



# NTD

National Transit Database  
Federal Transit Administration

## 2004 National Transit Summaries and Trends

CAUTION: Extensive efforts have been made to assure the quality of information contained in this report. It is impossible, however, to achieve complete accuracy and consistency of the reported data. In addition, the reported data do not include all relevant information generally necessary to explain apparent differences in performance (e.g., information related to work rules, topography, climate, and unusual events such as strikes and service start-ups). Users of this report, therefore, should be careful not to draw unwarranted conclusions based solely on the data contained herein.

**Federal Transit Administration's Home Page**

For information about National Transit Database publications and seminars see FTA's Home Page at:

**<http://www.fta.dot.gov>**

or

visit the National Transit Database web site:

**<http://www.NTDProgram.com>**

## 2004 National Transit Summaries and Trends

---

### Table of Contents

---

<b>Introduction</b>	<b>1</b>
Introduces the transit modes discussed throughout the NTST.	
<b>Transit in the United States</b>	<b>3</b>
National statistics and trends in ridership, miles of service and number of transit systems by mode.	
<b>Operating Costs and Performance Measures</b>	<b>14</b>
Trends in operating costs by mode and measures of cost efficiency and effectiveness.	
<b>Quality of Transit Service</b>	<b>20</b>
National trends for safety, maintenance reliability and lift equipped bus fleet.	
<b>Reliability</b>	<b>21</b>
Trends in miles between major system failures.	
<b>ADA Compliance – Bus</b>	<b>23</b>
Trends in the percentage of buses that are ADA lift- or ramp-equipped.	
<b>Funding Transit Operations</b>	<b>24</b>
Funding sources used in transit, trends in recovery ratio and subsidy per passenger.	
<b>Capital Investment in Transit</b>	<b>31</b>
Funding sources used in capital projects and capital expenditures by mode.	
<b>Bus Fleet</b>	<b>36</b>
Trends in the average fleet age of the national bus fleet.	
<b>Fixed Guideway Mileage</b>	<b>38</b>
Trends in fixed guideway mileage for bus and rail systems.	
<b>Alternative Fuel Usage</b>	<b>39</b>
Trends in the percentage of the national bus fleet using alternative fuels and the share of fuel type used by non-electric transit vehicles.	
<b>National Transit Profile</b>	<b>41</b>
Aggregate data for capital, operating funding and expenses, and characteristics for all modes operated in the nation.	
<b>Transit Data by Urbanized Area</b>	<b>43</b>
Aggregate data grouped by urbanized area. Items include operating expense, vehicle revenue miles, fixed-guideway directional route miles, passenger miles and recovery ratio.	
<b>Aggregate Data by Form</b>	<b>51</b>
Aggregate data reported to the NTD.	

## 2004 National Transit Summaries and Trends

---

### **Data Used to Compile Graphics**

**62**

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

### **Appendix**

**77**

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. The 2004 NTST discusses data covering the period 1995 to 2004.

On an average weekday, the nation's transit systems carry over 30 million riders (unlinked passenger trips). There were 8.9 billion riders in 2004.

#### Transit Modes

---

The NTST presents aggregate transit operating statistics by mode. Fifteen transit modes are included in the National Transit Database; for this publication statistics are presented for the predominant modes: bus, heavy rail, light rail, commuter rail, demand response and vanpool.

##### 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.



## 2004 National Transit Summaries and Trends

---

### 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).



These modes provided the most transit service and change over the time frame considered, 1995 through 2004. The remaining modes (aerial tramway, automated guideway, cable car, ferryboat, inclined plane, jitney, monorail, publico, trolleybus and alaska railroad) are combined in the single category "other".

### 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 (21.2 percent from 1995 through 2004).

### 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

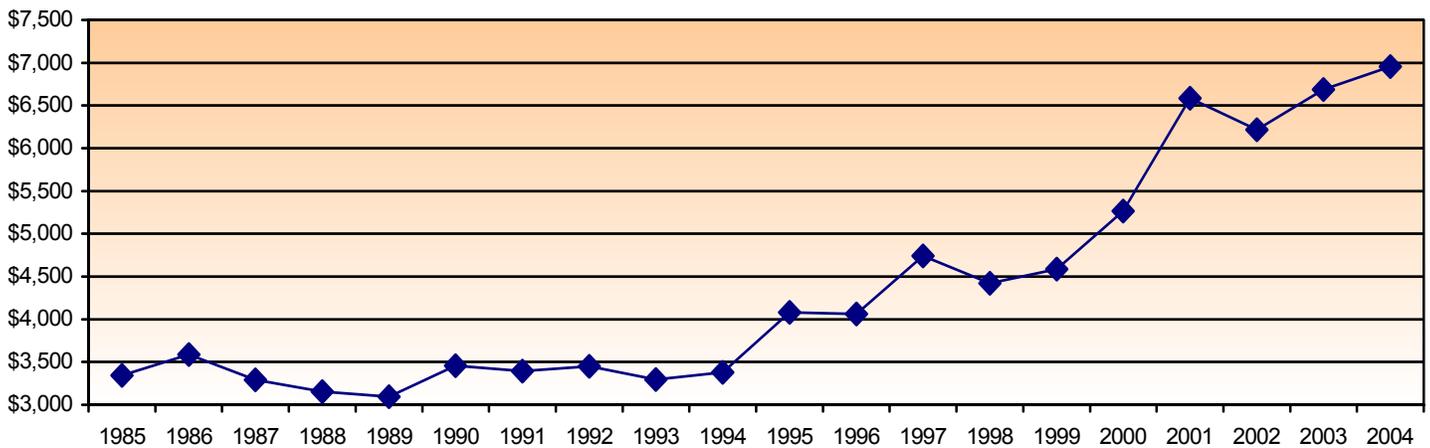
Federal funds applied to transit are Federal Transit Administration (FTA) Urbanized Area Formula Program funds (financial assistance used to offset operating costs and pay for capital projects).

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

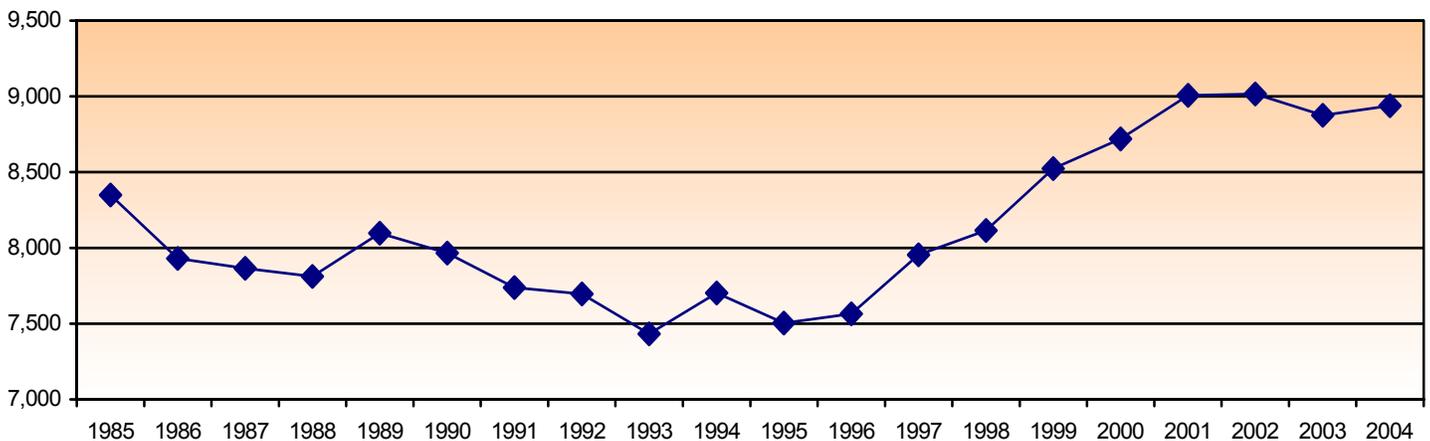
#### Comments

Ridership increased by 7 percent from 1985 to 2004. During the same period, Federal assistance applied to transit increased by nearly 108 percent.

Federal Funds Applied to Transit (Millions) 1985 — 2004



Unlinked Passenger Trips (Millions) 1985 — 2004



## 2004 National Transit Summaries and Trends

### Number of Transit Agencies

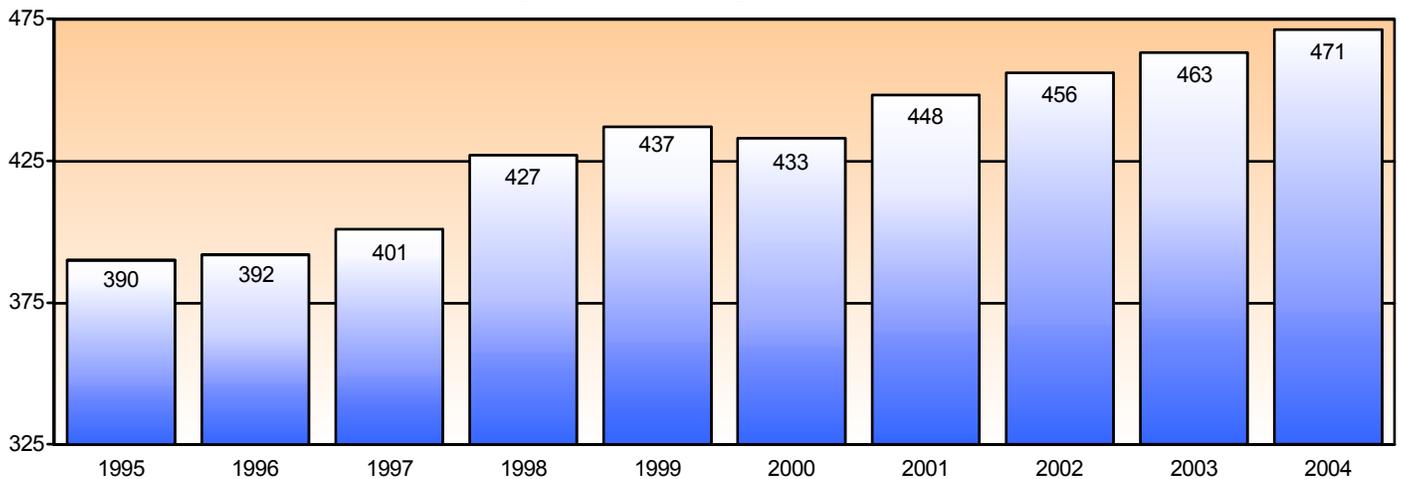
#### Concepts

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 640 transit agencies reported data in 2004.

#### Comments

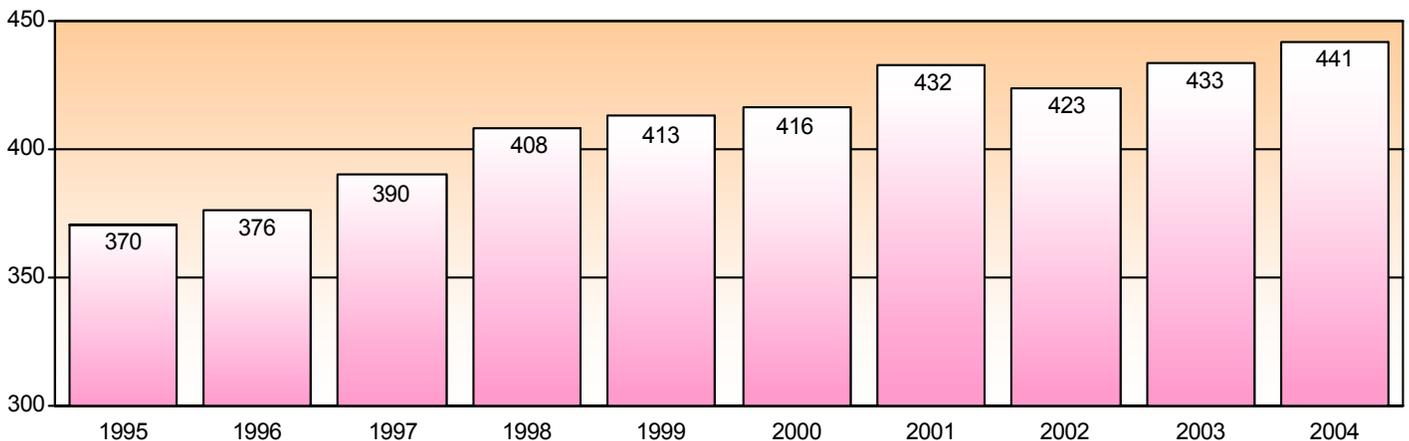
- The number of bus systems increased in the last 10 years (81 new systems).
- Demand response increased by nearly 19 percent (71 new systems) over the same period, reflecting the need to provide special transit service for the elderly and people with disabilities.
- Vanpool more than doubled the number of systems from 1995 to 2004.

**Number of Agencies Reporting — Bus (\*) 1995 — 2004**

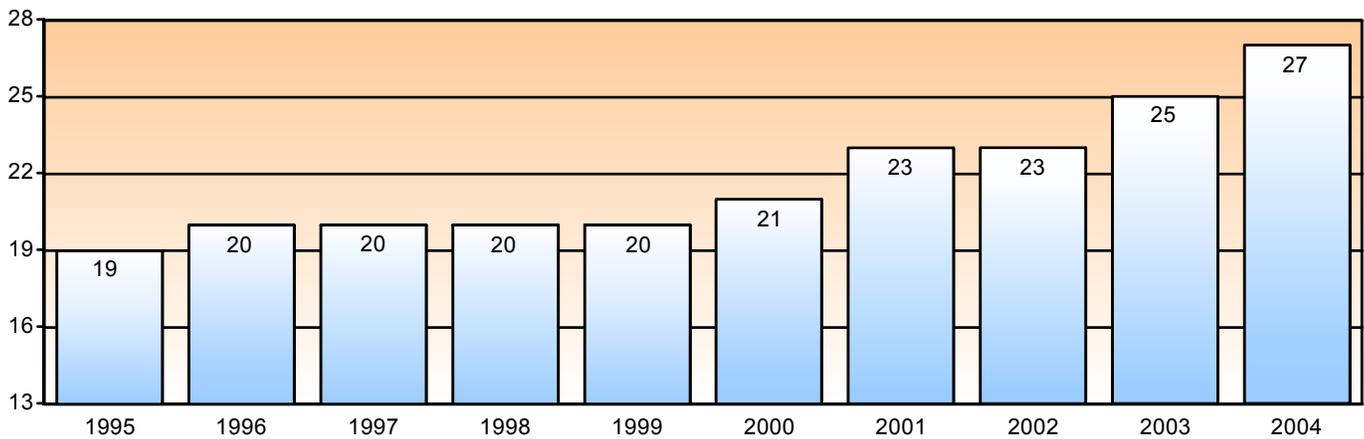


(\*) Does not include agencies receiving reporting waivers

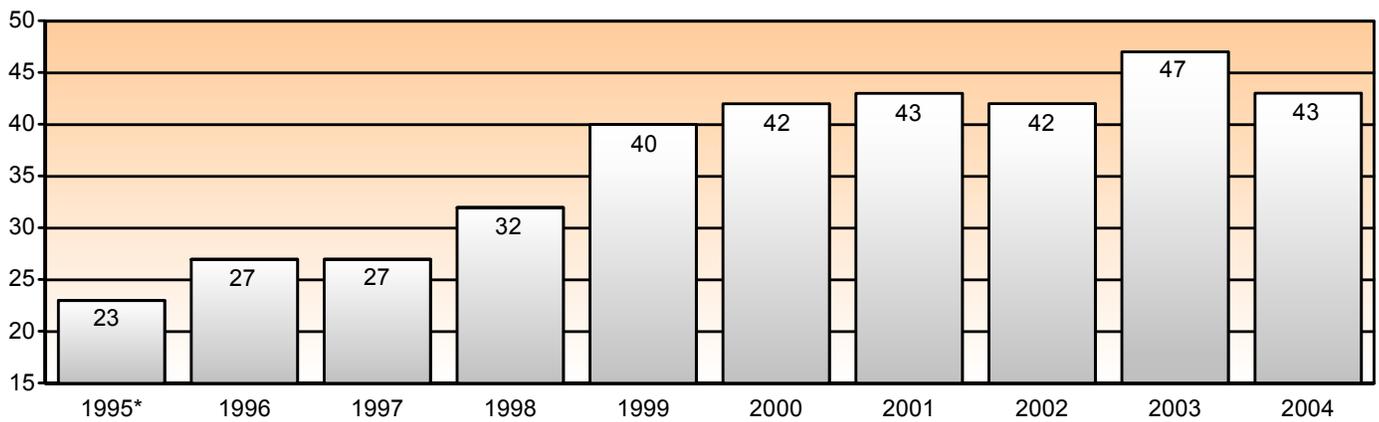
**Number of Agencies Reporting — Demand Response 1995 — 2004**



Number of Agencies Reporting — Light Rail 1995 — 2004



Number of Agencies Reporting — Vanpool 1995 — 2004



(\*) Due to several report deletions.

Number of Agencies Reporting 1995 — 2004

Year	Bus (*)	Commuter Rail	Demand Response (*)	Heavy Rail	Light Rail	Vanpool	Other
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
2003	463	19	433	14	25	47	31
2004	471	19	441	14	27	43	31
% Change	81	4	71	0	8	20	3

(\*) Bus data does not include agencies receiving reporting waivers.

## 2004 National Transit Summaries and Trends

### Vehicle Revenue Miles

#### Concepts

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

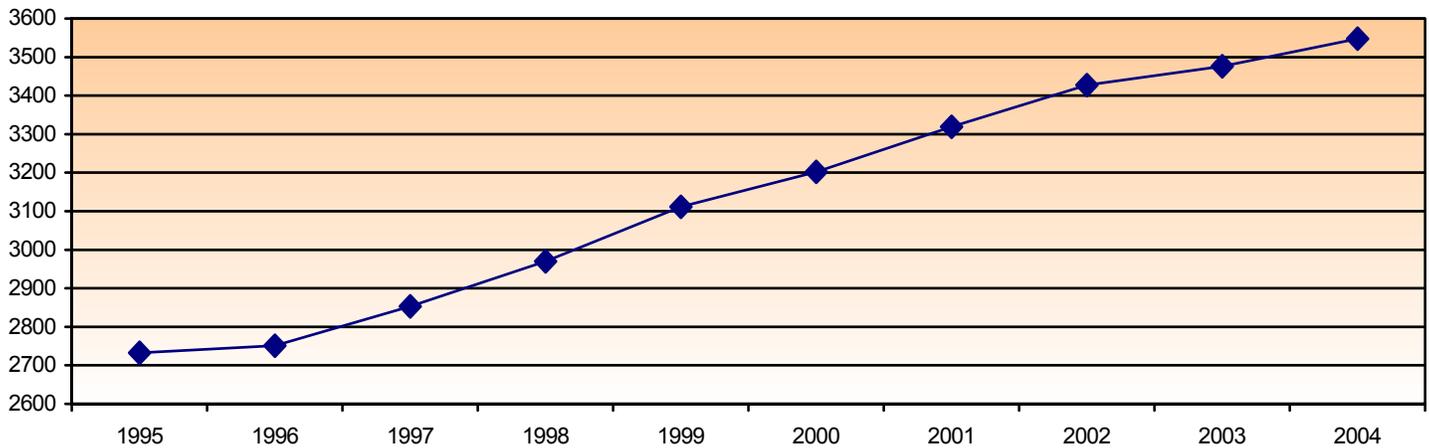
Deadhead travel is not included in vehicle revenue miles. Deadhead mileage consists of the miles a transit vehicle travels while not in revenue service (leaving or returning to the garage or yard or changing routes).

#### Comments

Vehicle revenue miles increased by nearly 30 percent between 1995 and 2004. Modes showing the most significant growth are those that had an increase in the number of systems in operation during the period.

- Light rail – 97 percent
- Demand response – 90 percent
- Vanpool – 251 percent

**Vehicle Revenue Miles (Millions) 1995 — 2004**

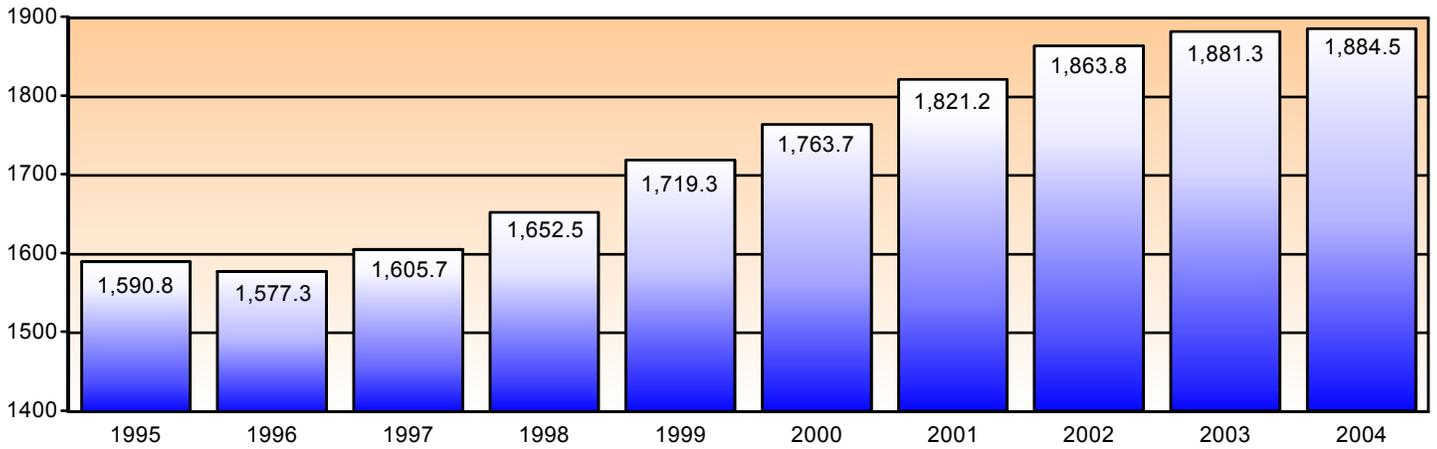


**Vehicle Revenue Miles (Millions) 1995 — 2004**

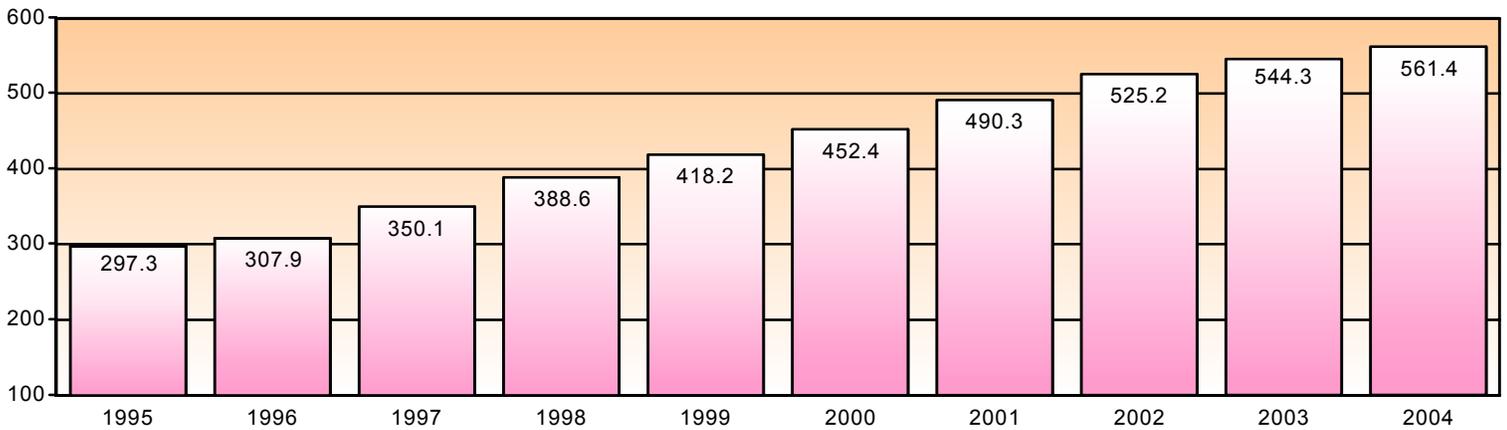
Year	Vehicle Revenue Miles (Millions)	Year	Vehicle Revenue Miles (Millions)
1995	2,732.4	2000	3,202.4
1996	2,750.6	2001	3,319.0
1997	2,853.3	2002	3,426.8
1998	2,970.4	2003	3,476.0
1999	3,111.4	2004	3,547.9
		% Change	29.8%

## 2004 National Transit Summaries and Trends

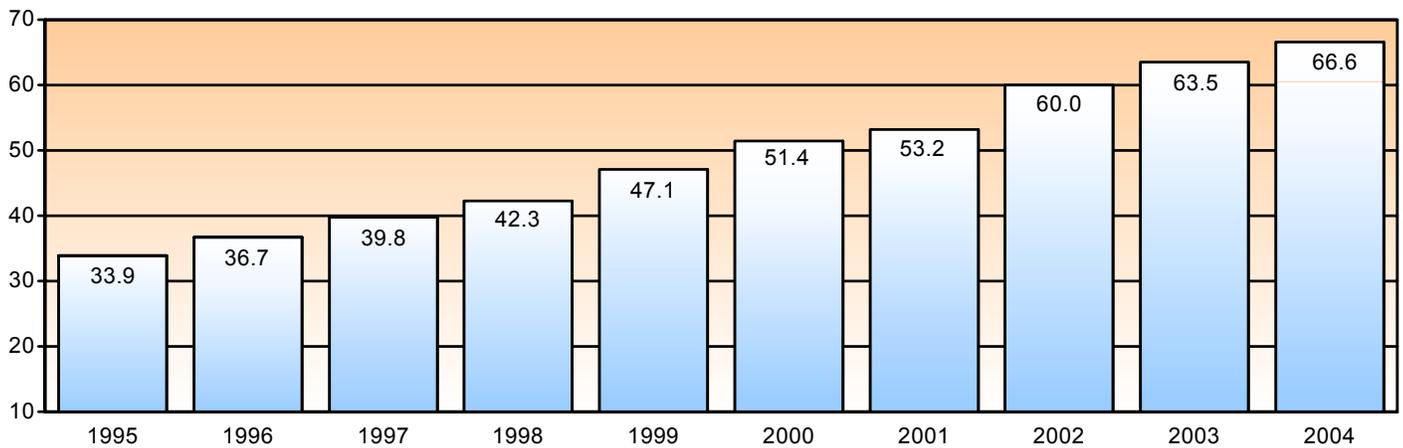
### Vehicle Revenue Miles (Millions) — Bus 1995 — 2004



### Vehicle Revenue Miles (Millions) — Demand Response 1995 — 2004

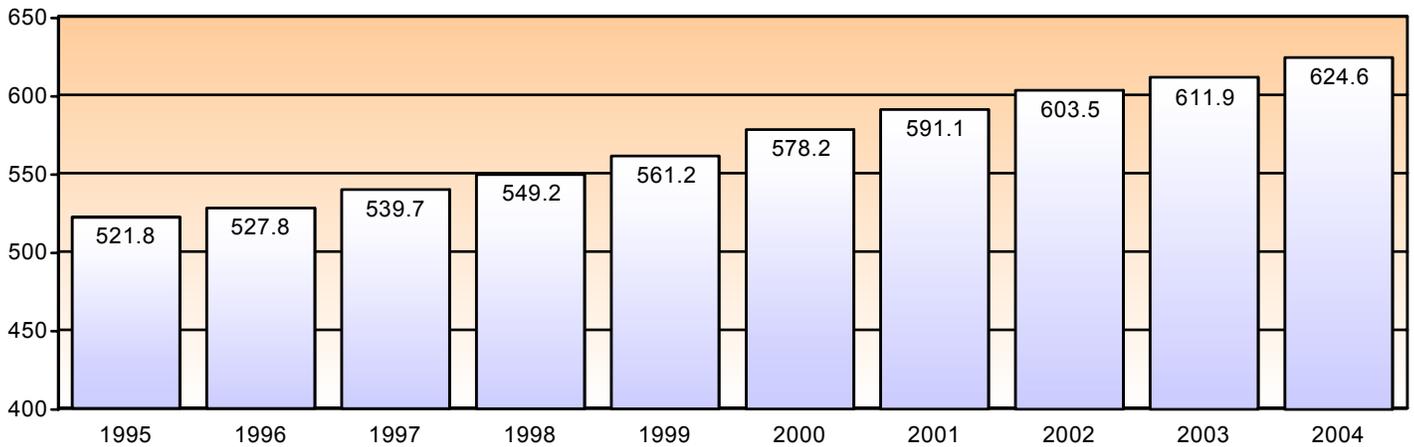


### Vehicle Revenue Miles (Millions) — Light Rail 1995 — 2004

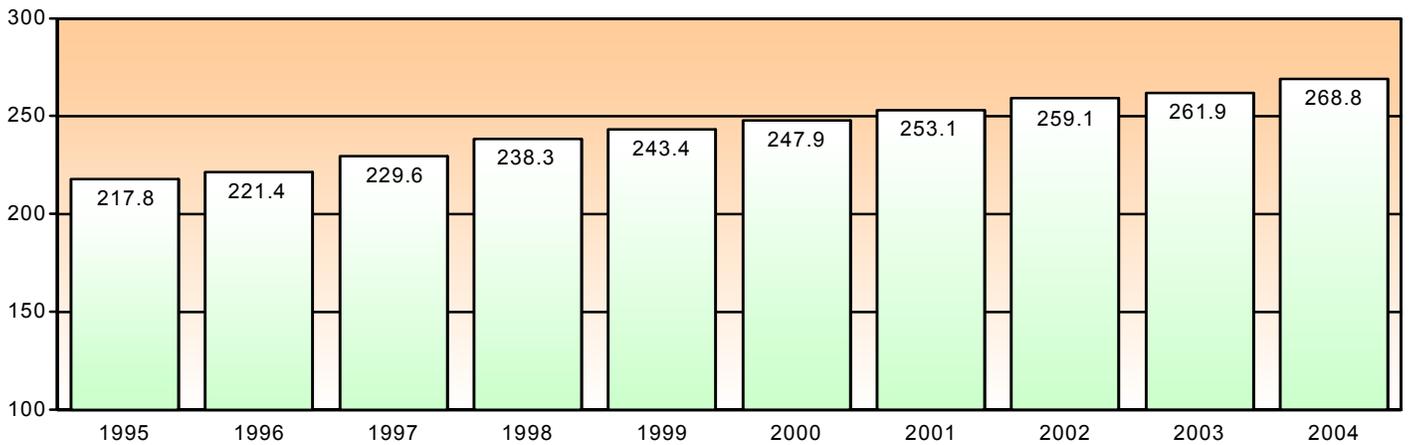


## 2004 National Transit Summaries and Trends

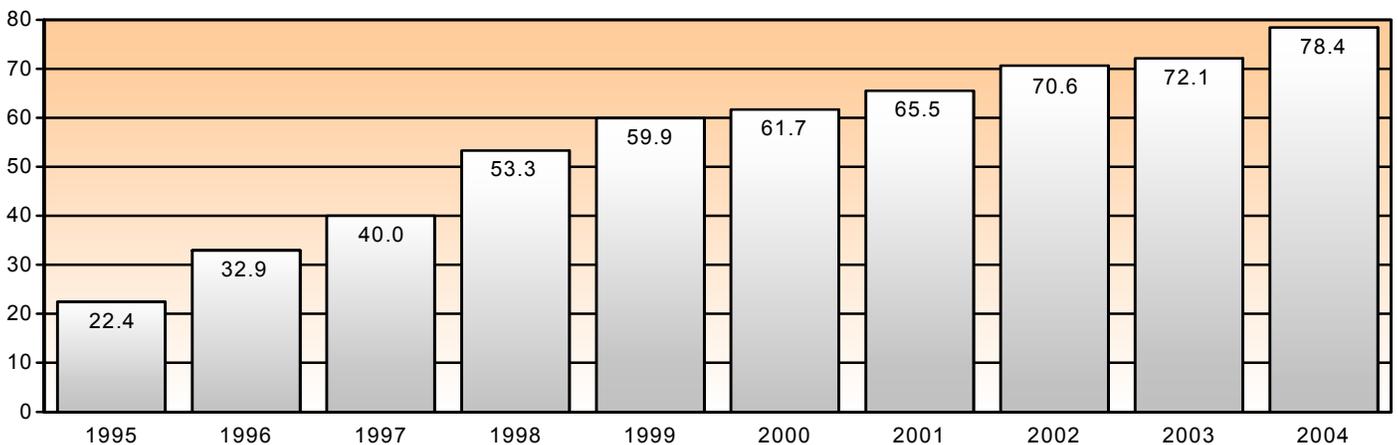
### Vehicle Revenue Miles (Millions) — Heavy Rail 1995 — 2004



### Vehicle Revenue Miles (Millions) — Commuter Rail 1995 — 2004



### Vehicle Revenue Miles (Millions) — Vanpool 1995 — 2004

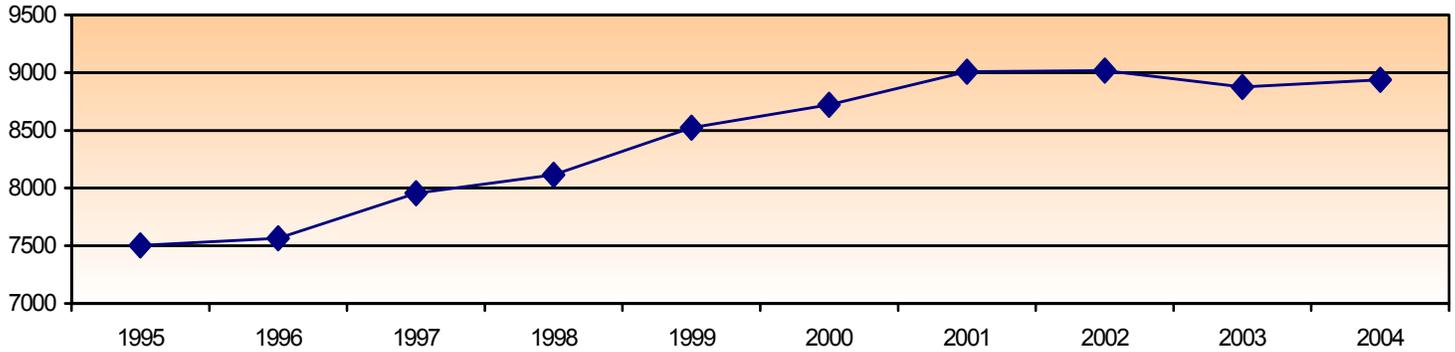


Unlinked Passenger Trips by Mode

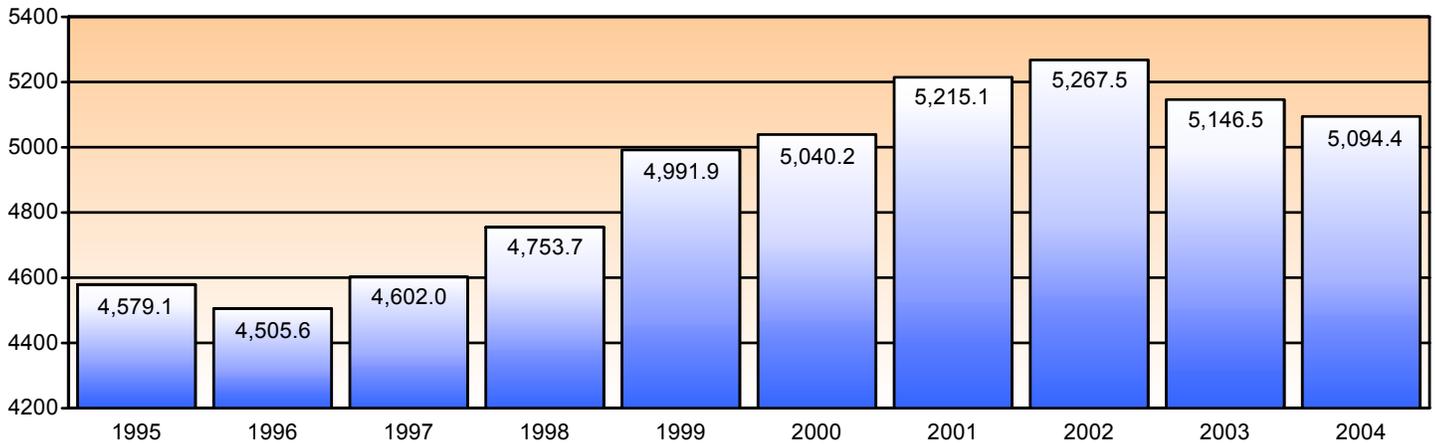
Comments

Ridership increased by nearly 19 percent from 1995 to 2004.

