03	(f)	3.03	5.86	5.19	2.88	3.59
2010	10.00	(g)	10.00	1.79	3.29	(f)	3.29	6.34	5.38	2.89	3.69
2011	10.21	9.60	10.20	1.83	3.22	2.52	3.16	7.35	4.88	2.92	3.72
2012	10.58	10.48	10.57	1.87	3.32	2.74	3.26	7.71	4.71	2.99	3.75
2013	11.19	12.09	11.20	2.14	3.46	2.53	3.37	7.61	4.21	3.27	3.96

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(e) From 1992 to 1994 includes ferryboat and some unidentified roadway modes.

(f) Included in Light Rail.

(g) Included in Commuter Rail.

See Glossary following Tables for complete definitions.



TABLE 74: OPERATING EXPENSE PER PASSENGER MILE BY MODE  
PART A: ROADWAY MODES

FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY

TABLE 74: OPERATING EXPENSE PER PASSENGER MILE BY MODE (DOLLARS), PART A: ROADWAY MODES									
Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported (b)
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
1996	(c)	---	(c)	0.55	0.73	1.81	0.07	---	0.59
1997	(c)	---	(c)	0.56	0.74	1.70	0.07	---	0.59
1998	(c)	---	(c)	0.56	0.80	1.91	0.08	---	0.60
1999	(c)	---	(c)	0.55	0.90	1.75	0.08	---	0.59
2000	(c)	(c)	(c)	0.61	0.93	2.15	0.09	---	0.66
2001	(c)	(c)	(c)	0.61	0.92	2.05	0.08	---	0.65
2002	(c)	(c)	(c)	0.64	0.99	2.29	0.09	---	0.70
2003	(c)	(c)	(c)	0.72	1.04	2.54	0.11	---	0.78
2004	(c)	(c)	(c)	0.75	1.07	2.62	0.13	---	0.82
2005	(c)	(c)	(c)	0.77	1.13	2.67	0.12	---	0.84
2006	(c)	(c)	(c)	0.78	1.20	2.87	0.12	---	0.86
2007	(c)	(c)	(c)	0.83	1.27	2.94	0.12	0.18	0.93
2008	(c)	(c)	(c)	0.86	1.33	3.43	0.12	0.22	0.97
2009	(c)	(c)	(c)	0.87	1.38	3.36	0.14	0.31	0.99
2010	(c)	(c)	(c)	0.90	1.52	3.47	0.13	0.35	1.02
2011	0.93	0.91	0.32	0.90	1.45	3.01	0.14	0.33	1.00
2012	0.94	0.53	0.33	0.90	1.44	2.80	0.14	0.32	0.99
2013	1.00	0.68	0.36	0.92	1.53	2.38	0.14	0.32	1.01

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(a) Trolleybus is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(b) Each mode for multi-modal system counted individually.

(c) Included in Total Bus.

(d) Data not continuous for modes noted, see Methodology.

See Glossary following Tables for complete definitions.

TABLE 74: OPERATING EXPENSE PER PASSENGER MILE BY MODE  
PART B: FIXED GUIDEWAY MODES AND ALL MODES TOTAL

FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY

TABLE 74: OPERATING EXPENSE PER PASSENGER MILE BY MODE (DOLLARS), PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL											
Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (e)	Total Fixed-Guideway Modes Reported	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
1996	0.27	---	0.27	0.30	0.46	(f)	0.46	0.78	3.10	0.30	0.44
1997	0.28	---	0.28	0.29	0.46	(f)	0.46	0.68	2.77	0.30	0.45
1998	0.27	---	0.27	0.29	0.44	(f)	0.44	0.72	3.98	0.30	0.45
1999	0.29	---	0.29	0.29	0.45	(f)	0.45	0.77	5.16	0.31	0.45
2000	0.29	---	0.29	0.28	0.45	(f)	0.45	0.81	6.13	0.31	0.48
2001	0.30	---	0.30	0.29	0.47	(f)	0.47	1.00	6.01	0.32	0.48
2002	0.32	---	0.32	0.31	0.54	(f)	0.54	1.06	6.96	0.34	0.51
2003	0.33	---	0.33	0.33	0.55	(f)	0.55	0.88	8.04	0.36	0.56
2004	0.35	(g)	0.35	0.33	0.56	(f)	0.56	0.91	9.03	0.37	0.58
2005	0.39	(g)	0.39	0.36	0.58	(f)	0.58	0.89	8.35	0.40	0.61
2006	0.36	(g)	0.36	0.36	0.57	(f)	0.57	0.95	10.70	0.40	0.61
2007	0.36	(g)	0.36	0.36	0.61	(f)	0.61	1.07	5.27	0.40	0.63
2008	0.39	(g)	0.39	0.36	0.61	(f)	0.61	1.19	5.84	0.41	0.66
2009	0.41	(g)	0.41	0.38	0.64	(f)	0.64	0.97	5.07	0.43	0.67
2010	0.43	(g)	0.43	0.39	0.69	(f)	0.69	1.00	4.35	0.44	0.70
2011	0.42	0.82	0.42	0.39	0.64	1.13	0.64	1.41	4.57	0.44	0.68
2012	0.45	0.85	0.45	0.40	0.64	1.36	0.67	1.41	4.09	0.46	0.70
2013	0.45	0.96	0.46	0.45	0.67	1.26	0.69	1.30	3.84	0.49	0.72

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(e) From 1992 to 1994 includes ferryboat and some unidentified roadway modes.

(f) Included in Light Rail.

(g) Included in Commuter Rail.

See Glossary following Tables for complete definitions.

TABLE 75: OPERATING EXPENSES BY FUNCTION CLASS AND MODE  
 PART A: ROADWAY MODES  
 SECTION ONE: MILLIONS OF DOLLARS

FINANCIAL DATA: OPERATING EXPENDITURES  
 INCLUDES ENTIRE TRANSIT INDUSTRY

TABLE 75: OPERATING EXPENSES BY FUNCTION CLASS AND MODE PART A: ROADWAY MODES SECTION ONE: MILLIONS OF DOLLARS									
Function Class and Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported (c2)
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
<b>Vehicle Operations</b>									
2007	(b)	(b)	(b)	9,129.8	107.2	1,429.0	(c1)	(c1)	10,666.0
2008	(b)	(b)	(b)	9,979.4	110.7	1,529.7	(c1)	(c1)	11,619.8
2009	(b)	(b)	(b)	9,953.5	119.5	1,538.6	(c1)	(c1)	11,611.6
2010	(b)	(b)	(b)	9,949.3	118.0	1,591.3	(c1)	(c1)	11,658.6
2011	10,244.1	11.6	108.9	10,364.6	117.8	1,441.6	33.8	0.0	11,957.8
2012	10,386.1	27.6	163.2	10,576.9	122.7	1,457.4	38.4	0.0	12,195.3
2013	10,207.9	57.6	441.3	10,706.7	129.7	1,560.8	41.2	0.0	12,438.5
<b>Vehicle Maintenance</b>									
2007	(b)	(b)	(b)	3,335.7	36.1	290.9	(c1)	(c1)	3,662.7
2008	(b)	(b)	(b)	3,538.4	33.8	300.6	(c1)	(c1)	3,872.8
2009	(b)	(b)	(b)	3,438.3	35.4	310.2	(c1)	(c1)	3,783.9
2010	(b)	(b)	(b)	3,463.7	48.6	337.2	(c1)	(c1)	3,849.5
2011	3,456.2	3.5	39.8	3,499.5	44.8	301.5	12.5	0.0	3,858.3
2012	3,484.3	2.7	54.9	3,542.0	50.3	304.5	13.9	0.0	3,910.7
2013	3,355.3	14.6	144.6	3,514.4	42.7	297.5	14.3	0.0	3,869.0
<b>Non-Vehicle Maintenance</b>									
2007	(b)	(b)	(b)	685.6	19.6	58.0	(c1)	(c1)	763.2
2008	(b)	(b)	(b)	725.8	21.7	47.7	(c1)	(c1)	795.2
2009	(b)	(b)	(b)	712.6	23.8	54.4	(c1)	(c1)	790.8
2010	(b)	(b)	(b)	739.9	18.9	50.7	(c1)	(c1)	809.5
2011	792.9	0.9	7.6	801.4	16.8	48.6	1.7	0.0	868.5
2012	803.5	2.8	14.0	820.3	19.0	58.1	2.0	0.0	899.4
2013	827.5	7.3	48.6	883.5	27.3	54.7	2.3	0.0	967.7

**FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 75: OPERATING EXPENSES BY FUNCTION CLASS AND MODE</b>									
<b>PART A: ROADWAY MODES</b>									
<b>SECTION ONE: MILLIONS OF DOLLARS</b>									
Function Class and Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported (c2)
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
<b>General Administration</b>									
2007	(b)	(b)	(b)	2,510.9	35.8	388.1	(c1)	(c1)	2,934.8
2008	(b)	(b)	(b)	2,692.6	48.1	443.5	(c1)	(c1)	3,184.2
2009	(b)	(b)	(b)	2,858.3	53.8	485.4	(c1)	(c1)	3,397.5
2010	(b)	(b)	(b)	2,963.9	57.0	653.0	(c1)	(c1)	3,673.9
2011	2,909.9	3.8	40.2	2,953.9	53.2	578.3	56.0	1.1	3,642.5
2012	2,828.2	3.2	57.9	2,889.3	41.9	628.5	62.3	1.0	3,623.1
2013	3,030.8	12.4	133.1	3,176.3	39.8	657.1	57.6	1.0	3,931.9
<b>Purchased Transportation</b>									
2007	(b)	(b)	(b)	1,645.6	0.0	2,254.7	(c1)	(c1)	3,900.3
2008	(b)	(b)	(b)	1,701.0	0.0	2,521.7	(c1)	(c1)	4,222.7
2009	(b)	(b)	(b)	1,741.3	0.0	2,577.9	(c1)	(c1)	4,319.2
2010	(b)	(b)	(b)	1,714.7	0.0	2,554.9	(c1)	(c1)	4,269.6
2011	1,623.6	1.1	113.5	1,738.2	0.0	2,383.5	60.1	55.2	4,237.0
2012	1,902.6	0.0	136.5	2,039.1	0.0	2,474.3	66.6	44.9	4,624.8
2013	1,981.6	3.7	181.2	2,166.5	0.0	2,587.0	64.9	38.0	4,856.4
<b>TOTAL: ALL OPERATING EXPENDITURES</b>									
2007	(b)	(b)	(b)	17,307.5	198.7	4,420.8	(c1)	(c1)	21,927.0
2008	(b)	(b)	(b)	18,637.2	214.3	4,843.2	(c1)	(c1)	23,694.7
2009	(b)	(b)	(b)	18,704.0	232.5	4,966.5	(c1)	(c1)	23,903.0
2010	(b)	(b)	(b)	18,831.4	242.4	5,187.2	(c1)	(c1)	24,261.0
2011	19,026.5	21.0	310.0	19,357.5	232.6	4,753.5	164.0	56.3	24,563.9
2012	19,404.7	36.4	426.5	19,867.6	233.8	4,922.8	183.2	46.0	25,253.4
2013	19,403.1	95.5	948.7	20,447.4	239.5	5,157.1	180.3	39.1	26,063.4

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(a) Trolleybus is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(b) Included in Total Bus.

(c1) Included in Other Fixed Guideway Modes on Table 78, Part B.

(c2) Does not include Transit Vanpool and Publico from 2007 through 2010.

See Glossary following Tables for complete definitions.

TABLE 75: OPERATING EXPENSES BY FUNCTION CLASS AND MODE  
 PART A: ROADWAY MODES  
 SECTION TWO: PERCENT OF TYPE OF EXPENDITURE BY MODE FOR EACH YEAR – ROW DATA

FINANCIAL DATA: OPERATING EXPENDITURES  
 INCLUDES ENTIRE TRANSIT INDUSTRY

TABLE 75: OPERATING EXPENSES BY FUNCTION CLASS AND MODE PART A: ROADWAY MODES SECTION TWO: PERCENT OF TYPE OF EXPENDITURE BY MODE FOR EACH YEAR – ROW DATA									
Function Class and Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported (c2)
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
<b>Vehicle Operations</b>									
2007	(b)	(b)	(b)	58.7%	0.7%	9.2%	(c1)	(c1)	68.5%
2008	(b)	(b)	(b)	59.5%	0.7%	9.1%	(c1)	(c1)	69.2%
2009	(b)	(b)	(b)	58.6%	0.7%	9.1%	(c1)	(c1)	68.3%
2010	(b)	(b)	(b)	58.5%	0.7%	9.4%	(c1)	(c1)	68.5%
2011	58.2%	0.1%	0.6%	58.9%	0.7%	8.2%	0.2%	0.0%	68.0%
2012	57.7%	0.2%	0.9%	58.8%	0.7%	8.1%	0.2%	0.0%	67.8%
2013	54.8%	0.3%	2.4%	57.5%	0.7%	8.4%	0.2%	0.0%	66.8%
<b>Vehicle Maintenance</b>									
2007	(b)	(b)	(b)	55.8%	0.6%	4.9%	(c1)	(c1)	61.2%
2008	(b)	(b)	(b)	55.9%	0.5%	4.7%	(c1)	(c1)	61.2%
2009	(b)	(b)	(b)	54.2%	0.6%	4.9%	(c1)	(c1)	59.6%
2010	(b)	(b)	(b)	54.3%	0.8%	5.3%	(c1)	(c1)	60.4%
2011	53.3%	0.1%	0.6%	54.0%	0.7%	4.7%	0.2%	0.0%	59.5%
2012	52.4%	0.0%	0.8%	53.3%	0.8%	4.6%	0.2%	0.0%	58.8%
2013	49.9%	0.2%	2.1%	52.3%	0.6%	4.4%	0.2%	0.0%	57.5%
<b>Non-Vehicle Maintenance</b>									
2007	(b)	(b)	(b)	21.7%	0.6%	1.8%	(c1)	(c1)	24.2%
2008	(b)	(b)	(b)	21.9%	0.7%	1.4%	(c1)	(c1)	24.0%
2009	(b)	(b)	(b)	21.3%	0.7%	1.6%	(c1)	(c1)	23.6%
2010	(b)	(b)	(b)	21.6%	0.6%	1.5%	(c1)	(c1)	23.7%
2011	22.4%	0.0%	0.2%	22.7%	0.5%	1.4%	0.0%	0.0%	24.6%
2012	21.2%	0.1%	0.4%	21.7%	0.5%	1.5%	0.1%	0.0%	23.8%
2013	18.8%	0.2%	1.1%	20.0%	0.6%	1.2%	0.1%	0.0%	21.9%

**FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 75: OPERATING EXPENSES BY FUNCTION CLASS AND MODE									
PART A: ROADWAY MODES									
SECTION TWO: PERCENT OF TYPE OF EXPENDITURE BY MODE FOR EACH YEAR – ROW DATA									
Function Class and Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported (c2)
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
<b>General Administration</b>									
2007	(b)	(b)	(b)	52.5%	0.7%	8.1%	(c1)	(c1)	61.4%
2008	(b)	(b)	(b)	54.0%	1.0%	8.9%	(c1)	(c1)	63.9%
2009	(b)	(b)	(b)	53.6%	1.0%	9.1%	(c1)	(c1)	63.7%
2010	(b)	(b)	(b)	51.7%	1.0%	11.4%	(c1)	(c1)	64.1%
2011	51.3%	0.1%	0.7%	52.1%	0.9%	10.2%	1.0%	0.0%	64.2%
2012	48.9%	0.1%	1.0%	49.9%	0.7%	10.9%	1.1%	0.0%	62.6%
2013	45.7%	0.2%	2.0%	47.9%	0.6%	9.9%	0.9%	0.0%	59.2%
<b>Purchased Transportation</b>									
2007	(b)	(b)	(b)	37.4%	0.0%	51.2%	(c1)	(c1)	88.6%
2008	(b)	(b)	(b)	34.1%	0.0%	50.6%	(c1)	(c1)	84.7%
2009	(b)	(b)	(b)	33.3%	0.0%	49.3%	(c1)	(c1)	82.7%
2010	(b)	(b)	(b)	32.9%	0.0%	49.0%	(c1)	(c1)	81.8%
2011	31.9%	0.0%	2.2%	34.2%	0.0%	46.9%	1.2%	1.1%	83.4%
2012	34.6%	0.0%	2.5%	37.1%	0.0%	45.0%	1.2%	0.8%	84.2%
2013	34.2%	0.1%	3.1%	37.4%	0.0%	44.7%	1.1%	0.7%	83.9%
<b>TOTAL: ALL OPERATING EXPENDITURES</b>									
2007	(b)	(b)	(b)	51.1%	0.6%	13.0%	(c1)	(c1)	64.7%
2008	(b)	(b)	(b)	51.2%	0.6%	13.3%	(c1)	(c1)	65.1%
2009	(b)	(b)	(b)	50.2%	0.6%	13.3%	(c1)	(c1)	64.2%
2010	(b)	(b)	(b)	49.9%	0.6%	13.7%	(c1)	(c1)	64.3%
2011	49.6%	0.1%	0.8%	50.5%	0.6%	12.4%	0.4%	0.1%	64.0%
2012	48.9%	0.1%	1.1%	50.0%	0.6%	12.4%	0.5%	0.1%	63.6%
2013	46.0%	0.2%	2.2%	48.5%	0.6%	12.2%	0.4%	0.1%	61.8%

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(a) Trolleybus is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(b) Included in Total Bus.

(c1) Included in Other Fixed Guideway Modes on Table 78, Part B.

(c2) Does not include Transit Vanpool and Publico from 2007 through 2010.

See Glossary following Tables for complete definitions.

**TABLE 75: OPERATING EXPENSES BY FUNCTION CLASS AND MODE**  
**PART A: ROADWAY MODES**  
**SECTION THREE: PERCENT OF MODE BY TYPE OF EXPENDITURE FOR EACH YEAR – COLUMN DATA**

**FINANCIAL DATA: OPERATING EXPENDITURES  
 INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 75: OPERATING EXPENSES BY FUNCTION CLASS AND MODE									
PART A: ROADWAY MODES									
SECTION THREE: PERCENT OF MODE BY TYPE OF EXPENDITURE FOR EACH YEAR – COLUMN DATA									
Function Class and Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported (c2)
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
<b>Vehicle Operations</b>									
2007	(b)	(b)	(b)	52.8%	54.0%	32.3%	(c1)	(c1)	48.6%
2008	(b)	(b)	(b)	53.5%	51.7%	31.6%	(c1)	(c1)	49.0%
2009	(b)	(b)	(b)	53.2%	51.4%	31.0%	(c1)	(c1)	48.6%
2010	(b)	(b)	(b)	52.8%	48.7%	30.7%	(c1)	(c1)	48.1%
2011	53.8%	55.2%	35.1%	53.5%	50.6%	30.3%	20.6%	0.0%	48.7%
2012	53.5%	75.8%	38.3%	53.2%	52.5%	29.6%	21.0%	0.0%	48.3%
2013	52.6%	60.3%	46.5%	52.4%	54.2%	30.3%	22.8%	0.0%	47.7%
<b>Vehicle Maintenance</b>									
2007	(b)	(b)	(b)	19.3%	18.2%	6.6%	(c1)	(c1)	16.7%
2008	(b)	(b)	(b)	19.0%	15.8%	6.2%	(c1)	(c1)	16.3%
2009	(b)	(b)	(b)	18.4%	15.2%	6.2%	(c1)	(c1)	15.8%
2010	(b)	(b)	(b)	18.4%	20.0%	6.5%	(c1)	(c1)	15.9%
2011	18.2%	16.7%	12.8%	18.1%	19.3%	6.3%	7.6%	0.0%	15.7%
2012	18.0%	7.4%	12.9%	17.8%	21.5%	6.2%	7.6%	0.0%	15.5%
2013	17.3%	15.3%	15.2%	17.2%	17.8%	5.8%	7.9%	0.0%	14.8%
<b>Non-Vehicle Maintenance</b>									
2007	(b)	(b)	(b)	4.0%	9.9%	1.3%	(c1)	(c1)	3.5%
2008	(b)	(b)	(b)	3.9%	10.1%	1.0%	(c1)	(c1)	3.4%
2009	(b)	(b)	(b)	3.8%	10.2%	1.1%	(c1)	(c1)	3.3%
2010	(b)	(b)	(b)	3.9%	7.8%	1.0%	(c1)	(c1)	3.3%
2011	4.2%	4.3%	2.5%	4.1%	7.2%	1.0%	1.0%	0.0%	3.5%
2012	4.1%	7.7%	3.3%	4.1%	8.1%	1.2%	1.1%	0.0%	3.6%
2013	4.3%	7.7%	5.1%	4.3%	11.4%	1.1%	1.3%	0.0%	3.7%

**FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 75: OPERATING EXPENSES BY FUNCTION CLASS AND MODE									
PART A: ROADWAY MODES									
SECTION THREE: PERCENT OF MODE BY TYPE OF EXPENDITURE FOR EACH YEAR – COLUMN DATA									
Function Class and Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported (c2)
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
<b>General Administration</b>									
2007	(b)	(b)	(b)	14.5%	18.0%	8.8%	(c1)	(c1)	13.4%
2008	(b)	(b)	(b)	14.4%	22.4%	9.2%	(c1)	(c1)	13.4%
2009	(b)	(b)	(b)	15.3%	23.1%	9.8%	(c1)	(c1)	14.2%
2010	(b)	(b)	(b)	15.7%	23.5%	12.6%	(c1)	(c1)	15.1%
2011	15.3%	18.1%	13.0%	15.3%	22.9%	12.2%	34.1%	2.0%	14.8%
2012	14.6%	8.8%	13.6%	14.5%	17.9%	12.8%	34.0%	2.2%	14.3%
2013	15.6%	12.9%	14.0%	15.5%	16.6%	12.7%	32.0%	2.7%	15.1%
<b>Purchased Transportation</b>									
2007	(b)	(b)	(b)	9.5%	0.0%	51.0%	(c1)	(c1)	17.8%
2008	(b)	(b)	(b)	9.1%	0.0%	52.1%	(c1)	(c1)	17.8%
2009	(b)	(b)	(b)	9.3%	0.0%	51.9%	(c1)	(c1)	18.1%
2010	(b)	(b)	(b)	9.1%	0.0%	49.3%	(c1)	(c1)	17.6%
2011	8.5%	5.2%	36.6%	9.0%	0.0%	50.1%	36.6%	98.0%	17.2%
2012	9.8%	0.0%	32.0%	10.3%	0.0%	50.3%	36.4%	97.6%	18.3%
2013	10.2%	3.8%	19.1%	10.6%	0.0%	50.2%	36.0%	97.3%	18.6%
<b>TOTAL: ALL OPERATING EXPENDITURES</b>									
2007	(b)	(b)	(b)	100.0%	100.0%	100.0%	(c1)	(c1)	100.0%
2008	(b)	(b)	(b)	100.0%	100.0%	100.0%	(c1)	(c1)	100.0%
2009	(b)	(b)	(b)	100.0%	100.0%	100.0%	(c1)	(c1)	100.0%
2010	(b)	(b)	(b)	100.0%	100.0%	100.0%	(c1)	(c1)	100.0%
2011	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
2012	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
2013	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(a) Trolleybus is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(b) Included in Total Bus.

(c1) Included in Other Fixed Guideway Modes on Table 78, Part B.

(c2) Does not include Transit Vanpool and Publico from 2007 through 2010.

See Glossary following Tables for complete definitions.



TABLE 75: OPERATING EXPENSES BY FUNCTION CLASS AND MODE  
 PART A: ROADWAY MODES  
 SECTION FOUR: PERCENT BY TYPE OF EXPENDITURE AND MODE FOR TOTAL  
 EXPENDITURE FOR EACH YEAR – TABLE-WIDE DATA FOR EACH YEAR

**FINANCIAL DATA: OPERATING EXPENDITURES  
 INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 75: OPERATING EXPENSES BY FUNCTION CLASS AND MODE PART A: ROADWAY MODES SECTION FOUR: PERCENT BY TYPE OF EXPENDITURE AND MODE FOR TOTAL EXPENDITURE FOR EACH YEAR – TABLE-WIDE DATA FOR EACH YEAR									
Function Class and Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported (c2)
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
<b>Vehicle Operations</b>									
2007	(b)	(b)	(b)	26.9%	0.3%	4.2%	(c1)	(c1)	31.5%
2008	(b)	(b)	(b)	27.4%	0.3%	4.2%	(c1)	(c1)	31.9%
2009	(b)	(b)	(b)	26.7%	0.3%	4.1%	(c1)	(c1)	31.2%
2010	(b)	(b)	(b)	26.4%	0.3%	4.2%	(c1)	(c1)	30.9%
2011	26.7%	0.0%	0.3%	27.0%	0.3%	3.8%	0.1%	0.0%	31.2%
2012	26.2%	0.1%	0.4%	26.6%	0.3%	3.7%	0.1%	0.0%	30.7%
2013	24.2%	0.1%	1.0%	25.4%	0.3%	3.7%	0.1%	0.0%	29.5%
<b>Vehicle Maintenance</b>									
2007	(b)	(b)	(b)	9.8%	0.1%	0.9%	(c1)	(c1)	10.8%
2008	(b)	(b)	(b)	9.7%	0.1%	0.8%	(c1)	(c1)	10.6%
2009	(b)	(b)	(b)	9.2%	0.1%	0.8%	(c1)	(c1)	10.2%
2010	(b)	(b)	(b)	9.2%	0.1%	0.9%	(c1)	(c1)	10.2%
2011	9.0%	0.0%	0.1%	9.1%	0.1%	0.8%	0.0%	0.0%	10.1%
2012	8.8%	0.0%	0.1%	8.9%	0.1%	0.8%	0.0%	0.0%	9.9%
2013	8.0%	0.0%	0.3%	8.3%	0.1%	0.7%	0.0%	0.0%	9.2%
<b>Non-Vehicle Maintenance</b>									
2007	(b)	(b)	(b)	2.0%	0.1%	0.2%	(c1)	(c1)	2.3%
2008	(b)	(b)	(b)	2.0%	0.1%	0.1%	(c1)	(c1)	2.2%
2009	(b)	(b)	(b)	1.9%	0.1%	0.1%	(c1)	(c1)	2.1%
2010	(b)	(b)	(b)	2.0%	0.1%	0.1%	(c1)	(c1)	2.1%
2011	2.1%	0.0%	0.0%	2.1%	0.0%	0.1%	0.0%	0.0%	2.3%
2012	2.0%	0.0%	0.0%	2.1%	0.0%	0.1%	0.0%	0.0%	2.3%
2013	2.0%	0.0%	0.1%	2.1%	0.1%	0.1%	0.0%	0.0%	2.3%

**FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 75: OPERATING EXPENSES BY FUNCTION CLASS AND MODE PART A: ROADWAY MODES SECTION FOUR: PERCENT BY TYPE OF EXPENDITURE AND MODE FOR TOTAL EXPENDITURE FOR EACH YEAR – TABLE-WIDE DATA FOR EACH YEAR</b>									
Function Class and Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported (c2)
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
<b>General Administration</b>									
2007	(b)	(b)	(b)	7.4%	0.1%	1.1%	(c1)	(c1)	8.7%
2008	(b)	(b)	(b)	7.4%	0.1%	1.2%	(c1)	(c1)	8.7%
2009	(b)	(b)	(b)	7.7%	0.1%	1.3%	(c1)	(c1)	9.1%
2010	(b)	(b)	(b)	7.9%	0.2%	1.7%	(c1)	(c1)	9.7%
2011	7.6%	0.0%	0.1%	7.7%	0.1%	1.5%	0.1%	0.0%	9.5%
2012	7.1%	0.0%	0.1%	7.3%	0.1%	1.6%	0.2%	0.0%	9.1%
2013	7.2%	0.0%	0.3%	7.5%	0.1%	1.6%	0.1%	0.0%	9.3%
<b>Purchased Transportation</b>									
2007	(b)	(b)	(b)	4.9%	0.0%	6.7%	(c1)	(c1)	11.5%
2008	(b)	(b)	(b)	4.7%	0.0%	6.9%	(c1)	(c1)	11.6%
2009	(b)	(b)	(b)	4.7%	0.0%	6.9%	(c1)	(c1)	11.6%
2010	(b)	(b)	(b)	4.5%	0.0%	6.8%	(c1)	(c1)	11.3%
2011	4.2%	0.0%	0.3%	4.5%	0.0%	6.2%	0.2%	0.1%	11.0%
2012	4.8%	0.0%	0.3%	5.1%	0.0%	6.2%	0.2%	0.1%	11.6%
2013	4.7%	0.0%	0.4%	5.1%	0.0%	6.1%	0.2%	0.1%	11.5%
<b>TOTAL: ALL OPERATING EXPENDITURES</b>									
2007	(b)	(b)	(b)	51.1%	0.6%	13.0%	(c1)	(c1)	64.7%
2008	(b)	(b)	(b)	51.2%	0.6%	13.3%	(c1)	(c1)	65.1%
2009	(b)	(b)	(b)	50.2%	0.6%	13.3%	(c1)	(c1)	64.2%
2010	(b)	(b)	(b)	49.9%	0.6%	13.7%	(c1)	(c1)	64.3%
2011	49.6%	0.1%	0.8%	50.5%	0.6%	12.4%	0.4%	0.1%	64.0%
2012	48.9%	0.1%	1.1%	50.0%	0.6%	12.4%	0.5%	0.1%	63.6%
2013	46.0%	0.2%	2.2%	48.5%	0.6%	12.2%	0.4%	0.1%	61.8%

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(a) Trolleybus is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(b) Included in Total Bus.

(c1) Included in Other Fixed Guideway Modes on Table 78, Part B.

(c2) Does not include Transit Vanpool and Publico from 2007 through 2010.

See Glossary following Tables for complete definitions.

TABLE 75: OPERATING EXPENSES BY FUNCTION CLASS AND MODE  
 PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL  
 SECTION ONE: MILLIONS OF DOLLARS

FINANCIAL DATA: OPERATING EXPENDITURES  
 INCLUDES ENTIRE TRANSIT INDUSTRY

TABLE 75: OPERATING EXPENSES BY FUNCTION CLASS AND MODE PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL SECTION ONE: MILLIONS OF DOLLARS											
Function Class and Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
<b>Vehicle Operations</b>											
2007	1,544.5	(g)	1,544.5	2,516.1	450.1	(f)	450.1	(h)	383.3	4,894.0	15,560.0
2008	1,628.3	(g)	1,628.3	2,613.8	488.6	(f)	488.6	(h)	430.0	5,160.7	16,780.4
2009	1,638.8	(g)	1,638.8	2,775.7	549.7	(f)	549.7	(h)	421.2	5,385.4	16,997.0
2010	1,637.3	(g)	1,637.3	2,763.6	545.9	(f)	545.9	(h)	403.3	5,350.1	17,008.7
2011	1,733.2	7.4	1,740.6	2,922.1	526.6	41.9	568.5	334.5	66.5	5,632.2	17,589.8
2012	1,782.2	9.8	1,792.0	2,984.2	565.9	49.0	614.9	349.3	52.2	5,792.6	17,987.9
2013	1,893.6	12.0	1,905.5	3,220.4	606.8	47.8	654.6	352.2	54.0	6,186.7	18,625.2
<b>Vehicle Maintenance</b>											
2007	917.1	(g)	917.1	1,010.9	246.7	(f)	246.7	(h)	144.2	2,318.9	5,981.7
2008	973.8	(g)	973.8	1,060.1	262.2	(f)	262.2	(h)	163.2	2,459.3	6,332.1
2009	1,028.6	(g)	1,028.6	1,133.2	260.5	(f)	260.5	(h)	143.0	2,565.3	6,349.1
2010	1,014.1	(g)	1,014.1	1,084.2	287.2	(f)	287.2	(h)	138.9	2,524.4	6,373.9
2011	1,017.1	4.5	1,021.6	1,159.3	279.7	20.7	300.4	86.7	54.6	2,622.6	6,481.0
2012	1,062.5	1.3	1,063.7	1,202.7	316.0	30.0	346.0	90.0	37.7	2,740.1	6,650.8
2013	1,108.1	1.4	1,109.5	1,279.7	328.4	24.2	352.7	79.4	34.4	2,855.7	6,724.7
<b>Non-Vehicle Maintenance</b>											
2007	605.3	(g)	605.3	1,511.7	201.9	(f)	201.9	(h)	72.0	2,390.9	3,154.0
2008	654.0	(g)	654.0	1,581.0	218.0	(f)	218.0	(h)	71.1	2,524.1	3,319.3
2009	717.7	(g)	717.7	1,552.0	221.4	(f)	221.4	(h)	62.4	2,553.5	3,344.3
2010	716.2	(g)	716.2	1,574.6	249.5	(f)	249.5	(h)	72.9	2,613.2	3,422.6
2011	747.3	4.1	751.4	1,584.2	250.5	8.0	258.5	35.2	36.5	2,665.8	3,534.2
2012	758.5	3.5	762.0	1,765.7	276.2	11.4	287.6	39.1	28.0	2,882.3	3,781.7
2013	842.8	6.6	849.3	2,225.6	292.0	11.7	303.7	42.1	23.6	3,444.3	4,412.0

**FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 75: OPERATING EXPENSES BY FUNCTION CLASS AND MODE PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL SECTION ONE: MILLIONS OF DOLLARS</b>											
Function Class and Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
<b>General Administration</b>											
2007	705.3	(g)	705.3	796.2	199.1	(f)	199.1	(h)	143.8	1,844.4	4,779.1
2008	581.2	(g)	581.2	816.2	220.5	(f)	220.5	(h)	180.6	1,798.5	4,982.7
2009	693.1	(g)	693.1	788.5	266.9	(f)	266.9	(h)	184.2	1,932.7	5,330.2
2010	693.1	(g)	693.1	890.1	289.9	(f)	289.9	(h)	184.3	2,057.4	5,731.2
2011	669.3	6.8	676.1	948.8	260.4	21.6	282.0	78.3	46.7	2,031.9	5,674.1
2012	764.4	12.2	776.6	973.5	265.3	25.9	291.3	78.5	43.6	2,163.5	5,786.5
2013	876.1	10.6	886.7	1,390.8	292.8	21.2	313.9	70.7	43.3	2,705.3	6,637.2
<b>Purchased Transportation</b>											
2007	242.5	(g)	242.5	53.4	71.7	(f)	71.7	(h)	134.5	502.1	4,402.4
2008	478.4	(g)	478.4	57.5	79.0	(f)	79.0	(h)	145.8	760.7	4,983.4
2009	547.5	(g)	547.5	61.2	111.4	(f)	111.4	(h)	185.1	905.2	5,224.5
2010	579.0	(g)	579.0	57.3	131.4	(f)	131.4	(h)	181.1	948.8	5,218.4
2011	588.9	35.0	623.9	54.7	87.3	16.4	103.7	53.3	10.3	845.9	5,083.0
2012	613.7	36.2	649.9	55.5	67.1	17.9	84.9	51.9	26.8	869.0	5,493.9
2013	650.2	49.8	700.0	56.6	66.1	27.8	93.9	52.5	29.5	932.6	5,789.0
<b>TOTAL: ALL OPERATING EXPENDITURES</b>											
2007	4,014.7	(g)	4,014.7	5,888.3	1,169.5	(f)	1,169.5	(h)	877.8	11,950.3	33,877.3
2008	4,315.8	(g)	4,315.8	6,128.5	1,268.3	(f)	1,268.3	(h)	990.7	12,703.3	36,397.9
2009	4,625.7	(g)	4,625.7	6,310.5	1,409.9	(f)	1,409.9	(h)	995.8	13,341.9	37,245.0
2010	4,639.7	(g)	4,639.7	6,369.7	1,503.8	(f)	1,503.8	(h)	980.5	13,493.7	37,754.9
2011	4,755.7	57.6	4,813.3	6,669.1	1,404.5	108.5	1,513.0	588.0	214.6	13,798.0	38,362.1
2012	4,981.2	62.9	5,044.1	6,981.6	1,490.5	134.2	1,624.7	608.8	188.3	14,447.5	39,700.9
2013	5,370.8	80.3	5,451.1	8,173.1	1,586.1	132.7	1,718.7	596.9	184.8	16,124.7	42,188.1

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(d) Includes aerial tramway, automated guideway transit, cable car, inclined plane, and monorail, and ferryboat. From 2007 through 2010 includes Roadway Modes transit vanpool and publico.

(e) Does not include trolleybus which is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(f) Included in Light Rail.

(g) Included in Commuter Rail.

(h) Included in Other Fixed-Guideway Modes.

See Glossary following Tables for complete definitions.

TABLE 75: OPERATING EXPENSES BY FUNCTION CLASS AND MODE  
 PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL  
 SECTION TWO: PERCENT OF TYPE OF EXPENDITURE BY MODE FOR EACH YEAR – ROW DATA

FINANCIAL DATA: OPERATING EXPENDITURES  
 INCLUDES ENTIRE TRANSIT INDUSTRY

TABLE 75: OPERATING EXPENSES BY FUNCTION CLASS AND MODE PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL SECTION TWO: PERCENT OF TYPE OF EXPENDITURE BY MODE FOR EACH YEAR – ROW DATA											
Function Class and Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
<b>Vehicle Operations</b>											
2007	9.9%	(g)	9.9%	16.2%	2.9%	(f)	2.9%	(h)	2.5%	31.5%	100.0%
2008	9.7%	(g)	9.7%	15.6%	2.9%	(f)	2.9%	(h)	2.6%	30.8%	100.0%
2009	9.6%	(g)	9.6%	16.3%	3.2%	(f)	3.2%	(h)	2.5%	31.7%	100.0%
2010	9.6%	(g)	9.6%	16.2%	3.2%	(f)	3.2%	(h)	2.4%	31.5%	100.0%
2011	9.9%	0.0%	9.9%	16.6%	3.0%	0.2%	3.2%	1.9%	0.4%	32.0%	100.0%
2012	9.9%	0.1%	10.0%	16.6%	3.1%	0.3%	3.4%	1.9%	0.3%	32.2%	100.0%
2013	10.2%	0.1%	10.2%	17.3%	3.3%	0.3%	3.5%	1.9%	0.3%	33.2%	100.0%
<b>Vehicle Maintenance</b>											
2007	15.3%	(g)	15.3%	16.9%	4.1%	(f)	4.1%	(h)	2.4%	38.8%	100.0%
2008	15.4%	(g)	15.4%	16.7%	4.1%	(f)	4.1%	(h)	2.6%	38.8%	100.0%
2009	16.2%	(g)	16.2%	17.8%	4.1%	(f)	4.1%	(h)	2.3%	40.4%	100.0%
2010	15.9%	(g)	15.9%	17.0%	4.5%	(f)	4.5%	(h)	2.2%	39.6%	100.0%
2011	15.7%	0.1%	15.8%	17.9%	4.3%	0.3%	4.6%	1.3%	0.8%	40.5%	100.0%
2012	16.0%	0.0%	16.0%	18.1%	4.8%	0.5%	5.2%	1.4%	0.6%	41.2%	100.0%
2013	16.5%	0.0%	16.5%	19.0%	4.9%	0.4%	5.2%	1.2%	0.5%	42.5%	100.0%
<b>Non-Vehicle Maintenance</b>											
2007	19.2%	(g)	19.2%	47.9%	6.4%	(f)	6.4%	(h)	2.3%	75.8%	100.0%
2008	19.7%	(g)	19.7%	47.6%	6.6%	(f)	6.6%	(h)	2.1%	76.0%	100.0%
2009	21.5%	(g)	21.5%	46.4%	6.6%	(f)	6.6%	(h)	1.9%	76.4%	100.0%
2010	20.9%	(g)	20.9%	46.0%	7.3%	(f)	7.3%	(h)	2.1%	76.4%	100.0%
2011	21.1%	0.1%	21.3%	44.8%	7.1%	0.2%	7.3%	1.0%	1.0%	75.4%	100.0%
2012	20.1%	0.1%	20.1%	46.7%	7.3%	0.3%	7.6%	1.0%	0.7%	76.2%	100.0%
2013	19.1%	0.1%	19.2%	50.4%	6.6%	0.3%	6.9%	1.0%	0.5%	78.1%	100.0%

**FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 75: OPERATING EXPENSES BY FUNCTION CLASS AND MODE PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL SECTION TWO: PERCENT OF TYPE OF EXPENDITURE BY MODE FOR EACH YEAR – ROW DATA</b>											
Function Class and Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
<b>General Administration</b>											
2007	14.8%	(g)	14.8%	16.7%	4.2%	(f)	4.2%	(h)	3.0%	38.6%	100.0%
2008	11.7%	(g)	11.7%	16.4%	4.4%	(f)	4.4%	(h)	3.6%	36.1%	100.0%
2009	13.0%	(g)	13.0%	14.8%	5.0%	(f)	5.0%	(h)	3.5%	36.3%	100.0%
2010	12.1%	(g)	12.1%	15.5%	5.1%	(f)	5.1%	(h)	3.2%	35.9%	100.0%
2011	11.8%	0.1%	11.9%	16.7%	4.6%	0.4%	5.0%	1.4%	0.8%	35.8%	100.0%
2012	13.2%	0.2%	13.4%	16.8%	4.6%	0.4%	5.0%	1.4%	0.8%	37.4%	100.0%
2013	13.2%	0.2%	13.4%	21.0%	4.4%	0.3%	4.7%	1.1%	0.7%	40.8%	100.0%
<b>Purchased Transportation</b>											
2007	5.5%	(g)	5.5%	1.2%	1.6%	(f)	1.6%	(h)	3.1%	11.4%	100.0%
2008	9.6%	(g)	9.6%	1.2%	1.6%	(f)	1.6%	(h)	2.9%	15.3%	100.0%
2009	10.5%	(g)	10.5%	1.2%	2.1%	(f)	2.1%	(h)	3.5%	17.3%	100.0%
2010	11.1%	(g)	11.1%	1.1%	2.5%	(f)	2.5%	(h)	3.5%	18.2%	100.0%
2011	11.6%	0.7%	12.3%	1.1%	1.7%	0.3%	2.0%	1.0%	0.2%	16.6%	100.0%
2012	11.2%	0.7%	11.8%	1.0%	1.2%	0.3%	1.5%	0.9%	0.5%	15.8%	100.0%
2013	11.2%	0.9%	12.1%	1.0%	1.1%	0.5%	1.6%	0.9%	0.5%	16.1%	100.0%
<b>TOTAL: ALL OPERATING EXPENDITURES</b>											
2007	11.9%	(g)	11.9%	17.4%	3.5%	(f)	3.5%	(h)	2.6%	35.3%	100.0%
2008	11.9%	(g)	11.9%	16.8%	3.5%	(f)	3.5%	(h)	2.7%	34.9%	100.0%
2009	12.4%	(g)	12.4%	16.9%	3.8%	(f)	3.8%	(h)	2.7%	35.8%	100.0%
2010	12.3%	(g)	12.3%	16.9%	4.0%	(f)	4.0%	(h)	2.6%	35.7%	100.0%
2011	12.4%	0.2%	12.5%	17.4%	3.7%	0.3%	3.9%	1.5%	0.6%	36.0%	100.0%
2012	12.5%	0.2%	12.7%	17.6%	3.8%	0.3%	4.1%	1.5%	0.5%	36.4%	100.0%
2013	12.7%	0.2%	12.9%	19.4%	3.8%	0.3%	4.1%	1.4%	0.4%	38.2%	100.0%

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(d) Includes aerial tramway, automated guideway transit, cable car, inclined plane, and monorail, and ferryboat. From 2007 through 2010 includes Roadway Modes transit vanpool and publico.

(e) Does not include trolleybus which is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(f) Included in Light Rail.

(g) Included in Commuter Rail.

(h) Included in Other Fixed-Guideway Modes.

See Glossary following Tables for complete definitions.

TABLE 75: OPERATING EXPENSES BY FUNCTION CLASS AND MODE  
 PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL  
 SECTION THREE: PERCENT OF MODE BY TYPE OF EXPENDITURE FOR EACH YEAR – COLUMN DATA

FINANCIAL DATA: OPERATING EXPENDITURES  
 INCLUDES ENTIRE TRANSIT INDUSTRY

TABLE 75: OPERATING EXPENSES BY FUNCTION CLASS AND MODE PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL SECTION THREE: PERCENT OF MODE BY TYPE OF EXPENDITURE FOR EACH YEAR – COLUMN DATA											
Function Class and Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
<b>Vehicle Operations</b>											
2007	38.5%	(g)	38.5%	42.7%	38.5%	(f)	38.5%	(h)	43.7%	41.0%	45.9%
2008	37.7%	(g)	37.7%	42.6%	38.5%	(f)	38.5%	(h)	43.4%	40.6%	46.1%
2009	35.4%	(g)	35.4%	44.0%	39.0%	(f)	39.0%	(h)	42.3%	40.4%	45.6%
2010	35.3%	(g)	35.3%	43.4%	36.3%	(f)	36.3%	(h)	41.1%	39.6%	45.1%
2011	36.4%	12.8%	36.2%	43.8%	37.5%	38.6%	37.6%	56.9%	31.0%	40.8%	45.9%
2012	35.8%	15.6%	35.5%	42.7%	38.0%	36.5%	37.8%	57.4%	27.7%	40.1%	45.3%
2013	35.3%	14.9%	35.0%	39.4%	38.3%	36.0%	38.1%	59.0%	29.2%	38.4%	44.1%
<b>Vehicle Maintenance</b>											
2007	22.8%	(g)	22.8%	17.2%	21.1%	(f)	21.1%	(h)	16.4%	19.4%	17.7%
2008	22.6%	(g)	22.6%	17.3%	20.7%	(f)	20.7%	(h)	16.5%	19.4%	17.4%
2009	22.2%	(g)	22.2%	18.0%	18.5%	(f)	18.5%	(h)	14.4%	19.2%	17.0%
2010	21.9%	(g)	21.9%	17.0%	19.1%	(f)	19.1%	(h)	14.2%	18.7%	16.9%
2011	21.4%	7.8%	21.2%	17.4%	19.9%	19.1%	19.9%	14.7%	25.4%	19.0%	16.9%
2012	21.3%	2.1%	21.1%	17.2%	21.2%	22.4%	21.3%	14.8%	20.0%	19.0%	16.8%
2013	20.6%	1.8%	20.4%	15.7%	20.7%	18.3%	20.5%	13.3%	18.6%	17.7%	15.9%
<b>Non-Vehicle Maintenance</b>											
2007	15.1%	(g)	15.1%	25.7%	17.3%	(f)	17.3%	(h)	8.2%	20.0%	9.3%
2008	15.2%	(g)	15.2%	25.8%	17.2%	(f)	17.2%	(h)	7.2%	19.9%	9.1%
2009	15.5%	(g)	15.5%	24.6%	15.7%	(f)	15.7%	(h)	6.3%	19.1%	9.0%
2010	15.4%	(g)	15.4%	24.7%	16.6%	(f)	16.6%	(h)	7.4%	19.4%	9.1%
2011	15.7%	7.1%	15.6%	23.8%	17.8%	7.4%	17.1%	6.0%	17.0%	19.3%	9.2%
2012	15.2%	5.6%	15.1%	25.3%	18.5%	8.5%	17.7%	6.4%	14.9%	20.0%	9.5%
2013	15.7%	8.2%	15.6%	27.2%	18.4%	8.8%	17.7%	7.1%	12.8%	21.4%	10.5%

**FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 75: OPERATING EXPENSES BY FUNCTION CLASS AND MODE PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL SECTION THREE: PERCENT OF MODE BY TYPE OF EXPENDITURE FOR EACH YEAR – COLUMN DATA</b>											
Function Class and Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
<b>General Administration</b>											
2007	17.6%	(g)	17.6%	13.5%	17.0%	(f)	17.0%	(h)	16.4%	15.4%	14.1%
2008	13.5%	(g)	13.5%	13.3%	17.4%	(f)	17.4%	(h)	18.2%	14.2%	13.7%
2009	15.0%	(g)	15.0%	12.5%	18.9%	(f)	18.9%	(h)	18.5%	14.5%	14.3%
2010	14.9%	(g)	14.9%	14.0%	19.3%	(f)	19.3%	(h)	18.8%	15.2%	15.2%
2011	14.1%	11.8%	14.0%	14.2%	18.5%	19.9%	18.6%	13.3%	21.8%	14.7%	14.8%
2012	15.3%	19.4%	15.4%	13.9%	17.8%	19.3%	17.9%	12.9%	23.2%	15.0%	14.6%
2013	16.3%	13.1%	16.3%	17.0%	18.5%	16.0%	18.3%	11.8%	23.4%	16.8%	15.7%
<b>Purchased Transportation</b>											
2007	6.0%	(g)	6.0%	0.9%	6.1%	(f)	6.1%	(h)	15.3%	4.2%	13.0%
2008	11.1%	(g)	11.1%	0.9%	6.2%	(f)	6.2%	(h)	14.7%	6.0%	13.7%
2009	11.8%	(g)	11.8%	1.0%	7.9%	(f)	7.9%	(h)	18.6%	6.8%	14.0%
2010	12.5%	(g)	12.5%	0.9%	8.7%	(f)	8.7%	(h)	18.5%	7.0%	13.8%
2011	12.4%	60.8%	13.0%	0.8%	6.2%	15.1%	6.9%	9.1%	4.8%	6.1%	13.3%
2012	12.3%	57.6%	12.9%	0.8%	4.5%	13.3%	5.2%	8.5%	14.2%	6.0%	13.8%
2013	12.1%	62.0%	12.8%	0.7%	4.2%	21.0%	5.5%	8.8%	16.0%	5.8%	13.7%
<b>TOTAL: ALL OPERATING EXPENDITURES</b>											
2007	100.0%	(g)	100.0%	100.0%	100.0%	(f)	100.0%	(h)	100.0%	100.0%	100.0%
2008	100.0%	(g)	100.0%	100.0%	100.0%	(f)	100.0%	(h)	100.0%	100.0%	100.0%
2009	100.0%	(g)	100.0%	100.0%	100.0%	(f)	100.0%	(h)	100.0%	100.0%	100.0%
2010	100.0%	(g)	100.0%	100.0%	100.0%	(f)	100.0%	(h)	100.0%	100.0%	100.0%
2011	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
2012	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
2013	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(d) Includes aerial tramway, automated guideway transit, cable car, inclined plane, and monorail, and ferryboat. From 2007 through 2010 includes Roadway Modes transit vanpool and publico.

(e) Does not include trolleybus which is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(f) Included in Light Rail.

(g) Included in Commuter Rail.

(h) Included in Other Fixed-Guideway Modes.

See Glossary following Tables for complete definitions.



TABLE 75: OPERATING EXPENSES BY FUNCTION CLASS AND MODE  
 PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL  
 SECTION FOUR: PERCENT BY TYPE OF EXPENDITURE AND MODE FOR TOTAL  
 EXPENDITURE FOR EACH YEAR – TABLE-WIDE DATA FOR EACH YEAR

**FINANCIAL DATA: OPERATING EXPENDITURES  
 INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 75: OPERATING EXPENSES BY FUNCTION CLASS AND MODE PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL SECTION FOUR: PERCENT BY TYPE OF EXPENDITURE AND MODE FOR TOTAL EXPENDITURE FOR EACH YEAR – TABLE-WIDE DATA FOR EACH YEAR											
Function Class and Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
<b>Vehicle Operations</b>											
2007	4.6%	(g)	4.6%	7.4%	1.3%	(f)	1.3%	(h)	1.1%	14.4%	45.9%
2008	4.5%	(g)	4.5%	7.2%	1.3%	(f)	1.3%	(h)	1.2%	14.2%	46.1%
2009	4.4%	(g)	4.4%	7.5%	1.5%	(f)	1.5%	(h)	1.1%	14.5%	45.6%
2010	4.3%	(g)	4.3%	7.3%	1.4%	(f)	1.4%	(h)	1.1%	14.2%	45.1%
2011	4.5%	0.0%	4.5%	7.6%	1.4%	0.1%	1.5%	0.9%	0.2%	14.7%	45.9%
2012	4.5%	0.0%	4.5%	7.5%	1.4%	0.1%	1.5%	0.9%	0.1%	14.6%	45.3%
2013	4.5%	0.0%	4.5%	7.6%	1.4%	0.1%	1.6%	0.8%	0.1%	14.7%	44.1%
<b>Vehicle Maintenance</b>											
2007	2.7%	(g)	2.7%	3.0%	0.7%	(f)	0.7%	(h)	0.4%	6.8%	17.7%
2008	2.7%	(g)	2.7%	2.9%	0.7%	(f)	0.7%	(h)	0.4%	6.8%	17.4%
2009	2.8%	(g)	2.8%	3.0%	0.7%	(f)	0.7%	(h)	0.4%	6.9%	17.0%
2010	2.7%	(g)	2.7%	2.9%	0.8%	(f)	0.8%	(h)	0.4%	6.7%	16.9%
2011	2.7%	0.0%	2.7%	3.0%	0.7%	0.1%	0.8%	0.2%	0.1%	6.8%	16.9%
2012	2.7%	0.0%	2.7%	3.0%	0.8%	0.1%	0.9%	0.2%	0.1%	6.9%	16.8%
2013	2.6%	0.0%	2.6%	3.0%	0.8%	0.1%	0.8%	0.2%	0.1%	6.8%	15.9%

**FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 75: OPERATING EXPENSES BY FUNCTION CLASS AND MODE PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL SECTION FOUR: PERCENT BY TYPE OF EXPENDITURE AND MODE FOR TOTAL EXPENDITURE FOR EACH YEAR – TABLE-WIDE DATA FOR EACH YEAR</b>											
Function Class and Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
<b>Non-Vehicle Maintenance</b>											
2007	1.8%	(g)	1.8%	4.5%	0.6%	(f)	0.6%	(h)	0.2%	7.1%	9.3%
2008	1.8%	(g)	1.8%	4.3%	0.6%	(f)	0.6%	(h)	0.2%	6.9%	9.1%
2009	1.9%	(g)	1.9%	4.2%	0.6%	(f)	0.6%	(h)	0.2%	6.9%	9.0%
2010	1.9%	(g)	1.9%	4.2%	0.7%	(f)	0.7%	(h)	0.2%	6.9%	9.1%
2011	1.9%	0.0%	2.0%	4.1%	0.7%	0.0%	0.7%	0.1%	0.1%	6.9%	9.2%
2012	1.9%	0.0%	1.9%	4.4%	0.7%	0.0%	0.7%	0.1%	0.1%	7.3%	9.5%
2013	2.0%	0.0%	2.0%	5.3%	0.7%	0.0%	0.7%	0.1%	0.1%	8.2%	10.5%
<b>General Administration</b>											
2007	2.1%	(g)	2.1%	2.4%	0.6%	(f)	0.6%	(h)	0.4%	5.4%	14.1%
2008	1.6%	(g)	1.6%	2.2%	0.6%	(f)	0.6%	(h)	0.5%	4.9%	13.7%
2009	1.9%	(g)	1.9%	2.1%	0.7%	(f)	0.7%	(h)	0.5%	5.2%	14.3%
2010	1.8%	(g)	1.8%	2.4%	0.8%	(f)	0.8%	(h)	0.5%	5.4%	15.2%
2011	1.7%	0.0%	1.8%	2.5%	0.7%	0.1%	0.7%	0.2%	0.1%	5.3%	14.8%
2012	1.9%	0.0%	2.0%	2.5%	0.7%	0.1%	0.7%	0.2%	0.1%	5.4%	14.6%
2013	2.1%	0.0%	2.1%	3.3%	0.7%	0.1%	0.7%	0.2%	0.1%	6.4%	15.7%
<b>Purchased Transportation</b>											
2007	0.7%	(g)	0.7%	0.2%	0.2%	(f)	0.2%	(h)	0.4%	1.5%	13.0%
2008	1.3%	(g)	1.3%	0.2%	0.2%	(f)	0.2%	(h)	0.4%	2.1%	13.7%
2009	1.5%	(g)	1.5%	0.2%	0.3%	(f)	0.3%	(h)	0.5%	2.4%	14.0%
2010	1.5%	(g)	1.5%	0.2%	0.3%	(f)	0.3%	(h)	0.5%	2.5%	13.8%
2011	1.5%	0.1%	1.6%	0.1%	0.2%	0.0%	0.3%	0.1%	0.0%	2.2%	13.3%
2012	1.5%	0.1%	1.6%	0.1%	0.2%	0.0%	0.2%	0.1%	0.1%	2.2%	13.8%
2013	1.5%	0.1%	1.7%	0.1%	0.2%	0.1%	0.2%	0.1%	0.1%	2.2%	13.7%

**FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 75: OPERATING EXPENSES BY FUNCTION CLASS AND MODE PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL SECTION FOUR: PERCENT BY TYPE OF EXPENDITURE AND MODE FOR TOTAL EXPENDITURE FOR EACH YEAR – TABLE-WIDE DATA FOR EACH YEAR</b>											
Function Class and Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
<b>TOTAL: ALL OPERATING EXPENDITURES</b>											
2007	11.9%	(g)	11.9%	17.4%	3.5%	(f)	3.5%	(h)	2.6%	35.3%	100.0%
2008	11.9%	(g)	11.9%	16.8%	3.5%	(f)	3.5%	(h)	2.7%	34.9%	100.0%
2009	12.4%	(g)	12.4%	16.9%	3.8%	(f)	3.8%	(h)	2.7%	35.8%	100.0%
2010	12.3%	(g)	12.3%	16.9%	4.0%	(f)	4.0%	(h)	2.6%	35.7%	100.0%
2011	12.4%	0.2%	12.5%	17.4%	3.7%	0.3%	3.9%	1.5%	0.6%	36.0%	100.0%
2012	12.5%	0.2%	12.7%	17.6%	3.8%	0.3%	4.1%	1.5%	0.5%	36.4%	100.0%
2013	12.7%	0.2%	12.9%	19.4%	3.8%	0.3%	4.1%	1.4%	0.4%	38.2%	100.0%

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(d) Includes aerial tramway, automated guideway transit, cable car, inclined plane, and monorail, and ferryboat. From 2007 through 2010 includes Roadway Modes transit vanpool and publico.

(e) Does not include trolleybus which is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(f) Included in Light Rail.

(g) Included in Commuter Rail.

(h) Included in Other Fixed-Guideway Modes.

See Glossary following Tables for complete definitions.

TABLE 76: OPERATING EXPENSES BY OBJECT CLASS AND MODE  
 PART A: ROADWAY MODES  
 SECTION ONE: MILLIONS OF DOLLARS

**FINANCIAL DATA: OPERATING EXPENDITURES  
 INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 76: OPERATING EXPENSES BY OBJECT CLASS AND MODE PART A: ROADWAY MODES SECTION ONE: MILLIONS OF DOLLARS									
Function Class and Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported (c2)
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
<b>Salaries and Wages</b>									
2007	(b)	(b)	(b)	6,915.2	100.1	972.5	(c1)	(c1)	7,987.8
2008	(b)	(b)	(b)	7,414.5	104.8	989.2	(c1)	(c1)	8,508.5
2009	(b)	(b)	(b)	7,458.2	112.9	1,041.7	(c1)	(c1)	8,612.8
2010	(b)	(b)	(b)	7,479.4	112.4	1,136.9	(c1)	(c1)	8,728.7
2011	7,475.8	8.0	73.1	7,556.9	108.4	987.8	20.7	0.1	8,673.9
2012	7,387.1	10.4	111.5	7,509.0	109.8	980.1	22.9	0.1	8,621.8
2013	7,235.7	33.7	295.5	7,564.9	107.8	1,030.1	21.5	0.1	8,724.5
<b>Fringe Benefits</b>									
2007	(b)	(b)	(b)	4,723.5	65.7	460.3	(c1)	(c1)	5,249.5
2008	(b)	(b)	(b)	4,896.4	76.6	483.0	(c1)	(c1)	5,456.0
2009	(b)	(b)	(b)	5,116.5	82.3	511.2	(c1)	(c1)	5,710.0
2010	(b)	(b)	(b)	5,343.6	84.1	570.5	(c1)	(c1)	5,998.2
2011	5,432.2	6.0	36.7	5,474.9	84.5	534.6	10.7	0.0	6,104.7
2012	5,568.3	7.8	64.4	5,640.4	84.9	532.6	13.5	0.0	6,271.5
2013	5,378.6	28.5	188.0	5,595.1	82.7	534.3	12.4	0.0	6,224.5
<b>Services</b>									
2007	(b)	(b)	(b)	979.9	17.3	180.1	(c1)	(c1)	1,177.3
2008	(b)	(b)	(b)	1,072.6	17.6	196.7	(c1)	(c1)	1,286.9
2009	(b)	(b)	(b)	1,122.1	23.5	224.4	(c1)	(c1)	1,370.0
2010	(b)	(b)	(b)	1,118.3	23.8	270.0	(c1)	(c1)	1,412.1
2011	1,132.6	2.3	19.4	1,154.3	22.2	245.7	14.6	0.9	1,437.7
2012	1,193.5	10.9	27.5	1,232.0	23.4	278.3	15.5	0.9	1,550.0
2013	1,279.9	15.5	55.2	1,350.6	23.7	308.1	18.4	0.9	1,701.7

**FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 76: OPERATING EXPENSES BY OBJECT CLASS AND MODE PART A: ROADWAY MODES SECTION ONE: MILLIONS OF DOLLARS</b>									
Function Class and Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported (c2)
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
<b>Materials and Supplies</b>									
2007	(b)	(b)	(b)	2,406.2	12.1	356.9	(c1)	(c1)	2,775.2
2008	(b)	(b)	(b)	2,913.9	11.1	422.1	(c1)	(c1)	3,347.1
2009	(b)	(b)	(b)	2,610.4	14.0	367.7	(c1)	(c1)	2,992.1
2010	(b)	(b)	(b)	2,432.3	16.0	391.6	(c1)	(c1)	2,839.9
2011	2,598.1	3.1	40.5	2,641.7	15.0	383.2	31.3	0.0	3,071.2
2012	2,715.1	6.3	63.2	2,784.7	17.1	431.0	36.3	0.0	3,269.0
2013	2,593.9	10.2	141.7	2,745.8	15.4	455.3	37.9	0.0	3,254.4
<b>Utilities</b>									
2007	(b)	(b)	(b)	221.2	4.2	36.7	(c1)	(c1)	262.1
2008	(b)	(b)	(b)	233.9	4.4	38.1	(c1)	(c1)	276.4
2009	(b)	(b)	(b)	230.6	5.2	39.5	(c1)	(c1)	275.3
2010	(b)	(b)	(b)	227.0	5.0	38.2	(c1)	(c1)	270.2
2011	230.6	0.2	2.9	233.7	5.0	35.3	2.2	0.0	276.2
2012	208.5	0.3	4.5	213.3	4.9	41.4	2.0	0.0	261.6
2013	217.5	0.7	8.2	226.4	4.9	42.9	2.3	0.0	276.5
<b>Casualty and Liability</b>									
2007	(b)	(b)	(b)	442.3	3.3	80.1	(c1)	(c1)	525.7
2008	(b)	(b)	(b)	424.5	4.2	101.6	(c1)	(c1)	530.3
2009	(b)	(b)	(b)	432.0	4.6	114.2	(c1)	(c1)	550.8
2010	(b)	(b)	(b)	511.5	8.9	124.4	(c1)	(c1)	644.8
2011	510.6	0.4	5.6	516.6	6.0	115.2	10.3	0.0	648.1
2012	408.6	0.7	7.7	417.0	2.7	113.1	10.5	0.0	543.2
2013	423.1	1.9	29.2	454.2	4.1	116.0	11.1	0.0	585.3



**FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 76: OPERATING EXPENSES BY OBJECT CLASS AND MODE PART A: ROADWAY MODES SECTION ONE: MILLIONS OF DOLLARS</b>									
Function Class and Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported (c2)
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
<b>TOTAL: ALL OPERATING EXPENDITURES</b>									
2007	(b)	(b)	(b)	17,307.5	198.7	4,420.8	(c1)	(c1)	21,927.0
2008	(b)	(b)	(b)	18,637.2	214.3	4,843.2	(c1)	(c1)	23,694.7
2009	(b)	(b)	(b)	18,704.0	232.5	4,966.5	(c1)	(c1)	23,903.0
2010	(b)	(b)	(b)	18,831.4	242.4	5,187.2	(c1)	(c1)	24,261.0
2011	19,026.5	21.0	310.0	19,357.6	232.6	4,753.5	164.0	56.3	24,564.1
2012	19,404.7	36.4	426.5	19,867.6	233.8	4,922.8	183.2	46.0	25,253.4
2013	19,403.1	95.5	948.7	20,447.4	239.5	5,157.1	180.3	39.1	26,063.4

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(a) Trolleybus is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(b) Included in Total Bus.

(c1) Included in Other Fixed Guideway Modes on Table 78, Part B.

(c2) Does not include Transit Vanpool and Publico from 2007 through 2010.

(i) Beginning in 2013, "expense transfers" are no longer included in operating expenses. "Expense transfers" included reclassifications of expenses from one function to another, reclassification of costs between cost centers and work orders, and capitalization of non-operating costs.

See Glossary following Tables for complete definitions.

