

<b>Introduction</b>	<b>1</b>
Introduces the transit modes discussed throughout the NTST.	
<b>Transit in the United States</b>	<b>3</b>
National statistics and trends in ridership, miles of service and number of transit systems by mode.	
<b>Operating Costs and Performance Measures</b>	<b>13</b>
Trends in operating costs by mode and measures of cost efficiency and effectiveness.	
<b>Quality of Transit Service</b>	<b>19</b>
National trends for safety, security, maintenance reliability and lift equipped bus fleet.	
<b>ADA Compliance – Bus</b>	<b>25</b>
Trends in the percentage of buses that are ADA lift- or ramp-equipped.	
<b>Funding Transit Operations</b>	<b>26</b>
Funding sources used in transit, trends in recovery ratio and subsidy per passenger.	
<b>Capital Investment in Transit</b>	<b>34</b>
Funding sources used in capital projects and capital expenditures by mode.	
<b>Bus Fleet</b>	<b>38</b>
Trends in the average fleet age of the national bus fleet.	
<b>Fixed Guideway Mileage</b>	<b>39</b>
Trends in fixed guideway mileage for bus and rail systems.	

## Alternative Fuel Usage

40

Trends in the percentage of the national bus fleet using alternative fuels and the share of fuel type used by non-electric transit vehicles.

## National Transit Profile

42

Aggregate data for capital, operating funding and expenses, and characteristics of the most predominant modes in the nation.

## Transit Data by Urbanized Area

43

Aggregate data grouped by urbanized area. Items include operating expense, vehicle revenue miles, fixed-guideway directional route miles, passenger miles and recovery ratio.

## Aggregate Data by Form

49

Aggregate data reported to the NTD.

## Data Used to Compile Graphics

61

Data used to develop graphics for data not presented with graphic.

## Appendix

80

Key characteristics and uses of capital by transit agencies.

# 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

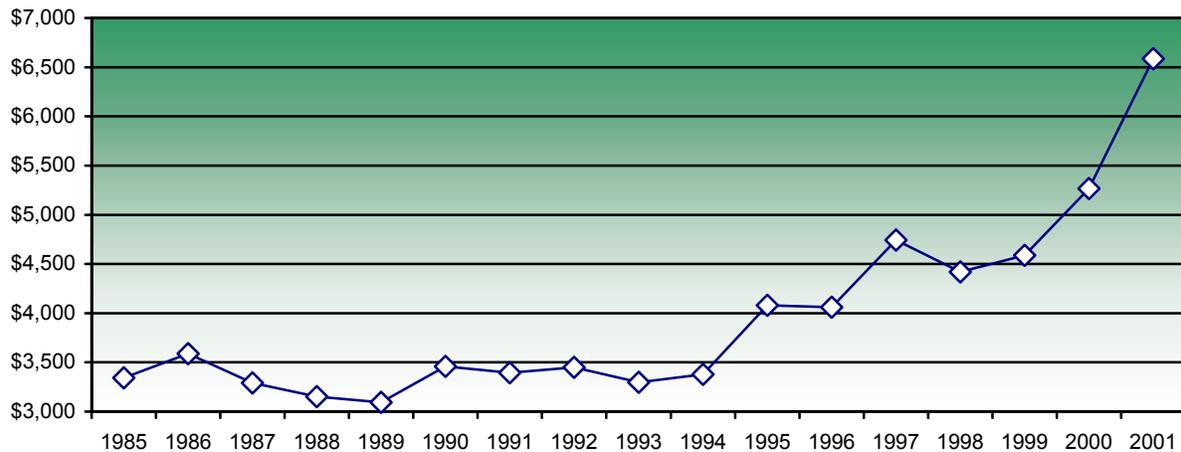
Federal funds applied to transit are Federal Transit Administration (FTA) Urbanized Area Formula Program funds (financial assistance used to offset operating costs and pay for capital projects).

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

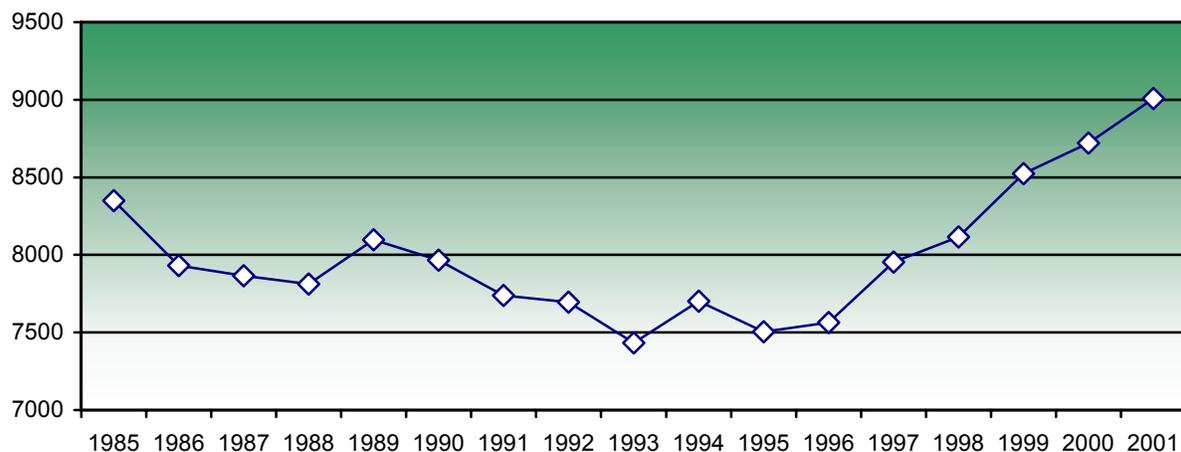
### Comments

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



## Number of Transit Agencies

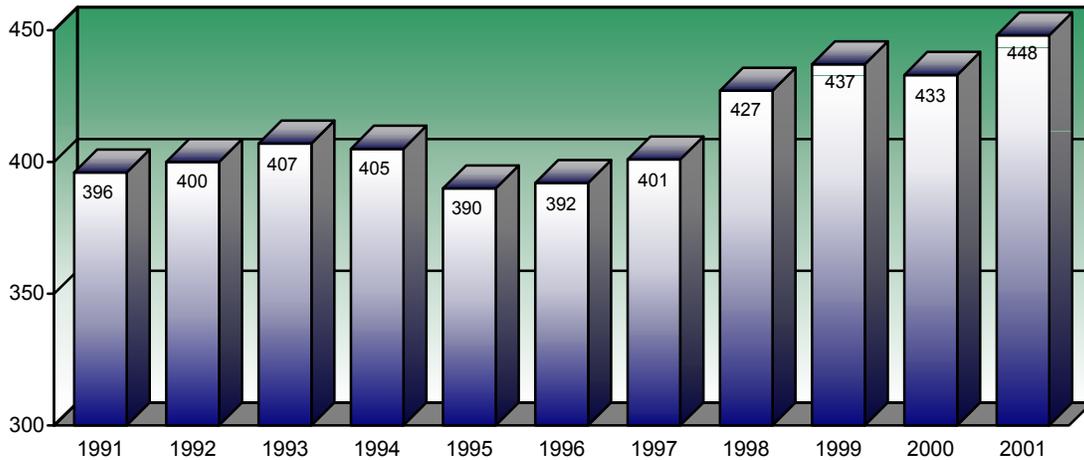
### Concepts

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.

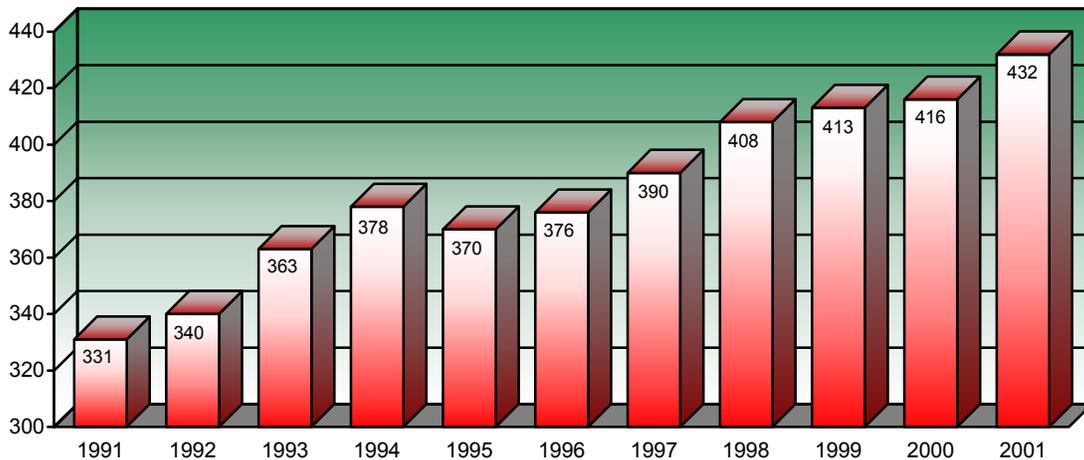
### Comments

- 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.

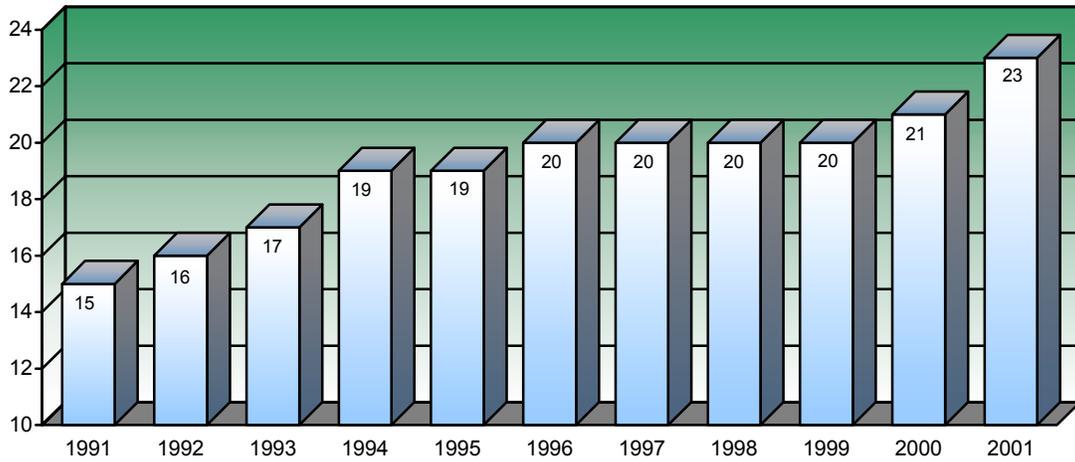
**Number of Agencies Reporting – Bus 1991 – 2001**



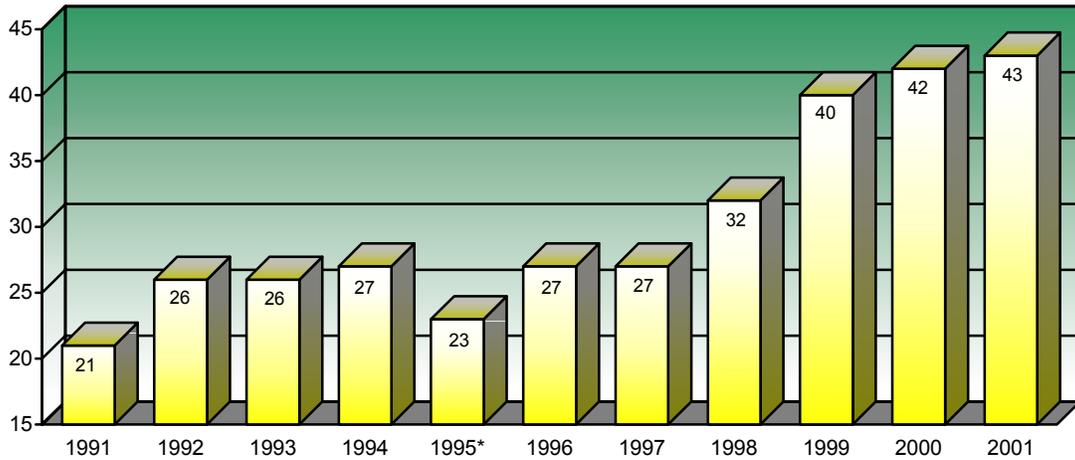
**Number of Agencies Reporting – Demand Response 1991 – 2001**



**Number of Agencies Reporting – Light Rail 1991 – 2001**



**Number of Agencies Reporting – Vanpool 1991 – 2001**



(\* ) Due to several report deletions.

**Number of Agencies Reporting 1991 – 2001**

Year	Bus (*)	Commuter Rail	Demand Response (*)	Heavy Rail	Light Rail	Vanpool	Other
1991	396	16	331	12	15	21	24
1992	400	16	340	13	16	26	26
1993	407	17	363	14	17	26	26
1994	405	17	378	14	19	27	28
1995	390	15	370	14	19	23	28
1996	392	15	376	14	20	27	28
1997	401	16	390	14	20	27	26
1998	427	16	408	14	20	32	28
1999	437	18	413	14	20	40	33
2000	433	19	416	14	21	42	31
2001	448	21	432	14	23	43	31
<b>Change</b>	<b>52</b>	<b>5</b>	<b>101</b>	<b>2</b>	<b>8</b>	<b>22</b>	<b>7</b>

(\* ) Does not include agencies receiving reporting waivers.

## 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.

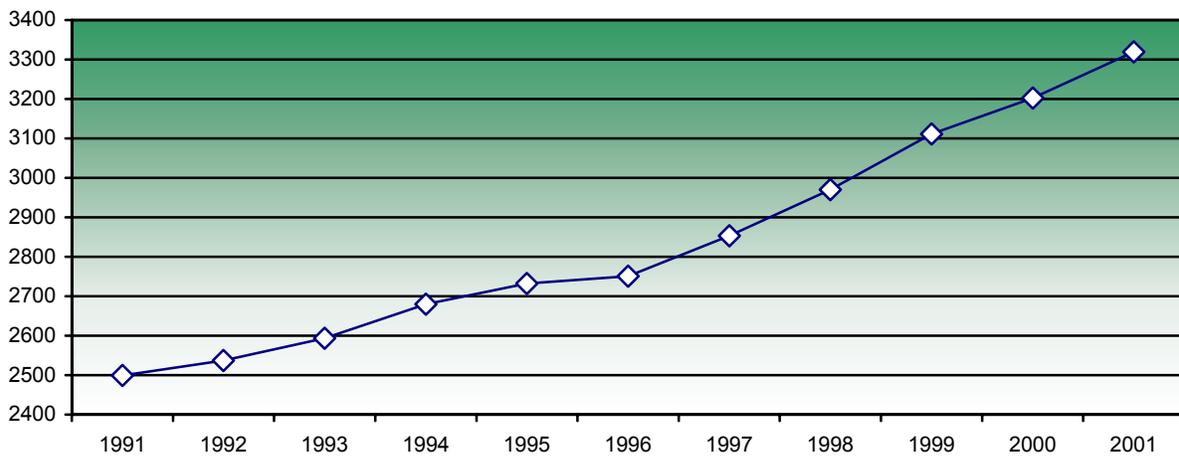
Deadhead travel is not included in vehicle revenue miles. Deadhead mileage consists of the miles a transit vehicle travels while not in revenue service (leaving or returning to the garage or yard or changing routes).

### 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

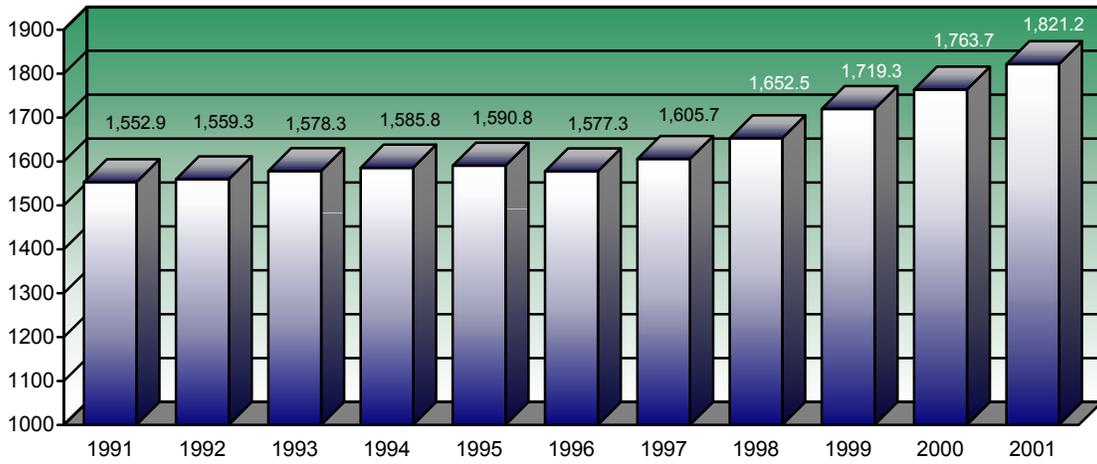
**Vehicle Revenue Miles (Millions) 1991 – 2001**



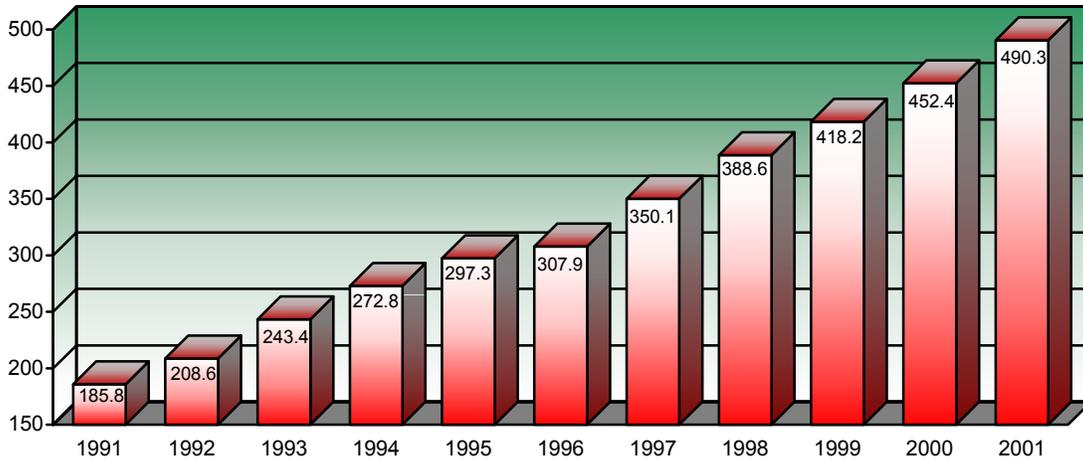
**Vehicle Revenue Miles (Millions) 1991 – 2001**

Year	Vehicle Revenue Miles (Millions)
1991	2,499.3
1992	2,537.5
1993	2,593.2
1994	2,679.5
1995	2,732.4
1996	2,750.6
1997	2,853.3
1998	2,970.4
1999	3,111.4
2000	3,202.4
2001	3,319.0
% Change	32.8%

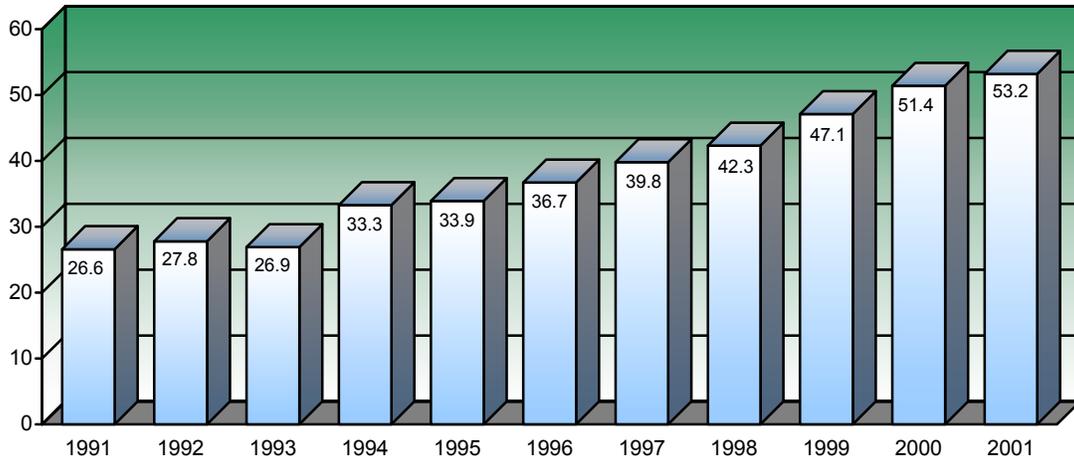
**Vehicle Revenue Miles (Millions) – Bus 1991 – 2001**



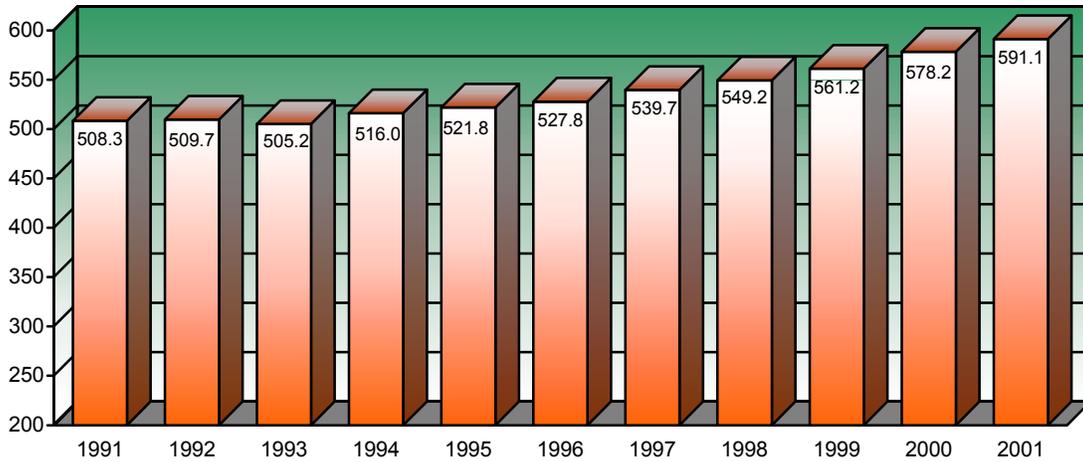
**Vehicle Revenue Miles (Millions) – Demand Response 1991 – 2001**



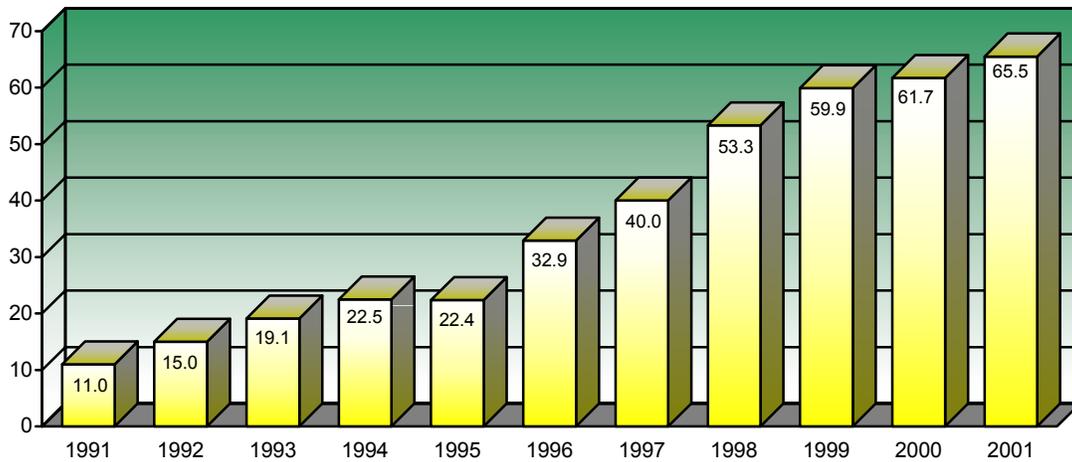
**Vehicle Revenue Miles (Millions) – Light Rail 1991 – 2001**



### Vehicle Revenue Miles (Millions) – Heavy Rail 1991 – 2001



### Vehicle Revenue Miles (Millions) – Vanpool 1991 – 2001

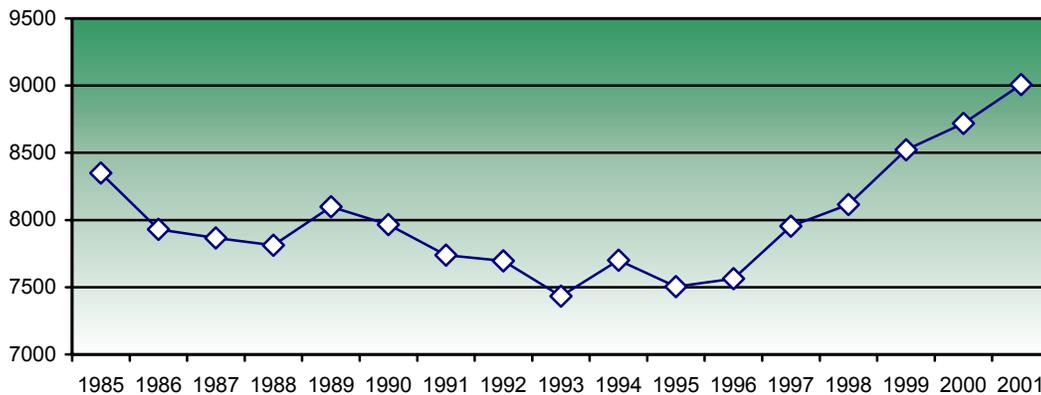


## Unlinked Passenger Trips by Mode

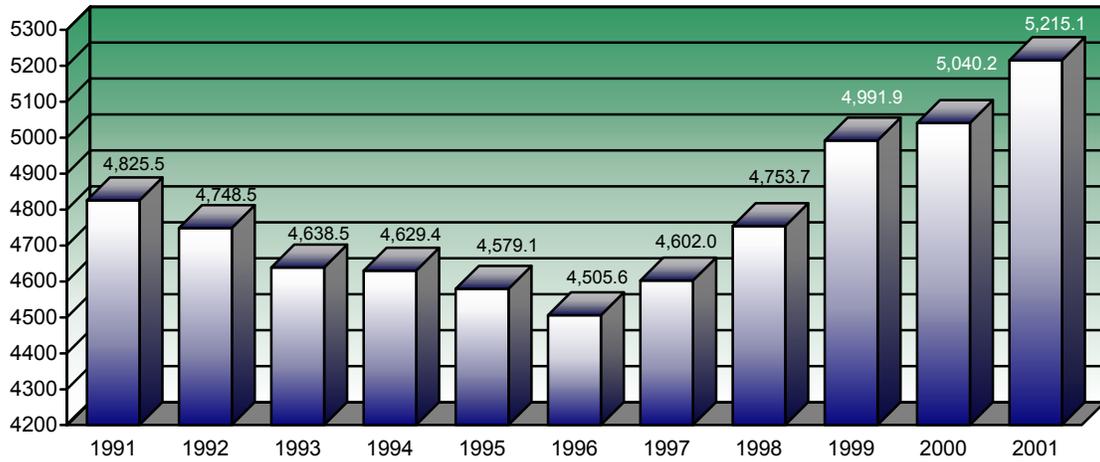
### Comments

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.

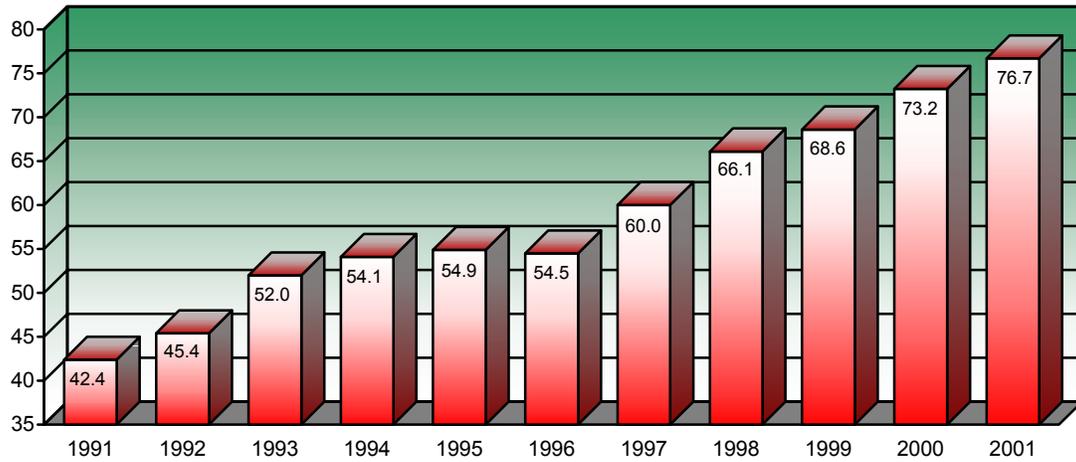
### Unlinked Passenger Trips (Millions) 1985 – 2001



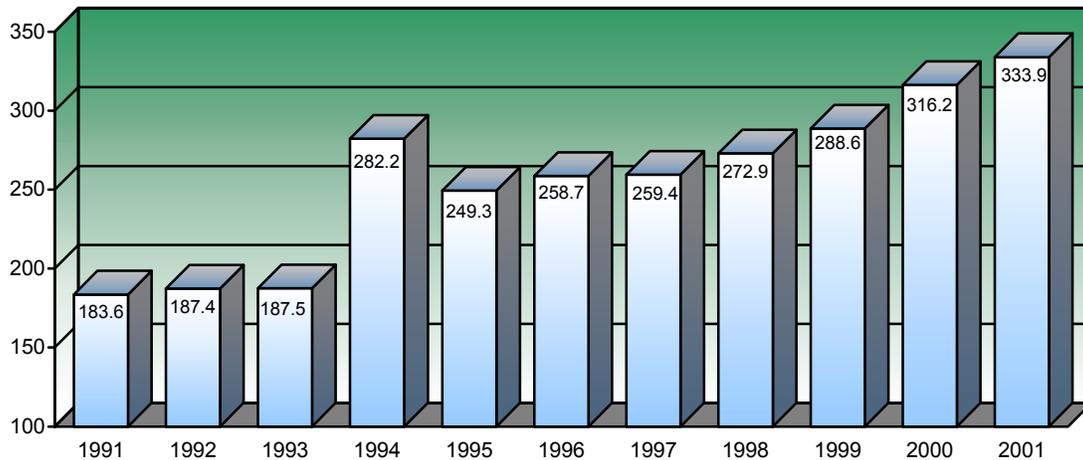
**Unlinked Passenger Trips (Millions) – Bus 1991 – 2001**



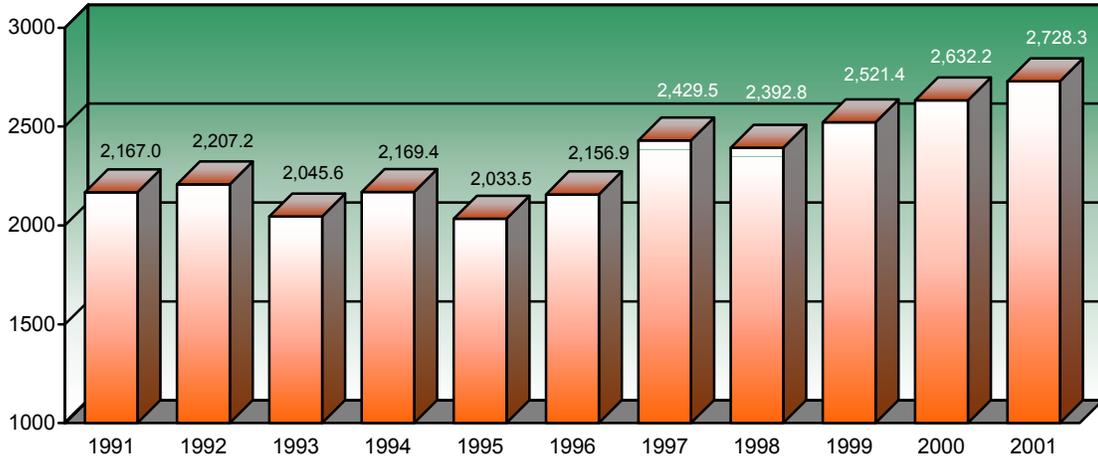
**Unlinked Passenger Trips (Millions) – Demand Response 1991 – 2001**



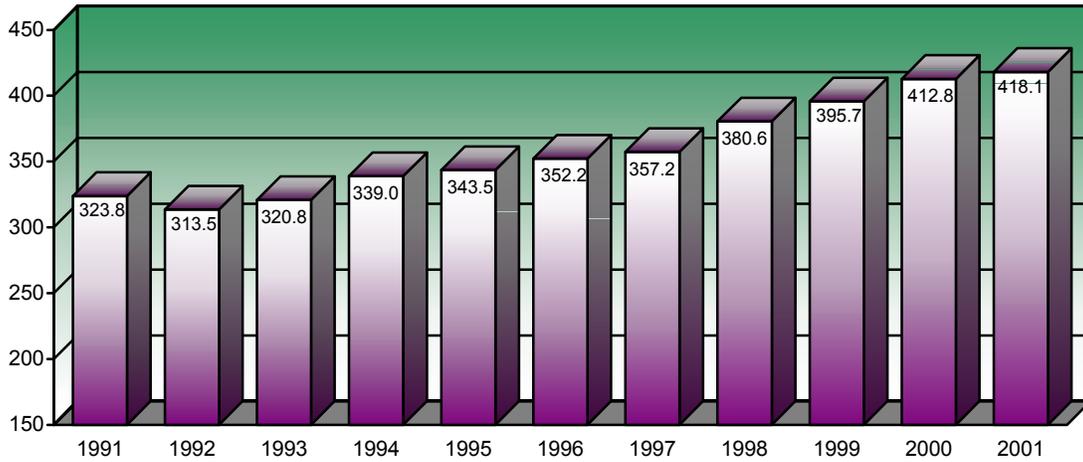
**Unlinked Passenger Trips (Millions) – Light Rail 1991 – 2001**



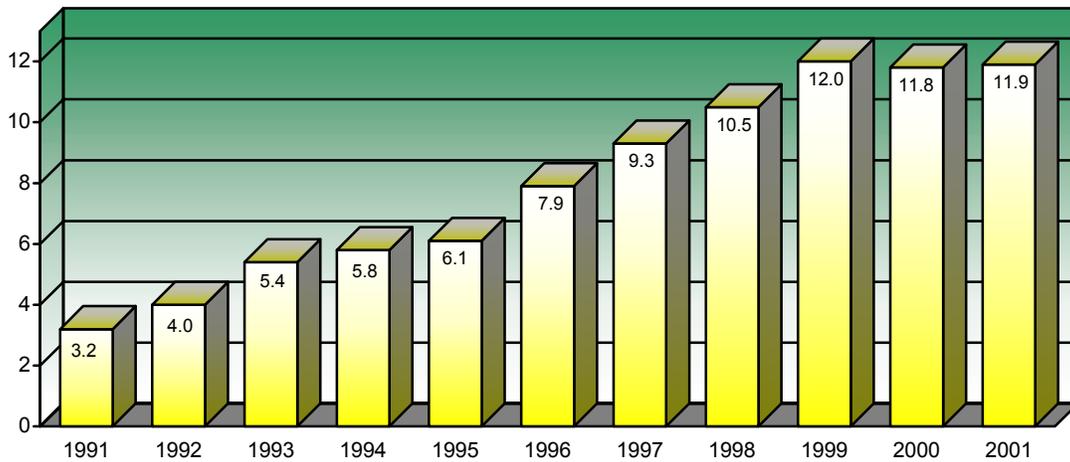
**Unlinked Passenger Trips (Millions) – Heavy Rail 1991 – 2001**



**Unlinked Passenger Trips (Millions) – Commuter Rail 1991 – 2001**



**Unlinked Passenger Trips (Millions) – Vanpool 1991 – 2001**

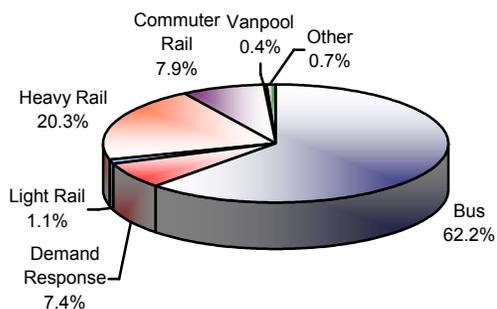


## Distribution of Vehicle Revenue Miles and Unlinked Passenger Trips by Mode

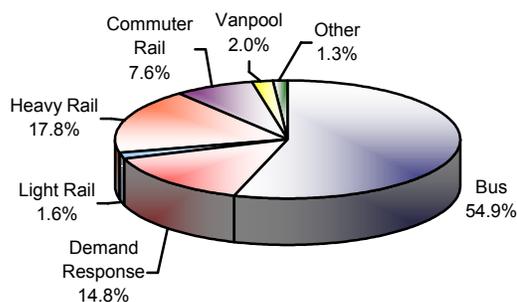
The share of vehicle revenue miles for demand response increased from nearly 7 percent in 1991 to 15 percent in 2001 while the share of vehicle revenue miles for bus decreased from 62 percent to 55 percent.

