2011 National Transit Summaries and Trends

NTD
National Transit Database
Federal Transit Administration

National Transit Summaries and Trends for the 2011 National Transit Database Report Year

Peter Rogoff
Administrator

Federal Transit Administration
US Department of Transportation

October 2012

Figures

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 2011 NTST discusses data covering the period 2002 to 2011. The 2011 data incorporates changes from the 2010 Census.

On an average weekday, the nation's transit systems carry more than 33.1 million riders (unlinked passenger trips). There were more than 10 billion urban trips in 2011 and 142 million rural trips.

Transit Modes

The NTST presents aggregate transit operating statistics by mode. Twenty transit modes are included in the National Transit Database; for this publication statistics are presented for the predominant modes: bus (including bus rapid transit and commuter bus), heavy rail, light rail (including streetcar rail and hybrid rail), commuter rail, demand response, demand response-taxi 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.

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.

Demand Response – Taxi (DT)

A special form of the demand response mode operated through taxicab providers. The mode is always purchased transportation type of service.

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).

Aerial Tramway

A system of aerial cables with suspended vehicles

Alaska Railroad

A special railroad that Congress recognized for certain FTA funding that operates in Alaska.

Ferryboat

A mode that carries passengers over water.

Streetcar Rail

Rail systems operating routes predominantly on streets in mixed-traffic. This service typically operates with single-car trains powered by overhead catenaries and with frequent stops.

Publico

Publicos are jitney services operated in Puerto Rico.

Monorail/Automated Guideway

An electric railway that straddles a single guideway. It may have vehicle operators or may use computers to guide the vehicles.

Trolleybus

Fixed-route service using rubber tire buses powered by electric current from overhead wires using trolley poles. Service using rubber tire replica trolleys or historic trolleys, powered by an on-board motor are **not included** in this mode.

Hybrid Rail

Rail systems primarily operating routes on the National system of railroads, but not operating with the characteristics of commuter rail. This service typically operates light rail-type vehicles as diesel multiple-unit trains (DMU's).

Bus Rapid Transit

Fixed-route bus systems that combine passenger stations, traffic signal priority or pre-emption, low-floor vehicles or level-platform boarding, and separate branding of the service. This is often a lower-cost alternative to light rail.

Cable Car

A railway propelled by moving cables located beneath the street. While popular at the turn of the last century, the only surviving system is operated in San Francisco.

Commuter Bus

Fixed-route bus systems that are primarily connecting outlying areas with a central city. Service typically uses over-the-road buses with service predominantly in one direction during peak periods, limited stops, and routes of extended length.

Inclined Plane
A railway operating on steep slopes and grades with vehicles powered by moving cables.

Jitney
A unique form of bus service using owner-operated vehicles on fixed routes.

Light Rail
An electric railway that operates local service in mixed traffic with road vehicles, or has grade crossings with roadways. The service is characterized by short trains of one to four cars and by relatively short distances between stops for local service within a city and the immediate suburbs.

These modes provided the most transit service and change over the time frame considered, 2002 through 2011. The remaining modes (aerial tramway, automated guideway, cable car, ferryboat, inclined plane, jitney, monorail, publico, trolleybus, Alaska Railroad and other) are combined in the single category “other modes”.

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 were adjusted to 2011 constant dollars. The correction factors were obtained from the White House Office of Management and Budget.

(http://www.whitehouse.gov/omb/budget/Historicals)

Web Information

For information about National Transit Database publications and training, see the FTA website at http://www.fta.dot.gov or visit the National Transit Database website at www.ntdprogram.gov