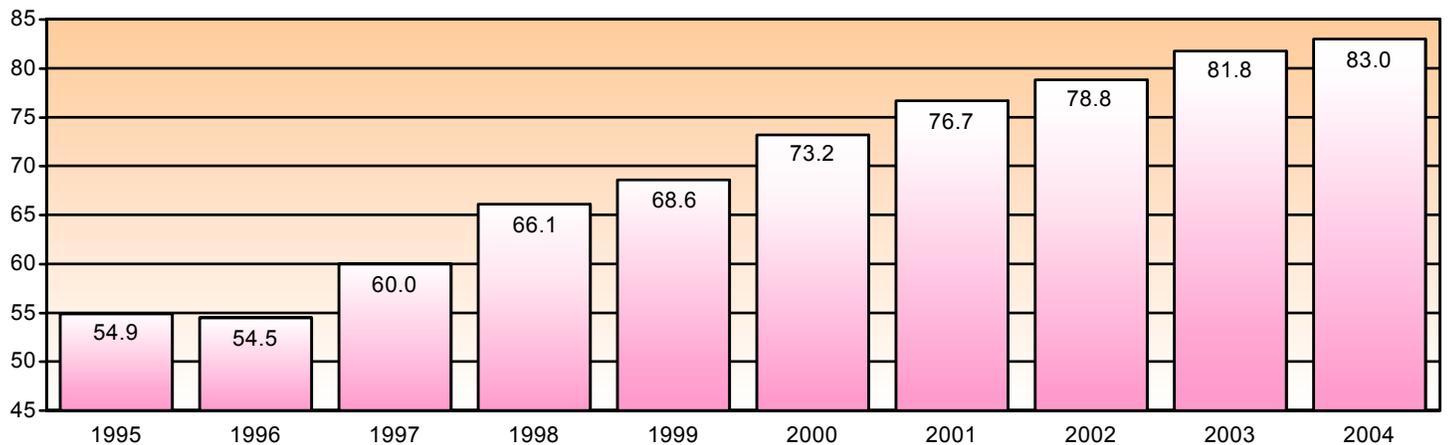
Unlinked Passenger Trips (Millions) 1995 — 2004



Unlinked Passenger Trips (Millions) — Bus 1995 — 2004

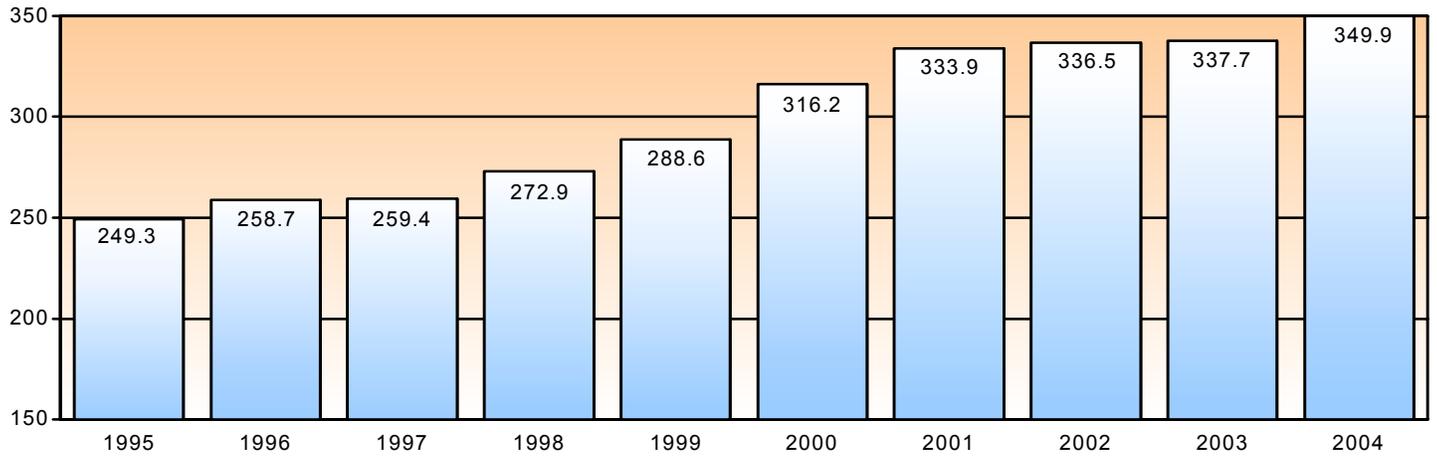


Unlinked Passenger Trips (Millions) — Demand Response 1995 — 2004

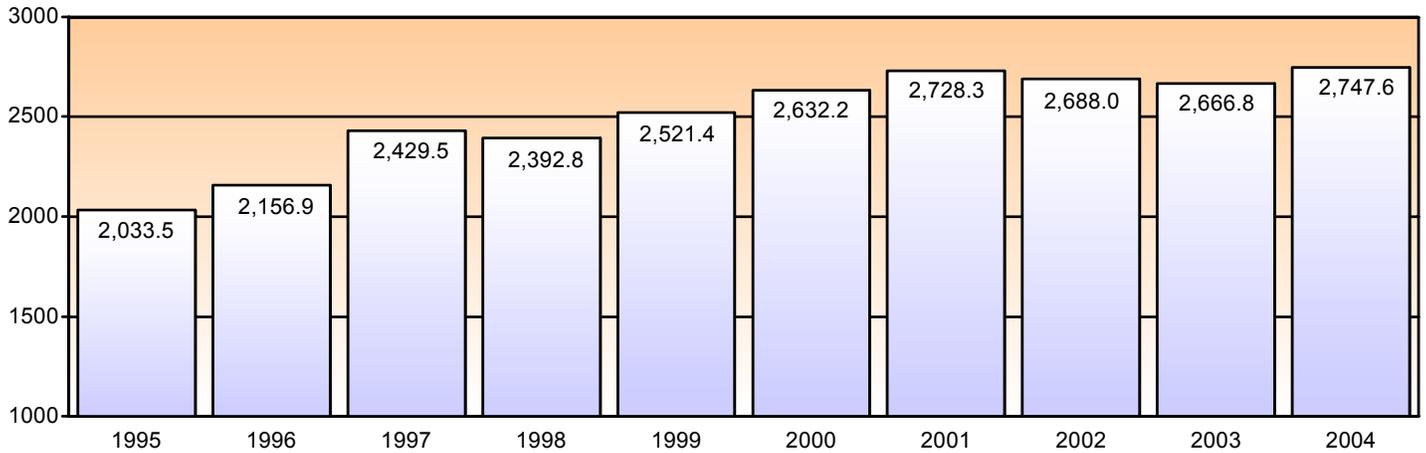


## 2004 National Transit Summaries and Trends

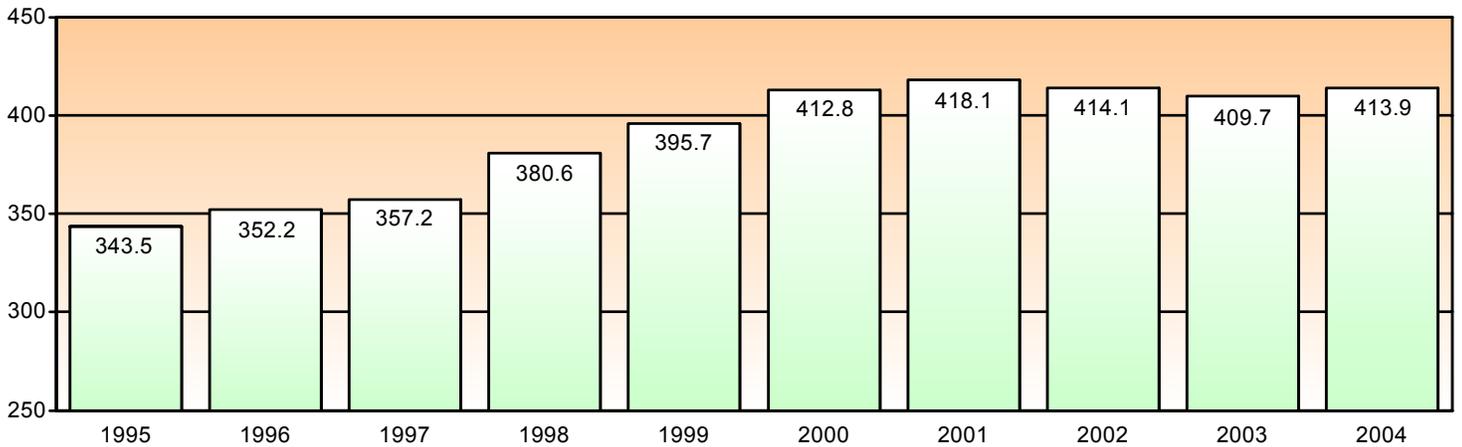
**Unlinked Passenger Trips (Millions) — Light Rail 1995 — 2004**



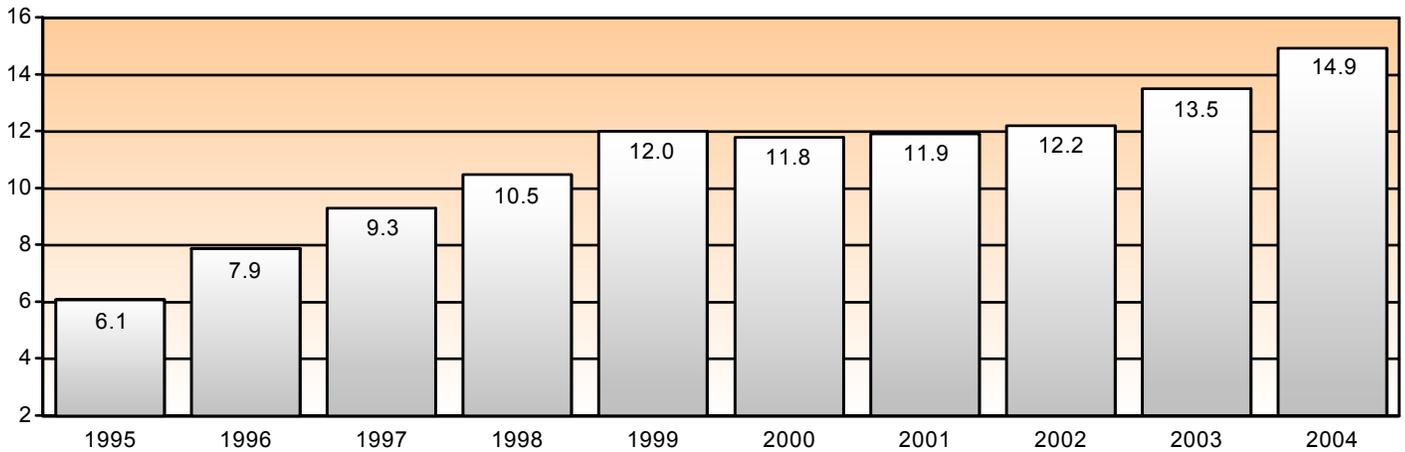
**Unlinked Passenger Trips (Millions) — Heavy Rail 1995 — 2004**



**Unlinked Passenger Trips (Millions) — Commuter Rail 1995 — 2004**



Unlinked Passenger Trips (Millions) — Vanpool 1995 — 2004

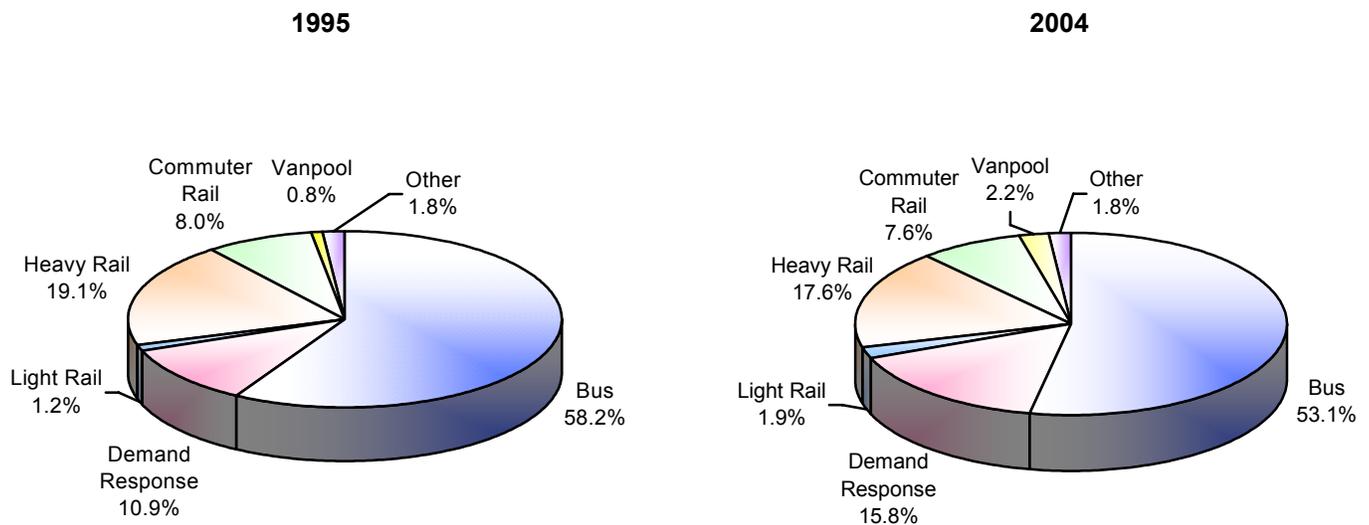


**Distribution of Vehicle Revenue Miles and Unlinked Passenger Trips by Mode**

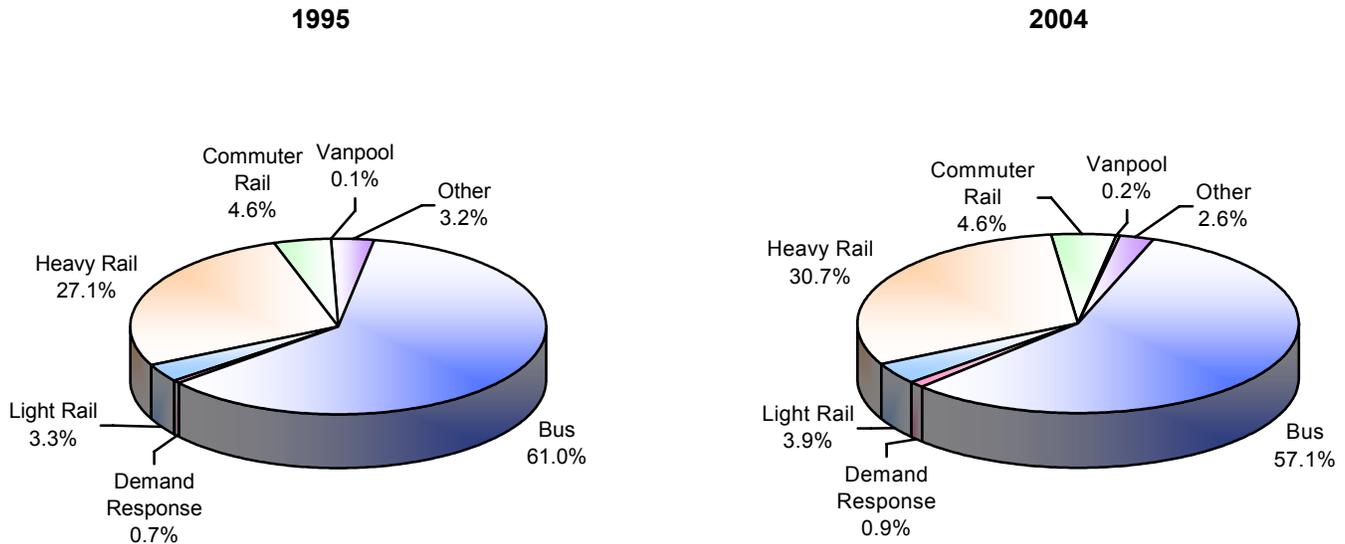
The share of vehicle revenue miles for demand response has steadily increased from slightly less than 11 percent in 1995 to 16 percent in 2004 while the share of vehicle revenue miles for bus decreased from 58 percent to 53 percent.

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 1995 to 57 percent in 2004.

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:

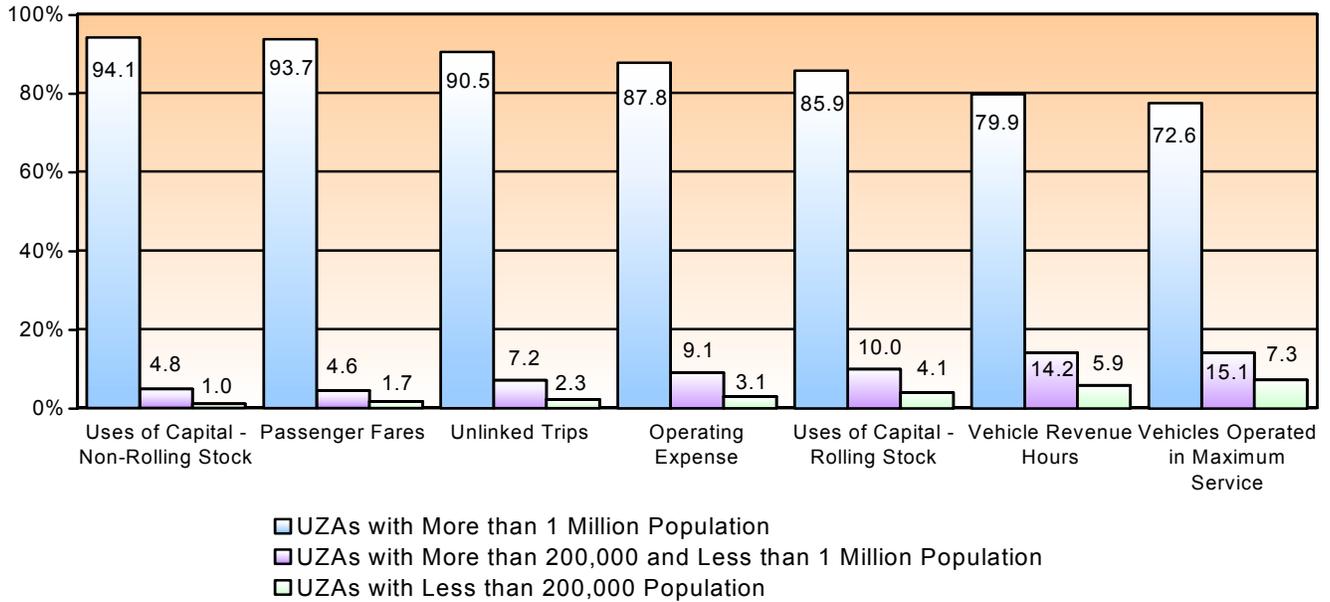
1. Large urbanized areas: population of more than 1 million (38 urbanized areas, 227 agencies or 35.4 percent of all agencies reporting).
2. Medium urbanized areas: population of more than 200,000 and less than 1 million (114 urbanized areas and 166 agencies or 5.9 percent of all agencies reporting).
3. Small urbanized areas: population of less than 200,000 and more than 50,000 (313 urbanized areas, 247 agencies or 38.6 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 — 94.1 percent
- Passenger fares — 93.7 percent
- Unlinked passenger trips — 90.5 percent

Relative Impact of the Data by UZA Size Group – 2004



## 2004 National Transit Summaries and Trends

### Operating Costs and Performance Measures

#### Operating Expenses

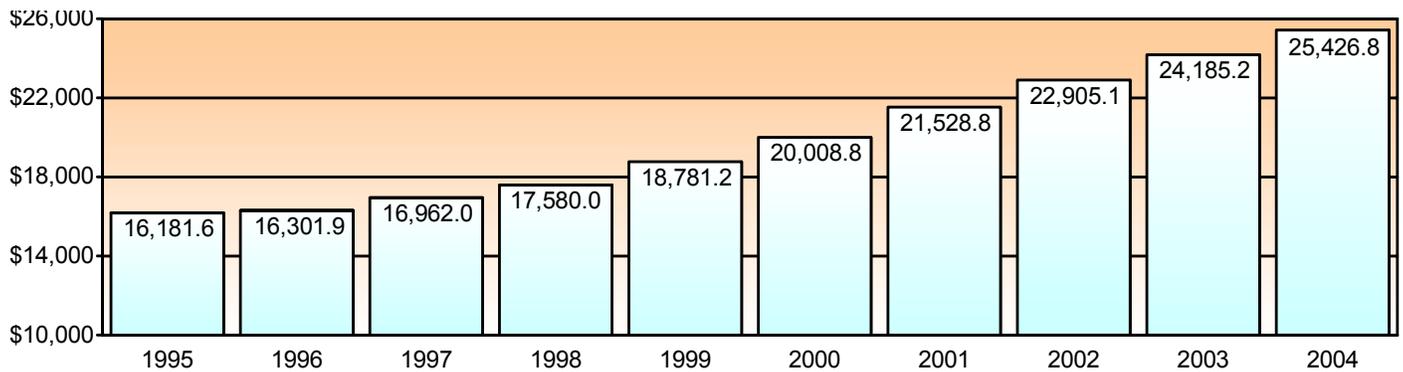
##### Concepts

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.

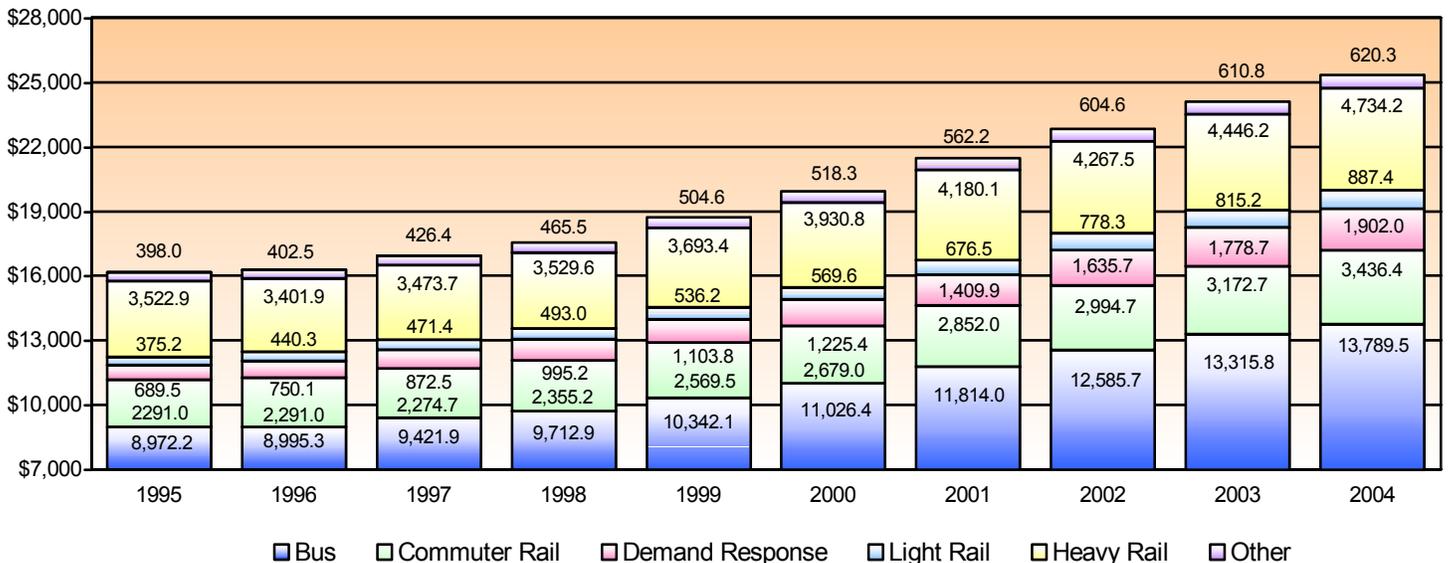
##### Comments

Operating expenses increased nearly 57 percent over the last 10 years, a rate higher than inflation over the same period (21.2 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) 1995 — 2004**



**Total Operating Expense (Millions) by Mode 1995 — 2004**



\*Note: Vanpool data not represented above:

1995 - \$17.0, 1996 - \$17.8, 1997 - \$22.7, 1998 - \$28.4, 1999 - \$31.6, 2000 - \$32.2, 2001 - \$34.2, 2002 - \$38.6, 2003 - \$45.8, 2004 - \$57.1

## 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:

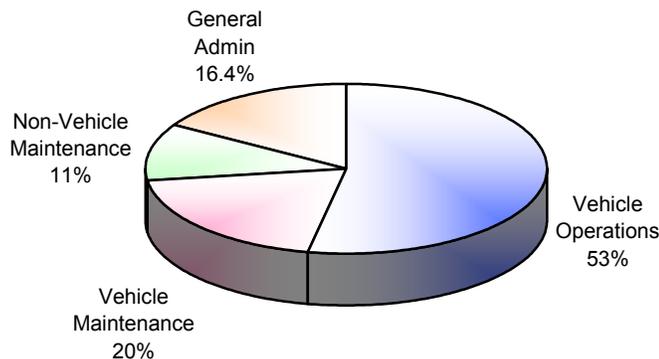
1. Vehicle operations
2. Vehicle maintenance
3. Non-vehicle maintenance
4. General administration.

### Comments

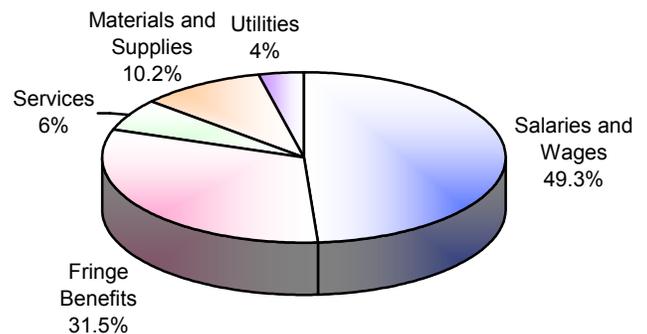
The transit industry is labor intensive. Salaries, wages and fringe benefits account for nearly 80 percent of the total directly operated expenditures. Fifty-two percent of total expenditures are devoted to vehicle operations.

### Operating Expense — 2004

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).

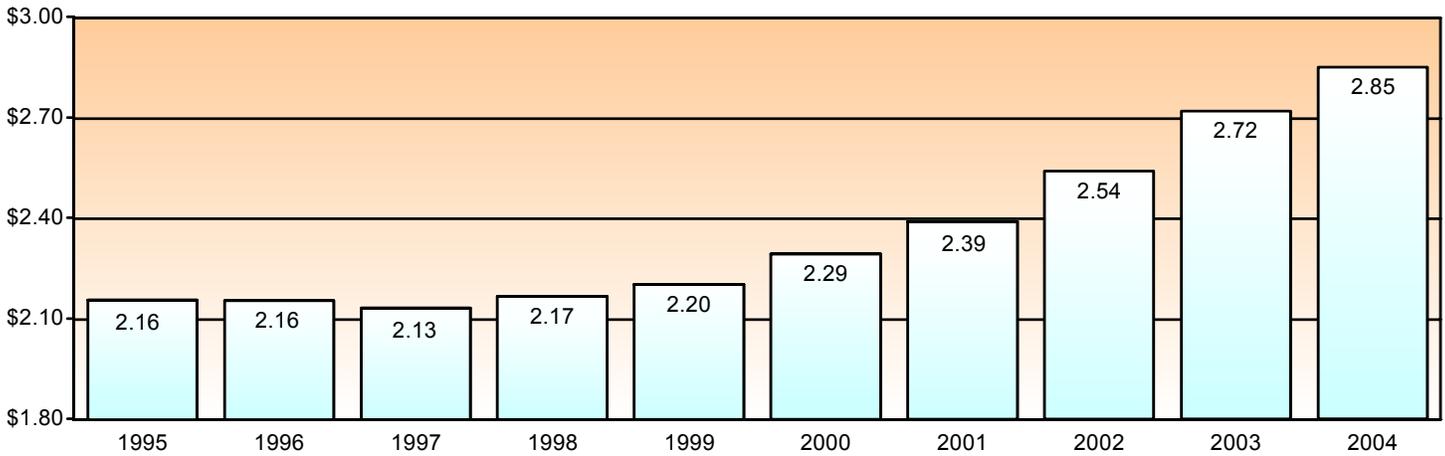
Service consumption is the amount of service used by the public expressed in either monetary or non-monetary terms. Examples include unlinked passenger trips, passenger miles and operating revenue.

### Comments

Overall, operating expense per unlinked passenger trip increased 32 percent over the last 10 years, a rate nearly 11 percent greater than inflation (21.2 percent). With the exception of heavy rail all modes had increases greater than inflation.

## 2004 National Transit Summaries and Trends

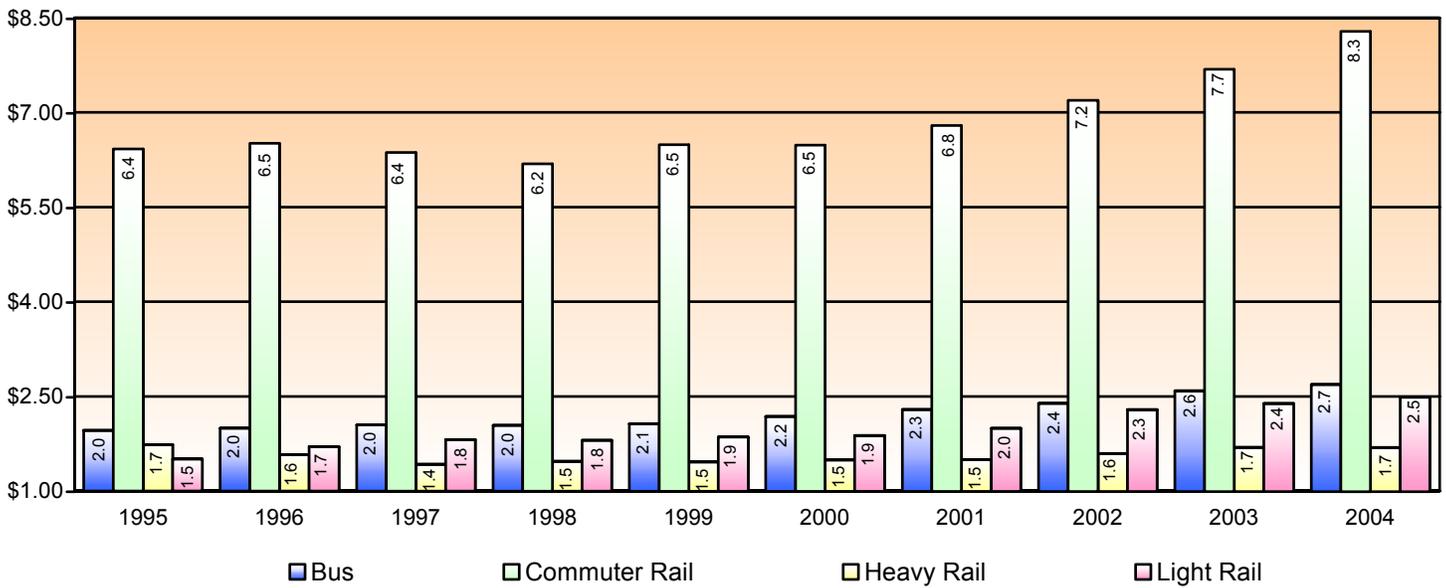
**Operating Expense per Unlinked Passenger Trip 1995 — 2004**



**Operating Expense per Unlinked Passenger Trip 1995 — 2004**

Year	Operating Expense (Millions)	Unlinked Passenger Trips (Millions)	Operating Expense per Unlinked Passenger Trip
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
2003	\$24,185.2	8,876.0	\$2.72
2004	\$25,426.8	8,937.1	\$2.85
<b>% Change</b>	<b>57.1%</b>	<b>14.1%</b>	<b>31.9%</b>

Operating Expense per Unlinked Passenger Trip for Bus and Rail Modes 1995 — 2004



Cost Efficiency (Operating Expense per Vehicle Revenue Hour)

Concepts

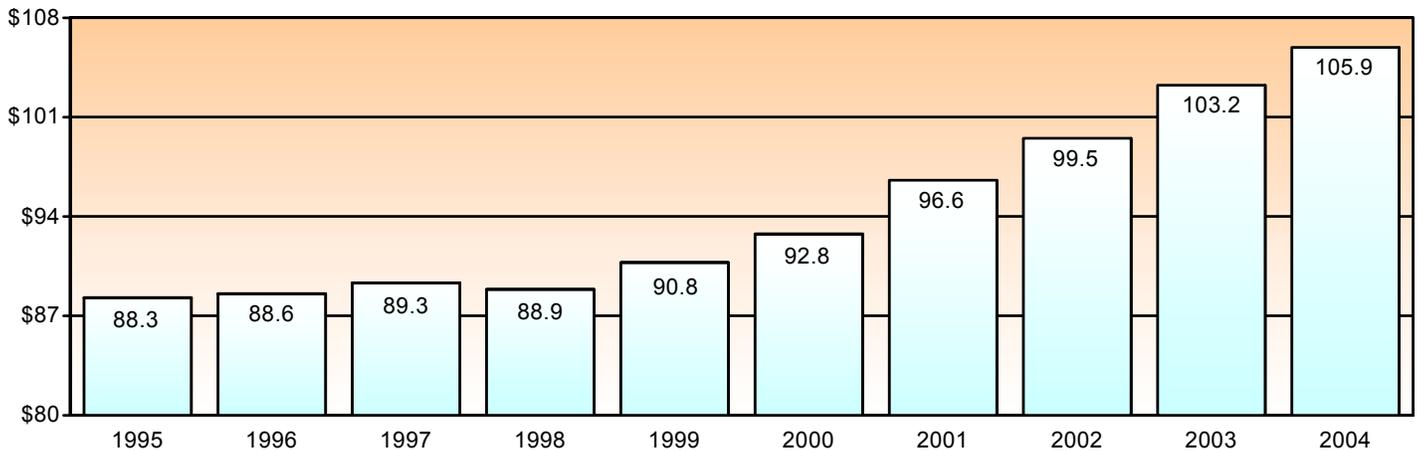
Cost efficiency is the relationship between service inputs and service outputs.

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 20 percent over the last 10 years (inflation not factored into the rate).

Total Operating Expense per Vehicle Revenue Hour 1995 — 2004



## 2004 National Transit Summaries and Trends

### Operating Expense per Vehicle Revenue Hour 1995 — 2004

Year	Operating Expense (Millions)	Vehicle Revenue Hours (Millions)	Operating Expense per Vehicle Revenue Hour
1995	\$16,181.6	183.3	\$88.3
1996	\$16,301.9	184.1	\$88.6
1997	\$16,962.0	189.9	\$89.3
1998	\$17,580.0	197.8	\$88.9
1999	\$18,781.2	206.9	\$90.8
2000	\$20,008.7	215.7	\$92.8
2001	\$21,528.8	223.0	\$96.6
2002	\$22,905.1	230.2	\$99.5
2003	\$24,185.2	234.3	\$103.2
2004	\$25,426.8	239.9	\$105.9
% Change	57.1%	30.9%	20.0%

## Service Effectiveness

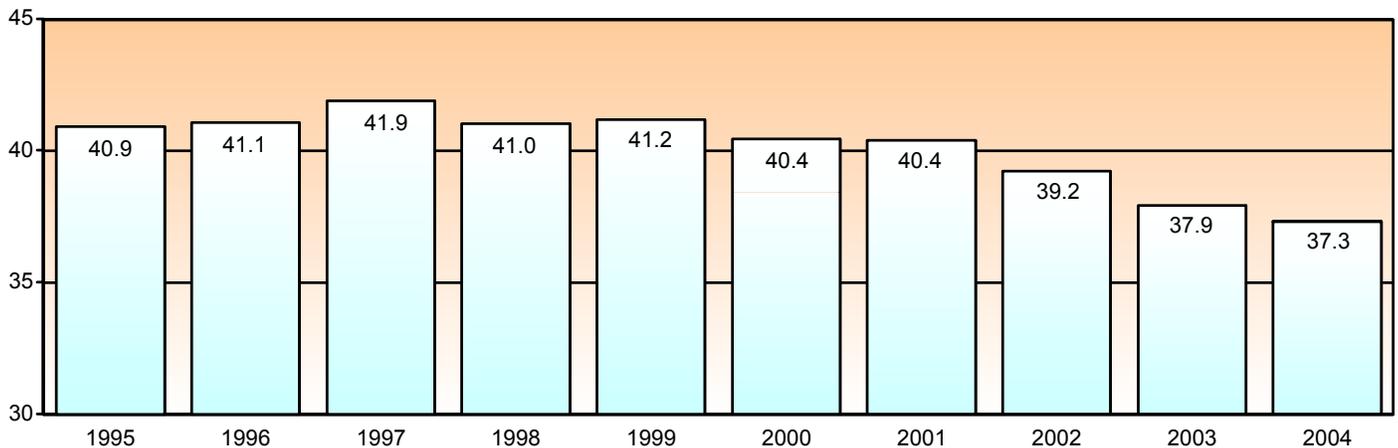
### Concepts

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

### Comments

Unlinked passenger trips per vehicle revenue hour decreased by 9 percent from 1995 to 2004. 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.

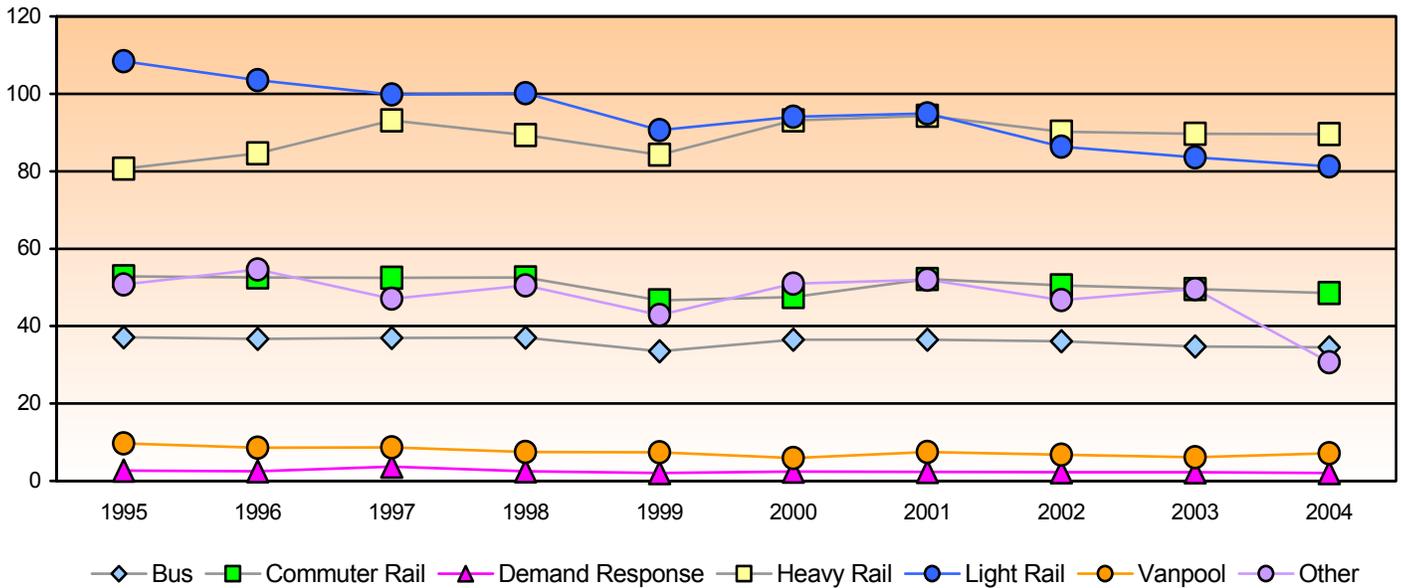
### Unlinked Passenger Trip per Vehicle Revenue Hour 1995 — 2004



Unlinked Passenger Trip per Vehicle Revenue Hour 1995 — 2004

Year	Unlinked Passenger Trips (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips per Vehicle Revenue Hour
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
2003	8,876.0	234.3	37.9
2004	8,937.1	239.9	37.3
% Change	19.1%	30.9%	-9.0%

Unlinked Passenger Trip per Vehicle Revenue Hour by Mode 1995 — 2004



Quality of Transit Service

Fatalities

Concepts

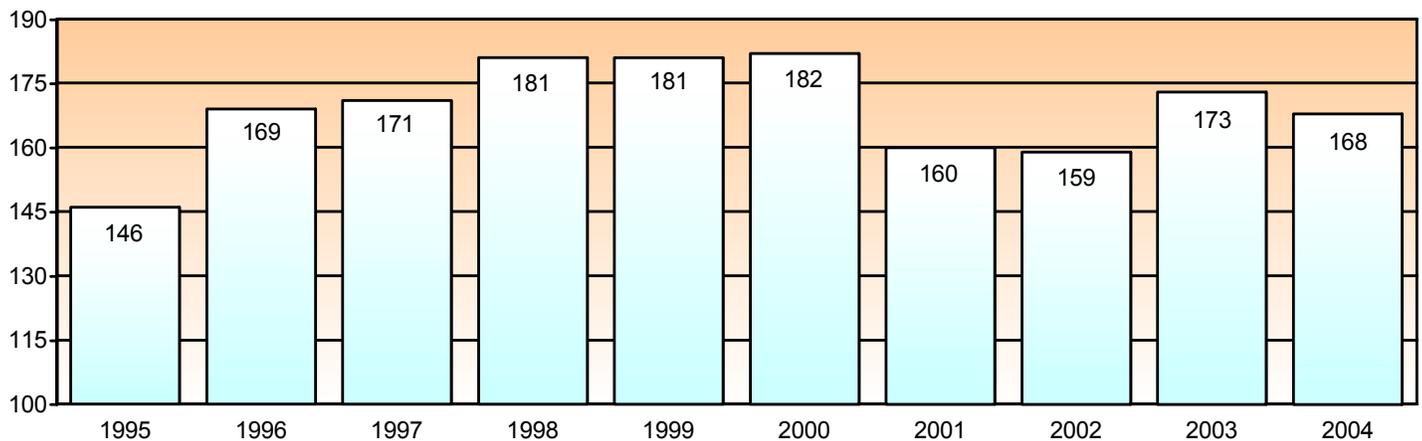
A fatality is defined as a transit-caused death confirmed within 30 days following an accident.

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 not employed by the transit agency or a purchased transportation (PT) provider 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 not a passenger, transit facility occupant, employee, other worker or trespasser.

Total Fatalities (\*) 1995 — 2004



(\*) Data excludes suicides and Commuter Rail. Data is reported by calendar year.

Total Fatalities 1995 — 2004

Year	Total Fatalities	Year	Total Fatalities
1995	146	2000	182
1996	169	2001	160
1997	171	2002	159
1998	181	2003	173
1999	181	2004	168

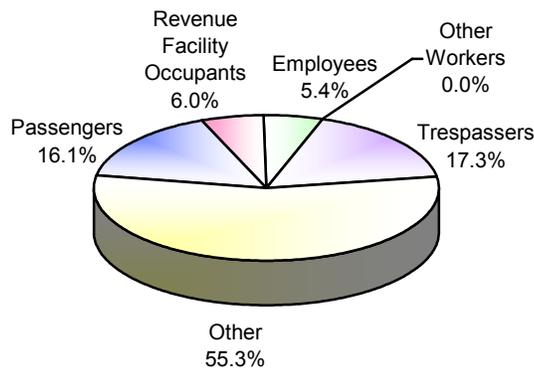
## Distribution of Fatalities

### Comments

Most victims in transit-related accidents are non-passengers. Passenger fatalities account for 16.1 percent of all fatalities (excluding suicides).

### Distribution of Fatalities (Excluding Suicides) 2004

(\*) Data 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, 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.

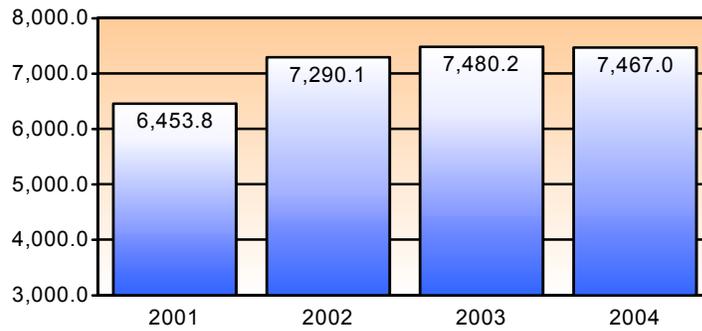
#### Comments

Due to changes in the definition of major and minor system failures over the years, only the years 2001 through 2004 are shown in the NTST.

Miles between major system failures increased by 16 percent from 2001 through 2004 and may be related to a reduction in the bus average fleet age.

## 2004 National Transit Summaries and Trends

**Miles between Major System Failures — Bus 2001 — 2004**



**Miles between Major System Failures (Directly Operated Service) 2001 — 2004**

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
2003	248,968	1,862.3	7,480.2
2004	247,676	1,849.4	7,467.0
% Change	-28.4%	11.4%	55.6%

## ADA Compliance — Bus

### ADA Lift- or Ramp-equipped

#### Concepts

The American with Disabilities Act of 1990 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.

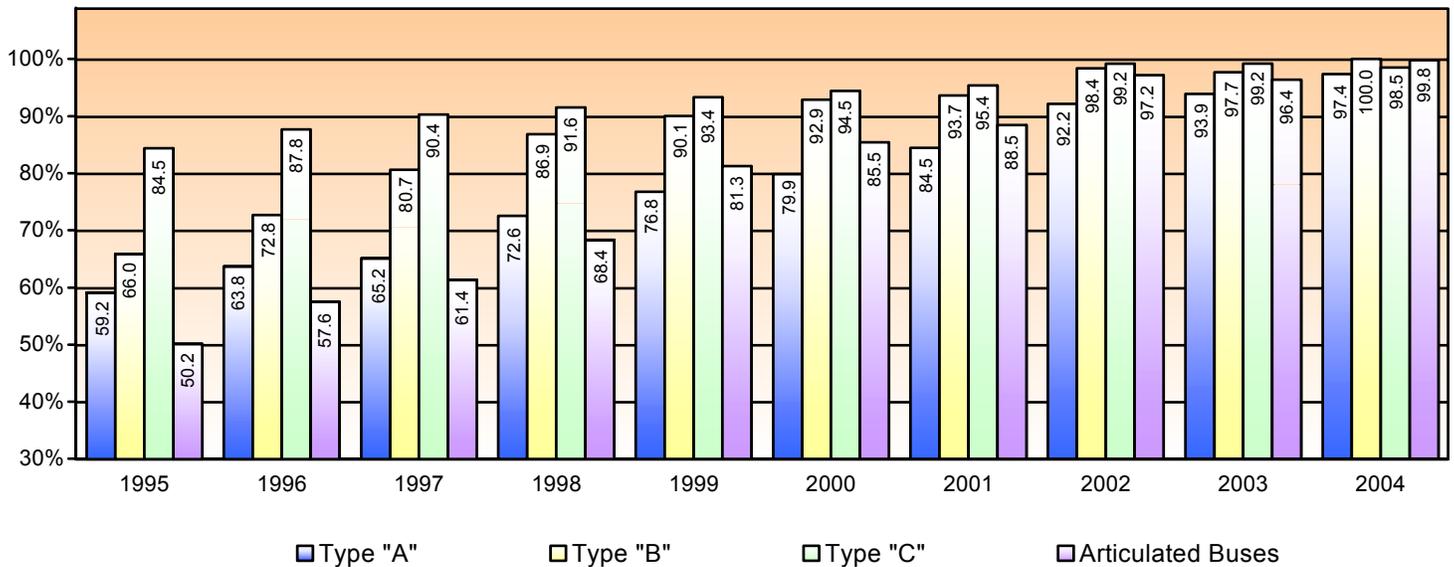
#### Comments

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 66 percent in 1995 to 100 percent in 2004.
- Type “C” bus compliance increased from 84.5 percent in 1995 to 98.5 percent in 2004.
- Articulated bus compliance increased from 50.2 percent in 1995 to 99.8 percent in 2004.