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.

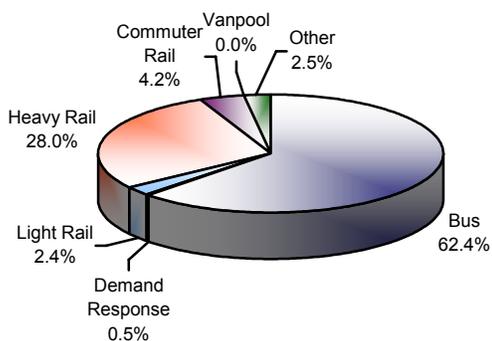
**Distribution of Vehicle Revenue Miles**  
1991



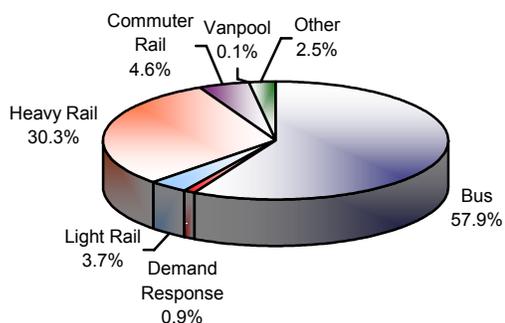
2001



**Distribution of Unlinked Passenger Trips**  
1991



2001



## Relative Impact on Data by UZA Size Group

### Concepts

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:

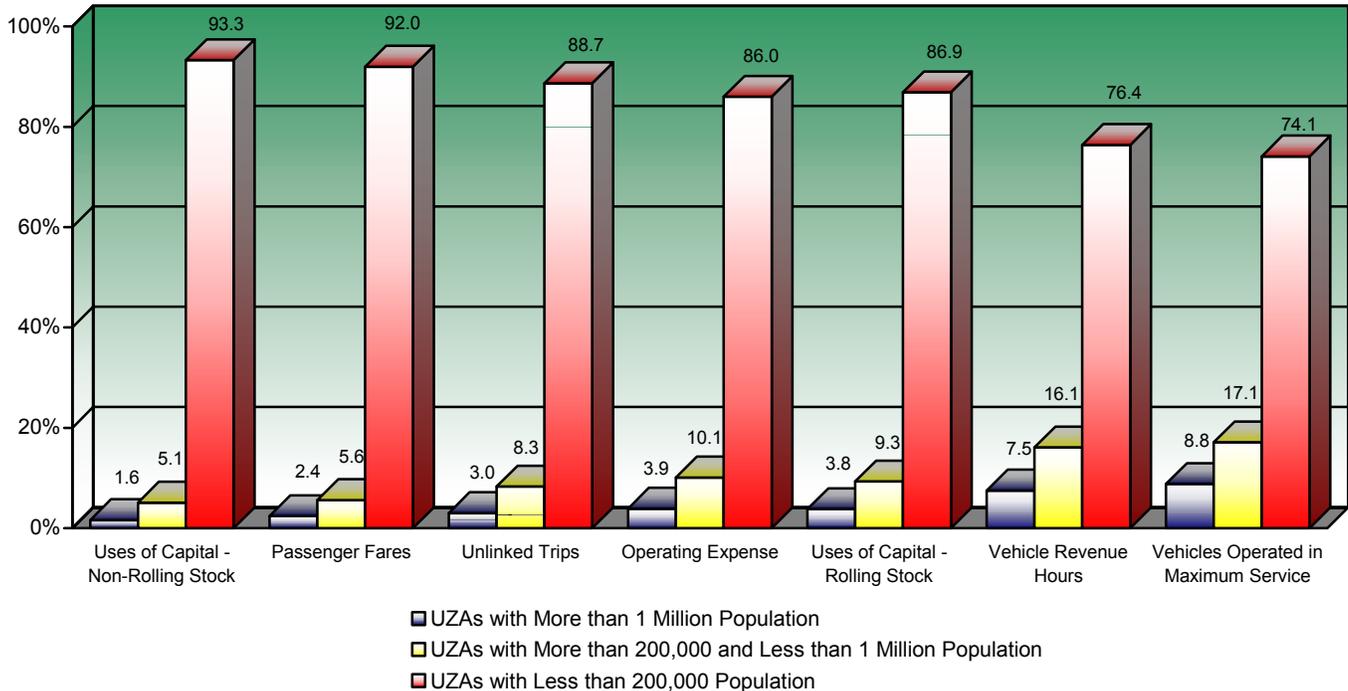
1. Large urbanized areas: population of more than 1 million (38 urbanized areas, 210 agencies or 35.8 percent of all agencies reporting).
2. Medium urbanized areas: population of more than 200,000 and less than 1 million (116 agencies or 20.8 percent of all agencies reporting).
3. Small urbanized areas: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

Relative Impact of the Data by UZA Size Group – 2001



# Operating Costs and Performance Measures

## Operating Expenses

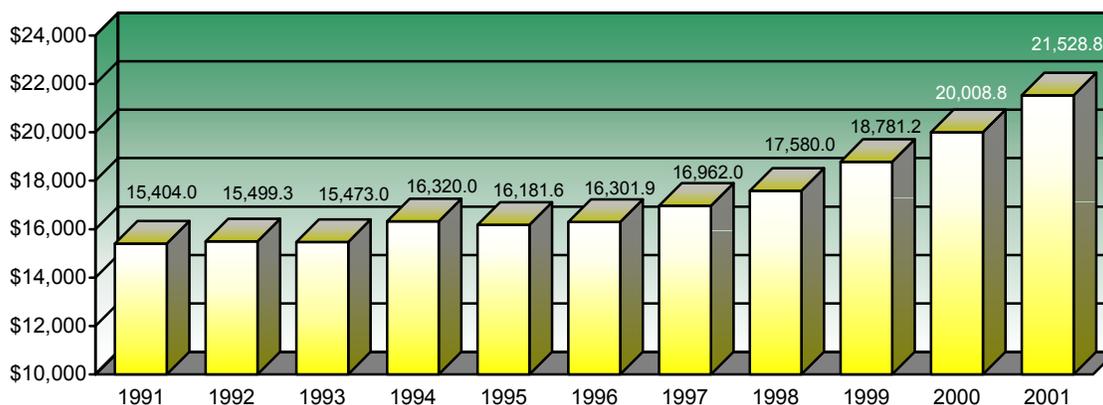
### Concepts

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.

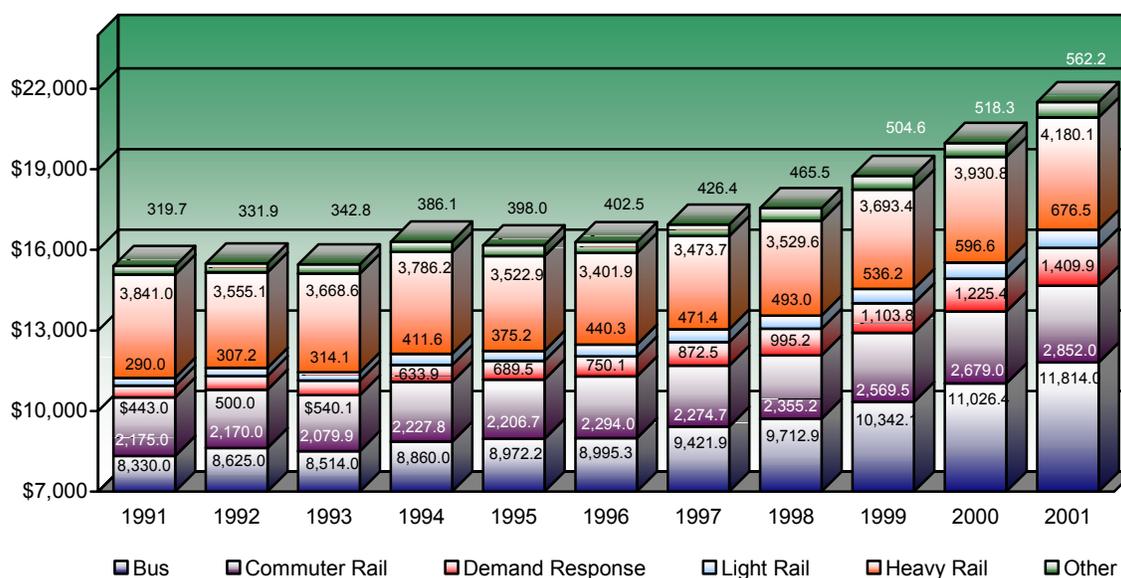
### Comments

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.

**Total Operating Expense (Millions) 1991 – 2001**



**Total Operating Expense (Millions) by Mode 1991 – 2001**



\*Note: Vanpool data not represented above:

1991 - \$5.3, 1992 - \$10.1, 1993 - \$13.6, 1994 - \$14.9, 1995 - \$17.0, 1996 - \$17.8, 1997 - \$22.7, 1998 - \$28.4, 1999 - \$31.6, 2000 - \$32.2, 2001 - \$34.2

## 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:

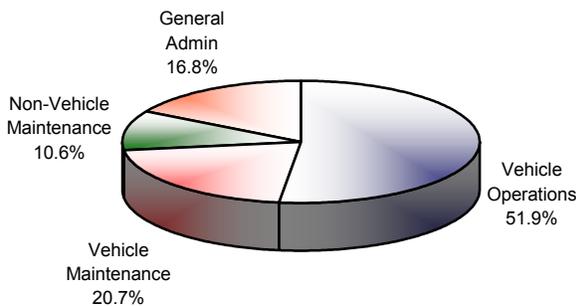
1. Vehicle operations
2. Vehicle maintenance
3. Non-vehicle maintenance
4. General administrations

### Comments

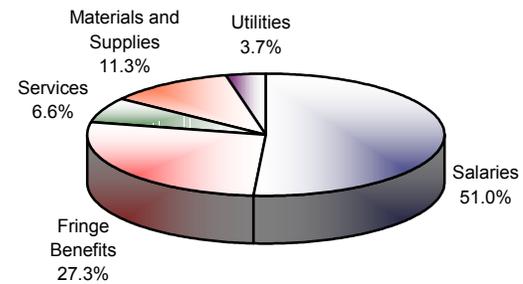
The transit industry is labor intensive. Salaries, wages, and fringe benefits account for nearly 80 percent of the total directly operated expenditures. 52 percent of total expenditures are devoted to vehicle operations.

### Operating Expense – 2001

Operating Expense by Function



Operating Expense by Object Class – Directly Operated Service



## Cost Effectiveness (Operating Expense per Unlinked Passenger Trip)

### Concepts

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

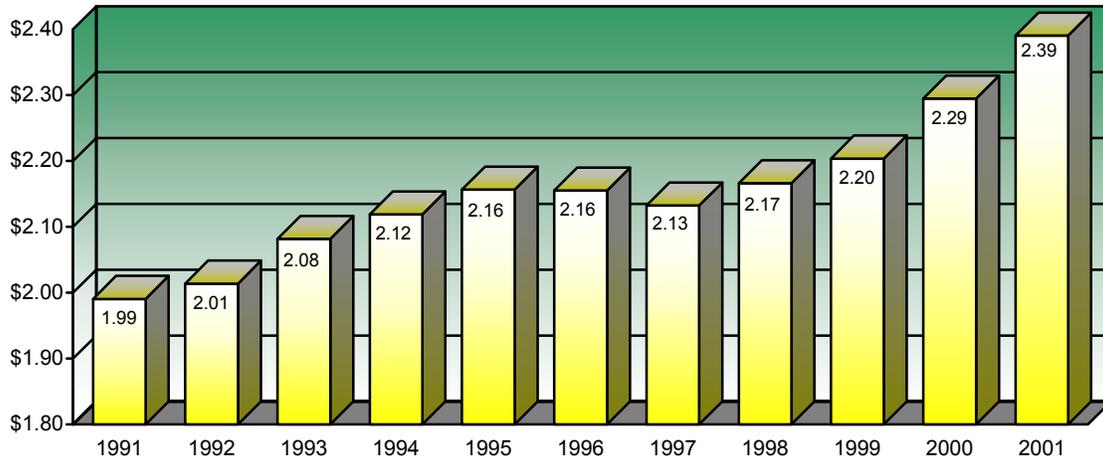
Service input is the quantity of resources expended to produce transit service, expressed in either monetary or non-monetary terms. Examples include operating cost (dollars expended for operations, maintenance and administration), employee hours (total operating, maintenance or administration), capital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

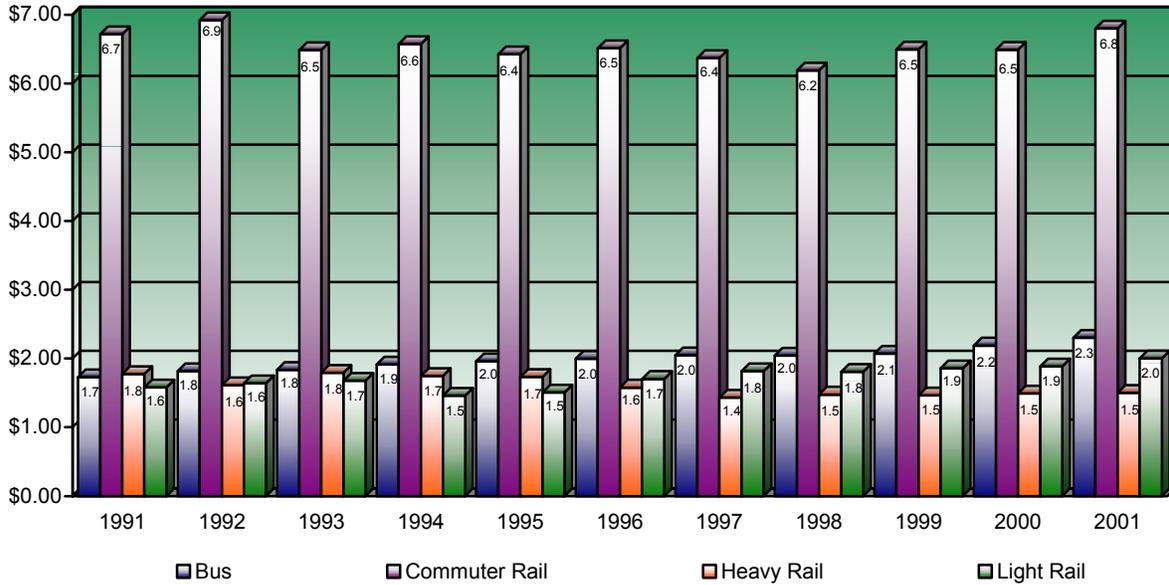
### Operating Expense per Unlinked Passenger Trip 1991 – 2001



### Operating Expense per Unlinked Passenger Trip 1991 – 2001

Year	Expense (Millions)	Passenger Trips (Millions)	Expense per Unlinked Passenger Trip
1991	\$15,404.0	7,738.1	\$1.99
1992	\$15,499.3	7,696.2	\$2.01
1993	\$15,473.0	7,432.7	\$2.08
1994	\$16,320.0	7,701.6	\$2.12
1995	\$16,181.6	7,503.7	\$2.16
1996	\$16,301.9	7,564.6	\$2.16
1997	\$16,962.0	7,954.2	\$2.13
1998	\$17,580.0	8,115.1	\$2.17
1999	\$18,781.2	8,523.2	\$2.20
2000	\$20,008.7	8,719.9	\$2.29
2001	\$21,528.8	9,007.8	\$2.39
<b>% Change</b>	<b>39.8%</b>	<b>16.4%</b>	<b>20.1%</b>

## Operating Expense per Unlinked Passenger Trip for Bus and Rail Modes 1991 – 2001



## Cost Efficiency (Operating Expense per Vehicle Revenue Hour)

### Concepts

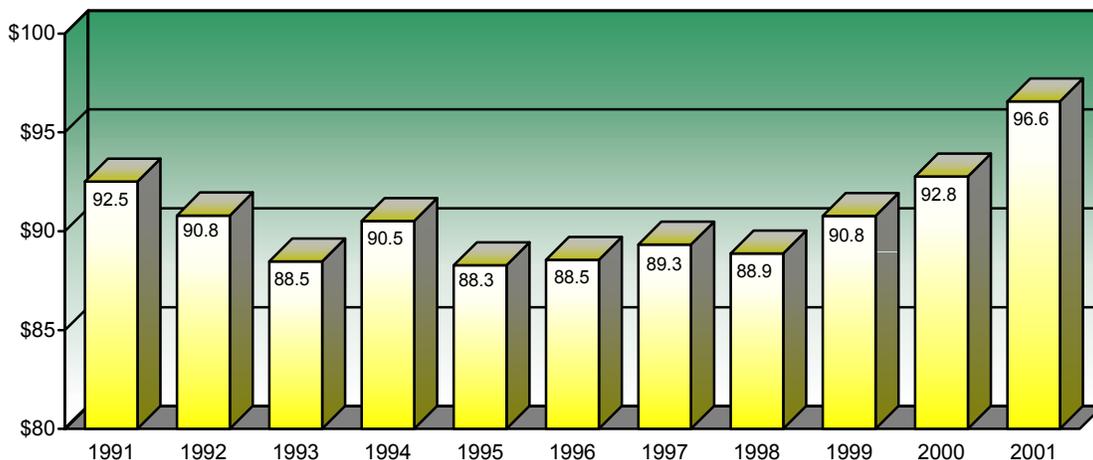
Cost efficiency is the relationship between service inputs and service outputs.

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).

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



## Operating Expense per Vehicle Revenue Hour 1991 – 2001

Year	Operating Expense (Millions)	Vehicle Revenue Hours (Millions)	Operating Expense per Vehicle Revenue Hour
1991	\$15,404.0	166.5	\$92.52
1992	\$15,499.3	170.7	\$90.80
1993	\$15,473.0	174.9	\$88.47
1994	\$16,320.0	180.3	\$90.52
1995	\$16,181.6	183.3	\$88.28
1996	\$16,301.9	184.1	\$88.55
1997	\$16,962.0	189.9	\$89.32
1998	\$17,580.0	197.8	\$88.87
1999	\$18,781.2	206.9	\$90.77
2000	\$20,008.7	215.7	\$92.77
2001	\$21,528.8	223.0	\$96.56
% Change	39.8%	33.9%	4.4%

## Service Effectiveness

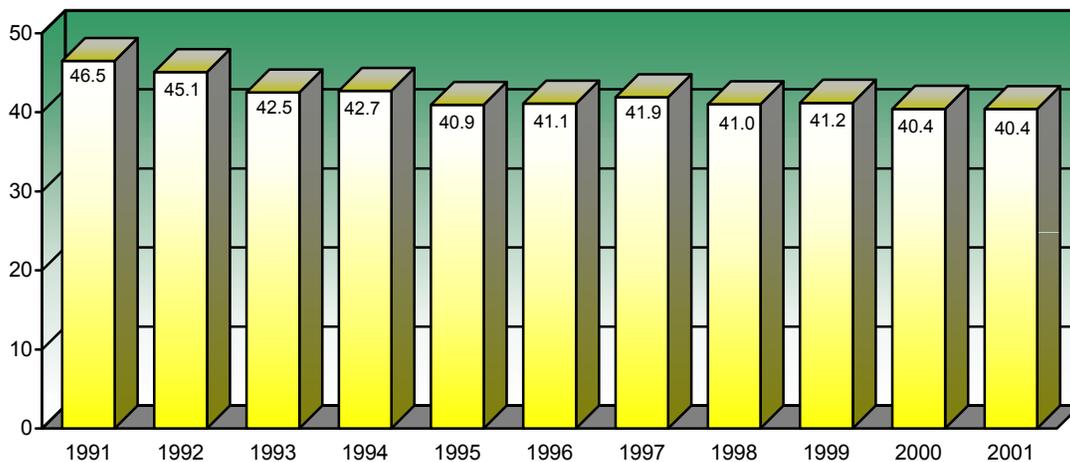
### Concepts

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.

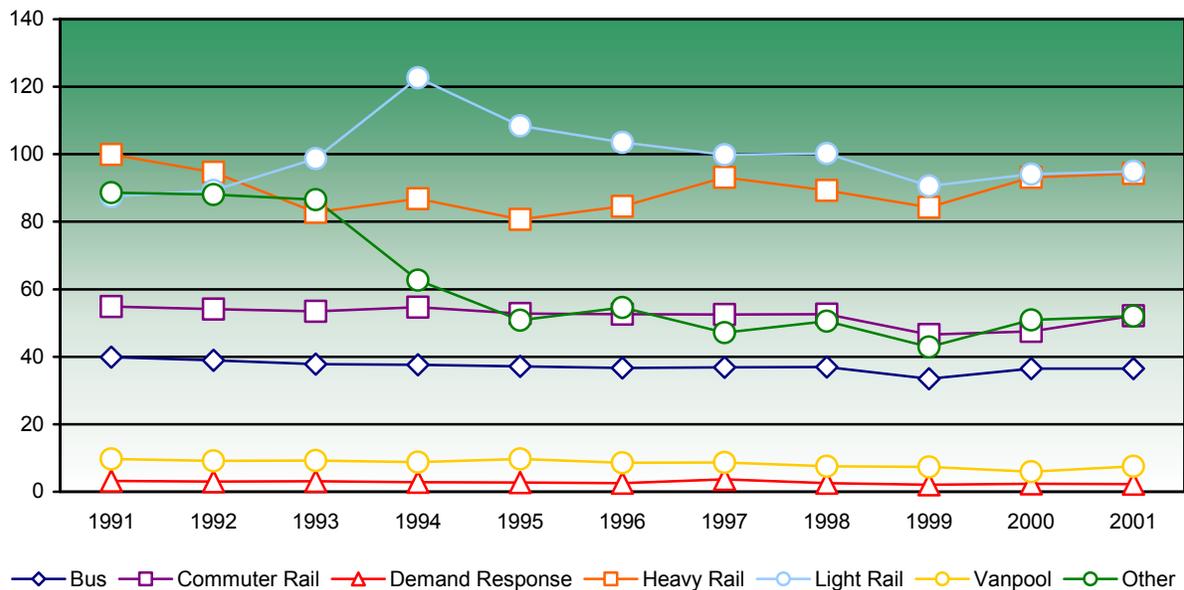
## Unlinked Passenger Trip per Vehicle Revenue Hour 1991 –2001



### Unlinked Passenger Trip per Vehicle Revenue Hour 1991 –2001

Year	Unlinked Passenger Trips (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips per Vehicle Revenue Hour
1991	7,738.1	166.5	46.5
1992	7,696.2	170.7	45.1
1993	7,432.7	174.9	42.5
1994	7,701.6	180.3	42.7
1995	7,503.7	183.3	40.9
1996	7,564.6	184.1	41.1
1997	7,954.2	189.9	41.9
1998	8,115.1	197.8	41.0
1999	8,523.2	206.9	41.2
2000	8,719.9	215.7	40.4
2001	9,007.8	223.0	40.4
% Change	16.4%	33.9%	-13.1%

### 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.

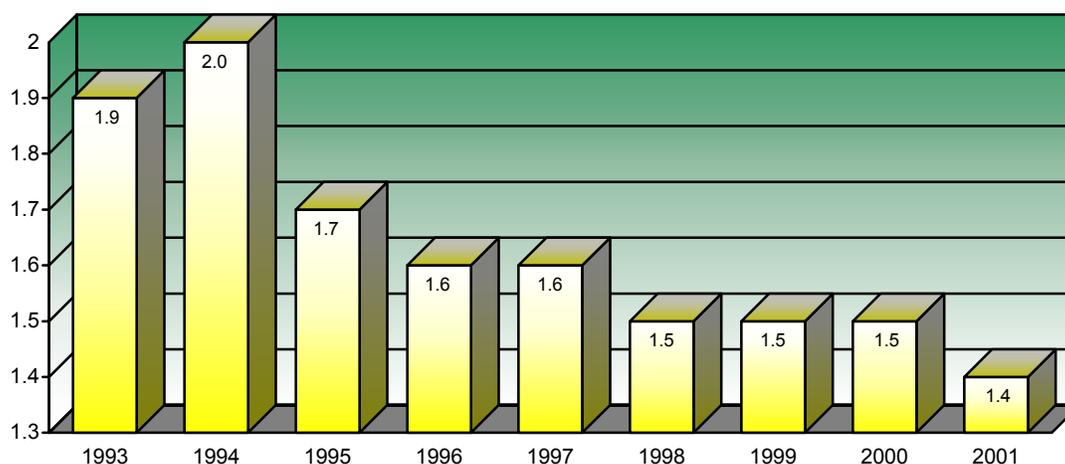
Passenger miles are the cumulative miles traveled by passengers.

## Comments

Accidents per million passenger miles decreased by nearly 28 percent between 1993 and 2001. The modes with the largest decreases were 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.

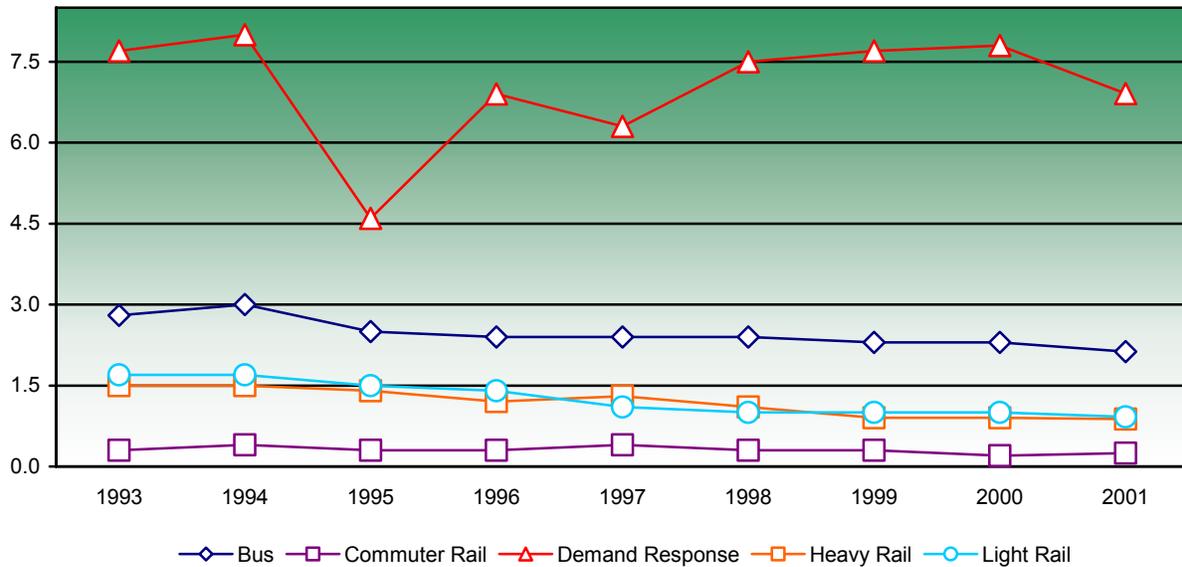
**Accidents per Million Passenger Miles 1993 – 2001**



**Accidents per Million Passenger Miles 1993 – 2001**

Year	Accidents	Passenger Miles (Millions)	Accidents per Million Passenger Miles
1993	66,234	34,422.9	1.92
1994	71,329	35,758.7	1.99
1995	64,213	37,970.6	1.69
1996	62,689	38,984.1	1.61
1997	65,352	40,180.2	1.63
1998	64,429	41,605.0	1.55
1999	65,151	43,280.2	1.51
2000	66,250	45,100.2	1.47
2001	64,888	46,507.5	1.40
% Change	-2.0%	35.1%	-27.5%

### Accidents per Million Passenger Miles by Mode 1993 – 2001



### Accidents per Million Passenger Miles by Mode 1993 – 2001

Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Other
1993	2.77	0.33	7.66	1.47	1.68	2.44
1994	2.96	0.42	8.01	1.49	1.70	3.47
1995	2.51	0.35	4.61	1.36	1.48	1.34
1996	2.45	0.34	6.91	1.19	1.41	1.02
1997	2.35	0.41	6.33	1.26	1.15	1.11
1998	2.37	0.29	7.48	1.10	1.01	0.92
1999	2.26	0.30	7.75	0.95	0.99	2.20
2000	2.29	0.24	7.77	0.92	0.99	2.06
2001	2.13	0.25	6.91	0.88	0.92	2.41
% Change	-23.2%	-25.4%	-9.8%	-40.6%	-44.9%	-1.0%

## 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.

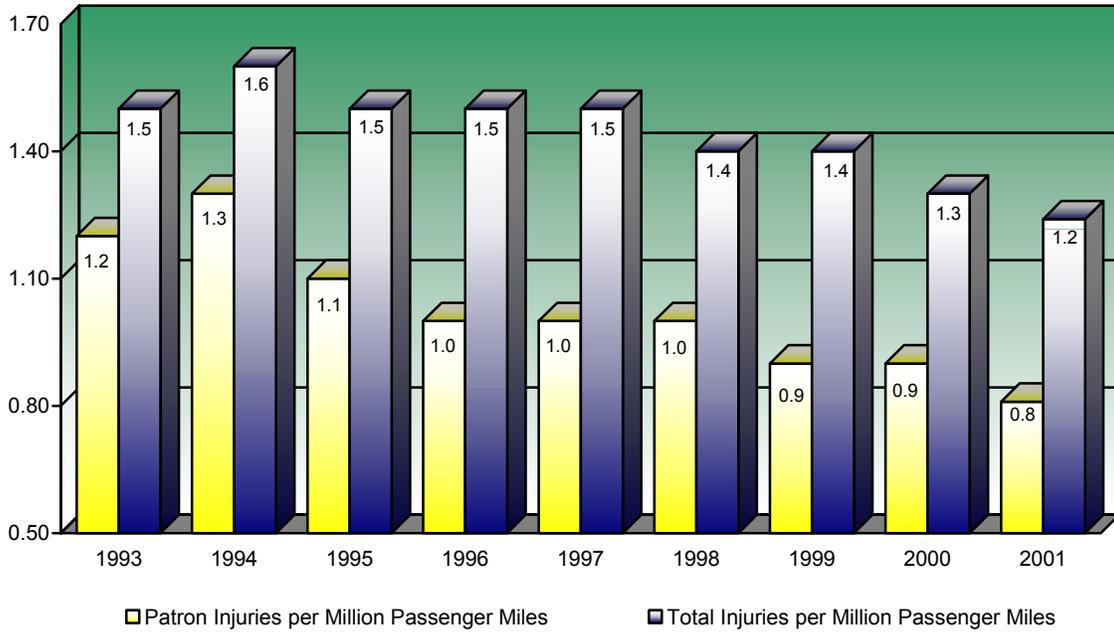
### Comments

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.

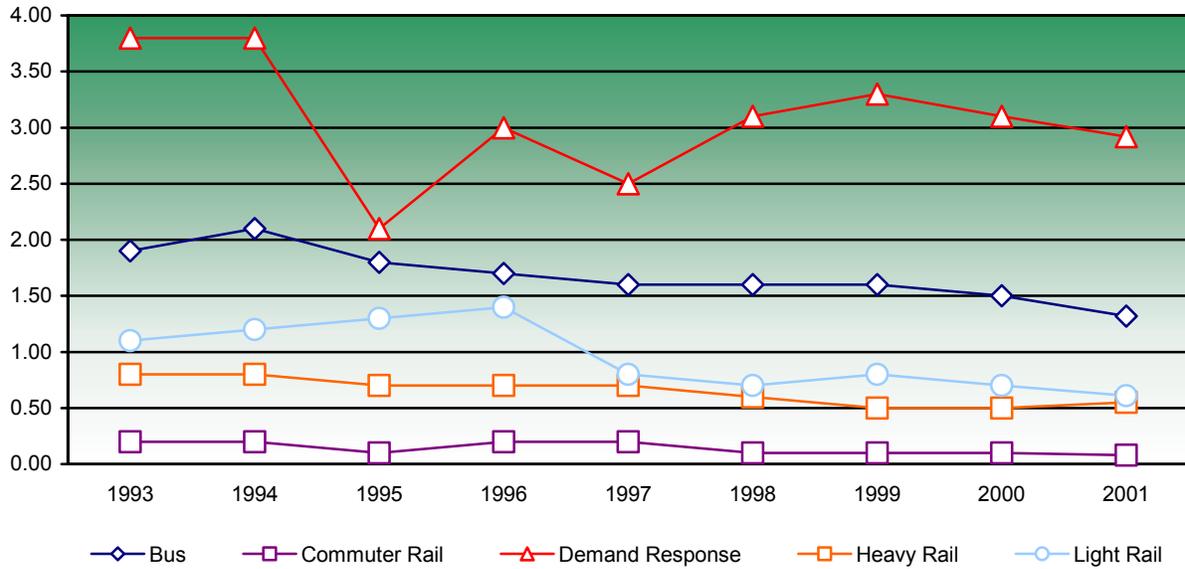
### Injuries per Million Passenger Miles 1993 – 2001



### Injuries per Million passenger Miles 1993 – 2001

Year	Patron Injuries	Total Injuries	Passenger Miles (Millions)	Patron Injuries per Million Passenger Miles	Total Injuries per Million Passenger Miles
1993	41,823	53,057	34,422.9	1.21	1.54
1994	45,664	58,794	35,758.7	1.28	1.64
1995	41,396	58,212	37,970.6	1.09	1.53
1996	40,540	57,942	38,984.1	1.04	1.49
1997	40,441	58,814	40,180.2	1.01	1.46
1998	40,389	58,657	41,605.0	0.97	1.41
1999	40,212	59,198	43,280.2	0.93	1.37
2000	39,584	60,319	45,100.2	0.88	1.34
2001	37,899	57,730	46,507.5	0.81	1.24
% Change	-9.4%	8.8%	35.1%	-32.9%	-19.5%

### Patron Injuries per Million Passenger Miles by Mode 1993 – 2001



### Patron Injuries per Million Passenger Miles by Mode 1993 – 2001

Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Other
1993	1.87	0.20	3.80	0.76	1.13	1.32
1994	2.06	0.19	3.79	0.82	1.21	1.19
1995	1.76	0.13	2.13	0.71	1.29	1.03
1996	1.70	0.15	3.02	0.66	1.35	0.67
1997	1.59	0.17	2.50	0.69	0.84	0.68
1998	1.64	0.08	3.06	0.59	0.72	0.62
1999	1.56	0.10	3.29	0.48	0.80	1.00
2000	1.47	0.10	3.06	0.56	0.69	0.58
2001	1.32	0.08	2.92	0.55	0.61	0.66
% Change	-29.4%	-58.5%	-23.2%	-28.3%	-45.6%	-49.7%

### Fatalities per Million Passenger Miles

#### Concepts

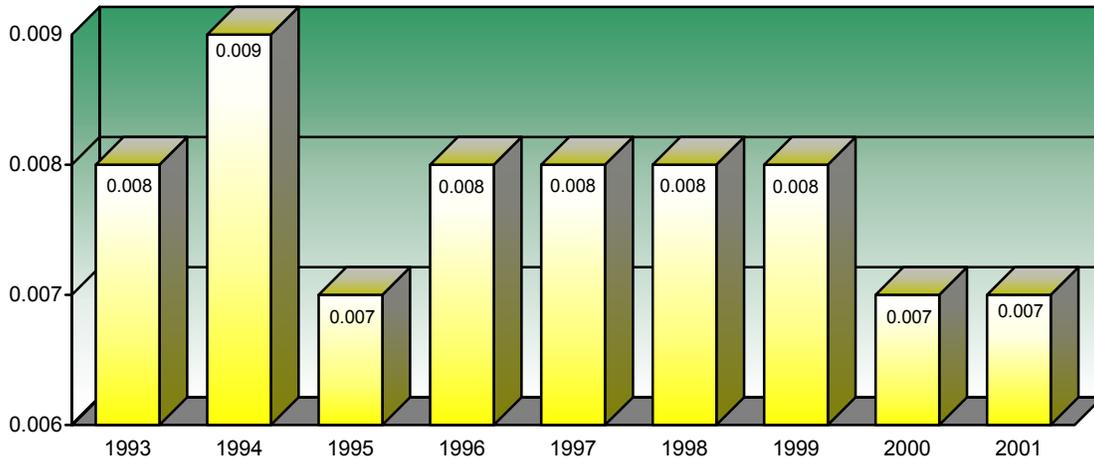
A fatality is defined as a death confirmed within 30 days following an accident.

