<table>
<thead>
<tr>
<th>Introduction</th>
<th>1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Introduces the transit modes discussed throughout the NTST.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transit in the United States</th>
<th>3</th>
</tr>
</thead>
<tbody>
<tr>
<td>National statistics and trends in ridership, miles of service and number of transit systems by mode.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Operating Costs and Performance Measures</th>
<th>13</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trends in operating costs by mode and measures of cost efficiency and effectiveness.</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Quality of Transit Service</th>
<th>19</th>
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<tbody>
<tr>
<td>National trends for safety, security, maintenance reliability and lift equipped bus fleet.</td>
<td></td>
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</table>

<table>
<thead>
<tr>
<th>ADA Compliance – Bus</th>
<th>25</th>
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</thead>
<tbody>
<tr>
<td>Trends in the percentage of buses that are ADA lift- or ramp-equipped.</td>
<td></td>
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</table>

<table>
<thead>
<tr>
<th>Funding Transit Operations</th>
<th>26</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funding sources used in transit, trends in recovery ratio and subsidy per passenger.</td>
<td></td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Capital Investment in Transit</th>
<th>34</th>
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</thead>
<tbody>
<tr>
<td>Funding sources used in capital projects and capital expenditures by mode.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Bus Fleet</th>
<th>38</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trends in the average fleet age of the national bus fleet.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Fixed Guideway Mileage</th>
<th>39</th>
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</thead>
<tbody>
<tr>
<td>Trends in fixed guideway mileage for bus and rail systems.</td>
<td></td>
</tr>
<tr>
<td>Section</td>
<td>Page</td>
</tr>
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<td>----------------------------------------------</td>
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<tr>
<td>Alternative Fuel Usage</td>
<td>40</td>
</tr>
<tr>
<td>Trends in the percentage of the national bus fleet using alternative fuels and the share of fuel type used by non-electric transit vehicles.</td>
<td></td>
</tr>
<tr>
<td>National Transit Profile</td>
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</tr>
<tr>
<td>Aggregate data for capital, operating funding and expenses, and characteristics of the most predominant modes in the nation.</td>
<td></td>
</tr>
<tr>
<td>Transit Data by Urbanized Area</td>
<td>43</td>
</tr>
<tr>
<td>Aggregate data grouped by urbanized area. Items include operating expense, vehicle revenue miles, fixed-guideway directional route miles, passenger miles and recovery ratio.</td>
<td></td>
</tr>
<tr>
<td>Aggregate Data by Form</td>
<td>49</td>
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<td>Aggregate data reported to the NTD.</td>
<td></td>
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<td>Data Used to Compile Graphics</td>
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<td></td>
</tr>
<tr>
<td>Appendix</td>
<td>80</td>
</tr>
<tr>
<td>Key characteristics and uses of capital by transit agencies.</td>
<td></td>
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</tbody>
</table>
Introduction

General Information

Welcome to the National Transit Summaries and Trends (NTST), a portion of the Federal Transit Administration’s (FTA) annual report. The goal of the NTST is to summarize transit data in an easy to read format and layout. The 2001 NTST discusses data covering the 1991 and 2001 period.

On an average weekday, the nation’s transit systems carry 30 million riders (unlinked passenger trips). There were 9 billion riders in 2001.

Transit Modes

The NTST presents aggregate transit operating statistics by mode. Fifteen transit modes are included in the National Transit Database, but for this publication, statistics are presented for the predominant ones: bus, heavy rail, light rail, commuter rail, demand response and vanpool. These modes provided the most transit service and change over the time frame considered, 1991 through 2001. The remaining modes are combined in the single category “other”. Transit modes include the following:

Bus

The most common form of mass transit service provided throughout the United States. Buses (class A (>35 seats), class B (25-35 seats) or class C (<25 seats)) operate on fixed routes and schedules over existing roadways. Buses must be in compliance with mass transit rules including Americans with Disabilities Act (ADA) provisions.

Commuter Rail

Local (short-distance) travel operating between a central city and adjacent suburbs. Service is provided on regular schedules, moving commuters within urbanized areas or between urbanized areas and outlying areas. Multi-trip tickets and specific station-to-station fares characterize commuter rail service, with one or two stations in the central business district.

Heavy Rail

Heavy rail service is characterized by high-speed and rapid acceleration passenger rail cars operating singly or in multi-car trains on fixed electric rails; separate rights-of-way from which all other traffic is excluded; sophisticated signaling, high platform loading and a heavy passenger volume.
Demand Response
Service (passenger cars, vans or class C buses) provided upon request to pick up and transport passengers to and from their destinations. Typically, a vehicle may be dispatched to pick up several passengers at different pick-up points before taking them to their respective destinations and may be interrupted en route to these destinations to pick up other passengers.

Light Rail
Light rail is an electric railway with a lighter passenger volume compared to heavy rail. Passenger cars operating singly (or in short, two-car trains) on fixed rails in shared or exclusive right-of-way, low or high platform loading characterizes light rail service. The vehicle’s power is drawn from an overhead electric line.

Vanpool
Service operating under a ride sharing arrangement providing transportation to individuals traveling directly between their homes and a regular destination. The vehicles (vans, class C buses, and other vehicles) must have a minimum seating capacity of seven. Vanpool(s) must also be in compliance with mass transit rules including Americans with Disabilities Act (ADA) provisions, be open to the public, availability must be advertised and the service must be operated by a public entity or a public entity must own, purchase or lease the vehicle(s).

Rounding and Inflation
Rounding may lead to minor variations in total values from one table to another for similar data or may lead to instances where percentages may not add to 100. Due to rounding, percent changes may not match exactly the values calculated using the formatted figures shown in the exhibits.

All dollar amounts are the actual figures reported and have not been adjusted to reflect inflation for the timeframe considered (30 percent from 1991 through 2001).

Web Information
For information about National Transit Database publications and training, see FTA’s website at

http://www.fta.dot.gov

or visit the National Transit Database website at

http://www.ntdprogram.com
Transit in the United States

Total Federal Assistance (Capital and Operating) Applied to Transit and Unlinked Passenger Trips

Concepts

Federal funds applied to transit are Federal Transit Administration (FTA) Urbanized Area Formula Program funds (financial assistance used to offset operating costs and pay for capital projects).

Unlinked passenger trips are the number of patrons boarding public transportation vehicles.

Comments

Unlinked passenger trips reached a record high in 2001 providing over 9.0 billion trips. Ridership increased by 21.2 percent from 1993 to 2001. During the same period, Federal assistance applied to transit nearly doubled.

Federal Funds Applied to Transit (Millions) 1985 – 2001

Unlinked Passenger Trips (Millions) 1985 - 2001
Transit agencies that receive or benefit from Federal Transit Administration (FTA) Urbanized Area Formula Program funds (capital or operating) are required to report selected transit data to the National Transit Database (NTD) program. In addition, transit agencies not receiving FTA funds are encouraged to submit data, providing a more complete picture of public transit throughout the United States. These transit agencies report financial (capital and operating) data and non-financial operating statistics by transit mode. A total of 602 transit agencies reported data in 2001.

**Comments**
- The number of bus systems increased in the last 10 years (52 new systems or 13.3 percent).
- Demand response increased by nearly 31 percent (101 new systems) over the same period, reflecting the need to provide special transit service for the elderly and people with disabilities.
- Vanpool doubled the number of systems from 1991 to 2001.
Number of Agencies Reporting 1991 – 2001

<table>
<thead>
<tr>
<th>Year</th>
<th>Bus (*)</th>
<th>Commuter Rail</th>
<th>Demand Response (*)</th>
<th>Heavy Rail</th>
<th>Light Rail</th>
<th>Vanpool</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>1991</td>
<td>396</td>
<td>16</td>
<td>331</td>
<td>12</td>
<td>15</td>
<td>21</td>
<td>24</td>
</tr>
<tr>
<td>1992</td>
<td>400</td>
<td>16</td>
<td>340</td>
<td>13</td>
<td>16</td>
<td>26</td>
<td>26</td>
</tr>
<tr>
<td>1993</td>
<td>407</td>
<td>17</td>
<td>363</td>
<td>14</td>
<td>17</td>
<td>26</td>
<td>26</td>
</tr>
<tr>
<td>1994</td>
<td>405</td>
<td>17</td>
<td>378</td>
<td>14</td>
<td>19</td>
<td>27</td>
<td>28</td>
</tr>
<tr>
<td>1995</td>
<td>390</td>
<td>15</td>
<td>370</td>
<td>14</td>
<td>19</td>
<td>23</td>
<td>28</td>
</tr>
<tr>
<td>1996</td>
<td>392</td>
<td>15</td>
<td>376</td>
<td>14</td>
<td>20</td>
<td>27</td>
<td>28</td>
</tr>
<tr>
<td>1997</td>
<td>401</td>
<td>16</td>
<td>390</td>
<td>14</td>
<td>20</td>
<td>27</td>
<td>26</td>
</tr>
<tr>
<td>1998</td>
<td>427</td>
<td>16</td>
<td>408</td>
<td>14</td>
<td>20</td>
<td>32</td>
<td>28</td>
</tr>
<tr>
<td>1999</td>
<td>437</td>
<td>18</td>
<td>413</td>
<td>14</td>
<td>20</td>
<td>40</td>
<td>33</td>
</tr>
<tr>
<td>2000</td>
<td>433</td>
<td>19</td>
<td>416</td>
<td>14</td>
<td>21</td>
<td>42</td>
<td>31</td>
</tr>
<tr>
<td>2001</td>
<td>448</td>
<td>21</td>
<td>432</td>
<td>14</td>
<td>23</td>
<td>43</td>
<td>31</td>
</tr>
</tbody>
</table>

Change | 52      | 5            | 101                 | 2          | 8          | 22      | 7     |

(*) Due to several report deletions.

(1) Does not include agencies receiving reporting waivers.

2001 National Transit Summaries and Trends
Vehicle Revenue Miles

Concepts

Vehicle revenue miles are the miles a transit vehicle travels while in revenue service. A transit vehicle is in revenue service when the vehicle is available to the public with the expectation of carrying passengers. Passengers pay full fares, reduced fares (senior citizen, student, special ride fares, etc.), or provide payment through some contractual agreement.

Deadhead travel is not included in vehicle revenue miles. Deadhead mileage consists of the miles a transit vehicle travels while not in revenue service (leaving or returning to the garage or yard or changing routes).

Comments

Vehicle revenue miles increased by nearly 33 percent between 1991 and 2001. Modes showing the most significant growth are those that had an increase in the number of systems in operation during the period.

- Light rail – 100 percent
- Demand response – 164 percent
- Vanpool – 495 percent

Vehicle Revenue Miles (Millions) 1991 – 2001

<table>
<thead>
<tr>
<th>Year</th>
<th>Vehicle Revenue Miles (Millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1991</td>
<td>2,499.3</td>
</tr>
<tr>
<td>1992</td>
<td>2,537.5</td>
</tr>
<tr>
<td>1993</td>
<td>2,583.2</td>
</tr>
<tr>
<td>1994</td>
<td>2,679.5</td>
</tr>
<tr>
<td>1995</td>
<td>2,732.4</td>
</tr>
<tr>
<td>1996</td>
<td>2,750.6</td>
</tr>
<tr>
<td>1997</td>
<td>2,853.3</td>
</tr>
<tr>
<td>1998</td>
<td>2,970.4</td>
</tr>
<tr>
<td>1999</td>
<td>3,111.4</td>
</tr>
<tr>
<td>2000</td>
<td>3,202.4</td>
</tr>
<tr>
<td>2001</td>
<td>3,319.0</td>
</tr>
<tr>
<td>% Change</td>
<td>32.8%</td>
</tr>
</tbody>
</table>
Unlinked Passenger Trips by Mode

Comments
A new record for ridership was reached in 2001 (9.1 billion trips) surpassing 2000’s previous record and that of 1985. Ridership increased by 20 percent from 1995 to 2001.
The share of vehicle revenue miles for demand response increased from nearly 7 percent in 1991 to 15 percent in 2001 while the share of vehicle revenue miles for bus decreased from 62 percent to 55 percent.

At the same time, the share of unlinked passenger trips for demand response remained stable, illustrating the low capacity nature of this service, while the share of unlinked passenger trips for bus decreased from nearly 62 percent in 1991 to 58 percent in 2001.
Urbanized areas are geographic areas with a population of 50,000 or more as defined by the U.S. Census. According to the 2000 U.S. Census, there are 466 urbanized areas. For National Transit Database purposes, the NTST groups urbanized areas by 3 size categories:

1. Large urbanized areas: population of more than 1 million (38 urbanized areas, 210 agencies or 35.8 percent of all agencies reporting).
2. Medium urbanized areas: population of more than 200,000 and less than 1 million (116 agencies or 20.8 percent of all agencies reporting).
3. Small urbanized areas: population of less than 200,000 and more than 50,000 (312 urbanized areas, 254 agencies or 43.3 percent of all agencies reporting).

Comments
National Transit Database data are highly concentrated in large urbanized areas. The reported data most heavily concentrated in large urbanized areas are:

- Capital investments in facilities and others – 93.3 percent
- Passenger fares – 92 percent
- Unlinked passenger trips – 88.7 percent
Operating Costs and Performance Measures

Operating Expenses

Concepts

Operating expenses are expenses incurred by transit agencies that are associated with operating mass transportation services (vehicle operations, maintenance, and administration). Reconciling items are expenses where accounting practices vary in the way transit agencies handle them due to local requirements. The NTST excludes reconciling items such as depreciation, interest expenses, leases and rentals.

Comments

Operating expenses increased nearly 40 percent over the last 11 years, a rate higher than inflation over the same period (30 percent). The modes showing the highest increases were light rail, demand response and vanpool. These increases reflect the addition of new systems during the last 11 years.

*Note: Vanpool data not represented above:
Operating Expense by Function and Object Class

Concepts

Operating expense data is reported by mode, function and object class. Function refers to the activity performed or cost center of a transit agency. Object class refers to groupings of expenses on the basis of goods or services purchased. The 4 functions are:

1. Vehicle operations
2. Vehicle maintenance
3. Non-vehicle maintenance
4. General administrations

Comments

The transit industry is labor intensive. Salaries, wages, and fringe benefits account for nearly 80 percent of the total directly operated expenditures. 52 percent of total expenditures are devoted to vehicle operations.

Operating Expense – 2001

Cost Effectiveness (Operating Expense per Unlinked Passenger Trip)

Concepts

Cost effectiveness is the relationship between service inputs and service consumption.

Service input is the quantity of resources expended to produce transit service, expressed in either monetary or non-monetary terms. Examples include operating cost (dollars expended for operations, maintenance and administration), employee hours (total operating, maintenance or administration), capital investment and energy (fuel cost or volume).

Service consumption is the amount of service used by the public expressed in either monetary or non-monetary terms. Examples include unlinked passenger trips, passenger miles and operating revenue.

Comments

Overall, operating expense per unlinked passenger trip increased 20.1 percent over the last 11 years, a rate nearly 10 percent less than inflation (30 percent). The only modes with increases greater than inflation were demand response and vanpool. Both are low capacity modes that experienced substantial increases in ridership over the period, requiring even greater increases in miles and hours of service.
<table>
<thead>
<tr>
<th>Year</th>
<th>Expense (Millions)</th>
<th>Passenger Trips (Millions)</th>
<th>Expense per Unlinked Passenger Trip</th>
</tr>
</thead>
<tbody>
<tr>
<td>1991</td>
<td>$15,404.0</td>
<td>7,738.1</td>
<td>$1.99</td>
</tr>
<tr>
<td>1992</td>
<td>$15,499.3</td>
<td>7,696.2</td>
<td>$2.01</td>
</tr>
<tr>
<td>1993</td>
<td>$15,473.0</td>
<td>7,432.7</td>
<td>$2.08</td>
</tr>
<tr>
<td>1994</td>
<td>$16,320.0</td>
<td>7,701.6</td>
<td>$2.12</td>
</tr>
<tr>
<td>1995</td>
<td>$16,181.6</td>
<td>7,503.7</td>
<td>$2.16</td>
</tr>
<tr>
<td>1996</td>
<td>$16,301.9</td>
<td>7,564.6</td>
<td>$2.16</td>
</tr>
<tr>
<td>1997</td>
<td>$16,962.0</td>
<td>7,954.2</td>
<td>$2.13</td>
</tr>
<tr>
<td>1998</td>
<td>$17,580.0</td>
<td>8,115.1</td>
<td>$2.17</td>
</tr>
<tr>
<td>1999</td>
<td>$18,781.2</td>
<td>8,523.2</td>
<td>$2.20</td>
</tr>
<tr>
<td>2000</td>
<td>$20,008.7</td>
<td>8,719.9</td>
<td>$2.29</td>
</tr>
<tr>
<td>2001</td>
<td>$21,528.8</td>
<td>9,007.8</td>
<td>$2.39</td>
</tr>
</tbody>
</table>

% Change: 39.8% 16.4% 20.1%
Cost Efficiency (Operating Expense per Vehicle Revenue Hour)

Concepts

Cost efficiency is the relationship between service inputs and service outputs. Service output is the quantity of service produced by a transit operator, expressed in non-monetary terms. Examples include vehicle hours (total and revenue), vehicle miles (total and revenue), capacity miles (total vehicle capacity times revenue mileage), service reliability (miles between system failures) and safety (number of accidents).

Comments

Overall, operating expense per vehicle revenue hour increased slightly over the last 10 years (inflation not factored into the rate).
### Service Effectiveness

**Concepts**

Service effectiveness is the relationship between service outputs and service consumption.

**Comments**

Unlinked passenger trips per vehicle revenue hour decreased by 13 percent from 1991 to 2001. This was due to increased service supplied for bus mode in low density urbanized areas and increased demand for low capacity modes such as demand response and vanpool.

---

#### Operating Expense per Vehicle Revenue Hour 1991 – 2001

<table>
<thead>
<tr>
<th>Year</th>
<th>Operating Expense (Millions)</th>
<th>Vehicle Revenue Hours (Millions)</th>
<th>Operating Expense per Vehicle Revenue Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>1991</td>
<td>$15,404.0</td>
<td>166.5</td>
<td>$92.52</td>
</tr>
<tr>
<td>1992</td>
<td>$15,499.3</td>
<td>170.7</td>
<td>$90.80</td>
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<tr>
<td>1993</td>
<td>$15,473.0</td>
<td>174.9</td>
<td>$88.47</td>
</tr>
<tr>
<td>1994</td>
<td>$16,320.0</td>
<td>180.3</td>
<td>$90.52</td>
</tr>
<tr>
<td>1995</td>
<td>$16,181.6</td>
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<td>$88.28</td>
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</tr>
<tr>
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</tr>
<tr>
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<td>197.8</td>
<td>$88.87</td>
</tr>
<tr>
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<td>206.9</td>
<td>$90.77</td>
</tr>
<tr>
<td>2000</td>
<td>$20,008.7</td>
<td>215.7</td>
<td>$92.77</td>
</tr>
<tr>
<td>2001</td>
<td>$21,528.8</td>
<td>223.0</td>
<td>$96.56</td>
</tr>
</tbody>
</table>

% Change | 39.8% | 33.9% | 4.4% |
Unlinked Passenger Trip per Vehicle Revenue Hour 1991 – 2001

<table>
<thead>
<tr>
<th>Year</th>
<th>Unlinked Passenger Trips (Millions)</th>
<th>Vehicle Revenue Hours (Millions)</th>
<th>Unlinked Passenger Trips per Vehicle Revenue Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>1991</td>
<td>7,738.1</td>
<td>166.5</td>
<td>46.5</td>
</tr>
<tr>
<td>1992</td>
<td>7,696.2</td>
<td>170.7</td>
<td>45.1</td>
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<tr>
<td>1993</td>
<td>7,432.7</td>
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<tr>
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<td>7,701.6</td>
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<tr>
<td>1995</td>
<td>7,503.7</td>
<td>183.3</td>
<td>40.9</td>
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<td>1996</td>
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<td>184.1</td>
<td>41.1</td>
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<td>1997</td>
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<td>41.9</td>
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<td>41.0</td>
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<tr>
<td>2001</td>
<td>9,007.8</td>
<td>223.0</td>
<td>40.4</td>
</tr>
</tbody>
</table>

% Change 16.4% 33.9% -13.1%

Unlinked Passenger Trip per Vehicle Revenue Hour by Mode 1991 – 2001

Unlinked Passenger Trip per Vehicle Revenue Hour by Mode 1991 – 2001
Quality of Transit Service

Concepts
Accidents are collisions, derailments, personal casualties and non-arson fires that result in fatalities, injuries and/or property damage. To be reported, an incident must result in damages greater than $1,000 (per incident) or injuries or fatalities. Additionally, only incidents that occur on transit property or involve transit vehicles are reported.

Passenger miles are the cumulative miles traveled by passengers.

Comments
Accidents per million passenger miles decreased by nearly 28 percent between 1993 and 2001. The modes with the largest decreases where light rail (44.9 percent), heavy rail (40.6 percent) and commuter rail (25.4 percent).

Note: Data for safety is presented for the 1993 – 2001 report years.

### Accidents per Million Passenger Miles 1993 – 2001

<table>
<thead>
<tr>
<th>Year</th>
<th>Accidents</th>
<th>Passenger Miles (Millions)</th>
<th>Accidents per Million Passenger Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>1993</td>
<td>66,234</td>
<td>34,422.9</td>
<td>1.92</td>
</tr>
<tr>
<td>1994</td>
<td>71,329</td>
<td>35,758.7</td>
<td>1.99</td>
</tr>
<tr>
<td>1995</td>
<td>64,213</td>
<td>37,970.6</td>
<td>1.69</td>
</tr>
<tr>
<td>1996</td>
<td>62,689</td>
<td>38,984.1</td>
<td>1.61</td>
</tr>
<tr>
<td>1997</td>
<td>65,352</td>
<td>40,180.2</td>
<td>1.63</td>
</tr>
<tr>
<td>1998</td>
<td>64,429</td>
<td>41,605.0</td>
<td>1.55</td>
</tr>
<tr>
<td>1999</td>
<td>65,151</td>
<td>43,280.2</td>
<td>1.51</td>
</tr>
<tr>
<td>2000</td>
<td>66,250</td>
<td>45,100.2</td>
<td>1.47</td>
</tr>
<tr>
<td>2001</td>
<td>64,888</td>
<td>46,507.5</td>
<td>1.40</td>
</tr>
</tbody>
</table>

% Change: -2.0% 35.1% -27.5%
Injuries per Million Passenger Miles

Concepts

Injuries are any physical damage or harm to a person requiring medical treatment. This includes physical damage or harm reported at the time and place of occurrence. Injuries are reported for the following categories.

- **Patrons:** A person who is using, intends to use or has used the transit system and is on property affiliated with the transit system within the limits of local law.
- **Employees:** An individual who is compensated by the transit agency and whom the agency reports under labor expenses.
- **Others:** An individual who is neither a passenger nor employee of the transit agency.

Comments

Total injuries per million passenger miles decreased by nearly 20 percent between 1993 and 2001, while the rate for patron injuries decreased by nearly 33 percent.