Note: Data are not available prior to 1993.

ADA Lift- or Ramp-Equipped Buses 1995 — 2004



## 2004 National Transit Summaries and Trends

### Funding Transit Operations

#### Operating Funding

##### Concepts

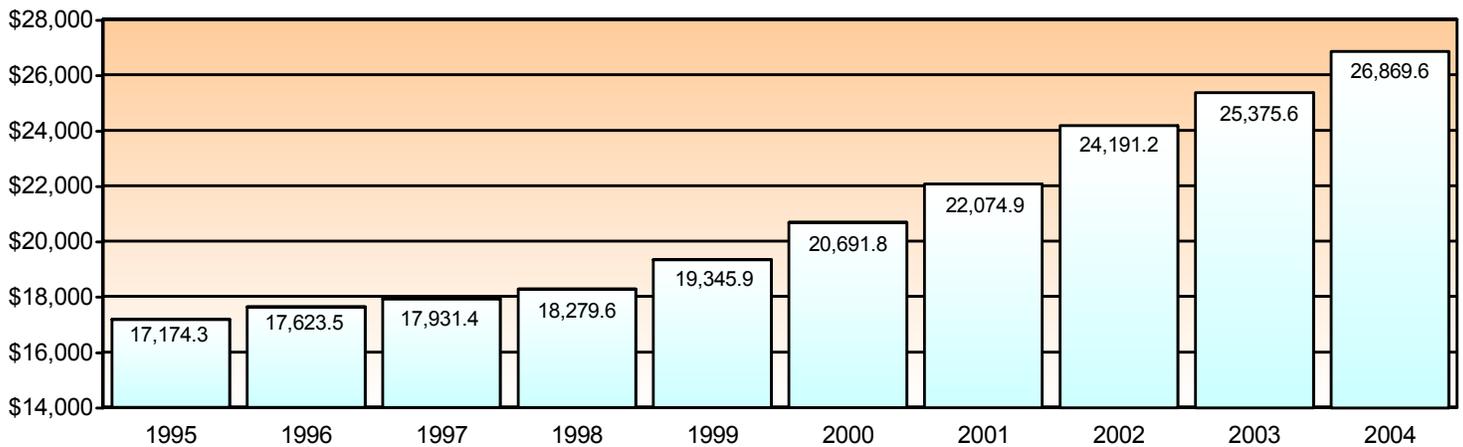
Operating funds are the funds transit agencies receive from Federal, state, local and directly generated sources that are applied for operating expenditures. These funds are applied in the year in which they resulted in liabilities for benefits received whether or not receipt of the funds actually took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

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

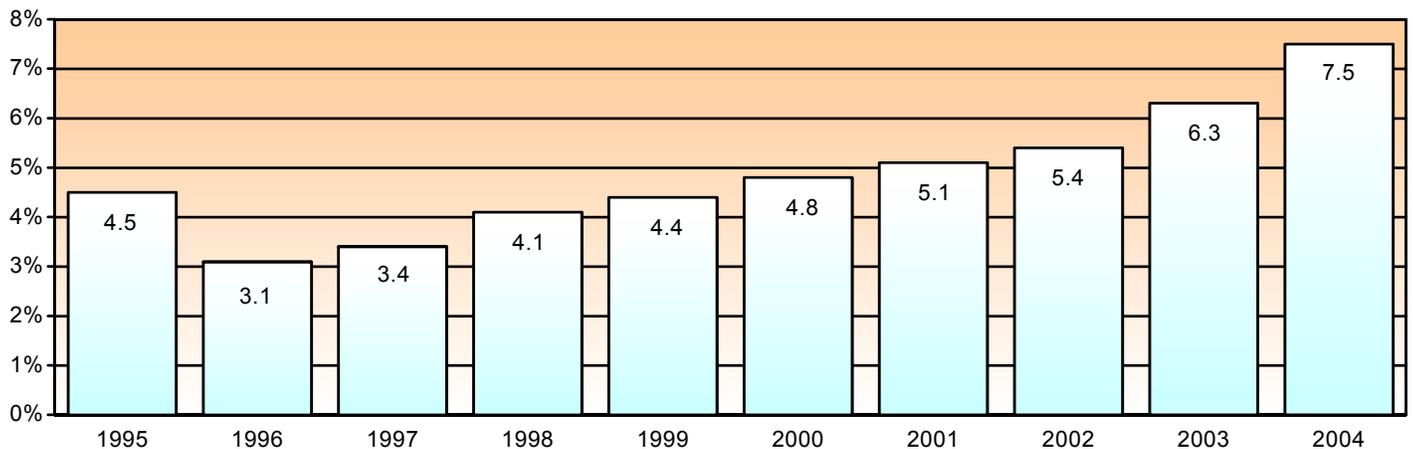
##### Comments

Operating funds applied to transit operations increased 57 percent, a rate greater than inflation during the period (21.2 percent).

**Total Operating Funding (Millions) 1995 — 2004**

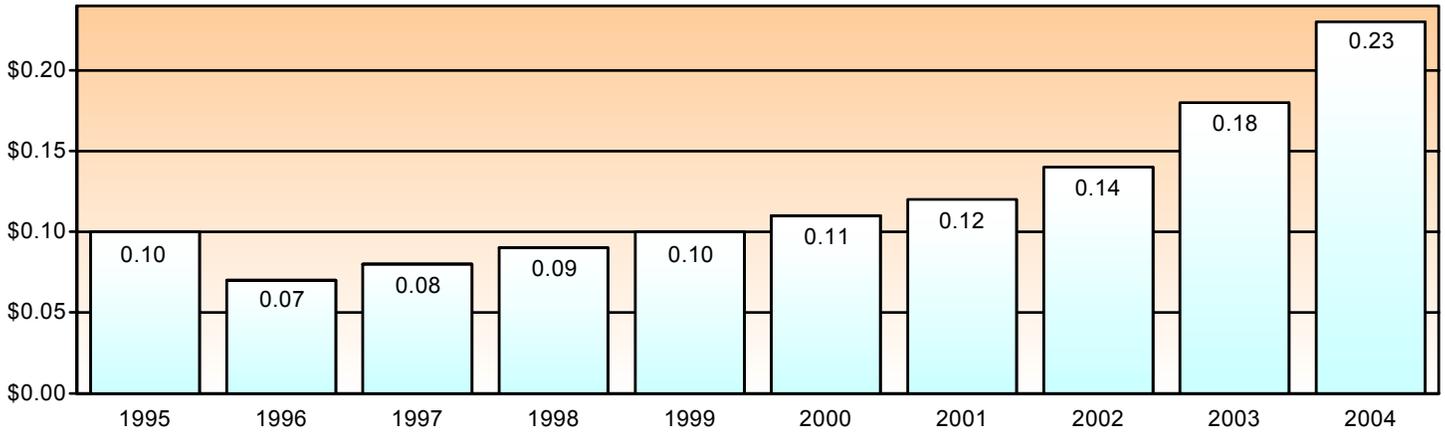


**Federal Operating Assistance as a Percentage of Operating Funds 1995 — 2004**

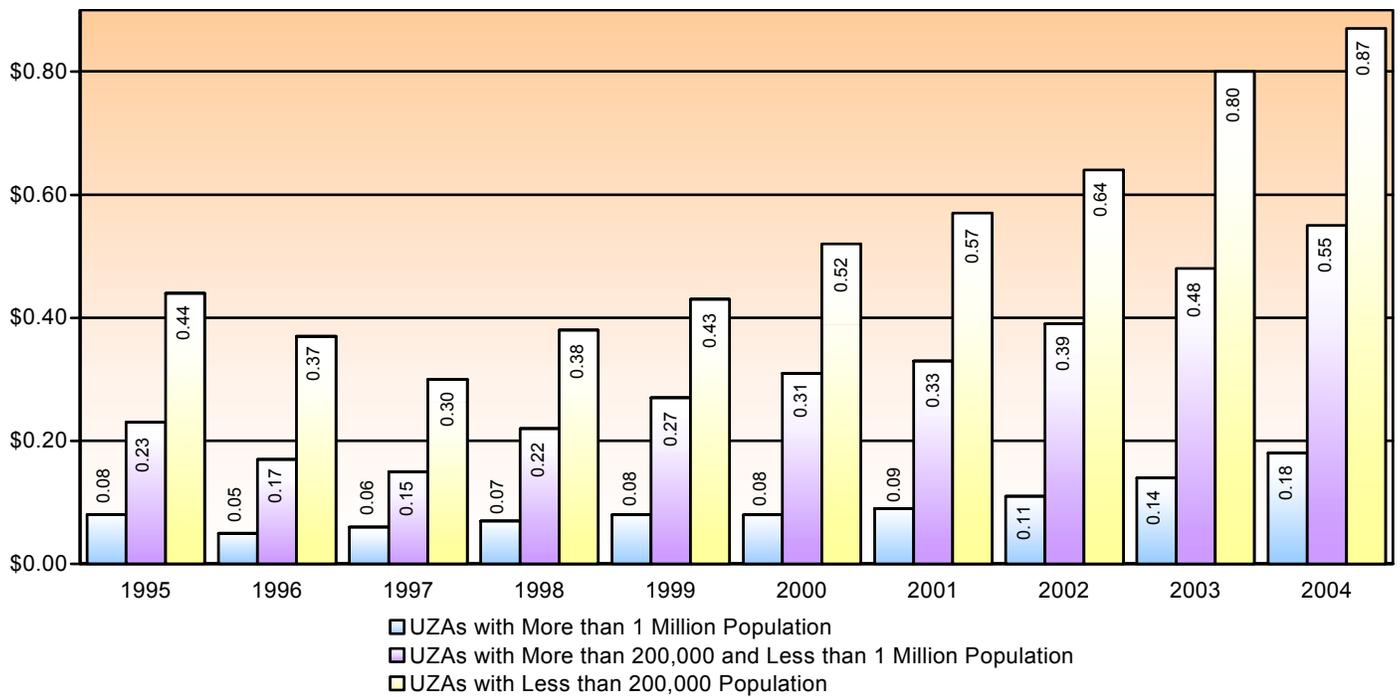


Federal Operating Assistance per Passenger – Total and by Urbanized Area Size

Total Federal Operating Assistance per Passenger 1995 — 2004

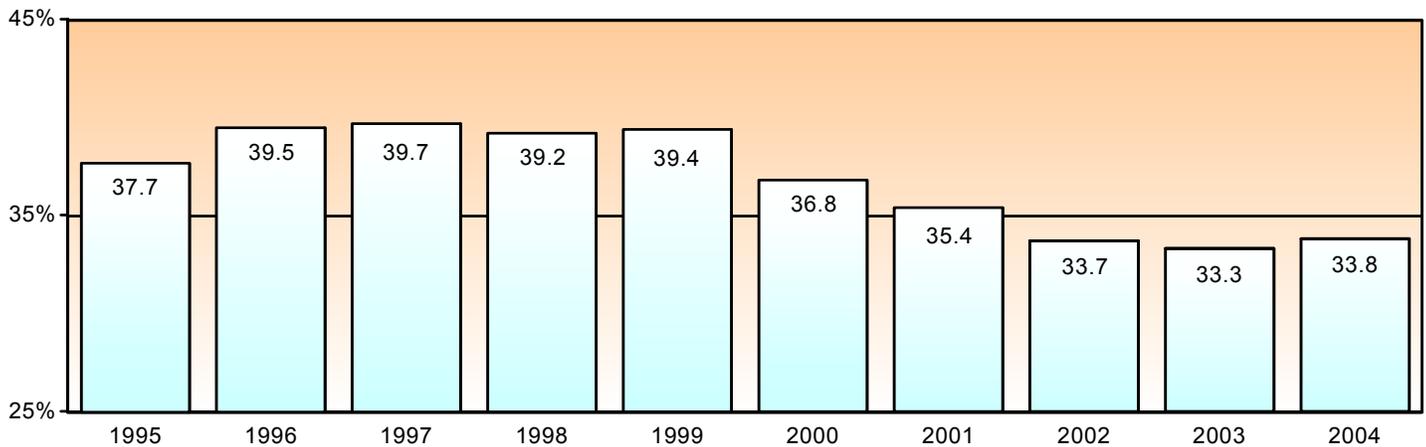


Federal Operating Assistance per Passenger by Urbanized Area Size 1995 — 2004



## 2004 National Transit Summaries and Trends

### Recovery Ratio 1995 — 2004



## Recovery Ratio (Fare Revenues per Operating Expense)

### Concepts

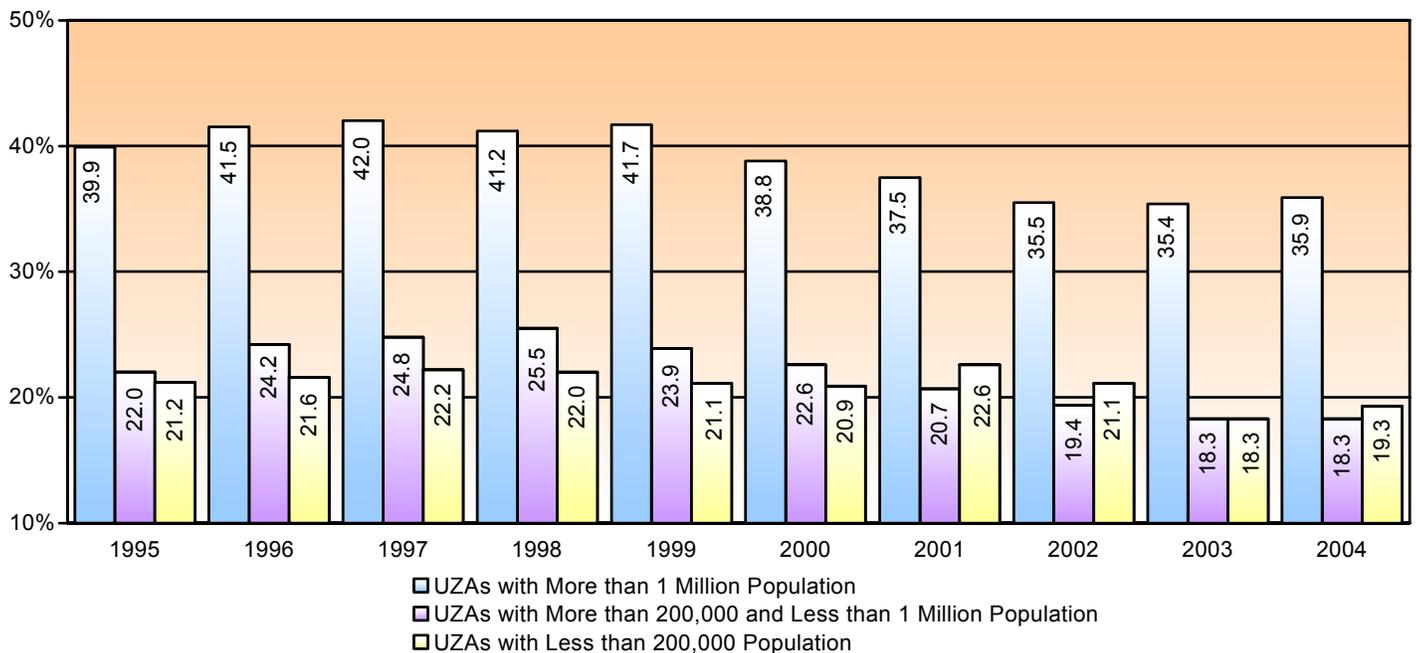
Fare revenues are funds earned carrying passengers in regularly scheduled service. It includes the base fare, zone premiums, express service premiums, extra cost transfers and quality purchase discounts applicable to the passenger's ride.

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

### Comments

After a period of increase and then decrease, recovery ratio is at an all time low.

### Recovery Ratio by Urbanized Area Size 1995 — 2004



Note: In previous editions of the NTST, recovery ratio was calculated based on operating expenses net of reconciling items. Beginning with the 2004 report year all operating funds applied are included for the 1995 – 2004 timeframe.

Subsidy per Passenger

Concepts

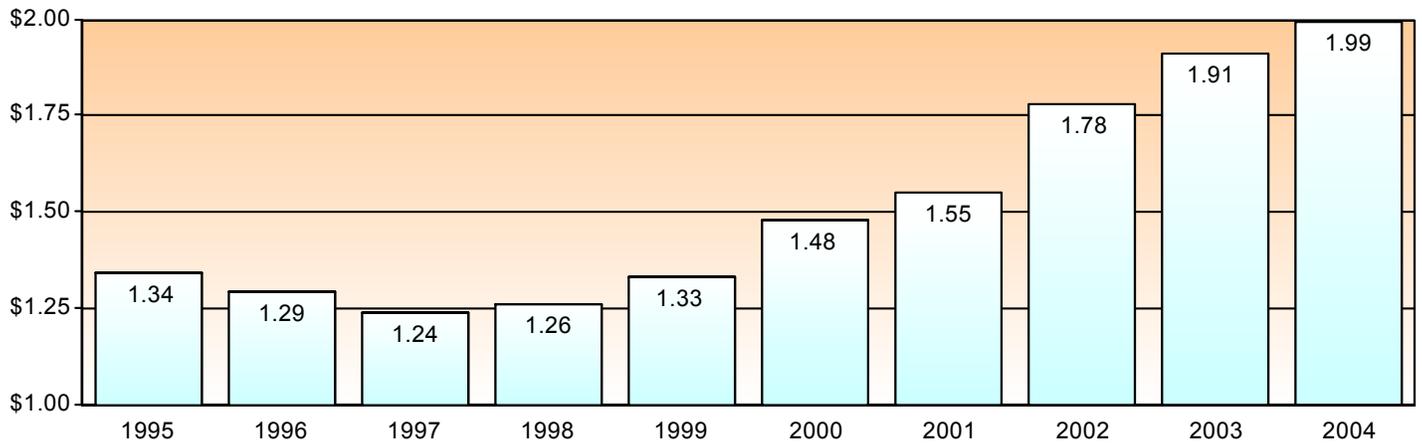
Subsidies are financial assistance received from Federal, state and local governments. Subsidies also include directly generated funds including: grants from private foundations, directly levied taxes and other funds dedicated to transit.

Comments

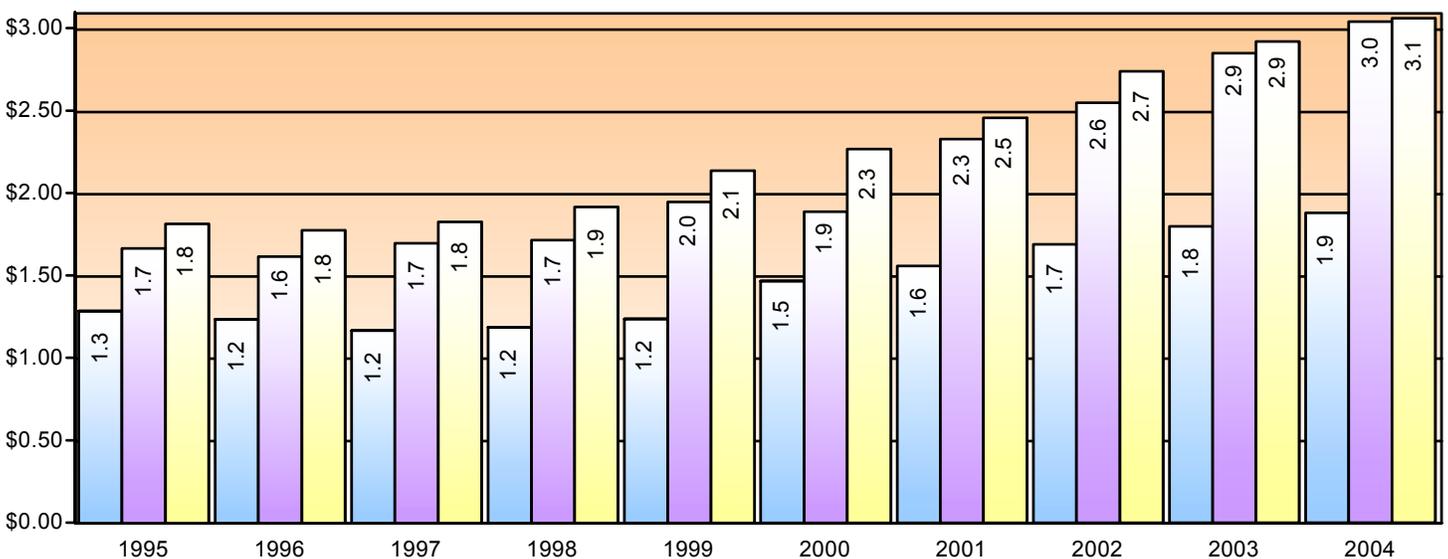
Subsidy per passenger increased approximately 49 percent over the last 10 years, while the rate of inflation was 21.2 percent.

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 service accounts for a substantial portion of the service provided in medium and small urbanized areas.

Total Operating Subsidy per Passenger 1995 — 2004



Total Subsidy per Passenger by Urbanized Area Size 1995 — 2004



- 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

## 2004 National Transit Summaries and Trends

### 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.

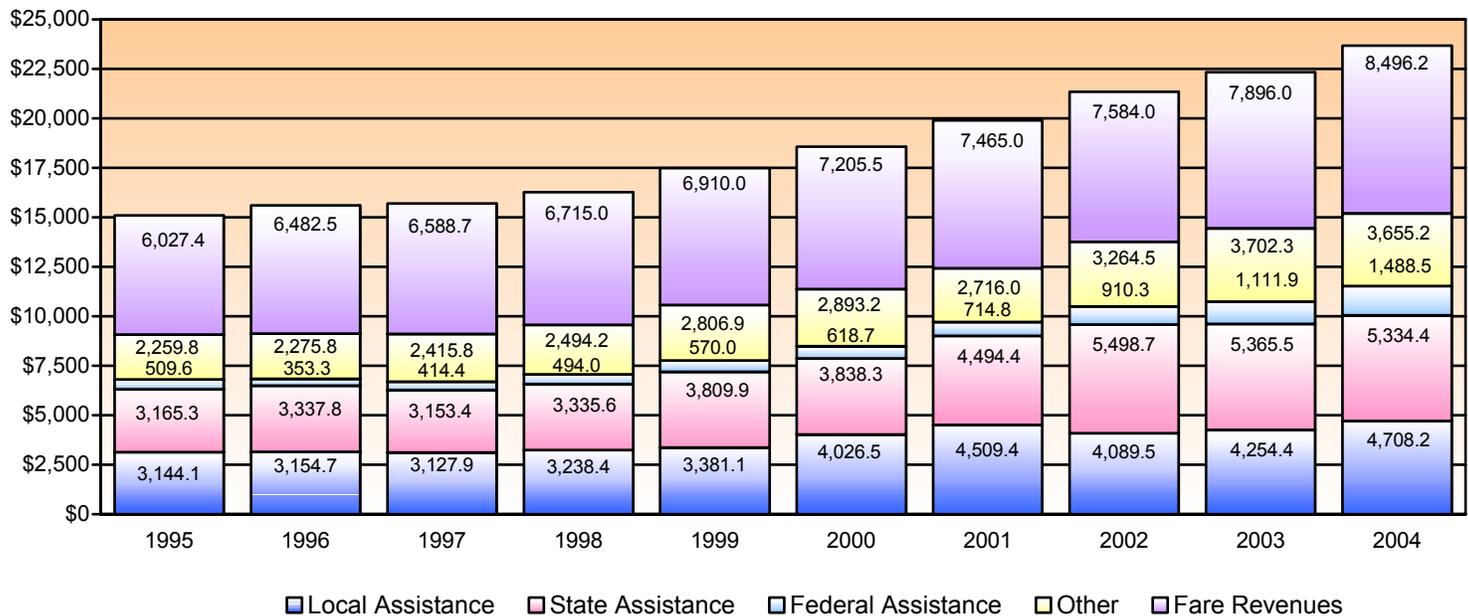
#### Comments

For large urbanized areas, state, local and other funding shares remained stable from 1995 to 2004. A decrease in the share of fare revenues was compensated for by an increase in the share of Federal assistance.

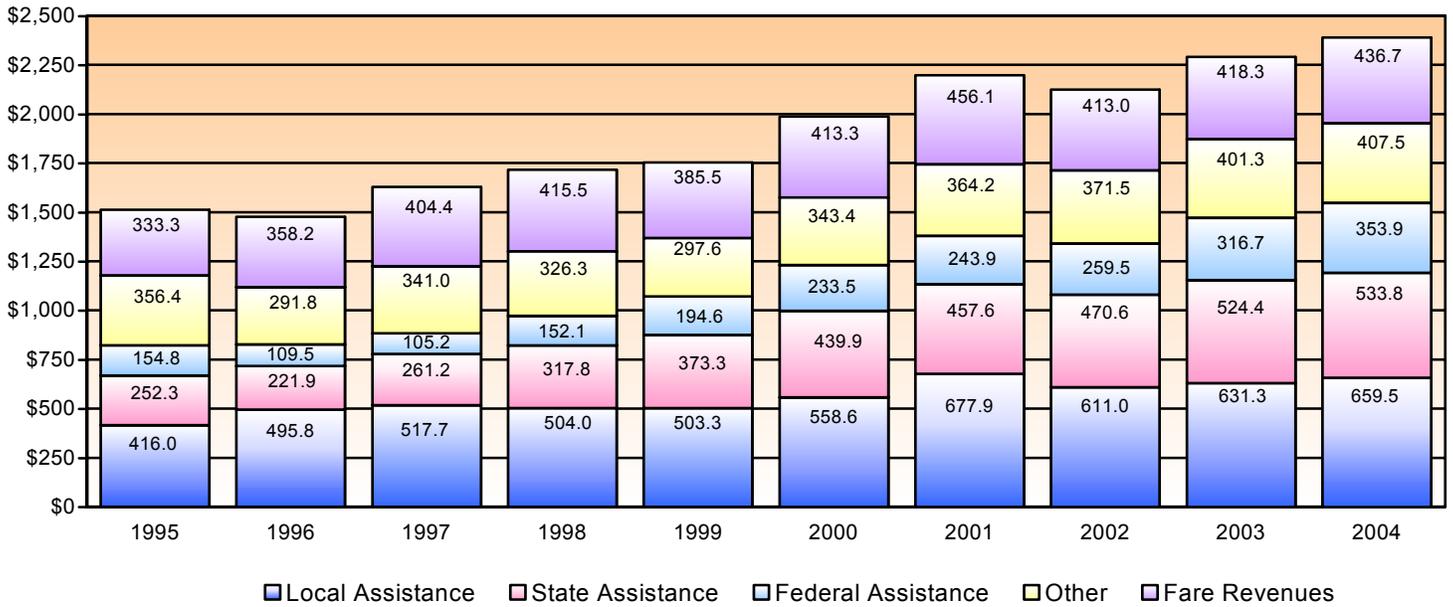
Small and medium urbanized areas are more dependent upon operating subsidies than large urbanized areas. Fare revenues account for approximately 18 percent for these areas.

Operating Funding Sources (Millions) by Urbanized Area Size 1995 — 2004

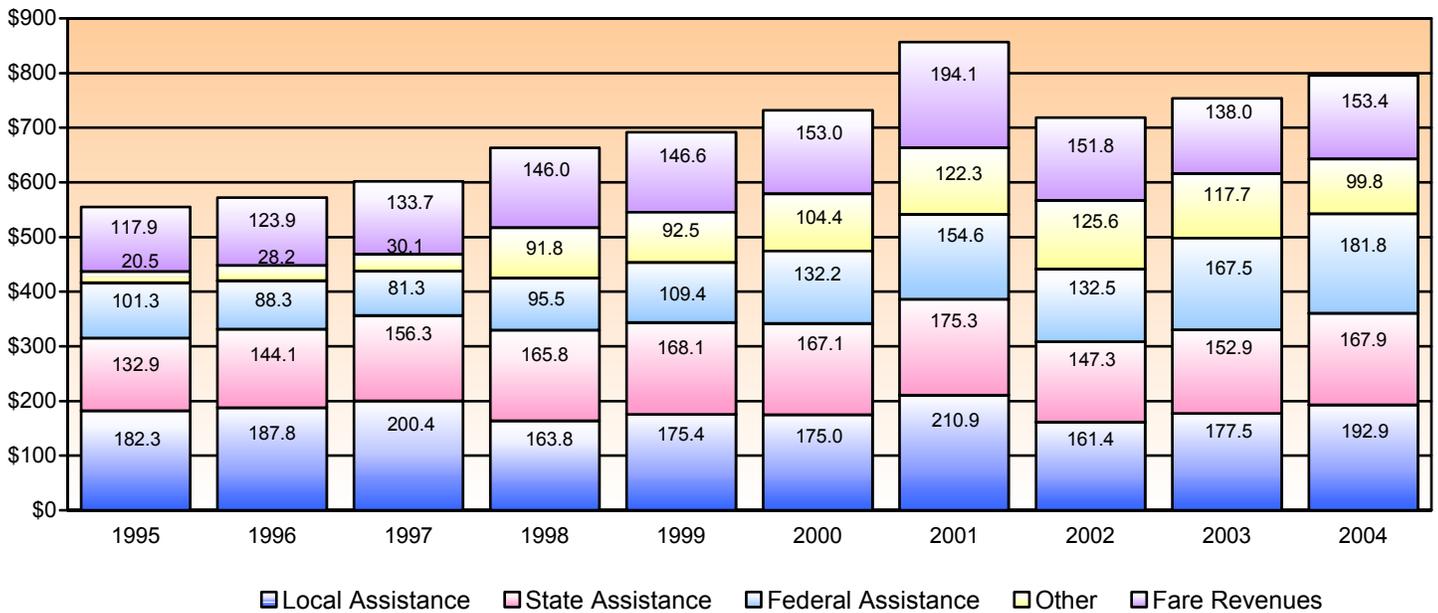
#### UZAs with More than 1 Million Population



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

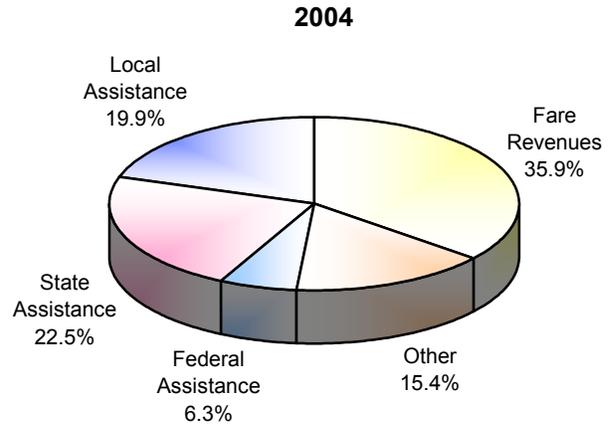
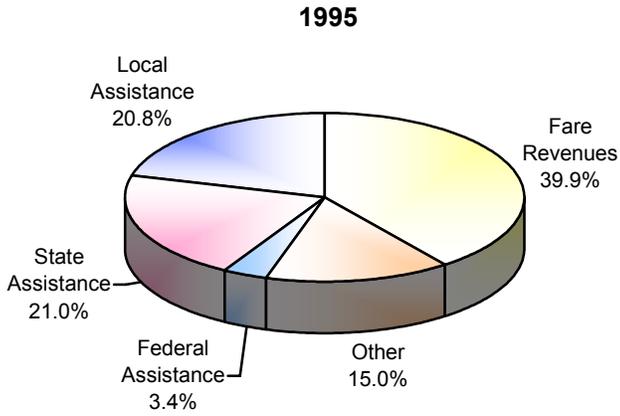


UZAs with Less than 200,000 Population

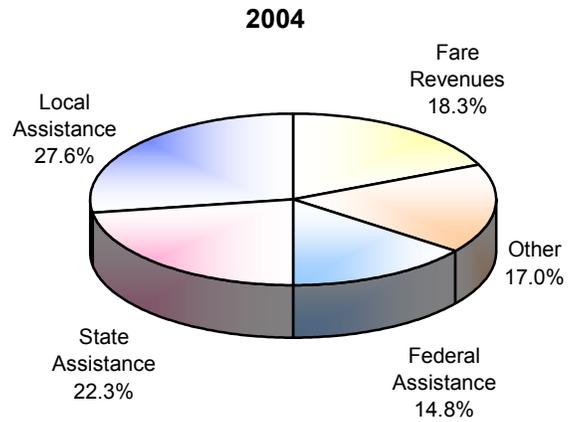
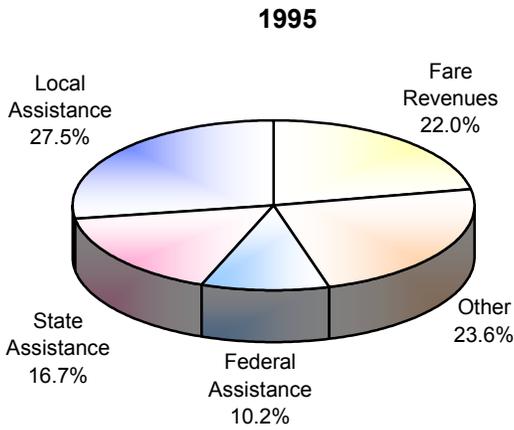


Comparison of Share Funding Sources by UZAs

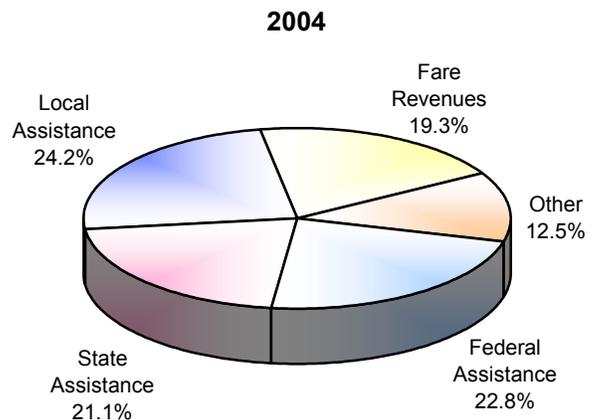
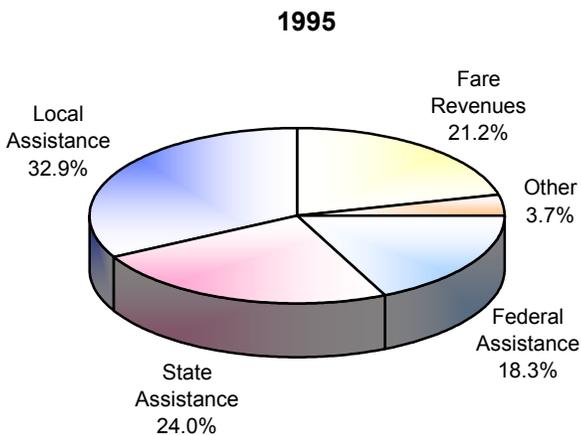
UZAs with More than 1 Million Population



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



UZAs with Less than 200,000 Population



Capital Investment in Transit

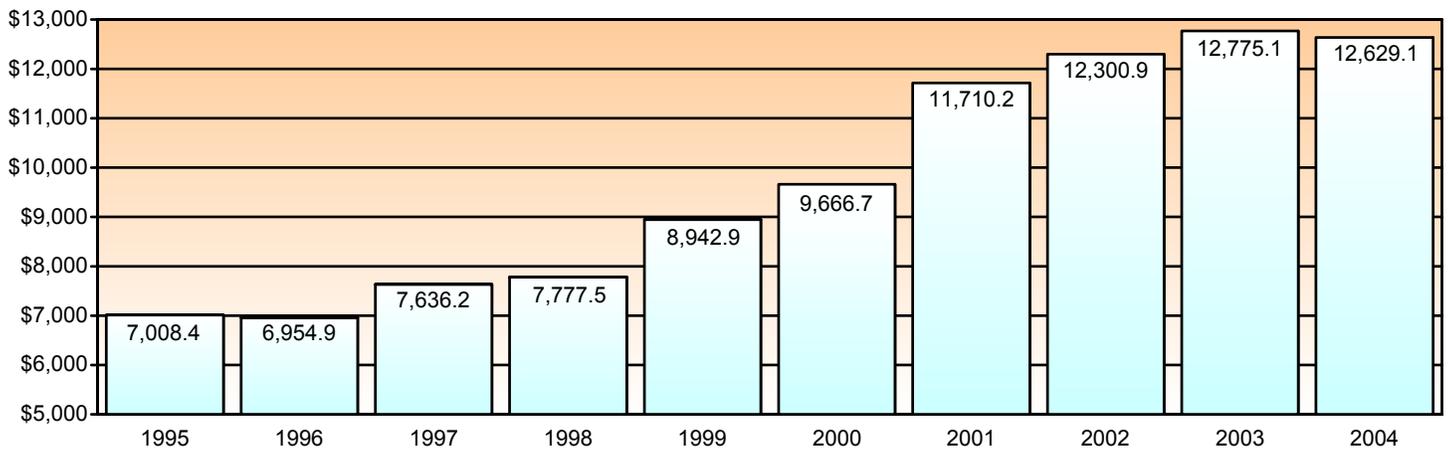
Concepts

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 entities.

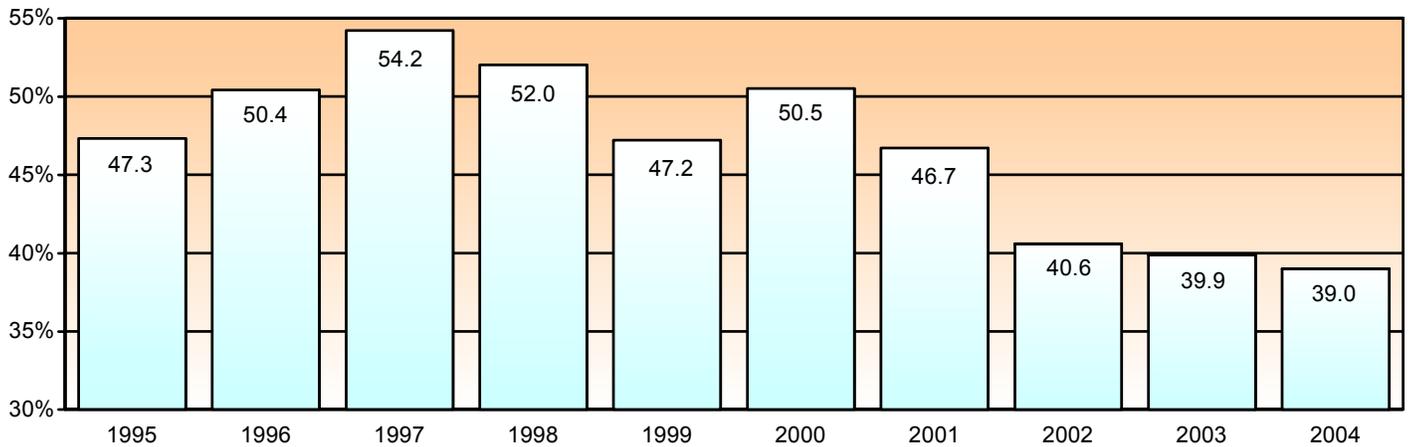
Comments

Capital investment increased by nearly 49 percent over the last 10 years, while inflation rose 21.1 percent. The role of the Federal government accounted on average for approximately 47 percent of all capital invested in transit.