#### 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



### Total Fatalities per Million Passenger Miles 1993 – 2001

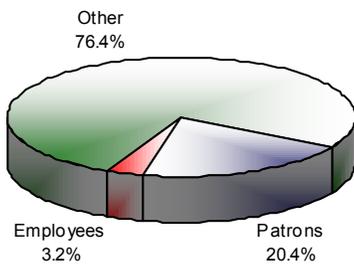
Year	Total Fatalities	Passenger Miles (Millions)	Total Fatalities per Million Passenger Miles
1993	270	34,422.9	0.008
1994	318	35,758.7	0.009
1995	280	37,970.6	0.007
1996	323	38,984.1	0.008
1997	310	40,180.2	0.008
1998	329	41,605.0	0.008
1999	340	43,280.2	0.008
2000	336	45,100.2	0.007
2001	309	46,507.5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

### Distribution of Fatalities

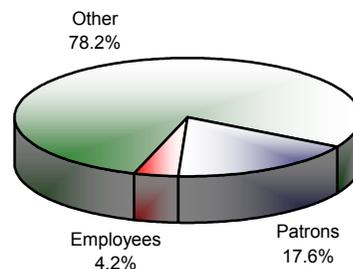
#### Comments

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**



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



## 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.

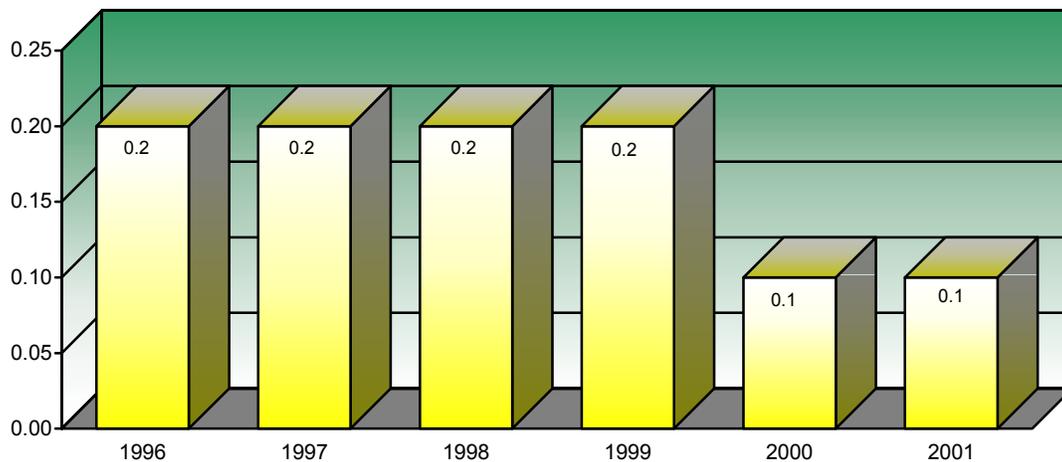
### Comments

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**



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

Year	Violent Crimes	Passenger Miles (Millions)	Violent Crimes per Million Passenger Miles
1996	7,796	38,016.2	0.21
1997	7,915	39,114.8	0.20
1998	6,096	40,604.2	0.15
1999	6,285	43,228.0	0.15
2000	5,746	44,042.6	0.13
2001	5,647	45,405.3	0.12
% 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.

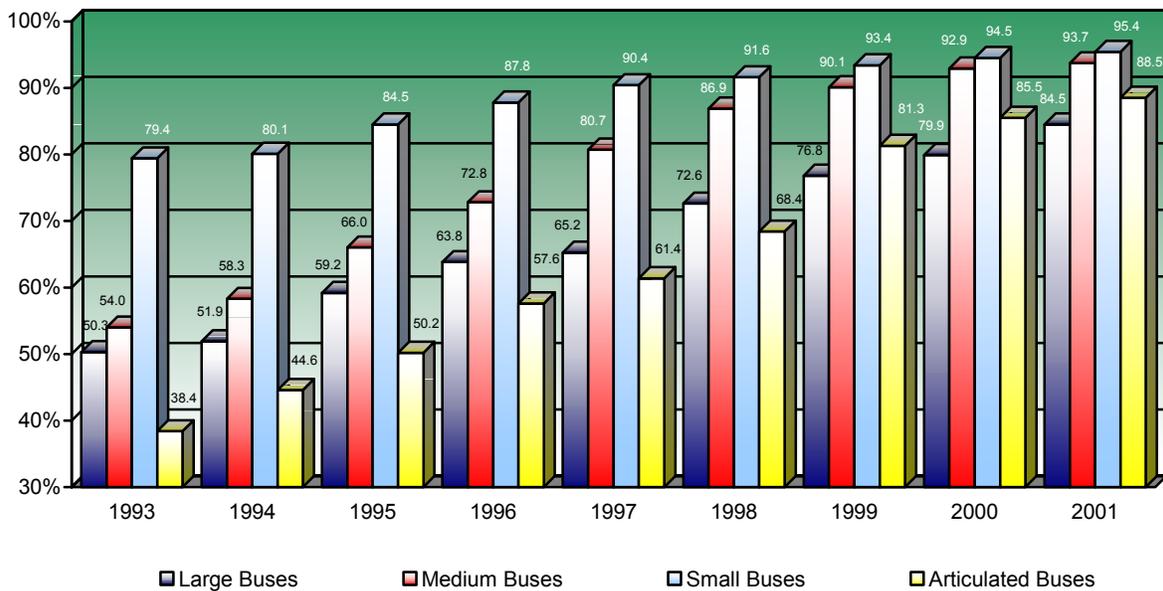
### Comments

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



# 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.

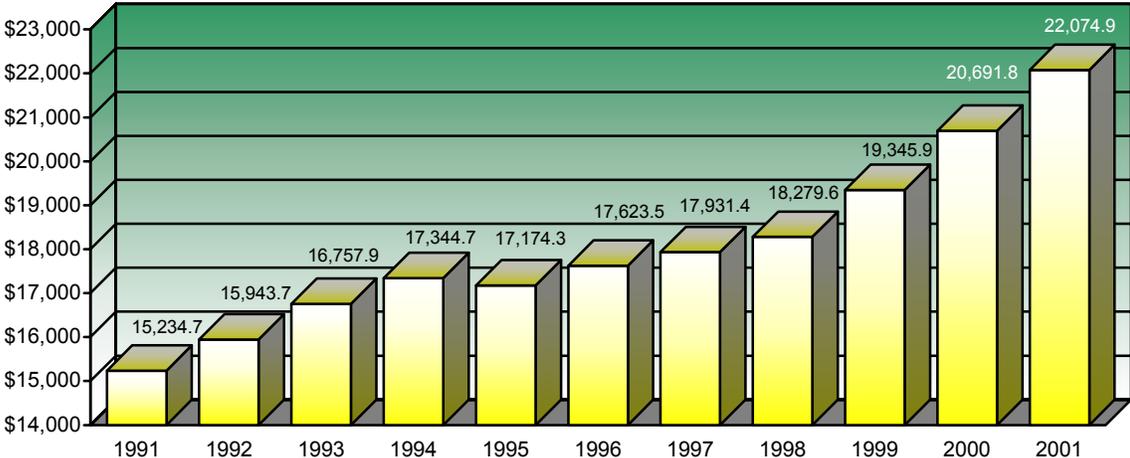
Federal funds are financial assistance used to defray some of the operating costs to provide transit service.

### Comments

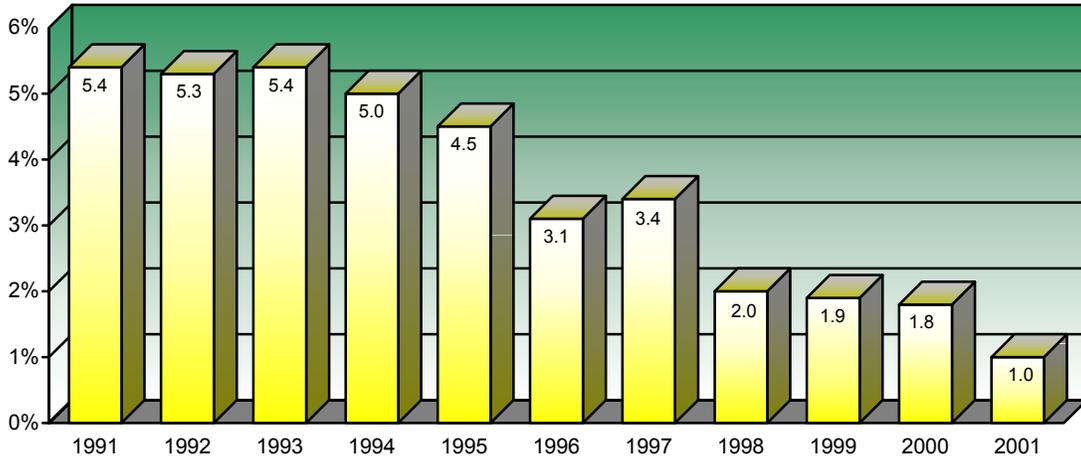
Operating funds applied to transit operations increased 44.9 percent, a rate greater than inflation during the period (30 percent). The Federal role in operating assistance has declined since 1991, having shifted to capital assistance.

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.

Total Operating Funding (Millions) 1991 – 2001



### Federal Operating Assistance as a Percentage of Operating Funds 1991 – 2001



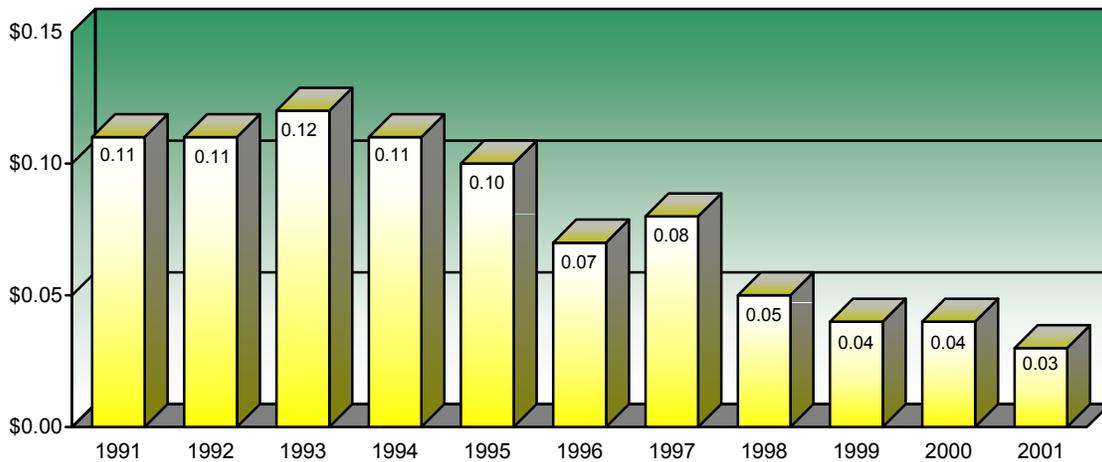
### Federal Operating Assistance per Passenger by Urbanized Area Size

#### Comments

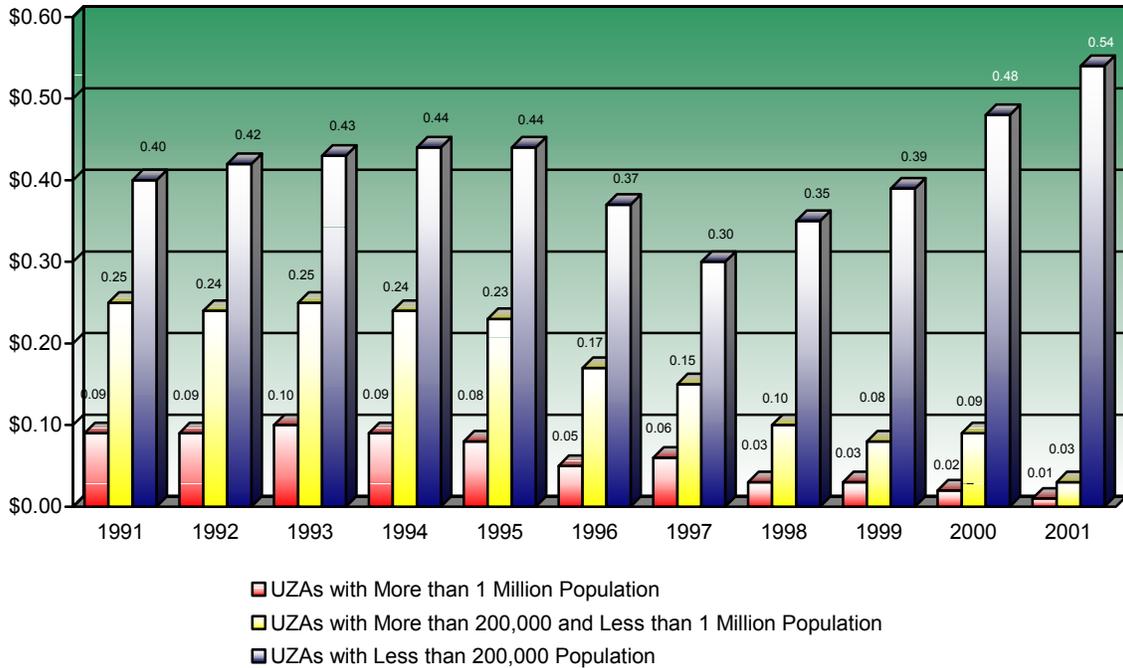
Federal operating assistance per passenger decreased almost 77 percent over the last 11 years.

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



### Federal Operating Assistance per Passenger by Urbanized Area Size 1991 – 2001



### Recovery Ratio (Fare Revenues per Operating Expense)

#### Concepts

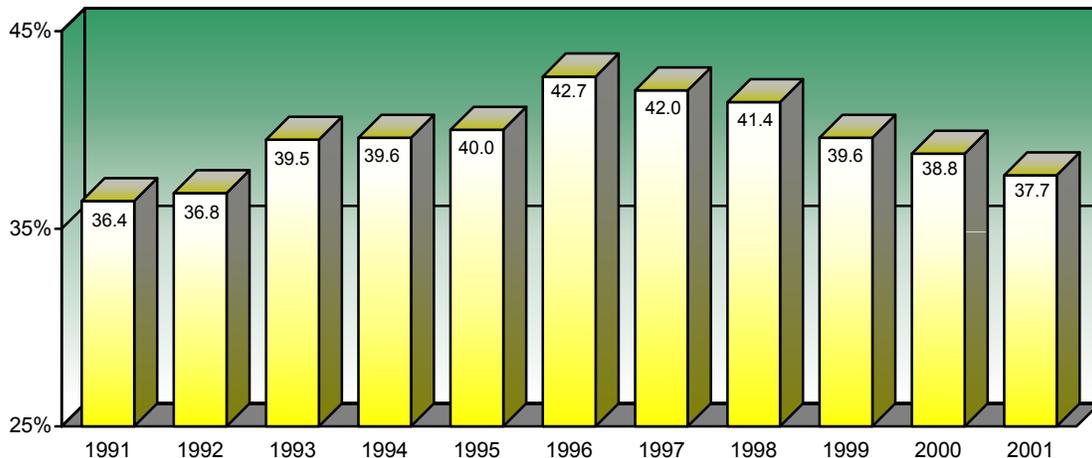
Fare revenues are funds earned carrying passengers in regularly scheduled service. It includes the base fare, zone premiums, express service premiums, extra cost transfers and quality purchase discounts applicable to the passenger's ride.

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

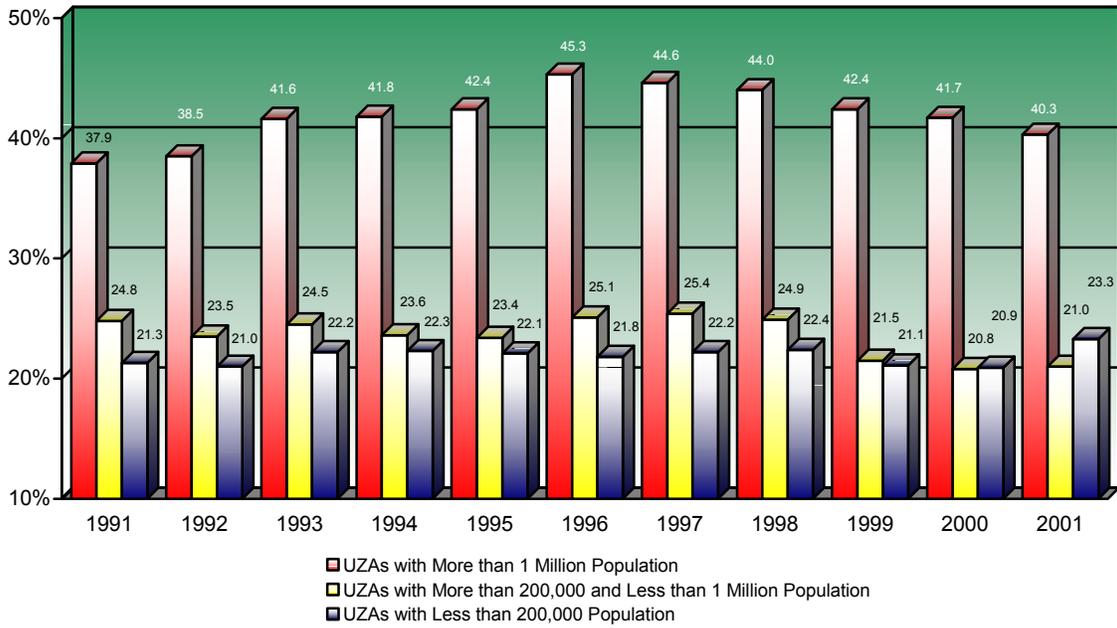
#### Comments

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.

### Recovery Ratio 1991 – 2001



**Recovery Ratio by Urbanized Area Size 1991 – 2001**



## Subsidy per Passenger

### Concepts

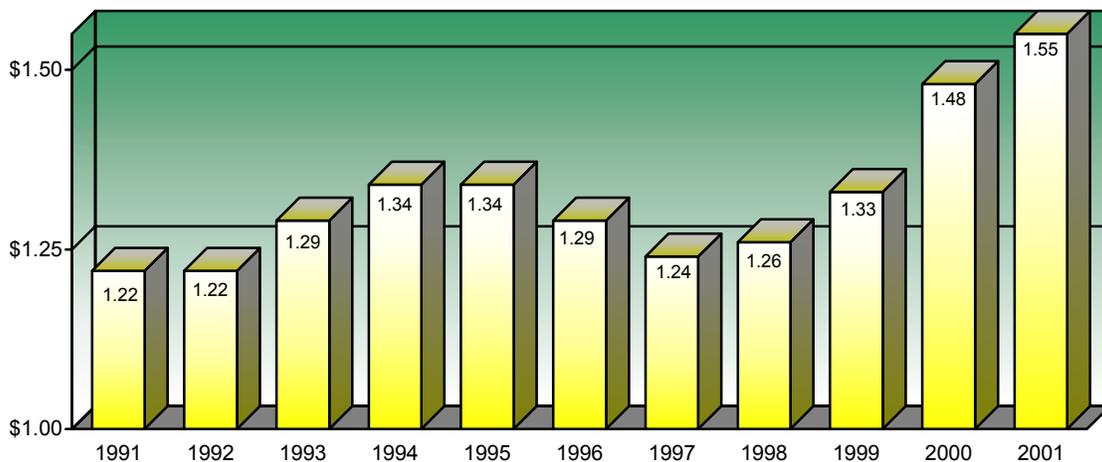
Subsidies are financial assistance received from Federal, state and local governments. Subsidies also include directly generated funds such as grants from private foundations, directly levied taxes and other funds dedicated to transit.

### Comments

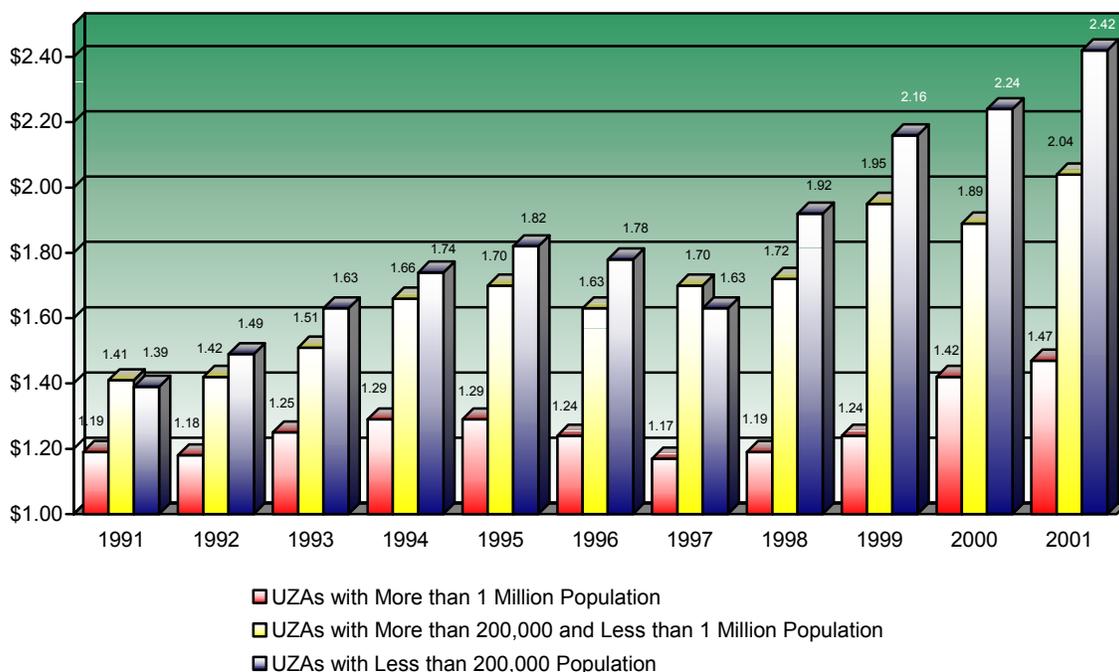
Subsidy per passenger increased approximately 27 percent over the last 11 years, while the rate of inflation was 30 percent.

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.

**Total Operating Subsidy per Passenger 1991 – 2001**



## Total Subsidy per Passenger by Urbanized Area Size 1991 – 2001



## 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

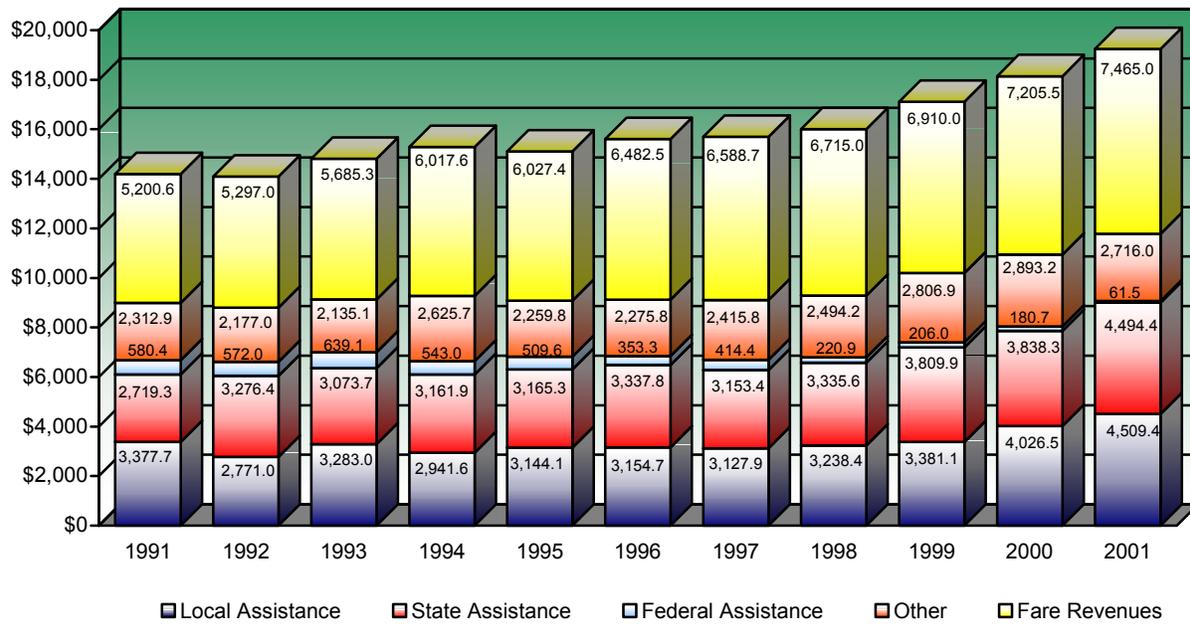
Fare revenues increased from 36.6 percent in 1991 to 38.8 percent in 2001 for agencies in large urbanized areas. There was no substantial change in fare revenues for agencies in small and medium urbanized areas.

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.

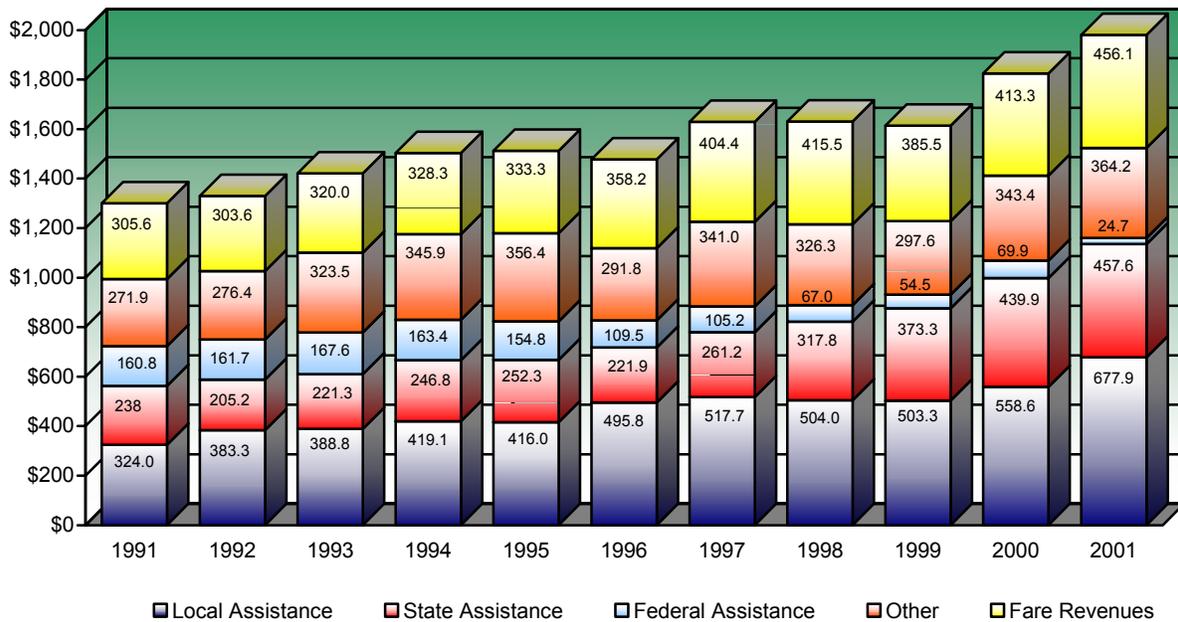
Small and medium urbanized areas are more dependent upon operating subsidies than large urbanized areas. Fare revenues account for less than 23 percent for these areas.

## Operating Funding Sources (Millions) by Urbanized Area Size 1991 – 2001

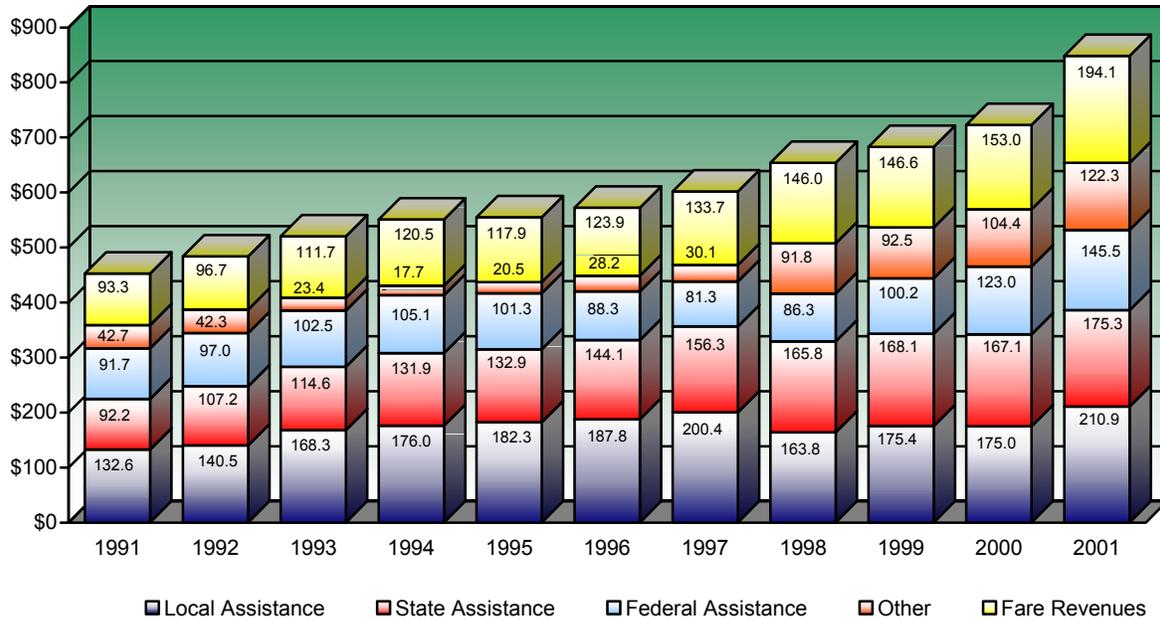
### UZAs with More than 1 Million Population



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

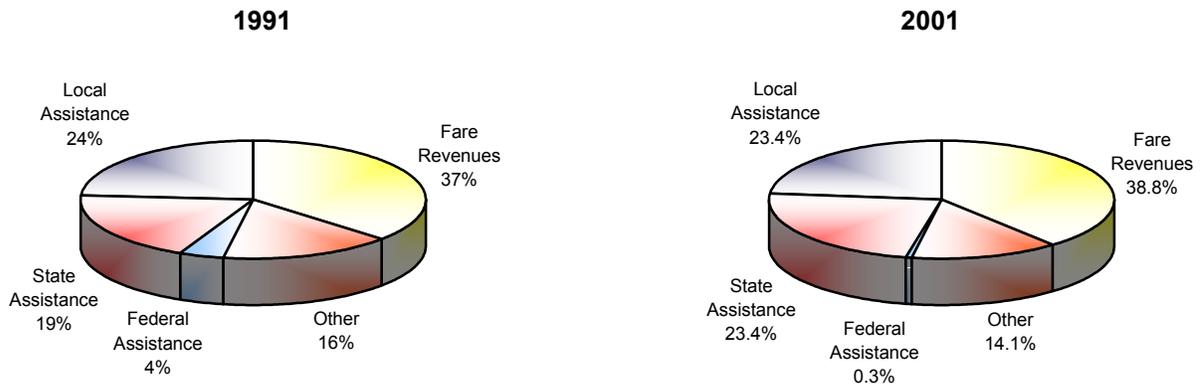


### UZAs with Less than 200,000 Population

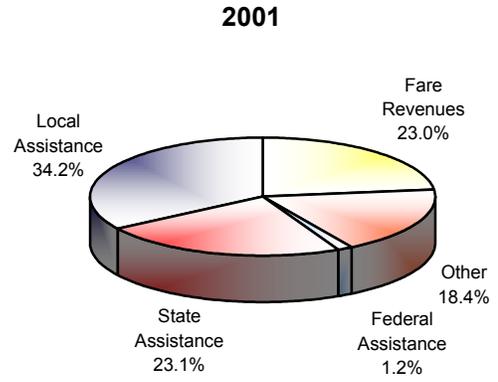
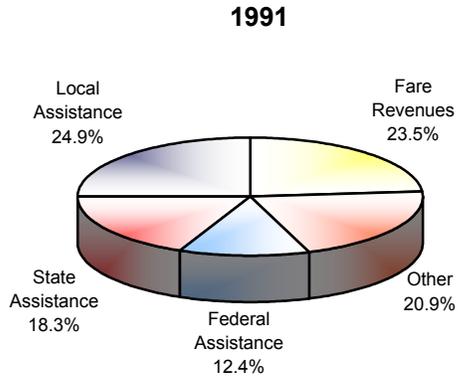


### Comparison of Share Funding Sources

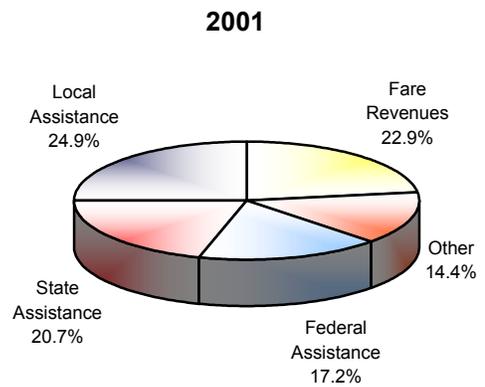
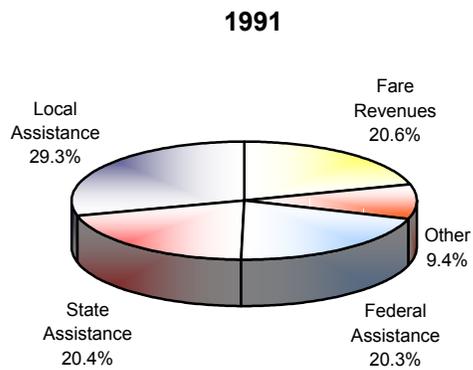
#### UZAs with More than 1 Million Population



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



## UZAs with Less than 200,000 Population



# Capital Investment in Transit

## Concepts

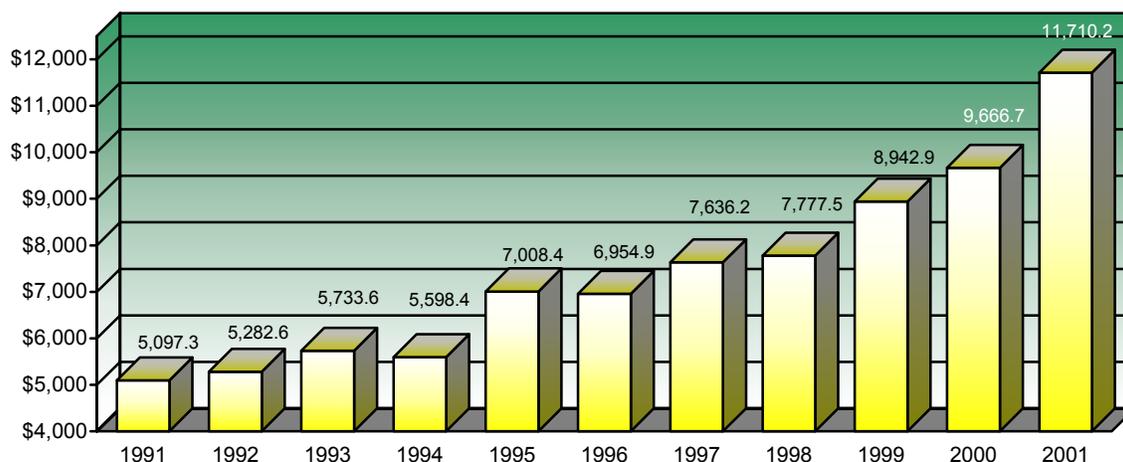
Capital funds are the funds applied to capital projects that the transit agencies receive from Federal, state, local and directly generated sources. Directly generated sources include any funds generated or donated directly to the transit agency including passenger fares, advertising revenues, donations 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

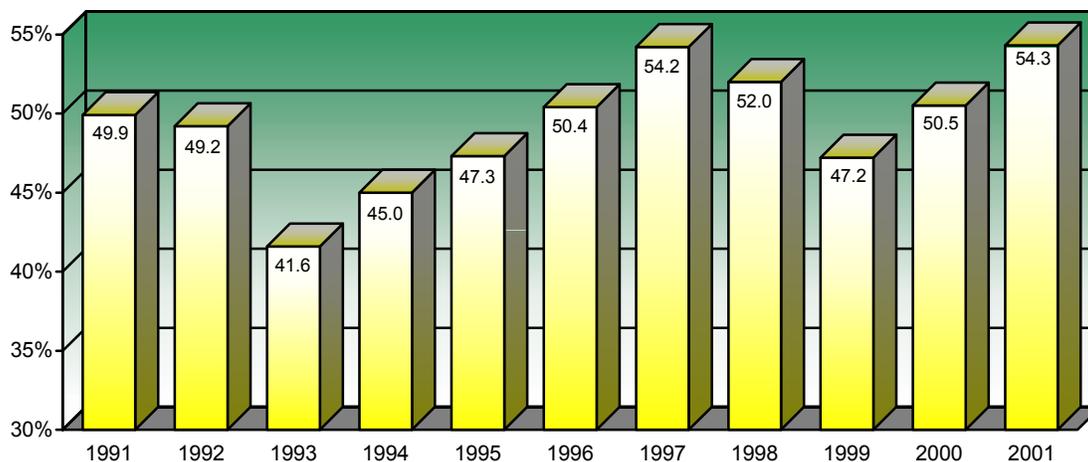
Capital investment increased by nearly 115 percent over the last 11 years, while inflation rose 30 percent. The role of the Federal government has been stable during the same period, accounting for approximately 50 percent of all capital invested in transit.