Notes:

1. Data for 1993 and 1994 available only for directly operated service.
2. Accident categories were expanded in 1995 to include personal casualties at parking facilities and on rights-of-way.
### Injuries per Million Passenger Miles 1993 – 2001

#### Patron Injuries per Million Passenger Miles

<table>
<thead>
<tr>
<th>Year</th>
<th>Patron Injuries</th>
<th>Total Injuries</th>
<th>Passenger Miles (Millions)</th>
<th>Patron Injuries per Million Passenger Miles</th>
<th>Total Injuries per Million Passenger Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>1993</td>
<td>41,823</td>
<td>53,057</td>
<td>34,422.9</td>
<td>1.21</td>
<td>1.54</td>
</tr>
<tr>
<td>1994</td>
<td>45,664</td>
<td>58,794</td>
<td>35,758.7</td>
<td>1.28</td>
<td>1.64</td>
</tr>
<tr>
<td>1995</td>
<td>41,396</td>
<td>58,212</td>
<td>37,970.6</td>
<td>1.09</td>
<td>1.53</td>
</tr>
<tr>
<td>1996</td>
<td>40,540</td>
<td>57,942</td>
<td>38,984.1</td>
<td>1.04</td>
<td>1.49</td>
</tr>
<tr>
<td>1997</td>
<td>40,441</td>
<td>58,814</td>
<td>40,180.2</td>
<td>1.01</td>
<td>1.46</td>
</tr>
<tr>
<td>1998</td>
<td>40,389</td>
<td>58,657</td>
<td>41,605.0</td>
<td>0.97</td>
<td>1.41</td>
</tr>
<tr>
<td>1999</td>
<td>40,212</td>
<td>59,198</td>
<td>43,280.2</td>
<td>0.93</td>
<td>1.37</td>
</tr>
<tr>
<td>2000</td>
<td>39,584</td>
<td>60,319</td>
<td>45,100.2</td>
<td>0.88</td>
<td>1.34</td>
</tr>
<tr>
<td>2001</td>
<td>37,899</td>
<td>57,730</td>
<td>46,507.5</td>
<td>0.81</td>
<td>1.24</td>
</tr>
</tbody>
</table>

% Change: -9.4%  8.8%  35.1%  -32.9%  -19.5%
**Patron Injuries per Million Passenger Miles by Mode 1993 – 2001**

<table>
<thead>
<tr>
<th>Year</th>
<th>Bus</th>
<th>Commuter Rail</th>
<th>Demand Response</th>
<th>Heavy Rail</th>
<th>Light Rail</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>1993</td>
<td>1.87</td>
<td>0.20</td>
<td>3.80</td>
<td>0.76</td>
<td>1.13</td>
<td>1.32</td>
</tr>
<tr>
<td>1994</td>
<td>2.06</td>
<td>0.19</td>
<td>3.79</td>
<td>0.82</td>
<td>1.21</td>
<td>1.19</td>
</tr>
<tr>
<td>1995</td>
<td>1.76</td>
<td>0.13</td>
<td>2.13</td>
<td>0.71</td>
<td>1.29</td>
<td>1.03</td>
</tr>
<tr>
<td>1996</td>
<td>1.70</td>
<td>0.15</td>
<td>3.02</td>
<td>0.66</td>
<td>1.35</td>
<td>0.67</td>
</tr>
<tr>
<td>1997</td>
<td>1.59</td>
<td>0.17</td>
<td>2.50</td>
<td>0.69</td>
<td>0.84</td>
<td>0.68</td>
</tr>
<tr>
<td>1998</td>
<td>1.64</td>
<td>0.08</td>
<td>3.06</td>
<td>0.59</td>
<td>0.72</td>
<td>0.62</td>
</tr>
<tr>
<td>1999</td>
<td>1.56</td>
<td>0.10</td>
<td>3.29</td>
<td>0.48</td>
<td>0.80</td>
<td>1.00</td>
</tr>
<tr>
<td>2000</td>
<td>1.47</td>
<td>0.10</td>
<td>3.06</td>
<td>0.56</td>
<td>0.69</td>
<td>0.58</td>
</tr>
<tr>
<td>2001</td>
<td>1.32</td>
<td>0.08</td>
<td>2.92</td>
<td>0.55</td>
<td>0.61</td>
<td>0.66</td>
</tr>
</tbody>
</table>

% Change | -29.4% | -58.5% | -23.2% | -28.3% | -45.6% | -49.7%

**Fatalities per Million Passenger Miles**

**Concepts**

A fatality is defined as a death confirmed within 30 days following an accident.

**Comments**

Total fatalities per million passenger miles have been stable over the last 9 years.

Note: Patron suicides were not reported prior to 1995.
## Total Fatalities per Million Passenger Miles 1993 – 2001

### Year | Total Fatalities | Passenger Miles (Millions) | Total Fatalities per Million Passenger Miles
---|---|---|---
1993 | 270 | 34,422.9 | 0.008
1994 | 318 | 35,758.7 | 0.009
1995 | 280 | 37,970.6 | 0.007
1996 | 323 | 38,984.1 | 0.008
1997 | 310 | 40,180.2 | 0.008
1998 | 329 | 41,605.0 | 0.008
1999 | 340 | 43,280.2 | 0.007
2000 | 336 | 45,100.2 | 0.007
2001 | 309 | 46,507.5 | 0.007
% Change | 14.4% | 35.1% | -15.3%

### Distribution of Fatalities

**Comments**

Most victims in transit-related accidents are non-patrons. Patron fatalities account for 17.6 percent of all fatalities (excluding suicides).

---

**Distribution of Fatalities (Including Suicides) 1995 – 2001**

- Other: 76.4%
- Employees: 3.2%
- Patrons: 20.4%

**Distribution of Fatalities (Excluding Suicides) 1995 – 2001**

- Other: 78.2%
- Employees: 4.2%
- Patrons: 17.6%
**Violent Crime per Million Passenger Miles**

**Concepts**

Violent crimes are reported in accordance with the FBI Uniform Crime Reporting Handbook criteria and include:

- Homicide
- Forcible rape
- Robbery
- Aggravated assault

These offenses are reported based on records of response calls, complaints or investigations.

**Comments**

The rate of violent crime per million passenger miles decreased nearly 39 percent between 1996 and 2001.

**Notes:**

1. Only agencies in urbanized areas with more than 200,000 population report security data.
2. Security data are not available prior to 1996.

---

**Violent Crime per Million Passenger Miles 1996 – 2001**

<table>
<thead>
<tr>
<th>Year</th>
<th>Violent Crimes</th>
<th>Passenger Miles (Millions)</th>
<th>Violent Crimes per Million Passenger Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>1996</td>
<td>7,796</td>
<td>38,016.2</td>
<td>0.21</td>
</tr>
<tr>
<td>1997</td>
<td>7,915</td>
<td>39,114.8</td>
<td>0.20</td>
</tr>
<tr>
<td>1998</td>
<td>6,096</td>
<td>40,604.2</td>
<td>0.15</td>
</tr>
<tr>
<td>1999</td>
<td>6,285</td>
<td>43,228.0</td>
<td>0.15</td>
</tr>
<tr>
<td>2000</td>
<td>5,746</td>
<td>44,042.6</td>
<td>0.13</td>
</tr>
<tr>
<td>2001</td>
<td>5,647</td>
<td>45,405.3</td>
<td>0.12</td>
</tr>
</tbody>
</table>

% Change

-26.3% 15.9% -38.2%
ADA Compliance – Bus

ADA Lift- or Ramp-equipped Concepts

The American with Disabilities Act requires transit agencies be accessible to individuals with special needs. Buses fall into the following categories:

- Large buses are equipped with more than 35 seats
- Medium buses are equipped with 25 – 35 seats
- Small buses are equipped with less than 25 seats
- Articulated buses are extra-long buses that measure between 54 and 60 feet.

Comments

Historically, small buses have comprised the largest percentage of lift- or ramp-equipped vehicles, currently showing a 95.4 percent level of compliance. This is expected due to this class’ low average fleet age.

- Medium bus compliance increased from 54 percent in 1993 to 93.7 percent in 2001.
- Large bus compliance increased from 50.3 percent in 1993 to 84.5 percent in 2001.
- Articulated bus compliance increased from 38 percent in 1993 to 88.5 percent in 2001.

Note: Data are not available prior to 1993.

![ADA Lift- or Ramp-Equipped Buses 1993 – 2001](chart.png)
Funding Transit Operations

Operating Funding

Concepts

Operating funds are the funds transit agencies receive from Federal, state, local and directly generated sources that are applied for operating expenditures. These funds are applied in the year in which they resulted in liabilities for benefits received whether or not receipt of the funds actually took place within the report year.

Federal funds are financial assistance used to defray some of the operating costs to provide transit service.

Comments

Operating funds applied to transit operations increased 44.9 percent, a rate greater than inflation during the period (30 percent). The Federal role in operating assistance has declined since 1991, having shifted to capital assistance.

Note: Beginning in 1998, Federal capital funds from the Urbanized Area Formula program were used to pay for some operating expenses. However, for NTST purposes, data for Federal operating assistance exclude capital funds used to pay for operating assistance. These funds are included in the capital Investment in Transit section.
Federal Operating Assistance as a Percentage of Operating Funds 1991 – 2001

Federal Operating Assistance per Passenger by Urbanized Area Size

Comments
Federal operating assistance per passenger decreased almost 77 percent over the last 11 years.

Note: Beginning in 1998, Federal capital funds from the Urbanized Area Formula program were used to pay for some operating expenses. However, for NTST purposes, data for Federal operating assistance exclude capital funds uses to pay for operating assistance. These funds are included in the capital Investment in Transit section.

Total Federal Operating Assistance per Passenger 1991 – 2001
Recovery Ratio (Fare Revenues per Operating Expense)

Concepts
Fare revenues are funds earned carrying passengers in regularly scheduled service. It includes the base fare, zone premiums, express service premiums, extra cost transfers and quality purchase discounts applicable to the passenger’s ride.

Recovery ratio (also known as working ratio) is the percentage of operating expenses paid through fare revenues.

Comments
The recovery ratio has remained stable over the last 11 years. This resulted from a slight increase in the recovery ratio of agencies in large urbanized areas, combined with small decreases in the recovery ratio of agencies located in small and medium urbanized areas.
Subsidy per Passenger

Concepts

Subsidies are financial assistance received from Federal, state and local governments. Subsidies also include directly generated funds such as grants from private foundations, directly levied taxes and other funds dedicated to transit.

Comments

Subsidy per passenger increased approximately 27 percent over the last 11 years, while the rate of inflation was 30 percent.

Medium and small urbanized areas had a rate of increase greater than the rate for large urbanized areas. This is due in part to the expansion of fixed route service in low density areas combined with the expansion in demand response services. Demand response accounts for a substantial portion of the service provided in medium and small urbanized areas.
Operating Funding Sources by UZA

Concepts

Operating funding sources include 5 categories:

1. Fare revenues
2. Federal assistance
3. State assistance
4. Local assistance
5. Other funds

Other funds include non-transportation funds, subsidies from other sectors of operations, auxiliary transportation funds, charter service, freight tariffs, school bus funds and directly levied taxes.

Federal assistance does not include capital funds used to pay for operating expenses.

Comments

Fare revenues increased from 36.6 percent in 1991 to 38.8 percent in 2001 for agencies in large urbanized areas. There was no substantial change in fare revenues for agencies in small and medium urbanized areas.

For large urbanized areas, the decrease in the share of Federal funds was compensated by increases in the share of fare revenues and state assistance.

Small and medium urbanized areas are more dependent upon operating subsidies than large urbanized areas. Fare revenues account for less than 23 percent for these areas.
UZAs with More than 200,000 and Less than 1 Million Population

1991

<table>
<thead>
<tr>
<th>Source</th>
<th>1991</th>
<th>2001</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fare Revenues</td>
<td>23.5%</td>
<td>23.0%</td>
</tr>
<tr>
<td>Other</td>
<td>20.9%</td>
<td>18.4%</td>
</tr>
<tr>
<td>Federal Assistance</td>
<td>12.4%</td>
<td>34.2%</td>
</tr>
<tr>
<td>State Assistance</td>
<td>18.3%</td>
<td>20.7%</td>
</tr>
<tr>
<td>Local Assistance</td>
<td>24.9%</td>
<td>20.6%</td>
</tr>
</tbody>
</table>

2001

<table>
<thead>
<tr>
<th>Source</th>
<th>2001</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fare Revenues</td>
<td>23.0%</td>
</tr>
<tr>
<td>Other</td>
<td>18.4%</td>
</tr>
<tr>
<td>Federal Assistance</td>
<td>1.2%</td>
</tr>
<tr>
<td>State Assistance</td>
<td>23.1%</td>
</tr>
<tr>
<td>Local Assistance</td>
<td>34.2%</td>
</tr>
</tbody>
</table>

UZAs with Less than 200,000 Population

1991

<table>
<thead>
<tr>
<th>Source</th>
<th>1991</th>
<th>2001</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fare Revenues</td>
<td>20.6%</td>
<td>24.9%</td>
</tr>
<tr>
<td>Other</td>
<td>9.4%</td>
<td>14.4%</td>
</tr>
<tr>
<td>Federal Assistance</td>
<td>20.4%</td>
<td>17.2%</td>
</tr>
<tr>
<td>State Assistance</td>
<td>20.3%</td>
<td>20.7%</td>
</tr>
<tr>
<td>Local Assistance</td>
<td>29.3%</td>
<td>22.9%</td>
</tr>
</tbody>
</table>

2001

<table>
<thead>
<tr>
<th>Source</th>
<th>2001</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fare Revenues</td>
<td>22.9%</td>
</tr>
<tr>
<td>Other</td>
<td>14.4%</td>
</tr>
<tr>
<td>Federal Assistance</td>
<td>20.7%</td>
</tr>
<tr>
<td>State Assistance</td>
<td>20.3%</td>
</tr>
</tbody>
</table>
Capital Investment in Transit

Concepts
Capital funds are the funds applied to capital projects that the transit agencies receive from Federal, state, local and directly generated sources. Directly generated sources include any funds generated or donated directly to the transit agency including passenger fares, advertising revenues, donations and grants from private donations. It also includes directly levied taxes and other funds dedicated to transit. Directly levied taxes constitute the bulk of directly generated capital funds applied to transit.

Comments
Capital investment increased by nearly 115 percent over the last 11 years, while inflation rose 30 percent. The role of the Federal government has been stable during the same period, accounting for approximately 50 percent of all capital invested in transit.

Note: Federal capital funds used to pay for operating expenses are included in total capital assistance (1998, 1999, 2000 and 2001)
Federal Capital Assistance per Unlinked Passenger Trip

Comments
Federal assistance per unlinked passenger trips was relatively stable from 1991 – 1994. In 1995 Capital assistance applied to transit increased substantially while the Federal share remained stable (approximately 50 percent of all capital invested). This resulted in a sharp increase in Federal capital assistance per passenger from 1995 – 2001.

Sources of Capital Funding by UZA

Comments
Most of capital invested in transit comes from Federal sources. Federal funds account for most of all capital invested in small and medium urbanized areas. Large urbanized areas rely primarily on Federal funds and directly levied taxes to pay for capital projects.

Sources of Capital Assistance by Urbanized Area Size

UZAs with more than 1 Million Population

- Federal Capital Funds Applied to Operations: 6.2%
- Federal Capital Funds Applied to Capital Projects: 45.4%
- Directly Generated Capital Funds: 29.2%
- State Capital Funds: 10.7%
- Local Capital Funds: 8.5%

UZAs with More than 200,000 and Less than 1 Million Population

- Federal Capital Funds Applied to Operations: 23.6%
- Federal Capital Funds Applied to Capital Projects: 56.1%
- Directly Generated Capital Funds: 3.4%
- State Capital Funds: 9.8%
- Local Capital Funds: 8.2%
Capital Expenditures and Percent Share of Rolling Stock

Concepts

Uses of capital are capital expenditures reported by mode in 3 major categories:

1. Rolling stock
2. Facilities
3. Other capital projects

Rolling stock includes replacement, rehabilitation, remanufacture and fleet expansion. Facilities include construction and rehabilitation of maintenance facilities, crime prevention and security equipment, the purchase and installation of support equipment and service, operation support, transit malls, inter-modal terminals, shelters, passenger stations, high occupancy vehicle facilities, track, line equipment and structures, etc.

Other capital projects include items not pertaining to any of the categories above such as construction of general administration facilities, furniture, data processing equipment, fare collection equipment, vehicle movement control equipment, etc.

The facilities and other categories are combined into non-rolling stock for the NTST.
Distribution of Capital by Mode and Category

Comments

Bus systems commit less capital to non-rolling stock than rail modes. Generally, rail modes are located in high density corridors within the larger metropolitan areas of the United States. The high levels of service supplied in these areas require large investments in transit infrastructure (e.g. track, signals and communication systems, complex maintenance facilities, passenger stations, inter-modal terminals, real time data acquisition systems and other cost intensive items).

Bus systems do not require the same level of investment in infrastructure as rail modes. Therefore, rolling stock is the main use of capital for bus mode.

Note: Data are not available for 1991 and prior years.
Bus Fleet

Average Fleet Age by Vehicle Type

Concepts

Large, medium, small and articulated buses are rubber tired passenger vehicles powered by diesel gasoline, electric battery or other alternative fuel engines.

- Large buses are equipped with more than 35 seats.
- Medium buses are equipped with 25-35 seats.
- Small buses are equipped with 25 seats.
- Articulated buses are extra long buses that measure between 54 and 60 feet.

Comments

The average fleet age of large and small buses have been stable over the last 10 years, while the average fleet age of medium buses decreased 18.1 percent.

The average fleet age of articulated buses dropped significantly in the last 3 years (from 11.2 years old in 1998 to 5.9 years old in 2001)
Age Distribution of Buses

Comments

The share of articulated buses 5 years old or less increased from 23.5 percent in 1998 to 64.3 percent in 2001.

Fixed Guideway Mileage

Concepts

Fixed guideway directional route miles are the miles in each direction, that public transit travels while in revenue service on fixed guideways (not high occupancy vehicle lanes, transit malls, bus ways, or railtrack).

Fixed guideway mileage is a measure of the route path over a facility of roadway, it does not measure the service carried on the facility. This mileage is computed with regard to direction of service and is recorded without regard to the number of traffic lanes or rail tracks existing on the right-of-way.

Comments

Bus fixed guideway directional route miles increased by nearly 143 percent over the period, while rail modes increased 37 percent.
### Alternative Fuel Usage

#### Concepts

Alternative fuels are not diesel or gasoline. They include compressed natural gas, electric, battery, ethanol, methanol, liquefied petroleum gas, liquefied natural gas, kerosene, grain substitute and other fuels.

#### Comments

The share of the national bus fleet using alternative fuels rose from 1.2 percent in 1992 to 8.6 percent in 2001.
Percent of National Bus Fleet Using Alternative Fuels

Percentage of Fuel Consumption for Non-Electric Modes – 1992

Percentage of Fuel Consumption for Non-Electric Modes – 2001
## General Information

<table>
<thead>
<tr>
<th>Service</th>
<th>Consumption (millions)</th>
<th>Annual Passenger Miles</th>
<th>Annual Unlinked Trips</th>
<th>Average Weekday Unlinked Trips</th>
<th>Average Saturday Unlinked Trips</th>
<th>Average Sunday Unlinked Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>142.7</td>
<td>28.9</td>
<td>8.0</td>
<td>3.5</td>
<td>33.9</td>
<td>16.2</td>
</tr>
</tbody>
</table>

## Financial Information

| Total Fare Revenues Earned (millions) | $8,079.2 |

## Sources of Operating Funds Expended (millions)

- Passenger Fares: $8,115.2
- Local Funds: 7,393.3
- State Funds: 1,527.3
- Federal Assistance (1): 231.7
- Other Funds: 1,204.3

Total Operating Funds Expended: $10,823.5

## Summary of Operating Expenses (millions)

- Salaries, Wages and Benefits: $15,662.2
- Purchased Transportation (3): 2,269.2
- Materials and Supplies: 1,818.7
- Other Operating Expenses: 1,778.7

Total Operating Expenses: $21,528.8

## Vehicles Operated in Maximum Service

<table>
<thead>
<tr>
<th>Agency</th>
<th>Vehicles Available for Maximum Service</th>
<th>Vehicles Operated in Maximum Service</th>
<th>Base Period Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus</td>
<td>111,266</td>
<td>49,287</td>
<td>37,309</td>
</tr>
<tr>
<td>Light Rail</td>
<td>1,359</td>
<td>24,668</td>
<td>5,528</td>
</tr>
<tr>
<td>Heavy Rail</td>
<td>1,572</td>
<td>10,718</td>
<td>21.7</td>
</tr>
<tr>
<td>Other</td>
<td>9,800</td>
<td>111,266</td>
<td>4.5</td>
</tr>
</tbody>
</table>

## Modal Information

### Operating Expenses

- **Bus**: $11,814.0
- **Commuter Rail**: $3,506.4
- **Light Rail**: $2,291.2

### Service Effectiveness

- **Bus**: 60,256
- **Commuter Rail**: 2,728.3
- **Light Rail**: 418.1

### Incidents

- **Fatalities**: 42
- **Injuries**: 37,899
- **Violent Crime**: 4,611
- **Property Crime**: 12,302

### Service Effectiveness

- **Unlinked Passenger Trips per Vehicle Revenue Mile**: 2.86
- **Unlinked Passenger Trips per Vehicle Revenue Hour**: 36.55

### System Wide Information

#### Service Efficienc

<table>
<thead>
<tr>
<th>Mode</th>
<th>Modal Information</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bus</strong></td>
<td>Operating Expense (millions)</td>
</tr>
<tr>
<td></td>
<td>$11,814.0</td>
</tr>
<tr>
<td><strong>Commuter Rail</strong></td>
<td>Operating Expense (millions)</td>
</tr>
<tr>
<td></td>
<td>$3,506.4</td>
</tr>
<tr>
<td><strong>Light Rail</strong></td>
<td>Operating Expense (millions)</td>
</tr>
<tr>
<td></td>
<td>$2,291.2</td>
</tr>
</tbody>
</table>

## Sources of Operating Funds

- **Federal**: 54%
- **State**: 37%
- **Local**: 33%
- **Other**: 6%

1 Excludes Federal capital funds used for operating expenses.
2 Includes Federal capital funds used for operating expenses.
3 Does not include purchased transportation reported from a directly operated perspective.
## Transit Data by Urbanized Area
(Based on 2000 U.S. Census)

