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For the 2002 Report Year
Federal Transit Administration

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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 2002 NTST discusses data covering the 1991 to 2002 period.

On an average weekday, the nation's transit systems carry over 33 million riders (unlinked passenger trips). There were 9 billion riders in 2002.

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 modes: 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 2002. 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 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 small 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 wire.



Vanpool

Service operating under a ride sharing arrangement providing transportation to individuals traveling directly between their homes and a regular destination. The vehicles (vans, small 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 (32 percent from 1991 through 2002).

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

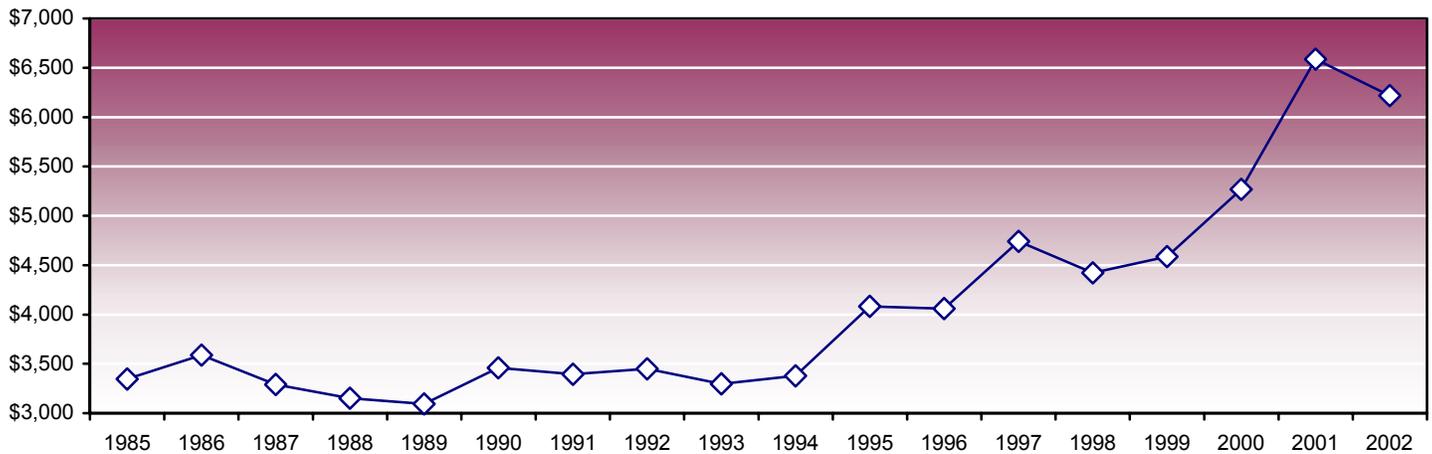
Federal funds applied to transit are Federal Transit Administration (FTA) Urbanized Area Formula Program funds (financial assistance used to offset operating costs and pay for capital projects).

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

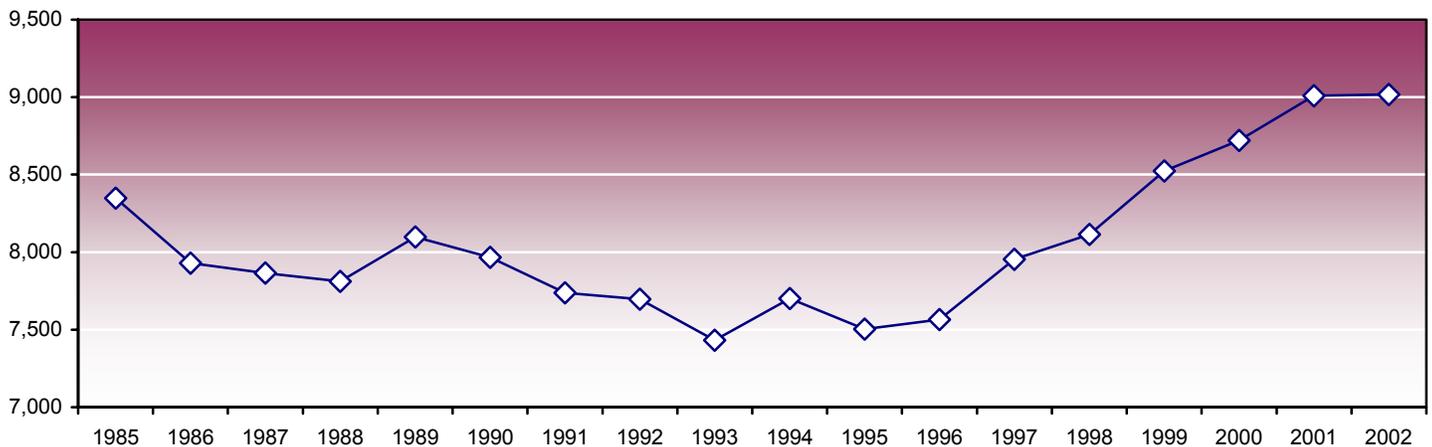
Comments

Unlinked passenger trips reached a record high in 2002 providing over 9.0 billion trips. Ridership increased by 21.3 percent from 1993 to 2002. During the same period, Federal assistance applied to transit increased by nearly 89 percent.

Federal Funds Applied to Transit (Millions) 1985 – 2002



Unlinked Passenger Trips (Millions) 1985 - 2002



Number of Transit Agencies

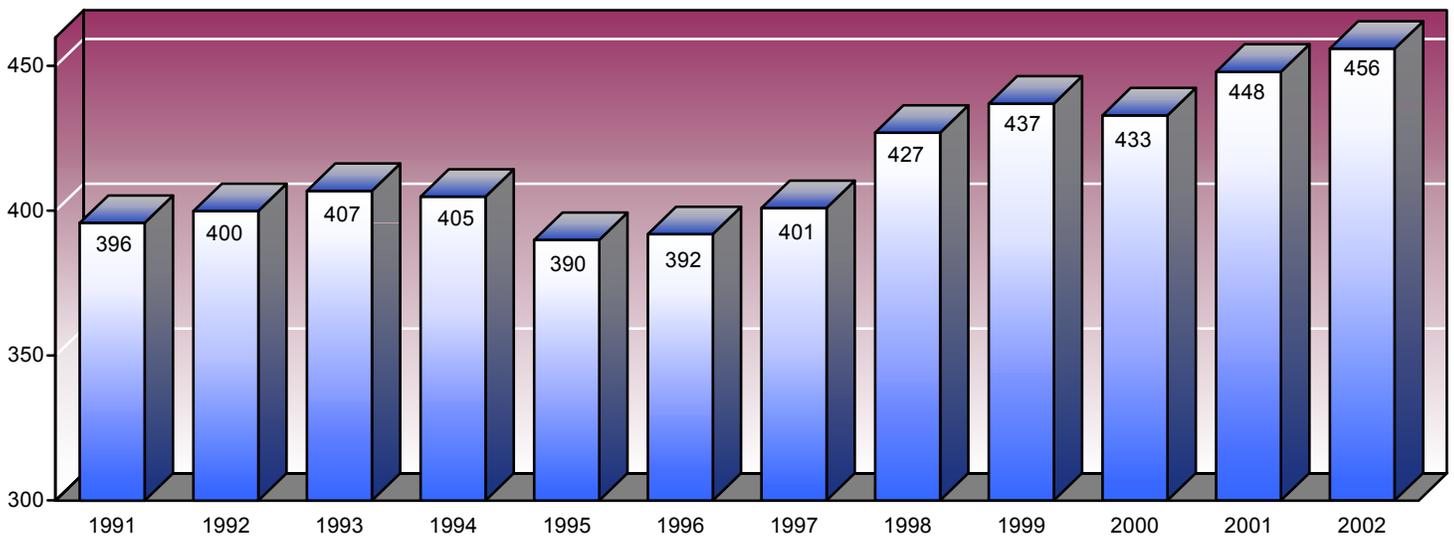
Concepts

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 613 transit agencies reported data in 2002.

Comments

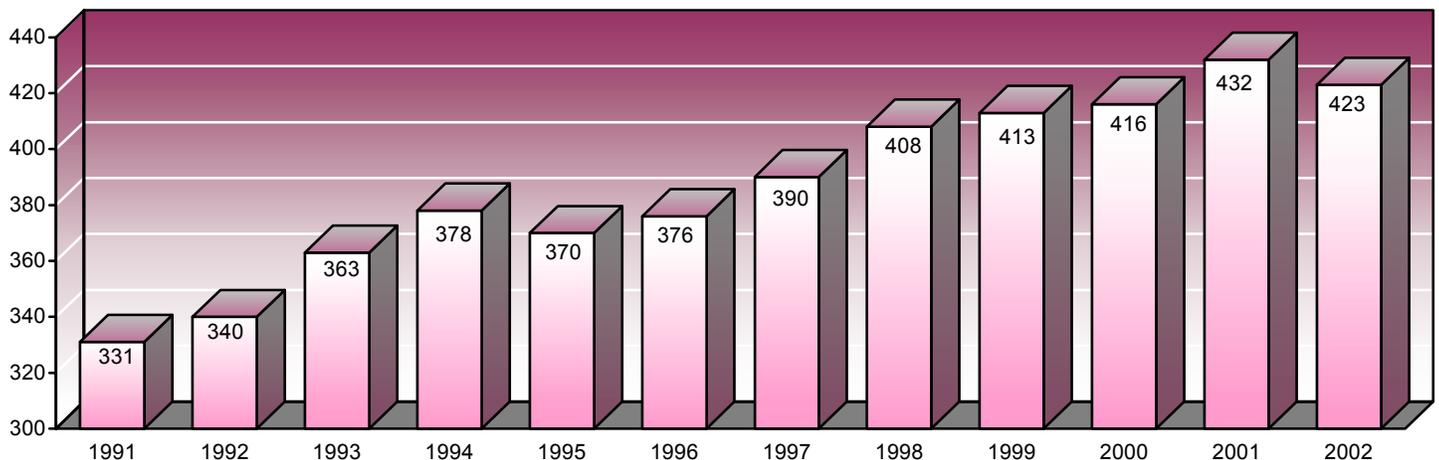
- The number of bus systems increased in the last 10 years (60 new systems or 15.2 percent).
- Demand response increased by nearly 28 percent (92 new systems) over the same period, reflecting the need to provide special transit service for the elderly and people with disabilities.
- Vanpool doubled the number of systems from 1991 to 2002.

Number of Agencies Reporting – Bus (*) 1991 – 2002

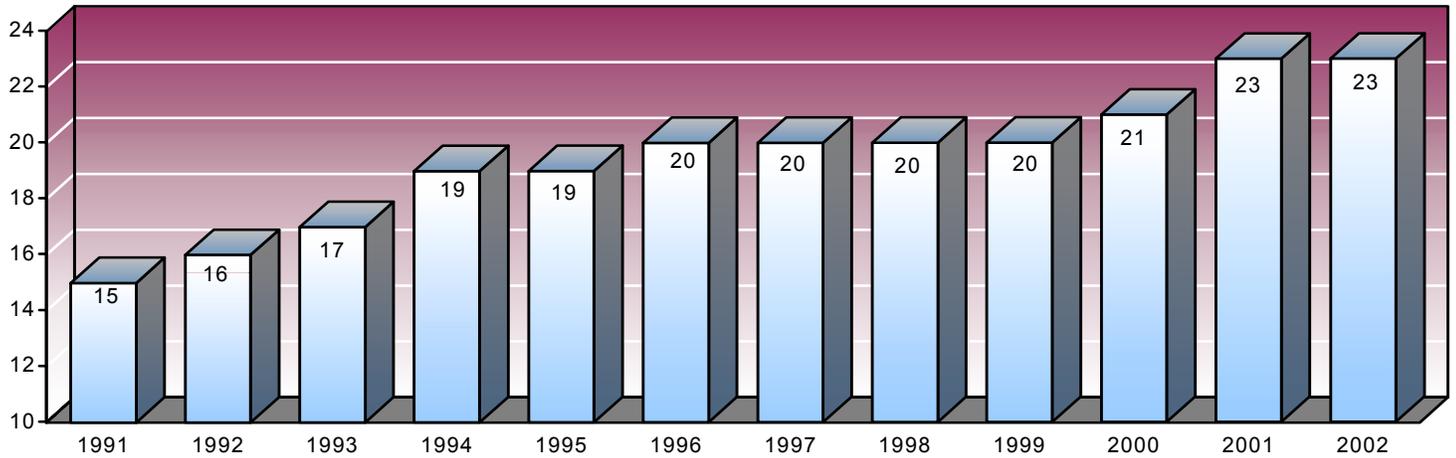


(*)Does not include agencies receiving reporting waivers

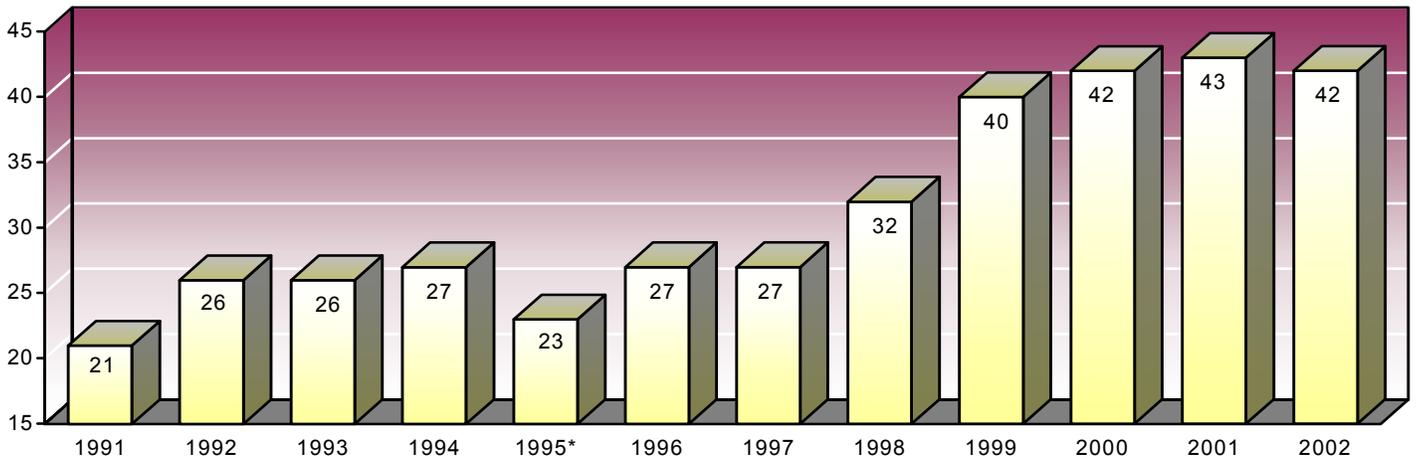
Number of Agencies Reporting – Demand Response 1991 – 2002



Number of Agencies Reporting – Light Rail 1991 – 2002



Number of Agencies Reporting – Vanpool 1991 – 2002



(*) Due to several report deletions.

Number of Agencies Reporting 1991 – 2002

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
2002	456	19	423	14	23	42	31
Change	60	3	92	2	8	21	7

(*) 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.

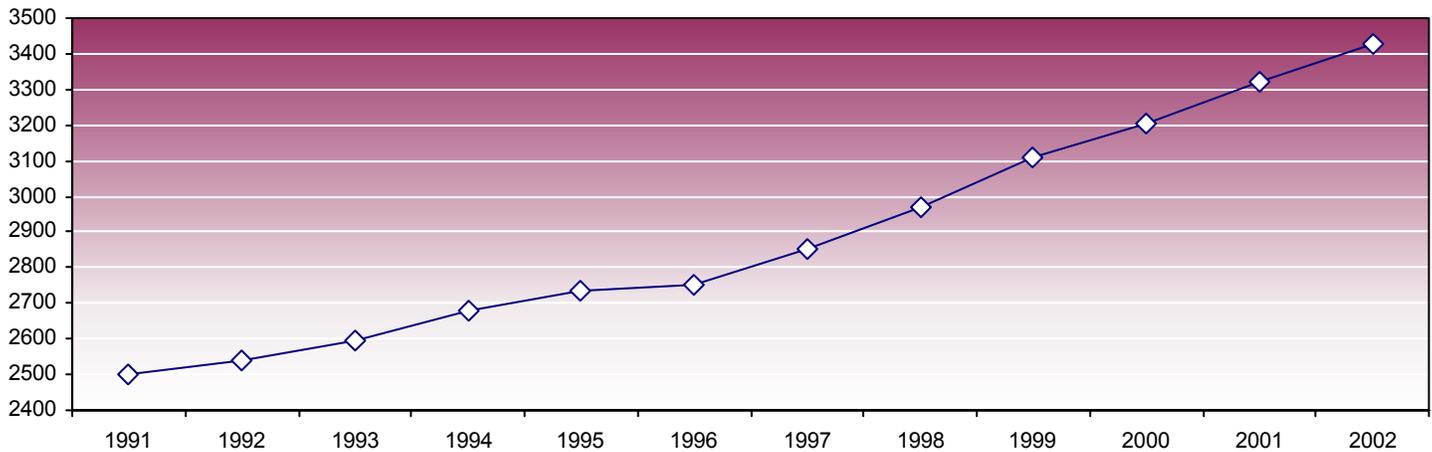
Deadhead travel is not included in vehicle revenue miles. Deadhead mileage consists of the miles a transit vehicle travels while not in revenue service (leaving or returning to the garage or yard or changing routes).

Comments

Vehicle revenue miles increased by nearly 37 percent between 1991 and 2002. Modes showing the most significant growth are those that had an increase in the number of systems in operation during the period.

- Light rail – 125 percent
- Demand response – 183 percent
- Vanpool – 542 percent

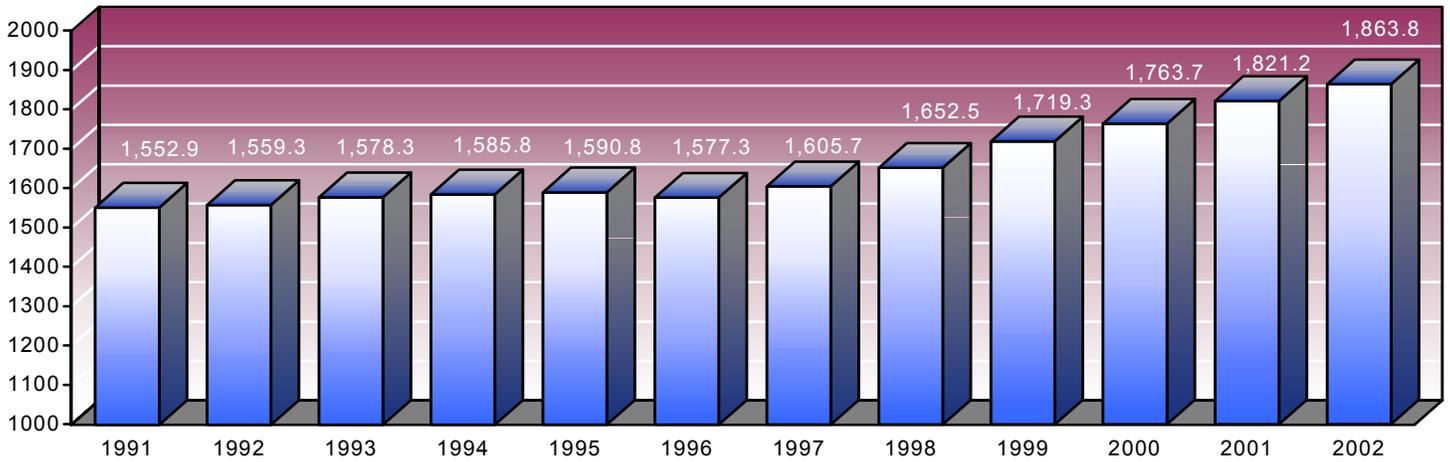
Vehicle Revenue Miles (Millions) 1991 – 2002



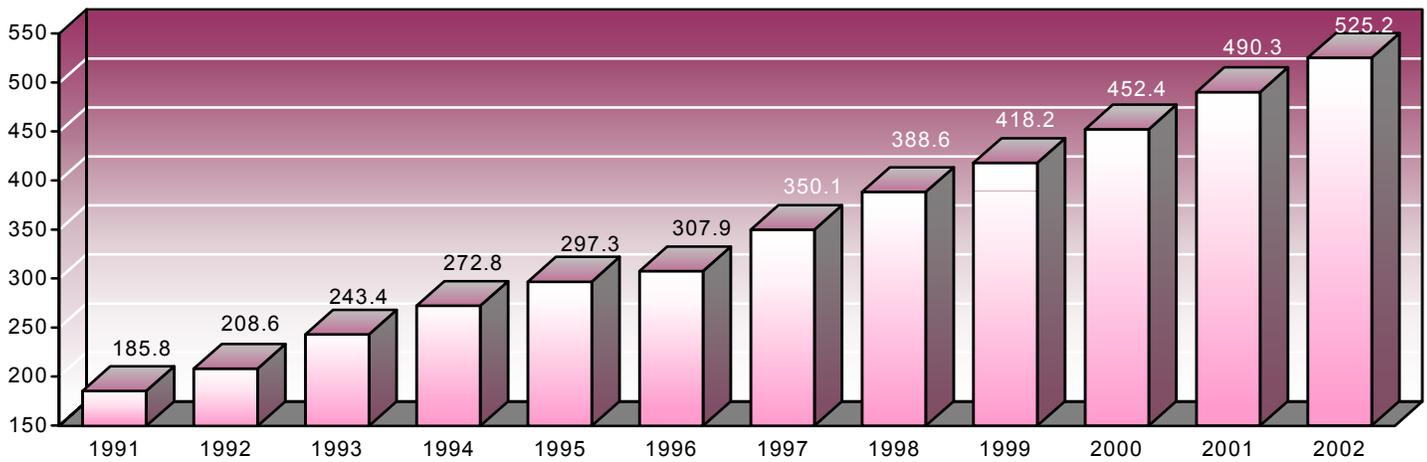
Vehicle Revenue Miles (Millions) 1991 – 2002

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
2002	3,426.8
% Change	37.1%

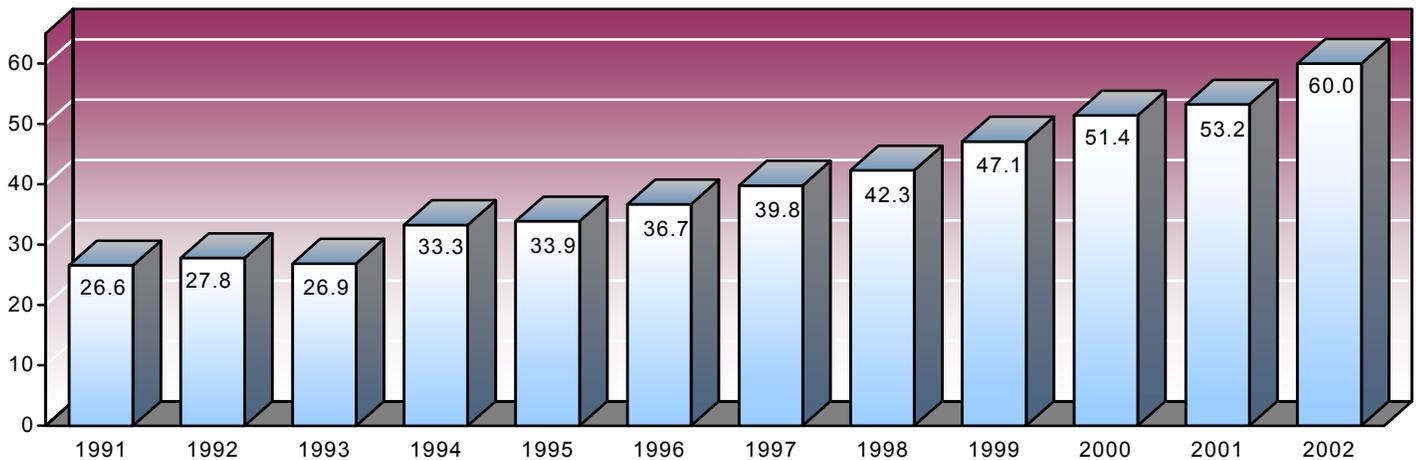
Vehicle Revenue Miles (Millions) – Bus 1991 – 2002



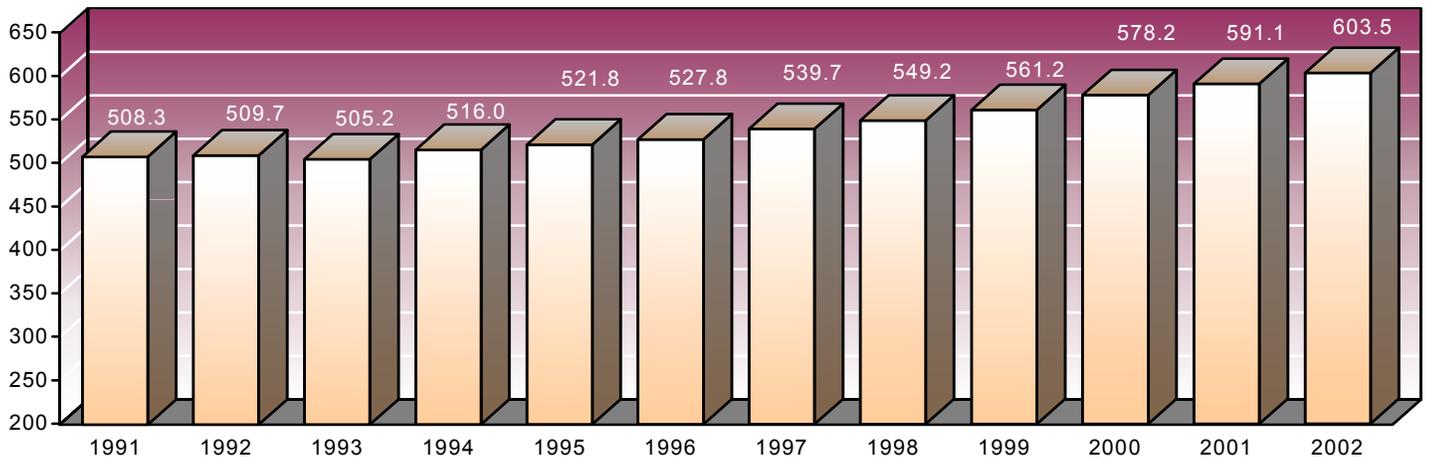
Vehicle Revenue Miles (Millions) – Demand Response 1991 – 2002



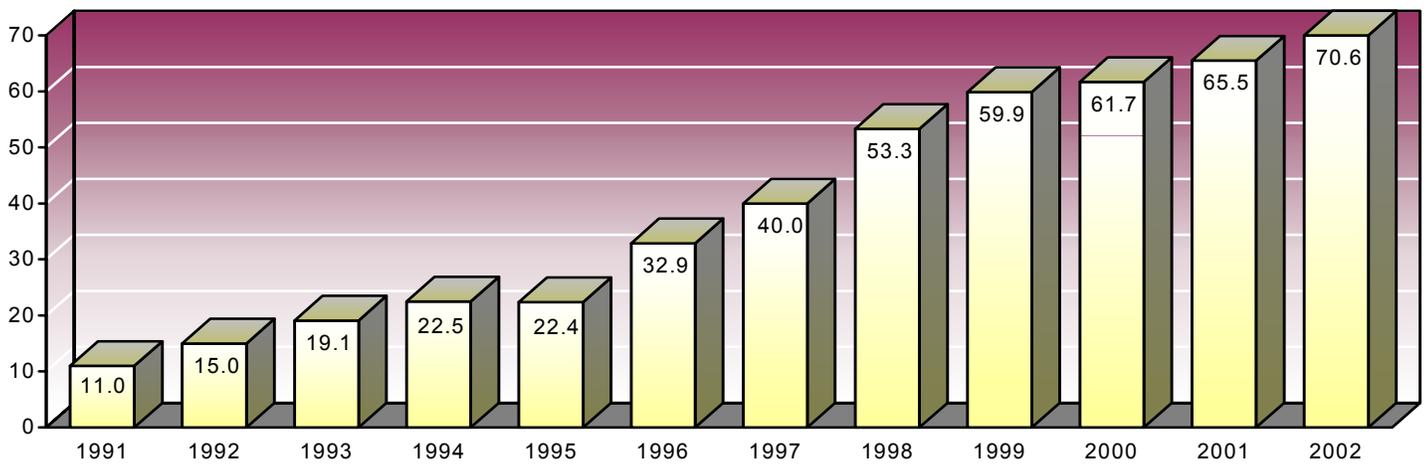
Vehicle Revenue Miles (Millions) – Light Rail 1991 – 2002



Vehicle Revenue Miles (Millions) – Heavy Rail 1991 – 2002



Vehicle Revenue Miles (Millions) – Vanpool 1991 – 2002

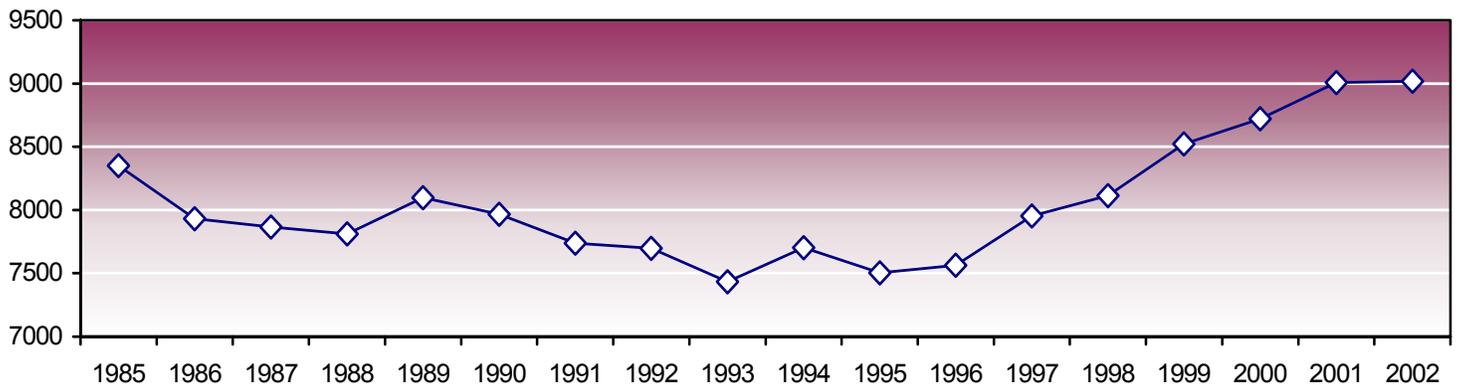


Unlinked Passenger Trips by Mode

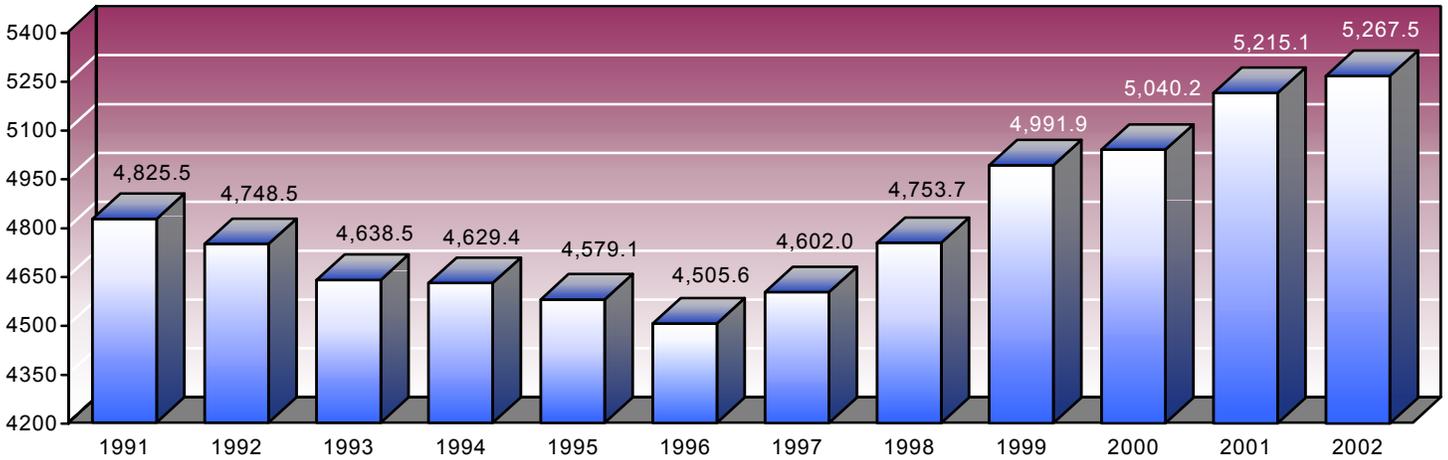
Comments

Ridership was at an all time high (9.1 billion trips) in 2002 surpassing record ridership in 2001. Ridership increased by nearly 20 percent from 1995 to 2002.

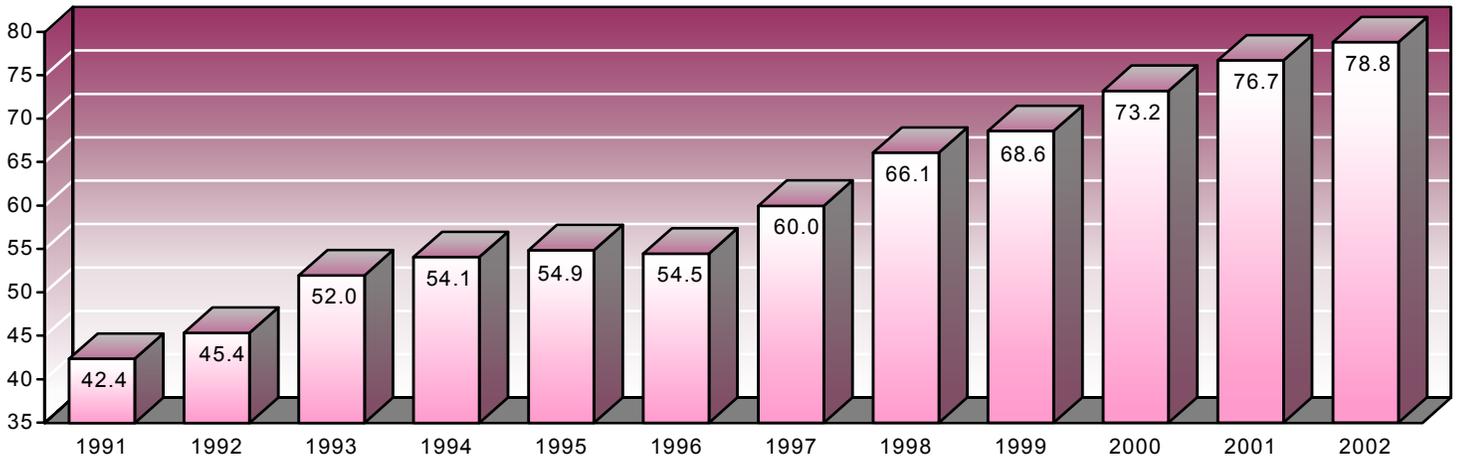
Unlinked Passenger Trips (Millions) 1985 – 2002



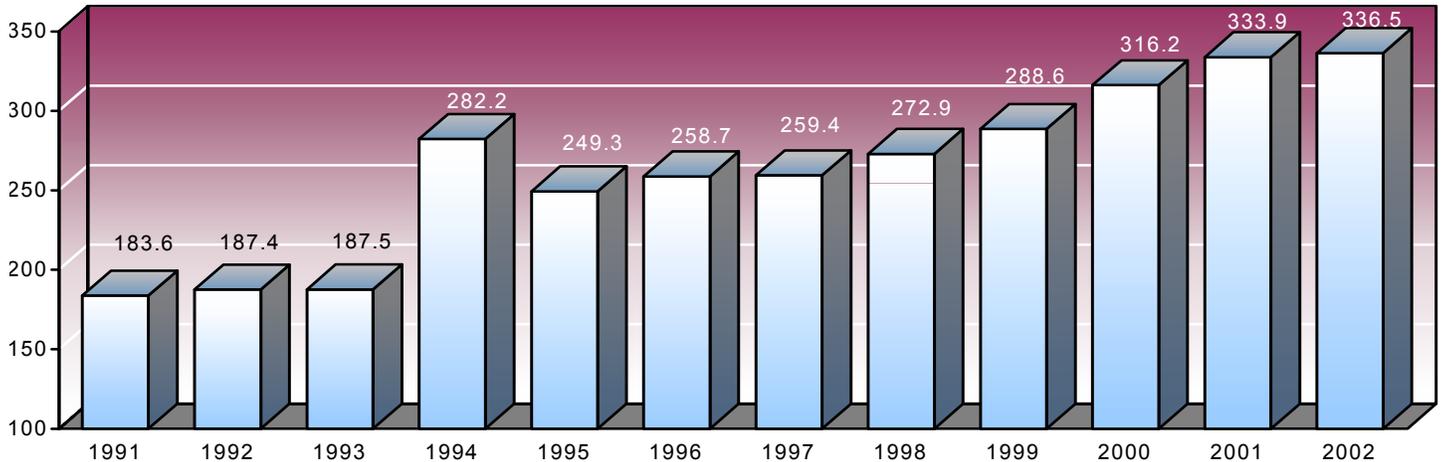
Unlinked Passenger Trips (Millions) – Bus 1991 – 2002



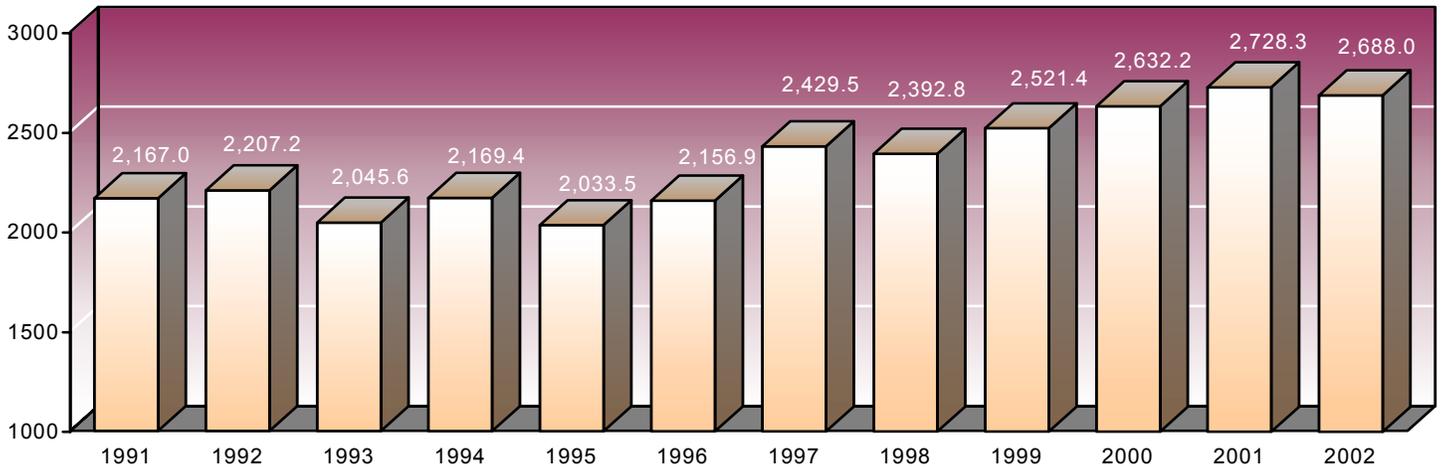
Unlinked Passenger Trips (Millions) – Demand Response 1991 – 2002



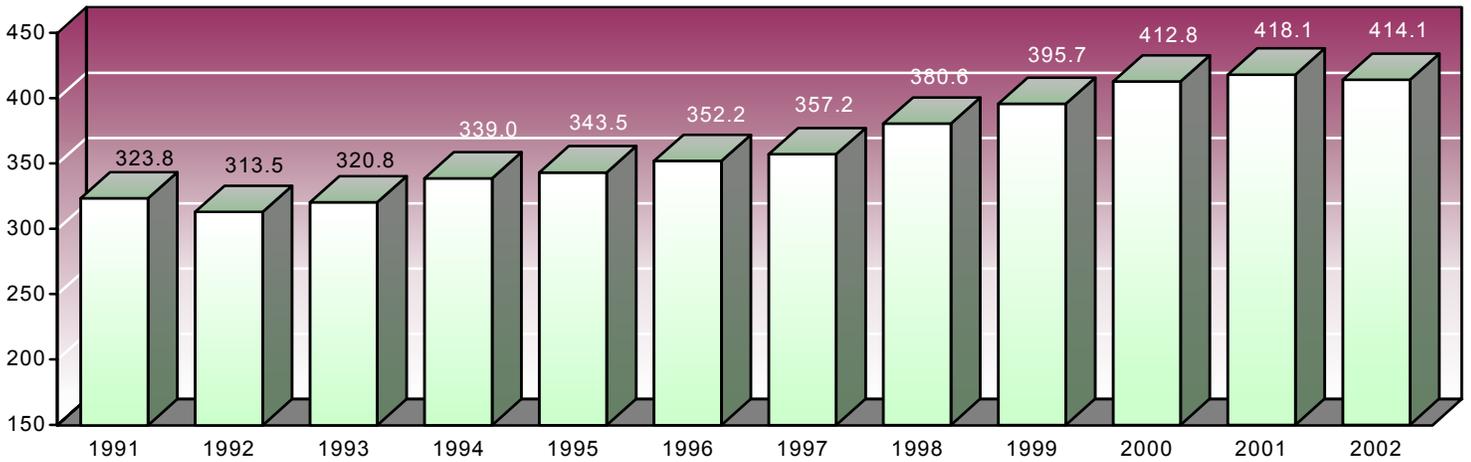
Unlinked Passenger Trips (Millions) – Light Rail 1991 – 2002