Transit in the United States

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

Concepts

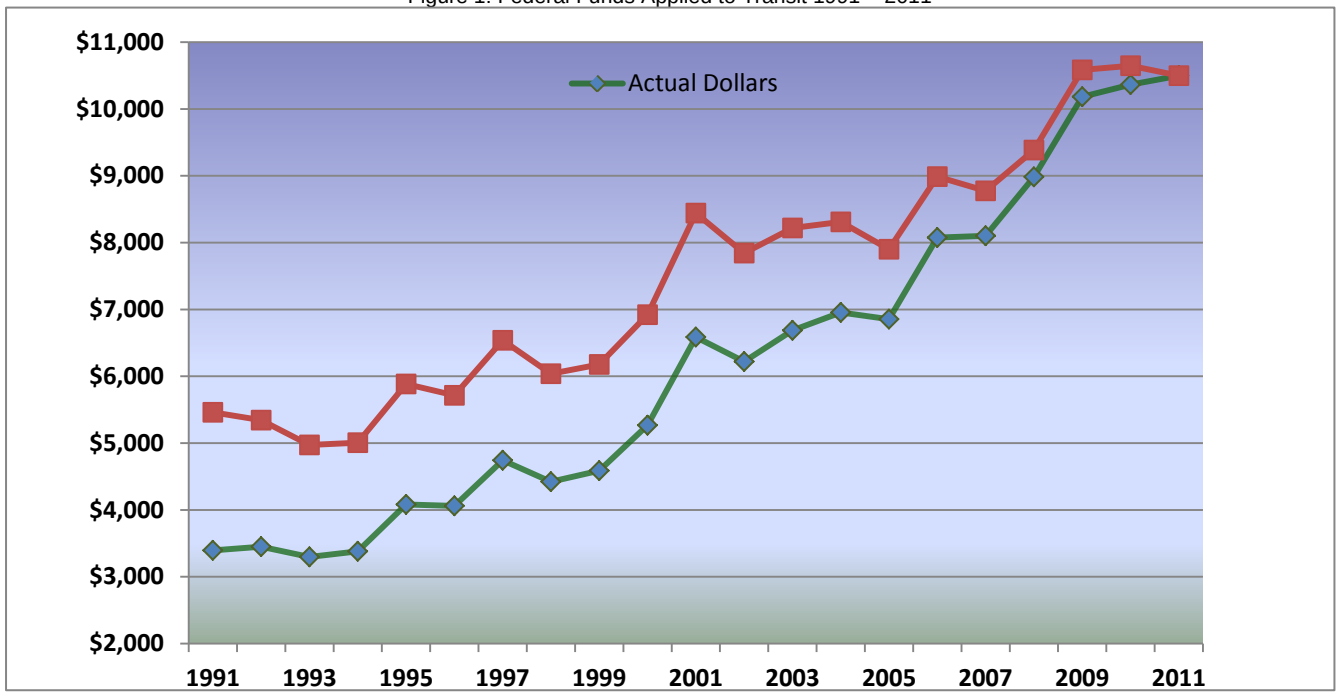
Federal funds applied to transit are Federal Transit Administration (FTA) Urbanized Area Formula Program funds (financial assistance used to offset operating costs and pay for capital projects) and other Federal funds.

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

Comments

Ridership (*) increased by 30.3 percent from 1991 to 2011. During the same period, Federal assistance applied to transit increased by 26 percent (constant 2005 dollars).