Total Capital Assistance (Millions) 1995 — 2004



Federal Share of Total Capital Assistance 1995 — 2004



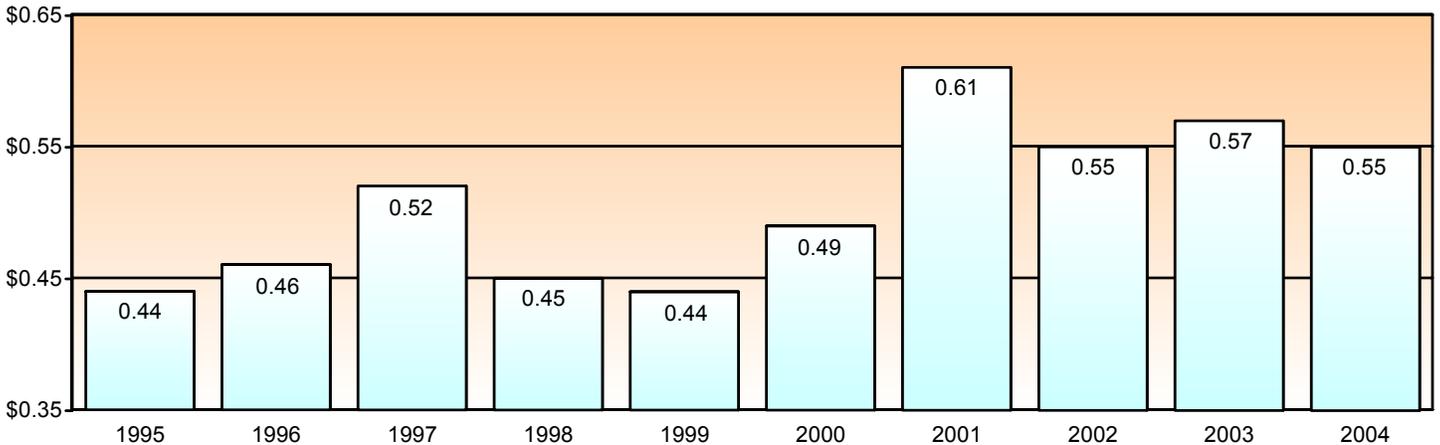
## 2004 National Transit Summaries and Trends

### Federal Capital Assistance per Unlinked Passenger Trip

#### Comments

Federal assistance per unlinked passenger trip increased by 25 percent from 1995 — 2004.

**Federal Capital Assistance per Unlinked Passenger Trip 1995 — 2004**



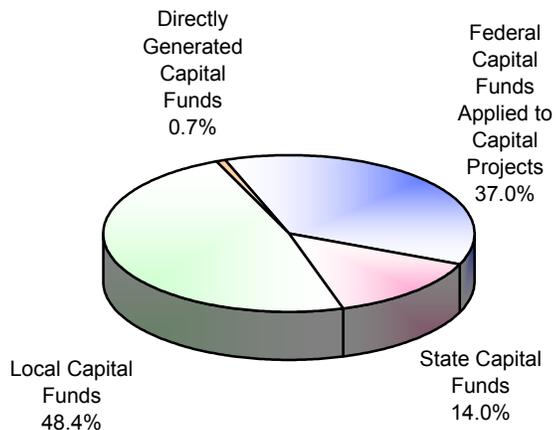
### Sources of Capital Funding by UZA

#### Comments

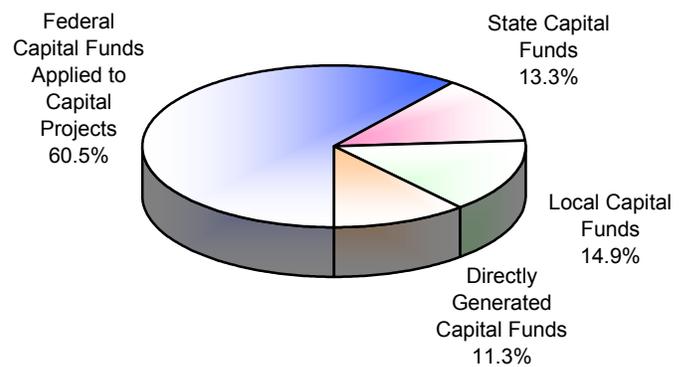
Most of capital invested in transit comes from Federal sources. Federal funds account for most of all capital invested in small and medium urbanized areas. Large urbanized areas rely primarily on Federal funds and directly levied taxes to pay for capital projects.

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

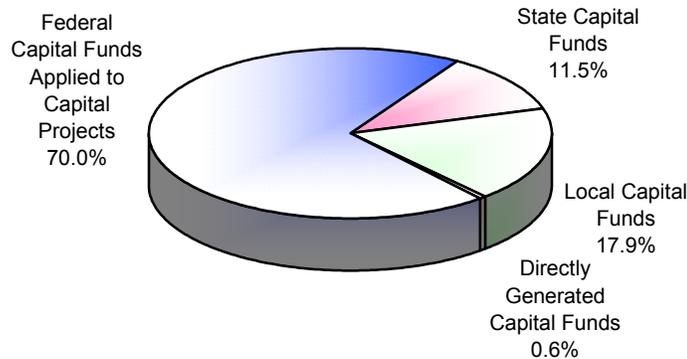
**UZAs with more than 1 Million Population**



**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.

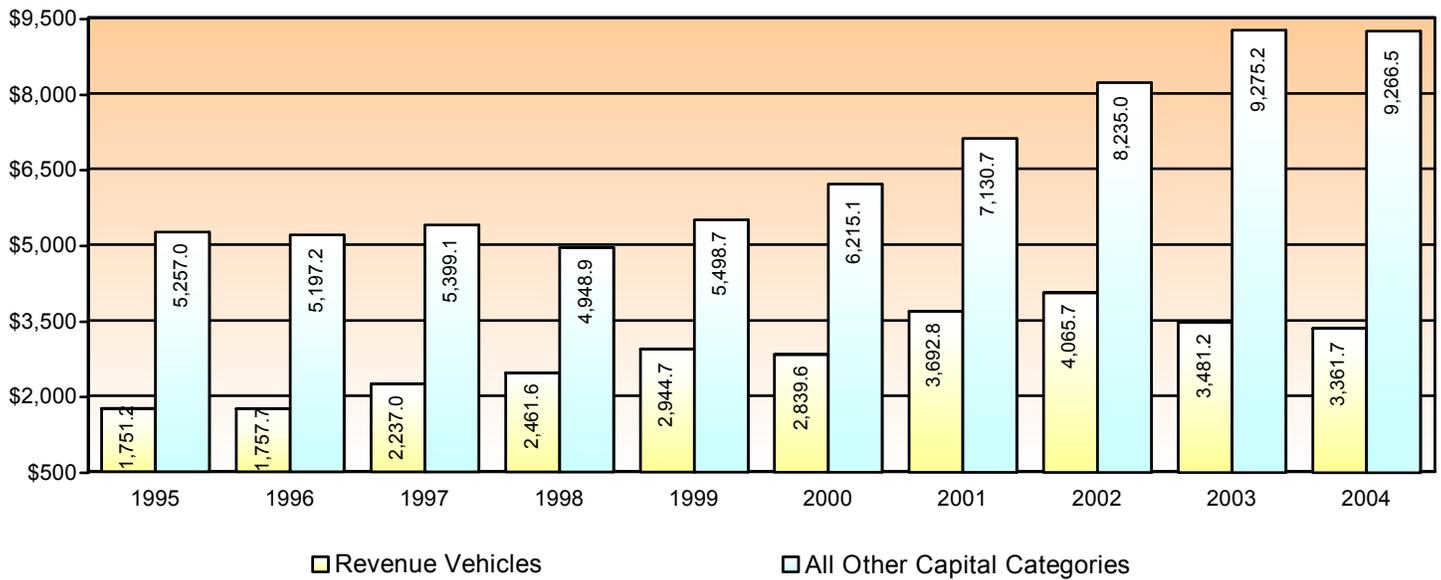
All exhibits depicting Uses of Capital show rolling stock, and combined facilities and other into a single category.

Currently, Uses of Capital include the following categories:

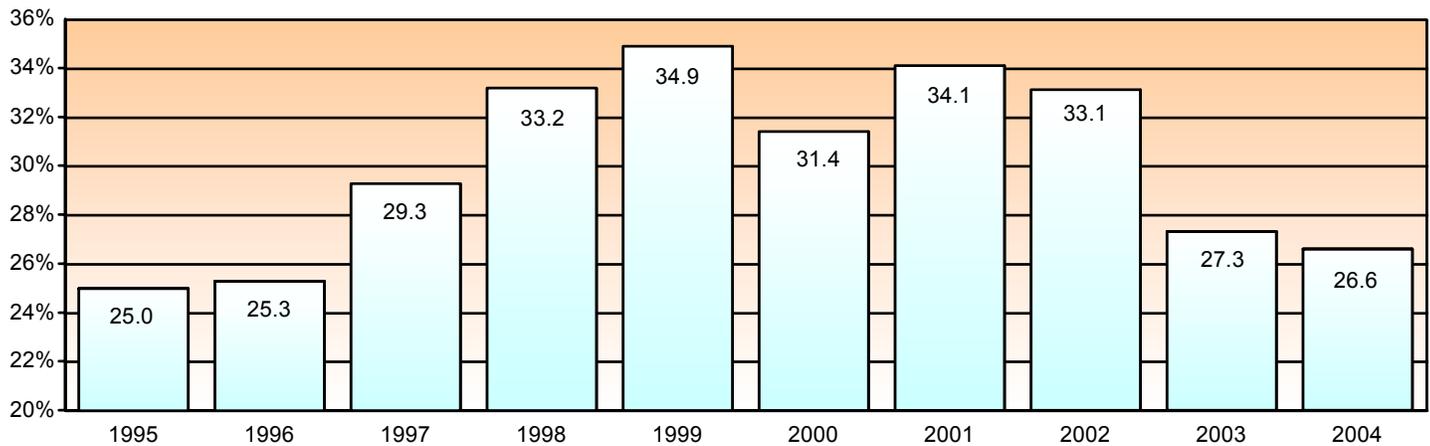
- Revenue vehicles: Vehicles used to provide transit service for passengers. Capital funds for revenue vehicles may be used for replacement, rehabilitation, remanufacture, rail overhaul and expansion of fleet.
- Guideway: Buildings and structures dedicated for the operation of transit vehicles such as: at grade, elevated and subway structures, tunnels, bridges, track and power systems for rail modes and paved highway lanes dedicated to bus.
- Systems: Computers, monitors, printers, scanners, data storage devices and associated software that support general office, accounting, scheduling, vehicle and non-vehicle maintenance and customer service functions.
- Fare revenue collection equipment: Includes capital expenses for the acquisition of fare revenue collection equipment such as turnstiles, fare boxes (drop), automated fare boxes, and related software, money changers, etc.
- Maintenance facilities: Central / overhaul maintenance facilities, light maintenance and storage facilities.
- Passenger stations: Boarding/alighting facilities with a platform, including: transportation / transit / transfer centers, park and ride facilities, and transit malls with the above components, including those only utilized by buses. Passenger stations do not include: bus, light rail, or cable car stops.
- Administration buildings: Include capital expenses for administrative buildings including the cost for design and engineering, land acquisition and relocations, demolition, and purchase or construction of administrative buildings.
- Other vehicles: Service, supervisory and other vehicles other than revenue vehicles.

## 2004 National Transit Summaries and Trends

### Capital Expenditures (Millions) 1995 — 2004



### Percent Share of Revenue Vehicles 1995 — 2004



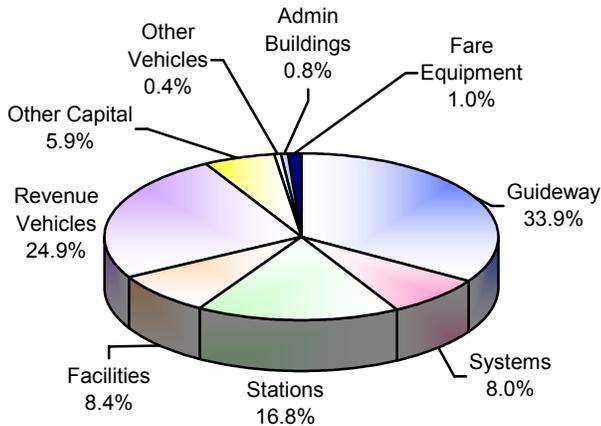
## Uses of Capital by Urbanized Area Size

### Comments

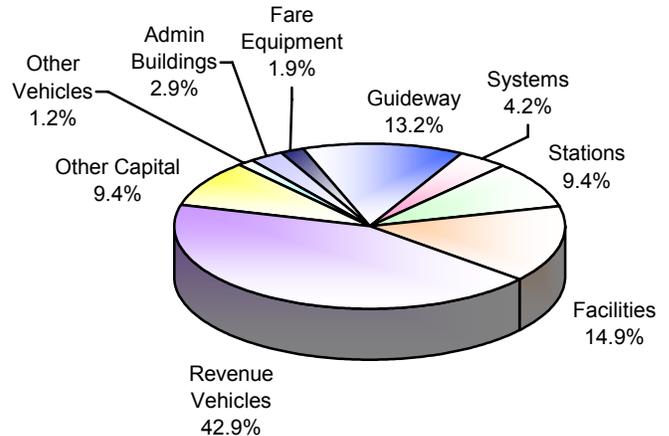
Large and medium-sized urbanized areas operate almost all rail systems in the nation and guideway and facilities account for a significant portion of the overall capital costs.

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

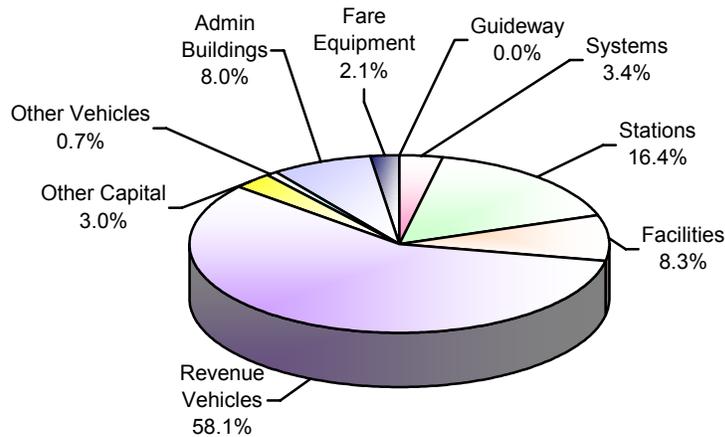
**UZAs with more than 1 Million Population**



**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**

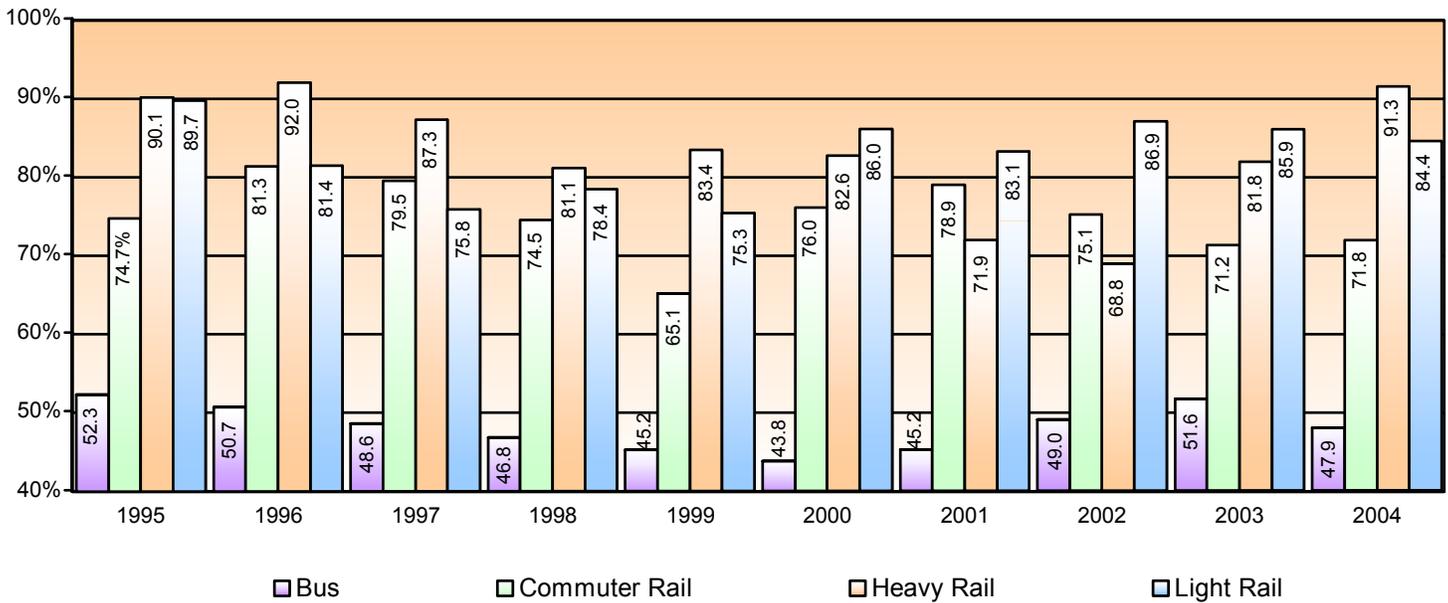
Bus systems dedicate less capital to revenue vehicles than rail systems. Generally, rail systems are located in high-density corridors within the larger metropolitan areas of the United States. The high levels of service supplied in these areas require large investments in transit infrastructure (e.g. 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.

## 2004 National Transit Summaries and Trends

Percent of Non-Revenue Vehicles by Mode 1993 — 2004



## 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.

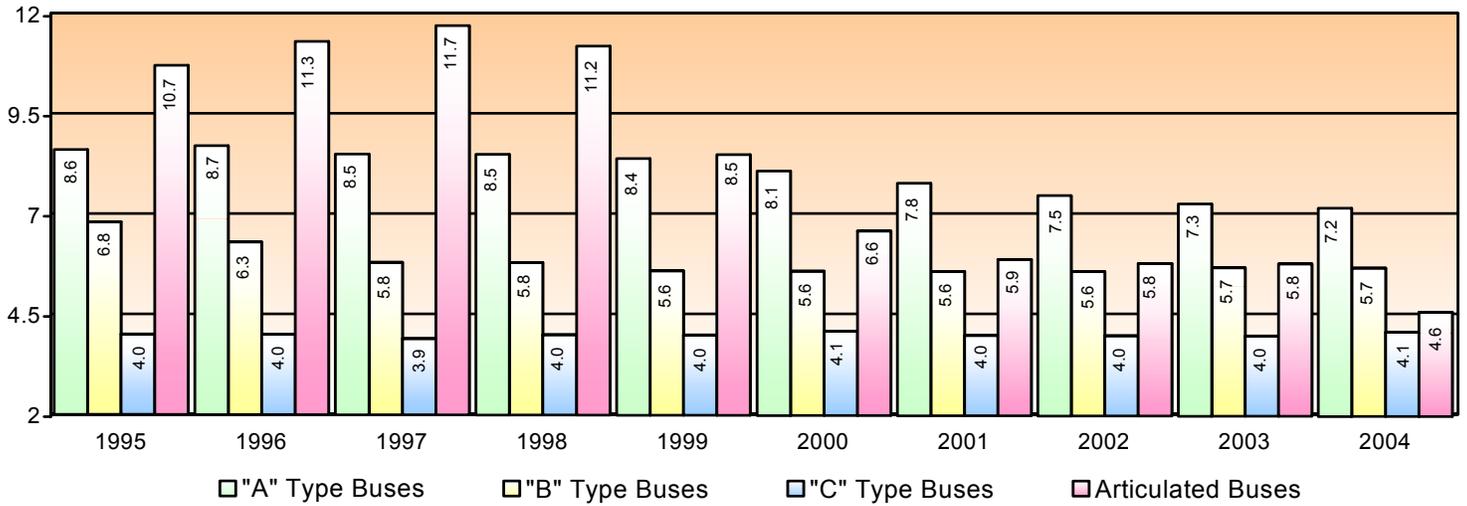
- Type "A" buses are equipped with more than 35 seats.
- Type "B" buses are equipped with 25-35 seats.
- Type "C" buses are equipped with 25 seats.
- Articulated buses are extra long buses that measure between 54 and 60 feet.

#### Comments

The average fleet age of type "C" buses have been stable over the last 10 years, while the average fleet age of large and medium buses decreased 17 percent and 16 percent respectively.

The average fleet age of articulated buses dropped significantly in the last 6 years (from 11.2 years old in 1998 to 4.6 years old in 2004).

Average Fleet Age (Years) by Vehicle Type 1995 — 2004

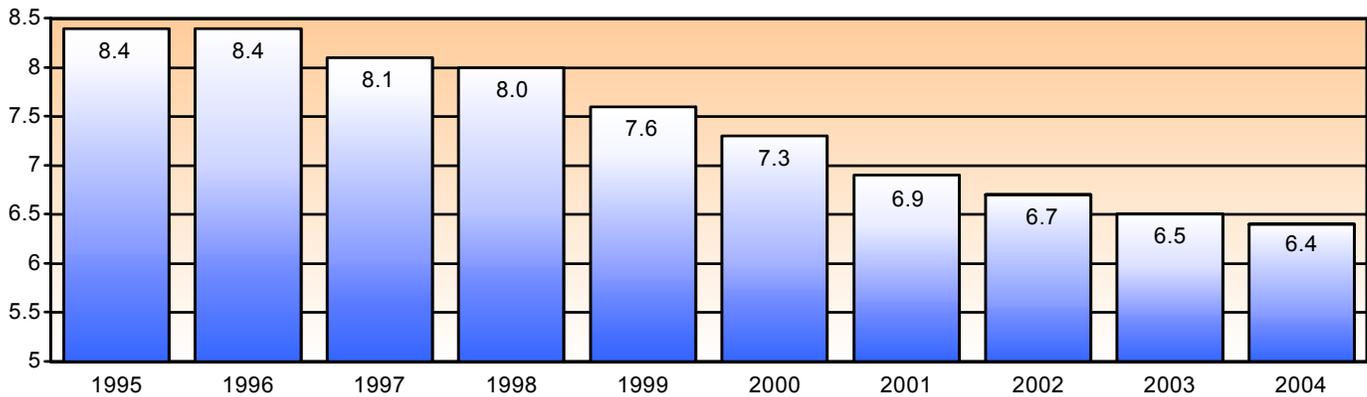


Age Distribution of Buses by Vehicle Type

Comments

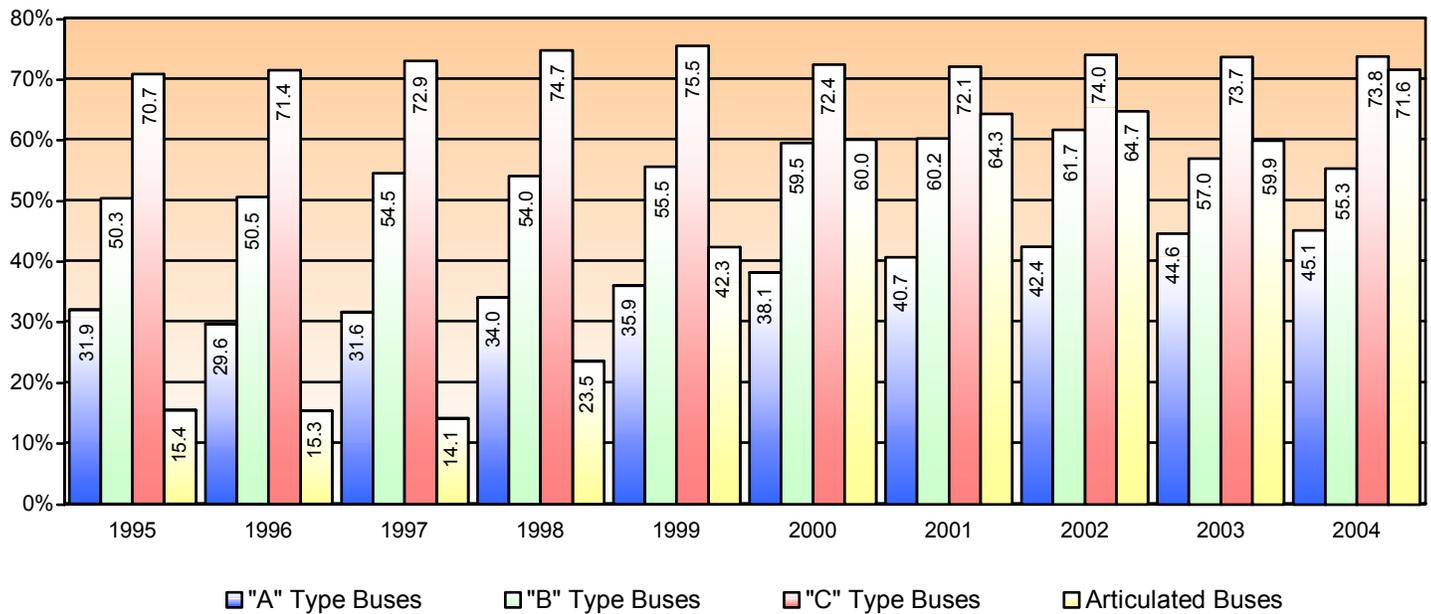
The share of articulated buses 5 years old or less increased from 23.5 percent in 1998 to 71.6 percent in 2004.

Average Bus Fleet Age (Years) 1995 — 2004



## 2004 National Transit Summaries and Trends

Percent of Bus Fleet 5 Years Old or Less by Vehicle Type 1995 — 2004



## Fixed Guideway Mileage

### Concepts

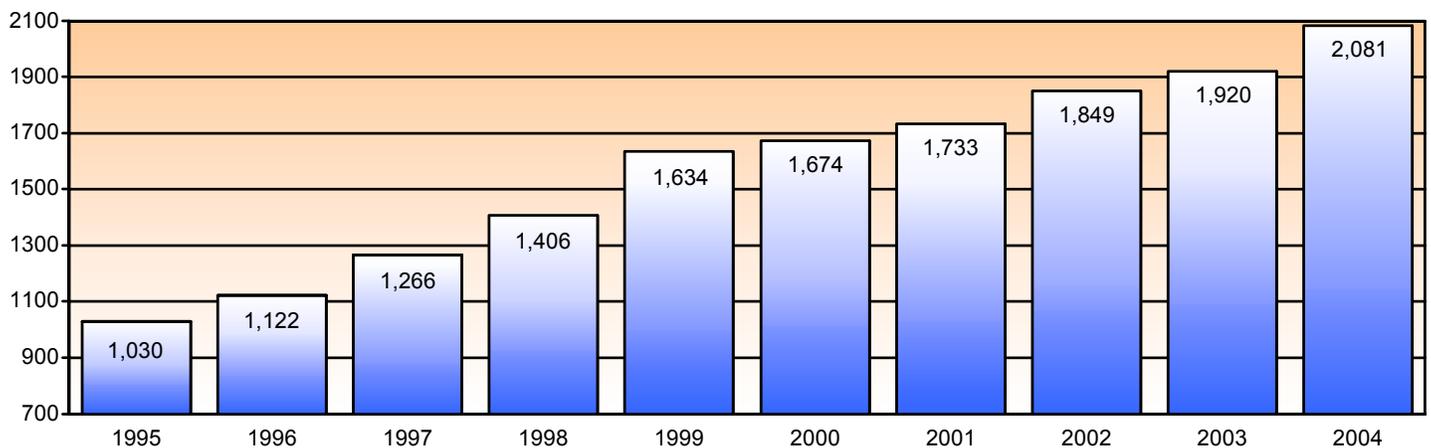
Fixed guideway directional route miles are the miles in each direction that transit vehicles travel while in revenue service on fixed guideways (not high occupancy vehicle lanes, transit malls, bus ways, or railtrack).

Fixed guideway mileage is a measure of the route path over a facility or 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.

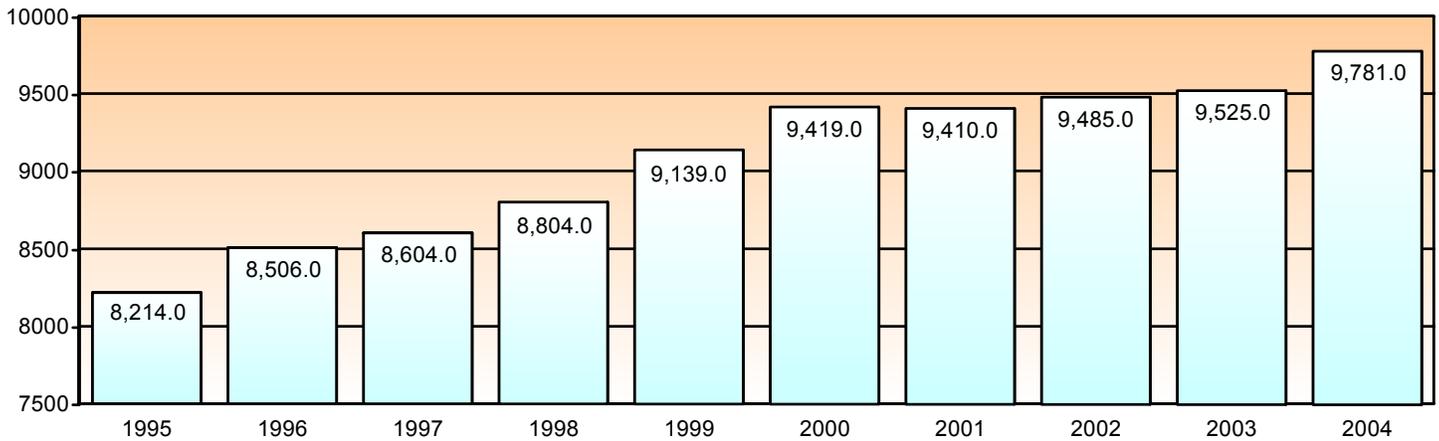
### Comments

Bus fixed guideway directional route miles increased by nearly 102 percent over the period, while rail modes increased 19 percent.

Fixed Guideway Mileage — Bus 1995 — 2004



Fixed Guideway Mileage — Rail Modes 1995 — 2004



Alternative Fuel Usage

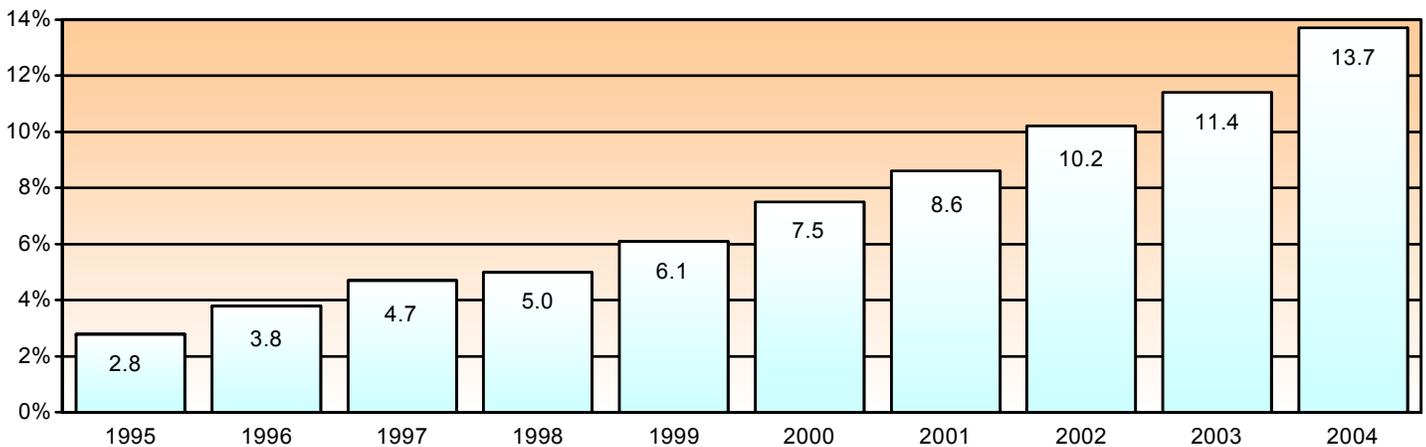
Concepts

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 2.8 percent in 1995 to 13.7 percent in 2004.

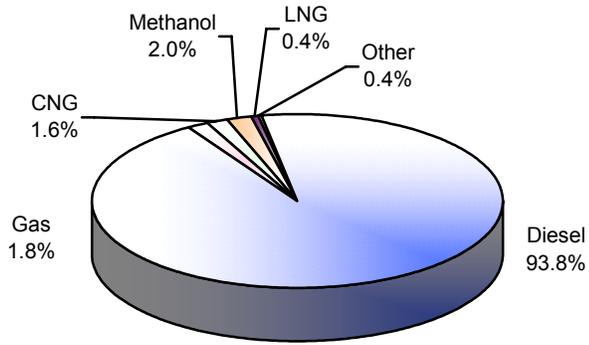
Percent of National Bus Fleet Using Alternative Fuels 1995 — 2004



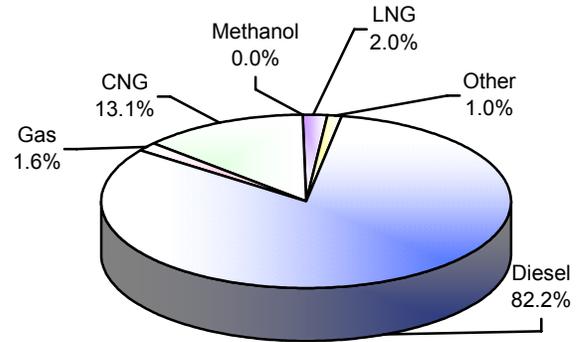
## 2004 National Transit Summaries and Trends

---

Percentage of Fuel Consumption for  
Non-Electric Modes — 1995



Percentage of Fuel Consumption for  
Non-Electric Modes — 2004



# 2004 National Transit Profile

## General Information (Millions)

### Service Consumption

Annual Passenger Miles	46,545.8
Annual Unlinked Trips	8,937.1
Average Weekday Unlinked Trips	30.2
Average Saturday Unlinked Trips	15.9
Average Sunday Unlinked Trips	11.6

### Service Supplied

Annual Vehicle Revenue Miles	3,547.9
Annual Vehicle Revenue Hours	239.9
Vehicles Operated in Maximum Service	95,654
Vehicles Available for Maximum Service	117,447

## Financial Information (Millions)

### Fare Revenues Earned

\$9,026.3

### Sources of Operating Funds Expended

Fare Revenues (34 %)	\$9,086.3
Local Funds (29%)	7,887.0
State Funds (22%)	6,036.1
Federal Assistance (8%) (**)	2,024.2
Other Funds (7%)	1,836.0

### Total Operating Funds Expended

\$26,869.6

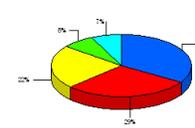
### Sources of Capital Funds Expended

Local Funds (46%)	\$5,772.4
State Funds (14%)	1,756.1
Federal Assistance (39%) (**)	4,930.2
Other Funds (1%)	170.3
<b>Total Capital Funds Expended</b>	<b>\$12,629.1</b>

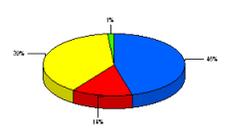
## Summary of Operating Expenses (Millions)

Salary, Wages and Benefits	\$18,166.2
Materials and Supplies	2,374.5
Purchased Transportation	2,595.7
Other Operating Expenses	2,290.3
<b>Total Operating Expenses</b>	<b>\$25,426.8</b>
Reconciling Cash Expenditures	\$1,188.1

Sources of Operating Funds Expended



Sources of Capital Funds Expended



## Vehicles Operated in Maximum Service and Uses of Capital Funds

	Directly Operated	Purchased Transportation	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	43,502	7,424	\$1,665.2	\$491.2	\$824.3	\$215.6	\$3,196.3
Heavy Rail	8,887	0	\$329.6	\$1,933.4	\$1,339.5	\$193.3	\$3,795.8
Commuter Rail	4,398	651	\$726.3	\$1,036.3	\$550.3	\$264.0	\$2,576.9
Demand Response	5,787	16,091	\$99.9	\$12.8	\$62.6	\$11.4	\$186.7
Light Rail	1,217	37	\$380.8	\$1,573.9	\$367.4	\$119.1	\$2,441.3
Ferryboat	58	43	\$93.5	\$1.6	\$147.1	\$14.8	\$257.1
Trolleybus	483	0	\$51.2	\$77.4	\$12.8	\$1.7	\$143.1
Cable Car	26	0	\$0.1	\$0.2	\$0.8	\$0.2	\$1.2
Vanpool	3,554	1,233	\$9.9	\$1.4	\$1.3	\$0.9	\$13.5
Automated Guideway	28	0	\$0.4	\$3.1	\$1.0	\$0.4	\$4.9
Publico	0	2,165	\$2.5	\$0.0	\$0.0	\$0.2	\$2.7
Aerial Tramway	2	0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Monorail	0	8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Inclined Plane	6	2	\$0.0	\$0.0	\$0.1	\$0.0	\$0.1
Alaska Railroad	41	0	\$2.3	\$4.7	\$1.4	\$0.1	\$8.5
Jitney	11	0	\$0.1	\$0.0	\$0.0	\$0.0	\$0.1
<b>Total</b>	<b>68,000</b>	<b>27,654</b>	<b>\$3,361.7</b>	<b>\$5,136.1</b>	<b>\$3,308.6</b>	<b>\$821.8</b>	<b>\$12,628.2</b>

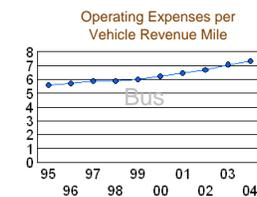
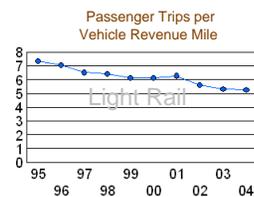
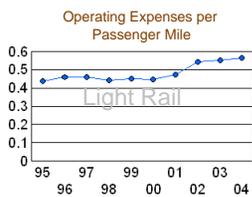
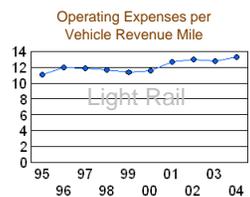
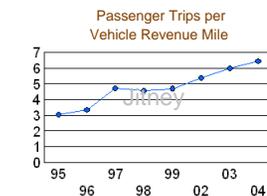
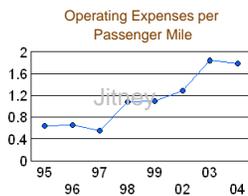
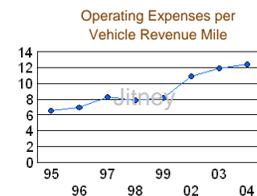
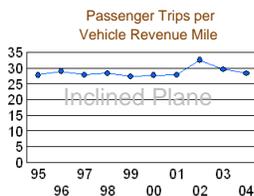
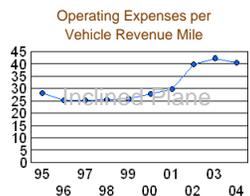
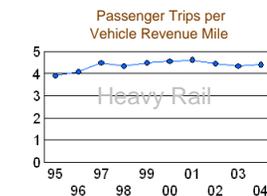
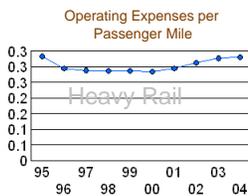
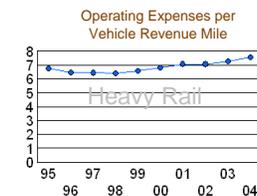
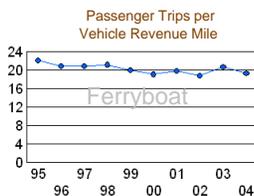
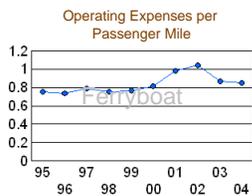
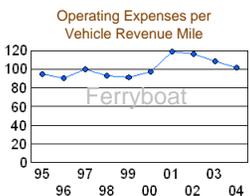
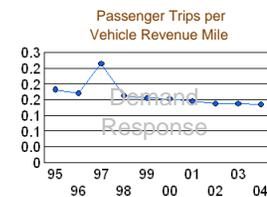
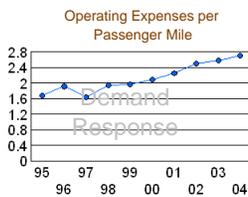
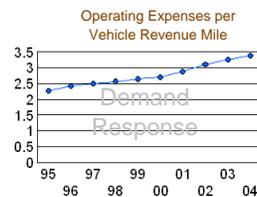
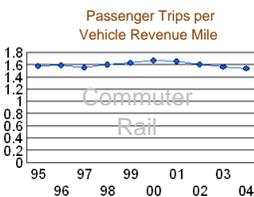
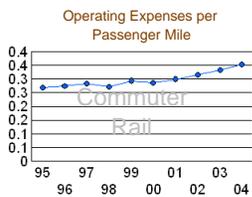
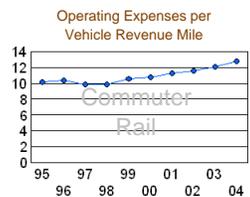
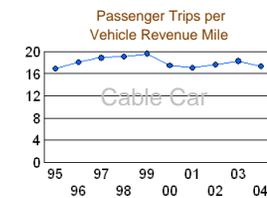
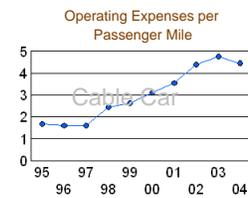
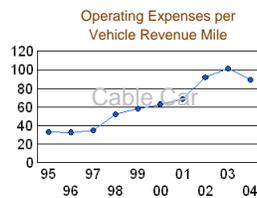
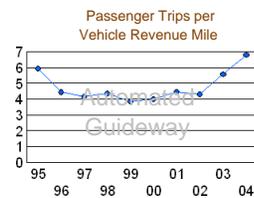
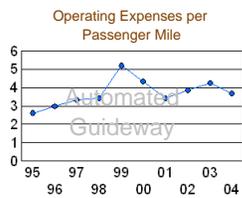
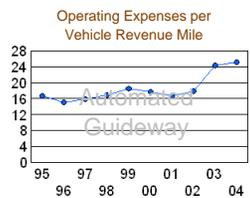
## Performance Measures