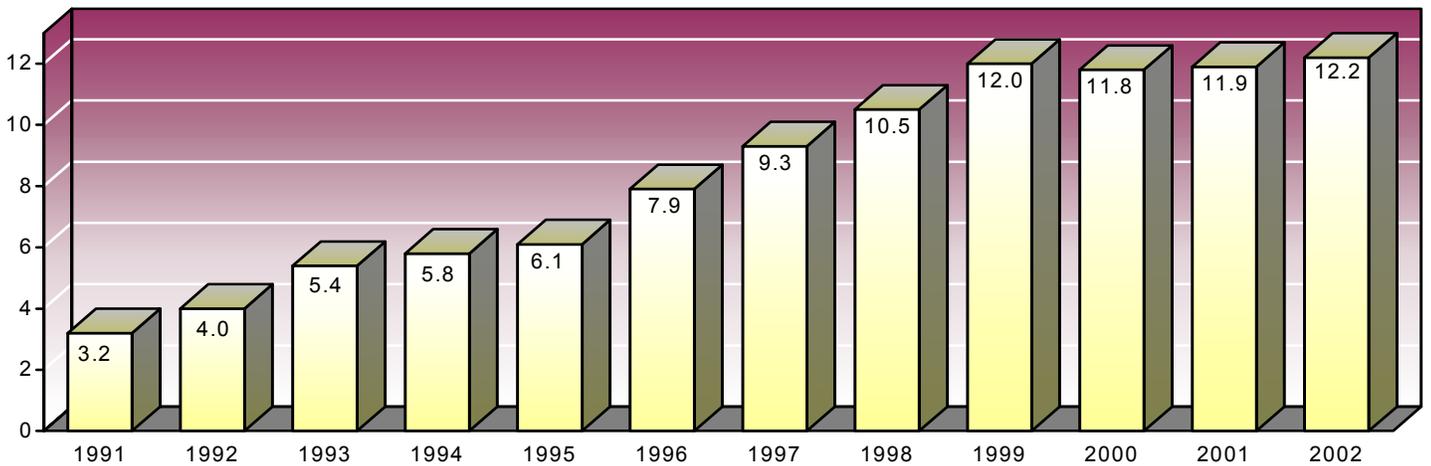
Unlinked Passenger Trips (Millions) – Heavy Rail 1991 – 2002



Unlinked Passenger Trips (Millions) – Commuter Rail 1991 – 2002



Unlinked Passenger Trips (Millions) – Vanpool 1991 – 2002

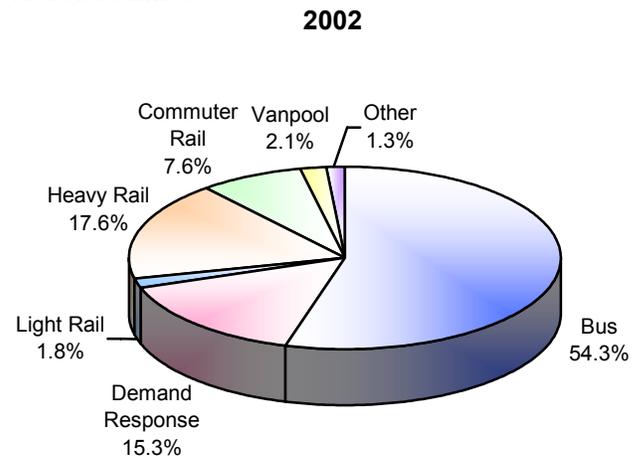
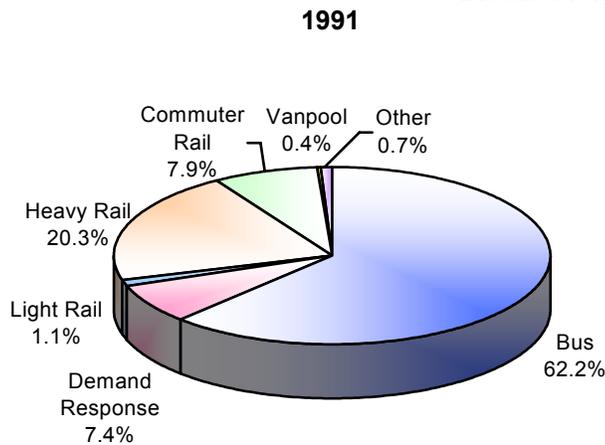


Distribution of Vehicle Revenue Miles and Unlinked Passenger Trips by Mode

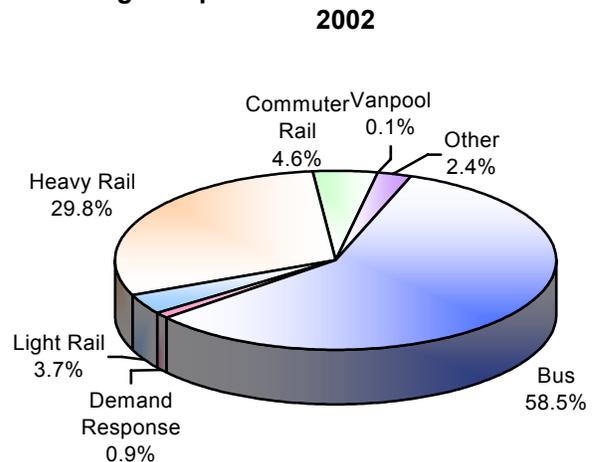
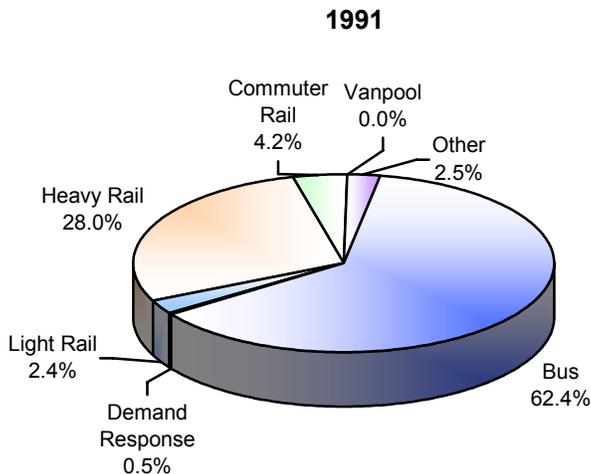
The share of vehicle revenue miles for demand response has steadily increased from just under 7 percent in 1991 to 15 percent in 2002 while the share of vehicle revenue miles for bus decreased from 62 percent to 54 percent.

At the same time, the share of unlinked passenger trips for demand response remained below 1 percent, 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 2002.

Distribution of Vehicle Revenue Miles



Distribution of Unlinked Passenger Trips



Relative Impact on Data by UZA Size Group

Concepts

Urbanized areas (as defined by the U.S. Census) are geographic areas with a population of 50,000 or more. According to the 2000 U.S. Census, there are 465 urbanized areas. For National Transit Database purposes, the NTST groups urbanized areas by three size categories:

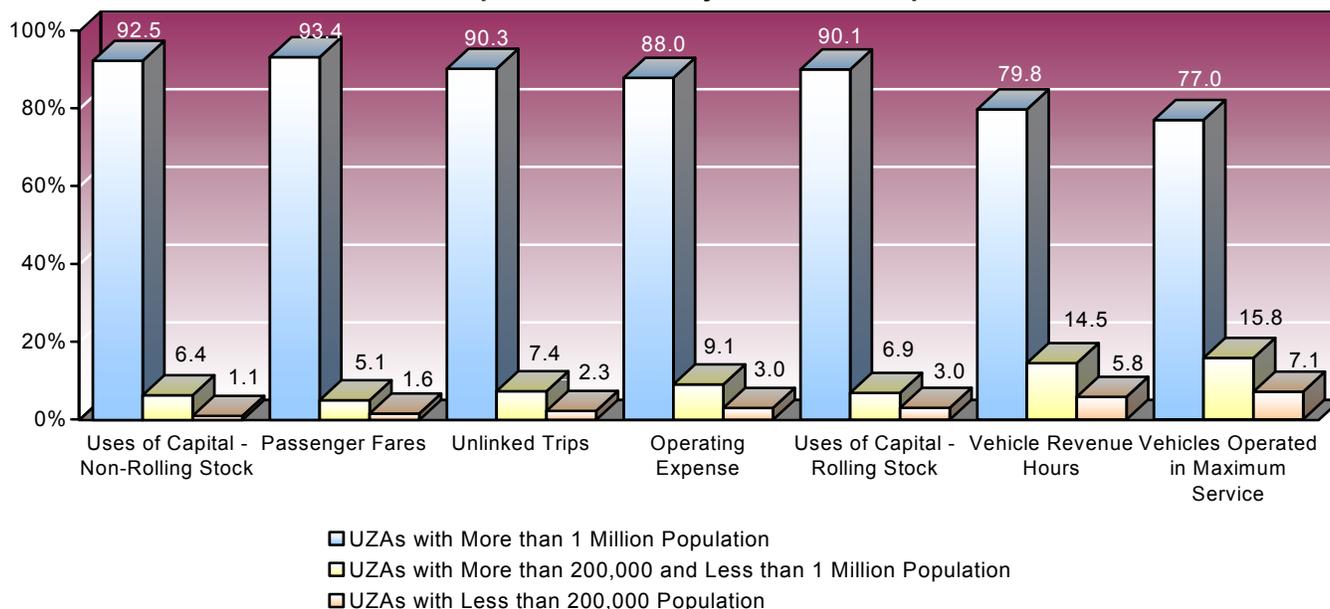
1. Large urbanized areas: population of more than 1 million (38 urbanized areas, 228 agencies or 37.2 percent of all agencies reporting).
2. Medium urbanized areas: population of more than 200,000 and less than 1 million (114 urbanized areas and 160 agencies or 26.1 percent of all agencies reporting).
3. Small urbanized areas: population of less than 200,000 and more than 50,000 (313 urbanized areas, 226 agencies or 36.7 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 – 92.5 percent
- Passenger fares – 93 percent
- Unlinked passenger trips – 90 percent

Relative Impact of the Data by UZA Size Group – 2002



Operating Costs and Performance Measures

Operating Expenses

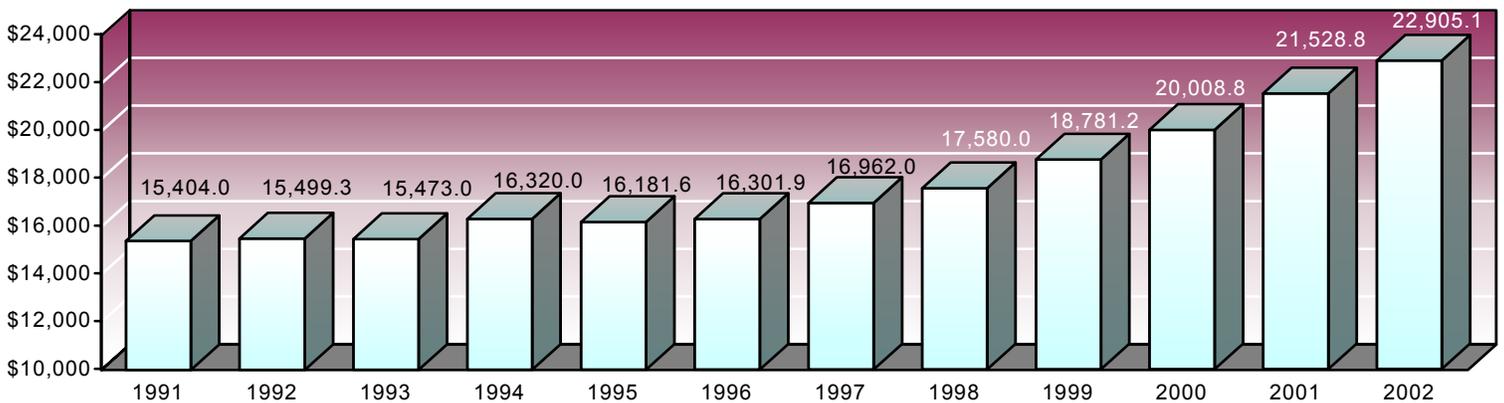
Concepts

Operating expenses are those 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.

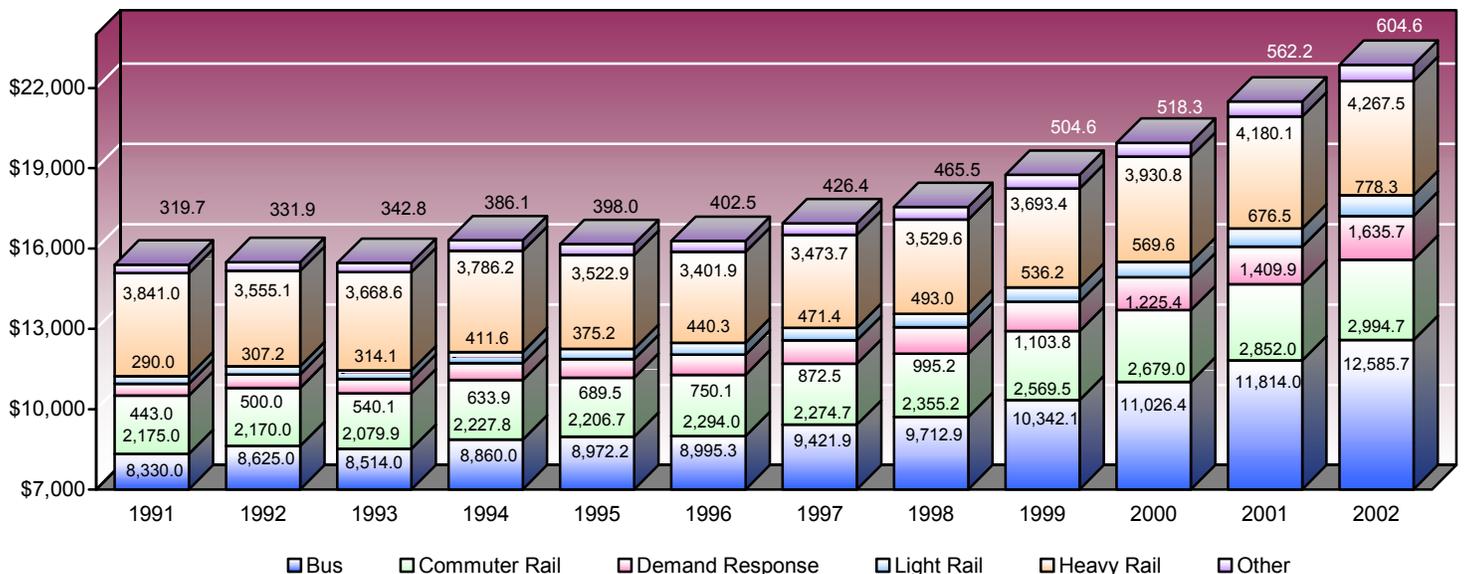
Comments

Operating expenses increased nearly 49 percent over the last 12 years, a rate higher than inflation over the same period (32 percent). The modes showing the highest increases were light rail, demand response and vanpool. These increases reflect the addition of new systems during the same period.

Total Operating Expense (Millions) 1991 – 2002



Total Operating Expense (Millions) by Mode 1991 – 2002



*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, 2002 - \$38.6

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 four functions are:

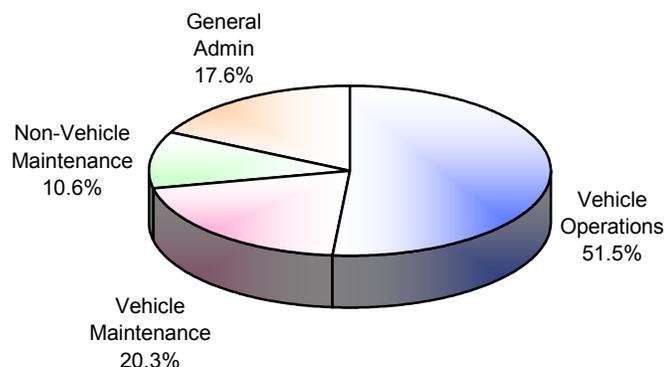
1. Vehicle operations
2. Vehicle maintenance
3. Non-vehicle maintenance
4. General administration

Comments

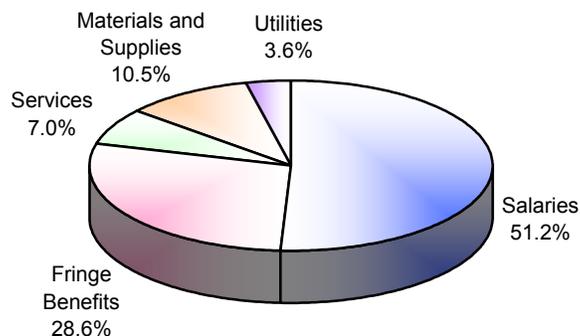
The transit industry is labor intensive. Salaries, wages, and fringe benefits account for nearly 80 percent of the total directly operated expenditures. Fifty-two percent of total expenditures are devoted to vehicle operations.

Operating Expense – 2002

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.

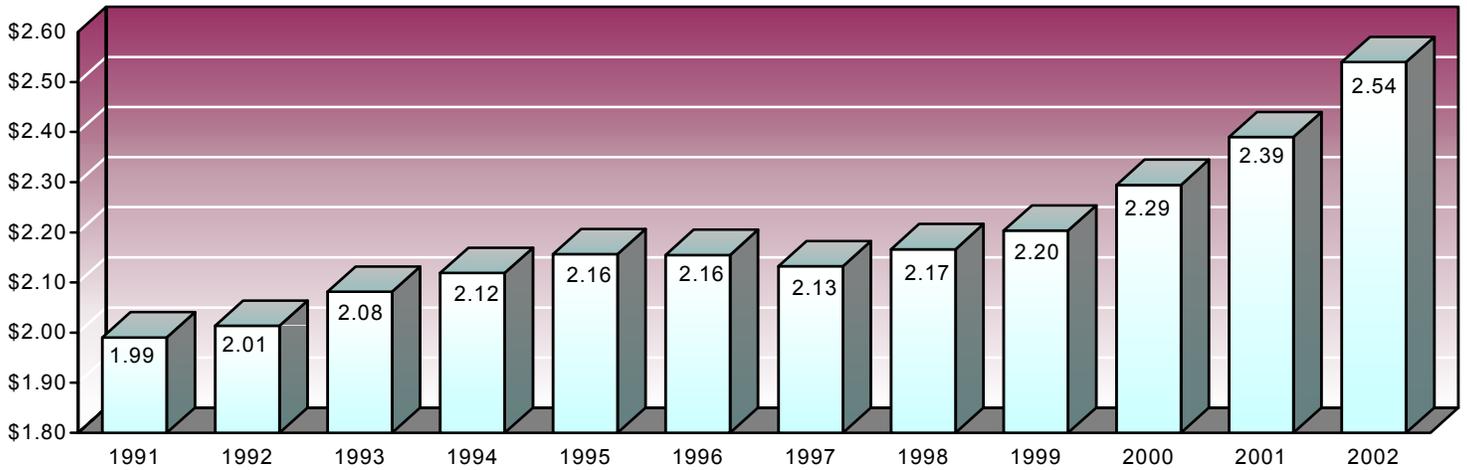
Service input is the quantity of resources expended to produce transit service, expressed in either monetary or non-monetary terms. Examples include operating cost (dollars expended for operations, maintenance and administration), employee hours (total operating, maintenance or administration), capital 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 27.6 percent over the last 12 years, a rate nearly 4 percent less than inflation (32 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.

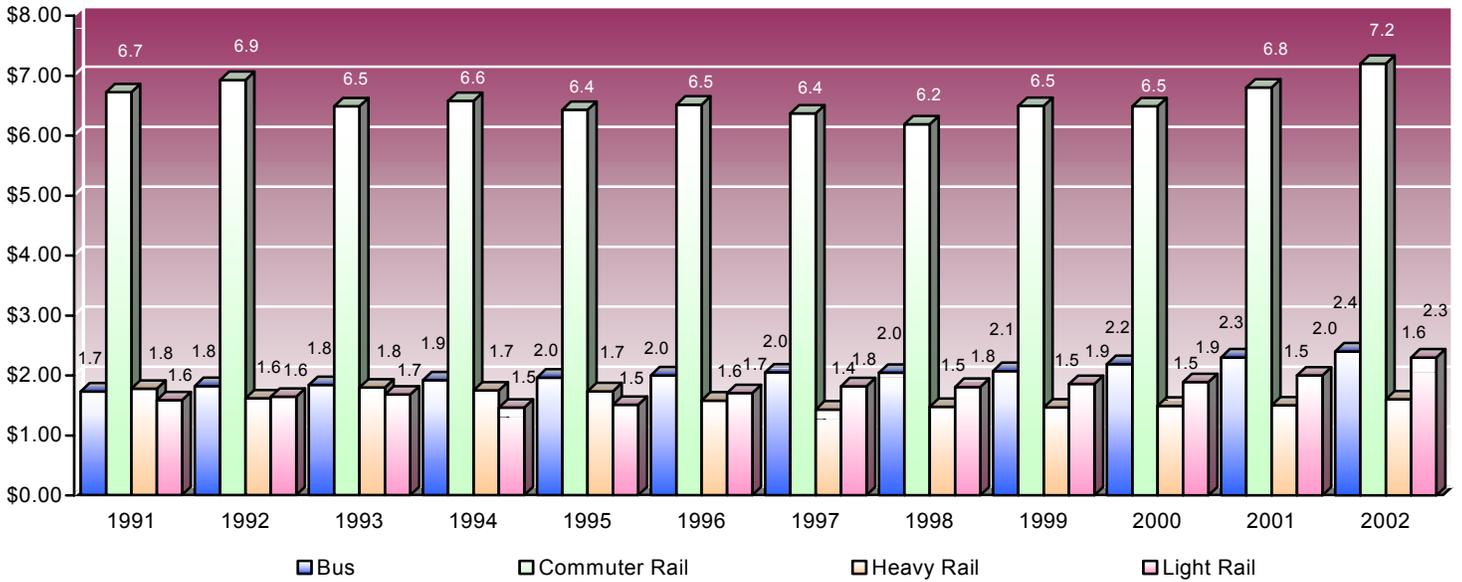
Operating Expense per Unlinked Passenger Trip 1991 – 2002



Operating Expense per Unlinked Passenger Trip 1991 – 2002

Year	Operating Expense (Millions)	Unlinked Passenger Trips (Millions)	Operating 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
2002	\$22,905.1	9,016.7	\$2.54
% Change	48.7%	16.5%	27.6%

Operating Expense per Unlinked Passenger Trip for Bus and Rail Modes 1991 – 2002



Cost Efficiency (Operating Expense per Vehicle Revenue Hour)

Concepts

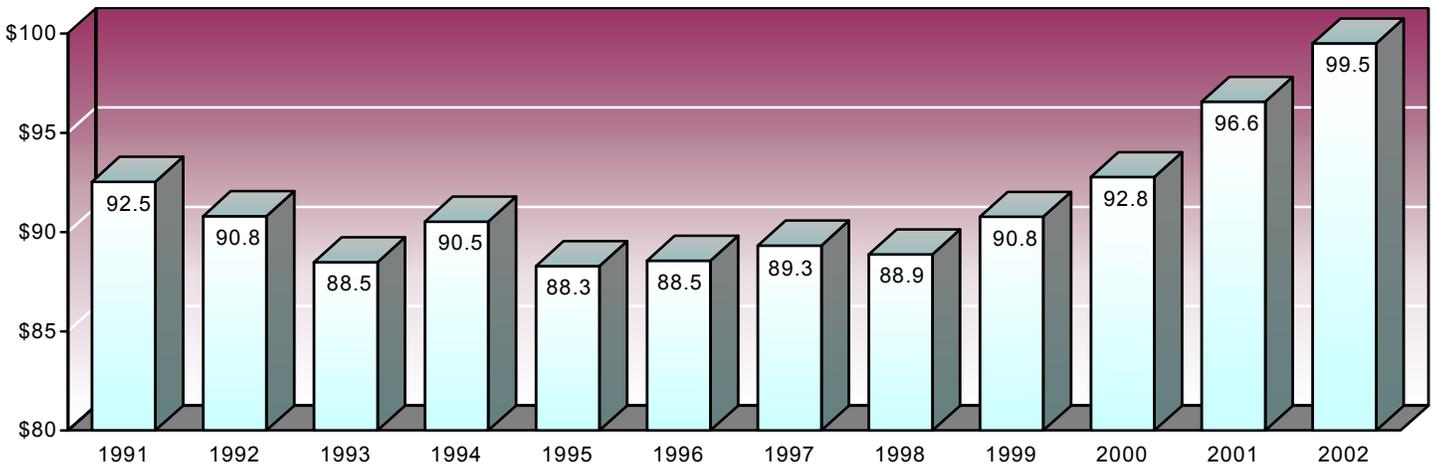
Cost efficiency is the relationship between service inputs and service outputs.

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 by approximately 8 percent over the last 12 years (inflation not factored into the rate).

Total Operating Expense per Vehicle Revenue Hour 1991 – 2002



Operating Expense per Vehicle Revenue Hour 1991 – 2002

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
2002	\$22,905.1	230.2	\$99.50
% Change	48.7%	38.3%	7.5%

Service Effectiveness

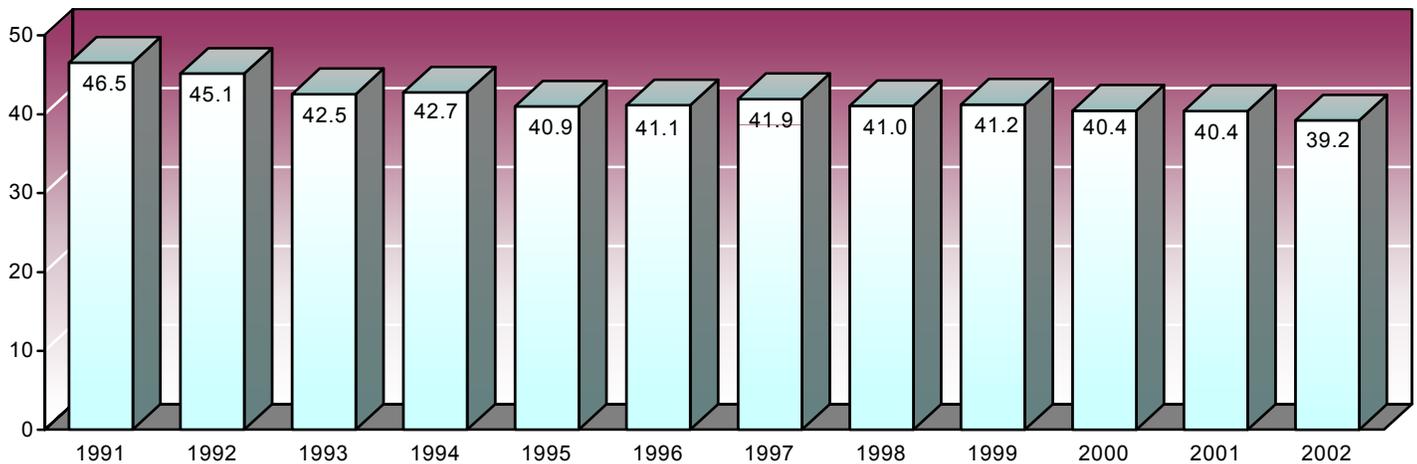
Concepts

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

Comments

Unlinked passenger trips per vehicle revenue hour decreased by 16 percent from 1991 to 2002. 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.

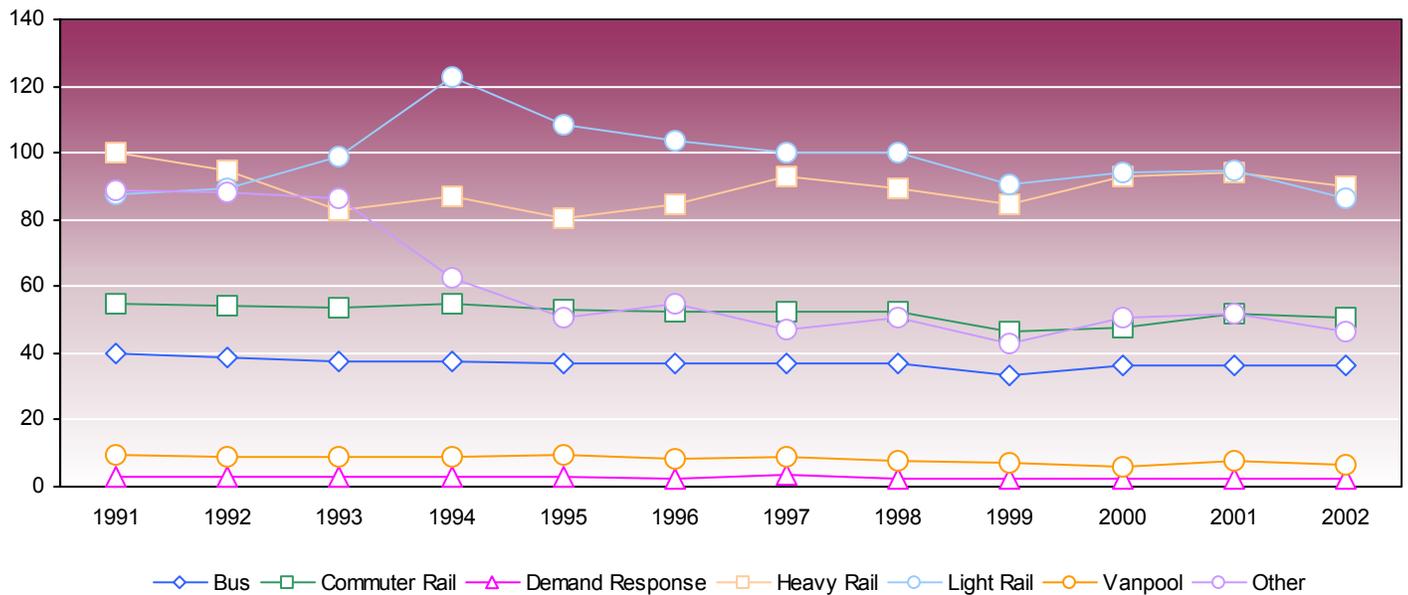
Unlinked Passenger Trip per Vehicle Revenue Hour 1991 –2002



Unlinked Passenger Trip per Vehicle Revenue Hour 1991 –2002

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
2002	9,016.7	230.2	39.2
% Change	16.5%	38.3%	-15.7%

Unlinked Passenger Trip per Vehicle Revenue Hour by Mode 1991 – 2002



Quality of Transit Service

Fatalities

Concepts

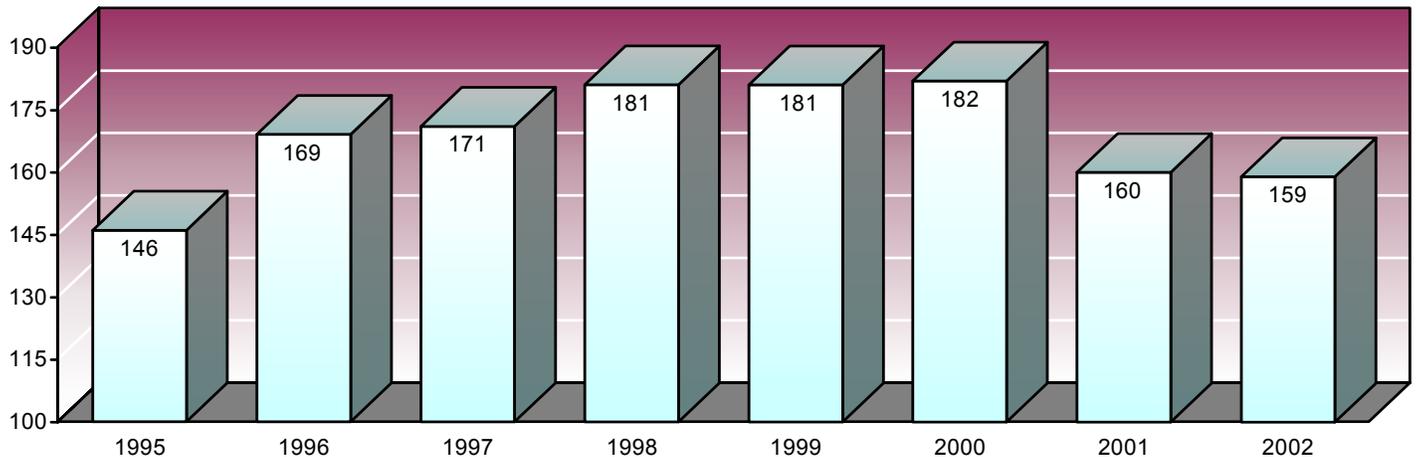
A fatality is defined as a transit-caused death confirmed within 30 days following an accident.

Individuals Involved

Fatalities are categorized according to six categories of individuals:

1. **Passengers:** A person who is on board a transit vehicle or who is boarding / alighting, including those using ramps and lifts.
2. **Transit Facility Occupants:** A person who is inside the public passenger area of transit revenue facility. Employees, other workers, or trespassers are not transit facility occupants.
3. **Employees:** An individual who is compensated by the transit agency.
4. **Other Workers:** A person who is neither employed by the transit agency, nor a purchased transportation (PT) provider, who is contracted to provide specific services to the transit agency.
5. **Trespassers:** A person in an area of the transit property that is prohibited for public use.
6. **Others:** A person who is neither a passenger, a transit facility occupant, an employee, an other worker, nor a trespasser.

Total Fatalities(*) 1995 – 2002



(*) Excludes suicides and Commuter Rail — January 2002 - December 2002

Total Fatalities 1995 – 2002

Year	Total Fatalities	Year	Total Fatalities
1995	146	1999	181
1996	169	2000	182
1997	171	2001	160
1998	181	2002	159

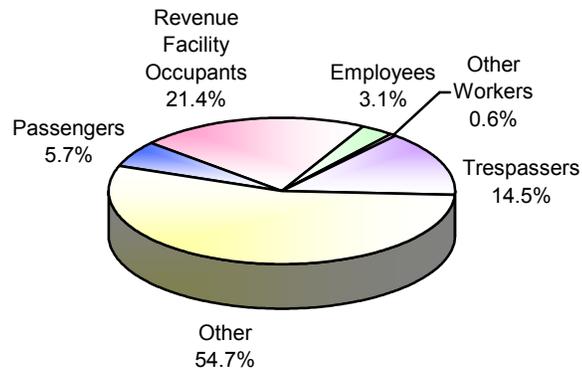
Distribution of Fatalities

Comments

Most victims in transit-related accidents are non-passengers. Passenger fatalities account for 6 percent of all fatalities (excluding suicides).

Distribution of Fatalities (Excluding Suicides) 2002

(*) Does not include Commuter Rail



Reliability

Miles between Major System Failures – Bus

Concepts

A major failure is a failure of a mechanical or electrical component of a revenue vehicle that prevents the vehicle from completing a scheduled revenue trip, or from starting the next revenue trip because actual movement is limited, or because of safety concerns.

Mechanical failures include, but are not limited to: the breakdown of air equipment, brakes, doors, engine cooling system, steering and front axle, rear axle and suspension and torque converters.

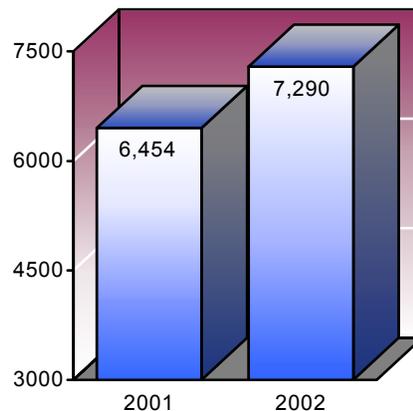
Vehicle miles are the total miles that a vehicle travels while in service (actual vehicle revenue miles and deadhead miles). See Transit in the United States for definitions of vehicle revenue miles and deadhead miles.

Comments

Due to changes in the definition of major and minor system failures over the years, only the years 2001 and 2002 are shown in the NTST.

Miles between major system failures increased in 2002 by 13 percent and may be related to a reduction in the bus average fleet age.

Miles Between Major System Failures – Bus 2001 – 2002



Miles Between Major System Failures (Directly Operated Service) 2001 – 2002

Year	Major System Failures	Vehicle Miles (Millions)	Vehicle Miles (Millions) Between Major System Failures
2001	296,480	1,913.4	6,453.8
2002	261,342	1,905.2	7,290.1
% Change	-11.9%	-0.4%	13.0%

ADA Compliance – Bus

ADA Lift- or Ramp-equipped

Concepts

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

- Type “A” are equipped with more than 35 seats
- Type “B” are equipped with 25 – 35 seats
- Type “C” are equipped with less than 25 seats
- Articulated buses are extra-long buses that measure between 54 and 60 feet.

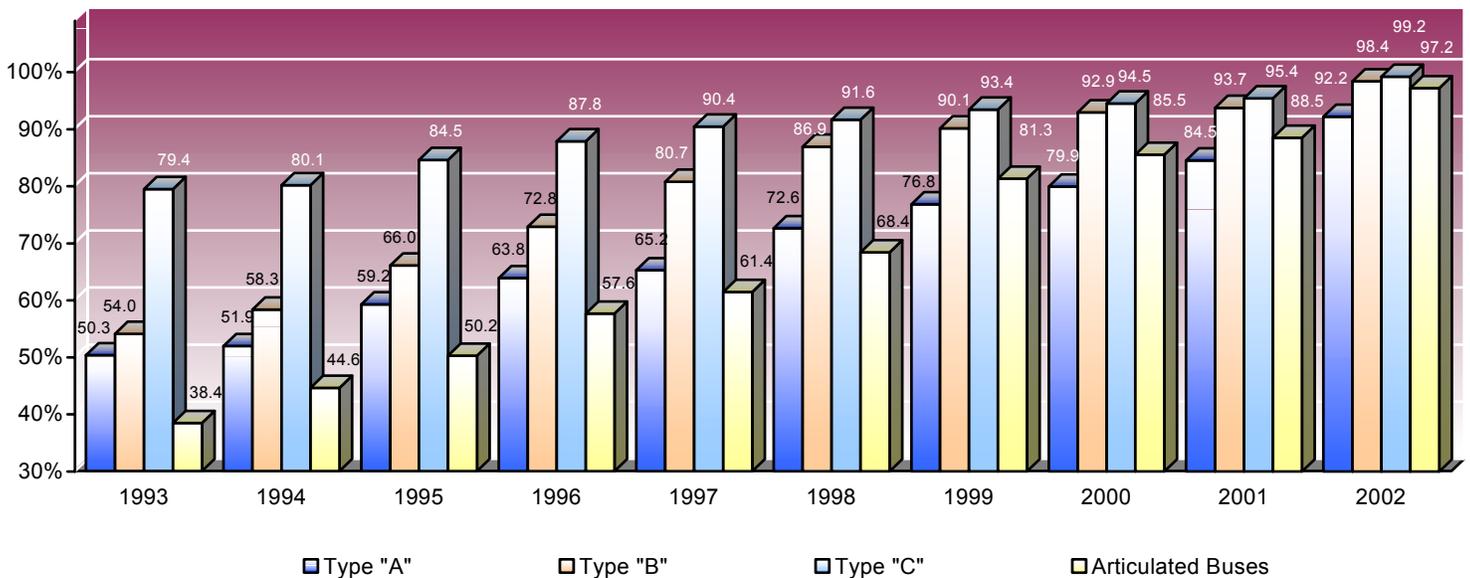
Comments

Historically, type “C” buses have comprised the largest percentage of lift- or ramp-equipped vehicles, currently showing a 99 percent level of compliance. This is expected due to this class’ low average fleet age.

- Type “B” bus compliance increased from 54 percent in 1993 to 98 percent in 2002.
- Type “C” bus compliance increased from 50.3 percent in 1993 to 92.2 percent in 2002.
- Articulated bus compliance increased from 38.4 percent in 1993 to 97.2 percent in 2002.

Note: Data are not available prior to 1993.

ADA Lift- or Ramp-Equipped Buses 1993 – 2002



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.