<table>
<thead>
<tr>
<th>UZA</th>
<th>UZA Name</th>
<th>UZA Population</th>
<th>State</th>
<th>Directional Route Miles*</th>
<th>Vehicle Revenue Miles (Millions)</th>
<th>Passenger Miles (Millions)</th>
<th>Operating Expense (Millions)</th>
<th>Recovery Ratio (Fare Revenues per Operating Funds Expended)</th>
</tr>
</thead>
<tbody>
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<td>New York-Newark, NY-NJ-CT</td>
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<td>193.2</td>
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</tr>
<tr>
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<td>IL</td>
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</tr>
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<td>902.8</td>
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</tr>
<tr>
<td>UZA</td>
<td>UZA Name</td>
<td>UZA Population</td>
<td>State</td>
<td>Directional Route Miles*</td>
<td>Vehicle Revenue Miles (Millions)</td>
<td>Passenger Miles (Millions)</td>
<td>Operating Expense (Millions)</td>
<td>Recovery Ratio (Fare Revenues per Operating Funds Expended)</td>
</tr>
<tr>
<td>-----</td>
<td>---------------------------</td>
<td>----------------</td>
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<td>-------------------------------</td>
<td>----------------------------------------------------------</td>
</tr>
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</tr>
<tr>
<td>UZA</td>
<td>UZA Name</td>
<td>UZA Population</td>
<td>State</td>
<td>Directional Route Miles*</td>
<td>Vehicle Revenue Miles (Millions)</td>
<td>Passenger Miles (Millions)</td>
<td>Operating Expense (Millions)</td>
<td>Recovery Ratio (Fare Revenues per Operating Funds Expended)</td>
</tr>
<tr>
<td>-----</td>
<td>----------------------------------</td>
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<td>1.0</td>
<td>$1.4</td>
<td>12.8%</td>
</tr>
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<td>OH</td>
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<td>4.4</td>
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<td>$20.6</td>
<td>22.5%</td>
</tr>
<tr>
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<td>Baton Rouge, LA</td>
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<td>LA</td>
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<td>32.4%</td>
</tr>
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<td>Colorado Springs, CO</td>
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<td>CO</td>
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<td>3.7</td>
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<td>$8.9</td>
<td>22.0%</td>
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<td>$20.4</td>
<td>22.4%</td>
</tr>
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<td>Charleston-North Charleston, SC</td>
<td>423,410</td>
<td>SC</td>
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<td>2.9</td>
<td>17.1</td>
<td>$10.7</td>
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</tr>
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<td>Wichita, KS</td>
<td>422,301</td>
<td>KS</td>
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<td>420,537</td>
<td>SC</td>
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</tr>
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<td>$9.4</td>
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</tr>
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<td>$23.5</td>
<td>29.3%</td>
</tr>
<tr>
<td>UZA</td>
<td>UZA Name</td>
<td>UZA Population</td>
<td>State</td>
<td>Directional Route Miles</td>
<td>Vehicle Revenue Miles (Millions)</td>
<td>Passenger Miles (Millions)</td>
<td>Operating Expense (Millions)</td>
<td>Recovery Ratio (Fare Revenues per Operating Funds Expended)</td>
</tr>
<tr>
<td>-----</td>
<td>---------------------------</td>
<td>----------------</td>
<td>-------</td>
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<td>31.0</td>
<td>$14.4</td>
<td>27.0%</td>
</tr>
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<td>$7.0</td>
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</tr>
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</tr>
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<td>362,782</td>
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<td>2.9</td>
<td>11.7</td>
<td>$12.3</td>
<td>28.2%</td>
</tr>
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<td>15.6</td>
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</tr>
<tr>
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<td>11.6</td>
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<td>2.0</td>
<td>11.4</td>
<td>$9.8</td>
<td>30.4%</td>
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<td>Oxnard, CA</td>
<td>337,591</td>
<td>CA</td>
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<td>26.3</td>
<td>$14.3</td>
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<tr>
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<td>Augusta-Richmond County, GA-SC</td>
<td>335,630</td>
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<td>Spokane, WA-ID</td>
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</tr>
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<td>12.3</td>
<td>$8.2</td>
<td>16.7%</td>
</tr>
<tr>
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<td>Madison, WI</td>
<td>329,533</td>
<td>WI</td>
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<td>6.1</td>
<td>35.4</td>
<td>$33.8</td>
<td>18.8%</td>
</tr>
<tr>
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<td>7.1</td>
<td>$5.9</td>
<td>15.2%</td>
</tr>
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<td>11.6</td>
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<td>23.9%</td>
</tr>
<tr>
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<td>7.1</td>
<td>$4.5</td>
<td>20.6%</td>
</tr>
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<td>46.4</td>
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</tr>
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</tr>
<tr>
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<td>303,689</td>
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<td>28.2</td>
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<td>28.8%</td>
</tr>
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<td>Provo-Orem, UT</td>
<td>303,680</td>
<td>UT</td>
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<td>11.0</td>
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</tr>
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<tr>
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<tr>
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<td>Denton-Lewisville, TX</td>
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<td>0.8</td>
<td>$0.9</td>
<td>10.1%</td>
</tr>
<tr>
<td>106</td>
<td>Winston-Salem, NC</td>
<td>299,290</td>
<td>NC</td>
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<td>6.5</td>
<td>$7.5</td>
<td>27.4%</td>
</tr>
<tr>
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<td>$15.0</td>
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<tr>
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<td>1.5</td>
<td>$4.4</td>
<td>12.1%</td>
</tr>
<tr>
<td>UZA</td>
<td>UZA Name</td>
<td>UZA Population</td>
<td>State</td>
<td>Directional Route Miles*</td>
<td>Vehicle Revenue Miles (Millions)</td>
<td>Passenger Miles (Millions)</td>
<td>Operating Expense (Millions)</td>
<td>Recovery Ratio (Fare Revenues per Operating Funds Expended)</td>
</tr>
<tr>
<td>-----</td>
<td>-------------------------</td>
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<td>----------------------------</td>
<td>----------------------------------------------------------</td>
</tr>
<tr>
<td>109</td>
<td>Durham, NC</td>
<td>287,796</td>
<td>NC</td>
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<td>6.1</td>
<td>30.6</td>
<td>$18.7</td>
<td>22.8%</td>
</tr>
<tr>
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<td>Fort Wayne, IN</td>
<td>287,759</td>
<td>IN</td>
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<td>4.8</td>
<td>$6.2</td>
<td>12.9%</td>
</tr>
<tr>
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<td>2.2</td>
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<td>$10.7</td>
<td>22.5%</td>
</tr>
<tr>
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</tr>
<tr>
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<td>276,498</td>
<td>IN</td>
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<td>2.1</td>
<td>10.2</td>
<td>$7.9</td>
<td>19.9%</td>
</tr>
<tr>
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<td>NC</td>
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<td>3.6</td>
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<td>14.3%</td>
</tr>
<tr>
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<td>Shreveport, LA</td>
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<tr>
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<td>5.1</td>
<td>$4.9</td>
<td>12.9%</td>
</tr>
<tr>
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<td>Port St. Lucie, FL</td>
<td>270,774</td>
<td>FL</td>
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<td>$2.8</td>
<td>8.4%</td>
</tr>
<tr>
<td>118</td>
<td>Davenport, IA-IL</td>
<td>270,626</td>
<td>IA</td>
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<td>3.1</td>
<td>13.1</td>
<td>$12.4</td>
<td>10.5%</td>
</tr>
<tr>
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<td>Rockford, IL</td>
<td>270,414</td>
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<td>1.5</td>
<td>9.4</td>
<td>$6.4</td>
<td>14.9%</td>
</tr>
<tr>
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<td>Trenton, NJ</td>
<td>268,472</td>
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<td>59.0</td>
<td>$27.2</td>
<td>44.7%</td>
</tr>
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<td>Greensboro, NC</td>
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<td>9.9</td>
<td>$8.4</td>
<td>11.4%</td>
</tr>
<tr>
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<td>Canton, OH</td>
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<td>5.0</td>
<td>$13.0</td>
<td>8.8%</td>
</tr>
<tr>
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<td>CA</td>
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<td>16.9</td>
<td>$5.0</td>
<td>35.5%</td>
</tr>
<tr>
<td>124</td>
<td>Daytona Beach-Port Orange, FL</td>
<td>255,353</td>
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<td>$10.0</td>
<td>13.7%</td>
</tr>
<tr>
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<td>Indio-Cathedral City-Palm Springs, CA</td>
<td>254,856</td>
<td>CA</td>
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<td>25.0</td>
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<td>16.6%</td>
</tr>
<tr>
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<td>Lexington-Fayette, KY</td>
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<td>KY</td>
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<td>12.2</td>
<td>$7.1</td>
<td>22.4%</td>
</tr>
<tr>
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<td>12.3</td>
<td>$8.8</td>
<td>11.4%</td>
</tr>
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<td>243,667</td>
<td>MA</td>
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<td>3.9</td>
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<td>25.7%</td>
</tr>
<tr>
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<td>Columbus, GA-AL</td>
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<td>GA</td>
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<td>1.1</td>
<td>3.8</td>
<td>$3.0</td>
<td>26.2%</td>
</tr>
<tr>
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<td>7.1</td>
<td>$7.7</td>
<td>29.0%</td>
</tr>
<tr>
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<td>Temecula-Murrieta, CA</td>
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<td>CA</td>
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<td>0.0</td>
<td>$0.0</td>
<td>N/A</td>
</tr>
<tr>
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<td>Atlantic City, NJ</td>
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<td>0.0</td>
<td>0.0</td>
<td>$0.0</td>
<td>N/A</td>
</tr>
<tr>
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<td>Round Lake Beach-McHenry-Grayslake, IL-WI</td>
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<td>0.0</td>
<td>0.0</td>
<td>$0.0</td>
<td>28.2%</td>
</tr>
<tr>
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<td>Lincoln, NE</td>
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<td>NE</td>
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<td>1.7</td>
<td>8.1</td>
<td>$6.7</td>
<td>14.7%</td>
</tr>
<tr>
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<td>3.3</td>
<td>19.6</td>
<td>$14.7</td>
<td>18.4%</td>
</tr>
<tr>
<td>UZA</td>
<td>UZA Name</td>
<td>UZA Population</td>
<td>State</td>
<td>Directional Route Miles*</td>
<td>Vehicle Revenue Miles (Millions)</td>
<td>Passenger Miles (Millions)</td>
<td>Operating Expense (Millions)</td>
<td>Recovery Ratio (Fare Revenues per Operating Funds Expended)</td>
</tr>
<tr>
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<td>-----------------------------------------------------------</td>
</tr>
<tr>
<td>136</td>
<td>Eugene, OR</td>
<td>224,049</td>
<td>OR</td>
<td>0.0</td>
<td>4.4</td>
<td>31.7</td>
<td>$23.0</td>
<td>19.9%</td>
</tr>
<tr>
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<td>Asheville, NC</td>
<td>221,570</td>
<td>NC</td>
<td>0.0</td>
<td>0.8</td>
<td>3.8</td>
<td>$2.6</td>
<td>21.3%</td>
</tr>
<tr>
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<td>Bonita Springs-Naples, FL</td>
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<td>FL</td>
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<td>0.0</td>
<td>0.0</td>
<td>$0.0</td>
<td>N/A</td>
</tr>
<tr>
<td>139</td>
<td>Antioch, CA</td>
<td>217,591</td>
<td>CA</td>
<td>0.0</td>
<td>2.2</td>
<td>13.4</td>
<td>$9.1</td>
<td>15.6%</td>
</tr>
<tr>
<td>140</td>
<td>Springfield, MO</td>
<td>215,004</td>
<td>MO</td>
<td>0.3</td>
<td>1.2</td>
<td>4.7</td>
<td>$5.5</td>
<td>9.0%</td>
</tr>
<tr>
<td>141</td>
<td>Huntsville, AL</td>
<td>213,253</td>
<td>AL</td>
<td>0.0</td>
<td>1.0</td>
<td>2.8</td>
<td>$2.0</td>
<td>11.8%</td>
</tr>
<tr>
<td>142</td>
<td>Evansville, IN-KY</td>
<td>211,989</td>
<td>IN</td>
<td>0.0</td>
<td>1.5</td>
<td>4.1</td>
<td>$4.5</td>
<td>19.7%</td>
</tr>
<tr>
<td>143</td>
<td>Thousand Oaks, CA</td>
<td>210,990</td>
<td>CA</td>
<td>0.0</td>
<td>0.4</td>
<td>0.9</td>
<td>$1.6</td>
<td>N/A</td>
</tr>
<tr>
<td>144</td>
<td>Savannah, GA</td>
<td>208,886</td>
<td>GA</td>
<td>0.0</td>
<td>2.9</td>
<td>12.3</td>
<td>$10.6</td>
<td>32.1%</td>
</tr>
<tr>
<td>145</td>
<td>Salem, OR</td>
<td>207,229</td>
<td>OR</td>
<td>0.0</td>
<td>2.6</td>
<td>13.6</td>
<td>$13.8</td>
<td>14.0%</td>
</tr>
<tr>
<td>146</td>
<td>Fort Collins, CO</td>
<td>206,757</td>
<td>CO</td>
<td>0.0</td>
<td>1.2</td>
<td>5.7</td>
<td>$5.9</td>
<td>16.7%</td>
</tr>
<tr>
<td>147</td>
<td>Gulfport-Biloxi, MS</td>
<td>205,754</td>
<td>MS</td>
<td>0.0</td>
<td>1.6</td>
<td>4.8</td>
<td>$3.9</td>
<td>12.2%</td>
</tr>
<tr>
<td>148</td>
<td>Tallahassee, FL</td>
<td>204,260</td>
<td>FL</td>
<td>0.0</td>
<td>1.9</td>
<td>10.1</td>
<td>$9.1</td>
<td>29.3%</td>
</tr>
<tr>
<td>149</td>
<td>Lubbock, TX</td>
<td>202,225</td>
<td>TX</td>
<td>0.0</td>
<td>2.2</td>
<td>15.3</td>
<td>$6.8</td>
<td>25.2%</td>
</tr>
<tr>
<td>150</td>
<td>Victorville-Hesperia-Apple Valley, CA</td>
<td>200,436</td>
<td>CA</td>
<td>0.0</td>
<td>1.9</td>
<td>10.2</td>
<td>$4.7</td>
<td>15.0%</td>
</tr>
<tr>
<td>500</td>
<td>San Juan, PR</td>
<td>2,216,616</td>
<td>PR</td>
<td>18.1</td>
<td>34.2</td>
<td>296.1</td>
<td>$92.2</td>
<td>40.0%</td>
</tr>
<tr>
<td>501</td>
<td>Aguadilla-Isabela-San Sebastian, PR</td>
<td>299,086</td>
<td>PR</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>$0.0</td>
<td>N/A</td>
</tr>
</tbody>
</table>

(*) Includes some double-counting. Fixed-Guideway segments used by more than one reporter are reported by each reporter.
### Aggregate Data by Forms

Form 103 – Capital Funding (Millions of Dollars)

<table>
<thead>
<tr>
<th>Line No.</th>
<th>Part A. Federal Government Sources</th>
<th>Funds</th>
<th>Funds</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>01</td>
<td>Capital Program funds</td>
<td>$3,099.9</td>
<td></td>
<td></td>
</tr>
<tr>
<td>02</td>
<td>Urbanized Area Formula Program Funds</td>
<td>$2,314.3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>03</td>
<td>Other FTA funds</td>
<td>$32.7</td>
<td></td>
<td></td>
</tr>
<tr>
<td>04</td>
<td>Total FTA Funds</td>
<td>$5,447.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>05</td>
<td>Funds received from other USDOT grant programs</td>
<td>$14.3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>06</td>
<td>Other Federal funds</td>
<td>$7.1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>07</td>
<td>Total Federal Funds</td>
<td>$5,468.4 (*)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Part B. State and Local Sources</th>
<th>State Government Funds</th>
<th>Local Government Funds</th>
<th>Directly Generated Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>08 Funds allocated to transit out of General revenues of the Government entity</td>
<td>$337.9</td>
<td>$369.1</td>
<td></td>
</tr>
<tr>
<td>09 Income taxes</td>
<td>$0.2</td>
<td>$10.9</td>
<td>$5.9</td>
</tr>
<tr>
<td>10 Sales taxes</td>
<td>$99.8</td>
<td>$289.2</td>
<td>$747.1</td>
</tr>
<tr>
<td>11 Property taxes</td>
<td>$0.1</td>
<td>$28.9</td>
<td>$15.3</td>
</tr>
<tr>
<td>12 Gasoline taxes</td>
<td>$56.6</td>
<td>$0.0</td>
<td>$0.0</td>
</tr>
<tr>
<td>13 Other taxes</td>
<td>$30.0</td>
<td>$3.4</td>
<td>$31.5</td>
</tr>
<tr>
<td>14 Bridges, tunnels and highway tolls</td>
<td>$17.6</td>
<td>$3.6</td>
<td>$0.0</td>
</tr>
<tr>
<td>15 Other dedicated funds</td>
<td>$45.4</td>
<td>$43.0</td>
<td>$143.1</td>
</tr>
<tr>
<td>16 Other funds</td>
<td>$423.6</td>
<td>$488.5</td>
<td>$2,165.7</td>
</tr>
<tr>
<td>17 Total State, Local and Directly Generated Funds</td>
<td>$1,011.1</td>
<td>$1,236.5</td>
<td>$3,108.6</td>
</tr>
<tr>
<td>18 Total Capital Funds Applied to Transit Agency</td>
<td>$5,356.2</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Part C. Uses of Capital Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mode</td>
</tr>
<tr>
<td>Automated Guideway</td>
</tr>
<tr>
<td>Cable Car</td>
</tr>
<tr>
<td>Commuter Rail</td>
</tr>
<tr>
<td>Demand Response</td>
</tr>
<tr>
<td>Ferryboat</td>
</tr>
<tr>
<td>Heavy Rail</td>
</tr>
<tr>
<td>Inclined Plane</td>
</tr>
<tr>
<td>Light Rail</td>
</tr>
<tr>
<td>Motor Bus</td>
</tr>
<tr>
<td>Publico</td>
</tr>
<tr>
<td>Trolley Bus</td>
</tr>
<tr>
<td>Vanpool</td>
</tr>
<tr>
<td>Total Capital Expenditures</td>
</tr>
</tbody>
</table>

(*) Does not include capital funds used to pay for operating expenses ($885.6 million).
(**) Total capital funds applied amounts to $11,710.2 million with the inclusion of Federal capital assistance used to pay for operating expenses.
<table>
<thead>
<tr>
<th>Line No.</th>
<th>Operating Funds Applied to Transit Agency</th>
<th>Funds</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Part A. Sources of Directly Generated Funds</strong></td>
<td></td>
<td></td>
<td>$12,081.8</td>
</tr>
<tr>
<td>01</td>
<td>Passenger fares</td>
<td></td>
<td></td>
</tr>
<tr>
<td>02</td>
<td>1. Full adult fares</td>
<td>&lt;</td>
<td>-</td>
</tr>
<tr>
<td>02</td>
<td>2. Senior citizen fares</td>
<td>&lt;</td>
<td>-</td>
</tr>
<tr>
<td>03</td>
<td>3. Student fares</td>
<td>&lt;</td>
<td>-</td>
</tr>
<tr>
<td>04</td>
<td>4. Park and ride—parking revenue only</td>
<td>&lt;</td>
<td>-</td>
</tr>
<tr>
<td>05</td>
<td>5. Special ride fares</td>
<td>&lt;</td>
<td>-</td>
</tr>
<tr>
<td>06</td>
<td><strong>Total Passenger Funds</strong></td>
<td></td>
<td><strong>$7,592.2</strong></td>
</tr>
<tr>
<td>08</td>
<td><strong>Total Passenger Fares for Directly Operated Transit Service (*)</strong></td>
<td></td>
<td><strong>$7,735.2</strong></td>
</tr>
<tr>
<td>09</td>
<td><strong>Total Non-Transportation Funds</strong></td>
<td></td>
<td><strong>$763.2</strong></td>
</tr>
<tr>
<td>10</td>
<td>1. Investment funds</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>2. Other non-transportation funds</td>
<td>&lt;</td>
<td>-</td>
</tr>
<tr>
<td>14</td>
<td><strong>X. Revenue accrued through a purchased transportation agreement (</strong>)**</td>
<td></td>
<td><strong>$566.2</strong></td>
</tr>
<tr>
<td>15</td>
<td>1. State and local government</td>
<td></td>
<td><strong>$61.4</strong></td>
</tr>
<tr>
<td>16</td>
<td>2. Contra account for expenses</td>
<td></td>
<td>( <strong>$61.4</strong> )</td>
</tr>
<tr>
<td>17</td>
<td><strong>XII. Subsidy from other sectors of operations</strong></td>
<td></td>
<td><strong>$205.2</strong></td>
</tr>
<tr>
<td>18</td>
<td><strong>Total Directly Generated Funds (*)</strong></td>
<td></td>
<td><strong>$12,081.8</strong></td>
</tr>
</tbody>
</table>

(*) Includes some double-counting. Private providers reporting from a directly operated perspective report fares for directly operated service; the public agencies buying the services also report these fares under purchased transportation fare revenues.

(**) Revenues accrued through a purchased transportation agreement are reported by private providers under contract to public agencies and filing separate reports. It includes all funds received by these providers net of fare revenues. These funds are also reported by the public agencies contracting the purchased services.
<table>
<thead>
<tr>
<th>Line No.</th>
<th>Operating Funds Applied to Transit Agency</th>
<th>Funds</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>Part B. Federal Government Sources</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>I.</td>
<td>Funds from FTA Urbanized Area Formula Program</td>
<td></td>
<td></td>
</tr>
<tr>
<td>II.</td>
<td>Funds from FTA Urbanized Area Formula Program</td>
<td></td>
<td></td>
</tr>
<tr>
<td>III.</td>
<td>Funds from other Federal programs – Operating Assistance</td>
<td></td>
<td></td>
</tr>
<tr>
<td>III.</td>
<td>Funds from other Federal programs – Capital Assistance</td>
<td></td>
<td></td>
</tr>
<tr>
<td>V.</td>
<td>Total Federal Funds</td>
<td></td>
<td>$1,117.3</td>
</tr>
<tr>
<td></td>
<td><strong>Part C. State and Local Government Sources</strong></td>
<td>State Government Funds</td>
<td>Local Government Funds</td>
</tr>
<tr>
<td>I.</td>
<td>Funds allocated to transit out of the general revenues of the government entity</td>
<td>$1,608.4</td>
<td>$2,120.9</td>
</tr>
<tr>
<td>II.</td>
<td>Funds dedicated to transit at their source Dedicated taxes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.</td>
<td>Income taxes</td>
<td>$261.4</td>
<td>$91.4</td>
</tr>
<tr>
<td>2.</td>
<td>Sales taxes</td>
<td>$1,153.9</td>
<td>$2,292.4</td>
</tr>
<tr>
<td>3.</td>
<td>Property taxes</td>
<td>$15.1</td>
<td>$218.7</td>
</tr>
<tr>
<td>4.</td>
<td>Gasoline taxes</td>
<td>$394.1</td>
<td>$105.4</td>
</tr>
<tr>
<td>5.</td>
<td>Other taxes</td>
<td>$687.1</td>
<td>$341.4</td>
</tr>
<tr>
<td>Bridge, tunnel and highway tolls</td>
<td>$50.2</td>
<td>$1.4</td>
<td></td>
</tr>
<tr>
<td>Other dedicated funds</td>
<td>$366.9</td>
<td>$67.8</td>
<td></td>
</tr>
<tr>
<td>III.</td>
<td>Other funds</td>
<td>$590.1</td>
<td>$159.0</td>
</tr>
<tr>
<td>Total State and Local Funds</td>
<td>$5,127.3</td>
<td>$5,398.2</td>
<td>$10,525.5</td>
</tr>
<tr>
<td>Total Operating Funds Applied to Transit Agency (*)</td>
<td></td>
<td></td>
<td>$23,724.6</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Mode Code</th>
<th>Fares</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; – &gt;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&lt; – &gt;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&lt; – &gt;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&lt; – &gt;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&lt; – &gt;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Passenger Fare Revenues</td>
<td></td>
<td>$7,696.5</td>
</tr>
</tbody>
</table>

(*) Includes some double-counting. After elimination of double-counting, total funding amounts to $22,074.9 in 2001 with exclusion of capital funds used to pay for operating expenses.
## Form 301 — Operating Expenses (*) (Millions of Dollars)

<table>
<thead>
<tr>
<th>Line No.</th>
<th>Expense Object Class</th>
<th>Vehicle Operations 010</th>
<th>Vehicle Maintenance 041</th>
<th>Non-Vehicle Maintenance 041</th>
<th>General Administration 160</th>
<th>Total Expenses for Period</th>
</tr>
</thead>
<tbody>
<tr>
<td>01</td>
<td>501. Labor</td>
<td>$4,219.2</td>
<td>$7.6</td>
<td>$3.3</td>
<td>$3.2</td>
<td>$4,233.4</td>
</tr>
<tr>
<td>02</td>
<td>501</td>
<td>$1,429.4</td>
<td>$1,966.1</td>
<td>$1,269.5</td>
<td>$1,301.6</td>
<td>$5,966.6</td>
</tr>
<tr>
<td>03</td>
<td>502. Fringe Benefits</td>
<td>$2,904.7</td>
<td>$1,060.3</td>
<td>$722.8</td>
<td>$774.4</td>
<td>$5,462.2</td>
</tr>
<tr>
<td>04</td>
<td>503. Services</td>
<td>$281.6</td>
<td>$164.2</td>
<td>$216.9</td>
<td>$656.2</td>
<td>$1,318.9</td>
</tr>
<tr>
<td>05</td>
<td>504. Materials and Supplies</td>
<td>$648.7</td>
<td>$26.2</td>
<td>$3.4</td>
<td>$3.2</td>
<td>$681.5</td>
</tr>
<tr>
<td>06</td>
<td>504</td>
<td>$60.8</td>
<td>$1.4</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$62.2</td>
</tr>
<tr>
<td>07</td>
<td>505. Utilities</td>
<td>$449.6</td>
<td>$14.2</td>
<td>$78.3</td>
<td>$212.2</td>
<td>$754.4</td>
</tr>
<tr>
<td>08</td>
<td>506. Casualty and Liability Costs</td>
<td>$2.4</td>
<td>$54.3</td>
<td>$7.0</td>
<td>$424.6</td>
<td>$488.3</td>
</tr>
<tr>
<td>09</td>
<td>507. Taxes</td>
<td>$21.8</td>
<td>$3.3</td>
<td>$0.4</td>
<td>$15.3</td>
<td>$40.9</td>
</tr>
<tr>
<td>10</td>
<td>508. Purchased Transportation</td>
<td>$1,157.9</td>
<td>$268.9</td>
<td>$61.3</td>
<td>$330.6</td>
<td>$1,818.7</td>
</tr>
<tr>
<td>11</td>
<td>508</td>
<td>$521.1</td>
<td>$178.1</td>
<td>$57.1</td>
<td>$144.2</td>
<td>$900.4</td>
</tr>
<tr>
<td>12</td>
<td>509. Miscellaneous Expenses</td>
<td>$64.4</td>
<td>$28.3</td>
<td>$36.4</td>
<td>$193.8</td>
<td>$322.9</td>
</tr>
<tr>
<td>13</td>
<td>510. Expense Transfers</td>
<td>($141.9)</td>
<td>($160.1)</td>
<td>($390.9)</td>
<td>($453.8)</td>
<td>($1,146.7)</td>
</tr>
<tr>
<td>14</td>
<td>510</td>
<td>$11,700.2</td>
<td>$4,641.8</td>
<td>$2,335.7</td>
<td>$3,751.5</td>
<td>$22,429.2</td>
</tr>
<tr>
<td>15</td>
<td>510</td>
<td>($1,146.7)</td>
<td>($1,146.7)</td>
<td>($1,146.7)</td>
<td>($1,146.7)</td>
<td>($1,146.7)</td>
</tr>
<tr>
<td>15a</td>
<td>ADA-Related Expenses (DR only) (***)</td>
<td>$1,238.9</td>
<td>$1,238.9</td>
<td>$1,238.9</td>
<td>$1,238.9</td>
<td>$1,238.9</td>
</tr>
</tbody>
</table>

(*) Operating expenses excluding reconciling items (depreciation, interest expense, leases and rentals, etc.)