	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	\$7.3	\$93.3	\$0.7	\$2.7	2.7	34.5
Heavy Rail	\$7.6	\$154.3	\$0.3	\$1.7	4.4	89.6
Commuter Rail	\$12.8	\$403.1	\$0.4	\$8.3	1.5	48.5
Demand Response	\$3.4	\$48.9	\$2.7	\$22.9	0.1	2.1
Light Rail	\$13.3	\$206.1	\$0.6	\$2.5	5.3	81.3
Ferryboat	\$101.8	\$847.4	\$0.9	\$5.3	19.2	160.1
Trolleybus	\$14.2	\$112.6	\$1.1	\$1.7	8.1	64.5
Cable Car	\$89.4	\$288.7	\$4.4	\$5.1	17.4	56.1
Vanpool	\$0.7	\$27.4	\$0.1	\$3.8	0.2	7.1
Automated Guideway	\$25.2	\$255.0	\$3.7	\$3.7	6.8	68.8
Publico	\$1.0	\$8.9	\$0.2	\$1.0	1.1	9.4
Aerial Tramway	\$124.8	\$363.9	\$8.3	\$4.2	29.9	87.3
Monorail	\$13.4	\$148.3	\$2.2	\$1.9	6.9	76.4
Inclined Plane	\$40.5	\$113.7	\$3.8	\$1.4	28.4	79.8
Alaska Railroad	\$19.0	\$388.4	\$0.9	\$19.9	1.0	19.5
Jitney	\$12.5	\$74.4	\$1.8	\$1.9	6.4	38.4

## 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	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	\$13,789.5	\$3,845.6	\$3,196.3	18,920.9	1,884.5	5,094.4	147.8	2,924.2	61,319	6.6	50,926	1.6	21%
Heavy Rail	\$4,734.2	\$2,902.8	\$3,795.8	14,354.3	624.6	2,747.6	30.7	1,596.1	10,858	19.8	8,887	1.7	22%
Commuter Rail	\$3,436.4	\$1,615.8	\$2,576.9	9,715.3	268.8	413.9	8.5	6,875.4	6,130	19.8	5,049	1.8	21%
Demand Response	\$1,902.0	\$184.4	\$186.7	703.8	561.4	83.0	38.9	N/A	26,377	3.6	21,878	N/A	22%
Light Rail	\$887.4	\$232.8	\$2,441.3	1,576.2	66.6	349.9	4.3	1,187.1	1,622	15.3	1,254	1.6	29%
Ferryboat	\$304.0	\$90.8	\$257.1	357.0	3.0	57.4	0.4	623.0	101	20.7	115	1.3	14%
Trolleybus	\$184.9	\$55.4	\$143.1	173.2	13.0	105.9	1.6	424.7	483	8.5	597	1.3	24%
Cable Car	\$40.5	\$15.5	\$1.2	9.1	0.5	7.9	0.1	8.8	40	94.8	26	1.4	54%
Vanpool	\$57.1	\$29.8	\$13.5	458.6	78.4	14.9	2.1	N/A	5,578	2.9	4,787	N/A	17%
Automated Guideway	\$34.8	\$0.7	\$4.9	9.5	1.4	9.4	0.1	16.8	43	13.3	28	1.1	54%
Publico	\$47.0	\$46.4	\$2.7	263.9	45.5	49.3	5.3	N/A	4,641	N/A	2,165	N/A	114%
Aerial Tramway	\$2.9	\$1.2	\$0.0	0.3	0.0	0.7	0.0	1.2	2	28.0	2	1.0	0.0
Monorail	\$1.5	\$1.0	\$0.0	0.7	0.1	0.8	0.0	1.8	8.0	42.0	8	2.0	0%
Inclined Plane	\$2.2	\$2.8	\$0.1	0.6	0.1	1.6	0.0	2.8	8.0	74.5	8	1.0	0%
Alaska Railroad	\$1.9	\$0.9	\$8.5	2.1	0.1	0.1	0.0	92.4	97.0	22.6	41	0.0	137%
Jitney	\$0.6	\$0.3	\$0.1	0.3	0.0	0.3	0.0	N/A	12.0	6.1	11	N/A	9%
<b>Total</b>	<b>\$25,426.8</b>	<b>\$9,026.3</b>	<b>\$12,628.2</b>	<b>46,545.8</b>	<b>3,547.9</b>	<b>8,937.1</b>	<b>239.9</b>	<b>13,754.3</b>	<b>117,447</b>		<b>95,654</b>		

(\*) 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	UZA Name	UZA Population	State	Directional Route Miles	Vehicle Revenue Miles (Millions)	Passenger Miles (Millions)	Operating Expense (Millions)	Recovery Ratio (Fare Revenues per Operating Funds Expended)
1	New York-Newark, NY-NJ-CT	17,799,861	NY	2,511.1	795.3	17,757.1	7,797.5	50.3%
2	Los Angeles-Long Beach-Santa Ana, CA	11,789,487	CA	739.9	214.3	2,746.3	1,512.2	23.6%
3	Chicago, IL-IN	8,307,904	IL	1,230.7	220.1	3,682.1	1,730.2	40.5%
4	Philadelphia, PA-NJ-DE-MD	5,149,079	PA	824.2	113.3	1,771.8	998.8	37.5%
5	Miami, FL	4,919,036	FL	257.7	93.3	756.8	523.5	17.8%
6	Dallas-Fort Worth-Arlington, TX	4,145,659	TX	228.7	54.0	434.9	322.4	10.4%
7	Boston, MA-NH-RI	4,032,484	MA	850.1	89.6	1,860.9	856.7	28.2%
8	Washington, DC-VA-MD	3,933,920	DC	806.4	148.4	2,468.6	1,216.3	42.0%
9	Detroit, MI	3,903,377	MI	2.9	33.7	241.2	287.2	11.3%
10	Houston, TX	3,822,509	TX	183.7	61.4	565.8	290.9	16.7%
11	Atlanta, GA	3,499,840	GA	180.4	60.7	802.7	331.9	24.9%
12	San Francisco-Oakland, CA	3,228,605	CA	771.0	130.1	1,880.5	1,209.7	29.2%
13	Phoenix-Mesa, AZ	2,907,049	AZ	92.1	37.7	224.2	171.4	17.5%
14	Seattle, WA	2,712,205	WA	643.9	89.5	965.3	700.2	21.0%
15	San Diego, CA	2,674,436	CA	233.4	49.6	514.8	241.7	36.4%
16	Minneapolis-St. Paul, MN	2,388,593	MN	276.5	41.1	318.3	265.4	20.6%
17	St. Louis, MO-IL	2,077,662	MO	84.9	32.8	282.3	179.4	19.4%
18	Baltimore, MD	2,076,354	MD	225.7	34.4	456.8	304.9	30.8%
19	Tampa-St. Petersburg, FL	2,062,339	FL	5.9	19.9	105.8	86.1	20.3%
20	Denver-Aurora, CO	1,984,889	CO	57.0	47.0	372.0	246.4	19.5%

## 2004 National Transit Summaries and Trends

UZA	UZA Name	UZA Population	State	Directional Route Miles	Vehicle Revenue Miles (Millions)	Passenger Miles (Millions)	Operating Expense (Millions)	Recovery Ratio (Fare Revenues per Operating Funds Expended)
21	Cleveland, OH	1,786,647	OH	68.5	30.8	254.6	227.6	17.1%
22	Pittsburgh, PA	1,753,136	PA	92.8	45.2	315.3	296.4	24.2%
23	Portland, OR-WA	1,583,138	OR	93.4	41.6	473.1	289.2	19.7%
24	San Jose, CA	1,538,312	CA	337.5	26.3	226.4	290.1	10.9%
25	Riverside-San Bernardino, CA	1,506,816	CA	124.4	16.2	122.0	87.4	17.5%
26	Cincinnati, OH-KY-IN	1,503,262	OH	0.1	17.9	156.2	87.5	26.5%
27	Virginia Beach, VA	1,394,439	VA	33.5	12.7	93.0	53.8	28.6%
28	Sacramento, CA	1,393,498	CA	50.1	16.3	141.2	126.7	19.1%
29	Kansas City, MO-KS	1,361,744	MO	1.1	11.9	55.8	61.9	13.4%
30	San Antonio, TX	1,327,554	TX	0.0	25.3	160.5	98.8	14.4%
31	Las Vegas, NV	1,314,357	NV	0.0	20.2	188.6	99.5	37.5%
32	Milwaukee, WI	1,308,913	WI	10.7	26.5	177.6	149.6	28.3%
33	Indianapolis, IN	1,218,919	IN	0.0	8.9	47.3	38.9	19.4%
34	Providence, RI-MA	1,174,548	RI	34.3	13.7	108.8	90.3	19.7%
35	Orlando, FL	1,157,431	FL	2.5	20.5	144.6	77.8	19.1%
36	Columbus, OH	1,133,193	OH	0.0	10.3	49.7	71.0	16.5%
37	New Orleans, LA	1,009,283	LA	32.2	16.3	134.7	139.9	30.2%
38	Buffalo, NY	976,703	NY	12.4	9.8	70.1	85.3	25.0%
39	Memphis, TN-MS-AR	972,091	TN	6.8	9.2	72.5	46.6	19.5%
40	Austin, TX	901,920	TX	0.0	18.0	121.3	110.8	3.1%
41	Bridgeport-Stamford, CT-NY	888,890	CT	51.0	10.2	192.8	79.5	30.9%
42	Salt Lake City, UT	887,650	UT	67.7	18.2	124.4	88.3	14.4%

## 2004 National Transit Summaries and Trends

UZA	UZA Name	UZA Population	State	Directional Route Miles	Vehicle Revenue Miles (Millions)	Passenger Miles (Millions)	Operating Expense (Millions)	Recovery Ratio (Fare Revenues per Operating Funds Expended)
43	Jacksonville, FL	882,295	FL	5.4	16.0	65.8	66.1	29.5%
44	Louisville, KY-IN	863,582	KY	0.0	10.6	57.3	52.1	10.6%
45	Hartford, CT	851,535	CT	39.3	10.9	53.5	47.1	24.6%
46	Richmond, VA	818,836	VA	0.0	7.8	44.2	32.6	25.1%
47	Charlotte, NC-SC	758,927	NC	5.6	13.3	90.1	60.9	14.5%
48	Nashville-Davidson, TN	749,935	TN	0.0	5.4	27.5	29.4	23.6%
49	Oklahoma City, OK	747,003	OK	0.0	4.2	12.0	15.1	12.3%
50	Tucson, AZ	720,425	AZ	0.0	9.1	62.7	44.9	17.3%
51	Honolulu, HI	718,182	HI	35.9	22.0	277.2	133.4	26.4%
52	Dayton, OH	703,444	OH	123.6	10.9	47.6	57.2	13.7%
53	Rochester, NY	694,396	NY	0.0	7.0	45.7	48.0	28.6%
54	El Paso, TX-NM	674,801	TX	0.0	8.9	62.2	38.9	15.2%
55	Birmingham, AL	663,615	AL	0.0	3.9	20.9	14.5	15.2%
56	Omaha, NE-IA	626,623	NE	0.0	4.4	17.5	17.9	21.5%
57	Albuquerque, NM	598,191	NM	0.0	5.0	21.5	24.9	12.7%
58	Allentown-Bethlehem, PA-NJ	576,408	PA	0.0	6.3	23.3	21.4	15.1%
59	Springfield, MA-CT	573,610	MA	0.0	8.2	42.8	32.0	18.6%
60	Akron, OH	570,215	OH	0.0	5.5	26.1	30.6	9.4%
61	Sarasota-Bradenton, FL	559,229	FL	0.0	4.8	13.5	16.2	7.4%
62	Albany, NY	558,947	NY	0.0	7.8	60.0	48.9	18.4%
63	Tulsa, OK	558,329	OK	0.0	3.6	16.0	13.5	13.4%
64	Fresno, CA	554,923	CA	0.0	5.0	32.2	30.3	24.4%

## 2004 National Transit Summaries and Trends

UZA	UZA Name	UZA Population	State	Directional Route Miles	Vehicle Revenue Miles (Millions)	Passenger Miles (Millions)	Operating Expense (Millions)	Recovery Ratio (Fare Revenues per Operating Funds Expended)
65	Concord, CA	552,624	CA	62.3	21.4	317.7	123.7	17.3%
66	Raleigh, NC	541,527	NC	0.0	4.1	20.8	16.2	14.2%
67	Grand Rapids, MI	539,080	MI	0.0	5.6	24.4	23.1	15.0%
68	Mission Viejo, CA	533,015	CA	51.4	4.4	36.0	27.4	N/A
69	New Haven, CT	531,314	CT	152.2	9.6	194.5	80.5	21.4%
70	McAllen, TX	523,144	TX	0.0	0.4	1.1	1.5	14.2%
71	Toledo, OH-MI	503,008	OH	1.0	5.1	22.8	25.5	19.6%
72	Baton Rouge, LA	479,019	LA	0.0	3.5	16.3	11.0	31.1%
73	Colorado Springs, CO	466,122	CO	0.0	3.7	10.5	9.7	19.7%
74	Worcester, MA-CT	429,882	MA	25.9	3.8	20.5	24.6	16.0%
75	Charleston-North Charleston, SC	423,410	SC	0.0	1.1	11.6	5.7	20.3%
76	Wichita, KS	422,301	KS	0.0	3.4	11.2	8.8	100.0%
77	Columbia, SC	420,537	SC	0.0	2.7	15.4	11.5	64.9%
78	Knoxville, TN	419,830	TN	0.0	3.0	7.2	11.5	7.9%
79	Ogden-Layton, UT	417,933	UT	0.0	4.8	18.7	19.4	N/A
80	Youngstown, OH-PA	417,437	OH	0.0	1.7	5.9	8.5	9.9%
81	Syracuse, NY	402,267	NY	0.0	4.7	32.2	33.7	21.2%
82	Bakersfield, CA	396,125	CA	0.0	3.9	30.6	16.3	22.6%
83	Palm Bay-Melbourne, FL	393,289	FL	0.0	3.2	16.1	7.6	25.6%
84	Scranton, PA	385,237	PA	0.0	2.2	16.2	10.2	13.8%
85	Des Moines, IA	370,505	IA	0.0	4.1	23.8	12.5	40.5%
86	Flint, MI	365,096	MI	0.0	6.3	17.6	18.7	11.5%

## 2004 National Transit Summaries and Trends

UZA	UZA Name	UZA Population	State	Directional Route Miles	Vehicle Revenue Miles (Millions)	Passenger Miles (Millions)	Operating Expense (Millions)	Recovery Ratio (Fare Revenues per Operating Funds Expended)
87	Harrisburg, PA	362,782	PA	28.8	3.0	11.5	14.2	24.7%
88	Little Rock, AR	360,331	AR	0.5	2.8	7.8	10.1	15.5%
89	Poughkeepsie-Newburgh, NY	351,982	NY	33.5	12.5	221.4	61.2	21.3%
90	Chattanooga, TN-GA	343,509	TN	2.0	2.1	11.3	11.7	25.7%
91	Oxnard, CA	337,591	CA	54.0	3.8	32.0	16.9	19.7%
92	Augusta-Richmond County, GA-SC	335,630	GA	0.0	0.8	4.9	3.1	23.1%
93	Spokane, WA-ID	334,858	WA	0.0	7.6	40.7	36.0	12.1%
94	Cape Coral, FL	329,757	FL	0.0	3.4	11.3	10.8	12.7%
95	Madison, WI	329,533	WI	12.5	6.3	35.3	38.1	16.9%
96	Pensacola, FL-AL	323,783	FL	0.0	1.8	7.2	6.6	13.2%
97	Lancaster, PA	323,554	PA	0.0	3.1	11.7	9.9	19.7%
98	Mobile, AL	317,605	AL	0.0	1.9	6.0	6.7	12.9%
99	Stockton, CA	313,392	CA	60.5	4.9	45.9	29.3	19.2%
100	Modesto, CA	310,945	CA	0.0	2.1	11.3	8.9	21.9%
101	Reno, NV	303,689	NV	0.0	4.5	25.7	24.2	41.4%
102	Provo-Orem, UT	303,680	UT	0.0	3.8	14.7	14.6	26.0%
103	Greenville, SC	302,194	SC	0.0	0.6	3.3	2.3	23.4%
104	Lansing, MI	300,032	MI	0.0	5.0	25.5	27.5	10.7%
105	Denton-Lewisville, TX	299,823	TX	0.0	0.8	1.2	1.8	8.7%
106	Winston-Salem, NC	299,290	NC	0.0	2.0	5.9	8.4	25.1%
107	Corpus Christi, TX	293,925	TX	0.6	4.2	21.5	17.3	5.5%
108	Jackson, MS	292,637	MS	0.0	1.2	1.5	5.9	7.5%

## 2004 National Transit Summaries and Trends

UZA	UZA Name	UZA Population	State	Directional Route Miles	Vehicle Revenue Miles (Millions)	Passenger Miles (Millions)	Operating Expense (Millions)	Recovery Ratio (Fare Revenues per Operating Funds Expended)
109	Durham, NC	287,796	NC	0.0	6.5	33.0	23.7	12.2%
110	Fort Wayne, IN	287,759	IN	0.0	1.6	5.8	7.6	12.1%
111	Santa Rosa, CA	285,408	CA	0.0	2.6	15.9	14.2	17.7%
112	Ann Arbor, MI	283,904	MI	0.0	4.6	25.5	24.8	17.2%
113	South Bend, IN-MI	276,498	IN	28.9	2.1	9.5	9.3	13.7%
114	Fayetteville, NC	276,368	NC	0.0	1.2	4.2	3.9	11.2%
115	Shreveport, LA	275,213	LA	0.0	2.4	13.3	8.5	22.8%
116	Boise City, ID	272,625	ID	0.0	1.1	3.7	6.5	11.1%
117	Port St. Lucie, FL	270,774	FL	0.0	1.2	3.3	4.2	1.9%
118	Davenport, IA-IL	270,626	IA	0.0	3.3	11.9	14.5	9.0%
119	Rockford, IL	270,414	IL	0.0	1.6	5.9	8.3	11.6%
120	Trenton, NJ	268,472	NJ	25.0	5.2	83.7	50.6	N/A
121	Greensboro, NC	267,884	NC	0.0	2.2	8.5	9.6	11.1%
122	Canton, OH	266,595	OH	0.0	3.7	8.8	13.1	4.6%
123	Lancaster-Palmdale, CA	263,532	CA	70.8	3.2	47.8	18.0	28.8%
124	Daytona Beach-Port Orange, FL	255,353	FL	0.0	4.1	17.9	10.9	31.7%
125	Indio-Cathedral City-Palm Springs, CA	254,856	CA	0.0	3.0	30.0	16.7	16.5%
126	Lexington-Fayette, KY	250,994	KY	0.0	2.1	13.4	10.0	13.8%
127	Peoria, IL	247,172	IL	0.0	2.3	12.0	11.8	11.8%
128	Barnstable Town, MA	243,667	MA	0.0	3.7	7.7	9.5	10.1%
129	Columbus, GA-AL	242,324	GA	0.0	1.1	4.0	3.0	16.8%

## 2004 National Transit Summaries and Trends

UZA	UZA Name	UZA Population	State	Directional Route Miles	Vehicle Revenue Miles (Millions)	Passenger Miles (Millions)	Operating Expense (Millions)	Recovery Ratio (Fare Revenues per Operating Funds Expended)
130	Reading, PA	240,264	PA	0.0	2.2	7.2	10.8	21.6%
131	Temecula-Murrieta, CA	229,810	CA	0.0	1.6	3.3	3.5	N/A
132	Atlantic City, NJ	227,180	NJ	34.0	7.7	100.8	61.1	N/A
134	Lincoln, NE	226,582	NE	0.0	1.7	4.9	7.8	17.5%
135	Anchorage, AK	225,744	AK	92.4	3.9	23.8	21.8	20.9%
136	Eugene, OR	224,049	OR	0.0	4.2	33.1	25.4	17.7%
137	Asheville, NC	221,570	NC	0.0	1.0	2.6	3.4	20.5%
138	Bonita Springs-Naples, FL	221,251	FL	0.0	0.2	0.6	0.6	N/A
139	Antioch, CA	217,591	CA	25.6	5.2	63.2	27.2	15.8%
140	Springfield, MO	215,004	MO	0.0	1.3	5.6	5.8	8.7%
141	Huntsville, AL	213,253	AL	0.0	1.0	2.2	2.2	12.6%
142	Evansville, IN-KY	211,989	IN	0.0	1.3	0.1	5.2	15.5%
143	Thousand Oaks, CA	210,990	CA	24.2	0.8	5.3	5.2	7.9%
144	Savannah, GA	208,886	GA	1.4	2.9	12.3	12.0	16.4%
145	Salem, OR	207,229	OR	0.0	3.5	17.4	18.4	10.0%
146	Fort Collins, CO	206,757	CO	0.0	1.3	4.2	7.3	14.9%
147	Gulfport-Biloxi, MS	205,754	MS	0.0	1.1	3.4	3.4	22.4%
148	Tallahassee, FL	204,260	FL	0.0	2.1	10.7	10.8	39.8%
149	Lubbock, TX	202,225	TX	0.0	2.0	17.3	7.0	38.1%
150	Victorville-Hesperia-Apple Valley, CA	200,436	CA	0.0	2.4	12.2	7.0	16.5%
500	San Juan, PR	2,216,616	PR	20.5	43.5	343.4	108.4	0.3%
501	Aguadilla-Isabela-San Sebastian, PR	299,086	PR	0.0	5.9	17.9	4.1	N/A

## 2004 National Transit Summaries and Trends

UZA	UZA Name	UZA Population	State	Directional Route Miles	Vehicle Revenue Miles (Millions)	Passenger Miles (Millions)	Operating Expense (Millions)	Recovery Ratio (Fare Revenues per Operating Funds Expended)
	UZAs Over 200,000 Population			N/A	3,311.3	45,312.2	24,375.1	34.3%
	UZAs under 200,000 Population and Non-UZAs			N/A	236.6	1,233.6	1,051.7	19.3%
	National Total			13,754.3	3,547.9	46,545.8	25,426.8	33.8%

(\*) 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 shown.

## Aggregate Data by Forms

## Sources of Funds - Funds Expended &amp; Funds Earned form (F-10) (Millions)

	a Sources of Directly Generated Funds by Transit Agency	c Funds Earned During Period	d Funds Expended on Operations	e Funds Expended on Capital
01	<b>Passenger Fares for Directly Operated Service (*)</b>			
	Alaska railroad	\$0.9		
	Aerial tramway	\$1.2		
	Automated guideway	\$0.7		
	Bus	\$3,484.1		
	Cable car	\$15.5		
	Commuter rail	\$1,485.1		
	Demand response	\$68.4		
	Ferryboat	\$67.5		
	Heavy rail	\$2,902.8		
	Inclined plane	\$2.3		
	Jitney	\$0.3		
	Light rail	\$227.1		
	Trolleybus	\$55.3		
	Vanpool	\$20.0		
02	<b>Total All Directly Operated Modes</b>	\$8,331.1	\$8,374.0	\$27.0
03	<b>Passenger Fares for Purchased Transportation Service (*)</b>			
	Bus	\$529.4		
	Commuter rail	\$130.8		
	Demand response	\$129.8		
	Ferryboat	\$23.4		
	Inclined plane	\$0.5		
	Light rail	\$5.7		
	Monorail	\$1.0		
	Publico	\$46.4		
	Trolleybus	\$0.1		
	Vanpool	\$11.6		
04	<b>Total All Purchased Transportation Modes</b>	\$878.6	\$896.0	\$0.0
05	<b>Park and Ride Parking Revenue</b>	\$64.0		
06	<b>Other Transportation Revenues</b>	\$132.0		
	<b>Auxiliary Transportation Funds</b>			
07	Concessions	\$40.0		
08	Advertising revenues	\$292.0		
09	Other	\$141.0		
10	<b>Total Auxiliary Transportation Funds</b>	\$473.0		
11	<b>Non-Transportation Funds</b>	\$841.0		

## 2004 National Transit Summaries and Trends

12	<b>Total Park and Ride, Other Transportation, Auxiliary and Non-Transportation Revenues</b>	\$1,510.0	\$1,387.0	\$103.0
13	<b>Revenues Accrued through a Purchased transportation Agreement (**)</b>	\$463.0	\$447.0	\$0.0
14	<b>Bonds and Loans</b>	\$824.0	\$40.0	\$866.0
<b>Contributed Services</b>				
15	State and local government	\$20.0	\$33.0	\$2.0
16	Contra account for expenses	\$(20.0)	\$(33.0)	\$(2.0)
17	Net contributed services	\$0.0	\$0.0	\$0.0
18	<b>Subsidy from Other Sectors of Operations</b>	\$305.0	\$270.0	\$37.0
<b>Sources of Directly Generated Funds by Transit Agencies – Independent Political Entities</b>				
<b>Dedicated Taxes</b>				
20	Income taxes	\$0.0	\$0.0	\$0.0
21	Sales taxes	\$2,154.0	\$1,557.0	\$697.0
22	Property taxes	\$292.0	\$244.0	\$34.0
23	Gasoline taxes	\$6.0	\$5	\$1.0
24	Other Taxes	\$260.0	\$189.0	\$70.0
25	Bridge tunnels and highway tolls	\$196.0	\$196.0	\$0.0
26	High occupancy tolls	\$2.0	\$0.0	\$0.0
27	Other dedicated funds	\$1,691.0	\$95.0	\$1,808.0
28	<b>Total Funds Dedicated to Transit at their Source</b>	\$4,602.0	\$2,287.0	\$2,611.0
29	Other dedicated funds	\$10.0	\$29.0	\$3.0
30	<b>Total Directly Generated Funds (***)</b>	\$18,433.0	\$13,730.0	\$3,647.0
31	<b>Bond and Loan Payments</b>		N/A	N/A
	<b>a</b>	<b>c</b>	<b>d</b>	<b>e</b>
	<b>Local Government Sources of Funds</b>	<b>Funds Earned During Period</b>	<b>Funds Expended on Operations</b>	<b>Funds Expended on Capital</b>
32	<b>Funds Allocated to Transit out of the General Revenues of the Government Entity</b>	\$2,628.0	\$2,168.0	\$525.0
<b>Funds Dedicated to Transit at their Source</b>				
33	Income taxes	\$99.0	\$96.0	\$2.0
34	Sales taxes	\$2,581.0	\$1,960.0	\$550.0
35	Property taxes	\$213.0	\$205.0	\$7.0
36	Gasoline taxes	\$142.0	\$137.0	\$5.0
37	Other taxes	\$530.0	\$521.0	\$4.0
38	Bridge tunnels and highway tolls	\$126.0	\$125.0	\$1.0
39	High occupancy tolls	\$0.0	\$0.0	\$0.0
40	Other dedicated funds	\$508.0	\$247.0	\$268.0
41	<b>Total Funds Dedicated to Transit at their Source</b>	\$6,827.0	\$3,816.0	\$836.0
42	<b>Other Funds</b>	\$650.0	\$101.0	\$935.0
43	<b>Total Local Funds</b>	\$7,476.0	\$5,560.0	\$2,296.0
44	<b>Bonds and Loan Payments</b>		N/A	N/A

## 2004 National Transit Summaries and Trends

	a	c	d	e
	<b>State Government Sources of Funds</b>	<b>Funds Earned During Period</b>	<b>Funds Expended on Operations</b>	<b>Funds Expended on Capital</b>
45	<b>Funds Allocated to Transit out of the General Revenues of the Government Entity</b>	\$2,093.0	\$1,658.0	\$385.0
	<b>Funds Dedicated to Transit at their Source</b>			
46	Income taxes	\$245.0	\$169.0	\$18.0
47	Sales taxes	\$2,311.0	\$1,928.0	\$178.0
48	Property taxes	\$63.0	\$0.0	\$63.0
49	Gasoline taxes	\$562.0	\$433.0	\$72.0
50	Other taxes	\$1,017.0	\$899.0	\$145.0
51	Bridge tunnels and highway tolls	\$48.0	\$24.0	\$24.0
52	High occupancy tolls	\$0.0	\$0.0	\$0.0
53	Other dedicated funds	\$1,029.0	\$403.0	\$630.0
54	<b>Total Funds Dedicated to Transit at Their Source</b>	\$7,368.0	\$5,514.0	\$1,515.0
55	<b>Other Funds</b>	\$759.0	\$523.0	\$242.0
56	<b>Total State Funds</b>	\$8,127.0	\$6,036.0	\$1,756.0
57	<b>Bonds and Loan Payments</b>		N/A	N/A
	a	c	d	e
	<b>Federal Government Sources of Funds</b>	<b>Funds Earned During Period</b>	<b>Funds Expended on Operations</b>	<b>Funds Expended on Capital</b>
	<b>Funds Received from FTA</b>			
58	<b>FTA Capital Program Funds (5309)</b>	\$2,340.0	\$87.0	\$2,262.0
	<b>FTA Urbanized Area Formula Program Funds (5307)</b>			
59	<b>FTA UAFP Funds</b>	\$3,781.0		
60	<b>FTA UAFP Funds – spent on capital projects</b>			\$2,312.0
61	<b>FTA UAFP Funds – eligible operating assistance</b>		\$477.0	
62	<b>FTA UAFP Funds – capital assistance spent on operations (including maintenance expenses)</b>		\$997.0	
63	<b>Other FTA Funds</b>	\$263.0		
64	<b>Other FTA Funds – spent on capital projects</b>			\$226.0
65	<b>Other FTA Funds – eligible operating assistance</b>		\$45.0	
66	<b>Other FTA Funds – capital assistance spent on operations (including maintenance expenses)</b>		\$110.0	
67	<b>Total FTA Funds</b>	\$6,384.0	\$1,716.0	\$4,800.0
68	<b>Funds Received from other USDOT Grant Programs</b>	\$317.0	\$286.0	\$39.0
69	<b>Other Federal Funds</b>	\$113.0	\$22.0	\$91.0
70	<b>Total Federal Funds</b>	\$6,14.0	\$2,024.0	\$4,930.0
71	<b>Total Bonds and Loan Payments</b>		N/A	N/A
	<b>Total Funds (***)</b>	\$40,850.0	\$27,351.0	\$12,629.0

(\*) Includes some double counting: both the sellers and buyers report fare revenues for sellers filing their own reports.

(\*\*) 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.

## 2004 National Transit Summaries and Trends

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

Mode	a Guideway	b Passenger Stations	c Administrative Buildings	d Maintenance Buildings	e Revenue Vehicles	f Service Vehicles (non- revenue)	g Fare Revenue Collection Equipment	h Systems	i Other	j Total
Aerial tramway	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Alaska railroad	\$4.7	\$1.4	\$0.0	\$0.0	\$2.3	\$0.1	\$0.0	\$0.0	\$0.0	\$8.5
Automated guideway	\$0.0	\$0.9	\$0.0	\$0.1	\$0.4	\$0.1	\$0.0	\$3.1	\$0.4	\$4.9
Bus	\$211.3	\$295.9	\$101.7	\$426.8	\$1,665.2	\$25.0	\$60.8	\$219.2	\$190.6	\$3,196.3
Cable car	\$0.1	\$0.0	\$0.0	\$0.8	\$0.1	\$0.0	\$0.0	\$0.1	\$0.2	\$1.2
Commuter rail	\$936.6	\$389.9	\$4.4	\$155.9	\$726.3	\$4.2	\$16.2	\$83.5	\$259.8	\$2,576.9
Demand response	\$0.0	\$8.4	\$11.2	\$43.1	\$99.9	\$2.0	\$1.9	\$10.9	\$9.4	\$186.7
Ferryboat	\$0.0	\$145.4	\$0.1	\$1.7	\$93.5	\$0.0	\$1.3	\$0.3	\$14.8	\$257.1
Heavy rail	\$1,398.2	\$977.8	\$11.9	\$349.8	\$329.6	\$18.5	\$39.4	\$495.8	\$174.9	\$3,795.8
Inclined plane	\$0.0	\$0.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.1
Jitney	\$0.0	\$0.0	\$0.0	\$0.0	\$0.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.1
Light rail	\$1,413.9	\$240.2	\$0.7	\$126.5	\$380.8	\$3.6	\$10.5	\$149.5	\$115.5	\$2,441.3
Monorail	\$0.0	\$0.0	\$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	\$2.5	\$0.0	\$0.0	\$0.0	\$0.2	\$2.7
Trolleybus	\$71.5	\$0.7	\$0.0	\$12.0	\$51.2	\$0.3	\$1.1	\$4.8	\$1.4	\$143.1
Vanpool	\$0.0	\$0.8	\$0.5	\$0.0	\$9.9	\$0.1	\$0.0	\$1.4	\$0.8	\$13.5
<b>Total</b>	<b>\$4,036.3</b>	<b>\$2,061.6</b>	<b>\$130.4</b>	<b>\$1,116.7</b>	<b>\$3,361.7</b>	<b>\$53.8</b>	<b>\$131.2</b>	<b>\$968.5</b>	<b>\$768.0</b>	<b>\$12,628.2</b>

## 2004 National Transit Summaries and Trends

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

	<b>Expense Object Class</b>	<b>a Vehicle Operations 010 Total</b>	<b>b Vehicle Maintenance 041 Total</b>	<b>c Non-Vehicle Maintenance 042 Total</b>	<b>d General Administration 160 Total</b>	<b>e Total Modal Expenses</b>
	<b>Labor (501)</b>					
01	Operator's salaries and wages (01)	4,543.6	9.2	3.8	2.8	4,559.4
02	Other salaries and wages (02)	1,591.3	2,104.9	1,407.1	1,432.9	6,536.3
03	<b>Fringe Benefits (502)</b>	3,747.7	1,355.2	954.5	1,013.1	7,070.6
04	<b>Services (503)</b>	346.9	169.0	257.3	753.5	1,526.7
	<b>Materials and Supplies (504)</b>					
05	Fuel and lubricants (01)	797.9	43.1	3.7	2.1	846.8
06	Tires and tubes (02)	76.0	6.7	0.0	(5.1)	77.6
07	Other materials and supplies (99)	78.4	944.7	269.4	157.7	1,450.1
08	<b>Utilities (505)</b>	457.0	18.6	136.0	207.9	819.5
09	<b>Casualty and Liability (506)</b>	7.6	74.5	13.5	592.6	688.1
10	<b>Taxes (507)</b>	22.2	2.3	0.8	13.6	38.9
	<b>Purchased Transportation ( 508)</b>					
11	In report (01)	1,774.9	429.1	84.3	307.5	2,595.7
12	Filing separate report (02)	431.5	150.0	79.1	85.4	745.9
13	<b>Miscellaneous Expenses (509)</b>	163.5	25.8	34.5	231.3	455.1
14	<b>Expense Transfers (510)</b>	(176.1)	(141.2)	(430.2)	(490.4)	(1,238.0)
15	<b>Total Modal Expenses (*)</b>	13,862.5	5,191.8	2,813.6	4,304.8	26,172.7
16	<b>Americans with Disabilities Act of 1990 (ADA)-Related Expenses (DR only.)</b>					1,578.9

(\*) Includes double-counting

	<b>Reconciling Items</b>	<b>Funds Applied</b>	<b>Funds Not Applied</b>	<b>Total Expenses for Period</b>
17	<b>Interest Expenses (511)</b>	767.3	33.7	801.0
18	<b>Leases and Rentals (512)</b>	233.1	18.1	251.2
19	<b>Purchase Lease Agreement (514)</b>	31.2	0.6	31.8
20	<b>Related Parties Lease Agreement (515)</b>	2.3	(14.7)	(12.3)
21	<b>Depreciation (513)</b>	4.3	4,958.7	4,963.0
22	<b>Amortization of Intangibles (513.3)</b>	2.6	35.4	35.4
23	<b>Other Reconciling Items (516)</b>	149.9	265.7	415.7
24	<b>Total Reconciling Items</b>	1,188.1	5,297.6	6,485.7
25	<b>Americans with Disabilities Act of 1990 (ADA)-Related Expenses (DR only.)</b>	4.4	37.3	41.7
26	<b>Total Expenses from Published Reports for Transit Operations*</b>	27,360.8	533,499.6	32,658.4

(\*) Includes double-counting (Purchased transportation filing separate report)

## 2004 National Transit Summaries and Trends

---

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

	Time Classification	a	b
	Operating Time	Dollars (Millions)	Clock Hours (Thousands)
01	Platform time	\$2,775.7	134,047.0
02	Straight time and allowances	\$342.1	15,752.7
03	Premium time	\$226.6	25,377.3
04	<b>Total Operating Time</b>	\$3,344.4	
05	Non-Operating time	\$179.5	9,232.9
06	<b>Total Operating and Non-Operating Time</b>	\$3,523.9	

(\*) Directly operated service only.: reported by agencies operating more than 150 vehicles in maximum service.

Stations and Maintenance Facilities form (A-10)

		a	b	c	d	e	f	g
	<b>Passenger Stations</b>	<b>Number of Facilities</b>						
01	American with Disabilities Act of 1990 (ADA) accessible	3,153						
02	American with Disabilities Act of 1990 (ADA) non-accessible	1,349						
03	<b>Total Stations</b>	4,502						
04	<b>Number of Multi-Modal Stations</b>	1,205						
05	<b>Escalators</b>	2,057						
06	<b>Elevators</b>	1,674						
	<b>Maintenance Facilities (Directly Operated)</b>		<b>Leased from Another Public Agency</b>	<b>Leased from a Private Entity</b>				
	<b>General Purpose Maintenance Facilities</b>	<b>Owned</b>						<b>Total</b>
07	Serving under 200 vehicles	545	22	20				587
08	Serving 200 - 300 vehicles	91	11	2				104
09	Serving more than 300 vehicles	34	7	0				41
10	<b>Number of Heavy Maintenance Facilities</b>	63	2	4				69
11	<b>Total Maintenance Facilities</b>	732	42	26				800
	<b>Maintenance Facilities (Purchased Transportation)</b>				<b>Owned by Public Agency for Service Provider</b>	<b>Leased by Public Agency for Service Provider</b>	<b>Leased by Service Provider</b>	
	<b>General Purpose Maintenance Facilities</b>	<b>Owned</b>						<b>Total</b>
07	Serving under 200 vehicles	242			270	19	242	773
08	Serving 200 - 300 vehicles	2			2	1	2	7
09	Serving more than 300 vehicles	0			1	0	0	1
10	<b>Number of Heavy Maintenance Facilities</b>	5			11	4	5	25
11	<b>Total Maintenance Facilities</b>	249			284	24	249	806

## 2004 National Transit Summaries and Trends

### Transit Way Mileage form (A-20)

<b>Rail Modes</b>			
	<b>Guideway Classification</b>	<b>Miles of Track</b>	
01	At grade: Exclusive right-of-way	4,391.6	
02	At grade: With cross traffic	3,830.8	
03	At grade: Mixed and cross traffic	342.5	
04	Elevated-on-structure	635.3	
05	Elevated-on-fill	617.0	
06	Open-cut	174.6	
07	Subway	899.5	
08	<b>Total Miles</b>	10,891.3	
		<b>Crossings</b>	
09	At Grade Crossings: With cross traffic	4,101.0	
10	At Grade Crossings: Mixed and cross traffic	2,422.0	
	<b>Total Crossings</b>	6,523.0	
<b>Non-Rail</b>			
	<b>Guideway Classification</b>	<b>Lane Miles</b>	
12	Exclusive right-of-way	1,676.9	
13	Controlled access right-of-way	1,491.6	
	<b>Total Miles</b>	3,168.5	

**Service form (S-10) Rail Modes**

		a	b	c	d	e	f	g	h
<b>Maximum Service Vehicles</b>									
01	Vehicles operated in maximum service	15,301							
02	Vehicles available for maximum service	18,806							
		<b>Average Weekday</b>	<b>Average Saturday</b>	<b>Average Sunday</b>	<b>Annual Total</b>	<b>AM Peak</b>	<b>Midday</b>	<b>PM Peak</b>	<b>Other</b>
<b>Service Supplied</b>									
05	Trains in operation	2,721	1,758	2,664	1,179	2,749	1,595	1,391	
06	Passenger cars in operation	14,678	8,624	14,305	6,027	14,777	7,842	6,803	
07	Total actual train miles	585,855	378,940	324,085	187,931,985				
08	Total actual train hours	30,029	20,082	17,140	9,657,024				
09	Total actual train revenue miles	561,601	369,731	318,072	180,899,415				
10	Total actual train revenue hours	28,274	19,183	16,361	9,134,375				
11	Total actual passenger car miles	3,179,452	1,893,009	1,619,532	1,006,424,813				
12	Total actual passenger car revenue miles	3,028,587	1,836,869	1,570,248	962,070,931				
13	Total scheduled passenger car revenue miles	3,058,099	1,833,116	1,568,863	971,631,503				
14	Total actual passenger car hours	147,413	89,979	76,006	46,806,983				
15	Total actual passenger car revenue hours	137,630	85,514	72,195	43,822,486				
<b>Service Consumed</b>									
18	Unlinked passenger trips	11,590,729	6,157,608	4,458,794	3,531,112,594				
19	Passenger miles	86,087,327	40,504,468	28,955,196	25,667,704,167				
<b>Service Operated</b>									
21	Days schedule operated	17,647	3,282	3,298	24,227				
22	Days not operated due to strikes	50	10	10	70				
23	Days not operated due to officially declared emergencies	57	8	10	75				
<b>Directional Route Miles</b>									
27	Total	9,781							

## 2004 National Transit Summaries and Trends

### Service form (S-10) Non-Rail Modes

		a	b	c	d	e	f	g	h
<b>Maximum Service Vehicles</b>									
01	Vehicles operated in maximum service	80,353							
02	Vehicles available for maximum service	98,641							
		<b>Average Weekday</b>	<b>Average Saturday</b>	<b>Average Sunday</b>	<b>Annual Total</b>	<b>AM Peak</b>	<b>Midday</b>	<b>PM Peak</b>	<b>Other</b>
<b>Service Supplied</b>									
06	Vehicles in operation	76,813	32,738	21,751		47,870	30,089	48,144	19,563
11	Total actual vehicle miles	10,089,823	4,859,856	3,042,550	2,965,199,125				
12	Total actual vehicle revenue miles	8,765,935	4,370,695	2,738,331	2,585,810,285				
13	Total scheduled vehicle revenue miles	6,342,952	3,556,069	2,250,284	1,911,303,550				
14	Total actual vehicle hours	745,002	378,329	238,334	219,623,130				
15	Total actual vehicle revenue hours	662,671	346,193	216,659	196,069,976				
16	Charter service hours				442,047				
17	School bus hours				13,903				
<b>Service Consumed</b>									
18	Unlinked passenger trips	18,621,535	9,704,339	7,126,860	5,405,959,497				
19	Passenger miles	70,964,975	35,752,935	30,808,322	20,878,078,913				
<b>Service Operated</b>									
21	Days schedule operated	276,809	48,311	30,085	355,204				
22	Days not operated due to strikes	116	24	23	163				
23	Days not operated due to officially declared emergencies	213	64	52	329				
<b>Directional Route Miles</b>									
	Exclusive right of way (*)				1,491				
	Controlled access right of way (*)				1,434				
	Mixed traffic right of way				212,646				
27	<b>Total</b>				215,571				

(\*)Directional route miles at fiscal year-end for all types and levels of service.