TABLE 76: OPERATING EXPENSES BY OBJECT CLASS AND MODE  
 PART A: ROADWAY MODES  
 SECTION TWO: PERCENT OF TYPE OF EXPENDITURE BY MODE FOR EACH YEAR – ROW DATA

**FINANCIAL DATA: OPERATING EXPENDITURES  
 INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 76: OPERATING EXPENSES BY OBJECT CLASS AND MODE PART A: ROADWAY MODES SECTION TWO: PERCENT OF TYPE OF EXPENDITURE BY MODE FOR EACH YEAR – ROW DATA									
Function Class and Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported (c2)
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
<b>Salaries and Wages</b>									
2007	(b)	(b)	(b)	52.4%	0.8%	7.4%	(c1)	(c1)	60.5%
2008	(b)	(b)	(b)	53.3%	0.8%	7.1%	(c1)	(c1)	61.1%
2009	(b)	(b)	(b)	52.5%	0.8%	7.3%	(c1)	(c1)	60.6%
2010	(b)	(b)	(b)	52.4%	0.8%	8.0%	(c1)	(c1)	61.1%
2011	52.2%	0.1%	0.5%	52.7%	0.8%	6.9%	0.1%	0.0%	60.5%
2012	51.4%	0.1%	0.8%	52.3%	0.8%	6.8%	0.2%	0.0%	60.0%
2013	49.7%	0.2%	2.0%	52.0%	0.7%	7.1%	0.1%	0.0%	60.0%
<b>Fringe Benefits</b>									
2007	(b)	(b)	(b)	52.0%	0.7%	5.1%	(c1)	(c1)	57.7%
2008	(b)	(b)	(b)	52.3%	0.8%	5.2%	(c1)	(c1)	58.3%
2009	(b)	(b)	(b)	51.5%	0.8%	5.1%	(c1)	(c1)	57.5%
2010	(b)	(b)	(b)	51.7%	0.8%	5.5%	(c1)	(c1)	58.0%
2011	51.3%	0.1%	0.3%	51.7%	0.8%	5.0%	0.1%	0.0%	57.6%
2012	50.4%	0.1%	0.6%	51.1%	0.8%	4.8%	0.1%	0.0%	56.8%
2013	48.6%	0.3%	1.7%	50.6%	0.7%	4.8%	0.1%	0.0%	56.2%
<b>Services</b>									
2007	(b)	(b)	(b)	47.5%	0.8%	8.7%	(c1)	(c1)	57.1%
2008	(b)	(b)	(b)	46.7%	0.8%	8.6%	(c1)	(c1)	56.0%
2009	(b)	(b)	(b)	45.7%	1.0%	9.1%	(c1)	(c1)	55.8%
2010	(b)	(b)	(b)	44.6%	0.9%	10.8%	(c1)	(c1)	56.4%
2011	44.5%	0.1%	0.8%	45.4%	0.9%	9.7%	0.6%	0.0%	56.5%
2012	43.4%	0.4%	1.0%	44.8%	0.9%	10.1%	0.6%	0.0%	56.4%
2013	42.7%	0.5%	1.8%	45.1%	0.8%	10.3%	0.6%	0.0%	56.8%



**FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 76: OPERATING EXPENSES BY OBJECT CLASS AND MODE</b> <b>PART A: ROADWAY MODES</b> <b>SECTION TWO: PERCENT OF TYPE OF EXPENDITURE BY MODE FOR EACH YEAR – ROW DATA</b>									
Function Class and Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported (c2)
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
<b>Materials and Supplies</b>									
2007	(b)	(b)	(b)	61.3%	0.3%	9.1%	(c1)	(c1)	70.8%
2008	(b)	(b)	(b)	62.6%	0.2%	9.1%	(c1)	(c1)	71.9%
2009	(b)	(b)	(b)	62.3%	0.3%	8.8%	(c1)	(c1)	71.4%
2010	(b)	(b)	(b)	60.2%	0.4%	9.7%	(c1)	(c1)	70.3%
2011	59.5%	0.1%	0.9%	60.5%	0.3%	8.8%	0.7%	0.0%	70.4%
2012	58.3%	0.1%	1.4%	59.8%	0.4%	9.3%	0.8%	0.0%	70.2%
2013	55.1%	0.2%	3.0%	58.3%	0.3%	9.7%	0.8%	0.0%	69.2%
<b>Utilities</b>									
2007	(b)	(b)	(b)	19.3%	0.4%	3.2%	(c1)	(c1)	22.9%
2008	(b)	(b)	(b)	19.0%	0.4%	3.1%	(c1)	(c1)	22.4%
2009	(b)	(b)	(b)	17.8%	0.4%	3.0%	(c1)	(c1)	21.2%
2010	(b)	(b)	(b)	17.9%	0.4%	3.0%	(c1)	(c1)	21.3%
2011	17.9%	0.0%	0.2%	18.2%	0.4%	2.7%	0.2%	0.0%	21.5%
2012	16.6%	0.0%	0.4%	17.0%	0.4%	3.3%	0.2%	0.0%	20.8%
2013	16.7%	0.1%	0.6%	17.4%	0.4%	3.3%	0.2%	0.0%	21.2%
<b>Casualty and Liability</b>									
2007	(b)	(b)	(b)	53.4%	0.4%	9.7%	(c1)	(c1)	63.4%
2008	(b)	(b)	(b)	51.9%	0.5%	12.4%	(c1)	(c1)	64.8%
2009	(b)	(b)	(b)	50.8%	0.5%	13.4%	(c1)	(c1)	64.7%
2010	(b)	(b)	(b)	52.7%	0.9%	12.8%	(c1)	(c1)	66.4%
2011	50.7%	0.0%	0.6%	51.3%	0.6%	11.4%	1.0%	0.0%	64.4%
2012	46.8%	0.1%	0.9%	47.8%	0.3%	13.0%	1.2%	0.0%	62.2%
2013	42.2%	0.2%	2.9%	45.3%	0.4%	11.6%	1.1%	0.0%	58.4%



**FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 76: OPERATING EXPENSES BY OBJECT CLASS AND MODE PART A: ROADWAY MODES SECTION TWO: PERCENT OF TYPE OF EXPENDITURE BY MODE FOR EACH YEAR – ROW DATA									
Function Class and Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported (c2)
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
<b>TOTAL: ALL OPERATING EXPENDITURES</b>									
2007	(b)	(b)	(b)	51.1%	0.6%	13.0%	(c1)	(c1)	64.7%
2008	(b)	(b)	(b)	51.2%	0.6%	13.3%	(c1)	(c1)	65.1%
2009	(b)	(b)	(b)	50.2%	0.6%	13.3%	(c1)	(c1)	64.2%
2010	(b)	(b)	(b)	49.9%	0.6%	13.7%	(c1)	(c1)	64.3%
2011	49.6%	0.1%	0.8%	50.5%	0.6%	12.4%	0.4%	0.1%	64.0%
2012	48.9%	0.1%	1.1%	50.0%	0.6%	12.4%	0.5%	0.1%	63.6%
2013	46.0%	0.2%	2.2%	48.5%	0.6%	12.2%	0.4%	0.1%	61.8%

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(a) Trolleybus is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(b) Included in Total Bus.

(c1) Included in Other Fixed Guideway Modes on Table 78, Part B.

(c2) Does not include Transit Vanpool and Publico from 2007 through 2010.

(i) Beginning in 2013, "expense transfers" are no longer included in operating expenses. "Expense transfers" included reclassifications of expenses from one function to another, reclassification of costs between cost centers and work orders, and capitalization of non-operating costs.

See Glossary following Tables for complete definitions.

TABLE 76: OPERATING EXPENSES BY OBJECT CLASS AND MODE  
 PART A: ROADWAY MODES  
 SECTION THREE: PERCENT OF MODE BY TYPE OF EXPENDITURE FOR EACH YEAR – COLUMN DATA

**FINANCIAL DATA: OPERATING EXPENDITURES  
 INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 76: OPERATING EXPENSES BY OBJECT CLASS AND MODE PART A: ROADWAY MODES SECTION THREE: PERCENT OF MODE BY TYPE OF EXPENDITURE FOR EACH YEAR – COLUMN DATA									
Function Class and Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported (c2)
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
<b>Salaries and Wages</b>									
2007	(b)	(b)	(b)	40.0%	50.4%	22.0%	(c1)	(c1)	36.4%
2008	(b)	(b)	(b)	39.8%	48.9%	20.4%	(c1)	(c1)	35.9%
2009	(b)	(b)	(b)	39.9%	48.6%	21.0%	(c1)	(c1)	36.0%
2010	(b)	(b)	(b)	39.7%	46.4%	21.9%	(c1)	(c1)	36.0%
2011	39.3%	38.1%	23.6%	39.0%	46.6%	20.8%	12.6%	0.2%	35.3%
2012	38.1%	28.6%	26.1%	37.8%	47.0%	19.9%	12.5%	0.2%	34.1%
2013	37.3%	35.3%	31.1%	37.0%	45.0%	20.0%	11.9%	0.3%	33.5%
<b>Fringe Benefits</b>									
2007	(b)	(b)	(b)	27.3%	33.1%	10.4%	(c1)	(c1)	23.9%
2008	(b)	(b)	(b)	26.3%	35.7%	10.0%	(c1)	(c1)	23.0%
2009	(b)	(b)	(b)	27.4%	35.4%	10.3%	(c1)	(c1)	23.9%
2010	(b)	(b)	(b)	28.4%	34.7%	11.0%	(c1)	(c1)	24.7%
2011	28.6%	28.6%	11.8%	28.3%	36.3%	11.2%	6.5%	0.0%	24.9%
2012	28.7%	21.4%	15.1%	28.4%	36.3%	10.8%	7.4%	0.0%	24.8%
2013	27.7%	29.8%	19.8%	27.4%	34.5%	10.4%	6.9%	0.0%	23.9%
<b>Services</b>									
2007	(b)	(b)	(b)	5.7%	8.7%	4.1%	(c1)	(c1)	5.4%
2008	(b)	(b)	(b)	5.8%	8.2%	4.1%	(c1)	(c1)	5.4%
2009	(b)	(b)	(b)	6.0%	10.1%	4.5%	(c1)	(c1)	5.7%
2010	(b)	(b)	(b)	5.9%	9.8%	5.2%	(c1)	(c1)	5.8%
2011	6.0%	11.0%	6.3%	6.0%	9.5%	5.2%	8.9%	1.6%	5.9%
2012	6.2%	29.9%	6.4%	6.2%	10.0%	5.7%	8.5%	2.0%	6.1%
2013	6.6%	16.2%	5.8%	6.6%	9.9%	6.0%	10.2%	2.3%	6.5%

**FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 76: OPERATING EXPENSES BY OBJECT CLASS AND MODE</b> <b>PART A: ROADWAY MODES</b> <b>SECTION THREE: PERCENT OF MODE BY TYPE OF EXPENDITURE FOR EACH YEAR – COLUMN DATA</b>									
Function Class and Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported (c2)
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
<b>Materials and Supplies</b>									
2007	(b)	(b)	(b)	13.9%	6.1%	8.1%	(c1)	(c1)	12.7%
2008	(b)	(b)	(b)	15.6%	5.2%	8.7%	(c1)	(c1)	14.1%
2009	(b)	(b)	(b)	14.0%	6.0%	7.4%	(c1)	(c1)	12.5%
2010	(b)	(b)	(b)	12.9%	6.6%	7.5%	(c1)	(c1)	11.7%
2011	13.7%	14.8%	13.1%	13.6%	6.4%	8.1%	19.1%	0.0%	12.5%
2012	14.0%	17.3%	14.8%	14.0%	7.3%	8.8%	19.8%	0.0%	12.9%
2013	13.4%	10.7%	14.9%	13.4%	6.4%	8.8%	21.0%	0.0%	12.5%
<b>Utilities</b>									
2007	(b)	(b)	(b)	1.3%	2.1%	0.8%	(c1)	(c1)	1.2%
2008	(b)	(b)	(b)	1.3%	2.1%	0.8%	(c1)	(c1)	1.2%
2009	(b)	(b)	(b)	1.2%	2.2%	0.8%	(c1)	(c1)	1.2%
2010	(b)	(b)	(b)	1.2%	2.1%	0.7%	(c1)	(c1)	1.1%
2011	1.2%	1.0%	0.9%	1.2%	2.1%	0.7%	1.3%	0.0%	1.1%
2012	1.1%	0.8%	1.1%	1.1%	2.1%	0.8%	1.1%	0.0%	1.0%
2013	1.1%	0.7%	0.9%	1.1%	2.0%	0.8%	1.3%	0.0%	1.1%
<b>Casualty and Liability</b>									
2007	(b)	(b)	(b)	2.6%	1.7%	1.8%	(c1)	(c1)	2.4%
2008	(b)	(b)	(b)	2.3%	2.0%	2.1%	(c1)	(c1)	2.2%
2009	(b)	(b)	(b)	2.3%	2.0%	2.3%	(c1)	(c1)	2.3%
2010	(b)	(b)	(b)	2.7%	3.7%	2.4%	(c1)	(c1)	2.7%
2011	2.7%	1.9%	1.8%	2.7%	2.6%	2.4%	6.3%	0.0%	2.6%
2012	2.1%	1.9%	1.8%	2.1%	1.2%	2.3%	5.7%	0.0%	2.2%
2013	2.2%	2.0%	3.1%	2.2%	1.7%	2.2%	6.2%	0.0%	2.2%



**FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 76: OPERATING EXPENSES BY OBJECT CLASS AND MODE PART A: ROADWAY MODES SECTION THREE: PERCENT OF MODE BY TYPE OF EXPENDITURE FOR EACH YEAR – COLUMN DATA</b>									
Function Class and Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported (c2)
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
<b>TOTAL: ALL OPERATING EXPENDITURES</b>									
2007	(b)	(b)	(b)	100.0%	100.0%	100.0%	(c1)	(c1)	100.0%
2008	(b)	(b)	(b)	100.0%	100.0%	100.0%	(c1)	(c1)	100.0%
2009	(b)	(b)	(b)	100.0%	100.0%	100.0%	(c1)	(c1)	100.0%
2010	(b)	(b)	(b)	100.0%	100.0%	100.0%	(c1)	(c1)	100.0%
2011	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
2012	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
2013	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(a) Trolleybus is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(b) Included in Total Bus.

(c1) Included in Other Fixed Guideway Modes on Table 78, Part B.

(c2) Does not include Transit Vanpool and Publico from 2007 through 2010.

(i) Beginning in 2013, "expense transfers" are no longer included in operating expenses. "Expense transfers" included reclassifications of expenses from one function to another, reclassification of costs between cost centers and work orders, and capitalization of non-operating costs.

See Glossary following Tables for complete definitions.

TABLE 76: OPERATING EXPENSES BY OBJECT CLASS AND MODE  
 PART A: ROADWAY MODES  
 SECTION FOUR: PERCENT BY TYPE OF EXPENDITURE AND MODE FOR TOTAL  
 EXPENDITURE FOR EACH YEAR – TABLE-WIDE DATA FOR EACH YEAR

**FINANCIAL DATA: OPERATING EXPENDITURES  
 INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 76: OPERATING EXPENSES BY OBJECT CLASS AND MODE PART A: ROADWAY MODES SECTION FOUR: PERCENT BY TYPE OF EXPENDITURE AND MODE FOR TOTAL EXPENDITURE FOR EACH YEAR – TABLE-WIDE DATA FOR EACH YEAR									
Function Class and Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported (c2)
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
<b>Salaries and Wages</b>									
2007	(b)	(b)	(b)	20.4%	0.3%	2.9%	(c1)	(c1)	23.6%
2008	(b)	(b)	(b)	20.4%	0.3%	2.7%	(c1)	(c1)	23.4%
2009	(b)	(b)	(b)	20.0%	0.3%	2.8%	(c1)	(c1)	23.1%
2010	(b)	(b)	(b)	19.8%	0.3%	3.0%	(c1)	(c1)	23.1%
2011	19.5%	0.0%	0.2%	19.7%	0.3%	2.6%	0.1%	0.0%	22.6%
2012	18.6%	0.0%	0.3%	18.9%	0.3%	2.5%	0.1%	0.0%	21.7%
2013	17.2%	0.1%	0.7%	17.9%	0.3%	2.4%	0.1%	0.0%	20.7%
<b>Fringe Benefits</b>									
2007	(b)	(b)	(b)	13.9%	0.2%	1.4%	(c1)	(c1)	15.5%
2008	(b)	(b)	(b)	13.5%	0.2%	1.3%	(c1)	(c1)	15.0%
2009	(b)	(b)	(b)	13.7%	0.2%	1.4%	(c1)	(c1)	15.3%
2010	(b)	(b)	(b)	14.2%	0.2%	1.5%	(c1)	(c1)	15.9%
2011	14.2%	0.0%	0.1%	14.3%	0.2%	1.4%	0.0%	0.0%	15.9%
2012	14.0%	0.0%	0.2%	14.2%	0.2%	1.3%	0.0%	0.0%	15.8%
2013	12.7%	0.1%	0.4%	13.3%	0.2%	1.3%	0.0%	0.0%	14.8%



**FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 76: OPERATING EXPENSES BY OBJECT CLASS AND MODE PART A: ROADWAY MODES SECTION FOUR: PERCENT BY TYPE OF EXPENDITURE AND MODE FOR TOTAL EXPENDITURE FOR EACH YEAR – TABLE-WIDE DATA FOR EACH YEAR</b>									
Function Class and Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported (c2)
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
<b>Services</b>									
2007	(b)	(b)	(b)	2.9%	0.1%	0.5%	(c1)	(c1)	3.5%
2008	(b)	(b)	(b)	2.9%	0.0%	0.5%	(c1)	(c1)	3.5%
2009	(b)	(b)	(b)	3.0%	0.1%	0.6%	(c1)	(c1)	3.7%
2010	(b)	(b)	(b)	3.0%	0.1%	0.7%	(c1)	(c1)	3.7%
2011	3.0%	0.0%	0.1%	3.0%	0.1%	0.6%	0.0%	0.0%	3.7%
2012	3.0%	0.0%	0.1%	3.1%	0.1%	0.7%	0.0%	0.0%	3.9%
2013	3.0%	0.0%	0.1%	3.2%	0.1%	0.7%	0.0%	0.0%	4.0%
<b>Materials and Supplies</b>									
2007	(b)	(b)	(b)	7.1%	0.0%	1.1%	(c1)	(c1)	8.2%
2008	(b)	(b)	(b)	8.0%	0.0%	1.2%	(c1)	(c1)	9.2%
2009	(b)	(b)	(b)	7.0%	0.0%	1.0%	(c1)	(c1)	8.0%
2010	(b)	(b)	(b)	6.4%	0.0%	1.0%	(c1)	(c1)	7.5%
2011	6.8%	0.0%	0.1%	6.9%	0.0%	1.0%	0.1%	0.0%	8.0%
2012	6.8%	0.0%	0.2%	7.0%	0.0%	1.1%	0.1%	0.0%	8.2%
2013	6.1%	0.0%	0.3%	6.5%	0.0%	1.1%	0.1%	0.0%	7.7%
<b>Utilities</b>									
2007	(b)	(b)	(b)	0.7%	0.0%	0.1%	(c1)	(c1)	0.8%
2008	(b)	(b)	(b)	0.6%	0.0%	0.1%	(c1)	(c1)	0.8%
2009	(b)	(b)	(b)	0.6%	0.0%	0.1%	(c1)	(c1)	0.7%
2010	(b)	(b)	(b)	0.6%	0.0%	0.1%	(c1)	(c1)	0.7%
2011	0.6%	0.0%	0.0%	0.6%	0.0%	0.1%	0.0%	0.0%	0.7%
2012	0.5%	0.0%	0.0%	0.5%	0.0%	0.1%	0.0%	0.0%	0.7%
2013	0.5%	0.0%	0.0%	0.5%	0.0%	0.1%	0.0%	0.0%	0.7%

**FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 76: OPERATING EXPENSES BY OBJECT CLASS AND MODE PART A: ROADWAY MODES SECTION FOUR: PERCENT BY TYPE OF EXPENDITURE AND MODE FOR TOTAL EXPENDITURE FOR EACH YEAR – TABLE-WIDE DATA FOR EACH YEAR</b>									
Function Class and Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported (c2)
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
<b>Casualty and Liability</b>									
2007	(b)	(b)	(b)	1.3%	0.0%	0.2%	(c1)	(c1)	1.6%
2008	(b)	(b)	(b)	1.2%	0.0%	0.3%	(c1)	(c1)	1.5%
2009	(b)	(b)	(b)	1.2%	0.0%	0.3%	(c1)	(c1)	1.5%
2010	(b)	(b)	(b)	1.4%	0.0%	0.3%	(c1)	(c1)	1.7%
2011	1.3%	0.0%	0.0%	1.3%	0.0%	0.3%	0.0%	0.0%	1.7%
2012	1.0%	0.0%	0.0%	1.1%	0.0%	0.3%	0.0%	0.0%	1.4%
2013	1.0%	0.0%	0.1%	1.1%	0.0%	0.3%	0.0%	0.0%	1.4%
<b>Purchased Transportation</b>									
2007	(b)	(b)	(b)	4.9%	0.0%	6.7%	(c1)	(c1)	11.5%
2008	(b)	(b)	(b)	4.7%	0.0%	6.9%	(c1)	(c1)	11.6%
2009	(b)	(b)	(b)	4.7%	0.0%	6.9%	(c1)	(c1)	11.6%
2010	(b)	(b)	(b)	4.5%	0.0%	6.8%	(c1)	(c1)	11.3%
2011	4.2%	0.0%	0.3%	4.5%	0.0%	6.2%	0.2%	0.1%	11.0%
2012	4.8%	0.0%	0.3%	5.1%	0.0%	6.2%	0.2%	0.1%	11.6%
2013	4.7%	0.0%	0.4%	5.1%	0.0%	6.1%	0.2%	0.1%	11.5%
<b>Other</b>									
2007	(b)	(b)	(b)	0.7%	0.0%	0.2%	(c1)	(c1)	1.0%
2008	(b)	(b)	(b)	0.8%	0.0%	0.2%	(c1)	(c1)	1.0%
2009	(b)	(b)	(b)	0.8%	0.0%	0.2%	(c1)	(c1)	1.0%
2010	(b)	(b)	(b)	0.7%	0.0%	0.2%	(c1)	(c1)	1.0%
2011	0.7%	0.0%	0.0%	0.7%	0.0%	0.2%	0.0%	0.0%	0.9%
2012	0.7%	0.0%	0.0%	0.7%	0.0%	0.2%	0.0%	0.0%	1.0%
2013	0.7%	0.0%	0.1%	0.8%	0.0%	0.2%	0.0%	0.0%	1.0%

**FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 76: OPERATING EXPENSES BY OBJECT CLASS AND MODE PART A: ROADWAY MODES SECTION FOUR: PERCENT BY TYPE OF EXPENDITURE AND MODE FOR TOTAL EXPENDITURE FOR EACH YEAR – TABLE-WIDE DATA FOR EACH YEAR</b>									
Function Class and Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported (c2)
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
<b>Expense Transfer</b>									
2007	(b)	(b)	(b)	-0.8%	0.0%	0.0%	(c1)	(c1)	-0.8%
2008	(b)	(b)	(b)	-0.8%	0.0%	0.0%	(c1)	(c1)	-0.8%
2009	(b)	(b)	(b)	-0.8%	0.0%	0.0%	(c1)	(c1)	-0.8%
2010	(b)	(b)	(b)	-0.7%	0.0%	0.0%	(c1)	(c1)	-0.7%
2011	-0.6%	0.0%	0.0%	-0.6%	0.0%	0.0%	0.0%	0.0%	-0.6%
2012	-0.6%	0.0%	0.0%	-0.6%	0.0%	0.0%	0.0%	0.0%	-0.7%
2013 (i)	---	---	---	---	---	---	---	---	---
<b>TOTAL: ALL OPERATING EXPENDITURES</b>									
2007	(b)	(b)	(b)	51.1%	0.6%	13.0%	(c1)	(c1)	64.7%
2008	(b)	(b)	(b)	51.2%	0.6%	13.3%	(c1)	(c1)	65.1%
2009	(b)	(b)	(b)	50.2%	0.6%	13.3%	(c1)	(c1)	64.2%
2010	(b)	(b)	(b)	49.9%	0.6%	13.7%	(c1)	(c1)	64.3%
2011	49.6%	0.1%	0.8%	50.5%	0.6%	12.4%	0.4%	0.1%	64.0%
2012	48.9%	0.1%	1.1%	50.0%	0.6%	12.4%	0.5%	0.1%	63.6%
2013	46.0%	0.2%	2.2%	48.5%	0.6%	12.2%	0.4%	0.1%	61.8%

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(a) Trolleybus is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(b) Included in Total Bus.

(c1) Included in Other Fixed Guideway Modes on Table 78, Part B.

(c2) Does not include Transit Vanpool and Publico from 2007 through 2010.

(i) Beginning in 2013, "expense transfers" are no longer included in operating expenses. "Expense transfers" included reclassifications of expenses from one function to another, reclassification of costs between cost centers and work orders, and capitalization of non-operating costs.

See Glossary following Tables for complete definitions.

TABLE 76: OPERATING EXPENSES BY OBJECT CLASS AND MODE  
 PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL  
 SECTION ONE: MILLIONS OF DOLLARS

FINANCIAL DATA: OPERATING EXPENDITURES  
 INCLUDES ENTIRE TRANSIT INDUSTRY

TABLE 76: OPERATING EXPENSES BY FUNCTION CLASS AND MODE PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL SECTION ONE: MILLIONS OF DOLLARS											
Function Class and Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
<b>Salaries and Wages</b>											
2007	1,508.2	(g)	1,508.2	2,953.5	458.5	(f)	458.5	(h)	296.7	5,216.9	13,204.7
2008	1,518.3	(g)	1,518.3	3,071.0	499.0	(f)	499.0	(h)	317.4	5,405.7	13,914.2
2009	1,595.6	(g)	1,595.6	3,160.5	528.7	(f)	528.7	(h)	314.6	5,599.4	14,212.3
2010	1,572.8	(g)	1,572.8	3,147.2	531.9	(f)	531.9	(h)	304.9	5,556.8	14,285.5
2011	1,594.0	4.6	1,598.6	3,218.1	509.2	38.4	547.6	206.3	86.7	5,657.3	14,331.2
2012	1,608.4	5.5	1,613.9	3,278.6	534.6	48.0	582.6	207.0	64.8	5,746.9	14,368.7
2013	1,580.8	6.7	1,587.5	3,355.4	568.5	42.2	610.7	204.9	63.1	5,821.7	14,546.2
<b>Fringe Benefits</b>											
2007	1,176.3	(g)	1,176.3	2,250.9	304.5	(f)	304.5	(h)	110.4	3,842.1	9,091.6
2008	1,140.1	(g)	1,140.1	2,303.9	334.9	(f)	334.9	(h)	131.6	3,910.5	9,366.5
2009	1,254.9	(g)	1,254.9	2,467.4	361.2	(f)	361.2	(h)	133.2	4,216.7	9,926.8
2010	1,269.7	(g)	1,269.7	2,552.0	381.7	(f)	381.7	(h)	140.0	4,343.4	10,341.6
2011	1,288.9	3.4	1,292.3	2,675.9	357.9	37.2	395.1	80.2	49.1	4,492.6	10,597.3
2012	1,365.7	4.3	1,370.1	2,857.7	385.0	42.4	427.5	82.7	38.8	4,776.7	11,048.2
2013	1,351.0	4.8	1,355.7	2,936.0	398.9	35.5	434.4	81.6	33.8	4,841.6	11,066.1
<b>Services</b>											
2007	341.7	(g)	341.7	313.4	143.0	(f)	143.0	(h)	87.8	885.9	2,063.2
2008	402.6	(g)	402.6	360.5	153.6	(f)	153.6	(h)	95.5	1,012.2	2,299.1
2009	427.3	(g)	427.3	363.9	196.1	(f)	196.1	(h)	95.9	1,083.2	2,453.2
2010	415.1	(g)	415.1	365.3	222.9	(f)	222.9	(h)	90.3	1,093.6	2,505.7
2011	435.7	7.2	442.9	370.2	208.5	8.5	217.0	45.2	31.4	1,106.7	2,544.5
2012	449.2	7.3	456.5	417.5	239.1	12.0	251.1	56.5	17.2	1,198.9	2,748.9
2013	528.5	10.8	539.3	433.7	247.9	7.2	255.1	50.3	16.4	1,294.8	2,996.5

**FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 76: OPERATING EXPENSES BY FUNCTION CLASS AND MODE PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL SECTION ONE: MILLIONS OF DOLLARS</b>											
Function Class and Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
<b>Materials and Supplies</b>											
2007	511.8	(g)	511.8	404.0	75.3	(f)	75.3	(h)	155.8	1,146.9	3,922.1
2008	585.7	(g)	585.7	440.4	83.0	(f)	83.0	(h)	201.4	1,310.5	4,657.6
2009	517.0	(g)	517.0	421.7	91.1	(f)	91.1	(h)	171.0	1,200.8	4,193.1
2010	510.6	(g)	510.6	406.8	108.2	(f)	108.2	(h)	175.1	1,200.7	4,040.5
2011	571.9	2.1	574.0	427.8	105.6	4.9	110.5	156.9	23.7	1,292.9	4,364.0
2012	621.3	2.8	624.1	442.4	129.2	9.8	139.1	166.0	18.5	1,390.1	4,659.1
2013	643.4	2.6	646.0	477.6	136.8	8.0	144.8	164.9	18.2	1,451.6	4,706.0
<b>Utilities</b>											
2007	297.0	(g)	297.0	480.1	87.2	(f)	87.2	(h)	17.7	882.0	1,144.1
2008	311.0	(g)	311.0	530.8	93.1	(f)	93.1	(h)	20.6	955.5	1,231.8
2009	318.3	(g)	318.3	580.5	100.8	(f)	100.8	(h)	21.7	1,021.3	1,296.6
2010	319.9	(g)	319.9	556.1	104.3	(f)	104.3	(h)	17.0	997.3	1,267.5
2011	321.5	0.6	322.1	562.8	105.3	4.7	110.0	6.6	7.5	1,009.0	1,285.0
2012	304.6	0.6	305.2	562.0	106.9	5.2	112.1	7.5	6.8	993.5	1,255.2
2013	307.7	1.0	308.7	578.1	117.7	5.5	123.1	7.3	9.0	1,026.3	1,302.8
<b>Casualty and Liability</b>											
2007	116.0	(g)	116.0	126.2	28.3	(f)	28.3	(h)	32.4	302.9	828.6
2008	101.1	(g)	101.1	112.5	29.9	(f)	29.9	(h)	44.1	287.6	818.0
2009	106.6	(g)	106.6	128.3	22.9	(f)	22.9	(h)	42.7	300.5	851.2
2010	117.7	(g)	117.7	138.3	28.3	(f)	28.3	(h)	41.4	325.7	970.5
2011	118.8	2.6	121.4	173.0	26.3	5.7	32.0	27.5	4.9	358.8	1,006.7
2012	143.4	3.9	147.2	117.3	24.1	5.9	30.0	26.7	8.3	329.6	872.9
2013	183.5	4.0	187.5	163.6	28.9	5.4	34.3	22.5	8.9	416.8	1,002.0



**FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 76: OPERATING EXPENSES BY FUNCTION CLASS AND MODE PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL SECTION ONE: MILLIONS OF DOLLARS</b>											
Function Class and Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
<b>TOTAL: ALL OPERATING EXPENDITURES</b>											
2007	4,014.7	(g)	4,014.7	5,888.3	1,169.5	(f)	1,169.5	(h)	877.8	11,950.3	33,877.3
2008	4,315.8	(g)	4,315.8	6,128.5	1,268.3	(f)	1,268.3	(h)	990.7	12,703.3	36,397.9
2009	4,625.7	(g)	4,625.7	6,310.5	1,409.9	(f)	1,409.9	(h)	995.8	13,341.9	37,245.0
2010	4,639.7	(g)	4,639.7	6,369.7	1,503.8	(f)	1,503.8	(h)	980.5	13,493.7	37,754.9
2011	4,755.7	57.6	4,813.3	6,669.1	1,404.5	108.5	1,513.0	588.0	214.6	13,798.0	38,362.1
2012	4,981.2	62.9	5,044.1	6,981.6	1,490.5	134.2	1,624.7	608.8	188.3	14,447.5	39,700.9
2013	5,370.8	80.3	5,451.1	8,173.1	1,586.1	132.7	1,718.7	596.9	184.8	16,124.7	42,188.1

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.  
 (d) Includes aerial tramway, automated guideway transit, cable car, inclined plane, and monorail, and ferryboat. From 2007 through 2010 includes Roadway Modes transit vanpool and publico.  
 (e) Does not include trolleybus which is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.  
 (f) Included in Light Rail.  
 (g) Included in Commuter Rail.  
 (h) Included in Other Fixed-Guideway Modes.  
 (i) Beginning in 2013, "expense transfers" are no longer included in operating expenses. "Expense transfers" included reclassifications of expenses from one function to another, reclassification of costs between cost centers and work orders, and capitalization of non-operating costs.  
 See Glossary following Tables for complete definitions.

**TABLE 76: OPERATING EXPENSES BY OBJECT CLASS AND MODE**  
**PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL**  
**SECTION TWO: PERCENT OF TYPE OF EXPENDITURE BY MODE FOR EACH YEAR – ROW DATA**

**FINANCIAL DATA: OPERATING EXPENDITURES  
 INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 76: OPERATING EXPENSES BY FUNCTION CLASS AND MODE</b>											
<b>PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL</b>											
<b>SECTION TWO: PERCENT OF TYPE OF EXPENDITURE BY MODE FOR EACH YEAR – ROW DATA</b>											
Function Class and Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
<b>Salaries and Wages</b>											
2007	11.4%	(g)	11.4%	22.4%	3.5%	(f)	3.5%	(h)	2.2%	39.5%	100.0%
2008	10.9%	(g)	10.9%	22.1%	3.6%	(f)	3.6%	(h)	2.3%	38.9%	100.0%
2009	11.2%	(g)	11.2%	22.2%	3.7%	(f)	3.7%	(h)	2.2%	39.4%	100.0%
2010	11.0%	(g)	11.0%	22.0%	3.7%	(f)	3.7%	(h)	2.1%	38.9%	100.0%
2011	11.1%	0.0%	11.2%	22.5%	3.6%	0.3%	3.8%	1.4%	0.6%	39.5%	100.0%
2012	11.2%	0.0%	11.2%	22.8%	3.7%	0.3%	4.1%	1.4%	0.5%	40.0%	100.0%
2013	10.9%	0.0%	10.9%	23.1%	3.9%	0.3%	4.2%	1.4%	0.4%	40.0%	100.0%
<b>Fringe Benefits</b>											
2007	12.9%	(g)	12.9%	24.8%	3.3%	(f)	3.3%	(h)	1.2%	42.3%	100.0%
2008	12.2%	(g)	12.2%	24.6%	3.6%	(f)	3.6%	(h)	1.4%	41.7%	100.0%
2009	12.6%	(g)	12.6%	24.9%	3.6%	(f)	3.6%	(h)	1.3%	42.5%	100.0%
2010	12.3%	(g)	12.3%	24.7%	3.7%	(f)	3.7%	(h)	1.4%	42.0%	100.0%
2011	12.2%	0.0%	12.2%	25.3%	3.4%	0.4%	3.7%	0.8%	0.5%	42.4%	100.0%
2012	12.4%	0.0%	12.4%	25.9%	3.5%	0.4%	3.9%	0.7%	0.4%	43.2%	100.0%
2013	12.2%	0.0%	12.3%	26.5%	3.6%	0.3%	3.9%	0.7%	0.3%	43.8%	100.0%
<b>Services</b>											
2007	16.6%	(g)	16.6%	15.2%	6.9%	(f)	6.9%	(h)	4.3%	42.9%	100.0%
2008	17.5%	(g)	17.5%	15.7%	6.7%	(f)	6.7%	(h)	4.2%	44.0%	100.0%
2009	17.4%	(g)	17.4%	14.8%	8.0%	(f)	8.0%	(h)	3.9%	44.2%	100.0%
2010	16.6%	(g)	16.6%	14.6%	8.9%	(f)	8.9%	(h)	3.6%	43.6%	100.0%
2011	17.1%	0.3%	17.4%	14.5%	8.2%	0.3%	8.5%	1.8%	1.2%	43.5%	100.0%
2012	16.3%	0.3%	16.6%	15.2%	8.7%	0.4%	9.1%	2.1%	0.6%	43.6%	100.0%
2013	17.6%	0.4%	18.0%	14.5%	8.3%	0.2%	8.5%	1.7%	0.5%	43.2%	100.0%



**FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 76: OPERATING EXPENSES BY FUNCTION CLASS AND MODE</b> <b>PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL</b> <b>SECTION TWO: PERCENT OF TYPE OF EXPENDITURE BY MODE FOR EACH YEAR – ROW DATA</b>											
Function Class and Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
<b>Materials and Supplies</b>											
2007	13.0%	(g)	13.0%	10.3%	1.9%	(f)	1.9%	(h)	4.0%	29.2%	100.0%
2008	12.6%	(g)	12.6%	9.5%	1.8%	(f)	1.8%	(h)	4.3%	28.1%	100.0%
2009	12.3%	(g)	12.3%	10.1%	2.2%	(f)	2.2%	(h)	4.1%	28.6%	100.0%
2010	12.6%	(g)	12.6%	10.1%	2.7%	(f)	2.7%	(h)	4.3%	29.7%	100.0%
2011	13.1%	0.0%	13.2%	9.8%	2.4%	0.1%	2.5%	3.6%	0.5%	29.6%	100.0%
2012	13.3%	0.1%	13.4%	9.5%	2.8%	0.2%	3.0%	3.6%	0.4%	29.8%	100.0%
2013	13.7%	0.1%	13.7%	10.1%	2.9%	0.2%	3.1%	3.5%	0.4%	30.8%	100.0%
<b>Utilities</b>											
2007	26.0%	(g)	26.0%	42.0%	7.6%	(f)	7.6%	(h)	1.5%	77.1%	100.0%
2008	25.2%	(g)	25.2%	43.1%	7.6%	(f)	7.6%	(h)	1.7%	77.6%	100.0%
2009	24.5%	(g)	24.5%	44.8%	7.8%	(f)	7.8%	(h)	1.7%	78.8%	100.0%
2010	25.2%	(g)	25.2%	43.9%	8.2%	(f)	8.2%	(h)	1.3%	78.7%	100.0%
2011	25.0%	0.0%	25.1%	43.8%	8.2%	0.4%	8.6%	0.5%	0.6%	78.5%	100.0%
2012	24.3%	0.0%	24.3%	44.8%	8.5%	0.4%	8.9%	0.6%	0.5%	79.2%	100.0%
2013	23.6%	0.1%	23.7%	44.4%	9.0%	0.4%	9.4%	0.6%	0.7%	78.8%	100.0%
<b>Casualty and Liability</b>											
2007	14.0%	(g)	14.0%	15.2%	3.4%	(f)	3.4%	(h)	3.9%	36.6%	100.0%
2008	12.4%	(g)	12.4%	13.8%	3.7%	(f)	3.7%	(h)	5.4%	35.2%	100.0%
2009	12.5%	(g)	12.5%	15.1%	2.7%	(f)	2.7%	(h)	5.0%	35.3%	100.0%
2010	12.1%	(g)	12.1%	14.3%	2.9%	(f)	2.9%	(h)	4.3%	33.6%	100.0%
2011	11.8%	0.3%	12.1%	17.2%	2.6%	0.6%	3.2%	2.7%	0.5%	35.6%	100.0%
2012	16.4%	0.4%	16.9%	13.4%	2.8%	0.7%	3.4%	3.1%	1.0%	37.8%	100.0%
2013	18.3%	0.4%	18.7%	16.3%	2.9%	0.5%	3.4%	2.2%	0.9%	41.6%	100.0%



**FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 76: OPERATING EXPENSES BY FUNCTION CLASS AND MODE PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL SECTION TWO: PERCENT OF TYPE OF EXPENDITURE BY MODE FOR EACH YEAR – ROW DATA</b>											
Function Class and Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
<b>TOTAL: ALL OPERATING EXPENDITURES</b>											
2007	11.9%	(g)	11.9%	17.4%	3.5%	(f)	3.5%	(h)	2.6%	35.3%	100.0%
2008	11.9%	(g)	11.9%	16.8%	3.5%	(f)	3.5%	(h)	2.7%	34.9%	100.0%
2009	12.4%	(g)	12.4%	16.9%	3.8%	(f)	3.8%	(h)	2.7%	35.8%	100.0%
2010	12.3%	(g)	12.3%	16.9%	4.0%	(f)	4.0%	(h)	2.6%	35.7%	100.0%
2011	12.4%	0.2%	12.5%	17.4%	3.7%	0.3%	3.9%	1.5%	0.6%	36.0%	100.0%
2012	12.5%	0.2%	12.7%	17.6%	3.8%	0.3%	4.1%	1.5%	0.5%	36.4%	100.0%
2013	12.7%	0.2%	12.9%	19.4%	3.8%	0.3%	4.1%	1.4%	0.4%	38.2%	100.0%

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(d) Includes aerial tramway, automated guideway transit, cable car, inclined plane, and monorail, and ferryboat. From 2007 through 2010 includes Roadway Modes transit vanpool and publico.

(e) Does not include trolleybus which is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(f) Included in Light Rail.

(g) Included in Commuter Rail.

(h) Included in Other Fixed-Guideway Modes.

(d) Beginning in 2013, "expense transfers" are no longer included in operating expenses. "Expense transfers" included reclassifications of expenses from one function to another, reclassification of costs between cost centers and work orders, and capitalization of non-operating costs.

See Glossary following Tables for complete definitions.

TABLE 76: OPERATING EXPENSES BY OBJECT CLASS AND MODE  
 PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL  
 SECTION THREE: PERCENT OF MODE BY TYPE OF EXPENDITURE FOR EACH YEAR – COLUMN DATA

**FINANCIAL DATA: OPERATING EXPENDITURES  
 INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 76: OPERATING EXPENSES BY FUNCTION CLASS AND MODE PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL SECTION THREE: PERCENT OF MODE BY TYPE OF EXPENDITURE FOR EACH YEAR – COLUMN DATA											
Function Class and Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
<b>Salaries and Wages</b>											
2007	37.6%	(g)	37.6%	50.2%	39.2%	(f)	39.2%	(h)	33.8%	43.7%	39.0%
2008	35.2%	(g)	35.2%	50.1%	39.3%	(f)	39.3%	(h)	32.0%	42.6%	38.2%
2009	34.5%	(g)	34.5%	50.1%	37.5%	(f)	37.5%	(h)	31.6%	42.0%	38.2%
2010	33.9%	(g)	33.9%	49.4%	35.4%	(f)	35.4%	(h)	31.1%	41.2%	37.8%
2011	33.5%	8.0%	33.2%	48.3%	36.3%	35.4%	36.2%	35.1%	40.4%	41.0%	37.4%
2012	32.3%	8.7%	32.0%	47.0%	35.9%	35.8%	35.9%	34.0%	34.4%	39.8%	36.2%
2013	29.4%	8.3%	29.1%	41.1%	35.8%	31.8%	35.5%	34.3%	34.1%	36.1%	34.5%
<b>Fringe Benefits</b>											
2007	29.3%	(g)	29.3%	38.2%	26.0%	(f)	26.0%	(h)	12.6%	32.2%	26.8%
2008	26.4%	(g)	26.4%	37.6%	26.4%	(f)	26.4%	(h)	13.3%	30.8%	25.7%
2009	27.1%	(g)	27.1%	39.1%	25.6%	(f)	25.6%	(h)	13.4%	31.6%	26.7%
2010	27.4%	(g)	27.4%	40.1%	25.4%	(f)	25.4%	(h)	14.3%	32.2%	27.4%
2011	27.1%	5.9%	26.8%	40.1%	25.5%	34.3%	26.1%	13.6%	22.9%	32.6%	27.6%
2012	27.4%	6.8%	27.2%	40.9%	25.8%	31.6%	26.3%	13.6%	20.6%	33.1%	27.8%
2013	25.2%	6.0%	24.9%	35.9%	25.1%	26.8%	25.3%	13.7%	18.3%	30.0%	26.2%
<b>Services</b>											
2007	8.5%	(g)	8.5%	5.3%	12.2%	(f)	12.2%	(h)	10.0%	7.4%	6.1%
2008	9.3%	(g)	9.3%	5.9%	12.1%	(f)	12.1%	(h)	9.6%	8.0%	6.3%
2009	9.2%	(g)	9.2%	5.8%	13.9%	(f)	13.9%	(h)	9.6%	8.1%	6.6%
2010	8.9%	(g)	8.9%	5.7%	14.8%	(f)	14.8%	(h)	9.2%	8.1%	6.6%
2011	9.2%	12.5%	9.2%	5.6%	14.8%	7.8%	14.3%	7.7%	14.6%	8.0%	6.6%
2012	9.0%	11.6%	9.1%	6.0%	16.0%	8.9%	15.5%	9.3%	9.1%	8.3%	6.9%
2013	9.8%	13.4%	9.9%	5.3%	15.6%	5.4%	14.8%	8.4%	8.9%	8.0%	7.1%

**FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 76: OPERATING EXPENSES BY FUNCTION CLASS AND MODE PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL SECTION THREE: PERCENT OF MODE BY TYPE OF EXPENDITURE FOR EACH YEAR – COLUMN DATA</b>											
Function Class and Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
<b>Materials and Supplies</b>											
2007	12.7%	(g)	12.7%	6.9%	6.4%	(f)	6.4%	(h)	17.7%	9.6%	11.6%
2008	13.6%	(g)	13.6%	7.2%	6.5%	(f)	6.5%	(h)	20.3%	10.3%	12.8%
2009	11.2%	(g)	11.2%	6.7%	6.5%	(f)	6.5%	(h)	17.2%	9.0%	11.3%
2010	11.0%	(g)	11.0%	6.4%	7.2%	(f)	7.2%	(h)	17.9%	8.9%	10.7%
2011	12.0%	3.6%	11.9%	6.4%	7.5%	4.5%	7.3%	26.7%	11.0%	9.4%	11.4%
2012	12.5%	4.5%	12.4%	6.3%	8.7%	7.3%	8.6%	27.3%	9.8%	9.6%	11.7%
2013	12.0%	3.2%	11.9%	5.8%	8.6%	6.0%	8.4%	27.6%	9.8%	9.0%	11.2%
<b>Utilities</b>											
2007	7.4%	(g)	7.4%	8.2%	7.5%	(f)	7.5%	(h)	2.0%	7.4%	3.4%
2008	7.2%	(g)	7.2%	8.7%	7.3%	(f)	7.3%	(h)	2.1%	7.5%	3.4%
2009	6.9%	(g)	6.9%	9.2%	7.1%	(f)	7.1%	(h)	2.2%	7.7%	3.5%
2010	6.9%	(g)	6.9%	8.7%	6.9%	(f)	6.9%	(h)	1.7%	7.4%	3.4%
2011	6.8%	1.0%	6.7%	8.4%	7.5%	4.3%	7.3%	1.1%	3.5%	7.3%	3.3%
2012	6.1%	1.0%	6.1%	8.0%	7.2%	3.9%	6.9%	1.2%	3.6%	6.9%	3.2%
2013	5.7%	1.2%	5.7%	7.1%	7.4%	4.1%	7.2%	1.2%	4.9%	6.4%	3.1%
<b>Casualty and Liability</b>											
2007	2.9%	(g)	2.9%	2.1%	2.4%	(f)	2.4%	(h)	3.7%	2.5%	2.4%
2008	2.3%	(g)	2.3%	1.8%	2.4%	(f)	2.4%	(h)	4.5%	2.3%	2.2%
2009	2.3%	(g)	2.3%	2.0%	1.6%	(f)	1.6%	(h)	4.3%	2.3%	2.3%
2010	2.5%	(g)	2.5%	2.2%	1.9%	(f)	1.9%	(h)	4.2%	2.4%	2.6%
2011	2.5%	4.5%	2.5%	2.6%	1.9%	5.3%	2.1%	4.7%	2.3%	2.6%	2.6%
2012	2.9%	6.2%	2.9%	1.7%	1.6%	4.4%	1.8%	4.4%	4.4%	2.3%	2.2%
2013	3.4%	5.0%	3.4%	2.0%	1.8%	4.1%	2.0%	3.8%	4.8%	2.6%	2.4%



**FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 76: OPERATING EXPENSES BY FUNCTION CLASS AND MODE PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL SECTION THREE: PERCENT OF MODE BY TYPE OF EXPENDITURE FOR EACH YEAR – COLUMN DATA</b>											
Function Class and Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
<b>TOTAL: ALL OPERATING EXPENDITURES</b>											
2007	100.0%	(g)	100.0%	100.0%	100.0%	(f)	100.0%	(h)	100.0%	100.0%	100.0%
2008	100.0%	(g)	100.0%	100.0%	100.0%	(f)	100.0%	(h)	100.0%	100.0%	100.0%
2009	100.0%	(g)	100.0%	100.0%	100.0%	(f)	100.0%	(h)	100.0%	100.0%	100.0%
2010	100.0%	(g)	100.0%	100.0%	100.0%	(f)	100.0%	(h)	100.0%	100.0%	100.0%
2011	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
2012	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
2013	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.  
 (d) Includes aerial tramway, automated guideway transit, cable car, inclined plane, and monorail, and ferryboat. From 2007 through 2010 includes Roadway Modes transit vanpool and publico.  
 (e) Does not include trolleybus which is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.  
 (f) Included in Light Rail.  
 (g) Included in Commuter Rail.  
 (h) Included in Other Fixed-Guideway Modes.  
 (d) Beginning in 2013, "expense transfers" are no longer included in operating expenses. "Expense transfers" included reclassifications of expenses from one function to another, reclassification of costs between cost centers and work orders, and capitalization of non-operating costs.  
 See Glossary following Tables for complete definitions.

TABLE 76: OPERATING EXPENSES BY OBJECT CLASS AND MODE  
 PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL  
 SECTION FOUR: PERCENT BY TYPE OF EXPENDITURE AND MODE FOR TOTAL  
 EXPENDITURE FOR EACH YEAR – TABLE-WIDE DATA FOR EACH YEAR

**FINANCIAL DATA: OPERATING EXPENDITURES  
 INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 76: OPERATING EXPENSES BY FUNCTION CLASS AND MODE PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL SECTION FOUR: PERCENT BY TYPE OF EXPENDITURE AND MODE FOR TOTAL EXPENDITURE FOR EACH YEAR – TABLE-WIDE DATA FOR EACH YEAR											
Function Class and Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
<b>Salaries and Wages</b>											
2007	4.5%	(g)	4.5%	8.7%	1.4%	(f)	1.4%	(h)	0.9%	15.4%	39.0%
2008	4.2%	(g)	4.2%	8.4%	1.4%	(f)	1.4%	(h)	0.9%	14.9%	38.2%
2009	4.3%	(g)	4.3%	8.5%	1.4%	(f)	1.4%	(h)	0.8%	15.0%	38.2%
2010	4.2%	(g)	4.2%	8.3%	1.4%	(f)	1.4%	(h)	0.8%	14.7%	37.8%
2011	4.2%	0.0%	4.2%	8.4%	1.3%	0.1%	1.4%	0.5%	0.2%	14.7%	37.4%
2012	4.1%	0.0%	4.1%	8.3%	1.3%	0.1%	1.5%	0.5%	0.2%	14.5%	36.2%
2013	3.7%	0.0%	3.8%	8.0%	1.3%	0.1%	1.4%	0.5%	0.1%	13.8%	34.5%
<b>Fringe Benefits</b>											
2007	3.5%	(g)	3.5%	6.6%	0.9%	(f)	0.9%	(h)	0.3%	11.3%	26.8%
2008	3.1%	(g)	3.1%	6.3%	0.9%	(f)	0.9%	(h)	0.4%	10.7%	25.7%
2009	3.4%	(g)	3.4%	6.6%	1.0%	(f)	1.0%	(h)	0.4%	11.3%	26.7%
2010	3.4%	(g)	3.4%	6.8%	1.0%	(f)	1.0%	(h)	0.4%	11.5%	27.4%
2011	3.4%	0.0%	3.4%	7.0%	0.9%	0.1%	1.0%	0.2%	0.1%	11.7%	27.6%
2012	3.4%	0.0%	3.5%	7.2%	1.0%	0.1%	1.1%	0.2%	0.1%	12.0%	27.8%
2013	3.2%	0.0%	3.2%	7.0%	0.9%	0.1%	1.0%	0.2%	0.1%	11.5%	26.2%



**FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 76: OPERATING EXPENSES BY FUNCTION CLASS AND MODE PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL SECTION FOUR: PERCENT BY TYPE OF EXPENDITURE AND MODE FOR TOTAL EXPENDITURE FOR EACH YEAR – TABLE-WIDE DATA FOR EACH YEAR</b>											
Function Class and Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
<b>Services</b>											
2007	1.0%	(g)	1.0%	0.9%	0.4%	(f)	0.4%	(h)	0.3%	2.6%	6.1%
2008	1.1%	(g)	1.1%	1.0%	0.4%	(f)	0.4%	(h)	0.3%	2.8%	6.3%
2009	1.1%	(g)	1.1%	1.0%	0.5%	(f)	0.5%	(h)	0.3%	2.9%	6.6%
2010	1.1%	(g)	1.1%	1.0%	0.6%	(f)	0.6%	(h)	0.2%	2.9%	6.6%
2011	1.1%	0.0%	1.2%	1.0%	0.5%	0.0%	0.6%	0.1%	0.1%	2.9%	6.6%
2012	1.1%	0.0%	1.1%	1.1%	0.6%	0.0%	0.6%	0.1%	0.0%	3.0%	6.9%
2013	1.3%	0.0%	1.3%	1.0%	0.6%	0.0%	0.6%	0.1%	0.0%	3.1%	7.1%
<b>Materials and Supplies</b>											
2007	1.5%	(g)	1.5%	1.2%	0.2%	(f)	0.2%	(h)	0.5%	3.4%	11.6%
2008	1.6%	(g)	1.6%	1.2%	0.2%	(f)	0.2%	(h)	0.6%	3.6%	12.8%
2009	1.4%	(g)	1.4%	1.1%	0.2%	(f)	0.2%	(h)	0.5%	3.2%	11.3%
2010	1.4%	(g)	1.4%	1.1%	0.3%	(f)	0.3%	(h)	0.5%	3.2%	10.7%
2011	1.5%	0.0%	1.5%	1.1%	0.3%	0.0%	0.3%	0.4%	0.1%	3.4%	11.4%
2012	1.6%	0.0%	1.6%	1.1%	0.3%	0.0%	0.4%	0.4%	0.0%	3.5%	11.7%
2013	1.5%	0.0%	1.5%	1.1%	0.3%	0.0%	0.3%	0.4%	0.0%	3.4%	11.2%
<b>Utilities</b>											
2007	0.9%	(g)	0.9%	1.4%	0.3%	(f)	0.3%	(h)	0.1%	2.6%	3.4%
2008	0.9%	(g)	0.9%	1.5%	0.3%	(f)	0.3%	(h)	0.1%	2.6%	3.4%
2009	0.9%	(g)	0.9%	1.6%	0.3%	(f)	0.3%	(h)	0.1%	2.7%	3.5%
2010	0.8%	(g)	0.8%	1.5%	0.3%	(f)	0.3%	(h)	0.0%	2.6%	3.4%
2011	0.8%	0.0%	0.8%	1.5%	0.3%	0.0%	0.3%	0.0%	0.0%	2.6%	3.3%
2012	0.8%	0.0%	0.8%	1.4%	0.3%	0.0%	0.3%	0.0%	0.0%	2.5%	3.2%
2013	0.7%	0.0%	0.7%	1.4%	0.3%	0.0%	0.3%	0.0%	0.0%	2.4%	3.1%

**FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 76: OPERATING EXPENSES BY FUNCTION CLASS AND MODE PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL SECTION FOUR: PERCENT BY TYPE OF EXPENDITURE AND MODE FOR TOTAL EXPENDITURE FOR EACH YEAR – TABLE-WIDE DATA FOR EACH YEAR</b>											
Function Class and Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
<b>Casualty and Liability</b>											
2007	0.3%	(g)	0.3%	0.4%	0.1%	(f)	0.1%	(h)	0.1%	0.9%	2.4%
2008	0.3%	(g)	0.3%	0.3%	0.1%	(f)	0.1%	(h)	0.1%	0.8%	2.2%
2009	0.3%	(g)	0.3%	0.3%	0.1%	(f)	0.1%	(h)	0.1%	0.8%	2.3%
2010	0.3%	(g)	0.3%	0.4%	0.1%	(f)	0.1%	(h)	0.1%	0.9%	2.6%
2011	0.3%	0.0%	0.3%	0.5%	0.1%	0.0%	0.1%	0.1%	0.0%	0.9%	2.6%
2012	0.4%	0.0%	0.4%	0.3%	0.1%	0.0%	0.1%	0.1%	0.0%	0.8%	2.2%
2013	0.4%	0.0%	0.4%	0.4%	0.1%	0.0%	0.1%	0.1%	0.0%	1.0%	2.4%
<b>Purchased Transportation</b>											
2007	0.7%	(g)	0.7%	0.2%	0.2%	(f)	0.2%	(h)	0.4%	1.5%	13.0%
2008	1.3%	(g)	1.3%	0.2%	0.2%	(f)	0.2%	(h)	0.4%	2.1%	13.7%
2009	1.5%	(g)	1.5%	0.2%	0.3%	(f)	0.3%	(h)	0.5%	2.4%	14.0%
2010	1.5%	(g)	1.5%	0.2%	0.3%	(f)	0.3%	(h)	0.5%	2.5%	13.8%
2011	1.5%	0.1%	1.6%	0.1%	0.2%	0.0%	0.3%	0.1%	0.0%	2.2%	13.3%
2012	1.5%	0.1%	1.6%	0.1%	0.2%	0.0%	0.2%	0.1%	0.1%	2.2%	13.8%
2013	1.5%	0.1%	1.7%	0.1%	0.2%	0.1%	0.2%	0.1%	0.1%	2.2%	13.7%
<b>Other</b>											
2007	0.3%	(g)	0.3%	0.3%	0.0%	(f)	0.0%	(h)	0.1%	0.7%	1.7%
2008	0.3%	(g)	0.3%	0.2%	0.0%	(f)	0.0%	(h)	0.1%	0.6%	1.6%
2009	0.3%	(g)	0.3%	0.2%	0.0%	(f)	0.0%	(h)	0.1%	0.6%	1.7%
2010	0.3%	(g)	0.3%	0.3%	0.0%	(f)	0.0%	(h)	0.1%	0.7%	1.7%
2011	0.3%	0.0%	0.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	1.6%
2012	0.3%	0.0%	0.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	1.7%
2013	0.3%	0.0%	0.3%	0.4%	0.1%	0.0%	0.1%	0.0%	0.0%	0.8%	1.8%

**FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 76: OPERATING EXPENSES BY FUNCTION CLASS AND MODE PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL SECTION FOUR: PERCENT BY TYPE OF EXPENDITURE AND MODE FOR TOTAL EXPENDITURE FOR EACH YEAR – TABLE-WIDE DATA FOR EACH YEAR</b>											
Function Class and Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
<b>Expense Transfer</b>											
2007	-0.8%	(g)	-0.8%	-2.3%	0.0%	(f)	0.0%	(h)	0.0%	-3.2%	-4.0%
2008	-0.9%	(g)	-0.9%	-2.3%	-0.1%	(f)	-0.1%	(h)	0.0%	-3.2%	-4.0%
2009	-0.7%	(g)	-0.7%	-2.5%	0.0%	(f)	0.0%	(h)	0.0%	-3.3%	-4.1%
2010	-0.7%	(g)	-0.7%	-2.6%	0.0%	(f)	0.0%	(h)	0.0%	-3.3%	-4.0%
2011	-0.7%	0.0%	-0.7%	-2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	-3.2%	-3.8%
2012	-0.6%	0.0%	-0.6%	-2.2%	0.0%	0.0%	0.0%	0.0%	0.0%	-2.9%	-3.6%
2013 (i)	---	---	---	---	---	---	---	---	---	---	---
<b>TOTAL: ALL OPERATING EXPENDITURES</b>											
2007	11.9%	(g)	11.9%	17.4%	3.5%	(f)	3.5%	(h)	2.6%	35.3%	100.0%
2008	11.9%	(g)	11.9%	16.8%	3.5%	(f)	3.5%	(h)	2.7%	34.9%	100.0%
2009	12.4%	(g)	12.4%	16.9%	3.8%	(f)	3.8%	(h)	2.7%	35.8%	100.0%
2010	12.3%	(g)	12.3%	16.9%	4.0%	(f)	4.0%	(h)	2.6%	35.7%	100.0%
2011	12.4%	0.2%	12.5%	17.4%	3.7%	0.3%	3.9%	1.5%	0.6%	36.0%	100.0%
2012	12.5%	0.2%	12.7%	17.6%	3.8%	0.3%	4.1%	1.5%	0.5%	36.4%	100.0%
2013	12.7%	0.2%	12.9%	19.4%	3.8%	0.3%	4.1%	1.4%	0.4%	38.2%	100.0%

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(d) Includes aerial tramway, automated guideway transit, cable car, inclined plane, and monorail, and ferryboat. From 2007 through 2010 includes Roadway Modes transit vanpool and publico.

(e) Does not include trolleybus which is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(f) Included in Light Rail.

(g) Included in Commuter Rail.

(h) Included in Other Fixed-Guideway Modes.

(d) Beginning in 2013, "expense transfers" are no longer included in operating expenses. "Expense transfers" included reclassifications of expenses from one function to another, reclassification of costs between cost centers and work orders, and capitalization of non-operating costs.

See Glossary following Tables for complete definitions.

TABLE 77: TOTAL EXPENSES, CAPITAL AND OPERATING  
COMBINED, BY TYPE

**FINANCIAL DATA: TOTAL EXPENSES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 77: TOTAL EXPENSES, CAPITAL AND OPERATING COMBINED, BY TYPE (MILLIONS OF DOLLARS)			
Year	Capital Expenses	Operating Expenses	Total Expenses
1992	5,435.7	16,781.4	22,217.1
1993	5,839.6	17,349.9	23,189.5
1994	5,832.7	17,919.9	23,752.6
1995	7,230.3	17,848.7	25,079.0
1996	7,083.8	18,340.7	25,424.5
1997	7,849.5	18,936.1	26,785.6
1998	7,892.8	19,738.5	27,631.3
1999	8,974.7	20,512.1	29,486.8
2000	9,587.0	22,645.5	32,232.5
2001	11,418.7	23,516.9	34,935.6
2002	12,847.6	24,834.0	37,681.6
2003	13,240.6	26,851.6	40,092.2
2004	13,246.0	28,505.8	41,751.8
2005	12,383.4	30,294.9	42,678.3
2006	13,340.4	32,037.2	45,377.6
2007	14,528.3	33,877.3	48,405.6
2008	17,764.8	36,397.9	54,162.7
2009	17,919.2	37,245.0	55,164.2
2010	17,824.4	37,754.9	55,579.3
2011	17,057.1	38,362.1	55,419.2
2012	18,167.8	39,700.9	57,868.7
2013	18,228.9	42,188.1	60,417.0

See Glossary following Tables for complete definitions.

TABLE 78: TOTAL EXPENSES, CAPITAL AND OPERATING COMBINED, BY MODE (MILLIONS OF DOLLARS) (PERCENT OF OTAL)  
PART A: ROADWAY MODES

FINANCIAL DATA: TOTAL EXPENSES INCLUDES ENTIRE TRANSIT INDUSTRY

TABLE 78: TOTAL EXPENSES, CAPITAL AND OPERATING COMBINED BY MODE (MILLIONS OF DOLLARS) (PERCENT OF TOTAL), PART A: ROADWAY MODES									
Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported (b)
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
MILLIONS OF DOLLARS									
1992	(c)	---	(c)	11,183.1	159.2	734.9	---	---	12,077.2
1993	(c)	---	(c)	11,676.9	150.7	884.8	---	---	12,712.4
1994	(c)	---	(c)	11,614.4	190.3	1,042.0	---	---	12,846.7
1995	(c)	---	(c)	12,371.3	154.4	1,086.6	19.6	---	13,631.9
1996	(c)	---	(c)	12,610.5	153.8	1,291.8	27.4	---	14,083.5
1997	(c)	---	(c)	13,367.5	194.3	1,403.0	37.2	---	15,002.0
1998	(c)	---	(c)	14,233.8	213.5	1,536.9	41.6	---	16,025.8
1999	(c)	---	(c)	14,962.8	256.7	1,541.3	48.0	---	16,808.8
2000	(c)	(c)	(c)	16,215.0	326.5	1,939.1	58.5	---	18,539.1
2001	(c)	(c)	(c)	17,073.1	330.2	1,908.0	51.0	---	19,362.3
2002	(c)	(c)	(c)	17,578.8	374.3	2,167.8	56.5	---	20,177.4
2003	(c)	(c)	(c)	18,482.0	301.5	2,605.2	80.6	---	21,469.3
2004	(c)	(c)	(c)	19,768.8	328.0	2,767.8	78.5	---	22,943.1
2005	(c)	(c)	(c)	20,039.2	279.5	3,077.0	93.2	---	23,488.9
2006	(c)	(c)	(c)	21,504.1	240.6	3,305.5	115.8	---	25,166.0
2007	(c)	(c)	(c)	(d) 20,598.5	230.2	(d) 5,168.5	(d) 154.0	28.9	26,180.1
2008	(c)	(c)	(c)	22,722.2	258.9	5,684.0	196.6	30.2	28,891.9
2009	(c)	(c)	(c)	22,842.5	255.4	5,730.0	198.1	54.0	29,080.0
2010	(c)	(c)	(c)	23,344.8	247.7	6,189.6	177.2	58.8	30,018.1
2011	23,452.1	80.9	509.9	24,043.0	259.4	5,447.4	216.1	56.3	30,022.2
2012	24,002.5	144.9	677.4	24,824.8	255.7	5,501.3	250.5	46.0	30,878.3
2013	23,536.6	287.0	1,148.1	24,971.8	251.4	5,757.1	257.8	39.1	31,277.2
PERCENT OF TOTAL									
1992	(c)	---	(c)	50.3%	0.7%	3.3%	---	---	54.4%
1993	(c)	---	(c)	50.4%	0.6%	3.8%	---	---	54.8%

**FINANCIAL DATA: TOTAL EXPENSES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 78: TOTAL EXPENSES, CAPITAL AND OPERATING COMBINED BY MODE (MILLIONS OF DOLLARS) (PERCENT OF TOTAL),  
PART A: ROADWAY MODES**

Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported (b)
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
1994	(c)	---	(c)	48.9%	0.8%	4.4%	---	---	54.1%
1995	(c)	---	(c)	49.3%	0.6%	4.3%	0.1%	---	54.4%
1996	(c)	---	(c)	49.6%	0.6%	5.1%	0.1%	---	55.4%
1997	(c)	---	(c)	49.9%	0.7%	5.2%	0.1%	---	56.0%
1998	(c)	---	(c)	51.5%	0.8%	5.6%	0.2%	---	58.0%
1999	(c)	---	(c)	50.7%	0.9%	5.2%	0.2%	---	57.0%
2000	(c)	(c)	(c)	50.3%	1.0%	6.0%	0.2%	---	57.5%
2001	(c)	(c)	(c)	48.9%	0.9%	5.5%	0.1%	---	55.4%
2002	(c)	(c)	(c)	46.7%	1.0%	5.8%	0.1%	---	53.5%
2003	(c)	(c)	(c)	46.1%	0.8%	6.5%	0.2%	---	53.5%
2004	(c)	(c)	(c)	47.3%	0.8%	6.6%	0.2%	---	55.0%
2005	(c)	(c)	(c)	47.0%	0.7%	7.2%	0.2%	---	55.0%
2006	(c)	(c)	(c)	47.4%	0.5%	7.3%	0.3%	---	55.5%
2007	(c)	(c)	(c)	(d) 42.6%	0.5%	(d) 10.7%	(d) 0.3%	0.1%	54.1%
2008	(c)	(c)	(c)	42.0%	0.5%	10.5%	0.4%	0.1%	53.3%
2009	(c)	(c)	(c)	41.4%	0.5%	10.4%	0.4%	0.1%	52.7%
2010	(c)	(c)	(c)	42.0%	0.4%	11.1%	0.3%	0.1%	54.0%
2011	42.3%	0.1%	0.9%	43.4%	0.5%	9.8%	0.4%	0.1%	54.2%
2012	41.5%	0.3%	1.2%	42.9%	0.4%	9.5%	0.4%	0.1%	53.4%
2013	39.0%	0.5%	1.9%	41.3%	0.4%	9.5%	0.4%	0.1%	51.8%

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(a) Trolleybus is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(b) Each mode for multi-modal system counted individually.