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

**Total Capital Assistance (Millions) 1991 – 2001**



**Federal Share of Total Capital Assistance 1991 – 2001**

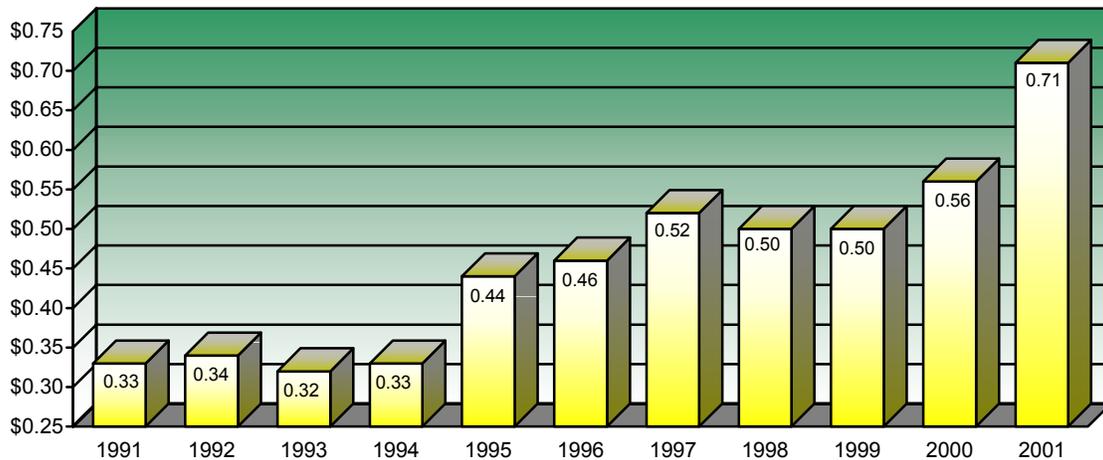


## Federal Capital Assistance per Unlinked Passenger Trip

### 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.

**Federal Capital Assistance per Unlinked Passenger Trip 1991 – 2001**



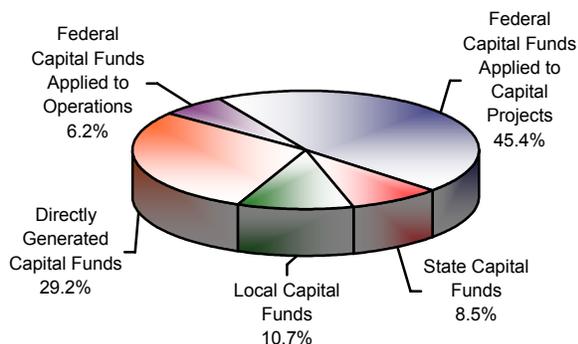
## Sources of Capital Funding by UZA

### Comments

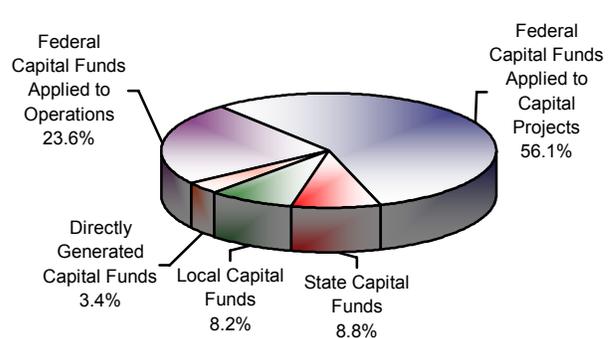
Most of capital invested in transit comes from Federal sources. Federal funds account for most of all capital invested in small and medium urbanized areas. Large urbanized areas rely primarily on Federal funds and directly levied taxes to pay for capital projects.

**Sources of Capital Assistance by Urbanized Area Size**

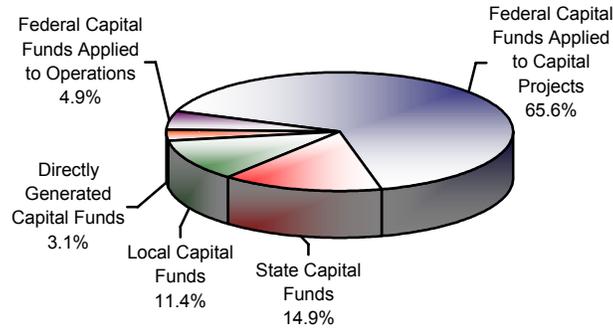
**UZAs with more than 1 Million Population**



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



### UZAs with Less than 200,000 Population



### Capital Expenditures and Percent Share of Rolling Stock

#### Concepts

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

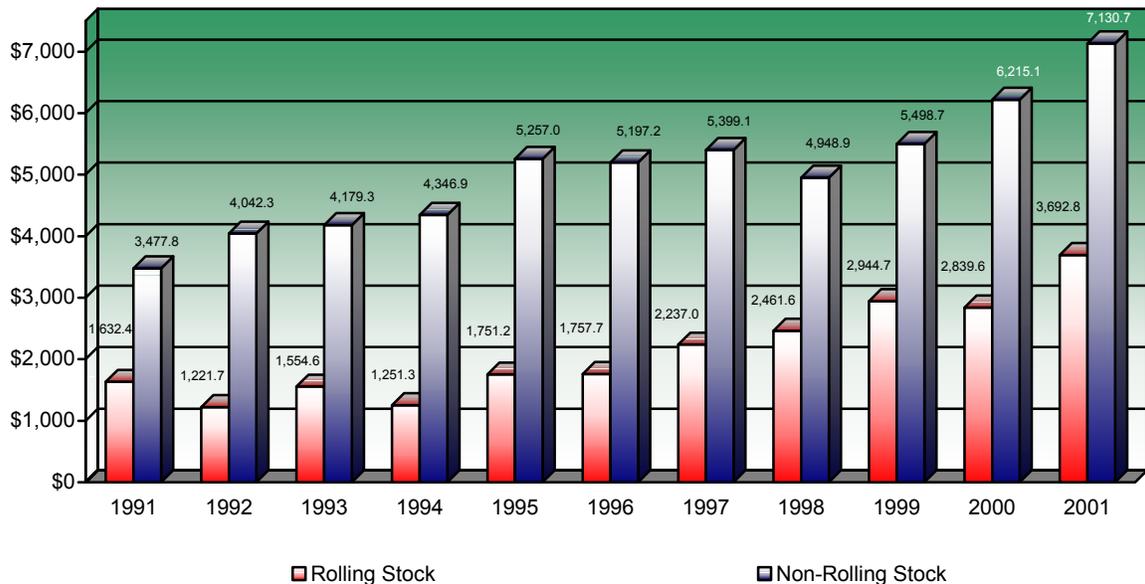
1. Rolling stock
2. Facilities
3. Other capital projects

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.

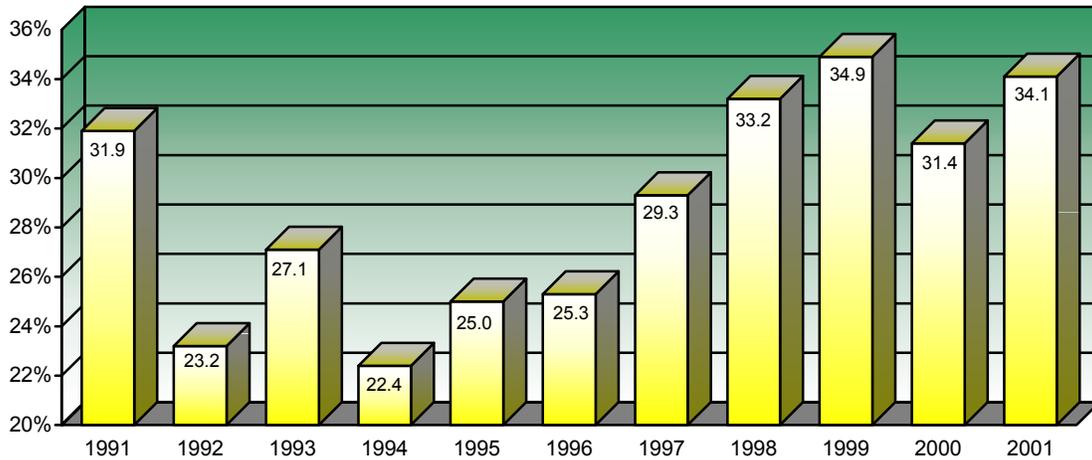
Other capital projects include items not pertaining to any of the categories above such as construction of general administration facilities, furniture, data processing equipment, fare collection equipment, vehicle movement control equipment, etc.

The facilities and other categories are combined into non-rolling stock for the NTST.

### Capital Expenditures (Millions) 1991 – 2001



### Percent Share of Rolling Stock



### Distribution of Capital by Mode and Category

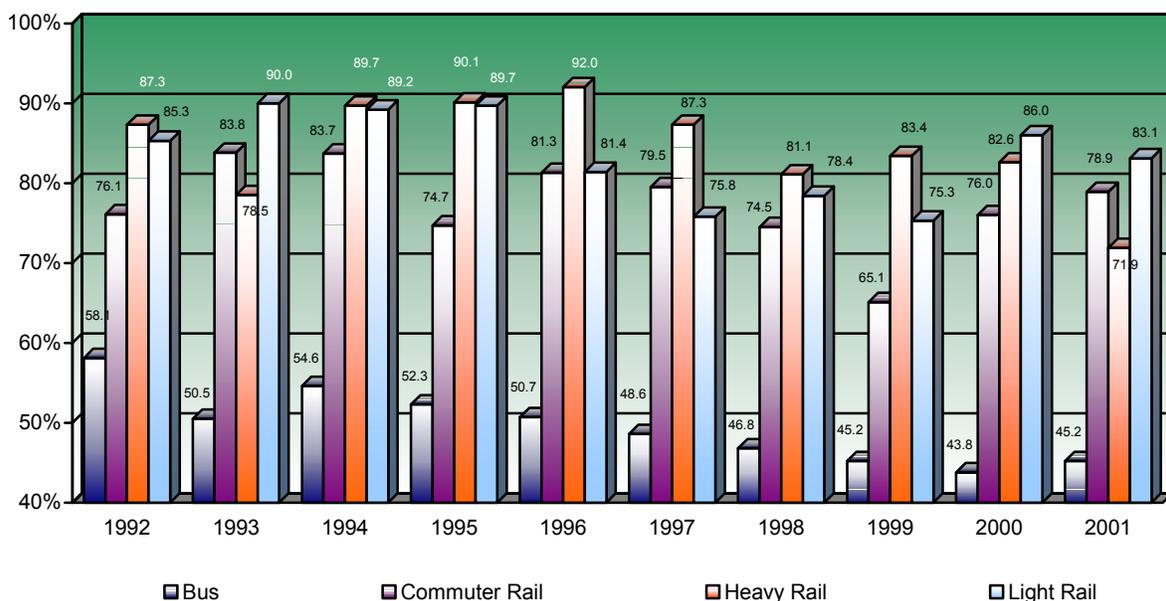
#### Comments

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.

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



# 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.

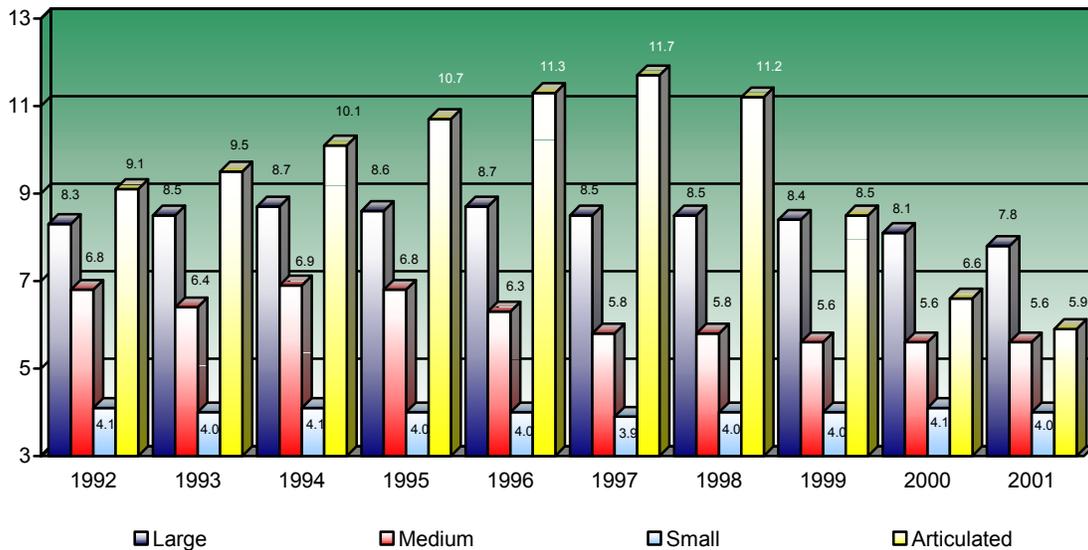
- Large buses are equipped with more than 35 seats.
- Medium buses are equipped with 25-35 seats.
- Small buses are equipped with 25 seats.
- Articulated buses are extra long buses that measure between 54 and 60 feet.

### Comments

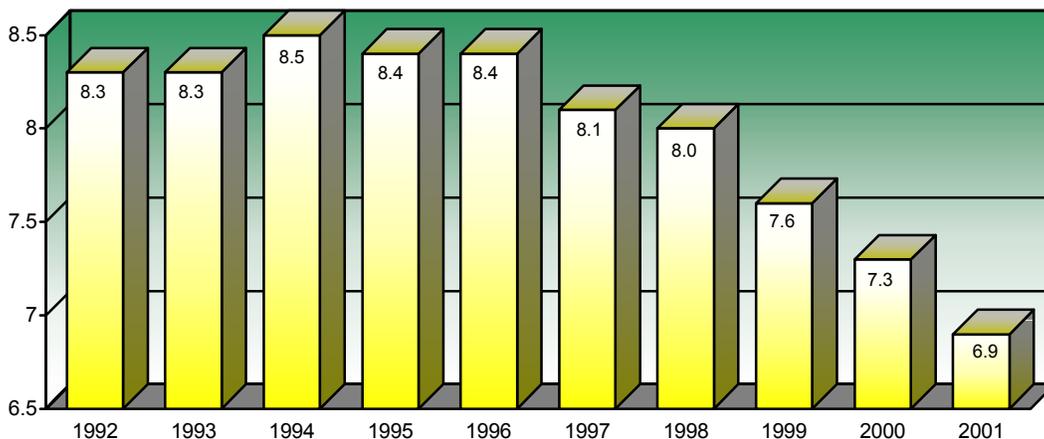
The average fleet age of large and small buses have been stable over the last 10 years, while the average fleet age of medium buses decreased 18.1 percent.

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)

**Average Fleet Age (Years) by Vehicle Type 1992 – 2001**



**Average Bus Fleet Age (Years) 1992 – 2001**

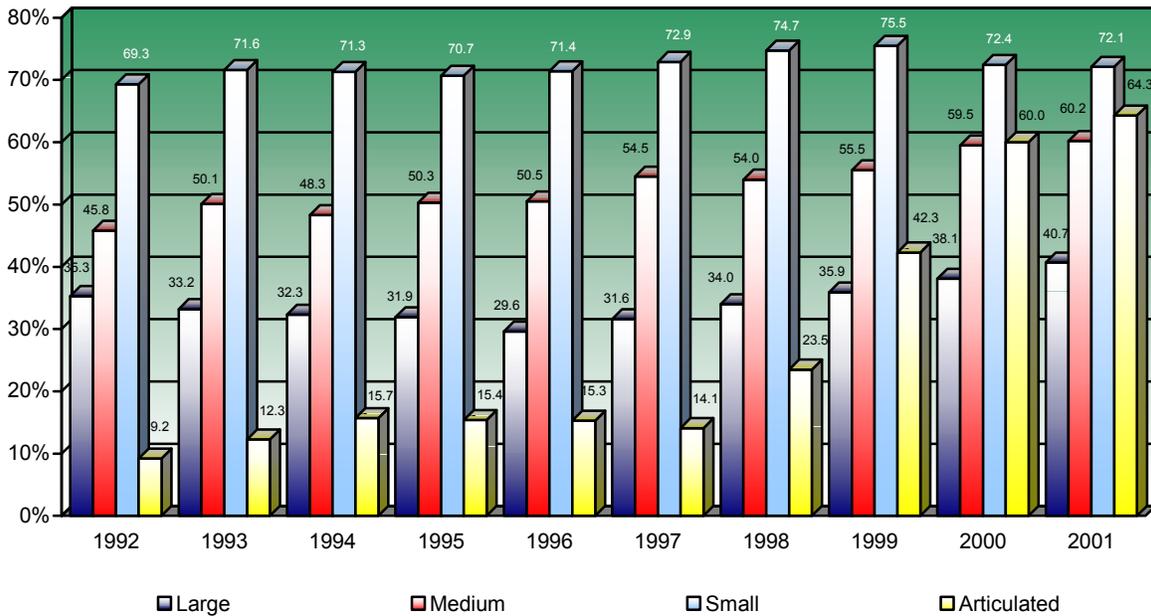


## Age Distribution of Buses

### Comments

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

Percent of Bus Fleet 5 Years Old or Less 1992 – 2001



## Fixed Guideway Mileage

### Concepts

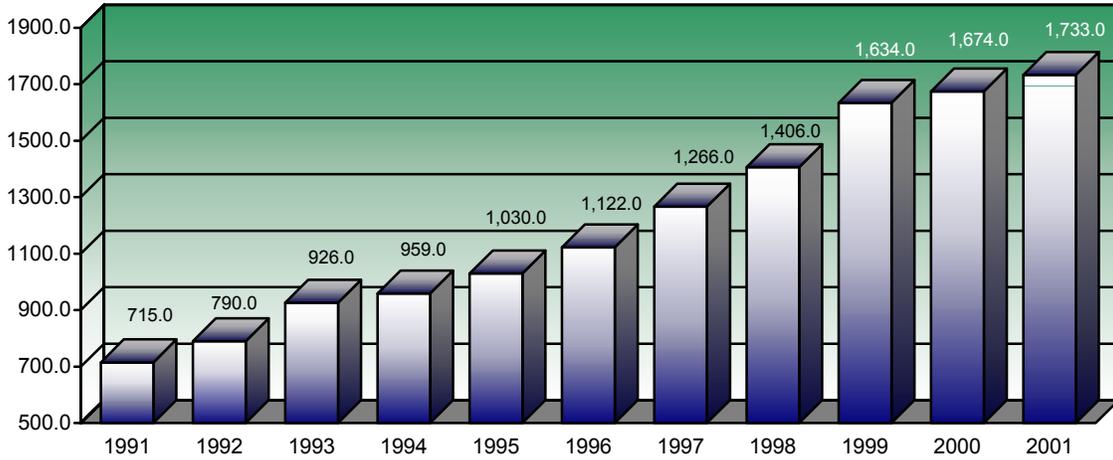
Fixed guideway directional route miles are the miles in each direction, that public transit travels while in revenue service on fixed guideways (not high occupancy vehicle lanes, transit malls, bus ways, or railtrack).

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.

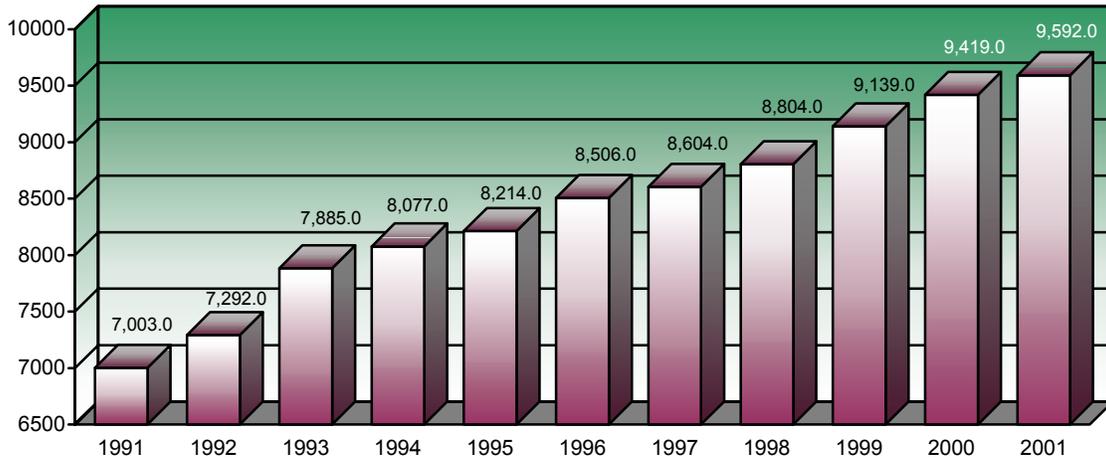
### Comments

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

**Fixed Guideway Mileage – Bus 1991 – 2001**



**Fixed Guideway Mileage – Rail Modes 1991 – 2001**



## Alternative Fuel Usage

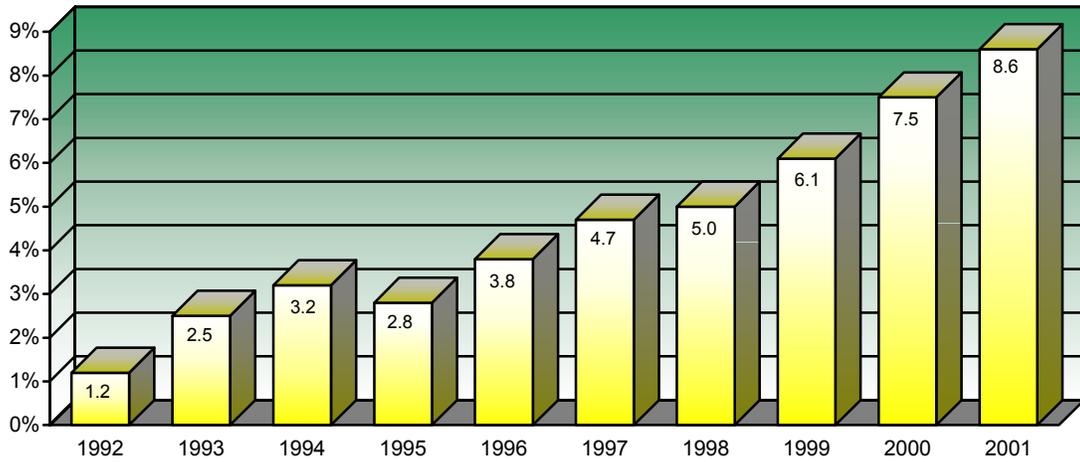
### Concepts

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.

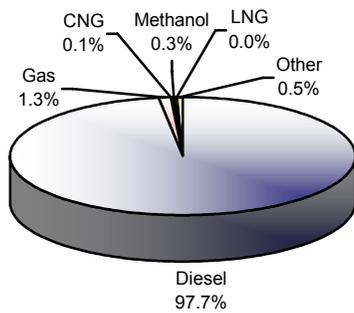
### Comments

The share of the national bus fleet using alternative fuels rose from 1.2 percent in 1992 to 8.6 percent in 2001.

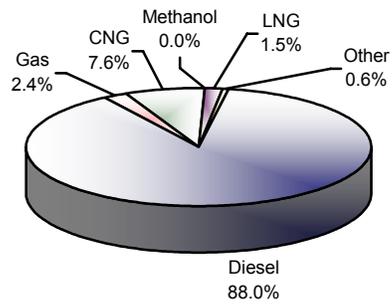
### Percent of National Bus Fleet Using Alternative Fuels



**Percentage of Fuel Consumption for Non-Electric Modes – 1992**



**Percentage of Fuel Consumption for Non-Electric Modes – 2001**





## Transit Data by Urbanized Area (Based on 2000 U.S. Census)

UZA	UZA Name	UZA Population	State	Directional Route Miles*	Vehicle Revenue Miles (Millions)	Passenger Miles (Millions)	Operating Expense (Millions)	Recovery Ratio (Fare Revenues per Operating Funds Expended)
1	New York-Newark, NY-NJ-CT	17,799,861	NY	2,504.5	764.0	17,873.7	\$6,597.1	51.1%
2	Los Angeles-Long Beach-Santa Ana, CA	11,789,487	CA	722.1	193.2	2,673.6	\$1,248.6	26.9%
3	Chicago, IL-IN	8,307,904	IL	1,272.7	206.4	3,709.7	\$1,474.5	41.6%
4	Philadelphia, PA-NJ-DE-MD	5,149,079	PA	907.3	117.4	1,795.1	\$941.2	39.4%
5	Miami, FL	4,919,036	FL	234.2	76.3	669.5	\$389.1	24.6%
6	Dallas-Fort Worth-Arlington, TX	4,145,659	TX	148.5	52.1	466.6	\$294.4	10.1%
7	Boston, MA-NH-RI	4,032,484	MA	857.6	88.8	1,795.2	\$755.7	30.6%
8	Washington, DC-VA-MD	3,933,920	DC	776.3	125.2	2,217.0	\$966.4	39.1%
9	Detroit, MI	3,903,377	MI	4.2	33.6	263.5	\$265.9	12.9%
10	Houston, TX	3,822,509	TX	165.1	57.6	621.7	\$206.4	19.2%
11	Atlanta, GA	3,499,840	GA	99.5	55.2	874.4	\$344.0	25.3%
12	San Francisco-Oakland, CA	3,228,605	CA	810.1	140.3	2,344.1	\$1,153.9	34.8%
13	Phoenix-Mesa, AZ	2,907,049	AZ	87.6	30.4	175.6	\$133.2	21.2%
14	Seattle, WA	2,712,205	WA	573.2	83.7	902.8	\$592.7	19.5%
15	San Diego, CA	2,674,436	CA	233.2	45.9	562.9	\$201.2	37.2%
16	Minneapolis-St. Paul, MN	2,388,593	MN	203.0	40.0	357.6	\$236.8	30.0%
17	St. Louis, MO-IL	2,077,662	MO	48.9	29.7	248.5	\$157.7	20.8%
18	Baltimore, MD	2,076,354	MD	225.7	34.2	457.6	\$270.0	30.9%
19	Tampa-St. Petersburg, FL	2,062,339	FL	1.1	17.0	86.0	\$67.0	21.7%
20	Denver-Aurora, CO	1,984,889	CO	52.3	39.1	353.7	\$209.8	18.4%
21	Cleveland, OH	1,786,647	OH	69.0	32.1	280.1	\$238.5	17.1%
22	Pittsburgh, PA	1,753,136	PA	84.7	47.5	393.9	\$267.4	22.9%
23	Portland, OR-WA	1,583,138	OR	71.6	37.8	401.4	\$231.5	22.8%
24	San Jose, CA	1,538,312	CA	325.1	34.9	369.6	\$295.8	15.6%
25	Riverside-San Bernardino, CA	1,506,816	CA	115.2	12.6	106.8	\$58.2	23.3%
26	Cincinnati, OH-KY-IN	1,503,262	OH	0.1	19.3	177.6	\$86.2	26.5%
27	Virginia Beach, VA	1,394,439	VA	70.3	13.8	93.6	\$50.5	28.0%

UZA	UZA Name	UZA Population	State	Directional Route Miles*	Vehicle Revenue Miles (Millions)	Passenger Miles (Millions)	Operating Expense (Millions)	Recovery Ratio (Fare Revenues per Operating Funds Expended)
28	Sacramento, CA	1,393,498	CA	40.7	13.9	145.9	\$98.8	23.5%
29	Kansas City, MO-KS	1,361,744	MO	1.1	12.6	64.9	\$59.9	15.9%
30	San Antonio, TX	1,327,554	TX	0.0	27.0	173.4	\$88.4	16.0%
31	Las Vegas, NV	1,314,357	NV	0.0	21.4	178.6	\$74.9	47.8%
32	Milwaukee, WI	1,308,913	WI	10.7	28.3	221.2	\$139.4	29.7%
33	Indianapolis, IN	1,218,919	IN	0.0	8.8	51.3	\$36.1	18.4%
34	Providence, RI-MA	1,174,548	RI	30.6	12.2	97.6	\$68.7	21.7%
35	Orlando, FL	1,157,431	FL	2.5	20.1	132.1	\$63.9	33.2%
36	Columbus, OH	1,133,193	OH	0.0	11.6	75.4	\$71.5	18.9%
37	New Orleans, LA	1,009,283	LA	30.4	16.7	172.9	\$118.3	34.5%
38	Buffalo, NY	976,703	NY	12.4	9.4	76.8	\$70.9	29.6%
39	Memphis, TN-MS-AR	972,091	TN	5.8	9.2	67.9	\$36.9	24.8%
40	Austin, TX	901,920	TX	0.0	17.2	114.2	\$84.7	9.5%
41	Bridgeport-Stamford, CT-NY	888,890	CT	124.4	14.3	408.2	\$112.1	53.3%
42	Salt Lake City, UT	887,650	UT	29.9	17.6	118.0	\$81.5	14.6%
43	Jacksonville, FL	882,295	FL	5.3	14.6	59.9	\$48.1	27.9%
44	Louisville, KY-IN	863,582	KY	0.0	11.1	57.6	\$48.0	13.3%
45	Hartford, CT	851,535	CT	38.8	11.3	88.7	\$42.3	13.1%
46	Richmond, VA	818,836	VA	0.0	6.9	51.2	\$29.0	30.7%
47	Charlotte, NC-SC	758,927	NC	5.6	10.1	74.4	\$34.6	17.7%
48	Nashville-Davidson, TN	749,935	TN	0.0	4.9	35.6	\$24.7	27.0%
49	Oklahoma City, OK	747,003	OK	0.0	4.2	19.2	\$15.6	20.2%
50	Tucson, AZ	720,425	AZ	0.0	8.6	68.1	\$37.5	20.0%
51	Honolulu, HI	718,182	HI	35.9	23.9	360.0	\$123.9	22.3%
52	Dayton, OH	703,444	OH	124.0	9.3	51.8	\$51.7	13.0%
53	Rochester, NY	694,396	NY	0.0	6.6	39.4	\$39.0	39.6%
54	El Paso, TX-NM	674,801	TX	0.0	8.0	68.8	\$31.9	19.4%

UZA	UZA Name	UZA Population	State	Directional Route Miles*	Vehicle Revenue Miles (Millions)	Passenger Miles (Millions)	Operating Expense (Millions)	Recovery Ratio (Fare Revenues per Operating Funds Expended)
55	Birmingham, AL	663,615	AL	0.0	2.4	13.5	\$14.0	18.3%
56	Omaha, NE-IA	626,623	NE	0.0	4.0	15.0	\$15.6	25.7%
57	Albuquerque, NM	598,191	NM	0.0	6.4	27.7	\$25.2	14.1%
58	Allentown-Bethlehem, PA-NJ	576,408	PA	0.0	5.0	21.5	\$15.8	21.7%
59	Springfield, MA-CT	573,610	MA	0.0	8.5	33.4	\$25.9	17.5%
60	Akron, OH	570,215	OH	0.0	6.9	22.8	\$30.2	12.5%
61	Sarasota-Bradenton, FL	559,229	FL	0.0	4.6	16.1	\$12.6	8.9%
62	Albany, NY	558,947	NY	0.0	7.2	43.1	\$38.4	27.1%
63	Tulsa, OK	558,329	OK	0.0	5.0	18.4	\$15.5	17.4%
64	Fresno, CA	554,923	CA	0.0	4.8	47.0	\$25.9	25.5%
65	Concord, CA	552,624	CA	0.0	5.0	20.8	\$23.3	N/A
66	Raleigh, NC	541,527	NC	0.0	3.4	19.7	\$13.0	21.0%
67	Grand Rapids, MI	539,080	MI	0.0	6.4	19.7	\$21.2	13.3%
68	Mission Viejo, CA	533,015	CA	0.0	0.0	0.0	\$0.0	N/A
69	New Haven, CT	531,314	CT	142.7	8.9	178.6	\$60.6	41.3%
70	McAllen, TX	523,144	TX	0.0	0.4	1.0	\$1.4	12.8%
71	Toledo, OH-MI	503,008	OH	1.0	4.4	23.0	\$20.6	22.5%
72	Baton Rouge, LA	479,019	LA	0.0	3.8	21.5	\$12.1	32.4%
73	Colorado Springs, CO	466,122	CO	0.0	3.7	14.3	\$8.9	22.0%
74	Worcester, MA-CT	429,882	MA	31.0	4.0	25.9	\$20.4	22.4%
75	Charleston-North Charleston, SC	423,410	SC	0.0	2.9	17.1	\$10.7	21.6%
76	Wichita, KS	422,301	KS	0.0	3.2	12.6	\$8.0	20.5%
77	Columbia, SC	420,537	SC	0.0	2.3	6.4	\$5.6	22.7%
78	Knoxville, TN	419,830	TN	0.0	2.9	6.8	\$9.4	15.1%
79	Ogden-Layton, UT	417,933	UT	0.0	3.6	15.5	\$14.5	14.6%
80	Youngstown, OH-PA	417,437	OH	0.0	1.4	4.8	\$5.9	10.4%
81	Syracuse, NY	402,267	NY	0.0	4.1	32.7	\$23.5	29.3%