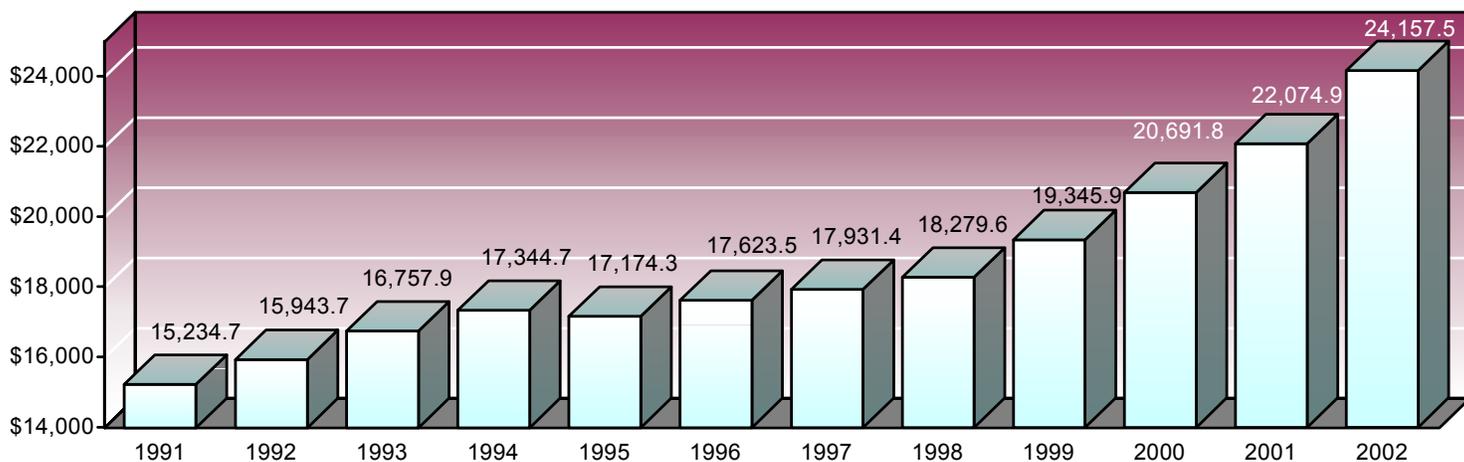
Federal funds are financial assistance used to defray some of the operating costs to provide transit service.

Comments

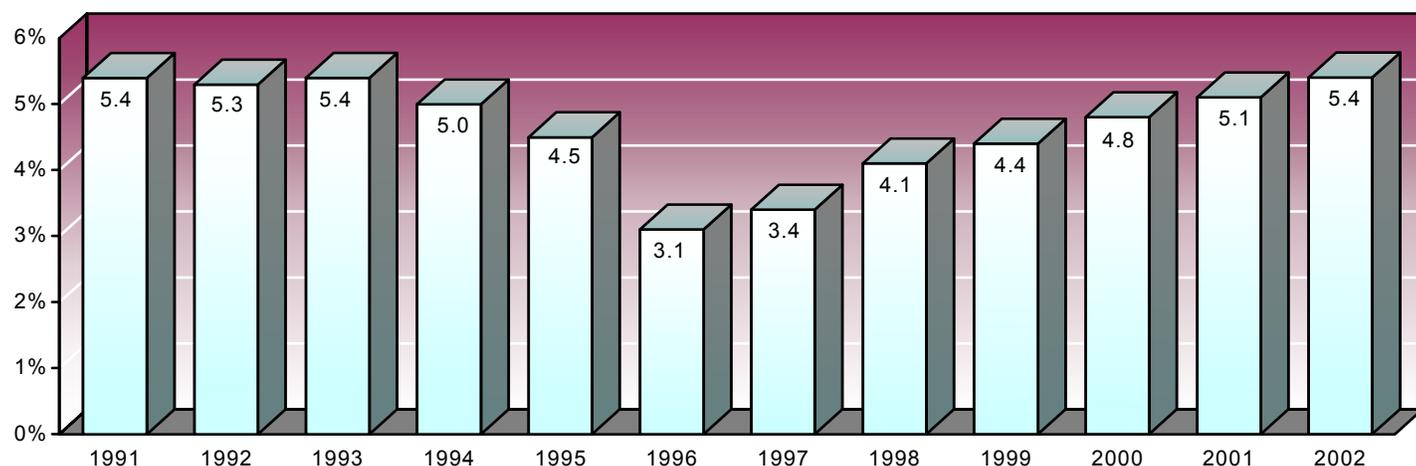
Operating funds applied to transit operations increased 58.6 percent, a rate greater than inflation during the period (32 percent).

Note: Capital funds used to pay for operating expenses can no longer be determined due to reporting changes introduced in 2002. In past years capitalized operating funds were shown under Capital Investment. They are now included in the Funding Transit Operations section, and the data for the period from 1998-2001 has been revised to be consistent with the 2002 data.

Total Operating Funding (Millions) 1991 – 2002



Federal Operating Assistance as a Percentage of Operating Funds 1991 – 2002

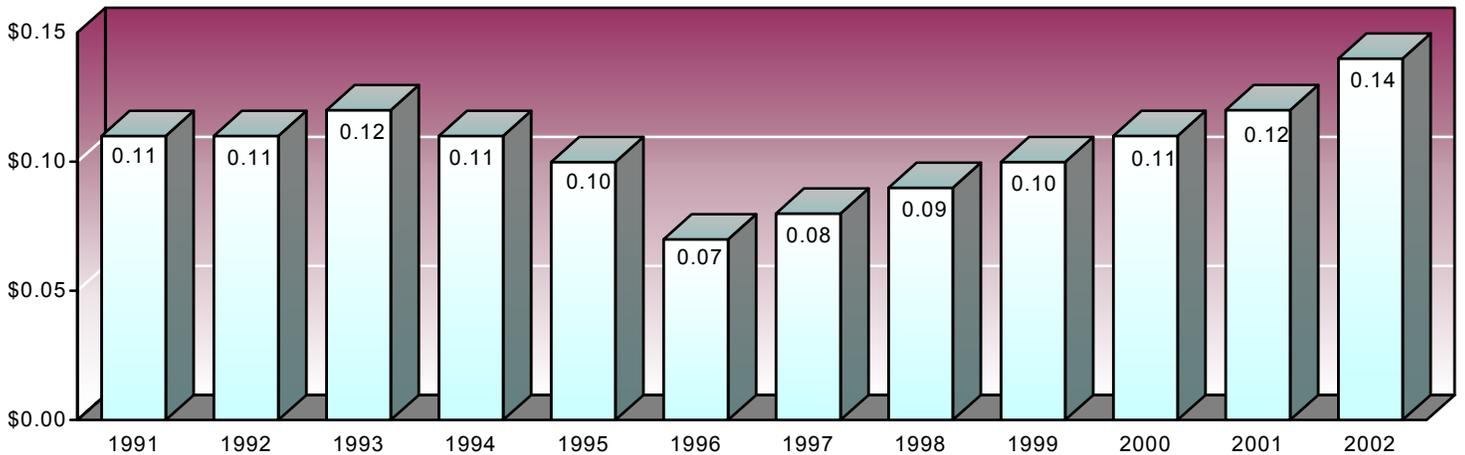


Federal Operating Assistance per Passenger – Total and by Urbanized Area Size

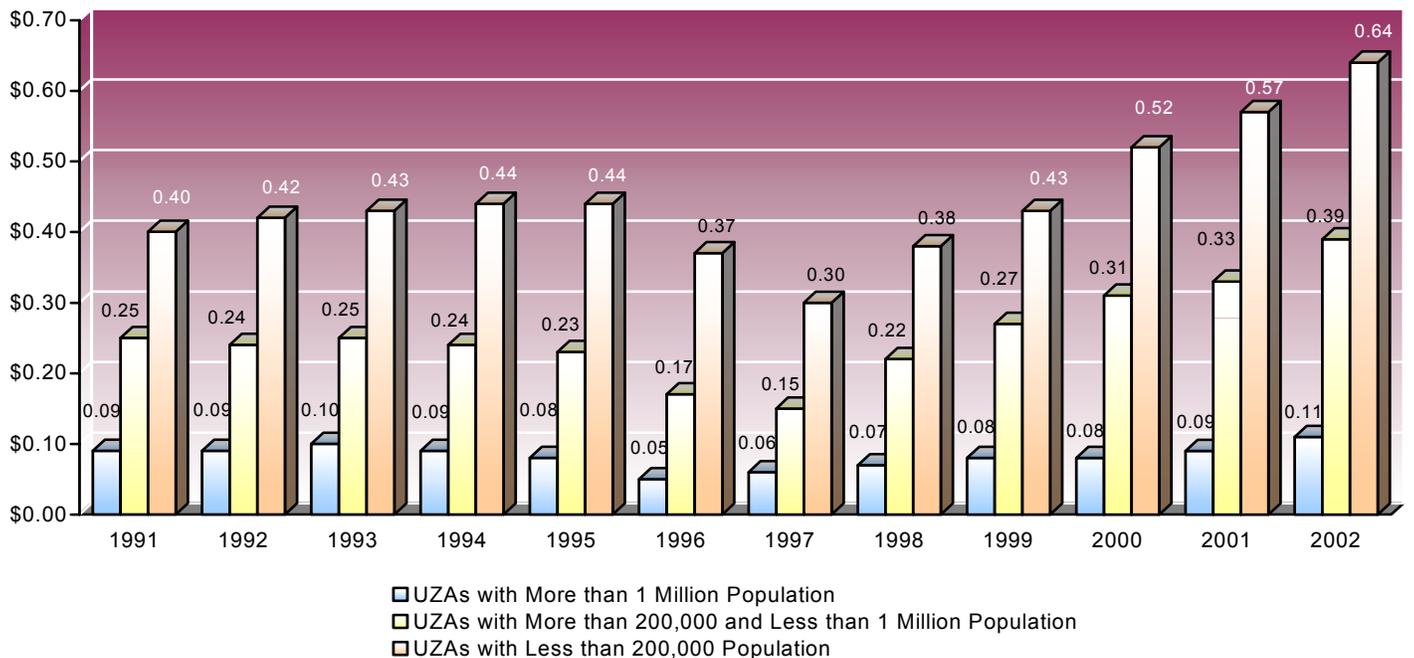
Comments

Note: Capital funds used to pay for operating expenses can no longer be determined due to reporting changes introduced in 2002. In past years capitalized operating funds were shown under Capital Investment. They are now included in the Funding Transit Operations section, and the data for the period from 1998-2001 has been revised to be consistent with the 2002 data.

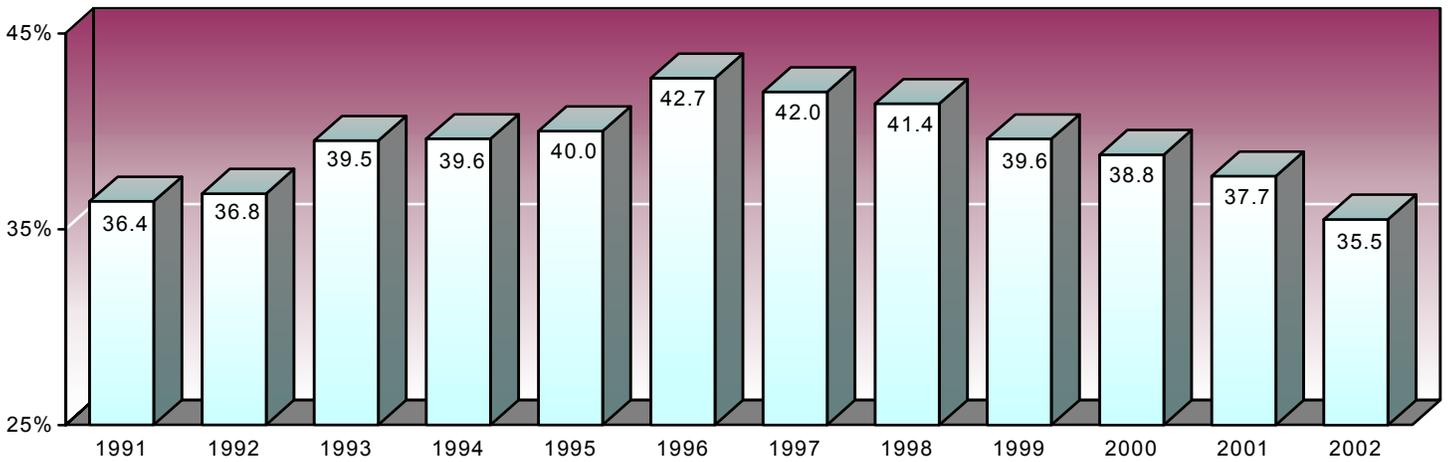
Total Federal Operating Assistance per Passenger 1991 – 2002



Federal Operating Assistance per Passenger by Urbanized Area Size 1991 – 2002



Recovery Ratio 1991 – 2002



Recovery Ratio (Fare Revenues per Operating Expense)

Concepts

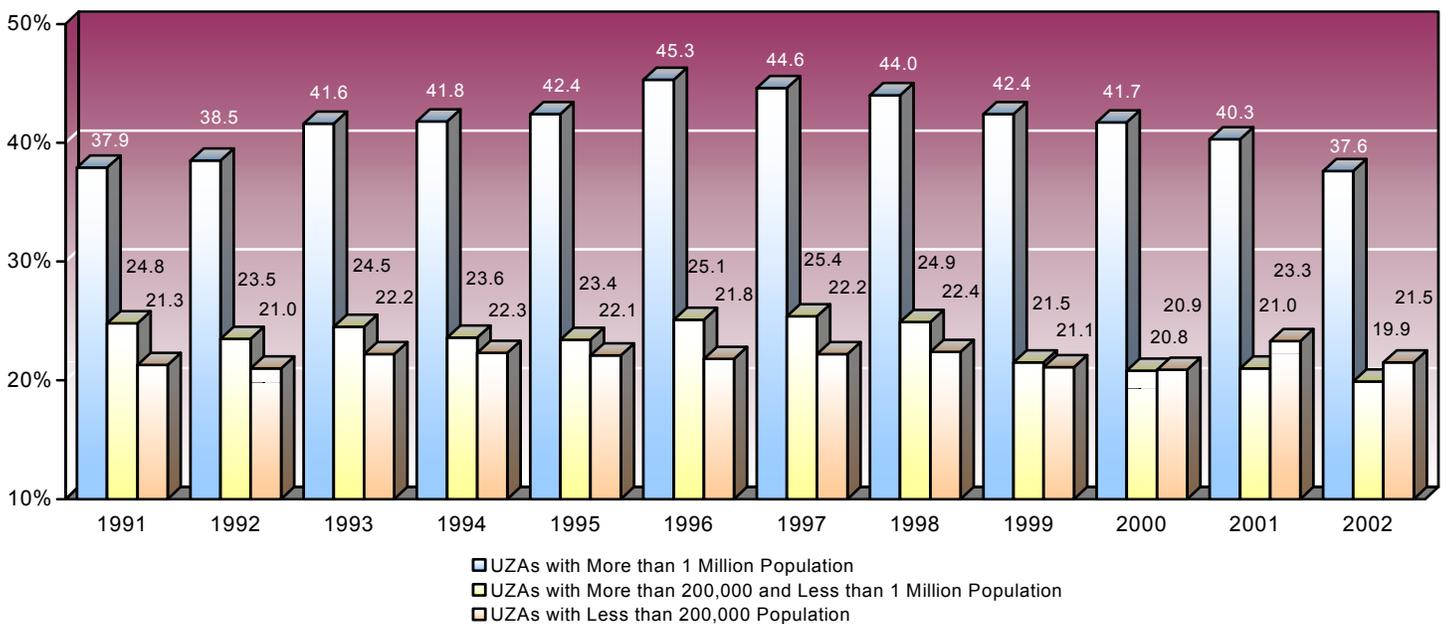
Fare revenues are funds earned carrying passengers in regularly scheduled service. It includes the base fare, zone premiums, express service premiums, extra cost transfers and quality purchase discounts applicable to the passenger's ride.

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

Comments

After a period of increase and then decrease over a 6-year period recovery ratio is back to the same level as 1991. Agencies in urbanized areas over 1 million population account for most of the decrease.

Recovery Ratio by Urbanized Area Size 1991 – 2002



Subsidy per Passenger

Concepts

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

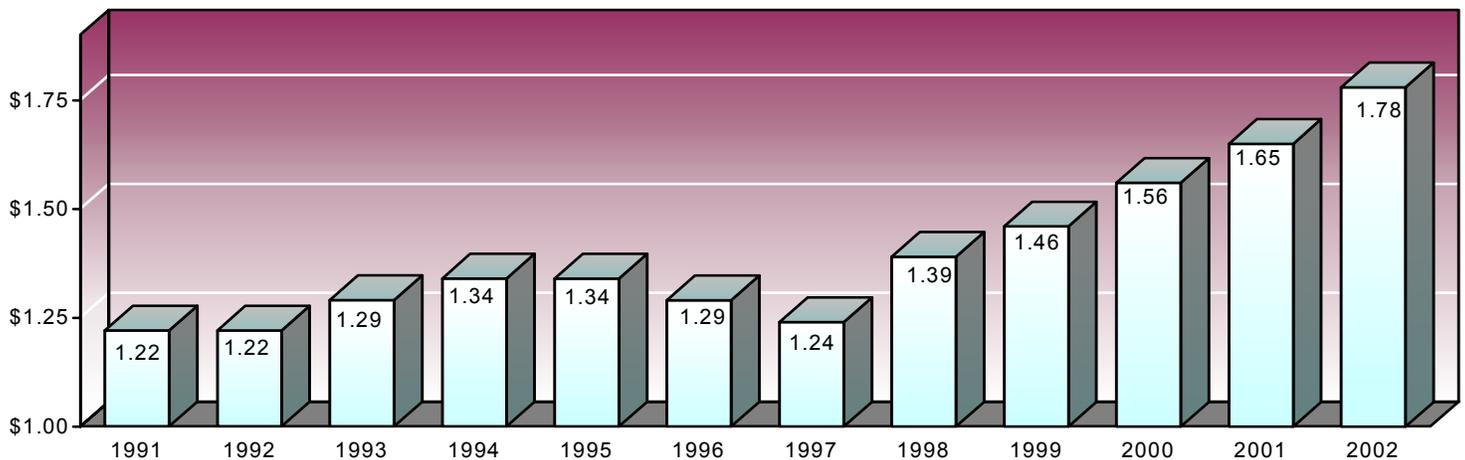
Comments

Subsidy per passenger increased approximately 46 percent over the last 11 years, while the rate of inflation was 32 percent.

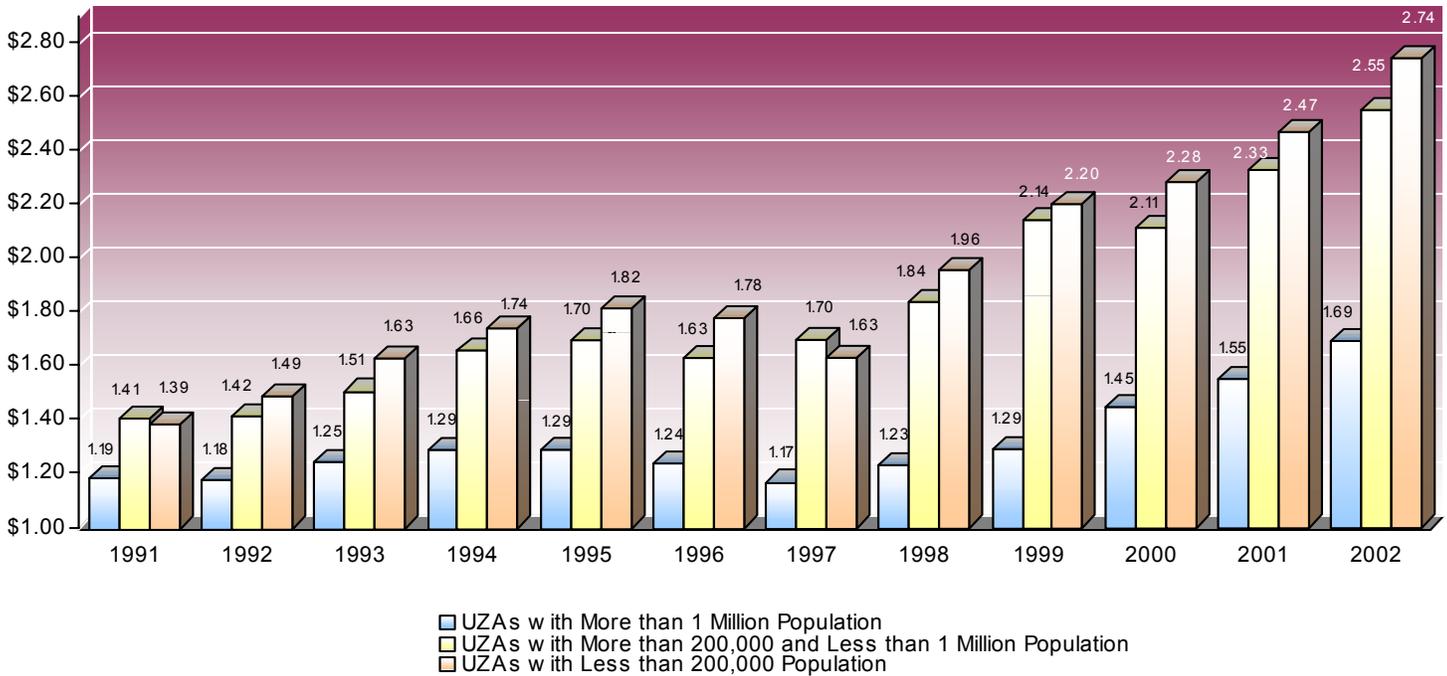
Medium and small urbanized areas had a rate of increase greater than the rate for large urbanized areas. This is due in part to the expansion of fixed route service in low density areas combined with the expansion in demand response services. Demand response accounts for a substantial portion of the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

Note: Capital funds used to pay for operating expenses can no longer be determined due to reporting changes introduced in 2002. In past years capitalized operating funds were shown under Capital Investment. They are now included in the Funding Transit Operations section, and the data for the period from 1998-2001 has been revised to be consistent with the 2002 data.

Total Operating Subsidy per Passenger 1991 – 2002



Total Subsidy per Passenger by Urbanized Area Size 1991 – 2002



Operating Funding Sources by UZA

Concepts

Operating funding sources include:

- Fare revenues
- Federal assistance
- State assistance
- Local assistance
- 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.

Comments

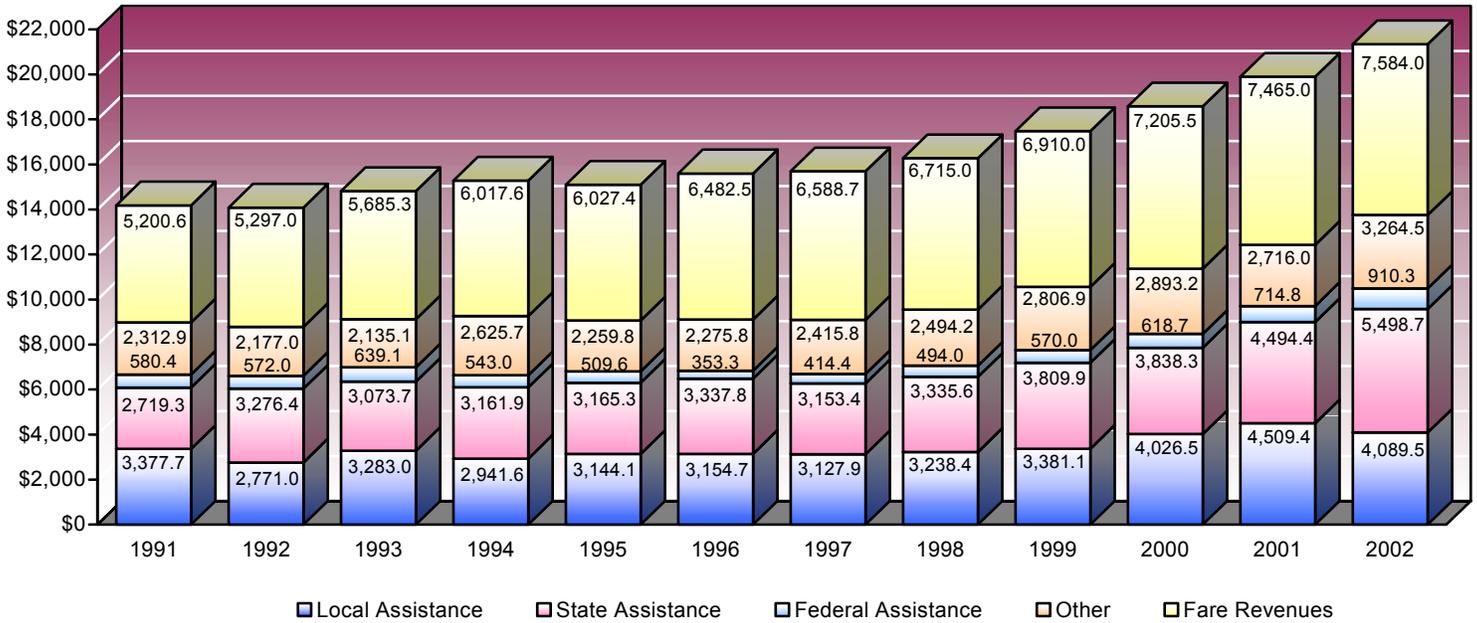
For large urbanized areas, fare revenues, Federal assistance and other funding shares remained stable from 1991 to 2002. State and Local assistance switched ranks, and State funds were the second highest funding source after fare revenues in 2002.

There was a decrease in the total funding applied to operations for medium and small urbanized areas. This decrease is related to the shifting of agencies from small to medium, and from medium to large urbanized areas with the 2000 US Census data.

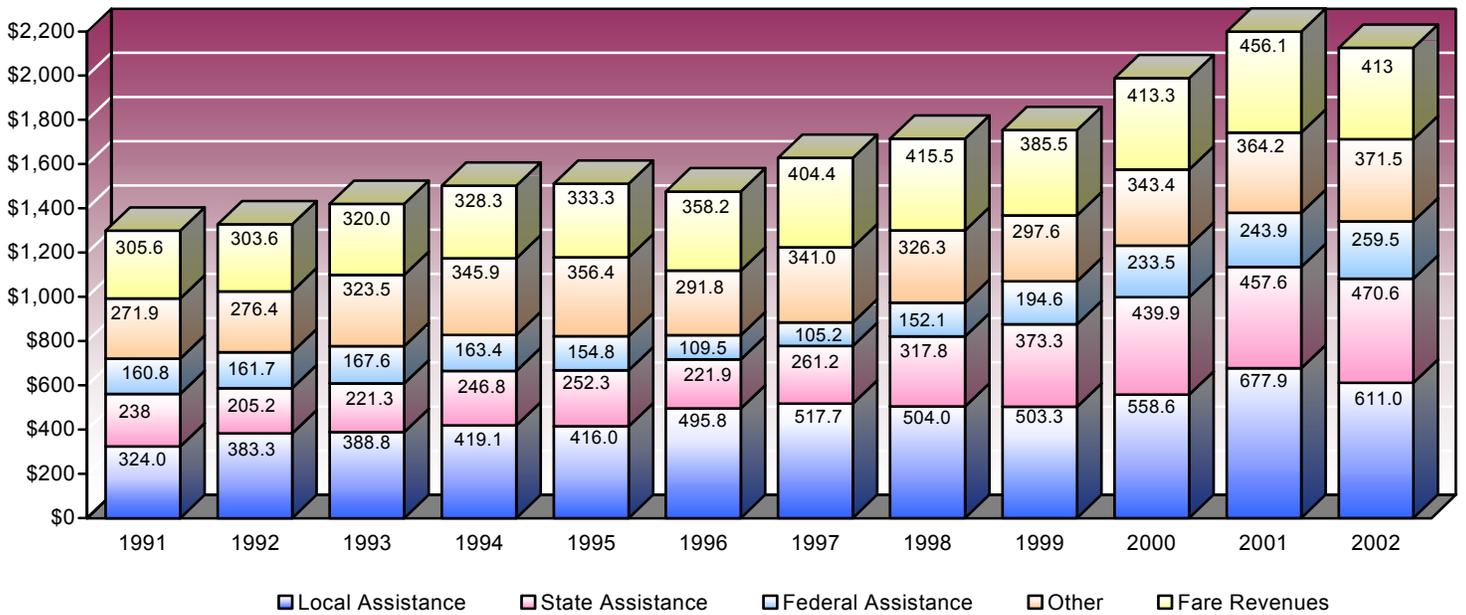
Small and medium urbanized areas are more dependent upon operating subsidies than large urbanized areas. Fare revenues account for approximately 20 percent for these areas.

Operating Funding Sources (Millions) by Urbanized Area Size 1991 – 2002

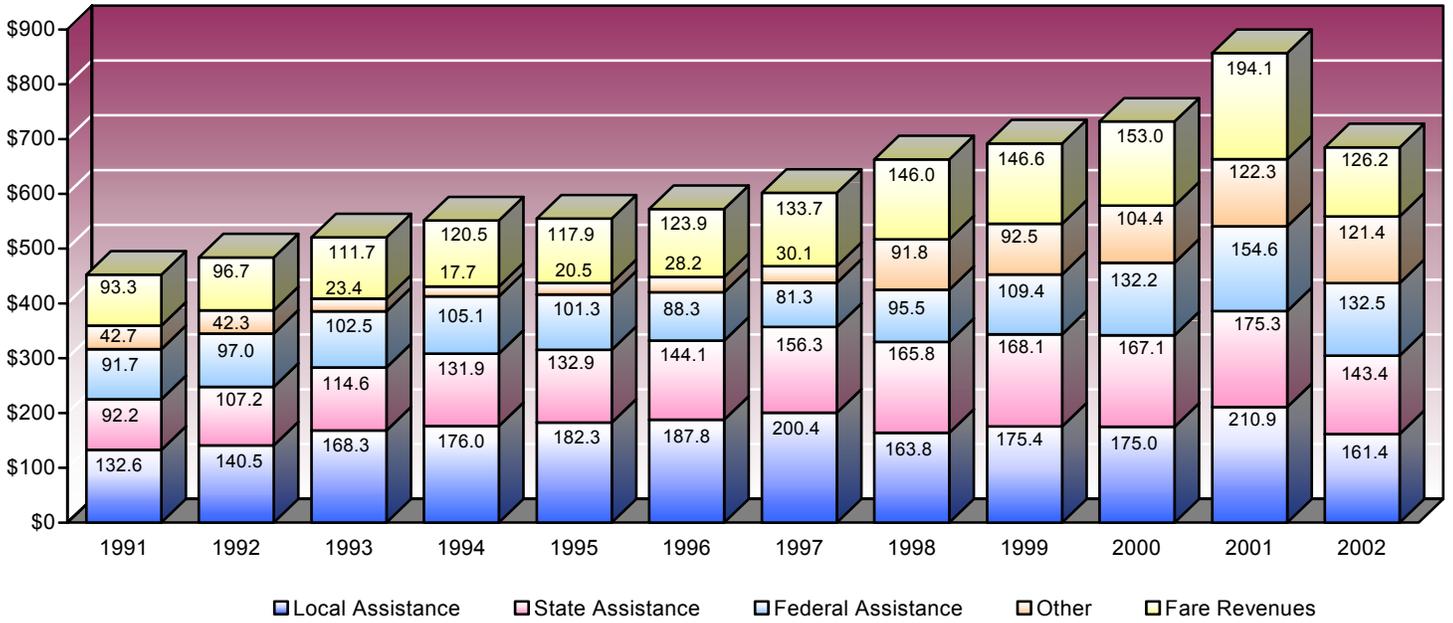
UZAs with More than 1 Million Population



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

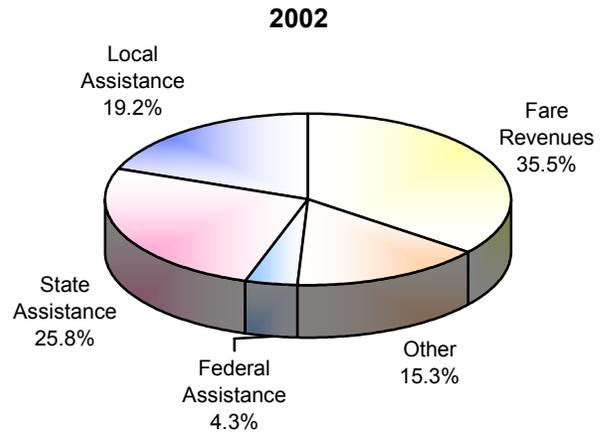
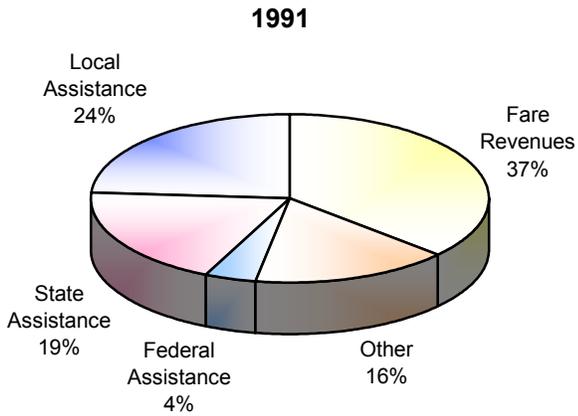


UZAs with Less than 200,000 Population

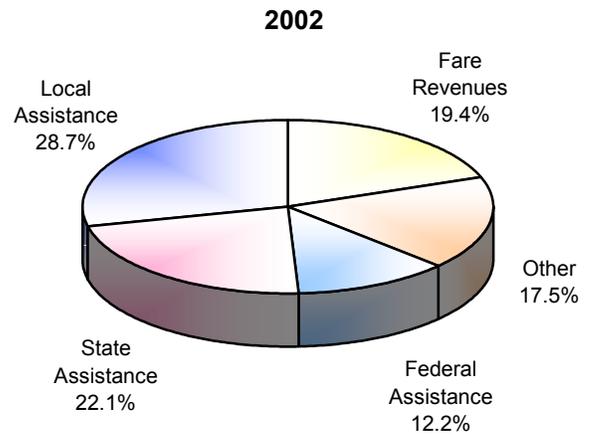
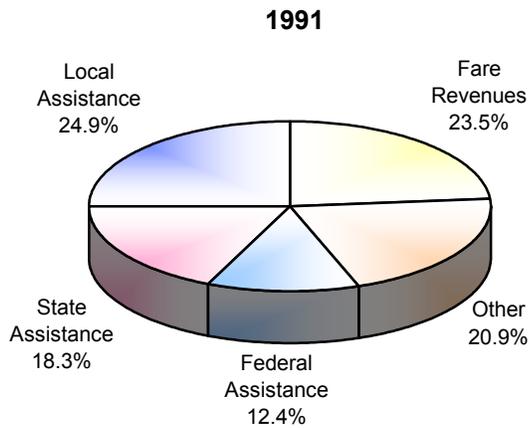


Comparison of Share Funding Sources

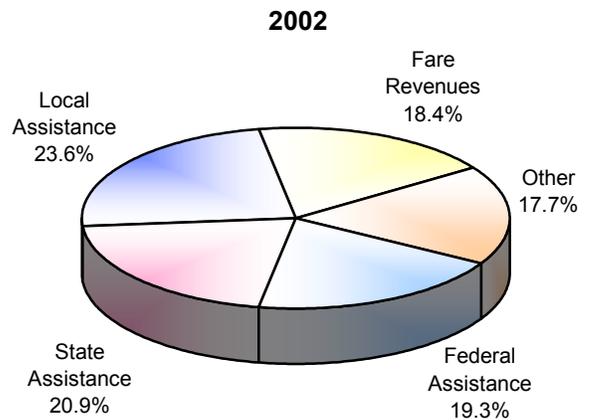
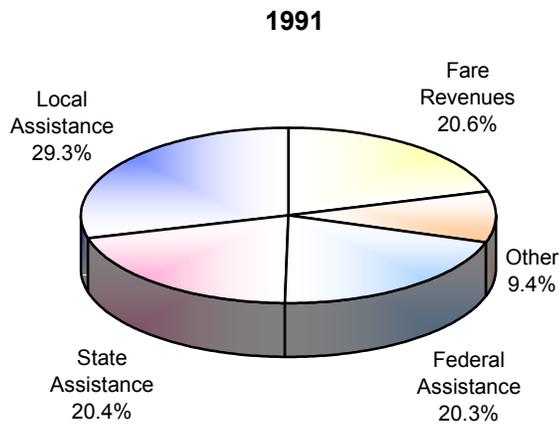
UZAs with More than 1 Million Population



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



UZAs with Less than 200,000 Population



Capital Investment in Transit

Concepts

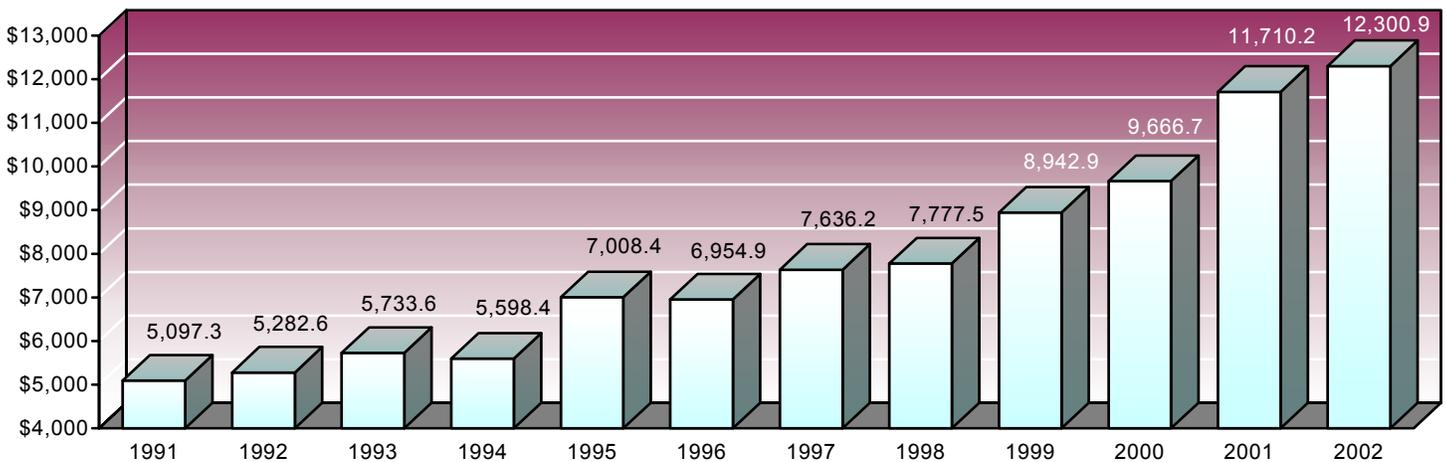
Capital funds are the funds that the transit agencies receive from Federal, state, local and directly generated sources and applied to capital projects. Directly generated sources include any funds generated or donated directly to the transit agency including passenger fares, advertising revenues, donations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

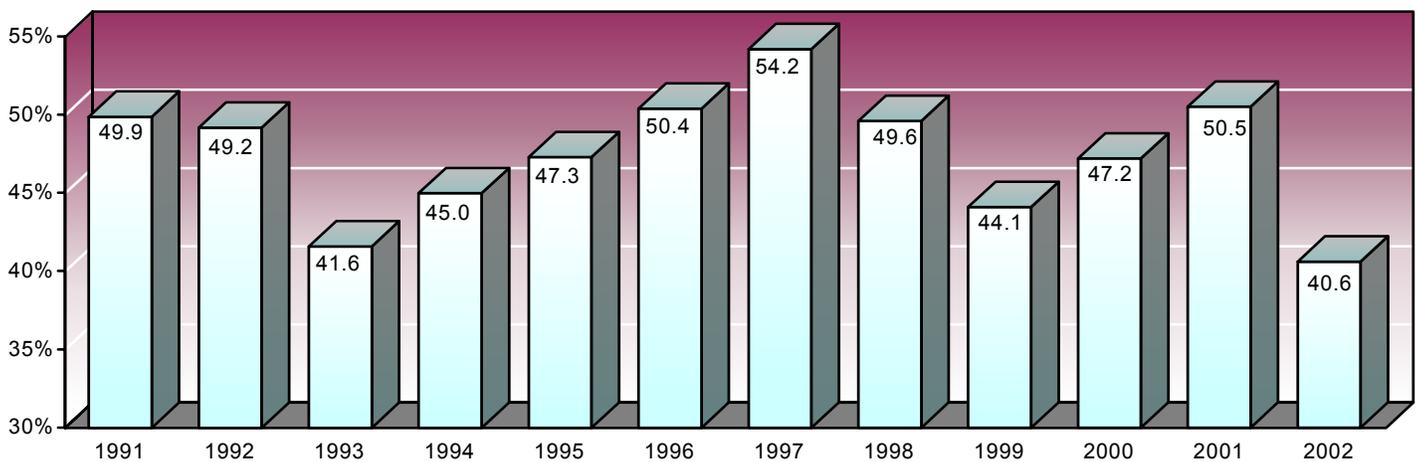
Capital investment increased by nearly 140 percent over the last 12 years, while inflation rose 32 percent. The role of the Federal government has been stable during the same period, accounting in average for approximately 50 percent of all capital invested in transit.

Note: Capital funds used to pay for operating expenses are not included.