(c) Included in Total Bus.

(d) Data not continuous for modes noted, see Methodology.

See Glossary following Tables for complete definitions.

TABLE 78: TOTAL EXPENSES, CAPITAL AND OPERATING COMBINED, BY MODE (MILLIONS OF DOLLARS) (PERCENT OF TOTAL)  
PART B: FIXED GUIDEWAY MODES AND ALL MODES TOTAL

FINANCIAL DATA: TOTAL EXPENSES INCLUDES ENTIRE TRANSIT INDUSTRY

TABLE 78: TOTAL EXPENSES, CAPITAL AND OPERATING COMBINED BY MODE (MILLIONS OF DOLLARS) (PERCENT OF TOTAL), PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL											
Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (e)	Total Fixed-Guideway Modes Reported	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
<b>MILLIONS OF DOLLARS</b>											
1992	3,323.1	---	3,323.1	5,609.2	803.8	(f)	803.8	---	403.8	10,139.9	22,217.1
1993	3,733.5	---	3,733.5	5,570.1	804.2	(f)	804.2	---	369.3	10,477.1	23,189.5
1994	3,664.2	---	3,664.2	5,856.3	956.9	(f)	956.9	---	428.5	10,905.9	23,752.6
1995	3,900.4	---	3,900.4	6,083.4	1,064.5	(f)	1,064.5	293.3	105.5	11,447.1	25,079.0
1996	3,984.2	---	3,984.2	5,629.9	1,291.5	(f)	1,291.5	334.0	101.4	11,341.0	25,424.5
1997	4,095.6	---	4,095.6	5,819.8	1,349.0	(f)	1,349.0	412.4	106.8	11,783.6	26,785.6
1998	3,762.8	---	3,762.8	5,880.4	1,467.4	(f)	1,467.4	386.3	108.6	11,605.5	27,631.3
1999	4,196.9	---	4,196.9	6,400.1	1,550.4	(f)	1,550.4	375.0	155.3	12,677.7	29,486.8
2000	4,468.8	---	4,468.8	6,783.0	1,851.2	(f)	1,851.2	408.2	182.1	13,693.3	32,232.5
2001	5,152.0	---	5,152.0	7,686.6	2,126.4	(f)	2,126.4	431.8	176.5	15,573.3	34,935.6
2002	5,381.2	---	5,381.2	8,831.7	2,501.8	(f)	2,501.8	591.9	197.7	17,504.3	37,681.6
2003	5,657.7	---	5,657.7	8,883.2	3,140.3	(f)	3,140.3	617.5	324.2	18,622.9	40,092.2
2004	6,028.2	(g)	6,028.2	8,529.9	3,328.7	(f)	3,328.7	626.5	295.2	18,808.5	41,751.8
2005	6,151.5	(g)	6,151.5	8,599.9	3,466.7	(f)	3,466.7	690.1	281.4	19,189.6	42,678.3
2006	6,258.9	(g)	6,258.9	8,979.9	4,069.7	(f)	4,069.7	529.3	373.7	20,211.5	45,377.6
2007	6,461.1	(g)	6,461.1	10,578.9	4,211.2	(f)	4,211.2	630.6	343.7	22,225.5	48,405.6
2008	7,058.8	(g)	7,058.8	12,281.3	4,928.3	(f)	4,928.3	700.6	301.9	25,270.9	54,162.7
2009	7,377.1	(g)	7,377.1	12,538.2	5,056.9	(f)	5,056.9	758.6	353.3	26,084.1	55,164.2
2010	7,714.5	(g)	7,714.5	12,040.7	4,753.4	(f)	4,753.4	821.3	231.0	25,560.9	55,579.3
2011	7,254.1	69.4	7,323.6	12,143.4	4,631.0	144.9	4,776.0	902.6	251.6	25,397.0	55,419.2
2012	7,930.4	68.7	7,999.0	12,858.2	4,816.3	236.3	5,052.6	847.7	232.9	26,990.4	57,868.7
2013	8,384.4	91.3	8,475.7	14,330.0	5,014.9	218.6	5,233.4	888.3	212.3	29,139.9	60,417.0
<b>PERCENT OF TOTAL</b>											
1992	15.0%	---	15.0%	25.2%	3.6%	(f)	3.6%	---	1.8%	45.6%	100.0%

**FINANCIAL DATA: TOTAL EXPENSES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 78: TOTAL EXPENSES, CAPITAL AND OPERATING COMBINED BY MODE (MILLIONS OF DOLLARS) (PERCENT OF TOTAL),  
PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL**

Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (e)	Total Fixed-Guideway Modes Reported	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
1993	16.1%	---	16.1%	24.0%	3.5%	(f)	3.5%	---	1.6%	45.2%	100.0%
1994	15.4%	---	15.4%	24.7%	4.0%	(f)	4.0%	---	1.8%	45.9%	100.0%
1995	15.6%	---	15.6%	24.3%	4.2%	(f)	4.2%	1.2%	0.4%	45.6%	100.0%
1996	15.7%	---	15.7%	22.1%	5.1%	(f)	5.1%	1.3%	0.4%	44.6%	100.0%
1997	15.3%	---	15.3%	21.7%	5.0%	(f)	5.0%	1.5%	0.4%	44.0%	100.0%
1998	13.6%	---	13.6%	21.3%	5.3%	(f)	5.3%	1.4%	0.4%	42.0%	100.0%
1999	14.2%	---	14.2%	21.7%	5.3%	(f)	5.3%	1.3%	0.5%	43.0%	100.0%
2000	13.9%	---	13.9%	21.0%	5.7%	(f)	5.7%	1.3%	0.6%	42.5%	100.0%
2001	14.7%	---	14.7%	22.0%	6.1%	(f)	6.1%	1.2%	0.5%	44.6%	100.0%
2002	14.3%	---	14.3%	23.4%	6.6%	(f)	6.6%	1.6%	0.5%	46.5%	100.0%
2003	14.1%	---	14.1%	22.2%	7.8%	(f)	7.8%	1.5%	0.8%	46.5%	100.0%
2004	14.4%	(g)	14.4%	20.4%	8.0%	(f)	8.0%	1.5%	0.7%	45.0%	100.0%
2005	14.4%	(g)	14.4%	20.2%	8.1%	(f)	8.1%	1.6%	0.7%	45.0%	100.0%
2006	13.8%	(g)	13.8%	19.8%	9.0%	(f)	9.0%	1.2%	0.8%	44.5%	100.0%
2007	13.3%	(g)	13.3%	21.9%	8.7%	(f)	8.7%	1.3%	0.7%	45.9%	100.0%
2008	13.0%	(g)	13.0%	22.7%	9.1%	(f)	9.1%	1.3%	0.6%	46.7%	100.0%
2009	13.4%	(g)	13.4%	22.7%	9.2%	(f)	9.2%	1.4%	0.6%	47.3%	100.0%
2010	13.9%	(g)	13.9%	21.7%	8.6%	(f)	8.6%	1.5%	0.4%	46.0%	100.0%
2011	13.1%	0.1%	13.2%	21.9%	8.4%	0.3%	8.6%	1.6%	0.5%	45.8%	100.0%
2012	13.7%	0.1%	13.8%	22.2%	8.3%	0.4%	8.7%	1.5%	0.4%	46.6%	100.0%
2013	13.9%	0.2%	14.0%	23.7%	8.3%	0.4%	8.7%	1.5%	0.4%	48.2%	100.0%

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(e) From 1992 to 1994 includes ferryboat and some unidentified roadway modes.

(f) Included in Light Rail.

(g) Included in Commuter Rail.

See Glossary following Tables for complete definitions.



**TABLE 79: CAPITAL FUNDING SOURCES  
(MILLIONS OF DOLLARS AND PERCENT OF TOTAL)**

**FINANCIAL DATA: CAPITAL FUNDING  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 79: CAPITAL FUNDING SOURCES (MILLIONS OF DOLLARS AND PERCENT OF TOTAL)</b>					
<b>Year</b>	<b>Directly Generated (a)</b>	<b>Local Assistance (b)</b>	<b>State Assistance (c)</b>	<b>Federal Assistance (d)</b>	<b>Total</b>
<b>MILLIONS OF DOLLARS</b>					
1988	86.5	769.0	489.6	2,519.5	3,864.6
1989	118.3	802.6	665.5	2,426.5	4,012.9
1990	189.3	1,176.9	696.8	2,872.5	4,935.5
1991	1,074.5	1,012.3	695.4	2,773.5	5,555.7
1992	1,131.7	830.0	801.0	2,673.0	5,435.7
1993	1,002.1	1,079.6	1,325.5	2,432.4	5,839.6
1994	1,164.2	997.9	1,047.8	2,622.8	5,832.7
1995	1,899.6	888.2	1,020.3	3,422.2	7,230.3
1996	1,649.1	926.0	915.9	3,592.8	7,083.8
1997	1,638.1	898.8	1,037.0	4,275.6	7,849.5
1998	2,009.4	1,032.2	932.2	3,919.0	7,892.8
1999	2,974.6	1,128.2	911.5	3,960.4	8,974.7
2000	2,561.7	1,469.2	1,030.5	4,525.6	9,587.0
2001	3,279.2	1,304.4	1,066.6	5,768.5	11,418.7
2002	3,552.5	2,582.9	1,496.5	5,215.6	12,847.5
2003	3,883.5	2,397.8	1,681.9	5,277.5	13,240.6
2004	3,825.4	2,407.7	1,841.9	5,171.0	13,246.0
2005	3,279.2	2,716.3	1,563.2	4,824.8	12,383.4
2006	3,683.6	2,071.9	1,776.6	5,808.3	13,340.4
2007	4,789.7	2,055.9	1,600.2	5,864.4	14,310.2
2008	5,650.8	2,694.5	2,146.2	6,953.7	17,445.2
2009	5,613.7	2,315.2	2,614.8	7,685.5	18,229.3
2010	5,852.5	2,099.0	2,536.9	7,336.1	17,824.4
2011	4,122.0	3,116.3	2,198.9	7,425.8	16,863.0
2012	4,210.3	3,559.9	2,122.8	7,907.1	17,800.2
2013	4,191.4	3,247.2	2,876.5	7,375.0	17,690.1
<b>PERCENT OF TOTAL</b>					
1988	2.2%	19.9%	12.7%	65.2%	100.0%
1989	2.9%	20.0%	16.6%	60.5%	100.0%

**FINANCIAL DATA: CAPITAL FUNDING  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 79: CAPITAL FUNDING SOURCES (MILLIONS OF DOLLARS AND PERCENT OF TOTAL)**

Year	Directly Generated (a)	Local Assistance (b)	State Assistance (c)	Federal Assistance (d)	Total
1990	3.8%	23.8%	14.1%	58.2%	100.0%
1991	19.3%	18.2%	12.5%	49.9%	100.0%
1992	20.8%	15.3%	14.7%	49.2%	100.0%
1993	17.2%	18.5%	22.7%	41.7%	100.0%
1994	20.0%	17.1%	18.0%	45.0%	100.0%
1995	26.3%	12.3%	14.1%	47.3%	100.0%
1996	23.3%	13.1%	12.9%	50.7%	100.0%
1997	20.9%	11.5%	13.2%	54.5%	100.0%
1998	25.5%	13.1%	11.8%	49.7%	100.0%
1999	33.1%	12.6%	10.2%	44.1%	100.0%
2000	26.7%	15.3%	10.7%	47.2%	100.0%
2001	28.7%	11.4%	9.3%	50.5%	100.0%
2002	27.7%	20.1%	11.6%	40.6%	100.0%
2003	29.3%	18.1%	12.7%	39.9%	100.0%
2004	28.9%	18.2%	13.9%	39.0%	100.0%
2005	26.5%	21.9%	12.6%	39.0%	100.0%
2006	27.6%	15.5%	13.3%	43.5%	100.0%
2007	33.5%	14.4%	11.2%	41.0%	100.0%
2008	32.4%	15.4%	12.3%	39.9%	100.0%
2009	30.8%	12.7%	14.3%	42.2%	100.0%
2010	32.8%	11.8%	14.2%	41.2%	100.0%
2011	24.4%	18.5%	13.0%	44.0%	100.0%
2012	23.7%	20.0%	11.9%	44.4%	100.0%
2013	23.7%	18.4%	16.3%	41.7%	100.0%

(a) Sources of Directly Generated Capital Funds are reported on Table 45 for agencies reporting to the National Transit Database for urbanized areas only. Those amounts are only part of the total for the entire transit industry shown herein.  
 (b) Sources of Local Assistance Capital Funds are reported on Table 46 for agencies reporting to the National Transit Database for urbanized areas only. Those amounts are only part of the total for the entire transit industry shown herein.  
 (c) Sources of State Assistance Capital Funds are reported on Table 47 for agencies reporting to the National Transit Database for urbanized areas only. Those amounts are only part of the total for the entire transit industry shown herein.  
 (d) Sources of Federal Assistance Capital Funds are reported on Table 45 for agencies reporting to the National Transit Database for urbanized areas only. Those amounts are only part of the total for the entire transit industry shown herein.  
 See Glossary following Tables for complete definitions.

**TABLE 80: DIRECTLY GENERATED CAPITAL FUNDING SOURCES  
(MILLIONS OF DOLLARS AND PERCENT OF TOTAL)**

**FINANCIAL DATA: CAPITAL FUNDING  
INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

<b>TABLE 80: DIRECTLY GENERATED CAPITAL FUNDING SOURCES (a)</b>									
Year	Dedicated Taxes						Other Dedicated	Other	Total
	Income	Sales	Property	Gasoline	Other	Total			
<b>MILLIONS OF DOLLARS OF DIRECTLY GENERATED CAPITAL REVENUE</b>									
1994	34.4	233.6	2.4	0.0	0.1	270.5	846.7		1,117.2
1995	0.0	233.3	3.8	0.0	0.7	237.7	1,604.6		1,842.3
1996	0.0	344.8	8.6	0.0	0.2	353.7	1,286.7		1,640.4
1997	0.0	269.8	3.0	0.0	39.2	312.0	1,309.6		1,621.6
1998	0.0	261.7	4.1	0.0	58.5	324.3	1,562.4		1,886.7
1999	0.0	517.3	15.2	0.0	40.3	572.8	2,225.7		2,798.5
2000	0.0	563.3	19.7	0.0	11.9	594.9	1,824.9		2,419.8
2001	5.9	747.1	15.3	0.0	31.5	799.8	2,308.7		3,108.5
2002	0.0	432.0	20.4	0.0	1.3	453.7	2,712.8	239.0	3,405.5
2003	0.0	599.8	38.2	0.0	69.6	707.6	3,008.6	30.8	3,747.0
2004	0.0	697.3	33.9	0.9	70.5	802.6	1,808.4	1,036.2	3,647.2
2005	0.0	329.8	26.6	1.0	50.3	407.6	1,411.1	1,315.7	3,134.4
2006	0.0	588.1	20.4	1.2	71.8	681.5	1,202.1	1,637.6	3,521.2
2007	0.0	593.5	27.6	0.3	65.2	686.7	1,693.0	2,162.4	4,542.1
2008	0.0	969.9	2.8	0.0	111.5	1,084.2	1,945.4	2,183.3	5,212.9
2009	0.0	433.9	3.0	0.0	92.7	529.6	538.3	4,115.4	5,183.3
2010				1,247.6				4,187.7	5,435.3
2011				2,218.9				1,619.3	3,838.2
2012				2,202.0				1,799.9	4,001.9
2013				2,401.2				1,788.6	4,189.9
<b>PERCENT OF TOTAL DIRECTLY GENERATED CAPITAL REVENUE</b>									
1994	3.1%	20.9%	0.2%	0.0%	0.0%	24.2%	75.8%		100.0%
1995	0.0%	12.7%	0.2%	0.0%	0.0%	12.9%	87.1%		100.0%
1996	0.0%	21.0%	0.5%	0.0%	0.0%	21.6%	78.4%		100.0%
1997	0.0%	16.6%	0.2%	0.0%	2.4%	19.2%	80.8%		100.0%
1998	0.0%	13.9%	0.2%	0.0%	3.1%	17.2%	82.8%		100.0%
1999	0.0%	18.5%	0.5%	0.0%	1.4%	20.5%	79.5%		100.0%
2000	0.0%	23.3%	0.8%	0.0%	0.5%	24.6%	75.4%		100.0%

**FINANCIAL DATA: CAPITAL FUNDING**  
**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

**TABLE 80: DIRECTLY GENERATED CAPITAL FUNDING SOURCES (a)**

Year	Dedicated Taxes						Other Dedicated	Other	Total
	Income	Sales	Property	Gasoline	Other	Total			
2001	0.2%	24.0%	0.5%	0.0%	1.0%	25.7%	74.3%		100.0%
2002	0.0%	12.7%	0.6%	0.0%	0.0%	13.3%	79.7%	7.0%	100.0%
2003	0.0%	16.0%	1.0%	0.0%	1.9%	18.9%	80.3%	0.8%	100.0%
2004	0.0%	19.1%	0.9%	0.0%	1.9%	22.0%	49.6%	28.4%	100.0%
2005	0.0%	10.5%	0.8%	0.0%	1.6%	13.0%	45.0%	42.0%	100.0%
2006	0.0%	16.7%	0.6%	0.0%	2.0%	19.4%	34.1%	46.5%	100.0%
2007	0.0%	13.1%	0.6%	0.0%	1.4%	15.1%	37.3%	47.6%	100.0%
2008	0.0%	18.6%	0.1%	0.0%	2.1%	20.8%	37.3%	41.9%	100.0%
2009	0.0%	8.4%	0.1%	0.0%	1.8%	10.2%	10.4%	79.4%	100.0%
2010				23.0%				77.0%	100.0%
2011				57.8%				42.2%	100.0%
2012				55.0%				45.0%	100.0%
2013				57.3%				42.7%	100.0%

(a) Sample data only for transit systems in Urbanized Areas reporting to the annual National Transit Database, not projected to national total. Source: annual National Transit Database. See Glossary following Tables for complete definitions.

**TABLE 81: LOCAL CAPITAL FUNDING SOURCES  
(MILLIONS OF DOLLARS AND PERCENT OF TOTAL)**

**FINANCIAL DATA: CAPITAL FUNDING  
INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

<b>TABLE 81: LOCAL CAPITAL FUNDING SOURCES (a)</b>									
Year	General Revenue	Dedicated Taxes						Other Revenue	Total
		Income	Sales	Property	Gasoline	Other	Total		
<b>MILLIONS OF DOLLARS OF LOCAL CAPITAL REVENUE</b>									
1994	410.6	0.8	174.4	15.8	0.2	13.6	204.9	342.0	957.5
1995	346.1	1.1	226.7	18.5	2.2	7.2	255.7	261.6	863.4
1996	333.7	1.1	316.6	9.2	2.0	2.5	331.4	247.9	913.0
1997	429.1	1.6	213.5	18.6	3.1	4.6	241.3	203.1	873.5
1998	445.9	3.1	284.6	38.8	5.8	2.9	335.2	187.9	969.0
1999	398.1	1.9	202.0	34.3	3.0	7.8	249.0	414.3	1,061.4
2000	515.8	2.3	317.3	36.8	0.9	3.3	360.6	512.1	1,388.5
2001	369.1	10.9	289.2	28.9	0.0	3.4	332.4	535.1	1,236.6
2002	593.9	13.0	620.1	26.9	0.6	3.0	663.6	1,215.4	2,472.9
2003	456.9	2.1	578.0	26.1	1.3	15.3	622.9	1,233.7	2,313.5
2004	524.5	2.3	550.1	6.8	5.1	3.6	567.9	1,203.1	2,295.5
2005	314.9	21.7	617.6	66.1	17.6	47.4	770.4	1,511.0	2,596.3
2006	492.3	8.9	237.9	42.7	18.5	8.7	316.8	1,171.5	1,980.6
2007	431.2	9.1	617.4	43.9	22.3	1.6	694.3	824.2	1,949.7
2008	737.4	11.6	735.5	119.2	19.3	0.9	886.4	861.9	2,485.7
2009	878.9	15.8	617.6	64.9	19.0	8.2	725.5	533.3	2,137.7
2010	593.2				1,356.2				1,949.4
2011	675.0				2,224.8				2,899.8
2012	801.2				2,574.1				(b) 3,375.3
2013	681.7				2,484.7				(b) 3,166.4
<b>PERCENT OF LOCAL CAPITAL REVENUE</b>									
1994	42.9%	0.1%	18.2%	1.7%	0.0%	1.4%	21.4%	35.7%	100.0%
1995	40.1%	0.1%	26.3%	2.1%	0.3%	0.8%	29.6%	30.3%	100.0%
1996	36.5%	0.1%	34.7%	1.0%	0.2%	0.3%	36.3%	27.2%	100.0%
1997	49.1%	0.2%	24.4%	2.1%	0.4%	0.5%	27.6%	23.3%	100.0%
1998	46.0%	0.3%	29.4%	4.0%	0.6%	0.3%	34.6%	19.4%	100.0%
1999	37.5%	0.2%	19.0%	3.2%	0.3%	0.7%	23.5%	39.0%	100.0%
2000	37.1%	0.2%	22.9%	2.7%	0.1%	0.2%	26.0%	36.9%	100.0%

**FINANCIAL DATA: CAPITAL FUNDING**  
**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

<b>TABLE 81: LOCAL CAPITAL FUNDING SOURCES (a)</b>										
Year	General Revenue	Dedicated Taxes						Other Revenue	Total	
		Income	Sales	Property	Gasoline	Other	Total			
2001	29.8%	0.9%	23.4%	2.3%	0.0%	0.3%	26.9%	43.3%	100.0%	
2002	24.0%	0.5%	25.1%	1.1%	0.0%	0.1%	26.8%	49.1%	100.0%	
2003	19.7%	0.1%	25.0%	1.1%	0.1%	0.7%	26.9%	53.3%	100.0%	
2004	22.8%	0.1%	24.0%	0.3%	0.2%	0.2%	24.7%	52.4%	100.0%	
2005	12.1%	0.8%	23.8%	2.5%	0.7%	1.8%	29.7%	58.2%	100.0%	
2006	24.9%	0.4%	12.0%	2.2%	0.9%	0.4%	16.0%	59.1%	100.0%	
2007	22.1%	0.5%	31.7%	2.3%	1.1%	0.1%	35.6%	42.3%	100.0%	
2008	29.7%	0.5%	29.6%	4.8%	0.8%	0.0%	35.7%	34.7%	100.0%	
2009	41.1%	0.7%	28.9%	3.0%	0.9%	0.4%	33.9%	24.9%	100.0%	
2010	30.4%	69.6%								100.0%
2011	23.3%	76.7%								100.0%
2012	23.7%	76.3%								100.0%
2013	21.5%	78.5%								100.0%

(a) Sample data only for transit systems in Urbanized Areas reporting to the annual National Transit Database, not projected to national total. Source: annual National Transit Database.

(b) Does not include funds which are not differentiated by source.

See Glossary following Tables for complete definitions.

**TABLE 82: STATE CAPITAL FUNDING SOURCES  
(MILLIONS OF DOLLARS AND PERCENT OF TOTAL)**

**FINANCIAL DATA: CAPITAL FUNDING  
INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

TABLE 82: STATE CAPITAL FUNDING SOURCES (a)									
Year	General Revenue	Dedicated Taxes						Other Revenue	Total
		Income	Sales	Property	Gasoline	Other	Total		
<b>MILLIONS OF DOLLARS OF STATE CAPITAL REVENUE</b>									
1994	327.0	0.0	12.8	45.3	77.5	28.9	164.6	514.0	1,005.6
1995	328.2	0.0	43.1	46.0	48.5	46.2	183.7	477.2	989.1
1996	231.6	0.0	43.0	49.8	76.7	24.6	194.1	469.6	895.3
1997	226.7	5.2	176.2	1.9	68.3	132.6	384.2	403.0	1,013.9
1998	251.8	0.1	55.4	1.2	32.0	81.5	170.1	453.3	875.2
1999	246.3	1.8	54.6	0.4	88.7	86.9	232.4	378.8	857.5
2000	283.0	0.0	92.8	0.9	50.4	72.0	216.2	474.2	973.4
2001	337.9	0.2	99.8	0.1	56.6	30.0	186.7	486.5	1,011.1
2002	381.6	18.0	85.5	20.0	74.1	99.6	297.2	754.1	1,432.9
2003	384.5	18.5	91.1	65.0	69.0	118.9	362.5	875.7	1,622.7
2004	385.2	18.4	178.4	62.5	71.6	144.9	475.8	895.1	1,756.1
2005	319.5	16.3	191.4	0.0	76.9	90.3	374.9	799.8	1,494.2
2006	435.0	3.9	201.1	0.0	199.0	38.1	442.3	820.9	1,698.2
2007	449.1	0.0	139.1	0.5	97.9	32.9	270.4	797.9	1,517.4
2008	451.3	0.0	218.4	0.0	123.3	95.5	437.2	1,091.3	1,979.8
2009	603.3	0.0	281.1	5.3	149.8	225.6	661.8	1,149.2	2,414.3
2010	827.3				1,528.8				2,356.0
2011	488.7				1,557.3				2,046.0
2012	777.2				1,235.8				(b) 2,013.0
2013	1,450.6				1,389.4				(b) 2,840.0
<b>PERCENT OF STATE CAPITAL REVENUE</b>									
1994	32.5%	0.0%	1.3%	4.5%	7.7%	2.9%	16.4%	51.1%	100.0%
1995	33.2%	0.0%	4.4%	4.7%	4.9%	4.7%	18.6%	48.2%	100.0%
1996	25.9%	0.0%	4.8%	5.6%	8.6%	2.7%	21.7%	52.5%	100.0%
1997	22.4%	0.5%	17.4%	0.2%	6.7%	13.1%	37.9%	39.7%	100.0%
1998	28.8%	0.0%	6.3%	0.1%	3.7%	9.3%	19.4%	51.8%	100.0%
1999	28.7%	0.2%	6.4%	0.0%	10.3%	10.1%	27.1%	44.2%	100.0%
2000	29.1%	0.0%	9.5%	0.1%	5.2%	7.4%	22.2%	48.7%	100.0%

**FINANCIAL DATA: CAPITAL FUNDING**  
**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

TABLE 82: STATE CAPITAL FUNDING SOURCES (a)									
Year	General Revenue	Dedicated Taxes						Other Revenue	Total
		Income	Sales	Property	Gasoline	Other	Total		
2001	33.4%	0.0%	9.9%	0.0%	5.6%	3.0%	18.5%	48.1%	100.0%
2002	26.6%	1.3%	6.0%	1.4%	5.2%	7.0%	20.7%	52.6%	100.0%
2003	23.7%	1.1%	5.6%	4.0%	4.3%	7.3%	22.3%	54.0%	100.0%
2004	21.9%	1.0%	10.2%	3.6%	4.1%	8.3%	27.1%	51.0%	100.0%
2005	21.4%	1.1%	12.8%	0.0%	5.1%	6.0%	25.1%	53.5%	100.0%
2006	25.6%	0.2%	11.8%	0.0%	11.7%	2.2%	26.0%	48.3%	100.0%
2007	29.6%	0.0%	9.2%	0.0%	6.5%	2.2%	17.8%	52.6%	100.0%
2008	22.8%	0.0%	11.0%	0.0%	6.2%	4.8%	22.1%	55.1%	100.0%
2009	25.0%	0.0%	11.6%	0.2%	6.2%	9.3%	27.4%	47.6%	100.0%
2010	35.1%	64.9%							100.0%
2011	23.9%	76.1%							100.0%
2012	38.6%	61.4%							100.0%
2013	51.1%	48.9%							100.0%

(a) Sample data only for transit systems in Urbanized Areas reporting to the annual National Transit Database, not projected to national total. Source: annual National Transit Database.

(b) Does not include funds which are not differentiated by source.

See Glossary following Tables for complete definitions.



**TABLE 83: FEDERAL CAPITAL FUNDING SOURCES  
(MILLIONS OF DOLLARS AND PERCENT OF TOTAL)**

**FINANCIAL DATA: CAPITAL FUNDING  
INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

<b>TABLE 83: FEDERAL CAPITAL FUNDING SOURCES (a)</b>						
Year	Capital Program	Urbanized Area Formula Program	Other FTA Programs	Other US DOT	Other Federal	Total
<b>MILLIONS OF DOLLARS OF FEDERAL CAPITAL REVENUE</b>						
1994	1,110.4	1,032.0	191.6	9.0	175.1	2,518.1
1995	1,594.5	1,218.8	42.9	235.4	222.1	3,313.7
1996	1,852.6	1,298.4	37.1	197.5	120.7	3,506.3
1997	1,992.0	1,668.4	431.3	27.4	18.4	4,137.5
1998	2,005.5	1,617.7	38.9	14.0	3.3	3,679.4
1999	2,134.5	1,461.1	111.0	10.9	8.4	3,725.9
2000	2,590.3	1,593.2	68.7	15.2	7.5	4,274.9
2001	3,099.9	2,314.3	32.7	14.3	7.1	5,468.3
2002	2,677.4	2,232.6	43.4	35.1	5.2	4,993.7
2003	2,850.4	1,945.1	248.7	21.2	26.4	5,091.8
2004	2,261.9	2,312.2	225.6	39.4	91.1	4,930.2
2005	2,153.1	2,035.2	214.2	32.7	176.5	4,611.7
2006	2,498.5	2,463.2	112.3	16.8	461.3	5,552.1
2007	2,768.8	2,382.4	301.2	17.9	91.0	5,561.3
2008	3,262.7	2,721.2	295.5	24.6	110.7	6,414.7
2009	3,373.3	3,253.3	228.9	23.8	216.9	7,096.2
2010	2,689.6	3,647.1	223.3	60.9	192.2	6,813.1
2011	2,928.3	3,359.4	313.8	107.8	217.1	6,926.4
2012	3,907.4	2,797.1	224.6	244.6	342.1	7,515.8
2013	3,169.3	2,629.8	602.5	207.6	408.6	7,017.8
<b>PERCENT OF TOTAL FEDERAL CAPITAL REVENUE</b>						
1994	44.1%	41.0%	7.6%	0.4%	7.0%	100.0%
1995	48.1%	36.8%	1.3%	7.1%	6.7%	100.0%
1996	52.8%	37.0%	1.1%	5.6%	3.4%	100.0%
1997	48.1%	40.3%	10.4%	0.7%	0.4%	100.0%
1998	54.5%	44.0%	1.1%	0.4%	0.1%	100.0%

**FINANCIAL DATA: CAPITAL FUNDING**  
**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

**TABLE 83: FEDERAL CAPITAL FUNDING SOURCES (a)**

Year	Capital Program	Urbanized Area Formula Program	Other FTA Programs	Other US DOT	Other Federal	Total
1999	57.3%	39.2%	3.0%	0.3%	0.2%	100.0%
2000	60.6%	37.3%	1.6%	0.4%	0.2%	100.0%
2001	56.7%	42.3%	0.6%	0.3%	0.1%	100.0%
2002	53.6%	44.7%	0.9%	0.7%	0.1%	100.0%
2003	56.0%	38.2%	4.9%	0.4%	0.5%	100.0%
2004	45.9%	46.9%	4.6%	0.8%	1.8%	100.0%
2005	46.7%	44.1%	4.6%	0.7%	3.8%	100.0%
2006	45.0%	44.4%	2.0%	0.3%	8.3%	100.0%
2007	49.8%	42.8%	5.4%	0.3%	1.6%	100.0%
2008	50.9%	42.4%	4.6%	0.4%	1.7%	100.0%
2009	47.5%	45.8%	3.2%	0.3%	3.1%	100.0%
2010	39.5%	53.5%	3.3%	0.9%	2.8%	100.0%
2011	42.3%	48.5%	4.5%	1.6%	3.1%	100.0%
2012	52.0%	37.2%	3.0%	3.3%	4.6%	100.0%
2013	45.2%	37.5%	8.6%	3.0%	5.8%	100.0%

(a) Sample data only for transit systems in Urbanized Areas reporting to the annual National Transit Database, not projected to national total. Source: annual National Transit Database. See Glossary following Tables for complete definitions.

TABLE 84: ACTIVE TRANSIT VEHICLES BY SOURCE OF FEDERAL FUNDING BY TYPE  
VEHICLES IN URBANIZED AREAS ONLY

**FINANCIAL DATA: CAPITAL FUNDING**  
**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

TABLE 84: ACTIVE TRANSIT VEHICLES BY SOURCE OF FEDERAL FUNDING TYPE (VEHICLES ONLY IN URBANIZED AREAS)						
Funding Source	Year	Type of Vehicle				
		All Types of Bus	Van and Automobile Based	All Types of Rail Cars	Ferry Boat	All Vehicles
<b>Number of Vehicles in Database - Entire Fleet (NOT Limited to New Vehicles Delivered That Year)</b>						
Federal Urbanized Area Formula Program	2009	50,202	8,184	7,448	53	65,887
	2010	50,258	8,120	7,678	41	66,097
	2011	49,143	8,200	7,689	48	65,080
	2012	51,127	6,864	7,817	52	65,860
	2013	52,658	6,981	7,972	51	67,662
Other Federal Programs	2009	11,171	3,609	5,546	7	20,333
	2010	11,363	4,090	5,654	7	21,114
	2011	11,603	3,850	5,618	7	21,078
	2012	11,953	4,051	5,399	7	21,410
	2013	13,093	4,560	5,719	12	23,384
Subtotal All Federal Programs	2009	61,373	11,793	12,994	60	86,220
	2010	61,621	12,210	13,332	48	87,211
	2011	60,746	12,050	13,307	55	86,158
	2012	63,080	10,915	13,216	59	87,270
	2013	65,751	11,541	13,691	63	91,046
No Federal Funding	2009	14,002	28,982	7,616	91	50,691
	2010	13,502	31,348	7,435	83	52,368
	2011	13,566	32,950	7,584	83	54,183
	2012	14,720	25,869	7,272	86	47,947
	2013	15,049	28,953	7,836	86	51,924
Total Vehicles	2009	75,375	40,775	20,610	151	136,911
	2010	75,123	43,558	20,767	131	139,579
	2011	74,312	45,000	20,891	138	140,341
	2012	77,800	36,784	20,488	145	135,217
	2013	80,800	40,494	21,527	149	142,970

**FINANCIAL DATA: CAPITAL FUNDING**  
**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

**TABLE 84: ACTIVE TRANSIT VEHICLES BY SOURCE OF FEDERAL FUNDING TYPE (VEHICLES ONLY IN URBANIZED AREAS)**

Funding Source	Year	Type of Vehicle				
		All Types of Bus	Van and Automobile Based	All Types of Rail Cars	Ferry Boat	All Vehicles
<b>Percent of Vehicles by Type (Percent of Each Column) - Entire Fleet (NOT Limited to New Vehicles Delivered That Year)</b>						
Federal Urbanized Area Formula Program	2009	66.6%	20.1%	36.1%	35.1%	48.1%
	2010	66.9%	18.6%	37.0%	31.3%	47.4%
	2011	66.1%	18.2%	36.8%	34.8%	46.4%
	2012	65.7%	18.7%	38.2%	35.9%	48.7%
	2013	65.2%	17.2%	37.0%	34.2%	47.3%
Other Federal Programs	2009	14.8%	8.8%	26.9%	4.6%	14.9%
	2010	15.1%	9.4%	27.2%	5.3%	15.1%
	2011	15.6%	8.6%	26.9%	5.1%	15.0%
	2012	15.4%	11.0%	26.4%	4.8%	15.8%
	2013	16.2%	11.3%	26.6%	8.1%	16.4%
Subtotal All Federal Programs	2009	81.4%	28.9%	63.0%	39.7%	63.0%
	2010	82.0%	28.0%	64.2%	36.6%	62.5%
	2011	81.7%	26.8%	63.7%	39.9%	61.4%
	2012	81.1%	29.7%	64.5%	40.7%	64.5%
	2013	81.4%	28.5%	63.6%	42.3%	63.7%
No Federal Funding	2009	18.6%	71.1%	37.0%	60.3%	37.0%
	2010	18.0%	72.0%	35.8%	63.4%	37.5%
	2011	18.3%	73.2%	36.3%	60.1%	38.6%
	2012	18.9%	70.3%	35.5%	59.3%	35.5%
	2013	18.6%	71.5%	36.4%	57.7%	36.3%
Total Vehicles	2009	100.0%	100.0%	100.0%	100.0%	100.0%
	2010	100.0%	100.0%	100.0%	100.0%	100.0%
	2011	100.0%	100.0%	100.0%	100.0%	100.0%
	2012	100.0%	100.0%	100.0%	100.0%	100.0%
	2013	100.0%	100.0%	100.0%	100.0%	100.0%

Source: annual National Transit Database.  
 See Glossary following Tables for complete definitions.

TABLE 85: TRANSIT VEHICLES BY LARGEST FUNDING SOURCE BY TYPE OF VEHICLES IN RURAL AREAS ONLY

**FINANCIAL DATA: CAPITAL FUNDING**  
**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR RURAL AREAS ONLY**

TABLE 85: TRANSIT VEHICLES BY LARGEST FUNDING SOURCE BY TYPE OF VEHICLE (RURAL AREAS ONLY)						
Funding Source	Year	Type of Vehicle (a)				
		All Types of Bus	Cutaways	Vans	Automobile, Minivan, and SUV	All Vehicles (a)
<b>Number of Vehicles in Database - Entire Fleet (NOT Limited to New Vehicles Delivered That Year)</b>						
Federal Transit Administration Programs	2009	3,095	7,253	4,093	2,707	17,148
	2010	3,043	9,149	6,295	309	18,796
	2011	3,097	9,275	3,555	3,226	19,153
	2012	2,800	9,216	3,217	3,296	18,529
	2013	2,840	9,342	2,843	3,434	18,459
Other Federal Agency's Programs	2009	91	169	28	62	350
	2010	72	161	131	10	374
	2011	72	167	41	66	346
	2012	108	170	63	79	420
	2013	122	207	50	73	452
Subtotal All Federal Programs	2009	3,186	7,422	4,121	2,769	17,498
	2010	3,115	9,310	6,426	319	19,170
	2011	3,169	9,442	3,596	3,292	19,499
	2012	2,908	9,386	3,280	3,375	18,949
	2013	2,962	9,549	2,893	3,507	18,911
Private Funding	2009	64	148	117	272	601
	2010	93	184	251	111	639
	2011	74	138	90	236	538
	2012	57	130	140	209	536
	2013	68	121	144	211	544
State and Local Government Funding Only	2009	515	904	689	683	2,791
	2010	856	1,127	1,204	140	3,327
	2011	530	1,327	664	568	3,089
	2012	499	1,154	573	504	2,730
	2013	499	957	488	541	2,485

**FINANCIAL DATA: CAPITAL FUNDING  
INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR RURAL AREAS ONLY**

**TABLE 85: TRANSIT VEHICLES BY LARGEST FUNDING SOURCE BY TYPE OF VEHICLE (RURAL AREAS ONLY)**

Funding Source	Year	Type of Vehicle (a)				
		All Types of Bus	Cutaways	Vans	Automobile, Minivan, and SUV	All Vehicles (a)
Total Vehicles	2009	3,765	8,474	4,927	3,724	20,890
	2010	4,064	10,621	7,881	570	23,136
	2011	3,773	10,907	4,350	4,096	23,126
	2012	3,464	10,670	3,993	4,088	22,215
	2013	3,529	10,627	3,525	4,259	21,940
Percent of Vehicles in Database - Entire Fleet (NOT Limited to New Vehicles Delivered That Year)						
Federal Transit Administration Programs	2009	82.2%	85.6%	83.1%	72.7%	82.1%
	2010	74.9%	86.1%	79.9%	54.2%	81.2%
	2011	82.1%	85.0%	81.7%	78.8%	82.8%
	2012	80.8%	86.4%	80.6%	80.6%	83.4%
	2013	80.5%	87.9%	80.7%	80.6%	84.1%
Other Federal Agency's Programs	2009	2.4%	2.0%	0.6%	1.7%	1.7%
	2010	1.8%	1.5%	1.7%	1.8%	1.6%
	2011	1.9%	1.5%	0.9%	1.6%	1.5%
	2012	3.1%	1.6%	1.6%	1.9%	1.9%
	2013	3.5%	1.9%	1.4%	1.7%	2.1%
Subtotal All Federal Programs	2009	84.6%	87.6%	83.6%	74.4%	83.8%
	2010	76.6%	87.7%	81.5%	56.0%	82.9%
	2011	84.0%	86.6%	82.7%	80.4%	84.3%
	2012	83.9%	88.0%	82.1%	82.6%	85.3%
	2013	83.9%	89.9%	82.1%	82.3%	86.2%
Private Funding	2009	1.7%	1.7%	2.4%	7.3%	2.9%
	2010	2.3%	1.7%	3.2%	19.5%	2.8%
	2011	2.0%	1.3%	2.1%	5.8%	2.3%
	2012	1.6%	1.2%	3.5%	5.1%	2.4%
	2013	1.9%	1.1%	4.1%	5.0%	2.5%
State and Local Government Funding Only	2009	13.7%	10.7%	14.0%	18.3%	13.4%
	2010	21.1%	10.6%	15.3%	24.6%	14.4%
	2011	14.0%	12.2%	15.3%	13.9%	13.4%
	2012	14.4%	10.8%	14.4%	12.3%	12.3%
	2013	14.1%	9.0%	13.8%	12.7%	11.3%

**FINANCIAL DATA: CAPITAL FUNDING**  
**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR RURAL AREAS ONLY**

<b>TABLE 85: TRANSIT VEHICLES BY LARGEST FUNDING SOURCE BY TYPE OF VEHICLE (RURAL AREAS ONLY)</b>						
Funding Source	Year	Type of Vehicle (a)				
		All Types of Bus	Cutaways	Vans	Automobile, Minivan, and SUV	All Vehicles (a)
Total Vehicles	2009	100.0%	100.0%	100.0%	100.0%	100.0%
	2010	100.0%	100.0%	100.0%	100.0%	100.0%
	2011	100.0%	100.0%	100.0%	100.0%	100.0%
	2012	100.0%	100.0%	100.0%	100.0%	100.0%
	2013	100.0%	100.0%	100.0%	100.0%	100.0%

(a) Roadway vehicles only. Source: annual National Transit Database.  
 See Glossary following Tables for complete definitions.

TABLE 86: OPERATING FUNDING SOURCES  
(MILLIONS OF DOLLARS AND PERCENT OF TOTAL)

**FINANCIAL DATA: OPERATING FUNDING  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 86: OPERATING FUNDING SOURCES									
Year	Agency Funds (a)			Government Funds					Total Funds
	Passenger Fares	Other	Total	Directly Generated (c)	Local (d)	State (e)	Federal (f)	Total Government Funds	
<b>MILLIONS OF DOLLARS</b>									
1926	978.5	79.0	1,057.5	---	---	---	---	Not Known	Not Known
1927	976.8	77.4	1,054.2	---	---	---	---	Not Known	Not Known
1928	965.8	74.3	1,040.1	---	---	---	---	Not Known	Not Known
1929	978.3	74.2	1,052.5	---	---	---	---	Not Known	Not Known
1930	899.1	63.9	963.0	---	---	---	---	Not Known	Not Known
1931	790.3	51.8	842.1	---	---	---	---	Not Known	Not Known
1932	656.6	39.9	696.5	---	---	---	---	Not Known	Not Known
1933	606.3	36.1	642.4	---	---	---	---	Not Known	Not Known
1934	637.4	37.5	674.9	---	---	---	---	Not Known	Not Known
1935	642.3	39.1	681.4	---	---	---	---	Not Known	Not Known
1936	685.5	42.4	727.9	---	---	---	---	Not Known	Not Known
1937	689.7	43.8	733.5	---	---	---	---	Not Known	Not Known
1938	662.9	37.9	700.8	---	---	---	---	Not Known	Not Known
1939	681.5	39.2	720.7	---	---	---	---	Not Known	Not Known
1940	701.5	35.5	737.0	---	---	---	---	Not Known	Not Known
1941	758.8	41.5	800.3	---	---	---	---	Not Known	Not Known
1942	979.1	60.9	1,040.0	---	---	---	---	Not Known	Not Known
1943	1,235.6	58.4	1,294.0	---	---	---	---	Not Known	Not Known
1944	1,296.9	65.4	1,362.3	---	---	---	---	Not Known	Not Known
1945	1,313.7	66.7	1,380.4	---	---	---	---	Not Known	Not Known
1946	1,331.5	65.6	1,397.1	---	---	---	---	Not Known	Not Known
1947	1,324.2	66.6	1,390.8	---	---	---	---	Not Known	Not Known
1948	1,416.8	71.8	1,488.6	---	---	---	---	Not Known	Not Known
1949	1,419.7	71.2	1,490.9	---	---	---	---	Not Known	Not Known
1950	1,386.8	65.3	1,452.1	---	---	---	---	Not Known	Not Known
1951	1,411.6	61.1	1,472.7	---	---	---	---	Not Known	Not Known



**FINANCIAL DATA: OPERATING FUNDING  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 86: OPERATING FUNDING SOURCES									
Year	Agency Funds (a)			Government Funds					Total Funds
	Passenger Fares	Other	Total	Directly Generated (c)	Local (d)	State (e)	Federal (f)	Total Government Funds	
1952	1,438.1	63.2	1,501.3	---	---	---	---	Not Known	Not Known
1953	1,448.6	64.5	1,513.1	---	---	---	---	Not Known	Not Known
1954	1,410.0	61.8	1,471.8	---	---	---	---	Not Known	Not Known
1955	1,358.9	67.5	1,426.4	---	---	---	---	Not Known	Not Known
1956	1,351.1	65.0	1,416.1	---	---	---	---	Not Known	Not Known
1957	1,319.8	65.8	1,385.6	---	---	---	---	Not Known	Not Known
1958	1,282.2	67.3	1,349.5	---	---	---	---	Not Known	Not Known
1959	1,308.3	68.1	1,376.4	---	---	---	---	Not Known	Not Known
1960	1,334.9	72.3	1,407.2	---	---	---	---	Not Known	Not Known
1961	1,320.9	68.8	1,389.7	---	---	---	---	Not Known	Not Known
1962	1,330.2	73.3	1,403.5	---	---	---	---	Not Known	Not Known
1963	1,316.3	74.3	1,390.6	---	---	---	---	Not Known	Not Known
1964	1,326.0	82.1	1,408.1	---	---	---	---	Not Known	Not Known
1965	1,340.1	103.7	1,443.8	---	---	---	---	Not Known	Not Known
1966	1,385.4	93.1	1,478.5	---	---	---	---	Not Known	Not Known
1967	1,457.4	98.6	1,556.0	---	---	---	---	Not Known	Not Known
1968	1,470.2	92.5	1,562.7	---	---	---	---	Not Known	Not Known
1969	1,554.7	70.9	1,625.6	---	---	---	---	Not Known	Not Known
1970	1,639.1	68.3	1,707.4	---	---	---	---	Not Known	Not Known
1971	1,661.9	78.8	1,740.7	---	---	---	---	Not Known	Not Known
1972	1,650.7	77.8	1,728.5	---	---	---	---	Not Known	Not Known
1973	1,683.7	113.9	1,797.6	---	---	---	---	Not Known	Not Known
1974	1,805.2	134.5	1,939.7	---	---	---	---	Not Known	Not Known
1975 (a)	1,860.5	182.5	2,043.0	In Local	1,106.0		301.8	1,407.8	3,450.8
1976	2,025.6	210.5	2,236.1	In Local	1,234.5		442.9	1,677.4	3,913.5
1977	2,157.1	196.5	2,353.6	In Local	1,319.5		584.5	1,904.0	4,257.6
1978	2,271.0	178.9	2,449.9	In Local	1,542.1		689.5	2,231.6	4,681.5
1979	2,436.3	211.5	2,647.8	In Local	2,054.6		855.8	2,910.4	5,558.2
1980	2,556.8	248.3	2,805.1	In Local	2,611.2		1,093.9	3,705.1	6,510.2
1981	2,701.4	343.8	3,045.2	In Local	3,225.7		1,095.1	4,320.8	7,366.0
1982	3,077.0	380.0	3,457.0	In Local	3,582.0		1,005.4	4,587.4	8,044.4

**FINANCIAL DATA: OPERATING FUNDING  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 86: OPERATING FUNDING SOURCES									
Year	Agency Funds (a)			Government Funds					Total Funds
	Passenger Fares	Other	Total	Directly Generated (c)	Local (d)	State (e)	Federal (f)	Total Government Funds	
1983	3,171.6	332.5	3,504.1	In Local	4,194.6		827.0	5,021.6	8,525.7
1984 (b)	4,447.7	780.5	5,228.2	In Local	5,399.1		995.8	6,394.9	11,623.1
1985	4,574.7	701.8	5,276.5	In Local	5,978.5		939.6	6,918.1	12,194.6
1986	5,113.1	737.3	5,850.4	In Local	4,244.5	2,305.6	941.2	7,491.3	13,341.7
1987	5,114.1	776.6	5,890.7	In Local	4,680.6	2,564.6	955.1	8,200.3	14,091.0
1988	5,224.6	840.7	6,065.3	In Local	4,893.1	2,677.1	905.1	8,475.3	14,540.6
1989	5,419.9	836.7	6,256.6	In Local	4,995.4	2,796.3	936.6	8,728.3	14,984.9
1990	5,890.8	895.0	6,785.8	In Local	5,326.8	2,970.6	970.0	9,267.4	16,053.2
1991	6,037.2	766.8	6,804.0	In Local	5,373.4	3,199.5	955.9	9,528.8	16,332.8
1992	6,152.5	645.9	6,798.4	In Local	5,268.1	3,879.5	969.1	10,116.7	16,915.1
1993	6,350.9	764.0	7,114.9	In Local	5,490.6	3,704.2	966.5	10,161.3	17,276.2
1994	6,756.0	641.5	7,397.5	1,629.1	4,171.2	3,854.4	915.6	10,570.3	17,967.8
1995	6,800.9	1,268.0	8,068.9	1,544.2	3,980.9	3,829.6	817.0	10,171.7	18,240.6
1996	7,416.3	1,232.8	8,649.1	1,695.4	4,128.5	4,081.8	596.4	10,502.1	19,151.2
1997	7,545.7	1,444.8	8,990.5	1,863.6	4,095.1	3,918.7	647.0	10,524.4	19,514.9
1998	7,969.6	1,731.3	9,700.9	1,953.4	4,376.9	4,279.4	751.2	11,360.9	21,061.8
1999	8,282.4	1,363.1	9,645.5	2,284.5	4,539.8	4,878.6	871.8	12,574.7	22,220.2
2000	8,745.8	2,257.8	11,003.6	1,958.9	5,318.8	4,967.1	994.2	13,239.0	24,242.6
2001	8,891.1	1,634.8	10,525.9	1,944.7	5,986.6	5,700.9	1,129.9	14,762.1	25,288.0
2002	8,648.9	2,390.3	11,039.2	2,211.3	5,343.9	6,718.6	1,319.4	15,593.2	26,632.4
2003	9,149.3	2,520.5	11,669.8	2,544.7	5,557.6	6,632.8	1,616.2	16,351.3	28,021.2
2004	9,774.6	2,372.7	12,147.3	2,587.5	6,184.3	6,713.2	2,085.9	17,570.9	29,718.1
2005	10,269.1	2,289.5	12,558.6	2,693.6	6,657.8	7,494.5	2,303.4	19,149.3	31,707.8
2006	11,194.9	2,349.9	13,544.8	2,796.6	7,105.2	7,674.3	2,591.9	20,168.0	33,712.8
2007	11,144.6	2,327.9	13,472.5	2,697.8	8,322.0	8,370.6	2,677.9	22,068.3	35,540.8
2008	11,860.0	2,444.4	14,304.4	2,448.1	8,753.7	9,794.8	2,674.0	23,670.6	37,975.0
2009	12,273.2	2,275.6	14,548.8	2,542.6	8,762.6	9,857.1	3,206.7	24,369.0	38,917.8
2010	12,556.1	2,118.9	14,675.0	2,548.8	8,457.9	9,760.8	3,674.6	24,442.1	39,117.2
2011	13,557.6	2,044.0	15,601.6	2,563.2	9,068.9	10,048.0	4,028.4	25,708.5	41,310.1
2012	14,180.4	2,024.5	16,205.0	2,824.7	9,545.8	11,138.9	3,862.5	27,371.9	43,576.9
2013	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

**FINANCIAL DATA: OPERATING FUNDING  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 86: OPERATING FUNDING SOURCES									
Year	Agency Funds (a)			Government Funds					Total Funds
	Passenger Fares	Other	Total	Directly Generated (c)	Local (d)	State (e)	Federal (f)	Total Government Funds	
<b>PERCENT OF TOTAL</b>									
1975 (a)	53.9%	5.3%	59.2%	In Local	32.1%		8.7%	40.8%	100.0%
1976	51.8%	5.4%	57.1%	In Local	31.5%		11.3%	42.9%	100.0%
1977	50.7%	4.6%	55.3%	In Local	31.0%		13.7%	44.7%	100.0%
1978	48.5%	3.8%	52.3%	In Local	32.9%		14.7%	47.7%	100.0%
1979	43.8%	3.8%	47.6%	In Local	37.0%		15.4%	52.4%	100.0%
1980	39.3%	3.8%	43.1%	In Local	40.1%		16.8%	56.9%	100.0%
1981	36.7%	4.7%	41.3%	In Local	43.8%		14.9%	58.7%	100.0%
1982	38.3%	4.7%	43.0%	In Local	44.5%		12.5%	57.0%	100.0%
1983	37.2%	3.9%	41.1%	In Local	49.2%		9.7%	58.9%	100.0%
1984 (b)	38.3%	6.7%	45.0%	In Local	46.5%		8.6%	55.0%	100.0%
1985	37.5%	5.8%	43.3%	In Local	49.0%		7.7%	56.7%	100.0%
1986	38.3%	5.5%	43.9%	In Local	31.8%	17.3%	7.1%	56.1%	100.0%
1987	36.3%	5.5%	41.8%	In Local	33.2%	18.2%	6.8%	58.2%	100.0%
1988	35.9%	5.8%	41.7%	In Local	33.7%	18.4%	6.2%	58.3%	100.0%
1989	36.2%	5.6%	41.8%	In Local	33.3%	18.7%	6.3%	58.2%	100.0%
1990	36.7%	5.6%	42.3%	In Local	33.2%	18.5%	6.0%	57.7%	100.0%
1991	37.0%	4.7%	41.7%	In Local	32.9%	19.6%	5.9%	58.3%	100.0%
1992	36.4%	3.8%	40.2%	In Local	31.1%	22.9%	5.7%	59.8%	100.0%
1993	36.8%	4.4%	41.2%	In Local	31.8%	21.4%	5.6%	58.8%	100.0%
1994	37.6%	3.6%	41.2%	9.1%	23.2%	21.5%	5.1%	58.8%	100.0%
1995	37.3%	7.0%	44.2%	8.5%	21.8%	21.0%	4.5%	55.8%	100.0%
1996	38.7%	6.4%	45.2%	8.9%	21.6%	21.3%	3.1%	54.8%	100.0%
1997	38.7%	7.4%	46.1%	9.5%	21.0%	20.1%	3.3%	53.9%	100.0%
1998	37.8%	8.2%	46.1%	9.3%	20.8%	20.3%	3.6%	53.9%	100.0%
1999	37.3%	6.1%	43.4%	10.3%	20.4%	22.0%	3.9%	56.6%	100.0%
2000	36.1%	9.3%	45.4%	8.1%	21.9%	20.5%	4.1%	54.6%	100.0%
2001	35.2%	6.5%	41.6%	7.7%	23.7%	22.5%	4.5%	58.4%	100.0%
2002	32.5%	9.0%	41.5%	8.3%	20.1%	25.2%	5.0%	58.5%	100.0%
2003	32.7%	9.0%	41.6%	9.1%	19.8%	23.7%	5.8%	58.4%	100.0%
2004	32.9%	8.0%	40.9%	8.7%	20.8%	22.6%	7.0%	59.1%	100.0%

**FINANCIAL DATA: OPERATING FUNDING  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 86: OPERATING FUNDING SOURCES**

Year	Agency Funds (a)			Government Funds					Total Funds
	Passenger Fares	Other	Total	Directly Generated (c)	Local (d)	State (e)	Federal (f)	Total Government Funds	
2005	32.4%	7.2%	39.6%	8.5%	21.0%	23.6%	7.3%	60.4%	100.0%
2006	33.2%	7.0%	40.2%	8.3%	21.1%	22.8%	7.7%	59.8%	100.0%
2007	31.4%	6.5%	37.9%	7.6%	23.4%	23.6%	7.5%	62.1%	100.0%
2008	31.2%	6.4%	37.7%	6.4%	23.1%	25.8%	7.0%	62.3%	100.0%
2009	31.5%	5.8%	37.4%	6.5%	22.5%	25.3%	8.2%	62.6%	100.0%
2010	32.1%	5.4%	37.5%	6.5%	21.6%	25.0%	9.4%	62.5%	100.0%
2011	32.8%	4.9%	37.8%	6.2%	22.0%	24.3%	9.8%	62.2%	100.0%
2012	32.5%	4.6%	37.2%	6.5%	21.9%	25.6%	8.9%	62.8%	100.0%
2013	32.5%	3.8%	36.3%	6.4%	22.2%	26.1%	8.9%	63.7%	100.0%

(a) Prior to 1974 government financial assistance was not separately identified from other revenues in accounting systems.

(b) Includes commuter rail, ferryboat, rural bus, other, and demand response beginning in 1984.

See Glossary following Tables for complete definitions.

(c) Sources of Directly Generated and Agency Operating Funds are reported on Table 50 for agencies reporting to the National Transit Database for urbanized areas only. Those amounts are only part of the total for the entire transit industry shown herein.

(d) Sources of Local Assistance Operating Funds are reported on Table 51 for agencies reporting to the National Transit Database for urbanized areas only. Those amounts are only part of the total for the entire transit industry shown herein.

(e) Sources of State Assistance Operating Funds are reported on Table 52 for agencies reporting to the National Transit Database for urbanized areas only. Those amounts are only part of the total for the entire transit industry shown herein.

(f) Sources of Federal Assistance Operating Funds are reported on Table 53 for agencies reporting to the National Transit Database for urbanized areas only. Those amounts are only part of the total for the entire transit industry shown herein.

**TABLE 87: DIRECTLY GENERATED OPERATING FUNDING SOURCES  
(MILLIONS OF DOLLARS AND PERCENT OF TOTAL)**

**FINANCIAL DATA: OPERATING FUNDING  
INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

<b>TABLE 87: DIRECTLY GENERATED OPERATING FUNDING SOURCES (a)</b>										
Year	Fares	Other Earnings	Dedicated Taxes					Other Revenue	Total	
			Income	Sales	Property	Gasoline	Other			Total
<b>MILLIONS OF DOLLARS OF DIRECTLY GENERATED OPERATING REVENUE</b>										
1994	6,466.5	967.9	0.0	956.8	167.4	0.1	100.5	1,224.9	305.0	8,964.2
1995	6,478.9	1,183.3	1,438.1							9,100.3
1996	6,964.9	1,251.6	0.8	1,111.6	175.7	0.0	112.4	1,400.5	173.1	9,790.1
1997	7,126.7	1,349.9	0.2	1,226.9	230.1	0.0	113.9	1,571.1	170.2	10,217.9
1998	7,276.5	1,545.2	0.3	1,151.6	263.4	10.5	116.1	1,541.9	201.3	10,564.9
1999	7,504.1	1,586.4	0.4	1,403.1	298.1	0.2	136.0	1,837.7	199.9	11,128.2
2000	7,811.0	2,020.7	2.6	1,168.6	236.9	0.0	149.2	1,557.3	195.8	11,584.8
2001	8,132.6	1,978.8	0.3	1,202.1	214.8	0.0	138.8	1,556.0	193.0	11,860.4
2002	8,148.8	2,011.9	2.6	1,362.6	173.3	5.9	186.4	1,730.8	18.8	11,910.3
2003	8,452.2	1,903.0	0.0	1,549.1	245.9	0.3	188.9	1,984.2	334.1	12,673.5
2004	9,086.3	1,836.0	0.0	1,557.4	244.2	5.2	188.6	1,995.4	331.1	13,248.8
2005	9,634.9	1,816.1	0.0	1,596.3	269.8	8.8	224.0	2,098.9	310.2	13,860.1
2006	10,353.0	1,992.3	0.0	1,653.2	274.8	8.6	229.9	2,166.6	337.8	14,849.6
2007	10,586.2	2,161.8	0.0	1,706.6	279.3	26.7	220.4	2,233.0	325.5	15,306.5
2008	11,378.4	2,306.7	0.0	1,547.3	322.5	0.0	229.6	2,099.4	251.3	16,035.8
2009	11,807.5	2,180.8	0.0	1,653.1	325.3	0.0	230.9	2,209.3	237.9	16,435.5
2010	12,126.3	2,029.9	2,463.0							16,619.2
2011	13,123.2	2,024.9	2,546.5							17,676.8
2012	13,608.4	1,842.8	2,618.7							18,069.9
2013	14,488.5	1,711.1	2,890.3							19,089.9
<b>PERCENT OF TOTAL DIRECTLY GENERATED OPERATING REVENUE</b>										
1994	72.1%	10.8%	0.0%	10.7%	1.9%	0.0%	1.1%	13.7%	3.4%	100.0%
1995	71.2%	13.0%	15.8%							100.0%
1996	71.1%	12.8%	0.0%	11.4%	1.8%	0.0%	1.1%	14.3%	1.8%	100.0%
1997	69.7%	13.2%	0.0%	12.0%	2.3%	0.0%	1.1%	15.4%	1.7%	100.0%
1998	68.9%	14.6%	0.0%	10.9%	2.5%	0.1%	1.1%	14.6%	1.9%	100.0%
1999	67.4%	14.3%	0.0%	12.6%	2.7%	0.0%	1.2%	16.5%	1.8%	100.0%

**FINANCIAL DATA: OPERATING FUNDING**  
**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

**TABLE 87: DIRECTLY GENERATED OPERATING FUNDING SOURCES (a)**

Year	Fares	Other Earnings	Dedicated Taxes						Other Revenue	Total
			Income	Sales	Property	Gasoline	Other	Total		
2000	67.4%	17.4%	0.0%	10.1%	2.0%	0.0%	1.3%	13.4%	1.7%	100.0%
2001	68.6%	16.7%	0.0%	10.1%	1.8%	0.0%	1.2%	13.1%	1.6%	100.0%
2002	68.4%	16.9%	0.0%	11.4%	1.5%	0.0%	1.6%	14.5%	0.2%	100.0%
2003	66.7%	15.0%	0.0%	12.2%	1.9%	0.0%	1.5%	15.7%	2.6%	100.0%
2004	68.6%	13.9%	0.0%	11.8%	1.8%	0.0%	1.4%	15.1%	2.5%	100.0%
2005	69.5%	13.1%	0.0%	11.5%	1.9%	0.1%	1.6%	15.1%	2.2%	100.0%
2006	69.7%	13.4%	0.0%	11.1%	1.9%	0.1%	1.5%	14.6%	2.3%	100.0%
2007	69.2%	14.1%	0.0%	11.1%	1.8%	0.2%	1.4%	14.6%	2.1%	100.0%
2008	71.0%	14.4%	0.0%	9.6%	2.0%	0.0%	1.4%	13.1%	1.6%	100.0%
2009	71.8%	13.3%	0.0%	10.1%	2.0%	0.0%	1.4%	13.4%	1.4%	100.0%
2010	73.0%	12.2%	14.8%							100.0%
2011	74.2%	11.4%	14.4%							100.0%
2012	75.3%	10.2%	14.5%							100.0%
2013	75.9%	9.0%	15.1%							100.0%

(a) Sample data only for transit systems in Urbanized Areas reporting to the annual National Transit Database, not projected to national total. Source: annual National Transit Database. See Glossary following Tables for complete definitions.

**TABLE 88: LOCAL OPERATING FUNDING SOURCES  
(MILLIONS OF DOLLARS AND PERCENT OF TOTAL)**

**FINANCIAL DATA: OPERATING FUNDING  
INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

<b>TABLE 88: LOCAL OPERATING FUNDING SOURCES (a)</b>									
Year	General Revenue	Dedicated Taxes						Other Revenue	Total
		Income	Sales	Property	Gasoline	Other	Total		
<b>MILLIONS OF DOLLARS OF LOCAL OPERATING REVENUE</b>									
1994	1,983.0	5.6	1,350.3	145.7	29.3	97.6	1,628.4	281.0	3,892.4
1995	1,823.5	55.2	1,316.3	131.6	35.0	107.0	1,645.1	238.9	3,707.5
1996	1,796.6	34.3	1,432.8	228.7	50.8	111.4	1,857.9	177.4	3,831.9
1997	1,656.6	68.9	1,564.6	112.9	59.5	136.9	1,942.8	226.9	3,826.3
1998	1,700.8	202.7	1,439.2	96.5	59.5	202.3	2,000.3	205.1	3,906.2
1999	1,729.1	30.1	1,509.7	228.2	65.1	237.9	2,071.0	259.7	4,059.8
2000	1,806.5	41.9	2,160.1	228.4	106.3	227.9	2,764.6	189.0	4,760.1
2001	2,120.9	91.4	2,292.4	218.7	105.4	341.4	3,049.2	228.1	5,398.2
2002	1,737.1	89.7	1,768.8	281.1	98.1	302.2	2,539.9	275.4	4,552.4
2003	2,079.0	98.4	1,849.3	225.5	110.4	306.8	2,590.5	393.7	5,063.2
2004	2,167.6	95.8	1,960.1	205.3	136.8	521.4	2,919.4	473.5	5,560.5
2005	2,372.8	69.4	2,027.8	202.1	156.1	708.6	3,164.0	417.9	5,954.7
2006	2,522.3	61.9	2,318.4	209.3	131.4	853.0	3,574.1	266.5	6,362.9
2007	3,149.8	71.4	3,034.2	344.7	139.6	1,017.3	4,607.2	135.3	7,892.3
2008	3,607.8	87.6	3,396.4	404.6	184.7	564.8	4,638.1	159.6	8,405.5
2009	3,564.1	81.2	3,641.2	392.1	159.0	232.9	4,506.5	363.2	8,433.8
2010	3,362.1				4,811.3				8,173.3
2011	3,478.3				5,132.7				8,610.9
2012	3,747.9				5,208.0				8,955.9
2013	3,807.0				5,767.5				(b) 9,729.1
<b>PERCENT OF LOCAL OPERATING REVENUE</b>									
1994	50.9%	0.1%	34.7%	3.7%	0.8%	2.5%	41.8%	7.2%	100.0%
1995	49.2%	1.5%	35.5%	3.5%	0.9%	2.9%	44.4%	6.4%	100.0%
1996	46.9%	0.9%	37.4%	6.0%	1.3%	2.9%	48.5%	4.6%	100.0%
1997	43.3%	1.8%	40.9%	3.0%	1.6%	3.6%	50.8%	5.9%	100.0%
1998	43.5%	5.2%	36.8%	2.5%	1.5%	5.2%	51.2%	5.3%	100.0%
1999	42.6%	0.7%	37.2%	5.6%	1.6%	5.9%	51.0%	6.4%	100.0%
2000	38.0%	0.9%	45.4%	4.8%	2.2%	4.8%	58.1%	4.0%	100.0%
2001	39.3%	1.7%	42.5%	4.1%	2.0%	6.3%	56.5%	4.2%	100.0%

**FINANCIAL DATA: OPERATING FUNDING**  
**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

TABLE 88: LOCAL OPERATING FUNDING SOURCES (a)									
Year	General Revenue	Dedicated Taxes						Other Revenue	Total
		Income	Sales	Property	Gasoline	Other	Total		
2002	38.2%	2.0%	38.9%	6.2%	2.2%	6.6%	55.8%	6.0%	100.0%
2003	41.1%	1.9%	36.5%	4.5%	2.2%	6.1%	51.2%	7.8%	100.0%
2004	39.0%	1.7%	35.3%	3.7%	2.5%	9.4%	52.5%	8.5%	100.0%
2005	39.8%	1.2%	34.1%	3.4%	2.6%	11.9%	53.1%	7.0%	100.0%
2006	39.6%	1.0%	36.4%	3.3%	2.1%	13.4%	56.2%	4.2%	100.0%
2007	39.9%	0.9%	38.4%	4.4%	1.8%	12.9%	58.4%	1.7%	100.0%
2008	42.9%	1.0%	40.4%	4.8%	2.2%	6.7%	55.2%	1.9%	100.0%
2009	42.3%	1.0%	43.2%	4.6%	1.9%	2.8%	53.4%	4.3%	100.0%
2010	41.1%	58.9%							100.0%
2011	40.4%	59.6%							100.0%
2012	41.8%	58.2%							100.0%
2013	39.8%	60.2%							100.0%

(a) Sample data only for transit systems in Urbanized Areas reporting to the annual National Transit Database, not projected to national total. Source: annual National Transit Database.