UZA	UZA Name	UZA Population	State	Directional Route Miles*	Vehicle Revenue Miles (Millions)	Passenger Miles (Millions)	Operating Expense (Millions)	Recovery Ratio (Fare Revenues per Operating Funds Expended)
82	Bakersfield, CA	396,125	CA	0.0	3.8	31.0	\$14.4	27.0%
83	Palm Bay-Melbourne, FL	393,289	FL	0.0	3.8	18.3	\$7.0	35.6%
84	Scranton, PA	385,237	PA	0.0	2.1	19.0	\$8.5	17.4%
85	Des Moines, IA	370,505	IA	0.0	4.0	23.5	\$11.7	32.3%
86	Flint, MI	365,096	MI	0.0	6.9	28.4	\$20.1	25.2%
87	Harrisburg, PA	362,782	PA	28.8	2.9	11.7	\$12.3	28.2%
88	Little Rock, AR	360,331	AR	0.0	3.1	15.6	\$9.3	17.1%
89	Poughkeepsie-Newburgh, NY	351,982	NY	0.0	1.6	11.6	\$3.9	19.5%
90	Chattanooga, TN-GA	343,509	TN	2.0	2.0	11.4	\$9.8	30.4%
91	Oxnard, CA	337,591	CA	68.6	3.6	26.3	\$14.3	22.0%
92	Augusta-Richmond County, GA-SC	335,630	GA	0.0	0.7	4.1	\$3.0	17.2%
93	Spokane, WA-ID	334,858	WA	0.0	7.3	37.5	\$33.3	13.4%
94	Cape Coral, FL	329,757	FL	0.0	3.1	12.3	\$8.2	16.7%
95	Madison, WI	329,533	WI	12.5	6.1	35.4	\$33.8	18.8%
96	Pensacola, FL-AL	323,783	FL	0.0	1.8	7.1	\$5.9	15.2%
97	Lancaster, PA	323,554	PA	0.0	2.6	11.6	\$8.5	23.9%
98	Mobile, AL	317,605	AL	0.0	1.7	7.1	\$4.5	20.6%
99	Stockton, CA	313,392	CA	60.5	4.1	46.4	\$20.4	26.3%
100	Modesto, CA	310,945	CA	0.0	2.0	13.7	\$7.3	31.2%
101	Reno, NV	303,689	NV	0.0	4.5	28.2	\$20.4	28.8%
102	Provo-Orem, UT	303,680	UT	0.0	2.9	11.0	\$10.1	14.6%
103	Greenville, SC	302,194	SC	0.0	0.7	2.9	\$2.2	16.9%
104	Lansing, MI	300,032	MI	0.0	4.7	24.8	\$22.4	12.3%
105	Denton-Lewisville, TX	299,823	TX	0.0	0.4	0.8	\$0.9	10.1%
106	Winston-Salem, NC	299,290	NC	0.0	2.0	6.5	\$7.5	27.4%
107	Corpus Christi, TX	293,925	TX	0.2	4.1	31.8	\$15.0	6.0%
108	Jackson, MS	292,637	MS	0.0	1.3	1.5	\$4.4	12.1%

UZA	UZA Name	UZA Population	State	Directional Route Miles*	Vehicle Revenue Miles (Millions)	Passenger Miles (Millions)	Operating Expense (Millions)	Recovery Ratio (Fare Revenues per Operating Funds Expended)
109	Durham, NC	287,796	NC	0.0	6.1	30.6	\$18.7	22.8%
110	Fort Wayne, IN	287,759	IN	0.0	1.5	4.8	\$6.2	12.9%
111	Santa Rosa, CA	285,408	CA	0.0	2.2	16.4	\$10.7	22.5%
112	Ann Arbor, MI	283,904	MI	0.0	4.8	24.3	\$22.6	15.0%
113	South Bend, IN-MI	276,498	IN	28.9	2.1	10.2	\$7.9	19.9%
114	Fayetteville, NC	276,368	NC	0.0	1.3	3.6	\$3.8	14.3%
115	Shreveport, LA	275,213	LA	0.0	2.3	15.0	\$7.5	25.8%
116	Boise City, ID	272,625	ID	0.0	1.1	5.1	\$4.9	12.9%
117	Port St. Lucie, FL	270,774	FL	0.0	0.9	1.0	\$2.8	8.4%
118	Davenport, IA-IL	270,626	IA	0.0	3.1	13.1	\$12.4	10.5%
119	Rockford, IL	270,414	IL	0.0	1.5	9.4	\$6.4	14.9%
120	Trenton, NJ	268,472	NJ	7.6	4.0	59.0	\$27.2	44.7%
121	Greensboro, NC	267,884	NC	0.0	1.8	9.9	\$8.4	11.4%
122	Canton, OH	266,595	OH	0.0	4.2	5.0	\$13.0	8.8%
123	Lancaster-Palmdale, CA	263,532	CA	0.0	1.7	16.9	\$5.0	35.5%
124	Daytona Beach-Port Orange, FL	255,353	FL	0.0	4.0	16.0	\$10.0	13.7%
125	Indio-Cathedral City-Palm Springs, CA	254,856	CA	0.0	2.9	25.0	\$14.8	16.6%
126	Lexington-Fayette, KY	250,994	KY	0.0	2.2	12.2	\$7.1	22.4%
127	Peoria, IL	247,172	IL	0.0	1.8	12.3	\$8.8	11.4%
128	Barnstable Town, MA	243,667	MA	0.0	2.1	3.9	\$4.7	25.7%
129	Columbus, GA-AL	242,324	GA	0.0	1.1	3.8	\$3.0	26.2%
130	Reading, PA	240,264	PA	0.0	1.9	7.1	\$7.7	29.0%
131	Temecula-Murrieta, CA	229,810	CA	0.0	0.0	0.0	\$0.0	N/A
132	Atlantic City, NJ	227,180	NJ	0.0	0.0	0.0	\$0.0	N/A
133	Round Lake Beach-McHenry-Grayslake, IL-WI	226,848	IL	0.0	0.0	0.0	\$0.0	28.2%
134	Lincoln, NE	226,582	NE	0.0	1.7	8.1	\$6.7	14.7%
135	Anchorage, AK	225,744	AK	0.0	3.3	19.6	\$14.7	18.4%

UZA	UZA Name	UZA Population	State	Directional Route Miles*	Vehicle Revenue Miles (Millions)	Passenger Miles (Millions)	Operating Expense (Millions)	Recovery Ratio (Fare Revenues per Operating Funds Expended)
136	Eugene, OR	224,049	OR	0.0	4.4	31.7	\$23.0	19.9%
137	Asheville, NC	221,570	NC	0.0	0.8	3.8	\$2.6	21.3%
138	Bonita Springs-Naples, FL	221,251	FL	0.0	0.0	0.0	\$0.0	N/A
139	Antioch, CA	217,591	CA	0.0	2.2	13.4	\$9.1	15.6%
140	Springfield, MO	215,004	MO	0.3	1.2	4.7	\$5.5	9.0%
141	Huntsville, AL	213,253	AL	0.0	1.0	2.8	\$2.0	11.8%
142	Evansville, IN-KY	211,989	IN	0.0	1.5	4.1	\$4.5	19.7%
143	Thousand Oaks, CA	210,990	CA	0.0	0.4	0.9	\$1.6	N/A
144	Savannah, GA	208,886	GA	0.0	2.9	12.3	\$10.6	32.1%
145	Salem, OR	207,229	OR	0.0	2.6	13.6	\$13.8	14.0%
146	Fort Collins, CO	206,757	CO	0.0	1.2	5.7	\$5.9	16.7%
147	Gulfport-Biloxi, MS	205,754	MS	0.0	1.6	4.8	\$3.9	12.2%
148	Tallahassee, FL	204,260	FL	0.0	1.9	10.1	\$9.1	29.3%
149	Lubbock, TX	202,225	TX	0.0	2.2	15.3	\$6.8	25.2%
150	Victorville-Hesperia-Apple Valley, CA	200,436	CA	0.0	1.9	10.2	\$4.7	15.0%
500	San Juan, PR	2,216,616	PR	18.1	34.2	296.1	\$92.2	40.0%
501	Aguadilla-Isabela-San Sebastian, PR	299,086	PR	0.0	0.0	0.0	\$0.0	N/A
TOTAL UZAS OVER 200,000				N/A	3,106.6	45,264.9	\$20,694.4	35.8%
TOTAL UZAS UNDER 200,000 and NON-UZAS				N/A	212.4	\$1,242.6	\$834.4	23.3%
NATIONAL TOTAL				12,670.3	3,319.0	46,507.5	\$21,528.8	36.8%

(\*) 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)

Line No.	Part A. Federal Government Sources		Funds	Funds	Total	
01	Capital Program funds		\$3,099.9			
02	Urbanized Area Formula Program Funds		\$2,314.3			
03	Other FTA funds		\$32.7			
04	<b>Total FTA Funds</b>			<b>\$5,447.0</b>		
05	Funds received from other USDOT grant programs			\$14.3		
06	Other Federal funds			\$7.1		
07	<b>Total Federal Funds</b>					<b>\$5,468.4 (*)</b>
	<b>Part B. State and Local Sources</b>		<b>State Government Funds</b>	<b>Local Government Funds</b>	<b>Directly Generated Funds</b>	
08	Funds allocated to transit out of General revenues of the Government entity		\$337.9	\$369.1		
09	Income taxes		\$0.2	\$10.9	\$5.9	
10	Sales taxes		\$99.8	\$289.2	\$747.1	
11	Property taxes		\$0.1	\$28.9	\$15.3	
12	Gasoline taxes		\$56.6	\$0.0	\$0.0	
13	Other taxes		\$30.0	\$3.4	\$31.5	
14	Bridges, tunnels and highway tolls		\$17.6	\$3.6	\$0.0	
15	Other dedicated funds		\$45.4	\$43.0	\$143.1	
16	Other funds		\$423.6	\$488.5	\$2,165.7	
17	<b>Total State, Local and Directly Generated Funds</b>		<b>\$1,011.1</b>	<b>\$1,236.5</b>	<b>\$3,108.6</b>	<b>\$5,356.2</b>
18	<b>Total Capital Funds Applied to Transit Agency</b>					<b>\$10,824.6(**)(**)</b>
	<b>Part C. Uses of Capital Funds</b>					
	<b>Mode</b>	<b>Rolling Stock</b>	<b>Facilities</b>	<b>Other</b>	<b>Total</b>	
19	Automated Guideway	\$0.6	\$3.4	\$1.3	\$5.3	
20	Cable Car	\$0.0	\$1.9	\$0.0	\$1.9	
21	Commuter Rail	\$484.2	\$1,705.7	\$101.3	\$2,291.2	
22	Demand Response	\$92.0	\$16.3	\$9.6	\$117.9	
23	Ferryboat	\$70.4	\$26.5	\$1.2	\$98.1	
24	Heavy Rail	\$984.5	\$2,254.8	\$267.1	\$3,506.4	
25	Inclined Plane	\$0.0	\$0.0	\$0.9	\$0.9	
26	Light Rail	\$243.5	\$966.6	\$231.6	\$1,441.7	
27	Motor Bus	\$1,748.1	\$1,044.3	\$396.3	\$3,188.7	
28	Publico	\$0.6	\$2.3	\$0.0	\$2.8	
29	Trolley Bus	\$60.1	\$90.3	\$7.4	\$157.7	
30	Vanpool	\$8.8	\$0.3	\$1.7	\$10.8	
31	<b>Total Capital Expenditures</b>	<b>\$3,692.8</b>	<b>\$6,112.3</b>	<b>\$1,018.4</b>	<b>\$10,823.5</b>	

(\*) 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.

Line No.	<b>Operating Funds Applied to Transit Agency</b>		
<b>Part A. Sources of Directly Generated Funds</b>		<b>Funds</b>	<b>Total</b>
	I. Passenger fares		
01	1. Full adult fares	< — >	
02	2. Senior citizen fares	< — >	
03	3. Student fares	< — >	
04	4. Park and ride—parking revenue only	< — >	
05	5. Special ride fares	< — >	
06	<b>Total Passenger Funds</b>		<b>\$7,592.2</b>
07	II. Special transit fares		\$143.0
08	<b>Total Passenger Fares for Directly Operated Transit Service (*)</b>		<b>\$7,735.2</b>
09	III. Purchased transportation fare revenues (*)		\$618.7
10	IV. School bus service funds		\$1.1
11	V. Freight tariffs		\$1.0
12	VI. Charter service funds		\$24.4
13	VII. Auxiliary transportation funds		\$417.7
	VIII. Non-transportation funds		
14	1. Investment funds	< — >	
15	2. Other non-transportation funds	< — >	
16	<b>Total Non-Transportation Funds</b>		<b>\$763.2</b>
	IX. Funds dedicated to transit at their source		
	Dedicated taxes		
17	1. Income taxes		\$0.3
18	2. Sales taxes		\$1,202.1
19	3. Property taxes		\$214.8
20	4. Gasoline taxes		\$0.0
21	5. Other taxes		\$138.8
22	Bridge, tunnel and highway tolls		\$165.9
23	Other dedicated taxes		\$27.1
24	X. Revenue accrued through a purchased transportation agreement (**)		\$566.2
	XI. Contributed services		
25	1. State and local government	\$61.4	
26	2. Contra account for expenses	( \$61.4 )	
27	Net contributed services		\$0.0
28	XII. Subsidy from other sectors of operations		\$205.2
29	<b>Total Directly Generated Funds (*)</b>		<b>\$12,081.8</b>

(\*) 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.

30	<b>Total Directly Generated Funds</b> —from page 1					
Line No.	<b>Operating Funds Applied to Transit Agency</b>		<b>Funds</b>	<b>Total</b>		
	<b>Part B. Federal Government Sources</b>					
	I. Funds from FTA Urbanized Area Formula Program					
31	– Operating Assistance		<b>\$185.3</b>			
	II. Funds from FTA Urbanized Area Formula Program					
32	– Capital Assistance		\$819.8			
	III Funds from other Federal programs – Operating Assistance					
33			<b>\$46.4</b>			
	III Funds from other Federal programs – Capital Assistance					
34			\$65.8			
35	<b>Total Federal Funds</b>			<b>\$1,117.3</b>		
	<b>Part C. State and Local Government Sources</b>	<b>State Government Funds</b>	<b>Local Government Funds</b>			
	I. Funds allocated to transit out of the general revenues of the government entity					
36		\$1,608.4	\$2,120.9			
	II. Funds dedicated to transit at their source					
	Dedicated taxes					
37	1. Income taxes	\$261.4	\$91.4			
38	2. Sales taxes	\$1,153.9	\$2,292.4			
39	3. Property taxes	\$15.1	\$218.7			
40	4. Gasoline taxes	\$394.1	\$105.4			
41	5. Other taxes	\$687.1	\$341.4			
42	Bridge, tunnel and highway tolls	\$50.2	\$1.4			
43	Other dedicated funds	\$366.9	\$67.8			
44	III. Other funds	\$590.1	\$159.0			
45	<b>Total State and Local Funds</b>	<b>\$5,127.3</b>	<b>\$5,398.2</b>	<b>\$10,525.5</b>		
46	<b>Total Operating Funds Applied to Transit Agency (*)</b>			<b>\$23,724.6</b>		
	<b>Passenger Fare Revenues Earned</b>					
	<b>Part D. Passenger Fares Revenues</b>		<b>Fares</b>	<b>Total</b>		
	Mode Code					
47	<table border="1" style="display: inline-table; vertical-align: middle;"><tr><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td></tr></table>				< – >	
48	<table border="1" style="display: inline-table; vertical-align: middle;"><tr><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td></tr></table>				< – >	
49	<table border="1" style="display: inline-table; vertical-align: middle;"><tr><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td></tr></table>				< – >	
50	<table border="1" style="display: inline-table; vertical-align: middle;"><tr><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td></tr></table>				< – >	
51	<table border="1" style="display: inline-table; vertical-align: middle;"><tr><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td></tr></table>				< – >	
52	<table border="1" style="display: inline-table; vertical-align: middle;"><tr><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td></tr></table>				< – >	
53	<table border="1" style="display: inline-table; vertical-align: middle;"><tr><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td></tr></table>				< – >	
54	<table border="1" style="display: inline-table; vertical-align: middle;"><tr><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td></tr></table>				< – >	
55	<b>Total Passenger Fare Revenues</b>			<b>\$7,696.5</b>		

(\*) 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)

Line No.	Expense Object Class	Vehicle Operations 010	Vehicle Maintenance 041	Non-Vehicle Maintenance 041	General Administration 160	Total Expenses for Period	Line No.
	<b>501. Labor</b>						
01	01 Operators' salaries and wages	\$4,219.2	\$7.6	\$3.3	\$3.2	\$4,233.4	01
02	02 Other salaries and wages	\$1,429.4	\$1,966.1	\$1,269.5	\$1,301.6	\$5,966.6	02
03	<b>502. Fringe Benefits</b>	\$2,904.7	\$1,060.3	\$722.8	\$774.4	\$5,462.2	03
04	<b>503. Services</b>	\$281.6	\$164.2	\$216.9	\$656.2	\$1,318.9	04
	<b>504. Materials and Supplies</b>						
05	01 Fuel and lubricants	\$648.7	\$26.2	\$3.4	\$3.2	\$681.5	05
06	02 Tires and tubes	\$60.8	\$1.4	\$0.0	\$0.0	\$62.2	06
07	99 Other materials and supplies	\$80.4	\$1,028.9	\$270.3	\$145.9	\$1,525.5	07
08	<b>505. Utilities</b>	\$449.6	\$14.2	\$78.3	\$212.2	\$754.4	08
09	<b>506. Casualty and Liability Costs</b>	\$2.4	\$54.3	\$7.0	\$424.6	\$488.3	09
10	<b>507. Taxes</b>	\$21.8	\$3.3	\$0.4	\$15.3	\$40.9	10
	<b>508. Purchased Transportation</b>						
11	01 In report	\$1,157.9	\$268.9	\$61.3	\$330.6	\$1,818.7	11
12	02 Filing separate report	\$521.1	\$178.1	\$57.1	\$144.2	\$900.4	12
13	<b>509. Miscellaneous Expenses</b>	\$64.4	\$28.3	\$36.4	\$193.8	\$322.9	13
14	<b>510 Expense Transfers</b>	(\$141.9)	(\$160.1)	(\$390.9)	(\$453.8)	(\$1,146.7)	14
15	<b>Total Transit Agency Expenses (**)</b>	\$11,700.2	\$4,641.8	\$2,335.7	\$3,751.5	\$22,429.2	15
15a	<b>ADA-Related Expenses (DR only) (***)</b>					\$1,238.9	15a

(\*) 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 (\*)

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

(\*) Reported by agencies which directly operate more than 100 vehicles per mode in maximum annual service.

Form 331 – Fringe Benefits (\*) (Millions of Dollars)

Line No.	Fringe Benefit Object Classes	Employer Total
	<b>502. Fringe Benefits</b>	
01	01 FICA or railroad retirement and/or PERS	\$990.0
02	02 Pension plans (including long-term disability insurance)	\$682.3
03	03 Hospital, medical and surgical plans	\$1,292.8
04	04 Dental plans	\$61.6
05	05 Life insurance plans	\$23.0
06	06 Short-term disability insurance plans	\$12.2
07	07 Unemployment insurance	\$16.9
08	08 Workers' compensation insurance or Federal Employees Liability Act Contribution	\$347.2
09	09 Sick leave	\$260.3
10	10 Holiday (including all premiums paid for work on holidays)	\$360.7
11	11 Vacation	\$715.0
12	12 Other paid absence (bereavement pay, military pay, jury duty pay, etc.)	\$92.6
13	13 Uniform and work clothing allowances	\$43.9
14	14 Other fringe benefits	\$206.3
15	<b>Total Fringe Benefits</b>	<b>\$5,104.7</b>

(\*) Reported by agencies which directly operate more than 100 vehicles in annual maximum service.

Form 402 – Revenue Vehicle Maintenance and Energy (\*)

Line No.	Revenue Vehicle System Failures			Number of Failures
01	Major mechanical failures			336,318
02	Other mechanical failures			217,389
03	Total Revenue Vehicle Failures			553,707
04	<b>Total Labor Hours for Inspection and Maintenance</b>			<b>67,004.7</b>
	Maintenance Facilities	Owned Facilities	Leased Facilities	Total Facilities
	Number of General Purpose Facilities			
07	Serving under 200 vehicles	890.0	275.0	1,165.0
08	Serving 200 – 300 vehicles	92.0	21.0	113.0
09	Serving more than 300 vehicles	36.0	7.0	43.0
10	Number of Heavy Maintenance Facilities			66.0
11	<b>Total Maintenance Facilities</b>	<b>1,076.0</b>	<b>311.0</b>	<b>1,387.0</b>
	Energy Consumption			Total Units Consumed (Thousands)
12	Kilowatt hours of propulsion power (applies to: AG, CC, CR, HR, LR, IP, MO, TB, TR)			5,483,632.5
13	Kilowatt hours to charge batteries (applies to: DR, JT, MB, PB, VP)			1,084.6
14	Gallons of diesel fuel			617,368.3
15	Gallons of gasoline			16,542.5
16	Gallons of liquefied petroleum gas (LPG)			2,333.7
17	Gallons of liquefied natural gas (LNG)			10,618.5
18	Gallons of methanol			28.5
19	Gallons of ethanol			50.4
20	Gallons of compressed natural gas (CNG)			53,245.2
21	Gallons of bunker fuel			0.0
22	Gallons of kerosene			482.9
23	Gallons of grain additive fuel			24.0
24	Gallons of other fuel			72.2

(\*) 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.

Form 403 – Transit Way Mileage

Line No.	Guideway Classification	Directional Route Miles	Miles of Track	Number of Crossings
	<b>Rail Modes</b>			
	At grade:			
01	Exclusive right-of-way	3,710.5	4,425.9	
02	With cross traffic	3,645.8	3,621.3	3,427
03	Mixed and cross traffic	232.0	362.2	2,383
04	Elevated-on-structure	508.9	597.6	
05	Elevated-on-fill	472.3	622.6	
06	Open-cut	133.5	175.3	
07	Subway	701.8	880.7	
08	<b>Total</b>	<b>9,592.3</b>	<b>10,685.6</b>	<b>5,810</b>
09	Average Monthly (*)			
10	Stations	2,857		
10a	[ADA accessible]		1,381	
	<b>Non-Rail Modes</b>		<b>Average Monthly DRM (*)</b>	
11	Exclusive right-of-way(**)	1,997.7	–	
12	Controlled access right-of-way(**)	1,080.3		
13	Mixed traffic right-of-way	705,905.0	–	
14	<b>Total</b>	<b>3,381.2</b>		

(\*) 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.

Form 404 – Transit Agency Employee (\*)

Line No.	Labor Classifications	Employee Work Hours (000)		Actual Person Count	
		Full Time Employees	Part Time Employees	Full Time Employees	Part Time Employees
	<b>502. Labor</b>				
01	011 Transportation administration and support	< – >	< – >	< – >	< – >
02	030 Revenue vehicle operation	< – >	< – >	< – >	< – >
03	151 Ticketing and fare collection	< – >	< – >	< – >	< – >
	161 System security	< – >	< – >	< – >	< – >
05	010 Vehicle operations	271,665.4	16,556.2	133,931.3	14,789.3
06	041 Vehicle maintenance	91,800.2	418.0	46,225.9	417.4
07	042 Non-vehicle maintenance	51,519.2	204.8	25,940.8	212.0
08	160 General administration	44,352.5	1,490.0	25,700.8	1,476.5
09	<b>Total Operating Labor</b>	<b>459,337.3</b>	<b>18,669.1</b>	<b>231,798.8</b>	<b>16,895.2</b>
10	<b>Total Capital Labor</b>	<b>23,604.8</b>	<b>162.5</b>	<b>12,234.7</b>	<b>99.3</b>
11	<b>Total Labor</b>	<b>482,942.0</b>	<b>18,831.6</b>	<b>244,033.5</b>	<b>16,994.5</b>

(\*) Data for directly operated service only.

Line No.	Safety Items	Incidents	Fatalities			Injuries		
			Patrons	Employees	Others	Patrons	Employees	Others
	<b>Collisions</b>							
01	Collisions with other vehicles	23,934	3	2	56	12,016	3,141	5,340
01a	(at grade crossings)	175	0	0	5	39	8	101
02	Collisions with objects	3,021	0	1	0	790	195	0
02a	(at grade crossings)	66	0	0	0	60	1	0
03	Collisions with people	1,401	52	3	171	262	197	683
03a	(at grade crossings)	21	0	0	14	1	0	7
03b	(attempted/successful suicides)	102	21	0	50	27	0	4
	<b>Non-Collisions</b>							
04	Derailments/buses going off road	167	0	1	1	100	21	2
	<b>Personal Casualties</b>							
05	Parking facility	902	0	2	0	353	646	35
06	Inside vehicle	12,219	1	0	0	10,063	3,066	0
07	On right-of-way	4,167	3	1	6	227	3,891	29
08	Boarding and alighting vehicle	7,844	2	0	0	6,896	1,001	37
08a	(associated with lifts)	460	0	0	0	381	92	10
09	In stations/bus stops	8,146	2	0	2	7,115	1,087	135
09a	(associated with escalators)	1,153	0	0	1	1,173	3	2
09b	(associated with elevators)	318	0	0	0	417	4	0
	<b>Non-Arson Fires (no thresholds)</b>							
10	In vehicles	846	0	0	0	71	39	2
11	In stations	690	0	0	0	5	52	1
12	Right-of-way and others	1,551	0	0	0	1	55	3
13	<b>Total Transit Property Damage(*)</b>	<b>\$82.7</b>						

(\*) Millions of dollars

Security Items		Incidents		
Line No.	Part I. Offenses (Reports)	In Vehicle	In Station	Other Transit Property
	<b>Violent Crime</b>			
	Homicide			
01	Patrons	4	8	0
02	Employees	0	2	0
03	Others	0	1	1
	Forcible rape			
04	Patrons	12	16	4
05	Employees	1	1	0
06	Others	0	1	2
	Robbery			
07	Patrons	1,159	1,448	371
08	Employees	190	8	9
09	Others	4	53	66
	Aggravated assault			
10	Patrons	734	671	184
11	Employees	432	98	37
12	Others	28	46	56
	<b>Property Crime</b>			
13	Burglary	42	394	189
	Larceny/theft			
14	Patrons	4,624	4,151	1,859
15	Employees	277	148	295
16	Others	239	1,612	431
	Motor vehicle theft			
17	Patrons	31	808	829
18	Employees	5	10	70
19	Others	11	37	108
20	Arson	12	21	11
	<b>Part II. Offenses (Arrests)</b>			
21	Other assaults	987	1,249	205
22	Vandalism	1,295	1,212	464
23	Sex offenses	195	555	48
24	Drug abuse violations	1,184	2,566	589
25	Driving under the influence	32	38	214
26	Drunkenness	2,323	3,754	1,956
27	Disorderly conduct	27,845	4,119	605
28	Trespassing	591	2,188	1,818
29	Fare evasion	20,010	26,870	378
30	Curfew and loitering laws	202	3,038	151
31	<b>Total Transit Property Damage (**)</b>	<b>\$14,557.7</b>		

(\*) Reported by agencies in urbanized areas over 200,000 population.

(\*\*) Thousands of dollars

Form 406 – Transit Agency Service

Line No.	Item	Average Weekday				Average Weekday Total	Average Saturday Total	Average Sunday Total	Annual Total	Line No.
		AM Peak	Midday	PM Peak	Other					
<b>Maximum Service Vehicles</b>										
01	Vehicles operated in maximum service								89,104	01
02	Vehicles available for maximum service								111,223	02
<b>Periods of Service</b>										
03	Time service begins	-	-	-		-	-	-		03
04	Time service ends	-	-	-		-	-	-		04
<b>Service Supplied (Non-Rail Modes)</b>										
05	Number of vehicles in operation (*)					71,679	30,726	19,598		05
06	Total actual vehicle miles (Thousands)	< - >	< - >	< - >	< - >	9,472.9	4,555.1	2,809.3	2,793,618.9	06
07	Total actual vehicle hours (Thousands)	< - >	< - >	< - >	< - >	690.6	350.0	2221.5	204,218.9	07
08	Total actual vehicle revenue miles (Thousands) (**)	< - >	< - >	< - >	< - >	8,159.1	4,075.8	2,500.6	2,418,971.3	08
09	Total actual vehicle revenue hours (Thousands)	< - >	< - >	< - >	< - >	614.2	319.6	201.0	182,151.8	09
10	Total scheduled vehicle revenue miles (Thousands)	< - >	< - >	< - >	< - >	6,202.6	3,422.2	2,120.5	1,869,577.3	10
11	Charter service hours (Thousands) (†)								1,357.1	11
12	School bus hours (Thousands) (†)								32.9	12
<b>Service Supplied (Rail Modes)</b>										
13	Number of trains in operation (*)					2,600	1,539	1,317		13
14	Number of passenger cars in operation (*)					13,798	7,562	6,393		14
15	Total actual train miles (Thousands)	< - >	< - >	< - >	< - >	546.4	349.6	301.0	175,869.0	15
16	Total actual train hours (Thousands)	< - >	< - >	< - >	< - >	27.7	18.6	15.9	9,000.2	16
17	Total actual train revenue miles (Thousands)	< - >	< - >	< - >	< - >	524.9	341.5	290.1	168,988.7	17
18	Total actual train revenue hours (Thousands)	< - >	< - >	< - >	< - >	25.8	17.5	14.9	8,392.1	18
19	Total actual passenger car miles (Thousands)	< - >	< - >	< - >	< - >	2,958.4	1,750.6	1,506.2	941,679.8	19
20	Total actual passenger car revenue miles (Thousands)	< - >	< - >	< - >	< - >	2,826.0	1,705.3	1,466.7	899,944.0	20
21	Total scheduled passenger car revenue miles (Thousands)	< - >	< - >	< - >	< - >	2,892.8	1,771.8	1,471.6	919,776.1	21
22	Total actual passenger car hours (Thousands)	< - >	< - >	< - >	< - >	138.2	85.4	73.9	44,324.7	22
23	Total actual passenger car revenue hours (Thousands)	< - >	< - >	< - >	< - >	126.7	79.8	69.0	40,805.5	23
<b>Service Consumed</b>										
24	Unlinked passenger trips (Thousands)	< - >	< - >	< - >	< - >	29,954.4	16,180.0	10,445.1	9,007,701.7	24
24a	ADA-related unlinked passenger trips (Thousands) (DR only) (‡)								47,993.9	24a
25	Passenger miles (Thousands)					157,076.5	73,182.8	51,480.8	46,505,589.9	25
<b>Service Operated (Days)</b>										
26	Days schedule operated					279,111	48,946	32,099	360,156	26
27	Days not operated due to strikes					133	28	27	188	27
28	Days not operated due to officially declared emergencies					78	7	2	86	28

(\*) 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

Year	Unlinked Passenger Trips (Millions)	Federal Funding (Millions)
1985	8,349.7	3,344.3
1986	7,930.3	3,587.8
1987	7,865.8	3,292.2
1988	7,812.5	3,152.0
1989	8,098.0	3,094.4
1990	7,965.6	3,457.8
1991	7,738.1	3,394.3
1992	7,696.2	3,449.6
1993	7,432.7	3,296.6
1994	7,701.6	3,379.6
1995	7,503.7	4,081.5
1996	7,564.6	4,059.9
1997	7,954.2	4,742.0
1998	8,115.1	4,420.8
1999	8,523.2	4,586.2
2000	8,719.9	5,267.5
2001	9007.8	6585.7
% Change	7.9%	96.9%

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

Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Vanpool	Other	Total
1991	1,552.9	197.9	185.8	508.3	26.6	11.0	16.8	2,499.3
1992	1,559.3	199.9	208.6	509.7	27.8	15.0	17.2	2,537.5
1993	1,578.3	203.4	243.4	505.2	26.9	19.1	16.8	2,593.2
1994	1,585.8	209.5	272.8	516.0	33.3	22.5	39.6	2,679.5
1995	1,590.8	217.8	297.3	521.8	33.9	22.4	48.5	2,732.4
1996	1,577.3	221.4	307.9	527.8	36.7	32.9	46.6	2,750.6
1997	1,605.7	229.6	350.1	539.7	39.8	40.0	48.4	2,853.3
1998	1,652.5	238.3	388.6	549.2	42.3	53.3	46.4	2,970.4
1999	1,719.3	243.4	418.2	561.2	47.1	59.9	62.3	3,111.4
2000	1,763.7	247.9	452.4	578.2	51.4	61.7	47.0	3,202.4
2001	1821.2	253.1	490.3	591.1	53.2	65.5	44.6	3319.0
% 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

Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Vanpool	Other	Total
1991	4,825.5	323.8	42.4	2,167.0	183.6	3.2	192.6	7,738.1
1992	4,748.5	313.5	45.4	2,207.2	187.4	4.0	190.2	7,696.2
1993	4,638.5	320.8	52.0	2,045.6	187.5	5.4	183.0	7,432.7
1994	4,629.4	339.0	54.1	2,169.4	282.2	5.8	221.9	7,701.6
1995	4,579.1	343.5	54.9	2,033.5	249.3	6.1	237.3	7,503.7
1996	4,505.6	352.2	54.5	2,156.9	258.7	7.9	228.7	7,564.6
1997	4,602.0	357.2	60.0	2,429.5	259.4	9.3	236.8	7,954.2
1998	4,753.7	380.6	66.1	2,392.8	272.9	10.5	238.4	8,115.1
1999	4,991.9	395.7	68.6	2,521.4	288.6	12.0	244.9	8,523.2
2000	5,040.2	412.8	73.2	2,632.2	316.2	11.8	233.6	8,719.9
2001	5,215.1	418.1	76.7	2,728.3	333.9	11.9	223.7	9,007.8
% Change	8.1%	29.1%	80.7%	25.9%	81.9%	276.0%	16.2%	16.4%

### Distribution of Vehicle Revenue Miles

Mode	1991 Vehicle Revenue Miles	%	2001 Vehicle Revenue Miles	%
Bus	1,552.9	62.1%	1821.2	54.9%
Commuter Rail	197.9	7.9%	253.1	7.6%
Demand Response	185.8	7.4%	490.3	14.8%
Heavy Rail	508.3	20.3%	591.1	17.8%
Light Rail	26.6	1.1%	53.2	1.6%
Vanpool	11.0	0.4%	65.5	2.0%
Other	16.8	0.7%	44.6	1.3%
Total	2499.3		3319.0	