Figure 1: Federal Funds Applied to Transit 1991 – 2011



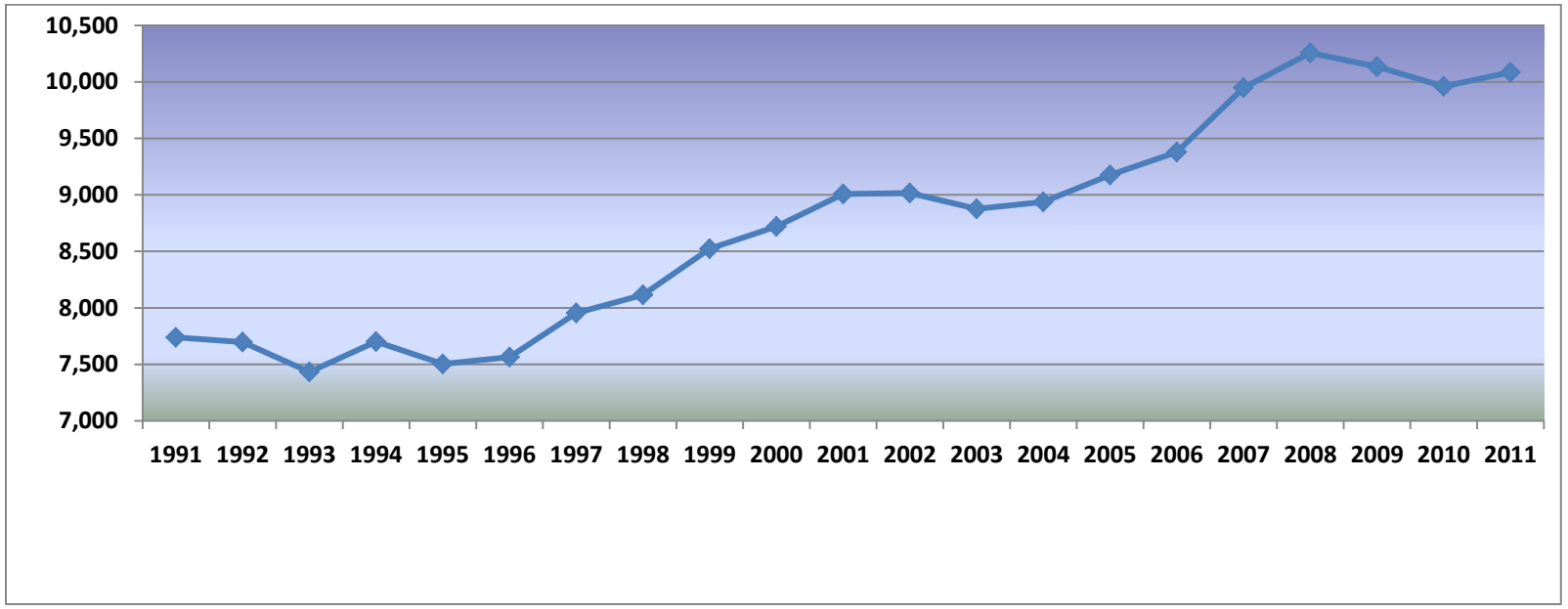


Figure 2: Unlinked Passenger Trips 1991 – 2011

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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 769 transit agencies reported data in 2011.

Comments

The number of bus systems increased in the last 10 years (140 new systems). This includes an increase of 70 new systems between 2010 and 2011 due to the inclusion of the bus rapid transit and the commuter bus modes.

Demand response combined with Demand Response-Taxi increased by nearly 35 percent (76 new systems) over the same period, reflecting the need to continue providing special transit service for elderly individuals and individuals with disabilities. Demand Response-Taxi is combined with Demand Response in below Figure 3 and Figure 4.

Vanpool increased by 57 percent (24 new systems) during the 10 year period.

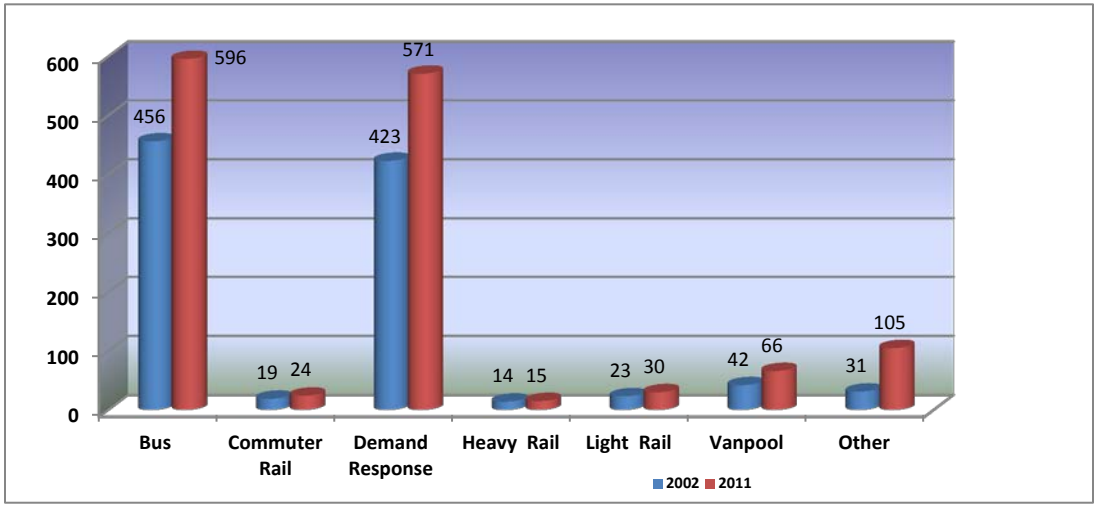


Figure 3: Number of Agencies Reporting by Mode (Taxi is included in Demand Response) 2002 – 2011