(b) Does not include funds which are not differentiated by source.

See Glossary following Tables for complete definitions.



TABLE 89: STATE OPERATING FUNDING SOURCES  
(MILLIONS OF DOLLARS AND PERCENT OF TOTAL)

FINANCIAL DATA: OPERATING FUNDING  
INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY

TABLE 89: STATE OPERATING FUNDING SOURCES (a)									
Year	General Revenue	Dedicated Taxes					Other Revenue	Total	
		Income	Sales	Property	Gasoline	Other			
<b>MILLIONS OF DOLLARS OF STATE OPERATING REVENUE</b>									
1994	1,684.3	270.0	325.5	20.1	356.9	422.8	1,395.3	547.1	3,626.7
1995	1,617.1	55.2	1,316.3	131.6	35.0	107.0	1,645.0	336.6	3,598.7
1996	1,633.9	181.1	388.8	20.1	407.0	524.1	1,521.1	633.6	3,788.6
1997	1,644.3	123.4	376.2	23.7	311.7	534.5	1,369.5	647.6	3,661.4
1998	1,657.0	128.1	359.9	32.0	361.6	576.1	1,457.6	704.6	3,819.2
1999	1,830.2	161.4	473.8	37.1	381.4	693.4	1,747.1	774.0	4,351.3
2000	1,908.7	151.6	483.4	45.3	344.7	568.2	1,593.2	943.4	4,445.3
2001	1,608.4	261.4	1,153.9	15.1	394.2	687.1	2,511.7	1,007.1	5,127.2
2002	4,379.6	228.8	1,919.5	2.4	546.1	781.3	3,478.1	-1,431.5	6,426.2
2003	1,670.5	141.8	1,835.3	0.3	397.4	1,007.7	3,382.6	989.6	6,042.7
2004	1,657.9	168.6	1,927.9	0.0	433.2	899.3	3,429.0	949.2	6,036.1
2005	1,899.7	275.3	2,209.9	0.0	382.5	903.6	3,771.3	1,032.0	6,703.0
2006	1,923.3	191.2	2,228.7	0.0	350.5	1,165.3	3,935.8	1,013.3	6,872.4
2007	2,172.6	696.0	2,502.7	0.0	605.4	1,048.7	4,852.8	913.0	7,938.4
2008	2,752.9	1,075.7	3,216.2	0.1	601.0	960.5	5,853.5	798.7	9,405.1
2009	2,391.7	857.2	3,244.3	3.9	600.2	1,332.7	6,038.4	1,057.2	9,487.3
2010	2,213.8				7,218.6				9,432.4
2011	2,226.5				7,468.2				9,694.7
2012	2,427.0				8,257.9				10,685.0
2013	2,626.2				8,911.9				(b) 11,538.1
<b>PERCENT OF STATE OPERATING REVENUE</b>									
1994	46.4%	7.4%	9.0%	0.6%	9.8%	11.7%	38.5%	15.1%	100.0%
1995	44.9%	1.5%	36.6%	3.7%	1.0%	3.0%	45.7%	9.4%	100.0%
1996	43.1%	4.8%	10.3%	0.5%	10.7%	13.8%	40.1%	16.7%	100.0%
1997	44.9%	3.4%	10.3%	0.6%	8.5%	14.6%	37.4%	17.7%	100.0%
1998	43.4%	3.4%	9.4%	0.8%	9.5%	15.1%	38.2%	18.4%	100.0%
1999	42.1%	3.7%	10.9%	0.9%	8.8%	15.9%	40.2%	17.8%	100.0%
2000	42.9%	3.4%	10.9%	1.0%	7.8%	12.8%	35.8%	21.2%	100.0%

**FINANCIAL DATA: OPERATING FUNDING**  
**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

TABLE 89: STATE OPERATING FUNDING SOURCES (a)									
Year	General Revenue	Dedicated Taxes						Other Revenue	Total
		Income	Sales	Property	Gasoline	Other	Total		
2001	31.4%	5.1%	22.5%	0.3%	7.7%	13.4%	49.0%	19.6%	100.0%
2002	68.2%	3.6%	29.9%	0.0%	8.5%	12.2%	54.1%	-22.3%	100.0%
2003	27.6%	2.3%	30.4%	0.0%	6.6%	16.7%	56.0%	16.4%	100.0%
2004	27.5%	2.8%	31.9%	0.0%	7.2%	14.9%	56.8%	15.7%	100.0%
2005	28.3%	4.1%	33.0%	0.0%	5.7%	13.5%	56.3%	15.4%	100.0%
2006	28.0%	2.8%	32.4%	0.0%	5.1%	17.0%	57.3%	14.7%	100.0%
2007	27.4%	8.8%	31.5%	0.0%	7.6%	13.2%	61.1%	11.5%	100.0%
2008	29.3%	11.4%	34.2%	0.0%	6.4%	10.2%	62.2%	8.5%	100.0%
2009	25.2%	9.0%	34.2%	0.0%	6.3%	14.0%	63.6%	11.1%	100.0%
2010	23.5%	76.5%							100.0%
2011	23.0%	77.0%							100.0%
2012	22.7%	77.3%							100.0%
2013	22.8%	77.2%							100.0%

(a) Sample data only for transit systems in Urbanized Areas reporting to the annual National Transit Database, not projected to national total.

(b) Does not include funds which are not differentiated by source.

See Glossary following Tables for complete definitions.

**TABLE 90: FEDERAL OPERATING FUNDING SOURCES  
(MILLIONS OF DOLLARS AND PERCENT OF TOTAL)**

**FINANCIAL DATA: OPERATING FUNDING  
INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

<b>TABLE 90: FEDERAL OPERATING FUNDING SOURCES (a)</b>									
Year	Urbanized Area Formula Program			Capital Program (b)	Other FTA		Other US DOT Programs	Other Federal Funds	Total
	UAF Program Eligible Operating	UAF Program Capital (b)	UAF Program Total		Other FTA Operating	Other FTA Capital (b)			
<b>MILLIONS OF DOLLARS OF FEDERAL OPERATING REVENUE</b>									
1994	---	---	769.0			92.6			861.6
1995	---	---	708.5			59.3			767.8
1996	---	---	462.7			90.9			553.6
1997	---	---	497.4			107.1			604.5
1998	300.2	358.4	658.6	8.6		74.1			741.3
1999	306.1	459.2	765.3	40.4		54.6			860.3
2000	334.2	566.2	900.4	44.6		39.4			984.4
2001	185.3	819.8	1,005.1	65.8		46.4			1,117.3
2002	---	---	1,128.4		130.4		21.4	22.0	1,302.2
2003	---	---	1,389.5	27.1	138.3		21.7	19.5	1,596.1
2004	477.3	997.1	1,474.4	86.5	45.1	109.9	286.1	22.2	2,024.2
2005	295.9	1,437.2	1,733.1	62.9	88.3	86.9	254.2	18.1	2,243.1
2006	311.7	1,623.9	1,935.6	106.2	107.9	99.6	249.7	24.2	2,523.4
2007	359.2	1,785.4	2,144.6	213.3	35.7	66.1	14.5	61.4	2,535.6
2008	817.6	1,277.2	2,094.8	190.9	49.2	104.9	11.5	85.0	2,536.3
2009	765.1	1,633.1	2,398.2	443.0	46.9	64.5	7.6	126.4	3,086.6
2010	723.3	1,982.1	2,705.4	398.1	82.1	66.1	148.5	150.7	3,550.9
2011	585.1	2,309.4	2,894.5	300.2	69.2	78.6	16.9	211.8	3,571.3
2012	654.2	1,993.1	2,647.3	275.3	103.9	68.6	56.0	192.5	3,343.6
2013	867.8	1,821.8	2,689.6	131.3	461.5	69.8	44.2	194.0	3,590.5
<b>PERCENT OF TOTAL FEDERAL OPERATING REVENUE</b>									
1994	---	---	89.3%			10.7%			100.0%
1995	---	---	92.3%			7.7%			100.0%
1996	---	---	83.6%			16.4%			100.0%
1997	---	---	82.3%			17.7%			100.0%
1998	40.5%	48.3%	88.8%	1.2%		10.0%			100.0%

**FINANCIAL DATA: OPERATING FUNDING**  
**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

**TABLE 90: FEDERAL OPERATING FUNDING SOURCES (a)**

Year	Urbanized Area Formula Program			Capital Program (b)	Other FTA		Other US DOT Programs	Other Federal Funds	Total
	UAF Program Eligible Operating	UAF Program Capital (b)	UAF Program Total		Other FTA Operating	Other FTA Capital (b)			
1999	35.6%	53.4%	89.0%	4.7%	6.3%				100.0%
2000	33.9%	57.5%	91.5%	4.5%	4.0%				100.0%
2001	16.6%	73.4%	90.0%	5.9%	4.2%				100.0%
2002	---	---	86.7%		10.0%		1.6%	1.7%	100.0%
2003	---	---	87.1%	1.7%	8.7%		1.4%	1.2%	100.0%
2004	23.6%	49.3%	72.8%	4.3%	2.2%	5.4%	14.1%	1.1%	100.0%
2005	13.2%	64.1%	77.3%	2.8%	3.9%	3.9%	11.3%	0.8%	100.0%
2006	12.4%	64.4%	76.7%	4.2%	4.3%	3.9%	9.9%	1.0%	100.0%
2007	14.2%	70.4%	84.6%	8.4%	1.4%	2.6%	0.6%	2.4%	100.0%
2008	32.2%	50.4%	82.6%	7.5%	1.9%	4.1%	0.5%	3.4%	100.0%
2009	24.8%	52.9%	77.7%	14.4%	1.5%	2.1%	0.2%	4.1%	100.0%
2010	20.4%	55.8%	76.2%	11.2%	2.3%	1.9%	4.2%	4.2%	100.0%
2011	16.4%	64.7%	81.0%	8.4%	1.9%	2.2%	0.5%	5.9%	100.0%
2012	19.6%	59.6%	79.2%	8.2%	3.1%	2.1%	1.7%	5.8%	100.0%
2013	24.2%	50.7%	74.9%	3.7%	12.9%	1.9%	1.2%	5.4%	100.0%

(a) Sample data only for transit systems in Urbanized Areas reporting to the annual National Transit Database, not projected to national total. Source: annual National Transit Database.

(b) Funds for purposes defined as capital in transit authorizing law but defined as operating in NTD accounts.

TABLE 91: PASSENGER FARE REVENUE BY MODE  
(MILLIONS OF DOLLARS)  
PART A: ROADWAY MODES

FINANCIAL DATA: OPERATING FUNDING  
INCLUDES ENTIRE TRANSIT INDUSTRY

TABLE 91: PASSENGER FARE REVENUE BY MODE (MILLIONS OF DOLLARS), PART A: ROADWAY MODES									
Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
1926	(b)	---	(b)	115.5	---	---	---	---	115.5
1927	(b)	---	(b)	131.1	---	---	---	---	131.1
1928	(b)	---	(b)	142.3	0.3	---	---	---	142.6
1929	(b)	---	(b)	159.9	0.6	---	---	---	160.5
1930	(b)	---	(b)	153.4	1.7	---	---	---	155.1
1931	(b)	---	(b)	142.3	2.2	---	---	---	144.5
1932	(b)	---	(b)	126.1	2.7	---	---	---	128.8
1933	(b)	---	(b)	120.2	3.0	---	---	---	123.2
1934	(b)	---	(b)	137.8	4.2	---	---	---	142.0
1935	(b)	---	(b)	151.2	5.5	---	---	---	156.7
1936	(b)	---	(b)	180.9	7.6	---	---	---	188.5
1937	(b)	---	(b)	197.7	14.1	---	---	---	211.8
1938	(b)	---	(b)	205.1	18.8	---	---	---	223.9
1939	(b)	---	(b)	226.2	21.6	---	---	---	247.8
1940	(b)	---	(b)	248.8	24.9	---	---	---	273.7
1941	(b)	---	(b)	291.0	34.3	---	---	---	325.3
1942	(b)	---	(b)	426.0	48.4	---	---	---	474.4
1943	(b)	---	(b)	534.2	63.3	---	---	---	597.5
1944	(b)	---	(b)	574.3	67.1	---	---	---	641.4
1945	(b)	---	(b)	590.0	68.0	---	---	---	658.0
1946	(b)	---	(b)	610.9	71.7	---	---	---	682.6
1947	(b)	---	(b)	632.0	76.5	---	---	---	708.5
1948	(b)	---	(b)	713.5	89.7	---	---	---	803.2
1949	(b)	---	(b)	739.2	110.8	---	---	---	850.0
1950	(b)	---	(b)	734.2	120.6	---	---	---	854.8
1951	(b)	---	(b)	789.3	130.6	---	---	---	919.9
1952	(b)	---	(b)	839.1	145.8	---	---	---	984.9
1953	(b)	---	(b)	849.7	148.9	---	---	---	998.6

**FINANCIAL DATA: OPERATING FUNDING  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 91: PASSENGER FARE REVENUE BY MODE (MILLIONS OF DOLLARS), PART A: ROADWAY MODES**

Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
1954	(b)	---	(b)	835.3	138.8	---	---	---	974.1
1955	(b)	---	(b)	826.3	128.5	---	---	---	954.8
1956	(b)	---	(b)	845.3	124.5	---	---	---	969.8
1957	(b)	---	(b)	849.6	112.7	---	---	---	962.3
1958	(b)	---	(b)	839.2	100.1	---	---	---	939.3
1959	(b)	---	(b)	877.0	89.9	---	---	---	966.9
1960	(b)	---	(b)	910.3	81.0	---	---	---	991.3
1961	(b)	---	(b)	897.8	76.5	---	---	---	974.3
1962	(b)	---	(b)	910.1	73.7	---	---	---	983.8
1963	(b)	---	(b)	932.2	54.7	---	---	---	986.9
1964	(b)	---	(b)	950.4	45.0	---	---	---	995.4
1965	(b)	---	(b)	971.9	40.6	---	---	---	1,012.5
1966	(b)	---	(b)	998.1	38.5	---	---	---	1,036.6
1967	(b)	---	(b)	1,037.3	34.9	---	---	---	1,072.2
1968	(b)	---	(b)	1,049.7	34.8	---	---	---	1,084.5
1969	(b)	---	(b)	1,114.8	31.5	---	---	---	1,146.3
1970	(b)	---	(b)	1,193.6	30.4	---	---	---	1,224.0
1971	(b)	---	(b)	1,226.8	31.2	---	---	---	1,258.0
1972	(b)	---	(b)	1,177.8	31.4	---	---	---	1,209.2
1973	(b)	---	(b)	1,183.8	23.6	---	---	---	1,207.4
1974	(b)	---	(b)	1,269.6	17.2	---	---	---	1,286.8
1975	(b)	---	(b)	1,310.1	15.4	---	---	---	1,325.5
1976	(b)	---	(b)	1,366.0	15.0	---	---	---	1,381.0
1977	(b)	---	(b)	1,482.0	14.5	---	---	---	1,496.5
1978	(b)	---	(b)	1,575.2	14.4	---	---	---	1,589.6
1979	(b)	---	(b)	1,713.8	15.7	---	---	---	1,729.5
1980	(b)	---	(b)	1,791.1	26.0	---	---	---	1,817.1
1981	(b)	---	(b)	In Total	In Total	---	---	---	In Total
1982	(b)	---	(b)	In Total	In Total	---	---	---	In Total
1983	(b)	---	(b)	In Total	In Total	---	---	---	In Total
1984	(b)	---	(b)	In Total	In Total	In Total	---	---	In Total
1985	(b)	---	(b)	In Total	In Total	In Total	---	---	In Total
1986	(b)	---	(b)	In Total	In Total	In Total	---	---	In Total

**FINANCIAL DATA: OPERATING FUNDING  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 91: PASSENGER FARE REVENUE BY MODE (MILLIONS OF DOLLARS), PART A: ROADWAY MODES**

Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
1987	(b)	---	(b)	In Total	In Total	In Total	---	---	In Total
1988	(b)	---	(b)	In Total	In Total	In Total	---	---	In Total
1989	(b)	---	(b)	In Total	In Total	In Total	---	---	In Total
1990	(b)	---	(b)	2,966.8	45.8	40.9	---	---	3,053.5
1991	(b)	---	(b)	3,098.4	51.6	68.9	---	---	3,218.9
1992	(b)	---	(b)	3,058.8	48.7	75.8	---	---	3,183.3
1993	(b)	---	(b)	3,116.7	52.4	93.9	---	---	3,263.0
1994	(b)	---	(b)	3,249.5	54.5	170.7	---	---	3,474.7
1995	(b)	---	(b)	3,287.2	54.0	146.3	11.0	---	3,498.5
1996	(b)	---	(b)	3,515.0	54.7	156.9	12.1	---	3,738.7
1997	(b)	---	(b)	3,557.8	56.9	170.4	13.0	---	3,798.1
1998	(b)	---	(b)	3,991.2	55.3	141.5	16.6	---	4,204.6
1999	(b)	---	(b)	4,175.0	59.5	158.6	26.7	---	4,419.8
2000	(b)	(b)	(b)	4,375.5	59.5	171.6	22.6	---	4,629.2
2001	(b)	(b)	(b)	4,356.7	59.5	181.5	25.9	---	4,623.6
2002	(b)	(b)	(b)	4,106.2	59.4	193.5	25.4	---	4,384.5
2003	(b)	(b)	(b)	4,269.6	53.5	244.0	30.1	---	4,597.2
2004	(b)	(b)	(b)	4,546.5	55.3	253.5	30.9	---	4,886.2
2005	(b)	(b)	(b)	4,764.0	57.3	286.3	36.5	---	5,144.1
2006	(b)	(b)	(b)	5,239.2	59.9	309.2	45.4	---	5,653.7
2007	(b)	(b)	(b)	4,583.2	56.8	553.7	56.7	28.2	5,278.6
2008	(b)	(b)	(b)	4,835.3	63.3	498.6	83.4	29.5	5,510.1
2009	(b)	(b)	(b)	4,961.8	68.1	483.3	88.5	53.1	5,654.8
2010	(b)	(b)	(b)	4,997.3	80.1	485.7	91.9	58.2	5,713.2
2011	5,209.9	4.8	139.4	5,354.0	84.3	449.8	107.3	55.2	6,050.7
2012	5,343.9	6.4	224.6	5,574.9	89.2	534.8	128.2	44.9	6,372.0
2013 (h)	5,202.2	31.8	554.4	5,788.5	91.5	582.3	131.6	38.0	6,631.9

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(a) Trolleybus is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(b) Included in Total Bus.

(c) Data not continuous for modes noted, see Methodology.

(h) Beginning in 2103 includes fare revenue used for other than operations purposes and not reported in "Table 86, Operating Funding Sources."

See Glossary following Tables for complete definitions.

TABLE 91: PASSENGER FARE REVENUE BY MODE  
(MILLIONS OF DOLLARS)  
PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL

**FINANCIAL DATA: OPERATING FUNDING  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 91: PASSENGER FARE REVENUE BY MODE (MILLIONS OF DOLLARS), PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL											
Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
1926	---	---	---	134.4	728.6	(f)	728.6	---	---	863.0	978.5
1927	---	---	---	140.6	705.1	(f)	705.1	---	---	845.7	976.8
1928	---	---	---	143.7	679.5	(f)	679.5	---	---	823.2	965.8
1929	---	---	---	149.9	667.9	(f)	667.9	---	---	817.8	978.3
1930	---	---	---	148.9	595.1	(f)	595.1	---	---	744.0	899.1
1931	---	---	---	139.7	506.1	(f)	506.1	---	---	645.8	790.3
1932	---	---	---	127.2	400.6	(f)	400.6	---	---	527.8	656.6
1933	---	---	---	122.6	360.5	(f)	360.5	---	---	483.1	606.3
1934	---	---	---	126.6	368.8	(f)	368.8	---	---	495.4	637.4
1935	---	---	---	127.8	357.8	(f)	357.8	---	---	485.6	642.3
1936	---	---	---	131.8	365.2	(f)	365.2	---	---	497.0	685.5
1937	---	---	---	130.8	347.1	(f)	347.1	---	---	477.9	689.7
1938	---	---	---	128.0	311.0	(f)	311.0	---	---	439.0	662.9
1939	---	---	---	130.0	303.7	(f)	303.7	---	---	433.7	681.5
1940	---	---	---	128.8	299.0	(f)	299.0	---	---	427.8	701.5
1941	---	---	---	131.7	301.8	(f)	301.8	---	---	433.5	758.8
1942	---	---	---	139.7	365.0	(f)	365.0	---	---	504.7	979.1
1943	---	---	---	147.5	490.6	(f)	490.6	---	---	638.1	1,235.6
1944	---	---	---	146.5	509.0	(f)	509.0	---	---	655.5	1,296.9
1945	---	---	---	150.8	504.9	(f)	504.9	---	---	655.7	1,313.7
1946	---	---	---	150.0	498.9	(f)	498.9	---	---	648.9	1,331.5
1947	---	---	---	148.8	466.9	(f)	466.9	---	---	615.7	1,324.2
1948	---	---	---	184.2	429.4	(f)	429.4	---	---	613.6	1,416.8
1949	---	---	---	210.8	358.9	(f)	358.9	---	---	569.7	1,419.7
1950	---	---	---	209.6	322.4	(f)	322.4	---	---	532.0	1,386.8
1951	---	---	---	207.3	284.4	(f)	284.4	---	---	491.7	1,411.6



**FINANCIAL DATA: OPERATING FUNDING  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 91: PASSENGER FARE REVENUE BY MODE (MILLIONS OF DOLLARS), PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL**

Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
1952	---	---	---	206.2	247.0	(f)	247.0	---	---	453.2	1,438.1
1953	---	---	---	232.0	218.0	(f)	218.0	---	---	450.0	1,448.6
1954	---	---	---	261.4	174.5	(f)	174.5	---	---	435.9	1,410.0
1955	---	---	---	257.5	146.6	(f)	146.6	---	---	404.1	1,358.9
1956	---	---	---	264.2	117.1	(f)	117.1	---	---	381.3	1,351.1
1957	---	---	---	260.5	97.0	(f)	97.0	---	---	357.5	1,319.8
1958	---	---	---	259.4	83.5	(f)	83.5	---	---	342.9	1,282.2
1959	---	---	---	262.9	78.5	(f)	78.5	---	---	341.4	1,308.3
1960	---	---	---	269.6	74.0	(f)	74.0	---	---	343.6	1,334.9
1961	---	---	---	273.5	73.1	(f)	73.1	---	---	346.6	1,320.9
1962	---	---	---	280.1	66.3	(f)	66.3	---	---	346.4	1,330.2
1963	---	---	---	274.6	54.8	(f)	54.8	---	---	329.4	1,316.3
1964	---	---	---	282.3	48.3	(f)	48.3	---	---	330.6	1,326.0
1965	---	---	---	279.0	48.6	(f)	48.6	---	---	327.6	1,340.1
1966	---	---	---	297.0	51.8	(f)	51.8	---	---	348.8	1,385.4
1967	---	---	---	340.4	44.8	(f)	44.8	---	---	385.2	1,457.4
1968	---	---	---	341.7	44.0	(f)	44.0	---	---	385.7	1,470.2
1969	---	---	---	362.5	45.9	(f)	45.9	---	---	408.4	1,554.7
1970	---	---	---	368.5	46.6	(f)	46.6	---	---	415.1	1,639.1
1971	---	---	---	363.8	40.1	(f)	40.1	---	---	403.9	1,661.9
1972	---	---	---	401.9	39.6	(f)	39.6	---	---	441.5	1,650.7
1973	---	---	---	437.6	38.7	(f)	38.7	---	---	476.3	1,683.7
1974	---	---	---	486.7	31.7	(f)	31.7	---	---	518.4	1,805.2
1975	---	---	---	504.3	28.1	(f)	28.1	---	2.6	535.0	1,860.5
1976	---	---	---	616.5	25.7	(f)	25.7	---	2.4	644.6	2,025.6
1977	---	---	---	634.2	23.9	(f)	23.9	---	2.5	660.6	2,157.1
1978	---	---	---	652.2	26.6	(f)	26.6	---	2.6	681.4	2,271.0
1979	---	---	---	675.9	27.9	(f)	27.9	---	3.0	706.8	2,436.3
1980	---	---	---	717.4	30.7	(f)	30.7	---	3.0	751.1	2,568.2
1981	---	---	---	In Total	In Total	(f)	In Total	---	---	In Total	2,701.4

**FINANCIAL DATA: OPERATING FUNDING  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 91: PASSENGER FARE REVENUE BY MODE (MILLIONS OF DOLLARS), PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL**

Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
1982	---	---	---	In Total	In Total	(f)	In Total	---	---	In Total	3,077.0
1983	---	---	---	In Total	In Total	(f)	In Total	---	---	In Total	3,171.6
1984	In Total	---	In Total	In Total	In Total	(f)	In Total	---	In Total	In Total	4,447.7
1985	In Total	---	In Total	In Total	In Total	(f)	In Total	---	In Total	In Total	4,574.7
1986	In Total	---	In Total	In Total	In Total	(f)	In Total	---	In Total	In Total	5,113.1
1987	In Total	---	In Total	In Total	In Total	(f)	In Total	---	In Total	In Total	5,114.1
1988	In Total	---	In Total	In Total	In Total	(f)	In Total	---	In Total	In Total	5,224.6
1989	In Total	---	In Total	In Total	In Total	(f)	In Total	---	In Total	In Total	5,419.9
1990	952.2	---	952.2	1,740.8	82.6	(f)	82.6	---	61.7	2,837.3	5,890.8
1991	958.0	---	958.0	1,700.6	97.8	(f)	97.8	---	61.9	2,818.3	6,037.2
1992	970.1	---	970.1	1,830.3	97.8	(f)	97.8	---	71.0	2,969.2	6,152.5
1993	995.5	---	995.5	1,913.3	102.5	(f)	102.5	---	76.6	3,087.9	6,350.9
1994	1,083.1	---	1,083.1	1,975.7	135.1	(f)	135.1	---	87.4	3,281.3	6,756.0
1995	1,077.5	---	1,077.5	2,018.2	126.5	(f)	126.5	60.9	19.3	3,302.4	6,800.9
1996	1,145.6	---	1,145.6	2,321.5	144.2	(f)	144.2	54.4	11.9	3,677.6	7,416.3
1997	1,177.6	---	1,177.6	2,350.9	138.6	(f)	138.6	61.4	19.1	3,747.6	7,545.7
1998	1,255.2	---	1,255.2	2,297.4	149.7	(f)	149.7	44.5	18.2	3,765.0	7,969.6
1999	1,308.7	---	1,308.7	2,323.3	163.5	(f)	163.5	48.2	19.0	3,862.7	8,282.4
2000	1,374.6	---	1,374.6	2,482.7	181.2	(f)	181.2	60.1	18.1	4,116.7	8,745.8
2001	1,438.7	---	1,438.7	2,532.6	203.8	(f)	203.8	71.1	21.3	4,267.5	8,891.1
2002	1,447.4	---	1,447.4	2,492.5	226.1	(f)	226.1	78.1	20.3	4,264.4	8,648.9
2003	1,552.2	---	1,552.2	2,654.3	229.1	(f)	229.1	95.4	21.1	4,552.1	9,149.3
2004	1,614.7	(g)	1,614.7	2,902.8	232.8	(f)	232.8	111.4	26.5	4,888.2	9,774.6
2005	1,727.9	(g)	1,727.9	3,006.9	248.7	(f)	248.7	114.2	27.2	5,124.9	10,269.1
2006	1,860.9	(g)	1,860.9	3,217.8	293.2	(f)	293.2	95.9	73.3	5,541.1	11,194.9
2007	1,983.4	(g)	1,983.4	3,345.6	311.1	(f)	311.1	144.7	81.2	5,866.0	11,144.6
2008	2,165.2	(g)	2,165.2	3,639.5	370.3	(f)	370.3	146.5	28.5	6,350.0	11,860.0
2009	2,194.3	(g)	2,194.3	3,801.0	390.6	(f)	390.6	187.2	45.3	6,618.4	12,273.2
2010	2,248.7	(g)	2,248.7	3,965.7	412.2	(f)	412.2	172.4	43.9	6,842.9	12,556.1
2011	2,453.2	6.2	2,459.5	4,401.8	407.1	38.6	445.7	160.0	40.0	7,506.9	13,557.6

**FINANCIAL DATA: OPERATING FUNDING  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 91: PASSENGER FARE REVENUE BY MODE (MILLIONS OF DOLLARS), PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL</b>											
Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
2012	2,574.8	7.8	2,582.6	4,511.2	438.4	42.1	480.5	160.8	73.4	7,808.4	14,180.4
2013 (h)	2,722.9	9.2	2,732.2	4,943.6	495.6	47.8	543.4	163.2	71.2	8,453.6	15,085.6

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(d) Beginning 1975 includes aerial tramway, automated guideway transit, cable car, inclined plane, and monorail. From 1984 to 1994 includes ferryboat and some unidentified roadway modes.

(e) Does not include Trolleybus which is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(f) Included in Light Rail.

(g) Included in Commuter Rail.

(h) Beginning in 2103 includes fare revenue used for other than operations purposes and not reported in "Table 86, Operating Funding Sources."

See Glossary following Tables for complete definitions.

TABLE 92: AVERAGE PASSENGER FARE PER UNLINKED TRIP BY MODE (DOLLARS)  
PART A: ROADWAY MODES (PASSENGER FARE REVENUE DIVIDED BY UNLINKED TRIPS)

**FINANCIAL DATA: OPERATING FUNDING  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 92: AVERAGE PASSENGER FARE PER UNLINKED TRIP BY MODE (DOLLARS), PART A: ROADWAY MODES (PASSENGER FARE REVENUE DIVIDED BY UNLINKED TRIPS)									
Year	Bus Modes				Trolleybus (a)	Demand Response	Transit Vanpool	Publico	Total Roadway Modes Reported
	Bus	Bus Rapid Transit (#)	Commuter Bus (#)	Total Bus					
1991	(b)	---	(b)	0.55	0.41	0.97	---	---	0.55
1992	(b)	---	(b)	0.55	0.39	1.05	---	---	0.56
1993	(b)	---	(b)	0.58	0.43	1.16	---	---	0.58
1994	(b)	---	(b)	0.67	0.46	1.94	---	---	0.68
1995	(b)	---	(b)	0.68	0.45	1.66	1.57	---	0.69
1996	(b)	---	(b)	0.72	0.47	1.69	1.34	---	0.73
1997	(b)	---	(b)	0.71	0.47	1.72	1.30	---	0.72
1998	(b)	---	(b)	0.74	0.47	1.49	1.66	---	0.75
1999	(b)	---	(b)	0.74	0.50	1.59	2.05	---	0.75
2000	(b)	(b)	(b)	0.77	0.49	1.63	1.74	---	0.78
2001	(b)	(b)	(b)	0.74	0.50	1.73	1.73	---	0.76
2002	(b)	(b)	(b)	0.70	0.51	1.88	1.95	---	0.72
2003	(b)	(b)	(b)	0.75	0.49	2.20	1.88	---	0.78
2004	(b)	(b)	(b)	0.79	0.52	2.22	1.93	---	0.82
2005	(b)	(b)	(b)	0.81	0.54	2.29	2.03	---	0.84
2006	(b)	(b)	(b)	0.89	0.60	2.45	2.16	---	0.92
2007	(b)	(b)	(b)	(c) 0.85	0.59	(c) 2.65	(c) 2.27	0.94	0.91
2008	(b)	(b)	(b)	0.87	0.63	2.61	2.32	1.02	0.93
2009	(b)	(b)	(b)	0.91	0.65	2.54	2.77	1.33	0.97
2010	(b)	(b)	(b)	0.95	0.81	2.56	2.87	1.39	1.02
2011	1.00	0.80	3.77	1.02	0.86	2.35	3.16	1.42	1.08
2012	1.01	0.40	4.47	1.04	0.90	2.53	3.51	1.37	1.11
2013	1.00	0.73	5.72	1.09	0.95	2.61	3.54	1.41	1.16

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(a) Trolleybus is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(b) Included in Total Bus.

(c) Data not continuous for modes noted, see Methodology.

See Glossary following Tables for complete definitions.

**TABLE 92: AVERAGE PASSENGER FARE PER UNLINKED TRIP BY MODE (DOLLARS)  
PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL (PASSENGER FARE REVENUE DIVIDED BY UNLINKED TRIPS)**

**FINANCIAL DATA: OPERATING FUNDING  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 92: AVERAGE PASSENGER FARE PER UNLINKED TRIP BY MODE (DOLLARS), PART B: FIXED-GUIDEWAY MODES AND ALL MODES TOTAL (PASSENGER FARE REVENUE DIVIDED BY UNLINKED TRIPS)</b>											
Year	Regional Railroad Modes			Heavy Rail	Surface Rail Modes			Ferryboat	Other Fixed-Guideway Modes (d)	Total Fixed-Guideway Modes Reported (e)	All Modes Reported Total (Parts A and B)
	Commuter Rail	Hybrid Rail (#)	Total Regional Railroad		Light Rail	Streetcar (#)	Total Surface Rail				
1991	3.01	---	3.01	0.78	0.53	(f)	0.53	---	0.76	1.02	0.70
1992	3.09	---	3.09	0.83	0.52	(f)	0.52	---	0.92	1.07	0.72
1993	3.09	---	3.09	0.94	0.55	(f)	0.55	---	0.98	1.17	0.77
1994	3.19	---	3.19	0.91	0.48	(f)	0.48	---	1.09	1.14	0.85
1995	3.13	---	3.13	0.99	0.50	(f)	0.50	1.30	0.74	1.22	0.88
1996	3.25	---	3.25	1.08	0.55	(f)	0.55	1.13	0.50	1.29	0.93
1997	3.30	---	3.30	0.97	0.53	(f)	0.53	1.14	0.68	1.20	0.90
1998	3.29	---	3.29	0.96	0.54	(f)	0.54	0.86	0.67	1.20	0.91
1999	3.30	---	3.30	0.92	0.56	(f)	0.56	0.91	0.76	1.18	0.90
2000	3.33	---	3.33	0.94	0.57	(f)	0.57	1.13	0.67	1.19	0.93
2001	3.43	---	3.43	0.93	0.61	(f)	0.61	1.32	0.76	1.20	0.92
2002	3.50	---	3.50	0.93	0.67	(f)	0.67	1.37	0.75	1.21	0.90
2003	3.79	---	3.79	1.00	0.68	(f)	0.68	1.45	0.84	1.30	0.97
2004	3.90	(g)	3.90	1.06	0.67	(f)	0.67	1.71	0.85	1.35	1.02
2005	4.08	(g)	4.08	1.07	0.65	(f)	0.65	1.73	0.85	1.38	1.05
2006	4.22	(g)	4.22	1.10	0.72	(f)	0.72	1.52	1.93	1.43	1.12
2007	4.32	(g)	4.32	0.97	0.74	(f)	0.74	1.90	1.38	1.31	1.09
2008	4.59	(g)	4.59	1.03	0.82	(f)	0.82	1.95	0.66	1.38	1.13
2009	4.69	(g)	4.69	1.09	0.84	(f)	0.84	1.93	1.05	1.45	1.18
2010	4.85	(g)	4.85	1.12	0.90	(f)	0.90	1.92	1.16	1.49	1.23
2011	5.26	1.03	5.21	1.21	0.93	0.90	0.93	2.00	0.91	1.59	1.31
2012	5.47	1.26	5.41	1.21	0.98	0.86	0.97	2.03	1.83	1.61	1.34
2013	5.67	1.39	5.61	1.30	1.08	0.91	1.07	2.08	1.62	1.71	1.42

(#) Includes only agencies reporting specific mode in 2011 and 2012; agencies were not required by the National Transit Database to differentiate these modes until 2013.

(d) Beginning 1975 includes aerial tramway, automated guideway transit, cable car, inclined plane, and monorail. From 1984 to 1994 includes ferryboat and some unidentified roadway modes.

(e) Does not include Trolleybus which is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(f) Included in Light Rail.

(g) Included in Commuter Rail.

See Glossary following Tables for complete definitions.

TABLE 93: PASSENGER FARE STRUCTURES

**FINANCIAL DATA: OPERATING FUNDING**  
**INCLUDES SAMPLE IN APTA PUBLIC TRANSPORTATION FARE DATABASE ONLY**

TABLE 93: PASSENGER FARE STRUCTURES								
Year	Average Revenue Per Unlinked Trip (Dollars) (a)	Adult Base Cash Fare		Percent of Systems with:				
		Highest (Dollars) (b)	Average (Dollars) (b)	Peak Period Surcharge (b)	Transfer Surcharge (b)	Zone or Distance Surcharge (b)	Smart Fare Cards (b)	Magnetic Fare Cards (b)
1926	0.057	---	---	---	---	---	---	---
1927	0.057	---	---	---	---	---	---	---
1928	0.057	---	---	---	---	---	---	---
1929	0.058	---	---	---	---	---	---	---
1930	0.058	---	---	---	---	---	---	---
1931	0.057	---	---	---	---	---	---	---
1932	0.055	---	---	---	---	---	---	---
1933	0.053	---	---	---	---	---	---	---
1934	0.053	---	---	---	---	---	---	---
1935	0.052	---	---	---	---	---	---	---
1936	0.052	---	---	---	---	---	---	---
1937	0.052	---	---	---	---	---	---	---
1938	0.052	---	---	---	---	---	---	---
1939	0.053	---	---	---	---	---	---	---
1940	0.053	0.10	---	---	---	---	---	---
1941	0.054	---	---	---	---	---	---	---
1942	0.054	---	---	---	---	---	---	---
1943	0.056	---	---	---	---	---	---	---
1944	0.056	---	---	---	---	---	---	---
1945	0.056	0.10	---	---	---	---	---	---
1946	0.057	---	---	---	---	---	---	---
1947	0.059	---	---	---	---	---	---	---
1948	0.066	---	---	---	---	---	---	---
1949	0.074	---	---	---	---	---	---	---
1950	0.080	0.17	---	---	---	---	---	---
1951	0.087	---	---	---	---	---	---	---
1952	0.095	---	---	---	---	---	---	---
1953	0.104	---	---	---	---	---	---	---
1954	0.113	---	---	---	---	---	---	---
1955	0.117	0.20	---	---	---	---	---	---
1956	0.123	---	---	---	---	---	---	---

**FINANCIAL DATA: OPERATING FUNDING**  
**INCLUDES SAMPLE IN APTA PUBLIC TRANSPORTATION FARE DATABASE ONLY**

**TABLE 93: PASSENGER FARE STRUCTURES**

Year	Average Revenue Per Unlinked Trip (Dollars) (a)	Adult Base Cash Fare		Percent of Systems with:				
		Highest (Dollars) (b)	Average (Dollars) (b)	Peak Period Surcharge (b)	Transfer Surcharge (b)	Zone or Distance Surcharge (b)	Smart Fare Cards (b)	Magnetic Fare Cards (b)
1957	0.127	---	---	---	---	---	---	---
1958	0.131	---	---	---	---	---	---	---
1959	0.136	---	---	---	---	---	---	---
1960	0.142	0.30	---	---	---	---	---	---
1961	0.149	---	---	---	---	---	---	---
1962	0.153	---	---	---	---	---	---	---
1963	0.157	---	---	---	---	---	---	---
1964	0.159	---	---	---	---	---	---	---
1965	0.162	0.35	---	---	---	---	---	---
1966	0.171	---	---	---	---	---	---	---
1967	0.178	---	---	---	---	---	---	---
1968	0.183	---	---	---	---	---	---	---
1969	0.199	---	---	---	---	---	---	---
1970	0.224	0.50	---	---	---	---	---	---
1971	0.243	---	---	---	---	---	---	---
1972	0.251	---	---	---	---	---	---	---
1973	0.253	---	---	---	---	---	---	---
1974	0.260	---	---	---	---	---	---	---
1975	0.267	0.75	---	---	---	---	---	---
1976	0.278	0.75	---	---	---	---	---	---
1977	0.296	0.75	0.33	3.7%	---	---	---	---
1978	0.298	0.75	0.34	4.6%	---	---	---	---
1979	0.300	0.75	0.36	5.4%	---	---	---	---
1980	0.310	0.75	0.40	5.1%	29.6%	31.4%	---	---
1981	0.339	1.00	0.47	4.2%	23.7%	31.6%	---	---
1982	0.397	1.00	0.53	9.0%	28.4%	38.9%	---	---
1983	0.402	1.00	0.55	8.9%	37.1%	35.9%	---	---
1984	0.503	1.50	0.57	9.5%	36.6%	34.0%	---	---
1985	0.530	1.50	0.58	8.6%	37.0%	33.1%	---	---
1986	0.583	2.10	0.62	8.8%	30.7%	27.9%	---	---
1987	0.585	2.75	0.63	8.4%	29.5%	33.1%	---	---
1988	0.603	2.75	0.66	7.8%	30.2%	33.2%	---	---
1989	0.607	2.75	0.67	6.4%	27.7%	31.5%	---	---

**FINANCIAL DATA: OPERATING FUNDING**  
**INCLUDES SAMPLE IN APTA PUBLIC TRANSPORTATION FARE DATABASE ONLY**

**TABLE 93: PASSENGER FARE STRUCTURES**

Year	Average Revenue Per Unlinked Trip (Dollars) (a)	Adult Base Cash Fare		Percent of Systems with:				
		Highest (Dollars) (b)	Average (Dollars) (b)	Peak Period Surcharge (b)	Transfer Surcharge (b)	Zone or Distance Surcharge (b)	Smart Fare Cards (b)	Magnetic Fare Cards (b)
1990	0.669	2.75	0.73	6.5%	28.8%	38.9%	---	---
1991	0.704	6.00	0.82	5.5%	24.2%	39.4%	---	---
1992	0.724	6.00	0.86	5.6%	26.6%	39.0%	---	---
1993	0.773	6.00	0.86	5.6%	26.6%	39.0%	---	---
1994	0.850	6.00	0.96	6.4%	25.2%	37.7%	---	---
1995	0.876	7.00	0.99	6.5%	23.8%	36.9%	---	---
1996	0.933	7.00	1.05	7.0%	22.9%	32.6%	---	---
1997	0.888	7.00	1.06	7.0%	22.9%	32.6%	---	---
1998	0.871	7.00	1.06	6.1%	21.9%	32.9%	---	---
1999	0.903	4.00	1.09	6.5%	26.8%	35.0%	---	---
2000	0.934	5.00	1.13	7.5%	21.6%	33.2%	---	---
2001	0.921	7.00	1.19	7.0%	20.1%	32.4%	---	---
2002	0.899	9.00	1.24	4.5%	21.3%	28.5%	---	---
2003	0.970	10.00	1.33	5.4%	20.4%	29.1%	---	---
2004	1.021	10.00	1.37	7.6%	19.7%	29.9%	---	---
2005	1.016	12.50	1.38	6.1%	19.2%	24.6%	---	---
2006	1.118	12.50	1.44	7.1%	18.9%	24.6%	---	---
2007	1.084	24.00	1.57	3.9%	20.2%	17.4%	9.0%	48.9%
2008	1.130	24.00	1.64	5.6%	20.4%	23.6%	13.0%	46.3%
2009	1.182	24.00	1.80	5.8%	23.8%	22.4%	17.5%	48.0%
2010	1.229	25.00	1.94	5.9%	23.6%	22.2%	19.2%	50.7%
2011	1.314	25.00	1.96	6.0%	19.8%	23.1%	22.0%	56.0%
2013	1.340	24.00	1.97	6.4%	28.6%	20.1%	29.9%	52.1%
2014	1.417	6.50	1.87	4.8%	26.3%	21.1%	34.2%	53.1%

(a) Data expanded to entire transit industry.

(b) Sample data only; from annual *APTA Public Transportation Fare Database*, not projected to national total. Each mode of fixed-route service reported by participating systems is counted separately in these data because fare structures and fare collection equipment vary among modes of service. Does not include demand responsive service fares.

See Glossary following Tables for complete definitions.



TABLE 94: TOTAL FUNDING, CAPITAL AND OPERATING COMBINED BY SOURCE

**FINANCIAL DATA: TOTAL FUNDING  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 94: TOTAL FUNDING, CAPITAL AND OPERATING COMBINED BY SOURCE (MILLIONS OF DOLLARS)								
Year	Type	Transit Agency Funds		Government funds				Total
		Passenger Fares	Other	Directly Generated (a)	Local (b)	State (c)	Federal (d)	
<b>MILLIONS OF DOLLARS</b>								
1988	Capital	---	---	86.5	769.0	489.6	2,519.5	3,864.6
	Operating	5,224.6	840.7	4,893.1		2,677.1	905.1	14,540.6
	Total	5,224.6	840.7	5,748.6		3,166.7	3,424.6	18,405.2
1989	Capital	---	---	118.3	802.6	665.5	2,426.5	4,012.9
	Operating	5,419.9	836.7	4,995.4		2,796.3	936.6	14,984.9
	Total	5,419.9	836.7	5,916.3		3,461.8	3,363.1	18,997.8
1990	Capital	---	---	189.3	1,176.9	696.8	2,872.5	4,935.5
	Operating	5,890.8	895.0	5,326.8		2,970.6	970.0	16,053.2
	Total	5,890.8	895.0	6,693.0		3,667.4	3,842.5	20,988.7
1991	Capital	---	---	1,074.5	1,012.3	695.4	2,773.5	5,555.7
	Operating	6,037.2	766.8	5,373.4		3,199.5	955.9	16,332.8
	Total	6,037.2	766.8	7,460.2		3,894.9	3,729.4	21,888.5
1992	Capital	---	---	1,131.7	830.0	801.0	2,673.0	5,435.7
	Operating	6,152.5	645.9	5,268.1		3,879.5	969.1	16,915.1
	Total	6,152.5	645.9	7,229.8		4,680.5	3,642.1	22,350.8
1993	Capital	---	---	1,002.1	1,079.6	1,325.5	2,432.4	5,839.6
	Operating	6,350.9	764.0	5,490.6		3,704.2	966.5	17,276.2
	Total	6,350.9	764.0	7,572.3		5,029.7	3,398.9	23,115.8
1994	Capital	---	---	1,164.2	997.9	1,047.8	2,622.8	5,832.7
	Operating	6,756.0	641.5	1,629.1	4,171.2	3,854.4	915.6	17,967.8
	Total	6,756.0	641.5	2,793.3	5,169.1	4,902.2	3,538.4	23,800.5
1995	Capital	---	---	1,899.6	888.2	1,020.3	3,422.2	7,230.3
	Operating	6,800.9	1,268.0	1,544.2	3,980.9	3,829.6	817.0	18,240.6
	Total	6,800.9	1,268.0	3,443.8	4,869.1	4,849.9	4,239.2	25,470.9

**FINANCIAL DATA: TOTAL FUNDING  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 94: TOTAL FUNDING, CAPITAL AND OPERATING COMBINED BY SOURCE (MILLIONS OF DOLLARS)								
Year	Type	Transit Agency Funds		Government funds				Total
		Passenger Fares	Other	Directly Generated (a)	Local (b)	State (c)	Federal (d)	
1996	Capital	---	---	1,649.1	926.0	915.9	3,592.8	7,083.8
	Operating	7,416.3	1,232.8	1,695.4	4,128.5	4,081.8	596.4	19,151.2
	Total	7,416.3	1,232.8	3,344.5	5,054.5	4,997.7	4,189.2	26,235.0
1997	Capital	---	---	1,638.1	898.8	1,037.0	4,275.6	7,849.5
	Operating	7,545.7	1,444.8	1,863.6	4,095.1	3,918.7	647.0	19,514.9
	Total	7,545.7	1,444.8	3,501.7	4,993.9	4,955.7	4,922.6	27,364.4
1998	Capital	---	---	2,009.4	1,032.2	932.2	3,919.0	7,892.8
	Operating	7,969.6	1,731.3	1,953.4	4,376.9	4,279.4	751.2	21,061.8
	Total	7,969.6	1,731.3	3,962.8	5,409.1	5,211.6	4,670.2	28,954.6
1999	Capital	---	---	2,974.6	1,128.2	911.5	3,960.4	8,974.7
	Operating	8,282.4	1,363.1	2,284.5	4,539.8	4,878.6	871.8	22,220.2
	Total	8,282.4	1,363.1	5,259.1	5,668.0	5,790.1	4,832.2	31,194.9
2000	Capital	---	---	2,561.7	1,469.2	1,030.5	4,525.6	9,587.0
	Operating	8,745.8	2,257.8	1,958.9	5,318.8	4,967.1	994.2	24,242.6
	Total	8,745.8	2,257.8	4,520.6	6,788.0	5,997.6	5,519.8	33,829.6
2001	Capital	---	---	3,279.2	1,304.4	1,066.6	5,768.5	11,418.7
	Operating	8,891.1	1,634.8	1,944.7	5,986.6	5,700.9	1,129.9	25,288.0
	Total	8,891.1	1,634.8	5,223.9	7,291.0	6,767.5	6,898.4	36,706.7
2002	Capital	---	---	3,552.5	2,582.9	1,496.5	5,215.6	12,847.5
	Operating	8,648.9	2,390.3	2,211.3	5,343.9	6,718.6	1,319.4	26,632.4
	Total	8,648.9	2,390.3	5,763.8	7,926.8	8,215.1	6,535.0	39,479.9
2003	Capital	---	---	3,883.5	2,397.8	1,681.9	5,277.5	13,240.6
	Operating	9,149.3	2,520.5	2,544.7	5,557.6	6,632.8	1,616.2	28,021.2
	Total	9,149.3	2,520.5	6,428.2	7,955.4	8,314.7	6,893.7	41,261.8
2004	Capital	---	---	3,825.4	2,407.7	1,841.9	5,171.0	13,246.0
	Operating	9,774.6	2,372.7	2,587.5	6,184.3	6,713.2	2,085.9	29,718.1
	Total	9,774.6	2,372.7	6,412.9	8,592.0	8,555.1	7,256.9	42,964.1
2005	Capital	---	---	3,279.2	2,716.3	1,563.2	4,824.8	12,383.4
	Operating	10,269.1	2,289.5	2,693.6	6,657.8	7,494.5	2,303.4	31,707.8
	Total	10,269.1	2,289.5	5,972.8	9,374.1	9,057.7	7,128.2	44,091.2

**FINANCIAL DATA: TOTAL FUNDING  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 94: TOTAL FUNDING, CAPITAL AND OPERATING COMBINED BY SOURCE (MILLIONS OF DOLLARS)</b>								
Year	Type	Transit Agency Funds		Government funds				Total
		Passenger Fares	Other	Directly Generated (a)	Local (b)	State (c)	Federal (d)	
2006	Capital	---	---	3,683.6	2,071.9	1,776.6	5,808.3	13,340.4
	Operating	11,194.9	2,349.9	2,796.6	7,105.2	7,674.3	2,591.9	33,712.8
	Total	11,194.9	2,349.9	6,480.2	9,177.1	9,450.9	8,400.2	47,053.2
2007	Capital	---	---	4,789.7	2,055.9	1,600.2	5,864.4	14,310.2
	Operating	11,144.6	2,327.9	2,697.8	8,322.0	8,370.6	2,677.9	35,540.8
	Total	11,144.6	2,327.9	7,487.5	10,377.9	9,970.8	8,542.3	49,851.0
2008	Capital	---	---	5,650.8	2,694.5	2,146.2	6,953.7	17,445.2
	Operating	11,860.0	2,444.4	2,448.1	8,753.7	9,794.8	2,674.0	37,975.0
	Total	11,860.0	2,444.4	8,098.9	11,448.2	11,941.0	9,627.7	55,420.2
2009	Capital	---	---	5,613.7	2,315.2	2,614.8	7,685.5	18,229.3
	Operating	12,273.2	2,275.6	2,542.6	8,762.6	9,857.1	3,206.7	38,917.8
	Total	12,273.2	2,275.6	8,156.3	11,077.8	12,471.9	10,892.2	57,147.1
2010	Capital	---	---	5,852.5	2,099.0	2,536.9	7,336.1	17,824.4
	Operating	12,556.1	2,118.9	2,548.8	8,457.9	9,760.8	3,674.6	39,117.2
	Total	12,556.1	2,118.9	8,401.3	10,556.9	12,297.7	11,010.6	56,941.6
2011	Capital	---	---	4,122.0	3,116.3	2,198.9	7,425.8	16,863.0
	Operating	13,557.6	2,044.0	2,563.2	9,068.9	10,048.0	4,028.4	41,310.1
	Total	13,557.6	2,044.0	6,685.2	12,185.2	12,246.9	11,454.2	58,173.1
2012	Capital	---	---	4,210.3	3,559.9	2,122.8	7,907.1	17,800.2
	Operating	14,180.4	2,024.5	2,824.7	9,545.8	11,138.9	3,862.5	43,576.9
	Total	14,180.4	2,024.5	7,035.0	13,105.7	13,261.7	11,769.6	61,377.1
2013	Capital	---	---	4,191.4	3,247.2	2,876.5	7,375.0	17,690.1
	Operating	14,984.1	1,749.4	2,936.0	10,228.2	12,037.5	4,112.4	46,047.7
	Total	14,984.1	1,749.4	7,127.4	13,475.4	14,914.0	11,487.4	63,737.6
<b>PERCENT OF EACH ROW</b>								
1988	Capital	---	---	2.2%	19.9%	12.7%	65.2%	100.0%
	Operating	35.9%	5.8%	33.7%	18.4%		6.2%	100.0%
	Total	28.4%	4.6%	31.2%	17.2%		18.6%	100.0%

**FINANCIAL DATA: TOTAL FUNDING  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 94: TOTAL FUNDING, CAPITAL AND OPERATING COMBINED BY SOURCE (MILLIONS OF DOLLARS)**

Year	Type	Transit Agency Funds		Government funds				Total
		Passenger Fares	Other	Directly Generated (a)	Local (b)	State (c)	Federal (d)	
1989	Capital	---	---	2.9%	20.0%	16.6%	60.5%	100.0%
	Operating	36.2%	5.6%	33.3%	18.7%		6.3%	100.0%
	Total	28.5%	4.4%	31.1%	18.2%		17.7%	100.0%
1990	Capital	---	---	3.8%	23.8%	14.1%	58.2%	100.0%
	Operating	36.7%	5.6%	33.2%	18.5%		6.0%	100.0%
	Total	28.1%	4.3%	31.9%	17.5%		18.3%	100.0%
1991	Capital	---	---	19.3%	18.2%	12.5%	49.9%	100.0%
	Operating	37.0%	4.7%	32.9%	19.6%		5.9%	100.0%
	Total	27.6%	3.5%	34.1%	17.8%		17.0%	100.0%
1992	Capital	---	---	20.8%	15.3%	14.7%	49.2%	100.0%
	Operating	36.4%	3.8%	31.1%	22.9%		5.7%	100.0%
	Total	27.5%	2.9%	32.3%	20.9%		16.3%	100.0%
1993	Capital	---	---	17.2%	18.5%	22.7%	41.7%	100.0%
	Operating	36.8%	4.4%	31.8%	21.4%		5.6%	100.0%
	Total	27.5%	3.3%	32.8%	21.8%		14.7%	100.0%
1994	Capital	---	---	20.0%	17.1%	18.0%	45.0%	100.0%
	Operating	37.6%	3.6%	9.1%	23.2%	21.5%	5.1%	100.0%
	Total	28.4%	2.7%	11.7%	21.7%	20.6%	14.9%	100.0%
1995	Capital	---	---	26.3%	12.3%	14.1%	47.3%	100.0%
	Operating	37.3%	7.0%	8.5%	21.8%	21.0%	4.5%	100.0%
	Total	26.7%	5.0%	13.5%	19.1%	19.0%	16.6%	100.0%
1996	Capital	---	---	23.3%	13.1%	12.9%	50.7%	100.0%
	Operating	38.7%	6.4%	8.9%	21.6%	21.3%	3.1%	100.0%
	Total	28.3%	4.7%	12.7%	19.3%	19.0%	16.0%	100.0%
1997	Capital	---	---	20.9%	11.5%	13.2%	54.5%	100.0%
	Operating	38.7%	7.4%	9.5%	21.0%	20.1%	3.3%	100.0%
	Total	27.6%	5.3%	12.8%	18.2%	18.1%	18.0%	100.0%
1998	Capital	---	---	25.5%	13.1%	11.8%	49.7%	100.0%
	Operating	37.8%	8.2%	9.3%	20.8%	20.3%	3.6%	100.0%
	Total	27.5%	6.0%	13.7%	18.7%	18.0%	16.1%	100.0%

**FINANCIAL DATA: TOTAL FUNDING  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 94: TOTAL FUNDING, CAPITAL AND OPERATING COMBINED BY SOURCE (MILLIONS OF DOLLARS)								
Year	Type	Transit Agency Funds		Government funds				Total
		Passenger Fares	Other	Directly Generated (a)	Local (b)	State (c)	Federal (d)	
1999	Capital	---	---	33.1%	12.6%	10.2%	44.1%	100.0%
	Operating	37.3%	6.1%	10.3%	20.4%	22.0%	3.9%	100.0%
	Total	26.6%	4.4%	16.9%	18.2%	18.6%	15.5%	100.0%
2000	Capital	---	---	26.7%	15.3%	10.7%	47.2%	100.0%
	Operating	36.1%	9.3%	8.1%	21.9%	20.5%	4.1%	100.0%
	Total	25.9%	6.7%	13.4%	20.1%	17.7%	16.3%	100.0%
2001	Capital	---	---	28.7%	11.4%	9.3%	50.5%	100.0%
	Operating	35.2%	6.5%	7.7%	23.7%	22.5%	4.5%	100.0%
	Total	24.2%	4.5%	14.2%	19.9%	18.4%	18.8%	100.0%
2002	Capital	---	---	27.7%	20.1%	11.6%	40.6%	100.0%
	Operating	32.5%	9.0%	8.3%	20.1%	25.2%	5.0%	100.0%
	Total	21.9%	6.1%	14.6%	20.1%	20.8%	16.6%	100.0%
2003	Capital	---	---	29.3%	18.1%	12.7%	39.9%	100.0%
	Operating	32.7%	9.0%	9.1%	19.8%	23.7%	5.8%	100.0%
	Total	22.2%	6.1%	15.6%	19.3%	20.2%	16.7%	100.0%
2004	Capital	---	---	28.9%	18.2%	13.9%	39.0%	100.0%
	Operating	32.9%	8.0%	8.7%	20.8%	22.6%	7.0%	100.0%
	Total	22.8%	5.5%	14.9%	20.0%	19.9%	16.9%	100.0%
2005	Capital	---	---	26.5%	21.9%	12.6%	39.0%	100.0%
	Operating	32.4%	7.2%	8.5%	21.0%	23.6%	7.3%	100.0%
	Total	23.3%	5.2%	13.5%	21.3%	20.5%	16.2%	100.0%
2006	Capital	---	---	27.6%	15.5%	13.3%	43.5%	100.0%
	Operating	33.2%	7.0%	8.3%	21.1%	22.8%	7.7%	100.0%
	Total	23.8%	5.0%	13.8%	19.5%	20.1%	17.9%	100.0%
2007	Capital	---	---	33.5%	14.4%	11.2%	41.0%	100.0%
	Operating	31.4%	6.5%	7.6%	23.4%	23.6%	7.5%	100.0%
	Total	22.4%	4.7%	15.0%	20.8%	20.0%	17.1%	100.0%
2008	Capital	---	---	32.4%	15.4%	12.3%	39.9%	100.0%
	Operating	31.2%	6.4%	6.4%	23.1%	25.8%	7.0%	100.0%
	Total	21.4%	4.4%	14.6%	20.7%	21.5%	17.4%	100.0%

**FINANCIAL DATA: TOTAL FUNDING  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 94: TOTAL FUNDING, CAPITAL AND OPERATING COMBINED BY SOURCE (MILLIONS OF DOLLARS)**

Year	Type	Transit Agency Funds		Government funds				Total
		Passenger Fares	Other	Directly Generated (a)	Local (b)	State (c)	Federal (d)	
2009	Capital	---	---	30.8%	12.7%	14.3%	42.2%	100.0%
	Operating	31.5%	5.8%	6.5%	22.5%	25.3%	8.2%	100.0%
	Total	21.5%	4.0%	14.3%	19.4%	21.8%	19.1%	100.0%
2010	Capital	---	---	32.8%	11.8%	14.2%	41.2%	100.0%
	Operating	32.1%	5.4%	6.5%	21.6%	25.0%	9.4%	100.0%
	Total	22.1%	3.7%	14.8%	18.5%	21.6%	19.3%	100.0%
2011	Capital	---	---	24.4%	18.5%	13.0%	44.0%	100.0%
	Operating	32.8%	4.9%	6.2%	22.0%	24.3%	9.8%	100.0%
	Total	23.3%	3.5%	11.5%	20.9%	21.1%	19.7%	100.0%
2012	Capital	---	---	23.7%	20.0%	11.9%	44.4%	100.0%
	Operating	32.5%	4.6%	6.5%	21.9%	25.6%	8.9%	100.0%
	Total	23.1%	3.3%	11.5%	21.4%	21.6%	19.2%	100.0%
2013	Capital	---	---	23.7%	18.4%	16.3%	41.7%	100.0%
	Operating	32.5%	3.8%	6.4%	22.2%	26.1%	8.9%	100.0%
	Total	23.5%	2.7%	11.2%	21.1%	23.4%	18.0%	100.0%

- (a) Sources of Directly Generated Funds for Urbanized Areas reporting in the National Transit Database are reported on Tables 59 and 64.
- (b) Sources of Local Government Funds for Urbanized Areas reporting in the National Transit Database are reported on Tables 60 and 65.
- (c) Sources of State Government for Urbanized Areas reporting in the National Transit Database are reported on Tables 61 and 66.
- (d) Sources of Federal Government Funds for Urbanized Areas reporting in the National Transit Database are reported on Tables 62 and 67.

TABLE 95: BUREAU OF CENSUS JOURNEY-TO-WORK BY MEANS OF TRANSPORTATION TO WORK, ALL COMMUTERS

SERVICE AVAILABILITY AND COMMUTE MODE DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY

TABLE 95: BUREAU OF CENSUS JOURNEY-TO-WORK BY MEANS OF TRANSPORTATION TO WORK, ALL COMMUTERS							
Census Document	Number and Percent of All Commuters by Means of Transportation to Work						
	Car, Truck, or Van - Drove Alone	Car, Truck, or Van – Carpooled	Transit Commuters	Walk	Other Means of Travel	Worked at Home	Total Commuters
<b>THOUSANDS OF COMMUTERS BY PRIMARY MODE OF TRAVEL</b>							
1960 Decennial Census	41,368		7,807	6,416	1,620	4,663	61,874
1970 Decennial Census	59,723		6,514	5,690	2,241	2,685	76,852
1980 Decennial Census	62,193	19,065	6,008	5,413	1,758	2,180	96,617
1990 Decennial Census	84,215	15,378	5,890	4,489	1,692	3,406	115,070
2000 Decennial Census	97,102	15,634	5,868	3,759	1,732	4,184	128,279
2005 American Community Survey	102,458	14,200	6,202	3,291	2,143	4,796	133,091
2006 American Community Survey	105,046	14,852	6,684	3,952	2,321	5,411	138,266
2007 American Community Survey	105,955	14,488	6,801	3,954	2,386	5,677	139,260
2008 American Community Survey	108,776	15,402	7,210	4,061	2,650	5,897	143,996
2009 American Community Survey	105,476	13,917	6,922	3,966	2,393	5,918	138,592
2010 American Community Survey	104,858	13,266	6,769	3,797	2,327	5,924	136,941
2011 American Community Survey	105,639	13,388	6,956	3,888	2,405	5,994	138,270
2012 American Community Survey	107,460	13,676	7,053	3,969	2,560	6,144	140,863
2013 American Community Survey	109,277	13,387	7,393	4,000	2,676	6,229	142,962
<b>PERCENT OF ALL COMMUTERS BY PRIMARY MODE</b>							
1960 Decennial Census	66.86%		12.62%	10.37%	2.62%	7.54%	100.00%
1970 Decennial Census	77.71%		8.48%	7.40%	2.92%	3.49%	100.00%
1980 Decennial Census	64.37%	19.73%	6.22%	5.60%	1.82%	2.26%	100.00%
1990 Decennial Census	73.19%	13.36%	5.12%	3.90%	1.47%	2.96%	100.00%
2000 Decennial Census	75.70%	12.19%	4.57%	2.93%	1.35%	3.26%	100.00%
2005 American Community Survey	76.98%	10.67%	4.66%	2.47%	1.61%	3.60%	100.00%
2006 American Community Survey	75.97%	10.74%	4.83%	2.86%	1.68%	3.91%	100.00%

**SERVICE AVAILABILITY AND COMMUTE MODE DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 95: BUREAU OF CENSUS JOURNEY-TO-WORK BY MEANS OF TRANSPORTATION TO WORK, ALL COMMUTERS</b>							
Census Document	Number and Percent of All Commuters by Means of Transportation to Work						
	Car, Truck, or Van - Drove Alone	Car, Truck, or Van – Carpooled	Transit Commuters	Walk	Other Means of Travel	Worked at Home	Total Commuters
2007 American Community Survey	76.08%	10.40%	4.88%	2.84%	1.71%	4.08%	100.00%
2008 American Community Survey	75.54%	10.70%	5.01%	2.82%	1.84%	4.10%	100.00%
2009 American Community Survey	76.11%	10.04%	4.99%	2.86%	1.73%	4.27%	100.00%
2010 American Community Survey	76.57%	9.69%	4.94%	2.77%	1.70%	4.33%	100.00%
2011 American Community Survey	76.40%	9.68%	5.03%	2.81%	1.74%	4.34%	100.00%
2012 American Community Survey	76.29%	9.71%	5.01%	2.82%	1.82%	4.36%	100.00%
2013 American Community Survey	76.44%	9.36%	5.17%	2.80%	1.87%	4.36%	100.00%

See Glossary following Tables for complete definitions.