### Distribution of Unlinked Passenger Trips

Mode	1991 Unlinked Passenger Trips	%	2001 Unlinked Passenger Trips	%
Bus	4,825.5	62.4%	5215.1	57.9%
Commuter Rail	323.8	4.2%	418.1	4.6%
Demand Response	42.4	0.5%	76.7	0.9%
Heavy Rail	2,167.0	28.0%	2728.3	30.3%
Light Rail	183.6	2.4%	333.9	3.7%
Vanpool	3.2	0.0%	11.9	0.1%
Other	192.6	2.5%	223.7	2.5%
Total	7,738.1		9007.8	

### Relative Impact of the Data by UZA Size Group 2001

Item	UZAs with More Than 1 Million Population	UZAs with More Than 200,000 and Less Than 1 Million Population	UZAs with Less Than 200,000 Population
Uses of Capital - Non-Rolling Stock	93.3%	5.1%	1.6%
Passenger Fares	92.0%	5.6%	2.4%
Unlinked Trips	88.7%	8.3%	3.0%
Operating Expense	86.0%	10.1%	3.9%
Uses of Capital - Rolling Stock	86.9%	9.3%	3.8%
Vehicle Revenue Hours	76.4%	16.1%	7.5%
Vehicles Operated in Maximum Service	74.1%	17.1%	8.8%

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

Year	Total Operating Expense (Millions of Dollars)
1991	\$15,404.0
1992	\$15,499.3
1993	\$15,473.0
1994	\$16,320.0
1995	\$16,181.6
1996	\$16,301.9
1997	\$16,962.0
1998	\$17,580.0
1999	\$18,781.2
2000	\$20,008.7
2001	21,528.8
% Change	39.8%

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

Year	Bus (Millions)	Commuter Rail (Millions)	Demand Response (Millions)	Heavy Rail (Millions)	Light Rail (Millions)	Vanpool (Millions)	Other (Millions)	Total (Millions)
1991	\$8,330.0	\$2,175.0	\$443.0	\$3,841.0	\$290.0	\$5.3	\$319.7	\$15,404.0
1992	\$8,625.0	\$2,170.0	\$500.0	\$3,555.1	\$307.2	\$10.1	\$331.9	\$15,499.3
1993	\$8,514.0	\$2,079.9	\$540.1	\$3,668.6	\$314.1	\$13.6	\$342.8	\$15,473.0
1994	\$8,860.0	\$2,227.8	\$633.9	\$3,786.2	\$411.6	\$14.9	\$386.1	\$16,320.0
1995	\$8,972.2	\$2,206.7	\$689.5	\$3,522.9	\$375.2	\$17.0	\$398.0	\$16,181.6
1996	\$8,995.3	\$2,294.0	\$750.1	\$3,401.9	\$440.3	\$17.8	\$402.5	\$16,301.9
1997	\$9,421.9	\$2,274.7	\$872.5	\$3,473.7	\$471.4	\$22.7	\$426.4	\$16,962.0
1998	\$9,712.9	\$2,355.2	\$995.2	\$3,529.6	\$493.0	\$28.4	\$465.5	\$17,580.0
1999	\$10,342.1	\$2,569.5	\$1,103.8	\$3,693.4	\$536.2	\$31.6	\$504.6	\$18,781.2
2000	\$11,026.4	\$2,679.0	\$1,225.4	\$3,930.8	\$596.6	\$32.2	\$518.3	\$20,008.7
2001	\$11,814.0	\$2,852.0	\$1,409.9	\$4,180.1	\$676.5	\$34.2	\$562.2	\$21,528.8
% Change	41.8%	31.1%	218.3%	8.8%	133.3%	540.3%	75.9%	39.8%

### Operating Expense by Function and Object Class Function 2001

	Operating Expense (Millions of Dollars)	%
Vehicle Operations	\$11,179.1	51.9%
Vehicle Maintenance	\$4,463.7	20.7%
Non-Vehicle Maintenance	\$2,278.7	10.6%
General Administration	\$3,607.3	16.8%
<b>Total</b>	<b>\$21,528.8</b>	

### Object Class – Directly Operated Service 2001

	Operating Expense (Millions of Dollars)	%
Salaries	\$10,200.0	51.8%
Fringe Benefits	\$5,462.2	27.7%
Services	\$1,318.9	6.7%
Materials and Supplies	\$2,269.2	11.5%
Utilities	\$754.4	3.8%
Other	-\$294.6	-1.5%
<b>Total - Directly Operated</b>	<b>\$19,710.0</b>	
Purchased Transportation (*)	\$1,818.7	
<b>Total</b>	<b>\$21,528.8</b>	

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

### Operating Expense per Unlinked Passenger Trip by Mode 1991 - 2001

Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Vanpool	Other
1991	\$1.7	\$6.7	\$10.4	\$1.8	\$1.6	\$1.7	\$1.7
1992	\$1.8	\$6.9	\$11.0	\$1.6	\$1.6	\$2.5	\$1.7
1993	\$1.8	\$6.5	\$10.4	\$1.8	\$1.7	\$2.5	\$1.9
1994	\$1.9	\$6.6	\$11.7	\$1.7	\$1.5	\$2.6	\$1.7
1995	\$2.0	\$6.4	\$12.6	\$1.7	\$1.5	\$2.8	\$1.7
1996	\$2.0	\$6.5	\$13.8	\$1.6	\$1.7	\$2.3	\$1.8
1997	\$2.0	\$6.4	\$14.5	\$1.4	\$1.8	\$2.4	\$1.8
1998	\$2.0	\$6.2	\$15.1	\$1.5	\$1.8	\$2.7	\$2.0
1999	\$2.1	\$6.5	\$16.1	\$1.5	\$1.9	\$2.6	\$2.1
2000	\$2.2	\$6.5	\$16.7	\$1.5	\$1.9	\$2.7	\$2.2
2001	\$2.3	\$6.8	\$18.4	\$1.5	\$2.0	\$2.9	\$2.5
<b>% Change</b>	<b>131.2%</b>	<b>101.6%</b>	<b>176.1%</b>	<b>86.4%</b>	<b>128.3%</b>	<b>170.3%</b>	<b>151.4%</b>

### Operating Expense per Vehicle Revenue Hour by Mode 1991 - 2001

Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Vanpool	Other
1991	\$68.9	\$368.6	\$33.1	\$177.0	\$138.1	\$16.4	\$147.1
1992	\$70.7	\$374.1	\$33.6	\$152.6	\$146.3	\$22.9	\$153.8
1993	\$69.4	\$346.7	\$32.0	\$148.5	\$165.3	\$23.3	\$162.1
1994	\$72.0	\$359.3	\$32.3	\$151.4	\$178.9	\$22.5	\$109.2
1995	\$72.7	\$339.5	\$33.6	\$139.8	\$163.2	\$27.0	\$85.2
1996	\$73.3	\$342.4	\$35.1	\$133.4	\$176.1	\$19.6	\$96.0
1997	\$75.6	\$334.5	\$36.7	\$133.1	\$181.3	\$21.2	\$84.8
1998	\$75.6	\$325.4	\$37.5	\$131.7	\$181.0	\$20.3	\$98.5
1999	\$69.5	\$302.3	\$33.3	\$123.5	\$168.4	\$19.3	\$88.5
2000	\$79.8	\$308.1	\$40.0	\$139.1	\$177.6	\$16.2	\$112.9
2001	\$82.8	\$355.7	\$41.6	\$144.4	\$192.3	\$21.6	\$130.5
% Change	20.2%	-3.5%	25.8%	-18.4%	39.2%	-32.1%	-11.2%

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

Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Vanpool	Other
1991	39.9	54.9	3.2	99.9	87.4	9.7	88.6
1992	38.9	54.1	3.0	94.7	89.3	9.1	88.1
1993	37.8	53.5	3.1	82.8	98.7	9.2	86.5
1994	37.6	54.7	2.8	86.8	122.7	8.8	62.7
1995	37.1	52.8	2.7	80.7	108.4	9.7	50.8
1996	36.7	52.6	2.5	84.6	103.5	8.6	54.6
1997	36.9	52.5	3.7	93.1	99.8	8.7	47.1
1998	37.0	52.6	2.5	89.3	100.2	7.5	50.5
1999	33.5	46.6	2.1	84.3	90.6	7.4	42.9
2000	36.5	47.5	2.4	93.1	94.1	5.9	50.9
2001	36.5	52.1	2.3	94.3	94.9	7.5	52.0
% Change	-8.4%	-5.0%	-28.6%	-5.6%	8.5%	-22.4%	-41.4%

### Distribution of Fatalities (Including Suicides) 2001

	Number of Fatalities	%
Patrons	63	20.4%
Employees	10	3.2%
Other	236	76.4%
Total	309	

### Distribution of Fatalities (Excluding Suicides) 2001

	Number of Fatalities	%
Patrons	42	17.6%
Employees	10	4.2%
Other	186	78.2%
Total	238	

### ADA Lift- or Ramp-Equipped Buses 1993 - 2001

Year	Large Buses			Medium Buses		
	Buses	ADA-Lift or Ramp-Equipped	ADA-Lift or Ramp-Equipped (%)	Buses	ADA-Lift or Ramp-Equipped	ADA-Lift or Ramp-Equipped (%)
1993	46,413	23,338	50.3%	3,542	1,911	54.0%
1994	46,979	24,398	51.9%	3,693	2,153	58.3%
1995	46,355	27,420	59.2%	3,879	2,561	66.0%
1996	45,587	29,073	63.8%	4,233	3,081	72.8%
1997	45,502	29,684	65.2%	5,136	4,143	80.7%
1998	46,188	33,512	72.6%	5,929	5,150	86.9%
1999	46,891	36,029	76.8%	6,613	5,959	90.1%
2000	47,017	37,581	79.9%	7,455	6,926	92.9%
2001	47,925	40,501	84.5%	7,830	7,337	93.7%
% Change	3.3%	73.5%	34.2%	121.1%	283.9%	39.8%

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

Year	Small Buses			Articulated Buses		
	Buses	ADA-Lift or Ramp-Equipped	ADA-Lift or Ramp-Equipped (%)	Buses	ADA-Lift or Ramp-Equipped	ADA-Lift or Ramp-Equipped (%)
1993	3,964	3,146	79.4%	1,807	693	38.4%
1994	4,738	3,795	80.1%	1,613	719	44.6%
1995	5,372	4,539	84.5%	1,716	861	50.2%
1996	5,998	5,269	87.8%	1,551	893	57.6%
1997	6,853	6,194	90.4%	1,484	911	61.4%
1998	7,147	6,545	91.6%	1,566	1,071	68.4%
1999	8,265	7,722	93.4%	1,849	1,503	81.3%
2000	8,850	8,366	94.5%	2,002	1,712	85.5%
2001	9,622	9,176	95.4%	2,002	1,771	88.5%
% Change	142.7%	191.7%	20.2%	10.8%	155.6%	50.1%

### ADA Lift- or Ramp-Equipped Buses Total 1993 - 2001

Year	Buses	ADA-Lift or Ramp-Equipped	ADA-Lift or Ramp-Equipped (%)
1993	55,726	29,088	52.2%
1994	57,023	31,065	54.5%
1995	57,322	35,381	61.7%
1996	57,369	38,316	66.8%
1997	58,975	40,932	69.4%
1998	60,830	46,278	76.1%
1999	63,618	51,213	80.5%
2000	65,324	54,585	83.6%
2001	67,379	58,785	87.2%
% 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 (*) (%)
1991	\$821.5	\$15,234.7	5.4%
1992	\$850.0	\$15,943.7	5.3%
1993	\$913.0	\$16,757.9	5.4%
1994	\$861.5	\$17,344.7	5.0%
1995	\$767.8	\$17,174.3	4.5%
1996	\$553.6	\$17,623.5	3.1%
1997	\$604.5	\$17,931.4	3.4%
1998	\$374.3	\$18,279.6	2.0%
1999	\$360.7	\$19,345.9	1.9%
2000	\$373.6	\$20,691.8	1.8%
2001	\$231.7	\$22,074.9	1.0%
% 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			
Year	Federal Operating Assistance (*) (Millions)	Unlinked Passenger Trips (Millions)	Federal Operating Assistance per Passenger
1991	\$589.7	6,804.6	\$0.09
1992	\$586.7	6,775.9	\$0.09
1993	\$641.9	6,511.9	\$0.10
1994	\$591.9	6,778.7	\$0.09
1995	\$511.0	6,594.4	\$0.08
1996	\$354.8	6,688.4	\$0.05
1997	\$418.0	7,029.8	\$0.06
1998	\$220.9	7,172.8	\$0.03
1999	\$206.0	7,544.9	\$0.03
2000	\$180.7	7,718.3	\$0.02
2001	\$61.5	7,990.5	\$0.01
% Change	-89.6%	17.4%	-91.1%

**Federal Operating Assistance per Passenger by UZA 1991 - 2001 (Continued)**

<b>UZAs with More Than 200,000 and Less Than 1 Million Population</b>			
Year	Federal Operating Assistance(*) (Millions)	Unlinked Passenger Trips (Millions)	Federal Operating Assistance per Passenger
1991	\$168.6	674.9	\$0.25
1992	\$165.4	687.7	\$0.24
1993	\$168.7	684.0	\$0.25
1994	\$164.5	685.7	\$0.24
1995	\$155.6	667.8	\$0.23
1996	\$110.5	640.1	\$0.17
1997	\$105.2	683.9	\$0.15
1998	\$67.0	694.0	\$0.10
1999	\$54.5	722.8	\$0.08
2000	\$69.9	747.1	\$0.09
2001	\$24.7	747.1	\$0.03
<b>% Change</b>	<b>-85.3%</b>	<b>10.8%</b>	<b>-86.8%</b>

<b>UZAs with Less Than 200,000 Population</b>			
Year	Federal Operating Assistance(*) (Millions)	Unlinked Passenger Trips (Millions)	Federal Operating Assistance per Passenger
1991	\$91.7	227.9	\$0.40
1992	\$97.0	232.1	\$0.42
1993	\$102.5	236.8	\$0.43
1994	\$105.1	237.2	\$0.44
1995	\$101.3	228.9	\$0.44
1996	\$88.3	236.1	\$0.37
1997	\$81.3	268.6	\$0.30
1998	\$86.3	248.3	\$0.35
1999	\$100.2	253.9	\$0.39
2000	\$123.0	254.6	\$0.48
2001	\$145.5	269.7	\$0.54
<b>% Change</b>	<b>58.6%</b>	<b>18.3%</b>	<b>34.0%</b>

(\*) Excludes Federal capital funds used to pay for operating expenses.

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

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

### Recovery Ratio 1991 - 2001

Year	Fare Revenues (Millions)	Total Operating Expense (Millions)	Recovery Ratio (%)
1991	\$5,599.4	\$15,404.0	36.4%
1992	\$5,697.3	\$15,499.0	36.8%
1993	\$6,117.1	\$15,472.7	39.5%
1994	\$6,466.4	\$16,319.8	39.6%
1995	\$6,478.9	\$16,181.6	40.0%
1996	\$6,964.8	\$16,301.9	42.7%
1997	\$7,126.7	\$16,963.3	42.0%
1998	\$7,276.5	\$17,580.0	41.4%
1999	\$7,437.6	\$18,781.2	39.6%
2000	\$7,771.8	\$20,008.7	38.8%
2001	\$8,115.2	\$21,528.8	37.7%
% Change	44.9%	39.8%	

### Recovery Ratio by UZA 1991 - 2001

UZAs with More Than 1 Million Population			
Year	Fare Revenues (Millions)	Operating Expenses (Millions)	Recovery Ratio (%)
1991	\$5,200.6	\$13,732.2	37.9%
1992	\$5,297.0	\$13,749.1	38.5%
1993	\$5,685.3	\$13,661.1	41.6%
1994	\$6,017.6	\$14,385.9	41.8%
1995	\$6,027.4	\$14,221.9	42.4%
1996	\$6,482.5	\$14,308.5	45.3%
1997	\$6,588.7	\$14,769.3	44.6%
1998	\$6,706.0	\$15,257.6	44.0%
1999	\$6,905.8	\$16,293.0	42.4%
2000	\$7,205.5	\$17,286.3	41.7%
2001	\$7,465.0	\$18,522.5	40.3%
% Change	43.5%	34.9%	

### Recovery Ratio by UZA 1991 - 2001 (Continued)

UZAs with More Than 200,000 and Less Than 1 Million Population			
Year	Fare Revenues (Millions)	Operating Expenses (Millions)	Recovery Ratio (%)
1991	\$305.6	\$1,233.3	24.8%
1992	\$303.6	\$1,289.3	23.5%
1993	\$320.0	\$1,307.4	24.5%
1994	\$328.3	\$1,393.9	23.6%
1995	\$333.3	\$1,425.5	23.4%
1996	\$358.2	\$1,425.6	25.1%
1997	\$404.4	\$1,592.0	25.4%
1998	\$415.5	\$1,671.0	24.9%
1999	\$385.5	\$1,793.9	21.5%
2000	\$413.3	\$1,989.6	20.8%
2001	\$456.1	\$2,172.6	21.0%
% Change	49.2%	76.2%	

UZAs with Less Than 200,000 Population			
Year	Fare Revenues (Millions)	Operating Expenses (Millions)	Recovery Ratio (%)
1991	\$93.3	\$439.0	21.3%
1992	\$96.7	\$460.2	21.0%
1993	\$111.7	\$504.2	22.2%
1994	\$120.5	\$540.1	22.3%
1995	\$117.9	\$534.1	22.1%
1996	\$123.9	\$567.8	21.8%
1997	\$133.7	\$602.3	22.2%
1998	\$146.0	\$651.3	22.4%
1999	\$146.3	\$694.3	21.1%
2000	\$153.0	\$732.9	20.9%
2001	\$194.1	\$833.7	23.3%
% Change	108.0%	89.9%	

### Subsidy per Passenger 1991 - 2001

Year	Subsidy (Millions)	Passengers (Millions)	Subsidy per Passenger
1991	\$9,415.2	7,735.0	\$1.22
1992	\$9,362.3	7,695.0	\$1.22
1993	\$9,553.6	7,432.7	\$1.29
1994	\$10,303.6	7,701.6	\$1.34
1995	\$10,044.2	7,503.7	\$1.34
1996	\$9,747.6	7,564.6	\$1.29
1997	\$9,833.6	7,954.2	\$1.24
1998	\$10,211.4	8,115.1	\$1.26
1999	\$11,343.6	8,523.2	\$1.33
2000	\$12,920.0	8,719.9	\$1.48
2001	\$13,959.7	9007.8	\$1.55
% Change	48.3%	16.5%	27.3%

## Subsidy per Passenger by UZA 1991 - 2001

UZAs with More Than 1 Million Population			
Year	Subsidy (Millions)	Passengers (Millions)	Subsidy per Passenger
1991	\$8,127.2	6,804.6	\$1.19
1992	\$8,022.6	6,775.9	\$1.18
1993	\$8,137.1	6,511.9	\$1.25
1994	\$8,755.3	6,778.7	\$1.29
1995	\$8,492.3	6,594.4	\$1.29
1996	\$8,288.2	6,688.4	\$1.24
1997	\$8,230.4	7,029.8	\$1.17
1998	\$8,542.4	7,172.8	\$1.19
1999	\$9,387.2	7,544.9	\$1.24
2000	\$10,938.8	7,718.3	\$1.42
2001	\$11,781.4	7,990.5	\$1.47
% Change	45.0%	17.0%	23.9%

UZAs with More Than 200,000 and Less Than 1 Million Population			
Year	Subsidy (Millions)	Passengers (Millions)	Subsidy per Passenger
1991	\$948.5	674.9	\$1.41
1992	\$977.4	687.7	\$1.42
1993	\$1,031.2	684.0	\$1.51
1994	\$1,135.3	685.7	\$1.66
1995	\$1,135.4	667.8	\$1.70
1996	\$1,039.2	640.1	\$1.62
1997	\$1,165.2	683.9	\$1.70
1998	\$1,192.3	694.0	\$1.72
1999	\$1,408.4	722.8	\$1.95
2000	\$1,411.8	747.1	\$1.89
2001	\$1,524.4	747.1	\$2.04
% Change	60.7%	10.1%	46.0%

UZAs with Less Than 200,000 Population			
Year	Subsidy (Millions)	Passengers (Millions)	Subsidy per Passenger
1991	\$316.5	227.9	\$1.39
1992	\$344.7	232.1	\$1.49
1993	\$385.4	236.8	\$1.63
1994	\$413.0	237.2	\$1.74
1995	\$416.5	228.9	\$1.82
1996	\$420.2	236.1	\$1.78
1997	\$438.0	268.6	\$1.63
1998	\$476.8	248.3	\$1.92
1999	\$548.0	253.9	\$2.16
2000	\$569.5	254.6	\$2.24
2001	\$653.9	269.7	\$2.42
% Change	106.6%	18.3%	74.7%

## Funding Sources by Urbanized Area Size 1991 - 2001

UZAs with More Than 1 Million Population						
Year	Fare Revenues (Millions)	Other (Millions)	Federal Assistance (Millions)	State Assistance (Millions)	Local Assistance (Millions)	Total (Millions)
1991	\$5,200.6	\$2,312.9	\$580.4	\$2,719.3	\$3,377.7	\$14,190.9
1992	\$5,297.0	\$2,177.0	\$572.0	\$3,276.4	\$2,771.0	\$14,093.5
1993	\$5,685.3	\$2,135.1	\$639.1	\$3,073.7	\$3,283.0	\$14,816.2
1994	\$6,017.6	\$2,625.7	\$543.0	\$3,161.9	\$2,941.6	\$15,289.8
1995	\$6,027.4	\$2,259.8	\$509.6	\$3,165.3	\$3,144.1	\$15,106.3
1996	\$6,482.5	\$2,275.8	\$353.3	\$3,337.8	\$3,154.7	\$15,604.0
1997	\$6,588.7	\$2,415.8	\$414.4	\$3,153.4	\$3,127.9	\$15,700.2
1998	\$6,715.0	\$2,494.2	\$220.9	\$3,335.6	\$3,238.4	\$16,004.1
1999	\$6,910.0	\$2,806.9	\$206.0	\$3,809.9	\$3,381.1	\$17,114.0
2000	\$7,205.5	\$2,893.3	\$180.7	\$3,838.3	\$4,026.5	\$18,144.2
2001	\$7,465.0	\$2,716.0	\$61.5	\$4,494.3	\$4,509.4	\$19,246.4
% 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						
Year	Fare Revenues (Millions)	Other (Millions)	Federal Assistance (Millions)	State Assistance (Millions)	Local Assistance (Millions)	Total (Millions)
1991	\$305.6	\$271.9	\$160.8	\$238.0	\$324.0	\$1,300.3
1992	\$303.6	\$276.4	\$161.7	\$205.2	\$383.8	\$1,330.7
1993	\$320.0	\$323.5	\$167.6	\$221.3	\$388.8	\$1,421.2
1994	\$328.3	\$345.9	\$163.4	\$246.8	\$419.1	\$1,503.6
1995	\$333.3	\$356.4	\$154.8	\$252.3	\$416.0	\$1,512.8
1996	\$358.2	\$291.8	\$109.5	\$221.9	\$495.8	\$1,477.3
1997	\$404.4	\$341.0	\$105.2	\$261.2	\$517.7	\$1,629.4
1998	\$415.5	\$326.3	\$67.0	\$317.8	\$504.0	\$1,630.6
1999	\$385.5	\$297.6	\$54.5	\$373.3	\$503.3	\$1,614.3
2000	\$413.3	\$343.4	\$69.9	\$439.9	\$558.6	\$1,825.1
2001	\$456.1	\$364.2	\$24.7	\$457.6	\$677.9	\$1,980.5
% Change	49.2%	33.9%	-84.6%	92.3%	109.3%	52.3%

UZAs with Less Than 200,000 Population						
Year	Fare Revenues (Millions)	Other (Millions)	Federal Assistance (Millions)	State Assistance (Millions)	Local Assistance (Millions)	Total (Millions)
1991	\$93.3	\$42.7	\$91.7	\$92.2	\$132.6	\$452.5
1992	\$96.7	\$42.3	\$97.0	\$107.2	\$140.5	\$483.7
1993	\$111.7	\$23.4	\$102.5	\$114.6	\$168.3	\$520.5
1994	\$120.5	\$17.7	\$105.1	\$131.9	\$176.0	\$551.2
1995	\$117.9	\$20.5	\$101.3	\$132.9	\$182.3	\$554.9
1996	\$123.9	\$28.2	\$88.3	\$144.1	\$187.8	\$572.3
1997	\$133.7	\$30.1	\$81.3	\$156.3	\$200.4	\$601.8
1998	\$146.0	\$91.8	\$86.3	\$165.8	\$163.8	\$653.7
1999	\$146.6	\$92.5	\$100.2	\$168.1	\$175.4	\$682.8
2000	\$153.0	\$104.4	\$123.0	\$167.1	\$175.0	\$722.5
2001	\$194.1	\$122.3	\$145.5	\$175.3	\$210.9	\$848.0
% 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				
	1991		2001	
	Millions	%	Millions	%
Fare Revenues	\$5,200.6	36.6%	\$7,465.0	38.8%
Other	\$2,312.9	16.3%	\$2,716.0	14.1%
Federal Assistance	\$580.4	4.1%	\$61.5	0.3%
State Assistance	\$2,719.3	19.2%	\$4,494.4	23.4%
Local Assistance	\$3,377.7	23.8%	\$4,509.4	23.4%
<b>Total</b>	<b>\$14,190.9</b>		<b>\$19,246.4</b>	

UZAs with More Than 200,000 and Less Than 1 Million Population				
	1991		2001	
	Millions	%	Millions	%
Fare Revenues	\$305.6	23.5%	\$465.1	23.0%
Other	\$271.9	20.9%	\$364.2	18.4%
Federal Assistance	\$160.8	12.4%	\$24.7	1.2%
State Assistance	\$238.0	18.3%	\$457.6	23.1%
Local Assistance	\$324.0	24.9%	\$677.9	34.2%
<b>Total</b>	<b>\$1,300.3</b>		<b>\$1,980.5</b>	

UZAs with Less Than 200,000 Population				
	1991		2001	
	Millions	%	Millions	%
Fare Revenues	\$93.3	20.6%	\$194.1	22.9%
Other	\$42.7	9.4%	\$122.3	14.4%
Federal Assistance	\$91.7	20.3%	\$145.5	17.2%
State Assistance	\$92.2	20.4%	\$175.3	20.7%
Local Assistance	\$132.6	29.3%	\$210.9	24.9%
<b>Total</b>	<b>\$452.5</b>		<b>\$848.0</b>	

## Federal Share of Total Capital Assistance 1991 - 2001

Year	Federal Capital Assistance Applied to Operations	Federal Capital Assistance Applied to Capital Projects	Total Federal Capital Assistance	Total Capital Assistance	Federal Share (%)
1991(*)		\$2,545.0	\$2,545.0	\$5,097.3	49.9%
1992(*)		\$2,599.7	\$2,599.7	\$5,282.6	49.2%
1993(*)		\$2,383.5	\$2,383.5	\$5,733.6	41.6%
1994(*)		\$2,518.1	\$2,518.1	\$5,598.4	45.0%
1995(*)		\$3,313.7	\$3,313.7	\$7,008.4	47.3%
1996(*)		\$3,506.3	\$3,506.3	\$6,954.9	50.4%
1997(*)		\$4,137.5	\$4,137.5	\$7,636.2	54.2%
1998	\$367.0	\$3,679.5	\$4,046.5	\$7,777.5	52.0%
1999	\$499.6	\$3,725.9	\$4,225.5	\$8,942.9	47.2%
2000	\$610.8	\$4,274.9	\$4,885.7	\$9,666.7	50.5%
2001	\$885.6	\$5,468.4	\$6,354.0	\$11,710.2	54.3%
<b>% Change</b>		<b>114.9%</b>	<b>149.7%</b>	<b>129.7%</b>	

\*Note: Federal Capital Assistance Applied to Operations not reported for these years.

### Federal Capital Assistance per Unlinked Passenger Trip 1991 - 2001

Year	Federal Assistance (Millions)	Unlinked Passenger Trips (Millions)	Federal Assistance per Unlinked Passenger Trip
1991	\$2,545.0	7,738.1	\$0.33
1992	\$2,599.7	7,696.2	\$0.34
1993	\$2,383.5	7,432.7	\$0.32
1994	\$2,518.1	7,701.6	\$0.33
1995	\$3,313.7	7,503.7	\$0.44
1996	\$3,506.3	7,564.6	\$0.46
1997	\$4,137.5	7,982.4	\$0.52
1998	\$4,046.5	8,115.1	\$0.50
1999	\$4,225.5	8,523.2	\$0.50
2000	\$4,885.7	8,719.9	\$0.56
2001	\$6,354.0	9,007.8	\$0.71
% Change	149.7%	16.4%	114.5%

### Federal Capital Assistance by Urbanized Area Size 2001

UZAs With More Than 1 Million Population		
	Capital Assistance (Millions)	%
Federal Capital Funds Applied to Capital Projects	\$4,772.1	45.4%
Federal Capital Funds Applied to Operations	\$653.3	6.2%
State Capital Funds	\$889.8	8.5%
Local Capital Funds	\$1,129.7	10.7%
Directly Generated Capital Funds	\$3,069.1	29.2%
<b>Total Capital Assistance</b>	<b>\$10,513.9</b>	

UZAs With More Than 200,000 and Less Than 1 Million Population		
	Capital Assistance (Millions)	%
Federal Capital Funds Applied to Capital Projects	\$520.8	56.1%
Federal Capital Funds Applied to Operations	\$219.2	23.6%
State Capital Funds	\$81.4	8.8%
Local Capital Funds	\$76.3	8.2%
Directly Generated Capital Funds	\$31.2	3.4%
<b>Total Capital Assistance</b>	<b>\$928.9</b>	

UZAs With Less Than 200,000 Population		
	Capital Assistance (Millions)	%
Federal Capital Funds Applied to Capital Projects	\$175.4	65.6%
Federal Capital Funds Applied to Operations	\$13.1	4.9%
State Capital Funds	\$39.9	14.9%
Local Capital Funds	\$30.6	11.4%
Directly Generated Capital Funds	\$8.3	3.1%
<b>Total Capital Assistance</b>	<b>\$267.4</b>	

### Capital Expenditures (Millions) 1991 - 2001

Year	Rolling Stock (Millions)	Non-Rolling Stock (Millions)	Total (Millions)
1991	\$1,632.4	\$3,477.8	\$5,110.2
1992	\$1,221.7	\$4,042.3	\$5,263.9
1993	\$1,554.6	\$4,179.3	\$5,733.9
1994	\$1,251.3	\$4,346.9	\$5,598.2
1995	\$1,751.2	\$5,257.0	\$7,008.2
1996	\$1,757.7	\$5,197.2	\$6,954.9
1997	\$2,237.0	\$5,399.1	\$7,636.1
1998	\$2,461.6	\$4,948.9	\$7,410.5
1999	\$2,944.7	\$5,498.7	\$8,443.4
2000	\$2,839.6	\$6,215.1	\$9,054.7
2001	\$3,692.8	\$7,130.7	\$10,823.5
% Change	126.2%	105.0%	111.8%

### Percent Share of Rolling Stock 1991 - 2001

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

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

Bus				
Year	Rolling Stock (Millions)	Non-Rolling Stock (Millions)	Share of Non-Rolling Stock (%)	Total (Millions)
1992	\$543.9	\$753.4	58.1%	\$1,297.3
1993	\$742.6	\$758.9	50.5%	\$1,501.6
1994	\$611.9	\$736.1	54.6%	\$1,348.0
1995	\$877.4	\$962.6	52.3%	\$1,840.0
1996	\$947.0	\$972.5	50.7%	\$1,919.5
1997	\$1,145.0	\$1,083.0	48.6%	\$2,228.0
1998	\$1,259.2	\$1,106.3	46.8%	\$2,365.5
1999	\$1,510.6	\$1,246.2	45.2%	\$2,756.8
2000	\$1,549.2	\$1,206.5	43.8%	\$2,755.7
2001	\$1,748.1	\$1,440.6	45.2%	\$3,188.7
% Change	221.4%	91.2%		145.8%

**Percent of Non-Rolling Stock by Mode 1992 - 2001 (Continued)**

<b>Commuter Rail</b>				
Year	Rolling Stock (Millions)	Non-Rolling Stock (Millions)	Share of Non-Rolling Stock (%)	Total (Millions)
1992	\$277.5	\$881.6	76.1%	\$1,159.1
1993	\$266.1	\$1,379.0	83.8%	\$1,645.1
1994	\$226.6	\$1,159.8	83.7%	\$1,386.4
1995	\$427.0	\$1,262.2	74.7%	\$1,689.1
1996	\$316.0	\$1,374.0	81.3%	\$1,690.0
1997	\$372.4	\$1,445.0	79.5%	\$1,817.4
1998	\$357.6	\$1,044.6	74.5%	\$1,402.2
1999	\$566.7	\$1,055.3	65.1%	\$1,622.0
2000	\$428.5	\$1,355.0	76.0%	\$1,783.4
2001	\$484.2	\$1,807.0	78.9%	\$2,291.3
<b>% Change</b>	74.5%	105.0%		97.7%

<b>Heavy Rail</b>				
Year	Rolling Stock (Millions)	Non-Rolling Stock (Millions)	Share of Non-Rolling Stock (%)	Total (Millions)
1992	\$260.5	\$1,794.6	87.3%	\$2,055.1
1993	\$409.1	\$1,496.1	78.5%	\$1,905.2
1994	\$212.6	\$1,857.4	89.7%	\$2,070.1
1995	\$253.1	\$2,307.4	90.1%	\$2,560.5
1996	\$178.9	\$2,049.1	92.0%	\$2,228.0
1997	\$298.3	\$2,047.8	87.3%	\$2,346.1
1998	\$444.5	\$1,906.2	81.1%	\$2,350.8
1999	\$448.1	\$2,258.6	83.4%	\$2,706.7
2000	\$495.6	\$2,356.7	82.6%	\$2,852.2
2001	\$984.5	\$2,521.9	71.9%	\$3,506.4
<b>% Change</b>	277.9%	40.5%		70.6%

<b>Light Rail</b>				
Year	Rolling Stock (Millions)	Non-Rolling Stock (Millions)	Share of Non-Rolling Stock (%)	Total (Millions)
1992	\$68.9	\$398.2	85.3%	\$467.1
1993	\$46.5	\$417.8	90.0%	\$464.3
1994	\$56.4	\$465.8	89.2%	\$522.3
1995	\$70.7	\$615.0	89.7%	\$685.7
1996	\$157.1	\$689.6	81.4%	\$846.6
1997	\$211.6	\$661.7	75.8%	\$873.2
1998	\$207.9	\$755.8	78.4%	\$963.7
1999	\$246.7	\$753.6	75.3%	\$1,000.4
2000	\$174.0	\$1,065.7	86.0%	\$1,239.7
2001	\$243.5	\$1,198.2	83.1%	\$1,441.7
<b>% Change</b>	253.6%	200.9%		208.7%

**Percent of Non-Rolling Stock by Mode 1991 - 2001 (Continued)**

Demand Response				
Year	Rolling Stock (Millions)	Non-Rolling Stock (Millions)	Share of Non-Rolling Stock (%)	Total (Millions)
1992	\$23.1	\$30.7	57.1%	\$53.8
1993	\$48.1	\$20.6	30.0%	\$68.7
1994	\$43.3	\$18.6	30.0%	\$61.9
1995	\$60.5	\$17.6	22.5%	\$78.1
1996	\$64.0	\$29.3	31.4%	\$93.3
1997	\$65.0	\$39.5	37.8%	\$104.4
1998	\$65.9	\$30.9	31.9%	\$96.8
1999	\$63.2	\$25.9	29.0%	\$89.1
2000	\$66.4	\$32.6	32.9%	\$99.0
2001	\$92.0	\$26.0	22.0%	\$117.9
% Change	298.2%	-15.4%		119.3%