Total Capital Assistance (Millions) 1991 – 2002



Federal Share of Total Capital Assistance 1991 – 2002

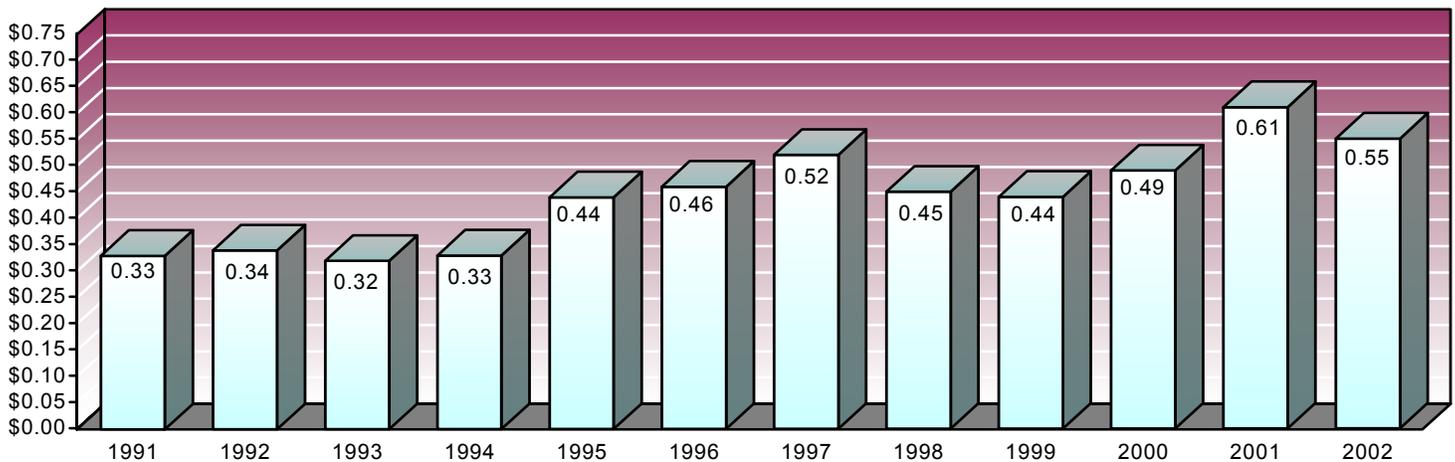


Federal Capital Assistance per Unlinked Passenger Trip

Comments

Federal assistance per unlinked passenger trip increased by 66 percent from 1991 – 2002.

Federal Capital Assistance per Unlinked Passenger Trip 1991 – 2002



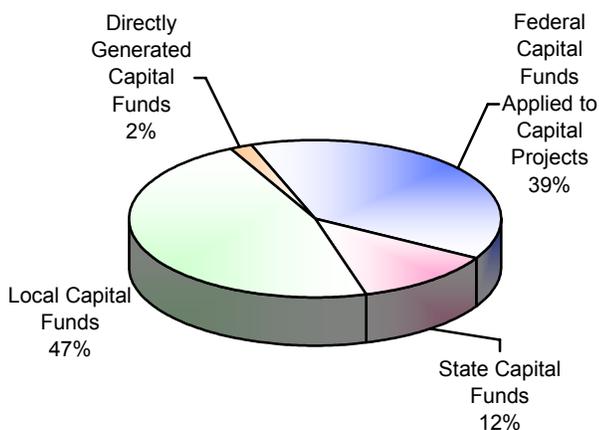
Sources of Capital Funding by UZA

Comments

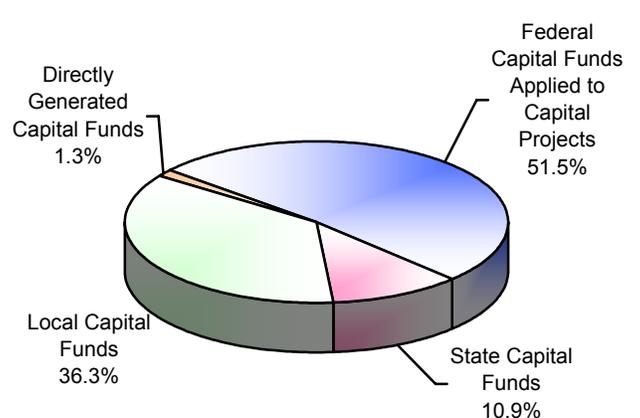
Most of capital invested in transit comes from Federal sources. Federal funds account for most of all capital invested in small and medium urbanized areas. Large urbanized areas rely primarily on Federal funds and directly levied taxes to pay for capital projects.

Sources of Capital Assistance by Urbanized Area Size

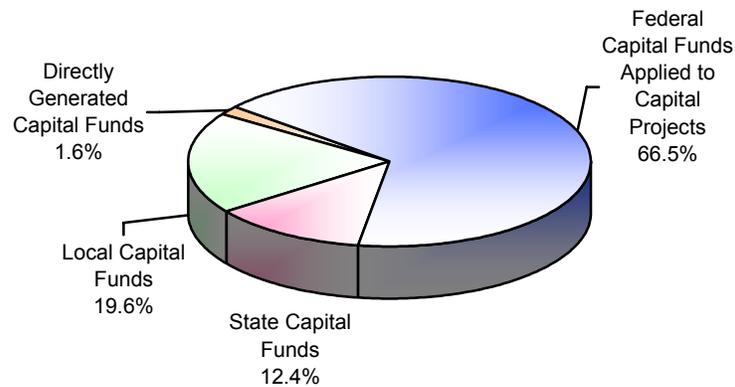
UZAs with more than 1 Million Population



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



UZAs with Less than 200,000 Population



Capital Expenditures

Concepts

Uses of capital were reported until 2001 by mode in three major categories:

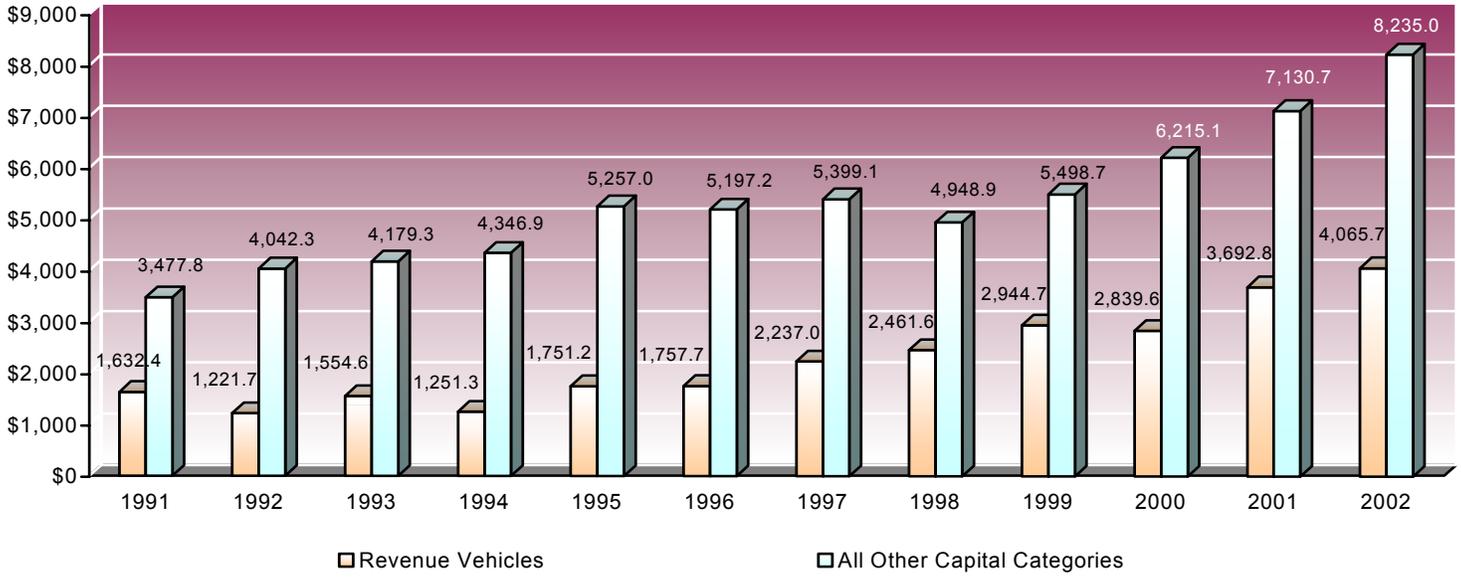
1. Rolling stock
2. Facilities
3. Other capital projects

For the NTST, all exhibits depicting Uses of Capital showed rolling stock, and combined into a single category, facilities and other.

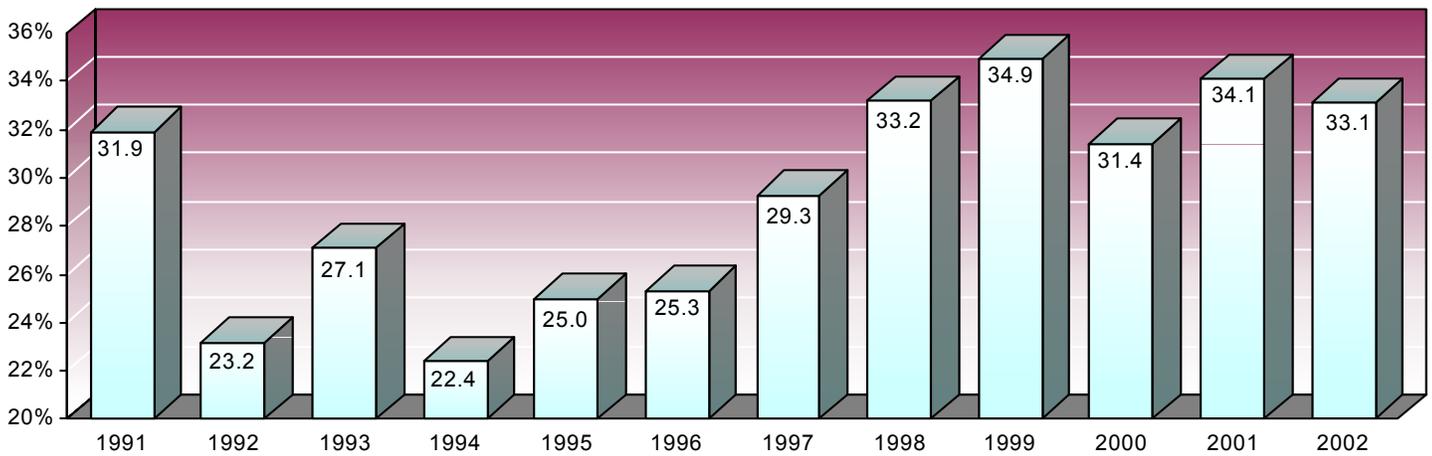
Starting in the 2002 report year, Uses of Capital categories were expanded and the rolling stock, facilities and other categories were broken down into more specific categories detailed below:

- Revenue Vehicles - The vehicles used in providing transit service for passengers. Capital funds for revenue vehicles may be used for replacement, rehabilitation, remanufacture, rail overhaul and expansion of fleet.
- Guideway - Includes the buildings and structures dedicated for the operation of transit vehicles such as at grade, elevated and subway structures, tunnels, bridges, track and power systems for rail modes and paved highway lanes dedicated to bus.
- Systems - Include computers, monitors, printers, scanners, data storage devices and associated software that supports general office, accounting, scheduling, vehicle and non-vehicle maintenance and customer service functions.
- Passenger Stations – These are boarding/alighting facilities with a platform. Includes transportation/transit / transfer centers, park and ride facilities, and transit malls with the above components, including those only utilized by buses. It does not include bus, light rail, or cable car stops.
- Facilities – Include administration, central/overhaul maintenance facilities, light maintenance and storage facilities.
- Other vehicles - Include service, supervisory and other vehicles other than revenue vehicles.

Capital Expenditures (Millions) 1991 – 2002



Percent Share of Revenue Vehicles 1991 – 2002



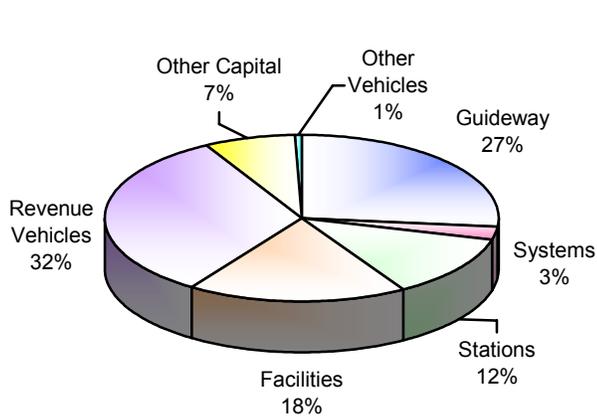
Uses of Capital by Urbanized Area Size

Comments

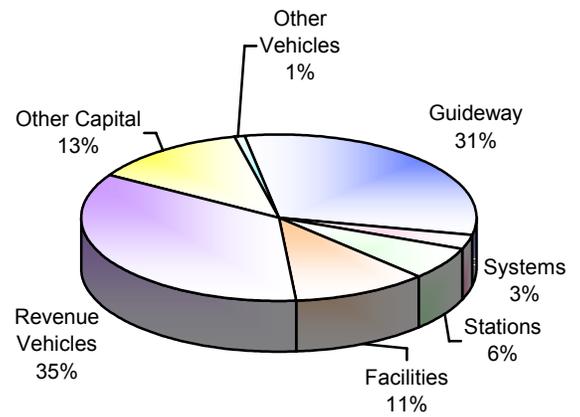
Large and medium-sized urbanized areas operate almost all rail systems in the nation and guideway and facilities account for a significant portion of the overall capital costs.

For small urbanized areas, bus and demand response are the most common modes. Thus, most uses of capital are revenue vehicles and facilities.

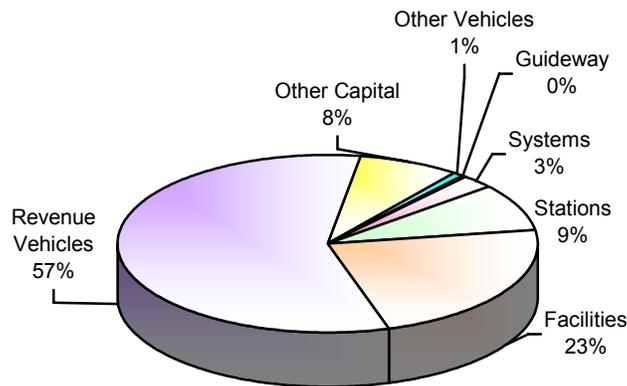
UZAs with more than 1 Million Population



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



UZAs with Less than 200,000 Population



Distribution of Capital by Mode and Category

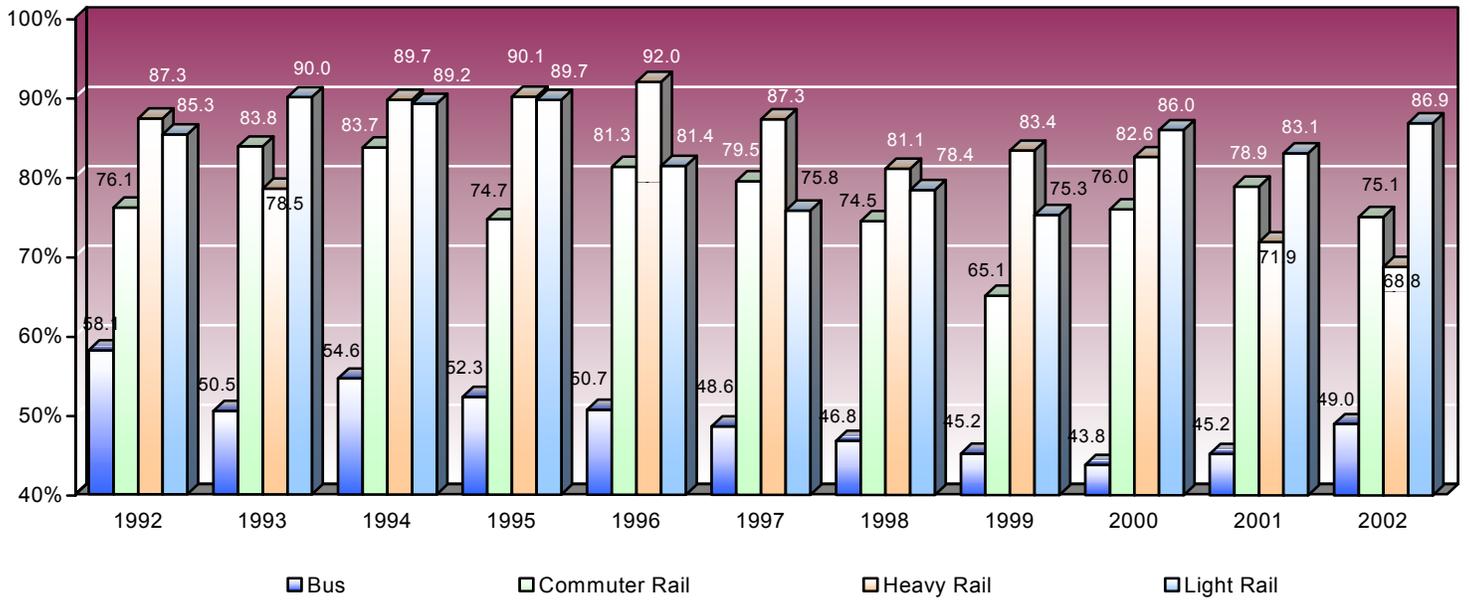
Comments

Bus systems dedicate less capital to revenue vehicles than rail systems. Generally, rail systems 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. Therefore, revenue vehicles are the main use of capital for bus.

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

Percent of Non-Revenue Vehicles by Mode 1992 – 2002



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.

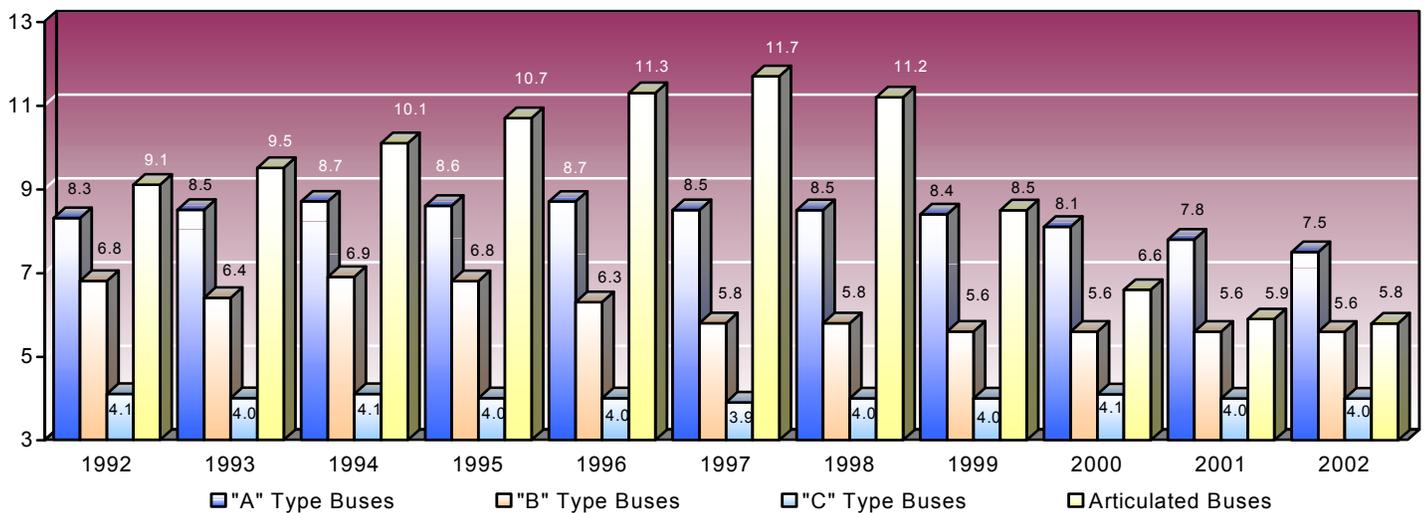
- Type "A" buses are equipped with more than 35 seats.
- Type "B" buses are equipped with 25-35 seats.
- Type "C" buses are equipped with 25 seats.
- Articulated buses are extra long buses that measure between 54 and 60 feet.

Comments

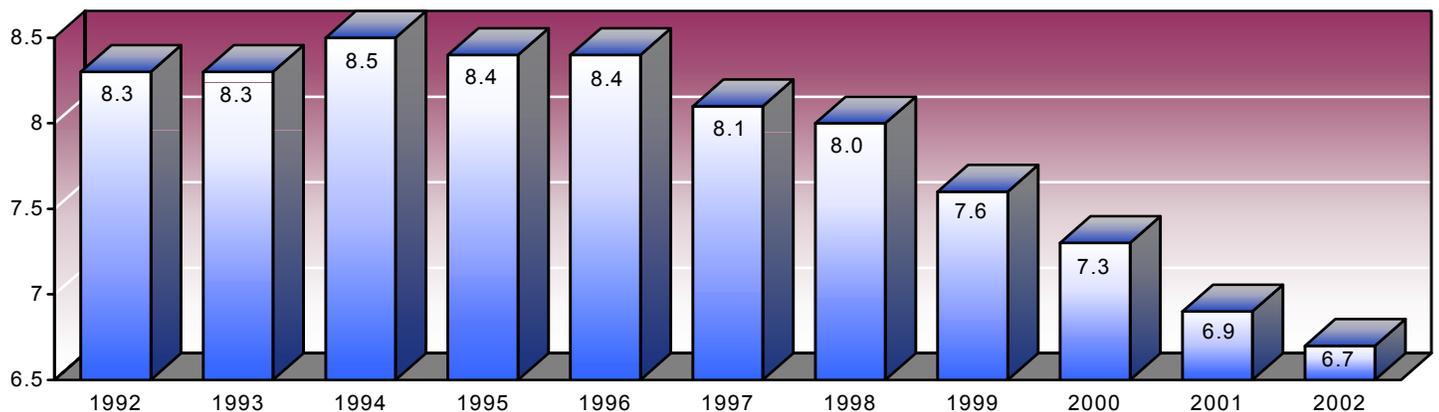
The average fleet age of type A and type C buses have been stable over the last 11 years, while the average fleet age of medium buses decreased 17.6 percent.

The average fleet age of articulated buses dropped significantly in the last 4 years (from 11.2 years old in 1998 to 5.8 years old in 2002).

Average Fleet Age (Years) by Vehicle Type 1992 – 2002



Average Bus Fleet Age (Years) 1992 – 2002

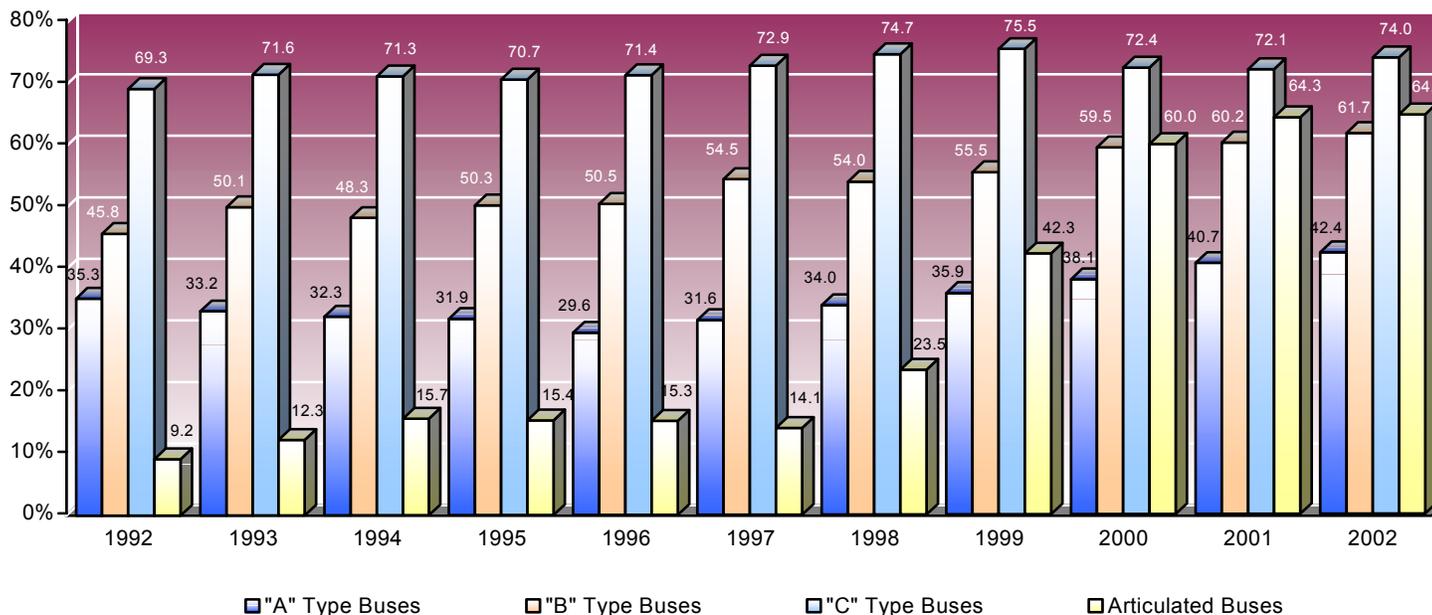


Age Distribution of Buses by Vehicle Type

Comments

The share of articulated buses 5 years old or less increased from 23.5 percent in 1998 to 64.7 percent in 2002.

Percent of Bus Fleet 5 Years Old or Less by Vehicle Type 1992 – 2002



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.

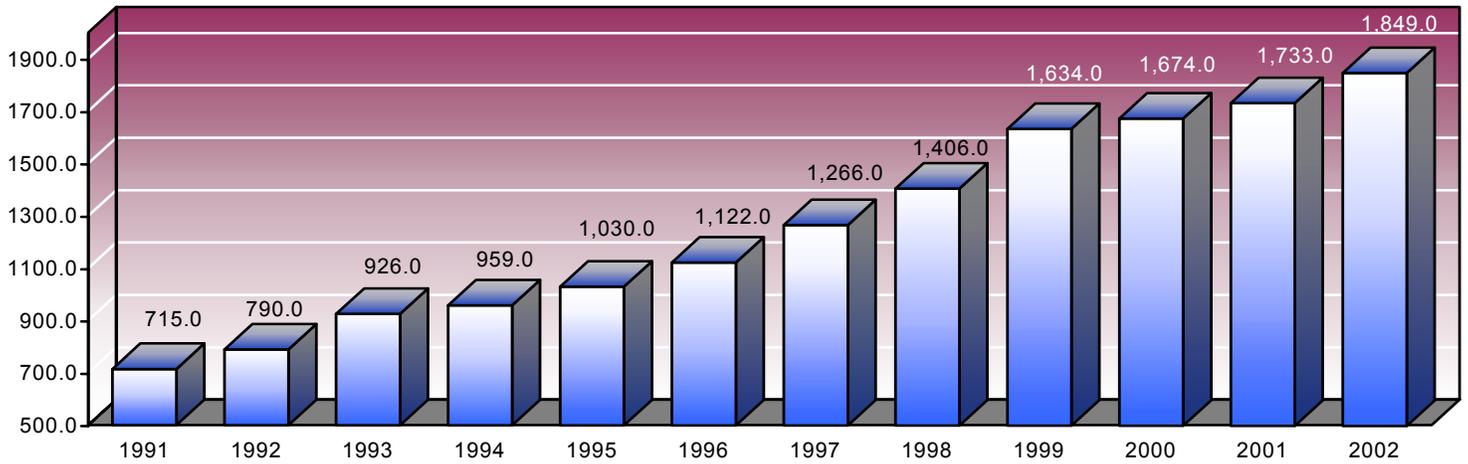
Comments

Bus fixed guideway directional route miles increased by nearly 160 percent over the period, while rail modes increased 35 percent.

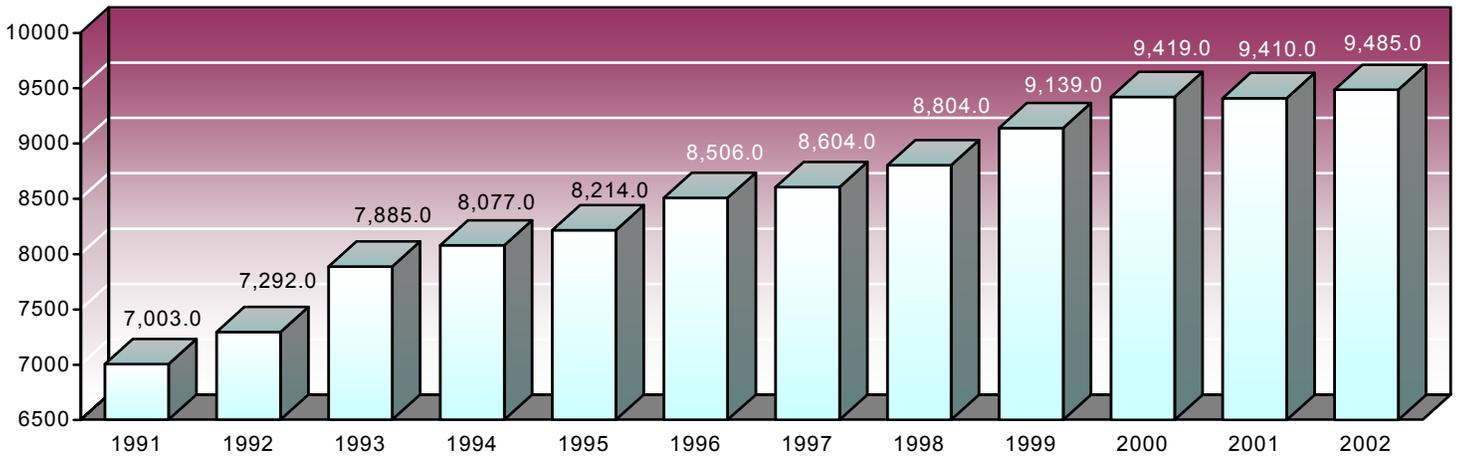
Note

The figure for Rail Modes 1991 – 2002 was adjusted to include only the portion of Alaska Railroad reported to the NTD as public transportation.

Fixed Guideway Mileage – Bus 1991 – 2002



Fixed Guideway Mileage – Rail Modes 1991 – 2002



Alternative Fuel Usage

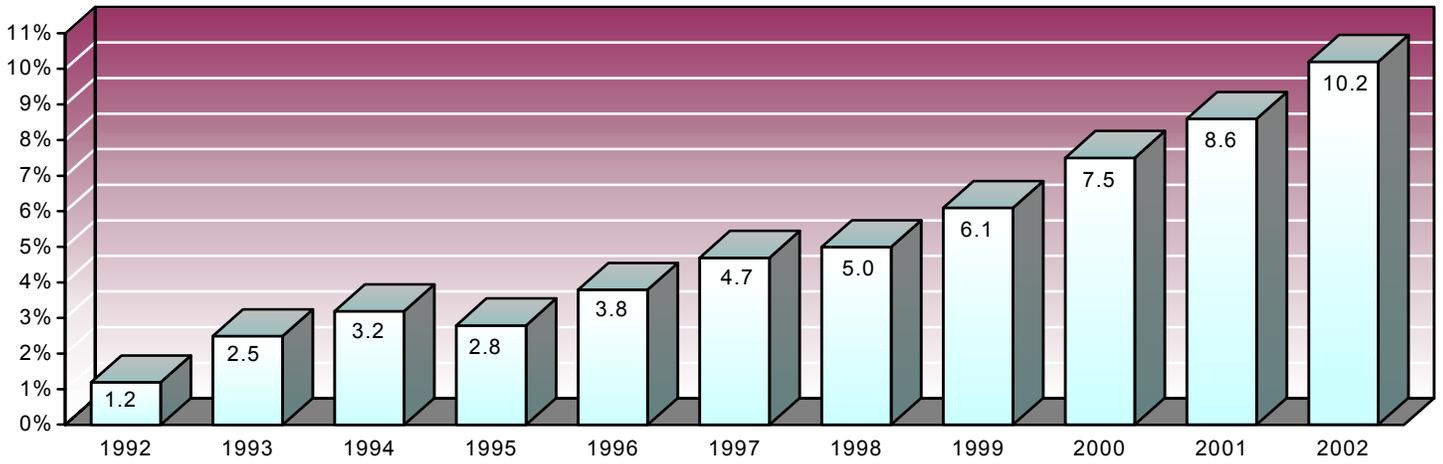
Concepts

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

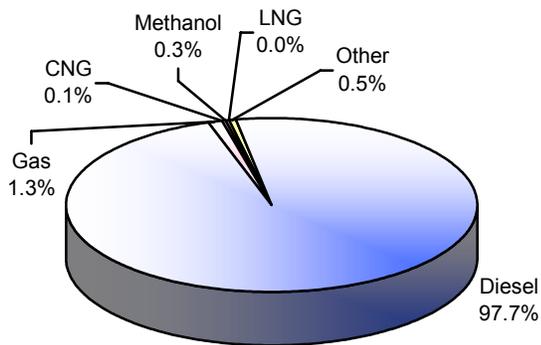
Comments

The share of the national bus fleet using alternative fuels rose from 1.2 percent in 1992 to 10.2 percent in 2002.

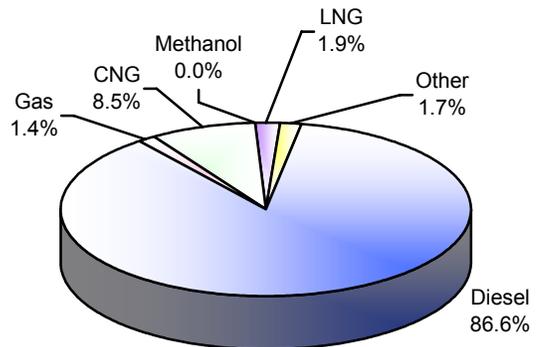
Percent of National Bus Fleet Using Alternative Fuels 1992 — 2002



Percentage of Fuel Consumption for Non-Electric Modes – 1992



Percentage of Fuel Consumption for Non-Electric Modes – 2002



2002 National Transit Profile

General Information (Millions)

Service Consumption	
Annual Passenger Miles	45,944.2
Annual Unlinked Trips	9,016.7
Average Weekday Unlinked Trips	33.7
Average Saturday Unlinked Trips	16.1
Average Sunday Unlinked Trips	10.5
Service Supplied	
Annual Vehicle Revenue Miles	3,426.8
Annual Vehicle Revenue Hours	230.2
Vehicles Operated in Maximum Service	91,723
Vehicles Available for Maximum Service	112,181

Financial Information (Millions)

Fare Revenues Earned	\$8,275.1
Sources of Operating Funds Expended	
Fare Revenues (34%)	8,123.3
Local Funds (28%)	6,873.8
State Funds (25%)	6,112.7
Federal Assistance (5%) (**)	1,302.2
Other Funds (7%)	1,745.5
Total Operating Funds Expended	\$24,157.5
Sources of Capital Funds Expended	
Local Funds (46%)	5,635.6
State Funds (12%)	1,432.9
Federal Assistance (41%) (***)	4,993.7
Other Funds (2%)	238.8
Total Capital Funds Expended	\$12,300.9

Summary of Operating Expenses (Millions)

Salary, Wages and Benefits	\$16,695.2
Materials and Supplies	2,189.4
Purchased Transportation	1,990.3
Other Operating Expenses	2,030.2
Total Operating Expenses	\$22,905.1
Reconciling Cash Expenditures	\$1,267.5

Sources of Operating Funds Expended



Sources of Capital Funds Expended



Vehicles Operated in Maximum Services and Uses of Capital Funds

	Directly Operated	Purchased Transportation	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	45,022	5,441	\$1,542.8	\$377.8	\$748.4	\$358.7	\$3,027.7
Heavy Rail	8,576	0	\$1,423.7	\$1,232.5	\$1,474.4	\$433.5	\$4,564.2
Commuter Rail	4,276	630	\$589.6	\$689.9	\$940.7	\$151.1	\$2,371.2
Demand Response	5,205	15,345	\$127.8	\$10.9	\$22.4	\$12.2	\$173.3
Light Rail	1,061	15	\$226.6	\$1,173.3	\$256.9	\$66.6	\$1,723.4
Ferryboat	151	56	\$49.1	\$1.7	\$170.0	\$1.3	\$222.2
Trolleybus	522	0	\$93.2	\$76.1	\$17.7	\$0.6	\$187.6
Cable Car	26	0	\$0.7	\$0.8	\$0.4	\$0.0	\$1.9
Vanpool	3,686	761	\$9.8	\$0.6	\$2.4	\$1.3	\$14.1
Automated Guideway	32	0	\$0.9	\$4.1	\$1.3	\$0.3	\$6.6
Publico	0	1,372	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Monorail	0	8	\$1.0	\$0.0	\$0.0	\$0.0	\$1.0
Inclined Plane	6	2	\$0.0	\$0.1	\$0.1	\$0.3	\$0.4
Alaska Railroad	33	0	\$0.2	\$4.9	\$1.3	\$0.3	\$6.8
Jitney	4	0	\$0.2	\$0.0	\$0.0	\$0.0	\$0.2
Total	68,600	23,630	\$4,065.7	\$3,572.7	\$3,636.0	\$1,026.2	\$12,300.7

Performance Measures

	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	\$6.8	\$86.2	\$0.6	\$2.4	2.8	36.1
Heavy Rail	\$7.1	\$143.0	\$0.3	\$1.6	4.5	90.1
Commuter Rail	\$11.6	\$366.8	\$0.3	\$7.2	1.6	50.7
Demand Response	\$3.1	\$45.7	\$2.5	\$20.8	0.1	2.2
Light Rail	\$13.0	\$199.1	\$0.5	\$2.3	5.6	86.1
Ferryboat	\$116.8	\$963.9	\$1.0	\$6.2	18.8	154.7
Trolleybus	\$14.0	\$104.2	\$1.0	\$1.6	8.7	64.8
Cable Car	\$92.0	\$296.4	\$4.4	\$5.2	17.7	57.0
Vanpool	\$0.5	\$20.9	\$0.1	\$3.2	0.2	6.6
Automated Guideway	\$17.9	\$204.2	\$3.9	\$4.1	4.3	49.3
Publico	\$1.0	\$11.6	\$0.1	\$0.8	1.3	15.1
Monorail	\$10.4	\$104.8	\$1.2	\$1.1	9.9	99.1
Inclined Plane	\$39.9	\$113.7	\$3.7	\$1.2	32.6	92.8
Alaska Railroad	\$17.0	\$349.0	\$0.9	\$19.5	0.9	17.9
Jitney	\$10.9	\$55.6	\$1.3	\$2.0	5.4	27.4

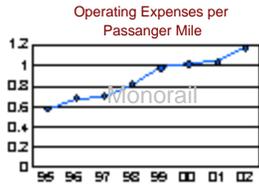
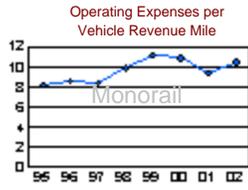
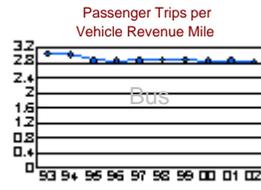
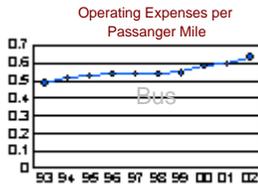
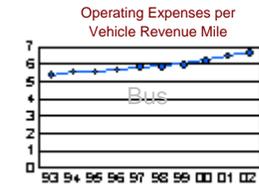
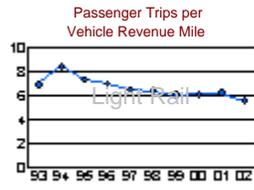
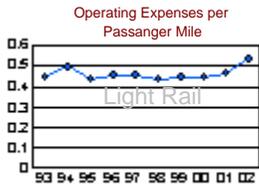
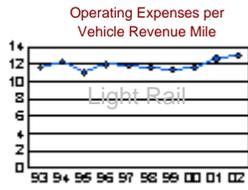
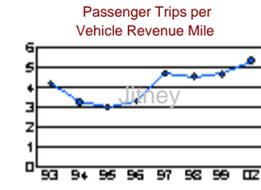
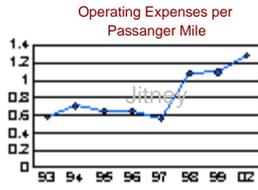
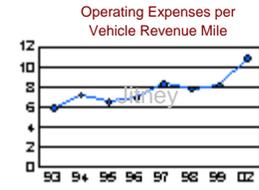
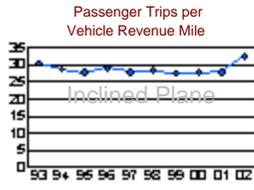
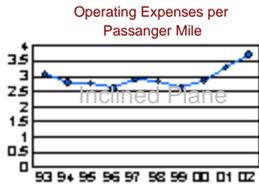
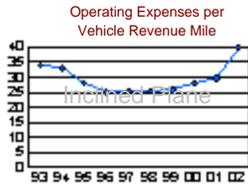
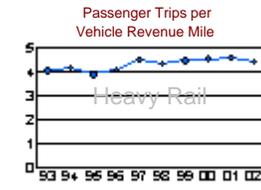
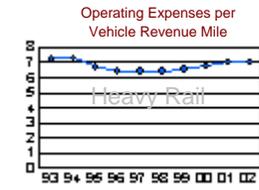
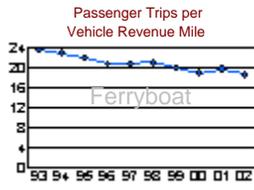
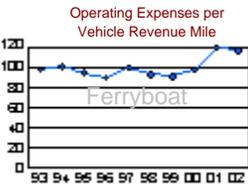
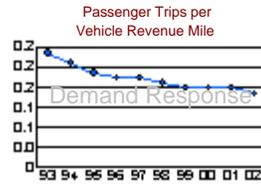
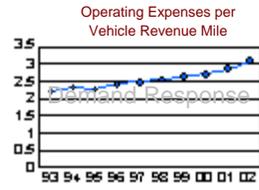
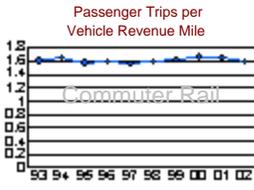
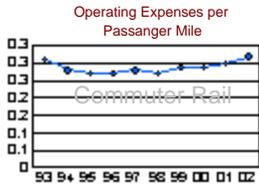
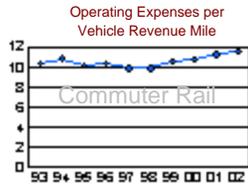
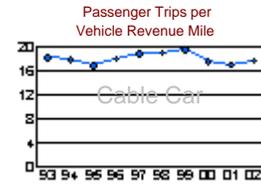
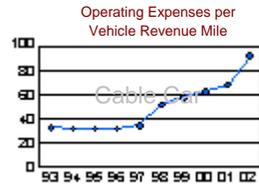
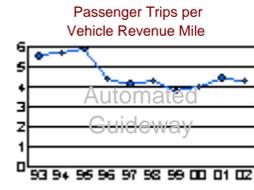
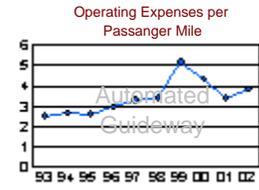
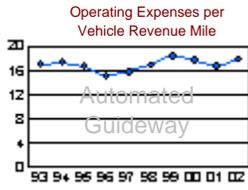
Modal Characteristics