Source: U.S. Bureau of Census, Decennial Census Long-Form from 1960 through 2000; American Community Survey One-Year Data from 2005 through 2013.



TABLE 96: BUREAU OF CENSUS JOURNEY-TO-WORK  
BY TRANSIT MODE, TRANSIT COMMUTERS ONLY

SERVICE AVAILABILITY AND COMMUTE MODE DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY

TABLE 96: BUREAU OF CENSUS JOURNEY-TO-WORK BY TRANSIT MODE, TRANSIT COMMUTERS ONLY						
Census Document	Bus or Trolley Bus	Streetcar or Trolley Car	Subway or Elevated	Railroad	Ferryboat	Total Transit Commuters
<b>THOUSANDS OF TRANSIT COMMUTERS BY PRIMARY TRANSIT MODE OF TRAVEL</b>						
1960 Decennial Census	5,323		2,484		---	7,807
1970 Decennial Census	4,245		1,768	502	---	6,514
1980 Decennial Census	3,925		1,529	554	---	6,008
1990 Decennial Census	3,445	78	1,755	574	37	5,890
2000 Decennial Census	3,207	73	1,886	658	44	5,868
2005 American Community Survey	3,358	83	2,026	691	44	6,202
2006 American Community Survey	3,705	90	2,138	710	42	6,684
2007 American Community Survey	3,717	81	2,232	731	40	6,801
2008 American Community Survey	3,907	99	2,370	795	40	7,210
2009 American Community Survey	3,673	89	2,372	750	37	6,922
2010 American Community Survey	3,601	88	2,319	721	39	6,769
2011 American Community Survey	3,673	78	2,419	747	39	6,956
2012 American Community Survey	3,693	85	2,480	755	40	7,053
2013 American Community Survey	3,793	82	2,641	823	54	7,393
<b>PERCENT OF ALL TRANSIT COMMUTERS BY PRIMARY TRANSIT MODE</b>						
1960 Decennial Census	68.18%		31.82%		---	100.00%
1970 Decennial Census	65.17%		27.14%	7.70%	---	100.00%
1980 Decennial Census	65.33%		25.45%	9.22%	---	100.00%
1990 Decennial Census	58.49%	1.33%	29.80%	9.75%	0.64%	100.00%
2000 Decennial Census	54.65%	1.24%	32.14%	11.22%	0.75%	100.00%
2005 American Community Survey	54.14%	1.34%	32.67%	11.14%	0.71%	100.00%
2006 American Community Survey	55.42%	1.35%	31.99%	10.62%	0.62%	100.00%
2007 American Community Survey	54.65%	1.19%	32.82%	10.75%	0.59%	100.00%
2008 American Community Survey	54.19%	1.37%	32.87%	11.03%	0.55%	100.00%
2009 American Community Survey	53.07%	1.29%	34.26%	10.84%	0.54%	100.00%

**SERVICE AVAILABILITY AND COMMUTE MODE DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 96: BUREAU OF CENSUS JOURNEY-TO-WORK BY TRANSIT MODE, TRANSIT COMMUTERS ONLY**

Census Document	Bus or Trolley Bus	Streetcar or Trolley Car	Subway or Elevated	Railroad	Ferryboat	Total Transit Commuters
2010 American Community Survey	53.21%	1.30%	34.26%	10.65%	0.58%	100.00%
2011 American Community Survey	52.80%	1.12%	34.78%	10.74%	0.56%	100.00%
2012 American Community Survey	52.35%	1.21%	35.17%	10.71%	0.57%	100.00%
2013 American Community Survey	51.31%	1.11%	35.72%	11.13%	0.73%	100.00%

See Glossary following Tables for complete definitions.

Source: U.S. Bureau of Census, Decennial Census Long-Form from 1960 through 2000; American Community Survey One-Year Data from 2005 through 2013.

TABLE 97: AMERICAN HOUSING SURVEY AVAILABILITY OF TRANSIT SERVICE BY HOUSEHOLDER CHARACTERISTICS

SERVICE AVAILABILITY AND COMMUTE MODE DATA INCLUDES ENTIRE TRANSIT INDUSTRY

TABLE 97: AMERICAN HOUSING SURVEY AVAILABILITY OF TRANSIT SERVICE BY HOUSEHOLDER CHARACTERISTICS							
Year	Destinations Accessible by Public Transportation	Percent with Households Answering Survey with Available Public Transportation Service					
		All Occupied Units	Owner Occupied Units	Renter Occupied Units	Occupied Units with Black Alone Householder	Occupied Units with Hispanic Householder	Elderly Householder (65 Years or Over)
1987	Any Destination	53.4%	45.5%	67.7%	70.0%	71.2%	51.6%
1989	Any Destination	53.8%	45.8%	68.1%	70.7%	71.0%	52.2%
1991	Any Destination	53.8%	45.8%	68.2%	71.3%	73.0%	51.4%
1993	Any Destination	54.5%	46.6%	68.9%	71.3%	72.0%	52.5%
1995	Any Destination	54.2%	45.9%	69.7%	71.0%	72.6%	51.5%
1997	Any Destination	55.9%	47.7%	71.8%	72.5%	73.7%	53.2%
1999	Any Destination	56.0%	47.8%	72.9%	71.8%	74.1%	52.6%
2001	Any Destination	56.9%	49.1%	73.5%	72.2%	73.4%	53.7%
2003	Any Destination	56.7%	49.0%	73.2%	73.5%	74.5%	53.3%
2005	Any Destination	55.8%	48.4%	72.0%	71.9%	72.0%	52.9%
2007	Any Destination	55.1%	47.4%	71.7%	70.1%	72.0%	51.7%
2009	Any Destination	55.4%	47.8%	71.8%	69.9%	71.8%	51.3%
2011	Any Destination	Question deleted for 2011 survey, scheduled to be revised and included in 2013 survey.					
2013	Grocery store	50.7%	43.0%	65.2%	63.0%	65.1%	46.3%
	Personal services	48.6%	41.2%	62.5%	60.3%	61.4%	43.2%
	Retail shopping	50.3%	42.5%	65.0%	62.5%	64.2%	44.9%
	Entertainment	49.9%	42.3%	64.1%	60.5%	63.0%	43.4%
	Health care services	49.1%	41.3%	63.8%	61.9%	62.5%	44.0%
	Personal banking	48.3%	40.8%	62.5%	60.0%	62.5%	43.0%

See Glossary following Tables for complete definitions.

Source: U.S. Bureau of Census, American Housing Survey, Biennial form 1987 through 2009.

**TABLE 98: AMERICAN HOUSING SURVEY AVAILABILITY OF TRANSIT SERVICE BY GEOGRAPHY OF AREA**

**SERVICE AVAILABILITY AND COMMUTE MODE DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 98: AMERICAN HOUSING SURVEY AVAILABILITY OF TRANSIT SERVICE BY GEOGRAPHY OF AREA							
Year	Destinations Accessible by Public Transportation	Percent with Households Answering Survey with Available Public Transportation Service					
		Metropolitan Statistical Areas Central Cities	Metropolitan Statistical Areas Suburbs	Metropolitan Statistical Areas Total	Outside Metropolitan Statistical Areas	All Urban Area	All Rural Area
1987	Any Destination	83.4%	49.3%	---	17.3%	68.2%	10.2%
1989	Any Destination	83.6%	49.5%	---	18.3%	68.8%	11.3%
1991	Any Destination	83.7%	50.1%	---	18.1%	69.0%	11.7%
1993	Any Destination	83.4%	50.4%	---	21.6%	69.7%	13.4%
1995	Any Destination	83.8%	50.0%	---	21.6%	69.5%	14.1%
1997	Any Destination	86.1%	52.2%	65.6%	22.0%	72.1%	15.1%
1999	Any Destination	86.6%	52.3%	65.7%	22.7%	72.3%	16.1%
2001	Any Destination	84.2%	53.9%	65.2%	23.5%	71.0%	16.0%
2003	Any Destination	84.5%	53.2%	64.8%	24.1%	71.2%	15.8%
2005	Any Destination	83.3%	52.0%	63.4%	24.7%	69.4%	16.3%
2007	Any Destination	83.1%	52.8%	63.8%	19.6%	69.2%	14.0%
2009	Any Destination	Data not published for these geographies					
2011	Any Destination	Question deleted for 2011 survey, scheduled to be revised and included in 2013 survey					
2013	Grocery store	73.3%	46.5%	56.5%	27.3%	---	---
	Personal services	70.8%	44.6%	54.4%	24.9%	---	---
	Retail shopping	73.6%	46.3%	56.5%	25.3%	---	---
	Entertainment	72.9%	46.5%	56.4%	23.9%	---	---
	Health care services	71.3%	44.4%	54.5%	27.4%	---	---
	Personal banking	70.5%	44.1%	54.0%	25.6%	---	---

See Glossary following Tables for complete definitions.

Source: U.S. Bureau of Census, American Housing Survey, Biennial form 1987 through 2007.

TABLE 99: BUS STATISTICS

**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 99: BUS STATISTICS											
Year	Number of Agencies (Approximate)	Revenue Vehicles Available for Maximum Service	Revenue Vehicles Used In Maximum Service	Vehicle Total Miles (Millions)	Vehicle Revenue Miles (Millions)	Vehicle Total Hours (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)	Average Trip Length	Operating Employees
1922 (a)	---	---	---	---	---	---	---	404	---	---	---
1923 (a)	---	---	---	---	---	---	---	661	---	---	---
1924 (a)	---	---	---	---	---	---	---	989	---	---	---
1925 (a)	---	---	---	---	---	---	---	1,484	---	---	---
1926 (a)	---	14,400	---	449.7	---	---	---	2,009	---	---	---
1927 (a)	---	18,000	---	589.2	---	---	---	2,301	---	---	---
1928 (a)	---	19,700	---	633.4	---	---	---	2,470	---	---	---
1929 (a)	---	21,100	---	699.8	---	---	---	2,623	---	---	---
1930 (a)	---	21,300	---	705.8	---	---	---	2,481	---	---	---
1931 (a)	---	20,700	---	682.5	---	---	---	2,315	---	---	---
1932 (a)	---	20,200	---	663.3	---	---	---	2,138	---	---	---
1933 (a)	---	20,200	---	655.1	---	---	---	2,077	---	---	---
1934 (a)	---	22,200	---	711.1	---	---	---	2,376	---	---	---
1935 (a)	---	23,800	---	764.0	---	---	---	2,625	---	---	---
1936 (a)	---	26,800	---	864.2	---	---	---	3,188	---	---	---
1937 (a)	---	27,500	---	957.0	---	---	---	3,500	---	---	---
1938 (a)	---	28,500	---	986.4	---	---	---	3,488	---	---	---
1939 (a)	---	32,600	---	1,047.4	---	---	---	3,866	---	---	---
1940 (a)	---	35,000	---	1,194.5	---	---	---	4,255	---	---	---
1941 (a)	---	39,300	---	1,313.0	---	---	---	4,948	---	---	---
1942 (a)	---	46,000	---	1,612.0	---	---	---	7,264	---	---	---
1943 (a)	---	47,100	---	1,693.0	---	---	---	9,070	---	---	---
1944 (a)	---	48,400	---	1,713.3	---	---	---	9,713	---	---	---
1945 (a)	---	49,670	---	1,722.3	---	---	---	9,946	---	---	---
1946 (a)	---	52,450	---	1,807.2	---	---	---	10,247	---	---	---
1947 (a)	---	56,917	---	1,885.7	---	---	---	10,374	---	---	---
1948 (a)	---	58,540	---	1,975.7	---	---	---	10,759	---	---	---
1949 (a)	---	57,035	---	1,968.2	---	---	---	10,193	---	---	---
1950 (a)	---	56,820	---	1,895.4	---	---	---	9,447	---	---	---

**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 99: BUS STATISTICS**

Year	Number of Agencies (Approximate)	Revenue Vehicles Available for Maximum Service	Revenue Vehicles Used In Maximum Service	Vehicle Total Miles (Millions)	Vehicle Revenue Miles (Millions)	Vehicle Total Hours (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)	Average Trip Length	Operating Employees
1951 (a)	---	57,660	---	1,893.0	---	---	---	9,227	---	---	---
1952 (a)	---	55,980	---	1,877.7	---	---	---	8,901	---	---	---
1953 (a)	---	54,700	---	1,819.0	---	---	---	8,280	---	---	---
1954 (a)	---	54,000	---	1,760.7	---	---	---	7,643	---	---	---
1955 (a)	---	52,400	---	1,709.9	---	---	---	7,269	---	---	---
1956 (a)	---	51,400	---	1,680.9	---	---	---	7,062	---	---	---
1957 (a)	---	50,800	---	1,648.4	---	---	---	6,903	---	---	---
1958 (a)	---	50,100	---	1,593.6	---	---	---	6,540	---	---	---
1959 (a)	---	49,500	---	1,576.5	---	---	---	6,498	---	---	---
1960 (a)	---	49,600	---	1,576.4	---	---	---	6,425	---	---	---
1961 (a)	---	49,000	---	1,529.7	---	---	---	5,993	---	---	---
1962 (a)	---	48,800	---	1,515.2	---	---	---	5,865	---	---	---
1963 (a)	---	49,400	---	1,523.1	---	---	---	5,822	---	---	---
1964 (a)	---	49,200	---	1,527.9	---	---	---	5,813	---	---	---
1965 (a)	---	49,600	---	1,528.3	---	---	---	5,814	---	---	---
1966 (a)	---	50,130	---	1,521.7	---	---	---	5,764	---	---	---
1967 (a)	---	50,180	---	1,526.0	---	---	---	5,723	---	---	---
1968 (a)	---	50,000	---	1,508.2	---	---	---	5,610	---	---	---
1969 (a)	---	49,600	---	1,478.3	---	---	---	5,375	---	---	---
1970 (a)	---	49,700	---	1,409.3	---	---	---	5,034	---	---	---
1971 (a)	---	49,150	---	1,375.5	---	---	---	4,699	---	---	---
1972 (a)	---	49,075	---	1,308.0	---	---	---	4,495	---	---	---
1973 (a)	---	48,286	---	1,370.4	---	---	---	4,642	---	---	---
1974 (a)	---	48,700	---	1,431.0	---	---	---	4,976	---	---	---
1975 (a)	---	50,822	---	1,526.0	---	---	---	5,084	---	---	---
1976 (a)	---	52,382	---	1,581.4	---	---	---	5,247	---	---	---
1977 (a)	---	51,968	---	1,623.3	---	---	---	4,949	19,730	4.0	---
1978 (a)	---	52,866	---	1,630.5	---	---	---	5,142	20,708	4.0	---
1979 (a)	1,024	54,490	---	1,633.6	---	---	---	5,552	21,393	3.9	---
1980 (a)	1,022	59,411	---	1,677.2	---	---	---	5,837	21,790	3.7	---
1981 (a)	1,030	60,393	---	1,684.6	---	---	---	5,594	21,012	3.8	---

**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 99: BUS STATISTICS**

Year	Number of Agencies (Approximate)	Revenue Vehicles Available for Maximum Service	Revenue Vehicles Used In Maximum Service	Vehicle Total Miles (Millions)	Vehicle Revenue Miles (Millions)	Vehicle Total Hours (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)	Average Trip Length	Operating Employees
1982 (a)	1,029	62,114	---	1,668.8	---	---	---	5,324	19,987	3.8	---
1983 (a)	1,031	62,093	---	1,677.8	---	---	---	5,422	20,047	3.7	---
1984 (a)	2,291	67,294	---	1,844.7	---	---	---	5,908	21,595	3.7	154,326
1985 (a)	2,338	64,258	---	1,862.9	---	---	---	5,675	21,161	3.7	157,581
1986 (a)	2,654	66,218	---	2,002.3	---	153.7	---	5,753	21,395	3.7	165,839
1987 (a)	2,671	63,017	---	2,079.4	---	160.3	---	5,614	20,970	3.7	165,176
1988 (a)	2,671	62,572	---	2,097.3	---	160.5	---	5,590	20,753	3.7	165,407
1989 (a)	2,665	58,919	---	2,109.3	---	161.4	---	5,620	20,768	3.7	162,990
1990 (a)	2,688	58,714	---	2,129.9	---	163.0	---	5,677	20,981	3.7	162,189
1991 (a)	2,689	60,377	---	2,166.6	---	163.8	---	5,624	21,090	3.8	163,555
1992 (a)	2,693	63,080	---	2,178.0	---	165.1	---	5,517	20,336	3.7	163,387
1993 (a)	2,694	64,850	---	2,209.6	---	166.2	---	5,381	20,247	3.8	177,167
1994 (a)	2,250	68,123	---	2,162.0	---	162.1	---	4,871	18,832	3.9	174,373
1995 (a)	2,250	67,107	---	2,183.7	1,921.1	162.9	146.8	4,848	18,818	3.9	181,973
1996 (a)	2,250	71,678	---	2,220.5	1,910.3	165.5	145.9	4,887	19,096	3.9	190,152
1997 (a)	2,250	72,770	---	2,244.6	2,021.7	167.0	155.1	5,013	19,604	3.9	196,861
1998 (a)	2,250	72,142	---	2,174.6	2,009.0	164.0	154.4	5,399	20,360	3.8	198,644
1999 (a)	2,262	74,228	---	2,275.9	1,972.8	170.1	152.9	5,648	21,205	3.8	204,179
2000 (a)	2,262	75,013	---	2,314.8	2,001.7	174.3	156.6	5,678	21,241	3.7	211,095
2001 (a)	2,264	76,075	---	2,376.5	2,058.3	179.4	161.1	5,849	22,022	3.8	214,674
2002 (a)	2,264	76,190	---	2,411.1	2,091.9	182.7	164.0	5,868	21,841	3.7	214,825
2003 (a)	1,982	77,328	61,501	2,420.8	2,092.9	184.2	165.1	5,692	21,262	3.7	205,478
2004 (a)	1,500	81,033	64,904	2,471.0	2,150.5	189.7	170.6	5,731	21,377	3.7	212,122
2005 (a)	1,500	82,027	65,525	2,484.8	2,141.0	186.2	168.2	5,855	21,825	3.7	217,332
2006 (a)	1,500	83,080	66,015	2,494.9	2,154.8	189.3	171.0	5,894	22,821	3.9	221,302
2007 (a)	(b) 1,200	(b) 65,249	(b) 52,609	(b) 2,302.4	(b) 1,987.0	(b) 174.7	(b) 158.0	(b) 5,413	(b) 20,976	(b) 3.9	(b) 188,644
2008 (a)	1,086	66,506	54,067	2,376.5	2,052.2	180.5	163.1	5,573	21,757	3.9	192,213
2009 (a)	1,088	64,832	52,587	2,331.8	2,011.3	177.7	160.3	5,452	21,477	3.9	192,510
2010 (a)	1,206	66,239	53,580	2,412.7	2,090.9	179.7	162.3	5,256	21,013	4.0	186,545
2011	1,078	67,288	53,805	2,339.2	2,030.5	176.9	159.8	5,191	20,408	3.9	189,158
2012	1,229	67,721	54,668	2,306.1	1,998.2	173.2	156.6	5,301	20,734	3.9	190,292

**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 99: BUS STATISTICS</b>											
Year	Number of Agencies (Approximate)	Revenue Vehicles Available for Maximum Service	Revenue Vehicles Used In Maximum Service	Vehicle Total Miles (Millions)	Vehicle Revenue Miles (Millions)	Vehicle Total Hours (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)	Average Trip Length	Operating Employees
2013	1,178	65,950	52,508	2,225.6	1,936.3	171.0	155.3	5,190	19,408	3.7	187,128

(a) Includes commuter bus and bus rapid transit type services.

(b) Data not continuous for data noted, see Methodology.

See Glossary following Tables for complete definitions.



TABLE 100: BUS RAPID TRANSIT STATISTICS

**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 100: BUS RAPID TRANSIT STATISTICS (#)											
Year	Number of Agencies	Revenue Vehicles Available for Maximum Service	Revenue Vehicles Used In Maximum Service	Vehicle Total Miles (Millions)	Vehicle Revenue Miles (Millions)	Vehicle Total Hours (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)	Average Trip Length	Operating Employees
2011	5	80	59	2.1	1.9	0.2	0.1	6	23	3.8	213
2012	4	84	63	3.0	2.8	0.2	0.2	16	69	4.3	242
2013	8	268	175	6.6	6.3	0.6	0.6	44	141	3.2	634

(#) Agencies are not required by the National Transit Database to differentiate this mode until 2013. See Glossary following Tables for complete definitions.

TABLE 101: COMMUTER BUS STATISTICS

**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 101: COMMUTER BUS STATISTICS (#)											
Year	Number of Agencies	Revenue Vehicles Available for Maximum Service	Revenue Vehicles Used In Maximum Service	Vehicle Total Miles (Millions)	Vehicle Revenue Miles (Millions)	Vehicle Total Hours (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)	Average Trip Length	Operating Employees
2011	92	1,807	1,400	72.2	50.8	2.8	2.0	37	984	26.6	4,082
2012	132	2,382	1,944	95.9	73.0	3.6	2.7	50	1,285	25.7	4,617
2013	156	4,921	3,872	181.4	135.2	7.1	5.2	97	2,608	26.9	9,092

(#) Agencies are not required by the National Transit Database to differentiate this mode until 2013. See Glossary following Tables for complete definitions.

TABLE 102: TOTAL ALL BUS MODES STATISTICS

**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 102: TOTAL ALL BUS MODES STATISTICS (SUM OF BUS, COMMUTER BUS, AND BUS RAPID TRANSIT)											
Year	Number of Agencies (Approximate)	Revenue Vehicles Available for Maximum Service	Revenue Vehicles Used In Maximum Service	Vehicle Total Miles (Millions)	Vehicle Revenue Miles (Millions)	Vehicle Total Hours (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)	Average Trip Length	Operating Employees
1922	---	---	---	---	---	---	---	404	---	---	---
1923	---	---	---	---	---	---	---	661	---	---	---
1924	---	---	---	---	---	---	---	989	---	---	---
1925	---	---	---	---	---	---	---	1,484	---	---	---
1926	---	14,400	---	449.7	---	---	---	2,009	---	---	---
1927	---	18,000	---	589.2	---	---	---	2,301	---	---	---
1928	---	19,700	---	633.4	---	---	---	2,470	---	---	---
1929	---	21,100	---	699.8	---	---	---	2,623	---	---	---
1930	---	21,300	---	705.8	---	---	---	2,481	---	---	---
1931	---	20,700	---	682.5	---	---	---	2,315	---	---	---
1932	---	20,200	---	663.3	---	---	---	2,138	---	---	---
1933	---	20,200	---	655.1	---	---	---	2,077	---	---	---
1934	---	22,200	---	711.1	---	---	---	2,376	---	---	---
1935	---	23,800	---	764.0	---	---	---	2,625	---	---	---
1936	---	26,800	---	864.2	---	---	---	3,188	---	---	---
1937	---	27,500	---	957.0	---	---	---	3,500	---	---	---
1938	---	28,500	---	986.4	---	---	---	3,488	---	---	---
1939	---	32,600	---	1,047.4	---	---	---	3,866	---	---	---
1940	---	35,000	---	1,194.5	---	---	---	4,255	---	---	---
1941	---	39,300	---	1,313.0	---	---	---	4,948	---	---	---
1942	---	46,000	---	1,612.0	---	---	---	7,264	---	---	---
1943	---	47,100	---	1,693.0	---	---	---	9,070	---	---	---
1944	---	48,400	---	1,713.3	---	---	---	9,713	---	---	---
1945	---	49,670	---	1,722.3	---	---	---	9,946	---	---	---
1946	---	52,450	---	1,807.2	---	---	---	10,247	---	---	---
1947	---	56,917	---	1,885.7	---	---	---	10,374	---	---	---
1948	---	58,540	---	1,975.7	---	---	---	10,759	---	---	---
1949	---	57,035	---	1,968.2	---	---	---	10,193	---	---	---
1950	---	56,820	---	1,895.4	---	---	---	9,447	---	---	---
1951	---	57,660	---	1,893.0	---	---	---	9,227	---	---	---

**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 102: TOTAL ALL BUS MODES STATISTICS (SUM OF BUS, COMMUTER BUS, AND BUS RAPID TRANSIT)**

Year	Number of Agencies (Approximate)	Revenue Vehicles Available for Maximum Service	Revenue Vehicles Used In Maximum Service	Vehicle Total Miles (Millions)	Vehicle Revenue Miles (Millions)	Vehicle Total Hours (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)	Average Trip Length	Operating Employees
1952	---	55,980	---	1,877.7	---	---	---	8,901	---	---	---
1953	---	54,700	---	1,819.0	---	---	---	8,280	---	---	---
1954	---	54,000	---	1,760.7	---	---	---	7,643	---	---	---
1955	---	52,400	---	1,709.9	---	---	---	7,269	---	---	---
1956	---	51,400	---	1,680.9	---	---	---	7,062	---	---	---
1957	---	50,800	---	1,648.4	---	---	---	6,903	---	---	---
1958	---	50,100	---	1,593.6	---	---	---	6,540	---	---	---
1959	---	49,500	---	1,576.5	---	---	---	6,498	---	---	---
1960	---	49,600	---	1,576.4	---	---	---	6,425	---	---	---
1961	---	49,000	---	1,529.7	---	---	---	5,993	---	---	---
1962	---	48,800	---	1,515.2	---	---	---	5,865	---	---	---
1963	---	49,400	---	1,523.1	---	---	---	5,822	---	---	---
1964	---	49,200	---	1,527.9	---	---	---	5,813	---	---	---
1965	---	49,600	---	1,528.3	---	---	---	5,814	---	---	---
1966	---	50,130	---	1,521.7	---	---	---	5,764	---	---	---
1967	---	50,180	---	1,526.0	---	---	---	5,723	---	---	---
1968	---	50,000	---	1,508.2	---	---	---	5,610	---	---	---
1969	---	49,600	---	1,478.3	---	---	---	5,375	---	---	---
1970	---	49,700	---	1,409.3	---	---	---	5,034	---	---	---
1971	---	49,150	---	1,375.5	---	---	---	4,699	---	---	---
1972	---	49,075	---	1,308.0	---	---	---	4,495	---	---	---
1973	---	48,286	---	1,370.4	---	---	---	4,642	---	---	---
1974	---	48,700	---	1,431.0	---	---	---	4,976	---	---	---
1975	---	50,822	---	1,526.0	---	---	---	5,084	---	---	---
1976	---	52,382	---	1,581.4	---	---	---	5,247	---	---	---
1977	---	51,968	---	1,623.3	---	---	---	4,949	19,730	4.0	---
1978	---	52,866	---	1,630.5	---	---	---	5,142	20,708	4.0	---
1979	1,024	54,490	---	1,633.6	---	---	---	5,552	21,393	3.9	---
1980	1,022	59,411	---	1,677.2	---	---	---	5,837	21,790	3.7	---
1981	1,030	60,393	---	1,684.6	---	---	---	5,594	21,012	3.8	---
1982	1,029	62,114	---	1,668.8	---	---	---	5,324	19,987	3.8	---
1983	1,031	62,093	---	1,677.8	---	---	---	5,422	20,047	3.7	---

**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 102: TOTAL ALL BUS MODES STATISTICS (SUM OF BUS, COMMUTER BUS, AND BUS RAPID TRANSIT)**

Year	Number of Agencies (Approximate)	Revenue Vehicles Available for Maximum Service	Revenue Vehicles Used In Maximum Service	Vehicle Total Miles (Millions)	Vehicle Revenue Miles (Millions)	Vehicle Total Hours (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)	Average Trip Length	Operating Employees
1984	2,291	67,294	---	1,844.7	---	---	---	5,908	21,595	3.7	154,326
1985	2,338	64,258	---	1,862.9	---	---	---	5,675	21,161	3.7	157,581
1986	2,654	66,218	---	2,002.3	---	153.7	---	5,753	21,395	3.7	165,839
1987	2,671	63,017	---	2,079.4	---	160.3	---	5,614	20,970	3.7	165,176
1988	2,671	62,572	---	2,097.3	---	160.5	---	5,590	20,753	3.7	165,407
1989	2,665	58,919	---	2,109.3	---	161.4	---	5,620	20,768	3.7	162,990
1990	2,688	58,714	---	2,129.9	---	163.0	---	5,677	20,981	3.7	162,189
1991	2,689	60,377	---	2,166.6	---	163.8	---	5,624	21,090	3.8	163,555
1992	2,693	63,080	---	2,178.0	---	165.1	---	5,517	20,336	3.7	163,387
1993	2,694	64,850	---	2,209.6	---	166.2	---	5,381	20,247	3.8	177,167
1994	2,250	68,123	---	2,162.0	---	162.1	---	4,871	18,832	3.9	174,373
1995	2,250	67,107	---	2,183.7	1,921.1	162.9	146.8	4,848	18,818	3.9	181,973
1996	2,250	71,678	---	2,220.5	1,910.3	165.5	145.9	4,887	19,096	3.9	190,152
1997	2,250	72,770	---	2,244.6	2,021.7	167.0	155.1	5,013	19,604	3.9	196,861
1998	2,250	72,142	---	2,174.6	2,009.0	164.0	154.4	5,399	20,360	3.8	198,644
1999	2,262	74,228	---	2,275.9	1,972.8	170.1	152.9	5,648	21,205	3.8	204,179
2000	2,262	75,013	---	2,314.8	2,001.7	174.3	156.6	5,678	21,241	3.7	211,095
2001	2,264	76,075	---	2,376.5	2,058.3	179.4	161.1	5,849	22,022	3.8	214,674
2002	2,264	76,190	---	2,411.1	2,091.9	182.7	164.0	5,868	21,841	3.7	214,825
2003	1,982	77,328	61,501	2,420.8	2,092.9	184.2	165.1	5,692	21,262	3.7	205,478
2004	1,500	81,033	64,904	2,471.0	2,150.5	189.7	170.6	5,731	21,377	3.7	212,122
2005	1,500	82,027	65,525	2,484.8	2,141.0	186.2	168.2	5,855	21,825	3.7	217,332
2006	1,500	83,080	66,015	2,494.9	2,154.8	189.3	171.0	5,894	22,821	3.9	221,302
2007	(a) 1,200	(a) 65,249	(a) 52,609	(a) 2,302.4	(a) 1,987.0	(a) 174.7	(a) 158.0	(a) 5,413	(a) 20,976	(c) 3.9	(a) 188,644
2008	1,086	66,506	54,067	2,376.5	2,052.2	180.5	163.1	5,573	21,757	3.9	192,213
2009	1,088	64,832	52,587	2,331.8	2,011.3	177.7	160.3	5,452	21,477	3.9	192,510
2010	1,206	66,239	53,580	2,412.7	2,090.9	179.7	162.3	5,256	21,013	4.0	186,545
2011	1,175	69,175	55,264	2,413.5	2,083.2	179.8	161.9	5,235	21,414	4.1	193,453
2012	1,365	70,187	56,675	2,405.0	2,074.0	177.1	159.6	5,367	22,089	4.1	195,151
2013	1,268	71,139	56,555	2,413.5	2,077.8	178.7	161.1	5,330	22,150	4.2	196,854

(a) Data not continuous for data noted, see Methodology.  
See Glossary following Tables for complete definitions.

TABLE 103: TROLLEYBUS STATISTICS

**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 103: TROLLEYBUS STATISTICS											
Year	Number of Agencies	Revenue Vehicles Available for Maximum Service	Revenue Vehicles Used In Maximum Service	Vehicle Total Miles (Millions)	Vehicle Revenue Miles (Millions)	Vehicle Total Hours (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)	Average Trip Length	Operating Employees
1928	---	41	---	1.2	---	---	---	3	---	---	---
1929	---	57	---	2.0	---	---	---	5	---	---	---
1930	---	173	---	6.0	---	---	---	16	---	---	---
1931	---	225	---	7.9	---	---	---	28	---	---	---
1932	---	269	---	9.5	---	---	---	37	---	---	---
1933	---	310	---	10.5	---	---	---	45	---	---	---
1934	---	441	---	14.6	---	---	---	68	---	---	---
1935	---	578	---	19.0	---	---	---	96	---	---	---
1936	---	1,136	---	26.3	---	---	---	143	---	---	---
1937	---	1,655	---	49.7	---	---	---	289	---	---	---
1938	---	2,032	---	67.9	---	---	---	395	---	---	---
1939	---	2,184	---	74.9	---	---	---	452	---	---	---
1940	---	2,802	---	86.0	---	---	---	542	---	---	---
1941	---	3,029	---	98.4	---	---	---	669	---	---	---
1942	---	3,385	---	115.7	---	---	---	918	---	---	---
1943	---	3,501	---	129.7	---	---	---	1,220	---	---	---
1944	---	3,561	---	132.3	---	---	---	1,292	---	---	---
1945	---	3,711	---	133.3	---	---	---	1,298	---	---	---
1946	---	3,916	---	143.7	---	---	---	1,354	---	---	---
1947	---	4,707	---	155.1	---	---	---	1,398	---	---	---
1948	---	5,697	---	178.0	---	---	---	1,558	---	---	---
1949	---	6,338	---	200.0	---	---	---	1,691	---	---	---
1950	---	6,504	---	205.7	---	---	---	1,686	---	---	---
1951	---	7,071	---	208.8	---	---	---	1,658	---	---	---
1952	---	7,180	---	215.2	---	---	---	1,666	---	---	---
1953	---	6,941	---	211.7	---	---	---	1,587	---	---	---
1954	---	6,598	---	196.7	---	---	---	1,387	---	---	---
1955	---	6,157	---	176.5	---	---	---	1,223	---	---	---
1956	---	5,748	---	165.7	---	---	---	1,163	---	---	---

**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 103: TROLLEYBUS STATISTICS**

Year	Number of Agencies	Revenue Vehicles Available for Maximum Service	Revenue Vehicles Used In Maximum Service	Vehicle Total Miles (Millions)	Vehicle Revenue Miles (Millions)	Vehicle Total Hours (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)	Average Trip Length	Operating Employees
1957	---	5,412	---	146.5	---	---	---	1,003	---	---	---
1958	---	4,848	---	131.0	---	---	---	843	---	---	---
1959	---	4,297	---	112.4	---	---	---	749	---	---	---
1960	---	3,826	---	100.7	---	---	---	657	---	---	---
1961	---	3,593	---	92.9	---	---	---	601	---	---	---
1962	---	3,161	---	84.0	---	---	---	547	---	---	---
1963	---	2,155	---	62.4	---	---	---	413	---	---	---
1964	---	1,865	---	49.2	---	---	---	349	---	---	---
1965	---	1,453	---	43.0	---	---	---	305	---	---	---
1966	---	1,326	---	40.1	---	---	---	284	---	---	---
1967	---	1,244	---	36.5	---	---	---	248	---	---	---
1968	---	1,185	---	36.2	---	---	---	228	---	---	---
1969	---	1,082	---	35.8	---	---	---	199	---	---	---
1970	---	1,050	---	33.0	---	---	---	182	---	---	---
1971	---	1,037	---	30.8	---	---	---	148	---	---	---
1972	---	1,030	---	29.8	---	---	---	130	---	---	---
1973	---	794	---	25.7	---	---	---	97	---	---	---
1974	---	718	---	17.6	---	---	---	83	---	---	---
1975	---	703	---	15.3	---	---	---	78	---	---	---
1976	---	685	---	15.3	---	---	---	75	---	---	---
1977	---	645	---	14.8	---	---	---	70	225	3.2	---
1978	---	593	---	13.3	---	---	---	70	234	3.3	---
1979	5	725	---	11.7	---	---	---	75	204	2.7	---
1980	5	823	---	13.0	---	---	---	142	219	1.5	---
1981	5	751	---	11.9	---	---	---	138	254	1.8	---
1982	5	763	---	13.7	---	---	---	151	295	2.0	---
1983	5	686	---	15.0	---	---	---	160	325	2.0	---
1984	5	664	---	15.3	---	---	---	165	364	2.2	2,012
1985	5	676	---	15.5	---	---	---	142	306	2.2	1,893
1986	5	680	---	14.7	---	1.9	---	139	305	2.2	2,140
1987	5	671	---	15.0	---	1.9	---	141	223	1.6	2,090

**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 103: TROLLEYBUS STATISTICS**

Year	Number of Agencies	Revenue Vehicles Available for Maximum Service	Revenue Vehicles Used In Maximum Service	Vehicle Total Miles (Millions)	Vehicle Revenue Miles (Millions)	Vehicle Total Hours (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)	Average Trip Length	Operating Employees
1988	5	710	---	14.7	---	1.9	---	136	211	1.6	2,039
1989	5	725	---	14.5	---	1.8	---	130	199	1.5	2,013
1990	5	610	---	13.8	---	1.8	---	126	193	1.5	1,925
1991	5	551	---	13.6	---	1.8	---	125	195	1.6	1,826
1992	5	665	---	13.9	---	1.8	---	126	199	1.6	1,691
1993	5	635	---	13.0	---	1.8	---	121	188	1.6	1,944
1994	5	643	---	13.7	---	1.8	---	118	187	1.6	1,848
1995	5	695	---	13.8	13.2	1.8	1.7	119	187	1.6	1,871
1996	5	675	---	13.7	13.1	1.8	1.7	117	184	1.6	2,084
1997	5	655	---	14.0	13.4	1.8	1.8	121	189	1.6	2,037
1998	5	646	---	13.6	13.1	1.8	1.7	117	182	1.6	2,053
1999	5	657	---	14.2	13.6	1.9	1.8	120	186	1.6	2,140
2000	5	652	---	14.5	13.9	2.0	1.9	122	192	1.6	2,223
2001	5	600	---	12.8	12.3	1.8	1.7	119	187	1.6	2,008
2002	5	616	---	13.9	13.3	1.9	1.8	116	188	1.6	2,027
2003	4	672	520	13.8	13.2	1.8	1.8	109	176	1.6	1,964
2004	4	597	483	13.4	13.0	1.8	1.6	106	173	1.6	1,928
2005	4	615	482	12.9	12.4	1.7	1.7	107	173	1.6	1,942
2006	4	609	416	12.2	11.8	1.6	1.6	100	164	1.6	1,845
2007	4	559	413	11.4	11.0	1.6	1.5	97	156	1.6	1,792
2008	5	590	441	11.6	11.2	1.6	1.6	101	161	1.6	1,832
2009	5	531	454	13.1	12.7	1.8	1.8	104	168	1.6	1,986
2010	5	571	421	12.1	11.7	1.7	1.6	99	159	1.6	1,786
2011	5	479	403	11.6	11.2	1.6	1.6	98	160	1.6	1,730
2012	5	570	420	11.7	11.3	1.7	1.6	99	162	1.6	1,774
2013	5	560	422	11.7	11.3	1.7	1.6	96	156	1.6	1,763

See Glossary following Tables for complete definitions.



TABLE 104: DEMAND RESPONSE STATISTICS

**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 104: DEMAND RESPONSE STATISTICS											
Year	Number of Agencies (Approximate)	Revenue Vehicles Available for Maximum Service	Revenue Vehicles Used In Maximum Service	Vehicle Total Miles (Millions)	Vehicle Revenue Miles (Millions)	Vehicle Total Hours (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)	Average Trip Length	Operating Employees
1984	---	14,164	---	256.1	---	---	---	62	349	5.6	23,798
1985	---	14,490	---	247.4	---	---	---	59	364	6.2	23,767
1986	2,554	15,346	---	274.5	---	21.7	---	63	402	6.4	20,664
1987	2,580	15,944	---	250.0	---	21.9	---	64	374	5.8	19,068
1988	2,582	16,812	---	288.9	---	23.5	---	73	441	6.0	21,391
1989	3,867	15,856	---	300.4	---	24.0	---	70	428	6.1	21,453
1990	3,893	16,471	---	305.9	---	24.4	---	68	431	6.3	22,740
1991	3,894	17,879	---	335.0	---	26.3	---	71	454	6.4	24,196
1992	3,917	20,695	---	363.5	---	28.7	---	72	495	6.9	25,863
1993	3,917	23,527	---	406.0	---	30.5	---	81	562	6.9	30,021
1994	5,214	28,729	---	463.7	---	32.6	---	88	577	6.6	35,450
1995	5,214	29,352	---	506.5	431.8	34.9	29.5	88	607	6.9	39,882
1996	5,214	30,804	---	548.3	542.2	37.0	36.9	93	656	7.1	44,667
1997	5,214	32,509	---	585.3	553.8	39.5	36.1	99	754	7.6	44,029
1998	5,214	29,646	---	670.9	605.0	44.1	36.7	95	735	7.7	48,406
1999	5,252	31,884	---	718.4	608.1	48.2	41.3	100	813	8.1	51,186
2000	5,252	33,080	---	758.9	645.8	50.9	43.8	105	839	8.0	52,021
2001	5,251	34,661	---	789.3	670.1	53.8	46.3	105	855	8.1	55,846
2002	5,251	34,699	---	802.6	688.0	54.4	46.9	103	853	8.3	56,746
2003	5,346	35,954	29,400	864.0	734.9	58.8	50.6	111	930	8.4	42,935
2004	5,960	37,078	30,409	889.5	767.3	61.5	53.1	114	962	8.4	43,642
2005	5,960	41,958	33,766	978.3	844.1	65.8	57.4	125	1,058	8.5	46,624
2006	5,960	43,509	34,984	1,013.0	869.1	68.3	59.6	126	1,078	8.6	46,178
2007	(a) 7,300	(a) 64,865	(a) 51,142	(a) 1,471.4	(a) 1,274.4	(a) 108.5	(a) 105.2	(a) 209	(a) 1,502	(c) 7.2	(a) 91,394
2008	7,200	65,799	52,880	1,495.2	1,290.1	101.5	88.6	191	1,412	7.4	99,323
2009	6,700	68,957	54,517	1,529.2	1,319.3	104.5	92.1	190	1,477	7.8	100,242

**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 104: DEMAND RESPONSE STATISTICS</b>											
Year	Number of Agencies (Approximate)	Revenue Vehicles Available for Maximum Service	Revenue Vehicles Used In Maximum Service	Vehicle Total Miles (Millions)	Vehicle Revenue Miles (Millions)	Vehicle Total Hours (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)	Average Trip Length	Operating Employees
2010	6,741	68,621	56,677	1,693.6	1,447.7	112.1	96.8	190	1,494	7.9	102,666
2011	6,600	65,336	53,648	1,611.8	1,393.9	106.4	92.9	191	1,580	8.3	98,087
2012	6,511	68,632	56,103	1,618.1	1,421.6	104.5	93.0	211	1,756	8.3	96,596
2013	6,270	68,559	55,320	1,565.1	1,365.4	105.9	92.2	223	2,171	9.7	90,734

(a) Data not continuous for data noted, see Methodology. See Glossary following Tables for complete definitions.

**TABLE 105: TRANSIT VANPOOL STATISTICS  
(TRANSIT AGENCY BROKERED SERVICE ONLY)**

**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 105: TRANSIT VANPOOL STATISTICS (TRANSIT AGENCY BROKERED SERVICE ONLY)</b>											
Year	Number of Agencies	Revenue Vehicles Available for Maximum Service	Revenue Vehicles Used In Maximum Service	Vehicle Total Miles (Millions)	Vehicle Revenue Miles (Millions)	Vehicle Total Hours (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)	Average Trip Length	Operating Employees
1995	55	2,483	---	31.5	29.0	0.9	0.8	7	249	35.6	255
1996	59	2,668	---	39.8	37.1	1.1	1.0	9	302	33.6	177
1997	55	3,148	---	41.9	39.4	1.2	1.1	10	321	32.1	180
1998	58	3,835	---	50.1	47.8	1.4	1.3	10	368	36.8	253
1999	67	4,767	---	65.8	64.4	1.8	1.7	13	445	34.2	246
2000	67	4,877	---	67.3	65.9	2.2	2.1	13	435	33.5	231
2001	67	5,388	---	71.4	70.2	1.8	1.8	15	490	32.7	262
2002	68	6,235	---	76.8	75.0	2.0	2.0	13	483	37.2	260
2003	70	6,624	5,514	89.3	87.4	2.9	2.7	16	541	33.8	310
2004	69	5,915	5,074	85.1	83.1	2.4	2.2	16	486	30.4	283
2005	69	6,572	5,911	99.4	97.8	2.7	2.6	18	605	33.6	292
2006	69	8,235	7,345	115.6	114.0	3.0	3.0	21	712	33.9	324
2007	(a) 80	(a) 9,666	(a) 8,478	(a) 141.6	(a) 140.1	(a) 3.7	(a) 3.6	(a) 25	(a) 857	(c) 34.3	(a) 398
2008	83	12,356	10,752	178.0	177.9	4.5	4.5	36	1,181	32.8	435
2009	77	12,013	10,693	174.0	174.0	4.3	4.3	32	1,070	33.4	471
2010	84	12,378	10,880	185.0	185.0	4.5	4.5	32	1,108	34.6	505
2011	84	13,342	11,713	195.0	195.0	5.0	5.0	34	1,176	34.6	508
2012	93	14,018	12,040	211.7	211.7	6.3	5.3	37	1,298	35.1	701
2013	102	14,773	12,561	218.6	218.6	5.4	5.4	37	1,319	35.6	582

(a) Data not continuous for data noted, see Methodology.  
See Glossary following Tables for complete definitions.

TABLE 106: PUBLICO STATISTICS

**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 106: PUBLICO STATISTICS											
Year	Number of Agencies	Revenue Vehicles Available for Maximum Service	Revenue Vehicles Used In Maximum Service	Vehicle Total Miles (Millions)	Vehicle Revenue Miles (Millions)	Vehicle Total Hours (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)	Average Trip Length	Operating Employees
2007	1	3,718	2,355	30.6	28.5	2.4	2.2	30	158	5.3	---
2008	1	3,718	2,250	26.9	25.1	2.1	2.0	29	138	4.8	---
2009	1	5,620	4,557	40.2	37.6	3.8	3.5	40	176	4.4	---
2010	1	5,620	3,291	34.7	32.4	3.2	3.0	42	169	4.0	---
2011	1	5,624	3,259	40.2	37.8	3.4	3.2	39	172	4.4	---
2012	1	2,873	2,605	29.2	27.3	2.6	2.4	33	145	4.4	---
2013	1	2,874	2,118	25.9	22.6	2.4	2.1	27	123	4.6	---

(a) Data not continuous for data noted, see Methodology. See Glossary following Tables for complete definitions.

TABLE 107: TOTAL ROADWAY MODES STATISTICS  
 (INCLUDES ONLY MODES REPORTED ON APPROPRIATE  
 PRECEDING MODAL TABLES FOR EACH YEAR)

**MODAL SUMMARY DATA  
 INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 107: TOTAL ROADWAY MODE STATISTICS										
Year	Revenue Vehicles Available for Maximum Service	Revenue Vehicles Used In Maximum Service	Vehicle Total Miles (Millions)	Vehicle Revenue Miles (Millions)	Vehicle Total Hours (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)	Average Trip Length	Operating Employees
1922	---	---	---	---	---	---	404	---	---	---
1923	---	---	---	---	---	---	661	---	---	---
1924	---	---	---	---	---	---	989	---	---	---
1925	---	---	---	---	---	---	1,484	---	---	---
1926	14,400	---	449.7	---	---	---	2,009	---	---	---
1927	18,000	---	589.2	---	---	---	2,301	---	---	---
1928	19,741	---	634.6	---	---	---	2,473	---	---	---
1929	21,157	---	701.8	---	---	---	2,628	---	---	---
1930	21,473	---	711.8	---	---	---	2,497	---	---	---
1931	20,925	---	690.4	---	---	---	2,343	---	---	---
1932	20,469	---	672.8	---	---	---	2,175	---	---	---
1933	20,510	---	665.6	---	---	---	2,122	---	---	---
1934	22,641	---	725.7	---	---	---	2,444	---	---	---
1935	24,378	---	783.0	---	---	---	2,721	---	---	---
1936	27,936	---	890.5	---	---	---	3,331	---	---	---
1937	29,155	---	1,006.7	---	---	---	3,789	---	---	---
1938	30,532	---	1,054.3	---	---	---	3,883	---	---	---
1939	34,784	---	1,122.3	---	---	---	4,318	---	---	---
1940	37,802	---	1,280.5	---	---	---	4,797	---	---	---
1941	42,329	---	1,411.4	---	---	---	5,617	---	---	---
1942	49,385	---	1,727.7	---	---	---	8,182	---	---	---
1943	50,601	---	1,822.7	---	---	---	10,290	---	---	---
1944	51,961	---	1,845.6	---	---	---	11,005	---	---	---
1945	53,381	---	1,855.6	---	---	---	11,244	---	---	---
1946	56,366	---	1,950.9	---	---	---	11,601	---	---	---

**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 107: TOTAL ROADWAY MODE STATISTICS**

Year	Revenue Vehicles Available for Maximum Service	Revenue Vehicles Used In Maximum Service	Vehicle Total Miles (Millions)	Vehicle Revenue Miles (Millions)	Vehicle Total Hours (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)	Average Trip Length	Operating Employees
1947	61,624	---	2,040.8	---	---	---	11,772	---	---	---
1948	64,237	---	2,153.7	---	---	---	12,317	---	---	---
1949	63,373	---	2,168.2	---	---	---	11,884	---	---	---
1950	63,324	---	2,101.1	---	---	---	11,133	---	---	---
1951	64,731	---	2,101.8	---	---	---	10,885	---	---	---
1952	63,160	---	2,092.9	---	---	---	10,567	---	---	---
1953	61,641	---	2,030.7	---	---	---	9,867	---	---	---
1954	60,598	---	1,957.4	---	---	---	9,030	---	---	---
1955	58,557	---	1,886.4	---	---	---	8,492	---	---	---
1956	57,148	---	1,846.6	---	---	---	8,225	---	---	---
1957	56,212	---	1,794.9	---	---	---	7,906	---	---	---
1958	54,948	---	1,724.6	---	---	---	7,383	---	---	---
1959	53,797	---	1,688.9	---	---	---	7,247	---	---	---
1960	53,426	---	1,677.1	---	---	---	7,082	---	---	---
1961	52,593	---	1,622.6	---	---	---	6,594	---	---	---
1962	51,961	---	1,599.2	---	---	---	6,412	---	---	---
1963	51,555	---	1,585.5	---	---	---	6,235	---	---	---
1964	51,065	---	1,577.1	---	---	---	6,162	---	---	---
1965	51,053	---	1,571.3	---	---	---	6,119	---	---	---
1966	51,456	---	1,561.8	---	---	---	6,048	---	---	---
1967	51,424	---	1,562.5	---	---	---	5,971	---	---	---
1968	51,185	---	1,544.4	---	---	---	5,838	---	---	---
1969	50,682	---	1,514.1	---	---	---	5,574	---	---	---
1970	50,750	---	1,442.3	---	---	---	5,216	---	---	---
1971	50,187	---	1,406.3	---	---	---	4,847	---	---	---
1972	50,105	---	1,337.8	---	---	---	4,625	---	---	---
1973	49,080	---	1,396.1	---	---	---	4,739	---	---	---
1974	49,418	---	1,448.6	---	---	---	5,059	---	---	---
1975	51,525	---	1,541.3	---	---	---	5,162	---	---	---

**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 107: TOTAL ROADWAY MODE STATISTICS**

Year	Revenue Vehicles Available for Maximum Service	Revenue Vehicles Used In Maximum Service	Vehicle Total Miles (Millions)	Vehicle Revenue Miles (Millions)	Vehicle Total Hours (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)	Average Trip Length	Operating Employees
1976	53,067	---	1,596.7	---	---	---	5,322	---	---	---
1977	52,613	---	1,638.1	---	---	---	5,019	19,955	4.0	---
1978	53,459	---	1,643.8	---	---	---	5,212	20,942	4.0	---
1979	55,215	---	1,645.3	---	---	---	5,627	21,597	3.8	---
1980	60,234	---	1,690.2	---	---	---	5,979	22,009	3.7	---
1981	61,144	---	1,696.5	---	---	---	5,732	21,266	3.7	---
1982	62,877	---	1,682.5	---	---	---	5,475	20,282	3.7	---
1983	62,779	---	1,692.8	---	---	---	5,582	20,372	3.6	---
1984	82,122	---	2,116.1	---	---	---	6,135	22,308	3.6	180,136
1985	79,424	---	2,125.8	---	---	---	5,876	21,831	3.7	183,241
1986	82,244	---	2,291.5	---	177.3	---	5,955	22,102	3.7	188,643
1987	79,632	---	2,344.4	---	184.1	---	5,819	21,567	3.7	186,334
1988	80,094	---	2,400.9	---	185.9	---	5,799	21,405	3.7	188,837
1989	75,500	---	2,424.2	---	187.2	---	5,820	21,395	3.7	186,456
1990	75,795	---	2,449.6	---	189.2	---	5,871	21,605	3.7	186,854
1991	78,807	---	2,515.2	---	191.9	---	5,820	21,739	3.7	189,577
1992	84,440	---	2,555.4	---	195.6	---	5,715	21,030	3.7	190,941
1993	89,012	---	2,628.6	---	198.5	---	5,583	20,997	3.8	209,132
1994	97,495	---	2,639.4	---	196.5	---	5,077	19,596	3.9	211,671
1995	99,575	---	2,735.5	2,395.1	200.5	178.8	5,062	19,861	3.9	223,981
1996	105,825	---	2,822.3	2,502.7	205.4	185.5	5,106	20,238	4.0	237,080
1997	109,082	---	2,885.8	2,628.3	209.5	194.1	5,243	20,868	4.0	243,107
1998	106,269	---	2,909.2	2,674.9	211.3	194.1	5,621	21,645	3.9	249,356
1999	111,536	---	3,074.3	2,658.9	222.0	197.7	5,881	22,649	3.9	257,751
2000	113,622	---	3,155.5	2,727.3	229.4	204.4	5,918	22,707	3.8	265,570
2001	116,724	---	3,250.0	2,810.9	236.8	210.9	6,088	23,554	3.9	272,810
2002	117,497	---	3,304.4	2,868.2	241.0	214.7	6,100	23,365	3.8	273,858
2003	119,468	96,935	3,387.9	2,928.4	247.7	220.2	5,928	22,909	3.9	250,687
2004	124,623	100,870	3,459.0	3,013.9	255.4	227.5	5,967	22,998	3.9	257,975

**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 107: TOTAL ROADWAY MODE STATISTICS**

Year	Revenue Vehicles Available for Maximum Service	Revenue Vehicles Used In Maximum Service	Vehicle Total Miles (Millions)	Vehicle Revenue Miles (Millions)	Vehicle Total Hours (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)	Average Trip Length	Operating Employees
2005	131,172	105,684	3,575.4	3,095.3	256.4	229.9	6,105	23,661	3.9	266,190
2006	135,433	108,760	3,635.7	3,149.7	262.2	235.2	6,141	24,775	4.0	269,649
2007	144,057	114,997	3,957.4	3,441.0	290.9	270.5	5,774	23,649	4.1	282,224
2008	148,969	120,390	4,088.2	3,556.5	290.2	259.8	5,930	24,649	4.2	293,803
2009	151,953	122,808	4,088.3	3,554.9	292.1	262.0	5,818	24,368	4.2	295,209
2010	153,429	124,849	4,338.1	3,767.7	301.2	268.2	5,619	23,943	4.3	291,502
2011	153,956	124,287	4,272.0	3,721.0	296.1	264.6	5,596	24,502	4.4	293,778
2012	156,279	127,843	4,275.6	3,745.9	291.1	261.9	5,747	25,450	4.4	294,222
2013	157,906	126,975	4,234.8	3,695.6	294.1	262.4	5,714	25,919	4.5	289,933

(a) Data not continuous for data noted, see Methodology. See Glossary following Tables for complete definitions.



TABLE 108: COMMUTER RAIL STATISTICS

**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 108: COMMUTER RAIL STATISTICS											
Year	Number of Agencies	Revenue Vehicles Available for Maximum Service	Revenue Vehicles Used In Maximum Service	Vehicle Total Miles (Millions)	Vehicle Revenue Miles (Millions)	Vehicle Total Hours (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)	Average Trip Length	Operating Employees
1975	---	---	---	173.0	---	---	---	---	---	---	---
1976	---	4,438	---	173.0	---	---	---	---	---	---	---
1977	---	4,340	---	175.0	---	---	---	---	---	---	---
1978	---	4,473	---	174.0	---	---	---	---	---	---	---
1979	18	4,350	---	176.0	---	---	---	---	---	---	---
1980	18	4,500	---	179.0	---	---	---	280	6,516	23.3	---
1981	18	4,465	---	176.0	---	---	---	268	6,236	23.3	---
1982	18	4,497	---	175.0	---	---	---	259	6,027	23.3	---
1983	17	4,423	---	177.0	---	---	---	262	6,097	23.3	---
1984	13	4,075	---	167.9	---	---	---	267	6,207	23.2	21,884
1985	13	4,035	---	182.7	---	---	---	275	6,534	23.8	22,929
1986	12	4,440	---	188.6	---	5.8	---	306	6,723	22.0	22,414
1987	12	4,686	---	188.9	---	5.8	---	311	6,818	21.9	23,270
1988	12	4,649	---	202.2	---	6.4	---	325	6,964	21.4	23,188
1989	13	4,472	---	209.6	---	6.6	---	330	7,211	21.9	22,215
1990	14	4,982	---	212.7	---	6.5	---	328	7,082	21.6	21,443
1991	14	5,126	---	214.9	---	6.4	---	318	7,344	23.1	21,083
1992	14	5,164	---	218.8	---	6.5	---	314	7,320	23.3	21,151
1993	16	4,982	---	223.9	---	6.6	---	322	6,940	21.6	20,634
1994	16	5,126	---	230.8	---	6.9	---	339	7,996	23.6	22,596
1995	16	5,164	---	237.7	217.8	7.2	6.5	344	8,244	24.0	22,320
1996	16	5,240	---	241.9	221.5	7.3	6.7	352	8,351	23.7	22,604
1997	16	5,426	---	250.7	229.6	7.5	6.8	357	8,038	22.5	21,651
1998	18	5,536	---	259.5	241.9	7.9	7.6	381	8,704	22.8	22,488
1999	20	5,550	---	265.9	243.5	8.5	7.4	396	8,766	22.1	22,896
2000	19	5,498	---	270.9	247.9	9.4	8.7	413	9,402	22.8	23,518
2001	21	5,572	---	277.3	253.2	8.8	8.0	419	9,548	22.8	23,851
2002	20	5,724	---	283.7	259.3	8.8	8.2	414	9,504	23.0	24,391

**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 108: COMMUTER RAIL STATISTICS**

Year	Number of Agencies	Revenue Vehicles Available for Maximum Service	Revenue Vehicles Used In Maximum Service	Vehicle Total Miles (Millions)	Vehicle Revenue Miles (Millions)	Vehicle Total Hours (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)	Average Trip Length	Operating Employees
2003	21	5,959	4,835	286.0	262.1	9.0	8.3	410	9,559	23.3	24,813
2004 (a)	21	6,228	5,091	294.7	268.9	9.3	8.5	414	9,719	23.5	25,296
2005 (a)	22	6,392	5,341	303.4	277.4	9.5	8.8	423	9,473	22.4	25,321
2006 (a)	22	6,403	5,427	314.7	287.1	10.0	9.2	441	10,361	23.5	25,314
2007 (a)	22	6,391	5,500	325.7	297.4	10.3	9.5	459	11,153	24.3	28,983
2008 (a)	23	6,617	5,693	338.7	310.2	10.8	9.9	472	11,049	23.4	27,114
2009 (a)	27	6,941	6,127	343.5	317.9	10.9	10.2	468	11,232	24.0	28,278
2010 (a)	28	6,927	6,143	345.3	317.6	10.7	9.7	464	10,874	23.4	27,168
2011	27	7,193	6,198	345.2	316.9	10.9	9.7	466	11,427	24.5	27,689
2012	27	7,059	6,163	346.4	319.9	10.9	9.7	471	11,181	23.7	28,182
2013	26	7,310	6,202	359.1	331.1	11.4	10.2	480	11,862	24.7	29,197

(a) Includes Hybrid Rail

See Glossary following Tables for complete definitions.

TABLE 109: HYBRID RAIL STATISTICS

**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 109: HYBRID RAIL STATISTICS (#)											
Year	Number of Agencies	Revenue Vehicles Available for Maximum Service	Revenue Vehicles Used In Maximum Service	Vehicle Total Miles (Millions)	Vehicle Revenue Miles (Millions)	Vehicle Total Hours (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)	Average Trip Length	Operating Employees
2011	4	44	29	2.1	2.1	0.1	0.1	6	70	12.1	130
2012	4	44	31	2.3	2.2	0.1	0.1	6	74	12.3	142
2013	5	59	37	2.9	2.8	0.1	0.1	7	84	12.0	174

(#) Agencies are not required by the National Transit Database to differentiate this mode until 2013.

(a) Data not continuous for data noted, see Methodology.

See Glossary following Tables for complete definitions.

TABLE 110: TOTAL REGIONAL RAILROAD MODES STATISTICS

**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 110: TOTAL REGIONAL RAILROAD MODES STATISTICS (SUM OF COMMUTER RAIL AND HYBRID RAIL STATISTICS)											
Year	Number of Agencies	Revenue Vehicles Available for Maximum Service	Revenue Vehicles Used In Maximum Service	Vehicle Total Miles (Millions)	Vehicle Revenue Miles (Millions)	Vehicle Total Hours (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)	Average Trip Length	Operating Employees
1975	---	---	---	173.0	---	---	---	---	---	---	---
1976	---	4,438	---	173.0	---	---	---	---	---	---	---
1977	---	4,340	---	175.0	---	---	---	---	---	---	---
1978	---	4,473	---	174.0	---	---	---	---	---	---	---
1979	18	4,350	---	176.0	---	---	---	---	---	---	---
1980	18	4,500	---	179.0	---	---	---	280	6,516	23.3	---
1981	18	4,465	---	176.0	---	---	---	268	6,236	23.3	---
1982	18	4,497	---	175.0	---	---	---	259	6,027	23.3	---
1983	17	4,423	---	177.0	---	---	---	262	6,097	23.3	---
1984	13	4,075	---	167.9	---	---	---	267	6,207	23.2	21,884
1985	13	4,035	---	182.7	---	---	---	275	6,534	23.8	22,929
1986	12	4,440	---	188.6	---	5.8	---	306	6,723	22.0	22,414
1987	12	4,686	---	188.9	---	5.8	---	311	6,818	21.9	23,270
1988	12	4,649	---	202.2	---	6.4	---	325	6,964	21.4	23,188
1989	13	4,472	---	209.6	---	6.6	---	330	7,211	21.9	22,215
1990	14	4,982	---	212.7	---	6.5	---	328	7,082	21.6	21,443
1991	14	5,126	---	214.9	---	6.4	---	318	7,344	23.1	21,083
1992	14	5,164	---	218.8	---	6.5	---	314	7,320	23.3	21,151
1993	16	4,982	---	223.9	---	6.6	---	322	6,940	21.6	20,634
1994	16	5,126	---	230.8	---	6.9	---	339	7,996	23.6	22,596
1995	16	5,164	---	237.7	217.8	7.2	6.5	344	8,244	24.0	22,320
1996	16	5,240	---	241.9	221.5	7.3	6.7	352	8,351	23.7	22,604
1997	16	5,426	---	250.7	229.6	7.5	6.8	357	8,038	22.5	21,651
1998	18	5,536	---	259.5	241.9	7.9	7.6	381	8,704	22.8	22,488
1999	20	5,550	---	265.9	243.5	8.5	7.4	396	8,766	22.1	22,896
2000	19	5,498	---	270.9	247.9	9.4	8.7	413	9,402	22.8	23,518
2001	21	5,572	---	277.3	253.2	8.8	8.0	419	9,548	22.8	23,851
2002	20	5,724	---	283.7	259.3	8.8	8.2	414	9,504	23.0	24,391

**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 110: TOTAL REGIONAL RAILROAD MODES STATISTICS (SUM OF COMMUTER RAIL AND HYBRID RAIL STATISTICS)**

Year	Number of Agencies	Revenue Vehicles Available for Maximum Service	Revenue Vehicles Used In Maximum Service	Vehicle Total Miles (Millions)	Vehicle Revenue Miles (Millions)	Vehicle Total Hours (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)	Average Trip Length	Operating Employees
2003	21	5,959	4,835	286.0	262.1	9.0	8.3	410	9,559	23.3	24,813
2004	21	6,228	5,091	294.7	268.9	9.3	8.5	414	9,719	23.5	25,296
2005	22	6,392	5,341	303.4	277.4	9.5	8.8	423	9,473	22.4	25,321
2006	22	6,403	5,427	314.7	287.1	10.0	9.2	441	10,361	23.5	25,314
2007	22	6,391	5,500	325.7	297.4	10.3	9.5	459	11,153	24.3	28,983
2008	23	6,617	5,693	338.7	310.2	10.8	9.9	472	11,049	23.4	27,114
2009	27	6,941	6,127	343.5	317.9	10.9	10.2	468	11,232	24.0	28,278
2010	28	6,927	6,143	345.3	317.6	10.7	9.7	464	10,874	23.4	27,168
2011	31	7,237	6,227	347.3	318.9	10.9	9.8	472	11,436	24.5	27,819
2012	31	7,103	6,194	348.7	322.1	11.0	9.8	477	11,225	23.6	28,324
2013	31	7,369	6,239	362.0	333.9	11.5	10.3	487	11,946	24.5	29,371

See Glossary following Tables for complete definitions.