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

Year	Large	Medium	Small	Articulated	Average Bus Fleet Age
1992	8.3	6.8	4.1	9.1	8.3
1993	8.5	6.4	4.0	9.5	8.3
1994	8.7	6.9	4.1	10.1	8.5
1995	8.6	6.8	4.0	10.7	8.4
1996	8.7	6.3	4.0	11.3	8.4
1997	8.5	5.8	3.9	11.7	8.1
1998	8.5	5.8	4.0	11.2	8.0
1999	8.4	5.6	4.0	8.5	7.6
2000	8.1	5.6	4.1	6.6	7.3
2001	7.8	5.6	4.0	5.9	6.9
% Change	-6.6%	-18.1%	-2.0%	-34.7%	-16.4%

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

Year	Large Buses		Medium Buses		Small Buses		Articulated Buses		Total
	Buses	Percent of Total	Buses	Percent of Total	Buses	Percent of Total	Buses	Percent of Total	
1992	46,761	84.4%	3,235	5.8%	3,680	6.6%	1,698	3.1%	55,374
1993	46,413	83.3%	3,542	6.4%	3,964	7.1%	1,807	3.2%	55,726
1994	46,979	82.4%	3,693	6.5%	4,738	8.3%	1,613	2.8%	57,023
1995	46,355	80.9%	3,879	6.8%	5,372	9.4%	1,716	3.0%	57,322
1996	45,587	79.5%	4,233	7.4%	5,998	10.5%	1,551	2.7%	57,369
1997	45,502	77.2%	5,136	8.7%	6,853	11.6%	1,484	2.5%	58,975
1998	46,188	75.9%	5,929	9.7%	7,147	11.7%	1,566	2.6%	60,830
1999	46,891	73.7%	6,613	10.4%	8,265	13.0%	1,849	2.9%	63,618
2000	47,017	72.0%	7,455	11.4%	8,850	13.5%	2,002	3.1%	65,324
2001	47,925	71.1%	7,830	11.6%	9,622	14.3%	2,002	3.0%	67,379
% Change	2.5%		142.0%		161.5%		17.9%		21.7%

### Age Distribution of Buses 1992 - 2001

Large Buses				
Year	Active Buses	New	5 Years Old or Less	10 Years Old or Less
1992	46,763	1.9%	35.3%	67.3%
1993	46,824	1.8%	33.2%	65.9%
1994	46,994	2.4%	32.3%	63.5%
1995	46,355	3.2%	31.9%	64.4%
1996	45,589	3.2%	29.6%	63.1%
1997	45,502	2.8%	31.6%	64.4%
1998	46,188	4.3%	34.0%	64.6%
1999	46,891	4.5%	35.9%	70.9%
2000	47,017	3.9%	38.1%	66.2%
2001	47,925	4.7%	40.7%	65.7%
% Change	2.5%			

Medium Buses				
Year	Active Buses	New	5 Years Old or Less	10 Years Old or Less
1992	3,235	4.7%	45.8%	73.5%
1993	3,598	7.0%	50.1%	74.7%
1994	3,704	2.1%	48.3%	75.7%
1995	3,879	4.7%	50.3%	77.5%
1996	4,233	6.3%	50.5%	82.2%
1997	5,136	11.9%	54.5%	84.3%
1998	5,929	6.2%	54.0%	85.2%
1999	6,613	5.3%	55.5%	89.4%
2000	7,455	7.2%	59.5%	85.5%
2001	7,830	7.2%	60.2%	84.7%
% Change	142.0%			

Small Buses				
Year	Active Buses	New	5 Years Old or Less	10 Years Old or Less
1992	3,742	5.4%	69.3%	95.9%
1993	4,060	10.2%	71.6%	94.9%
1994	4,860	8.1%	71.3%	93.8%
1995	5,447	9.7%	70.7%	94.5%
1996	6,076	6.1%	71.4%	94.4%
1997	6,934	8.2%	72.9%	94.9%
1998	7,206	6.7%	74.7%	95.3%
1999	8,265	7.6%	75.5%	96.4%
2000	8,850	6.2%	72.4%	95.1%
2001	9,622	10.2%	72.1%	95.7%
% Change	157.1%			

Articulated Buses				
Year	Active Buses	New	5 Years Old or Less	10 Years Old or Less
1992	1,698	0.0%	9.2%	75.2%
1993	1,807	2.9%	12.3%	60.5%
1994	1,613	1.5%	15.7%	44.2%
1995	1,716	2.4%	15.4%	33.3%
1996	1,551	0.1%	15.3%	23.9%
1997	1,484	2.4%	14.1%	25.2%
1998	1,566	6.2%	23.5%	33.8%
1999	1,849	15.3%	42.3%	54.9%
2000	2,002	2.2%	60.0%	89.6%
2001	2,002	0.5%	64.3%	76.9%
% Change	17.9%			

### Fixed Guideway Mileage 1991 - 2001

Year	Bus	Rail Modes
1991	712	7,003
1992	790	7,292
1993	926	7,885
1994	959	8,077
1995	1,030	8,214
1996	1,122	8,506
1997	1,266	8,604
1998	1,406	8,804
1999	1,634	9,139
2000	1,674	9,419
2001	1,733	9,592
% Change	143.3%	37.0%

### Percent of National Bus Fleet Using Alternative Fuels 1992 - 2001

Year	Total Fleet	Alternative Fuel Fleet	Alternative Fuel Fleet (%)
1992	55,438	677	1.2%
1993	55,726	1,393	2.5%
1994	57,023	1,817	3.2%
1995	57,322	1,577	2.8%
1996	57,369	2,170	3.8%
1997	58,975	2,776	4.7%
1998	60,830	3,038	5.0%
1999	63,618	3,898	6.1%
2000	65,324	4,931	7.5%
2001	67,379	5,797	8.6%
% Change	21.7%	756.3%	

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

Alternative Fuel	1992		2001	
	Gallons (000s)	%	Gallons (000s)	%
Diesel	552,925	97.75%	617,368.3	87.96%
Gas	7,231	1.28%	16,542.5	2.36%
CNG	670	0.12%	53,245.2	7.59%
Methanol	1,583	0.28%	28.5	0.00%
LNG	174	0.03%	10,618.5	1.51%
Other	3,097	0.55%	4,047.8	0.58%
Total	565,679		701,850.9	

# Appendix

## 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

State	Name	Service	Operating Expense (000)	Vehicle Revenue Miles (000)	Vehicle Revenue Hours (000)	Unlinked Passenger Trips (000)	Average Weekday Unlinked Passenger Trips (000)	Passenger Miles (000)
CA	Los Angeles County Metro	DO	\$599,493.0	73,980.3	6,065.3	326,234.1	1,123.0	1,268,351.1
CA	Los Angeles County Metro	PT	\$23,700.5	12,871.3	995.7	31,295.7	105.1	88,417.6
CA	Los Angeles County Metro	TOTAL	\$623,193.6	86,851.6	7,061.0	357,529.8	1,228.1	1,356,768.7
CO	Regional Transp District	DO	\$166,728.6	25,508.1	1,685.6	55,159.4	189.5	247,582.5
CO	Regional Transp District	PT	\$39,396.1	11,190.6	788.7	15,307.3	48.1	73,819.9
CO	Regional Transp District	TOTAL	\$206,124.7	36,698.7	2,474.3	70,466.7	237.6	321,402.4
DC	Washington-Metro	DO	\$328,999.8	36,447.6	3,247.0	142,647.6	489.6	457,028.2
DC	Washington-Metro	TOTAL	\$328,999.8	36,447.6	3,247.0	142,647.6	489.6	457,028.2
IL	Chicago Transit Authority	DO	\$523,013.7	63,758.2	6,406.4	301,690.7	967.3	749,617.1
IL	Chicago Transit Authority	TOTAL	\$523,013.7	63,758.2	6,406.4	301,690.7	967.3	749,617.1
MA	Mass Bay Transp Auth	DO	\$213,815.1	22,964.3	2,187.1	106,546.9	352.1	284,113.8
MA	Mass Bay Transp Auth	PT	\$8,108.3	3,148.7	154.8	2,335.7	8.4	29,371.1
MA	Mass Bay Transp Auth	TOTAL	\$221,923.4	26,113.0	2,341.8	108,882.6	360.5	313,484.9
MD	MTA-Maryland DOT	DO	\$163,727.6	18,781.5	1,669.6	81,306.9	277.2	260,988.0
MD	MTA-Maryland DOT	PT	\$14,866.5	2,611.5	101.5	1,843.8	7.2	54,528.3
MD	MTA-Maryland DOT	TOTAL	\$178,594.1	21,393.0	1,771.2	83,150.7	284.4	315,516.3
MN	Metro Transit	DO	\$185,396.2	25,147.0	1,839.7	73,347.9	244.0	312,516.4
MN	Metro Transit	TOTAL	\$185,396.2	25,147.0	1,839.7	73,347.9	244.0	312,516.4
NJ	New Jersey Transit	DO	\$468,210.2	65,973.4	4,446.3	144,394.2	498.6	845,495.9
NJ	New Jersey Transit	PT	\$27,195.5	5,980.5	436.5	8,555.1	28.3	38,501.0
NJ	New Jersey Transit	TOTAL	\$495,405.7	71,953.9	4,882.8	152,949.3	526.9	883,996.9
NY	New York City DOT	PT	\$311,780.3	23,827.7	2,487.5	116,772.9	391.6	402,489.5

State	Name	Service	Operating Expense (000)	Vehicle Revenue Miles (000)	Vehicle Revenue	Unlinked Passenger	Average Weekday	Passenger Miles (000)
					Hours (000)	Trips (000)	Unlinked Passenger Trips (000)	
NY	New York City DOT	TOTAL	\$311,780.3	23,827.7	2,487.5	116,772.9	391.6	402,489.5
NY	New York City Transit	DO	\$1,410,982.0	101,025.7	12,780.6	926,017.7	2,952.5	1,780,311.6
NY	New York City Transit	TOTAL	\$1,410,982.0	101,025.7	12,780.6	926,017.7	2,952.5	1,780,311.6
PA	Port Authority Allegheny	DO	\$198,535.8	29,579.1	2,260.3	66,022.1	223.1	324,030.8
PA	Port Authority Allegheny	TOTAL	\$198,535.8	29,579.1	2,260.3	66,022.1	223.1	324,030.8
PA	SEPTA	DO	\$352,236.5	36,998.2	3,589.4	164,330.0	534.4	461,312.3
PA	SEPTA	PT	\$549.3	178.3	8.4	61.7	0.3	1,069.1
PA	SEPTA	TOTAL	\$352,785.9	37,176.5	3,597.9	164,391.7	534.6	462,381.4
TX	Dallas Area RTA	DO	\$146,258.7	19,512.1	1,465.0	48,851.7	166.6	232,804.9
TX	Dallas Area RTA	PT	\$38,420.1	10,545.6	641.1	12,756.9	46.9	84,404.3
TX	Dallas Area RTA	TOTAL	\$184,678.8	30,057.7	2,106.0	61,608.6	213.5	317,209.2
TX	MetroTransAuth HarrisCnty	DO	\$167,215.0	38,106.1	2,695.5	87,602.2	300.6	505,347.0
TX	MetroTransAuth HarrisCnty	PT	\$21,626.9	5,656.3	364.7	11,580.7	36.3	82,144.9
TX	MetroTransAuth HarrisCnty	TOTAL	\$188,841.8	43,762.4	3,060.3	99,182.9	336.8	587,491.9
WA	King County DOT	DO	\$253,523.1	33,086.9	2,469.9	72,257.2	243.8	446,716.8
WA	King County DOT	TOTAL	\$253,523.1	33,086.9	2,469.9	72,257.2	243.8	446,716.8
DO TOTAL			\$5,178,135.4	590,868.3	52,807.8	2,596,408.6	8,562.3	8,176,216.4
PT TOTAL			\$485,643.6	76,010.6	5,979.0	200,509.8	672.1	854,745.8
Total			\$5,663,778.9	666,878.9	58,786.8	2,796,918.4	9,234.4	9,030,962.2
Percent of National Total			47.9%	36.6%	41.2%	53.6%	57.8%	46.1%

### Key Bus Performance Indicators 2001

State	Name	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Unlinked Passenger Trips	Operating Expense per Passenger Mile	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour	Passenger Miles per Vehicle Revenue Hour	Vehicle Revenue Mile per Vehicle Revenue Hour
CA	Los Angeles County Metro	\$7.2	\$88.3	\$1.7	\$0.5	4.1	50.6	192.2	12.3
CO	Regional Transp District	\$5.6	\$83.3	\$2.9	\$0.6	1.9	28.5	129.9	14.8
DC	Washington-Metro	\$9.0	\$101.3	\$2.3	\$0.7	3.9	43.9	140.8	11.2
IL	Chicago Transit Authority	\$8.2	\$81.6	\$1.7	\$0.7	4.7	47.1	117.0	10.0
MA	Mass Bay Transp Auth	\$8.5	\$94.8	\$2.0	\$0.7	4.2	46.5	133.9	11.2
MD	MTA-Maryland DOT	\$8.3	\$100.8	\$2.1	\$0.6	3.9	46.9	178.1	12.1
MN	Metro Transit	\$7.4	\$100.8	\$2.5	\$0.6	2.9	39.9	169.9	13.7
NJ	New Jersey Transit	\$6.9	\$101.5	\$3.2	\$0.6	2.1	31.3	181.0	14.7
NY	New York City DOT	\$13.1	\$125.3	\$2.7	\$0.8	4.9	46.9	161.8	9.6
NY	New York City Transit	\$14.0	\$110.4	\$1.5	\$0.8	9.2	72.5	139.3	7.9
PA	Port Authority Allegheny	\$6.7	\$87.8	\$3.0	\$0.6	2.2	29.2	143.4	13.1
PA	SEPTA	\$9.5	\$98.1	\$2.1	\$0.8	4.4	45.7	128.5	10.3
TX	Dallas Area RTA	\$6.1	\$87.7	\$3.0	\$0.6	2.0	29.3	150.6	14.3
TX	MetroTransAuth HarrisCnty	\$4.3	\$61.7	\$1.9	\$0.3	2.3	32.4	192.0	14.3
WA	King County DOT	\$7.7	\$102.6	\$3.5	\$0.6	2.2	29.3	180.9	13.4
Average of Agencies		\$8.2	\$95.1	\$2.4	\$0.6	3.7	41.3	155.9	12.2
National Average for Bus Mode		\$6.5	\$82.8	\$2.3	\$0.6	2.9	36.6	137.2	12.8

### Key Bus Infrastructure Characteristics 2001

State	Name	Directional Route Miles	Vehicles Operated in Maximum Service	Vehicles Available for Maximum Service	Average Fleet Age
CA	Los Angeles County Metro	82.3	2,231	2,810	6.3
CO	Regional Transp District	48.9	862	1,163	3.7
DC	Washington-Metro	92.7	1,212	1,430	7.8
IL	Chicago Transit Authority	3.7	1,627	1,919	8.8
MA	Mass Bay Transp Auth	13.5	884	1,046	10.6
MD	MTA-Maryland DOT	17.0	773	935	8.9
MN	Metro Transit	230.6	792	953	5.2
NJ	New Jersey Transit	29.6	1,838	2,197	9.0
NY	New York City DOT	31.3	1,076	1,279	9.7
NY	New York City Transit	52.7	3,887	4,457	5.7
PA	Port Authority Allegheny	51.3	848	1,032	6.5
PA	SEPTA	2.5	1,106	1,341	8.9
TX	Dallas Area RTA	92.5	766	858	7.8
TX	MetroTransAuth HarrisCnty	202.6	1,181	1,417	3.5
WA	King County DOT	220.5	976	1,028	5.8
Average of Agencies		1,171.7	20,059	23,865	7.2
National Average for Bus Mode		2,452.4	49,287	60,256	7.3

(\* ) Totals may include some double-counting.

### Uses of Bus Capital Funds 2001

State	Name	Rolling Stock (000)	Facilities (000)	Other (000)	Total (000)
CA	Los Angeles County Metro	\$153,289.5	\$24,740.9	\$5,986.9	\$184,017.3
CO	Regional Transp District	\$135,268.4	\$18,274.1	\$3,124.6	\$156,667.1
DC	Washington-Metro	\$28,046.8	\$0.0	\$7,130.3	\$35,177.1
IL	Chicago Transit Authority	\$30,201.1	\$12,819.7	\$4,189.6	\$47,210.4
MA	Mass Bay Transp Auth	\$1,990.5	\$1,071.6	\$371.6	\$3,433.7
MD	MTA-Maryland DOT	\$22,160.8	\$6,129.2	\$1,039.3	\$29,329.2
MN	Metro Transit	\$28,883.4	\$23,403.3	\$5,768.3	\$58,055.0
NJ	New Jersey Transit	\$23,065.7	\$4,567.8	\$3,745.1	\$31,378.5
NY	New York City DOT	\$17,441.1	\$25.6	\$931.8	\$18,398.5
NY	New York City Transit	\$152,563.8	\$92,759.3	\$0.0	\$245,323.1
PA	Port Authority Allegheny	\$12,277.4	\$671.0	\$52,108.6	\$65,057.0
PA	SEPTA	\$69,431.5	\$12,811.4	\$1,960.8	\$84,203.8
TX	Dallas Area RTA	\$66,503.2	\$16,233.9	\$5,276.6	\$88,013.6
TX	MetroTransAuth HarrisCnty	\$27,242.8	\$108,907.5	\$23,270.7	\$159,421.0
WA	King County DOT	\$38,571.0	\$17,560.0	\$2,909.9	\$59,040.9
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 Operating Characteristics 2001

State	Name	Service	Operating Expense (000)	Train Revenue Miles (000)	Passenger Car Revenue Miles (000)	Passenger Car Revenue Hours (000)	Unlinked Passenger Trips (000)	Average Weekday Unlinked Passenger trips (000)	Passenger Miles (000)
CA	Bay Area Rapid Transit	DO	\$327,744.5	7,838.2	58,771.2	1,596.6	103,919.4	353.4	1,263,667.8
CA	Los Angeles County Metro	DO	\$54,501.3	1,161.2	5,539.8	243.6	31,191.5	105.6	126,460.7

State	Name	Service	Operating Expense (000)	Train Revenue Miles (000)	Passenger Car Revenue Miles (000)	Passenger Car Revenue Hours (000)	Unlinked Passenger Trips (000)	Average Weekday Unlinked Passenger trips (000)	Passenger Miles (000)
DC	Washington-Metro	DO	\$453,017.5	11,102.5	51,553.4	2,316.0	235,731.7	808.2	1,362,866.3
FL	Miami-Dade Transit Agency	DO	\$57,849.6	1,729.7	7,162.3	311.2	13,735.3	46.3	107,648.8
GA	Metro Atlanta RTA	DO	\$149,556.1	5,581.9	22,665.2	861.2	82,388.6	265.1	563,016.8
IL	Chicago Transit Authority	DO	\$339,360.1	10,416.5	57,653.2	2,819.5	181,692.2	604.6	1,009,234.0
MA	Mass Bay Transp Auth	DO	\$206,010.3	4,474.9	20,821.5	946.4	137,234.0	445.1	502,501.9
MD	MTA-Maryland DOT	DO	\$36,352.8	955.7	4,140.1	162.6	13,585.2	48.5	62,457.4
NJ	PATH	DO	\$148,550.0	1,736.6	12,754.6	627.6	78,901.3	266.8	338,386.7
NJ	PATCO	DO	\$29,634.1	1,156.9	4,049.7	139.6	10,038.4	36.0	88,781.5
NY	New York City Transit	DO	\$2,211,556.8	36,577.1	325,923.7	17,852.1	1,740,326.1	5,664.5	8,273,784.3
NY	Staten Island	DO	\$26,249.4	540.3	2,147.9	101.9	3,968.0	14.8	24,985.1
OH	Greater Cleveland RTA	DO	\$26,798.9	1,339.4	1,989.3	91.0	8,232.2	28.5	61,606.8
PA	SEPTA	DO	\$112,923.4	3,195.2	15,975.8	873.8	87,344.1	293.2	392,693.4
Total			\$4,180,104.7	87,806.2	591,147.7	28,943.3	2,728,288.1	8,980.8	14,178,091.6

### Key Heavy Rail Performance Indicators 2001

State	Name	Operating Expense per Passenger Car Revenue Mile	Operating Expense per Passenger Car Revenue Hour	Operating Expense per Unlinked Passenger Trip	Operating Expense per Passenger Mile	Unlinked Passenger Trips per Passenger Car Revenue Mile	Unlinked Passenger Trips per Passenger Car Revenue Hour	Passenger Mile per Passenger Car Revenue Hour	Passenger Car Revenue Mile per Passenger Car Revenue Hour
CA	Bay Area Rapid Transit	\$5.6	\$205.3	\$3.2	\$0.3	1.8	65.1	791.5	36.8
CA	Los Angeles County Metro	\$9.8	\$223.8	\$1.7	\$0.4	5.6	128.1	519.2	22.7
DC	Washington-Metro	\$8.8	\$195.6	\$1.9	\$0.3	4.6	101.8	588.4	22.3
FL	Miami-Dade Transit Agency	\$8.1	\$185.9	\$4.2	\$0.5	1.9	44.1	345.9	23.0
GA	Metro Atlanta RTA	\$6.6	\$173.7	\$1.8	\$0.3	3.6	95.7	653.8	26.3
IL	Chicago Transit Authority	\$5.9	\$120.4	\$1.9	\$0.3	3.2	64.4	357.9	20.4
MA	Mass Bay Transp Auth	\$9.9	\$217.7	\$1.5	\$0.4	6.6	145.0	530.9	22.0
MD	MTA-Maryland DOT	\$8.8	\$223.5	\$2.7	\$0.6	3.3	83.5	384.0	25.5
NJ	PATH	\$11.6	\$236.7	\$1.9	\$0.4	6.2	125.7	539.2	20.3
NJ	PATCO	\$7.3	\$212.2	\$3.0	\$0.3	2.5	71.9	635.8	29.0
NY	New York City Transit	\$6.8	\$123.9	\$1.3	\$0.3	5.3	97.5	463.5	18.3
NY	Staten Island	\$12.2	\$257.5	\$6.6	\$1.1	1.8	38.9	245.1	21.1
OH	Greater Cleveland RTA	\$13.5	\$294.4	\$3.3	\$0.4	4.1	90.4	676.8	21.9
PA	SEPTA	\$7.1	\$129.2	\$1.3	\$0.3	5.5	100.0	449.4	18.3
Average		\$7.1	\$144.4	\$1.5	\$0.3	4.6	94.3	489.9	20.4

### Key Heavy Rail Infrastructure Characteristics 2001

State	Name	Directional Route Miles	Miles of Track	Stations	ADA Stations	Vehicles Operated in Maximum Service	Vehicles Available for Maximum Service	Fleet Age
CA	Bay Area Rapid Transit	190.1	246.3	39	39	507	632	10.4
CA	Los Angeles County Metro	31.9	34.1	16	16	70	102	5.1
DC	Washington-Metro	206.6	220.4	83	83	628	758	18.1
FL	Miami-Dade Transit Agency	42.2	53.2	21	0	86	136	19
GA	Metro Atlanta RTA	96.0	103.7	38	38	186	252	16.9
IL	Chicago Transit Authority	206.3	287.8	144	64	988	1,190	17.7
MA	Mass Bay Transp Auth	76.3	107.7	53	38	320	408	18.9

State	Name	Directional Route Miles	Miles of Track	Stations	ADA Stations	Vehicles Operated in Maximum Service	Vehicles Available for Maximum Service	Fleet Age
MD	MTA-Maryland DOT	29.4	34.4	14	14	66	100	16.4
NJ	PATH	25.0	39.5	13	6	288	335	28.8
NJ	PATCO	31.5	38.4	13	5	96	121	28.4
NY	New York City Transit	493.8	835.0	468	41	4,985	6,195	25.2
NY	Staten Island	28.6	32.7	23	3	44	64	30.0
OH	Greater Cleveland RTA	38.2	41.9	18	8	28	60	18.0
PA	SEPTA	76.1	102.3	76	4	308	365	8.8
	<b>Total</b>	<b>1,572.0</b>	<b>2,177.4</b>	<b>1,019</b>	<b>359</b>	<b>8,600</b>	<b>10,718</b>	<b>21.7</b>

### Uses of Heavy Rail Capital Funds 2001

State	Name	Rolling Stock (000)	Facilities (000)	Other (000)	Total (000)
CA	Bay Area Rapid Transit	\$118,634.4	\$327,581.1	\$39,006.6	\$485,222.1
CA	Los Angeles County Metro	\$0.0	\$2,089.0	\$0.0	\$2,089.0
DC	Washington-Metro	\$64,833.1	\$270,529.7	\$27,142.7	\$362,505.5
FL	Miami-Dade Transit Agency	\$271.1	\$22,316.8	\$1,044.6	\$23,632.5
GA	Metro Atlanta RTA	\$69,405.1	\$96,705.9	\$28,806.1	\$194,917.1
IL	Chicago Transit Authority	\$102,224.9	\$125,236.3	\$10,414.2	\$237,875.4
MA	Mass Bay Transp Auth	\$3,622.9	\$64,378.2	\$8,997.2	\$76,998.3
MD	MTA-Maryland DOT	\$9,624.5	\$24,700.0	\$537.9	\$34,862.5
NJ	PATH	\$0.0	\$57,583.0	\$5,863.0	\$63,446.0
NJ	PATCO	\$96.6	\$5,594.2	\$0.0	\$5,690.8
NY	New York City Transit	\$601,925.1	\$1,146,096.4	\$134,583.3	\$1,882,604.8
NY	Staten Island	\$0.0	\$1,096.9	\$0.0	\$1,096.9
OH	Greater Cleveland RTA	\$1,026.6	\$6,805.8	\$715.4	\$8,547.8
PA	SEPTA	\$12,884.8	\$104,096.0	\$9,966.4	\$126,947.2
	<b>Total</b>	<b>\$984,549.1</b>	<b>\$2,254,809.3</b>	<b>\$267,077.3</b>	<b>\$3,506,435.8</b>

### Key Commuter Rail Operating Characteristics 2001

State	Name	Service	Operating Expense (000)	Train Revenue Miles (000)	Passenger Car Revenue Miles (000)	Passenger Car Revenue Hours (000)	Unlinked Passenger Trips (000)	Average Weekday Unlinked Passenger Trips (000)	Passenger Miles (000)
CA	Altamont Commuter Express	PT	\$8,323.4	109.6	594.5	16.5	918.8	3.6	39,742.0
CA	N San Diego Cnty Transit	PT	\$12,020.6	206.1	1,087.6	26.1	1,206.8	4.6	34,394.9
CA	Peninsula Corridor JPB	PT	\$61,105.6	1,159.4	4,911.3	156.9	9,925.2	33.3	211,276.8
CA	Southern Calif RR Auth	DO	\$75,287.0	1,792.3	6,776.1	165.0	7,398.0	28.1	274,625.4
CT	Conn DOT	PT	\$7,653.6	184.8	552.5	13.6	288.8	1.1	6,547.7
FL	Tri-County Commuter Rail	PT	\$21,482.8	615.7	2,022.2	56.2	2,543.5	8.3	77,380.4
IL	NE IL Regnl Comm RR Corp	DO	\$407,415.7	6,322.8	36,939.8	1,186.1	72,121.8	267.3	1,577,183.7
IN	Nor IN Commuter TD	DO	\$29,688.9	703.2	2,962.9	84.7	3,771.6	13.4	105,584.9
MA	Mass Bay Transp Auth	DO	\$180,278.9	3,705.1	22,177.2	667.6	36,992.6	132.8	784,413.0
MD	MTA-Maryland DOT	PT	\$49,158.5	899.1	4,438.0	110.8	5,817.0	22.9	175,191.9
NJ	New Jersey Transit	DO	\$430,712.6	7,819.0	43,708.5	1,264.2	63,970.7	213.9	1,357,374.5
NJ	New Jersey Transit	PT	\$9,502.4	132.5	1,332.0	25.0	1,640.5	6.5	60,666.5
NY	Long Island Rail Road	DO	\$763,866.4	7,330.0	57,410.1	2,206.5	101,923.0	348.0	2,126,874.9
NY	Metro North RR	DO	\$576,780.8	7,368.0	49,423.8	1,381.6	72,919.6	251.6	2,185,376.0
PA	Pennsylvania DOT	PT	\$6,353.6	238.5	759.3	14.6	207.3	0.7	16,246.8

State	Name	Service	Operating Expense (000)	Train Revenue Miles (000)	Passenger Car Revenue Miles (000)	Passenger Car Revenue Hours (000)	Unlinked Passenger Trips (000)	Average Weekday Unlinked Passenger Trips (000)	Passenger Miles (000)
PA	SEPTA	DO	\$163,164.8	5,042.7	15,092.3	549.0	30,781.9	108.6	388,882.7
TX	Dallas Area RTA	PT	\$14,232.0	207.2	669.1	29.7	982.6	3.5	14,176.2
TX	Fort Worth Transp Auth	PT	\$3,174.9	54.8	241.5	6.0	1,799.0	7.0	18,093.1
VA	Virginia Railway Express	PT	\$21,339.8	320.1	1,720.1	52.0	2,428.5	9.8	74,695.1
WA	Central Puget Sound RTA	PT	\$10,498.0	42.0	268.2	6.8	494.6	1.9	14,837.6
	Total DO		\$2,627,195.1	40,083.2	234,490.7	7,504.7	389,879.2	1,363.6	8,800,315.2
	Total PT		\$224,845.1	4,170.0	18,596.3	514.2	28,252.6	103.3	743,249.1
	Total		\$2,852,040.2	44,253.1	253,087.0	8,018.8	418,131.8	1,467.0	9,543,564.3

### Key Commuter Rail Performance Indicators 2001

State	Name	Operating Expense per Passenger Car Revenue Mile	Operating Expense per Passenger Car Revenue Hour	Operating Expense per Unlinked Passenger Trip	Operating Expense per Passenger Mile	Unlinked Passenger Trips per Passenger Car Revenue Mile	Unlinked Passenger Trips per Passenger Car Revenue Hour	Passenger Mile per Passenger Car Revenue Hour	Passenger Car Revenue Mile per Passenger Car Revenue Hour
CA	Altamont Commuter Express	\$14.0	\$504.5	\$9.1	\$0.2	1.5	55.7	2,408.8	36.0
CA	N San Diego Cnty Transit	\$11.1	\$460.1	\$10.0	\$0.3	1.1	46.2	1,316.5	41.6
CA	Peninsula Corridor JPB	\$12.4	\$389.6	\$6.2	\$0.3	2.0	63.3	1,346.9	31.3
CA	Southern Calif RR Auth	\$11.1	\$456.4	\$10.2	\$0.3	1.1	44.8	1,664.8	41.1
CT	Conn DOT	\$13.9	\$562.8	\$26.5	\$1.2	0.5	21.2	481.5	40.6
FL	Tri-County Commuter Rail	\$10.6	\$382.3	\$8.4	\$0.3	1.3	45.3	1,376.9	36.0
IL	NE IL Regnl Comm RR Corp	\$11.0	\$343.5	\$5.6	\$0.3	2.0	60.8	1,329.7	31.1
IN	Nor IN Commuter TD	\$10.0	\$350.6	\$7.9	\$0.3	1.3	44.5	1,246.9	35.0
MA	Mass Bay Transp Auth	\$8.1	\$270.0	\$4.9	\$0.2	1.7	55.4	1,174.9	33.2
MD	MTA-Maryland DOT	\$11.1	\$443.9	\$8.5	\$0.3	1.3	52.5	1,581.9	40.1
NJ	New Jersey Transit	\$9.8	\$341.5	\$6.7	\$0.3	1.5	50.9	1,099.9	34.9
NY	Long Island Rail Road	\$13.3	\$346.2	\$7.5	\$0.4	1.8	46.2	963.9	26.0
NY	Metro North RR	\$11.7	\$417.5	\$7.9	\$0.3	1.5	52.8	1,581.8	35.8
PA	Pennsylvania DOT	\$8.4	\$435.8	\$30.6	\$0.4	0.3	14.2	1,114.3	52.1
PA	SEPTA	\$10.8	\$297.2	\$5.3	\$0.4	2.0	56.1	708.4	27.5
TX	Dallas Area RTA	\$21.3	\$479.2	\$14.5	\$1.0	1.5	33.1	477.4	22.5
TX	Fort Worth Transp Auth	\$13.1	\$528.8	\$1.8	\$0.2	7.5	299.6	3,013.5	40.2
VA	Virginia Railway Express	\$12.4	\$410.5	\$8.8	\$0.3	1.4	46.7	1,436.9	33.1
WA	Central Puget Sound RTA	\$39.1	\$1,535.0	\$21.2	\$0.7	1.8	72.3	2,169.6	39.2
	Average	\$11.3	\$355.7	\$6.8	\$0.3	1.7	52.1	1,190.1	31.6

### Key Commuter Rail Infrastructure Characteristics 2001

State	Name	Directional Route Miles	Miles of Track	Stations	ADA Stations	Vehicles Operated in Maximum Service	Vehicles Available for Maximum Service	Fleet Age
CA	Altamont Commuter Express	172.0	179.4	10	10	21	25	2.2
CA	N San Diego Cnty Transit	82.2	108.0	8	8	28	28	6.8
CA	Peninsula Corridor JPB	153.6	129.5	34	22	93	107	16.9
CA	Southern Calif RR Auth	770.0	635.1	49	49	134	152	7.7
CT	Conn DOT	101.2	103.9	8	8	16	29	20.2
FL	Tri-County Commuter Rail	142.2	104.2	18	18	20	30	11.6
IL	NE IL Regnl Comm RR Corp	940.4	1,144.0	227	125	995	1,079	26.1
IN	Nor IN Commuter TD	179.8	130.4	18	7	58	62	13.5

State	Name	Directional Route Miles	Miles of Track	Stations	ADA Stations	Vehicles Operated in Maximum Service	Vehicles Available for Maximum Service	Fleet Age
MA	Mass Bay Transp Auth	710.0	583.8	121	75	376	439	10.9
MD	MTA-Maryland DOT	373.4	455.1	40	19	110	140	12.2
NJ	New Jersey Transit	1,091.4	1,120.8	167	51	733	888	21.5
NY	Long Island Rail Road	638.2	701.1	124	97	954	1,093	23.7
NY	Metro North RR	545.7	799.6	108	28	772	959	21.7
PA	Pennsylvania DOT	144.4	144.4	14	4	9	12	22.0
PA	SEPTA	449.2	695.4	177	30	291	356	25.9
TX	Dallas Area RTA	29.0	20.7	4	4	17	23	4.0
TX	Fort Worth Transp Auth	22.6	13.9	3	3	18	23	17.7
VA	Virginia Railway Express	177.5	190.0	18	18	61	65	18.3
WA	Central Puget Sound RTA	78.6	107.5	7	7	15	18	1.0
<b>Total</b>		<b>6,801.4</b>	<b>7,366.8</b>	<b>1,155</b>	<b>583</b>	<b>4,721</b>	<b>5,528</b>	<b>21.1</b>