(**) Includes double-counting. Total expense by function and total must be calculated by subtracting from line 15, purchased transportation filing a separate report (line 12).

After elimination of double-counting, the figures are:

- Vehicle operations: $11,179.1
- Vehicle Maintenance: $4,463.7
- Non-Vehicle Maintenance: $2,278.7
- General Administration: $3,607.3
- Total Expense: $21,528.8

(***) ADA expense includes demand response only.
### Form 321 – Operators’ Wages (*)

<table>
<thead>
<tr>
<th>Line No.</th>
<th>Time Classification</th>
<th>Dollars (Millions)</th>
<th>Hours (Thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Operating Time</td>
<td></td>
<td></td>
</tr>
<tr>
<td>01</td>
<td>01 Report time – turn-in time, breaks and allowances</td>
<td>$174.1</td>
<td>9,323.1</td>
</tr>
<tr>
<td>02</td>
<td>02 Platform time – line service</td>
<td>$2,774.3</td>
<td>154,376.4</td>
</tr>
<tr>
<td>03</td>
<td>03 Platform time – charter and special</td>
<td>$14.1</td>
<td>902.5</td>
</tr>
<tr>
<td>04</td>
<td>04 Travel and intervening time</td>
<td>$85.2</td>
<td>4,480.9</td>
</tr>
<tr>
<td>05</td>
<td>05 Minimum guarantee time – call out, daily and weekly</td>
<td>$39.1</td>
<td>2,324.4</td>
</tr>
<tr>
<td>06</td>
<td>06 Overtime premium – scheduled and unscheduled</td>
<td>$176.9</td>
<td>18,690.5</td>
</tr>
<tr>
<td>07</td>
<td>07 Spread time premium</td>
<td>$43.0</td>
<td>3,749.4</td>
</tr>
<tr>
<td>08</td>
<td>08 Shift premium and other operating time</td>
<td>$31.4</td>
<td>8,823.0</td>
</tr>
<tr>
<td>09</td>
<td>Total Operating Time</td>
<td>$3,338.1</td>
<td></td>
</tr>
<tr>
<td>2.</td>
<td>Non-Operating Paid Work Time</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>01 Stand-by time</td>
<td>$60.7</td>
<td>3,298.4</td>
</tr>
<tr>
<td>11</td>
<td>02 Other non-operating paid work time</td>
<td>$155.9</td>
<td>9,256.8</td>
</tr>
<tr>
<td>12</td>
<td>Total Non-Operating Paid Work Time</td>
<td>$216.5</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Total Operating and Non-Operating Time</td>
<td>$3,554.6</td>
<td></td>
</tr>
</tbody>
</table>

(*) Reported by agencies which directly operate more than 100 vehicles per mode in maximum annual service.
<table>
<thead>
<tr>
<th>Line No.</th>
<th>Fringe Benefit Object Classes</th>
<th>Employer Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>01</td>
<td>01 FICA or railroad retirement and/or PERS</td>
<td>$990.0</td>
</tr>
<tr>
<td>02</td>
<td>02 Pension plans (including long-term disability insurance)</td>
<td>$682.3</td>
</tr>
<tr>
<td>03</td>
<td>03 Hospital, medical and surgical plans</td>
<td>$1,292.8</td>
</tr>
<tr>
<td>04</td>
<td>04 Dental plans</td>
<td>$61.6</td>
</tr>
<tr>
<td>05</td>
<td>05 Life insurance plans</td>
<td>$23.0</td>
</tr>
<tr>
<td>06</td>
<td>06 Short-term disability insurance plans</td>
<td>$12.2</td>
</tr>
<tr>
<td>07</td>
<td>07 Unemployment insurance</td>
<td>$16.9</td>
</tr>
<tr>
<td>08</td>
<td>08 Workers’ compensation insurance or Federal Employees Liability Act Contribution</td>
<td>$347.2</td>
</tr>
<tr>
<td>09</td>
<td>09 Sick leave</td>
<td>$260.3</td>
</tr>
<tr>
<td>10</td>
<td>10 Holiday (including all premiums paid for work on holidays)</td>
<td>$360.7</td>
</tr>
<tr>
<td>11</td>
<td>11 Vacation</td>
<td>$715.0</td>
</tr>
<tr>
<td>12</td>
<td>12 Other paid absence (bereavement pay, military pay, jury duty pay, etc.)</td>
<td>$92.6</td>
</tr>
<tr>
<td>13</td>
<td>13 Uniform and work clothing allowances</td>
<td>$43.9</td>
</tr>
<tr>
<td>14</td>
<td>14 Other fringe benefits</td>
<td>$206.3</td>
</tr>
<tr>
<td>15</td>
<td><strong>Total Fringe Benefits</strong></td>
<td><strong>$5,104.7</strong></td>
</tr>
</tbody>
</table>

(*) Reported by agencies which directly operate more than 100 vehicles in annual maximum service.
### Form 402 – Revenue Vehicle Maintenance and Energy (*)

<table>
<thead>
<tr>
<th>Line No.</th>
<th>Revenue Vehicle System Failures</th>
<th>Number of Failures</th>
</tr>
</thead>
<tbody>
<tr>
<td>01</td>
<td>Major mechanical failures</td>
<td>336,318</td>
</tr>
<tr>
<td>02</td>
<td>Other mechanical failures</td>
<td>217,389</td>
</tr>
<tr>
<td>03</td>
<td>Total Revenue Vehicle Failures</td>
<td>553,707</td>
</tr>
<tr>
<td>04</td>
<td>Total Labor Hours for Inspection and Maintenance</td>
<td>67,004.7</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Maintenance Facilities</th>
<th>Owned Facilities</th>
<th>Leased Facilities</th>
<th>Total Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>07 Number of General Purpose Facilities</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Serving under 200 vehicles</td>
<td>890.0</td>
<td>275.0</td>
<td>1,165.0</td>
</tr>
<tr>
<td>Serving 200 – 300 vehicles</td>
<td>92.0</td>
<td>21.0</td>
<td>113.0</td>
</tr>
<tr>
<td>Serving more than 300 vehicles</td>
<td>36.0</td>
<td>7.0</td>
<td>43.0</td>
</tr>
<tr>
<td>09 Number of Heavy Maintenance Facilities</td>
<td>58.0</td>
<td>8.0</td>
<td>66.0</td>
</tr>
<tr>
<td>10 Total Maintenance Facilities</td>
<td>1,076.0</td>
<td>311.0</td>
<td>1,387.0</td>
</tr>
</tbody>
</table>

### Energy Consumption

<table>
<thead>
<tr>
<th>Units Consumed (Thousands)</th>
<th>Total Units Consumed (Thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td>12 Kilowatt hours of propulsion power (applies to: AG, CC, CR, HR, LR, IP, MO, TB, TR)</td>
<td>5,483,632.5</td>
</tr>
<tr>
<td>13 Kilowatt hours to charge batteries (applies to: DR, JT, MB, PB, VP)</td>
<td>1,084.6</td>
</tr>
<tr>
<td>14 Gallons of diesel fuel</td>
<td>617,368.3</td>
</tr>
<tr>
<td>15 Gallons of gasoline</td>
<td>16,542.5</td>
</tr>
<tr>
<td>16 Gallons of liquefied petroleum gas (LPG)</td>
<td>2,333.7</td>
</tr>
<tr>
<td>17 Gallons of liquefied natural gas (LNG)</td>
<td>10,618.5</td>
</tr>
<tr>
<td>18 Gallons of methanol</td>
<td>28.5</td>
</tr>
<tr>
<td>19 Gallons of ethanol</td>
<td>50.4</td>
</tr>
<tr>
<td>20 Gallons of compressed natural gas (CNG)</td>
<td>53,245.2</td>
</tr>
<tr>
<td>21 Gallons of bunker fuel</td>
<td>0.0</td>
</tr>
<tr>
<td>22 Gallons of kerosene</td>
<td>482.9</td>
</tr>
<tr>
<td>23 Gallons of grain additive fuel</td>
<td>24.0</td>
</tr>
<tr>
<td>24 Gallons of other fuel</td>
<td>72.2</td>
</tr>
</tbody>
</table>

(*) Data for system failures and energy consumption are available for directly operated service only; data for maintenance facilities include directly operated and purchased transportation services.
<table>
<thead>
<tr>
<th>Line No.</th>
<th>Guideway Classification</th>
<th>Directional Route Miles</th>
<th>Miles of Track</th>
<th>Number of Crossings</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Rail Modes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>01</td>
<td>At grade:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>02</td>
<td>Exclusive right-of-way</td>
<td>3,710.5</td>
<td>4,425.9</td>
<td></td>
</tr>
<tr>
<td>02</td>
<td>With cross traffic</td>
<td>3,645.8</td>
<td>3,621.3</td>
<td>3,427</td>
</tr>
<tr>
<td>03</td>
<td>Mixed and cross traffic</td>
<td>232.0</td>
<td>362.2</td>
<td>2,383</td>
</tr>
<tr>
<td>04</td>
<td>Elevated-on-structure</td>
<td>508.9</td>
<td>597.6</td>
<td></td>
</tr>
<tr>
<td>05</td>
<td>Elevated-on-fill</td>
<td>472.3</td>
<td>622.6</td>
<td></td>
</tr>
<tr>
<td>06</td>
<td>Open-cut</td>
<td>133.5</td>
<td>175.3</td>
<td></td>
</tr>
<tr>
<td>07</td>
<td>Subway</td>
<td>701.8</td>
<td>880.7</td>
<td></td>
</tr>
<tr>
<td>08</td>
<td>Total</td>
<td>9,592.3</td>
<td>10,685.6</td>
<td>5,810</td>
</tr>
<tr>
<td>09</td>
<td>Average Monthly (*)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Stations</td>
<td>2,857</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10a</td>
<td>[ADA accessible]</td>
<td></td>
<td></td>
<td>1,381</td>
</tr>
<tr>
<td></td>
<td>Non-Rail Modes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Exclusive right-of-way(***)</td>
<td>1,997.7</td>
<td></td>
<td>–</td>
</tr>
<tr>
<td>12</td>
<td>Controlled access right-of-way(**)</td>
<td>1,080.3</td>
<td></td>
<td>–</td>
</tr>
<tr>
<td>13</td>
<td>Mixed traffic right-of-way</td>
<td>705,905.0</td>
<td></td>
<td>–</td>
</tr>
<tr>
<td>14</td>
<td>Total</td>
<td>3,381.2</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

(*) Used for funding purposes only
(**) Includes some double-counting. Fixed guideway segments used by more than one NTD reporter are reported by each reporter in this form.
<table>
<thead>
<tr>
<th>Line No.</th>
<th>Labor Classifications</th>
<th>Employee Work Hours (000)</th>
<th>Actual Person Count</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Full Time Employees</td>
<td>Part Time Employees</td>
</tr>
<tr>
<td>01</td>
<td>011 Transportation administration and support</td>
<td>&lt; – &gt;</td>
<td>&lt; – &gt;</td>
</tr>
<tr>
<td>02</td>
<td>030 Revenue vehicle operation</td>
<td>&lt; – &gt;</td>
<td>&lt; – &gt;</td>
</tr>
<tr>
<td>03</td>
<td>151 Ticketing and fare collection</td>
<td>&lt; – &gt;</td>
<td>&lt; – &gt;</td>
</tr>
<tr>
<td></td>
<td>161 System security</td>
<td>&lt; – &gt;</td>
<td>&lt; – &gt;</td>
</tr>
<tr>
<td>05</td>
<td>010 Vehicle operations</td>
<td>271,665.4</td>
<td>16,556.2</td>
</tr>
<tr>
<td>06</td>
<td>041 Vehicle maintenance</td>
<td>91,800.2</td>
<td>418.0</td>
</tr>
<tr>
<td>07</td>
<td>042 Non-vehicle maintenance</td>
<td>51,519.2</td>
<td>204.8</td>
</tr>
<tr>
<td>08</td>
<td>160 General administration</td>
<td>44,352.5</td>
<td>1,490.0</td>
</tr>
<tr>
<td>09</td>
<td>Total Operating Labor</td>
<td>459,337.3</td>
<td>18,669.1</td>
</tr>
<tr>
<td>10</td>
<td>Total Capital Labor</td>
<td>23,604.8</td>
<td>162.5</td>
</tr>
<tr>
<td>11</td>
<td>Total Labor</td>
<td>482,942.0</td>
<td>18,831.6</td>
</tr>
</tbody>
</table>

(*) Data for directly operated service only.
<table>
<thead>
<tr>
<th>Line No.</th>
<th>Safety Items</th>
<th>Incidents</th>
<th>Fatalities</th>
<th>Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Patrons 01</td>
<td>Employees 01</td>
<td>Others 01</td>
</tr>
<tr>
<td>01</td>
<td>Collisions</td>
<td>23,934</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>01a</td>
<td>(at grade crossings)</td>
<td>175</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>02</td>
<td>Collisions with objects</td>
<td>3,021</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>02a</td>
<td>(at grade crossings)</td>
<td>66</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>03</td>
<td>Collisions with people</td>
<td>1,401</td>
<td>52</td>
<td>3</td>
</tr>
<tr>
<td>03a</td>
<td>(at grade crossings)</td>
<td>21</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>03b</td>
<td>(attempted/successful suicides)</td>
<td>102</td>
<td>21</td>
<td>0</td>
</tr>
<tr>
<td>04</td>
<td>Non-Collisions</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>05</td>
<td>Derailments/buses going off road</td>
<td>167</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>06</td>
<td>Parking facility</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>07</td>
<td>Inside vehicle</td>
<td>12,219</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>08</td>
<td>On right-of-way</td>
<td>4,167</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>08a</td>
<td>Boarding and alighting vehicle</td>
<td>7,844</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>(associated with lifts)</td>
<td>460</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>09</td>
<td>In stations/bus stops</td>
<td>8,146</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>09a</td>
<td>(associated with escalators)</td>
<td>1,153</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>09b</td>
<td>(associated with elevators)</td>
<td>318</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>10</td>
<td>Non-Arson Fires (no thresholds)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>In vehicles</td>
<td>846</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>12</td>
<td>In stations</td>
<td>690</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>13</td>
<td>Right-of-way and others</td>
<td>1,551</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

(*) Millions of dollars
<table>
<thead>
<tr>
<th>Security Items</th>
<th>Incidents</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>In Vehicle</td>
<td>In Station</td>
<td>Other Transit</td>
</tr>
<tr>
<td>Part I. Offenses (Reports)</td>
<td></td>
<td></td>
<td>Property</td>
</tr>
<tr>
<td>Violent Crime</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Homicide</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Patrons</td>
<td>4</td>
<td>8</td>
<td>0</td>
</tr>
<tr>
<td>Employees</td>
<td>0</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Others</td>
<td>0</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Forcible rape</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Patrons</td>
<td>12</td>
<td>16</td>
<td>4</td>
</tr>
<tr>
<td>Employees</td>
<td>1</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Others</td>
<td>0</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Robbery</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Patrons</td>
<td>1,159</td>
<td>1,448</td>
<td>371</td>
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<tr>
<td>Employees</td>
<td>190</td>
<td>8</td>
<td>9</td>
</tr>
<tr>
<td>Others</td>
<td>4</td>
<td>53</td>
<td>66</td>
</tr>
<tr>
<td>Aggravated assault</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Patrons</td>
<td>734</td>
<td>671</td>
<td>184</td>
</tr>
<tr>
<td>Employees</td>
<td>432</td>
<td>98</td>
<td>37</td>
</tr>
<tr>
<td>Others</td>
<td>28</td>
<td>46</td>
<td>56</td>
</tr>
<tr>
<td>Property Crime</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Burglary</td>
<td>42</td>
<td>394</td>
<td>189</td>
</tr>
<tr>
<td>Larceny/theft</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Patrons</td>
<td>4,624</td>
<td>4,151</td>
<td>1,859</td>
</tr>
<tr>
<td>Employees</td>
<td>277</td>
<td>148</td>
<td>295</td>
</tr>
<tr>
<td>Others</td>
<td>239</td>
<td>1,612</td>
<td>431</td>
</tr>
<tr>
<td>Motor vehicle theft</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Patrons</td>
<td>31</td>
<td>808</td>
<td>829</td>
</tr>
<tr>
<td>Employees</td>
<td>5</td>
<td>10</td>
<td>70</td>
</tr>
<tr>
<td>Others</td>
<td>11</td>
<td>37</td>
<td>108</td>
</tr>
<tr>
<td>Arson</td>
<td>12</td>
<td>21</td>
<td>11</td>
</tr>
<tr>
<td>Part II. Offenses (Arrests)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other assaults</td>
<td>987</td>
<td>1,249</td>
<td>205</td>
</tr>
<tr>
<td>Vandalism</td>
<td>1,295</td>
<td>1,212</td>
<td>464</td>
</tr>
<tr>
<td>Sex offenses</td>
<td>195</td>
<td>555</td>
<td>48</td>
</tr>
<tr>
<td>Drug abuse violations</td>
<td>1,184</td>
<td>2,566</td>
<td>589</td>
</tr>
<tr>
<td>Driving under the influence</td>
<td>32</td>
<td>38</td>
<td>214</td>
</tr>
<tr>
<td>Drunkenness</td>
<td>2,323</td>
<td>3,754</td>
<td>1,956</td>
</tr>
<tr>
<td>Disorderly conduct</td>
<td>27,845</td>
<td>4,119</td>
<td>605</td>
</tr>
<tr>
<td>Trespassing</td>
<td>591</td>
<td>2,188</td>
<td>1,818</td>
</tr>
<tr>
<td>Fare evasion</td>
<td>20,010</td>
<td>26,870</td>
<td>378</td>
</tr>
<tr>
<td>Curfew and loitering laws</td>
<td>202</td>
<td>3,038</td>
<td>151</td>
</tr>
<tr>
<td>Total Transit Property Damage (**)</td>
<td></td>
<td></td>
<td>$14,557.7</td>
</tr>
</tbody>
</table>

(*) Reported by agencies in urbanized areas over 200,000 population.
(**) Thousands of dollars
### Form 406 – Transit Agency Service

<table>
<thead>
<tr>
<th>Line No.</th>
<th>Item</th>
<th>AM Peak</th>
<th>Midday</th>
<th>PM Peak</th>
<th>Other</th>
<th>Average Weekday Total</th>
<th>Average Saturday Total</th>
<th>Average Sunday Total</th>
<th>Annual Total</th>
<th>Line No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>01</td>
<td>Maximum Service Vehicles</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>01</td>
</tr>
<tr>
<td>02</td>
<td>Vehicles operated in maximum service</td>
<td></td>
<td></td>
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<td>03</td>
<td>Periods of Service</td>
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<td>04</td>
<td>Time service begins</td>
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<td></td>
<td></td>
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<tr>
<td>05</td>
<td>Service Supplied (Non-Rail Modes)</td>
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<td></td>
<td></td>
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<td>05</td>
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<tr>
<td>06</td>
<td>Number of vehicles in operation (*)</td>
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<td>30,726</td>
<td>19,598</td>
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<td>Total actual vehicle miles (Thousands)</td>
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<td>&lt; – &gt;</td>
<td>&lt; – &gt;</td>
<td>&lt; – &gt;</td>
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<td>08</td>
<td>Total actual vehicle hours (Thousands)</td>
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<td>&lt; – &gt;</td>
<td>690.6</td>
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<td>222.15</td>
<td>204,218.9</td>
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<td>Total actual vehicle revenue miles (Thousands) (***)</td>
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<td>&lt; – &gt;</td>
<td>&lt; – &gt;</td>
<td>&lt; – &gt;</td>
<td>8,159.1</td>
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<td>&lt; – &gt;</td>
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<td>Service Supplied (Rail Modes)</td>
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<td>14</td>
<td>Number of trains in operation (*)</td>
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<td>1,317</td>
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<td>15</td>
<td>Number of passenger cars in operation (*)</td>
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<td>Total actual train miles (Thousands)</td>
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<td>&lt; – &gt;</td>
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<td>18.6</td>
<td>15.9</td>
<td>9,000.2</td>
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<td>18</td>
<td>Total actual train revenue miles (Thousands)</td>
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<td>&lt; – &gt;</td>
<td>&lt; – &gt;</td>
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<td>341.5</td>
<td>290.1</td>
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<td>19</td>
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<td>&lt; – &gt;</td>
<td>&lt; – &gt;</td>
<td>&lt; – &gt;</td>
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<td>17.5</td>
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<td>20</td>
<td>Total actual passenger car miles (Thousands)</td>
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<td>&lt; – &gt;</td>
<td>&lt; – &gt;</td>
<td>&lt; – &gt;</td>
<td>2,958.4</td>
<td>1,750.6</td>
<td>1,506.2</td>
<td>941,679.8</td>
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<tr>
<td>21</td>
<td>Total actual passenger car revenue miles (Thousands)</td>
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<td>&lt; – &gt;</td>
<td>&lt; – &gt;</td>
<td>&lt; – &gt;</td>
<td>2,826.0</td>
<td>1,705.3</td>
<td>1,466.7</td>
<td>890,944.0</td>
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<td>22</td>
<td>Total scheduled passenger car revenue miles (Thousands)</td>
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<td>&lt; – &gt;</td>
<td>&lt; – &gt;</td>
<td>&lt; – &gt;</td>
<td>2,892.8</td>
<td>1,771.8</td>
<td>1,476.1</td>
<td>910,776.1</td>
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<tr>
<td>23</td>
<td>Total actual passenger car hours (Thousands)</td>
<td>&lt; – &gt;</td>
<td>&lt; – &gt;</td>
<td>&lt; – &gt;</td>
<td>&lt; – &gt;</td>
<td>138.2</td>
<td>85.4</td>
<td>73.9</td>
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<td>Service Consumed</td>
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<tr>
<td>24a</td>
<td>Unlinked passenger trips (Thousands)</td>
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<td>&lt; – &gt;</td>
<td>&lt; – &gt;</td>
<td>&lt; – &gt;</td>
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<td>16,180.0</td>
<td>10,445.1</td>
<td>9,007,701.7</td>
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<td>24b</td>
<td>ADA-related unlinked passenger trips (Thousands) (DR only) (‡)</td>
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<td></td>
<td></td>
<td>47,993.9</td>
<td>24a</td>
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<td>25</td>
<td>Passenger miles (Thousands)</td>
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<td></td>
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<td>46,505,589.9</td>
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<td>26</td>
<td>Service Operated (Days)</td>
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<td>26</td>
<td>Days schedule operated</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>27</td>
<td>Days not operated due to strikes</td>
<td></td>
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<td></td>
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<tr>
<td>28</td>
<td>Days not operated due to officially declared emergencies</td>
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<td></td>
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</tr>
</tbody>
</table>

(*) Reported for average Weekdays, Saturdays, and Sundays only.