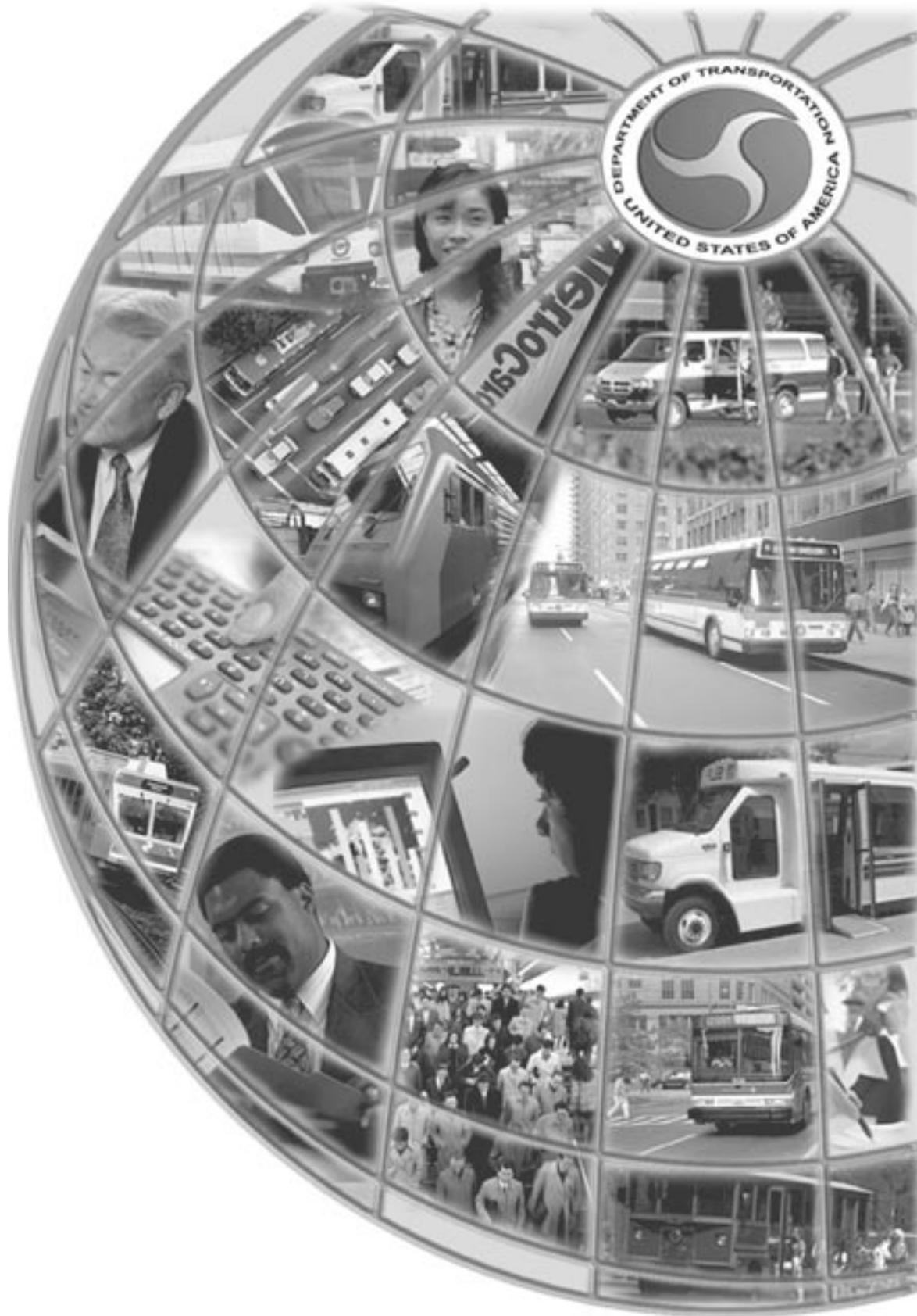
	Operating Expenses (Millions)	Fare Revenues (Millions)	Uses of Capital Funds (Millions)	Annual Passenger Miles (Millions)	Annual Vehicle Revenue Miles (Millions)	Annual Unlinked Trips (Millions)	Annual Vehicle Revenue Hours (Millions)	Fixed Guideway Directional Route Miles (*)	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$12,585.7	\$3,731.3	\$3,027.7	19,526.8	1,863.8	5,267.5	146.0	2,699.9	60,615	7.0	50,163	1.6	21%
Heavy Rail	\$4,267.5	\$2,492.5	\$4,564.2	13,663.2	603.5	2,688.0	29.8	1,571.9	10,849	20.0	8,576	1.6	27%
Commuter Rail	\$2,994.7	\$1,448.5	\$2,371.2	9,449.8	259.1	414.1	8.2	6,830.5	5,631	22.0	4,906	2.3	15%
Demand Response	\$1,635.7	\$184.7	\$173.3	651.0	525.2	78.8	35.8	N/A	24,875	3.4	20,373	N/A	22%
Light Rail	\$778.3	\$226.1	\$1,723.4	1,431.7	60.0	336.5	3.9	959.7	1,448	16.1	1,076	1.6	35%
Ferryboat	\$314.1	\$63.1	\$222.2	301.4	2.7	50.4	0.3	513.4	220	22.7	181	1.9	22%
Trolleybus	\$186.6	\$59.6	\$187.6	187.8	13.3	116.0	1.8	467.8	616	15.4	522	1.4	18%
Cable Car	\$40.2	\$11.1	\$1.9	9.2	0.4	7.7	0.1	8.8	40	92.8	26	1.4	54%
Vanpool	\$38.6	\$26.7	\$14.1	455.1	70.6	12.2	1.8	N/A	4,881	2.9	4,443	N/A	10%
Automated Guideway	\$31.9	\$1.5	\$6.6	8.3	1.8	7.7	0.2	16.8	45	11.7	32	1.1	41%
Publico	\$25.8	\$25.6	\$0.0	205.5	26.1	33.7	2.2	N/A	2,845	N/A	1,372	N/A	107%
Monorail	\$2.2	\$2.5	\$1.0	1.8	0.2	2.0	0.0	1.8	8	40.0	8	1.0	0%
Inclined Plane	\$2.1	\$2.7	\$0.4	0.6	0.1	1.7	0.0	2.8	8	72.5	8	1.0	0%
Alaska Railroad	\$1.7	\$0.7	\$6.8	1.8	0.1	0.1	0.0	92.4	92	22.8	33	1.0	179%
Jitney	\$0.3	\$0.1	\$0.2	0.2	0.0	0.1	0.0	N/A	8	5.7	4	N/A	100%
Total	\$22,905.1	\$8,275.1	\$12,300.7	45,944.2	3,426.8	9,016.7	230.2	13,165.9	112,181		91,723		

(*) Includes some double-counting for bus mode. These are the fixed-guideway miles at the agency's fiscal year end for all levels of service (A through F).

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

(***) Includes capital funds used to pay for Capital projects.





2002 National Transit Profile

General Information (Millions)

Service Consumption	
Annual Passenger Miles	45,944.2
Annual Unlinked Trips	9,016.7
Average Weekday Unlinked Trips	33.7
Average Saturday Unlinked Trips	16.1
Average Sunday Unlinked Trips	10.5
Service Supplied	
Annual Vehicle Revenue Miles	3,426.8
Annual Vehicle Revenue Hours	230.2
Vehicles Operated in Maximum Service	91,723
Vehicles Available for Maximum Service	112,181

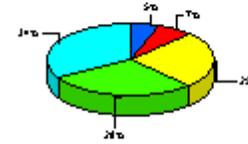
Financial Information (Millions)

Fare Revenues Earned	\$8,275.1
Sources of Operating Funds Expended	
Fare Revenues (34%)	8,123.3
Local Funds (28%)	6,873.8
State Funds (25%)	6,112.7
Federal Assistance (5%) (**)	1,302.2
Other Funds (7%)	1,745.5
Total Operating Funds Expended	\$24,157.5
Sources of Capital Funds Expended	
Local Funds (46%)	5,635.6
State Funds (12%)	1,432.9
Federal Assistance (41%) (***)	4,993.7
Other Funds (2%)	238.8
Total Capital Funds Expended	\$12,300.9

Summary of Operating Expenses (Millions)

Salary, Wages and Benefits	\$16,695.2
Materials and Supplies	2,189.4
Purchased Transportation	1,990.3
Other Operating Expenses	2,030.2
Total Operating Expenses	\$22,905.1
Reconciling Cash Expenditures	\$1,267.5

Sources of Operating Funds Expended



Sources of Capital Funds Expended



Vehicles Operated in Maximum Services and Uses of Capital Funds

	Directly Operated	Purchased Transportation	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	45,022	5,441	\$1,542.8	\$377.8	\$748.4	\$358.7	\$3,027.7
Heavy Rail	8,576	0	\$1,423.7	\$1,232.5	\$1,474.4	\$433.5	\$4,564.2
Commuter Rail	4,276	630	\$589.6	\$689.9	\$940.7	\$151.1	\$2,371.2
Demand Response	5,205	15,345	\$127.8	\$10.9	\$22.4	\$12.2	\$173.3
Light Rail	1,061	15	\$226.6	\$1,173.3	\$256.9	\$66.6	\$1,723.4
Ferryboat	151	56	\$49.1	\$1.7	\$170.0	\$1.3	\$222.2
Trolleybus	522	0	\$93.2	\$76.1	\$17.7	\$0.6	\$187.6
Cable Car	26	0	\$0.7	\$0.8	\$0.4	\$0.0	\$1.9
Vanpool	3,686	761	\$9.8	\$0.6	\$2.4	\$1.3	\$14.1
Automated Guideway	32	0	\$0.9	\$4.1	\$1.3	\$0.3	\$6.6
Publico	0	1,372	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Monorail	0	8	\$1.0	\$0.0	\$0.0	\$0.0	\$1.0
Inclined Plane	6	2	\$0.0	\$0.1	\$0.1	\$0.3	\$0.4
Alaska Railroad	33	0	\$0.2	\$4.9	\$1.3	\$0.3	\$6.8
Jitney	4	0	\$0.2	\$0.0	\$0.0	\$0.0	\$0.2
Total	68,600	23,630	\$4,065.7	\$3,572.7	\$3,636.0	\$1,026.2	\$12,300.7

Performance Measures

	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	\$6.8	\$86.2	\$0.6	\$2.4	2.8	36.1
Heavy Rail	\$7.1	\$143.0	\$0.3	\$1.6	4.5	90.1
Commuter Rail	\$11.6	\$366.8	\$0.3	\$7.2	1.6	50.7
Demand Response	\$3.1	\$45.7	\$2.5	\$20.8	0.1	2.2
Light Rail	\$13.0	\$199.1	\$0.5	\$2.3	5.6	86.1
Ferryboat	\$116.8	\$963.9	\$1.0	\$6.2	18.8	154.7
Trolleybus	\$14.0	\$104.2	\$1.0	\$1.6	8.7	64.8
Cable Car	\$92.0	\$296.4	\$4.4	\$5.2	17.7	57.0
Vanpool	\$0.5	\$20.9	\$0.1	\$3.2	0.2	6.6
Automated Guideway	\$17.9	\$204.2	\$3.9	\$4.1	4.3	49.3
Publico	\$1.0	\$11.6	\$0.1	\$0.8	1.3	15.1
Monorail	\$10.4	\$104.8	\$1.2	\$1.1	9.9	99.1
Inclined Plane	\$39.9	\$113.7	\$3.7	\$1.2	32.6	92.8
Alaska Railroad	\$17.0	\$349.0	\$0.9	\$19.5	0.9	17.9
Jitney	\$10.9	\$55.6	\$1.3	\$2.0	5.4	27.4

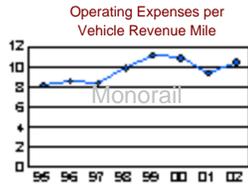
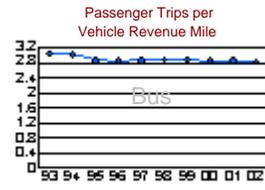
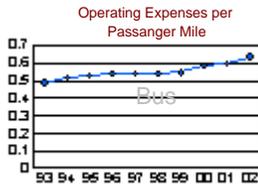
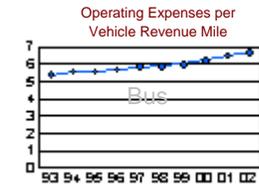
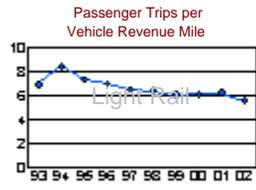
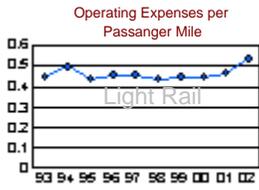
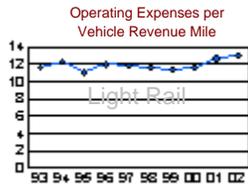
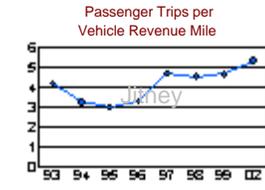
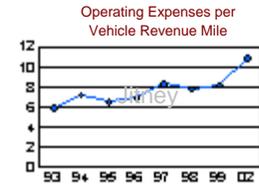
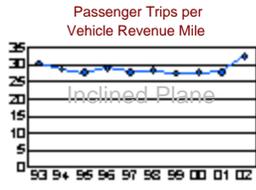
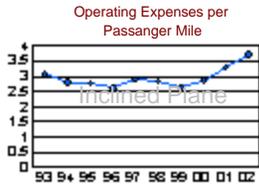
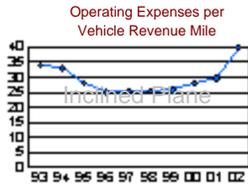
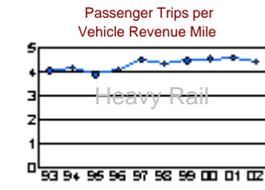
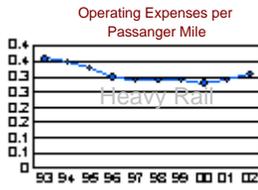
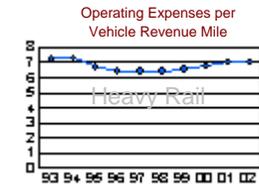
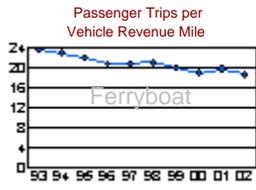
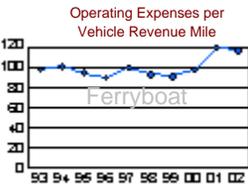
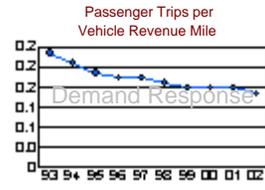
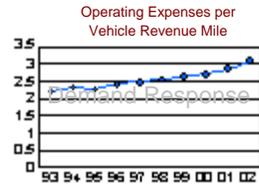
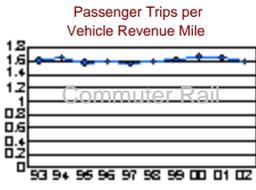
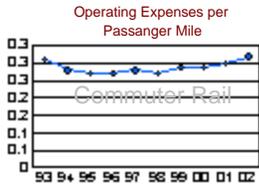
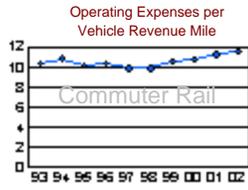
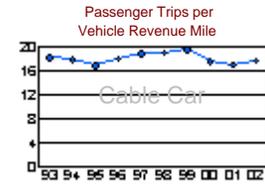
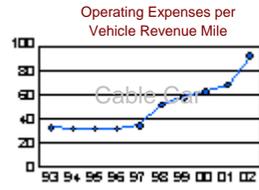
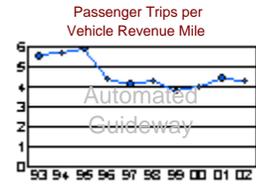
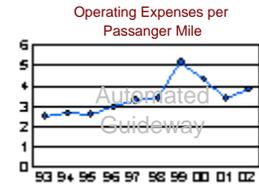
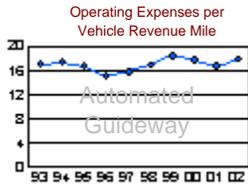
Modal Characteristics

	Operating Expenses (Millions)	Fare Revenues (Millions)	Uses of Capital Funds (Millions)	Annual Passenger Miles (Millions)	Annual Vehicle Revenue (Millions)	Annual Unlinked Trips (Millions)	Annual Vehicle Revenue Hours (Millions)	Fixed Guideway Directional Route Miles (*)	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$12,585.7	\$3,731.3	\$3,027.7	19,526.8	1,863.8	5,267.5	146.0	2,699.9	60,615	7.0	50,163	1.6	21%
Heavy Rail	\$4,267.5	\$2,492.5	\$4,564.2	13,663.2	603.5	2,688.0	29.8	1,571.9	10,849	20.0	8,576	1.6	27%
Commuter Rail	\$2,994.7	\$1,448.5	\$2,371.2	9,449.8	259.1	414.1	8.2	6,830.5	5,631	22.0	4,906	2.3	15%
Demand Response	\$1,635.7	\$184.7	\$173.3	651.0	525.2	78.8	35.8	N/A	24,875	3.4	20,373	N/A	22%
Light Rail	\$778.3	\$226.1	\$1,723.4	1,431.7	60.0	336.5	3.9	959.7	1,448	16.1	1,076	1.6	35%
Ferryboat	\$314.1	\$63.1	\$222.2	301.4	2.7	50.4	0.3	513.4	220	22.7	181	1.9	22%
Trolleybus	\$186.6	\$59.6	\$187.6	187.8	13.3	116.0	1.8	467.8	616	15.4	522	1.4	18%
Cable Car	\$40.2	\$11.1	\$1.9	9.2	0.4	7.7	0.1	8.8	40	92.8	26	1.4	54%
Vanpool	\$38.6	\$26.7	\$14.1	455.1	70.6	12.2	1.8	N/A	4,881	2.9	4,443	N/A	10%
Automated Guideway	\$31.9	\$1.5	\$6.6	8.3	1.8	7.7	0.2	16.8	45	11.7	32	1.1	41%
Publico	\$25.8	\$25.6	\$0.0	205.5	26.1	33.7	2.2	N/A	2,845	N/A	1,372	N/A	107%
Monorail	\$2.2	\$2.5	\$1.0	1.8	0.2	2.0	0.0	1.8	8	40.0	8	1.0	0%
Inclined Plane	\$2.1	\$2.7	\$0.4	0.6	0.1	1.7	0.0	2.8	8	72.5	8	1.0	0%
Alaska Railroad	\$1.7	\$0.7	\$6.8	1.8	0.1	0.1	0.0	92.4	92	22.8	33	1.0	179%
Jitney	\$0.3	\$0.1	\$0.2	0.2	0.0	0.1	0.0	N/A	8	5.7	4	N/A	100%
Total	\$22,905.1	\$8,275.1	\$12,300.7	45,944.2	3,426.8	9,016.7	230.2	13,165.9	112,181		91,723		

(*) Includes some double-counting for bus mode. These are the fixed-guideway miles at the agency's fiscal year end for all levels of service (A through F).

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

(***) Includes capital funds used to pay for Capital projects.



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

UZA	Name	State	Population	Directional Route Miles (Millions) (*)	Vehicle Revenue Miles (Millions)	Passenger Miles (Millions)	Operating Expense	Recovery Ratio (Fare Revenues per Operating Funds Expended)
1	New York-Newark, NY-NJ-CT	NY	17,799,861	2,528.3	776.9	17,472.2	\$6,893.8	48.5%
2	Los Angeles-Long Beach-Santa Ana, CA	CA	11,789,487	591.0	204.1	2,799.0	\$1,391.7	24.0%
3	Chicago, IL-IN	IL	8,307,904	1,230.7	211.9	3,630.1	\$1,530.5	40.5%
4	Philadelphia, PA-NJ-DE-MD	PA	5,149,079	873.3	111.2	1,687.8	\$932.5	39.1%
5	Miami, FL	FL	4,919,036	234.2	83.9	672.3	\$413.7	22.5%
6	Dallas-Fort Worth-Arlington, TX	TX	4,145,659	187.7	54.5	443.2	\$331.9	9.1%
7	Boston, MA-NH-RI	MA	4,032,484	859.4	90.5	1,796.5	\$792.6	28.6%
8	Washington, DC-VA-MD	DC	3,933,920	779.6	131.6	2,327.9	\$1,013.8	43.3%
9	Detroit, MI	MI	3,903,377	4.2	34.2	293.3	\$263.4	12.2%
10	Houston, TX	TX	3,822,509	171.8	60.0	580.5	\$252.0	19.0%
11	Atlanta, GA	GA	3,499,840	165.1	60.9	856.3	\$312.1	27.3%
12	San Francisco-Oakland, CA	CA	3,228,605	752.6	127.2	1,869.5	\$1,154.5	28.6%
13	Phoenix-Mesa, AZ	AZ	2,907,049	87.6	29.7	181.9	\$127.1	18.9%
14	Seattle, WA	WA	2,712,205	574.0	85.6	883.0	\$633.5	17.7%
15	San Diego, CA	CA	2,674,436	233.2	47.5	511.3	\$214.0	38.3%
16	Minneapolis-St. Paul, MN	MN	2,388,593	234.1	42.2	329.0	\$248.9	27.7%
17	St. Louis, MO-IL	MO	2,077,662	77.9	31.4	281.2	\$164.7	20.4%
18	Baltimore, MD	MD	2,076,354	225.7	34.7	463.2	\$280.0	28.6%
19	Tampa-St. Petersburg, FL	FL	2,062,339	1.1	18.3	94.3	\$69.2	21.4%
20	Denver-Aurora, CO	CO	1,984,889	56.1	42.7	355.8	\$231.2	18.2%
21	Cleveland, OH	OH	1,786,647	68.5	28.8	258.1	\$221.1	17.2%
22	Pittsburgh, PA	PA	1,753,136	86.6	47.7	354.7	\$280.7	23.5%
23	Portland, OR-WA	OR	1,583,138	89.2	39.7	447.0	\$269.6	20.1%
24	San Jose, CA	CA	1,538,312	315.2	34.0	297.2	\$339.3	9.5%
25	Riverside-San Bernardino, CA	CA	1,506,816	124.4	13.7	109.5	\$75.5	21.6%
26	Cincinnati, OH-KY-IN	OH	1,503,262	0.1	20.1	160.1	\$90.2	26.0%
27	Virginia Beach, VA	VA	1,394,439	53.2	13.1	81.9	\$49.6	26.2%
28	Sacramento, CA	CA	1,393,498	40.7	14.5	136.5	\$98.9	24.1%
29	Kansas City, MO-KS	MO	1,361,744	1.1	11.9	58.7	\$58.6	14.6%
30	San Antonio, TX	TX	1,327,554	0.0	28.4	190.5	\$95.4	15.8%
31	Las Vegas, NV	NV	1,314,357	0.0	22.3	172.5	\$95.0	32.1%
32	Milwaukee, WI	WI	1,308,913	10.7	27.9	188.3	\$143.7	28.0%

UZA	Name	State	Population	Directional Route Miles (Millions) (*)	Vehicle Revenue Miles (Millions)	Passenger Miles (Millions)	Operating Expense	Recovery Ratio (Fare Revenues per Operating Funds Expended)
33	Indianapolis, IN	IN	1,218,919	0.0	9.0	53.3	\$34.9	17.6%
34	Providence, RI-MA	RI	1,174,548	35.2	13.5	114.6	\$79.3	17.5%
35	Orlando, FL	FL	1,157,431	2.5	21.3	145.1	\$77.3	16.4%
36	Columbus, OH	OH	1,133,193	0.0	10.8	67.9	\$67.3	19.4%
37	New Orleans, LA	LA	1,009,283	26.4	16.8	142.3	\$120.7	32.3%
38	Buffalo, NY	NY	976,703	12.4	9.5	73.9	\$76.7	25.4%
39	Memphis, TN-MS-AR	TN	972,091	5.8	9.3	67.8	\$43.0	21.2%
40	Austin, TX	TX	901,920	0.0	17.8	118.0	\$92.2	3.3%
41	Bridgeport-Stamford, CT-NY	CT	888,890	62.1	10.9	214.8	\$74.1	28.9%
42	Salt Lake City, UT	UT	887,650	64.6	17.8	116.5	\$89.3	14.6%
43	Jacksonville, FL	FL	882,295	5.4	13.7	59.1	\$58.1	29.6%
44	Louisville, KY-IN	KY	863,582	0.0	10.9	51.2	\$48.5	12.4%
45	Hartford, CT	CT	851,535	39.3	11.7	67.2	\$44.0	26.8%
46	Richmond, VA	VA	818,836	0.0	7.6	53.7	\$30.3	28.7%
47	Charlotte, NC-SC	NC	758,927	5.6	10.0	67.0	\$37.8	16.6%
48	Nashville-Davidson, TN	TN	749,935	0.0	4.8	32.0	\$23.9	26.7%
49	Oklahoma City, OK	OK	747,003	0.0	4.3	23.9	\$16.4	20.3%
50	Tucson, AZ	AZ	720,425	0.0	8.6	57.8	\$38.6	18.3%
51	Honolulu, HI	HI	718,182	35.9	24.0	323.0	\$125.9	25.4%
52	Dayton, OH	OH	703,444	123.6	10.4	42.4	\$53.0	11.8%
53	Rochester, NY	NY	694,396	0.0	6.8	46.4	\$41.5	32.7%
54	El Paso, TX-NM	TX	674,801	0.0	8.0	67.6	\$34.2	18.3%
55	Birmingham, AL	AL	663,615	0.0	2.9	14.8	\$12.7	17.7%
56	Omaha, NE-IA	NE	626,623	0.0	4.4	14.0	\$16.8	21.7%
57	Albuquerque, NM	NM	598,191	0.0	5.9	21.6	\$24.6	11.6%
58	Allentown-Bethlehem, PA-NJ	PA	576,408	0.0	5.7	22.1	\$17.3	16.7%
59	Springfield, MA-CT	MA	573,610	0.0	9.8	37.2	\$28.4	15.4%
60	Akron, OH	OH	570,215	0.0	6.4	28.5	\$28.9	11.3%
61	Sarasota-Bradenton, FL	FL	559,229	0.0	4.7	17.7	\$13.9	8.6%
62	Albany, NY	NY	558,947	0.0	7.4	46.7	\$38.6	23.8%
63	Tulsa, OK	OK	558,329	0.0	5.6	16.0	\$16.0	16.6%
64	Fresno, CA	CA	554,923	0.0	4.8	38.0	\$26.1	29.7%

UZA	Name	State	Population	Directional Route Miles (Millions) (*)	Vehicle Revenue Miles (Millions)	Passenger Miles (Millions)	Operating Expense	Recovery Ratio (Fare Revenues per Operating Funds Expended)
65	Concord, CA	CA	552,624	51.8	22.9	354.7	\$124.0	16.6%
66	Raleigh, NC	NC	541,527	0.0	3.5	20.7	\$12.7	19.9%
67	Grand Rapids, MI	MI	539,080	0.0	6.1	24.0	\$21.2	15.0%
69	New Haven, CT	CT	531,314	163.4	10.1	226.5	\$75.3	26.2%
70	McAllen, TX	TX	523,144	0.0	0.4	1.1	\$1.8	11.9%
71	Toledo, OH-MI	OH	503,008	1.0	4.8	20.4	\$22.4	21.1%
72	Baton Rouge, LA	LA	479,019	0.0	3.4	17.0	\$11.2	33.0%
73	Colorado Springs, CO	CO	466,122	0.0	3.9	14.2	\$8.9	23.2%
74	Worcester, MA-CT	MA	429,882	25.8	4.5	31.1	\$21.3	13.1%
75	Charleston-North Charleston, SC	SC	423,410	0.0	2.9	15.3	\$10.8	21.3%
76	Wichita, KS	KS	422,301	0.0	3.5	11.5	\$7.9	18.6%
77	Columbia, SC	SC	420,537	0.0	2.3	6.4	\$5.6	0.0%
78	Knoxville, TN	TN	419,830	0.0	2.9	7.1	\$9.7	8.7%
80	Youngstown, OH-PA	OH	417,437	0.0	1.4	4.8	\$6.1	11.5%
81	Syracuse, NY	NY	402,267	0.0	4.4	31.0	\$26.4	27.0%
82	Bakersfield, CA	CA	396,125	0.0	3.8	31.6	\$14.2	26.7%
83	Palm Bay-Melbourne, FL	FL	393,289	0.0	3.9	18.6	\$7.6	36.2%
84	Scranton, PA	PA	385,237	0.0	2.1	15.2	\$8.5	16.5%
85	Des Moines, IA	IA	370,505	0.0	4.2	24.8	\$12.1	31.4%
86	Flint, MI	MI	365,096	0.0	6.7	23.4	\$20.0	21.2%
87	Harrisburg, PA	PA	362,782	28.8	3.0	13.5	\$13.2	28.6%
88	Little Rock, AR	AR	360,331	0.0	2.8	13.2	\$9.1	15.7%
89	Poughkeepsie-Newburgh, NY	NY	351,982	0.0	2.9	13.7	\$8.4	16.0%
90	Chattanooga, TN-GA	TN	343,509	2.0	2.0	11.3	\$10.9	25.8%
91	Oxnard, CA	CA	337,591	44.8	3.8	23.2	\$13.7	19.4%
92	Augusta-Richmond County, GA-SC	GA	335,630	0.0	0.7	3.3	\$3.0	21.6%
93	Spokane, WA-ID	WA	334,858	0.0	7.5	38.1	\$35.4	14.9%
94	Cape Coral, FL	FL	329,757	0.0	3.2	9.4	\$8.0	17.2%
95	Madison, WI	WI	329,533	12.5	6.2	35.1	\$35.1	17.9%
96	Pensacola, FL-AL	FL	323,783	0.0	1.9	7.7	\$6.3	14.6%
97	Lancaster, PA	PA	323,554	0.0	2.8	11.3	\$8.7	21.6%
98	Mobile, AL	AL	317,605	0.0	1.7	6.9	\$5.1	20.2%

UZA	Name	State	Population	Directional Route Miles (Millions) (*)	Vehicle Revenue Miles (Millions)	Passenger Miles (Millions)	Operating Expense	Recovery Ratio (Fare Revenues per Operating Funds Expended)
99	Stockton, CA	CA	313,392	60.5	4.8	46.4	\$26.1	23.7%
100	Modesto, CA	CA	310,945	0.0	2.0	14.8	\$7.7	27.8%
101	Reno, NV	NV	303,689	0.0	4.6	27.8	\$21.8	25.4%
103	Greenville, SC	SC	302,194	0.0	0.7	3.0	\$2.4	17.3%
104	Lansing, MI	MI	300,032	0.0	4.7	25.8	\$23.9	12.6%
105	Denton-Lewisville, TX	TX	299,823	0.0	0.4	0.7	\$1.4	6.7%
106	Winston-Salem, NC	NC	299,290	0.0	2.0	6.0	\$7.4	29.2%
107	Corpus Christi, TX	TX	293,925	0.6	4.1	21.6	\$16.0	5.2%
108	Jackson, MS	MS	292,637	0.0	1.3	1.5	\$4.6	8.5%
109	Durham, NC	NC	287,796	0.0	5.9	31.5	\$20.4	14.6%
110	Fort Wayne, IN	IN	287,759	0.0	1.6	5.1	\$6.3	13.1%
111	Santa Rosa, CA	CA	285,408	0.0	2.2	16.3	\$11.3	22.1%
112	Ann Arbor, MI	MI	283,904	0.0	4.7	24.3	\$23.7	15.2%
113	South Bend, IN-MI	IN	276,498	28.9	2.1	9.4	\$8.3	16.3%
114	Fayetteville, NC	NC	276,368	0.0	1.4	3.9	\$3.9	13.5%
115	Shreveport, LA	LA	275,213	0.0	2.3	16.4	\$7.8	26.1%
116	Boise City, ID	ID	272,625	0.0	1.1	5.3	\$5.3	13.9%
117	Port St. Lucie, FL	FL	270,774	0.0	1.0	2.9	\$3.1	6.7%
118	Davenport, IA-IL	IA	270,626	0.0	3.7	13.1	\$13.7	12.1%
119	Rockford, IL	IL	270,414	0.0	1.5	6.6	\$7.2	13.5%
121	Greensboro, NC	NC	267,884	0.0	2.2	7.6	\$9.2	12.6%
122	Canton, OH	OH	266,595	0.0	2.9	5.5	\$8.3	7.3%
123	Lancaster-Palmdale, CA	CA	263,532	70.8	2.7	40.3	\$14.3	34.3%
124	Daytona Beach-Port Orange, FL	FL	255,353	0.0	3.9	16.2	\$10.4	15.3%
125	Indio-Cathedral City-Palm Springs, CA	CA	254,856	0.0	2.1	18.1	\$10.6	17.0%
126	Lexington-Fayette, KY	KY	250,994	0.0	2.3	12.3	\$8.3	20.8%
127	Peoria, IL	IL	247,172	0.0	1.9	14.9	\$9.6	12.9%
128	Barnstable Town, MA	MA	243,667	0.0	4.3	9.8	\$10.2	14.0%
129	Columbus, GA-AL	GA	242,324	0.0	1.1	3.8	\$3.0	31.2%
130	Reading, PA	PA	240,264	0.0	1.9	6.8	\$8.2	31.0%
134	Lincoln, NE	NE	226,582	0.0	1.7	8.0	\$7.3	16.6%
135	Anchorage, AK	AK	225,744	92.4	3.4	20.1	\$17.9	21.2%

UZA	Name	State	Population	Directional Route Miles (Millions) (*)	Vehicle Revenue Miles (Millions)	Passenger Miles (Millions)	Operating Expense	Recovery Ratio (Fare Revenues per Operating Funds Expended)
136	Eugene, OR	OR	224,049	0.0	4.2	29.0	\$22.5	18.1%
137	Asheville, NC	NC	221,570	0.0	0.8	3.2	\$2.8	19.6%
139	Antioch, CA	CA	217,591	22.4	4.0	45.4	\$18.9	14.4%
140	Springfield, MO	MO	215,004	0.0	1.3	4.7	\$6.0	8.2%
141	Huntsville, AL	AL	213,253	0.0	1.0	2.3	\$2.1	12.9%
142	Evansville, IN-KY	IN	211,989	0.0	1.3	4.1	\$4.7	19.4%
143	Thousand Oaks, CA	CA	210,990	24.2	0.7	5.0	\$4.8	8.7%
144	Savannah, GA	GA	208,886	0.0	2.9	13.1	\$10.2	25.0%
145	Salem, OR	OR	207,229	0.0	2.7	14.7	\$14.6	10.1%
146	Fort Collins, CO	CO	206,757	0.0	1.1	5.1	\$6.4	10.5%
147	Gulfport-Biloxi, MS	MS	205,754	0.0	1.3	3.8	\$3.6	22.0%
148	Tallahassee, FL	FL	204,260	0.0	2.0	10.7	\$10.1	31.7%
149	Lubbock, TX	TX	202,225	0.0	1.9	10.3	\$6.8	27.2%
150	Victorville-Hesperia-Apple Valley, CA	CA	200,436	0.0	1.6	9.1	\$4.8	15.8%
500	San Juan, PR	PR	2,216,616	27.1	33.0	311.9	\$94.5	21.8%
	Total UZAs Over 200,000 Population		166,216,015	N/A	3,175.3	44,250.0	\$21,735.6	37.6%
	Total UZAs Under 200,000 Population and Non-UZAs		29,768,201	N/A	251.5	1,694.2	\$1,169.5	19.4%
	National Total		195,984,216	13,165.9	3,426.8	45,944.2	\$22,905.1	33.6%

(*) Includes some double-counting. Fixed guideway segments used by more than one NTD reporter are reported by each reporter.

(**) UZAs with no data reported to the NTD are not shown.