### Uses of Commuter Rail Capital Funds 2001

State	Name	Rolling Stock (000)	Facilities (000)	Other (000)	
CA	Altamont Commuter Express	\$14,646.6	\$4,103.0	\$233.6	
CA	N San Diego Cnty Transit	\$2,100.0	\$2,760.2	\$76.0	
CA	Peninsula Corridor JPB	\$13,567.2	\$55,845.9	\$2,847.9	
CA	Southern Calif RR Auth	\$7,368.1	\$30,804.8	\$0.0	
FL	Tri-County Commuter Rail	\$9,872.5	\$11,731.0	\$957.8	
IL	NE IL Regnl Comm RR Corp	\$138,203.2	\$176,495.0	\$0.0	
IN	Nor IN Commuter TD	\$14,042.1	\$7,138.6	\$1,320.0	
MA	Mass Bay Transp Auth	\$42,130.4	\$74,452.3	\$8,254.6	
MD	MTA-Maryland DOT	\$19,322.6	\$21,775.3	\$447.0	
NC	Charlotte DOT	\$0.0	\$0.0	\$9,514.7	
NJ	New Jersey Transit	\$0.0	\$615,932.7	\$31,176.3	
NY	Long Island Rail Road	\$132,851.2	\$320,376.6	\$19,543.4	
NY	Metro North RR	\$45,448.3	\$148,553.1	\$25,022.3	
PA	SEPTA	\$3,336.9	\$57,632.5	\$0.0	
TX	Dallas Area RTA	\$0.0	\$38,562.3	\$0.0	
TX	Fort Worth Transp Auth	\$6,148.1	\$52,712.2	\$78.1	\$58,938.4
VA	Virginia Railway Express	\$7,090.5	\$14,676.3	\$445.4	\$22,212.2
WA	Central Puget Sound RTA	\$27,685.4	\$66,345.4	\$1,384.9	\$95,415.6
<b>Total</b>		<b>\$483,813.0</b>	<b>\$1,699,897.2</b>	<b>\$101,301.9</b>	<b>\$2,285,012.1</b>

### Key Light Rail Operating Characteristics 2001

State	Name	Service	Operating Expense (000)	Train Revenue Miles (000)	Revenue Miles (000)	Passenger Car Revenue Hours (000)	Unlinked Passenger Trips (000)	Average Weekday Unlinked Passenger Trips (000)	Passenger Miles (000)
CA	Los Angeles County Metro	DO	\$68,646.3	2,864.9	4,366.8	185.6	30,610.1	105.6	213,339.2
CA	San Francisco Municipal Railway	DO	\$97,243.9	4,738.1	4,738.1	518.1	49,698.9	164.2	127,848.3
CA	Sacramento RTD	DO	\$25,237.9	954.1	2,143.6	104.8	8,618.4	29.4	44,456.5
CA	San Diego Trolley	DO	\$37,279.3	2,674.4	7,070.0	334.6	28,885.6	84.5	189,200.4
CA	Santa Clara Valley TA	DO	\$36,650.5	1,924.4	2,796.5	189.4	9,237.1	30.3	42,461.9
CO	Regional Transp District	DO	\$15,134.9	1,125.4	2,319.7	132.6	9,080.6	31.4	63,519.7
LA	RTA - Orleans & Jefferson	DO	\$8,821.6	668.7	668.7	77.1	5,173.7	14.1	11,172.7
MA	Mass Bay Transp Auth	DO	\$94,022.8	4,266.5	5,735.8	382.4	75,257.8	230.8	185,068.1
MD	MTA-Maryland DOT	DO	\$32,460.2	1,682.7	2,780.4	176.2	7,816.7	24.7	52,496.0

State	Name	Service	Operating Expense (000)	Train Revenue Miles (000)	Passenger Car Revenue Miles (000)	Passenger Car Revenue Hours (000)	Unlinked Passenger Trips (000)	Average Weekday Unlinked Passenger Trips (000)	Passenger Miles (000)
MI	City of Detroit DOT	DO	\$349.3	8.5	8.5	1.3	38.9	0.1	38.1
MO	Bi-State Development	DO	\$22,658.3	1,530.0	2,861.2	110.4	14,289.0	42.4	95,560.9
NJ	New Jersey Transit	DO	\$10,382.4	581.7	581.7	44.4	4,674.2	18.4	10,725.5
NJ	New Jersey Transit	PT	\$29,398.4	622.7	622.7	64.4	2,113.7	7.1	6,311.0
NY	Niagara Frontier TA	DO	\$14,533.6	439.1	877.1	72.0	6,356.0	22.6	15,180.5
OH	Greater Cleveland RTA	DO	\$16,848.9	892.8	1,144.2	73.4	4,444.5	15.1	25,525.9
OR	Tri-County Metro District	DO	\$40,035.5	2,526.5	5,051.4	286.1	24,976.6	77.4	144,023.6
PA	Port Authority Allegheny	DO	\$29,212.6	1,438.2	1,649.3	125.7	7,513.7	24.7	32,837.1
PA	SEPTA	DO	\$41,315.5	3,067.8	3,067.8	318.2	24,837.9	84.1	59,762.5
TN	Memphis Area TA	DO	\$2,575.6	311.8	311.8	38.9	2,179.3	6.4	1,613.1
TX	Dallas Area RTA	DO	\$40,532.2	1,395.7	2,561.5	155.4	11,571.1	39.0	61,071.8
TX	Island Transit, Galveston	DO	\$340.2	32.5	44.1	9.0	54.3	0.2	170.3
UT	Utah Transit Authority	DO	\$11,207.7	776.2	1,703.3	104.0	6,084.3	21.0	44,555.9
WA	King County DOT	DO	\$1,340.6	40.1	40.1	11.7	374.3	0.9	365.9
WI	Kenosha Transit	DO	\$224.2	18.6	18.6	2.7	46.4	0.1	0.0
Total DO			\$647,053.8	33,958.6	52,540.3	3,454.0	331,819.2	1,067.5	1,420,994.2
Total PT			\$29,398.4	622.7	622.7	64.4	2,113.7	7.1	6,311.0
Total			\$676,452.2	34,581.3	53,163.0	3,518.4	333,932.9	1,074.6	1,427,305.3

### Key Light Rail Performance Indicators 2001

State	Name	Operating Expense per Passenger Car Revenue Mile	Operating Expense per Passenger Car Revenue Hour	Operating Expense per Unlinked Passenger Trip	Operating Expense per Passenger Mile	Unlinked Passenger Trips per Passenger Car Revenue Mile	Unlinked Passenger Trips per Passenger Car Revenue Hour	Passenger Mile per Passenger Car Revenue Hour	Passenger Car Revenue Mile per Passenger Car Revenue Hour
CA	Los Angeles County Metro	\$15.7	\$369.8	\$2.2	\$0.3	7.0	164.9	1,149.3	23.5
CA	San Francisco Municipal Railway	\$20.5	\$187.7	\$2.0	\$0.8	10.5	95.9	246.8	9.1
CA	Sacramento RTD	\$11.8	\$240.8	\$2.9	\$0.6	4.0	82.2	424.2	20.5
CA	San Diego Trolley	\$5.3	\$111.4	\$1.3	\$0.2	4.1	86.3	565.5	21.1
CA	Santa Clara Valley TA	\$13.1	\$193.5	\$4.0	\$0.9	3.3	48.8	224.2	14.8
CO	Regional Transp District	\$6.5	\$114.1	\$1.7	\$0.2	3.9	68.5	478.9	17.5
LA	RTA - Orleans & Jefferson	\$13.2	\$114.5	\$1.7	\$0.8	7.7	67.1	145.0	8.7
MA	Mass Bay Transp Auth	\$16.4	\$245.9	\$1.2	\$0.5	13.1	196.8	484.0	15.0
MD	MTA-Maryland DOT	\$11.7	\$184.2	\$4.2	\$0.6	2.8	44.4	297.9	15.8
MI	City of Detroit DOT	\$41.2	\$261.6	\$9.0	\$9.2	4.6	29.1	28.6	6.4
MO	Bi-State Development	\$7.9	\$205.2	\$1.6	\$0.2	5.0	129.4	865.4	25.9
NJ	New Jersey Transit	\$33.0	\$365.8	\$5.9	\$2.3	5.6	62.4	156.6	11.1
NY	Niagara Frontier TA	\$16.6	\$202.0	\$2.3	\$1.0	7.2	88.3	210.9	12.2
OH	Greater Cleveland RTA	\$14.7	\$229.6	\$3.8	\$0.7	3.9	60.6	347.9	15.6
OR	Tri-County Metro District	\$7.9	\$139.9	\$1.6	\$0.3	4.9	87.3	503.4	17.7
PA	Port Authority Allegheny	\$17.7	\$232.5	\$3.9	\$0.9	4.6	59.8	261.3	13.1
PA	SEPTA	\$13.5	\$129.8	\$1.7	\$0.7	8.1	78.1	187.8	9.6
TN	Memphis Area TA	\$8.3	\$66.2	\$1.2	\$1.6	7.0	56.0	41.5	8.0
TX	Dallas Area RTA	\$15.8	\$260.8	\$3.5	\$0.7	4.5	74.4	392.9	16.5
TX	Island Transit, Galveston	\$7.7	\$37.7	\$6.3	\$2.0	1.2	6.0	18.9	4.9
UT	Utah Transit Authority	\$6.6	\$107.8	\$1.8	\$0.3	3.6	58.5	428.5	16.4
WA	King County DOT	\$33.4	\$115.0	\$3.6	\$3.7	9.3	32.1	31.4	3.4

State	Name	Operating Expense per Passenger Car Revenue Mile	Operating Expense per Passenger Car Revenue Hour	Operating Expense per Unlinked Passenger Trip	Operating Expense per Passenger Mile	Unlinked Passenger Trips per Passenger Car Revenue Mile	Unlinked Passenger Trips per Passenger Car Revenue Hour	Passenger Mile per Passenger Car Revenue Hour	Passenger Car Revenue Mile per Passenger Car Revenue Hour
WI	Kenosha Transit	\$12.1	\$84.4	\$4.8		2.5	17.5		7.0
Average		\$12.7	\$192.3	\$2.0	\$0.5	6.3	94.9	405.7	15.1

### Key Light Rail Infrastructure Characteristics 2001

State	Name	Directional Route		Stations	ADA Stations	Vehicles Operated in Maximum Service	Vehicles Available for Maximum Service	Fleet Age
		Miles	Miles of Track					
CA	Los Angeles County Metro	82.4	85.7	36	36	51	81	9.7
CA	San Francisco Municipal Railway	73.3	73.3	11	0	124	163	20.8
CA	Sacramento RTD	40.7	39.4	29	29	32	36	12.9
CA	San Diego Trolley	96.6	96.6	49	49	83	86	11.2
CA	Santa Clara Valley TA	58.4	58.9	49	23	41	54	19.1
CO	Regional Transp District	28.0	28.5	20	20	29	31	4.7
LA	RTA - Orleans & Jefferson	16.0	13.7	9	9	23	48	61.9
MA	Mass Bay Transp Auth	51.0	77.5	78	16	155	198	18.1
MD	MTA-Maryland DOT	57.6	50.9	32	32	49	53	7.3
MI	City of Detroit DOT	1.3	1.6	8	0	1	4	93.8
MO	Bi-State Development	68.8	73.5	26	26	44	60	4.5
NJ	New Jersey Transit	24.9	28.5	26	15	31	45	24.7
NY	Niagara Frontier TA	12.4	14.1	14	7	23	27	16.9
OH	Greater Cleveland RTA	30.8	33.0	34	8	25	48	20.0
OR	Tri-County Metro District	64.9	71.9	47	46	58	72	9.6
PA	Port Authority Allegheny	34.8	44.8	13	13	47	55	16.0
PA	SEPTA	69.3	171.0	64	0	108	141	20.6
TN	Memphis Area TA	5.8	6.1	28	28	7	15	5.9
TX	Dallas Area RTA	47.1	53.0	22	22	46	95	3.6
TX	Island Transit, Galveston	9.8	4.9	3	0	4	4	13.0
UT	Utah Transit Authority	34.2	34.2	20	20	33	33	1.7
WA	King County DOT	3.7	2.1	9	9	3	5	73.2
WI	Kenosha Transit	1.9	1.9	1	0	1	5	50.0
Total		913.7	1,065.1	628	408	1,018	1,359	16.1

### Uses of Light Rail Capital Funds 2001

State	Name	Rolling Stock (000)	Facilities (000)	Other (000)	Total (000)
AR	Central AR Transit Auth	\$0.0	\$0.0	\$272.9	\$272.9
AZ	City of Tempe Transp Div	\$0.0	\$1,106.0	\$0.0	\$1,106.0
AZ	Regional Publ Transp Auth	\$0.0	\$0.0	\$12,208.5	\$12,208.5
CA	Los Angeles County Metro	\$0.0	\$4,332.1	\$0.0	\$4,332.1
CA	San Francisco Municipal Railway	\$105,282.2	\$56,003.0	\$9,809.3	\$171,094.5
CA	Sacramento RTD	\$0.0	\$53,566.7	\$0.0	\$53,566.7
CA	San Diego Trolley	\$2,162.1	\$44,436.3	\$3,800.7	\$50,399.1
CO	Regional Transp District	\$29,762.9	\$199,545.1	\$754.4	\$230,062.4
IA	Sioux City Transit	\$0.0	\$0.0	\$192.1	\$192.1
MA	Mass Bay Transp Auth	\$7,439.7	\$22,596.4	\$1,928.1	\$31,964.2
MD	MTA-Maryland DOT	\$437.2	\$16,909.1	\$2,744.3	\$20,090.6
MN	Metro Transit	\$6,054.0	\$60,919.3	\$54,261.3	\$121,234.6

State	Name	Rolling Stock (000)	Facilities (000)	Other (000)	Total (000)
MO	Bi-State Development	\$51,248.1	\$40,383.6	\$5,351.7	\$96,983.4
NC	Research Triangle RTPA	\$0.0	\$1,668.3	\$0.0	\$1,668.3
NJ	New Jersey Transit	\$0.0	\$45,690.2	\$0.0	\$45,690.2
NY	Niagara Frontier TA	\$3,549.1	\$2,911.5	\$763.3	\$7,223.9
OH	Greater Cleveland RTA	\$597.0	\$3,523.0	\$650.4	\$4,770.3
OR	Tri-County Metro District	\$9,636.6	\$73,856.0	\$2,066.3	\$85,558.9
PA	Port Authority Allegheny	\$3,673.4	\$2,820.4	\$46,731.5	\$53,225.3
PA	SEPTA	\$7,361.7	\$11,393.7	\$0.0	\$18,755.5
TN	Memphis Area TA	\$0.0	\$1,930.2	\$39.9	\$1,970.1
TX	Dallas Area RTA	\$3,990.5	\$174,465.8	\$2,219.9	\$180,676.2
TX	Island Transit, Galveston	\$26.7	\$0.0	\$0.0	\$26.7
TX	MetroTransAuth HarrisCnty	\$0.0	\$0.0	\$81,607.7	\$81,607.7
UT	Utah Transit Authority	\$12,185.6	\$71,645.0	\$5,788.2	\$89,618.7
WA	Central Puget Sound RTA	\$91.1	\$73,343.2	\$359.9	\$73,794.3
WA	Spokane Transit Authority	\$0.0	\$1,851.7	\$0.0	\$1,851.7
WI	Kenosha Transit	\$0.0	\$1,705.8	\$0.0	\$1,705.8
Total		\$243,498.0	\$966,602.4	\$231,550.3	\$1,441,650.7

### Key Demand Response Operating Characteristics 2001

State	Name	Service	Operating Expense (000)	Vehicle Revenue Miles (000)	Vehicle Revenue Hours (000)	Unlinked Passenger Trips (000)	Average Weekday Unlinked Passenger Trips (000)	Passenger Miles (000)
CA	Access Services	PT	\$47,646.0	15,723.6	687.0	1,753.7	5.6	19,293.5
CA	San Francisco Municipal Railway	PT	\$16,623.6	3,231.2	264.3	1,127.3	3.5	6,143.5
CO	Regional Transp District	DO	\$982.1	82.7	9.9	92.8	0.3	835.2
CO	Regional Transp District	PT	\$16,721.0	10,149.7	789.4	948.9	3.3	10,697.3
CO	Regional Transp District	TOTAL	\$17,703.1	10,232.4	799.3	1,041.7	3.6	11,532.5
DE	Delaware Transit Corp	DO	\$17,422.6	5,758.3	302.9	505.9	1.8	5,312.5
DE	Delaware Transit Corp	PT	\$1,479.0	314.3	20.3	35.2	0.1	369.2
DE	Delaware Transit Corp	TOTAL	\$18,901.6	6,072.5	323.2	541.1	2.0	5,681.7
FL	Miami-Dade Transit Agency	PT	\$16,965.9	9,597.7	645.1	1,062.0	7.3	10,770.9
IL	Chicago Transit Authority	PT	\$33,428.2	8,524.5	891.9	1,437.9	4.4	11,922.8
IL	Pace, Suburban Bus Div	DO	\$248.6	103.4	6.0	35.5	0.1	213.5
IL	Pace, Suburban Bus Div	PT	\$22,607.2	20,035.2	1,534.1	4,203.9	15.7	24,913.9
IL	Pace, Suburban Bus Div	TOTAL	\$22,855.8	20,138.6	1,540.1	4,239.4	15.8	25,127.4
MA	Mass Bay Transp Auth	PT	\$25,896.7	8,324.1	621.9	1,050.6	3.5	14,061.8
MN	Metro Mobility	PT	\$24,273.6	20,806.3	1,469.5	3,873.2	14.6	32,106.4
NY	New York City Transit	PT	\$107,586.9	23,694.3	2,104.9	2,322.5	7.7	26,107.1
PA	Port Authority Allegheny	PT	\$29,571.2	12,798.9	864.9	2,058.6	7.1	13,139.6
PA	SEPTA	PT	\$35,479.6	10,220.9	885.9	1,627.9	5.8	11,007.6
TX	Dallas Area RTA	PT	\$20,846.6	6,635.8	553.1	1,318.2	3.2	8,157.9
TX	MetroTransAuth HarrisCnty	PT	\$21,591.1	11,187.4	587.3	1,222.2	4.1	13,341.0
WA	King County DOT	PT	\$41,709.8	8,666.0	619.0	1,685.8	5.9	11,112.7
DO Total			\$18,653.3	5,944.3	318.8	634.2	2.3	6,361.2
PT Total			\$462,426.5	169,909.8	12,538.7	25,727.8	91.8	213,145.1
Total			\$481,079.9	175,854.1	12,857.5	26,362.1	94.0	219,506.3
Percent of National Total			34.1%	35.9%	37.9%	34.4%	31.3%	35.1%

### Key Demand Response Performance Indicators 2001

State	Name	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Unlinked Passenger trips	Operating Expense per Passenger Miles	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour	Passenger Mile per Vehicle Revenue Hour	Vehicle Revenue Mile per Vehicle Revenue Hour
CA	Access Services	\$3.0	\$69.4	\$27.2	\$2.5	0.1	2.6	28.1	22.9
CA	San Francisco Municipal Railway	\$5.1	\$62.9	\$14.7	\$2.7	0.3	4.3	23.2	12.2
CO	Regional Transp District	\$1.7	\$22.1	\$17.0	\$1.5	0.1	1.3	14.4	12.8
DE	Delaware Transit Corp	\$3.1	\$58.5	\$34.9	\$3.3	0.1	1.7	17.6	18.8
FL	Miami-Dade Transit Agency	\$1.8	\$26.3	\$16.0	\$1.6	0.1	1.6	16.7	14.9
IL	Chicago Transit Authority	\$3.9	\$37.5	\$23.2	\$2.8	0.2	1.6	13.4	9.6
IL	Pace, Suburban Bus Div	\$1.1	\$14.8	\$5.4	\$0.9	0.2	2.8	16.3	13.1
MA	Mass Bay Transp Auth	\$3.1	\$41.6	\$24.6	\$1.8	0.1	1.7	22.6	13.4
MN	Metro Mobility	\$1.2	\$16.5	\$6.3	\$0.8	0.2	2.6	21.8	14.2
NY	New York City Transit	\$4.5	\$51.1	\$46.3	\$4.1	0.1	1.1	12.4	11.3
PA	Port Authority Allegheny	\$2.3	\$34.2	\$14.4	\$2.3	0.2	2.4	15.2	14.8
PA	SEPTA	\$3.5	\$40.0	\$21.8	\$3.2	0.2	1.8	12.4	11.5
TX	Dallas Area RTA	\$3.1	\$37.7	\$15.8	\$2.6	0.2	2.4	14.8	12.0
TX	MetroTransAuth HarrisCnty	\$1.9	\$36.8	\$17.7	\$1.6	0.1	2.1	22.7	19.0
WA	King County DOT	\$4.8	\$67.4	\$24.7	\$3.8	0.2	2.7	18.0	14.0
	Average of Agencies	\$3.0	\$41.1	\$20.7	\$2.4	0.2	2.2	18.0	14.3
	National Average for DR Mode	\$2.9	\$41.6	\$18.4	\$2.3	0.2	2.3	18.5	14.5

### Key Demand Response Infrastructure Characteristics 2001

State	Name	Operating Expense (000)	Vehicles Operated in Maximum Service	Vehicles Available for Maximum Service	Average Fleet Age
CA	Access Services	\$47.6	474	531	2.4
CA	San Francisco Municipal Railway	\$16.6	1098	1352	5.7
CO	Regional Transp District	\$17.7	434	483	2.8
DE	Delaware Transit Corp	\$18.9	231	258	3.6
FL	Miami-Dade Transit Agency	\$17.0	404	522	2.2
IL	Chicago Transit Authority	\$33.4	620	775	1.7
IL	Pace, Suburban Bus Div	\$22.9	825	983	4.0
MA	Mass Bay Transp Auth	\$25.9	348	361	3.9
MN	Metro Mobility	\$24.3	883	1294	2.0
NY	New York City Transit	\$107.6	919	1012	2.0
PA	Port Authority Allegheny	\$29.6	430	476	3.8
PA	SEPTA	\$35.5	441	487	3.5
TX	Dallas Area RTA	\$20.8	255	273	2.8
TX	MetroTransAuth HarrisCnty	\$21.6	422	1154	1.0
WA	King County DOT	\$41.7	392	548	4.5
	Agencies Total	\$481.1	8,176	10,509	3.1
	Total Demand Response	\$1,409.9	19,393	24,668	4.5

### Uses of Demand Response Capital Funds 2001

State	Name	Rolling Stock (000)	Facilities (000)	Other (000)	Total (000)
CA	Access Services	\$1,425.8	\$0.0	\$248.5	\$1,674.3
CO	Regional Transp District	\$1,502.6	\$0.0	\$786.3	\$2,288.9
IL	Pace, Suburban Bus Div	\$1,226.3	\$0.0	\$0.0	\$1,226.3
MN	Metro Mobility	\$142.1	\$0.0	\$0.0	\$142.1
PA	SEPTA	\$2,077.7	\$0.0	\$0.0	\$2,077.7

State	Name	Rolling Stock (000)	Facilities (000)	Other (000)	Total (000)
TX	Dallas Area RTA	\$3.6	\$0.0	\$159.0	\$162.6
TX	MetroTransAuth HarrisCnty	\$6,119.1	\$0.0	\$26.2	\$6,145.3
WA	King County DOT	\$17.0	\$37.6	\$671.2	\$725.8
Total		\$12,514.1	\$37.6	\$1,891.3	\$11,139.0

### Key Trolleybus Operating Characteristics 2001

State	Name	Service	Operating Expense (000)	Vehicle Revenue Miles (000)	Revenue Hours (000)	Unlinked Passenger Trips (000)	Average Weekday Unlinked Passenger Trips (000)	Passenger Miles (000)
CA	San Francisco Municipal Railway	DO	\$106,392.1	7,024.8	1,015.6	80,868.5	253.0	118,373.1
MA	Mass Bay Transp Auth	DO	\$8,581.3	686.6	72.3	3,459.9	12.3	7,857.9
OH	Miami Valley Regional TA	DO	\$865.1	107.0	10.1	289.4	1.0	678.1
PA	SEPTA	DO	\$12,427.5	1,022.1	126.1	9,719.4	32.7	18,196.8
WA	King County DOT	DO	\$43,969.0	3,478.7	504.7	24,746.7	81.5	41,892.1
Total			\$172,235.0	12,319.2	1,728.9	119,083.9	380.5	186,998.0

### Key Trolleybus Performance Indicators 2001

State	Name	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Unlinked Passenger Trips	Operating Expense per Passenger Mile	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour	Passenger Miles per Vehicle Revenue Hour	Vehicle Revenue Mile per Vehicle Revenue Hour
CA	San Francisco Municipal Railway	\$15.1	\$104.8	\$1.3	\$0.9	11.5	79.6	116.5	6.9
MA	Mass Bay Transp Auth	\$12.5	\$118.7	\$2.5	\$1.1	5.0	47.9	108.7	9.5
OH	Miami Valley Regional TA	\$8.1	\$85.9	\$3.0	\$1.3	2.7	28.7	67.3	10.6
PA	SEPTA	\$12.2	\$98.5	\$1.3	\$0.7	9.5	77.1	144.3	8.1
WA	King County DOT	\$12.6	\$87.1	\$1.8	\$1.0	7.1	49.0	83.0	6.9
Average		\$14.0	\$99.6	\$1.4	\$0.9	9.7	68.9	108.2	7.1

### Key Trolleybus Infrastructure Characteristics 2001

State	Name	Directional Route Miles	Vehicles Operated In Maximum Service	Vehicles Available for Maximum Service	Average Fleet Age
CA	San Francisco Municipal Railway	164.0	265	330	22.1
MA	Mass Bay Transp Auth	21.6	24	40	25.0
OH	Miami Valley Regional TA	124.0	3	5	7.4
PA	SEPTA	42.5	49	66	22.0
WA	King County DOT	119.1	123	159	18.5
Total		471.2	464	600	20.9

### Uses of Trolleybus Capital Funds 2001

State	Name	Rolling Stock (000)	Facilities (000)	Other (000)	Total (000)
CA	San Francisco Municipal Railway	\$48,318.6	\$2,998.1	\$1,309.8	\$52,626.5
MA	Mass Bay Transp Auth	\$8,301.2	\$80,982.6	\$5,731.5	\$95,015.3
OH	Miami Valley Regional TA	\$147.4	\$195.5	\$7.0	\$349.9
PA	SEPTA	\$0.0	\$78.0	\$0.0	\$78.0
WA	King County DOT	\$3,283.5	\$6,026.9	\$366.9	\$9,677.3
Total		\$60,050.7	\$90,281.0	\$7,415.3	\$157,747.0

### Key Ferryboat Operating Characteristics 2001

State	Name	Service	Operating Expense	Vehicle Revenue Miles	Vehicle Revenue Hours	Unlinked Passenger Trips	Average Weekday Unlinked Passenger Trips	Passenger Miles
CA	Alameda Ferry Services	PT	\$4,068.1	65.6	7.1	668.8	2.1	4,194.2
CA	GoldenGateBridge-Hwy&TD	DO	\$16,807.9	181.1	15.0	1,885.6	6.2	21,813.9
CA	Long Beach Publ Transp	PT	\$102.5	1.2	2.3	24.6	0.1	6.2
CA	Vallejo Transit	PT	\$6,093.0	211.7	7.7	767.4	2.4	19,884.2
MA	Mass Bay Transp Auth	PT	\$6,429.5	189.2	22.3	1,459.7	5.3	10,752.6
ME	Casco Bay Island TD	DO	\$2,962.7	73.2	15.2	931.1	2.6	3,072.6
NJ	PATH	PT	\$9,539.0	123.5	13.0	3,136.8	11.8	6,744.1
NY	Metro North RR	PT	\$1,090.3	22.3	2.5	39.3	0.2	215.8
NY	New York City DOT	DO	\$43,247.8	172.5	16.6	18,039.5	57.4	93,805.5
PR	Puerto Rico Ports Auth	DO	\$31,755.7	159.7	22.2	1,912.8	5.2	3,063.8
TX	Corpus Christi Regionl TA	PT	\$161.8	1.3	0.8	33.6	0.3	16.8
VA	Hampton Roads	PT	\$973.2	44.8	9.4	402.7	1.1	666.5
WA	Kitsap Transit	PT	\$615.5	31.4	4.9	284.7	1.1	461.0
WA	Pierce Cnty Ferry Ops	PT	\$1,450.5	31.1	5.3	191.6	0.5	1,407.4
WA	Washington State Ferries	DO	\$158,610.6	1,075.4	135.5	15,140.3	44.3	127,662.4
	Total DO		\$259,030.4	1,706.0	226.6	41,037.8	124.6	250,982.4
	Total PT		\$30,523.4	722.0	75.3	7,009.2	24.8	44,348.8
	Total		\$289,553.9	2,428.0	301.9	48,047.0	149.4	295,331.2

### Key Ferryboat Performance Indicators 2001

State	Name	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Unlinked Passenger Trips	Operating Expense per Passenger Mile	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour	Miles per Vehicle Revenue Hour	Vehicle Revenue Mile per Vehicle Revenue Hour
CA	Alameda Ferry Services	\$62.0	\$569.9	6.1	1.0	10.2	93.7	587.6	9.2
CA	GoldenGateBridge-Hwy&TD	\$92.8	\$1,117.5	8.9	0.8	10.4	125.4	1,450.3	12.0
CA	Long Beach Publ Transp	\$88.7	\$44.4	4.2	16.7	21.3	10.6	2.7	0.5
CA	Vallejo Transit	\$28.8	\$794.4	7.9	0.3	3.6	100.1	2,592.5	27.6
LA	Crescent City Connection	\$127.9	\$256.1	1.8	3.6	70.9	141.9	70.9	2.0
MA	Mass Bay Transp Auth	\$34.0	\$288.2	4.4	0.6	7.7	65.4	481.9	8.5
ME	Casco Bay Island TD	\$40.5	\$194.6	3.2	1.0	12.7	61.1	201.8	4.8
NJ	PATH	\$77.3	\$736.4	3.0	1.4	25.4	242.1	520.6	9.5
NY	Metro North RR	\$49.0	\$431.0	27.8	5.1	1.8	15.5	85.3	8.8
NY	New York City DOT	\$250.7	\$2,607.6	2.4	0.5	104.6	1,087.7	5,656.0	10.4
PR	Puerto Rico Ports Auth	\$198.9	\$1,430.2	16.6	10.4	12.0	86.1	138.0	7.2
TX	Corpus Christi Regionl TA	\$125.7	\$204.3	4.8	9.6	26.1	42.4	21.3	1.6
VA	Hampton Roads	\$21.7	\$103.1	2.4	1.5	9.0	42.7	70.6	4.7
WA	Kitsap Transit	\$19.6	\$126.8	2.2	1.3	9.1	58.6	94.9	6.5
WA	Pierce Cnty Ferry Ops	\$46.6	\$275.4	7.6	1.0	6.2	36.4	267.3	5.9
WA	Washington State Ferries	\$147.5	\$1,170.7	10.5	1.2	14.1	111.8	942.3	7.9
	Average	\$119.3	\$959.3	6.0	1.0	19.8	159.2	978.4	8.0

### Key Ferryboat Infrastructure Characteristics 2001

State	Name	Directional Route Miles	Vehicles Operated In Maximum Service	Vehicles Available for Maximum Service	Average Fleet Age
CA	Alameda Ferry Services	27.6	3	3	16.5
CA	GoldenGateBridge-Hwy&TD	43.0	5	5	22.8
CA	Long Beach Publ Transp	0.5	2	2	3.0
CA	Vallejo Transit	79.0	2	3	6.0
LA	Crescent City Connection	3.0	6	6	36.2
MA	Mass Bay Transp Auth	45.1	12	14	12.9
ME	Casco Bay Island TD	20.0	4	5	19.6
NJ	PATH	8.0	5	6	10.2
NY	Metro North RR	11.0	1	1	17.0
NY	New York City DOT	10.4	7	9	25.4
PR	Puerto Rico Ports Auth	81.0	10	15	10.5
TX	Corpus Christi Regionl TA	0.0	1	1	41.0
VA	Hampton Roads	30.4	4	4	15.3
WA	Kitsap Transit	5.7	2	4	36.8
WA	Pierce Cnty Ferry Ops	11.1	1	2	8.0
WA	Washington State Ferries	245.8	22	29	30.6
ZZ	Total	621.6	87	109	21.1

### Uses of Ferryboat Capital Funds 2001

State	Name	Rolling Stock (000)	Facilities (000)	Other (000)	Total (000)
CA	GoldenGateBridge-Hwy&TD	\$8,079.6	\$39.6	\$0.0	\$8,119.2
CA	Vallejo Transit	\$2,118.9	\$63.0	\$0.0	\$2,181.9
LA	Crescent City Connection	\$3,088.9	\$427.2	\$0.0	\$3,516.1
ME	Casco Bay Island TD	\$72.9	\$0.0	\$0.0	
NJ	PATH	\$0.0	\$2,722.0	\$0.0	\$2,722.0
NY	New York City DOT	\$19,981.4	\$2,542.8	\$0.0	\$22,524.2
PR	Puerto Rico Ports Auth	\$0.0	\$6,416.6	\$0.0	\$6,416.6
VA	Hampton Roads	\$0.0	\$0.0	\$525.0	\$525.0
WA	Pierce Cnty Ferry Ops	\$0.0	\$172.7	\$0.0	\$172.7
WA	Washington State Ferries	\$37,091.4	\$14,092.7	\$697.4	\$51,881.5
	Total	\$70,433.0	\$26,476.6	\$1,222.4	\$98,132.0

### Key Automated Guideway Operating Characteristics 2001

State	Name	Service	Operating Expense (000)	Train Revenue Miles (000)	Passenger Car Revenue Miles (000)	Passenger Car Revenue Hours (000)	Passenger Trips (000)	Average Weekday Unlinked Passenger Trips (000)	Passenger Miles (000)
FL	Jacksonville Transp Auth	DO	\$3,256.5	263.7	263.7	20.0	708.9	2.6	285.8
FL	Miami-Dade Transit Agency	DO	\$16,375.6	964.1	973.7	89.4	4,856.2	16.2	5,095.8
MI	Detroit Transportation	DO	\$9,456.5	500.1	500.1	43.2	2,197.2	6.1	3,122.0
	Total		\$29,088.6	1,727.9	1,737.5	152.7	7,762.3	25.0	8,503.5

### Key Automated Guideway Performance Indicators 2001

State	Name	Operating Expense per Passenger Car Revenue Mile	Operating Expense per Passenger Car Revenue Hour	Operating Expense per Unlinked Passenger Trips	Operating Expense per Passenger Miles	Unlinked Passenger Trips per Passenger Car Revenue Mile	Unlinked Passenger Trips per Passenger Car Revenue Hour	Passenger Mile per Passenger Car Revenue Hour	Passenger Car Revenue Mile per Passenger Car Revenue Hour
FL	Jacksonville Transp Auth	\$12.4	\$162.9	4.6	11.4	2.7	35.5	14.3	13.2
FL	Miami-Dade Transit Agency	\$16.8	\$183.1	3.4	3.2	5.0	54.3	57.0	10.9
MI	Detroit Transportation	\$18.9	\$218.8	4.3	3.0	4.4	50.8	72.2	11.6
	Average	\$16.7	\$190.5	3.7	3.4	4.5	50.8	55.7	11.4

### Key Automated Guideway Infrastructure Characteristics 2001

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

### Uses of Automated Guideway Capital Funds 2001

State	Name	Rolling Stock (000)	Facilities (000)	Other (000)	Total (000)
FL	Jacksonville Transp Auth	\$591.6	\$2,285.2	\$532.4	\$3,409.2
FL	Miami-Dade Transit Agency	\$0.0	\$1,126.6	\$67.5	\$1,194.1
MI	Detroit Transportation	\$0.0	\$0.0	\$694.9	\$694.9
	Total	\$591.6	\$3,411.8	\$1,294.7	\$5,298.2