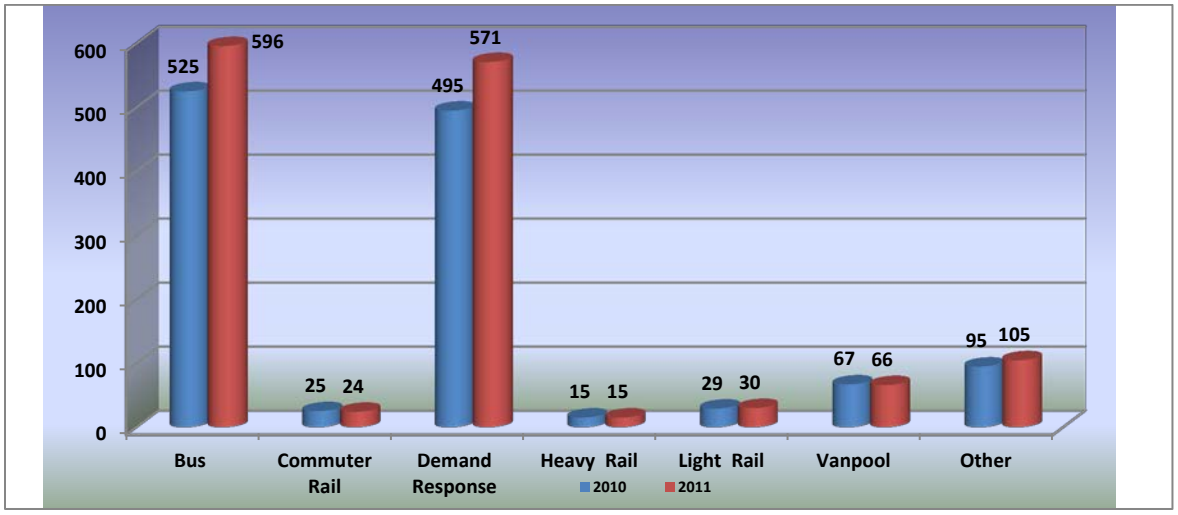


Figure 4: Number of Agencies Reporting by Mode (Taxi is included in Demand Reponses) 2010 – 2011

Table 1: Number of Agencies Reporting by Year by Mode between 2002 - 2011								
Year	Bus *	Demand Response *	Vanpool *	Heavy Rail	Commuter Rail	Light Rail	Demand Response Taxi	Other Modes *
2002	456	423	42	14	19	23		31
2003	463	433	47	14	19	25		31
2004	471	441	43	14	19	27		31
2005	476	449	51	15	20	27		30
2006	491	464	52	15	20	27		28
2007	497	473	57	15	21	26		30
2008	504	474	62	15	22	29		34
2009	518	487	67	15	25	29		34
2010	525	488	67	15	25	29	66	32
2011	596	571	66	15	24	30	74	105
Actual Change	140	148	24	1	5	7	74	74

(*) Data from 2002 through 2010 does not include agencies receiving nine or fewer vehicles waiver. Note that in 2011, the nine or fewer vehicles waiver is no longer an option. Instead, agencies are able to report a Small Systems waiver with reduced reporting requirements form a full report. This data is included in the 2011 statistics, leading to larger increases than in prior years.

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 over all modes increased by 14.2 percent between 2002 and 2011. Modes showing the most significant growth are those that had an increase in the number of systems in operation during the period.

Light rail – 57.2 percent

Demand response (combined with Demand Response Taxi) –41.2 percent

Vanpool – 169.1 percent
Bus – 1.2 percent
Commuter Rail – 20.1 percent.
Demand Response Taxi was a new mode reported in 2010 but it is combined with Demand Response in figure 5 and Figure 6