(**) Total actual vehicle revenue miles is greater than total scheduled vehicle revenue miles (line 10) because, by definition, modes such as demand response, vanpool, jitney, etc. do not operate with fixed schedules (line 8).

(†) Data available for annual total only.

(‡) ADA-related unlinked passenger trips reported for demand response service only.
Data Used to Compile Graphics

## Funds Applied to Transit 1985 - 2001

<table>
<thead>
<tr>
<th>Year</th>
<th>Unlinked Passenger Trips (Millions)</th>
<th>Federal Funding (Millions)</th>
</tr>
</thead>
<tbody>
<tr>
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<td>3,344.3</td>
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<td>1986</td>
<td>7,930.3</td>
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<td>3,292.2</td>
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<td>1988</td>
<td>7,812.5</td>
<td>3,152.0</td>
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<tr>
<td>1989</td>
<td>8,098.0</td>
<td>3,094.4</td>
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<tr>
<td>1990</td>
<td>7,965.6</td>
<td>3,457.8</td>
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<tr>
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<td>7,738.1</td>
<td>3,394.3</td>
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<td>7,696.2</td>
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<td>3,296.6</td>
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<tr>
<td>2001</td>
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<td>6585.7</td>
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% Change 7.9% 96.9%

## Vehicle Revenue Miles (Millions) by Mode 1991 - 2001

<table>
<thead>
<tr>
<th>Year</th>
<th>Bus</th>
<th>Commuter Rail</th>
<th>Demand Response</th>
<th>Heavy Rail</th>
<th>Light Rail</th>
<th>Vanpool</th>
<th>Other</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1991</td>
<td>1,552.9</td>
<td>197.9</td>
<td>185.8</td>
<td>508.3</td>
<td>26.6</td>
<td>11.0</td>
<td>16.8</td>
<td>2,499.3</td>
</tr>
<tr>
<td>1992</td>
<td>1,559.3</td>
<td>199.9</td>
<td>208.6</td>
<td>509.7</td>
<td>27.8</td>
<td>15.0</td>
<td>17.2</td>
<td>2,537.5</td>
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<tr>
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<td>1,578.3</td>
<td>203.4</td>
<td>243.4</td>
<td>505.2</td>
<td>26.9</td>
<td>19.1</td>
<td>16.8</td>
<td>2,593.2</td>
</tr>
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<td>1,585.8</td>
<td>209.5</td>
<td>272.8</td>
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<td>33.3</td>
<td>22.5</td>
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<td>2,679.5</td>
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<td>297.3</td>
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<td>22.4</td>
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<td>1821.2</td>
<td>253.1</td>
<td>490.3</td>
<td>591.1</td>
<td>53.2</td>
<td>65.5</td>
<td>44.6</td>
<td>3319.0</td>
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</table>

% Change 17.3% 27.9% 163.9% 16.3% 100.0% 494.5% 165.2% 32.8%
### Unlinked Passenger Trips (Million) by Mode 1991 - 2001

<table>
<thead>
<tr>
<th>Year</th>
<th>Bus</th>
<th>Commuter Rail</th>
<th>Demand Response</th>
<th>Heavy Rail</th>
<th>Light Rail</th>
<th>Vanpool</th>
<th>Other</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
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<td>323.8</td>
<td>42.4</td>
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<td>7,564.6</td>
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<td>333.9</td>
<td>11.9</td>
<td>223.7</td>
<td>9,007.8</td>
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% Change: 8.1% 29.1% 80.7% 25.9% 81.9% 276.0% 16.2% 16.4%

### Distribution of Vehicle Revenue Miles

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<th>1991 Vehicle Revenue Miles</th>
<th>%</th>
<th>2001 Vehicle Revenue Miles</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
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<td>62.1%</td>
<td>1821.2</td>
<td>54.9%</td>
</tr>
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<td>197.9</td>
<td>7.9%</td>
<td>253.1</td>
<td>7.6%</td>
</tr>
<tr>
<td>Demand Response</td>
<td>185.8</td>
<td>7.4%</td>
<td>490.3</td>
<td>14.8%</td>
</tr>
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<td>Heavy Rail</td>
<td>508.3</td>
<td>20.3%</td>
<td>591.1</td>
<td>17.8%</td>
</tr>
<tr>
<td>Light Rail</td>
<td>26.6</td>
<td>1.1%</td>
<td>53.2</td>
<td>1.6%</td>
</tr>
<tr>
<td>Vanpool</td>
<td>11.0</td>
<td>0.4%</td>
<td>65.5</td>
<td>2.0%</td>
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<tr>
<td>Other</td>
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<td>44.6</td>
<td>1.3%</td>
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<tr>
<td><strong>Total</strong></td>
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<td><strong>80.7%</strong></td>
<td><strong>3319.0</strong></td>
<td><strong>16.4%</strong></td>
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### Distribution of Unlinked Passenger Trips

<table>
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<th>%</th>
<th>2001 Unlinked Passenger Trips</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus</td>
<td>4,825.5</td>
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<td>5215.1</td>
<td>57.9%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>323.8</td>
<td>4.2%</td>
<td>418.1</td>
<td>4.6%</td>
</tr>
<tr>
<td>Demand Response</td>
<td>42.4</td>
<td>0.5%</td>
<td>76.7</td>
<td>0.9%</td>
</tr>
<tr>
<td>Heavy Rail</td>
<td>2,167.0</td>
<td>28.0%</td>
<td>2728.3</td>
<td>30.3%</td>
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<tr>
<td>Light Rail</td>
<td>183.6</td>
<td>2.4%</td>
<td>333.9</td>
<td>3.7%</td>
</tr>
<tr>
<td>Vanpool</td>
<td>3.2</td>
<td>0.0%</td>
<td>11.9</td>
<td>0.1%</td>
</tr>
<tr>
<td>Other</td>
<td>192.6</td>
<td>2.5%</td>
<td>223.7</td>
<td>2.5%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>7,738.1</strong></td>
<td><strong>62.4%</strong></td>
<td><strong>9007.8</strong></td>
<td><strong>57.9%</strong></td>
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</tbody>
</table>
## Relative Impact of the Data by UZA Size Group 2001

<table>
<thead>
<tr>
<th>Item</th>
<th>UZAs with More Than 1 Million Population</th>
<th>UZAs with More Than 200,000 and Less Than 1 Million Population</th>
<th>UZAs with Less Than 200,000 Population</th>
</tr>
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<tbody>
<tr>
<td>Uses of Capital - Non-Rolling Stock</td>
<td>93.3%</td>
<td>5.1%</td>
<td>1.6%</td>
</tr>
<tr>
<td>Passenger Fares</td>
<td>92.0%</td>
<td>5.6%</td>
<td>2.4%</td>
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<tr>
<td>Unlinked Trips</td>
<td>88.7%</td>
<td>8.3%</td>
<td>3.0%</td>
</tr>
<tr>
<td>Operating Expense</td>
<td>86.0%</td>
<td>10.1%</td>
<td>3.9%</td>
</tr>
<tr>
<td>Uses of Capital - Rolling Stock</td>
<td>86.9%</td>
<td>9.3%</td>
<td>3.8%</td>
</tr>
<tr>
<td>Vehicle Revenue Hours</td>
<td>76.4%</td>
<td>16.1%</td>
<td>7.5%</td>
</tr>
<tr>
<td>Vehicles Operated in Maximum Service</td>
<td>74.1%</td>
<td>17.1%</td>
<td>8.8%</td>
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## Total Operating Expense (Millions) 1991 - 2001

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Operating Expense (Millions of Dollars)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1991</td>
<td>$15,404.0</td>
</tr>
<tr>
<td>1992</td>
<td>$15,499.3</td>
</tr>
<tr>
<td>1993</td>
<td>$15,473.0</td>
</tr>
<tr>
<td>1994</td>
<td>$16,320.0</td>
</tr>
<tr>
<td>1995</td>
<td>$16,181.6</td>
</tr>
<tr>
<td>1996</td>
<td>$16,301.9</td>
</tr>
<tr>
<td>1997</td>
<td>$16,962.0</td>
</tr>
<tr>
<td>1998</td>
<td>$17,580.0</td>
</tr>
<tr>
<td>1999</td>
<td>$18,781.2</td>
</tr>
<tr>
<td>2000</td>
<td>$20,008.7</td>
</tr>
<tr>
<td>2001</td>
<td>$21,528.8</td>
</tr>
</tbody>
</table>

% Change 39.8%

## Total Operating Expense (Millions) by Mode 1991 - 2001

<table>
<thead>
<tr>
<th>Year</th>
<th>Bus (Millions)</th>
<th>Commuter Rail (Millions)</th>
<th>Demand Response (Millions)</th>
<th>Heavy Rail (Millions)</th>
<th>Light Rail (Millions)</th>
<th>Vanpool (Millions)</th>
<th>Other (Millions)</th>
<th>Total (Millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1991</td>
<td>$8,330.0</td>
<td>$2,175.0</td>
<td>$443.0</td>
<td>$3,841.0</td>
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<td>$5.3</td>
<td>$319.7</td>
<td>$15,404.0</td>
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<td>$307.2</td>
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<td>$540.1</td>
<td>$3,668.6</td>
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<td>$13.6</td>
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<tr>
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<td>$14.9</td>
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<td>$17.8</td>
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<tr>
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<td>$426.4</td>
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<tr>
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<td>$995.2</td>
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<td>$28.4</td>
<td>$465.5</td>
<td>$17,580.0</td>
</tr>
<tr>
<td>1999</td>
<td>$10,342.1</td>
<td>$2,569.5</td>
<td>$1,103.8</td>
<td>$3,693.4</td>
<td>$536.2</td>
<td>$31.6</td>
<td>$504.6</td>
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<td>2000</td>
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<td>$2,679.0</td>
<td>$1,225.4</td>
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<td>$596.6</td>
<td>$32.2</td>
<td>$518.3</td>
<td>$20,008.7</td>
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<tr>
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<td>$2,852.0</td>
<td>$1,409.9</td>
<td>$4,180.1</td>
<td>$676.5</td>
<td>$34.2</td>
<td>$562.2</td>
<td>$21,528.8</td>
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</table>

% Change 41.8% 31.1% 218.3% 8.8% 133.3% 540.3% 75.9% 39.8%
<table>
<thead>
<tr>
<th>Function</th>
<th>Operating Expense (Millions of Dollars)</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle Operations</td>
<td>$11,179.1</td>
<td>51.9%</td>
</tr>
<tr>
<td>Vehicle Maintenance</td>
<td>$4,463.7</td>
<td>20.7%</td>
</tr>
<tr>
<td>Non-Vehicle Maintenance</td>
<td>$2,278.7</td>
<td>10.6%</td>
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<tr>
<td>General Administration</td>
<td>$3,607.3</td>
<td>16.8%</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>$21,528.8</strong></td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Object Class – Directly Operated Service 2001</th>
<th>Operating Expense (Millions of Dollars)</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salaries</td>
<td>$10,200.0</td>
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</tr>
<tr>
<td>Fringe Benefits</td>
<td>$5,462.2</td>
<td>27.7%</td>
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<tr>
<td>Services</td>
<td>$1,318.9</td>
<td>6.7%</td>
</tr>
<tr>
<td>Materials and Supplies</td>
<td>$2,269.2</td>
<td>11.5%</td>
</tr>
<tr>
<td>Utilities</td>
<td>$754.4</td>
<td>3.8%</td>
</tr>
<tr>
<td>Other</td>
<td>-$294.6</td>
<td>-1.5%</td>
</tr>
<tr>
<td><strong>Total - Directly Operated</strong></td>
<td><strong>$19,710.0</strong></td>
<td></td>
</tr>
<tr>
<td>Purchased Transportation (*)</td>
<td>$1,818.7</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$21,528.8</strong></td>
<td></td>
</tr>
</tbody>
</table>

(*) Does not include purchased transportation detailed by object class.

<table>
<thead>
<tr>
<th>Year</th>
<th>Bus</th>
<th>Commuter Rail</th>
<th>Demand Response</th>
<th>Heavy Rail</th>
<th>Light Rail</th>
<th>Vanpool</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>1991</td>
<td>$1.7</td>
<td>$6.7</td>
<td>$10.4</td>
<td>$1.8</td>
<td>$1.6</td>
<td>$1.7</td>
<td>$1.7</td>
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<tr>
<td>1992</td>
<td>$1.8</td>
<td>$6.9</td>
<td>$11.0</td>
<td>$1.6</td>
<td>$1.6</td>
<td>$2.5</td>
<td>$1.7</td>
</tr>
<tr>
<td>1993</td>
<td>$1.8</td>
<td>$6.5</td>
<td>$10.4</td>
<td>$1.8</td>
<td>$1.7</td>
<td>$2.5</td>
<td>$1.9</td>
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<tr>
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<td>$1.9</td>
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<td>$1.5</td>
<td>$2.6</td>
<td>$1.7</td>
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<tr>
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<td>$2.0</td>
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<td>$2.8</td>
<td>$1.7</td>
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<td>$2.3</td>
<td>$1.8</td>
</tr>
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<td>$1.8</td>
<td>$2.4</td>
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<tr>
<td>1998</td>
<td>$2.0</td>
<td>$6.2</td>
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<td>$1.8</td>
<td>$2.7</td>
<td>$2.0</td>
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<tr>
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<td>$2.1</td>
<td>$6.5</td>
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<td>$1.5</td>
<td>$1.9</td>
<td>$2.6</td>
<td>$2.1</td>
</tr>
<tr>
<td>2000</td>
<td>$2.2</td>
<td>$6.5</td>
<td>$16.7</td>
<td>$1.5</td>
<td>$1.9</td>
<td>$2.7</td>
<td>$2.2</td>
</tr>
<tr>
<td>2001</td>
<td>$2.3</td>
<td>$6.8</td>
<td>$18.4</td>
<td>$1.5</td>
<td>$2.0</td>
<td>$2.9</td>
<td>$2.5</td>
</tr>
<tr>
<td>% Change</td>
<td>131.2%</td>
<td>101.6%</td>
<td>176.1%</td>
<td>86.4%</td>
<td>128.3%</td>
<td>170.3%</td>
<td>151.4%</td>
</tr>
</tbody>
</table>
### Operating Expense per Vehicle Revenue Hour by Mode 1991 - 2001

<table>
<thead>
<tr>
<th>Year</th>
<th>Bus</th>
<th>Commuter Rail</th>
<th>Demand Response</th>
<th>Heavy Rail</th>
<th>Light Rail</th>
<th>Vanpool</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>1991</td>
<td>$68.9</td>
<td>$368.6</td>
<td>$33.1</td>
<td>$177.0</td>
<td>$138.1</td>
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<td>$147.1</td>
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<tr>
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<td>$374.1</td>
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<td>$152.6</td>
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<td>$153.8</td>
</tr>
<tr>
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<td>$165.3</td>
<td>$23.3</td>
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<tr>
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<td>$151.4</td>
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<td>$22.5</td>
<td>$109.2</td>
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<td>$73.3</td>
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<td>$176.1</td>
<td>$19.6</td>
<td>$96.0</td>
</tr>
<tr>
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<td>$75.6</td>
<td>$334.5</td>
<td>$36.7</td>
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<td>$181.3</td>
<td>$21.2</td>
<td>$84.8</td>
</tr>
<tr>
<td>1998</td>
<td>$75.6</td>
<td>$325.4</td>
<td>$37.5</td>
<td>$131.7</td>
<td>$181.0</td>
<td>$20.3</td>
<td>$98.5</td>
</tr>
<tr>
<td>1999</td>
<td>$69.5</td>
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<td>$33.3</td>
<td>$123.5</td>
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<td>$88.5</td>
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<tr>
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<td>$177.6</td>
<td>$16.2</td>
<td>$112.9</td>
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<tr>
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<td>$355.7</td>
<td>$41.6</td>
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<td>$192.3</td>
<td>$21.6</td>
<td>$130.5</td>
</tr>
<tr>
<td>% Change</td>
<td>20.2%</td>
<td>-3.5%</td>
<td>25.8%</td>
<td>-18.4%</td>
<td>39.2%</td>
<td>-32.1%</td>
<td>-11.2%</td>
</tr>
</tbody>
</table>

### Unlinked Passenger Trip per Vehicle Revenue Hour by Mode 1991 - 2001

<table>
<thead>
<tr>
<th>Year</th>
<th>Bus</th>
<th>Commuter Rail</th>
<th>Demand Response</th>
<th>Heavy Rail</th>
<th>Light Rail</th>
<th>Vanpool</th>
<th>Other</th>
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</thead>
<tbody>
<tr>
<td>1991</td>
<td>39.9</td>
<td>54.9</td>
<td>3.2</td>
<td>99.9</td>
<td>87.4</td>
<td>9.7</td>
<td>88.6</td>
</tr>
<tr>
<td>1992</td>
<td>38.9</td>
<td>54.1</td>
<td>3.0</td>
<td>94.7</td>
<td>89.3</td>
<td>9.1</td>
<td>88.1</td>
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<td>1993</td>
<td>37.8</td>
<td>53.5</td>
<td>3.1</td>
<td>82.8</td>
<td>98.7</td>
<td>9.2</td>
<td>86.5</td>
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<td>1994</td>
<td>37.6</td>
<td>54.7</td>
<td>2.8</td>
<td>86.8</td>
<td>122.7</td>
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<td>37.1</td>
<td>52.8</td>
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<td>80.7</td>
<td>108.4</td>
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<td>1996</td>
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<td>2.5</td>
<td>84.6</td>
<td>103.5</td>
<td>8.6</td>
<td>54.6</td>
</tr>
<tr>
<td>1997</td>
<td>36.9</td>
<td>52.5</td>
<td>3.7</td>
<td>93.1</td>
<td>99.8</td>
<td>8.7</td>
<td>47.1</td>
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<tr>
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<td>37.0</td>
<td>52.6</td>
<td>2.5</td>
<td>89.3</td>
<td>100.2</td>
<td>7.5</td>
<td>50.5</td>
</tr>
<tr>
<td>1999</td>
<td>33.5</td>
<td>46.6</td>
<td>2.1</td>
<td>84.3</td>
<td>90.6</td>
<td>7.4</td>
<td>42.9</td>
</tr>
<tr>
<td>2000</td>
<td>36.5</td>
<td>47.5</td>
<td>2.4</td>
<td>93.1</td>
<td>94.1</td>
<td>5.9</td>
<td>50.9</td>
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<tr>
<td>2001</td>
<td>36.5</td>
<td>52.1</td>
<td>2.3</td>
<td>94.3</td>
<td>94.9</td>
<td>7.5</td>
<td>52.0</td>
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<tr>
<td>% Change</td>
<td>-8.4%</td>
<td>-5.0%</td>
<td>-28.6%</td>
<td>-5.6%</td>
<td>8.5%</td>
<td>-22.4%</td>
<td>-41.4%</td>
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</table>

### Distribution of Fatalities (Including Suicides) 2001

<table>
<thead>
<tr>
<th>Number of Fatalities</th>
<th>%</th>
</tr>
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<tbody>
<tr>
<td>Patrons</td>
<td>63</td>
</tr>
<tr>
<td>Employees</td>
<td>10</td>
</tr>
<tr>
<td>Other</td>
<td>236</td>
</tr>
<tr>
<td>Total</td>
<td>309</td>
</tr>
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</table>

### Distribution of Fatalities (Excluding Suicides) 2001

<table>
<thead>
<tr>
<th>Number of Fatalities</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Patrons</td>
<td>42</td>
</tr>
<tr>
<td>Employees</td>
<td>10</td>
</tr>
<tr>
<td>Other</td>
<td>186</td>
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<td>Total</td>
<td>238</td>
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</table>
### ADA Lift- or Ramp-Equipped Buses 1993 - 2001

<table>
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<tr>
<th>Year</th>
<th>Large Buses</th>
<th>Medium Buses</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>ADA-Lift or Ramp-Equipped</td>
<td>ADA-Lift or Ramp-Equipped</td>
</tr>
<tr>
<td></td>
<td>Buses</td>
<td>(%)</td>
</tr>
<tr>
<td>1993</td>
<td>46,413</td>
<td>50.3%</td>
</tr>
<tr>
<td>1994</td>
<td>46,979</td>
<td>51.9%</td>
</tr>
<tr>
<td>1995</td>
<td>46,355</td>
<td>59.2%</td>
</tr>
<tr>
<td>1996</td>
<td>45,587</td>
<td>63.8%</td>
</tr>
<tr>
<td>1997</td>
<td>45,502</td>
<td>65.2%</td>
</tr>
<tr>
<td>1998</td>
<td>46,188</td>
<td>72.6%</td>
</tr>
<tr>
<td>1999</td>
<td>46,891</td>
<td>76.8%</td>
</tr>
<tr>
<td>2000</td>
<td>47,017</td>
<td>79.9%</td>
</tr>
<tr>
<td>2001</td>
<td>47,925</td>
<td>84.5%</td>
</tr>
<tr>
<td>% Change</td>
<td>3.3%</td>
<td>73.5%</td>
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</tbody>
</table>