## 2004 National Transit Summaries and Trends

### Employees form (R-10)(\*)

	Labor Classifications	a	b	c	d
		Employee Work Hours		Actual Person Count	
		Full Time Employees	Part Time Employees	Full Time Employees	Part Time Employees
01	Operating Labor Vehicle operations (010)	261,864,356	17,624,778	131,082	14,601
02	Vehicle maintenance (041)	88,165,574	418,149	44,763	425
03	Non-vehicle maintenance (042)	49,928,915	202,460	26,270	254
04	General administration (160)	45,178,011	1,319,409	25,775	1,313
05	<b>Total Operating Labor</b>	445,136,856	19,564,796	227,890	16,593
06	<b>Total Capital Labor</b>	25,097,929	31,674	11,351	30
07	<b>Total Labor</b>	470,234,785	19,596,470	239,241	16,623

(\*) Directly operated service only.

### Maintenance Performance form (R-20)(\*)

	Revenue Vehicle System Failures	a Number of Failures
01	Major mechanical system failures	288,009
02	Other mechanical system failures	174,545
03	<b>Total Revenue Vehicle System Failures</b>	462,554
04	<b>Total Labor Hours for Inspection and Maintenance</b>	60,896,381

(\*) Directly operated service only.

### Energy Consumption form (R-30)(\*)

	Energy Type	a Total Units Consumed
	Kilowatt hour of propulsion power	5,655,320,415
	Kilowatt hour to charge batteries	1,919,933
	Gallons of diesel fuel	541,998,059
	Gallons of gasoline	10,751,804
	Gallons of liquefied petroleum gas	2,619,271
	Gallons of liquefied natural gas	13,434,016
	Gallons of methanol	0
	Gallons of ethanol	33,847
	Gallons of compressed natural gas	86,595,168
	Gallons of bunker fuel	0
	Gallons of kerosene	633,902
	Gallons of grain additive fuel	0
	Gallons of bio-diesel fuel	2,401,606
	Gallons of other fuel	999,240

(\*) Directly operated service only.

## Data Used to Compile Graphics

### Funds Applied to Transit 1995 — 2004

Year	Unlinked Passenger Trips (Millions)	Federal Funding (Millions)
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
2003	\$8,876.0	\$6,688.0
2004	\$8,937.1	\$6,954.4
% Change	19.1%	70.4%

### Vehicle Revenue Miles (Millions) by Mode 1995 — 2004

Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Vanpool	Other	Total
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
2003	1,891.3	261.9	544.3	611.9	63.5	72.1	40.8	3,476.0
2004	1,884.5	268.8	561.4	624.6	66.6	78.4	63.6	3,547.9
% Change	18.5%	23.4%	88.8%	19.7%	96.5%	250.6%	31.3%	29.8%

### Unlinked Passenger Trips (Million) by Mode 1995 — 2004

Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Vanpool	Other	Total
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
2003	5,146.5	409.7	81.8	2,666.8	337.7	13.5	220.1	8,876.0
2004	5,094.4	413.9	83.0	2,747.6	349.9	14.9	233.3	8,937.1
% Change	11.3%	20.5%	51.3%	35.1%	40.4%	143.7%	-1.7 %	19.1 %

**Distribution of Vehicle Revenue Miles**

Mode	1995 Vehicle Revenue Miles	%	2004 Vehicle Revenue Miles	%
Bus	1,590.8	58.2%	1884.5	53.1%
Commuter Rail	217.8	8.0%	268.8	7.6%
Demand Response	297.3	10.9%	561.4	15.8%
Heavy Rail	521.8	19.1%	624.6	17.6%
Light Rail	33.9	1.2%	66.6	1.9%
Vanpool	22.3	0.8%	78.4	2.2%
Other	48.5	1.8%	63.6	1.8%
<b>Total</b>	<b>2,732.4</b>		<b>3,547.9</b>	

**Distribution of Unlinked Passenger Trips**

Mode	1995 Unlinked Passenger Trips	%	2004 Unlinked Passenger Trips	%
Bus	4,579.1	61.0%	5,094.4	57.0%
Commuter Rail	343.5	4.6%	413.9	4.6%
Demand Response	54.9	0.7%	83.0	0.9%
Heavy Rail	2,033.5	287.1%	2,747.6	30.9%
Light Rail	249.3	3.3%	349.9	3.9%
Vanpool	6.1	0.1%	14.9	0.2%
Other	237.3	3.2%	233.3	2.6%
<b>Total</b>	<b>7,503.7</b>		<b>8,937.1</b>	

**Relative Impact of the Data by UZA Size Group 2004**

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	1.0%	4.8%	94.1%
Passenger Fares	1.7%	4.6%	93.7%
Unlinked Trips	2.3%	7.2%	90.5%
Operating Expense	3.1%	9.1%	87.8%
Uses of Capital — Rolling Stock	4.1%	10.0%	85.9%
Vehicle Revenue Hours	6.0%	14.2%	79.9%
Vehicles Operated in Maximum Service	7.3%	15.1%	77.6%

**Total Operating Expense (Millions) 1995 — 2004**

Year	Total Operating Expense (Millions)
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
2003	\$24,185.2
2004	\$25,426.8
<b>% Change</b>	<b>57.1%</b>

**Operating Expense by Function and Object Class Function 2004**

	Operating Expense (Millions)	%
Vehicle Operations	\$13,467.4	53.0%
Vehicle Maintenance	\$5,043.9	19.8%
Non-Vehicle Maintenance	\$2,733.4	10.4%
General Administration	\$4,182.1	16.4%
<b>Total</b>	<b>\$25,426.8</b>	

## 2004 National Transit Summaries and Trends

### Object Class — Directly Operated Service 2004

	Operating Expense (Millions)	%
Salaries	\$10,970.1	49.3%
Fringe Benefits	\$7,007.2	31.5%
Services	\$1,337.9	6.0%
Materials and Supplies	\$2,266.9	10.2%
Utilities	\$808.4	3.6%
Other	-\$157.1	-0.7%
<b>Total — Directly Operated</b>	<b>\$22,233.5</b>	
Purchased Transportation (*)	\$3,193.3	
<b>Total</b>	<b>\$25,426.8</b>	

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

### Total Operating Expense (Millions) by Mode 1995 — 2004

Year	Bus (Millions)	Commuter Rail (Millions)	Demand Response (Millions)	Heavy Rail (Millions)	Light Rail (Millions)	Vanpool (Millions)	Other (Millions)	Total (Millions)
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
2003	\$13,315.8	\$3,172.7	\$1,778.7	\$4,446.2	\$815.2	\$45.8	\$610.8	\$24,185.2
2004	\$13,789.5	\$3,436.4	\$1,902.0	\$4,734.2	\$887.4	\$57.1	\$620.3	\$25,426.9
% Change	53.7%	55.7%	175.9%	34.4%	136.5%	235.5%	55.9%	57.1%

### Operating Expense per Unlinked Passenger Trip by Mode 1995 — 2004

Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Vanpool	Other
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
2003	\$2.6	\$7.7	\$21.7	\$1.7	\$2.4	\$3.4	\$2.8
2004	\$2.7	\$8.3	\$22.9	\$1.7	\$2.5	\$3.6	\$2.7
% Change	38.1%	29.2%	82.1%	-0.5%	68.5%	29.5%	58.5%

**Operating Expense per Vehicle Revenue Hour by Mode 1995 — 2004**

Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Vanpool	Other
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
2003	\$89.9	\$383.8	\$47.5	\$149.5	\$201.8	\$20.7	\$137.5
2004	\$93.2	\$403.1	\$48.9	\$154.3	\$206.1	\$27.4	\$81.7
% Change	28.2%	18.7%	45.4%	10.4%	26.3%	-4.5%	-4.1%

**Unlinked Passenger Trip per Vehicle Revenue Hour by Mode 1995 — 2004**

Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Vanpool	Other
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
2003	34.7	49.6	2.2	89.7	83.6	6.1	49.6
2004	34.5	48.5	2.1	89.6	81.3	7.1	30.7
% Change	-7.1%	-8.1%	-20.2%	-11.0%	-25.0%	-26.3%	-39.5%

**Distribution of Fatalities (Excluding Suicides) 2004**

	Number of Fatalities	%
Passengers	27	16.1%
Revenue Facility Occupants	10	6.0%
Employees	9	5.4%
Other Workers	0	0.0%
Trespassers	29	17.3%
Other	93	55.4%
<b>Total</b>	<b>168</b>	

(\*) Does not include Commuter Rail

**ADA Lift- or Ramp- Equipped Buses Total 1995 — 2004**

Year	Buses	ADA-Lift or Ramp-Equipped	ADA-Lift or Ramp-Equipped (%)
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%
2003	68,596	65,375	95.3%
2004	68,789	67,454	98.1%
% Change	20.0%	90.7%	36.3%

## 2004 National Transit Summaries and Trends

### Federal Operating Assistance as a Percent of Operating Funds 1995 — 2004

Year	Federal Operating Assistance	Total Operating Funding (Millions)	Federal Operating Assistance (*) (%)
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%
2003	\$1,596.1	\$25,375.6	6.3%
2004	\$2,024.2	\$26,869.6	7.5%
% Change	163.6%	56.5%	

### ADA Lift- or Ramp- Equipped Buses 1995 — 2004

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 (%)
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%
2003	46,608	43,780	93.9%	9,346	9,127	97.7%
2004	45,919	44,739	97.4%	10,031	10,031	100%
% Change	-0.9%	63.2%	38.3%	158.6%	291.7%	34.0%

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 (%)
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%
2003	10,084	10,002	99.2%	2,558	2,466	96.4%
2004	10,248	10,098	98.5%	2,591	2,586	99.8%
% Change	90.8%	122.5%	14.0%	51.0%	200.3%	49.6%

## 2004 National Transit Summaries and Trends

### Federal Operating Assistance per Passenger by UZA 1995 — 2004

UZAs with Less than 200,000 Population			
Year	Federal Operating Assistance (Millions)	Unlinked Passenger Trips (Millions)	Federal Operating Assistance per Passenger
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
2003	\$167.5	210.5	\$0.80
2004	\$181.8	209.6	\$0.87
<b>% Change</b>	<b>79.5%</b>	<b>-8.5%</b>	<b>96.1%</b>

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
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
2003	\$316.7	656.8	\$0.48
2004	\$353.9	642.7	\$0.55
<b>% Change</b>	<b>127.5%</b>	<b>-3.8%</b>	<b>136.4%</b>

UZAs with More than 1 Million Population			
Year	Federal Operating Assistance (*) (Millions)	Unlinked Passenger Trips (Millions)	Federal Operating Assistance per Passenger
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
2003	\$1,111.9	8,008.8	\$0.14
2004	\$1,488.5	8,084.8	\$0.18
<b>% Change</b>	<b>191.3%</b>	<b>22.6%</b>	<b>137.6%</b>

### Recovery Ratio 1995 — 2004

Year	Fare Revenues (Millions)	Total Operating Expense (Millions)	Recovery Ratio (%)
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%
2003	\$8,452.2	\$24,185.2	34.9%
2004	9,086.3	\$26,869.6	33.8%
<b>% Change</b>	<b>40.2%</b>	<b>56.5%</b>	

## 2004 National Transit Summaries and Trends

### Total Federal Operating Assistance per Passenger by UZA Size 1995 — 2004

Year	UZAs Over 1 Million	UZAs with More than 200,000 and Less than 1 Million	UZAs Under 200,000	Total
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
2003	\$0.14	\$0.48	\$0.80	\$0.18
2004	\$0.18	\$0.55	\$0.87	\$0.23
% Change	137.6%	136.4%	96.1%	121.0%

### Recovery Ratio by UZA 1995 – 2004

UZAs with More than 1 Million Population			
Year	Fare Revenues (Millions)	Operating Expenses (Millions)	Recovery Ratio (%)
1995	\$6,027.4	\$15,106.3	39.9%
1996	\$6,482.5	\$15,604.0	41.5%
1997	\$6,588.7	\$15,700.2	42.0%
1998	\$6,706.0	\$16,277.2	41.2%
1999	\$6,905.8	\$16,548.2	41.7%
2000	\$7,205.5	\$18,582.3	38.8%
2001	\$7,465.0	\$19,899.7	37.5%
2002	\$7,584.0	\$21,347.0	35.5%
2003	\$7,895.0	\$22,330.1	35.4%
2004	\$8,496.2	\$23,682.5	35.9%
% Change	41.0%	56.8%	

UZAs with More than 200,000 and Less than 1 Million Population			
Year	Fare Revenues (Millions)	Operating Expenses (Millions)	Recovery Ratio (%)
1995	\$333.3	\$1,512.8	22.0%
1996	\$358.2	\$1,477.3	24.2%
1997	\$404.4	\$1,629.4	24.8%
1998	\$415.5	\$1,630.6	25.5%
1999	\$385.5	\$1,614.3	23.9%
2000	\$413.3	\$1,825.1	22.6%
2001	\$456.1	\$2,199.7	20.7%
2002	\$413.0	\$2,125.6	19.4%
2003	\$418.3	\$2,291.9	18.3%
2004	\$436.7	\$2,391.4	18.3%
% Change	31.0%	58.1%	

### Recovery Ratio by UZA 1995 — 2004 (Continued)

UZAs with Less than 200,000 Population			
Year	Fare Revenues (Millions)	Operating Expenses (Millions)	Recovery Ratio (%)
1995	\$117.9	\$554.9	21.2%
1996	\$123.9	\$572.3	21.6%
1997	\$133.7	\$601.8	22.2%
1998	\$146.0	\$662.8	22.0%
1999	\$146.3	\$692.0	21.1%
2000	\$153.0	\$731.6	20.9%
2001	\$194.1	\$857.1	22.6%
2002	\$151.8	\$718.6	21.5%
2003	\$138.0	\$753.5	18.3%
2004	\$153.4	\$795.7	19.3%
% Change	30.1%	43.4%	

### Subsidy per Passenger 1995 — 2004

Year	Subsidy (Millions)	Passengers (Millions)	Subsidy per Passenger
1995	\$10,044.2	7,503.7	\$1.34
1996	\$9,747.6	7,564.6	\$1.29
1997	\$9,833.6	7,954.2	\$1.24
1998	\$10,211.4	8,115.1	\$1.26
1999	\$11,343.6	8,523.2	\$1.33
2000	\$12,920.0	8,719.9	\$1.48
2001	\$13,959.7	9,007.8	\$1.55
2002	\$16,042.4	9,017.8	\$1.78
2003	\$16,923.3	8,876.1	\$1.91
2004	\$17,783.3	8,937.1	\$1.99
% Change	77.1%	19.1%	48.7%

**Subsidy per Passenger by UZA 1995 — 2004**

UZAs with More than 1 Million Population			
Year	Subsidy (Millions)	Passengers (Millions)	Subsidy per Passenger
1995	\$9,078.9	6,596.0	\$1.29
1996	\$9,121.5	6,688.0	\$1.24
1997	\$9,111.5	7,030.0	\$1.17
1998	\$9,571.2	7,172.8	\$1.19
1999	\$9,642.4	7,544.9	\$1.24
2000	\$11,376.8	7,719.3	\$1.47
2001	\$12,434.7	7,990.5	\$1.56
2002	\$13,763.0	8,139.8	\$1.69
2003	\$14,434.2	8,008.8	\$1.80
2004	\$15,186.3	8,084.8	\$1.88
% Change	67.3%	22.6%	45.9%

UZAs with More than 200,000 and Less than 1 Million Population			
Year	Subsidy (Millions)	Passengers (Millions)	Subsidy per Passenger
1995	\$1,179.5	679.0	\$1.67
1996	\$1,119.1	640.0	\$1.62
1997	\$1,225.0	684.0	\$1.70
1998	\$1,215.1	694.0	\$1.72
1999	\$1,228.8	722.8	\$1.95
2000	\$1,411.8	747.1	\$1.89
2001	\$1,743.6	747.7	\$2.33
2002	\$1,712.6	671.3	\$2.55
2003	\$1,873.6	656.8	\$2.85
2004	\$1,954.7	642.7	\$3.04
% Change	65.7%	-5.3%	81.9%

**Subsidy per Passenger by UZA 1995 — 2004 (Continued)**

UZAs with Less than 200,000 Population			
Year	Subsidy (Millions)	Passengers (Millions)	Subsidy per Passenger
1995	\$437.0	229.0	\$1.82
1996	\$488.4	236.0	\$1.78
1997	\$468.1	240.0	\$1.83
1998	\$516.8	248.3	\$1.92
1999	\$545.7	255.5	\$2.14
2000	\$578.6	254.6	\$2.27
2001	\$663.1	269.7	\$2.46
2002	\$566.8	206.6	\$2.74
2003	\$615.5	210.5	\$2.92
2004	\$642.3	209.6	\$3.06
% Change	47.0%	-8.5%	68.5%

## 2004 National Transit Summaries and Trends

### Funding Sources by Urbanized Area Size 1995 — 2004

UZAs with More than 1 Million Population						
Year	Fare Revenues (Millions)	Other (Millions)	Federal Assistance (Millions)	State Assistance (Millions)	Local Assistance (Millions)	Total (Millions)
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
2003	\$7,896.0	\$3,702.3	\$1,111.9	\$5,365.5	\$4,254.4	\$22,330.1
2004	\$8,496.2	\$3,655.2	\$1,488.5	\$5,334.4	\$4,708.2	\$23,682.5
% Change	41.0%	61.7%	192.1%	68.5%	49.7%	56.8%

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)
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
2003	\$418.3	\$401.3	\$316.7	\$524.4	\$631.3	\$2,291.9
2004	\$436.7	\$407.5	\$353.9	\$533.8	\$659.5	\$2,391.4
% Change	31.0%	14.4%	128.6%	111.5%	58.5%	58.1%

UZAs with Less than 200,000 Population						
Year	Fare Revenues (Millions)	Other (Millions)	Federal Assistance (Millions)	State Assistance (Millions)	Local Assistance (Millions)	Total (Millions)
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
2003	\$138.0	\$117.7	\$167.5	\$152.9	\$117.5	\$753.5
2004	\$153.4	\$99.8	\$181.8	\$167.9	\$192.9	\$795.7
% Change	30.1%	386.9%	79.5%	26.3%	5.8%	43.4%

**Operating Funding Sources by UZA**

UZAs with More than 1 Million Population				
	1995		2004	
	Millions	%	Millions	%
Fare Revenues	\$6,027.4	39.9%	\$8,496.2	35.9%
Other	\$2,259.8	15.0%	\$3,655.2	15.4%
Federal Assistance	\$509.6	3.4%	\$1,48.5	6.3%
State Assistance	\$3,165.3	21.0%	\$5,334.4	22.5%
Local Assistance	\$3,144.1	20.8%	\$4,708.2	19.9%
<b>Total</b>	<b>\$15,106.3</b>		<b>\$2,291.9</b>	

UZAs with More than 200,000 and Less than 1 Million Population				
	1995		2004	
	Millions	%	Millions	%
Fare Revenues	\$333.3	22.0%	\$436.7	18.3%
Other	\$356.4	23.6%	\$407.5	17.0%
Federal Assistance	\$154.8	10.2%	\$353.9	14.8%
State Assistance	\$252.3	16.7%	\$533.8	22.3%
Local Assistance	\$416.0	27.5%	\$659.5	27.6%
<b>Total</b>	<b>\$1,512.8</b>		<b>\$2,391.4</b>	

UZAs with Less than 200,000 Population				
	1995		2004	
	Millions	%	Millions	%
Fare Revenues	\$117.9	21.2%	\$153.4	19.3%
Other	\$20.5	3.7%	\$99.8	12.5%
Federal Assistance	\$101.3	18.3%	\$181.8	22.8%
State Assistance	\$132.9	24.0%	\$167.9	21.1%
Local Assistance	\$182.3	32.9%	\$192.9	24.2%
<b>Total</b>	<b>\$554.9</b>		<b>\$795.7</b>	

**Federal Capital Assistance per Unlinked Passenger Trip (\*) 1995 — 2004**

Year	Federal Assistance (Millions)	Unlinked Passenger Trips (Millions)	Federal Assistance per Unlinked Passenger Trip
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
2003	\$5,092.0	8,876.0	\$0.57
2004	\$4,930.2	8,937.1	\$0.55
<b>% Change</b>	<b>48.8%</b>	<b>19.1%</b>	<b>74.9%</b>

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

## 2004 National Transit Summaries and Trends

### Sources of Capital by Urbanized Area Size 2004

UZAs with More than 1 Million Population		
	Capital Assistance (Millions)	%
Federal Capital Funds Applied to Capital Projects	\$4,289.4	37.0%
State Capital Funds	\$1,624.0	14.0%
Local Capital Funds	\$5,613.0	48.4%
Directly Generated Capital Funds	\$79.6	0.7%
<b>Total Capital Assistance</b>	<b>\$11,606.0</b>	

### Percent Share of Revenue Vehicles 1995 — 2004

Year	Percent of Revenue Vehicles	Percent of Other Capital
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%
2003	27.3%	72.7%
2004	26.6%	73.4%

UZAs with More than 200,000 and Less than 1 Million Population		
	Capital Assistance (Millions)	%
Federal Capital Funds Applied to Capital Projects	\$477.0	60.5%
State Capital Funds	\$105.2	13.3%
Local Capital Funds	\$117.5	14.9%
Directly Generated Capital Funds	\$89.2	11.3%
<b>Total Capital Assistance</b>	<b>\$789.0</b>	

UZAs with Less than 200,000 Population		
	Capital Assistance (Millions)	%
Federal Capital Funds Applied to Capital Projects	\$163.8	70.0%
State Capital Funds	\$26.9	11.5%
Local Capital Funds	\$41.9	17.9%
Directly Generated Capital Funds	\$1.5	0.6%
<b>Total Capital Assistance</b>	<b>\$234.0</b>	

### Capital Expenditures (Millions) 1995 — 2004

Year	Revenue Vehicles (Millions)	Other Capital (Millions)	Total (Millions)
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
2003	\$3,481.2	\$9,275.2	\$12,756.4
2004	\$3,361.7	\$9,266.5	\$12,628.2
<b>% Change</b>	<b>92.0%</b>	<b>76.3%</b>	<b>80.2%</b>

Uses of Capital by Urbanized Area Size — 2004 (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	33.9%	13.2%	0.0%
Systems	8.0%	4.2%	3.4%
Stations	16.8%	9.4%	16.4%
Facilities	8.4%	14.9%	8.3%
Rolling Stock	24.9%	42.9%	58.1%
Other Capital	5.9%	9.4%	3.0%
Other Vehicles	0.4%	1.2%	0.7%
Administration Buildings	0.8%	2.9%	8.0%
Fare Equipment	1.0%	1.9%	2.1%
<b>Total</b>	<b>\$11,605.2</b>	<b>\$788.5</b>	<b>\$234.8</b>

Percent of Non-Revenue Vehicle by Mode 1995 — 2004

Bus				
Year	Revenue Vehicle (Millions)	Non-Rolling Stock (Millions)	Share of Non-Rolling Stock (%)	Total (Millions)
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
2003	\$1,366.3	\$1,454.5	51.6%	\$2,820.8
2004	\$1,665.2	\$1,531.2	47.9%	\$3,196.3
% Change	89.8%	59.1%		73.7%

Commuter Rail				
Year	Rolling Stock (Millions)	Non-Rolling Stock (Millions)	Share of Non-Rolling Stock (%)	Total (Millions)
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
2003	\$412.0	\$1,758.8	71.2%	\$2,470.6
2004	\$726.3	\$1,850.6	71.8%	\$2,576.9
% Change	70.1%	46.6%		52.6%

## 2004 National Transit Summaries and Trends

### Percent of Non-Revenue Vehicle by Mode 1995 — 2004 (continued)

Heavy Rail				
Year	Rolling Stock (Millions)	Non-Rolling Stock (Millions)	Share of Non-Rolling Stock (%)	Total (Millions)
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
2003	\$807.5	\$3,629.6	81.8%	\$4,437.0
2004	\$329.6	\$3,466.2	91.3%	\$3,795.8
% Change	30.2%	50.2%		48.2%

Light Rail				
Year	Rolling Stock (Millions)	Non-Rolling Stock (Millions)	Share of Non-Rolling Stock (%)	Total (Millions)
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
2003	\$327.1	\$1,998.0	85.9%	\$2,325.1
2004	\$380.8	\$2,060.4	84.4%	\$2,441.3
% Change	438.6%	235.0%		256.0%

Demand Response				
Year	Rolling Stock (Millions)	Non-Rolling Stock (Millions)	Share of Non-Rolling Stock (%)	Total (Millions)
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
2003	\$123.9	\$62.6	33.6%	\$186.5
2004	\$99.9	\$86.9	46.5%	\$186.7
% Change	65.0%	394.6%		139.2%

**Average Fleet Age (Years) by Vehicle Type 1995— 2004**

Year	"A" Type Buses	"B" Type Buses	"C" Type Buses	Articulated Buses	Average Bus Fleet Age
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
2003	7.3	5.7	4.0	5.8	6.5
2004	7.2	5.7	4.1	4.6	6.4
% Change	-16.9%	-16.2%	-1.7%	-56.6%	-23.7%

**Distribution of Buses by Vehicle Type 1995 — 2004**

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	
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
2003	46,608	67.9%	9,346	13.6%	10,084	14.7%	2,558	3.7%	68,596
2004	45,600	67.2%	9,974	14.7%	9,706	14.3%	2,591	3.8%	67,871
% Change	-1.6%		157.1%		80.7%		51.0%		18.4%

**Age Distribution of Buses by Vehicle Type 1995 — 2004**

"A" Type Buses				
Year	Active Buses	New	5 Years Old or Less	10 Years Old or Less
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%
2003	46,216	3.1%	44.6%	73.1%
2004	45,600	2.9%	45.1%	75.9%
% Change	-1.6%			

"B" Type Buses				
Year	Active Buses	New	5 Years Old or Less	10 Years Old or Less
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%
2003	9,292	5.6%	57.0%	84.2%
2004	9,974	4.3%	55.3%	85.0%
% Change	157.1%			

## 2004 National Transit Summaries and Trends

### Age Distribution of Buses by Vehicle Type 1995 — 2004 (Continued)

"C" Type Buses				
Year	Active Buses	New	5 Years Old or Less	10 Years Old or Less
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%
2003	9,587	8.2%	73.7%	96.6%
2004	9,706	6.7%	73.8%	96.5%
% Change	78.2%			

Articulated Buses				
Year	Active Buses	New	5 Years Old or Less	10 Years Old or Less
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%
2003	2,558	8.1%	59.9%	80.6%
2004	2,591	11.2%	71.6%	90.2%
% Change	51.0%			

### Fixed Guideway Mileage 1995 — 2004

Year	Bus	Rail Modes
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
2003	1,920	9,525
2004	2,081	9,781
% Change	102.2%	19.1%

### Percent of National Bus Fleet Using Alternative Fuels 1995 — 2004

Year	Total Fleet	Alternative Fuel Fleet	Alternative Fuel Fleet (%)
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%
2003	68,596	7,824	11.4%
2004	68,779	9,420	13.7%
% Change	20.0%	497.3%	

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

Alternative Fuel	1995		2004	
	Gallons (000s)	%	Gallons (000s)	%
Diesel	559,362.2	93.85%	541,998.1	82.19%
Gas	10,520.5	1.77%	10,751.8	1.63%
CNG	9,636.6	1.62%	86,595.2	13.13%
Methanol	11,962.2	2.01%	0.0	0.0%
LNG	2,109.8	0.35%	13,434.0	2.04%
Other	2,449.9	0.41%	6,687.9	1.01%
Total	596,041.2		659,466.9	

## Appendix

### Key Characteristics and Uses of Capital by Transit Agencies

---

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

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

For each mode, 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, maintenance facilities, administration buildings, guideway, systems, fare revenue collection equipment and other capital).

## 2004 National Transit Summaries and Trends

### Key Bus Operating Characteristics 2004

State	Agency	Type of Service	Operating Expense (000)	Fare Revenues Earned (000)	Vehicle Revenue Miles (000)	Vehicle Revenue Hours (000)	Unlinked Passenger Trips (000)	Average Weekday Unlinked Passenger Trips (000)	Passenger Miles (000)
CA	Santa Clara Valley Transportation Authority	DO	\$182,460.4	\$26,257.6	15,644.4	1,238.3	32,902.4	105.6	136,692.8
CA	Santa Clara Valley Transportation Authority	PT	\$2,257.8	\$0.0	363.1	37.2	469.7	1.8	1,084.5
		TOTAL	\$184,718.2	\$26,257.6	16,007.5	1,275.5	33,372.1	107.4	137,777.3
CA	Alameda-Contra Costa Transit District	DO	\$224,121.2	\$44,543.9	22,148.2	1,900.5	64,455.6	214.7	210,268.5
CA	Alameda-Contra Costa Transit District	PT	\$1,341.3	\$156.3	216.0	14.0	207.8	0.8	2,396.0
		TOTAL	\$225,462.6	\$44,700.2	22,364.2	1,914.5	64,663.4	215.5	212,664.5
CA	Los Angeles County Metropolitan Transportation Authority	DO	\$684,166.6	\$179,754.7	76,286.1	6,152.3	318,512.8	1,093.5	1,232,383.3
CA	Los Angeles County Metropolitan Transportation Authority	PT	\$31,393.1	\$5,904.6	6,212.3	469.8	11,362.5	32.5	36,928.1
		TOTAL	\$715,559.6	\$185,659.3	82,498.3	6,622.1	329,875.3	1,126.0	1,269,311.4
CO	Denver Regional Transportation District	DO	\$160,164.6	\$39,867.9	23,920.1	1,514.5	51,228.1	178.3	237,306.2
CO	Denver Regional Transportation District	PT	\$60,948.4	\$7,223.3	15,108.5	1,098.9	20,110.0	66.2	107,653.7
		TOTAL	\$221,113.0	\$47,091.2	39,028.6	2,613.4	71,338.1	244.5	344,959.9
DC	Washington Metropolitan Area Transit Authority	DO	\$395,725.5	\$96,633.2	38,901.3	3,458.7	146,010.3	501.0	436,436.7
FL	Miami-Dade Transit	DO	\$229,427.3	\$58,075.0	31,100.5	2,535.8	75,137.4	238.4	296,888.7
IL	Chicago Transit Authority	DO	\$669,763.1	\$238,085.9	66,572.0	6,782.8	294,030.8	935.1	788,665.6
MA	Massachusetts Bay Transportation Authority	DO	\$242,582.2	\$53,546.7	22,086.0	2,103.4	113,768.3	376.0	268,034.8
MA	Massachusetts Bay Transportation Authority	PT	\$5,625.6	\$2,585.4	2,212.4	136.3	1,859.8	7.0	14,292.6
		TOTAL	\$248,207.8	\$56,132.1	24,298.4	2,239.7	115,628.1	383.0	282,327.4
NJ	New Jersey Transit Corporation	DO	\$543,454.7	\$231,007.3	66,415.4	4,400.8	138,820.6	475.6	884,117.7
NJ	New Jersey Transit Corporation	PT	\$43,964.4	\$10,938.9	7,731.0	530.7	10,799.0	39.0	46,360.3
		TOTAL	\$587,419.0	\$241,946.2	74,146.4	4,931.5	149,619.6	514.6	930,478.0
NY	MTA New York City Transit	DO	\$1,678,850.9	\$705,568.9	103,665.1	13,105.3	893,390.1	2,887.9	1,574,309.0
NY	New York City Department of Transportation	PT	\$357,995.2	\$116,868.7	12,476.2	1,377.0	69,759.3	232.1	193,741.3
PA	Southeastern Pennsylvania Transportation Authority	DO	\$400,367.4	\$147,683.9	40,016.9	3,865.8	187,510.5	602.4	543,155.8
PA	Southeastern Pennsylvania Transportation Authority	PT	\$302.6	\$26.3	117.0	5.6	19.5	0.1	155.6

## 2004 National Transit Summaries and Trends

State	Agency	Type of Service	Operating Expense (000)	Fare Revenues Earned (000)	Vehicle Revenue Miles (000)	Vehicle Revenue Hours (000)	Unlinked Passenger Trips (000)	Average Weekday Unlinked Passenger Trips (000)	Passenger Miles (000)
		TOTAL	\$400,670.1	\$147,710.2	40,133.9	3,871.4	187,530.0	602.4	543,311.5
PA	Port Authority of Allegheny County	DO	\$219,056.5	\$56,352.3	28,049.9	2,170.5	58,297.8	197.8	250,052.9
TX	Metropolitan Transit Authority of Harris County, Texas	DO	\$206,944.2	\$42,006.5	36,213.0	2,527.1	73,193.6	252.9	419,248.5
TX	Metropolitan Transit Authority of Harris County, Texas	PT	\$37,694.6	\$7,444.1	7,884.5	524.1	14,746.9	46.1	85,654.1
		TOTAL	\$244,638.8	\$49,450.6	44,097.5	3,051.1	87,940.5	299.0	504,902.6
WA	King County Department of Transportation - Metro Transit Division	DO	\$309,420.3	\$56,913.4	42,855.6	2,409.0	75,472.7	248.2	457,908.2
		TOTAL	\$6,688,028.0	\$2,127,444.7	666,195.3	58,358.4	2,652,065.5	8,732.6	8,223,734.9
<b>National Total (Millions)</b>			<b>\$13,789.5</b>	<b>\$3,845.6</b>	<b>1,884.5</b>	<b>147.8</b>	<b>5,094.4</b>	<b>17.6</b>	<b>18,920.9</b>
<b>% National Total</b>			<b>48.5%</b>	<b>55.3%</b>	<b>35.4%</b>	<b>39.5%</b>	<b>52.1%</b>	<b>49.7%</b>	<b>43.5%</b>

### Key Bus Performance Indicators 2004

State	Agency	Type of Service	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Unlinked Passenger Trip	Operating Expense per Passenger Mile	Fare Revenues per Operating Expense (Recovery Ratio)	Unlinked Passenger Trips per Vehicle Revenue Mile	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	DO	\$11.7	\$147.3	\$5.5	\$1.3	14%	2.1	\$0.8	110.4	12.6
CA	Santa Clara Valley Transportation Authority	PT	\$6.2	\$60.7	\$4.8	\$2.1	0%	1.3	\$0.0	29.1	9.8
		TOTAL	\$11.5	\$144.8	\$5.5	\$1.3	14%	2.1	\$0.8	108.0	12.5
CA	Alameda-Contra Costa Transit District	DO	\$10.1	\$117.9	\$3.5	\$1.1	20%	2.9	\$0.7	110.6	11.7
CA	Alameda-Contra Costa Transit District	PT	\$6.2	\$95.6	\$6.5	\$0.6	12%	1.0	\$0.8	170.8	15.4
		TOTAL	\$10.1	\$117.8	\$3.5	\$1.1	20%	2.9	\$0.7	111.1	11.7
CA	Los Angeles County Metropolitan Transportation Authority	DO	\$9.0	\$111.2	\$2.1	\$0.6	26%	4.2	\$0.6	200.3	12.4
CA	Los Angeles County Metropolitan Transportation Authority	PT	\$5.1	\$66.8	\$2.8	\$0.9	19%	1.8	\$0.5	78.6	13.2
		TOTAL	\$8.7	\$108.1	\$2.2	\$0.6	26%	4.0	\$0.6	191.7	12.5
CO	Denver Regional Transportation District	DO	\$6.7	\$105.8	\$3.1	\$0.7	25%	2.1	\$0.8	156.7	15.8
CO	Denver Regional Transportation District	PT	\$4.0	\$55.5	\$3.0	\$0.6	12%	1.3	\$0.4	98.0	13.7

## 2004 National Transit Summaries and Trends

State	Agency	Type of Service	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Unlinked Passenger Trip	Operating Expense per Passenger Mile	Fare Revenues per Operating Expense (Recovery Ratio)	Unlinked Passenger Trips per Vehicle Revenue Mile	Fare Revenues per Unlinked Passenger Trip	Passenger Mile per Vehicle Revenue Hour	Vehicle Revenue Mile per Vehicle Revenue Hour
		TOTAL	\$5.7	\$84.6	\$3.1	\$0.6	21%	1.8	\$0.7	132.0	14.9
DC	Washington Metropolitan Area Transit Authority	DO	\$10.2	\$114.4	\$2.7	\$0.9	24%	3.8	\$0.7	126.2	11.2
FL	Miami-Dade Transit	DO	\$7.4	\$90.5	\$3.1	\$0.8	25%	2.4	\$0.8	117.1	12.3
IL	Chicago Transit Authority	DO	\$10.1	\$98.7	\$2.3	\$0.8	36%	4.4	\$0.8	116.3	9.8
MA	Massachusetts Bay Transportation Authority	DO	\$11.0	\$115.3	\$2.1	\$0.9	22%	5.2	\$0.5	127.4	10.5
MA	Massachusetts Bay Transportation Authority	PT	\$2.5	\$41.3	\$3.0	\$0.4	46%	0.8	\$1.4	104.9	16.2
		TOTAL	\$10.2	\$110.8	\$2.1	\$0.9	23%	4.8	\$0.5	126.1	10.8
NJ	New Jersey Transit Corporation	DO	\$8.2	\$123.5	\$3.9	\$0.6	43%	2.1	\$1.7	200.9	15.1
NJ	New Jersey Transit Corporation	PT	\$5.7	\$82.8	\$4.1	\$0.9	25%	1.4	\$1.0	87.4	14.6
		TOTAL	\$7.9	\$119.1	\$3.9	\$0.6	41%	2.0	\$1.6	188.7	15.0
NY	MTA New York City Transit	DO	\$16.2	\$128.1	\$1.9	\$1.1	42%	8.6	\$0.8	120.1	7.9
NY	New York City Department of Transportation	PT	\$28.7	\$260.0	\$5.1	\$1.8	33%	5.6	\$1.7	140.7	9.1
PA	Southeastern Pennsylvania Transportation Authority	DO	\$10.0	\$103.6	\$2.1	\$0.7	37%	4.7	\$0.8	140.5	10.4
PA	Southeastern Pennsylvania Transportation Authority	PT	\$2.6	\$53.7	\$15.6	\$1.9	9%	0.2	\$1.4	27.6	20.8
		TOTAL	\$10.0	\$103.5	\$2.1	\$0.7	37%	4.7	\$0.8	140.3	10.4
PA	Port Authority of Allegheny County	DO	\$7.8	\$100.9	\$3.8	\$0.9	26%	2.1	\$1.0	115.2	12.9
TX	Metropolitan Transit Authority of Harris County, Texas	DO	\$5.7	\$81.9	\$2.8	\$0.5	20%	2.0	\$0.6	165.9	14.3
TX	Metropolitan Transit Authority of Harris County, Texas	PT	\$4.8	\$71.9	\$2.6	\$0.4	20%	1.9	\$0.5	163.4	15.0
		TOTAL	\$5.5	\$80.2	\$2.8	\$0.5	20%	2.0	\$0.6	165.5	14.5
WA	King County Department of Transportation - Metro Transit Division	DO	\$7.2	\$128.4	\$4.1	\$0.7	18%	1.8	\$0.8	190.1	17.8
	<b>Average of Agencies</b>		<b>\$10.0</b>	<b>\$114.6</b>	<b>\$2.5</b>	<b>\$0.8</b>	<b>31.8%</b>	<b>4.0</b>	<b>\$0.8</b>	<b>140.9</b>	<b>11.4</b>
	<b>National Averages</b>		<b>\$7.3</b>	<b>\$93.3</b>	<b>\$2.7</b>	<b>\$0.7</b>	<b>28%</b>	<b>2.7</b>	<b>\$0.8</b>	<b>128.0</b>	<b>12.8</b>

**Key Bus Infrastructure Characteristics 2004**

State	Agency	Lane Miles	Vehicles Operated in Maximum Service	Vehicles Available for Maximum Service	Fleet Age
CA	Santa Clara Valley Transportation Authority	208.6	368	546	6.0
CA	Alameda-Contra Costa Transit District	51.1	633	674	5.7
CA	Los Angeles County Metropolitan Transportation Authority	85.8	2,022	2,409	6.5
CO	Denver Regional Transportation District	52.5	883	1,099	6.0
DC	Washington Metropolitan Area Transit Authority	94.8	1,236	1,437	8.8
FL	Miami-Dade Transit	41.3	663	819	4.6
IL	Chicago Transit Authority	3.7	1,710	2,049	8.8
MA	Massachusetts Bay Transportation Authority	16.0	838	1,162	10.9
NJ	New Jersey Transit Corporation	29.6	1,686	2,009	5.9
NY	MTA New York City Transit	49.3	3,849	4,509	6.4
NY	New York City Department of Transportation	29.8	487	568	11.1
PA	Southeastern Pennsylvania Transportation Authority	2.5	1,165	1,351	6.6
PA	Port Authority of Allegheny County	56.5	997	1,066	6.3
TX	Metropolitan Transit Authority of Harris County, Texas	234.5	1,232	1,434	5.5
WA	King County Department of Transportation - Metro Transit Division	233.4	1,245	1,250	4.5
	<b>Total</b>	<b>1,189.4</b>	<b>19,014</b>	<b>22,382</b>	<b>6.8</b>