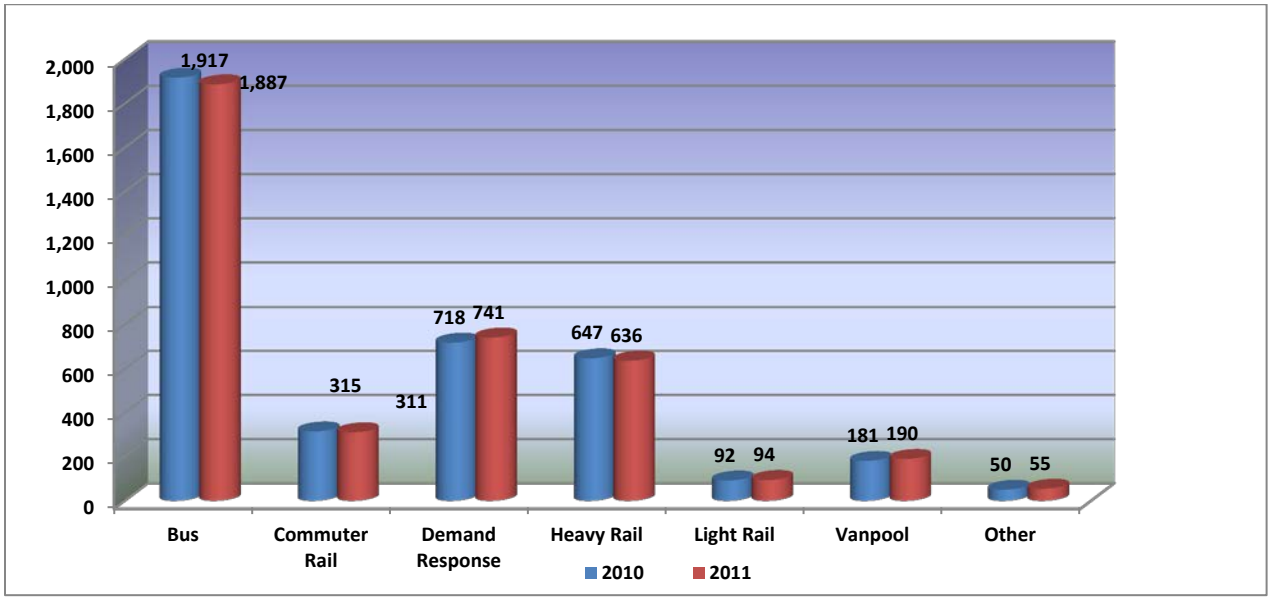


Figure 5: Vehicle Revenue Miles by Mode (Taxi data is combined with Demand Response) 2010 – 2011 (Millions)

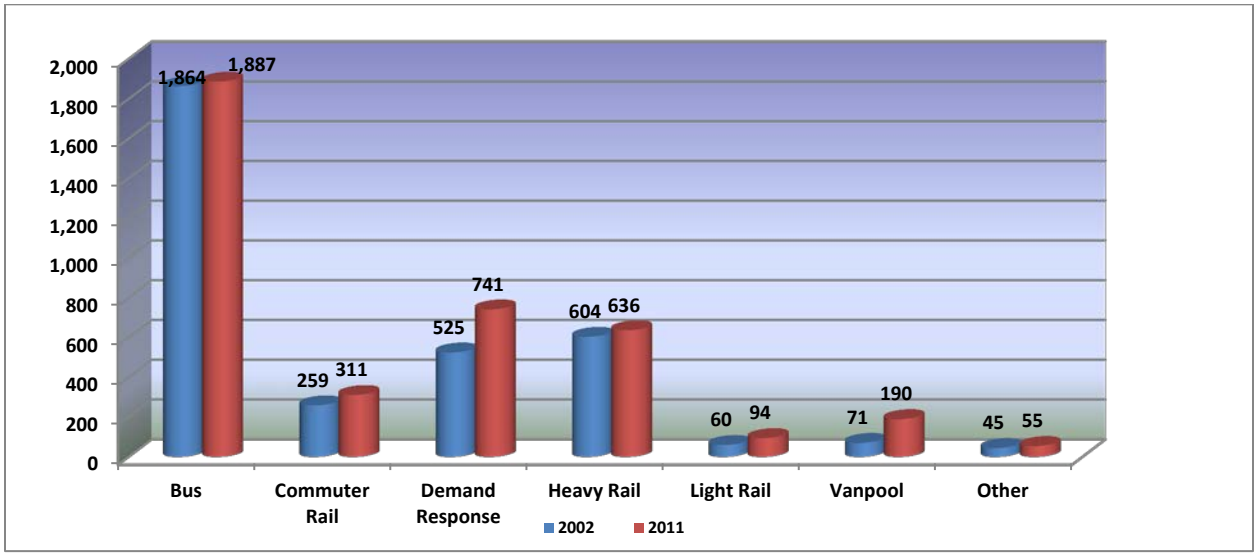


Figure 6: Vehicle Revenue Miles by Mode (Taxi data is combined with Demand Response) 2002 – 2011 (Millions)

Table 2: Vehicle Revenue Miles (Millions) 2002 - 2011	
Year	**Vehicle Revenue Miles (Millions)**
2002	3,427
2003	3,476
2004	3,548
2005	3,602
2006	3,671
2007	3,769
2008	3,894
2009	3,987
2010	3,920
2011	3,915
% Change	**14.2**