### ADA Lift- or Ramp-Equipped Buses 1993 - 2001 (Continued)

<table>
<thead>
<tr>
<th>Year</th>
<th>Small Buses</th>
<th>ADA-Lift or Ramp-Equipped</th>
<th>ADA-Lift or Ramp-Equipped</th>
<th>ADA-Lift or Ramp-Equipped</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Buses</td>
<td>(%)</td>
<td>Buses</td>
<td>(%)</td>
</tr>
<tr>
<td>1993</td>
<td>3,964</td>
<td>79.4%</td>
<td>1,807</td>
<td>38.4%</td>
</tr>
<tr>
<td>1994</td>
<td>4,738</td>
<td>80.1%</td>
<td>1,613</td>
<td>44.6%</td>
</tr>
<tr>
<td>1995</td>
<td>5,372</td>
<td>84.5%</td>
<td>1,716</td>
<td>50.2%</td>
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<tr>
<td>1996</td>
<td>5,998</td>
<td>87.8%</td>
<td>1,551</td>
<td>57.6%</td>
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<tr>
<td>1997</td>
<td>6,853</td>
<td>90.4%</td>
<td>1,484</td>
<td>61.4%</td>
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<tr>
<td>1998</td>
<td>7,147</td>
<td>91.6%</td>
<td>1,566</td>
<td>68.4%</td>
</tr>
<tr>
<td>1999</td>
<td>8,265</td>
<td>93.4%</td>
<td>1,849</td>
<td>81.3%</td>
</tr>
<tr>
<td>2000</td>
<td>8,850</td>
<td>94.5%</td>
<td>2,002</td>
<td>85.5%</td>
</tr>
<tr>
<td>2001</td>
<td>9,622</td>
<td>95.4%</td>
<td>2,002</td>
<td>88.5%</td>
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<tr>
<td>% Change</td>
<td>142.7%</td>
<td>191.7%</td>
<td>20.2%</td>
<td>10.8%</td>
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</table>
### ADA Lift- or Ramp-Equipped Buses Total 1993 - 2001

<table>
<thead>
<tr>
<th>Year</th>
<th>Buses</th>
<th>ADA-Lift or Ramp-Equipped</th>
<th>ADA-Lift or Ramp-Equipped (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1993</td>
<td>55,726</td>
<td>29,088</td>
<td>52.2%</td>
</tr>
<tr>
<td>1994</td>
<td>57,023</td>
<td>31,065</td>
<td>54.5%</td>
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<tr>
<td>1995</td>
<td>57,322</td>
<td>35,381</td>
<td>61.7%</td>
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<tr>
<td>1996</td>
<td>57,369</td>
<td>38,316</td>
<td>66.8%</td>
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<tr>
<td>1997</td>
<td>58,975</td>
<td>40,932</td>
<td>69.4%</td>
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<td>1998</td>
<td>60,830</td>
<td>46,278</td>
<td>76.1%</td>
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<td>1999</td>
<td>63,618</td>
<td>51,213</td>
<td>80.5%</td>
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<tr>
<td>2000</td>
<td>65,324</td>
<td>54,585</td>
<td>83.6%</td>
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<tr>
<td>2001</td>
<td>67,379</td>
<td>58,785</td>
<td>87.2%</td>
</tr>
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</table>

% Change: 20.9%, 87.7%, 35.0%

### Federal Operating Assistance as a Percent of Operating Funds 1991 - 2001

| Year | Federal Operating Assistance | Total Operating Funding (*) (Millions) | Federal Operating Assistance (*)(%)
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1991</td>
<td>$821.5</td>
<td>$15,234.7</td>
<td>5.4%</td>
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<tr>
<td>1992</td>
<td>$850.0</td>
<td>$15,943.7</td>
<td>5.3%</td>
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<tr>
<td>1993</td>
<td>$913.0</td>
<td>$16,757.9</td>
<td>5.4%</td>
</tr>
<tr>
<td>1994</td>
<td>$861.5</td>
<td>$17,344.7</td>
<td>5.0%</td>
</tr>
<tr>
<td>1995</td>
<td>$767.8</td>
<td>$17,174.3</td>
<td>4.5%</td>
</tr>
<tr>
<td>1996</td>
<td>$553.6</td>
<td>$17,623.5</td>
<td>3.1%</td>
</tr>
<tr>
<td>1997</td>
<td>$604.5</td>
<td>$17,931.4</td>
<td>3.4%</td>
</tr>
<tr>
<td>1998</td>
<td>$374.3</td>
<td>$18,279.6</td>
<td>2.0%</td>
</tr>
<tr>
<td>1999</td>
<td>$360.7</td>
<td>$19,345.9</td>
<td>1.9%</td>
</tr>
<tr>
<td>2000</td>
<td>$373.6</td>
<td>$20,691.8</td>
<td>1.8%</td>
</tr>
<tr>
<td>2001</td>
<td>$231.7</td>
<td>$22,074.9</td>
<td>1.0%</td>
</tr>
</tbody>
</table>

% Change: -71.8%, 44.9%

(*) Excludes federal Capital Funds used to pay for operating expenses.

### Federal Operating Assistance per Passenger by UZA 1991 - 2001

#### UZAs with More Than 1 Million Population

<table>
<thead>
<tr>
<th>Year</th>
<th>Federal Operating Assistance (*) (Millions)</th>
<th>Unlinked Passenger Trips (Millions)</th>
<th>Federal Operating Assistance per Passenger</th>
</tr>
</thead>
<tbody>
<tr>
<td>1991</td>
<td>$589.7</td>
<td>6,804.6</td>
<td>$0.09</td>
</tr>
<tr>
<td>1992</td>
<td>$586.7</td>
<td>6,775.9</td>
<td>$0.09</td>
</tr>
<tr>
<td>1993</td>
<td>$641.9</td>
<td>6,511.9</td>
<td>$0.10</td>
</tr>
<tr>
<td>1994</td>
<td>$591.9</td>
<td>6,778.7</td>
<td>$0.09</td>
</tr>
<tr>
<td>1995</td>
<td>$511.0</td>
<td>6,594.4</td>
<td>$0.08</td>
</tr>
<tr>
<td>1996</td>
<td>$354.8</td>
<td>6,688.4</td>
<td>$0.05</td>
</tr>
<tr>
<td>1997</td>
<td>$418.0</td>
<td>7,029.8</td>
<td>$0.06</td>
</tr>
<tr>
<td>1998</td>
<td>$220.9</td>
<td>7,172.8</td>
<td>$0.03</td>
</tr>
<tr>
<td>1999</td>
<td>$206.0</td>
<td>7,544.9</td>
<td>$0.03</td>
</tr>
<tr>
<td>2000</td>
<td>$180.7</td>
<td>7,718.3</td>
<td>$0.02</td>
</tr>
<tr>
<td>2001</td>
<td>$61.5</td>
<td>7,990.5</td>
<td>$0.01</td>
</tr>
</tbody>
</table>

% Change: -89.6%, 17.4%, -91.1%
Federal Operating Assistance per Passenger by UZA 1991 - 2001 (Continued)

### UZAs with More Than 200,000 and Less Than 1 Million Population

<table>
<thead>
<tr>
<th>Year</th>
<th>Federal Operating Assistance(*) (Millions)</th>
<th>Unlinked Passenger Trips (Millions)</th>
<th>Federal Operating Assistance per Passenger</th>
</tr>
</thead>
<tbody>
<tr>
<td>1991</td>
<td>$168.6</td>
<td>674.9</td>
<td>$0.25</td>
</tr>
<tr>
<td>1992</td>
<td>$165.4</td>
<td>687.7</td>
<td>$0.24</td>
</tr>
<tr>
<td>1993</td>
<td>$168.7</td>
<td>684.0</td>
<td>$0.25</td>
</tr>
<tr>
<td>1994</td>
<td>$164.5</td>
<td>685.7</td>
<td>$0.24</td>
</tr>
<tr>
<td>1995</td>
<td>$155.6</td>
<td>667.8</td>
<td>$0.23</td>
</tr>
<tr>
<td>1996</td>
<td>$110.5</td>
<td>640.1</td>
<td>$0.17</td>
</tr>
<tr>
<td>1997</td>
<td>$105.2</td>
<td>683.9</td>
<td>$0.15</td>
</tr>
<tr>
<td>1998</td>
<td>$67.0</td>
<td>694.0</td>
<td>$0.10</td>
</tr>
<tr>
<td>1999</td>
<td>$54.5</td>
<td>722.8</td>
<td>$0.08</td>
</tr>
<tr>
<td>2000</td>
<td>$69.9</td>
<td>747.1</td>
<td>$0.09</td>
</tr>
<tr>
<td>2001</td>
<td>$24.7</td>
<td>747.1</td>
<td>$0.03</td>
</tr>
</tbody>
</table>

| % Change | -85.3% | 10.8% | -86.8% |

### UZAs with Less Than 200,000 Population

<table>
<thead>
<tr>
<th>Year</th>
<th>Federal Operating Assistance(*) (Millions)</th>
<th>Unlinked Passenger Trips (Millions)</th>
<th>Federal Operating Assistance per Passenger</th>
</tr>
</thead>
<tbody>
<tr>
<td>1991</td>
<td>$91.7</td>
<td>227.9</td>
<td>$0.40</td>
</tr>
<tr>
<td>1992</td>
<td>$97.0</td>
<td>232.1</td>
<td>$0.42</td>
</tr>
<tr>
<td>1993</td>
<td>$102.5</td>
<td>236.8</td>
<td>$0.43</td>
</tr>
<tr>
<td>1994</td>
<td>$105.1</td>
<td>237.2</td>
<td>$0.44</td>
</tr>
<tr>
<td>1995</td>
<td>$101.3</td>
<td>228.9</td>
<td>$0.44</td>
</tr>
<tr>
<td>1996</td>
<td>$88.3</td>
<td>236.1</td>
<td>$0.37</td>
</tr>
<tr>
<td>1997</td>
<td>$81.3</td>
<td>268.6</td>
<td>$0.30</td>
</tr>
<tr>
<td>1998</td>
<td>$86.3</td>
<td>248.3</td>
<td>$0.35</td>
</tr>
<tr>
<td>1999</td>
<td>$100.2</td>
<td>253.9</td>
<td>$0.39</td>
</tr>
<tr>
<td>2000</td>
<td>$123.0</td>
<td>254.6</td>
<td>$0.48</td>
</tr>
<tr>
<td>2001</td>
<td>$145.5</td>
<td>269.7</td>
<td>$0.54</td>
</tr>
</tbody>
</table>

| % Change | 58.6% | 18.3% | 34.0% |

(*) Excludes Federal capital funds used to pay for operating expenses.
## Total Federal Operating Assistance per Passenger by UZA Size 1991 - 2001

<table>
<thead>
<tr>
<th>Year</th>
<th>UZAs Over 1 Million</th>
<th>UZAs with More Than 200,000 and Less Than 1 Million</th>
<th>UZAs Under 200,000</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1991</td>
<td>$0.09</td>
<td>$0.25</td>
<td>$0.40</td>
<td>$0.11</td>
</tr>
<tr>
<td>1992</td>
<td>$0.09</td>
<td>$0.24</td>
<td>$0.42</td>
<td>$0.11</td>
</tr>
<tr>
<td>1993</td>
<td>$0.10</td>
<td>$0.25</td>
<td>$0.43</td>
<td>$0.12</td>
</tr>
<tr>
<td>1994</td>
<td>$0.09</td>
<td>$0.24</td>
<td>$0.44</td>
<td>$0.11</td>
</tr>
<tr>
<td>1995</td>
<td>$0.08</td>
<td>$0.23</td>
<td>$0.44</td>
<td>$0.10</td>
</tr>
<tr>
<td>1996</td>
<td>$0.05</td>
<td>$0.17</td>
<td>$0.37</td>
<td>$0.07</td>
</tr>
<tr>
<td>1997</td>
<td>$0.06</td>
<td>$0.15</td>
<td>$0.30</td>
<td>$0.08</td>
</tr>
<tr>
<td>1998</td>
<td>$0.03</td>
<td>$0.10</td>
<td>$0.35</td>
<td>$0.05</td>
</tr>
<tr>
<td>1999</td>
<td>$0.03</td>
<td>$0.08</td>
<td>$0.39</td>
<td>$0.04</td>
</tr>
<tr>
<td>2000</td>
<td>$0.02</td>
<td>$0.09</td>
<td>$0.48</td>
<td>$0.04</td>
</tr>
<tr>
<td>2001</td>
<td>$0.01</td>
<td>$0.03</td>
<td>$0.54</td>
<td>$0.03</td>
</tr>
<tr>
<td>% Change</td>
<td>-91.1%</td>
<td>-86.8%</td>
<td>34.0%</td>
<td>-76.7%</td>
</tr>
</tbody>
</table>

## Recovery Ratio 1991 - 2001

<table>
<thead>
<tr>
<th>Year</th>
<th>Fare Revenues (Millions)</th>
<th>Total Operating Expense (Millions)</th>
<th>Recovery Ratio (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1991</td>
<td>$5,599.4</td>
<td>$15,404.0</td>
<td>36.4%</td>
</tr>
<tr>
<td>1992</td>
<td>$5,697.3</td>
<td>$15,499.0</td>
<td>36.8%</td>
</tr>
<tr>
<td>1993</td>
<td>$6,117.1</td>
<td>$15,472.7</td>
<td>39.5%</td>
</tr>
<tr>
<td>1994</td>
<td>$6,466.4</td>
<td>$16,319.8</td>
<td>39.6%</td>
</tr>
<tr>
<td>1995</td>
<td>$6,478.9</td>
<td>$16,181.6</td>
<td>40.0%</td>
</tr>
<tr>
<td>1996</td>
<td>$6,964.8</td>
<td>$16,301.9</td>
<td>42.7%</td>
</tr>
<tr>
<td>1997</td>
<td>$7,126.7</td>
<td>$16,963.3</td>
<td>42.0%</td>
</tr>
<tr>
<td>1998</td>
<td>$7,276.5</td>
<td>$17,580.0</td>
<td>41.4%</td>
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<tr>
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<td>$7,437.6</td>
<td>$18,781.2</td>
<td>39.6%</td>
</tr>
<tr>
<td>2000</td>
<td>$7,771.8</td>
<td>$20,008.7</td>
<td>38.8%</td>
</tr>
<tr>
<td>2001</td>
<td>$8,115.2</td>
<td>$21,528.8</td>
<td>37.7%</td>
</tr>
<tr>
<td>% Change</td>
<td>44.9%</td>
<td>39.8%</td>
<td></td>
</tr>
</tbody>
</table>

## Recovery Ratio by UZA 1991 - 2001

<table>
<thead>
<tr>
<th>UZAs with More Than 1 Million Population</th>
<th>Year</th>
<th>Fare Revenues (Millions)</th>
<th>Operating Expenses (Millions)</th>
<th>Recovery Ratio (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1991</td>
<td>$5,200.6</td>
<td>$13,732.2</td>
<td>37.9%</td>
</tr>
<tr>
<td></td>
<td>1992</td>
<td>$5,297.0</td>
<td>$13,749.1</td>
<td>38.5%</td>
</tr>
<tr>
<td></td>
<td>1993</td>
<td>$5,685.3</td>
<td>$13,661.1</td>
<td>41.6%</td>
</tr>
<tr>
<td></td>
<td>1994</td>
<td>$6,017.6</td>
<td>$14,385.9</td>
<td>41.8%</td>
</tr>
<tr>
<td></td>
<td>1995</td>
<td>$6,027.4</td>
<td>$14,221.9</td>
<td>42.4%</td>
</tr>
<tr>
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<td>$6,482.5</td>
<td>$14,308.5</td>
<td>45.3%</td>
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<td>1997</td>
<td>$6,588.7</td>
<td>$14,769.3</td>
<td>44.6%</td>
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<tr>
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<td>1998</td>
<td>$6,706.0</td>
<td>$15,257.6</td>
<td>44.0%</td>
</tr>
<tr>
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<td>1999</td>
<td>$6,905.8</td>
<td>$16,293.0</td>
<td>42.4%</td>
</tr>
<tr>
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<td>2000</td>
<td>$7,205.5</td>
<td>$17,286.3</td>
<td>41.7%</td>
</tr>
<tr>
<td></td>
<td>2001</td>
<td>$7,465.0</td>
<td>$18,522.5</td>
<td>40.3%</td>
</tr>
<tr>
<td>% Change</td>
<td>43.5%</td>
<td>34.9%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Recovery Ratio by UZA 1991 - 2001 (Continued)

### UZAs with More Than 200,000 and Less Than 1 Million Population

<table>
<thead>
<tr>
<th>Year</th>
<th>Fare Revenues (Millions)</th>
<th>Operating Expenses (Millions)</th>
<th>Recovery Ratio (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1991</td>
<td>$305.6</td>
<td>$1,233.3</td>
<td>24.8%</td>
</tr>
<tr>
<td>1992</td>
<td>$303.6</td>
<td>$1,289.3</td>
<td>23.5%</td>
</tr>
<tr>
<td>1993</td>
<td>$320.0</td>
<td>$1,307.4</td>
<td>24.5%</td>
</tr>
<tr>
<td>1994</td>
<td>$328.3</td>
<td>$1,393.9</td>
<td>23.6%</td>
</tr>
<tr>
<td>1995</td>
<td>$333.3</td>
<td>$1,425.5</td>
<td>23.4%</td>
</tr>
<tr>
<td>1996</td>
<td>$358.2</td>
<td>$1,425.6</td>
<td>25.1%</td>
</tr>
<tr>
<td>1997</td>
<td>$404.4</td>
<td>$1,592.0</td>
<td>25.4%</td>
</tr>
<tr>
<td>1998</td>
<td>$415.5</td>
<td>$1,671.0</td>
<td>24.9%</td>
</tr>
<tr>
<td>1999</td>
<td>$385.5</td>
<td>$1,793.9</td>
<td>21.5%</td>
</tr>
<tr>
<td>2000</td>
<td>$413.3</td>
<td>$1,989.6</td>
<td>20.8%</td>
</tr>
<tr>
<td>2001</td>
<td>$456.1</td>
<td>$2,172.6</td>
<td>21.0%</td>
</tr>
</tbody>
</table>

% Change | 49.2% | 76.2% |

### UZAs with Less Than 200,000 Population

<table>
<thead>
<tr>
<th>Year</th>
<th>Fare Revenues (Millions)</th>
<th>Operating Expenses (Millions)</th>
<th>Recovery Ratio (%)</th>
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<tbody>
<tr>
<td>1991</td>
<td>$93.3</td>
<td>$439.0</td>
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<tr>
<td>1992</td>
<td>$96.7</td>
<td>$460.2</td>
<td>21.0%</td>
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<tr>
<td>1993</td>
<td>$111.7</td>
<td>$504.2</td>
<td>22.2%</td>
</tr>
<tr>
<td>1994</td>
<td>$120.5</td>
<td>$540.1</td>
<td>22.3%</td>
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<tr>
<td>1995</td>
<td>$117.9</td>
<td>$534.1</td>
<td>22.1%</td>
</tr>
<tr>
<td>1996</td>
<td>$123.9</td>
<td>$567.8</td>
<td>21.8%</td>
</tr>
<tr>
<td>1997</td>
<td>$133.7</td>
<td>$602.3</td>
<td>22.2%</td>
</tr>
<tr>
<td>1998</td>
<td>$146.0</td>
<td>$651.3</td>
<td>22.4%</td>
</tr>
<tr>
<td>1999</td>
<td>$146.3</td>
<td>$694.3</td>
<td>21.1%</td>
</tr>
<tr>
<td>2000</td>
<td>$153.0</td>
<td>$732.9</td>
<td>20.9%</td>
</tr>
<tr>
<td>2001</td>
<td>$194.1</td>
<td>$833.7</td>
<td>23.3%</td>
</tr>
</tbody>
</table>

% Change | 108.0% | 89.9% |

## Subsidy per Passenger 1991 - 2001

<table>
<thead>
<tr>
<th>Year</th>
<th>Subsidy (Millions)</th>
<th>Passengers (Millions)</th>
<th>Subsidy per Passenger</th>
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<tr>
<td>1991</td>
<td>$9,415.2</td>
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<td>$1.22</td>
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<tr>
<td>1992</td>
<td>$9,362.3</td>
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<td>$1.22</td>
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<td>1993</td>
<td>$9,553.6</td>
<td>7,432.7</td>
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<td>1994</td>
<td>$10,303.6</td>
<td>7,701.6</td>
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<td>1995</td>
<td>$10,044.2</td>
<td>7,503.7</td>
<td>$1.34</td>
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<td>$9,747.6</td>
<td>7,564.6</td>
<td>$1.29</td>
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<td>$9,833.6</td>
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<td>$10,211.4</td>
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<td>1999</td>
<td>$11,343.6</td>
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<td>$12,920.0</td>
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<td>$13,959.7</td>
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<td>$1.55</td>
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</table>

% Change | 48.3% | 16.5% | 27.3% |
### Subsidy per Passenger by UZA 1991 - 2001

#### UZAs with More Than 1 Million Population

<table>
<thead>
<tr>
<th>Year</th>
<th>Subsidy (Millions)</th>
<th>Passengers (Millions)</th>
<th>Subsidy per Passenger</th>
</tr>
</thead>
<tbody>
<tr>
<td>1991</td>
<td>$8,127.2</td>
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<td>$8,022.6</td>
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<td>$8,137.1</td>
<td>6,511.9</td>
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<td>$8,755.3</td>
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<td>$8,492.3</td>
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<td>$8,230.4</td>
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<td>$10,938.8</td>
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<td>$11,781.4</td>
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**% Change**: 45.0%

#### UZAs with More Than 200,000 and Less Than 1 Million Population

<table>
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<tr>
<th>Year</th>
<th>Subsidy (Millions)</th>
<th>Passengers (Millions)</th>
<th>Subsidy per Passenger</th>
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</thead>
<tbody>
<tr>
<td>1991</td>
<td>$948.5</td>
<td>674.9</td>
<td>$1.41</td>
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<tr>
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<td>$977.4</td>
<td>687.7</td>
<td>$1.42</td>
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<td>1993</td>
<td>$1,031.2</td>
<td>684.0</td>
<td>$1.51</td>
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<tr>
<td>1994</td>
<td>$1,135.3</td>
<td>685.7</td>
<td>$1.66</td>
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<tr>
<td>1995</td>
<td>$1,135.4</td>
<td>667.8</td>
<td>$1.70</td>
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<td>1996</td>
<td>$1,039.2</td>
<td>640.1</td>
<td>$1.62</td>
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<tr>
<td>1997</td>
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<td>$1,192.3</td>
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<td>2000</td>
<td>$1,411.8</td>
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<td>$1.89</td>
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<td>$1,524.4</td>
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**% Change**: 60.7%

#### UZAs with Less Than 200,000 Population

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<th>Subsidy per Passenger</th>
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<tbody>
<tr>
<td>1991</td>
<td>$316.5</td>
<td>227.9</td>
<td>$1.39</td>
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<td>1992</td>
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<td>1993</td>
<td>$385.4</td>
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<tr>
<td>1994</td>
<td>$413.0</td>
<td>237.2</td>
<td>$1.74</td>
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<td>1995</td>
<td>$416.5</td>
<td>228.9</td>
<td>$1.82</td>
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<td>$420.2</td>
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<td>$1.78</td>
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<td>$438.0</td>
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<td>$1.63</td>
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<td>1998</td>
<td>$476.8</td>
<td>248.3</td>
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<td>$548.0</td>
<td>253.9</td>
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<td>$569.5</td>
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<tr>
<td>2001</td>
<td>$653.9</td>
<td>269.7</td>
<td>$2.42</td>
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</table>