**Uses of Bus Capital Funds 2004**

State	Agency	Revenue Vehicles (000)	Guideway (000)	Systems (000)	Fare Collection Equipment (000)	Maintenance Facilities (000)	Administration Buildings (000)	Stations (000)	Other Vehicles (000)	Other Capital (000)	Total (000)
CA	Santa Clara Valley Transportation Authority	\$19,306.2	\$3,646.3	\$1.5	\$0.0	\$83.5	\$1,035.4	\$22,902.1	\$2,753.6	\$91.1	<b>\$49,819.6</b>
CA	Alameda-Contra Costa Transit District	\$142,987.8	\$0.0	\$2,516.9	\$309.2	\$3.8	\$8.0	\$6,312.5	\$0.0	\$26.7	<b>\$152,164.9</b>
CA	Los Angeles County Metropolitan Transportation Authority	\$160,169.4	\$5,944.9	\$395,796.8	\$55,665.3	\$168.7	\$3,680.8	\$464,332.8	\$7,102.3	\$28,137.2	<b>\$1,120,998.2</b>
CO	Denver Regional Transportation District	\$416.1	\$6.1	\$1,741.4	\$617.1	\$4.9	\$85.0	\$12,287.3	\$0.0	\$626.5	<b>\$15,784.5</b>
DC	Washington Metropolitan Area Transit Authority	\$168,000.0	\$0.0	\$0.0	\$45,894.1	\$62.1	\$4,693.9	\$0.0	\$0.0	\$47,859.0	<b>\$266,509.1</b>
FL	Miami-Dade Transit	\$9,925.2	\$191,603.3	-\$4,769.8	\$3,940.3	\$225.3	\$0.0	\$5,069.9	\$379.5	\$11,902.7	<b>\$218,276.4</b>
IL	Chicago Transit Authority	\$164,412.6	\$0.0	\$31,411.0	\$3,512.0	\$10.9	\$793.2	\$2,636.5	\$2,602.6	\$18,406.7	<b>\$223,785.5</b>

## 2004 National Transit Summaries and Trends

State	Agency	Revenue Vehicles (000)	Guideway (000)	Systems (000)	Fare Collection Equipment (000)	Maintenance Facilities (000)	Administration Buildings (000)	Stations (000)	Other Vehicles (000)	Other Capital (000)	Total (000)
MA	Massachusetts Bay Transportation Authority	\$590,271.1	\$52,926.7	\$41,086.7	\$10,843.1	\$231.2	\$2,252.6	\$0.0	\$1,380.6	\$11,285.0	<b>\$710,277.0</b>
NJ	New Jersey Transit Corporation	\$160,625.8	\$0.0	\$0.0	\$0.0	\$17.8	\$9,274.1	\$14,481.2	\$0.0	\$48,585.6	<b>\$232,984.5</b>
NY	MTA New York City Transit	\$234,539.3	\$0.0	\$0.0	\$0.0	\$116.3	\$0.0	\$0.0	\$0.0	\$0.0	<b>\$234,655.6</b>
NY	New York City Department of Transportation	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	<b>\$0.0</b>
PA	Southeastern Pennsylvania Transportation Authority	\$353,707.8	\$12,593.4	\$17,052.2	\$0.0	\$22.0	\$2,098.3	\$610.5	\$0.0	\$0.0	<b>\$386,084.1</b>
PA	Port Authority of Allegheny County	\$40,192.6	\$99,598.4	\$26,815.2	\$0.0	\$9.3	\$69.3	\$6,597.3	\$2,735.0	\$74,029.6	<b>\$250,046.7</b>
TX	Metropolitan Transit Authority of Harris County, Texas	\$60,933.1	\$283,829.1	\$79,972.2	\$14,609.6	\$40.1	\$124,651.4	\$55,552.3	\$5,508.0	\$90,813.4	<b>\$715,909.2</b>
WA	King County Department of Transportation - Metro Transit Division	\$665,883.2	\$0.0	\$9,118.8	\$6,171.1	\$100.6	\$8.2	\$65,155.4	\$5,457.7	\$19,881.2	<b>\$771,776.2</b>
	<b>Total</b>	<b>\$2,771,370.3</b>	<b>\$650,148.2</b>	<b>\$600,742.8</b>	<b>\$141,561.8</b>	<b>\$1,096.5</b>	<b>\$148,650.2</b>	<b>\$655,937.8</b>	<b>\$27,919.3</b>	<b>\$351,644.6</b>	<b>\$5,349,071.5</b>
	<b>National Totals (Millions)</b>	<b>\$1,665.2</b>	<b>\$211.3</b>	<b>\$219.2</b>	<b>\$60.8</b>	<b>\$426.8</b>	<b>\$101.7</b>	<b>\$295.9</b>	<b>\$25</b>	<b>\$190.6</b>	<b>\$3,196.5</b>

## Key Heavy Rail Operating Characteristics 2004

State	Agency	Type of Service	Operating Expense (000)	Fare Revenues Earned (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	\$65,828.8	\$16,894.7	1,197.5	5,398.6	238.4	30,870.4	104.2	152,629.5
CA	San Francisco Bay Area Rapid Transit District	DO	\$375,024.6	\$219,904.1	8,460.7	62,373.3	1,841.9	97,545.6	325.0	1,228,433.2
DC	Washington Metropolitan Area Transit Authority	DO	\$525,516.2	\$322,272.0	11,956.8	58,205.4	2,312.5	250,660.0	854.5	1,507,072.9
FL	Miami-Dade Transit	DO	\$61,437.7	\$10,026.6	1,725.1	9,112.3	386.5	15,637.5	51.7	121,823.0
GA	Metropolitan Atlanta Rapid Transit Authority	DO	\$123,208.3	\$43,614.4	4,693.7	22,049.6	836.7	69,088.6	218.6	455,358.7
IL	Chicago Transit Authority	DO	\$399,863.8	\$163,147.4	11,758.0	64,328.2	3,448.3	178,716.5	582.8	1,074,812.5
MA	Massachusetts Bay Transportation Authority	DO	\$214,246.8	\$96,684.3	4,530.0	21,110.1	959.6	157,502.5	510.8	581,114.5
MD	Maryland Transit Administration	DO	\$41,810.6	\$11,580.7	972.4	4,535.4	182.7	12,425.7	41.7	59,594.9
NJ	Port Authority Trans-Hudson Corporation	DO	\$179,792.2	\$80,923.4	1,802.8	12,619.3	681.8	66,516.7	217.9	288,071.5
NJ	Port Authority Transit Corporation	DO	\$34,157.9	\$18,672.8	1,103.2	4,054.9	139.8	9,150.0	32.3	79,551.1
NY	MTA New York City Transit	DO	\$2,537,639.7	\$1,837,633.0	38,010.0	339,818.8	18,601.2	1,760,778.9	5,695.2	8,344,226.5
NY	Staten Island Rapid Transit Operating Authority, dba:	DO	\$26,374.9	\$4,439.6	544.1	2,176.6	103.8	3,358.3	12.1	21,521.2

## 2004 National Transit Summaries and Trends

State	Agency	Type of Service	Operating Expense (000)	Fare Revenues Earned (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)
	MTA Staten Island Railway									
OH	The Greater Cleveland Regional Transit Authority	DO	\$23,869.1	\$4,956.4	1,725.1	2,397.2	108.8	7,282.8	24.0	47,439.9
PA	Southeastern Pennsylvania Transportation Authority	DO	\$125,380.1	\$72,039.4	3,188.9	16,387.9	837.8	88,083.1	291.7	392,631.7
<b>Total</b>			<b>\$4,734,150.7</b>	<b>\$2,902,788.9</b>	<b>91,668.4</b>	<b>624,567.8</b>	<b>30,679.9</b>	<b>2,747,616.6</b>	<b>8,962.7</b>	<b>14,354,281.1</b>

### Key Heavy Rail Performance Indicators 2004

State	Agency	Type of Service	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	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	DO	\$12.2	\$276.1	\$2.1	\$0.4	26%	5.7	\$0.5	640.2	22.6
CA	San Francisco Bay Area Rapid Transit District	DO	\$6.0	\$203.6	\$3.8	\$0.3	59%	1.6	\$2.3	666.9	33.9
DC	Washington Metropolitan Area Transit Authority	DO	\$9.0	\$227.3	\$2.1	\$0.3	61%	4.3	\$1.3	651.7	25.2
FL	Miami-Dade Transit	DO	\$6.7	\$159.0	\$3.9	\$0.5	16%	1.7	\$0.6	315.2	23.6
GA	Metropolitan Atlanta Rapid Transit Authority	DO	\$5.6	\$147.3	\$1.8	\$0.3	35%	3.1	\$0.6	544.2	26.4
IL	Chicago Transit Authority	DO	\$6.2	\$116.0	\$2.2	\$0.4	41%	2.8	\$0.9	311.7	18.7
MA	Massachusetts Bay Transportation Authority	DO	\$10.1	\$223.3	\$1.4	\$0.4	45%	7.5	\$0.6	605.6	22.0
MD	Maryland Transit Administration	DO	\$9.2	\$228.8	\$3.4	\$0.7	28%	2.7	\$0.9	326.1	24.8
NJ	Port Authority Trans-Hudson Corporation	DO	\$14.2	\$263.7	\$2.7	\$0.6	45%	5.3	\$1.2	422.5	18.5
NJ	Port Authority Transit Corporation	DO	\$8.4	\$244.3	\$3.7	\$0.4	55%	2.3	\$2.0	568.9	29.0
NY	MTA New York City Transit	DO	\$7.5	\$136.4	\$1.4	\$0.3	72%	5.2	\$1.0	448.6	18.3
NY	Staten Island Rapid Transit Operating Authority, dba: MTA Staten Island Railway	DO	\$12.1	\$254.0	\$7.9	\$1.2	17%	1.5	\$1.3	207.3	21.0
OH	The Greater Cleveland Regional Transit Authority	DO	\$10.0	\$219.4	\$3.3	\$0.5	21%	3.0	\$0.7	436.1	22.0
PA	Southeastern Pennsylvania Transportation Authority	DO	\$7.7	\$149.7	\$1.4	\$0.3	57%	5.4	\$0.8	468.7	19.6
<b>Average</b>			<b>\$7.6</b>	<b>\$154.3</b>	<b>\$1.7</b>	<b>\$0.3</b>	<b>61%</b>	<b>30.0</b>	<b>\$1.1</b>	<b>467.9</b>	<b>20.4</b>

## 2004 National Transit Summaries and Trends

### Key Heavy Rail Infrastructure Characteristics 2004

State	Agency	Directional Route Miles	Miles of Track	Stations	ADA Stations	Vehicles Operated in Maximum Service	Vehicles Available for Maximum Service	Average Fleet Age
MA	Massachusetts Bay Transportation Authority	76.3	108	53	42	320	408	21.9
NY	MTA New York City Transit	493.8	835	468	54	5,191	6,162	21.2
NJ	Port Authority Transit Corporation	31.5	38	13	5	84	121	31.4
NJ	Port Authority Trans-Hudson Corporation	28.6	43	13	7	259	259	31.7
NY	Staten Island Rapid Transit Operating Authority, dba: MTA Staten Island Railway	28.6	33	23	4	44	64	33.0
PA	Southeastern Pennsylvania Transportation Authority	74.9	102	75	18	276	371	11.7
DC	Washington Metropolitan Area Transit Authority	206.6	225	83	83	750	950	17.3
MD	Maryland Transit Administration	29.4	34	14	14	54	100	19.4
GA	Metropolitan Atlanta Rapid Transit Authority	96.1	104	38	38	184	302	15.5
FL	Miami-Dade Transit	45.0	56	22	22	103	136	22.0
OH	The Greater Cleveland Regional Transit Authority	38.1	42	18	10	22	22	21.0
IL	Chicago Transit Authority	206.3	288	144	72	1,008	1,190	20.7
CA	San Francisco Bay Area Rapid Transit District	209.0	268	43	43	522	669	6.7
CA	Los Angeles County Metropolitan Transportation Authority	31.9	34	16	16	70	104	8.0
	<b>Total</b>	<b>1,596</b>	<b>3,205</b>	<b>1,326</b>	<b>698</b>	<b>11,123</b>	<b>13,824</b>	<b>19.8</b>

### Uses of Heavy Rail Capital Funds 2004

State	Agency	Revenue Vehicles (000)	Guideway (000)	Systems (000)	Fare Collection Equipment (000)	Maintenance Facilities (000)	Administration Buildings (000)	Stations (000)	Other Vehicles (000)	Other Capital (000)	Total Capital (000)
MA	Massachusetts Bay Transportation Authority	\$61,038.4	\$178,514.2	\$64,625.7	\$37,756.7	\$9,067.4	\$0.0	\$179,853.3	\$401.6	\$13,146.2	\$544,403.4
NY	MTA New York City Transit	\$314,365.4	\$1,645,166.7	\$794,190.1	\$0.0	\$126,546.6	\$0.0	\$1,124,824.5	\$23,901.2	\$259,218.7	\$4,288,213.2
NJ	Port Authority Transit Corporation	\$1,203.7	\$21,600.7	\$0.0	\$0.0	\$854.9	\$0.0	\$0.0	\$0.0	\$0.0	\$23,659.3
NJ	Port Authority Trans-Hudson Corporation	\$0.0	\$0.0	\$0.0	\$0.0	\$1,252,811.2	\$62,421.4	\$0.0	\$0.0	\$0.0	\$1,315,232.6

## 2004 National Transit Summaries and Trends

State	Agency	Revenue Vehicles (000)	Guideway (000)	Systems (000)	Fare Collection Equipment (000)	Maintenance Facilities (000)	Administration Buildings (000)	Stations (000)	Other Vehicles (000)	Other Capital (000)	Total Capital (000)
NY	Staten Island Rapid Transit Operating Authority, dba: MTA Staten Island Railway	\$0.0	\$27.6	\$3,580.4	\$0.0	\$60.9	\$0.0	\$0.4	\$0.0	\$0.0	\$3,669.3
PA	Southeastern Pennsylvania Transportation Authority	\$34,866.8	\$460,246.5	\$12,960.5	\$1,824.6	\$74,879.1	\$4,045.1	\$185,351.7	\$12,532.7	\$0.0	\$786,706.8
DC	Washington Metropolitan Area Transit Authority	\$388,958.0	\$962,462.4	\$318,788.1	\$11,943.0	\$90,727.9	\$10,757.6	\$835,348.9	\$7,182.0	\$203,008.6	\$2,829,176.5
MD	Maryland Transit Administration	\$89,925.1	\$79,368.5	\$546.6	\$0.0	\$15,580.6	\$966.0	\$79,234.4	\$240.7	\$150.7	\$266,012.4
GA	Metropolitan Atlanta Rapid Transit Authority	\$170,785.4	\$73,794.1	\$30,896.5	\$16,223.7	\$213,100.2	\$1,005.7	\$72,186.4	\$3,344.0	-\$610.8	\$580,725.2
FL	Miami-Dade Transit	\$14,729.2	\$23,939.4	\$439.6	\$0.0	\$58,967.6	\$0.0	-\$1,675.4	\$0.0	-\$206.5	\$96,193.9
OH	The Greater Cleveland Regional Transit Authority	\$781.3	\$21,658.1	\$239.2	\$20.6	\$1,034.8	\$1.4	\$5,842.6	\$237.1	\$1,214.7	\$31,029.9
IL	Chicago Transit Authority	\$44,625.7	\$395,708.7	\$49,555.6	\$3,434.7	\$10,778.7	\$308.2	\$216,152.0	\$2,602.6	\$23,003.2	\$746,169.3
CA	San Francisco Bay Area Rapid Transit District	\$28,021.4	\$114,541.5	\$6,575.6	\$95,982.5	\$6,177.1	\$0.0	\$272,717.3	\$2,337.0	\$9,232.1	\$535,584.5
CA	Santa Clara Valley Transportation Authority	\$0.0	\$110,690.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$110,690.7
CA	Los Angeles County Metropolitan Transportation Authority	\$0.0	\$28,369.4	\$8,680.2	\$0.0	\$18,266.3	\$0.0	\$42,340.5	\$0.0	\$0.0	\$97,656.5
	<b>Total</b>	<b>\$1,149,300.6</b>	<b>\$4,116,088.3</b>	<b>\$1,291,078.3</b>	<b>\$167,185.6</b>	<b>\$1,878,853.5</b>	<b>\$79,505.2</b>	<b>\$3,012,176.6</b>	<b>\$52,778.8</b>	<b>\$508,156.7</b>	<b>\$12,255,123.5</b>

## 2004 National Transit Summaries and Trends

### Key Commuter Rail Operating Characteristics 2004

State	Agency	Type of Service	Operating Expense (000)	Fare Revenues Earned (000)	Train Revenue Miles (000)	Passenger Car Revenue Miles (000)	Passenger Car Revenue Hours (000)	Unlinked Passenger Trips (000)	Average Weekday Unlinked Passenger Trips (000)	Passenger Miles (000)
CA	Altamont Commuter Express	PT	\$11,255.7	\$2,849.7	129.0	749.3	18.5	616.0	2.5	29,519.9
CA	North San Diego County Transit District	PT	\$13,985.5	\$5,239.4	259.7	1,137.3	26.1	1,428.8	5.3	40,392.7
CA	Peninsula Corridor Joint Powers Board	PT	\$59,714.9	\$18,427.5	1,054.3	5,170.3	172.4	6,625.4	24.5	132,958.9
CA	Southern California Regional Rail Authority	PT	\$99,527.5	\$44,588.3	2,105.4	8,314.5	205.2	9,783.4	36.6	364,526.3
CT	Connecticut Department of Transportation	PT	\$7,172.6	\$1,161.0	186.0	565.3	12.3	398.9	1.5	8,058.0
FL	South Florida Regional Transportation Authority	PT	\$25,244.8	\$6,408.1	618.6	2,048.7	56.5	2,821.3	9.3	84,762.0
IL	Northeast Illinois Regional Commuter Railroad Corporation	DO	\$439,438.1	\$191,762.2	6,363.4	38,467.7	1,240.5	67,677.9	248.4	1,518,710.2
IN	Northern Indiana Commuter Transportation District	DO	\$30,756.4	\$14,622.1	704.5	3,059.2	88.7	3,544.2	12.2	97,110.8
MA	Massachusetts Bay Transportation Authority	DO	\$217,279.0	\$89,083.5	3,847.5	22,152.3	710.2	39,965.7	143.1	783,544.6
MD	Maryland Transit Administration	PT	\$66,063.5	\$26,505.2	999.8	4,854.6	121.3	6,699.2	26.4	197,013.7
NJ	New Jersey Transit Corporation	PT	\$16,039.7	\$0.0	118.1	1,327.8	25.8	1,777.4	7.0	65,670.9
NJ	New Jersey Transit Corporation	DO	\$605,545.2	\$287,844.5	8,665.5	52,860.6	1,734.1	67,016.8	233.3	1,824,789.3
NY	MTA Long Island Rail Road	DO	\$897,919.8	\$410,802.4	7,183.9	58,240.3	1,991.5	96,202.0	322.0	1,994,484.8
NY	Metro-North Commuter Railroad Company, dba: MTA Metro-North Railroad	DO	\$674,706.9	\$403,045.4	7,670.8	49,720.6	1,401.2	72,255.8	247.5	1,968,370.6
PA	Pennsylvania Department of Transportation	PT	\$8,612.8	\$2,693.0	241.0	766.5	14.7	235.9	0.8	15,749.9
PA	Southeastern Pennsylvania Transportation Authority	DO	\$186,242.8	\$87,894.4	5,000.6	15,906.7	588.0	30,284.6	105.1	433,572.4
TX	Dallas Area Rapid Transit	PT	\$17,287.4	\$719.1	175.8	685.6	35.7	1,338.0	4.8	15,356.2
TX	Fort Worth Transportation Authority	PT	\$7,667.5	\$886.0	123.8	494.8	17.7	823.7	2.9	13,005.7
VA	Virginia Railway Express	PT	\$35,764.8	\$16,929.6	333.6	1,778.7	52.8	3,447.9	13.9	103,651.1
WA	Central Puget Sound Regional Transit Authority	PT	\$16,019.0	\$2,263.0	80.3	456.4	12.3	955.3	3.5	24,030.8
	<b>Total</b>	<b>DO</b>	<b>\$3,051,888</b>	<b>\$1,485,055</b>	<b>39,436</b>	<b>240,407</b>	<b>7,754</b>	<b>376,947</b>	<b>1,312</b>	<b>8,620,583</b>
	<b>Total</b>	<b>PT</b>	<b>\$384,356</b>	<b>\$128,670</b>	<b>6,425</b>	<b>28,350</b>	<b>771</b>	<b>36,951</b>	<b>139</b>	<b>1,094,696</b>
	<b>Total</b>		<b>\$3,436,243,855</b>	<b>\$1,613,724,466</b>	<b>45,861,460</b>	<b>268,757,114</b>	<b>8,525,551</b>	<b>413,898,363</b>	<b>1,450,554</b>	<b>9,715,278,889</b>

**Key Commuter Rail Performance Indicators 2004**

State	Agency	Type of Service	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	Revenues per Operating Expense (Recovery Ratio)	Unlinked Passenger Trips per Passenger Car Revenue Mile	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	PT	\$15.0	\$608.4	\$18.3	\$0.4	25%	0.8	\$4.6	1,595.7	40.5
CA	North San Diego County Transit District	PT	\$12.3	\$536.0	\$9.8	\$0.3	37%	1.3	\$3.7	1,548.0	43.6
CA	Peninsula Corridor Joint Powers Board	PT	\$11.5	\$346.3	\$9.0	\$0.4	31%	1.3	\$2.8	771.1	30.0
CA	Southern California Regional Rail Authority	PT	\$12.0	\$484.9	\$10.2	\$0.3	45%	1.2	\$4.6	1,776.1	40.5
CT	Connecticut Department of Transportation	PT	\$12.7	\$582.0	\$18.0	\$0.9	16%	0.7	\$2.9	653.8	45.9
FL	South Florida Regional Transportation Authority	PT	\$12.3	\$446.6	\$8.9	\$0.3	25%	1.4	\$2.3	1,499.6	36.2
IL	Northeast Illinois Regional Commuter Railroad Corporation	DO	\$11.4	\$354.3	\$6.5	\$0.3	44%	1.8	\$2.8	1,224.3	31.0
IN	Northern Indiana Commuter Transportation District	DO	\$10.1	\$346.8	\$8.7	\$0.3	48%	1.2	\$4.1	1,094.9	34.5
MA	Massachusetts Bay Transportation Authority	DO	\$9.8	\$305.9	\$5.4	\$0.3	41%	1.8	\$2.2	1,103.2	31.2
MD	Maryland Transit Administration	PT	\$13.6	\$544.8	\$9.9	\$0.3	40%	1.4	\$4.0	1,624.7	40.0
NJ	New Jersey Transit Corporation	PT	\$12.1	\$622.8	\$9.0	\$0.2	0%	1.3	\$0.0	2,549.8	51.6
NJ	New Jersey Transit Corporation	DO	\$11.5	\$349.2	\$9.0	\$0.3	48%	1.3	\$4.3	1,052.3	30.5
NY	MTA Long Island Rail Road	DO	\$15.4	\$450.9	\$9.3	\$0.5	46%	1.7	\$4.3	1,001.5	29.2
NY	Metro-North Commuter Railroad Company, dba: MTA Metro-North Railroad	DO	\$13.6	\$481.5	\$9.3	\$0.3	60%	1.5	\$5.6	1,404.8	35.5
PA	Pennsylvania Department of Transportation	PT	\$11.2	\$587.7	\$36.5	\$0.5	31%	0.3	\$11.4	1,074.6	52.3
PA	Southeastern Pennsylvania Transportation Authority	DO	\$11.7	\$316.7	\$6.1	\$0.4	47%	1.9	\$2.9	737.4	27.1
TX	Dallas Area Rapid Transit	PT	\$25.2	\$484.4	\$12.9	\$1.1	4%	2.0	\$0.5	430.3	19.2
TX	Fort Worth Transportation Authority	PT	\$15.5	\$432.9	\$9.3	\$0.6	12%	1.7	\$1.1	734.3	27.9
VA	Virginia Railway Express	PT	\$20.1	\$677.1	\$10.4	\$0.3	47%	1.9	\$4.9	1,962.2	33.7
WA	Central Puget Sound Regional Transit Authority	PT	\$35.1	\$1,297.3	\$16.8	\$0.7	14%	2.1	\$2.4	1,946.1	37.0
	<b>Average</b>		\$12.8	\$403.1	\$8.3	\$0.4	47%	9.0	\$3.9	1,139.5	31.5

## 2004 National Transit Summaries and Trends

### Key Commuter Rail Infrastructure Characteristics 2004

State	Agency	Directional Route Miles	Miles of Track	Stations	ADA Stations	Vehicles Operated in Maximum Service	Vehicles Available for Maximum Service	Average Fleet Age
WA	Central Puget Sound Regional Transit Authority	146.9	146	9	9	23	69	2.8
MA	Massachusetts Bay Transportation Authority	702.1	648	126	82	393	460	16.1
CT	Connecticut Department of Transportation	101.2	106	8	8	22	31	23.3
NY	Metro-North Commuter Railroad Company, dba: MTA Metro-North Railroad	545.7	803	109	32	930	1,013	20.6
NJ	New Jersey Transit Corporation	1,070.2	884	162	63	740	1,092	30.8
NY	MTA Long Island Rail Road	638.2	701	124	99	969	1,138	17.1
PA	Southeastern Pennsylvania Transportation Authority	446.9	695	156	51	297	357	28.9
MD	Maryland Transit Administration	400.4	471	42	22	115	153	14.6
PA	Pennsylvania Department of Transportation	144.4	144	12	4	12	12	25.0
VA	Virginia Railway Express	161.5	190	18	18	69	93	17.9
FL	South Florida Regional Transportation Authority	142.2	104	18	18	20	30	14.7
IN	Northern Indiana Commuter Transportation District	179.8	130	20	12	66	66	16.6
IL	Northeast Illinois Regional Commuter Railroad Corporation	940.4	1,144	230	139	1,003	1,151	23.9
TX	Fort Worth Transportation Authority	40.5	23	5	5	17	17	18.1
TX	Dallas Area Rapid Transit	29.0	21	4	4	21	36	14.7
CA	North San Diego County Transit District	82.2	84	8	8	28	35	7.4
CA	Peninsula Corridor Joint Powers Board	153.7	137	34	24	102	153	17.4
CA	Southern California Regional Rail Authority	778.0	631	53	53	159	159	9.2
CA	Altamont Commuter Express	172.0	90	10	10	18	20	5.2
	<b>Total</b>	<b>6,875</b>	<b>32,750</b>	<b>4,778</b>	<b>2,749</b>	<b>21,508</b>	<b>26,153</b>	<b>19.8</b>

Uses of Commuter Rail Capital Funds 2004

State	Agency	Revenue Vehicles (000)	Guideway (000)	Systems (000)	Fare Collection Equipment (000)	Maintenance Facilities (000)	Administration Buildings (000)	Stations (000)	Other Vehicles (000)	Other Capital (000)	Total Capital (000)
WA	Central Puget Sound Regional Transit Authority	\$0.0	\$1,017,245.3	\$0.0	\$4,519.3	\$15,205.7	\$0.0	\$39,346.2	\$0.0	\$16,542.1	\$1,092,858.7
MA	Massachusetts Bay Transportation Authority	\$155,498.2	\$361,161.4	\$20,543.2	\$475.2	\$58,511.2	\$0.0	\$10,121.0	\$0.0	\$22,002.0	\$628,312.1
NY	Metro-North Commuter Railroad Company, dba: MTA Metro-North Railroad	\$713,656.0	\$168,053.0	\$83,387.3	\$10,581.8	\$67,079.1	\$2,149.5	\$194,444.3	\$0.0	\$39,495.9	\$1,278,846.9
NJ	New Jersey Transit Corporation	\$203,665.2	\$308,501.9	\$34,533.9	\$0.0	\$147,942.3	\$3,231.0	\$342,116.4	\$0.0	\$43,287.7	\$1,083,278.4
NY	MTA Long Island Rail Road	\$453,658.2	\$234,810.9	\$0.0	\$3,294.1	\$96,931.3	\$0.0	\$147,624.3	\$0.0	\$66,213.2	\$1,002,532.1
PA	Capital Area Transit	\$0.0	\$7,628.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$7,628.5
PA	Southeastern Pennsylvania Transportation Authority	\$54,134.7	\$175,874.1	\$16,163.2	\$0.0	\$44,519.1	\$2,019.0	\$99,906.9	\$46.6	\$0.0	\$392,663.5
MD	Maryland Transit Administration	\$13,932.0	\$2,644.4	\$1,243.4	\$8,748.4	\$7,643.0	\$0.0	\$43,297.0	\$0.0	\$514.2	\$78,022.4
PA	Pennsylvania Department of Transportation	\$0.0	\$45,584.2	\$1,886.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1,552.0	\$49,022.6
VA	Virginia Railway Express	\$23,838.8	\$4,106.7	\$92.0	\$0.0	\$0.0	\$938.4	\$4,630.2	\$91.5	\$77.1	\$33,774.8
NC	Charlotte Area Transit System	\$8,841.0	\$405,915.8	\$3.3	\$0.0	\$4,069.1	\$0.0	\$0.0	\$0.0	\$415.1	\$419,244.3
FL	South Florida Regional Transportation Authority	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$9,736.6	\$0.0	\$416,792.7	\$426,529.3
NC	Research Triangle Regional Public Transportation Authority	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$204,919.2	\$204,919.2
OH	Metro Regional Transit Authority	\$0.0	\$776.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$776.4
IN	Northern Indiana Commuter Transportation District	\$15,397.1	\$74,547.8	\$0.0	\$0.0	\$1,323.4	\$7,900.4	\$43,249.4	\$1,392.4	\$3,117.0	\$146,927.6
IL	Northeast Illinois Regional Commuter Railroad Corporation	\$494,916.4	\$696,407.0	\$117,789.4	\$0.0	\$14,494.7	\$0.0	\$261,621.5	\$11,333.7	\$65,282.0	\$1,661,844.8
TX	Fort Worth Transportation Authority	\$5,787.0	\$1,065.3	\$1,945.3	\$1,485.8	\$0.0	\$0.0	\$4,459.0	\$0.0	\$0.0	\$14,742.4
TX	Dallas Area Rapid Transit	\$5,028.2	\$66,587.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$71,615.9
UT	Utah Transit Authority	\$0.0	\$11,395.0	\$0.0	\$0.0	\$2,571.5	\$0.0	\$17,934.5	\$0.0	\$0.0	\$31,901.0
CA	North San Diego County Transit District	\$8,591.9	\$67,011.5	\$0.0	\$569.9	\$140.4	\$0.0	\$2,366.0	\$328.7	\$5,246.8	\$84,255.2

## 2004 National Transit Summaries and Trends

State	Agency	Revenue Vehicles (000)	Guideway (000)	Systems (000)	Fare Collection Equipment (000)	Maintenance Facilities (000)	Administration Buildings (000)	Stations (000)	Other Vehicles (000)	Other Capital (000)	Total Capital (000)
CA	Peninsula Corridor Joint Powers Board	\$18,153.7	\$365,189.4	\$0.0	\$4,609.8	\$23,033.6	\$0.0	\$45,844.2	\$0.0	\$16,479.7	\$473,310.4
CA	Southern California Regional Rail Authority	\$14,842.7	\$56,039.9	\$18,812.0	\$19,312.4	\$184.0	\$0.0	\$1,509.7	\$2,726.2	\$5,182.8	\$118,609.6
CA	Altamont Commuter Express	\$0.0	\$3,536.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$3,536.7
	<b>Total</b>	<b>\$2,189,941.1</b>	<b>\$4,074,083.0</b>	<b>\$296,399.3</b>	<b>\$53,596.8</b>	<b>\$483,648.5</b>	<b>\$16,238.3</b>	<b>\$1,268,207.3</b>	<b>\$15,919.2</b>	<b>\$907,119.4</b>	<b>\$9,305,153.0</b>

## Key Light Rail Operating Characteristics 2004

State	Agency	Type of Service	Operating Expense (000)	Fare Revenues Earned (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)
AR	Central Arkansas Transit Authority	DO	\$224.3	\$9.9	6.4	6.4	1.3	44.5	0.7	62.7
CA	Los Angeles County Metropolitan Transportation Authority	DO	\$111,654.3	\$18,899.6	3,530.8	7,703.7	336.7	32,852.3	110.9	241,217.2
CA	Sacramento Regional Transit District	DO	\$35,225.8	\$7,853.4	1,247.8	2,878.8	149.8	11,022.0	36.7	56,948.1
CA	San Diego Trolley, Inc.	DO	\$41,830.5	\$24,196.9	2,636.3	6,983.4	363.8	26,538.2	77.5	170,375.5
CA	San Francisco Municipal Railway	DO	\$105,899.5	\$21,473.7	5,656.3	5,656.3	588.6	45,187.0	143.8	117,833.7
CA	Santa Clara Valley Transportation Authority	DO	\$45,752.5	\$4,367.7	1,371.6	1,898.7	126.3	5,473.0	17.6	24,165.9
CO	Denver Regional Transportation District	DO	\$21,689.1	\$8,050.7	1,648.9	3,869.3	216.1	10,028.5	33.1	43,341.3
FL	Hillsborough Area Regional Transit Authority	DO	\$1,626.2	\$448.1	82.9	82.9	17.5	519.6	1.3	922.0
LA	New Orleans Regional Transit Authority	DO	\$14,275.0	\$6,028.5	969.8	969.8	121.6	8,919.7	24.3	17,450.2
MA	Massachusetts Bay Transportation Authority	DO	\$107,082.0	\$52,704.8	4,166.4	5,677.7	378.5	70,558.1	216.4	178,887.8
MD	Maryland Transit Administration	DO	\$33,687.9	\$5,432.4	1,210.7	2,060.3	122.6	6,067.1	20.3	41,180.2
MN	Metro Transit	DO	\$8,367.9	\$2,568.0	349.3	510.2	39.5	2,938.8	15.6	12,120.4
MO	Bi-State Development Agency	DO	\$36,293.7	\$9,376.3	2,604.6	5,024.2	189.9	14,509.5	43.7	127,210.2
NJ	New Jersey Transit Corporation	PT	\$38,697.8	\$5,715.8	970.2	1,061.6	88.7	4,756.8	16.3	22,819.1
NJ	New Jersey Transit Corporation	DO	\$16,015.8	\$3,208.9	573.0	573.0	50.2	5,112.1	17.5	13,055.7
NY	Niagara Frontier Transportation Authority	DO	\$18,271.2	\$3,925.7	379.0	762.6	69.6	5,478.0	19.1	14,211.5
OH	The Greater Cleveland Regional Transit Authority	DO	\$12,765.7	\$1,742.7	1,011.6	1,011.8	67.9	2,560.7	8.4	15,198.8
OR	Tri-County Metropolitan Transportation District of Oregon	DO	\$56,965.8	\$19,822.2	3,549.1	6,023.1	356.7	31,516.2	93.3	181,760.4

## 2004 National Transit Summaries and Trends

State	Agency	Type of Service	Operating Expense (000)	Fare Revenues Earned (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	Port Authority of Allegheny County	DO	\$35,589.6	\$5,818.1	1,224.8	1,462.4	112.8	6,654.6	22.5	30,025.5
PA	Southeastern Pennsylvania Transportation Authority	DO	\$46,088.3	\$14,787.8	3,320.0	3,320.0	351.2	25,158.1	82.2	63,064.2
TN	Memphis Area Transit Authority	DO	\$3,577.4	\$417.1	318.9	318.9	46.7	982.5	2.7	1,010.4
TX	Dallas Area Rapid Transit	DO	\$57,023.1	\$8,760.4	2,813.6	5,153.2	241.2	16,376.0	55.2	122,621.7
TX	Island Transit	DO	\$355.3	\$22.8	35.0	35.0	5.8	40.6	0.1	42.0
TX	Metropolitan Transit Authority of Harris County, Texas	DO	\$14,134.7	\$1,486.9	474.3	473.4	41.2	5,349.7	21.2	13,757.6
UT	Utah Transit Authority	DO	\$20,013.2	\$5,488.6	1,136.0	2,968.6	197.4	10,019.9	33.1	65,708.8
WA	Central Puget Sound Regional Transit Authority	DO	\$2,543.8	\$0.0	96.4	96.4	10.0	794.6	2.6	730.7
WA	King County Department of Transportation - Metro Transit Division	DO	\$1,426.8	\$226.3	42.9	42.9	11.1	398.6	1.0	409.3
WI	Kenosha Transit	DO	\$301.6	\$0.0	20.6	20.6	2.9	58.9	0.1	66.5
	<b>Total</b>	<b>DO</b>	<b>\$38,697.8</b>	<b>\$227.1</b>	<b>40.5</b>	<b>65.6</b>	<b>4.2</b>	<b>345.2</b>	<b>1.1</b>	<b>1,553.4</b>
	<b>Total</b>	<b>PT</b>	<b>\$848.7</b>	<b>\$5,715.8</b>	<b>970.2</b>	<b>1,061.6</b>	<b>88.7</b>	<b>4,756.8</b>	<b>16.3</b>	<b>22,819.1</b>
	<b>Total</b>		<b>\$887,378.5</b>	<b>\$232,833.3</b>	<b>41,447.2</b>	<b>66,645.3</b>	<b>4,305.8</b>	<b>349,915.5</b>	<b>1,117.3</b>	<b>1,576,197.7</b>

### Key Light Rail Performance Indicators 2004

State	Agency	Type of Service	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	Fare Revenues per Unlinked Passenger Trip	Passenger Mile per Passenger Car Revenue Hour	Passenger Car Revenue Mile per Passenger Car Revenue Hour
AR	Central Arkansas Transit Authority	DO	\$35.3	\$169.7	\$5.0	\$3.6	4%	7.0	\$0.2	47.4	4.8
CA	Los Angeles County Metropolitan Transportation Authority	DO	\$14.5	\$331.6	\$3.4	\$0.5	17%	4.3	\$0.6	716.4	22.9
CA	Sacramento Regional Transit District	DO	\$12.2	\$235.2	\$3.2	\$0.6	22%	3.8	\$0.7	380.3	19.2
CA	San Diego Trolley, Inc.	DO	\$6.0	\$115.0	\$1.6	\$0.2	58%	3.8	\$0.9	468.3	19.2
CA	San Francisco Municipal Railway	DO	\$18.7	\$179.9	\$2.3	\$0.9	20%	8.0	\$0.5	200.2	9.6
CA	Santa Clara Valley Transportation Authority	DO	\$24.1	\$362.3	\$8.4	\$1.9	10%	2.9	\$0.8	191.4	15.0
CO	Denver Regional Transportation District	DO	\$5.6	\$100.4	\$2.2	\$0.5	37%	2.6	\$0.8	200.6	17.9
FL	Hillsborough Area Regional Transit Authority	DO	\$19.6	\$93.0	\$3.1	\$1.8	28%	6.3	\$0.9	52.7	4.7
LA	New Orleans Regional Transit Authority	DO	\$14.7	\$117.4	\$1.6	\$0.8	42%	9.2	\$0.7	143.6	8.0

## 2004 National Transit Summaries and Trends

State	Agency	Type of Service	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	Fare Revenues per Unlinked Passenger Trip	Passenger Mile per Passenger Car Revenue Hour	Passenger Car Revenue Mile per Passenger Car Revenue Hour
MA	Massachusetts Bay Transportation Authority	DO	\$18.9	\$282.9	\$1.5	\$0.6	49%	12.4	\$0.7	472.6	15.0
MD	Maryland Transit Administration	DO	\$16.4	\$274.7	\$5.6	\$0.8	16%	2.9	\$0.9	335.8	16.8
MN	Metro Transit	DO	\$16.4	\$212.0	\$2.8	\$0.7	31%	5.8	\$0.9	307.1	12.9
MO	Bi-State Development Agency	DO	\$7.2	\$191.1	\$2.5	\$0.3	26%	2.9	\$0.6	669.8	26.5
NJ	New Jersey Transit Corporation	PT	\$36.5	\$436.2	\$8.1	\$1.7	15%	4.5	\$1.2	257.2	12.0
NJ	New Jersey Transit Corporation	DO	\$28.0	\$318.9	\$3.1	\$1.2	20%	8.9	\$0.6	260.0	11.4
NY	Niagara Frontier Transportation Authority	DO	\$24.0	\$262.4	\$3.3	\$1.3	21%	7.2	\$0.7	204.1	11.0
OH	The Greater Cleveland Regional Transit Authority	DO	\$12.6	\$187.9	\$5.0	\$0.8	14%	2.5	\$0.7	223.8	14.9
OR	Tri-County Metropolitan Transportation District of Oregon	DO	\$9.5	\$159.7	\$1.8	\$0.3	35%	5.2	\$0.6	509.5	16.9
PA	Port Authority of Allegheny County	DO	\$24.3	\$315.4	\$5.3	\$1.2	16%	4.6	\$0.9	266.1	13.0
PA	Southeastern Pennsylvania Transportation Authority	DO	\$13.9	\$131.2	\$1.8	\$0.7	32%	7.6	\$0.6	179.5	9.5
TN	Memphis Area Transit Authority	DO	\$11.2	\$76.6	\$3.6	\$3.5	12%	3.1	\$0.4	21.6	6.8
TX	Dallas Area Rapid Transit	DO	\$11.1	\$236.4	\$3.5	\$0.5	15%	3.2	\$0.5	508.4	21.4
TX	Island Transit	DO	\$10.1	\$60.8	\$8.8	\$8.5	6%	1.2	\$0.6	7.2	6.0
TX	Metropolitan Transit Authority of Harris County, Texas	DO	\$29.9	\$343.3	\$2.6	\$1.0	11%	11.3	\$0.3	334.1	11.5
UT	Utah Transit Authority	DO	\$6.7	\$101.4	\$2.0	\$0.3	27%	3.4	\$0.5	332.8	15.0
WA	Central Puget Sound Regional Transit Authority	DO	\$26.4	\$255.1	\$3.2	\$3.5	0%	8.2	\$0.0	73.3	9.7
WA	King County Department of Transportation - Metro Transit Division	DO	\$33.3	\$128.1	\$3.6	\$3.5	16%	9.3	\$0.6	36.8	3.9
WI	Kenosha Transit	DO	\$14.6	\$104.1	\$5.1	\$4.5	0%	2.9	\$0.0	23.0	7.1
	<b>Average</b>		<b>\$13.3</b>	<b>\$206.1</b>	<b>\$2.5</b>	<b>\$0.6</b>	<b>26%</b>	<b>8.4</b>	<b>\$0.7</b>	<b>366.1</b>	<b>15.5</b>