Unlinked Passenger Trips by Mode

Comments

Rider ship increased by over 10.7 percent from 2002 to 2011

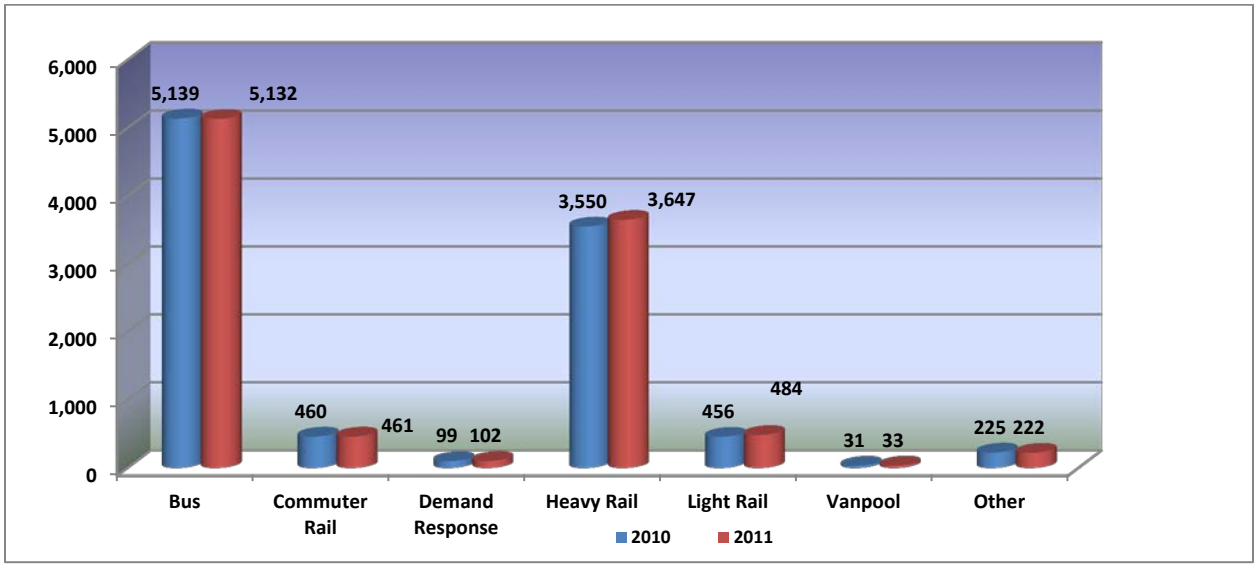


Figure 7: Unlinked Passenger Trips by Mode (Taxi data is combined with Demand Response) 2010 – 2011 (Millions)

(*) 2006 data adjusted to correct a bias reported by a large heavy rail operator.