Aggregate Data by Forms

Sources of Funds - Funds Expended & Funds Earned form (F-10)

Line No.	a	b	c	d
	Part A. Sources of Directly Generated Funds	Funds Expended on Operations	Funds Expended on Capital	Funds Earned During Period
	Passenger Fares for Directly Operated Service (*)			
	Alaska Railroad			\$725,212
	Automated Guideway			\$1,534,260
	Bus			\$3,434,423,829
	Cable Car			\$11,069,566
	Commuter Rail			\$1,334,176,503
	Demand Response			\$88,186,210
	Ferryboat			\$35,035,565
	Heavy Rail			\$2,492,487,178
	Inclined Plane			\$2,203,293
	Jitney			\$106,398
	Light Rail			\$220,888,295
	Trolleybus			\$59,469,977
	Vanpool			\$19,288,912
01	Total All Directly Operated Modes	\$7,566,686,828	\$76,217,680	\$7,699,595,198
	Passenger Fares for Purchased Transportation Service (*)			
	Bus			\$444,965,186
	Commuter Rail			\$114,337,556
	Demand Response			\$111,385,116
	Ferryboat			\$28,074,729
	Inclined Plane			\$452,682
	Light Rail			\$5,179,254
	Monorail			\$2,462,086
	Publico			\$25,632,826
	Trolleybus			\$90,478
	Vanpool			\$7,369,208
02	Total All Purchased Transportation Modes	\$727,819,985	\$3,660,498	\$739,949,121
03	Park and Ride Parking Revenue	\$38,621,545	\$0	\$38,621,545
04	Other Transportation Revenues	\$92,445,199	\$5,242,152	\$98,015,870
	Auxiliary Transportation Funds			
05	Concessions	\$39,911,150	\$22	\$39,911,172
06	Advertising revenues	\$263,968,690	\$11,493	\$263,982,029
07	Other	\$165,491,003	\$811,853	\$169,789,844
08	Total Auxiliary Transportation Revenues	\$469,370,843	\$823,368	\$473,683,045
09	Non-Transportation Funds	\$747,985,711	\$28,390,917	\$853,464,951
	12- Total Park and Ride, Other Transportation, Auxiliary and Non-Transportation revenues	\$278,614,868	\$27,567,549	\$379,781,906
10	Revenues Accrued through a Purchased transportation Agreement (**)	\$525,369,085	\$0	\$510,360,204

Funds Dedicated to Transit at Their Source				
Dedicated Taxes				
11	Income Taxes	\$2,566,140	\$0	\$2,566,140
12	Sales Taxes	\$1,362,552,621	\$431,997,564	\$1,862,285,822
13	Property Taxes	\$173,318,829	\$20,391,307	\$196,726,367
14	Gasoline Taxes	\$5,884,121	\$0	\$5,884,121
15	Other Taxes	\$186,408,135	\$1,346,511	\$199,282,086
16	Bridge Tunnels and Highway Tolls	\$139,673,051	\$0	\$139,673,051
17	Other Dedicated Funds	\$141,487,854	\$2,708,873,176	\$759,009,966
18	Total Funds Dedicated to Transit at Their Source	\$2,011,890,751	\$3,162,608,558	\$3,165,427,553
Contributed Services				
19	State and Local Government	\$33,777,968	\$1,951,194	\$33,720,257
20	Contra account for expenses	-\$29,268,576	-\$3,439,000	-\$29,210,865
21	Net Contributed Services	\$4,509,392	-\$1,487,806	\$4,509,392
22	Subsidy from other Sectors of Operations	\$300,889,014	\$124,442,882	\$428,649,122
23	Total Directly Generated Funds (***)	\$12,764,203,221	\$3,427,465,798	\$14,392,057,907
Sources of Funds - Funds Expended & Funds Earned form (F-10)				
Line No.	a	b	c	d
Part B. Federal Government Sources				
Funds received from FTA				
01	Capital Program Funds	\$0	\$2,677,444,600	\$2,676,985,633
02	Urbanized Area Formula Program Funds	\$1,128,368,266	\$2,232,619,673	\$3,360,295,637
03	Other FTA Funds	\$130,383,361	\$43,441,662	\$173,825,023
04	Total FTA Funds	\$1,258,751,627	\$4,953,505,935	\$6,211,106,293
05	Funds Received from other USDOT Grant Programs	\$21,422,970	\$35,051,840	\$56,974,810
06	Other Federal Funds	\$22,022,447	\$5,156,657	\$27,179,104
07	Total Federal Funds	\$1,302,197,044	\$4,993,714,432	\$6,295,260,207
Sources of Funds - Funds Expended & Funds Earned (F-10)				
Line No.	a	b	c	d
Part C. State Government Sources				
01	Funds Allocated to Transit out of the general Revenues of the Government Entity	\$1,736,011,021	\$381,554,760	\$2,067,461,031
Funds Dedicated to Transit at Their Source				
Dedicated Taxes				
02	Income Taxes	\$228,774,190	\$18,000,000	\$214,554,691
03	Sales Taxes	\$1,919,509,843	\$85,512,953	\$2,121,514,640
04	Property Taxes	\$2,431,038	\$20,000,000	\$22,431,038
05	Gasoline Taxes	\$546,130,669	\$74,065,913	\$579,466,234
06	Other Taxes	\$781,293,432	\$99,587,308	\$878,753,758
07	Bridge Tunnels and Highway Tolls	\$6,780,689	\$16,942,176	\$23,678,745
08	Other Dedicated Funds	\$359,028,757	\$183,527,670	\$582,242,283

09	Total Funds Dedicated to Transit at Their Source	\$3,843,948,618	\$497,636,020	\$4,422,641,389
10	Other Funds	\$532,763,989	\$553,664,209	\$1,084,146,598
11	Total State Funds	\$6,112,723,628	\$1,432,854,989	\$7,574,249,018
Sources of Funds - Funds Expended & Funds Earned form (F-10)				
Line No.	a	b	c	d
	Part D. Local Government Sources	Funds Expended on Operations	Funds Expended on Capital	Funds Earned During Period
01	Funds Allocated to Transit out of the general Revenues of the Government Entity	\$2,046,598,533	\$593,927,039	\$2,262,023,547
	Funds Dedicated to Transit at Their Source			
02	Income Taxes	\$89,673,198	\$13,005,815	\$102,679,013
03	Sales Taxes	\$1,768,796,540	\$620,094,319	\$2,429,046,078
04	Property Taxes	\$281,124,703	\$26,877,426	\$252,405,453
05	Gasoline Taxes	\$98,112,022	\$595,505	\$99,458,841
06	Other Taxes	\$302,200,946	\$3,002,667	\$294,942,275
07	Bridge Tunnels and Highway Tolls	\$100,401,160	\$145,402	\$100,546,562
08	Other Dedicated Funds	\$118,119,719	\$409,792,042	\$528,617,617
09	Total Funds Dedicated to Transit at Their Source	\$2,758,428,288	\$1,073,513,176	\$3,807,695,839
10	Other Funds	\$56,904,025	\$805,510,489	\$863,024,510
11	Total Local Funds	\$4,861,930,846	\$2,472,950,704	\$6,932,743,896
	Total Funds (***)	\$25,041,054,739	\$12,326,985,923	\$35,194,311,028

(*) Includes some double counting. Fare revenues for sellers filing their own reports are reported by both the sellers and buyers

(**) The funds include contract expenditures net of fare revenues and are also reported by buyers of service under operating assistance funding sources.

(***) Includes some double-counting

Uses of Capital form (F-20) (Millions)

Mode	Guideway	Systems	Stations	Facilities	Revenue Vehicles	Other Vehicles	Other Uses of Capital	Total
Alaska Railroad	\$4.6	\$0.3	\$0.7	\$0.7	\$0.2	\$0.2	\$0.1	\$6.8
Automated Guideway	\$4.0	\$0.1	\$1.2	\$0.1	\$0.9	\$0.0	\$0.3	\$6.6
Bus	\$207.9	\$169.9	\$213.2	\$535.2	\$1,542.8	\$33.5	\$325.2	\$3,027.7
Cable Car	\$0.8	\$0.0	\$0.0	\$0.4	\$0.7	\$0.0	\$0.0	\$1.9
Commuter Rail	\$625.5	\$64.5	\$290.5	\$650.2	\$589.6	\$7.2	\$143.9	\$2,371.2
Demand Response	\$0.0	\$10.9	\$3.0	\$19.4	\$127.8	\$2.2	\$10.0	\$173.3
Ferryboat	\$0.0	\$1.7	\$44.3	\$125.7	\$49.1	\$0.0	\$1.3	\$222.2
Heavy Rail	\$1,202.7	\$29.8	\$795.6	\$678.8	\$1,423.7	\$27.6	\$405.9	\$4,564.2
Inclined Plane	\$0.0	\$0.1	\$0.1	\$0.0	\$0.0	\$0.0	\$0.3	\$0.4
Jitney	\$0.0	\$0.0	\$0.0	\$0.0	\$0.2	\$0.0	\$0.0	\$0.2
Light Rail	\$1,136.0	\$37.3	\$89.8	\$167.2	\$226.6	\$3.7	\$63.0	\$1,723.4
Monorail	\$0.0	\$0.0	\$0.0	\$0.0	\$1.0	\$0.0	\$0.0	\$1.0
Other	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Publico	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Trolleybus	\$75.3	\$0.8	\$1.6	\$16.1	\$93.2	\$0.1	\$0.5	\$187.6
Vanpool	\$0.0	\$0.6	\$2.1	\$0.3	\$9.8	\$0.1	\$1.2	\$14.1
Total	\$3,256.7	\$315.9	\$1,441.8	\$2,194.2	\$4,065.7	\$74.6	\$951.7	\$12,300.7

Operating Expenses Summary form (F-40) (Millions)

Line No.	Expense Object Class	a Vehicle Operations 010 Total	b Vehicle Maintenance 041 Total	c Non-Vehicle Maintenance 042 Total	d General Administration 160 Total	e Total Modal Expenses
	Labor (501)					
01	Operator's Salaries and Wages (01)	\$4,362.8	\$12.7	\$3.5	\$7.1	\$4,386.1
02	Other Salaries and Wages (02)	\$1,517.5	\$2,047.0	\$1,336.3	\$1,429.4	\$6,330.2
03	Fringe Benefits (502)	\$3,157.5	\$1,158.1	\$780.6	\$882.7	\$5,978.9
04	Services (503)	\$306.1	\$168.6	\$248.1	\$732.1	\$1,454.8
	Materials and Supplies (504)					
05	Fuel and Lubricants (01)	\$572.3	\$29.7	\$2.9	\$3.4	\$608.3
06	Tires and Tubes (02)	\$68.0	\$4.1	\$0.0	\$0.0	\$72.2
07	Other Materials and Supplies (99)	\$80.3	\$977.5	\$270.4	\$180.7	\$1,509.0
08	Utilities (505)	\$415.7	\$14.9	\$110.6	\$212.3	\$753.4
09	Casualty and Liability (506)	\$7.8	\$56.6	\$9.7	\$537.2	\$611.4
10	Taxes (507)	\$21.0	\$2.8	\$0.6	\$12.4	\$36.8
	Purchased Transportation (508)					
11	In Report (01)	\$1,370.3	\$305.4	\$66.7	\$248.0	\$1,990.3
12	Filing Separate Report (02)	\$447.7	\$127.1	\$74.7	\$69.6	\$719.1
13	Miscellaneous Expenses (509)	\$76.7	\$23.1	\$33.2	\$252.9	\$385.9
14	Expense Transfers (510)	-\$168.1	-\$146.9	-\$427.9	-\$469.3	-\$1,212.2
15	Total (*)	\$12,235.7	\$4,780.7	\$2,509.4	\$4,098.5	\$23,624.2
16	ADA Expenses (DR mode only)					\$1,264.1

(*) Includes double-counting

	Reconciling Items	Cash Expenditures	Non-Cash Expenditures		
17	Interest expenses (511)	\$711.9	\$26.1		
18	Leases and rentals (512)	\$220.6	\$0.1		
19	Purchase Lease Agreement (514)	\$29.1	\$0.0		
20	Related Parties Lease Agreement (515)	\$5.7	\$0.3		
21	Depreciation (513)	\$9.3	\$4,192.3		
22	Amortization of Intangibles (513.3)	\$3.4	\$47.4		
23	Other Reconciling Items (516)	\$287.4	\$57.2		
24	Total Reconciling Items	\$1,267.5	\$4,323.3		

Operator's Wages form (F-50)(*)

Operating Time	Dollars (Millions)	Clock Hours (Thousands)
Platform Time	\$2,643.9	140,802.4
Straight Time and Allowances	\$345.3	17,735.9
Premium Time	\$238.6	26,208.5
Total Operating Time	\$3,227.8	
Non-Operating Time	\$161.2	8,847.7
Total Operating and Non-Operating Time	\$3,389.0	
(*) directly operated service only; reported by agencies operating more than 150 vehicles in maximum service.		

Stations and Maintenance Facilities form (A-10)

Line No.	Passenger Stations American with Disabilities Act of 1990 (ADA) accessible American with Disabilities Act of 1990 (ADA) non-accessible Total Stations Number of Multi-Modal Stations Number of Escalators Number of Elevators	Number of Facilities		Leased from a Private Entity	Total
		Owned	Leased from Another Public Agency		
01		518	35	20	573
02		88	11	4	103
03		32	5	0	37
04		60	2	4	66
05		698	53	28	779
06					
	Maintenance Facilities (Directly Operated)				
	General Purpose Maintenance Facilities				
07	Serving under 200 vehicles	252	122	29	167
08	Serving 200-300 vehicles	3	3	1	0
09	Serving more than 300 vehicles	1	0	0	0
10		4	2	2	1
11	Total Maintenance Facilities	260	127	32	168
	Maintenance Facilities (Purchased Transportation)				
	General Purpose Maintenance Facilities				
07	Serving under 200 vehicles				
08	Serving 200-300 vehicles				
09	Serving more than 300 vehicles				
10					
11	Total Maintenance Facilities				570
	Number of Heavy Maintenance Facilities				
07					
08					
09					
10					
11	Total Maintenance Facilities				7
	Number of Heavy Maintenance Facilities				
07					
08					
09					
10					
11	Total Maintenance Facilities				1
	Number of Heavy Maintenance Facilities				
07					
08					
09					
10					
11	Total Maintenance Facilities				9
	Number of Heavy Maintenance Facilities				
07					
08					
09					
10					
11	Total Maintenance Facilities				587

Transit Way Mileage form (A-20)

Line No.	Rail Modes		
	Guideway Classification	Miles of Track	
01	At Grade: Exclusive right-of-way (ROW)	4,494	
02	At grade: With cross traffic	3,603	
03	At grade: Mixed and cross traffic	336	
04	Elevated-on-structure	605	
05	Elevated-on-fill	623	
06	Open-cut	177	
07	Subway	883	
08	Total Miles	10,722	
		Crossings	
09	At Grade Crossings: With Cross traffic	3,436	
10	At Grade Crossings: Mixed and cross traffic	2,418	
	Total Crossings	5,854	
	Non-Rail		
	Guideway Classification		
12	Exclusive right-of-way (ROW)	1,672	
13	Controlled access right-of-way	1,827	
	Total Miles	3,499	

Service form (S-10) Rail Modes

Line No.	a	b	c	d	e	f	g	h
Maximum Service Vehicles								
01	14,665							
02	18,121							
	Average Weekday	Average Saturday	Average Sunday	Annual Total	AM Peak	Midday	PM Peak	Other
Service Supplied								
05	2,619	1,563	1,343	N/A	2,345	1,503	2,330	995
06	14,110	7,493	6,425	N/A	12,255	7,217	12,131	4,831
07	565,029	364,272	304,968	181,500,221				
08	28,746	19,064	16,036	9,279,880				
09	542,077	355,691	297,863	174,567,416				
10	27,076	18,262	15,303	8,772,145				
11	3,066,190	1,823,727	1,509,716	968,045,371				
12	2,921,985	1,774,961	1,468,418	925,124,979				
13	2,971,578	1,811,697	1,508,357	945,424,451				
14	143,015	86,853	72,022	45,281,043				
15	132,878	82,489	68,294	42,254,279				
Service Consumed								
18	11,402,741	5,960,005	4,291,177	3,457,873,880				
19	82,653,379	37,701,919	28,427,539	24,616,414,291				
Service Operated								
21	16,938	3,183	3,220	23,341				
22	0	0	0	0				
23	2	0	1	3				

Service form (S-10) Non-Rail Modes

Line No.	a	b	c	d	e	f	g	h
Maximum Service Vehicles								
01	77,565							
02	93,965							
	Average Weekday	Average Saturday	Average Sunday	Annual Total	AM Peak	Midday	PM Peak	Other
Service Supplied								
06	73,518	31,826	20,815	N/A	47,073	28,666	47,000	16,310
11	16,001,600	4,790,542	2,938,965	2,879,793,204				
12	14,504,732	4,299,144	2,622,639	2,501,718,931				
13	6,650,652	3,534,261	2,162,861	1,877,707,363				
14	901,624	371,679	228,463	210,671,709				
15	818,174	340,785	208,772	187,917,364				
16								
17								
Service Consumed								
18	22,346,097	10,152,570	6,224,332	5,558,781,471				
19	134,962,022	35,487,831	22,546,306	21,327,755,895				
Service Operated								
21	264,241	46,122	29,328	338,715				
22	89	18	20	127				
23	47	4	2	53				
Directional Route Miles								
27	221,139							

Employees form (R-10)

Line No.	Labor Classifications	Employee Work Hours		Actual Persons Count	
		Full Time Employees	Part Time Employees	Full Time Employees	Part Time Employees
	Operating Labor				
01	Vehicle Operations (010)	267,312,354	15,777,462	133,078	14,233
02	Vehicle Maintenance (041)	91,639,692	411,907	46,361	439
03	Non-Vehicle Maintenance (042)	50,855,461	206,686	26,344	217
04	General Administration (160)	44,986,681	1,335,294	26,656	1,425
05	Total Operating Labor	454,794,188	17,731,349	232,440	16,313
06	Total Capital Labor	25,264,378	37,010	11,366	144
07	Total Labor	480,058,566	17,768,359	243,806	16,458

(*) Directly Operated Service Only.

Maintenance Performance form (R-20)

Line No.	Revenue Vehicle System Failures	Number of Failures	
01	Major mechanical system failures	302,423	
02	Other mechanical system failures	219,168	
03	Total revenue Vehicle System Failures	521,591	
04	Total Labor Hours for Inspection and Maintenance	63,935,448	

(*) Directly Operated Service Only

Energy Consumption form (R-30)

Energy Type	KWH/Gallons	
Kilowatt Hour of Propulsion Power	5,526,742,239	
Kilowatt Hour to Charge Batteries	2,542,944	
Diesel	671,710,706	
Gasoline	10,508,284	
LPG	2,723,887	
LNG	14,552,488	
Methanol	1,498	
Ethanol	50,059	
CNG	65,773,568	
Bunker Fuel	0	
Kerosene	659,969	
Grain Additive	0	
Bio-diesel	791,634	
Other Fuel	6,106,794	

(*) Directly operated service only

Data Used to Compile Graphics

Funds Applied to Transit 1985 - 2002

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	9,007.8	6,585.7
2002	9,016.7	6,218.9
% Change	8.0%	86.0%

Vehicle Revenue Miles (Millions) by Mode 1991 - 2002

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	1,821.2	253.1	490.3	591.1	53.2	65.5	44.6	3,319.0
2002	1,863.8	259.1	525.2	603.5	60.0	70.6	44.6	3,426.8
% Change	20.0%	30.9%	182.6%	18.7%	125.7%	540.8%	165.2%	37.1%

Unlinked Passenger Trips (Million) by Mode 1991 - 2002

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
2002	5,267.5	414.1	78.8	2,688.0	336.5	12.2	219.6	9,016.7
% Change	9.2%	27.9%	85.8%	24.0%	83.3%	285.2%	14.0%	16.5%

Distribution of Vehicle Revenue Miles

Mode	1991 Vehicle Revenue Miles	%	2002 Vehicle Revenue Miles	%
Bus	1,552.9	62.1%	1,863.8	54.4%
Commuter Rail	197.9	7.9%	259.1	7.6%
Demand Response	185.8	7.4%	525.2	15.3%
Heavy Rail	508.3	20.3%	603.5	17.6%
Light Rail	26.6	1.1%	60.0	1.8%
Vanpool	11.0	0.4%	70.6	2.1%
Other	16.8	0.7%	44.6	1.3%
Total	2499.3		3,426.8	

Distribution of Unlinked Passenger Trips

Mode	1991 Unlinked Passenger Trips	%	2002 Unlinked Passenger Trips	%
Bus	4,825.5	62.4%	5,267.5	58.4%
Commuter Rail	323.8	4.2%	414.1	4.6%
Demand Response	42.4	0.5%	78.8	0.9%
Heavy Rail	2,167.0	28.0%	2,688.0	29.8%
Light Rail	183.6	2.4%	336.5	3.7%
Vanpool	3.2	0.0%	12.2	0.1%
Other	192.6	2.5%	219.6	2.4%
Total	7,738.1		9,016.7	

Relative Impact of the Data by UZA Size Group 2002

Item	UZAs with Less Than 200,000 Population	UZAs with More Than 200,000 and Less Than 1 Million Population	UZAs with More Than 1 Million Population
Uses of Capital - Non-Rolling Stock	1.1%	6.4%	92.5%
Passenger Fares	1.6%	5.1%	93.4%
Unlinked Trips	2.3%	7.4%	90.3%
Operating Expense	3.0%	9.1%	88.0%
Uses of Capital - Rolling Stock	3.0%	6.9%	90.1%
Vehicle Revenue Hours	5.8%	14.5%	79.8%
Vehicles Operated in Maximum Service	7.1%	15.8%	77.0%

Total Operating Expense (Millions) 1991 - 2002

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
2002	\$22,905.1
% Change	48.7%

Total Operating Expense (Millions) by Mode 1991 - 2002

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
2002	\$12,585.7	\$2,994.7	\$1,635.7	\$4,267.5	\$778.3	\$38.6	\$604.6	\$22,905.1
% Change	51.1%	37.7%	269.2%	11.1%	168.4%	622.2%	89.1%	48.7%

Operating Expense by Function and Object Class Function 2002

	Operating Expense (Millions of Dollars)	%
Vehicle Operations	\$11,788.0	51.5%
Vehicle Maintenance	\$4,653.6	20.3%
Non-Vehicle Maintenance	\$2,434.7	10.6%
General Administration	\$4,028.8	17.6%
Total	\$22,905.1	

Object Class – Directly Operated Service 2002

	Operating Expense (Millions of Dollars)	%
Salaries	\$10,716.3	51.2%
Fringe Benefits	\$5,978.9	28.6%
Services	\$1,454.8	7.0%
Materials and Supplies	\$2,189.4	10.5%
Utilities	\$753.4	3.6%
Other	-\$178.1	-0.9%
Total - Directly Operated	\$20,914.8	
Purchased Transportation (*)	\$1,990.3	
Total	\$22,905.1	

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

Operating Expense per Unlinked Passenger Trip by Mode 1991 - 2002

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
2002	\$2.4	\$7.2	\$20.8	\$1.6	\$2.3	\$3.2	\$2.8
% Change	38.4%	7.7%	98.8%	-10.4%	46.5%	87.5%	65.9%

Operating Expense per Vehicle Revenue Hour by Mode 1991 - 2002

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
2002	\$86.2	\$365.2	\$45.7	\$143.2	\$199.6	\$21.4	\$128.6
% Change	25.1%	-0.9%	38.2%	-19.1%	44.5%	31.0%	-12.5%

Unlinked Passenger Trip per Vehicle Revenue Hour by Mode 1991 - 2002

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
2002	36.1	50.5	2.2	90.2	86.3	6.8	46.7
% Change	-9.6%	-8.0%	-30.5%	-9.7%	1.3%	-30.1%	-47.3%

**Distribution of Fatalities
(Excluding Suicides) 2002**

	Number of Fatalities	%
Passengers	9	5.7%
Revenue Facility Occupants	34	21.4%
Employees	5	3.1%
Other Workers	1	0.6%
Trespassers	23	14.5%
Other	87	54.7%
Total	159	

(*) Does not include Commuter Rail

**ADA Lift- or Ramp-Equipped Buses Total
1993 - 2002**

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%
2002	68,418	64,407	91.4%
% Change	22.8%	121.4%	41.9%

ADA Lift- or Ramp-Equipped Buses 1993 - 2002

Year	"A" Type Buses			"B" Type 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%
2002	47,764	44,035	92.2%	8,693	8,550	98.4%
% Change	2.9%	88.7%	41.9%	145.4%	347.4%	44.4%

Year	"C" Type 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%
2002	9,822	9,743	99.2%	2,139	2,079	97.2%
% Change	147.8%	209.7%	25.0%	18.4%	200.0%	58.8%

Federal Operating Assistance as a Percent of Operating Funds 1991 - 2002

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	\$741.3	\$18,279.6	4.1%
1999	\$860.3	\$19,345.9	4.4%
2000	\$984.4	\$20,691.8	4.8%
2001	\$1,117.3	\$22,074.9	5.1%
2002	\$1,302.2	\$24,157.5	5.4%
% Change	58.5%	58.8%	

Federal Operating Assistance per Passenger by UZA 1991 - 2002

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	\$494.0	7,172.8	\$0.07
1999	\$570.0	7,544.9	\$0.08
2000	\$618.7	7,718.3	\$0.08
2001	\$714.8	7,990.5	\$0.09
2002	\$910.3	8,139.8	\$0.11
% Change	54.4%	19.6%	29.0%

Federal Operating Assistance per Passenger by UZA 1991 - 2002 (Continued)

UZAs with More Than 200,000 and Less Than 1 Million Population			
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	\$152.1	694.0	\$0.22
1999	\$194.6	722.8	\$0.27
2000	\$233.5	747.1	\$0.31
2001	\$243.9	747.1	\$0.33
2002	\$259.5	671.3	\$0.39
% Change	53.9%	-0.5%	54.7%

UZAs with Less Than 200,000 Population			
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	\$95.5	248.3	\$0.38
1999	\$109.4	253.9	\$0.43
2000	\$154.6	254.6	\$0.52
2001	\$132.5	269.7	\$0.57
2002	\$132.5	206.6	\$0.64
% Change	44.5%	-9.3%	59.3%

**Total Federal Operating Assistance per Passenger
by UZA Size 1991 - 2002**

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	\$0.07	\$0.22	\$0.38	\$0.09
1999	\$0.08	\$0.27	\$0.43	\$0.10
2000	\$0.08	\$0.31	\$0.52	\$0.11
2001	\$0.09	\$0.33	\$0.57	\$0.12
2002	\$0.12	\$0.39	\$0.64	\$0.14
% Change	34.5%	54.7%	59.3%	30.9%

Recovery Ratio 1991 - 2002

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%
2002	\$8,148.8	\$22,932.6	35.5%
% Change	45.5%	48.9%	

Recovery Ratio by UZA 1991 – 2002

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%
2002	\$7,584.0	\$20,147.1	37.6%
% Change	45.8%	46.7%	

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%
2002	\$413.0	\$2,078.1	19.9%
% Change	35.1%	68.5%	

Recovery Ratio by UZA 1991 – 2002 (Continued)

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%
2002	\$151.8	\$707.4	21.5%
% Change	62.7%	61.1%	

Subsidy per Passenger 1991 - 2002

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	\$1.39
1999	\$11,343.6	8,523.2	\$1.46
2000	\$12,920.0	8,719.9	\$1.56
2001	\$13,959.7	9007.8	\$1.65
2002	\$16,042.4	9,017.8	\$1.78
% Change	70.4%	16.6%	46.2%

Subsidy per Passenger by UZA 1991 - 2002

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	\$1.23
1999	\$9,387.2	7,544.9	\$1.29
2000	\$10,938.8	7,718.3	\$1.45
2001	\$11,781.4	7,990.5	\$1.55
2002	\$13,763.0	8,139.8	\$1.69
% Change	69.3%	19.2%	42.0%

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	\$1.84
1999	\$1,408.4	722.8	\$2.14
2000	\$1,411.8	747.1	\$2.11
2001	\$1,524.4	747.1	\$2.33
2002	\$1,712.6	671.3	\$2.55
% Change	80.6%	-1.1%	82.6%

Subsidy per Passenger by UZA 1991 - 2002 (Continued)

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	\$1.96
1999	\$548.0	253.9	\$2.20
2000	\$569.5	254.6	\$2.28
2001	\$653.9	269.7	\$2.47
2002	\$566.8	206.6	\$2.74
% Change	78.1%	-9.4%	97.6%

Funding Sources by Urbanized Area Size 1991 - 2002

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	\$494.0	\$3,335.6	\$3,238.4	\$16,004.1
1999	\$6,910.0	\$2,806.9	\$570.0	\$3,809.9	\$3,381.1	\$17,114.0
2000	\$7,205.5	\$2,893.3	\$618.7	\$3,838.3	\$4,026.5	\$18,144.2
2001	\$7,465.0	\$2,716.0	\$714.8	\$4,494.3	\$4,509.4	\$19,246.4
2002	\$7,584.0	\$3,264.5	\$910.3	\$5,498.7	\$4,089.5	\$21,347.0
% Change	45.8%	41.1%	56.8%	102.2%	21.1%	50.4%

Funding Sources by Urbanized Area Size 1991 - 2002 (Continued)

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	\$152.1	\$317.8	\$504.0	\$1,630.6
1999	\$385.5	\$297.6	\$194.6	\$373.3	\$503.3	\$1,614.3
2000	\$413.3	\$343.4	\$233.5	\$439.9	\$558.6	\$1,825.1
2001	\$456.1	\$364.2	\$243.9	\$457.6	\$677.9	\$1,980.5
2002	\$413.0	\$371.5	\$259.5	\$470.6	\$611.0	\$2,125.6
% Change	35.1%	36.6%	61.3%	97.8%	88.6%	63.5%

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	\$95.5	\$165.8	\$163.8	\$653.7
1999	\$146.6	\$92.5	\$109.4	\$168.1	\$175.4	\$682.8
2000	\$153.0	\$104.4	\$132.2	\$167.1	\$175.0	\$722.5
2001	\$194.1	\$122.3	\$154.6	\$175.3	\$210.9	\$848.0
2002	\$126.2	\$121.4	\$132.5	\$143.4	\$161.4	\$718.6
% Change	62.7%	194.1%	44.5%	59.8%	21.7%	58.8%

Operating Funding Sources by UZA

	UZAs with More Than 1 Million Population			
	1991		2002	
	Millions	%	Millions	%
Fare Revenues	\$5,200.6	36.6%	\$7,584.0	35.5%
Other	\$2,312.9	16.3%	\$3,264.5	15.3%
Federal Assistance	\$580.4	4.1%	\$910.3	4.3%
State Assistance	\$2,719.3	19.2%	\$5,498.7	25.8%
Local Assistance	\$3,377.7	23.8%	\$4,089.5	19.2%
Total	\$14,190.9		\$21,347.0	

	UZAs with More Than 200,000 and Less Than 1 Million Population			
	1991		2002	
	Millions	%	Millions	%
Fare Revenues	\$305.6	23.5%	\$413.0	19.4%
Other	\$271.9	20.9%	\$371.5	17.5%
Federal Assistance	\$160.8	12.4%	\$259.5	12.2%
State Assistance	\$238.0	18.3%	\$470.6	22.1%
Local Assistance	\$324.0	24.9%	\$611.0	28.7%
Total	\$1,300.3		\$1,980.5	

Operating Funding Sources by UZA (Continued)

UZAs with Less Than 200,000 Population				
	1991		2002	
	Millions	%	Millions	%
Fare Revenues	\$93.3	20.6%	\$126.2	21.1%
Other	\$42.7	9.4%	\$121.4	17.5%
Federal Assistance	\$91.7	20.3%	\$132.5	18.4%
State Assistance	\$92.2	20.4%	\$143.4	20.5%
Local Assistance	\$132.6	29.3%	\$161.4	22.5%
Total	\$452.5		\$716.6	

Federal Capital Assistance per Unlinked Passenger Trip (*) 1991 - 2002

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	\$3,651.8	8,115.1	\$0.45
1999	\$3,750.2	8,523.2	\$0.44
2000	\$4,272.8	8,719.9	\$0.49
2001	\$5,494.8	9,007.8	\$0.61
2002	\$4,993.7	9,016.7	\$0.55
% Change	96.2%	16.5%	68.4%

(*) Does not include Federal Capital Assistance used to pay for operating expenses.

Sources of Capital by Urbanized Area Size 2002

UZAs With More Than 1 Million Population		
	Capital Assistance (Millions)	%
Federal Capital Funds Applied to Capital Projects	\$4,428.7	39.3%
State Capital Funds	\$1,316.9	11.7%
Local Capital Funds	\$5,296.6	47.0%
Directly Generated Capital Funds	\$224.4	2.0%
Total Capital Assistance	\$11,266.5	

UZAs With More Than 200,000 and Less Than 1 Million Population		
	Capital Assistance (Millions)	%
Federal Capital Funds Applied to Capital Projects	\$421.0	51.5%
State Capital Funds	\$89.2	10.9%
Local Capital Funds	\$296.6	36.3%
Directly Generated Capital Funds	\$11.0	1.3%
Total Capital Assistance	\$817.7	

UZAs With Less Than 200,000 Population		
	Capital Assistance (Millions)	%
Federal Capital Funds Applied to Capital Projects	\$144.1	66.5%
State Capital Funds	\$26.6	12.4%
Local Capital Funds	\$42.4	19.6%
Directly Generated Capital Funds	\$3.4	1.6%
Total Capital Assistance	\$216.7	

Capital Expenditures (Millions) 1991 - 2002

Year	Revenue Vehicles (Millions)	Other Capital (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
2002	\$4,065.7	\$8,235.0	\$12,300.7
% Change	149.1%	136.8%	140.7%

Percent Share of Revenue Vehicles 1991 - 2002

Year	Percent of Revenue Vehicles	Percent of Other Capital
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%
2002	33.1%	66.9%

Uses of Capital by Urbanized Area Size – 2002 (Millions)

	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
Guideway	\$3,005.9	\$250.4	\$0.4
Systems	\$289.0	\$21.5	\$5.4
Stations	\$1,369.8	\$52.7	\$19.3
Facilities	\$2,053.8	\$90.2	\$50.3
Rolling Stock	\$3,662.3	\$281.4	\$122.1
Other Capital	\$833.2	\$101.9	\$16.7
Other Vehicles	\$65.5	\$7.1	\$2.0
Total	\$11,279.4	\$805.2	\$216.1

Percent of Non-Revenue Vehicle by Mode 1992 - 2002

Year	Revenue Vehicle (Millions)	Bus		Total (Millions)
		Non-Revenue Vehicle (Millions)	Share of Non-Revenue Vehicle (%)	
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
2002	\$1,542.9	\$1,484.9	49.0%	\$3,027.7
% Change	183.7%	97.1%		133.4%

Percent of Non-Rolling Stock by Mode 1992 - 2002 (Continued)

Year	Commuter Rail			Total (Millions)
	Rolling Stock (Millions)	Non-Rolling Stock (Millions)	Share of Non-Rolling Stock (%)	
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
2002	\$589.6	\$1,781.6	75.1%	\$2,371.2
% Change	112.4%	102.1%		104.6%

Year	Heavy Rail			Total (Millions)
	Rolling Stock (Millions)	Non-Rolling Stock (Millions)	Share of Non-Rolling Stock (%)	
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
2002	\$1,432.7	\$3,140.5	68.8%	\$4,564.2
% Change	466.4%	75.0%		122.1%

Year	Light Rail			Total (Millions)
	Rolling Stock (Millions)	Non-Rolling Stock (Millions)	Share of Non-Rolling Stock (%)	
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
2002	\$226.6	\$1,496.8	86.9%	\$1,723.4
% Change	229.0%	275.9%		269.0%

Percent of Non-Rolling Stock by Mode 1992 - 2002 (Continued)

Year	Rolling Stock (Millions)	Demand Response		Total (Millions)
		Non-Rolling Stock (Millions)	Share of Non-Rolling Stock (%)	
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
2002	\$127.8	\$45.5	26.3%	\$173.3
% Change	453.4%	48.3%		222.2%

Average Fleet Age (Years) by Vehicle Type 1992- 2002

Year	"A" Type Buses	"B" Type Buses	"C" Type Buses	Articulated Buses	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
2002	7.5	5.6	4.0	5.8	6.7
% Change	-10.1%	-17.6%	-3.1%	-36.0%	-19.0%

Distribution of Buses by Vehicle Type 1992 - 2002

Year	"A" Type Buses		"B" Type Buses		"C" Type 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
2002	47,764	69.8%	8,693	12.7%	9,822	14.4%	2,139	3.1%	68,418
% Change	2.1%		168.7%		166.9%		26.0%		23.6%

Age Distribution of Buses by Vehicle Type 1992 - 2002

"A" Type 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%
2002	47,650	3.5%	42.4%	69.7
% Change	1.9%			

"B" Type 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%
2002	8,616	7.1%	61.7%	84.3%
% Change	166.3%			

"C" Type 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%
2002	9,440	8.8%	74.0%	95.5%
% Change	152.3%			

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%
2002	2,139	3.6%	64.7%	74.4%
% Change	26.0%			

Fixed Guideway Mileage 1991 - 2002

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
2002	1,849	9,485
% Change	159.7%	35.4%

Percent of National Bus Fleet Using Alternative Fuels 1992 - 2002

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%
2002	68,418	6,986	10.2%
% Change	23.6%	931.9%	

Percentage of Fuel Consumption for Non-Electric Modes

Alternative Fuel	1992		2002	
	Gallons (000s)	%	Gallons (000s)	%
Diesel	552,925	97.8%	671,710.7	86.6%
Gas	7,231	1.3%	10,508.3	1.4%
CNG	670	0.1%	65,773.8	8.5%
Methanol	1,583	0.3%	1.5	0.0%
LNG	174	0.0%	14,552.5	1.9%
Other	3,097	0.6%	12,875.3	1.7%
Total	565,679		775,421.8	

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, four 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 (revenue vehicles, stations, facilities, guideway, systems, other vehicles and other capital).