## Key Light Rail Infrastructure Characteristics 2004

State	Agency	Directional Route Miles	Miles of Track	Stations	ADA Stations	Vehicles Operated in Maximum Service	Vehicles Available for Maximum Service	Average Fleet Age
WA	King County Department of Transportation - Metro Transit Division	3.7	2	9	9	3	5	76.2
OR	Tri-County Metropolitan Transportation District of Oregon	92.9	93	62	62	69	105	10.1
WA	Central Puget Sound Regional Transit Authority	3.6	2	6	6	2	3	2.0

## 2004 National Transit Summaries and Trends

State	Agency	Directional Route Miles	Miles of Track	Stations	ADA Stations	Vehicles Operated in Maximum Service	Vehicles Available for Maximum Service	Average Fleet Age
MA	Massachusetts Bay Transportation Authority	51.0	78	70	25	150	185	19.4
NY	Niagara Frontier Transportation Authority	12.4	14	15	7	23	27	19.9
NJ	New Jersey Transit Corporation	99.9	57	37	37	37	37	3.0
PA	Southeastern Pennsylvania Transportation Authority	66.2	171	46	1	117	141	23.6
PA	Port Authority of Allegheny County	45.3	45	25	25	55	55	17.6
MD	Maryland Transit Administration	57.6	54	32	32	49	53	10.3
TN	Memphis Area Transit Authority	10.0	11	7	7	15	18	68.4
FL	Hillsborough Area Regional Transit Authority	4.8	3	8	8	4	8	5.0
WI	Kenosha Transit	1.9	2	2	1	1	5	53.0
OH	The Greater Cleveland Regional Transit Authority	30.4	33	34	8	17	17	23.0
MN	Metro Transit	24.4	24	17	17	22	22	0.0
TX	Metropolitan Transit Authority of Harris County, Texas	14.8	20	16	16	17	18	0.0
TX	Island Transit	11.8	5	3	3	4	4	16.0
LA	New Orleans Regional Transit Authority	25.3	26	9	9	66	66	43.7
AR	Central Arkansas Transit Authority	2.8	3	0	0	2	3	3.0
TX	Dallas Area Rapid Transit	87.7	98	34	34	82	95	6.6
MO	Bi-State Development Agency	75.8	81	28	28	34	65	7.1
UT	Utah Transit Authority	37.3	37	23	23	37	46	5.7
CO	Denver Regional Transportation District	31.6	32	23	23	47	49	6.0
CA	Santa Clara Valley Transportation Authority	58.4	72	57	57	26	80	5.3
CA	San Francisco Municipal Railway	72.9	73	9	9	130	181	18.5
CA	Sacramento Regional Transit District	58.4	63	41	40	52	72	8.4
CA	San Diego Trolley, Inc.	96.6	97	49	48	83	123	14.2
CA	Los Angeles County Metropolitan Transportation Authority	109.7	116	49	49	96	121	10.9
	<b>Total</b>	<b>1,187</b>	<b>2,689</b>	<b>1,701</b>	<b>1,382</b>	<b>2,659</b>	<b>3,367</b>	<b>15.3</b>

## 2004 National Transit Summaries and Trends

### Uses of Light Rail Capital Funds 2004

State	Agency	Revenue Vehicles (000)	Guideway (000)	Systems (000)	Fare Collection Equipment (000)	Maintenance Facilities (000)	Administration Buildings (000)	Stations (000)	Other Vehicles (000)	Other Capital (000)	Total Capital (000)
WA	King County Department of Transportation - Metro Transit Division	\$0.0	\$0.0	\$0.0	\$0.0	\$409.6	\$0.0	\$0.0	\$0.0	\$0.0	\$409.6
WA	Spokane Transit Authority	\$0.0	\$4,730.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$4,730.1
OR	Tri-County Metropolitan Transportation District of Oregon	\$109,491.2	\$83,089.6	\$78,717.0	\$2,520.8	\$17.5	\$0.0	\$15,074.0	\$686.1	\$1,982.8	\$291,578.8
WA	Central Puget Sound Regional Transit Authority	\$50,453.6	\$1,426,846.1	\$349.8	\$0.0	\$122,500.4	\$0.0	\$97,971.5	\$0.0	\$54,554.2	\$1,752,675.5
MA	Massachusetts Bay Transportation Authority	\$38,253.2	\$107,570.1	\$37,371.4	\$7,916.4	\$434.5	\$0.0	\$235,370.4	\$0.0	\$0.0	\$426,916.0
NY	Niagara Frontier Transportation Authority	\$7,591.5	\$6,345.1	\$119.8	\$154.9	\$1,492.7	\$313.9	\$7,232.1	\$158.0	\$1,087.6	\$24,495.5
NJ	New Jersey Transit Corporation	\$32,106.9	\$555,523.4	\$0.0	\$5,661.6	\$203,839.0	\$129.2	\$56,621.8	\$0.0	\$756.3	\$854,638.3
PA	Southeastern Pennsylvania Transportation Authority	\$104,892.3	\$36,698.2	\$0.0	\$0.0	\$420.9	\$908.3	\$33,727.8	\$0.0	\$0.0	\$176,647.5
PA	Port Authority of Allegheny County	\$74,663.1	\$362,858.5	\$136,425.6	\$0.0	\$252.9	\$0.0	\$8,738.0	\$33.0	\$12,629.4	\$595,600.4
MD	Maryland Transit Administration	\$9,907.9	\$311,223.9	\$2,700.6	\$1.8	\$2,830.0	\$0.0	\$1,323.0	\$143.3	\$339.8	\$328,470.4
TN	Memphis Area Transit Authority	\$7,915.8	\$37,438.8	\$0.0	\$0.0	\$2.9	\$0.0	\$8,223.0	\$75.2	\$1,134.5	\$54,790.2
FL	Hillsborough Area Regional Transit Authority	\$0.0	\$527.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$124.7	\$652.6
OH	The Greater Cleveland Regional Transit Authority	\$9,159.2	\$916.7	\$84.1	\$7.2	\$27.9	\$0.5	\$1,171.4	\$0.0	\$427.1	\$11,794.2
MN	Metro Transit	\$92,827.1	\$45,660.8	\$54,106.9	\$0.0	\$0.0	\$599.7	\$16,248.9	\$915.7	\$65,288.5	\$275,647.6
TX	Metropolitan Transit Authority of Harris County, Texas	\$161,024.8	\$105,363.1	\$35,097.3	\$23,414.9	\$22,758.7	\$0.0	\$0.0	\$1,897.0	\$59,166.7	\$408,722.5
LA	New Orleans Regional Transit Authority	\$0.0	\$43,212.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$43,212.3
AR	Central Arkansas Transit Authority	\$0.0	\$37,306.1	\$0.0	\$0.0	\$627.8	\$209.3	\$0.0	\$0.0	\$1,563.1	\$39,706.2
TX	Dallas Area Rapid Transit	\$72,369.3	\$427,624.2	\$0.0	\$0.0	\$37,934.4	\$0.0	\$41,321.9	\$0.0	\$0.0	\$579,249.9
MO	Bi-State Development Agency	\$11,429.5	\$778,744.0	\$8,781.1	\$2,222.1	\$222.1	\$0.0	\$272,781.0	\$428.9	\$499.9	\$1,075,108.6

## 2004 National Transit Summaries and Trends

State	Agency	Revenue Vehicles (000)	Guideway (000)	Systems (000)	Fare Collection Equipment (000)	Maintenance Facilities (000)	Administration Buildings (000)	Stations (000)	Other Vehicles (000)	Other Capital (000)	Total Capital (000)
UT	Utah Transit Authority	\$30,777.5	\$7,272.1	\$368.6	\$0.0	\$40,778.0	\$0.0	\$50.9	\$265.0	\$0.0	\$79,512.0
CO	Denver Regional Transportation District	\$1,655.4	\$281,057.3	\$73,884.0	\$111.8	\$2,166.7	\$0.0	\$52,582.0	\$510.5	\$27.4	\$411,995.1
CA	Santa Clara Valley Transportation Authority	\$346,110.0	\$681,878.0	\$3,726.9	\$186.8	\$343.3	\$0.0	\$297.2	\$0.0	\$0.0	\$1,032,542.3
CA	San Francisco Municipal Railway	\$18,184.5	\$295,449.4	\$1,964.6	\$0.0	\$2,720.2	\$0.0	\$44,229.1	\$0.0	\$5,944.0	\$368,491.9
CA	Sacramento Regional Transit District	\$261,013.7	\$222,829.7	\$4,813.5	\$4,755.8	\$21,821.2	\$315.3	\$19,518.9	\$34,022.8	\$1,824.7	\$570,915.5
CA	North San Diego County Transit District	\$44,616.5	\$39,478.7	\$0.0	\$0.0	\$0.0	\$0.0	\$793.1	\$0.0	\$5,048.8	\$89,937.1
AZ	City of Phoenix Public Transit Department	\$0.0	\$495,722.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$495,722.5
CA	San Diego Trolley, Inc.	\$5,163.0	\$8,088.0	\$4,437.0	\$0.0	\$2,280.0	\$0.0	\$10,536.0	\$1,073.9	\$6,426.1	\$38,004.0
AZ	Regional Public Transportation Authority, dba: Valley Metro	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$187,625.9	\$187,625.9
CA	Los Angeles County Metropolitan Transportation Authority	\$223,626.3	\$46,831.2	\$70,573.2	\$0.0	\$62,093.6	\$0.0	\$166,148.1	\$8,618.1	\$14,722.9	\$592,613.4
AZ	City of Tempe Transportation Planning and Transit Division	\$0.0	\$0.0	\$91,168.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$91,168.6
	<b>Total</b>	<b>\$1,713,232.4</b>	<b>\$6,450,285.7</b>	<b>\$604,689.9</b>	<b>\$46,954.2</b>	<b>\$525,974.4</b>	<b>\$2,476.1</b>	<b>\$1,089,959.9</b>	<b>\$48,827.6</b>	<b>\$421,174.3</b>	<b>\$10,903,574.4</b>

### Key Demand Response Operating Characteristics 2004

State	Agency	Type of Service	Operating Expense (000)	Fare Revenues Earned (000)	Vehicle Revenue Miles (000)	Vehicle Revenue Hours (000)	Unlinked Passenger Trips (000)	Average Weekday Unlinked Passenger Trips (000)	Passenger Miles (000)
CA	Santa Clara Valley Transportation Authority	PT	\$34,255.6	\$2,345.3	5,966.7	403.7	930.5	3.2	7,546.4
CA	Orange County Transportation Authority	PT	\$28,119.4	\$2,917.3	8,601.3	577.2	1,084.9	3.8	9,905.6
DC	Washington Metropolitan Area Transit Authority	PT	\$37,846.1	\$2,364.8	11,030.4	698.4	1,112.4	3.7	12,269.3
FL	Broward County Mass Transit Division	PT	\$24,127.4	\$1,122.0	10,411.5	882.2	1,326.4	4.6	10,876.4
FL	Miami-Dade Transit	PT	\$33,197.5	\$3,208.0	12,090.9	787.9	1,288.3	4.3	17,562.1
IL	Chicago Transit Authority	PT	\$50,403.8	\$2,682.1	11,583.0	1,074.0	2,003.5	6.4	16,125.8

## 2004 National Transit Summaries and Trends

State	Agency	Type of Service	Operating Expense (000)	Fare Revenues Earned (000)	Vehicle Revenue Miles (000)	Vehicle Revenue Hours (000)	Unlinked Passenger Trips (000)	Average Weekday Unlinked Passenger Trips (000)	Passenger Miles (000)
IL	Pace - Suburban Bus Division	DO	\$251.8	\$6,185.0	98.2	6.4	35.0	0.1	239.1
IL	Pace - Suburban Bus Division	PT	\$26,937.0	\$2,954.6	7,899.5	546.1	1,478.5	5.6	10,677.4
		TOTAL	\$27,188.8	\$9,139.6	7,997.7	552.6	1,513.5	5.8	10,916.5
MA	Massachusetts Bay Transportation Authority	PT	\$34,606.5	\$1,800.2	10,385.4	809.4	1,309.4	4.4	16,801.2
MN	Metro Mobility	PT	\$30,489.1	\$3,471.3	9,031.3	566.6	1,154.0	4.1	12,887.1
NY	MTA New York City Transit	PT	\$157,808.2	\$5,764.1	15,167.3	1,220.7	1,476.2	4.7	16,313.8
PA	Southeastern Pennsylvania Transportation Authority	PT	\$42,442.5	\$5,031.6	8,997.1	943.3	1,634.5	5.8	11,172.5
TX	Metropolitan Transit Authority of Harris County, Texas	PT	\$29,475.8	\$1,323.8	13,977.8	752.0	1,502.6	5.0	16,996.1
TX	Dallas Area Rapid Transit	PT	\$25,137.0	\$1,427.1	142.1	9.5	41.6	0.2	208.6
WA	King County Department of Transportation - Metro Transit Division	PT	\$44,555.7	\$718.8	9,454.0	630.2	1,750.7	5.9	12,475.8
		TOTAL	\$599,653.5	\$43,316.0	134,836.4	9,907.6	18,128.5	61.9	172,057.4
<b>National Total (Millions)</b>			<b>\$1,902.0</b>	<b>\$184.4</b>	<b>561.4</b>	<b>38.9</b>	<b>83.0</b>	<b>0.3</b>	<b>703.8</b>
<b>% National Total</b>			<b>31.5%</b>	<b>23.5%</b>	<b>24.0%</b>	<b>25.5%</b>	<b>21.8%</b>	<b>20.3%</b>	<b>24.4%</b>

## Key Demand Response Performance Indicators 2004

State	Agency	Type of Service	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Unlinked Passenger Trip	Operating Expense per Passenger Mile	Fare Revenues per Operating Expense (Recovery Ratio)	Unlinked Passenger Trips per Vehicle Revenue Mile	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	\$5.7	\$84.9	\$36.8	\$4.5	6.8%	0.16	\$2.5	18.7	14.8
CA	Orange County Transportation Authority	PT	\$3.3	\$48.7	\$25.9	\$2.8	10.4%	0.13	\$2.7	17.2	14.9
DC	Washington Metropolitan Area Transit Authority	PT	\$3.4	\$54.2	\$34.0	\$3.1	6.2%	0.10	\$2.1	17.6	15.8
FL	Broward County Mass Transit Division	PT	\$2.3	\$27.4	\$18.2	\$2.2	4.7%	0.13	\$0.8	12.3	11.8
FL	Miami-Dade Transit	PT	\$2.7	\$42.1	\$25.8	\$1.9	9.7%	0.11	\$2.5	22.3	15.3
IL	Chicago Transit Authority	PT	\$4.4	\$46.9	\$25.2	\$3.1	5.3%	0.17	\$1.3	15.0	10.8
IL	Pace - Suburban Bus Division	DO	\$2.6	\$39.3	\$7.2	\$1.1	2456.2%	0.4	\$176.8	37.3	15.3

## 2004 National Transit Summaries and Trends

State	Agency	Type of Service	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Unlinked Passenger Trip	Operating Expense per Passenger Mile	Fare Revenues per Operating Expense (Recovery Ratio)	Unlinked Passenger Trips per Vehicle Revenue Mile	Fare Revenues per Unlinked Passenger Trip	Passenger Mile per Vehicle Revenue Hour	Vehicle Revenue Mile per Vehicle Revenue Hour
IL	Pace - Suburban Bus Division	PT	\$3.4	\$49.3	\$18.2	\$2.5	11.0%	0.2	\$2.0	19.6	14.5
		TOTAL	\$3.4	\$49.2	\$18.0	\$2.5	33.6%	0.19	\$6.0	19.8	14.5
MA	Massachusetts Bay Transportation Authority	PT	\$3.3	\$42.8	\$26.4	\$2.1	5.2%	0.13	\$1.4	20.8	12.8
MN	Metro Mobility	PT	\$3.4	\$53.8	\$26.4	\$2.4	11.4%	0.13	\$3.0	22.7	15.9
NY	MTA New York City Transit	PT	\$10.4	\$129.3	\$106.9	\$9.7	3.7%	0.10	\$3.9	13.4	12.4
PA	Southeastern Pennsylvania Transportation Authority	PT	\$4.7	\$45.0	\$26.0	\$3.8	11.9%	0.18	\$3.1	11.8	9.5
TX	Metropolitan Transit Authority of Harris County, Texas	PT	\$2.1	\$39.2	\$19.6	\$1.7	4.5%	0.11	\$0.9	22.6	18.6
TX	Dallas Area Rapid Transit	PT	\$176.9	\$2,653.8	\$604.2	\$120.5	5.7%	0.29	\$34.3	22.0	15.0
WA	King County Department of Transportation - Metro Transit Division	PT	\$4.7	\$70.7	\$25.5	\$3.6	1.6%	0.19	\$0.4	19.8	15.0
	<b>Average of Agencies</b>		<b>\$4.4</b>	<b>\$60.5</b>	<b>\$33.1</b>	<b>\$3.5</b>	<b>7.2%</b>	<b>0.13</b>	<b>\$2.4</b>	<b>17.4</b>	<b>13.6</b>
	<b>National Averages</b>		<b>\$3.4</b>	<b>\$48.9</b>	<b>\$22.9</b>	<b>\$2.7</b>	<b>9.7%</b>	<b>0.10</b>	<b>\$2.2</b>	<b>18.1</b>	<b>14.4</b>

### Key Demand Response Infrastructure Characteristics 2004

State	Agency	Revenue Vehicles (000)	Guideway (000)	Systems (000)	Fare Collection Equipment (000)	Maintenance Facilities (000)	Administration Buildings (000)	Stations (000)	Other Vehicles (000)	Other Capital (000)	Total (000)
CA	Orange County Transportation Authority	\$9,594.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	<b>\$9,594.3</b>
IL	Pace - Suburban Bus Division	\$11,094.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	<b>\$11,094.0</b>
MN	Metro Mobility	\$5,486.0	\$0.0	\$24.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$258.0	<b>\$5,768.0</b>
PA	Southeastern Pennsylvania Transportation Authority	\$13,876.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	<b>\$13,876.6</b>
TX	Metropolitan Transit Authority of Harris County, Texas	\$319.5	\$0.0	\$498.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	<b>\$818.0</b>
TX	Dallas Area Rapid Transit	\$1,152.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$47.0	<b>\$1,199.0</b>
WA	King County Department of Transportation - Metro Transit Division	\$6,850.4	\$0.0	\$3,140.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$246.0	<b>\$10,236.4</b>
	<b>Total (Thousands)</b>	<b>\$48,372.8</b>	<b>\$0.0</b>	<b>\$3,662.5</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$551.0</b>	<b>\$52,586.3</b>
	<b>National Totals (Millions)</b>	<b>\$99.9</b>	<b>\$0.0</b>	<b>\$10.9</b>	<b>\$1.9</b>	<b>\$43.1</b>	<b>\$11.2</b>	<b>\$8.4</b>	<b>\$2.0</b>	<b>\$9.4</b>	<b>\$186.8</b>

## 2004 National Transit Summaries and Trends

### Uses of Demand Response Capital Funds 2004

State	Agency	Operating Expenses (000)	Vehicles Operated in Maximum Service	Vehicles Available for Maximum Service	Fleet Age
CA	Santa Clara Valley Transportation Authority	\$34,255.6	236	296	3.9
CA	Orange County Transportation Authority	\$28,119.4	255	268	0.0
DC	Washington Metropolitan Area Transit Authority	\$37,846.1	235	235	2.5
FL	Broward County Mass Transit Division	\$24,127.4	275	322	2.9
FL	Miami-Dade Transit	\$33,197.5	259	290	2.3
IL	Chicago Transit Authority	\$50,403.8	1,094	1,277	2.4
IL	Pace - Suburban Bus Division	\$27,188.8	384	435	3.3
MA	Massachusetts Bay Transportation Authority	\$34,606.5	423	431	4.0
MN	Metro Mobility	\$30,489.1	245	264	1.6
NY	MTA New York City Transit	\$157,808.2	970	1,058	2.2
PA	Southeastern Pennsylvania Transportation Authority	\$42,442.5	365	425	2.9
TX	Metropolitan Transit Authority of Harris County, Texas	\$29,475.8	431	1,070	4.0
TX	Dallas Area Rapid Transit	\$25,137.0	171	194	3.1
WA	King County Department of Transportation - Metro Transit Division	\$44,555.7	464	468	3.8
	<b>Total</b>	<b>599,653.4</b>	<b>599,653</b>	<b>7,033</b>	<b>2.9</b>

### Key Trolleybus Operating Characteristics 2004

State	Agency	Type of Service	Operating Expense (000)	Fare Revenues Earned (000)	Vehicle Revenue Miles (000)	Vehicle Revenue Hours (000)	Unlinked Passenger Trips (000)	Average Weekday Unlinked Passenger Trips (000)	Passenger Miles (000)
CA	San Francisco Municipal Railway	DO	\$118,680.8	\$35,744.0	7,218.8	1,056.0	75,215.8	232.3	112,031.7
MA	Massachusetts Bay Transportation Authority	DO	\$12,137.6	\$1,676.7	666.4	70.1	3,633.9	12.9	8,347.5
OH	Greater Dayton Regional Transit Authority	DO	\$11,328.1	\$1,238.1	1,614.5	148.7	4,300.2	14.2	10,743.7
WA	King County Department of Transportation - Metro Transit Division	DO	\$42,675.7	\$16,683.2	3,526.1	367.5	22,777.5	77.9	42,091.8
	<b>Total</b>		<b>\$184,822.2</b>	<b>\$55,342.0</b>	<b>13,025.8</b>	<b>1,642.4</b>	<b>105,927.4</b>	<b>337.2</b>	<b>173,214.7</b>

**Key Trolleybus Performance Indicators 2004**

State	Agency	Type of Service	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Unlinked Passenger Trip	Operating Expense per Passenger Mile	Fare Revenues per Operating Expense (Recovery Ratio)	Unlinked Passenger Trips per Vehicle Revenue Mile	Fare Revenues per Unlinked Passenger Trip	Passenger Mile per Vehicle Revenue Hour	Vehicle Revenue Mile per Vehicle Revenue Hour
CA	San Francisco Municipal Railway	DO	\$16.4	\$112.4	\$1.6	\$1.1	30%	10.4	\$0.5	106.1	6.8
MA	Massachusetts Bay Transportation Authority	DO	\$18.2	\$173.0	\$3.3	\$1.5	14%	5.5	\$0.5	119.0	9.5
OH	Greater Dayton Regional Transit Authority	DO	\$7.0	\$76.2	\$2.6	\$1.1	11%	2.7	\$0.3	72.2	10.9
WA	King County Department of Transportation - Metro Transit Division	DO	\$12.1	\$116.1	\$1.9	\$1.0	39%	6.5	\$0.7	114.5	9.6
	<b>Average</b>		<b>\$14.2</b>	<b>\$112.5</b>	<b>\$1.7</b>	<b>\$1.1</b>	<b>30%</b>	<b>8.1</b>	<b>\$0.5</b>	<b>105.5</b>	<b>7.9</b>

**Key Trolleybus Infrastructure Characteristics 2004**

State	Agency	Lane Miles	Vehicles Operated in Maximum Service	Vehicles Available for Maximum Service	Fleet Age
CA	San Francisco Municipal Railway	163.3	259	366	7.3
MA	Massachusetts Bay Transportation Authority	0.6	24	40	28.0
OH	Greater Dayton Regional Transit Authority	123.6	43	43	6.0
WA	King County Department of Transportation - Metro Transit Division	3.4	157	148	7.2
	<b>Total</b>	<b>290.9</b>	<b>483.0</b>	<b>597</b>	<b>8.6</b>

**Uses of Trolleybus Capital Funds 2004**

State	Agency	Revenue Vehicles (000)	Guideway (000)	Systems (000)	Fare Collection Equipment (000)	Maintenance Facilities (000)	Administration Buildings (000)	Stations (000)	Other Vehicles (000)	Other Capital (000)	Total Capital (000)
WA	King County Department of Transportation - Metro Transit Division	\$3,602.2	\$0.0	\$1,731.4	\$1,264.0	\$43,393.6	\$1.7	\$2,053.7	\$1,117.8	\$2,473.6	\$55,638.1
MA	Massachusetts Bay Transportation Authority	\$117,765.2	\$324,017.6	\$14,974.9	\$962.0	\$286.8	\$0.0	\$0.0	\$0.0	\$0.0	\$458,006.5
OH	Greater Dayton Regional Transit Authority	\$3,013.9	\$1,709.8	\$161.1	\$1,918.4	\$410.1	\$29.2	\$579.9	\$23.9	\$241.2	\$8,087.5
CA	San Francisco Municipal Railway	\$77,273.3	\$18,235.8	\$4,030.0	\$0.0	\$3,022.4	\$0.0	\$50.4	\$0.0	\$2,015.0	\$104,626.8
	<b>Total</b>	<b>\$201,654.6</b>	<b>\$343,963.2</b>	<b>\$20,897.4</b>	<b>\$4,144.4</b>	<b>\$47,112.9</b>	<b>\$30.8</b>	<b>\$2,684.0</b>	<b>\$1,141.7</b>	<b>\$4,729.8</b>	<b>\$626,358.9</b>

## 2004 National Transit Summaries and Trends

### Key Ferryboat Operating Characteristics 2004

State	Agency	Type of Service	Operating Expense (000)	Fare Revenues Earned (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	\$4,428.8	\$2,155.4	80.3	6.5	531.9	1.6	3,551.8
CA	City of Vallejo Transportation Program	PT	\$7,347.6	\$4,358.2	231.9	8.4	633.1	1.9	16,151.4
CA	Golden Gate Bridge, Highway and Transportation District	DO	\$16,925.9	\$6,899.0	184.4	13.7	1,660.4	5.3	18,814.9
FL	Broward County Mass Transit Division	PT	\$3,245.9	\$1,671.5	149.4	36.5	745.0	1.8	2,548.8
GA	Chatham Area Transit Authority	DO	\$515.6	\$0.0	8.4	5.4	336.4	1.2	111.7
LA	Crescent City Connection Division - Louisiana Department of Transportation	DO	\$7,712.6	\$0.0	45.5	23.1	3,167.0	9.0	1,583.7
MA	Massachusetts Bay Transportation Authority	PT	\$7,867.2	\$5,462.8	541.7	41.8	1,312.5	4.7	11,048.9
ME	Casco Bay Island Transit District	DO	\$3,127.0	\$1,637.9	72.6	15.1	861.4	2.4	2,842.7
NJ	Port Authority Trans-Hudson Corporation	PT	\$9,189.8	\$7,606.5	188.8	22.8	1,339.3	4.9	3,617.1
NY	Metro-North Commuter Railroad Company, dba: MTA Metro-North Railroad	PT	\$2,157.8	\$101.3	40.8	2.6	84.4	0.3	462.0
NY	New York City Department of Transportation	DO	\$56,103.8	\$0.0	173.5	16.7	19,346.0	61.1	100,599.4
PR	Puerto Rico Ports Authority	DO	\$22,467.4	\$1,943.4	196.5	17.1	2,026.5	6.0	3,384.2
TX	Corpus Christi Regional Transportation Authority	PT	\$178.1	\$48.5	2.0	0.8	29.8	0.2	25.3
VA	Transportation District Commission of Hampton Roads, dba: Hampton Roads Transit	PT	\$674.6	\$319.0	12.5	6.2	368.0	0.9	184.1
WA	Kitsap Transit	PT	\$1,152.8	\$190.2	43.9	5.7	388.7	1.4	630.9
WA	Pierce County Ferry Operations	PT	\$2,306.3	\$1,479.4	40.8	5.7	204.4	0.5	1,795.8
WA	Washington State Ferries	DO	\$158,648.2	\$56,970.4	973.2	130.7	24,408.4	69.6	189,631.5
		<b>Total DO</b>	<b>\$265,500.3</b>	<b>\$67,450.7</b>	<b>1,653.9</b>	<b>221.8</b>	<b>51,806.1</b>	<b>154.7</b>	<b>316,968.1</b>
		<b>Total PT</b>	<b>\$38,548.9</b>	<b>\$23,392.9</b>	<b>1,332.2</b>	<b>137.0</b>	<b>5,637.2</b>	<b>18.1</b>	<b>40,016.2</b>
		<b>Total</b>	<b>\$304,049.2</b>	<b>\$90,843.6</b>	<b>2,986.1</b>	<b>358.8</b>	<b>57,443.3</b>	<b>172.8</b>	<b>356,984.3</b>

**Key Ferryboat Performance Indicators 2004**

State	Agency	Type of Service	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Unlinked Passenger Trip	Operating Expense per Passenger Mile	Fare Revenues per Operating Expense (Recovery Ratio)	Unlinked Passenger Trips per Vehicle Revenue Mile	Fare Revenues per Unlinked Passenger Trip	Passenger Mile per Vehicle Revenue Hour	Vehicle Revenue Mile per Vehicle Revenue Hour
CA	City of Alameda Ferry Services	PT	\$55.1	\$682.0	\$8.3	\$1.2	49%	6.6	\$4.1	546.9	12.4
CA	City of Vallejo Transportation Program	PT	\$31.7	\$874.7	\$11.6	\$0.5	59%	2.7	\$6.9	1,922.8	27.6
CA	Golden Gate Bridge, Highway and Transportation District	DO	\$91.8	\$1,235.9	\$10.2	\$0.9	41%	9.0	\$4.2	1,373.9	13.5
FL	Broward County Mass Transit Division	PT	\$21.7	\$88.9	\$4.4	\$1.3	51%	5.0	\$2.2	69.8	4.1
GA	Chatham Area Transit Authority	DO	\$61.3	\$94.7	\$1.5	\$4.6	0%	40.0	\$0.0	20.5	1.5
LA	Crescent City Connection Division - Louisiana Department of Transportation	DO	\$169.7	\$333.6	\$2.4	\$4.9	0%	69.7	\$0.0	68.5	2.0
MA	Massachusetts Bay Transportation Authority	PT	\$14.5	\$188.3	\$6.0	\$0.7	69%	2.4	\$4.2	264.4	13.0
ME	Casco Bay Island Transit District	DO	\$43.1	\$206.8	\$3.6	\$1.1	52%	11.9	\$1.9	188.0	4.8
NJ	Port Authority Trans-Hudson Corporation	PT	\$48.7	\$403.6	\$6.9	\$2.5	83%	7.1	\$5.7	158.9	8.3
NY	Metro-North Commuter Railroad Company, dba: MTA Metro-North Railroad	PT	\$52.9	\$823.6	\$25.6	\$4.7	5%	2.1	\$1.2	176.3	15.6
NY	New York City Department of Transportation	DO	\$323.4	\$3,358.7	\$2.9	\$0.6	0%	111.5	\$0.0	6,022.5	10.4
PR	Puerto Rico Ports Authority	DO	\$114.4	\$1,317.3	\$11.1	\$6.6	9%	10.3	\$1.0	198.4	11.5
TX	Corpus Christi Regional Transportation Authority	PT	\$89.5	\$227.4	\$6.0	\$7.0	27%	15.0	\$1.6	32.3	2.5
VA	Transportation District Commission of Hampton Roads, dba: Hampton Roads Transit	PT	\$53.9	\$108.5	\$1.8	\$3.7	47%	29.4	\$0.9	29.6	2.0
WA	Kitsap Transit	PT	\$26.3	\$200.6	\$3.0	\$1.8	16%	8.9	\$0.5	109.8	7.6
WA	Pierce County Ferry Operations	PT	\$56.6	\$408.2	\$11.3	\$1.3	64%	5.0	\$7.2	317.8	7.2
WA	Washington State Ferries	DO	\$163.0	\$1,214.0	\$6.5	\$0.8	36%	25.1	\$2.3	1,451.1	7.4
		<b>Average</b>	<b>\$101.8</b>	<b>\$847.4</b>	<b>\$5.3</b>	<b>\$0.9</b>	<b>30%</b>	<b>19.2</b>	<b>\$1.6</b>	<b>995.0</b>	<b>8.3</b>

**Key Ferryboat Infrastructure Characteristics 2004**

State	Agency	Directional Route Miles	Vehicles Operated in Maximum Service	Vehicles Available for Maximum Service	Fleet Age
CA	Golden Gate Bridge, Highway and Transportation District	38.7	5	6	19.2
CA	City of Vallejo Transportation Program	79.0	2	3	9.0

## 2004 National Transit Summaries and Trends

State	Agency	Directional Route Miles	Vehicles Operated in Maximum Service	Vehicles Available for Maximum Service	Fleet Age
CA	City of Alameda Ferry Services	27.6	3	5	13.2
FL	Broward County Mass Transit Division	20.7	8	8	2.0
GA	Chatham Area Transit Authority	1.4	2	2	1.7
LA	Crescent City Connection Division - Louisiana Department of Transportation	3.0	5	6	39.2
MA	Massachusetts Bay Transportation Authority	41.7	13	15	15.8
ME	Casco Bay Island Transit District	20.0	4	5	22.6
NJ	Port Authority Trans-Hudson Corporation	10.4	9	9	5.8
NY	Metro-North Commuter Railroad Company, dba: MTA Metro-North Railroad	11.0	1	1	2.0
NY	New York City Department of Transportation	10.4	4	4	28.4
PR	Puerto Rico Ports Authority	95.4	15	15	11.3
TX	Corpus Christi Regional Transportation Authority	0.0	1	1	44.0
VA	Transportation District Commission of Hampton Roads, dba: Hampton Roads Transit	1.0	3	3	18.0
WA	Kitsap Transit	5.7	2	3	35.3
WA	Pierce County Ferry Operations	11.1	1	1	39.5
WA	Washington State Ferries	245.8	23	28	33.6
	<b>Total</b>	<b>622.9</b>	<b>101</b>	<b>115</b>	<b>5.4</b>

## Uses of Ferryboat Capital Funds 2004

State	Agency	Revenue Vehicles (000)	Guideway (000)	Systems (000)	Fare Collection Equipment (000)	Maintenance Facilities (000)	Administration Buildings (000)	Stations (000)	Other Vehicles (000)	Other Capital (000)	Total Capital (000)
WA	Kitsap Transit	\$1,909.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$4,333.1	\$0.0	\$0.0	\$6,242.9
WA	Pierce County Ferry Operations	\$2,855.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$407.7	\$3,262.8
WA	Washington State Ferries	\$265,704.4	\$0.0	\$1,526.2	\$3,597.4	\$3,928.5	\$0.0	\$146,999.4	\$0.0	\$944.2	\$422,700.1
MA	Massachusetts Bay Transportation Authority	\$0.0	\$0.0	\$29.3	\$0.0	\$0.0	\$0.0	\$866.4	\$0.0	\$0.0	\$895.6
ME	Casco Bay Island Transit District	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
NY	New York City Department of Transportation	\$316,901.1	\$0.0	\$0.0	\$0.0	\$9,000.0	\$0.0	\$1,063,417.6	\$0.0	\$126,000.0	\$1,515,318.6
GA	Chatham Area Transit Authority	\$1,698.0	\$0.0	\$48.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1,746.6
PR	Puerto Rico Ports Authority	\$14,338.8	\$0.0	\$0.0	\$2,835.1	\$0.0	\$0.0	\$786.2	\$0.0	\$0.0	\$17,960.2
LA	Crescent City Connection Division - Louisiana Department of Transportation	\$3,006.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1,638.5	\$0.0	\$0.0	\$4,645.2

## 2004 National Transit Summaries and Trends

State	Agency	Revenue Vehicles (000)	Guideway (000)	Systems (000)	Fare Collection Equipment (000)	Maintenance Facilities (000)	Administration Buildings (000)	Stations (000)	Other Vehicles (000)	Other Capital (000)	Total Capital (000)
TX	Corpus Christi Regional Transportation Authority	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$4.4	\$0.0	\$0.0	\$4.4
CA	Golden Gate Bridge, Highway and Transportation District	\$6,543.2	\$0.0	\$0.0	\$0.0	\$0.0	\$451.3	\$780.9	\$0.0	\$2,235.4	\$10,010.8
CA	City of Vallejo Transportation Program	\$25,769.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$3,000.0	\$0.0	\$380.2	\$29,149.6
CA	City of Alameda Ferry Services	\$3,735.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$91.5	\$0.0	\$0.0	\$3,827.0
	<b>Total</b>	<b>\$642,462.0</b>	<b>\$0.0</b>	<b>\$1,604.1</b>	<b>\$6,432.5</b>	<b>\$12,928.5</b>	<b>\$451.3</b>	<b>\$1,221,917.9</b>	<b>\$0.0</b>	<b>\$129,967.5</b>	<b>\$2,015,763.8</b>

### Key Automated Guideway Operating Characteristics 2004

State	Agency	Type of Service	Operating Expense (000)	Fare Revenues Earned (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)
FL	Jacksonville Transportation Authority	DO	\$4,812.7	\$325.9	277.5	277.5	21.0	690.6	2.5	267.3
FL	Miami-Dade Transit	DO	\$18,672.9	\$0.0	943.4	953.8	93.5	7,768.5	25.5	7,910.9
MI	Detroit Transportation Corporation	DO	\$11,307.7	\$367.0	149.9	149.9	22.0	922.6	2.3	1,321.6
	<b>Total</b>		<b>\$34,793.3</b>	<b>\$692.9</b>	<b>1,370.8</b>	<b>1,381.3</b>	<b>136.5</b>	<b>9,381.8</b>	<b>30.4</b>	<b>9,499.8</b>

### Key Automated Guideway Performance Indicators 2004

State	Agency	Type of Service	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	Fare Revenues per Unlinked Passenger Trip	Passenger Mile per Passenger Car Revenue Hour	Passenger Car Revenue Mile per Passenger Car Revenue Hour
FL	Jacksonville Transportation Authority	DO	\$17.3	\$229.4	\$7.0	\$18.0	7%	2.5	\$0.5	12.7	13.2
FL	Miami-Dade Transit	DO	\$19.6	\$199.7	\$2.4	\$2.4	0%	8.1	\$0.0	84.6	10.2
MI	Detroit Transportation Corporation	DO	\$75.4	\$514.8	\$12.3	\$8.6	3%	6.2	\$0.4	60.2	6.8
	<b>Average</b>		<b>\$25.2</b>	<b>\$255.0</b>	<b>\$3.7</b>	<b>\$3.7</b>	<b>2%</b>	<b>6.8</b>	<b>\$0.1</b>	<b>69.6</b>	<b>10.1</b>

## 2004 National Transit Summaries and Trends

### Key Automated Guideway Infrastructure Characteristics 2004

State	Agency	Directional Route Miles	Miles of Track	Stations	ADA Stations	Vehicles Operated in Maximum Service	Vehicles Available for Maximum Service	Average Fleet Age
FL	Miami-Dade Transit	8.5	9	21	21	17	29	13.9
FL	Jacksonville Transportation Authority	5.4	5	8	8	7	10	5.7
MI	Detroit Transportation Corporation	2.9	3	13	12	4	4	18.0
	<b>Total</b>	<b>17</b>	<b>18</b>	<b>42</b>	<b>41</b>	<b>28</b>	<b>43</b>	<b>13.3</b>

### Uses of Automated Guideway Capital Funds 2004

State	Agency	Revenue Vehicles (000)	Guideway (000)	Systems (000)	Fare Collection Equipment (000)	Maintenance Facilities (000)	Administration Buildings (000)	Stations (000)	Other Vehicles (000)	Other Capital (000)	Total Capital (000)
FL	Miami-Dade Transit	\$1,510.6	\$0.0	\$0.0	\$0.0	\$527.4	\$0.0	\$0.0	\$0.0	\$0.0	\$2,038.0
FL	Jacksonville Transportation Authority	\$750.0	\$174.9	\$404.9	\$0.0	\$6.0	\$11.5	\$4,402.7	\$397.3	\$185.5	\$6,332.8
MI	Detroit Transportation Corporation	\$0.0	\$0.0	\$13,101.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$895.8	\$13,997.0
	<b>Total</b>	<b>\$2,260.6</b>	<b>\$174.9</b>	<b>\$13,506.1</b>	<b>\$0.0</b>	<b>\$533.4</b>	<b>\$11.5</b>	<b>\$4,402.7</b>	<b>\$397.3</b>	<b>\$1,081.3</b>	<b>\$22,367.8</b>