TABLE 111: HEAVY RAIL STATISTICS

**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 111: HEAVY RAIL STATISTICS											
Year	Number of Agencies	Revenue Vehicles Available for Maximum Service	Revenue Vehicles Used In Maximum Service	Vehicle Total Miles (Millions)	Vehicle Revenue Miles (Millions)	Vehicle Total Hours (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)	Average Trip Length	Operating Employees
1917	---	---	---	---	---	---	---	1,332	---	---	---
1918	---	---	---	---	---	---	---	1,385	---	---	---
1919	---	---	---	---	---	---	---	1,505	---	---	---
1920	---	---	---	---	---	---	---	1,792	---	---	---
1921	---	---	---	---	---	---	---	1,909	---	---	---
1922	---	---	---	---	---	---	---	1,942	---	---	---
1923	---	---	---	---	---	---	---	2,081	---	---	---
1924	---	---	---	---	---	---	---	2,207	---	---	---
1925	---	---	---	---	---	---	---	2,264	---	---	---
1926	---	8,909	---	398.1	---	---	---	2,350	---	---	---
1927	---	8,957	---	410.2	---	---	---	2,451	---	---	---
1928	---	9,611	---	434.3	---	---	---	2,492	---	---	---
1929	---	9,983	---	450.3	---	---	---	2,571	---	---	---
1930	---	9,640	---	454.8	---	---	---	2,559	---	---	---
1931	---	9,638	---	440.7	---	---	---	2,408	---	---	---
1932	---	10,434	---	423.5	---	---	---	2,204	---	---	---
1933	---	10,424	---	427.7	---	---	---	2,133	---	---	---
1934	---	10,418	---	438.6	---	---	---	2,206	---	---	---
1935	---	10,416	---	447.4	---	---	---	2,236	---	---	---
1936	---	10,923	---	461.6	---	---	---	2,323	---	---	---
1937	---	11,032	---	469.1	---	---	---	2,307	---	---	---
1938	---	11,205	---	457.4	---	---	---	2,236	---	---	---
1939	---	11,052	---	469.4	---	---	---	2,368	---	---	---
1940	---	11,032	---	470.8	---	---	---	2,382	---	---	---
1941	---	10,578	---	472.8	---	---	---	2,421	---	---	---
1942	---	10,278	---	469.6	---	---	---	2,566	---	---	---
1943	---	10,255	---	461.7	---	---	---	2,656	---	---	---
1944	---	10,219	---	461.0	---	---	---	2,621	---	---	---
1945	---	10,217	---	458.4	---	---	---	2,698	---	---	---

**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 111: HEAVY RAIL STATISTICS**

Year	Number of Agencies	Revenue Vehicles Available for Maximum Service	Revenue Vehicles Used In Maximum Service	Vehicle Total Miles (Millions)	Vehicle Revenue Miles (Millions)	Vehicle Total Hours (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)	Average Trip Length	Operating Employees
1946	---	9,429	---	458.9	---	---	---	2,835	---	---	---
1947	---	9,370	---	462.3	---	---	---	2,756	---	---	---
1948	---	9,456	---	458.1	---	---	---	2,606	---	---	---
1949	---	9,869	---	460.0	---	---	---	2,346	---	---	---
1950	---	9,743	---	443.4	---	---	---	2,264	---	---	---
1951	---	9,644	---	424.0	---	---	---	2,189	---	---	---
1952	---	9,476	---	400.4	---	---	---	2,124	---	---	---
1953	---	9,244	---	391.1	---	---	---	2,040	---	---	---
1954	---	9,200	---	375.6	---	---	---	1,912	---	---	---
1955	---	9,232	---	382.8	---	---	---	1,870	---	---	---
1956	---	9,255	---	387.1	---	---	---	1,880	---	---	---
1957	---	9,158	---	388.0	---	---	---	1,843	---	---	---
1958	---	9,093	---	386.5	---	---	---	1,815	---	---	---
1959	---	9,000	---	388.7	---	---	---	1,828	---	---	---
1960	---	9,010	---	390.9	---	---	---	1,850	---	---	---
1961	---	9,078	---	385.1	---	---	---	1,855	---	---	---
1962	---	8,865	---	386.7	---	---	---	1,890	---	---	---
1963	---	8,878	---	387.3	---	---	---	1,836	---	---	---
1964	---	9,061	---	395.8	---	---	---	1,877	---	---	---
1965	---	9,115	---	395.3	---	---	---	1,858	---	---	---
1966	---	9,273	---	378.9	---	---	---	1,753	---	---	---
1967	---	9,257	---	396.5	---	---	---	1,938	---	---	---
1968	---	9,390	---	406.8	---	---	---	1,928	---	---	---
1969	---	9,343	---	416.6	---	---	---	1,980	---	---	---
1970	---	9,338	---	407.1	---	---	---	1,881	---	---	---
1971	---	9,325	---	407.4	---	---	---	1,778	---	---	---
1972	---	9,423	---	386.2	---	---	---	1,731	---	---	---
1973	---	9,387	---	407.3	---	---	---	1,714	---	---	---
1974	---	9,403	---	431.9	---	---	---	1,726	---	---	---
1975	---	9,608	---	423.1	---	---	---	1,673	---	---	---
1976	---	9,714	---	407.0	---	---	---	1,632	---	---	---

**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 111: HEAVY RAIL STATISTICS**

Year	Number of Agencies	Revenue Vehicles Available for Maximum Service	Revenue Vehicles Used In Maximum Service	Vehicle Total Miles (Millions)	Vehicle Revenue Miles (Millions)	Vehicle Total Hours (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)	Average Trip Length	Operating Employees
1977	---	9,639	---	361.3	---	---	---	2,149	9,682	4.5	---
1978	---	9,576	---	363.5	---	---	---	2,285	10,330	4.5	---
1979	11	9,522	---	380.5	---	---	---	2,381	10,760	4.5	---
1980	11	9,641	---	384.7	---	---	---	2,108	10,558	5.0	---
1981	11	9,749	---	420.1	---	---	---	2,094	10,244	4.9	---
1982	11	9,815	---	429.1	---	---	---	2,115	10,049	4.8	---
1983	12	9,891	---	407.5	---	---	---	2,167	10,350	4.8	---
1984	12	9,083	---	435.8	---	---	---	2,231	10,111	4.5	47,047
1985	12	9,326	---	450.8	---	---	---	2,290	10,427	4.6	49,670
1986	12	10,386	---	475.8	---	25.6	---	2,333	10,649	4.6	51,028
1987	12	10,168	---	490.2	---	26.0	---	2,402	11,198	4.7	51,333
1988	12	10,539	---	517.4	---	27.4	---	2,308	11,300	4.9	46,212
1989	12	10,506	---	532.1	---	28.2	---	2,542	12,030	4.7	46,690
1990	12	10,567	---	536.7	---	28.4	---	2,346	11,475	4.9	46,102
1991	13	10,478	---	527.2	---	24.6	---	2,172	10,528	4.8	47,423
1992	13	10,391	---	525.4	---	25.6	---	2,207	10,737	4.9	47,493
1993	14	10,282	---	522.1	---	27.2	---	2,046	10,231	5.0	52,433
1994	14	10,282	---	531.8	---	27.3	---	2,169	10,668	4.9	51,062
1995	14	10,166	---	537.2	521.8	27.6	25.2	2,033	10,559	5.2	45,644
1996	14	10,243	---	543.1	527.8	28.0	25.5	2,157	11,530	5.3	45,793
1997	14	10,228	---	557.7	539.6	28.8	26.1	2,430	12,056	5.0	45,935
1998	14	10,296	---	565.7	549.3	29.3	26.8	2,393	12,284	5.1	45,163
1999	14	10,362	---	577.7	561.2	29.9	27.4	2,521	12,902	5.1	46,311
2000	14	10,311	---	595.2	578.2	30.9	28.3	2,632	13,844	5.3	47,087
2001	14	10,718	---	608.1	591.1	31.6	28.9	2,728	14,178	5.2	47,865
2002	14	10,849	---	620.9	603.5	32.0	29.8	2,688	13,663	5.1	48,464
2003	14	10,754	8,696	629.9	611.9	31.8	29.7	2,667	13,606	5.1	48,327
2004	14	10,858	8,887	642.4	624.6	32.8	30.7	2,748	14,354	5.2	47,211
2005	15	11,110	8,971	646.2	628.5	33.3	31.4	2,808	14,418	5.1	47,806
2006	15	11,052	8,952	652.1	633.8	33.7	31.6	2,927	14,721	5.0	48,323
2007	15	11,222	9,035	657.3	638.5	34.1	31.8	3,460	16,138	4.7	55,164



**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 111: HEAVY RAIL STATISTICS**

Year	Number of Agencies	Revenue Vehicles Available for Maximum Service	Revenue Vehicles Used In Maximum Service	Vehicle Total Miles (Millions)	Vehicle Revenue Miles (Millions)	Vehicle Total Hours (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)	Average Trip Length	Operating Employees
2008	15	11,377	9,140	674.3	655.4	34.6	32.4	3,547	16,848	4.7	49,982
2009	15	11,461	9,234	684.6	666.8	35.0	32.8	3,490	16,805	4.8	49,741
2010	15	11,510	9,198	666.0	647.4	34.2	32.0	3,550	16,407	4.6	47,650
2011	15	11,342	9,089	654.9	636.3	33.9	31.7	3,647	17,317	4.7	49,362
2012	15	10,469	9,209	656.5	637.9	34.0	31.8	3,743	17,516	4.7	49,796
2013	15	10,380	9,186	673.7	654.5	34.9	32.6	3,817	18,005	4.7	50,669

See Glossary following Tables for complete definitions.

TABLE 112: LIGHT RAIL STATISTICS

**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 112: LIGHT RAIL STATISTICS											
Year	Number of Agencies	Revenue Vehicles Available for Maximum Service	Revenue Vehicles Used In Maximum Service	Vehicle Total Miles (Millions)	Vehicle Revenue Miles (Millions)	Vehicle Total Hours (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)	Average Trip Length	Operating Employees
1890 (a)	---	32,505 (b)	---	---	---	---	---	2,023 (b)	---	---	70,764 (b)
1902 (a)	817 (b)	60,290 (b)	---	1,144 (b)	---	---	---	5,836 (b)	---	---	140,769 (b)
1907 (a)	945 (b)	70,016 (b)	---	1,618 (b)	---	---	---	9,533 (b)	---	---	221,429 (b)
1912 (a)	975 (b)	76,162 (b)	---	1,922 (b)	---	---	---	12,135 (b)	---	---	282,461 (b)
1917 (a)	943 (b)	79,914 (b)	---	---	---	---	---	13,193 (b)	---	---	294,826 (b)
1918 (a)	---	---	---	---	---	---	---	12,876	---	---	---
1919 (a)	---	---	---	---	---	---	---	13,430	---	---	---
1920 (a)	---	---	---	---	---	---	---	13,770	---	---	---
1921 (a)	---	---	---	---	---	---	---	12,688	---	---	---
1922 (a)	858 (b)	77,301 (b)	---	---	---	---	---	13,413	---	---	300,523 (b)
1923 (a)	---	---	---	---	---	---	---	13,593	---	---	---
1924 (a)	---	---	---	---	---	---	---	13,130	---	---	---
1925 (a)	---	---	---	---	---	---	---	12,924	---	---	---
1926 (a)	---	62,857	---	1,821.9	---	---	---	12,895	---	---	---
1927 (a)	682 (b)	61,379	---	1,753.6	---	---	---	12,469	---	---	267,115 (b)
1928 (a)	---	58,940	---	1,679.1	---	---	---	12,044	---	---	---
1929 (a)	---	56,980	---	1,610.3	---	---	---	11,804	---	---	---
1930 (a)	---	55,150	---	1,540.4	---	---	---	10,530	---	---	---
1931 (a)	---	53,120	---	1,417.9	---	---	---	9,191	---	---	---
1932 (a)	---	49,500	---	1,266.7	---	---	---	7,662	---	---	---
1933 (a)	---	47,700	---	1,165.7	---	---	---	7,086	---	---	---
1934 (a)	---	43,700	---	1,147.7	---	---	---	7,404	---	---	---
1935 (a)	---	40,050	---	1,096.6	---	---	---	7,286	---	---	---
1936 (a)	---	37,180	---	1,080.9	---	---	---	7,512	---	---	---
1937 (a)	---	34,180	---	1,029.2	---	---	---	7,174	---	---	---
1938 (a)	---	31,400	---	922.3	---	---	---	6,552	---	---	---
1939 (a)	---	29,320	---	878.3	---	---	---	6,178	---	---	---
1940 (a)	---	26,630	---	844.7	---	---	---	5,951	---	---	---
1941 (a)	---	27,092	---	792.2	---	---	---	6,085	---	---	---

**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 112: LIGHT RAIL STATISTICS											
Year	Number of Agencies	Revenue Vehicles Available for Maximum Service	Revenue Vehicles Used In Maximum Service	Vehicle Total Miles (Millions)	Vehicle Revenue Miles (Millions)	Vehicle Total Hours (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)	Average Trip Length	Operating Employees
1942 (a)	---	27,230	---	850.4	---	---	---	7,290	---	---	---
1943 (a)	---	27,250	---	978.0	---	---	---	9,150	---	---	---
1944 (a)	---	27,180	---	977.9	---	---	---	9,516	---	---	---
1945 (a)	---	26,680	---	939.8	---	---	---	9,426	---	---	---
1946 (a)	---	24,730	---	894.5	---	---	---	9,027	---	---	---
1947 (a)	---	21,607	---	839.3	---	---	---	8,096	---	---	---
1948 (a)	---	17,578	---	699.3	---	---	---	6,506	---	---	---
1949 (a)	---	15,505	---	555.4	---	---	---	4,839	---	---	---
1950 (a)	---	13,800	---	463.1	---	---	---	3,904	---	---	---
1951 (a)	---	10,960	---	387.6	---	---	---	3,101	---	---	---
1952 (a)	---	9,700	---	321.2	---	---	---	2,477	---	---	---
1953 (a)	---	7,990	---	273.7	---	---	---	2,036	---	---	---
1954 (a)	---	6,400	---	215.8	---	---	---	1,489	---	---	---
1955 (a)	---	5,300	---	178.3	---	---	---	1,207	---	---	---
1956 (a)	---	3,970	---	132.9	---	---	---	876	---	---	---
1957 (a)	---	3,601	---	106.6	---	---	---	679	---	---	---
1958 (a)	---	3,108	---	89.9	---	---	---	572	---	---	---
1959 (a)	---	2,983	---	81.3	---	---	---	521	---	---	---
1960 (a)	---	2,856	---	74.8	---	---	---	463	---	---	---
1961 (a)	---	2,341	---	69.4	---	---	---	434	---	---	---
1962 (a)	---	2,219	---	61.5	---	---	---	393	---	---	---
1963 (a)	---	1,756	---	48.9	---	---	---	329	---	---	---
1964 (a)	---	1,553	---	42.9	---	---	---	289	---	---	---
1965 (a)	---	1,549	---	41.6	---	---	---	276	---	---	---
1966 (a)	---	1,407	---	42.9	---	---	---	282	---	---	---
1967 (a)	---	1,388	---	37.8	---	---	---	263	---	---	---
1968 (a)	---	1,355	---	37.5	---	---	---	253	---	---	---
1969 (a)	---	1,322	---	36.0	---	---	---	249	---	---	---
1970 (a)	---	1,262	---	33.7	---	---	---	235	---	---	---
1971 (a)	---	1,225	---	32.7	---	---	---	222	---	---	---
1972 (a)	---	1,176	---	31.6	---	---	---	211	---	---	---

**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 112: LIGHT RAIL STATISTICS</b>											
Year	Number of Agencies	Revenue Vehicles Available for Maximum Service	Revenue Vehicles Used In Maximum Service	Vehicle Total Miles (Millions)	Vehicle Revenue Miles (Millions)	Vehicle Total Hours (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)	Average Trip Length	Operating Employees
1973 (a)	---	1,123	---	31.2	---	---	---	207	---	---	---
1974 (a)	---	1,068	---	26.9	---	---	---	150	---	---	---
1975 (a)	---	1,061	---	23.8	---	---	---	124	---	---	---
1976 (a)	---	963	---	21.1	---	---	---	112	---	---	---
1977 (a)	---	992	---	20.4	---	---	---	103	389	3.8	---
1978 (a)	---	944	---	19.5	---	---	---	104	392	3.8	---
1979 (a)	9	959	---	19.1	---	---	---	107	407	3.8	---
1980 (a)	9	1,013	---	17.5	---	---	---	133	381	2.9	---
1981 (a)	10	1,075	---	16.5	---	---	---	123	346	2.8	---
1982 (a)	11	1,016	---	16.1	---	---	---	136	379	2.8	---
1983 (a)	11	1,013	---	16.0	---	---	---	137	391	2.9	---
1984 (a)	12	733	---	16.8	---	---	---	135	416	3.1	3,242
1985 (a)	12	717	---	16.5	---	---	---	132	350	2.7	2,980
1986 (a)	12	697	---	17.0	---	1.5	---	130	361	2.8	3,511
1987 (a)	14	766	---	18.4	---	1.6	---	133	405	3.0	3,806
1988 (a)	15	831	---	20.8	---	1.8	---	154	477	3.1	3,922
1989 (a)	17	755	---	21.3	---	1.9	---	162	509	3.1	3,952
1990 (a)	17	910	---	24.2	---	2.0	---	175	571	3.3	4,066
1991 (a)	18	1,092	---	27.6	---	2.2	---	184	662	3.6	4,175
1992 (a)	19	1,055	---	28.6	---	2.2	---	188	701	3.7	3,849
1993 (a)	20	1,001	---	27.7	---	2.1	---	188	705	3.8	3,920
1994 (a)	22	1,051	---	34.0	---	2.5	---	284	833	2.9	5,140
1995 (a)	22	1,048	---	34.6	34.0	2.5	2.4	251	860	3.4	4,935
1996 (a)	22	1,114	---	37.6	36.7	2.7	2.6	261	957	3.7	5,728
1997 (a)	22	1,078	---	41.2	40.4	2.8	2.6	262	1,035	4.0	5,940
1998 (a)	22	1,076	---	43.8	42.5	2.9	2.7	276	1,128	4.1	6,024
1999 (a)	24	1,180	---	48.7	47.8	3.2	3.1	292	1,206	4.1	6,058
2000 (a)	25	1,327	---	52.8	52.1	3.5	3.4	320	1,356	4.2	6,572
2001 (a)	26	1,371	---	54.3	53.5	3.6	3.5	336	1,437	4.3	7,021
2002 (a)	27	1,448	---	61.0	60.0	4.1	3.9	337	1,432	4.2	7,598
2003 (a)	27	1,482	1,119	64.3	63.5	4.2	4.0	338	1,476	4.4	7,619

**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 112: LIGHT RAIL STATISTICS</b>											
Year	Number of Agencies	Revenue Vehicles Available for Maximum Service	Revenue Vehicles Used In Maximum Service	Vehicle Total Miles (Millions)	Vehicle Revenue Miles (Millions)	Vehicle Total Hours (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)	Average Trip Length	Operating Employees
2004 (a)	29	1,622	1,254	67.4	66.6	4.4	4.3	350	1,576	4.5	8,184
2005 (a)	29	1,645	1,205	69.2	68.0	4.7	4.6	381	1,700	4.5	8,181
2006 (a)	33	1,801	1,269	74.3	73.0	5.1	5.0	407	1,866	4.6	8,448
2007 (a)	33	1,810	1,378	83.9	82.7	5.6	5.5	419	1,932	4.6	9,930
2008 (a)	33	1,969	1,433	88.5	87.3	5.9	5.8	454	2,093	4.6	9,939
2009 (a)	35	2,068	1,465	90.7	89.3	6.1	5.9	465	2,199	4.7	10,558
2010 (a)	35	2,104	1,494	93.6	92.0	6.3	6.2	457	2,173	4.8	10,372
2011	27	1,986	1,338	89.2	87.5	5.8	5.6	436	2,203	5.1	9,590
2012	25	1,986	1,380	93.0	91.2	6.0	5.8	449	2,319	5.2	10,075
2013	24	2,054	1,451	100.6	98.2	6.5	6.3	458	2,376	5.2	10,456

(a) Includes Streetcar.

(b) Data from U.S. Census Bureau surveys, definitions may vary from modern usage. Vehicles are for passenger service only, does not include freight vehicles. Agencies are operating agencies only. See Glossary following Tables for complete definitions.

TABLE 113: STREETCAR STATISTICS

**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 113: STREETCAR STATISTICS (#)											
Year	Number of Agencies	Revenue Vehicles Available for Maximum Service	Revenue Vehicles Used In Maximum Service	Vehicle Total Miles (Millions)	Vehicle Revenue Miles (Millions)	Vehicle Total Hours (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)	Average Trip Length	Operating Employees
2011	7	271	174	5.1	5.0	0.6	0.6	43	96	2.2	793
2012	10	324	200	5.7	5.5	0.7	0.7	49	99	2.0	903
2013	11	333	210	6.0	5.8	0.8	0.8	52	105	2.0	911

(#) Agencies are not required by the National Transit Database to differentiate this mode until 2013.

See Glossary following Tables for complete definitions.

TABLE 114: TOTAL SURFACE RAIL MODES STATISTICS

MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY

TABLE 114: TOTAL SURFACE RAIL MODES STATISTICS (SUM OF LIGHT RAIL AND STREETCAR STATISTICS)											
Year	Number of Agencies	Revenue Vehicles Available for Maximum Service	Revenue Vehicles Used In Maximum Service	Vehicle Total Miles (Millions)	Vehicle Revenue Miles (Millions)	Vehicle Total Hours (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)	Average Trip Length	Operating Employees
1890	---	32,505 (a)	---	---	---	---	---	2,023 (a)	---	---	70,764 (a)
1902	817 (a)	60,290 (a)	---	1,144 (a)	---	---	---	5,836 (a)	---	---	140,769 (a)
1907	945 (a)	70,016 (a)	---	1,618 (a)	---	---	---	9,533 (a)	---	---	221,429 (a)
1912	975 (a)	76,162 (a)	---	1,922 (a)	---	---	---	12,135 (a)	---	---	282,461 (a)
1917	943 (a)	79,914 (a)	---	---	---	---	---	13,193 (a)	---	---	294,826 (a)
1918	---	---	---	---	---	---	---	12,876	---	---	---
1919	---	---	---	---	---	---	---	13,430	---	---	---
1920	---	---	---	---	---	---	---	13,770	---	---	---
1921	---	---	---	---	---	---	---	12,688	---	---	---
1922	858 (a)	77,301 (a)	---	---	---	---	---	13,413	---	---	300,523 (a)
1923	---	---	---	---	---	---	---	13,593	---	---	---
1924	---	---	---	---	---	---	---	13,130	---	---	---
1925	---	---	---	---	---	---	---	12,924	---	---	---
1926	---	62,857	---	1,821.9	---	---	---	12,895	---	---	---
1927	682 (a)	61,379	---	1,753.6	---	---	---	12,469	---	---	267,115 (a)
1928	---	58,940	---	1,679.1	---	---	---	12,044	---	---	---
1929	---	56,980	---	1,610.3	---	---	---	11,804	---	---	---
1930	---	55,150	---	1,540.4	---	---	---	10,530	---	---	---
1931	---	53,120	---	1,417.9	---	---	---	9,191	---	---	---
1932	---	49,500	---	1,266.7	---	---	---	7,662	---	---	---
1933	---	47,700	---	1,165.7	---	---	---	7,086	---	---	---
1934	---	43,700	---	1,147.7	---	---	---	7,404	---	---	---
1935	---	40,050	---	1,096.6	---	---	---	7,286	---	---	---
1936	---	37,180	---	1,080.9	---	---	---	7,512	---	---	---
1937	---	34,180	---	1,029.2	---	---	---	7,174	---	---	---
1938	---	31,400	---	922.3	---	---	---	6,552	---	---	---
1939	---	29,320	---	878.3	---	---	---	6,178	---	---	---
1940	---	26,630	---	844.7	---	---	---	5,951	---	---	---

**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 114: TOTAL SURFACE RAIL MODES STATISTICS (SUM OF LIGHT RAIL AND STREETCAR STATISTICS)**

Year	Number of Agencies	Revenue Vehicles Available for Maximum Service	Revenue Vehicles Used In Maximum Service	Vehicle Total Miles (Millions)	Vehicle Revenue Miles (Millions)	Vehicle Total Hours (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)	Average Trip Length	Operating Employees
1941	---	27,092	---	792.2	---	---	---	6,085	---	---	---
1942	---	27,230	---	850.4	---	---	---	7,290	---	---	---
1943	---	27,250	---	978.0	---	---	---	9,150	---	---	---
1944	---	27,180	---	977.9	---	---	---	9,516	---	---	---
1945	---	26,680	---	939.8	---	---	---	9,426	---	---	---
1946	---	24,730	---	894.5	---	---	---	9,027	---	---	---
1947	---	21,607	---	839.3	---	---	---	8,096	---	---	---
1948	---	17,578	---	699.3	---	---	---	6,506	---	---	---
1949	---	15,505	---	555.4	---	---	---	4,839	---	---	---
1950	---	13,800	---	463.1	---	---	---	3,904	---	---	---
1951	---	10,960	---	387.6	---	---	---	3,101	---	---	---
1952	---	9,700	---	321.2	---	---	---	2,477	---	---	---
1953	---	7,990	---	273.7	---	---	---	2,036	---	---	---
1954	---	6,400	---	215.8	---	---	---	1,489	---	---	---
1955	---	5,300	---	178.3	---	---	---	1,207	---	---	---
1956	---	3,970	---	132.9	---	---	---	876	---	---	---
1957	---	3,601	---	106.6	---	---	---	679	---	---	---
1958	---	3,108	---	89.9	---	---	---	572	---	---	---
1959	---	2,983	---	81.3	---	---	---	521	---	---	---
1960	---	2,856	---	74.8	---	---	---	463	---	---	---
1961	---	2,341	---	69.4	---	---	---	434	---	---	---
1962	---	2,219	---	61.5	---	---	---	393	---	---	---
1963	---	1,756	---	48.9	---	---	---	329	---	---	---
1964	---	1,553	---	42.9	---	---	---	289	---	---	---
1965	---	1,549	---	41.6	---	---	---	276	---	---	---
1966	---	1,407	---	42.9	---	---	---	282	---	---	---
1967	---	1,388	---	37.8	---	---	---	263	---	---	---
1968	---	1,355	---	37.5	---	---	---	253	---	---	---
1969	---	1,322	---	36.0	---	---	---	249	---	---	---
1970	---	1,262	---	33.7	---	---	---	235	---	---	---



**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 114: TOTAL SURFACE RAIL MODES STATISTICS (SUM OF LIGHT RAIL AND STREETCAR STATISTICS)**

Year	Number of Agencies	Revenue Vehicles Available for Maximum Service	Revenue Vehicles Used In Maximum Service	Vehicle Total Miles (Millions)	Vehicle Revenue Miles (Millions)	Vehicle Total Hours (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)	Average Trip Length	Operating Employees
1971	---	1,225	---	32.7	---	---	---	222	---	---	---
1972	---	1,176	---	31.6	---	---	---	211	---	---	---
1973	---	1,123	---	31.2	---	---	---	207	---	---	---
1974	---	1,068	---	26.9	---	---	---	150	---	---	---
1975	---	1,061	---	23.8	---	---	---	124	---	---	---
1976	---	963	---	21.1	---	---	---	112	---	---	---
1977	---	992	---	20.4	---	---	---	103	389	3.8	---
1978	---	944	---	19.5	---	---	---	104	392	3.8	---
1979	9	959	---	19.1	---	---	---	107	407	3.8	---
1980	9	1,013	---	17.5	---	---	---	133	381	2.9	---
1981	10	1,075	---	16.5	---	---	---	123	346	2.8	---
1982	11	1,016	---	16.1	---	---	---	136	379	2.8	---
1983	11	1,013	---	16.0	---	---	---	137	391	2.9	---
1984	12	733	---	16.8	---	---	---	135	416	3.1	3,242
1985	12	717	---	16.5	---	---	---	132	350	2.7	2,980
1986	12	697	---	17.0	---	1.5	---	130	361	2.8	3,511
1987	14	766	---	18.4	---	1.6	---	133	405	3.0	3,806
1988	15	831	---	20.8	---	1.8	---	154	477	3.1	3,922
1989	17	755	---	21.3	---	1.9	---	162	509	3.1	3,952
1990	17	910	---	24.2	---	2.0	---	175	571	3.3	4,066
1991	18	1,092	---	27.6	---	2.2	---	184	662	3.6	4,175
1992	19	1,055	---	28.6	---	2.2	---	188	701	3.7	3,849
1993	20	1,001	---	27.7	---	2.1	---	188	705	3.8	3,920
1994	22	1,051	---	34.0	---	2.5	---	284	833	2.9	5,140
1995	22	1,048	---	34.6	34.0	2.5	2.4	251	860	3.4	4,935
1996	22	1,114	---	37.6	36.7	2.7	2.6	261	957	3.7	5,728
1997	22	1,078	---	41.2	40.4	2.8	2.6	262	1,035	4.0	5,940
1998	22	1,076	---	43.8	42.5	2.9	2.7	276	1,128	4.1	6,024
1999	24	1,180	---	48.7	47.8	3.2	3.1	292	1,206	4.1	6,058
2000	25	1,327	---	52.8	52.1	3.5	3.4	320	1,356	4.2	6,572

**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 114: TOTAL SURFACE RAIL MODES STATISTICS (SUM OF LIGHT RAIL AND STREETCAR STATISTICS)**

Year	Number of Agencies	Revenue Vehicles Available for Maximum Service	Revenue Vehicles Used In Maximum Service	Vehicle Total Miles (Millions)	Vehicle Revenue Miles (Millions)	Vehicle Total Hours (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)	Average Trip Length	Operating Employees
2001	26	1,371	---	54.3	53.5	3.6	3.5	336	1,437	4.3	7,021
2002	27	1,448	---	61.0	60.0	4.1	3.9	337	1,432	4.2	7,598
2003	27	1,482	1,119	64.3	63.5	4.2	4.0	338	1,476	4.4	7,619
2004	29	1,622	1,254	67.4	66.6	4.4	4.3	350	1,576	4.5	8,184
2005	29	1,645	1,205	69.2	68.0	4.7	4.6	381	1,700	4.5	8,181
2006	33	1,801	1,269	74.3	73.0	5.1	5.0	407	1,866	4.6	8,448
2007	33	1,810	1,378	83.9	82.7	5.6	5.5	419	1,932	4.6	9,930
2008	33	1,969	1,433	88.5	87.3	5.9	5.8	454	2,093	4.6	9,939
2009	35	2,068	1,465	90.7	89.3	6.1	5.9	465	2,199	4.7	10,558
2010	35	2,104	1,494	93.6	92.0	6.3	6.2	457	2,173	4.8	10,372
2011	34	2,257	1,512	94.4	92.5	6.4	6.2	479	2,360	4.9	10,383
2012	35	2,310	1,580	98.6	96.7	6.7	6.5	498	2,418	4.9	10,978
2013	35	2,387	1,661	106.6	104.0	7.3	7.1	510	2,482	4.9	11,367

(a) Data from U.S. Census Bureau surveys, definitions may vary from modern usage. Vehicles are for passenger service only, does not include freight vehicles. Agencies are operating agencies only. See Glossary following Tables for complete definitions.

TABLE 115: FERRYBOAT STATISTICS (TRANSIT SERVICE ONLY)

**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 115: FERRYBOAT STATISTICS (TRANSIT SERVICE ONLY)											
Year	Number of Agencies	Revenue Vehicles Available for Maximum Service	Revenue Vehicles Used In Maximum Service	Vehicle Total Miles (Millions)	Vehicle Revenue Miles (Millions)	Vehicle Total Hours (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)	Average Trip Length	Operating Employees
1979	16	---	---	---	---	---	---	---	---	---	---
1980	16	---	---	---	---	---	---	---	---	---	---
1981	11	---	---	---	---	---	---	---	---	---	---
1982	11	---	---	---	---	---	---	---	---	---	---
1983	13	---	---	---	---	---	---	---	---	---	---
1984	16	---	---	---	---	---	---	---	---	---	---
1985	17	---	---	---	---	---	---	---	---	---	---
1986	25	---	---	---	---	---	---	---	---	---	---
1987	25	---	---	---	---	---	---	---	---	---	---
1988	23	---	---	---	---	---	---	---	---	---	---
1989	26	---	---	---	---	---	---	---	---	---	---
1990	27	---	---	---	---	---	---	---	---	---	---
1991	27	---	---	---	---	---	---	---	---	---	---
1992	27	---	---	---	---	---	---	---	---	---	---
1993	27	---	---	---	---	---	---	---	---	---	---
1994	25	---	---	---	---	---	---	---	---	---	---
1995	25	112	---	2.5	2.5	0.4	0.4	47	260	5.5	2,829
1996	25	109	---	2.6	2.6	0.4	0.4	48	256	5.8	2,932
1997	25	118	---	2.3	2.3	0.3	0.3	54	349	6.5	3,586
1998	25	124	---	2.4	2.4	0.3	0.3	52	345	6.6	3,632
1999	30	112	---	2.8	2.8	0.3	0.3	53	310	5.8	4,125
2000	33	119	---	3.0	3.0	0.4	0.4	53	330	6.2	---
2001	42	125	---	2.9	2.9	0.4	0.4	54	325	6.0	4,820
2002	42	125	---	3.3	3.3	0.4	0.4	57	333	5.8	5,441
2003	46	131	113	3.6	3.5	0.4	0.4	66	394	6.0	5,536
2004	47	160	146	4.0	4.0	0.5	0.5	65	393	6.0	5,970
2005	47	171	144	3.6	3.6	0.4	0.4	66	394	6.0	5,871
2006	47	161	139	3.7	3.6	0.4	0.4	63	400	6.3	4,539

**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 115: FERRYBOAT STATISTICS (TRANSIT SERVICE ONLY)**

Year	Number of Agencies	Revenue Vehicles Available for Maximum Service	Revenue Vehicles Used In Maximum Service	Vehicle Total Miles (Millions)	Vehicle Revenue Miles (Millions)	Vehicle Total Hours (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)	Average Trip Length	Operating Employees
2007	39	162	128	4.2	4.2	0.4	0.4	76	427	5.6	4,194
2008	32	145	145	4.3	4.1	0.4	0.4	75	474	6.3	4,165
2009	32	194	144	4.4	4.1	0.4	0.4	97	584	6.0	4,596
2010	32	196	134	4.6	4.5	0.5	0.5	90	568	6.3	4,273
2011	38	184	148	4.3	4.2	0.4	0.4	80	416	5.2	4,186
2012	43	186	135	4.0	4.0	0.5	0.5	79	431	5.5	4,191
2013	41	189	138	4.0	3.8	0.5	0.5	78	460	5.9	4,209

See Glossary following Tables for complete definitions.

TABLE 116: OTHER FIXED-GUIDEWAY STATISTICS

**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 116: OTHER FIXED-GUIDEWAY STATISTICS											
Year	Number of Agencies	Revenue Vehicles Available for Maximum Service	Revenue Vehicles Used In Maximum Service	Vehicle Total Miles (Millions)	Vehicle Revenue Miles (Millions)	Vehicle Total Hours (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)	Average Trip Length	Operating Employees
1980 (a)	---	---	---	15.4	---	---	---	67	390	5.8	---
1981 (a)	---	---	---	15.4	---	---	---	67	390	5.8	---
1982 (a)	---	---	---	15.4	---	---	---	67	387	5.8	---
1983 (a)	---	---	---	12.6	---	---	---	55	392	7.1	---
1984 (a)	---	888	---	13.0	---	---	---	61	382	6.3	3,100
1985 (a)	---	867	---	14.9	---	---	---	63	439	7.0	3,217
1986 (a)	---	942	---	12.9	---	0.8	---	53	369	7.0	3,512
1987 (a)	---	875	---	13.3	---	1.1	---	70	360	5.1	3,340
1988 (a)	---	1,096	---	16.0	---	1.2	---	80	434	5.4	3,323
1989 (a)	---	1,060	---	15.7	---	1.0	---	77	458	5.9	3,604
1990 (a)	---	1,176	---	18.3	---	1.4	---	79	410	5.2	3,711
1991 (a)	---	1,568	---	21.5	---	1.4	---	81	430	5.3	3,599
1992 (a)	---	1,821	---	26.4	---	1.6	---	77	453	5.9	3,668
1993 (a)	---	2,268	---	32.2	---	1.8	---	78	511	6.6	3,400
1994 (a)	---	2,462	---	31.5	---	1.5	---	80	492	6.2	3,618
1995	14	168	---	2.0	1.9	0.2	0.3	26	24	0.9	914
1996	15	175	---	2.3	2.2	0.3	0.3	24	22	0.9	909
1997	12	174	---	2.9	2.9	0.4	0.4	28	29	1.0	741
1998	14	178	---	2.9	2.8	0.4	0.4	27	22	0.8	993
1999	14	180	---	2.8	2.8	0.4	0.4	25	24	1.0	845
2000	16	212	---	3.4	3.3	0.4	0.4	27	27	1.0	986
2001	17	214	---	3.6	3.5	0.5	0.4	28	28	1.0	988
2002	14	215	---	3.4	3.4	0.5	0.5	27	27	1.0	1,075
2003	16	187	187	3.1	3.1	0.4	0.4	25	27	1.1	1,102
2004	16	331	254	3.3	3.2	0.5	0.5	31	32	1.0	1,344
2005	18	337	261	3.6	3.5	0.5	0.5	32	32	1.0	1,224
2006	18	345	275	3.8	3.7	0.5	0.5	38	31	0.8	1,211
2007	16	331	253	9.5	9.5	1.0	1.0	59	54	0.9	2,293
2008	16	335	246	10.2	10.2	1.3	1.3	43	43	1.0	2,123

**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 116: OTHER FIXED-GUIDEWAY STATISTICS</b>											
Year	Number of Agencies	Revenue Vehicles Available for Maximum Service	Revenue Vehicles Used In Maximum Service	Vehicle Total Miles (Millions)	Vehicle Revenue Miles (Millions)	Vehicle Total Hours (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)	Average Trip Length	Operating Employees
2009	16	276	217	8.0	7.9	1.0	1.0	43	44	1.0	1,944
2010	15	259	200	7.4	7.3	0.8	0.8	38	47	1.2	1,862
2011	16	282	185	5.0	5.0	0.6	0.6	44	47	1.1	1,623
2012	16	381	266	8.0	8.0	0.9	0.9	40	46	1.2	1,370
2013	16	382	268	10.6	10.5	1.2	1.2	44	48	1.1	1,328

(a) Beginning 1980 includes aerial tramway, automated guideway transit, cable car, inclined plane, and monorail. From 1980 to 1994 includes ferryboat. See Glossary following Tables for complete definitions.

**TABLE 117: TOTAL FIXED-GUIDEWAY MODES STATISTICS  
(INCLUDES ONLY MODES REPORTED ON APPROPRIATE  
PRECEDING MODAL TABLES FOR EACH YEAR)**

**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 117: TOTAL FIXED-GUIDEWAY MODES STATISTICS (INCLUDES ONLY MODES REPORTED ON APPROPRIATE PRECEDING MODAL TABLES FOR EACH YEAR)</b>											
Year	Number of Agencies (a)	Revenue Vehicles Available for Maximum Service	Revenue Vehicles Used In Maximum Service	Vehicle Total Miles (Millions)	Vehicle Revenue Miles (Millions)	Vehicle Total Hours (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)	Average Trip Length	Operating Employees
1890	---	32,505 (b)	---	---	---	---	---	2,023 (b)	---	---	70,764 (b)
1902	817 (b)	60,290 (b)	---	1,144 (b)	---	---	---	5,836 (b)	---	---	140,769 (b)
1907	945 (b)	70,016 (b)	---	1,618 (b)	---	---	---	9,533 (b)	---	---	221,429 (b)
1912	975 (b)	76,162 (b)	---	1,922 (b)	---	---	---	12,135 (b)	---	---	282,461 (b)
1917	943 (b)	79,914 (b)	---	---	---	---	---	13,193 (b)	---	---	294,826 (b)
1918	---	---	---	---	---	---	---	14,261	---	---	---
1919	---	---	---	---	---	---	---	14,935	---	---	---
1920	---	---	---	---	---	---	---	15,562	---	---	---
1921	---	---	---	---	---	---	---	14,597	---	---	---
1922	---	---	---	---	---	---	---	15,355	---	---	---
1923	---	---	---	---	---	---	---	15,674	---	---	---
1924	---	---	---	---	---	---	---	15,337	---	---	---
1925	---	---	---	---	---	---	---	15,188	---	---	---
1926	---	71,766	---	2,220.0	---	---	---	15,245	---	---	---
1927	---	70,336	---	2,163.8	---	---	---	14,920	---	---	---
1928	---	68,551	---	2,113.4	---	---	---	14,536	---	---	---
1929	---	66,963	---	2,060.6	---	---	---	14,375	---	---	---
1930	---	64,790	---	1,995.2	---	---	---	13,089	---	---	---
1931	---	62,758	---	1,858.6	---	---	---	11,599	---	---	---
1932	---	59,934	---	1,690.2	---	---	---	9,866	---	---	---
1933	---	58,124	---	1,593.4	---	---	---	9,219	---	---	---
1934	---	54,118	---	1,586.3	---	---	---	9,610	---	---	---
1935	---	50,466	---	1,544.0	---	---	---	9,522	---	---	---
1936	---	48,103	---	1,542.5	---	---	---	9,835	---	---	---
1937	---	45,212	---	1,498.3	---	---	---	9,481	---	---	---
1938	---	42,605	---	1,379.7	---	---	---	8,788	---	---	---

**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 117: TOTAL FIXED-GUIDEWAY MODES STATISTICS (INCLUDES ONLY MODES REPORTED ON APPROPRIATE PRECEDING MODAL TABLES FOR EACH YEAR)</b>											
Year	Number of Agencies (a)	Revenue Vehicles Available for Maximum Service	Revenue Vehicles Used In Maximum Service	Vehicle Total Miles (Millions)	Vehicle Revenue Miles (Millions)	Vehicle Total Hours (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)	Average Trip Length	Operating Employees
1939	---	40,372	---	1,347.7	---	---	---	8,546	---	---	---
1940	---	37,662	---	1,315.5	---	---	---	8,333	---	---	---
1941	---	37,670	---	1,265.0	---	---	---	8,506	---	---	---
1942	---	37,508	---	1,320.0	---	---	---	9,856	---	---	---
1943	---	37,505	---	1,439.7	---	---	---	11,806	---	---	---
1944	---	37,399	---	1,438.9	---	---	---	12,137	---	---	---
1945	---	36,897	---	1,398.2	---	---	---	12,124	---	---	---
1946	---	34,159	---	1,353.4	---	---	---	11,862	---	---	---
1947	---	30,977	---	1,301.6	---	---	---	10,852	---	---	---
1948	---	27,034	---	1,157.4	---	---	---	9,112	---	---	---
1949	---	25,374	---	1,015.4	---	---	---	7,185	---	---	---
1950	---	23,543	---	906.5	---	---	---	6,168	---	---	---
1951	---	20,604	---	811.6	---	---	---	5,290	---	---	---
1952	---	19,176	---	721.6	---	---	---	4,601	---	---	---
1953	---	17,234	---	664.8	---	---	---	4,076	---	---	---
1954	---	15,600	---	591.4	---	---	---	3,401	---	---	---
1955	---	14,532	---	561.1	---	---	---	3,077	---	---	---
1956	---	13,225	---	520.0	---	---	---	2,756	---	---	---
1957	---	12,759	---	494.6	---	---	---	2,522	---	---	---
1958	---	12,201	---	476.4	---	---	---	2,387	---	---	---
1959	---	11,983	---	470.0	---	---	---	2,349	---	---	---
1960	---	11,866	---	465.7	---	---	---	2,313	---	---	---
1961	---	11,419	---	454.5	---	---	---	2,289	---	---	---
1962	---	11,084	---	448.2	---	---	---	2,283	---	---	---
1963	---	10,634	---	436.2	---	---	---	2,165	---	---	---
1964	---	10,614	---	438.7	---	---	---	2,166	---	---	---
1965	---	10,664	---	436.9	---	---	---	2,134	---	---	---
1966	---	10,680	---	421.8	---	---	---	2,035	---	---	---
1967	---	10,645	---	434.3	---	---	---	2,201	---	---	---
1968	---	10,745	---	444.3	---	---	---	2,181	---	---	---
1969	---	10,665	---	452.6	---	---	---	2,229	---	---	---



**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 117: TOTAL FIXED-GUIDEWAY MODES STATISTICS (INCLUDES ONLY MODES REPORTED ON APPROPRIATE PRECEDING MODAL TABLES FOR EACH YEAR)</b>											
Year	Number of Agencies (a)	Revenue Vehicles Available for Maximum Service	Revenue Vehicles Used In Maximum Service	Vehicle Total Miles (Millions)	Vehicle Revenue Miles (Millions)	Vehicle Total Hours (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)	Average Trip Length	Operating Employees
1970	---	10,600	---	440.8	---	---	---	2,116	---	---	---
1971	---	10,550	---	440.1	---	---	---	2,000	---	---	---
1972	---	10,599	---	417.8	---	---	---	1,942	---	---	---
1973	---	10,510	---	438.5	---	---	---	1,921	---	---	---
1974	---	10,471	---	458.8	---	---	---	2,115	---	---	---
1975	---	10,669	---	634.9	---	---	---	2,051	---	---	---
1976	---	15,115	---	616.5	---	---	---	2,004	---	---	---
1977	---	14,971	---	572.1	---	---	---	2,517	10,071	4.0	---
1978	---	14,993	---	572.4	---	---	---	2,656	10,722	4.0	---
1979	54	14,831	---	591.0	---	---	---	2,767	11,167	4.0	---
1980	54	15,154	---	596.6	---	---	---	2,588	17,845	6.9	---
1981	50	15,289	---	628.0	---	---	---	2,552	17,216	6.7	---
1982	51	15,328	---	635.6	---	---	---	2,577	16,842	6.5	---
1983	53	15,327	---	613.1	---	---	---	2,621	17,230	6.6	---
1984	53	14,779	---	633.5	---	---	---	2,694	17,116	6.4	75,273
1985	54	14,945	---	664.9	---	---	---	2,760	17,750	6.4	78,796
1986	61	16,465	---	694.3	---	33.7	---	2,822	18,102	6.4	80,465
1987	63	16,495	---	710.8	---	34.5	---	2,916	18,781	6.4	81,749
1988	62	17,115	---	756.4	---	36.8	---	2,867	19,175	6.7	76,645
1989	68	16,793	---	778.7	---	37.7	---	3,111	20,208	6.5	76,461
1990	70	17,635	---	791.9	---	38.3	---	2,928	19,538	6.7	75,322
1991	72	18,264	---	791.2	---	34.6	---	2,755	18,964	6.9	76,280
1992	73	18,431	---	799.2	---	35.9	---	2,786	19,211	6.9	76,161
1993	77	18,533	---	805.9	---	37.7	---	2,634	18,387	7.0	80,387
1994	77	18,921	---	828.1	---	38.2	---	2,872	19,989	7.0	82,416
1995	91	16,656	---	814.0	778.0	37.8	34.8	2,701	19,947	7.4	76,510
1996	93	16,881	---	827.5	790.8	38.7	35.5	2,842	21,140	7.4	77,864
1997	90	17,024	---	854.8	814.8	39.8	36.2	3,131	21,507	6.9	77,652
1998	96	17,210	---	874.3	838.9	40.8	37.8	3,129	22,483	7.2	78,396
1999	100	17,384	---	897.9	858.1	42.3	38.6	3,287	23,208	7.1	80,134
2000	107	17,467	---	925.3	884.5	44.6	41.2	3,445	24,959	7.2	82,271

**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 117: TOTAL FIXED-GUIDEWAY MODES STATISTICS  
(INCLUDES ONLY MODES REPORTED ON APPROPRIATE PRECEDING MODAL TABLES FOR EACH YEAR)**

Year	Number of Agencies (a)	Revenue Vehicles Available for Maximum Service	Revenue Vehicles Used In Maximum Service	Vehicle Total Miles (Millions)	Vehicle Revenue Miles (Millions)	Vehicle Total Hours (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)	Average Trip Length	Operating Employees
2001	120	18,000	---	946.2	904.2	44.9	41.2	3,565	25,516	7.2	84,456
2002	117	18,359	---	972.3	929.5	45.8	42.8	3,523	24,959	7.1	86,864
2003	124	18,495	14,950	986.9	944.1	45.8	42.8	3,506	25,062	7.1	87,295
2004	127	19,199	15,632	1,011.9	967.3	47.4	44.5	3,608	26,074	7.2	87,897
2005	131	19,655	15,922	1,026.0	981.0	48.4	45.7	3,710	26,019	7.0	88,269
2006	135	19,762	16,062	1,048.7	1,001.2	49.7	46.7	3,876	27,379	7.1	87,835
2007	125	19,916	16,294	1,080.6	1,032.3	51.4	48.2	4,473	29,704	6.6	100,449
2008	119	20,467	16,657	1,116.0	1,067.2	53.0	49.8	4,591	30,507	6.6	93,353
2009	125	20,940	17,187	1,131.2	1,086.0	53.4	50.3	4,563	30,864	6.8	95,117
2010	125	20,996	17,169	1,116.9	1,068.8	52.5	49.2	4,599	30,069	6.5	91,325
2011	134	21,302	17,161	1,105.8	1,057.0	52.3	48.8	4,722	31,575	6.7	93,373
2012	140	20,449	17,384	1,115.9	1,068.7	53.1	49.6	4,837	31,666	6.5	94,658
2013	138	20,707	17,492	1,156.9	1,106.7	55.5	51.8	4,936	32,940	6.7	96,945

See Glossary following Tables for complete definitions.

(a) Each mode for multi-modal system counted individually. Does not include Trolleybus which is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(b) Data from U.S. Census Bureau surveys, definitions may vary from modern usage. Vehicles are for passenger service only, does not include freight vehicles. Agencies are operating agencies only.

**TABLE 118: ALL MODES TOTAL STATISTICS  
(INCLUDES ONLY MODES REPORTED ON APPROPRIATE  
PRECEDING MODAL TABLES FOR EACH YEAR)**

**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 118: ALL MODES TOTAL STATISTICS (INCLUDES ONLY MODES REPORTED ON APPROPRIATE PRECEDING MODAL TABLES FOR EACH YEAR)</b>											
Year	Number of Agencies (a)	Revenue Vehicles Available for Maximum Service	Revenue Vehicles Used In Maximum Service	Vehicle Total Miles (Millions)	Vehicle Revenue Miles (Millions)	Vehicle Total Hours (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)	Average Trip Length	Operating Employees
1890	---	32,505 (b)	---	---	---	---	---	2,023 (b)	---	---	70,764 (b)
1902	817 (b)	60,290 (b)	---	1,144 (b)	---	---	---	5,836 (b)	---	---	140,769 (b)
1907	945 (b)	70,016 (b)	---	1,618 (b)	---	---	---	9,533 (b)	---	---	221,429 (b)
1912	975 (b)	76,162 (b)	---	1,922 (b)	---	---	---	12,135 (b)	---	---	282,461 (b)
1917	943 (b)	79,914 (b)	---	---	---	---	---	13,193 (b)	---	---	294,826 (b)
1918	---	---	---	---	---	---	---	14,261	---	---	---
1919	---	---	---	---	---	---	---	14,935	---	---	---
1920	---	---	---	---	---	---	---	15,562	---	---	---
1921	---	---	---	---	---	---	---	14,597	---	---	---
1922	---	---	---	---	---	---	---	15,759	---	---	---
1923	---	---	---	---	---	---	---	16,335	---	---	---
1924	---	---	---	---	---	---	---	16,326	---	---	---
1925	---	---	---	---	---	---	---	16,672	---	---	---
1926	---	86,166	---	2,669.7	---	---	---	17,254	---	---	---
1927	---	88,336	---	2,753.0	---	---	---	17,221	---	---	---
1928	---	88,292	---	2,748.0	---	---	---	17,009	---	---	---
1929	---	88,120	---	2,762.4	---	---	---	17,003	---	---	---
1930	---	86,263	---	2,707.0	---	---	---	15,586	---	---	---
1931	---	83,683	---	2,549.0	---	---	---	13,942	---	---	---
1932	---	80,403	---	2,363.0	---	---	---	12,041	---	---	---
1933	---	78,634	---	2,259.0	---	---	---	11,341	---	---	---
1934	---	76,759	---	2,312.0	---	---	---	12,054	---	---	---
1935	---	74,844	---	2,327.0	---	---	---	12,243	---	---	---
1936	---	76,039	---	2,433.0	---	---	---	13,166	---	---	---
1937	---	74,367	---	2,505.0	---	---	---	13,270	---	---	---
1938	---	73,137	---	2,434.0	---	---	---	12,671	---	---	---

**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 118: ALL MODES TOTAL STATISTICS (INCLUDES ONLY MODES REPORTED ON APPROPRIATE PRECEDING MODAL TABLES FOR EACH YEAR)</b>											
Year	Number of Agencies (a)	Revenue Vehicles Available for Maximum Service	Revenue Vehicles Used In Maximum Service	Vehicle Total Miles (Millions)	Vehicle Revenue Miles (Millions)	Vehicle Total Hours (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)	Average Trip Length	Operating Employees
1939	---	75,156	---	2,470.0	---	---	---	12,864	---	---	---
1940	---	75,464	---	2,596.0	---	---	---	13,130	---	---	---
1941	---	79,999	---	2,676.4	---	---	---	14,123	---	---	---
1942	---	86,893	---	3,047.7	---	---	---	18,038	---	---	---
1943	---	88,106	---	3,262.4	---	---	---	22,096	---	---	---
1944	---	89,360	---	3,284.5	---	---	---	23,142	---	---	---
1945	---	90,278	---	3,253.8	---	---	---	23,368	---	---	---
1946	---	90,525	---	3,304.3	---	---	---	23,463	---	---	---
1947	---	92,601	---	3,342.4	---	---	---	22,624	---	---	---
1948	---	91,271	---	3,311.1	---	---	---	21,429	---	---	---
1949	---	88,747	---	3,183.6	---	---	---	19,069	---	---	---
1950	---	86,867	---	3,007.6	---	---	---	17,301	---	---	---
1951	---	85,335	---	2,913.4	---	---	---	16,175	---	---	---
1952	---	82,336	---	2,814.5	---	---	---	15,168	---	---	---
1953	---	78,875	---	2,695.5	---	---	---	13,943	---	---	---
1954	---	76,198	---	2,548.8	---	---	---	12,431	---	---	---
1955	---	73,089	---	2,447.5	---	---	---	11,569	---	---	---
1956	---	70,373	---	2,366.6	---	---	---	10,981	---	---	---
1957	---	68,971	---	2,289.5	---	---	---	10,428	---	---	---
1958	---	67,149	---	2,201.0	---	---	---	9,770	---	---	---
1959	---	65,780	---	2,158.9	---	---	---	9,596	---	---	---
1960	---	65,292	---	2,142.8	---	---	---	9,395	---	---	---
1961	---	64,012	---	2,077.1	---	---	---	8,883	---	---	---
1962	---	63,045	---	2,047.4	---	---	---	8,695	---	---	---
1963	---	62,189	---	2,021.7	---	---	---	8,400	---	---	---
1964	---	61,679	---	2,015.8	---	---	---	8,328	---	---	---
1965	---	61,717	---	2,008.2	---	---	---	8,253	---	---	---
1966	---	62,136	---	1,983.6	---	---	---	8,083	---	---	---
1967	---	62,069	---	1,996.8	---	---	---	8,172	---	---	---
1968	---	61,930	---	1,988.7	---	---	---	8,019	---	---	---
1969	---	61,347	---	1,966.7	---	---	---	7,803	---	---	---

**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 118: ALL MODES TOTAL STATISTICS (INCLUDES ONLY MODES REPORTED ON APPROPRIATE PRECEDING MODAL TABLES FOR EACH YEAR)</b>											
Year	Number of Agencies (a)	Revenue Vehicles Available for Maximum Service	Revenue Vehicles Used In Maximum Service	Vehicle Total Miles (Millions)	Vehicle Revenue Miles (Millions)	Vehicle Total Hours (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)	Average Trip Length	Operating Employees
1970	---	61,350	---	1,883.1	---	---	---	7,332	---	---	---
1971	---	60,737	---	1,846.4	---	---	---	6,847	---	---	---
1972	---	60,704	---	1,755.6	---	---	---	6,567	---	---	---
1973	---	59,590	---	1,834.6	---	---	---	6,660	---	---	---
1974	---	59,889	---	1,907.4	---	---	---	7,174	---	---	---
1975	---	62,194	---	2,176.2	---	---	---	7,213	---	---	---
1976	---	68,182	---	2,213.2	---	---	---	7,326	---	---	---
1977	---	67,584	---	2,210.2	---	---	---	7,536	30,026	4.0	---
1978	---	68,452	---	2,216.2	---	---	---	7,868	31,664	4.0	---
1979	---	70,046	---	2,236.3	---	---	---	8,394	32,764	3.9	---
1980	---	75,388	---	2,286.8	---	---	---	8,567	39,854	4.7	---
1981	---	76,433	---	2,324.5	---	---	---	8,284	38,482	4.6	---
1982	---	78,205	---	2,318.1	---	---	---	8,052	37,124	4.6	---
1983	---	78,106	---	2,305.9	---	---	---	8,203	37,602	4.6	---
1984	---	96,901	---	2,749.6	---	---	---	8,829	39,424	4.5	255,409
1985	---	94,369	---	2,790.7	---	---	---	8,636	39,581	4.6	262,037
1986	5,019	98,709	---	2,985.8	---	211.0	---	8,777	40,204	4.6	269,108
1987	5,044	96,127	---	3,055.2	---	218.6	---	8,735	40,348	4.6	268,083
1988	5,036	97,209	---	3,157.3	---	222.7	---	8,666	40,580	4.7	265,482
1989	5,046	92,293	---	3,202.9	---	224.9	---	8,931	41,603	4.7	262,917
1990	5,078	93,430	---	3,241.5	---	227.5	---	8,799	41,143	4.7	262,176
1991	5,084	97,071	---	3,306.4	---	226.5	---	8,575	40,703	4.7	265,857
1992	5,086	102,871	---	3,354.6	---	231.5	---	8,501	40,241	4.7	267,102
1993	5,088	107,545	---	3,435.1	---	236.2	---	8,217	39,384	4.8	289,519
1994	5,973	116,416	---	3,467.5	---	234.7	---	7,949	39,585	5.0	294,087
1995	5,973	116,231	---	3,550.2	3,173.1	238.5	213.6	7,763	39,808	5.1	300,491
1996	5,973	122,706	---	3,650.3	3,293.5	244.2	221.0	7,948	41,378	5.2	314,944
1997	5,973	126,106	---	3,745.8	3,443.1	249.5	230.4	8,374	42,375	5.1	320,759
1998	5,975	123,479	---	3,793.6	3,513.8	252.3	231.9	8,750	44,128	5.0	327,752
1999	6,000	128,920	---	3,972.2	3,516.9	264.3	236.3	9,168	45,857	5.0	337,885
2000	6,000	131,089	---	4,080.8	3,611.8	274.0	245.6	9,363	47,666	5.1	347,841

**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 118: ALL MODES TOTAL STATISTICS  
(INCLUDES ONLY MODES REPORTED ON APPROPRIATE PRECEDING MODAL TABLES FOR EACH YEAR)**

Year	Number of Agencies (a)	Revenue Vehicles Available for Maximum Service	Revenue Vehicles Used In Maximum Service	Vehicle Total Miles (Millions)	Vehicle Revenue Miles (Millions)	Vehicle Total Hours (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips (Millions)	Passenger Miles (Millions)	Average Trip Length	Operating Employees
2001	6,000	134,724	---	4,196.2	3,715.2	281.7	252.2	9,653	49,070	5.1	357,266
2002	6,000	135,856	---	4,276.7	3,797.6	286.8	257.4	9,623	48,324	5.0	360,722
2003	5,804	137,963	111,885	4,363.4	3,872.6	293.5	263.0	9,434	47,972	5.1	337,982
2004	6,429	143,822	116,502	4,470.8	3,981.2	302.8	272.1	9,575	49,073	5.1	345,871
2005	6,429	150,827	121,606	4,601.4	4,076.4	304.8	275.4	9,815	49,678	5.1	354,458
2006	6,435	155,195	124,822	4,684.2	4,151.0	312.0	281.8	10,017	52,154	5.2	357,484
2007	7,700	163,973	131,291	5,038.1	4,473.2	342.3	318.8	10,247	53,353	5.2	382,673
2008	7,700	169,436	137,047	5,204.2	4,623.7	343.3	309.8	10,521	55,157	5.2	387,155
2009	7,200	172,893	139,995	5,219.4	4,640.9	345.6	312.5	10,381	55,233	5.3	390,326
2010	7,300	174,425	142,018	5,455.1	4,836.6	353.7	317.4	10,218	54,012	5.3	382,827
2011	7,200	175,258	141,448	5,377.8	4,778.0	348.4	313.4	10,319	56,077	5.4	387,152
2012	7,118	176,728	145,227	5,391.5	4,814.6	344.2	311.5	10,584	57,117	5.4	388,880
2013	6,804	178,613	144,467	5,391.7	4,802.3	349.5	314.1	10,650	58,859	5.5	386,878

See Glossary following Tables for complete definitions.

(a) Each mode for multi-modal system counted individually. Does not include Trolleybus which is a fixed-guideway mode for distribution of FTA Urbanized Area Formula Funds.

(b) Data from U.S. Census Bureau surveys, definitions may vary from modern usage. Vehicles are for passenger service only, does not include freight vehicles. Agencies are operating agencies only.