Key Bus Operating Characteristics 2002

State	Name	Service	Operating Expense (000)	Fare Revenues (000)	Vehicle Revenue Miles (000)	Vehicle Revenue Hours (000)	Unlinked Passenger Trips (000)	Average Weekday Unlinked Passenger Trips (000)	Passenger Miles (000)
CA	Alameda-Contra Costa Transit District	DO	\$216,525.7	\$44,966.9	22,957.9	1,997.0	68,858.8	226.4	192,260.9
CA	Alameda-Contra Costa Transit District	PT	\$1,162.7	\$169.4	236.5	15.3	226.3	0.9	2,609.2
CA	Alameda-Contra Costa Transit District	TOTAL	\$217,688.4	\$45,136.2	23,194.3	2,012.3	69,085.1	227.3	194,870.1
CA	Los Angeles County Metropolitan Transportation Authority	DO	\$693,048.3	\$205,394.1	81,663.3	6,683.3	366,292.0	1,147.3	1,422,325.7
CA	Los Angeles County Metropolitan Transportation Authority	PT	\$25,550.6	\$5,230.4	7,045.8	520.3	11,747.6	37.9	39,212.0
CA	Los Angeles County Metropolitan Transportation Authority	TOTAL	\$718,598.9	\$210,624.5	88,709.0	7,203.6	378,039.6	1,185.2	1,461,537.7
CA	Santa Clara Valley Trans. Authority	DO	\$216,703.0	\$25,394.1	18,607.4	1,452.7	44,900.5	144.8	177,882.5
CA	Santa Clara Valley Trans. Authority	PT	\$2,657.7	\$0.0	538.6	55.6	721.1	2.8	1,841.1
CA	Santa Clara Valley Trans. Authority	TOTAL	\$219,360.7	\$25,394.1	19,146.0	1,508.3	45,621.6	147.6	179,723.6
CO	Regional Transportation District	DO	\$163,236.3	\$35,755.2	24,250.3	1,583.8	51,773.7	178.2	240,851.8
CO	Regional Transportation District	PT	\$48,206.8	\$5,547.6	13,667.1	985.7	17,907.6	57.6	87,241.0
CO	Regional Transportation District	TOTAL	\$211,443.1	\$41,302.8	37,917.4	2,569.5	69,681.3	235.8	328,092.8
DC	Washington Metropolitan Area Transit Authority	DO	\$342,559.0	\$89,707.7	37,934.2	3,349.2	147,771.2	511.2	450,768.8
IL	Chicago Transit Authority	DO	\$559,683.7	\$224,236.3	65,901.1	6,576.3	303,295.0	972.4	807,540.4
MA	Massachusetts Bay Transportation Authority	DO	\$231,169.9	\$52,100.5	24,096.8	2,294.9	107,216.5	354.3	267,746.0
MA	Massachusetts Bay Transportation Authority	PT	\$6,395.7	\$2,993.0	2,267.8	155.9	1,475.3	5.3	22,423.2
MA	Massachusetts Bay Transportation Authority	TOTAL	\$237,565.6	\$55,093.5	26,364.6	2,450.9	108,691.8	359.7	290,169.2

State	Name	Service	Operating Expense (000)	Fare Revenues (000)	Vehicle Revenue Miles (000)	Vehicle Revenue Hours (000)	Unlinked Passenger Trips (000)	Average Weekday Unlinked Passenger Trips (000)	Passenger Miles (000)
NJ	New Jersey Transit Corporation (Consolidated)	DO	\$497,319.9	\$216,255.1	66,918.5	4,482.8	144,048.4	497.4	843,300.0
NJ	New Jersey Transit Corporation (Consolidated)	PT	\$27,522.8	\$8,276.6	6,035.3	429.8	8,095.2	26.5	37,027.9
NJ	New Jersey Transit Corporation (Consolidated)	TOTAL	\$524,842.6	\$224,531.7	72,953.8	4,912.6	152,143.6	523.9	880,327.9
NY	New York City Transit	DO	\$1,476,348.6	\$603,544.4	102,134.7	13,151.1	976,567.7	3,185.3	1,864,387.0
NY	New York City Department of Transportation	PT	\$316,262.1	\$125,268.8	21,969.7	2,300.0	102,998.9	356.1	372,274.7
PA	Port Authority of Allegheny County	DO	\$210,104.9	\$50,852.8	29,877.3	2,302.0	65,056.6	220.9	288,614.6
PA	Southeastern Pennsylvania Transportation Authority	DO	\$370,156.4	\$137,175.0	38,914.6	3,738.1	166,782.8	549.5	470,019.4
PA	Southeastern Pennsylvania Transportation Authority	PT	\$279.4	\$34.2	117.8	5.5	28.3	0.1	359.5
PA	Southeastern Pennsylvania Transportation Authority	TOTAL	\$370,435.8	\$137,209.2	39,032.4	3,743.6	166,811.1	549.6	470,378.9
TX	Dallas Area Rapid Transit	DO	\$168,998.7	\$19,490.9	20,098.8	1,496.5	44,807.8	152.3	190,579.3
TX	Dallas Area Rapid Transit	PT	\$40,345.4	\$5,074.8	10,961.0	658.0	11,666.4	43.3	93,653.2
TX	Dallas Area Rapid Transit	TOTAL	\$209,344.1	\$24,565.7	31,059.8	2,154.4	56,474.2	195.5	284,232.6
TX	Metropolitan Transit Authority of Harris County, Texas	DO	\$204,904.8	\$42,966.7	37,809.8	2,679.0	81,359.6	280.2	450,079.9
TX	Metropolitan Transit Authority of Harris County, Texas	PT	\$29,241.0	\$6,872.9	6,972.7	458.9	13,418.0	41.5	92,077.1
TX	Metropolitan Transit Authority of Harris County, Texas	TOTAL	\$234,145.8	\$49,839.5	44,782.4	3,137.9	94,777.6	321.7	542,157.0
WA	King County Dept. of Transportation Metro Transit Division	DO	\$279,791.6	\$55,995.0	34,676.4	2,602.2	70,380.5	236.6	428,968.4
Total (Thousands)			\$6,128,174.9	\$1,963,302.1	675,653.1	59,973.9	2,807,395.7	9,228.8	8,844,043.7
National Total (Millions)			\$12,585.7	\$3,731.3	1,863.8	146.0	5,267.5	21.6	19,526.8
% National Total			48.7%	52.6%	36.3%	41.1%	53.3%	42.7%	45.3%

Key Bus Performance Indicators 2002

State	Name	Service	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Unlinked Passenger Trips	Operating Expense per Passenger Mile	Fare Revenues per Operating Expense (Recovery Ratio)	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour	Fare Revenues per Unlinked Passenger Trip	Passenger Miles per Vehicle Revenue Hour	Vehicle Revenue Mile per Vehicle Revenue Hour
CA	Alameda-Contra Costa Transit District	DO	\$9.4	\$108.4	\$3.1	\$1.1	20.8%	3.0	34.5	\$0.7	96.3	11.5
CA	Alameda-Contra Costa Transit District	PT	\$4.9	\$76.2	\$5.1	\$0.4	14.6%	1.0	14.8	\$0.7	170.9	15.5
CA	Alameda-Contra Costa Transit District	TOTAL	\$9.4	\$108.2	\$3.2	\$1.1	20.7%	3.0	34.3	\$0.7	96.8	11.5
CA	Los Angeles County Metropolitan Transportation Authority	DO	\$8.5	\$103.7	\$1.9	\$0.5	29.6%	4.5	54.8	\$0.6	212.8	12.2
CA	Los Angeles County Metropolitan Transportation Authority	PT	\$3.6	\$49.1	\$2.2	\$0.7	20.5%	1.7	22.6	\$0.4	75.4	13.5
CA	Los Angeles County Metropolitan Transportation Authority	TOTAL	\$8.1	\$99.8	\$1.9	\$0.5	29.3%	4.3	52.5	\$0.6	202.9	12.3
CA	Santa Clara Valley Trans. Authority	DO	\$11.6	\$149.2	\$4.8	\$1.2	11.7%	2.4	30.9	\$0.6	122.4	12.8
CA	Santa Clara Valley Trans. Authority	PT	\$4.9	\$47.8	\$3.7	\$1.4	0.0%	1.3	13.0	\$0.0	33.1	9.7

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	Fare Revenues per Operating Expense (Recovery Ratio)	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour	Fare Revenues per Unlinked Passenger Trip	Passenger Miles per Vehicle Revenue Hour	Vehicle Revenue Mile per Vehicle Revenue Hour
CA	Santa Clara Valley Trans. Authority	TOTAL	\$11.5	\$145.4	\$4.8	\$1.2	11.6%	2.4	30.2	\$0.6	119.2	12.7
CO	Regional Transportation District	DO	\$6.7	\$103.1	\$3.2	\$0.7	21.9%	2.1	32.7	\$0.7	152.1	15.3
CO	Regional Transportation District	PT	\$3.5	\$48.9	\$2.7	\$0.6	11.5%	1.3	18.2	\$0.3	88.5	13.9
CO	Regional Transportation District	TOTAL	\$5.6	\$82.3	\$3.0	\$0.6	19.5%	1.8	27.1	\$0.6	127.7	14.8
DC	Washington Metropolitan Area Transit Authority	DO	\$9.0	\$102.3	\$2.3	\$0.8	26.2%	3.9	44.1	\$0.6	134.6	11.3
IL	Chicago Transit Authority	DO	\$8.5	\$85.1	\$1.8	\$0.7	40.1%	4.6	46.1	\$0.7	122.8	10.0
MA	Massachusetts Bay Transportation Authority	DO	\$9.6	\$100.7	\$2.2	\$0.9	22.5%	4.4	46.7	\$0.5	116.7	10.5
MA	Massachusetts Bay Transportation Authority	PT	\$2.8	\$41.0	\$4.3	\$0.3	46.8%	0.7	9.5	\$2.0	143.8	14.5
MA	Massachusetts Bay Transportation Authority	TOTAL	\$9.0	\$96.9	\$2.2	\$0.8	23.2%	4.1	44.3	\$0.5	118.4	10.8
NJ	New Jersey Transit Corporation (Consolidated)	DO	\$7.4	\$110.9	\$3.5	\$0.6	43.5%	2.2	32.1	\$1.5	188.1	14.9
NJ	New Jersey Transit Corporation (Consolidated)	PT	\$4.6	\$64.0	\$3.4	\$0.7	30.1%	1.3	18.8	\$1.0	86.1	14.0
NJ	New Jersey Transit Corporation (Consolidated)	TOTAL	\$7.2	\$106.8	\$3.4	\$0.6	42.8%	2.1	31.0	\$1.5	179.2	14.9
NY	New York City Transit	DO	\$14.5	\$112.3	\$1.5	\$0.8	40.9%	9.6	74.3	\$0.6	141.8	7.8
NY	New York City Department of Transportation	PT	\$14.4	\$137.5	\$3.1	\$0.8	39.6%	4.7	44.8	\$1.2	161.9	9.6
PA	Port Authority of Allegheny County	DO	\$7.0	\$91.3	\$3.2	\$0.7	24.2%	2.2	28.3	\$0.8	125.4	13.0
PA	Southeastern Pennsylvania Transportation Authority	DO	\$9.5	\$99.0	\$2.2	\$0.8	37.1%	4.3	44.6	\$0.8	125.7	10.4
PA	Southeastern Pennsylvania Transportation Authority	PT	\$2.4	\$50.7	\$9.9	\$0.8	12.2%	0.2	5.1	\$1.2	65.2	21.4
PA	Southeastern Pennsylvania Transportation Authority	TOTAL	\$9.5	\$99.0	\$2.2	\$0.8	37.0%	4.3	44.6	\$0.8	125.6	10.4
TX	Dallas Area Rapid Transit	DO	\$8.4	\$112.9	\$3.8	\$0.9	11.5%	2.2	29.9	\$0.4	127.4	13.4
TX	Dallas Area Rapid Transit	PT	\$3.7	\$61.3	\$3.5	\$0.4	12.6%	1.1	17.7	\$0.4	142.3	16.7
TX	Dallas Area Rapid Transit	TOTAL	\$6.7	\$97.2	\$3.7	\$0.7	11.7%	1.8	26.2	\$0.4	131.9	14.4
TX	Metropolitan Transit Authority of Harris County, Texas	DO	\$5.4	\$76.5	\$2.5	\$0.5	21.0%	2.2	30.4	\$0.5	168.0	14.1
TX	Metropolitan Transit Authority of Harris County, Texas	PT	\$4.2	\$63.7	\$2.2	\$0.3	23.5%	1.9	29.2	\$0.5	200.6	15.2
TX	Metropolitan Transit Authority of Harris County, Texas	TOTAL	\$5.2	\$74.6	\$2.5	\$0.4	21.3%	2.1	30.2	\$0.5	172.8	14.3

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	Fare Revenues per Operating Expense (Recovery Ratio)	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour	Fare Revenues per Unlinked Passenger Trip	Passenger Miles per Vehicle Revenue Hour	Vehicle Revenue Mile per Vehicle Revenue Hour	
WA	King County Dept. of Transportation Metro Transit Division	DO	\$8.1	\$107.5	\$4.0	\$0.7	20.0%	2.0	27.0	\$0.8	164.8	13.3
Average of Agencies			\$9.1	\$102.2	\$2.2	\$0.7	32.0%	4.2	46.8	\$0.7	147.5	11.3
National Average			\$6.8	\$86.2	\$2.4	\$0.6	29.6%	2.8	36.1	\$0.6	133.7	12.8

Key Bus Infrastructure Characteristics 2002

State	Name	Lane Miles	Vehicles Operated in Maximum Service	Vehicles Available for Maximum Service	Average Fleet Age
CA	Alameda-Contra Costa Transit District	44.8	663	779	9.6
CA	Los Angeles County Metropolitan Transportation Authority	48	2,067	2,524	4.6
CA	Santa Clara Valley Transportation Authority	185.2	435	524	5.9
CO	Denver Regional Transportation District	48.9	874	1,134	4.1
DC	Washington Metropolitan Area Transit Authority	93	1,247	1,442	8.4
IL	Chicago Transit Authority	3.7	1,695	2,013	8.6
MA	Massachusetts Bay Transportation Authority	14	863	1,043	11.6
NJ	New Jersey Transit Corporation (Consolidated)	30	1,852	2,186	5.9
NY	New York City Department of Transportation	30.5	1,079	1,296	10.8
NY	New York City Transit	48.6	3,915	4,486	6.7
PA	Port Authority of Allegheny County	51.3	838	1,055	7.3
PA	Southeastern Pennsylvania Transportation Authority	2.5	1,090	1,359	7.4
TX	Dallas Area Rapid Transit	112.7	717	980	5.5
TX	Metropolitan Transit Authority of Harris County, Texas	209.6	1,227	1,408	3.9
WA	King County Department of Transportation - Metro Transit Division	242.6	1,186	991	6.4
Total		1,165.4	19,748	23,220	6.9
National Total		3,186.9	50,163	60,615	7.0

Uses of Bus Capital Funds 2002

State	Name	Revenue Vehicles (000)	Guideway (000)	Systems (000)	Facilities (000)	Stations (000)	Other Vehicles (000)	Other Capital (000)	Total (000)
CA	Alameda-Contra Costa Transit District	\$8,153.9	\$0.0	\$0.0	\$1,158.0	\$0.0	\$0.0	\$8,381.5	\$17,693.4
CA	Los Angeles County Metropolitan Transportation Authority	\$133,094.4	\$0.0	\$0.0	\$21,987.6	\$0.0	\$5,371.1	\$27,974.1	\$188,427.2
CA	Santa Clara Valley Trans. Authority	\$39,132.3	\$3,758.6	\$2,961.2	\$22,820.5	\$5,032.6	\$489.0	\$271.6	\$74,465.8
CO	Regional Transportation District	\$744.1	\$175.3	\$3,122.3	\$4,435.4	\$15,887.8	\$1,104.8	\$579.6	\$26,049.3
DC	Washington Metropolitan Area Transit Authority	\$52,041.0	\$0.0	\$0.0	\$6,808.1	\$0.0	\$0.0	\$30,431.9	\$89,281.1
IL	Chicago Transit Authority	\$67,434.9	\$359.1	\$18,740.3	\$2,781.0	\$1,159.4	\$742.4	\$10,435.1	\$101,652.2
MA	Massachusetts Bay Transportation Authority	\$16,619.3	\$17,223.4	\$1,582.9	\$11,145.7	\$0.0	\$1,449.1	\$518.1	\$48,538.5
NJ	New Jersey Transit Corporation (Consolidated)	\$34,226.6	\$0.0	\$0.0	\$11,260.7	\$0.0	\$0.0	\$13,291.4	\$58,778.7
NY	New York City Department of Transportation	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
NY	New York City Transit	\$85,558.0	\$0.0	\$0.0	\$89,769.7	\$0.0	\$0.0	\$0.0	\$175,327.7
PA	Port Authority of Allegheny County	\$8,758.6	\$25,650.1	\$3,747.8	\$3,910.1	\$13,304.1	\$608.0	\$25,934.7	\$81,913.4
PA	Southeastern Pennsylvania Transportation Authority	\$64,441.5	\$7,870.2	\$1,398.7	\$955.2	\$5,672.3	\$0.0	\$0.0	\$80,337.9

State	Name	Revenue Vehicles (000)	Guideway (000)	Systems (000)	Facilities (000)	Stations (000)	Other Vehicles (000)	Other Capital (000)	Total (000)
TX	Dallas Area Rapid Transit	\$29,327.2	\$1,674.1	\$2,241.7	\$4,009.4	\$7,675.7	\$3,416.4	\$704.9	\$49,049.3
TX	Metropolitan Transit Authority of Harris County, Texas	\$9,140.0	\$103,979.3	\$16,334.4	\$15,627.2	\$10,955.3	\$1,235.0	\$3,532.3	\$160,803.3
WA	King County Dept. of Transportation Metro Transit Division	\$4,098.2	\$0.0	\$2,974.5	\$29,752.8	\$17,435.5	\$361.0	\$2,385.5	\$57,007.4
Total		\$552,770.0	\$160,690.1	\$53,103.7	\$226,421.5	\$77,122.6	\$14,776.6	\$124,440.7	\$1,209,325.2
National Total (Millions)		\$1,542.8	\$207.9	\$169.9	\$748.4	\$213.2	\$33.5	\$325.2	\$3,027.7

Key Heavy Rail Operating Characteristics 2002

State	Name	Service	Operating Expense (000)	Fare Revenues (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	Los Angeles County Metropolitan Transportation Authority	DO	\$62,228.9	\$12,186.9	1,315.3	5,957.3	260.0	34,551.2	107.0	163,931.1
CA	San Francisco Bay Area Rapid Transit District	DO	\$330,953.7	\$193,246.6	8,011.1	58,437.4	1,552.3	97,146.1	329.5	1,176,305.5
DC	Washington Metropolitan Area Transit Authority	DO	\$460,755.4	\$284,054.2	10,936.5	52,192.2	2,269.5	242,794.1	838.5	1,438,336.2
FL	Miami-Dade Transit Agency	DO	\$61,511.6	\$9,893.2	1,311.4	7,376.1	294.3	13,753.6	46.5	107,822.5
GA	Metropolitan Atlanta Rapid Transit Authority	DO	\$122,276.2	\$47,988.1	5,399.4	23,552.2	896.2	82,339.5	270.1	510,361.6
IL	Chicago Transit Authority	DO	\$359,022.2	\$158,873.5	10,781.3	61,532.7	3,395.7	180,399.6	596.9	995,621.0
MA	Massachusetts Bay Transportation Authority	DO	\$206,319.0	\$90,138.2	4,480.5	20,801.6	945.5	161,282.4	523.1	562,184.0
MD	Mass Transit Administration, Maryland Dept of Transportation	DO	\$39,345.0	\$10,353.4	960.4	4,579.8	184.5	14,239.9	48.8	63,736.3
NJ	Port Authority Transit Corporation	DO	\$31,374.7	\$19,250.9	1,002.3	4,131.3	142.5	9,288.4	33.2	79,825.2
NY	New York City Transit	DO	\$2,255,945.2	\$1,518,164.8	37,448.3	333,565.9	18,268.8	1,694,026.6	5,499.8	7,865,983.1
NY	Port Authority of New York and New Jersey	DO	\$170,699.0	\$69,979.0	1,626.3	11,384.1	582.9	62,639.2	209.6	245,517.8
NY	Staten Island Rapid Transit Operating Authority	DO	\$25,409.3	\$3,869.0	541.1	2,148.0	102.1	3,618.4	13.2	23,188.2
OH	Greater Cleveland Regional Transit Authority	DO	\$22,876.5	\$4,922.5	1,510.0	2,125.9	94.4	7,186.2	24.8	53,955.2
PA	Southeastern Pennsylvania Transportation Authority	DO	\$118,743.7	\$69,567.0	3,137.1	15,685.5	853.4	84,707.8	285.1	376,456.6
Total			\$4,267,460.3	\$2,492,487.2	88,461.0	603,469.9	29,846.0	2,687,973.0	8,826.0	13,663,224.3

Key Heavy Rail Performance Indicators 2002

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	Fare Revenues per Operating Expense (Recovery Ratio)	Unlinked Passenger Trips per Passenger Car Revenue Mile	Unlinked Passenger Trips per Passenger Car Revenue Hour	Fare Revenues per Unlinked Passenger Trip	Passenger Mile per Passenger Car Revenue Hour	Passenger Car Revenue Mile per Passenger Car Revenue Hour
CA	Los Angeles County Metropolitan Transportation Authority	10.45	239.32	1.80	0.38	19.6%	5.80	132.9	\$0.35	630.46	22.91
CA	San Francisco Bay Area Rapid Transit District	5.66	213.20	3.41	0.28	58.4%	1.66	62.6	\$1.99	757.79	37.65
DC	Washington Metropolitan Area Transit Authority	8.83	203.02	1.90	0.32	61.6%	4.65	107.1	\$1.17	633.76	23.00
FL	Miami-Dade Transit Agency	8.34	209.03	4.47	0.57	16.1%	1.86	46.7	\$0.72	366.41	25.07
GA	Metropolitan Atlanta Rapid Transit Authority	5.19	136.44	1.49	0.24	39.2%	3.50	91.9	\$0.58	569.47	26.28

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	Fare Revenues per Operating Expense (Recovery Ratio)	Unlinked Passenger Trips per Passenger Car Revenue Mile	Unlinked Passenger Trips per Passenger Car Revenue Hour	Fare Revenues per Unlinked Passenger Trip	Passenger Mile per Passenger Car Revenue Hour	Passenger Car Revenue Mile per Passenger Car Revenue Hour
IL	Chicago Transit Authority	5.83	105.73	1.99	0.36	44.3%	2.93	53.1	\$0.88	293.20	18.12
MA	Massachusetts Bay Transportation Authority	9.92	218.20	1.28	0.37	43.7%	7.75	170.6	\$0.56	594.57	22.00
MD	Mass Transit Administration, Maryland Dept of Transportation	8.59	213.29	2.76	0.62	26.3%	3.11	77.2	\$0.73	345.51	24.83
NJ	Port Authority Transit Corporation	7.59	220.24	3.38	0.39	61.4%	2.25	65.2	\$2.07	560.34	29.00
NY	New York City Transit	6.76	123.49	1.33	0.29	67.3%	5.08	92.7	\$0.90	430.57	18.26
NY	Port Authority of New York and New Jersey	14.99	292.86	2.73	0.70	41.0%	5.50	107.5	\$1.12	421.22	19.53
NY	Staten Island Rapid Transit Operating Authority	11.83	248.96	7.02	1.10	15.2%	1.68	35.5	\$1.07	227.20	21.05
OH	Greater Cleveland Regional Transit Authority	10.76	232.60	3.18	0.42	21.5%	3.38	73.1	\$0.69	548.60	21.62
PA	Southeastern Pennsylvania Transportation Authority	7.57	139.15	1.40	0.32	58.6%	5.40	99.3	\$0.82	441.14	18.38
Average		7.1	143.0	1.6	0.3	58.4	4.5	90.1	0.92	457.7	20.2

Key Heavy Rail Infrastructure Characteristics 2002

State	Name	Directional Route Miles	Miles of Track	Stations	ADA Stations	Vehicles Operated in Maximum Service	Vehicles Available for Maximum Service	Fleet Age
CA	Los Angeles County Metropolitan Transportation Authority	31.9	34.0	16	16	70	102	6.1
CA	San Francisco Bay Area Rapid Transit District	190.1	246.0	39	39	493	669	4.8
DC	Washington Metropolitan Area Transit Authority	206.6	220.0	83	54	664	812	18.0
FL	Miami-Dade Transit Agency	42.2	53.2	21	21	90	136	20.0
GA	Metropolitan Atlanta Rapid Transit Authority	96.1	103.0	38	38	186	252	16.2
IL	Chicago Transit Authority	206.3	287.8	144	64	988	1,190	18.7
MA	Massachusetts Bay Transportation Authority	76.3	108.0	53	40	320	408	19.9
MD	Mass Transit Administration, Maryland Dept of Transportation	29.4	34.0	14	14	66	100	17.4
NJ	Port Authority Transit Corporation	31.5	38.4	13	5	96	121	29.4
NY	New York City Transit	493.8	835.0	468	44	5,031	6,333	22.3
NY	Port Authority of New York and New Jersey	25.0	43.1	11	5	231	231	29.7
NY	Staten Island Rapid Transit Operating Authority	28.6	32.7	23	4	44	64	31.0
OH	Greater Cleveland Regional Transit Authority	38.1	41.9	18	9	22	60	19.0
PA	Southeastern Pennsylvania Transportation Authority	76.1	102.0	53	13	275	371	9.7
Total		1,542.5	2,145.1	980	352	8,510	10,749	20.0

Uses of Heavy Rail Capital Funds 2002

State	Name	Revenue Vehicles (000)	Guideway (000)	Systems (000)	Facilities (000)	Stations (000)	Other Vehicles (000)	Other Capital (000)	Total (000)
CA	Los Angeles County Metropolitan Transportation Authority	\$0.0	\$0.0	\$0.0	\$3,893.5	\$0.00	\$0.0	\$0.0	\$3,893.5
CA	San Francisco Bay Area Rapid Transit District	\$151,940.0	\$22,571.0	\$2,607.3	\$89,104.4	\$216,029.66	\$10,324.8	\$44,380.5	\$536,957.5

State	Name	Revenue Vehicles (000)	Guideway (000)	Systems (000)	Facilities (000)	Stations (000)	Other Vehicles (000)	Other Capital (000)	Total (000)
CA	Santa Clara Valley Trans. Authority	\$0.0	\$5,432.2	\$0.0	\$31.5	\$0.00	\$0.0	\$0.0	\$5,463.7
DC	Washington Metropolitan Area Transit Authority	\$159,040.5	\$0.0	\$0.0	\$168,887.5	\$0.00	\$0.0	\$120,521.3	\$448,449.2
FL	Miami-Dade Transit Agency	\$0.0	\$16,619.7	\$591.2	\$616.7	\$1,240.59	\$449.3	\$1,370.6	\$20,888.0
GA	Metropolitan Atlanta Rapid Transit Authority	\$79,272.5	\$8,939.0	\$3,252.1	\$85,215.0	\$10,191.45	\$0.0	\$2,139.2	\$189,009.2
IL	Chicago Transit Authority	\$114,013.8	\$141,113.7	\$11,123.2	\$4,030.6	\$99,985.86	\$742.4	\$10,210.3	\$381,219.7
MA	Massachusetts Bay Transportation Authority	\$21,925.3	\$28,682.2	\$0.0	\$10,321.0	\$27,938.70	\$0.0	\$4,467.3	\$93,334.4
MD	Mass Transit Administration, Maryland Dept of Transportation	\$11,172.2	\$8,976.5	\$1,634.8	\$4,932.8	\$8,709.82	\$289.0	\$1,341.2	\$37,056.3
NJ	Port Authority Transit Corporation	\$195.2	\$13,984.6	\$0.0	\$8.3	\$0.00	\$0.0	\$0.0	\$14,236.6
NY	New York City Transit	\$866,796.7	\$859,044.4	\$0.0	\$56,027.3	\$48.48	\$11,424.6	\$207,419.0	\$2,391,429.1
NY	Port Authority of New York and New Jersey	\$0.0	\$0.0	\$0.0	\$228,561.0	\$390,717.06	\$0.0	\$13,382.0	\$241,943.0
NY	Staten Island Rapid Transit Operating Authority	\$0.0	\$1,164.8	\$0.0	\$9.0	\$24.73	\$0.0	\$0.0	\$1,198.6
OH	Greater Cleveland Regional Transit Authority	\$101.0	\$10,641.7	\$260.3	\$120.8	\$1,533.34	\$15.5	\$659.0	\$13,331.6
PA	Southeastern Pennsylvania Transportation Authority	\$19,287.7	\$85,521.0	\$10,292.3	\$27,081.3	\$39,178.63	\$4,387.6	\$0.0	\$185,748.5
Total		\$1,423,744.8	\$1,202,690.7	\$29,761.1	\$678,840.5	\$795,598.3	\$27,633.1	\$405,890.3	\$4,564,158.9

Key Commuter Rail Operating Characteristics 2002

State	Name	Service	Operating Expense (000)	Fare Revenues (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 Authority	PT	\$15,749.7	\$4,499.9	123.1	738.7	20.2	803.5	3.2	36,610.2
CA	North San Diego County Transit Development Board	PT	\$11,226.2	\$4,149.6	236.6	1,194.4	28.2	1,281.1	4.8	36,371.1
CA	Peninsula Corridor Joint Powers Board	PT	\$61,363.9	\$21,072.8	1,206.4	5,571.2	188.8	8,137.6	27.7	166,647.9
CA	Southern California Regional Rail Authority	PT	\$100,882.3	\$37,589.5	1,866.1	7,255.6	177.0	7,910.8	30.0	265,147.7
CT	Connecticut Department of Transportation	PT	\$6,580.6	\$933.0	199.1	593.3	13.7	294.9	1.2	6,507.4
FL	Tri-County Commuter Rail Authority	PT	\$22,232.9	\$6,029.8	605.9	1,980.9	55.6	2,530.3	8.5	76,014.9
IL	Northeast Illinois Regional Commuter Railroad Corporation	DO	\$423,543.3	\$190,337.8	6,325.2	37,604.8	1,198.1	69,609.8	258.1	1,534,309.4
IN	Northern Indiana Commuter Transportation District	DO	\$28,061.7	\$13,591.8	699.7	2,988.2	85.4	3,590.1	12.7	98,367.6
MA	Massachusetts Bay Transportation Authority	DO	\$192,233.4	\$85,143.8	3,794.7	22,694.2	692.9	39,266.9	141.1	764,774.6
MD	Mass Transit Administration, Maryland Dept of Transportation	PT	\$53,589.9	\$19,921.8	955.5	4,582.7	114.1	5,955.1	23.4	182,228.2
NJ	New Jersey Transit Corporation (Consolidated)	DO	\$446,526.8	\$266,529.6	7,778.9	46,007.5	1,443.9	62,707.5	206.5	1,486,595.5
NJ	New Jersey Transit Corporation (Consolidated)	PT	\$14,247.7	\$0.0	132.0	1,356.3	25.5	1,634.7	6.5	57,529.6
NY	Long Island Rail Road Company	DO	\$782,132.9	\$351,620.4	7,278.8	57,534.6	2,046.7	100,504.0	343.0	2,094,066.8
NY	Metro-North Commuter Railroad Co.	DO	\$598,894.3	\$339,127.9	7,531.4	49,463.1	1,382.2	73,130.3	251.3	2,129,537.3
PA	Pennsylvania Department of Transportation	PT	\$7,202.3	\$2,645.5	239.5	762.5	14.6	201.4	0.7	14,677.2

State	Name	Service	Operating Expense (000)	Fare Revenues (000)	Train Revenue Miles (000)	Passenger Car Revenue Miles	Passenger Car Revenue Hours (000)	Unlinked Passenger Trips (000)	Average Weekday Unlinked Passenger Trips (000)	Passenger Miles (000)
PA	Southeastern Pennsylvania Transportation Authority	DO	\$168,402.2	\$87,825.3	5,361.8	15,534.8	564.9	30,823.5	107.8	409,242.7
TX	Dallas Area Rapid Transit Authority	PT	\$18,764.7	\$594.0	207.1	742.5	37.5	1,365.6	5.0	16,096.2
TX	Fort Worth Transportation Authority	PT	\$7,636.4	\$607.1	152.3	564.1	17.8	779.8	2.6	13,497.5
VA	Virginia Railway Express	PT	\$23,106.6	\$12,753.2	322.4	1,662.5	49.9	2,735.0	11.0	91,014.3
WA	Central Puget Sound Regional Transit Authority	PT	\$12,052.3	\$1,575.9	47.0	298.5	7.6	817.4	3.1	20,592.5
Total DO			\$2,639,794.7	\$1,334,176.5	38,770.5	231,827.2	7,414.1		1,320.5	8,516,894.0
Total PT			\$354,635.6	\$112,372.2	6,293.0	27,303.1	750.3	34,447.2	127.4	
Total			\$2,994,430.3	\$1,446,548.7	45,063.5	259,130.3	8,164.5	414,079.2	1,448.0	9,499,828.7

Key Commuter Rail Performance Indicators 2002

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	Fare Revenues per Operating Expense (Recovery Ratio)	Unlinked Passenger Trips per Passenger Car Revenue Mile	Unlinked Passenger Trips per Passenger Car Revenue Hour	Fare Revenues per Unlinked Passenger Trip	Passenger Mile per Passenger Car Revenue Hour	Passenger Car Revenue Mile per Passenger Car Revenue Hour
CA	Altamont Commuter Express Authority	\$21.3	\$781.2	\$19.6	\$0.4	28.6%	1.1	39.9	\$5.6	1,816.0	36.6
CA	North San Diego County Transit Development Board	\$9.4	\$398.5	\$8.8	\$0.3	37.0%	1.1	45.5	\$3.2	1,291.2	42.4
CA	Peninsula Corridor Joint Powers Board	\$11.0	\$325.0	\$7.5	\$0.4	34.3%	1.5	43.1	\$2.6	882.6	29.5
CA	Southern California Regional Rail Authority	\$13.9	\$569.9	\$12.8	\$0.4	37.3%	1.1	44.7	\$4.8	1,497.9	41.0
CT	Connecticut Department of Transportation	\$11.1	\$480.0	\$22.3	\$1.0	14.2%	0.5	21.5	\$3.2	474.6	43.3
FL	Tri-County Commuter Rail Authority	\$11.2	\$400.2	\$8.8	\$0.3	27.1%	1.3	45.6	\$2.4	1,368.4	35.7
IL	Northeast Illinois Regional Commuter Railroad Corporation	\$11.3	\$353.5	\$6.1	\$0.3	44.9%	1.9	58.1	\$2.7	1,280.6	31.4
IN	Northern Indiana Commuter Transportation District	\$9.4	\$328.7	\$7.8	\$0.3	48.4%	1.2	42.0	\$3.8	1,152.1	35.0
MA	Massachusetts Bay Transportation Authority	\$8.5	\$277.4	\$4.9	\$0.3	44.3%	1.7	56.7	\$2.2	1,103.7	32.8
MD	Mass Transit Administration, Maryland Dept of Transportation	\$11.7	\$469.6	\$9.0	\$0.3	37.2%	1.3	52.2	\$3.3	1,596.7	40.2
NJ	New Jersey Transit Corporation (Consolidated) (DO)	\$9.7	\$309.2	\$7.1	\$0.3	59.7%	1.4	43.4	\$4.3	1,029.6	31.9
NJ	New Jersey Transit Corporation (Consolidated) (PT)	\$10.5	\$559.0	\$8.7	\$0.2	0.0%	1.2	64.1	\$0.0	2,257.0	53.2
NY	Long Island Rail Road Company	\$13.6	\$382.1	\$7.8	\$0.4	45.0%	1.7	49.1	\$3.5	1,023.1	28.1
NY	Metro-North Commuter Railroad Co.	\$12.1	\$433.3	\$8.2	\$0.3	56.6%	1.5	52.9	\$4.6	1,540.7	35.8
PA	Pennsylvania Department of Transportation	\$9.4	\$494.0	\$35.8	\$0.5	36.7%	0.3	13.8	\$13.1	1,006.7	52.3
PA	Southeastern Pennsylvania Transportation Authority	\$10.8	\$298.1	\$5.5	\$0.4	52.2%	2.0	54.6	\$2.8	724.5	27.5
TX	Dallas Area Rapid Transit	\$25.3	\$500.4	\$13.7	\$1.2	3.2%	1.8	36.4	\$0.4	429.2	19.8
TX	Fort Worth Transportation	\$13.5	\$429.7	\$9.8	\$0.6	8.0%	1.4	43.9	\$0.8	759.5	31.7

State Name	Authority	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	Fare Revenues per Operating Expense (Recovery Ratio)	Unlinked Passenger Trips per Passenger Car Revenue Mile	Unlinked Passenger Trips per Passenger Car Revenue Hour	Fare Revenues per Unlinked Passenger Trip	Passenger Mile per Passenger Car Revenue Hour	Passenger Car Revenue Mile per Passenger Car Revenue Hour
VA	Virginia Railway Express	\$13.9	\$463.5	\$8.4	\$0.3	55.2%	1.6	54.9	\$4.7	1,825.8	33.3
WA	Central Puget Sound Regional Transit Authority	\$40.4	\$1,586.9	\$14.7	\$0.6	13.1%	2.7	107.6	\$1.9	2,711.3	39.3
Average		\$11.6	\$366.8	\$7.2	\$0.3	48.4%	1.6	50.7	\$3.5	1,158.5	34.6

Key Commuter Rail Infrastructure Characteristics 2002

State Name	Authority	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 Authority	172.0	180.0	10	10	20	25	3.2
CA	North San Diego County Transit Development Board	82.2	82.0	8	8	28	30	6.6
CA	Peninsula Corridor Joint Powers Board	153.7	130.0	34	22	96	130	18.2
CA	Southern California Regional Rail Authority	768.8	623.0	51	51	156	156	7.5
CT	Connecticut Department of Transportation	101.2	103.0	8	8	20	29	22.0
FL	Tri-County Commuter Rail Authority	142.2	104.0	18	18	20	30	12.7
IL	Northeast Illinois Regional Commuter Railroad Corporation	940.4	1,144.0	227	131	987	1,081	27.1
IN	Northern Indiana Commuter Transportation District	179.8	130.4	20	11	68	66	14.6
MA	Massachusetts Bay Transportation Authority	711.3	584.0	124	78	376	439	13.9
MD	Mass Transit Administration, Maryland Dept of Transportation	400.4	471.0	42	22	110	156	13.2
NJ	New Jersey Transit Corporation (Consolidated) (DO)	975.2	989.0	162	46	722	836	20.3
NJ	New Jersey Transit Corporation (Consolidated) (PT)	116.2	132.0	5	5	44	78	28.9
NY	Long Island Rail Road Company	638.2	701.1	124	99	957	1,086	24.4
NY	Metro-North Commuter Railroad Co.	545.7	799.6	109	29	875	957	22.7
PA	Pennsylvania Department of Transportation	144.4	144.0	4	3	12	12	23.0
PA	Southeastern Pennsylvania Transportation Authority	449.2	695.0	153	48	291	354	26.9
TX	Dallas Area Rapid Transit	29.0	20.7	4	4	17	33	13.9
TX	Fort Worth Transportation Authority	40.5	22.6	5	5	14	21	18.8
VA	Virginia Railway Express	161.5	190.0	18	18	72	81	13.6
WA	Central Puget Sound Regional Transit Authority	78.6	107.5	7	7	21	31	1.4
Total		6,830.5	7,302.1	1,133.0	623.0	4,906	5,631	22.0

Uses of Commuter Rail Capital Funds 2002

State Name	Authority	Revenue Vehicles (000)	Guideway (000)	Systems (000)	Facilities (000)	Stations (000)	Other Vehicles (000)	Other Capital (000)	Total (000)
CA	Altamont Commuter Express Authority	\$7,619.7	\$5,120.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$12,740.0
CA	North San Diego County Transit Development Board	\$10,878.0	\$3,986.5	\$0.0	\$3.2	\$1,311.5	\$363.4	\$0.0	\$16,542.6
CA	Peninsula Corridor Joint Powers Board	\$50,497.7	\$25,666.7	\$0.0	\$0.0	\$5,791.8	\$0.0	\$5,674.9	\$87,631.0
CA	Southern California Regional Rail Authority	\$18,314.7	\$0.0	\$0.0	\$41,099.5	\$0.0	\$43.6	\$0.0	\$59,457.8
FL	Tri-County Commuter Rail Authority	\$0.0	\$0.0	\$-99.3	\$-1,524.0	\$2,758.9	\$171.9	\$53,762.8	\$55,070.3
IL	Northeast Illinois Regional Commuter Railroad Corporation	\$116,763.1	\$89,339.2	\$53,916.4	\$21,455.6	\$47,607.7	\$4,211.9	\$8,433.1	\$341,726.9
IN	Northern Indiana Commuter Transportation District	\$15,909.1	\$0.0	\$0.0	\$11,915.5	\$4,810.4	\$0.0	\$119.4	\$32,754.4

State Name		Revenue Vehicles (000)	Guideway (000)	Systems (000)	Facilities (000)	Stations (000)	Other Vehicles (000)	Other Capital (000)	Total (000)
MA	Massachusetts Bay Transportation Authority	\$11,463.0	\$52,552.9	\$0.0	\$6,599.4	\$13,833.0	\$0.0	\$320.9	\$84,769.2
MD	Mass Transit Administration, Maryland Dept of Transportation	\$18,887.3	\$20,685.8	\$4,214.9	\$3,231.4	\$8,434.7	\$0.0	\$793.4	\$56,247.4
NC	Charlotte Area Transit System	\$0.0	\$0.0	\$1.9	\$0.0	\$0.0	\$51.3	\$10,919.7	\$10,972.9
NJ	New Jersey Transit Corporation	\$27,180.2	\$0.0	\$0.0	\$361,154.6	\$0.0	\$0.0	\$17,503.4	\$405,838.1
NY	Railroad	\$84,884.8	\$68,948.1	\$3,456.7	\$56,866.9	\$109,909.0	\$1,310.3	\$8,951.8	\$334,327.7
NY	MTA Long Island Rail Road	\$193,242.9	\$123,024.5	\$0.0	\$32,385.2	\$74,274.6	\$17.1	\$34,232.7	\$457,176.9
OH	Metro Regional Transit Authority	\$0.0	\$2,211.0	\$0.0	\$0.0	\$0.0	\$0.0	\$389.3	\$2,600.4
PA	Pennsylvania Department of Transportation	\$0.0	\$33.0	\$0.4	\$0.0	\$0.0	\$0.0	\$88.0	\$121.4
PA	Southeastern Pennsylvania Transportation Authority	\$12,635.7	\$19,033.4	\$2,100.6	\$9,597.5	\$9,964.3	\$984.2	\$0.0	\$54,315.7
TX	Dallas Area Rapid Transit	\$0.0	\$7,128.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$7,128.1
TX	Fort Worth Transportation Authority	\$6,083.6	\$13,343.6	\$555.1	\$7,394.3	\$9,962.5	\$0.0	\$1,113.2	\$38,452.4
UT	Utah Transit Authority	\$0.0	\$188,509.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$188,509.8
VA	Virginia Railway Express	\$1,702.3	\$5,876.9	\$334.9	\$4,398.5	\$1,792.9	\$0.0	\$122.6	\$14,228.1
WA	Central Puget Sound Regional Transit Authority	\$13,506.8	\$0.0	\$0.0	\$95,621.8	\$0.0	\$0.0	\$1,480.3	\$110,609.0
Total		\$589,568.8	\$625,459.8	\$64,481.5	\$650,199.4	\$290,451.3	\$7,153.7	\$143,905.4	\$2,371,220.0

Key Light Rail Operating Characteristics 2002

State Name		Service	Operating Expense (000)	Fare Revenues (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	Los Angeles County Metropolitan Transportation Authority	DO	\$83,689.1	\$18,332.3	3,114.6	5,782.0	247.8	32,605.5	100.7	228,779.7
CA	Sacramento Regional Transit District	DO	\$24,129.3	\$15,042.9	953.5	2,128.5	103.7	8,541.1	29.6	46,710.9
CA	San Diego Trolley, Inc.	DO	\$37,359.0	\$22,157.9	2,661.3	7,046.7	368.4	25,433.0	74.5	150,308.7
CA	San Francisco Municipal Railway	DO	\$114,752.1	\$18,309.3	5,458.9	5,458.9	571.3	47,898.2	157.2	117,816.1
CA	Santa Clara Valley Trans. Authority	DO	\$53,581.3	\$5,888.1	1,960.8	2,466.1	165.9	7,789.6	25.6	34,656.2
CO	Regional Transportation District	DO	\$18,983.7	\$7,826.1	1,463.7	2,976.4	165.1	10,429.6	34.9	44,577.7
LA	Regional Transit Authority of Orleans and Jefferson	DO	\$8,521.9	\$4,658.1	648.2	648.2	77.2	5,370.2	15.1	12,531.8
MA	Massachusetts Bay Transportation Authority	DO	\$96,698.3	\$52,775.8	4,238.2	5,689.1	379.3	73,762.9	226.3	172,709.3
MD	Mass Transit Administration, Maryland Dept of Transportation	DO	\$32,027.1	\$6,204.9	1,649.0	2,634.9	160.1	8,794.6	28.6	56,647.0
MI	City of Detroit Department of Transportation	DO	\$838.5	\$15.8	11.2	11.2	1.9	33.7	0.1	27.9
MO	Bi-State Development Agency	DO	\$34,025.3	\$9,604.6	2,658.8	5,156.2	176.6	14,680.2	44.3	126,728.6
NJ	New Jersey Transit Corporation (Consolidated)	DO	\$14,291.9	\$4,465.6	478.9	478.9	42.6	4,668.4	18.4	11,105.6
NJ	New Jersey Transit Corporation (Consolidated)	PT	\$30,712.4	\$5,179.3	704.9	704.9	75.9	3,091.7	11.1	11,554.8
NY	Niagara Frontier Transportation Authority	DO	\$14,734.9	\$3,155.3	421.1	838.4	70.7	5,797.4	19.4	14,157.6
OH	Greater Cleveland Regional Transit Authority	DO	\$13,030.5	\$2,094.5	938.3	940.9	61.3	3,057.7	9.9	18,063.2
OR	Tri-County Metropolitan Transportation District of Oregon	DO	\$56,257.8	\$17,527.1	3,203.2	5,664.3	337.1	28,253.5	89.1	167,554.6
PA	Port Authority of Allegheny County	DO	\$30,268.2	\$5,849.3	1,394.6	1,605.4	122.5	7,483.0	25.0	32,937.5