**% Change**: 106.6%
## Funding Sources by Urbanized Area Size 1991 - 2001

### UZAs with More Than 1 Million Population

<table>
<thead>
<tr>
<th>Year</th>
<th>Fare Revenues (Millions)</th>
<th>Other (Millions)</th>
<th>Federal Assistance (Millions)</th>
<th>State Assistance (Millions)</th>
<th>Local Assistance (Millions)</th>
<th>Total (Millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1991</td>
<td>$5,200.6</td>
<td>$2,312.9</td>
<td>$580.4</td>
<td>$2,719.3</td>
<td>$3,377.7</td>
<td>$14,190.9</td>
</tr>
<tr>
<td>1992</td>
<td>$5,297.0</td>
<td>$2,177.0</td>
<td>$572.0</td>
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<td>$2,771.0</td>
<td>$14,093.5</td>
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<tr>
<td>1993</td>
<td>$5,685.3</td>
<td>$2,135.1</td>
<td>$639.1</td>
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<td>$3,283.0</td>
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<td>$6,017.6</td>
<td>$2,625.7</td>
<td>$543.0</td>
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<td>$2,941.6</td>
<td>$15,289.8</td>
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<td>$6,027.4</td>
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<td>$509.6</td>
<td>$3,165.3</td>
<td>$3,144.1</td>
<td>$15,106.3</td>
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<tr>
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<td>$6,482.5</td>
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<td>$6,588.7</td>
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<td>$443.0</td>
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<td>$3,127.9</td>
<td>$15,492.0</td>
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<td>$6,715.0</td>
<td>$2,494.2</td>
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<td>$3,238.4</td>
<td>$16,004.1</td>
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<td>1999</td>
<td>$6,910.0</td>
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<td>$2,893.3</td>
<td>$180.7</td>
<td>$3,838.3</td>
<td>$4,026.5</td>
<td>$18,144.2</td>
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<tr>
<td>2001</td>
<td>$7,465.0</td>
<td>$2,716.0</td>
<td>$61.5</td>
<td>$4,494.3</td>
<td>$4,509.4</td>
<td>$19,246.4</td>
</tr>
</tbody>
</table>

% Change 43.5% 17.4% -89.4% 65.3% 33.5% 35.6%

### UZAs with More Than 200,000 and Less Than 1 Million Population

<table>
<thead>
<tr>
<th>Year</th>
<th>Fare Revenues (Millions)</th>
<th>Other (Millions)</th>
<th>Federal Assistance (Millions)</th>
<th>State Assistance (Millions)</th>
<th>Local Assistance (Millions)</th>
<th>Total (Millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1991</td>
<td>$305.6</td>
<td>$271.9</td>
<td>$160.8</td>
<td>$238.0</td>
<td>$324.0</td>
<td>$1,300.3</td>
</tr>
<tr>
<td>1992</td>
<td>$303.6</td>
<td>$276.4</td>
<td>$161.7</td>
<td>$205.2</td>
<td>$383.8</td>
<td>$1,330.7</td>
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<td>$167.6</td>
<td>$221.3</td>
<td>$388.8</td>
<td>$1,421.2</td>
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<td>$345.9</td>
<td>$163.4</td>
<td>$246.8</td>
<td>$419.1</td>
<td>$1,503.6</td>
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<td>$252.3</td>
<td>$416.0</td>
<td>$1,512.8</td>
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<tr>
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<td>$1,477.3</td>
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<td>$415.5</td>
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<td>$317.8</td>
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<td>$439.9</td>
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<td>$1,825.1</td>
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<tr>
<td>2001</td>
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<td>$364.2</td>
<td>$24.7</td>
<td>$457.6</td>
<td>$677.9</td>
<td>$1,980.5</td>
</tr>
</tbody>
</table>

% Change 49.2% 33.9% -84.6% 92.3% 109.3% 52.3%

### UZAs with Less Than 200,000 Population

<table>
<thead>
<tr>
<th>Year</th>
<th>Fare Revenues (Millions)</th>
<th>Other (Millions)</th>
<th>Federal Assistance (Millions)</th>
<th>State Assistance (Millions)</th>
<th>Local Assistance (Millions)</th>
<th>Total (Millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1991</td>
<td>$93.3</td>
<td>$42.7</td>
<td>$91.7</td>
<td>$92.2</td>
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<td>$97.0</td>
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<td>$572.3</td>
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<td>2000</td>
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<td>$123.0</td>
<td>$167.1</td>
<td>$175.0</td>
<td>$722.5</td>
</tr>
<tr>
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<td>$210.9</td>
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% Change 108.0% 186.3% 58.6% 90.1% 59.1% 87.4%
### Operating Funding Sources by UZA

#### UZAs with More Than 1 Million Population

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<th></th>
<th>2001</th>
<th></th>
</tr>
</thead>
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<td>36.6%</td>
<td>$7,465.0</td>
<td>38.8%</td>
</tr>
<tr>
<td>Other</td>
<td>$2,312.9</td>
<td>16.3%</td>
<td>$2,716.0</td>
<td>14.1%</td>
</tr>
<tr>
<td>Federal Assistance</td>
<td>$580.4</td>
<td>4.1%</td>
<td>$61.5</td>
<td>0.3%</td>
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<tr>
<td>State Assistance</td>
<td>$2,719.3</td>
<td>19.2%</td>
<td>$4,494.4</td>
<td>23.4%</td>
</tr>
<tr>
<td>Local Assistance</td>
<td>$3,377.7</td>
<td>23.8%</td>
<td>$4,509.4</td>
<td>23.4%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$14,190.9</strong></td>
<td></td>
<td><strong>$19,246.4</strong></td>
<td></td>
</tr>
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#### UZAs with More Than 200,000 and Less Than 1 Million Population

<table>
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<th></th>
<th>2001</th>
<th></th>
</tr>
</thead>
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<tr>
<td>Fare Revenues</td>
<td>$305.6</td>
<td>23.5%</td>
<td>$465.1</td>
<td>23.0%</td>
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<tr>
<td>Other</td>
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<td>$364.2</td>
<td>18.4%</td>
</tr>
<tr>
<td>Federal Assistance</td>
<td>$160.8</td>
<td>12.4%</td>
<td>$24.7</td>
<td>1.2%</td>
</tr>
<tr>
<td>State Assistance</td>
<td>$238.0</td>
<td>18.3%</td>
<td>$457.6</td>
<td>23.1%</td>
</tr>
<tr>
<td>Local Assistance</td>
<td>$324.0</td>
<td>24.9%</td>
<td>$677.9</td>
<td>34.2%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$1,300.3</strong></td>
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<td><strong>$1,980.5</strong></td>
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#### UZAs with Less Than 200,000 Population

<table>
<thead>
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<th>1991</th>
<th></th>
<th>2001</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Fare Revenues</td>
<td>$93.3</td>
<td>20.6%</td>
<td>$194.1</td>
<td>22.9%</td>
</tr>
<tr>
<td>Other</td>
<td>$42.7</td>
<td>9.4%</td>
<td>$122.3</td>
<td>14.4%</td>
</tr>
<tr>
<td>Federal Assistance</td>
<td>$91.7</td>
<td>20.3%</td>
<td>$145.5</td>
<td>17.2%</td>
</tr>
<tr>
<td>State Assistance</td>
<td>$92.2</td>
<td>20.4%</td>
<td>$175.3</td>
<td>20.7%</td>
</tr>
<tr>
<td>Local Assistance</td>
<td>$132.6</td>
<td>29.3%</td>
<td>$210.9</td>
<td>24.9%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$452.5</strong></td>
<td></td>
<td><strong>$848.0</strong></td>
<td></td>
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</table>

### Federal Share of Total Capital Assistance 1991 - 2001

<table>
<thead>
<tr>
<th>Year</th>
<th>Federal Capital Assistance Applied to Operations</th>
<th>Federal Capital Assistance Applied to Capital Projects</th>
<th>Total Federal Capital Assistance</th>
<th>Total Capital Assistance</th>
<th>Federal Share (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1991(*)</td>
<td>$2,545.0</td>
<td>$2,545.0</td>
<td>$5,097.3</td>
<td>49.9%</td>
<td></td>
</tr>
<tr>
<td>1992(*)</td>
<td>$2,599.7</td>
<td>$2,599.7</td>
<td>$5,282.6</td>
<td>49.2%</td>
<td></td>
</tr>
<tr>
<td>1993(*)</td>
<td>$2,383.5</td>
<td>$2,383.5</td>
<td>$5,733.6</td>
<td>41.6%</td>
<td></td>
</tr>
<tr>
<td>1994(*)</td>
<td>$2,518.1</td>
<td>$2,518.1</td>
<td>$5,598.4</td>
<td>45.0%</td>
<td></td>
</tr>
<tr>
<td>1995(*)</td>
<td>$3,313.7</td>
<td>$3,313.7</td>
<td>$7,008.4</td>
<td>47.3%</td>
<td></td>
</tr>
<tr>
<td>1996(*)</td>
<td>$3,506.3</td>
<td>$3,506.3</td>
<td>$6,954.9</td>
<td>50.4%</td>
<td></td>
</tr>
<tr>
<td>1997(*)</td>
<td>$4,137.5</td>
<td>$4,137.5</td>
<td>$7,636.2</td>
<td>54.2%</td>
<td></td>
</tr>
<tr>
<td>1998</td>
<td>$367.0</td>
<td>$3,679.5</td>
<td>$4,046.5</td>
<td>$7,777.5</td>
<td>52.0%</td>
</tr>
<tr>
<td>1999</td>
<td>$499.6</td>
<td>$3,725.9</td>
<td>$4,225.5</td>
<td>$8,942.9</td>
<td>47.2%</td>
</tr>
<tr>
<td>2000</td>
<td>$610.8</td>
<td>$4,274.9</td>
<td>$4,885.7</td>
<td>$9,666.7</td>
<td>50.5%</td>
</tr>
<tr>
<td>2001</td>
<td>$885.6</td>
<td>$5,468.4</td>
<td>$6354.0</td>
<td>$11,710.2</td>
<td>54.3%</td>
</tr>
</tbody>
</table>

*Note: Federal Capital Assistance Applied to Operations not reported for these years.*
### Federal Capital Assistance per Unlinked Passenger Trip 1991 - 2001

<table>
<thead>
<tr>
<th>Year</th>
<th>Federal Assistance (Millions)</th>
<th>Unlinked Passenger Trips (Millions)</th>
<th>Federal Assistance per Unlinked Passenger Trip</th>
</tr>
</thead>
<tbody>
<tr>
<td>1991</td>
<td>$2,545.0</td>
<td>7,738.1</td>
<td>$0.33</td>
</tr>
<tr>
<td>1992</td>
<td>$2,599.7</td>
<td>7,696.2</td>
<td>$0.34</td>
</tr>
<tr>
<td>1993</td>
<td>$2,383.5</td>
<td>7,432.7</td>
<td>$0.32</td>
</tr>
<tr>
<td>1994</td>
<td>$2,518.1</td>
<td>7,701.6</td>
<td>$0.33</td>
</tr>
<tr>
<td>1995</td>
<td>$3,313.7</td>
<td>7,503.7</td>
<td>$0.44</td>
</tr>
<tr>
<td>1996</td>
<td>$3,506.3</td>
<td>7,564.6</td>
<td>$0.46</td>
</tr>
<tr>
<td>1997</td>
<td>$4,137.5</td>
<td>7,982.4</td>
<td>$0.52</td>
</tr>
<tr>
<td>1998</td>
<td>$4,046.5</td>
<td>8,115.1</td>
<td>$0.50</td>
</tr>
<tr>
<td>1999</td>
<td>$4,225.5</td>
<td>8,523.2</td>
<td>$0.50</td>
</tr>
<tr>
<td>2000</td>
<td>$4,885.7</td>
<td>8,719.9</td>
<td>$0.56</td>
</tr>
<tr>
<td>2001</td>
<td>$6,354.0</td>
<td>9,007.8</td>
<td>$0.71</td>
</tr>
</tbody>
</table>

### Federal Capital Assistance by Urbanized Area Size 2001

#### UZAs With More Than 1 Million Population

<table>
<thead>
<tr>
<th>Capital Assistance (Millions)</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Capital Funds Applied to Capital Projects</td>
<td>$4,772.1</td>
</tr>
<tr>
<td>Federal Capital Funds Applied to Operations</td>
<td>$653.3</td>
</tr>
<tr>
<td>State Capital Funds</td>
<td>$889.8</td>
</tr>
<tr>
<td>Local Capital Funds</td>
<td>$1,129.7</td>
</tr>
<tr>
<td>Directly Generated Capital Funds</td>
<td>$3,069.1</td>
</tr>
<tr>
<td>Total Capital Assistance</td>
<td>$10,513.9</td>
</tr>
</tbody>
</table>

#### UZAs With More Than 200,000 and Less Than 1 Million Population

<table>
<thead>
<tr>
<th>Capital Assistance (Millions)</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Capital Funds Applied to Capital Projects</td>
<td>$520.8</td>
</tr>
<tr>
<td>Federal Capital Funds Applied to Operations</td>
<td>$219.2</td>
</tr>
<tr>
<td>State Capital Funds</td>
<td>$81.4</td>
</tr>
<tr>
<td>Local Capital Funds</td>
<td>$76.3</td>
</tr>
<tr>
<td>Directly Generated Capital Funds</td>
<td>$31.2</td>
</tr>
<tr>
<td>Total Capital Assistance</td>
<td>$928.9</td>
</tr>
</tbody>
</table>

#### UZAs With Less Than 200,000 Population

<table>
<thead>
<tr>
<th>Capital Assistance (Millions)</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Capital Funds Applied to Capital Projects</td>
<td>$175.4</td>
</tr>
<tr>
<td>Federal Capital Funds Applied to Operations</td>
<td>$13.1</td>
</tr>
<tr>
<td>State Capital Funds</td>
<td>$39.9</td>
</tr>
<tr>
<td>Local Capital Funds</td>
<td>$30.6</td>
</tr>
<tr>
<td>Directly Generated Capital Funds</td>
<td>$8.3</td>
</tr>
<tr>
<td>Total Capital Assistance</td>
<td>$267.4</td>
</tr>
</tbody>
</table>

### Capital Expenditures (Millions) 1991 - 2001

<table>
<thead>
<tr>
<th>Year</th>
<th>Rolling Stock (Millions)</th>
<th>Non-Rolling Stock (Millions)</th>
<th>Total (Millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1991</td>
<td>$1,632.4</td>
<td>$3,477.8</td>
<td>$5,110.2</td>
</tr>
<tr>
<td>1992</td>
<td>$1,221.7</td>
<td>$4,042.3</td>
<td>$5,263.9</td>
</tr>
<tr>
<td>1993</td>
<td>$1,554.6</td>
<td>$4,179.3</td>
<td>$5,733.9</td>
</tr>
<tr>
<td>1994</td>
<td>$1,251.3</td>
<td>$4,346.9</td>
<td>$5,598.2</td>
</tr>
<tr>
<td>1995</td>
<td>$1,751.2</td>
<td>$5,257.0</td>
<td>$7,008.2</td>
</tr>
<tr>
<td>1996</td>
<td>$1,757.7</td>
<td>$5,197.2</td>
<td>$6,954.9</td>
</tr>
<tr>
<td>1997</td>
<td>$2,237.0</td>
<td>$5,399.1</td>
<td>$7,636.1</td>
</tr>
<tr>
<td>1998</td>
<td>$2,461.6</td>
<td>$4,948.9</td>
<td>$7,410.5</td>
</tr>
<tr>
<td>1999</td>
<td>$2,944.7</td>
<td>$5,498.7</td>
<td>$8,443.4</td>
</tr>
<tr>
<td>2000</td>
<td>$2,839.6</td>
<td>$6,215.1</td>
<td>$9,054.7</td>
</tr>
<tr>
<td>2001</td>
<td>$3,692.8</td>
<td>$7,130.7</td>
<td>$10,823.5</td>
</tr>
</tbody>
</table>

% Change: 126.2% 105.0% 111.8%

### Percent Share of Rolling Stock 1991 - 2001

<table>
<thead>
<tr>
<th>Year</th>
<th>Percent of Rolling Stock</th>
<th>Percent of Non-Rolling Stock</th>
</tr>
</thead>
<tbody>
<tr>
<td>1991</td>
<td>31.9%</td>
<td>68.1%</td>
</tr>
<tr>
<td>1992</td>
<td>23.2%</td>
<td>76.8%</td>
</tr>
<tr>
<td>1993</td>
<td>27.1%</td>
<td>72.9%</td>
</tr>
<tr>
<td>1994</td>
<td>22.4%</td>
<td>77.6%</td>
</tr>
<tr>
<td>1995</td>
<td>25.0%</td>
<td>75.0%</td>
</tr>
<tr>
<td>1996</td>
<td>25.3%</td>
<td>74.7%</td>
</tr>
<tr>
<td>1997</td>
<td>29.3%</td>
<td>70.7%</td>
</tr>
<tr>
<td>1998</td>
<td>33.2%</td>
<td>66.8%</td>
</tr>
<tr>
<td>1999</td>
<td>34.9%</td>
<td>65.1%</td>
</tr>
<tr>
<td>2000</td>
<td>31.4%</td>
<td>68.6%</td>
</tr>
<tr>
<td>2001</td>
<td>34.1%</td>
<td>65.9%</td>
</tr>
</tbody>
</table>

### Percent of Non-Rolling Stock by Mode 1992 - 2001

<table>
<thead>
<tr>
<th>Year</th>
<th>Rolling Stock (Millions)</th>
<th>Non-Rolling Stock (Millions)</th>
<th>Share of Non-Rolling Stock (%)</th>
<th>Total (Millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1992</td>
<td>$543.9</td>
<td>$753.4</td>
<td>58.1%</td>
<td>$1,297.3</td>
</tr>
<tr>
<td>1993</td>
<td>$742.6</td>
<td>$758.9</td>
<td>50.5%</td>
<td>$1,501.6</td>
</tr>
<tr>
<td>1994</td>
<td>$611.9</td>
<td>$736.1</td>
<td>54.6%</td>
<td>$1,348.0</td>
</tr>
<tr>
<td>1995</td>
<td>$877.4</td>
<td>$962.6</td>
<td>52.3%</td>
<td>$1,840.0</td>
</tr>
<tr>
<td>1996</td>
<td>$947.0</td>
<td>$972.5</td>
<td>50.7%</td>
<td>$1,919.5</td>
</tr>
<tr>
<td>1997</td>
<td>$1,145.0</td>
<td>$1,083.0</td>
<td>48.6%</td>
<td>$2,228.0</td>
</tr>
<tr>
<td>1998</td>
<td>$1,259.2</td>
<td>$1,106.3</td>
<td>46.8%</td>
<td>$2,365.5</td>
</tr>
<tr>
<td>1999</td>
<td>$1,510.6</td>
<td>$1,246.2</td>
<td>45.2%</td>
<td>$2,756.8</td>
</tr>
<tr>
<td>2000</td>
<td>$1,549.2</td>
<td>$1,206.5</td>
<td>43.8%</td>
<td>$2,755.7</td>
</tr>
<tr>
<td>2001</td>
<td>$1,748.1</td>
<td>$1,440.6</td>
<td>45.2%</td>
<td>$3,188.7</td>
</tr>
</tbody>
</table>

% Change: 221.4% 91.2% 145.8%
### Commuter Rail

<table>
<thead>
<tr>
<th>Year</th>
<th>Rolling Stock (Millions)</th>
<th>Non-Rolling Stock (Millions)</th>
<th>Share of Non-Rolling Stock (%)</th>
<th>Total (Millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1992</td>
<td>$277.5</td>
<td>$881.6</td>
<td>76.1%</td>
<td>$1,159.1</td>
</tr>
<tr>
<td>1993</td>
<td>$266.1</td>
<td>$1,379.0</td>
<td>83.8%</td>
<td>$1,645.1</td>
</tr>
<tr>
<td>1994</td>
<td>$226.6</td>
<td>$1,159.8</td>
<td>83.7%</td>
<td>$1,386.4</td>
</tr>
<tr>
<td>1995</td>
<td>$427.0</td>
<td>$1,262.2</td>
<td>74.7%</td>
<td>$1,689.1</td>
</tr>
<tr>
<td>1996</td>
<td>$316.0</td>
<td>$1,374.0</td>
<td>81.3%</td>
<td>$1,690.0</td>
</tr>
<tr>
<td>1997</td>
<td>$372.4</td>
<td>$1,445.0</td>
<td>79.5%</td>
<td>$1,817.4</td>
</tr>
<tr>
<td>1998</td>
<td>$357.6</td>
<td>$1,044.6</td>
<td>74.5%</td>
<td>$1,402.2</td>
</tr>
<tr>
<td>1999</td>
<td>$566.7</td>
<td>$1,055.3</td>
<td>65.1%</td>
<td>$1,622.0</td>
</tr>
<tr>
<td>2000</td>
<td>$428.5</td>
<td>$1,355.0</td>
<td>81.3%</td>
<td>$1,783.4</td>
</tr>
<tr>
<td>2001</td>
<td>$484.2</td>
<td>$1,807.0</td>
<td>78.9%</td>
<td>$2,291.3</td>
</tr>
</tbody>
</table>

% Change: 74.5% 105.0% 97.7%

### Heavy Rail

<table>
<thead>
<tr>
<th>Year</th>
<th>Rolling Stock (Millions)</th>
<th>Non-Rolling Stock (Millions)</th>
<th>Share of Non-Rolling Stock (%)</th>
<th>Total (Millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1992</td>
<td>$260.5</td>
<td>$1,794.6</td>
<td>87.3%</td>
<td>$2,055.1</td>
</tr>
<tr>
<td>1993</td>
<td>$409.1</td>
<td>$1,496.1</td>
<td>78.5%</td>
<td>$1,905.2</td>
</tr>
<tr>
<td>1994</td>
<td>$212.6</td>
<td>$1,857.4</td>
<td>89.7%</td>
<td>$2,070.1</td>
</tr>
<tr>
<td>1995</td>
<td>$253.1</td>
<td>$2,307.4</td>
<td>90.1%</td>
<td>$2,560.5</td>
</tr>
<tr>
<td>1996</td>
<td>$178.9</td>
<td>$2,049.1</td>
<td>92.0%</td>
<td>$2,228.0</td>
</tr>
<tr>
<td>1997</td>
<td>$298.3</td>
<td>$2,047.8</td>
<td>87.3%</td>
<td>$2,346.1</td>
</tr>
<tr>
<td>1998</td>
<td>$444.5</td>
<td>$1,906.2</td>
<td>81.1%</td>
<td>$2,350.8</td>
</tr>
<tr>
<td>1999</td>
<td>$448.1</td>
<td>$2,258.6</td>
<td>83.4%</td>
<td>$2,706.7</td>
</tr>
<tr>
<td>2000</td>
<td>$495.6</td>
<td>$2,356.7</td>
<td>82.6%</td>
<td>$2,852.2</td>
</tr>
<tr>
<td>2001</td>
<td>$984.5</td>
<td>$2,521.9</td>
<td>71.9%</td>
<td>$3,506.4</td>
</tr>
</tbody>
</table>