TABLE 119: RURAL TRANSIT SERVICE DATA BY STATE (a)  
SECTION ONE: NUMBER OF AGENCIES PROVIDING MODE OF SERVICE

**RURAL TRANSIT SERVICE DATA**  
**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR RURAL AREAS ONLY**

TABLE 119: RURAL TRANSIT SERVICE DATA BY STATE (a) SECTION ONE: NUMBER OF AGENCIES PROVIDING MODE OF SERVICE										
State (b,c)	Year	Aerial Tramway Service	Bus Service	Bus Rapid Transit Service	Commuter Bus Service	Demand Response Service	Demand Response Taxi Service	Ferry Boat Service	Vanpool Service	Number Total Agencies (b,c,d)
Alabama	2007	---	2	---	---	21	---	---	1	23
	2008	---	0	---	---	24	---	---	0	24
	2009	---	0	---	---	25	---	---	0	25
	2010	---	1	---	---	25	---	---	0	26
	2011	0	0	0	0	26	0	0	0	26
	2012	0	2	0	0	24	0	0	0	25
	2013	0	2	0	0	24	0	0	0	25
Alaska	2007	---	5	---	---	6	---	---	0	7
	2008	---	7	---	---	6	---	---	0	9
	2009	---	7	---	---	6	---	---	0	9
	2010	---	10	---	---	9	---	---	0	13
	2011	0	11	0	0	9	2	1	0	18
	2012	0	14	0	0	9	2	2	0	22
	2013	0	14	0	1	10	1	2	1	22
American Samoa	2007	---	---	---	---	---	---	---	---	---
	2008	---	1	---	---	1	---	---	0	1
	2009	---	1	---	---	1	---	---	0	1
	2010	---	0	---	---	0	---	---	0	0
	2011	0	1	0	0	1	0	0	0	1
	2012	0	0	0	0	0	0	0	0	0
	2013	0	0	0	0	0	0	0	0	0
Arizona	2007	---	14	---	---	8	---	---	0	16
	2008	---	12	---	---	7	---	---	0	14
	2009	---	12	---	---	6	---	---	0	14
	2010	---	16	---	---	8	---	---	0	20
	2011	0	17	0	4	11	0	0	0	21
	2012	0	15	0	2	9	0	0	0	20
	2013	0	16	0	2	8	0	0	0	20

**RURAL TRANSIT SERVICE DATA**  
**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR RURAL AREAS ONLY**

<b>TABLE 119: RURAL TRANSIT SERVICE DATA BY STATE (a)</b>										
<b>SECTION ONE: NUMBER OF AGENCIES PROVIDING MODE OF SERVICE</b>										
State (b,c)	Year	Aerial Tramway Service	Bus Service	Bus Rapid Transit Service	Commuter Bus Service	Demand Response Service	Demand Response Taxi Service	Ferry Boat Service	Vanpool Service	Number Total Agencies (b,c,d)
Arkansas	2007	---	2	---	---	5	---	---	0	7
	2008	---	2	---	---	5	---	---	0	7
	2009	---	2	---	---	6	---	---	0	8
	2010	---	0	---	---	6	---	---	0	6
	2011	0	1	0	0	6	0	0	0	6
	2012	0	1	0	0	7	0	0	0	7
	2013	0	2	0	0	8	0	0	0	8
California	2007	---	43	---	---	43	---	---	0	(c) 58
	2008	---	49	---	---	44	---	---	0	(c) 63
	2009	---	47	---	---	40	---	---	0	56
	2010	---	50	---	---	45	---	---	0	64
	2011	0	44	0	10	45	1	0	1	61
	2012	0	44	0	9	41	1	1	1	61
	2013	0	45	0	8	40	0	1	1	59
Colorado	2007	---	17	---	---	22	---	---	0	30
	2008	---	21	---	---	15	---	---	0	(c) 30
	2009	---	18	---	---	20	---	---	1	32
	2010	---	19	---	---	19	---	---	0	28
	2011	0	16	0	2	19	2	0	0	27
	2012	0	14	0	3	24	0	0	1	28
	2013	1	15	1	3	21	0	0	1	28
Connecticut	2007	---	2	---	---	3	---	---	0	4
	2008	---	3	---	---	4	---	---	0	4
	2009	---	3	---	---	4	---	---	0	4
	2010	---	3	---	---	4	---	---	0	4
	2011	0	3	0	1	4	0	0	0	4
	2012	0	3	0	1	4	0	0	0	4
	2013	0	4	0	1	4	0	0	0	5



**RURAL TRANSIT SERVICE DATA**  
**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR RURAL AREAS ONLY**

<b>TABLE 119: RURAL TRANSIT SERVICE DATA BY STATE (a)</b>										
<b>SECTION ONE: NUMBER OF AGENCIES PROVIDING MODE OF SERVICE</b>										
State (b,c)	Year	Aerial Tramway Service	Bus Service	Bus Rapid Transit Service	Commuter Bus Service	Demand Response Service	Demand Response Taxi Service	Ferry Boat Service	Vanpool Service	Number Total Agencies (b,c,d)
Delaware	2007	---	0	---	---	0	---	---	0	0
	2008	---	0	---	---	0	---	---	0	0
	2009	---	0	---	---	0	---	---	0	0
	2010	---	0	---	---	0	---	---	0	0
	2011	0	0	0	0	0	0	0	0	0
	2012	0	0	0	0	0	0	0	0	0
	2013	0	0	0	0	0	0	0	0	0
Florida	2007	---	1	---	---	25	---	---	0	26
	2008	---	6	---	---	20	---	---	4	22
	2009	---	10	---	---	19	---	---	1	23
	2010	---	12	---	---	17	---	---	1	22
	2011	0	9	0	0	18	0	0	1	21
	2012	0	9	0	0	19	0	0	2	22
	2013	0	13	0	0	20	0	0	3	22
Georgia	2007	---	0	---	---	80	---	---	0	(c) 80
	2008	---	0	---	---	89	---	---	0	88
	2009	---	0	---	---	86	---	---	0	85
	2010	---	0	---	---	85	---	---	0	85
	2011	0	1	0	0	85	0	0	0	86
	2012	0	1	0	0	80	0	0	0	81
	2013	0	1	0	0	79	0	0	0	80
Guam	2007	---	1	---	---	1	---	---	0	(c) 1
	2008	---	1	---	---	1	---	---	0	1
	2009	---	1	---	---	1	---	---	0	1
	2010	---	1	---	---	1	---	---	0	1
	2011	0	1	0	0	1	0	0	0	1
	2012	0	1	0	0	1	0	0	0	1
	2013	0	1	0	0	1	0	0	0	1

**RURAL TRANSIT SERVICE DATA**  
**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR RURAL AREAS ONLY**

<b>TABLE 119: RURAL TRANSIT SERVICE DATA BY STATE (a)</b>										
<b>SECTION ONE: NUMBER OF AGENCIES PROVIDING MODE OF SERVICE</b>										
State (b,c)	Year	Aerial Tramway Service	Bus Service	Bus Rapid Transit Service	Commuter Bus Service	Demand Response Service	Demand Response Taxi Service	Ferry Boat Service	Vanpool Service	Number Total Agencies (b,c,d)
Hawaii	2007	---	3	---	---	0	---	---	0	3
	2008	---	3	---	---	1	---	---	0	3
	2009	---	3	---	---	1	---	---	0	3
	2010	---	3	---	---	0	---	---	0	3
	2011	0	3	0	2	2	1	0	0	3
	2012	0	2	0	2	2	1	0	0	3
	2013	0	1	0	1	1	1	0	0	2
Idaho	2007	---	9	---	---	8	---	---	1	12
	2008	---	8	---	---	9	---	---	1	12
	2009	---	5	---	---	8	---	---	1	10
	2010	---	7	---	---	11	---	---	2	15
	2011	0	7	0	0	10	1	0	2	14
	2012	0	7	0	0	9	0	0	2	13
	2013	0	7	0	0	9	0	0	2	12
Illinois	2007	---	3	---	---	30	---	---	0	30
	2008	---	3	---	---	29	---	---	0	30
	2009	---	3	---	---	30	---	---	0	31
	2010	---	3	---	---	34	---	---	0	34
	2011	0	0	0	3	37	0	0	0	37
	2012	0	3	0	0	39	0	0	0	40
	2013	0	2	0	0	38	0	0	0	38
Indiana	2007	---	7	---	---	35	---	---	0	(c) 39
	2008	---	3	---	---	44	---	---	0	45
	2009	---	4	---	---	44	---	---	0	45
	2010	---	6	---	---	43	---	---	0	46
	2011	0	5	0	0	42	0	0	0	45
	2012	0	4	0	0	41	0	0	0	43
	2013	0	5	0	0	42	0	0	0	43

**RURAL TRANSIT SERVICE DATA**  
**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR RURAL AREAS ONLY**

<b>TABLE 119: RURAL TRANSIT SERVICE DATA BY STATE (a)</b>										
<b>SECTION ONE: NUMBER OF AGENCIES PROVIDING MODE OF SERVICE</b>										
State (b,c)	Year	Aerial Tramway Service	Bus Service	Bus Rapid Transit Service	Commuter Bus Service	Demand Response Service	Demand Response Taxi Service	Ferry Boat Service	Vanpool Service	Number Total Agencies (b,c,d)
Iowa	2007	---	8	---	---	17	---	---	0	25
	2008	---	2	---	---	23	---	---	0	25
	2009	---	2	---	---	23	---	---	0	25
	2010	---	2	---	---	24	---	---	0	25
	2011	0	9	0	0	17	0	0	0	25
	2012	0	9	0	0	16	0	0	0	25
	2013	0	9	0	0	15	0	0	0	24
Kansas	2007	---	23	---	---	94	---	---	2	96
	2008	---	6	---	---	91	---	---	0	94
	2009	---	2	---	---	94	---	---	0	(c) 96
	2010	---	3	---	---	91	---	---	0	92
	2011	0	4	0	0	85	0	0	0	86
	2012	0	5	0	0	83	0	0	0	84
	2013	0	6	0	1	79	0	0	0	84
Kentucky	2007	---	5	---	---	20	---	---	0	25
	2008	---	4	---	---	21	---	---	0	25
	2009	---	2	---	---	22	---	---	0	24
	2010	---	3	---	---	22	---	---	0	24
	2011	0	4	0	0	21	0	0	0	24
	2012	0	4	0	0	22	0	0	0	25
	2013	0	9	0	0	22	0	0	0	25
Louisiana	2007	---	0	---	---	33	---	---	0	33
	2008	---	2	---	---	31	---	---	0	31
	2009	---	0	---	---	31	---	---	0	31
	2010	---	0	---	---	32	---	---	0	32
	2011	0	1	0	0	32	0	0	0	32
	2012	0	0	0	0	29	0	0	0	29
	2013	0	0	0	0	29	0	0	0	29

**RURAL TRANSIT SERVICE DATA**  
**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR RURAL AREAS ONLY**

<b>TABLE 119: RURAL TRANSIT SERVICE DATA BY STATE (a)</b>										
<b>SECTION ONE: NUMBER OF AGENCIES PROVIDING MODE OF SERVICE</b>										
State (b,c)	Year	Aerial Tramway Service	Bus Service	Bus Rapid Transit Service	Commuter Bus Service	Demand Response Service	Demand Response Taxi Service	Ferry Boat Service	Vanpool Service	Number Total Agencies (b,c,d)
Maine	2007	---	6	---	---	8	---	---	0	12
	2008	---	6	---	---	9	---	---	0	(c) 13
	2009	---	9	---	---	9	---	---	0	(c) 21
	2010	---	8	---	---	9	---	---	0	12
	2011	0	10	0	2	8	3	2	0	15
	2012	0	6	0	3	8	1	2	0	13
	2013	0	7	0	1	8	0	2	0	13
Maryland	2007	---	9	---	---	15	---	---	0	16
	2008	---	9	---	---	10	---	---	0	10
	2009	---	7	---	---	8	---	---	0	9
	2010	---	10	---	---	11	---	---	0	12
	2011	0	7	0	0	8	1	0	0	9
	2012	0	6	0	0	7	1	0	0	8
	2013	0	6	0	0	7	0	0	0	8
Massachusetts	2007	---	3	---	---	3	---	---	0	3
	2008	---	5	---	---	3	---	---	0	5
	2009	---	5	---	---	3	---	---	0	5
	2010	---	5	---	---	3	---	---	0	5
	2011	0	5	0	0	3	0	0	0	5
	2012	0	5	0	0	3	0	0	0	5
	2013	0	5	0	0	3	0	0	0	5
Michigan	2007	---	2	---	---	58	---	---	0	59
	2008	---	3	---	---	58	---	---	0	59
	2009	---	2	---	---	58	---	---	0	60
	2010	---	4	---	---	60	---	---	0	64
	2011	0	4	0	0	59	0	1	0	63
	2012	0	5	0	0	57	1	1	0	62
	2013	0	4	0	0	57	0	1	0	61

**RURAL TRANSIT SERVICE DATA**  
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<b>TABLE 119: RURAL TRANSIT SERVICE DATA BY STATE (a)</b>										
<b>SECTION ONE: NUMBER OF AGENCIES PROVIDING MODE OF SERVICE</b>										
State (b,c)	Year	Aerial Tramway Service	Bus Service	Bus Rapid Transit Service	Commuter Bus Service	Demand Response Service	Demand Response Taxi Service	Ferry Boat Service	Vanpool Service	Number Total Agencies (b,c,d)
Minnesota	2007	---	25	---	---	51	---	---	0	54
	2008	---	25	---	---	52	---	---	0	55
	2009	---	26	---	---	51	---	---	0	64
	2010	---	31	---	---	55	---	---	1	66
	2011	0	34	0	0	56	0	0	0	67
	2012	0	39	0	1	52	0	0	0	65
	2013	0	40	0	1	50	0	0	0	63
Mississippi	2007	---	20	---	---	0	---	---	0	20
	2008	---	20	---	---	0	---	---	0	20
	2009	---	5	---	---	15	---	---	0	20
	2010	---	20	---	---	0	---	---	0	20
	2011	0	20	0	0	0	0	0	0	20
	2012	0	3	0	0	18	0	0	0	21
	2013	0	2	0	0	19	0	0	0	21
Missouri	2007	---	5	---	---	25	---	---	0	(c) 31
	2008	---	4	---	---	25	---	---	0	29
	2009	---	5	---	---	24	---	---	0	28
	2010	---	1	---	---	24	---	---	0	25
	2011	0	2	0	0	24	0	0	0	25
	2012	0	2	0	0	22	0	0	0	24
	2013	0	2	0	0	21	0	0	0	23
Montana	2007	---	9	---	---	16	---	---	1	20
	2008	---	10	---	---	22	---	---	1	28
	2009	---	10	---	---	23	---	---	1	29
	2010	---	14	---	---	26	---	---	1	36
	2011	0	16	0	1	27	0	0	1	38
	2012	0	15	0	1	32	0	0	1	39
	2013	0	13	0	0	31	0	0	2	37

**RURAL TRANSIT SERVICE DATA**  
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<b>TABLE 119: RURAL TRANSIT SERVICE DATA BY STATE (a)</b>										
<b>SECTION ONE: NUMBER OF AGENCIES PROVIDING MODE OF SERVICE</b>										
State (b,c)	Year	Aerial Tramway Service	Bus Service	Bus Rapid Transit Service	Commuter Bus Service	Demand Response Service	Demand Response Taxi Service	Ferry Boat Service	Vanpool Service	Number Total Agencies (b,c,d)
Nebraska	2007	---	0	---	---	62	---	---	0	62
	2008	---	0	---	---	62	---	---	0	62
	2009	---	0	---	---	62	---	---	0	62
	2010	---	5	---	---	63	---	---	1	65
	2011	0	5	0	0	64	0	0	0	65
	2012	0	5	0	0	61	0	0	1	63
	2013	0	4	0	0	63	0	0	0	63
Nevada	2007	---	2	---	---	0	---	---	0	2
	2008	---	7	---	---	7	---	---	0	9
	2009	---	9	---	---	6	---	---	0	14
	2010	---	5	---	---	14	---	---	0	18
	2011	0	4	0	0	14	0	0	0	18
	2012	0	4	0	0	20	0	0	0	24
	2013	0	3	0	0	12	0	0	1	16
New Hampshire	2007	---	8	---	---	3	---	---	0	9
	2008	---	6	---	---	5	---	---	0	6
	2009	---	7	---	---	5	---	---	0	7
	2010	---	5	---	---	5	---	---	0	6
	2011	0	6	0	0	5	0	0	0	6
	2012	0	6	0	0	4	0	0	0	6
	2013	0	7	0	1	5	0	0	0	7
New Jersey	2007	---	9	---	---	9	---	---	0	10
	2008	---	9	---	---	10	---	---	0	10
	2009	---	1	---	---	1	---	---	0	1
	2010	---	8	---	---	7	---	---	0	8
	2011	0	10	0	0	9	0	0	0	12
	2012	0	6	0	0	4	0	0	0	7
	2013	0	7	0	0	4	0	0	0	8

**RURAL TRANSIT SERVICE DATA**  
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<b>TABLE 119: RURAL TRANSIT SERVICE DATA BY STATE (a)</b>										
<b>SECTION ONE: NUMBER OF AGENCIES PROVIDING MODE OF SERVICE</b>										
State (b,c)	Year	Aerial Tramway Service	Bus Service	Bus Rapid Transit Service	Commuter Bus Service	Demand Response Service	Demand Response Taxi Service	Ferry Boat Service	Vanpool Service	Number Total Agencies (b,c,d)
New Mexico	2007	---	15	---	---	20	---	---	1	(c) 24
	2008	---	15	---	---	22	---	---	0	24
	2009	---	18	---	---	21	---	---	0	25
	2010	---	16	---	---	21	---	---	0	30
	2011	0	16	0	1	18	0	0	0	25
	2012	0	14	0	2	21	0	0	0	27
	2013	0	11	0	2	20	0	0	0	23
New York	2007	---	47	---	---	4	---	---	0	48
	2008	---	46	---	---	0	---	---	0	46
	2009	---	46	---	---	0	---	---	0	46
	2010	---	44	---	---	0	---	---	0	44
	2011	0	47	0	4	0	0	0	0	51
	2012	0	45	0	3	0	0	0	0	48
	2013	0	47	0	6	10	0	0	0	49
North Carolina	2007	---	13	---	---	59	---	---	0	60
	2008	---	8	---	---	59	---	---	0	59
	2009	---	21	---	---	66	---	---	0	68
	2010	---	23	---	---	79	---	---	0	79
	2011	0	22	0	0	72	21	0	0	76
	2012	0	19	0	0	67	6	0	0	70
	2013	0	16	0	0	56	7	0	0	58
North Dakota	2007	---	3	---	---	23	---	---	0	26
	2008	---	11	---	---	18	---	---	0	28
	2009	---	5	---	---	54	---	---	0	(c) 60
	2010	---	4	---	---	31	---	---	0	35
	2011	0	3	0	0	27	2	0	0	31
	2012	0	4	0	0	26	1	0	0	30
	2013	0	3	0	0	23	1	0	0	26

**RURAL TRANSIT SERVICE DATA**  
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<b>TABLE 119: RURAL TRANSIT SERVICE DATA BY STATE (a)</b>										
<b>SECTION ONE: NUMBER OF AGENCIES PROVIDING MODE OF SERVICE</b>										
State (b,c)	Year	Aerial Tramway Service	Bus Service	Bus Rapid Transit Service	Commuter Bus Service	Demand Response Service	Demand Response Taxi Service	Ferry Boat Service	Vanpool Service	Number Total Agencies (b,c,d)
Northern Mariana Islands	2007	---	1	---	---	0	---	---	1	2
	2008	---	1	---	---	0	---	---	1	2
	2009	---	1	---	---	1	---	---	0	2
	2010	---	1	---	---	1	---	---	0	2
	2011	0	0	0	0	0	0	0	0	0
	2012	0	0	0	0	0	0	0	0	0
	2013	0	0	0	0	0	1	0	0	1
Ohio	2007	---	2	---	---	36	---	---	0	36
	2008	---	3	---	---	35	---	---	0	36
	2009	---	3	---	---	35	---	---	0	36
	2010	---	4	---	---	35	---	---	0	36
	2011	0	6	0	0	35	0	0	0	38
	2012	0	5	0	0	32	0	0	0	36
	2013	0	6	0	0	33	0	0	0	37
Oklahoma	2007	---	3	---	---	19	---	---	0	19
	2008	---	4	---	---	19	---	---	0	19
	2009	---	4	---	---	19	---	---	0	19
	2010	---	8	---	---	28	---	---	1	29
	2011	0	10	0	0	29	0	0	1	30
	2012	0	9	0	2	28	0	0	1	31
	2013	0	9	0	0	28	0	0	2	30
Oregon	2007	---	23	---	---	25	---	---	0	(c) 31
	2008	---	25	---	---	26	---	---	0	33
	2009	---	28	---	---	28	---	---	0	(c) 37
	2010	---	33	---	---	33	---	---	0	43
	2011	0	32	0	5	34	1	0	0	41
	2012	0	32	0	6	30	1	0	0	41
	2013	0	32	0	5	27	1	0	0	39



**RURAL TRANSIT SERVICE DATA**  
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<b>TABLE 119: RURAL TRANSIT SERVICE DATA BY STATE (a)</b>										
<b>SECTION ONE: NUMBER OF AGENCIES PROVIDING MODE OF SERVICE</b>										
State (b,c)	Year	Aerial Tramway Service	Bus Service	Bus Rapid Transit Service	Commuter Bus Service	Demand Response Service	Demand Response Taxi Service	Ferry Boat Service	Vanpool Service	Number Total Agencies (b,c,d)
Pennsylvania	2007	---	21	---	---	5	---	---	0	21
	2008	---	21	---	---	10	---	---	0	(c) 21
	2009	---	21	---	---	10	---	---	0	21
	2010	---	20	---	---	11	---	---	0	22
	2011	0	23	0	1	12	0	0	0	22
	2012	0	23	0	0	13	0	0	0	23
	2013	0	22	0	2	13	0	0	1	21
Puerto Rico	2007	---	8	---	---	8	---	---	0	8
	2008	---	0	---	---	6	---	---	0	(c) 8
	2009	---	7	---	---	4	---	---	0	7
	2010	---	7	---	---	5	---	---	0	8
	2011	0	4	0	0	3	0	0	0	4
	2012	0	5	0	0	2	0	0	0	7
	2013	0	5	0	0	3	0	0	0	5
Rhode Island	2007	---	0	---	---	0	---	---	0	0
	2008	---	0	---	---	0	---	---	0	0
	2009	---	0	---	---	0	---	---	0	0
	2010	---	0	---	---	0	---	---	0	0
	2011	0	0	0	0	0	0	0	0	0
	2012	0	0	0	0	0	0	0	0	0
	2013	0	0	0	0	0	0	0	0	0
South Carolina	2007	---	6	---	---	10	---	---	0	(c) 13
	2008	---	7	---	---	9	---	---	0	(c) 13
	2009	---	8	---	---	10	---	---	0	(c) 23
	2010	---	9	---	---	13	---	---	0	15
	2011	0	6	0	5	14	0	0	0	16
	2012	0	7	0	4	14	0	0	0	17
	2013	0	5	0	2	13	0	0	0	15

**RURAL TRANSIT SERVICE DATA**  
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<b>TABLE 119: RURAL TRANSIT SERVICE DATA BY STATE (a)</b>										
<b>SECTION ONE: NUMBER OF AGENCIES PROVIDING MODE OF SERVICE</b>										
State (b,c)	Year	Aerial Tramway Service	Bus Service	Bus Rapid Transit Service	Commuter Bus Service	Demand Response Service	Demand Response Taxi Service	Ferry Boat Service	Vanpool Service	Number Total Agencies (b,c,d)
South Dakota	2007	---	1	---	---	21	---	---	0	22
	2008	---	1	---	---	21	---	---	0	22
	2009	---	---	---	---	---	---	---	---	---
	2010	---	1	---	---	20	---	---	0	21
	2011	0	1	0	0	21	0	0	0	22
	2012	0	2	0	0	22	0	0	0	24
	2013	0	2	0	0	23	0	0	0	24
Tennessee	2007	---	0	---	---	10	---	---	0	9
	2008	---	0	---	---	12	---	---	0	(c) 11
	2009	---	3	---	---	12	---	---	0	12
	2010	---	5	---	---	12	---	---	0	11
	2011	0	3	0	4	12	0	0	0	12
	2012	0	2	0	3	11	0	0	0	11
	2013	0	5	0	1	10	0	0	0	10
Texas	2007	---	9	---	---	31	---	---	0	(c) 39
	2008	---	6	---	---	31	---	---	0	37
	2009	---	7	---	---	31	---	---	0	38
	2010	---	10	---	---	29	---	---	0	39
	2011	0	20	0	0	24	0	0	1	39
	2012	0	21	0	4	23	2	0	2	39
	2013	0	24	0	3	23	1	0	0	41
Utah	2007	---	2	---	---	2	---	---	0	2
	2008	---	3	---	---	3	---	---	0	3
	2009	---	0	---	---	1	---	---	0	1
	2010	---	4	---	---	3	---	---	0	4
	2011	0	4	0	1	2	0	0	0	4
	2012	0	4	0	1	2	0	0	0	4
	2013	0	4	0	0	3	0	0	0	4

**RURAL TRANSIT SERVICE DATA**  
**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR RURAL AREAS ONLY**

<b>TABLE 119: RURAL TRANSIT SERVICE DATA BY STATE (a)</b>										
<b>SECTION ONE: NUMBER OF AGENCIES PROVIDING MODE OF SERVICE</b>										
State (b,c)	Year	Aerial Tramway Service	Bus Service	Bus Rapid Transit Service	Commuter Bus Service	Demand Response Service	Demand Response Taxi Service	Ferry Boat Service	Vanpool Service	Number Total Agencies (b,c,d)
Vermont	2007	---	11	---	---	10	---	---	0	(c) 11
	2008	---	11	---	---	10	---	---	0	11
	2009	---	9	---	---	9	---	---	0	10
	2010	---	10	---	---	10	---	---	0	11
	2011	0	9	0	5	10	3	0	1	10
	2012	0	9	0	5	10	2	0	1	10
	2013	0	9	0	6	10	3	0	1	10
Virginia	2007	---	22	---	---	15	---	---	0	32
	2008	---	19	---	---	14	---	---	0	29
	2009	---	22	---	---	14	---	---	0	28
	2010	---	14	---	---	13	---	---	0	20
	2011	0	16	0	0	11	0	0	0	21
	2012	0	16	0	0	11	0	0	0	22
	2013	0	17	0	0	9	0	0	0	22
Washington	2007	---	19	---	---	17	---	---	7	24
	2008	---	22	---	---	22	---	---	7	(c) 30
	2009	---	19	---	---	21	---	---	8	25
	2010	---	31	---	---	26	---	---	9	38
	2011	0	30	0	6	29	0	0	10	43
	2012	0	28	0	7	28	0	0	9	41
	2013	0	28	0	8	28	0	0	9	39
West Virginia	2007	---	10	---	---	3	---	---	0	11
	2008	---	10	---	---	3	---	---	0	11
	2009	---	11	---	---	0	---	---	0	11
	2010	---	11	---	---	0	---	---	0	11
	2011	0	11	0	0	0	0	0	0	11
	2012	0	11	0	0	0	0	0	0	11
	2013	0	10	0	0	11	0	0	0	11

**RURAL TRANSIT SERVICE DATA**  
**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR RURAL AREAS ONLY**

**TABLE 119: RURAL TRANSIT SERVICE DATA BY STATE (a)**  
**SECTION ONE: NUMBER OF AGENCIES PROVIDING MODE OF SERVICE**

State (b,c)	Year	Aerial Tramway Service	Bus Service	Bus Rapid Transit Service	Commuter Bus Service	Demand Response Service	Demand Response Taxi Service	Ferry Boat Service	Vanpool Service	Number Total Agencies (b,c,d)
Wisconsin	2007	---	8	---	---	43	---	---	0	50
	2008	---	10	---	---	40	---	---	0	50
	2009	---	11	---	---	40	---	---	0	50
	2010	---	14	---	---	42	---	---	0	56
	2011	0	14	0	1	3	40	0	0	56
	2012	0	13	0	1	5	37	0	0	54
	2013	0	12	0	1	4	37	0	0	52
Wyoming	2007	---	4	---	---	15	---	---	0	16
	2008	---	7	---	---	36	---	---	0	43
	2009	---	5	---	---	37	---	---	0	42
	2010	---	6	---	---	15	---	---	0	20
	2011	0	7	0	0	17	0	0	0	19
	2012	0	6	0	0	16	0	0	0	18
	2013	0	6	0	0	16	0	0	0	18
United States Total	2007	---	478	---	---	1,082	---	---	15	1,329
	2008	---	493	---	---	1,149	---	---	16	1,413
	2009	---	484	---	---	1,169	---	---	14	1,442
	2010	---	530	---	---	1,180	---	---	16	1,451
	2011	0	544	0	58	1,121	78	4	18	1,452
	2012	0	515	0	60	1,108	56	6	21	1,434
	2013	1	525	1	56	1,094	52	6	24	1,387

(a) Only service in rural areas by a rural agency. Service provided by agencies headquartered in urbanized areas but operating into surrounding rural areas is not included; such service is included in urbanized area reports by those agencies. Excludes data reported by agencies identified as "urban recipient." From 2007, the first year rural data were reported to the NTD, through 2010, some agencies were not able to report all items creating apparent discrepancies in relationships of amounts reported. The data reported on this table are the sums of amounts actually reported and are not adjusted for individual unreported or apparently over reported amounts. National totals for the entire transit industry on other tables in this report which are calculated, in part, using these data are, however, statistically adjusted to account for unreported or apparently over reported amounts.

(b) Some Indian Tribal services are not identified by state for 2007, 2008, and 2009. Those services not identified by state are not included in individual state amounts for those years but are included in the United States Total.

(c) In these instances services reported without modal identification are not included by mode but are included in state Total Number of Agencies amount.

(d) Agencies operating more than one mode of service are counted only once for the Total Number of Agencies amount.

See Glossary following Tables for complete definitions.

TABLE 119: RURAL TRANSIT SERVICE DATA BY STATE (a)  
SECTION TWO: TOTAL OPERATING AND FINANCIAL DATA FOR ALL MODES COMBINED

**RURAL TRANSIT SERVICE DATA  
INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR RURAL AREAS ONLY**

TABLE 119: RURAL TRANSIT SERVICE DATA BY STATE (a) SECTION TWO: TOTAL OPERATING AND FINANCIAL DATA FOR ALL MODES COMBINED									
State (b)	Year	Unlinked Passenger Trips (Thousands)	Vehicles Available for Service	Vehicle Miles of Travel (Thousands)	Vehicle Hours of Travel (Thousands)	Federal Capital Assistance (Thousands of Dollars)	Total Capital Revenue (Thousands of Dollars)	Federal Operating Assistance (Thousands of Dollars)	Total Operating Revenue (Thousands of Dollars)
Alabama	2007	1,507	331	4,509	216	1,359	1,697	2,464	6,370
	2008	1,601	364	6,264	360	1,328	1,631	3,876	8,984
	2009	1,776	405	6,347	364	93	231	3,745	7,472
	2010	1,755	341	5,877	350	598	598	3,685	8,729
	2011	1,622	383	5,326	343	5,289	5,289	4,401	10,290
	2012	1,448	324	4,840	305	1,943	1,943	6,045	13,386
	2013	1,425	313	4,918	281	4,121	4,121	9,635	17,119
Alaska	2007	1,618	59	2,179	103	82	162	3,069	8,547
	2008	1,813	81	2,487	148	1,763	1,893	3,769	9,848
	2009	1,835	67	2,547	137	1,871	4,753	3,626	11,342
	2010	1,855	103	2,433	138	2,471	3,484	4,593	13,968
	2011	2,010	119	3,275	193	2,274	2,298	7,327	17,669
	2012	2,172	122	3,005	175	2,685	2,766	7,266	19,353
	2013	2,199	134	3,267	182	441	455	7,554	19,780
American Samoa	2007	0	0	0	0	0	0	0	0
	2008	0	0	0	0	59	59	0	0
	2009	0	0	0	0	197	394	0	0
	2010	0	0	0	0	0	0	0	0
	2011	0	0	0	0	457	457	0	0
	2012	0	0	0	0	0	0	0	0
	2013	0	0	0	0	0	0	0	0
Arizona	2007	868	117	3,147	185	3,012	3,542	3,780	8,692
	2008	873	103	2,741	163	2,008	2,327	4,442	8,499
	2009	982	139	2,780	160	1,548	3,676	4,975	10,800
	2010	1,314	159	3,961	217	7,284	7,640	7,570	13,186
	2011	1,577	174	4,471	315	9,885	10,118	9,123	15,661
	2012	1,160	138	3,648	197	5,613	5,675	8,489	14,485
	2013	1,364	153	4,356	204	2,679	2,949	10,247	18,454

**RURAL TRANSIT SERVICE DATA**  
**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR RURAL AREAS ONLY**

<b>TABLE 119: RURAL TRANSIT SERVICE DATA BY STATE (a)</b>									
<b>SECTION TWO: TOTAL OPERATING AND FINANCIAL DATA FOR ALL MODES COMBINED</b>									
State (b)	Year	Unlinked Passenger Trips (Thousands)	Vehicles Available for Service	Vehicle Miles of Travel (Thousands)	Vehicle Hours of Travel (Thousands)	Federal Capital Assistance (Thousands of Dollars)	Total Capital Revenue (Thousands of Dollars)	Federal Operating Assistance (Thousands of Dollars)	Total Operating Revenue (Thousands of Dollars)
Arkansas	2007	1,033	300	6,943	309	583	728	3,955	10,643
	2008	980	342	7,688	285	2,069	2,578	5,074	11,927
	2009	1,064	348	8,302	304	1,813	4,396	6,496	13,275
	2010	984	388	8,108	359	8,345	8,354	6,014	13,410
	2011	1,000	404	8,092	447	4,344	4,462	6,461	13,828
	2012	1,007	399	8,727	525	1,629	1,792	7,178	16,166
	2013	1,030	431	9,118	569	1,774	2,116	7,319	16,847
California	2007	6,396	585	16,300	798	2,382	8,779	9,441	58,651
	2008	7,845	839	18,979	1,009	6,033	15,326	10,364	70,661
	2009	6,893	768	17,765	1,046	5,452	36,563	11,020	70,089
	2010	7,261	769	19,261	1,083	9,964	18,625	15,574	81,457
	2011	7,662	769	18,670	987	6,719	12,798	15,291	76,747
	2012	7,745	708	17,311	932	17,889	27,040	11,334	75,285
	2013	7,595	731	16,561	885	5,577	18,193	23,737	87,865
Colorado	2007	11,059	533	10,866	690	5,841	16,306	9,297	61,257
	2008	12,917	517	11,157	668	5,588	14,845	4,884	57,902
	2009	11,161	498	11,567	648	4,862	25,441	9,275	56,463
	2010	10,023	536	11,195	710	14,155	16,023	11,313	58,395
	2011	10,424	496	10,693	697	2,223	7,467	8,924	57,481
	2012	10,430	509	11,176	744	761	6,828	10,136	62,818
	2013	13,231	581	14,549	1,024	18,819	41,106	13,426	65,280
Connecticut	2007	338	66	1,227	83	233	292	1,464	3,281
	2008	384	62	1,365	88	551	846	1,399	3,873
	2009	407	78	1,469	92	12	1,623	1,662	4,233
	2010	377	89	1,492	92	838	855	1,713	4,389
	2011	450	75	1,592	96	417	667	1,814	4,611
	2012	493	69	1,601	102	597	598	1,945	4,836
	2013	507	78	1,633	98	2,694	2,717	2,130	4,962

**RURAL TRANSIT SERVICE DATA**  
**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR RURAL AREAS ONLY**

<b>TABLE 119: RURAL TRANSIT SERVICE DATA BY STATE (a)</b>									
<b>SECTION TWO: TOTAL OPERATING AND FINANCIAL DATA FOR ALL MODES COMBINED</b>									
State (b)	Year	Unlinked Passenger Trips (Thousands)	Vehicles Available for Service	Vehicle Miles of Travel (Thousands)	Vehicle Hours of Travel (Thousands)	Federal Capital Assistance (Thousands of Dollars)	Total Capital Revenue (Thousands of Dollars)	Federal Operating Assistance (Thousands of Dollars)	Total Operating Revenue (Thousands of Dollars)
Delaware	2007	0	0	0	0	0	0	0	0
	2008	0	0	0	0	0	0	0	0
	2009	0	0	0	0	0	0	0	0
	2010	0	0	0	0	0	0	0	0
	2011	0	0	0	0	0	0	0	0
	2012	0	0	0	0	0	0	0	0
	2013	0	0	0	0	0	227	227	256
Florida	2007	3,070	254	21,612	41	2,161	2,857	10,745	50,575
	2008	1,546	508	14,528	1,589	1,522	2,893	7,057	35,442
	2009	1,884	492	13,733	794	3,794	9,072	4,386	35,239
	2010	1,893	524	14,545	820	8,380	8,600	6,517	37,558
	2011	2,017	557	17,242	996	4,192	4,393	10,783	37,498
	2012	1,925	594	14,488	838	1,389	2,099	8,064	38,222
	2013	1,856	615	15,432	855	2,053	3,476	19,377	42,791
Georgia	2007	1,849	365	14,062	691	3,172	4,094	3,900	17,357
	2008	1,933	445	12,985	840	660	805	8,381	20,180
	2009	1,922	469	12,988	793	2,984	7,458	10,225	22,651
	2010	1,595	489	15,100	925	10,214	10,214	8,358	23,051
	2011	1,823	713	16,305	986	9,273	9,297	9,128	21,523
	2012	1,995	545	16,793	955	6,218	7,046	12,611	25,976
	2013	2,021	497	17,191	933	10,513	10,701	18,082	29,925
Guam	2007	---	17	779	77	0	0	833	833
	2008	173	26	506	51	888	888	888	888
	2009	189	25	1,030	77	0	0	941	941
	2010	189	22	1,030	77	0	0	938	938
	2011	263	26	1,083	64	0	0	802	3,723
	2012	261	25	1,083	64	200	200	741	3,374
	2013	224	27	1,291	40	11	11	494	2,779

**RURAL TRANSIT SERVICE DATA**  
**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR RURAL AREAS ONLY**

<b>TABLE 119: RURAL TRANSIT SERVICE DATA BY STATE (a)</b>									
<b>SECTION TWO: TOTAL OPERATING AND FINANCIAL DATA FOR ALL MODES COMBINED</b>									
State (b)	Year	Unlinked Passenger Trips (Thousands)	Vehicles Available for Service	Vehicle Miles of Travel (Thousands)	Vehicle Hours of Travel (Thousands)	Federal Capital Assistance (Thousands of Dollars)	Total Capital Revenue (Thousands of Dollars)	Federal Operating Assistance (Thousands of Dollars)	Total Operating Revenue (Thousands of Dollars)
Hawaii	2007	2,665	126	3,751	104	4,924	6,164	1,353	11,421
	2008	1,396	129	4,194	132	3,128	3,913	3,187	16,523
	2009	3,672	129	4,988	159	3,047	7,717	1,554	16,067
	2010	4,129	145	4,966	177	3,733	4,626	1,961	17,597
	2011	4,546	249	7,009	416	1,366	1,712	2,950	25,872
	2012	5,412	258	7,815	430	1,404	1,821	2,148	27,146
	2013	2,256	116	4,851	206	1,273	1,760	2,229	23,982
Idaho	2007	803	98	2,035	99	309	502	2,220	4,818
	2008	886	94	2,310	104	784	1,042	2,797	5,214
	2009	722	91	4,483	92	273	665	3,158	5,986
	2010	1,431	151	5,327	148	2,938	3,102	4,681	8,429
	2011	1,608	148	5,567	154	5,386	5,413	4,806	8,947
	2012	1,111	157	4,935	147	1,072	1,261	4,482	8,015
	2013	1,088	131	4,926	141	1,212	1,406	10,420	23,203
Illinois	2007	3,749	507	8,433	496	0	0	6,311	20,767
	2008	3,773	629	9,392	548	7,896	8,065	7,037	24,832
	2009	3,888	629	11,118	622	17,611	40,281	7,895	29,506
	2010	3,998	676	12,769	714	5,743	5,743	8,639	33,505
	2011	4,501	768	15,025	886	1,633	1,633	10,042	39,872
	2012	4,535	743	13,891	846	13,328	14,048	8,753	36,409
	2013	4,496	744	14,991	823	7,601	7,982	10,243	50,231
Indiana	2007	2,239	584	10,980	652	805	1,018	8,283	20,785
	2008	2,422	725	12,577	764	2,307	2,903	9,886	23,994
	2009	2,214	806	13,107	840	8,257	17,469	11,410	26,391
	2010	2,639	846	15,418	988	10,391	10,601	15,125	31,030
	2011	2,649	845	15,004	993	2,279	2,414	17,127	32,447
	2012	2,643	790	15,094	995	3,501	3,584	15,744	32,994
	2013	2,541	813	14,467	989	311	337	14,164	32,265



**RURAL TRANSIT SERVICE DATA**  
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<b>TABLE 119: RURAL TRANSIT SERVICE DATA BY STATE (a)</b>									
<b>SECTION TWO: TOTAL OPERATING AND FINANCIAL DATA FOR ALL MODES COMBINED</b>									
State (b)	Year	Unlinked Passenger Trips (Thousands)	Vehicles Available for Service	Vehicle Miles of Travel (Thousands)	Vehicle Hours of Travel (Thousands)	Federal Capital Assistance (Thousands of Dollars)	Total Capital Revenue (Thousands of Dollars)	Federal Operating Assistance (Thousands of Dollars)	Total Operating Revenue (Thousands of Dollars)
Iowa	2007	5,330	984	15,986	1,029	4,449	5,571	6,368	30,307
	2008	5,552	978	17,398	1,076	3,320	4,442	9,017	35,756
	2009	5,679	1,017	17,232	1,093	5,040	13,492	9,111	36,003
	2010	5,264	1,006	16,152	1,038	15,642	16,527	9,788	35,627
	2011	5,135	999	14,900	1,010	5,928	7,588	9,621	37,985
	2012	5,367	985	18,709	1,014	3,850	5,199	9,753	40,453
	2013	4,786	913	15,098	945	4,901	5,614	10,319	41,663
Kansas	2007	1,298	427	6,109	846	1,940	2,538	4,038	11,667
	2008	1,476	426	6,782	496	1,902	2,426	4,506	11,093
	2009	1,641	400	6,190	433	2,391	5,953	5,390	11,429
	2010	1,660	400	6,450	386	1,924	2,066	5,302	10,967
	2011	1,611	364	7,560	348	249	297	6,037	12,159
	2012	1,512	357	6,651	341	840	1,023	5,899	12,068
	2013	1,470	363	7,170	346	2,508	2,768	7,078	14,318
Kentucky	2007	2,990	1,088	22,999	1,204	0	0	8,638	62,558
	2008	2,997	985	24,633	2,562	1,359	1,699	9,575	43,481
	2009	3,013	1,216	25,391	2,560	7,955	18,432	10,204	46,193
	2010	3,380	1,278	30,386	2,669	24,869	25,759	13,154	50,760
	2011	3,249	1,208	27,792	2,028	2,957	3,187	12,998	51,802
	2012	3,343	1,211	31,888	2,229	5,965	6,786	14,092	56,347
	2013	3,507	1,258	31,504	2,338	8,814	9,381	13,854	58,523
Louisiana	2007	799	349	6,424	0	890	1,198	5,510	9,990
	2008	1,532	243	6,080	614	1,298	1,509	5,721	10,178
	2009	711	228	5,725	682	0	0	6,607	12,498
	2010	662	231	5,933	499	0	0	7,488	13,876
	2011	647	231	6,039	334	0	0	7,486	12,398
	2012	598	243	5,771	327	1,609	1,609	6,289	11,741
	2013	520	320	5,798	281	2,008	2,008	8,098	13,593

**RURAL TRANSIT SERVICE DATA**  
**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR RURAL AREAS ONLY**

<b>TABLE 119: RURAL TRANSIT SERVICE DATA BY STATE (a)</b>									
<b>SECTION TWO: TOTAL OPERATING AND FINANCIAL DATA FOR ALL MODES COMBINED</b>									
State (b)	Year	Unlinked Passenger Trips (Thousands)	Vehicles Available for Service	Vehicle Miles of Travel (Thousands)	Vehicle Hours of Travel (Thousands)	Federal Capital Assistance (Thousands of Dollars)	Total Capital Revenue (Thousands of Dollars)	Federal Operating Assistance (Thousands of Dollars)	Total Operating Revenue (Thousands of Dollars)
Maine	2007	1,604	241	12,938	630	443	569	1,764	16,618
	2008	1,965	240	23,124	365	693	954	10,685	30,153
	2009	2,174	290	21,467	617	880	1,947	21,865	36,642
	2010	1,644	222	18,506	552	720	994	8,860	32,523
	2011	1,260	255	14,448	723	1,855	2,420	19,387	34,225
	2012	1,184	208	10,388	366	332	382	16,335	23,626
	2013	1,105	204	9,147	327	1,273	1,566	13,906	25,584
Maryland	2007	4,672	313	5,527	380	1,061	1,809	2,013	16,838
	2008	4,429	302	4,768	332	2,521	3,151	1,807	15,642
	2009	4,367	323	5,297	371	2,166	5,409	2,967	11,882
	2010	6,057	638	9,355	642	534	668	3,491	31,175
	2011	4,975	340	6,998	450	6,576	7,898	3,322	25,099
	2012	3,499	243	4,281	281	3,055	3,578	3,280	12,422
	2013	3,407	230	4,350	278	9,779	10,999	11,292	55,856
Massachusetts	2007	1,361	62	1,955	131	283	2,461	1,553	8,428
	2008	1,506	90	2,048	129	728	2,077	2,129	9,822
	2009	1,593	103	2,001	135	1,113	4,781	2,200	10,488
	2010	1,526	110	2,080	131	4,684	5,733	2,446	10,888
	2011	1,575	104	2,245	142	7,505	9,541	2,900	11,846
	2012	1,676	118	2,205	129	7,689	9,134	2,681	8,918
	2013	1,648	112	2,207	130	2,611	3,273	3,302	9,543
Michigan	2007	5,345	896	21,758	1,240	5,695	6,956	7,759	56,982
	2008	5,767	973	24,005	1,350	7,667	9,623	13,098	66,753
	2009	5,717	980	23,754	1,369	3,905	8,065	10,714	64,456
	2010	5,728	1,028	24,939	1,392	25,519	28,752	12,729	65,465
	2011	6,856	1,042	24,870	1,444	14,985	17,036	13,872	73,053
	2012	6,854	1,009	23,914	1,378	12,303	14,639	12,327	71,035
	2013	6,896	1,012	24,341	1,399	6,061	7,135	14,465	75,696

**RURAL TRANSIT SERVICE DATA**  
**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR RURAL AREAS ONLY**

<b>TABLE 119: RURAL TRANSIT SERVICE DATA BY STATE (a)</b>									
<b>SECTION TWO: TOTAL OPERATING AND FINANCIAL DATA FOR ALL MODES COMBINED</b>									
State (b)	Year	Unlinked Passenger Trips (Thousands)	Vehicles Available for Service	Vehicle Miles of Travel (Thousands)	Vehicle Hours of Travel (Thousands)	Federal Capital Assistance (Thousands of Dollars)	Total Capital Revenue (Thousands of Dollars)	Federal Operating Assistance (Thousands of Dollars)	Total Operating Revenue (Thousands of Dollars)
Minnesota	2007	3,311	383	9,649	564	2,039	2,669	4,304	23,970
	2008	3,473	396	10,470	631	3,333	4,080	8,137	27,627
	2009	3,709	460	12,875	709	4,108	9,408	9,208	29,394
	2010	4,379	525	16,428	843	10,676	11,466	8,474	31,416
	2011	4,769	496	18,120	916	4,265	4,635	10,740	36,816
	2012	4,452	476	18,539	772	3,741	4,748	9,959	36,901
	2013	4,438	527	18,905	792	5,164	7,229	11,253	42,578
Mississippi	2007	1,736	260	6,817	223	492	617	2,712	6,368
	2008	958	273	7,893	309	1,921	2,403	5,331	10,175
	2009	1,090	251	8,959	346	1,928	3,714	5,215	11,382
	2010	1,318	281	9,195	363	6,404	6,575	6,479	10,737
	2011	1,471	277	9,474	435	5,862	5,862	9,592	13,234
	2012	1,675	272	10,653	549	1,354	1,791	9,844	16,252
	2013	2,445	320	11,662	416	9,869	10,571	13,487	22,093
Missouri	2007	2,793	852	19,102	1,045	3,327	4,361	8,887	23,638
	2008	2,723	920	19,292	1,103	5,458	7,082	10,990	30,486
	2009	3,017	892	23,767	1,222	4,070	9,828	11,313	36,150
	2010	2,557	965	23,276	1,302	20,903	22,337	11,124	33,621
	2011	2,927	791	23,007	1,235	5,881	7,026	12,141	29,554
	2012	2,624	1,032	21,966	1,219	9,593	11,184	15,213	37,328
	2013	2,348	1,041	20,065	1,090	5,934	6,350	15,984	36,613
Montana	2007	840	---	2,277	45	1,300	1,706	2,857	5,407
	2008	1,067	164	3,833	160	2,135	2,921	4,603	7,309
	2009	1,305	189	3,887	164	1,812	3,582	4,720	8,417
	2010	1,415	241	5,244	230	3,144	3,213	5,981	9,954
	2011	1,702	263	5,467	274	7,722	7,914	7,023	12,013
	2012	1,611	277	5,914	250	1,456	1,649	9,061	14,068
	2013	1,540	285	5,309	251	1,760	1,942	8,891	14,857

**RURAL TRANSIT SERVICE DATA**  
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<b>SECTION TWO: TOTAL OPERATING AND FINANCIAL DATA FOR ALL MODES COMBINED</b>									
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Nebraska	2007	714	169	2,267	0	0	0	2,289	5,125
	2008	725	169	2,417	211	0	0	2,629	5,477
	2009	726	174	2,484	205	0	0	2,878	6,022
	2010	790	183	3,466	205	1,917	1,926	3,467	7,119
	2011	839	186	3,729	207	224	224	3,522	7,500
	2012	758	189	3,718	198	1,515	1,655	3,480	7,300
	2013	756	192	3,875	208	0	0	8,623	12,932
Nevada	2007	11	---	614	0	---	---	---	---
	2008	33	75	1,343	12	---	---	---	---
	2009	975	93	3,066	125	295	300	5,472	8,414
	2010	2,068	142	3,833	205	3,121	3,132	5,581	7,500
	2011	987	114	1,470	99	976	1,096	3,112	7,545
	2012	1,380	137	2,515	156	463	479	4,762	8,562
	2013	1,472	138	2,214	143	391	522	5,487	10,909
New Hampshire	2007	1,851	51	4,663	75	647	911	1,766	3,283
	2008	1,677	54	1,043	80	1,351	1,582	2,268	3,865
	2009	1,225	63	1,747	108	1,705	4,208	3,164	5,661
	2010	291	35	912	66	2,858	3,259	3,545	5,916
	2011	277	78	1,065	69	2,797	3,066	3,928	6,611
	2012	340	78	1,295	86	798	840	4,345	7,237
	2013	269	77	1,271	81	708	721	5,617	7,157
New Jersey	2007	2,090	414	8,416	454	726	3,823	2,246	23,440
	2008	2,206	407	9,431	697	0	0	60	262
	2009	17	4	85	6	54	107	75	279
	2010	1,707	324	7,285	440	1,189	2,116	2,352	21,104
	2011	2,432	382	11,320	487	592	875	2,327	21,982
	2012	1,312	135	6,488	165	1,187	1,382	1,188	6,735
	2013	1,290	114	6,514	150	299	659	4,378	17,668

**RURAL TRANSIT SERVICE DATA**  
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<b>TABLE 119: RURAL TRANSIT SERVICE DATA BY STATE (a)</b>									
<b>SECTION TWO: TOTAL OPERATING AND FINANCIAL DATA FOR ALL MODES COMBINED</b>									
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New Mexico	2007	1,139	197	4,498	312	825	1,048	5,108	11,348
	2008	1,233	211	3,673	218	989	1,718	6,515	12,036
	2009	1,324	253	4,442	288	9,888	20,964	8,951	14,966
	2010	1,815	316	6,310	363	4,602	4,750	7,123	18,160
	2011	1,898	295	6,302	326	3,585	3,987	8,068	13,613
	2012	2,121	291	6,631	334	3,112	3,558	9,048	16,660
	2013	2,023	278	6,269	310	3,408	4,368	9,730	16,678
New York	2007	3,862	442	13,801	687	2,574	3,218	3,487	31,922
	2008	3,642	434	13,259	720	4,396	5,495	3,172	34,466
	2009	3,869	459	13,350	763	6,417	16,042	3,424	37,254
	2010	4,475	436	13,648	791	7,755	7,756	4,246	39,258
	2011	4,464	447	17,138	748	10,420	10,656	6,186	43,793
	2012	4,543	418	17,709	764	3,228	3,459	7,770	45,874
	2013	4,252	443	16,885	746	1,505	1,881	9,000	48,205
North Carolina	2007	3,385	1,051	27,266	1,407	3,561	5,987	7,703	39,131
	2008	3,462	944	28,493	1,517	5,316	7,759	7,826	42,751
	2009	6,636	1,213	33,136	1,724	6,421	21,124	13,692	58,543
	2010	8,376	1,534	44,984	2,434	6,796	8,789	17,852	87,627
	2011	6,730	1,395	51,451	2,264	11,478	15,540	21,895	82,164
	2012	6,147	1,281	40,595	2,093	6,455	9,581	14,503	74,987
	2013	4,777	1,034	30,958	1,519	9,752	14,013	20,839	93,466
North Dakota	2007	688	158	2,885	0	1,359	1,359	1,782	4,004
	2008	712	182	3,083	199	1,354	1,616	2,607	7,120
	2009	2,453	204	7,672	562	961	2,239	3,028	7,040
	2010	707	207	3,405	278	1,339	1,505	3,597	7,562
	2011	760	221	3,615	246	4,442	4,947	4,342	8,857
	2012	727	217	3,324	237	5,549	6,728	4,536	9,520
	2013	671	193	3,002	222	1,501	1,651	4,272	9,634

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Northern Mariana Islands	2007	729	51	787	56	0	0	949	961
	2008	600	52	786	58	840	840	120	1,379
	2009	589	41	854	53	590	590	117	1,235
	2010	0	57	21	4	320	320	945	1,958
	2011	0	0	0	0	0	0	0	0
	2012	0	0	0	0	0	0	0	0
	2013	2	3	12	1	90	90	358	358
Ohio	2007	2,313	531	10,544	649	2,627	3,279	10,364	27,644
	2008	2,298	453	10,168	633	2,815	3,129	12,060	28,457
	2009	2,387	505	10,497	652	2,591	6,559	12,942	30,576
	2010	2,175	515	10,949	688	12,628	13,202	13,687	30,045
	2011	2,252	541	12,117	684	11,789	13,132	17,251	34,484
	2012	2,017	458	10,502	613	13,257	14,323	14,469	30,294
	2013	2,510	520	11,635	682	5,716	7,211	19,053	39,209
Oklahoma	2007	2,936	762	14,608	1,161	5,847	7,191	9,483	24,102
	2008	3,333	752	15,968	1,267	3,169	4,204	8,735	26,024
	2009	3,195	884	16,497	1,282	3,282	8,492	12,179	32,195
	2010	3,191	990	19,009	1,027	12,782	13,302	13,957	31,619
	2011	3,421	976	21,174	1,470	8,393	8,612	15,212	36,498
	2012	3,428	1,041	22,635	1,195	4,997	6,212	19,808	45,029
	2013	3,747	1,136	22,687	1,252	3,186	4,033	18,113	41,065
Oregon	2007	3,161	314	8,563	536	1,705	2,519	6,364	19,609
	2008	2,882	315	6,965	408	2,477	4,861	6,680	19,442
	2009	3,213	323	8,668	447	3,636	9,346	7,886	23,418
	2010	3,743	418	11,073	624	13,613	14,288	10,503	28,366
	2011	3,897	448	11,827	605	4,831	6,523	11,318	30,477
	2012	3,019	345	8,699	498	2,595	4,077	12,038	26,683
	2013	3,032	353	9,247	443	3,525	4,490	16,966	32,920

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Pennsylvania	2007	3,354	219	9,133	369	6,882	11,184	8,532	19,995
	2008	3,874	402	12,097	531	2,349	4,455	11,413	36,198
	2009	4,372	452	12,182	558	7,937	26,616	11,927	42,658
	2010	4,720	506	15,612	775	27,593	31,752	10,055	48,208
	2011	4,703	568	15,026	668	7,321	10,525	11,696	47,432
	2012	4,277	546	14,723	618	7,106	9,270	12,462	46,000
	2013	4,048	532	14,754	610	7,102	10,096	14,385	49,104
Puerto Rico	2007	21	29	82	10	0	0	0	263
	2008	14	22	339	40	0	152	0	239
	2009	12	14	204	29	0	52	0	320
	2010	10	9	148	11	0	0	0	129
	2011	12	7	152	20	0	0	0	128
	2012	6	8	53	5	167	167	0	131
	2013	96	12	113	12	51	63	0	259
Rhode Island	2007	0	0	0	0	0	0	0	0
	2008	0	0	0	0	0	0	0	0
	2009	0	0	0	0	0	0	0	0
	2010	0	0	0	0	0	0	0	0
	2011	0	0	0	0	0	0	0	0
	2012	0	0	0	0	0	0	0	0
	2013	0	0	0	0	0	0	203	203
South Carolina	2007	2,390	215	5,979	307	2,465	3,147	3,983	11,769
	2008	2,761	222	7,315	387	573	855	4,586	15,779
	2009	2,213	227	4,907	255	985	3,115	4,347	15,077
	2010	2,331	241	7,410	431	4,417	4,578	4,939	15,544
	2011	2,375	285	7,628	407	6,809	7,683	4,990	15,933
	2012	1,044	264	7,095	354	1,292	1,760	4,500	14,892
	2013	960	229	6,149	311	993	1,030	17,804	28,048

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South Dakota	2007	1,618	301	3,961	0	1,069	1,337	3,808	8,300
	2008	1,643	333	4,465	328	1,584	1,991	4,694	9,549
	2009	---	381	---	---	3,656	8,288	5,362	10,007
	2010	1,629	394	4,718	378	3,290	3,434	7,002	11,838
	2011	1,633	411	4,923	400	6,621	7,636	7,377	13,127
	2012	1,627	411	5,977	390	2,883	3,417	7,239	14,732
	2013	1,573	418	5,623	392	977	1,145	8,613	15,811
Tennessee	2007	1,306	785	20,912	1,202	3,963	4,519	9,109	28,864
	2008	2,835	856	23,471	1,700	3,031	4,425	11,570	37,148
	2009	2,869	914	24,647	1,663	4,413	12,174	13,937	41,568
	2010	2,910	970	26,272	1,675	15,335	16,779	13,058	42,016
	2011	3,187	1,050	30,190	1,596	6,818	7,631	13,672	47,066
	2012	3,388	1,069	30,238	1,548	2,929	4,214	13,288	49,025
	2013	2,924	819	19,333	1,066	6,063	7,223	21,952	49,346
Texas	2007	4,440	1,078	23,608	1,058	1,705	1,949	18,756	58,665
	2008	3,799	1,078	20,744	1,139	7,107	8,497	23,657	55,037
	2009	3,795	1,290	23,287	1,160	14,204	29,738	20,415	54,828
	2010	4,160	1,522	24,002	1,221	29,012	30,451	21,349	57,780
	2011	4,195	1,345	24,576	1,220	15,061	16,526	23,683	61,252
	2012	4,750	1,212	27,079	1,166	8,777	9,453	41,219	61,679
	2013	4,713	1,243	26,819	1,142	10,657	12,304	54,623	87,196
Utah	2007	1,102	36	1,175	65	1,559	1,946	1,584	5,785
	2008	2,155	44	1,142	79	166	208	334	6,266
	2009	6	42	69	3	0	2,664	2,496	7,118
	2010	1,883	44	1,346	85	4,392	4,962	3,776	8,821
	2011	2,012	51	1,331	87	6,309	6,995	493	6,617
	2012	1,982	55	1,603	99	3,988	4,414	4,812	11,592
	2013	1,889	55	1,440	102	1,242	1,421	2,785	10,680



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Vermont	2007	1,719	214	8,978	318	2,333	3,131	13,293	19,013
	2008	1,997	227	12,452	566	2,069	2,754	9,765	22,168
	2009	1,879	230	11,571	457	6,041	17,106	18,182	30,100
	2010	2,774	248	12,164	540	3,750	5,255	17,489	24,698
	2011	2,861	243	9,354	416	3,655	4,646	17,520	27,152
	2012	2,798	271	9,875	441	3,005	3,597	16,131	26,834
	2013	3,202	280	13,108	525	6,502	8,127	17,074	27,367
Virginia	2007	1,692	340	8,807	448	5,500	7,578	7,297	16,159
	2008	1,767	338	7,990	427	7,208	10,122	7,224	16,662
	2009	1,951	361	8,170	441	3,257	8,756	7,534	16,406
	2010	2,040	395	8,548	464	8,757	10,434	9,053	17,904
	2011	2,158	387	11,364	451	2,884	4,666	9,169	19,324
	2012	2,607	410	13,151	505	6,982	8,815	10,163	21,817
	2013	2,740	395	12,885	503	3,430	4,194	12,698	27,787
Washington	2007	6,716	633	13,269	514	10,644	22,045	2,900	65,893
	2008	7,529	616	16,582	738	10,698	16,251	5,868	53,129
	2009	8,081	653	16,232	687	2,297	20,330	7,790	59,204
	2010	7,772	744	17,438	767	11,500	15,164	10,308	59,001
	2011	8,000	822	18,877	945	11,861	15,375	12,286	66,002
	2012	7,405	805	18,242	799	13,371	18,607	12,733	64,161
	2013	7,189	823	18,064	805	18,266	23,104	12,658	66,438
West Virginia	2007	902	204	3,906	224	2,627	3,299	3,045	8,638
	2008	975	194	4,028	239	2,378	2,988	3,372	9,506
	2009	1,015	218	4,088	255	1,131	2,827	3,525	9,847
	2010	1,003	229	4,124	246	3,337	3,403	3,678	9,518
	2011	973	232	4,165	251	1,112	1,258	3,614	10,102
	2012	1,043	224	4,474	252	1,670	2,087	4,089	11,248
	2013	1,071	223	4,312	247	897	1,088	4,378	11,986

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Wisconsin	2007	2,152	270	7,265	538	642	796	5,857	16,573
	2008	2,268	288	6,976	596	1,423	1,778	6,419	18,673
	2009	2,317	329	7,208	615	1,266	3,318	7,350	20,670
	2010	2,429	351	8,408	672	8,771	9,413	8,229	22,308
	2011	2,688	383	9,481	741	10,323	10,610	9,767	24,659
	2012	2,806	390	10,313	750	4,723	5,022	12,530	28,258
	2013	2,840	395	10,402	743	8,639	8,965	13,610	31,817
Wyoming	2007	1,486	127	2,103	196	1,190	2,005	3,132	5,927
	2008	2,189	236	3,112	304	1,170	2,239	4,235	9,306
	2009	2,333	270	3,595	353	1,427	5,077	4,069	10,315
	2010	1,974	163	2,456	223	1,831	2,881	3,405	8,250
	2011	1,974	169	2,676	224	2,313	2,904	5,034	9,628
	2012	1,811	158	2,592	197	2,945	3,406	4,845	8,578
	2013	1,977	164	2,816	243	1,663	2,640	4,704	8,548
United States Total	2007	121,254	18,474	448,458	22,533	107,252	168,947	257,176	1,018,270
	2008	129,116	19,921	478,259	29,120	132,666	192,165	308,255	1,077,740
	2009	132,882	20,890	496,042	28,924	169,633	474,384	360,626	1,169,109
	2010	140,008	23,136	546,966	31,457	390,980	435,405	391,193	1,294,900
	2011	143,058	23,132	571,227	31,545	260,134	306,939	440,559	1,358,298
	2012	138,067	22,225	554,811	29,572	213,007	264,944	459,631	1,357,451
	2013	135,967	22,018	533,494	28,277	216,551	287,431	589,161	1,591,447

(a) Only service in rural areas by a rural agency. Service provided by agencies headquartered in urbanized areas but operating into surrounding rural areas is not included; such service is included in urbanized area reports by those agencies. Excludes data reported by agencies identified as "urban recipient." From 2007, the first year rural data were reported to the NTD, through 2010, some agencies were not able to report all items creating apparent discrepancies in relationships of amounts reported. The data reported on this table are the sums of amounts actually reported and are not adjusted for individual unreported or apparently over reported amounts. National totals for the entire transit industry on other tables in this report which are calculated, in part, using these data are, however, statistically adjusted to account for unreported or apparently over reported amounts.

(b) Some Indian Tribal services are not identified by state for 2007, 2008, and 2009. Those services not identified by state are not included in individual state amounts for those years but are included in the United States Total. Intercity bus financial data not included for 2007.

See Glossary following Tables for complete definitions.

TABLE 120: APTA AND PREDECESSOR ORGANIZATIONS HISTORY AND ASSOCIATION ANCESTRY

**APTA ASSOCIATION DATA**

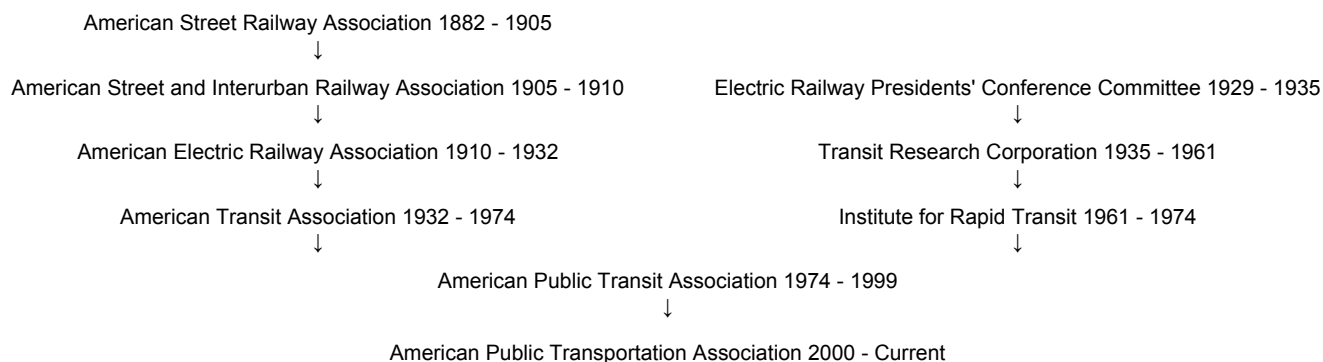
The American Public Transportation Association traces its ancestry back 132 years to December 13, 1882 when 56 transit executives from across the United States and Canada met at Young's Hotel in Boston and created the American Street Railway Association. In the early years of the Association's existence, 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 trolleybuses 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 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.