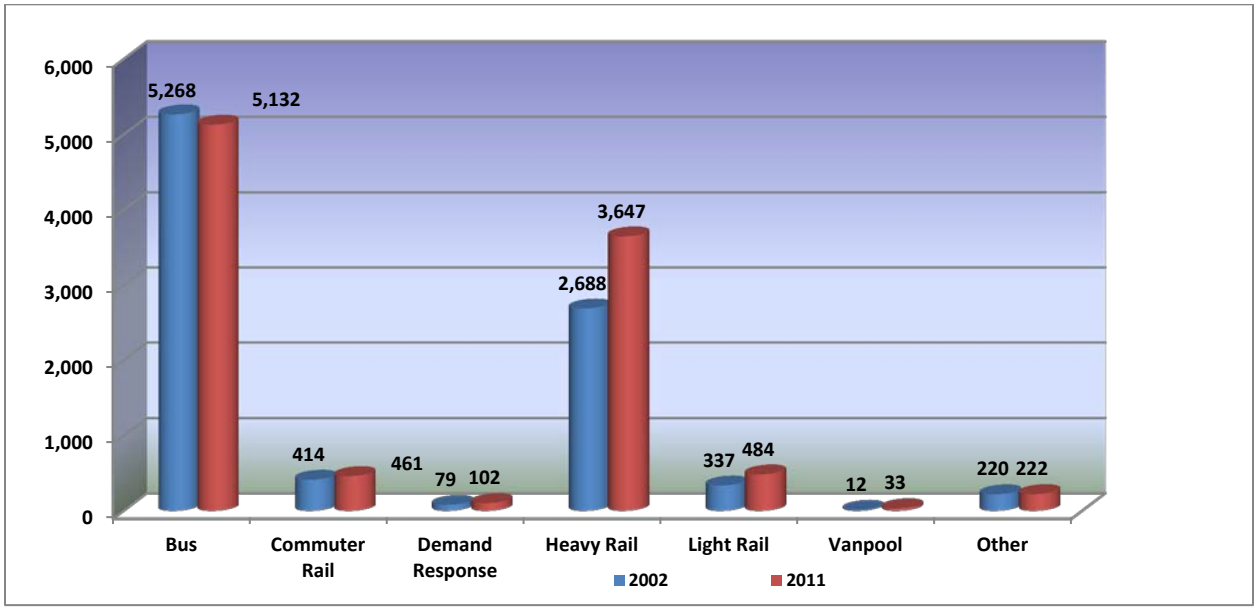


Figure 8: Unlinked Passenger Trips by Mode (Taxi data is combined with Demand Response) 2002 – 2011 (Millions)

Distribution of Vehicle Revenue Miles and Unlinked Passenger Trips by Mode

The share of vehicle revenue miles for demand response has increased from slightly more than 15.3 percent in 2002 to 19 percent in 2011 while the share of vehicle revenue miles for bus decreased from 54.4 percent to 48.2 percent.

At the same time, the share of unlinked passenger trips for demand response increased slightly to 1 percent, illustrating the low capacity nature of this service, while the share of unlinked passenger trips for bus decreased from 58.5 percent in 2002 to 50.9 percent in 2011.