% Change: 277.9% 40.5% 70.6%

### Light Rail

<table>
<thead>
<tr>
<th>Year</th>
<th>Rolling Stock (Millions)</th>
<th>Non-Rolling Stock (Millions)</th>
<th>Share of Non-Rolling Stock (%)</th>
<th>Total (Millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1992</td>
<td>$68.9</td>
<td>$398.2</td>
<td>85.3%</td>
<td>$467.1</td>
</tr>
<tr>
<td>1993</td>
<td>$46.5</td>
<td>$417.8</td>
<td>90.0%</td>
<td>$464.3</td>
</tr>
<tr>
<td>1994</td>
<td>$56.4</td>
<td>$465.8</td>
<td>89.2%</td>
<td>$522.3</td>
</tr>
<tr>
<td>1995</td>
<td>$70.7</td>
<td>$615.0</td>
<td>89.7%</td>
<td>$685.7</td>
</tr>
<tr>
<td>1996</td>
<td>$157.1</td>
<td>$689.6</td>
<td>81.4%</td>
<td>$846.6</td>
</tr>
<tr>
<td>1997</td>
<td>$211.6</td>
<td>$661.7</td>
<td>75.8%</td>
<td>$873.2</td>
</tr>
<tr>
<td>1998</td>
<td>$207.9</td>
<td>$755.8</td>
<td>78.4%</td>
<td>$963.7</td>
</tr>
<tr>
<td>1999</td>
<td>$246.7</td>
<td>$753.6</td>
<td>75.3%</td>
<td>$1,000.4</td>
</tr>
<tr>
<td>2000</td>
<td>$174.0</td>
<td>$1,065.7</td>
<td>86.0%</td>
<td>$1,239.7</td>
</tr>
<tr>
<td>2001</td>
<td>$243.5</td>
<td>$1,198.2</td>
<td>83.1%</td>
<td>$1,441.7</td>
</tr>
</tbody>
</table>

% Change: 253.6% 200.9% 208.7%
### Percent of Non-Rolling Stock by Mode 1991 - 2001 (Continued)

**Demand Response**

<table>
<thead>
<tr>
<th>Year</th>
<th>Rolling Stock (Millions)</th>
<th>Non-Rolling Stock (Millions)</th>
<th>Share of Non-Rolling Stock (%)</th>
<th>Total (Millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1992</td>
<td>$23.1</td>
<td>$30.7</td>
<td>57.1%</td>
<td>$53.8</td>
</tr>
<tr>
<td>1993</td>
<td>$48.1</td>
<td>$20.6</td>
<td>30.0%</td>
<td>$68.7</td>
</tr>
<tr>
<td>1994</td>
<td>$43.3</td>
<td>$18.6</td>
<td>30.0%</td>
<td>$61.9</td>
</tr>
<tr>
<td>1995</td>
<td>$60.5</td>
<td>$17.6</td>
<td>22.5%</td>
<td>$78.1</td>
</tr>
<tr>
<td>1996</td>
<td>$64.0</td>
<td>$29.3</td>
<td>31.4%</td>
<td>$93.3</td>
</tr>
<tr>
<td>1997</td>
<td>$65.0</td>
<td>$39.5</td>
<td>37.8%</td>
<td>$104.4</td>
</tr>
<tr>
<td>1998</td>
<td>$65.9</td>
<td>$30.9</td>
<td>31.9%</td>
<td>$96.8</td>
</tr>
<tr>
<td>1999</td>
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<td>$89.1</td>
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<td>$66.4</td>
<td>$32.6</td>
<td>32.9%</td>
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</tr>
<tr>
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<td>$26.0</td>
<td>22.0%</td>
<td>$117.9</td>
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</table>

**% Change**

- 298.2%
- -15.4%
- 119.3%

### Average Fleet Age (Years) by Vehicle Type 1992- 2001

<table>
<thead>
<tr>
<th>Year</th>
<th>Large</th>
<th>Medium</th>
<th>Small</th>
<th>Articulated</th>
<th>Average Bus Fleet Age</th>
</tr>
</thead>
<tbody>
<tr>
<td>1992</td>
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<td>9.1</td>
<td>8.3</td>
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<td>6.4</td>
<td>4.0</td>
<td>9.5</td>
<td>8.3</td>
</tr>
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<td>1994</td>
<td>8.7</td>
<td>6.9</td>
<td>4.1</td>
<td>10.1</td>
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</tr>
<tr>
<td>1995</td>
<td>8.6</td>
<td>6.8</td>
<td>4.0</td>
<td>10.7</td>
<td>8.4</td>
</tr>
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<td>4.0</td>
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<td>8.4</td>
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<td>8.1</td>
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<td>4.0</td>
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<td>6.9</td>
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</table>

**% Change**

- -6.6%
- -18.1%
- -2.0%
- -34.7%
- 16.4%

### Distribution of Buses by Vehicle Type 1992 - 2001

<table>
<thead>
<tr>
<th>Year</th>
<th>Large Buses</th>
<th>Medium Buses</th>
<th>Small Buses</th>
<th>Articulated Buses</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Buses</td>
<td>Percent of Total</td>
<td>Buses</td>
<td>Percent of Total</td>
</tr>
<tr>
<td>1992</td>
<td>46,761</td>
<td>84.4%</td>
<td>3,235</td>
<td>5.8%</td>
</tr>
<tr>
<td>1993</td>
<td>46,413</td>
<td>83.3%</td>
<td>3,542</td>
<td>6.4%</td>
</tr>
<tr>
<td>1994</td>
<td>46,979</td>
<td>82.4%</td>
<td>3,693</td>
<td>6.5%</td>
</tr>
<tr>
<td>1995</td>
<td>46,355</td>
<td>80.9%</td>
<td>3,879</td>
<td>6.8%</td>
</tr>
<tr>
<td>1996</td>
<td>45,587</td>
<td>79.5%</td>
<td>4,233</td>
<td>7.4%</td>
</tr>
<tr>
<td>1997</td>
<td>45,502</td>
<td>77.2%</td>
<td>5,136</td>
<td>8.7%</td>
</tr>
<tr>
<td>1998</td>
<td>46,188</td>
<td>75.9%</td>
<td>5,929</td>
<td>9.7%</td>
</tr>
<tr>
<td>1999</td>
<td>46,891</td>
<td>73.7%</td>
<td>6,613</td>
<td>10.4%</td>
</tr>
<tr>
<td>2000</td>
<td>47,017</td>
<td>72.0%</td>
<td>7,455</td>
<td>11.4%</td>
</tr>
<tr>
<td>2001</td>
<td>47,925</td>
<td>71.1%</td>
<td>7,830</td>
<td>11.6%</td>
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**% Change**

- 2.5%
- 142.0%
- 161.5%
- 17.9%
- 21.7%
### Age Distribution of Buses 1992 - 2001

<table>
<thead>
<tr>
<th>Year</th>
<th>Active Buses</th>
<th>New</th>
<th>5 Years Old or Less</th>
<th>10 Years Old or Less</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>1992</td>
<td>46,763</td>
<td>1.9%</td>
<td>35.3%</td>
<td>67.3%</td>
<td>2.5%</td>
</tr>
<tr>
<td>1993</td>
<td>46,824</td>
<td>1.8%</td>
<td>33.2%</td>
<td>65.9%</td>
<td></td>
</tr>
<tr>
<td>1994</td>
<td>46,994</td>
<td>2.4%</td>
<td>32.3%</td>
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<tr>
<td>1995</td>
<td>46,355</td>
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<td>31.9%</td>
<td>64.4%</td>
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</tr>
<tr>
<td>1996</td>
<td>45,589</td>
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<td>63.1%</td>
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</tr>
<tr>
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<td>45,502</td>
<td>2.8%</td>
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<td>64.4%</td>
<td></td>
</tr>
<tr>
<td>1998</td>
<td>46,188</td>
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<td>64.6%</td>
<td></td>
</tr>
<tr>
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<tr>
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</table>

<table>
<thead>
<tr>
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<th>New</th>
<th>5 Years Old or Less</th>
<th>10 Years Old or Less</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>1992</td>
<td>3,235</td>
<td>4.7%</td>
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</tr>
<tr>
<td>1993</td>
<td>3,598</td>
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</tr>
<tr>
<td>1994</td>
<td>3,704</td>
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<td>77.5%</td>
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<tr>
<td>1996</td>
<td>4,233</td>
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<td>82.2%</td>
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</tr>
<tr>
<td>1997</td>
<td>5,136</td>
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<td>84.3%</td>
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<td>1998</td>
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<td>85.2%</td>
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<td>89.4%</td>
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</tr>
<tr>
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<td>85.5%</td>
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<tr>
<td>2001</td>
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</table>

### Small Buses

<table>
<thead>
<tr>
<th>Year</th>
<th>Active Buses</th>
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<th>5 Years Old or Less</th>
<th>10 Years Old or Less</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>1992</td>
<td>3,742</td>
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<td>94.9%</td>
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<td>4,860</td>
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</tr>
<tr>
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<td>5,447</td>
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<td>70.7%</td>
<td>94.5%</td>
<td></td>
</tr>
<tr>
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<td>6,076</td>
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<td>71.4%</td>
<td>94.4%</td>
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</tr>
<tr>
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<td>94.9%</td>
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</tr>
<tr>
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<td>7,206</td>
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<td>95.3%</td>
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<td>96.4%</td>
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</tr>
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### Articulated Buses

<table>
<thead>
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<th>Active Buses</th>
<th>New</th>
<th>5 Years Old or Less</th>
<th>10 Years Old or Less</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>1992</td>
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<td>75.2%</td>
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</tr>
<tr>
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<td>1,807</td>
<td>2.9%</td>
<td>12.3%</td>
<td>60.5%</td>
<td></td>
</tr>
<tr>
<td>1994</td>
<td>1,613</td>
<td>1.5%</td>
<td>15.7%</td>
<td>44.2%</td>
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</tr>
<tr>
<td>1995</td>
<td>1,716</td>
<td>2.4%</td>
<td>15.4%</td>
<td>33.3%</td>
<td></td>
</tr>
<tr>
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<td>1,551</td>
<td>0.1%</td>
<td>15.3%</td>
<td>23.9%</td>
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<td>23.5%</td>
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<td>89.6%</td>
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<td>76.9%</td>
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### Fixed Guideway Mileage 1991 - 2001

<table>
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<th>Bus Modes</th>
<th>Rail Modes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1991</td>
<td>712</td>
<td>7,003</td>
</tr>
<tr>
<td>1992</td>
<td>790</td>
<td>7,292</td>
</tr>
<tr>
<td>1993</td>
<td>926</td>
<td>7,885</td>
</tr>
<tr>
<td>1994</td>
<td>959</td>
<td>8,077</td>
</tr>
<tr>
<td>1995</td>
<td>1,030</td>
<td>8,214</td>
</tr>
<tr>
<td>1996</td>
<td>1,122</td>
<td>8,506</td>
</tr>
<tr>
<td>1997</td>
<td>1,266</td>
<td>8,604</td>
</tr>
<tr>
<td>1998</td>
<td>1,406</td>
<td>8,804</td>
</tr>
<tr>
<td>1999</td>
<td>1,634</td>
<td>9,139</td>
</tr>
<tr>
<td>2000</td>
<td>1,674</td>
<td>9,419</td>
</tr>
<tr>
<td>2001</td>
<td>1,733</td>
<td>9,592</td>
</tr>
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</table>

| % Change | 143.3% | 37.0% |

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Fleet</th>
<th>Alternative Fuel Fleet</th>
<th>Alternative Fuel Fleet (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1992</td>
<td>55,438</td>
<td>677</td>
<td>1.2%</td>
</tr>
<tr>
<td>1993</td>
<td>55,726</td>
<td>1,393</td>
<td>2.5%</td>
</tr>
<tr>
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<td>57,023</td>
<td>1,817</td>
<td>3.2%</td>
</tr>
<tr>
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<td>57,322</td>
<td>1,577</td>
<td>2.8%</td>
</tr>
<tr>
<td>1996</td>
<td>57,369</td>
<td>2,170</td>
<td>3.8%</td>
</tr>
<tr>
<td>1997</td>
<td>58,975</td>
<td>2,776</td>
<td>4.7%</td>
</tr>
<tr>
<td>1998</td>
<td>60,830</td>
<td>3,038</td>
<td>5.0%</td>
</tr>
<tr>
<td>1999</td>
<td>63,618</td>
<td>3,898</td>
<td>6.1%</td>
</tr>
<tr>
<td>2000</td>
<td>65,324</td>
<td>4,931</td>
<td>7.5%</td>
</tr>
<tr>
<td>2001</td>
<td>67,379</td>
<td>5,797</td>
<td>8.6%</td>
</tr>
<tr>
<td>% Change</td>
<td>21.7%</td>
<td>756.3%</td>
<td></td>
</tr>
</tbody>
</table>

### Percentage of Fuel Consumption for Non-Electric Modes

<table>
<thead>
<tr>
<th>Alternative Fuel</th>
<th>1992 Gallons (000s)</th>
<th>%</th>
<th>2001 Gallons (000s)</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Diesel</td>
<td>552,925</td>
<td>97.75%</td>
<td>617,368.3</td>
<td>87.96%</td>
</tr>
<tr>
<td>Gas</td>
<td>7,231</td>
<td>1.28%</td>
<td>16,542.5</td>
<td>2.36%</td>
</tr>
<tr>
<td>CNG</td>
<td>670</td>
<td>0.12%</td>
<td>53,245.2</td>
<td>7.59%</td>
</tr>
<tr>
<td>Methanol</td>
<td>1,583</td>
<td>0.28%</td>
<td>28.5</td>
<td>0.00%</td>
</tr>
<tr>
<td>LNG</td>
<td>174</td>
<td>0.03%</td>
<td>10,618.5</td>
<td>1.51%</td>
</tr>
<tr>
<td>Other</td>
<td>3,097</td>
<td>0.55%</td>
<td>4,047.8</td>
<td>0.58%</td>
</tr>
<tr>
<td>Total</td>
<td>565,679</td>
<td>100%</td>
<td>701,850.9</td>
<td>100%</td>
</tr>
</tbody>
</table>
### Key Characteristics and Uses of Capital by Transit Agencies

The exhibits in this appendix provide data on operations, performance, infrastructure, and uses of capital for the 15 largest bus and demand response transit agencies and for all transit agencies operating heavy rail, commuter rail, light rail, trolleybus, ferryboat, and automated guideway systems.

The top 15 bus and demand response agencies are selected based on the number of vehicles operated in maximum service.

For each mode, 4 exhibits are presented:

1. **Key Operating Characteristics**: Basic information on each system’s operations including operating expense, vehicle revenue miles, vehicle revenue hours, unlinked passenger trips and passenger miles. The data is broken down by two categories: directly operated by public agency (DO) and purchased transportation (PT).

2. **Key Performance Indicators**: Measures of cost, service effectiveness and efficiency.

3. **Key Infrastructure Characteristics**: Infrastructure characteristics such as directional route miles, vehicles operated and available in maximum service, average fleet age, and in the case of rail modes, miles of track and directional route miles.

4. **Uses of Capital**: Capital investment information by category of use (rolling stock, facilities and other).

#### Key Bus Operating Characteristics 2001

<table>
<thead>
<tr>
<th>State</th>
<th>Name</th>
<th>Service</th>
<th>Operating Expense (000)</th>
<th>Vehicle Revenue Miles (000)</th>
<th>Vehicle Revenue Hours (000)</th>
<th>Unlinked Passenger Trips (000)</th>
<th>Average Weekday Unlinked Passenger Trips (000)</th>
<th>Passenger Miles (000)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CA</td>
<td>Los Angeles County Metro</td>
<td>DO</td>
<td>$599,493.0</td>
<td>73,980.3</td>
<td>6,065.3</td>
<td>326,234.1</td>
<td>1,123.0</td>
<td>1,268,351.1</td>
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<tr>
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<td>Los Angeles County Metro</td>
<td>PT</td>
<td>$23,700.5</td>
<td>12,871.3</td>
<td>995.7</td>
<td>31,295.7</td>
<td>105.1</td>
<td>38,417.6</td>
</tr>
<tr>
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<td>Los Angeles County Metro</td>
<td>TOTAL</td>
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<td>86,851.6</td>
<td>7,061.0</td>
<td>357,529.8</td>
<td>1,228.1</td>
<td>1,356,768.7</td>
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<td>DO</td>
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<td>25,508.1</td>
<td>1,885.6</td>
<td>55,159.4</td>
<td>189.5</td>
<td>247,582.5</td>
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<tr>
<td>CO</td>
<td>Regional Transp District</td>
<td>PT</td>
<td>$39,396.1</td>
<td>76,871.3</td>
<td>1,685.6</td>
<td>51,295.7</td>
<td>105.1</td>
<td>38,417.6</td>
</tr>
<tr>
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### 2001 National Transit Summaries and Trends

#### Key Bus Performance Indicators 2001

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<th>Operating Expense (000)</th>
<th>Operating Vehicle Revenue Miles (000)</th>
<th>Operating Vehicle Revenue Hours (000)</th>
<th>Unlinked Passenger Trips (000)</th>
<th>Unlinked Passenger Trips per Vehicle Revenue Mile</th>
<th>Unlinked Passenger Trips per Vehicle Revenue Hour</th>
<th>Average Weekday Passenger Miles (000)</th>
<th>Passenger Miles (000)</th>
<th>Average Miles per Revenue Mile</th>
<th>Average Hours per Revenue Mile</th>
<th>Percent of National Total</th>
<th>Average Expense per Vehicle Revenue Mile</th>
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### Percent of National Total

- 47.9%
- 36.6%
- 41.2%
- 53.6%
- 57.8%
- 46.1%

### Average Key Bus Performance Indicators 2001

- Average Expense per Vehicle Revenue Mile: $7.7
- Average Expense per Unlinked Passenger Trip: $8.8
- Average Vehicle Revenue per Passenger Hour: $11.0
- Average Miles per Revenue Mile: 7.8
- Average Hours per Revenue Mile: 13.8

### National Average for Bus Mode

- Average Expense per Vehicle Revenue Mile: $6.5
- Average Expense per Unlinked Passenger Trip: $8.2
- Average Vehicle Revenue per Passenger Hour: $12.8
### Key Bus Infrastructure Characteristics 2001

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<th>State</th>
<th>Name</th>
<th>Directional Route Miles</th>
<th>Vehicles Operated in Maximum Service</th>
<th>Vehicles Available for Maximum Service</th>
<th>Average Fleet Age</th>
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Average of Agencies

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National Average for Bus Mode

|                               | 2,452.4                 | 49,287                                | 60,256                                | 7.3              |

(*) Totals may include some double-counting.

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Total

|       | $806,936.8                | $339,975.3           | $117,814.1       | $984,226.0  |

Percent of National Total

|       | 46.2%                    | 32.6%                 | 29.7%            | 30.9%        |
### Key Heavy Rail Performance Indicators 2001

<table>
<thead>
<tr>
<th>State</th>
<th>Name</th>
<th>Car Revenue Trip (000)</th>
<th>Car Revenue Mile (000)</th>
<th>Operating Expense per Car Revenue Trip</th>
<th>Operating Expense per Car Revenue Mile</th>
<th>ADA Stations</th>
<th>Stations</th>
<th>Vehicles Operated in Maximum Service</th>
<th>Vehicles Available for Maximum Service</th>
<th>Passenger Miles Unlinked per Car Revenue Hour</th>
<th>Passenger Miles Unlinked per Car Revenue Mile</th>
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### Key Heavy Rail Infrastructure Characteristics 2001

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<th>State</th>
<th>Name</th>
<th>Directional Route Miles</th>
<th>Miles Tracked</th>
<th>Stations</th>
<th>ADA Stations</th>
<th>Vehicles Operated in Maximum Service</th>
<th>Vehicles Available for Maximum Service</th>
<th>Fleet Age</th>
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### Uses of Heavy Rail Capital Funds 2001

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<th>Name</th>
<th>Rolling Stock (000)</th>
<th>Facilities (000)</th>
<th>Other (000)</th>
<th>Total (000)</th>
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### Key Commuter Rail Operating Characteristics 2001

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<th>State</th>
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<th>Service</th>
<th>Operating Expense (000)</th>
<th>Train Revenue Miles (000)</th>
<th>Passenger Car Revenue Miles (000)</th>
<th>Passenger Car Revenue Hours (000)</th>
<th>Unlinked Passenger Trips (000)</th>
<th>Average Weekday Unlinked Passenger Trips (000)</th>
<th>Passenger Miles (000)</th>
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### Key Commuter Rail Performance Indicators 2001

<table>
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<th>State</th>
<th>Name</th>
<th>Operating Expense per Passenger Car Revenue Mile</th>
<th>Operating Expense per Passenger Car Revenue Hour</th>
<th>Operating Expense per Unlinked Passenger Trip</th>
<th>Operating Expense per Passenger Car Revenue Mile</th>
<th>Operating Expense per Passenger Car Revenue Hour</th>
<th>Unlinked Passenger Trips per Passenger Car Revenue Mile</th>
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### Key Commuter Rail Infrastructure Characteristics 2001

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<th>ADA Stations</th>
<th>Vehicles Operated in Maximum Service</th>
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### Uses of Commuter Rail Capital Funds 2001

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<th>Revenue Miles (000)</th>
<th>Passenger Car Revenue Hours (000)</th>
<th>Unlinked Passenger Trips (000)</th>
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<th>Passenger Miles (000)</th>
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Total DO: $647,053.8

Total PT: $29,398.4

Total: $676,452.2

### Key Light Rail Performance Indicators 2001

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2001 National Transit Summaries and Trends
## Key Light Rail Infrastructure Characteristics 2001

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<th>ADA Stations</th>
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### Key Demand Response Performance Indicators 2001

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### Key Demand Response Infrastructure Characteristics 2001

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<th>Vehicles Operated in Maximum Service</th>
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### Uses of Demand Response Capital Funds 2001

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### Key Trolleybus Infrastructure Characteristics 2001

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### Uses of Trolleybus Capital Funds 2001

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## Key Ferryboat Infrastructure Characteristics 2001

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## Key Automated Guideway Operating Characteristics 2001

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<th>Train Revenue Miles (000)</th>
<th>Passenger Car Revenue Miles (000)</th>
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<th>Passenger Trips (000)</th>
<th>Average Weekday Unlinked Passenger Trips (000)</th>
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<td>4.4</td>
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<td></td>
<td><strong>Average</strong></td>
<td><strong>$16.7</strong></td>
<td><strong>$190.5</strong></td>
<td><strong>3.7</strong></td>
<td><strong>3.4</strong></td>
<td><strong>4.5</strong></td>
<td><strong>50.8</strong></td>
<td><strong>55.7</strong></td>
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</table>

### Key Automated Guideway Infrastructure Characteristics 2001

<table>
<thead>
<tr>
<th>State</th>
<th>Name</th>
<th>Directional Route Miles</th>
<th>Miles of Track</th>
<th>Stations</th>
<th>ADA Stations</th>
<th>Vehicles Operated in Maximum Service</th>
<th>Vehicles Available for Maximum Service</th>
<th>Fleet Age</th>
</tr>
</thead>
<tbody>
<tr>
<td>FL</td>
<td>Jacksonville Transp Auth</td>
<td>5.4</td>
<td>5.4</td>
<td>8</td>
<td>8</td>
<td>6</td>
<td>8</td>
<td>3.6</td>
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<tr>
<td>FL</td>
<td>Miami-Dade Transit Agency</td>
<td>8.5</td>
<td>9.4</td>
<td>21</td>
<td>0</td>
<td>16</td>
<td>29</td>
<td>10.9</td>
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<tr>
<td>MI</td>
<td>Detroit Transportation</td>
<td>2.9</td>
<td>2.9</td>
<td>13</td>
<td>13</td>
<td>8</td>
<td>8</td>
<td>15.0</td>
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<tr>
<td></td>
<td><strong>Total</strong></td>
<td><strong>16.8</strong></td>
<td><strong>17.7</strong></td>
<td><strong>42</strong></td>
<td><strong>21</strong></td>
<td><strong>30</strong></td>
<td><strong>45</strong></td>
<td><strong>10.7</strong></td>
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</table>

### Uses of Automated Guideway Capital Funds 2001

<table>
<thead>
<tr>
<th>State</th>
<th>Name</th>
<th>Rolling Stock (000)</th>
<th>Facilities (000)</th>
<th>Other (000)</th>
<th>Total (000)</th>
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<tbody>
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<td><strong>$1,294.7</strong></td>
<td><strong>$5,298.2</strong></td>
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