**Table 120: APTA ASSOCIATION ANCESTRY**



## TABLE 121: APTA CHIEF EXECUTIVE OFFICERS

## APTA ASSOCIATION DATA

## TABLE 121: 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 26 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 RailVolution 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](http://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

TABLE 122: APTA AND PREDECESSOR ORGANIZATION CHIEF ELECTED OFFICERS AND ANNUAL MEETING SITES

APTA ASSOCIATION DATA

TABLE 122: APTA AND PREDECESSOR ORGANIZATION CHIEF ELECTED OFFICERS AND ANNUAL MEETING SITES					
Association Year	Chief Elected Officer	Site of Annual Meeting (a)	Association Year	Chief Elected Officer	Site of Annual Meeting (a)
<b>American Street Railway Association Presidents</b>			<b>American Street and Interurban Railway Association Presidents</b>		
1882	Organizational Meeting	Boston, MA	1905-1906	W. Caryl Ely, Buffalo, NY	Columbus, OH
1882-1883	H.H. Littell, Louisville, KY	Chicago, IL	1906-1907	John I. Beggs, Milwaukee, WI	Atlantic City, NJ
1883-1884	William H. Hazzard, Brooklyn, NY	New York City, NY	1907-1908	Calvin G. Goodrich, Minneapolis, MN	Atlantic City, NJ
1884-1885	Calvin R. Richards, Boston, MA	St. Louis, MO	1908-1909	James F. Shaw, Newburyport, MA	Denver, CO
1885-1886	Julius S. Walsh, St. Louis, MO	Cincinnati, OH	1909-1910	James F. Shaw, Newburyport, MA	Atlantic City, NJ
1886-1887	Thomas W. Ackley, Philadelphia, PA	Philadelphia, PA	<b>American Electric Railway Association Presidents</b>		
1887-1888	Charles B. Holmes, Chicago, IL	Washington, DC	1910-1911	Arthur W. Brady, Anderson, IN	Atlantic City, NJ
1888-1889	George B. Kerper, Cincinnati, OH	Minneapolis, MN	1911-1912	Thomas H. McCarter, Newark, NJ	Chicago, IL
1889-1890	Thomas Lowry, Minneapolis, MN	Buffalo, NY	1912-1913	George H. Harries, Louisville, KY	Atlantic City, NJ
1890-1891	Henry M. Watson, Buffalo, NY	Pittsburgh, PA	1913-1914	Charles N. Black, San Francisco, CA	Atlantic City, NJ
1891-1892	John G. Holmes, Pittsburgh, PA	Cleveland, OH	1914-1915	C. Loomis Allen, Syracuse, NY	San Francisco, CA
1892-1893	D.F. Longstreet, Denver, CO	Milwaukee, WI	1915-1916	Charles L. Henry, Indianapolis, IN	Atlantic City, NJ
1893-1894	Henry C. Payne, Milwaukee, WI	Atlanta, GA	1916-1917	L.S. Storrs, New Haven, CT	New York City, NY
1894-1895	Joel Hurt, Atlanta, GA	Montreal, QC	1917-1918	John J. Stanley, Cleveland, OH	New York City, NY
1895-1896	H.M. Littell, Brooklyn, NY	St. Louis, MO	1918-1919	John H. Pardee, New York City, NY	Atlantic City, NJ
1896-1897	Robert McCulloch, St. Louis, MO	Niagara Falls, NY	1919-1920	John H. Pardee, New York City, NY	Atlantic City, NJ
1897-1898	Albion E. Lang, Toledo, OH	Boston, MA	1920-1921	Philip G. Gadsden, Philadelphia, PA	Atlantic City, NJ
1898-1899	Charles S. Sergeant, Boston, MA	Chicago, IL	1921-1922	Robert I. Todd, Indianapolis, IN	Chicago, IL
1899-1900	John M. Roach, Chicago, IL	Kansas City, MO	1922-1923	C.D. Emmons, Baltimore, MD	Atlantic City, NJ
1900-1901	Walton H. Holmes, Kansas City, MO	New York City, NY	1923-1924	Britton I. Budd, Chicago, IL	Atlantic City, NJ
1901-1902	Herbert H. Vreeland, New York City, NY	Detroit, MI	1924-1925	John N. Shannahan, Hampton, VA	Atlantic City, NJ
1902-1903	Jere C. Hutchins, Detroit, MI	Saratoga Springs, NY	1925-1926	F.R. Coates, Toledo, OH	Cleveland, OH
			1926-1927	W.H. Sawyer, East St. Louis, IL	Cleveland, OH
1903-1904	W. Caryl Ely, Buffalo, NY	St. Louis, MO	1927-1928	R.P. Stevens, New York City, NY	Cleveland, OH
1904-1905	W. Caryl Ely, Buffalo, NY	Philadelphia, PA	1928-1929	James P. Barnes, Louisville, KY	Atlantic City, NJ

**APTA ASSOCIATION DATA**

**TABLE 122: APTA AND PREDECESSOR ORGANIZATION CHIEF ELECTED OFFICERS AND ANNUAL MEETING SITES**

Association Year	Chief Elected Officer	Site of Annual Meeting (a)	Association Year	Chief Elected Officer	Site of Annual Meeting (a)
1929-1930	Paul Shoup, Los Angeles, CA	San Francisco, CA	1950-1951	E.L. Bollum, Springfield, MA	Cincinnati, OH
1930-1931	J.H. Hanna, Washington, DC	Atlantic City, NJ	1951-1952	Harley L. Swift, Harrisburg, PA	Atlantic City, NJ
1931-1932	Guy A. Richardson, Chicago, IL	Chicago, IL	1952-1953	Harry W. Arnold, Columbus, OH	Los Angeles, CA
<b>American Transit Association Presidents</b>			1953-1954	Laurence Wingerter, San Antonio, TX	Pittsburgh, PA
1932-1933	Walter A. Draper, Cincinnati, OH	Chicago, IL	1954-1955	Donald C. Hyde, Cleveland, OH	Boston, MA
1933-1934	W.E. Wood, New York City, NY	Cleveland, OH	1955-1956	Roswell F. Thoma, Buffalo, NY	St. Louis, MO
1934-1935	F.R. Phillips, Pittsburgh, PA	Atlantic City, NJ	1956-1957	Paul O. Dittmar, Harvey, IL	Montreal, QC
1935-1936	Edward Dana, Boston, MA	White Sulphur Springs, WV	1957-1958	Jesse L. Haugh, Los Angeles, CA, and San Diego, CA	New Orleans, LA
1936-1937	Thomas Conway, Jr., Philadelphia, PA	White Sulphur Springs, WV	1958-1959	John H. Walsh, Waltham, MA	Minneapolis, MN
			1959-1960	W.E.P. Duncan, Toronto, ONT	Philadelphia, PA
1937-1938	Charles W. Chase, Indianapolis, IN	Toronto, ON	1960-1961	E.C. Houghton, Chicago, IL	Dallas, TX
1938-1939	Alfred J. Lundberg, Oakland, CA	Los Angeles, CA and San Francisco, CA	1961-1962	Frederick J. Johnson, Louisville, KY	Atlantic City, NJ
			1962-1963	John C. Baine, St. Louis, MO	Chicago, IL
			1963-1964	Edward A. Pellissier, Columbus, OH	New York City, NY
1939-1940	S.W. Greenland, St. Louis, MO	White Sulphur Springs, WV	1964-1965	Charles C. Bowen, Portland, OR	New Orleans, LA
			1965-1966	Edgar A. Claffey, Indianapolis, IN	San Francisco, CA
1940-1941	A.J. Boardman, Boston, MA	Atlantic City, NJ	1966-1967	A.S. Moore, Topeka, KS.	Atlanta, GA
1941-1942	M.R. Boylan, Newark, NJ	Chicago, IL	1967-1968	F. Norman Hill, San Antonio, TX	Cleveland, OH
1942-1943	Powell, C. Groner, Kansas City, MO	"Conference in Print" in <i>Passenger Transport</i>	1968-1969	S.A. Caria, Minneapolis, MN	Montreal, QC
			1969-1970	J.P. Jones, Cincinnati, OH	Boston, MA
1943-1944	E.D. Merrill, Washington, DC	"Conference in Print" in <i>Passenger Transport</i>	1970-1971	George L. DeMent, Chicago, IL Lucien L'Allier, Montreal, QC	Dallas, TX
			1971-1972	Carmack Cochran, Nashville, TN	Seattle, WA
			1972-1973	Stanley H. Gates, Jr., Houston, TX	Miami Beach, FL
1944-1945	Roane Waring, Memphis, TN	Chicago, IL	1973-1974	Robert T. Pollock, Cleveland, OH	New York City, NY
1945-1946	Gordon G. Steele, Portland, OR	Chicago, IL	<b>Institute for Rapid Transit Presidents</b>		
1946-1947	Charles E. Ebert, Philadelphia, PA	Atlantic City, NJ	1962	Walter J. McCarter, Chicago, IL	Washington, DC
1947-1948	Harry Reid, Indianapolis, IN	Atlantic City, NJ	1963	Walter J. McCarter, Chicago, IL	Washington, DC
1948-1949	Warren R. Pollard, Richmond, VA	Atlantic City, NJ	1964	Walter J. McCarter, Chicago, IL	Washington, DC
1949-1950	Morris Edwards, Cincinnati, OH	Chicago, IL	1965	Walter J. McCarter, Chicago, IL	Washington, DC

**APTA ASSOCIATION DATA**

**TABLE 122: APTA AND PREDECESSOR ORGANIZATION CHIEF ELECTED OFFICERS AND ANNUAL MEETING SITES**

Association Year	Chief Elected Officer	Site of Annual Meeting (a)	Association Year	Chief Elected Officer	Site of Annual Meeting (a)
1966	George L. DeMent, Chicago, IL	Boston, MA	1981-1982	Eugene M. Barnes, Chicago, IL David F. Girard-diCarlo, Philadelphia, PA	Boston, MA
1967	George L. DeMent, Chicago, IL	Atlanta, GA			
1968	George L. DeMent, Chicago, IL	Toronto, ON	1982-1983	Joseph Alexander, Washington, DC	Denver, CO
1969	William J. Ronan, New York City, NY	Chicago, IL	1983-1984	Joseph Alexander, Washington, DC	Washington, DC
1970	William J. Ronan, New York City, NY	New York City, NY	1984-1985	Warren H. Frank, Syracuse, NY	Los Angeles, CA
1971	William J. Ronan, New York City, NY	Mexico City, Mexico	1985-1986	Warren H. Frank, Syracuse, NY	Detroit, MI
1972	William J. Ronan, New York City, NY	San Francisco, CA	1986-1987	Reba Malone, San Antonio, TX	San Francisco, CA
1973	William J. Ronan, New York City, NY	Toronto, ON	1987-1988	Reba Malone, San Antonio, TX	Montreal, QC
1974	William J. Ronan, New York City, NY	Los Angeles, CA	1988-1989	James E. Cowen, Portland, OR	Atlanta, GA
<b>American Public Transit Association Presidents (b)</b>			1989-1990	Daniel T Scannell, New York City, NY	Houston, TX
1974-1975	Stanley H. Gates, Jr., Houston, TX	New Orleans, LA	1990-1991	Alan F. Kiepper, New York City, NY	Toronto, ON
1975-1976	Stanley H. Gates, Jr., Houston, TX	San Francisco, CA	1991-1992	Louis H. Parsons, Toronto, ON	San Diego, CA
1976-1977	Thomas O. Prior, San Diego, CA	Atlanta, GA	1992-1993	Louis J. Gambaccini, Philadelphia, PA	New Orleans, LA
1977-1978	Thomas O. Prior, San Diego, CA	Toronto, ON	1993-1994	Rod Diridon, San Jose, CA	Boston, MA
1978-1979	Houston P. Ishmael, Memphis, TN	New York City, NY	1994-1995	Richard J. Simonetta, Atlanta, GA	San Antonio, TX
1979-1980	Houston P. Ishmael, Memphis, TN	San Diego, CA	1995-1996	Frank J. Wilson, Trenton, NJ	Anaheim, CA
1980-1981	Leonard Ronis, Cleveland, OH	Chicago, IL	1996-1997	Leslie R. White, Vancouver, WA	Chicago, IL
1981-1982	Leonard Ronis, Cleveland, OH	Boston, MA	1997-1998	Howard C. Breen, Kansas City ,MO	New York City, NY
1982-1983	James H. Graebner, San Jose, CA	Denver, CO	1998-1999	Shirley A. DeLibero, Houston, TX	Orlando, FL
1983-1984	James H. Graebner, San Jose, CA	Washington, DC	<b>American Public Transportation Associations Chairs</b>		
1984-1985	Bernard J. Ford, Chicago, IL	Los Angeles, CA	1999-2000	John P. Bartosiewicz, Fort Worth, TX	San Francisco, CA
1985-1986	Laurence W. Jackson, Long Beach, CA	Detroit, MI	2000-2001	Ronald J. Tober, Charlotte, NC	Philadelphia, PA
1986-1987	Laurence W. Jackson, Long Beach, CA	San Francisco, CA	2001-2002	Peter M. Cipolla, San Jose, CA	Las Vegas, NV
<b>American Public Transit Association Chairs (b)</b>			2002-2003	Celia G. Kupersmith, San Francisco, CA	Salt Lake City, UT
1974-1975	William J. Ronan, New York City, NY	New Orleans, LA	2003-2004	George F. Dixon, III, Cleveland, OH	Atlanta, GA
1975-1976	William J. Ronan, New York City, NY	San Francisco, CA	2004-2005	Richard A. White, Washington, DC	Dallas, TX
1976-1977	James J. McDonough, Chicago, IL	Atlanta, GA	2005-2006	Ronald L. Barnes, Columbus OH Howard Silver, Bakersfield, CA	San Jose, CA
1977-1978	James J. McDonough, Chicago, IL	Toronto, ON			
1978-1979	Harold L. Fisher, New York City, NY	New York City, NY	2006-2007	Howard Silver, Bakersfield, CA	Charlotte, NC
1979-1980	John L. McDonnell, Oakland, CA	San Diego, CA	2007-2008	Michael S. Townes, Norfolk, VA	San Diego, CA
1980-1981	John L. McDonnell, Oakland, CA	Chicago, IL	2008-2009	Beverly A. Scott, Ph.D., Atlanta, GA	Orlando, FL

**APTA ASSOCIATION DATA**

**TABLE 122: APTA AND PREDECESSOR ORGANIZATION CHIEF ELECTED OFFICERS AND ANNUAL MEETING SITES**

Association Year	Chief Elected Officer	Site of Annual Meeting (a)	Association Year	Chief Elected Officer	Site of Annual Meeting (a)
2009-2010	Mattie P. Carter, Memphis, TN	San Antonio, TX	2013-2014	Peter Varga, Grand Rapids, MI	Houston, TX
2010-2011	Michael J. Scanlon, San Carlos, CA	New Orleans, LA	2014-2015	Phillip A. Washington, Denver, CO and Los Angeles, CA	San Francisco, CA
2011-2012	Gary C. Thomas, Dallas, TX	Seattle, WA			
2012-2013	Flora Castillo, Newark, NJ	Chicago, IL			

(a) Calendar year of Annual Meeting is the second year listed for the Association Year, if two years are listed.

(b) The American Public Transit Association had two chief elected officials, a President and a Chair, from 1974 through 1987.



TABLE 123: APTA LIFETIME ACHIEVEMENT AWARD RECIPIENTS AND HALL OF FAME INDUCTEES

**APTA ASSOCIATION DATA**

TABLE 123: APTA LIFETIME ACHIEVEMENT AWARD RECIPIENTS	
<p><i>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.</i></p>	
<p>Rosa Parks, 1997</p> <p>Mortimer Downey, 2000</p> <p>Norman Y. Mineta, 2006</p>	

TABLE 123: APTA HALL OF FAME			
<p>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 <a href="http://www.apta.com/about/halloffame/Pages/default.aspx">http://www.apta.com/about/halloffame/Pages/default.aspx</a>. Hall of Fame inductees are reported below by the year they were inducted into the Hall of Fame.</p>			
<p>1983</p> <p>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.</p>	<p>1984</p> <p>Hector Chaput George J. Clark Walter S. Douglas Jackson Graham John F. Hoban Robert B. Johnston Alton McDonald Robert Pollock David Ringo Robert Sloan</p>	<p>1985</p> <p>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</p>	<p>1986</p> <p>John C. Baine Leonard W. Bardsley Fred B. Burke George Gibbs David G. Hammond Lucien L'Allier Peter J. Meinardi</p>

APTA ASSOCIATION DATA

APTA HALL OF FAME, continued from previous page.			
1987 Edgar A. Claffey William F. Farell David Q. Gaul P.S. "Red" Jenison Anthony R. "Tony" Lucchesi Thomas G. Neusom Herbert J. Scheuer	1992 Robert G. Decker John Duncan Simpson Carmen E. Turner H. Donald White	1998 John A. Dash Warren H. Frank Jack R. Gilstrap Kenneth M. Gregor William A. Luke	2006 Shirley A. DeLiberio H. Welton Flynn Louis L. "Larry" Heil Dan Reichard, Jr.
	1993 James W. Donaghy Joseph C. Kelly Robert Wayne Nelson		2007 David L. Gunn
1988 Henry R. DeTournay Georges G. Donato John J. Gilhooley William B. Hurd Victor Sharman	1994 Robert M. Brown Miriam L. Gholikely Colonel William R. "Bill" Lucius Kenneth S. Voigt	1999 Albert Engelken Louis J. Gambaccini George W. Heinle James A. Machesney	2008 Joe Alexander Frank Lichtanski Reba Malone
		2000 Milton Pikarsky Daniel T. Scannell	2009 Bernard J. Ford
1989 Lloyd G. Berney James A. Caywood Robert M. Coultas Alan Sterland	1995 Robert S. Korach George Krambles James R. Mills James Reading Frank Julian Sprague	2001 Gerald T. Haugh Robert G. MacLennan	2011 Roger Snoble
		2002 James L. Lammie	2012 Peter Cipolla
1990 Alan L. Bingham Charles E. Keiser Leonard Ronis Erland A. Tillman	1996 Keith Bernard Robert C. Buchanan Albert Paul Moniz B.R. Stokes	2003 Lawrence D. Dahms Alan F. Kiepper	2013 William W. Millar Richard Simonetta
		2004 John A. Dyer, Ph.D. Jan den Oudsten	2014 Rod Diridon, Sr. Ronald J. Tober
1991 Wilbur P. Barnes S.A. "Syl" Caria Houston P. Ishmael Edward R. Stokel	1997 George E. Benson Peter Bigwood Henry C. Church John F. "Jack" Hutchison Harvel W. Williams	2005 Carlton Sickles Virendra K. "Vic" Sood	

TABLE 124: DEPARTMENT OF TRANSPORTATION SECRETARIES, FEDERAL TRANSIT ADMINISTRATION ADMINISTRATORS, AND FEDERAL RAILROAD ADMINISTRATION ADMINISTRATORS

DOT AND FTA DATA

TABLE 124: DEPARTMENT OF TRANSPORTATION SECRETARIES, FEDERAL TRANSIT ADMINISTRATION ADMINISTRATORS, AND FEDERAL RAILROAD ADMINISTRATION ADMINISTRATORS					
Name	Dates in Office	President	Name	Dates in Office	President
United States Department of Transportation Secretaries			Federal Transit Administration Administrators		
Alan S. Boyd	Jan. 16, 1967 - Jan. 20, 1969	Lyndon B. Johnson	Paul L. Sitton	1966 - 1969	Lyndon B. Johnson
John A. Volpe	Jan. 22, 1969 - Feb. 1, 1963	Richard M. Nixon	Carlos C. Villarreal	1969 - 1973	Richard M. Nixon
Claude S. Brinegar	Feb. 2, 1973 - Feb. 1, 1975	Richard M. Nixon Gerald R. Ford	Frank C. Herring	1973 - 1975	Richard M. Nixon
John W. Barnum	Acting	Gerald R. Ford	Robert E. Patricelli	1975 - 1977	Gerald R. Ford
William T. Coleman, Jr.	Mar. 7, 1975 - Jan. 20, 1977	Gerald R. Ford	Richard S. Page	1977 - 1979	James E. Carter, Jr.
Brockman Adams	Jan. 23, 1977 - Jul. 20, 1979	James E. Carter, Jr.	Theodore C. Lutz	1979 - 1981	James E. Carter, Jr.
W. Graham Claytor, Jr.	Acting	James E. Carter, Jr.	Arthur E. Teele	1981 - 1983	Ronald W. Reagan
Neil E. Goldschmidt	Aug. 15, 1979 - Jan. 20, 1981	James E. Carter, Jr.	Ralph L. Stanley	1983 - 1987	Ronald W. Reagan
Andrew L. Lewis, Jr.	Jan. 23, 1981 - Feb. 1, 1983	Ronald W. Reagan	Alfred A. DelliBovi	1987 - 1989	Ronald W. Reagan
Elizabeth H. Dole	Feb. 7, 1983 - Sep. 30, 1987	Ronald W. Reagan	Brian H. Clymer	1989 - 1993	George H. W. Bush
James H. Burnley IV	Acting, Dec. 3, 1987 - Jan. 30, 1989	Ronald W. Reagan	Gordon J. Linton	1993 - 1999	William J. Clinton
Samuel K. Skinner	Feb. 6, 1989 - Dec. 13, 1991	George H. W. Bush	Nuria I. Fernandez (Acting)	1999 - 2001	William J. Clinton
James B. Busey IV	Acting	George H. W. Bush	Jennifer L. Dorn	2001 - 2006	George W. Bush
Andrew H. Card	Feb. 24, 1992 - Jan. 20, 1993	George H. W. Bush	James S. Simpson	2006 - 2008	George W. Bush
Federico F. Pena	Jan. 21, 1993 - Feb. 14, 1997	William J. Clinton	Peter M. Rogoff	2009 - 2014	Barack H. Obama
Rodney E. Slater	Feb. 14, 1997 - Jan. 20, 2001	William J. Clinton	Therese W. McMillan	Acting	Barack H. Obama
Mortimer L. Downey III	Acting	George W. Bush	Federal Railroad Administration Administrators		
Norman Y. Mineta	Jan. 25, 2001 - Jul. 7, 2006	George W. Bush	A. Scheffer Lang	1967 - 1969	Lyndon B. Johnson
Maria Cino	Acting	George W. Bush	Reginald Whitman	1969 - 1970	Richard M. Nixon
Mary E. Peters	Oct. 17, 2006 - Jan. 20, 2009	George W. Bush	John Ingram	1971 -1974	Richard M. Nixon
Ray H. LaHood	Jan. 23, 2009 - Jul. 1, 2013	Barack H. Obama	Asaph H. Hall	1974 -1977	Gerald R. Ford
Anthony R. Foxx	Jul. 2, 2013 -	Barack H. Obama	John M. Sullivan	1977 -1981	James E. Carter, Jr.

**DOT AND FTA DATA****TABLE 124: DEPARTMENT OF TRANSPORTATION SECRETARIES, FEDERAL TRANSIT ADMINISTRATION ADMINISTRATORS, AND FEDERAL RAILROAD ADMINISTRATION ADMINISTRATORS**

Name	Dates in Office	President	Name	Dates in Office	President
Robert W. Blanchette	1981 - 1983	Ronald W. Reagan	Allan Rutter	2001 - 2004	George W. Bush
John H. Riley	1983 - 1989	Ronald W. Reagan	Betty Monro	2004 - 2005	George W. Bush
Gilbert Carmichael	1989 - 1993	George H. W. Bush	Joseph H. Boardman	2005 - 2008	George W. Bush
Jolene Molitoris	1993 - 2000	William J. Clinton	Joseph C. Szabo	2009 -	Barack H. Obama

Source: U.S. Department of Transportation, Office of the Historian.

TABLE 125: INTERCITY PASSENGER RAILROAD SUMMARY STATISTICS (a)

**INTERCITY PASSENGER RAILROAD DATA  
REPORTING AGENCIES ONLY**

TABLE 125: INTERCITY PASSENGER RAILROAD SUMMARY STATISTICS (a)							
Fiscal Year	Systemwide Stations (a)	Systemwide Passenger Trips (Millions) (a)	Systemwide Route Miles (Thousands) (a)	Systemwide Train Miles (Millions) (a)	Systemwide Passenger Miles (Millions) (a)	Systemwide Passenger Miles per Train Mile (a)	Systemwide Average Passenger Trip Length (a)
2000	515	22.5	23	35	5,498	157.1	244.4
2001	512	23.5	23	36	5,559	154.4	236.6
2002	515	23.4	23	38	5,468	143.9	233.7
2003	514	24.0	23	37	5,503	148.7	229.3
2004	517	25.1	23	37	5,558	150.2	221.4
2005	518	24.2	23	37	5,391	145.7	222.8
2006	503	24.3	21	36	5,358	148.8	220.5
2007	497	25.8	21	37	5,654	151.4	219.1
2008	527	28.7	22	38	6,160	162.1	214.6
2009	527	27.2	22	37	5,897	159.4	216.8
2010	529	28.7	21	37	6,332	171.1	220.6
2011	---	30.1	21	37	6,634	179.3	220.3
2012	---	31.2	21	38	6,806	179.1	218.1
2013	Over 500	31.6	21	NYP	NYP	NYP	NYP

(a) All intercity passenger railroad service reported for FY 2000 through FY 2013 on this table is operated by Amtrak, the National Railroad Passenger Corporation. Data are taken from Amtrak Annual Reports and other Amtrak publications. These data are solely for Amtrak intercity service, termed "Amtrak Systemwide" in Amtrak publications. "Systemwide" statistics refer to Amtrak intercity passenger railroad operations; they do not include Amtrak commuter railroad services operated under contract for transit agencies. There may be a limited amount of overlap in data reported in the 2014 Public Transportation Fact Book for transit and Amtrak statistics; therefore, Amtrak and transit statistics should not be considered completely additive.

NYP = Not Yet Published.

See Glossary following Tables for complete definitions.

TABLE 126: PUBLICLY OWNED TRANSIT AS A PORTION OF THE ENTIRE TRANSIT INDUSTRY (a, b)

**DISCONTINUED DATA SERIES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

TABLE 126: PUBLICLY OWNED TRANSIT AS A PORTION OF THE ENTIRE TRANSIT INDUSTRY (a, b)						
Fiscal Year	Percent of Number of Transit Systems	Percent of Operating Revenue	Percent of Total Vehicle Miles Operated	Percent of Buses Owned and Leased	Percent of Total Transit Vehicles Owned and Leased	Percent of Unlinked Passenger Trips
1950	3%	---	---	---	28%	---
1955	3%	---	---	---	30%	---
1960	5%	---	---	---	36%	---
1965	8%	---	---	---	48%	---
1967	10%	60%	51%	39%	48%	62%
1968	12%	63%	56%	45%	55%	65%
1969	13%	71%	63%	55%	63%	73%
1970	15%	76%	68%	59%	66%	77%
1971	17%	79%	70%	61%	68%	80%
1972	19%	81%	73%	63%	70%	82%
1973	24%	85%	80%	74%	79%	87%
1974	33%	86%	85%	77%	81%	90%
1975	35%	86%	86%	80%	83%	90%
1976	39%	88%	87%	82%	85%	91%
1977	45%	90%	89%	84%	86%	91%
1978	48%	90%	90%	84%	87%	91%
1980	55%	---	93%	---	90%	94%

(a) Publicly owned transit systems include all transit systems owned by municipalities, counties, regional authorities, states, or other governmental agencies including transit systems managed by private management firms under contract to governmental agency owners. Does not include private firms with employees of the private company operating privately owned vehicles on publicly owned rights-of-way such as rail or highway tunnels, bridges, and stations.

(b) Estimated data, from 1960 through 1974 data are for Bus, Heavy Rail, Light Rail, and Trolleybus nodes only, beginning in 1974 include Commuter Rail, and beginning in 1980 includes Other Rail.

TABLE 127: MILESTONES IN PUBLIC TRANSPORTATION AND HIGH-SPEED RAIL HISTORY

**MILESTONES IN HISTORY  
INCLUDES ENTIRE TRANSIT INDUSTRY**

<b>TABLE 127: MILESTONES IN PUBLIC TRANSPORTATION AND HIGH-SPEED RAIL HISTORY</b>
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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 19<sup>th</sup> 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 <i>Omnibus</i> , 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.  |
| 1861 | The growing importance of urban transportation is exemplified by senior military leaders from both the North and South who were executives of street railways before and after the Civil War. Future Union General William Tecumseh Sherman was president of the Fifth Street Railroad in St. Louis, MO, when the Civil War started. Following the Civil War, former Confederate General P.G.T. Beauregard became president of the New Orleans and Carrollton Street Railway, now the St. Charles Avenue Streetcar Line of the New Orleans Regional Transit Authority. |

**MILESTONES IN HISTORY  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 127: MILESTONES IN PUBLIC TRANSPORTATION AND HIGH-SPEED RAIL HISTORY**

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 <i>New York Times</i> 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.



**MILESTONES IN HISTORY  
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- 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 20<sup>th</sup> Century: Subways and Infrastructure Investments Change the Urban Landscape***

- 1900 The United States had become an urban nation during the 19<sup>th</sup> 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 City. 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.

**MILESTONES IN HISTORY  
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**TABLE 127: MILESTONES IN PUBLIC TRANSPORTATION AND HIGH-SPEED RAIL HISTORY**

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.

**MILESTONES IN HISTORY  
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**TABLE 127: MILESTONES IN PUBLIC TRANSPORTATION AND HIGH-SPEED RAIL HISTORY**

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 as 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.

**MILESTONES IN HISTORY  
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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 <i>Electroliner</i> , 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.
1943	The American Transit Association published the first issue of the <i>Public Transportation Fact Book</i> , 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, so the ATA issued an alternative publication.
1943	The American Transit Association published the first issue of <i>Passenger Transport</i> , 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, <i>Passenger Transport</i> 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 <a href="http://www.apta.com">www.apta.com</a> .
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, <i>Spotlight on America</i> , 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.
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**MILESTONES IN HISTORY  
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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 <i>Metroliner</i> trains, developed under the provisions of the High-Speed Ground Transportation Act of 1965. In 1952, the Pennsylvania Railroad <i>Congressional</i> train had taken 3 hours 35 minutes to travel from New York City to Washington at an average speed of 63 mph. A <i>Metroliner</i> 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.

**MILESTONES IN HISTORY  
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**TABLE 127: MILESTONES IN PUBLIC TRANSPORTATION AND HIGH-SPEED RAIL HISTORY**

1969	The <i>Turbo Train</i> , 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 pre-made 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.
<b>Late 20<sup>th</sup> Century: Growth and Investment Foster Modern Transit Infrastructure That Permits Rational and Sustainable Growth of Large Metropolitan Areas</b>	
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."

**MILESTONES IN HISTORY  
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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 " <i>de minimus</i> " 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 Sulu, Helm Officer and Tactical/Weapons Officer of the USS Enterprise – played on the television show <i>Star Trek</i> 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.

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INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 127: MILESTONES IN PUBLIC TRANSPORTATION AND HIGH-SPEED RAIL HISTORY**

- 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](http://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](http://www.apta.com).
- 1999 The Washington Metropolitan Area Transit Authority introduced 21<sup>st</sup> Century fare collection technology in the last year of the 20<sup>th</sup> 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 21<sup>st</sup> Century: Technological Change and Shared Government Commitments Lead to Increased Efficiency, Effectiveness, and Equity for Transit Agencies and Their Growing Number of Riders***

- 2000 The 20<sup>th</sup> 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 had 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.



**MILESTONES IN HISTORY  
INCLUDES ENTIRE TRANSIT INDUSTRY**

**TABLE 127: MILESTONES IN PUBLIC TRANSPORTATION AND HIGH-SPEED RAIL HISTORY**

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. In 2005, the number of commuters using public transit as their primary means of getting to work had exceed 6.2 million for the first time since 1970.
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 (RTIP) 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 Debbie 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 21 <sup>st</sup> century Act (MAP-21), current federal public transportation law which connects transit performance to national policy goals, was signed into law by President Barack H. Obama.

TABLE 128: CANADIAN FIXED ROUTE SUMMARY STATISTICS

**CANADIAN DATA  
REPORTING AGENCIES ONLY**

TABLE 128: CANADIAN FIXED ROUTE TRANSIT SUMMARY STATISTICS (CANADA ONLY)						
Year	Number of Systems Reporting	Regular Service Passenger Trips (Millions) (a)	Passengers Boarding (Millions) (b)	Total Vehicle Miles (Millions)	Total Operating Revenues (Millions of Canadian Dollars)	Direct Operating Expense (Millions of Canadian Dollars)
1955	32	1,119.3	---	184.3	109.2	98.8
1960	34	973.2	---	184.3	133.0	116.4
1965	39	941.5	---	198.1	154.8	140.0
1970	49	979.7	---	242.0	239.5	231.1
1975	61	1,158.9	---	329.2	326.8	495.6
1976	64	1,214.0	---	352.9	402.6	607.5
1977	64	1,222.7	---	366.1	422.7	687.0
1978	65	1,218.1	---	383.6	448.8	806.5
1979	66	1,205.3	---	391.5	492.6	882.3
1980	73	1,315.4	---	426.3	581.0	1,082.5
1981	76	1,381.3	---	447.4	688.2	1,307.8
1982	74	1,355.8	---	450.0	763.6	1,482.0
1983	74	1,385.7	---	445.6	939.4	1,573.4
1984	78	1,371.6	---	427.0	871.8	1,630.9
1985	70	1,434.1	---	444.4	932.0	1,690.4
1986	73	1,521.3	---	477.5	1,060.7	1,853.2
1987	72	1,500.0	---	443.7	1,085.5	1,969.8
1988	74	1,538.4	---	479.6	1,163.2	2,114.0
1989	76	1,519.3	---	468.4	1,241.3	2,260.6
1990	77	1,532.4	---	487.1	1,312.9	2,451.4
1991	92	1,450.0	---	484.0	1,401.0	2,518.6
1992	92	1,398.7	---	467.5	1,404.8	2,644.0
1993	91	1,370.1	---	483.4	1,457.8	2,719.7
1994	88	1,353.2	---	482.2	1,465.0	2,707.4
1995	88	1,354.2	---	486.9	1,496.5	2,716.4
1996	86	1,348.6	---	479.3	1,576.2	2,754.3

**CANADIAN DATA  
REPORTING AGENCIES ONLY**

**TABLE 128: CANADIAN FIXED ROUTE TRANSIT SUMMARY STATISTICS  
(CANADA ONLY)**

Year	Number of Systems Reporting	Regular Service Passenger Trips (Millions) (a)	Passengers Boarding (Millions) (b)	Total Vehicle Miles (Millions)	Total Operating Revenues (Millions of Canadian Dollars)	Direct Operating Expense (Millions of Canadian Dollars)
1997	66	1,377.7	---	481.1	1,713.8	2,749.9
1998	68	1,387.2	---	474.9	1,743.8	2,755.5
1999	89	1,437.5	---	501.9	1,854.6	2,922.2
2000	90	1,486.9	---	513.8	2,000.0	3,107.8
2001	90	1,473.7	---	506.5	2,053.4	3,210.8
2002	90	1,531.0	---	532.7	2,197.1	3,445.6
2003	92	1,552.2	---	543.3	2,297.0	3,696.1
2004	94	1,598.4	---	557.5	2,441.8	3,935.1
2005	104	1,654.4	2,524.7	586.3	2,615.8	4,229.8
2006	106	1,708.1	2,572.7	607.9	2,777.2	4,585.5
2007	105	1,761.2	2,668.9	617.1	2,923.7	4,815.8
2008	104	1,825.0	2,742.1	665.4	3,148.3	5,459.2
2009	105	1,828.6	2,752.1	680.0	3,129.2	5,823.1
2010	106	1,905.7	2,856.0	705.4	3,441.1	6,250.8
2011	109	1,999.5	2,963.7	740.2	3,629.2	6,626.5
2012	103	2,021.5	3,008.8	726.2	3,761.2	6,777.6
2013	103	2,047.1	2,956.8	736.6	3,969.6	7,126.4

(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 2014 Public Transportation Fact Book.

(b) Boarding passengers is a similar measure to "unlinked passenger trips" reported for United States transit agencies in the 2014 Public Transportation Fact Book.

Source: Canadian Urban Transit Association, totals for reporting agencies only.

See Glossary following Tables for complete definitions.

TABLE 129: CANADIAN FIXED ROUTE REVENUE VEHICLES BY MODE

**CANADIAN DATA  
REPORTING AGENCIES ONLY**

TABLE 129: CANADIAN FIXED ROUTE TRANSIT REVENUE VEHICLES BY MODE (CANADA ONLY)							
Year	Light Rail	Heavy Rail	Commuter Rail	Trolleybus	Bus	Other	Total
1955	1,687	102	---	1,137	3,215	---	6,141
1960	870	134	---	1,185	4,470	---	6,659
1965	738	334	---	1,110	5,224	---	7,406
1970	439	703	---	782	5,913	---	7,837
1975	388	826	---	664	8,160	---	10,038
1976	360	851	---	608	8,326	---	10,145
1977	356	1,005	---	588	8,828	---	10,777
1978	363	1,325	---	549	9,049	---	11,286
1979	375	1,377	---	559	9,554	---	11,826
1980	418	(a) 1,627		539	10,013	---	12,597
1981	485	(a) 1,630		540	10,231	---	12,886
1982	415	(a) 1,638		649	10,500	---	13,202
1983	392	(a) 1,619		649	10,398	---	13,058
1984	405	(a) 1,619		600	10,538	2	13,164
1985	398	(a) 1,574		552	10,114	75	12,713
1986	507	(a) 1,558		551	10,284	80	12,980
1987	516	(a) 1,449		513	10,434	77	12,989
1988	524	(a) 1,439		523	10,492	76	13,054
1989	593	(a) 1,652		488	9,961	235	12,929
1990	532	(a) 1,381		472	10,626	446	13,457
1991	527	(a) 1,379		272	10,992	372	13,542
1992	500	(a) 1,724		358	10,507	119	13,208
1993	547	(a) 1,679		308	10,776	255	13,565
1994	547	1,381	331	345	10,560	179	13,343
1995	548	1,381	359	305	10,542	85	13,220
1996	520	1,373	359	320	10,506	102	13,180
1997	520	1,381	336	322	10,481	36	13,076
1998	520	1,395	346	315	10,888	35	13,499
1999	520	1,419	505	304	11,244	37	14,029

**CANADIAN DATA  
REPORTING AGENCIES ONLY**

<b>TABLE 129: CANADIAN FIXED ROUTE TRANSIT REVENUE VEHICLES BY MODE (CANADA ONLY)</b>							
Year	Light Rail	Heavy Rail	Commuter Rail	Trolleybus	Bus	Other	Total
2000	521	1,431	531	303	11,502	47	14,335
2001	530	1,451	539	304	11,695	54	14,573
2002	594	1,451	579	293	11,712	36	14,665
2003	611	1,451	586	290	11,996	81	15,015
2004	613	1,443	613	284	12,205	81	15,239
2005	613	1,437	601	285	12,566	78	15,580
2006	613	1,437	629	282	13,035	78	16,074
2007	646	1,437	659	278	13,468	84	16,572
2008	710	1,434	691	256	13,905	96	17,092
2009	715	1,434	707	In Bus	15,121	5	17,982
2010	764	1,434	714	In Bus	15,171	6	18,089
2011	796	1,506	797	In Bus	15,192	6	18,297
2012	841	1,596	838	In Bus	15,520	6	18,801
2013	841	1,528	875	In Bus	15,604	6	18,854

Source: Canadian Urban Transit Association, totals for reporting agencies only.

(a) Includes Heavy Rail and Commuter Rail.

See Glossary following Tables for complete definitions.

TABLE 130: CANADIAN FIXED ROUTE TRANSIT PASSENGER FARES

CANADIAN DATA  
REPORTING AGENCIES ONLY

TABLE 130: CANADIAN FIXED ROUTE TRANSIT PASSENGER FARES IN CANADIAN DOLLARS (CANADA ONLY)				
Year	Average Operating Revenue per Regular Service Passenger	Adult Base Cash Fare Regular Service (Canadian Dollars)		
		High	Low	Average
1955	0.10	0.15	0.10	0.11
1960	0.14	0.20	0.10	0.15
1965	0.16	0.25	0.15	---
1970	0.24	0.35	0.15	---
1975	0.28	0.50	0.15	0.29
1976	0.33	0.50	0.20	0.32
1977	0.35	0.50	0.25	0.35
1978	0.37	0.60	0.25	0.39
1979	0.41	0.60	0.25	0.43
1980	0.44	0.65	0.30	0.47
1981	0.50	0.75	0.35	0.53
1982	0.56	0.85	0.40	0.62
1983	0.61	1.00	0.40	0.69
1984	0.64	1.00	0.50	0.74
1985	0.65	1.50	0.50	0.79
1986	0.70	1.50	0.50	0.86
1987	0.72	1.50	0.60	0.90
1988	0.76	1.50	0.50	0.95
1989	0.82	1.50	0.50	1.01
1990	0.86	1.75	0.50	1.07
1991	0.97	2.00	0.75	1.18
1992	0.97	2.50	0.75	1.22
1993	1.03	2.60	0.75	1.31
1994	1.05	2.60	0.05	1.35
1995	1.11	2.60	0.05	1.45
1996	1.17	3.00	0.05	1.57
1997	1.21	2.60	1.20	1.69
1998	1.22	2.60	1.25	1.78
1999	1.26	2.60	1.00	1.68

**CANADIAN DATA  
REPORTING AGENCIES ONLY**

<b>TABLE 130: CANADIAN FIXED ROUTE TRANSIT PASSENGER FARES IN CANADIAN DOLLARS (CANADA ONLY)</b>				
Year	Average Operating Revenue per Regular Service Passenger	Adult Base Cash Fare Regular Service (Canadian Dollars)		
		High	Low	Average
2000	1.31	2.75	1.00	1.70
2001	1.35	2.70	1.00	1.73
2002	1.40	3.00	1.00	1.81
2003	1.45	3.00	1.25	1.88
2004	1.49	3.25	1.25	1.95
2005	1.50	3.25	1.25	2.02
2006	1.52	3.25	1.25	2.10
2007	1.55	3.50	1.25	2.15
2008	1.63	3.50	1.25	2.22
2009	1.64	3.50	1.25	2.26
2010	1.64	3.50	1.25	2.31
2011	1.82	3.50	1.25	2.46
2012	1.81	3.55	1.15	2.48
2013	1.89	3.75	1.15	2.53

Source: Canadian Urban Transit Association, totals for reporting agencies only.  
See Glossary following Tables for complete definitions.

TABLE 131: CANADIAN FIXED ROUTE TRANSIT EMPLOYEES BY TYPE

**CANADIAN DATA  
REPORTING AGENCIES ONLY**

TABLE 131: CANADIAN FIXED ROUTE TRANSIT EMPLOYEES BY TYPE (CANADA ONLY)						
Year	Vehicle Operators	Other Transportation Operations	Vehicle Maintenance	Non-Vehicle Maintenance	General Administration	Total
1965	---	---	---	---	---	18,057
1970	---	---	---	---	---	22,023
1975	(a) 16,152		(b) 7,054		3,993	27,199
1976	(a) 17,061		(b) 6,393		4,674	28,128
1977	(a) 17,670		(b) 7,060		4,243	28,973
1978	(a) 18,048		(b) 6,540		5,353	29,941
1979	(a) 18,419		(b) 7,559		4,297	30,275
1980	(a) 19,689		5,567	2,071	5,504	32,831
1981	(a) 20,626		6,071	2,559	5,493	34,749
1982	(a) 20,693		5,576	2,303	6,680	35,252
1983	(a) 20,259		3,799	4,490	6,224	34,772
1984	(a) 19,804		5,486	2,537	6,301	34,128
1985	(a) 20,505		5,976	2,782	5,550	34,813
1986	19,206	2,840	6,824	3,174	3,952	39,996
1987	19,951	2,902	6,939	3,165	4,061	37,018
1988	20,402	3,028	7,235	3,031	4,297	37,993
1989	20,739	2,870	7,374	3,262	5,061	39,306
1990	21,040	3,223	7,336	3,569	4,560	39,728
1991	21,502	3,135	7,936	3,641	4,364	39,578
1992	21,316	2,621	7,195	2,820	5,378	39,330
1993	21,240	2,619	6,657	3,272	4,283	38,071
1994	21,475	2,806	6,845	3,282	4,747	39,218
1995	21,495	2,835	6,964	3,227	4,477	38,976
1996	20,878	2,786	6,982	3,324	4,564	38,531
1997	20,158	3,098	6,651	3,714	4,459	38,078
1998	20,521	2,976	6,621	3,608	3,589	38,357
1999	21,310	2,826	6,836	3,725	4,145	39,548
2000	21,784	2,890	6,908	3,803	4,133	40,373



**CANADIAN DATA  
REPORTING AGENCIES ONLY**

**TABLE 131: CANADIAN FIXED ROUTE TRANSIT EMPLOYEES BY TYPE  
(CANADA ONLY)**

Year	Vehicle Operators	Other Transportation Operations	Vehicle Maintenance	Non-Vehicle Maintenance	General Administration	Total
2001	22,383	3,114	7,031	3,624	5,270	41,422
2002	23,150	3,093	7,219	3,672	4,813	41,947
2003	23,626	3,290	7,320	3,767	4,793	42,796
2004	23,870	3,382	7,391	3,931	4,958	43,532
2005	24,227	3,865	7,620	4,072	4,922	44,706
2006	24,427	4,026	7,708	4,102	5,151	45,414
2007	25,240	4,184	7,870	4,242	5,277	46,813
2008	27,488	4,528	8,416	4,353	5,667	50,452
2009	28,085	4,539	8,632	4,569	5,907	51,732
2010	26,310	4,630	8,240	4,742	6,089	(c) 52,913
2011	29,013	4,858	8,407	4,866	6,590	(c) 54,792
2012	27,478	4,838	8,515	5,103	6,781	52,714
2013	30,102	4,922	8,930	5,469	7,060	56,483

Source: Canadian Urban Transit Association, totals for reporting agencies only.

(a) All operations employees.

(b) All maintenance employees.

(c) Total includes employees not identified by function.

See Glossary following Tables for complete definitions.

TABLE 132: CANADIAN SPECIALIZED TRANSIT SERVICES  
SUMMARY STATISTICS

CANADIAN DATA  
REPORTING AGENCIES ONLY

TABLE 132: CANADIAN SPECIALIZED TRANSIT SERVICES SUMMARY STATISTICS (CANADA ONLY)						
Year	Number of Systems, Dedicated Service	Passengers, Dedicated Service (Millions)	Total Passengers, Dedicated and Non- Dedicated Services (Millions)	Total Vehicle Miles, Dedicated Service (Millions)	Total Operating Revenue (Millions of Canadian Dollars)	Operating Expense (Millions of Canadian Dollars)
1991	47	---	4.6	17.0	15.9	64.4
1992	47	---	5.2	18.7	17.9	75.6
1993	50	---	7.2	29.3	19.2	118.3
1994	46	---	8.0	26.8	11.0	141.9
1995	49	---	8.6	28.8	12.9	144.9
1996	49	---	8.6	28.6	13.1	145.6
1997	51	---	8.8	29.1	14.5	146.2
1998	52	---	9.1	28.2	14.9	152.2
1999	59	---	10.4	31.5	33.0	170.8
2000	58	---	10.9	33.7	18.7	185.7
2001	60	---	11.1	32.6	18.8	197.4
2002	60	---	11.6	34.5	19.9	215.1
2003	61	---	11.8	34.6	20.6	231.4
2004	66	---	12.5	37.1	23.1	250.0
2005	63	---	13.0	39.1	23.0	268.4
2006	64	9.7	14.2	39.8	25.7	309.9
2007	65	10.3	14.9	42.5	27.9	334.0
2008	67	10.5	15.5	43.4	31.3	371.3
2009	68	10.7	16.0	49.2	33.2	397.8
2010	68	11.0	16.8	52.0	36.0	430.0
2011	67	11.5	17.5	54.2	36.9	451.3
2012	72	12.1	18.6	55.4	39.8	485.3
2013	70	11.7	18.6	54.8	40.7	500.5

Source: Canadian Urban Transit Association, totals for reporting agencies only.

See Glossary following Tables for complete definitions.

## GLOSSARY

Definitions are grouped by topic in the following categories:

- General Definitions
- American Community Survey Commuter Mode Definitions
- American Housing Survey Service Availability Definitions
- Employee and Labor Definitions
- Energy Use and Vehicle Power Definitions
- Financial - Capital Expense Definitions
- Financial - Operating Expense Definitions
- Financial - Passenger Fare Structure Definitions
- Financial - Revenue Definitions
- Infrastructure – Rights-of-Way and Maintenance Facility Definitions
- Infrastructure – Passenger Station Definitions
- Intercity Railroad Definitions
- Mode of Service Definitions
- Operating Data - Service Supplied Definitions
- Passenger Data - Service Consumed Definitions
- Vehicle Characteristics Definitions
- Vehicle Equipment Definitions

### GENERAL DEFINITIONS:

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

**Transit agency** (also called **transit system**) is an entity (public or private) responsible for administering and managing transit activities and services. Transit agencies can directly operate transit service or contract out for all or part of the total transit service provided. When financial and oversight 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**.

### AMERICAN COMMUNITY SURVEY COMMUTER MODE DEFINITIONS:

The U.S. Census Bureau American Community Survey includes data on the primary travel mode used by commuters. These data are summarized in the "Service Availability and Commute Mode Data" section of this report. The transit travel mode categories used in Census Bureau surveys and publications do not conform to those used by the Federal Transit Administration and APTA.

**Commuters** are persons travelling to work.

**Means of Transportation to Work** is "the principal mode of travel or type of conveyance that the worker usually used to get from home to work during the reference week. People who used different means of transportation on different days of the week were asked to specify the one they used most often, that is, the greatest number of days. People who used more than one means of transportation to get to work each day were asked to report the one used for the longest distance during the work trip." (Bureau of the Census, *American Community Survey and Puerto Rico Community Survey 2013 Subject Definitions*, Page 91)

Individual Means of Transportation to Work are described in instructions that accompany the ACS survey form. The following are quoted from the Bureau of the Census, *Your Guide for the American Community Survey*, 2014, Page 12, Question 31.

"Mark only one box to indicate the method of transportation used to travel the *longest distance* to work last week.

- Mark the "**Car, truck, or van**" box if the person drove a station wagon, company car, light truck of 1-ton capacity or less, truck cab, mini bus, or private limousine (NOT for hire).
- Mark the "**Streetcar or trolley car**" box if the person took light rail or other vehicle that operates on tracks or rails with overhead electrical wires.
- Mark the "**Subway**" box if the person took a subway, or other vehicle that operates on tracks or rails with complete separation from other vehicle and pedestrian traffic.
- Mark the "**Railroad**" box if the person took Amtrak, or any other commuter train with occasional railroad crossings for vehicle and pedestrian traffic.
- Mark the "**Taxicab**" box if the person took a limousine such as an airport limousine for which a fare is charged. (Included in "Other Means of Travel" in this report.)
- Mark the "**Motorcycle**" box if the person rode a motorbike, moped, motor scooter, or similar vehicle that is motor driven. (Included in "Other Means of Travel" in this report.)
- Mark the "**Bicycle**" box if the person rode a bicycle or other vehicle that is pedaled. (Included in "Other Means of Travel" in this report.)
- Mark the "**Walked**" box ONLY if the person walked all the way to work and used no other means of transportation.
- Mark the "**Worked at home**" box if the person worked on a farm where he/she lives, or an office or shop in the person's own home.
- Mark the "**Other method**" box if the person took an airplane, helicopter, horse, horse and buggy, boat (other than public ferries), large motor home, dog sled, large truck or truck rig, All-Terrain Vehicle (ATV), snow machine/snowmobile, Segway® or other self-balancing electric vehicle, skateboard, inline skates, or motorized chair. (Included in "Other Means of Travel" in this report.)"

The categories **Bus or Trolley Bus** and **Ferryboat**, which are on the survey form, are not included in these instructions.

**Railroad** is a U.S. Census transit mode name that is the same as "Commuter Rail" as used by APTA and the FTA.

**Streetcar or Trolley Car** is a U.S. Census Transit mode name that is the same mode as "Light Rail" as used by APTA and the FTA.

**Subway or Elevated** is a U.S. Census transit mode name that is the same mode as "Heavy Rail" as used by APTA and the FTA.

## AMERICAN HOUSING SURVEY SERVICE AVAILABILITY DEFINITIONS

The American Housing Survey (AHS) is conducted by the Bureau of the Census in odd numbered years. It has asked, in different phraseology, if a household has access to transit service. The meaning of access is not defined and is determined by the person being surveyed.

**Household** is a U.S. Census term for the group of all people who occupy a particular housing unit as their usual residence, or who live there at the time of the Census interview and have no usual residence elsewhere. The usual residence is the place where the person lives and sleeps most of the time.

**Public transportation.** The American Housing Survey definition of public transportation varies from the definition used otherwise in the report and "includes public bus or subway, taxicabs, trains, ferryboats, or any type of transportation service that is available to the public. Also included are bus or van service provided by the management of a housing development for its residents. School buses are not included as public transportation." This definition is taken from the 2009 AHS glossary.

## **EMPLOYEE AND LABOR DEFINITIONS:**

**Capital Employee** is a transit agency employee whose labor hour cost is reimbursed under a capital grant or is otherwise capitalized. Generally, only large transit agencies have such employees. Employees of contractors and suppliers of products are not included.

**Employee** is a person who works for a transit agency including employees of providers of purchased transportation service..

**Employee Compensation** is the sum of the amount of pay employees receive in salaries and wages plus the cost to the transit agency on fringe benefits to employees and employment related tax payments. Only compensation for employees of the transit agency is included, compensation for employees of purchased transportation service providers is reported in purchased transportation expense.

**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. Only fringe benefit payments for employees of the transit agency are included, fringe benefit payments for employees of purchased transportation service are reported in purchased transportation expense

**General Administration Employee** is an operating employee who is an executive, professional, supervisory, or secretarial transit system person engaged in general management and administration activities: preliminary transit system development, customer services, promotion, market research, injuries and damages, safety, personnel administration, general legal services, general insurance, data processing, finance and accounting, purchasing and stores, general engineering, real estate management, office management and services, general management, and planning.

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

**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. Persons employed by agencies contracting to the transit system are not counted.

**Operating Employee** is an employee engaged in the operation of the transit system. Operating employees are classified into four categories describing the type work they do: general administration, non-vehicle maintenance, vehicle maintenance, and vehicle operations.

**Salaries and Wages** are payments to employees for time actually worked. Only salaries and wages for employees of the transit agency are included, salaries and wages for employees of purchased transportation service providers are reported in purchased transportation expense.

**Total Compensation** is the sum of Salaries and Wages and Fringe Benefits. Only compensation for employees of the transit agency is included, compensation for employees of purchased transportation service providers is reported in purchased transportation expense.

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

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

#### **ENERGY USE AND VEHICLE POWER DEFINITIONS:**

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

**Electric Power Consumption** is the amount of electricity used to propel transit vehicles, also called **propulsion power**. 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.

**Generated by Transit System** [electric power] is propulsion power generated in facilities owned by the transit agency of a company of which the transit system is a subsidiary. These data were last reported in 1957. Prior to that time electric railways had been owned by power generation companies.

**Purchased** [electric power] power is propulsion power purchased from commercial power generation companies that are not affiliated with the electric railway. These data were last reported in 1957. Prior to that time electric railways had been owned by power generation companies.

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

**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.

**Rolling Stock** capital expense is expense for the revenue vehicles used in providing transit service for passengers. The term revenue vehicles includes the body and chassis and all fixtures and appliances

inside or attached to the body or chassis, except fare collection equipment and revenue vehicle movement control equipment (radios). For rubber tired vehicles, it includes the cost of one set of tires and tubes to make the vehicle operational, if the tires and tubes are owned by the transit agency.

## **FINANCIAL - OPERATING EXPENSE DEFINITIONS:**

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

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

**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.

**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.

**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.

**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.

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:

**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.

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

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

**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.

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

**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.

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

**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.

**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.

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

#### **FINANCIAL - PASSENGER FARE STRUCTURE DEFINITIONS:**

**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.

**Magnetic Fare Cards** are a single piece of paper, cardboard, or some other material with a magnetic strip good for a limited number of trips, unlimited rides during a fixed time period, or a monetary value that is altered by machine removal of some or all of the stored value as each trip is taken.

**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.

**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).

**Smart Fare Cards** are a single piece of paper, cardboard, plastic, or some other material with a small computer chip good for one or more trips that is usually not surrendered but altered by machine removal of some or all of the stored value as each trip is taken.

**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.

#### **FINANCIAL - REVENUE DEFINITIONS:**

**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 two categories in Operating Funding Sources:

- (1) **Agency Funds, Other** are Directly Generated Funds that do not come from taxes.
- (2) **Government Funds, Directly Generated** are Directly Generated Funds that come from taxes.

**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.

**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.

**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.

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

**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.

## **INFRASTRUCTURE - PASSENGER STATION DEFINITIONS:**

**ADA Accessible Stations** are public transportation passenger facilities in compliance with the Americans with Disabilities Act, which essentially means wheelchairs have an unobstructed path from the station entrance to all platforms via elevators or ramps, that equipment and amenities such as vending machines and telephones are accessible, and that the vision and hearing-impaired are accommodated with audio and visible signals or announcements and Braille alternatives.

**All-day Auto Parking Space** are spaces in parking facilities or on nearby streets reserved or intended for transit passenger automobiles and other personal vehicles that are available for a full normal work day, - normally 10 hours or more.

**Automated Vehicle Status Displays** are electronic video display equipment that automatically provides information on the status of vehicles on routes serving that station.

**Bicycle Spaces** are small spaces in parking facilities or on nearby streets or sidewalks reserved or intended for transit passenger bicycles. The total is the sum of the number of slots in bicycle racks (not the number of racks) and the capacity of all bicycle lockers (one bicycle per locker is assumed unless capacity was reported as two bicycles).

**Concessions** are officially authorized sales units such as newsstands or newspaper boxes, food stands or food vending machines, convenience stores, dry cleaners, ATM machines, or musicians performing with a permit. Concessions do not include such services in nearby locations such as those on the ground floor of an adjacent office building that are off the station property and not officially authorized.

**Informational Video Displays** are electronic video display equipment that provides information other than vehicle status, such as advertising, news, or public service messages. It may also provide vehicle status information.

**Motorcycle Spaces** are small spaces about 3 feet wide and 6 feet long in parking facilities or on nearby streets reserved or intended for transit passenger motorcycles, mopeds, and motor scooters.

**Part-day Auto Parking Spaces** are spaces in parking facilities or on nearby streets reserved or intended for transit passenger automobiles and other personal vehicles that are available for less than a normal work day, such as 9:00 am to 3:00 pm mid-day parking or 30-minute kiss-and-ride parking.

**Passenger Stations** are passenger boarding/alighting facilities with a platform, but do not include on street or curb stops. For bus and trolleybus, includes transit centers, stations on transit malls, and stations on busways.

**Public Address Systems** are equipment used to make announcements to passengers--either from a station attendant or from a central control facility.

**Restrooms** are restroom facilities officially designated for passenger use. Restrooms do not include stations with private restrooms available only to transit staff.

**Security Cameras** are cameras which monitor the station, bus transfer area, and/or parking facility to provide information to station and security personnel.

## **INFRASTRUCTURE – RIGHTS-OF-WAY AND MAINTENANCE FACILITY DEFINITIONS:**

**Directional Route Miles** is the mileage of the route public transit vehicles traverse in revenue service measured in each direction. One mile of track(s) or Lanes with service in two directions would be two directional route miles regardless of the number of tracks or lanes of roadway. Yard and service tracks or roadways are not counted.

**Directional Route Miles of Lane, Controlled Right-of-Way** is directional route miles on lanes restricted for at least a portion of the day for use by transit vehicles and other high occupancy vehicles.

**Directional Route Miles of Lane, Exclusive Right-of-Way** is directional route miles on lanes reserved at all times for transit use and/or other high occupancy vehicles.

**Directional Route Miles of Lanes, Mixed Traffic** is directional route miles of lanes used for transit operations that are mixed with pedestrian and vehicle traffic.

**General Purpose Maintenance Facilities** are facilities used for inspecting, servicing and performing light maintenance work upon revenue vehicles such as brake adjustments, engine degreasing, tire work, minor body repairs, and painting.

**Heavy Maintenance Facilities** are facilities used for performing heavy maintenance work on revenue vehicles such as unit rebuilds, engine overhauls, significant body repairs, and other major repairs.

**Lane Miles, Controlled Right-of-Way** is miles of lanes restricted for at least a portion of the day for use by transit vehicles and other high occupancy vehicles.

**Lane Miles, Exclusive Right-of-Way** is miles of lanes reserved at all times for transit use and/or other high occupancy vehicles.

**Maintenance Facilities** are buildings maintenance activities are conducted including garages; shops such as body shops, paint shops, and machine shops; and operations centers.

**Miles of Lane** is a measure of the amount of roadway traversed by fixed-route bus transit systems where each lane is counted separately regardless of the number of lanes on a roadway. The term is also used for the waterway distance traversed by ferry boats.

**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.

### INTERCITY RAILROAD DEFINITIONS:

**Intercity Railroad** is a type of passenger transportation operated between cities using railroad trains, predominately over current or former freight railroad tracks and subject to jurisdiction by the Federal Railroad Administration. Such railroad service is generally characterized by longer-distance trips with single trip tickets for specific train departures. Intercity railroad trains provide passenger amenities not associated with commuter rail rains such as more comfortable, larger seats, dining and lounge facilities, and sleeping facilities. Currently, all intercity railroad service in the continental United States is operated by the National Railroad Passenger Corporation operating as Amtrak. Intercity passenger service is operated in Alaska by the Alaska Railroad and in Canada by VIA Rail Canada, Algoma Central Railway, and the Ontario Northland Railway. Intercity Railroad data in the *2013 Public Transportation Fact Book* report only data for Amtrak and do not include data for any other Intercity Railroad operations.

**Systemwide** statistics refer to National Railroad Passenger Corporation (Amtrak) intercity passenger railroad operations; they do not include Amtrak commuter railroad services operated under contract for transit agencies. There may be a limited amount of overlap in data reported in the *2013 Public Transportation Fact Book* for transit agencies and Amtrak statistics; therefore, Amtrak and transit statistics should not be considered completely additive.

### 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 a mode of fixed-guideway transit service where a passenger car is suspended from an overhead cable or cables and is pulled between (normally two) stations by another cable.

**Automated Guideway Transit** (also called **personal rapid transit**, **group rapid transit**, or **people mover**) is a mode of fixed-guideway transit service where single vehicles or short trains, electrically powered with rail, beam, or concrete guideways, provide distributor or shuttle service without an on-board operator.

**Bus** is a mode of roadway 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**, **commuter bus**, and **bus rapid transit (BRT)**. Beginning in 2011, data for Commuter Bus and Bus Rapid Transit are shown separately from the remaining types of bus service which continue to be termed Bus. NTD reporting agencies were not required to report Bus Rapid Transit separately from

Bus until 2013. Data for all of these types of bus service are included in the "Total Bus" columns on these historical data tables.

**Bus Rapid Transit** is a type of bus transit service characterized by vehicles operating on separate rights-of-way with high-frequency service, low-floor vehicles, stations, traffic signal priority or pre-emption, and other operating improvements which increase their speed and passenger capacity. Portions of the service may be non-fixed-guideway. To be reported in the National Transit Database high-frequency service must operate at least 14 hours per day with 10 minute peak period and 15 minute base period headways. Only agencies identifying their service as Bus Rapid Transit are included in Bus Rapid Transit data in this report. Bus Rapid Transit data were reported separately for the first time in the 2011 National Transit Database. NTD reporting agencies are not required to report Bus Rapid Transit separately from Bus until 2013.

**Cable Car** is a mode of fixed-guideway rail transit service where passenger cars or short trains are pulled by a cable buried in the ground between the guide rails. The cable is continuously moving and the cable car stops by being disengaged by the vehicle operator from the cable.

**Commuter Bus** is a type of bus transit service that provides high-speed longer distance service to commuters for their daily journey-to-work, typically using over-the-road type buses and operating during peak periods with multi-trip ticketing.. Commuter Bus service reported in the National Transit Database must operate at least five miles with closed doors for at least one section of its route. Only agencies identifying their service as Commuter Bus are included in Commuter Bus data in this report. Commuter Bus data were reported separately for the first time in the 2011 National Transit Database. NTD reporting agencies are not required to report Bus Rapid Transit separately from Bus until 2013.

**Commuter Rail** is a mode of fixed-guideway transit service (also called **metropolitan 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 railroad 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 roadway transit service (also called **paratransit** or **dial-a-ride**) characterized by the use of comprised 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 except, perhaps, on a temporary basis to satisfy a special need; and typically, the vehicle may be dispatched to pick up several passengers at different pick-up points before taking them to their respective destinations and may even be interrupted en route to these destinations to pick up other passengers. The following types of operations fall under the above definitions provided they are not on a scheduled fixed route basis: many origins-many destinations, many origins-one destination, one origin-many destinations, and one origin-one destination.

**Ferry Boat** is a mode of fixed-guideway transit service provided by vessels operating over a fixed water route between terminals. To be counted as transit service on these tables the ferry must operate in or near an urban area with frequent trips that allow commuting between parts of the area on a typical work day schedule. Portions of intercity ferry boat service are included in the National Transit Database if they are operated by or under contract to a public agency with predominately commuter service where at least 50 percent of passenger trips are taken by persons going both directions on a single day.

**Fixed-Guideway** is a grouping of transit services that have physical fixed-guideway such a rails, concrete channels, or overhead cables or operates on a fixed-route waterway such as ferry boats. Fixed-

Guideway modes reported on the fixed-guideway tables of this report include **aerial tramway, automated guideway transit, cable car, commuter rail, ferry boat, heavy rail, hybrid rail, inclined plane, light rail, monorail, and streetcar**. Trolleybus and bus on exclusive or controlled-access rights-of-way are considered fixed-guideway in the National Transit Database for data that are used in some formulas which distribute federal financial assistance; they are included with roadway modes on the tables in this report.

**Heavy Rail** is a mode of fixed-guideway 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 fixed-guideway transit service which operates on railroad tracks that are part of the national railroad system, but does not have all commuter railroad operating characteristics. Vehicles are typically light rail type or diesel multiple units which do not meet Federal Railroad Administration standards and must therefore operate with temporal separation from freight railroad traffic. Before 2011 National Transit Database data reporting, Hybrid Rail systems were included in either Commuter Rail or Light Rail at the discretion of the reporting agency. Hybrid Rail data were reported separately for the first time in the 2011 National Transit Database.

**Inclined Plane** is a mode of fixed-guideway transit service which 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 fixed-guideway transit service (also called **streetcar, tramway, or trolley**) operating lightweight passenger rail cars singly (or in short, usually two-car or three-car, trains) on fixed rails in right-of-way that is not separated from other traffic for part or much of the way. Light Rail vehicles are typically driven electrically with power being drawn from an overhead electric line via a trolley or a pantograph; driven by an operator on board the vehicle; and may have either high platform loading or low level boarding using steps.

**Monorail** is a mode of fixed-guideway transit service which 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 roadway transit service with passenger vans or small buses operated on fixed routes but no fixed schedules. They are a privately owned and operated vehicles which regulated through a public service commission, state or local government. Only Publicos operated in San Juan, Puerto Rico, are included in the National Transit Database.

**Regional Railroad** is a grouping of modes of fixed-guideway transit service that totals data for two other modes: Commuter Rail and Hybrid Rail. Regional Railroad is a grouping of modes by APTA for data reporting purposes and is not a grouping used by the Federal Transit Administration or the National Transit Database.

**Roadway Modes** is a grouping of transit modes which operate on public streets and highways. Roadway modes include **bus rapid transit, commuter bus, demand response, fixed-route bus, publico, trolleybus, and vanpool**. Trolleybus and bus service on exclusive or limited-access roadways is considered fixed-guideway for purposes of federal funding formula distributions but is considered Roadway Modes on these tables. Roadway Modes is a grouping of modes by APTA for data reporting purposes and is not a grouping used by the Federal Transit Administration or the National Transit Database.

**Streetcar** is a type of light rail transit service that operates primarily in city streets rather than exclusive rights-of-way and normally provides more distributor service rather than longer-distance service when compared to regular light rail service. Beginning in 2011, Streetcar data are differentiated from other Light Rail service in these tables. Only agencies identifying their service as Streetcar are included in Streetcar data in this report. Streetcar data were reported separately for the first time in the 2011 National Transit Database.

**Surface Rail** is a grouping of modes of fixed-guideway transit service that totals data for two other modes: Light Rail and Streetcar. Surface Rail is a grouping of modes by APTA for data reporting purposes and is not a grouping used by the Federal Transit Administration or the National Transit Database.

**Total Bus** is a grouping of modes bus type service: bus, bus rapid transit, and commuter bus. Total Bus is a grouping of modes by APTA for data reporting purposes and is not a grouping used by the Federal Transit Administration or the National Transit Database.

**Trolleybus** is a mode of roadway transit service (also called **trolley coach**) using vehicles propelled by a motor drawing current from overhead wires via a connecting pole called a trolley pole from a central power source not on board the vehicle. Trolleybus is included in fixed-guideway service in NTD data used for the distribution of some federal funding formula programs.

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

**Other Fixed-Guideway Modes** of transit service not listed separately on modal tables include **ferry boat, aerial tramway, automated guideway transit** (also called **personal rapid transit, group rapid transit, or people mover**), **cable car, inclined plane, and monorail**. Not all of these modes of service are included in Other Fixed-Guideway Modes on each table; note clarifications in footnotes for modes that are included. Some older Other Fixed-Guideway Modes data may include undifferentiated roadway data.

## OPERATING DATA - SERVICE SUPPLIED DEFINITIONS:

**Average Vehicle Speed** is the average speed in miles per hour for vehicle while in revenue service; calculated by dividing vehicle revenue miles by vehicle revenue hours.

**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 transit vehicle which carries passengers.

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

**Vehicle Revenue Miles** are the miles traveled when the vehicle is in revenue service (i.e., the time when a vehicle is available to the general public and there is an expectation of carrying passengers). Vehicles operated in fare-free service are considered in revenue service. Revenue service excludes school bus service and charter service. For conventionally scheduled services, vehicle revenue miles are comprised of running miles available to passengers only, "deadhead" miles are not included.

**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. It is often called platform time. For conventional scheduled services, it includes both revenue time and deadhead time.

**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. It is often called platform miles. For conventional scheduled services, it includes both revenue miles and deadhead miles.

### **PASSENGER DATA - SERVICE CONSUMED DEFINITIONS:**

**Average Passenger Load** is the average number of passengers aboard a vehicle for its entire time in revenue service including late night and off-peak hour service as well as peak rush hour service; calculated by dividing passenger miles by vehicle revenue miles.

**Average Trip Length** is the average distance ridden for an unlinked passenger trip; calculated by dividing passenger miles by unlinked passenger trips.

**Boardings per Mile** is the average number of persons who board a vehicle while the vehicle is in revenue service; calculated by dividing unlinked passenger trips by vehicle revenue miles.

**Passenger Miles** is the cumulative sum of the distances ridden by all passengers.

**Unlinked Passenger Trips** is the number of times passengers board public transportation vehicles. Passengers are counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination and regardless of whether they pay a fare, use a pass or transfer, ride for free, or pay in some other way. Also called **boardings**.

### **VEHICLE CHARACTERISTICS DEFINITIONS:**

**Accessible Vehicles** are transit passenger vehicles that are accessible to, are usable by, and provide allocated space and/or priority seating for individuals who use wheelchairs.

**Alternate Fuel Powered Vehicles** are vehicles powered by fuel that is substantially not petroleum.

**Average Vehicle Age** is the number of years old all revenue vehicles are divided by the number of vehicles. The years of age are counted as one-half year for the year in which a vehicle was built plus one year for each calendar year since then.

**Federal Transit Administration Minimum Useful Life** is the age a revenue vehicle must be before an agency can receive federal financial assistance to replace that vehicle. The useful life varies by type of vehicle and may be shorter than stated for vehicles with excess use measured by miles travelled.

**Revenue Vehicle** (also called a passenger **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.

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

**Revenue Vehicles Operated in Maximum Service** is the largest number of vehicles an agency uses to provide service at any time during a typical day. Also called **peak period vehicles**.

## **VEHICLE EQUIPMENT DEFINITIONS:**

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

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

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

**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 ferry boat.

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

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

**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.