State Name	Service	Operating Expense (000)	Fare Revenues (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	Southeastern Pennsylvania Transportation Authority	DO	\$42,425.3	\$14,331.5	3,027.9	3,027.9	310.3	22,749.9	76.1	54,575.3
TN	Memphis Area Transit Authority	DO	\$2,739.2	\$515.0	308.1	308.1	38.4	2,149.3	6.4	1,607.2
TX	City of Galveston Transportation Services	DO	\$221.7	\$37.0	29.7	34.9	6.7	39.1	0.1	63.1
TX	Dallas Area Rapid Transit Authority	DO	\$44,918.5	\$5,973.7	2,260.2	3,971.7	214.8	13,733.1	45.3	74,433.2
UT	Utah Transit Authority	DO	\$22,410.4	\$5,896.6	1,075.1	2,322.5	196.5	9,755.1	33.6	53,746.7
WA	King County Dept. of Transportation Metro Transit Division	DO	\$1,373.2	\$216.4	39.8	39.8	11.5	367.3	0.9	379.7
WI	Kenosha Transit	DO	\$284.8	\$10.5	16.5	16.5	2.4	47.0	0.1	0.0
Total DO			\$747,562.1	\$220,888.3	38,011.6	59,247.5	3,832.1	333,439.3	1,061.1	1,420,117.8
Total PT			\$30,712.4	\$5,179.3	704.9	704.9	75.9	3,091.7	11.1	11,554.8
Total			\$778,274.5	\$226,067.5	38,716.5	59,952.3	3,908.1	336,531.0	1,072.2	1,431,672.5

Key Light Rail Performance Indicators 2002

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	Fare Revenues per Operating Expense (Recovery Ratio)	Unlinked Passenger Trips per Passenger Car Revenue Mile	Unlinked Passenger Trips per Passenger Car Revenue Hour	Fare Revenues per Unlinked Passenger Trip	Passenger Mile per Passenger Car Revenue Hour	Passenger Car Revenue Mile per Passenger Car Revenue Hour	
CA	Los Angeles County Metropolitan Transportation Authority	\$14.5	\$337.7	\$2.6	\$0.4	21.9%	5.6	131.6	\$0.56	923.3	23.3
CA	Sacramento Regional Transit District	\$11.3	\$232.7	\$2.8	\$0.5	62.3%	4.0	82.4	\$1.76	450.5	20.5
CA	San Diego Trolley, Inc.	\$5.3	\$101.4	\$1.5	\$0.2	59.3%	3.6	69.0	\$0.87	408.0	19.1
CA	San Francisco Municipal Railway	\$21.0	\$200.8	\$2.4	\$1.0	16.0%	8.8	83.8	\$0.38	206.2	9.6
CA	Santa Clara Valley Trans. Authority	\$21.7	\$322.9	\$6.9	\$1.5	11.0%	3.2	46.9	\$0.76	208.9	14.9
CO	Regional Transportation District	\$6.4	\$115.0	\$1.8	\$0.4	41.2%	3.5	63.2	\$0.75	270.0	18.0
LA	Regional Transit Authority of Orleans and Jefferson	\$13.1	\$110.3	\$1.6	\$0.7	54.7%	8.3	69.5	\$0.87	162.3	8.4
MA	Massachusetts Bay Transportation Authority	\$17.0	\$255.0	\$1.3	\$0.6	54.6%	13.0	194.5	\$0.72	455.4	15.0
MD	Mass Transit Administration, Maryland Dept of Transportation	\$12.2	\$200.1	\$3.6	\$0.6	19.4%	3.3	54.9	\$0.71	353.9	16.5
MI	City of Detroit Department of Transportation	\$74.9	\$445.3	\$24.9	\$30.0	1.9%	3.0	17.9	\$0.47	14.8	5.9
MO	Bi-State Development Agency	\$6.6	\$192.7	\$2.3	\$0.3	28.2%	2.8	83.1	\$0.65	717.6	29.2
NJ	New Jersey Transit Corporation (Consolidated) (DO)	\$29.8	\$335.7	\$3.1	\$1.3	31.2%	9.7	109.7	\$0.96	260.8	11.2
NJ	New Jersey Transit Corporation (Consolidated) (PT)	\$43.6	\$404.4	\$9.9	\$2.7	16.9%	4.4	40.7	\$1.68	152.2	9.3
NY	Niagara Frontier Transportation Authority	\$17.6	\$208.4	\$2.5	\$1.0	21.4%	6.9	82.0	\$0.54	200.2	11.9
OH	Greater Cleveland Regional Transit Authority	\$13.8	\$212.6	\$4.3	\$0.7	16.1%	3.2	49.9	\$0.69	294.7	15.3
OR	Tri-County Metropolitan	\$9.9	\$166.9	\$2.0	\$0.3	31.2%	5.0	83.8	\$0.62	497.1	16.8

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	Fare Revenues per Operating Expense (Recovery Ratio)	Unlinked Passenger Trips per Passenger Car Revenue Mile	Unlinked Passenger Trips per Passenger Car Revenue Hour	Fare Revenues per Unlinked Passenger Trip	Passenger Mile per Passenger Car Revenue Hour	Passenger Car Revenue Mile per Passenger Car Revenue Hour
	Transportation District of Oregon										
PA	Port Authority of Allegheny County	\$18.9	\$247.2	\$4.0	\$0.9	19.3%	4.7	61.1	\$0.78	269.0	13.1
PA	Southeastern Pennsylvania Transportation Authority	\$14.0	\$136.7	\$1.9	0.8	33.8%	7.5	73.3	\$0.63	175.9	9.8
TN	Memphis Area Transit Authority	\$8.9	\$71.3	\$1.3	1.7	18.8%	7.0	56.0	\$0.24	41.8	8.0
TX	City of Galveston Transportation Services	\$6.3	\$33.2	\$5.7	3.5	16.7%	1.1	5.9	\$0.95	9.5	5.2
TX	Dallas Area Rapid Transit	\$11.3	\$209.1	\$3.3	0.6	13.3%	3.5	63.9	\$0.43	346.5	18.5
UT	Utah Transit Authority	\$9.6	\$114.0	\$2.3	0.4	26.3%	4.2	49.6	\$0.60	273.5	11.8
WA	King County Dept. of Transportation Metro Transit Division	\$34.5	\$119.0	\$3.7	3.6	15.8%	9.2	31.8	\$0.59	32.9	3.5
WI	Kenosha Transit	\$17.3	\$121.1	\$6.1	0.0	3.7%	2.9	20.0	\$0.22	0.0	7.0
Average		\$13.0	\$199.1	\$2.3	0.5	29.1%	5.6	86.1	\$0.67	367.1	14.7

Key Light Rail Infrastructure Characteristics 2002

State	Name	Directional Route Miles	Miles of Track	Stations	ADA Stations	Vehicles Operated in Maximum Service	Vehicles Available for Maximum Service	Fleet Age
CA	Los Angeles County Metropolitan Transportation Authority	82.4	87.0	36	36	69	102	8.8
CA	Sacramento Regional Transit District	40.7	39.4	29	29	32	36	13.9
CA	San Diego Trolley, Inc.	96.6	96.6	49	48	83	123	12.2
CA	San Francisco Municipal Railway	72.9	74.0	9	9	128	167	18.5
CA	Santa Clara Valley Trans. Authority	58.4	58.0	44	44	41	66	15.6
CO	Regional Transportation District	31.6	32.1	20	20	41	49	4.0
LA	Regional Transit Authority of Orleans and Jefferson	16.0	16.0	9	9	43	43	65.2
MA	Massachusetts Bay Transportation Authority	51.0	78.0	78	16	155	199	19.1
MD	Mass Transit Administration, Maryland Dept of Transportation	57.6	52.0	32	32	49	53	8.3
MI	City of Detroit Department of Transportation	1.3	1.3	8	0	1	4	99.5
MO	Bi-State Development Agency	68.8	74.0	26	26	44	65	5.1
NJ	New Jersey Transit Corporation (Consolidated) (DO)	16.6	20.0	15	15	15	29	3.0
NJ	New Jersey Transit Corporation (Consolidated) (PT)	8.3	9.0	11	0	12	16	34.5
NY	Niagara Frontier Transportation Authority	12.4	14.1	15	7	23	27	18.0
OH	Greater Cleveland Regional Transit Authority	30.4	33.0	34	8	15	48	21.0
OR	Tri-County Metropolitan Transportation District of Oregon	81.3	81.0	52	52	58	72	10.6
PA	Port Authority of Allegheny County	34.8	44.8	14	14	47	55	17.0
PA	Southeastern Pennsylvania Transportation Authority	69.3	171.0	68	3	117	141	21.6
TN	Memphis Area Transit Authority	5.8	6.1	1	1	10	15	6.9
TX	City of Galveston Transportation Services	11.8	5.0	3	3	3	4	14.0
TX	Dallas Area Rapid Transit	71.9	83.0	29	29	56	91	4.6
UT	Utah Transit Authority	34.2	34.2	20	20	30	33	2.4
WA	King County Dept. of Transportation Metro Transit Division	3.7	2.1	0	0	3	5	74.2
WI	Kenosha Transit	1.9	1.9	2	1	1	5	51.0

Total	959.7	1,113.6	604	422	1,076	1,448	16.1
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Uses of Light Rail Capital Funds 2002

State	Name	Revenue Vehicles (000)	Guideway (000)	Systems (000)	Facilities (000)	Stations (000)	Other Vehicles (000)	Other Capital (000)	Total (000)
AR	Central Arkansas Transit Authority	\$0.0	\$0.0	\$0.0	\$189.7	\$0.0	\$0.0	\$456.7	\$646.5
AZ	City of Tempe Transportation Planning & Transit Division	\$0.0	\$3,087.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$3,087.4
CA	Los Angeles County Metropolitan Transportation Authority	\$0.0	\$0.0	\$0.0	\$4,058.2	\$0.0	\$0.0	\$0.0	\$4,058.2
CA	Sacramento Regional Transit District	\$21,746.6	\$30,923.2	\$214.7	\$2,211.3	\$4,276.6	\$0.0	\$1,680.9	\$61,053.4
CA	San Diego Trolley, Inc.	\$3,827.6	\$0.0	\$0.0	\$4,950.4	\$0.0	\$0.0	\$1,006.4	\$9,784.4
CA	San Francisco Municipal Railway	\$55,419.4	\$42,091.5	\$910.3	\$323.9	\$202.0	\$0.0	\$1,015.5	\$99,962.6
CA	Santa Clara Valley Trans. Authority	\$30,134.0	\$202,623.5	\$7,376.0	\$13,689.5	\$1,668.3	\$0.0	\$2,899.9	\$258,391.2
CO	Regional Transportation District	\$20,798.6	\$107,306.8	\$147.0	\$7,829.1	\$1,873.5	\$41.6	\$605.3	\$138,601.9
LA	Regional Transit Authority of Orleans and Jefferson	\$0.0	\$34,281.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$34,281.0
MA	Massachusetts Bay Transportation Authority	\$26,418.7	\$31,732.7	\$0.0	\$5,005.2	\$7,206.3	\$0.0	\$2,695.1	\$73,057.9
MD	Mass Transit Administration, Maryland Dept of Transportation	\$2,254.5	\$24,294.1	\$92.5	\$9,224.4	\$17.8	\$687.3	\$1,327.6	\$37,898.1
MN	Metro Transit	\$8,912.9	\$39,773.8	\$25,142.2	\$15,001.3	\$6,567.7	\$597.3	\$40,587.7	\$136,582.9
MO	Bi-State Development Agency	\$16,035.4	\$45,952.0	\$470.1	\$811.3	\$16,571.9	\$619.2	\$323.1	\$80,783.0
NJ	New Jersey Transit Corporation (Consolidated)	\$0.0	\$0.0	\$0.0	\$80,925.6	\$0.0	\$0.0	\$0.0	\$80,925.6
NY	Niagara Frontier Transportation Authority	\$1,068.9	\$0.0	\$101.8	\$71.1	\$2,773.5	\$101.0	\$314.6	\$4,430.9
OH	Greater Cleveland Regional Transit Authority	\$273.6	\$4,066.7	\$192.9	\$55.5	\$980.1	\$12.4	\$530.2	\$6,111.4
OR	Tri-County Metropolitan Transportation District of Oregon	\$12,460.3	\$108,898.3	\$1,519.4	\$216.9	\$2,212.7	\$2.8	\$80.0	\$125,390.4
PA	Port Authority of Allegheny County	\$5,022.4	\$108,116.2	\$0.0	\$289.8	\$8,439.4	\$729.0	\$5,632.5	\$128,229.3
PA	Southeastern Pennsylvania Transportation Authority	\$9,131.9	\$5,364.7	\$0.0	\$352.8	\$23,292.6	\$0.0	\$0.0	\$38,142.0
TN	Memphis Area Transit Authority	\$256.4	\$0.0	\$0.0	\$13,368.9	\$0.0	\$572.0	\$0.0	\$14,197.3
TX	Dallas Area Rapid Transit	\$785.6	\$135,788.8	\$0.8	\$1,540.4	\$9,796.4	\$0.0	\$467.9	\$148,379.8
TX	Island Transit	\$0.0	\$373.3	\$109.9	\$0.0	\$0.0	\$0.0	\$179.1	\$662.4
TX	Metropolitan Transit Authority of Harris County, Texas	\$4,531.2	\$62,933.1	\$0.0	\$0.0	\$0.0	\$261.7	\$347.6	\$68,073.6
UT	Utah Transit Authority	\$3,752.5	\$42,182.6	\$943.7	\$146.3	\$1,735.8	\$37.4	\$423.0	\$49,221.4
WA	Central Puget Sound Regional Transit Authority	\$3,772.1	\$106,170.6	\$93.2	\$6,928.5	\$2,142.2	\$0.0	\$158.0	\$119,264.6
WA	Spokane Transit Authority	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$2,219.6	\$2,219.6
Total		\$226,602.6	\$1,135,960.1	\$37,314.6	\$167,190.1	\$89,756.6	\$3,661.8	\$62,950.7	\$1,723,436.5

Key Demand Response Operating Characteristics 2002

State	Name	Service	Operating Expense (000)	Fare Revenues (000)	Vehicle Revenue Miles (000)	Vehicle Revenue Hours (000)	Unlinked Passenger Trips (000)	Average Weekday Unlinked Passenger Trips	Passenger Miles (000)
CA	Santa Clara Valley Transportation Authority	PT	\$38,492.2	\$2,300.3	9,937.1	647.1	1,019.0	3,473	7,947.5
DC	Washington Metropolitan Area Transit Authority	PT	\$26,245.8	\$1,550.3	8,021.8	505.1	738.3	2,491	8,021.8
FL	Miami-Dade Transit Agency	PT	\$22,562.9	\$2,661.1	11,113.4	691.9	1,060.9	3,585	14,058.6
IL	Chicago Transit Authority	PT	\$37,485.9	\$1,700.2	8,966.6	1,018.1	1,530.4	4,796	12,145.2
IL	Pace, Suburban Bus Division	DO	\$265.0	\$5,368.9	109.5	7.1	36.7	144	227.4
IL	Pace, Suburban Bus Division	PT	\$23,257.7	\$2,473.2	7,078.4	504.3	1,400.8	5,493	8,690.8

State	Name	Service	Operating Expense (000)	Fare Revenues (000)	Vehicle Revenue Miles (000)	Vehicle Revenue Hours (000)	Unlinked Passenger Trips (000)	Average Weekday Unlinked Passenger Trips	Passenger Miles (000)
IL	Pace, Suburban Bus Division	TOTAL	\$23,522.7	\$7,842.1	7,187.9	511.5	1,437.5	5,637	8,918.3
MA	Massachusetts Bay Transportation Authority	PT	\$28,286.7	\$1,240.1	8,831.0	659.2	1,097.1	3,629	15,012.6
MN	Metro Mobility	PT	\$23,565.0	\$2,565.0	8,742.3	549.1	1,088.2	7,730	11,018.5
NJ	New Jersey Transit Corporation (Consolidated)	PT	\$20,974.7	\$876.8	7,001.2	425.5	682.9	2,361	5,879.9
NV	Regional Transportation Commission of Southern Nevada	PT	\$25,921.9	\$735.1	5,598.3	382.9	723.2	2,426	7,237.3
NY	New York City Transit	PT	\$128,574.9	\$3,708.7	24,064.4	2,233.2	2,277.1	11,283	23,796.1
PA	Port Authority of Allegheny County	PT	\$29,602.0	\$6,397.3	12,624.0	825.1	1,965.9	6,805	13,417.7
PA	Southeastern Pennsylvania Transportation Authority	PT	\$37,529.1	\$4,455.5	8,881.6	665.5	1,474.9	5,352	10,875.0
TX	Dallas Area Rapid Transit	PT	\$24,165.0	\$888.8	6,481.3	394.4	1,200.0	230	7,556.9
TX	Metropolitan Transit Authority of Harris County, Texas	PT	\$25,710.6	\$1,264.7	12,087.6	660.5	1,351.5	5,072	14,570.1
WA	King County Dept. of Transportation Metro Transit Division	PT	\$41,603.4	\$688.0	9,013.6	608.2	1,632.8	5,684	11,128.7
Total			\$534,242.8	\$38,873.9	148,552.1	10,777.3	19,279.8	76,191	171,584.2
National Total (Millions)			\$1,635.7	\$184.7	525.2	35.8	78.8	0.3	651.0

Key Demand Response Performance Indicators 2002

State	Name	Service	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Unlinked Passenger Miles	Operating Expense per Passenger Miles	Fare Revenues per Operating Expense (Recovery Ratio)	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour	Fare Revenues per Unlinked Passenger Trip	Passenger Mile per Vehicle Revenue Hour	Vehicle Revenue Mile per Vehicle Revenue Hour
CA	Santa Clara Valley Transportation Authority	PT	\$3.9	\$59.5	\$37.8	\$4.8	6.0%	0.1	1.6	\$2.3	12.3	15.4
DC	Washington Metropolitan Area Transit Authority	PT	\$3.3	\$52.0	\$35.5	\$3.3	5.9%	0.1	1.5	\$2.1	15.9	15.9
FL	Miami-Dade Transit Agency	PT	\$2.0	\$32.6	\$21.3	\$1.6	11.8%	0.1	1.5	\$2.5	20.3	16.1
IL	Chicago Transit Authority	PT	\$4.2	\$36.8	\$24.5	\$3.1	4.5%	0.2	1.5	\$1.1	11.9	8.8
IL	Pace, Suburban Bus Division	DO	\$2.4	\$37.2	\$7.2	\$1.2	2025.9%	0.3	5.1	\$146.5	31.9	15.4
IL	Pace, Suburban Bus Division	PT	\$3.3	\$46.1	\$16.6	\$2.7	10.6%	0.2	2.8	\$1.8	17.2	14.0
IL	Pace, Suburban Bus Division	TOTAL	\$3.3	\$46.0	\$16.4	\$2.6	33.3%	0.2	2.8	\$5.5	17.4	14.1
MA	Massachusetts Bay Transportation Authority	PT	\$3.2	\$42.9	\$25.8	\$1.9	4.4%	0.1	1.7	\$1.1	22.8	13.4
MN	Metro Mobility	PT	\$2.7	\$42.9	\$21.7	\$2.1	10.9%	0.1	2.0	\$2.4	20.1	15.9
NJ	New Jersey Transit Corporation (Consolidated)	PT	\$3.0	\$49.3	\$30.7	\$3.6	4.2%	0.1	1.6	\$1.3	13.8	16.5
NV	Regional Transportation Commission of Southern Nevada	PT	\$4.6	\$67.7	\$35.8	\$3.6	2.8%	0.1	1.9	\$1.0	18.9	14.6
NY	New York City Transit	PT	\$5.3	\$57.6	\$56.5	\$5.4	2.9%	0.1	1.0	\$1.6	10.7	10.8
PA	Port Authority of Allegheny County	PT	\$2.3	\$35.9	\$15.1	\$2.2	21.6%	0.2	2.4	\$3.3	16.3	15.3
PA	Southeastern Pennsylvania Transportation Authority	PT	\$4.2	\$56.4	\$25.4	\$3.5	11.9%	0.2	2.2	\$3.0	16.3	13.3
TX	Dallas Area Rapid Transit	PT	\$3.7	\$61.3	\$20.1	\$3.2	3.7%	0.2	3.0	\$0.7	19.2	16.4
TX	Metropolitan Transit Authority of Harris County, Texas	PT	\$2.1	\$38.9	\$19.0	\$1.8	4.9%	0.1	2.0	\$0.9	22.1	18.3
WA	King County Dept. of	PT	\$4.6	\$68.4	\$25.5	\$3.7	1.7%	0.2	2.7	\$0.4	18.3	14.8

State	Name	Service	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Unlinked Passenger trips	Operating Expense per Passenger Miles	Fare Revenues per Operating Expense (Recovery Ratio)	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour	Fare Revenues per Unlinked Passenger Trip	Passenger Mile per Vehicle Revenue Hour	Vehicle Revenue Mile per Vehicle Revenue Hour
	Transportation Metro Transit Division											
	Average of Agencies		\$3.6	\$49.6	\$27.7	\$3.1	7.3%	0.1	1.8	\$2.0	15.9	13.8
	National Average		\$3.1	\$45.7	\$20.8	\$2.5	11.3%	0.1	2.2	\$2.3	18.2	14.7

Key Demand Response Infrastructure Characteristics 2002

State	Name	Service	Operating Expense (000)	Vehicles Operated in Maximum Service	Vehicles Available for Maximum Service	Average Fleet Age
CA	Santa Clara Valley Transportation Authority	PT	\$38,492.2	336	524	2.1
DC	Washington Metropolitan Area Transit Authority	PT	\$26,245.8	138	228	1.7
FL	Miami-Dade Transit Agency	PT	\$22,562.9	206	250	1.8
IL	Chicago Transit Authority	PT	\$37,485.9	679	879	1.7
IL	Pace, Suburban Bus Division	DO	\$265.0	5	5	3.5
IL	Pace, Suburban Bus Division	PT	\$23,257.7	316	366	2.7
IL	Pace, Suburban Bus Division	TOTAL	\$23,522.7	321	371	2.7
MA	Massachusetts Bay Transportation Authority	PT	\$28,286.7	376	389	3.9
MN	Metro Mobility	PT	\$23,565.0	244	259	1.8
NJ	New Jersey Transit Corporation (Consolidated)	PT	\$20,974.7	277	277	3.5
NV	Regional Transportation Commission of Southern Nevada	PT	\$25,921.9	159	204	3.5
NY	New York City Transit	PT	\$128,574.9	762	853	1.9
PA	Port Authority of Allegheny County	PT	\$29,602.0	430	480	3.6
PA	Southeastern Pennsylvania Transportation Authority	PT	\$37,529.1	355	469	2.2
TX	Dallas Area Rapid Transit	PT	\$24,165.0	158	163	2.0
TX	Metropolitan Transit Authority of Harris County, Texas	PT	\$25,710.6	669	1166	2.0
WA	King County Dept. of Transportation Metro Transit Division	PT	\$41,603.4	498	499	3.4
	Total		\$557,765.5	5,929	7,382	2.4
	National Total (Millions)/ Average		\$1,635.7	20.4	24.9	3.4

Uses of Demand Response Capital Funds 2002

State	Name	Revenue Vehicles (000)	Guideway (000)	Systems (000)	Facilities (000)	Stations (000)	Other Vehicles (000)	Other Capital (000)	Total (000)
IL	Pace, Suburban Bus Division	\$3,766.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$3,766.5
MA	Massachusetts Bay Transportation Authority	\$1,223.3	\$0.0	\$0.0	\$90.0	\$0.0	\$0.0	\$0.0	\$1,313.3
NV	Regional Transportation Commission of Southern Nevada	\$1,709.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1,709.2
PA	Southeastern Pennsylvania Transportation Authority	\$7,191.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$7,191.6
TX	Dallas Area Rapid Transit	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$36,580.0	\$0.0	\$36,580.0
TX	Metropolitan Transit Authority of Harris County, Texas	\$57.4	\$0.0	\$1,733.6	\$0.0	\$0.0	\$0.0	\$0.0	\$1,791.0
WA	King County Dept. of Transportation Metro Transit Division	\$3,458.7	\$0.0	\$1,033.7	\$0.0	\$0.0	\$0.0	\$152,891.0	\$157,383.4
	Total	\$17,406.4	\$0.0	\$2,767.4	\$90.0	\$0.0	\$36,580.0	\$152,891.0	\$209,735.0
	National Total (Millions)	\$127.9	\$0.0	\$10.9	\$22.4	\$0.0	\$2.2	\$10.0	\$173.4

Key Trolleybus Operating Characteristics 2002

State	Name	Service	Operating Expense (000)	Fare Revenues (000)	Vehicle Revenue Miles (000)	Vehicle Revenue Hours (000)	Unlinked Passenger Trips (000)	Average Weekday Unlinked Passenger Trips (000)	Passenger Miles (000)
CA	Municipal Railway	DO	\$106,392.1	\$30,111.5	7,024.8	1,015.6	80,868.5	253.0	118,373.1
MA	Mass Bay Transp Auth	DO	\$8,581.3	\$1,631.0	686.6	72.3	3,459.9	12.3	7,857.9
OH	Miami Valley Regional TA	DO	\$865.1	\$1,002.8	107.0	10.1	289.4	1.0	678.1
PA	SEPTA	DO	\$12,427.5	\$7,711.8	1,022.1	126.1	9,719.4	32.7	18,196.8
WA	King County DOT	DO	\$43,969.0	\$19,012.8	3,478.7	504.7	24,746.7	81.5	41,892.1
Total			\$172,235.0	\$59,470.0	12,319.2	1,728.9	119,083.9	380.5	186,998.0

Key Trolleybus Performance Indicators 2002

State	Name	Operating Expense per Vehicle per Revenue Mile	Operating Expense per Vehicle per Revenue Hour	Operating Expense per Unlinked Passenger Trips	Operating Expense per Passenger Mile	Fare Revenues per Operating Expense (Recovery Ratio)	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour	Fare Revenues per Unlinked Passenger Trip	Passenger Miles per Vehicle Revenue Hour	Vehicle Revenue Mile per Vehicle Revenue Hour
CA	San Francisco Municipal Railway	\$15.9	\$109.7	\$1.5	\$1.0	28.3%	10.8	74.6	\$0.4	114.1	6.9
MA	Massachusetts Bay Transportation Authority	\$14.1	\$133.9	\$2.7	\$1.2	19.0%	5.2	49.3	\$0.5	111.5	9.5
OH	Miami Valley Regional Transit Authority	\$6.8	\$74.4	\$2.9	\$1.3	115.9%	2.4	25.9	\$3.5	58.3	10.9
PA	Southeastern Pennsylvania Transportation Authority	\$15.1	\$121.7	\$1.6	\$0.9	62.1%	9.5	76.9	\$0.8	133.3	8.1
WA	King County Dept. of Transportation Metro Transit Division	\$12.4	\$90.9	\$1.7	\$1.0	43.2%	7.1	52.2	\$0.8	88.9	7.3
Average		\$14.0	\$104.2	\$1.6	\$1.0	31.9%	8.7	64.8	\$0.5	104.3	7.4

Key Trolleybus Infrastructure Characteristics 2002

State	Name	Directional Route Miles	Vehicles Operated In Maximum Service	Vehicles Available for Maximum Service	Average Fleet Age
CA	Municipal Railway	163.3	265	350	17.4
MA	Mass Bay Transp Auth	21.6	24	24	26.0
OH	Miami Valley Regional TA	123.5	43	57	4.0
PA	SEPTA	42.5	49	66	23.0
WA	King County DOT	116.9	141	119	7.3
Total		467.8	522	616	15.4

Uses of Trolleybus Capital Funds 2002

State	Name	Revenue Vehicles (000)	Guideway (000)	Systems (000)	Facilities (000)	Stations (000)	Other Vehicles (000)	Other Capital (000)	Total (000)
CA	San Francisco Municipal Railway	\$54,390.8	\$4,050.4	\$429.5	\$920.7	\$60.5	\$0.0	\$432.1	\$60,283.9
MA	Massachusetts Bay Transportation Authority	\$192.0	\$70,258.9	\$0.0	\$5,181.6	\$0.0	\$0.0	\$0.0	\$75,632.5
OH	Miami Valley Regional Transit Authority	\$1,179.8	\$940.0	\$47.1	\$442.4	\$349.9	\$39.4	\$4.7	\$3,003.1
PA	Southeastern Pennsylvania Transportation Authority	\$48.4	\$78.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$126.6
WA	King County Dept. of Transportation Metro Transit Division	\$37,350.3	\$0.0	\$321.0	\$9,542.2	\$1,226.3	\$73.9	\$75.1	\$48,588.8
Total		\$93,161.3	\$75,327.5	\$797.5	\$16,086.8	\$1,636.7	\$113.3	\$511.9	\$187,634.9

Key Ferryboat Operating Characteristics 2002

State	Name	Service	Operating Expense (000)	Fare Revenues (000)	Vehicle Revenue Miles (000)	Vehicle Revenue Hours (000)	Unlinked Passenger Trips (000)	Average Weekday Unlinked Passenger Trips (000)	Passenger Miles (000)
CA	City of Alameda Ferry Services	PT	\$3,969.8	\$2,170.0	63.2	7.2	573.2	1.8	4,038.1
CA	City of Vallejo: Vallejo Transit San Francisco Ferry	PT	\$5,819.9	\$4,304.0	211.4	7.6	709.8	2.2	18,384.0
CA	Golden Gate Bridge, Highway and Transportation District	DO	\$16,848.3	\$5,235.4	187.8	14.5	1,652.4	5.5	19,407.5
LA	Crescent City Connection Division - Louisiana Department of Trans.	DO	\$6,215.1	\$0.0	44.9	23.0	3,130.8	9.0	1,565.4
MA	Massachusetts Bay Transportation Authority	PT	\$6,959.4	\$4,510.6	174.7	22.1	1,365.3	5.0	10,385.7
ME	Casco Bay Island Transit District	DO	\$3,020.5	\$1,691.9	71.6	15.0	972.3	2.8	3,208.6
NY	Metro-North Commuter Railroad Co.	PT	\$1,118.4	\$95.3	31.3	2.6	63.7	0.3	350.4
NY	New York City Department of Transportation	DO	\$54,502.9	\$0.0	171.9	16.5	19,000.3	60.9	99,801.6
NY	Port Authority of New York and New Jersey	PT	\$25,285.8	\$15,720.0	405.7	38.6	5,683.1	21.5	13,593.4
PR	Puerto Rico Ports Authority	DO	\$24,350.2	\$1,582.1	159.7	22.2	1,831.7	5.0	3,063.8
TX	Corpus Christi Regional Transportation Authority	PT	\$167.4	\$54.2	1.9	0.7	47.7	0.3	40.6
VA	Transportation District Commission of Hampton Roads	PT	\$741.3	\$0.0	26.0	7.7	383.8	1.1	296.6
WA	Kitsap Transit	PT	\$700.9	\$0.0	31.0	5.1	329.2	1.3	523.8
WA	Pierce County Ferry Operations	PT	\$2,088.4	\$1,220.6	31.7	5.4	191.2	0.5	1,401.7
WA	Washington State Ferries	DO	\$162,312.7	\$26,526.2	1,075.6	137.8	14,489.3	42.1	125,302.4
	Total DO		\$267,249.7	\$35,035.6	1,711.5	229.0	41,076.7	125.3	252,349.4
	Total PT		\$46,851.2	\$28,074.7	977.0	96.9	9,347.1	34.0	49,014.2
	Total		\$314,100.9	\$63,110.3	2,688.5	325.9	50,423.8	159.3	301,363.6

Key Ferryboat Performance Indicators 2002

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	Fare Revenues per Operating Expense (Recovery Ratio)	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour	Fare Revenues per Unlinked Passenger Trip	Passenger Miles per Vehicle Revenue Hour	Vehicle Revenue Mile per Vehicle Revenue Hour
CA	City of Alameda Ferry Services	\$62.8	\$551.9	\$6.9	\$1.0	54.7%	9.1	79.7	\$3.8	561.4	8.8
CA	City of Vallejo: Vallejo Transit San Francisco Ferry	\$27.5	\$764.8	\$8.2	\$0.3	74.0%	3.4	93.3	\$6.1	2,415.8	27.8
CA	Golden Gate Bridge, Highway and Transportation District	\$89.7	\$1,163.2	\$10.2	\$0.9	31.1%	8.8	114.1	\$3.2	1,339.9	13.0
LA	Crescent City Connection Division - Louisiana Department of Trans.	\$138.3	\$270.4	\$2.0	\$4.0	0.0%	69.7	136.2	\$0.0	68.1	2.0
MA	Massachusetts Bay Transportation Authority	\$39.8	\$315.6	\$5.1	\$0.7	64.8%	7.8	61.9	\$3.3	471.0	7.9
ME	Casco Bay Island Transit District	\$42.2	\$201.9	\$3.1	\$0.9	56.0%	13.6	65.0	\$1.7	214.5	4.8
NY	Metro-North Commuter Railroad Co.	\$35.7	\$433.6	\$17.6	\$3.2	8.5%	2.0	24.7	\$1.5	135.9	12.2
NY	New York City Department of Transportation	\$317.0	\$3,296.8	\$2.9	\$0.5	0.0%	110.5	1,149.3	\$0.0	6,036.9	10.4
NY	Port Authority of New York and New Jersey	\$62.3	\$654.5	\$4.4	\$1.9	62.2%	14.0	147.1	\$2.8	351.9	10.5
PR	Puerto Rico Ports Authority	\$152.5	\$1,096.7	\$13.3	\$7.9	6.5%	11.5	82.5	\$0.9	138.0	7.2

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	Fare Revenues per Operating Expense (Recovery Ratio)	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour	Fare Revenues per Unlinked Passenger Trip	Passenger Miles per Vehicle Revenue Hour	Vehicle Revenue Mile per Vehicle Revenue Hour
TX	Corpus Christi Regional Transportation Authority	\$89.7	\$224.4	\$3.5	\$ 4.1	32.4%	25.6	64.0	\$1.1	54.4	2.5
VA	Transportation District Commission of Hampton Roads	\$28.5	\$96.9	\$1.9	\$2.5	0.0%	14.7	50.2	\$0.0	38.8	3.4
WA	Kitsap Transit	\$22.6	\$138.6	\$2.1	\$1.3	0.0%	10.6	65.1	\$0.0	103.6	6.1
WA	Pierce County Ferry Operations	\$65.8	\$387.1	\$10.9	\$1.5	58.4%	6.0	35.4	\$6.4	259.8	5.9
WA	Washington State Ferries	\$150.9	\$1,178.0	\$11.2	\$1.3	16.3%	13.5	105.2	\$1.8	909.4	7.8
Average		\$116.8	\$963.9	\$6.2	\$1.0	20.1%	18.8	154.7	\$1.3	1,004.7	9.0

Key Ferryboat Infrastructure Characteristics 2002

State	Name	Directional Route Miles	Vehicles Operated In Maximum Service	Vehicles Available for Maximum Service	Average Fleet Age
CA	City of Alameda Ferry Services	27.6	3	3	12.0
CA	City of Vallejo: Vallejo Transit San Francisco Ferry	79.0	8	12	7.0
CA	Golden Gate Bridge, Highway and Transportation District	38.7	10	10	20.0
LA	Crescent City Connection Division - Louisiana Department of Trans.	3.0	6	6	37.2
MA	Massachusetts Bay Transportation Authority	45.1	60	70	13.9
ME	Casco Bay Island Transit District	20.0	4	5	20.6
NY	Metro-North Commuter Railroad Co.	11.0	5	5	0.0
NY	New York City Department of Transportation	10.4	7	7	26.4
NY	Port Authority of New York and New Jersey	15.0	7	16	12.3
PR	Puerto Rico Ports Authority	0.0	16	16	10.9
TX	Corpus Christi Regional Transportation Authority	0.0	2	2	42.0
VA	Transportation District Commission of Hampton Roads	1.0	4	4	16.3
WA	Kitsap Transit	5.7	4	4	37.8
WA	Pierce County Ferry Operations	11.1	1	2	37.5
WA	Washington State Ferries	245.8	44	58	31.6
Total		513.4	181	220	22.7

Uses of Ferryboat Capital Funds 2002

State	Name	Revenue Vehicles (000)	Guideway (000)	Systems (000)	Facilities (000)	Stations (000)	Other Vehicles (000)	Other Capital (000)	Total (000)
CA	City of Alameda Ferry Services	\$5639.15	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$5,639.15
CA	City of Vallejo: Vallejo Transit San Francisco Ferry	\$1,892.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1,892.6
CA	Golden Gate Bridge, Highway and Transportation District	\$1,765.4	\$0.0	\$0.0	\$115.9	\$929.1	\$21.2	\$331.2	\$3,162.7
GA	Chatham Area Transit Authority	\$116.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$116.0
MA	Massachusetts Bay Transportation Authority	\$904.4	\$0.0	\$0.0	\$91.5	\$340.1	\$0.0	\$0.0	\$1,336.1
NY	New York City Department of Transportation	\$2,283.0	\$0.0	\$1,432.0	\$103,992.7	\$0.0	\$0.0	\$0.0	\$107,707.7
PR	Puerto Rico Ports Authority	\$0.0	\$0.0	\$0.0	\$19,123.2	\$5,226.9	\$0.0	\$0.0	\$24,350.2
VA	Transportation District Commission of Hampton Roads	\$0.0	\$0.0	\$0.0	\$0.0	\$74.3	\$0.0	\$214.4	\$288.7
WA	Kitsap Transit	\$40.0	\$0.0	\$0.0	\$639.2	\$0.0	\$0.0	\$605.8	\$1,285.1
WA	Pierce County Ferry Operations	\$0.0	\$0.0	\$0.0	\$20.0	\$0.0	\$1.6	\$0.0	\$21.5

WA	Washington State Ferries	\$36,470.7	\$0.0	\$281.7	\$1,754.4	\$37,694.7	\$0.0	\$152.2	\$76,353.8
Total		\$49,111.3	\$0.0	\$1,713.7	\$125,736.9	\$44,265.1	\$22.7	\$1,303.6	\$222,153.5

Key Automated Guideway Operating Characteristics 2002

State	Name	Service	Operating Expense (000)	Fare Revenues (000)	Train Miles (000)	Passenger Car Miles (000)	Passenger Car Hours (000)	Unlinked Passenger Trips (000)	Average Weekday Unlinked Passenger Trips (000)	Passenger Miles (000)
FL	Jacksonville Transportation Authority	DO	\$3,695.5	\$326.4	268.7	268.7	20.3	732.0	2.7	255.6
FL	Miami-Dade Transit Agency	DO	\$17,571.7	\$440.8	1,000.2	1,011.3	92.8	4,768.4	16.3	4,892.3
MI	Detroit Transportation Corporation	DO	\$10,597.9	\$767.0	497.4	497.4	43.0	2,186.6	6.0	3,107.0
Total			\$31,865.0	\$1,534.3	1,766.3	1,777.4	156.0	7,687.0	25.0	8,254.9

Key Automated Guideway Performance Indicators 2002

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	Fare Revenues per Operating Expense (Recovery Ratio)	Unlinked Passenger Trips per Passenger Car Revenue Mile	Unlinked Passenger Trips per Passenger Car Revenue Hour	Fare Revenues per Unlinked Passenger Trip	Passenger Mile per Passenger Car Revenue Hour	Passenger Car Revenue Mile per Passenger Car Revenue Hour
FL	Jacksonville Transp Auth	\$13.8	\$182.4	5.0	14.5	8.8%	2.7	36.1	\$0.4	12.6	13.3
FL	Miami-Dade Transit Agency	\$17.4	\$189.4	3.7	3.6	2.5%	4.7	51.4	\$0.1	52.7	10.9
MI	Detroit Transportation	\$21.3	\$246.5	4.8	3.4	7.2%	4.4	50.9	\$0.4	72.3	11.6
Average		\$17.9	\$204.2	4.1	3.9	4.7%	4.3	49.3	\$0.2	41.5	11.4

Key Automated Guideway Infrastructure Characteristics 2002

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	5.44	5.4	8	8	6	8	4.6
FL	Miami-Dade Transit Agency	8.5	9.4	21	21	18	29	11.9
MI	Detroit Transportation	2.9	2.9	13	12	8	8	16.0
Total		16.8	17.7	42	41	32	45	11.7

Uses of Automated Guideway Capital Funds 2002

State	Name	Revenue Vehicles (000)	Guideway (000)	Systems (000)	Facilities (000)	Stations (000)	Other Vehicles (000)	Other Capital (000)	Total (000)
FL	Jacksonville Transportation Authority	\$377.6	\$3,901.2	\$14.3	\$82.8	\$1,047.3	\$20.5	\$102.7	\$5,546.5
FL	Miami-Dade Transit Agency	\$0.0	\$84.9	\$58.4	\$21.2	\$12.1	\$0.0	\$48.2	\$224.7
MI	Detroit Transportation Corporation	\$550.8	\$0.0	\$0.0	\$0.0	\$116.8	\$0.0	\$132.5	\$800.1
Total		\$928.4	\$3,986.1	\$72.7	\$104.0	\$1,176.2	\$20.5	\$283.4	\$6,571.3