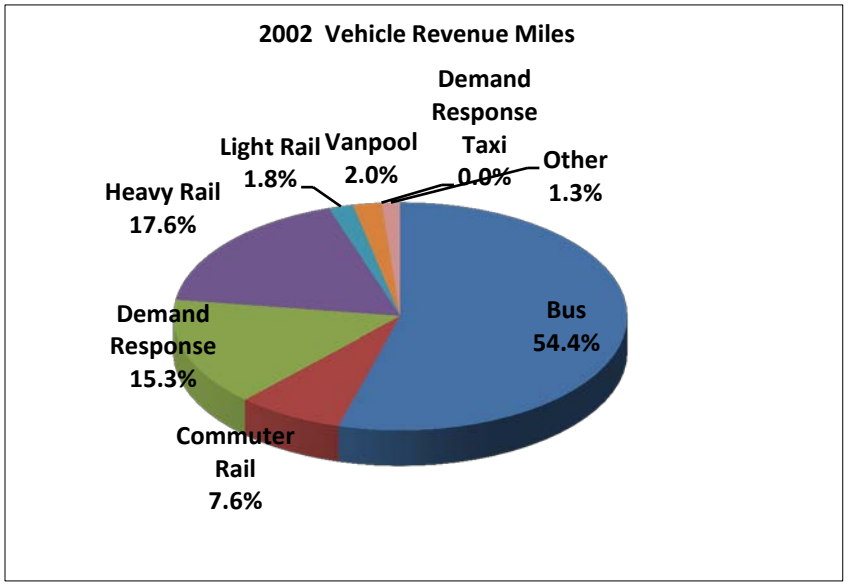


Figure 9: Distribution of Vehicle Revenue Miles – 2002

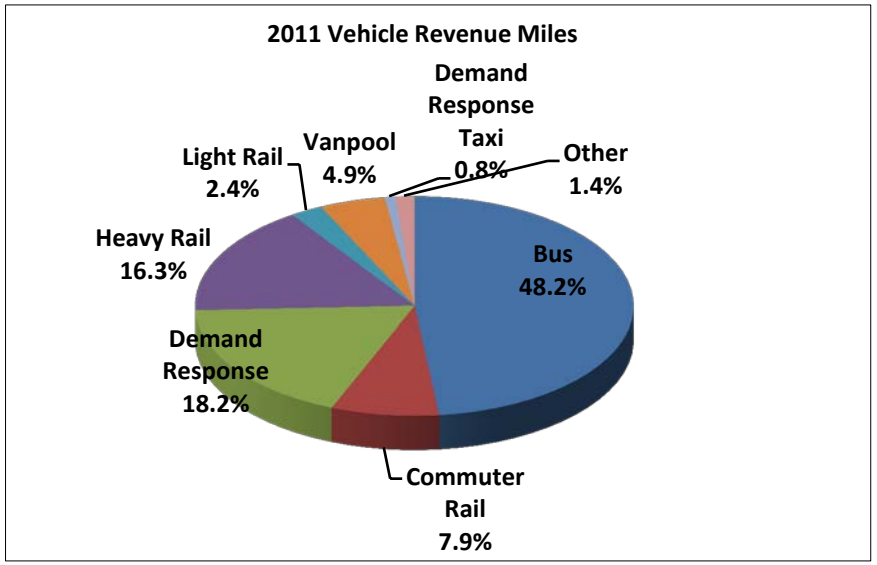


Figure 10: Distribution of Vehicle Revenue Miles – 2011

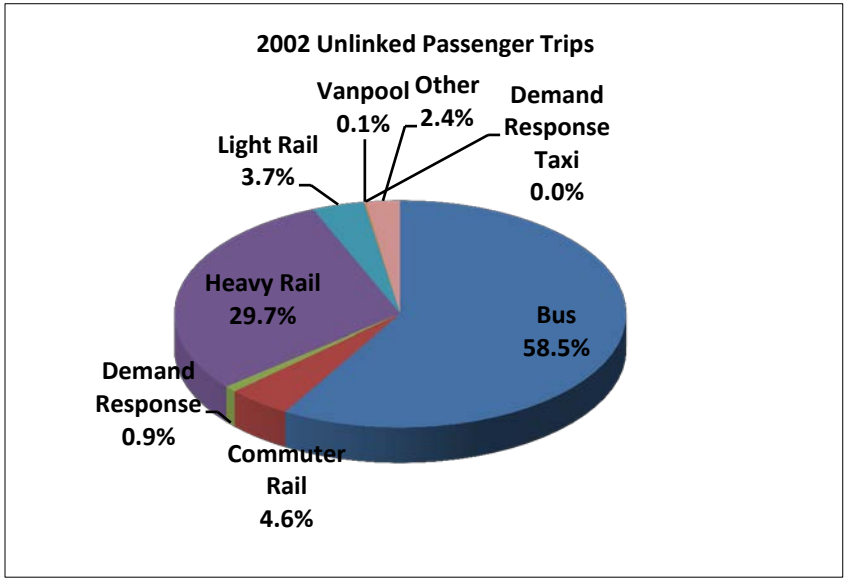


Figure 11: Distribution of Unlinked Passenger Trips – 2002

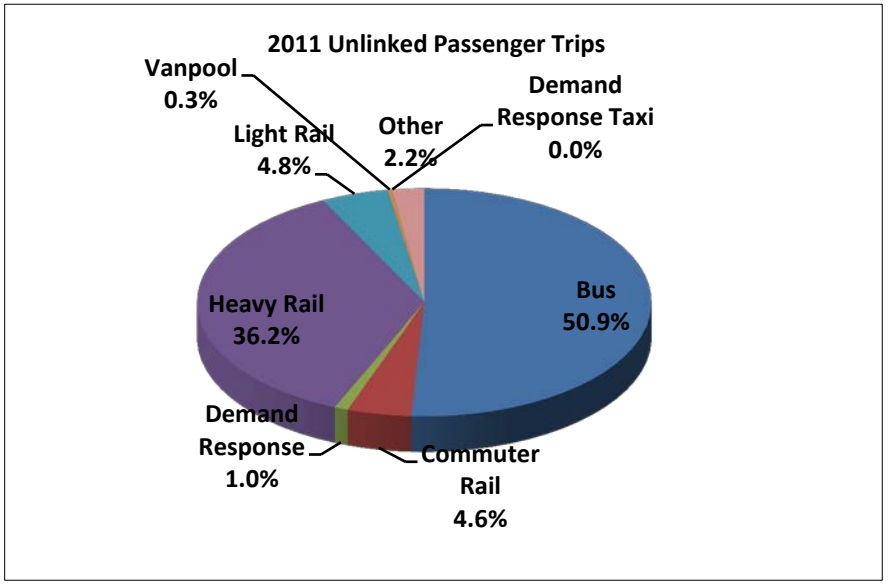


Figure 12: Distribution of Unlinked Passenger Trips – 2011

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 2010 U.S. Census, there are 498 urbanized areas. For National Transit Database purposes, the NTST groups urbanized areas by three size categories:

Large urbanized areas: population of more than 1 million (42 urbanized areas, 269 agencies or 35 percent of all agencies reporting).
Medium urbanized areas: population of more than 200,000 and less than 1 million (136 urbanized areas and 220 agencies or 29 percent of all agencies reporting).
Small urbanized areas: population of less than 200,000 and more than 50,000 (319 urbanized areas, 280 agencies or 36 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 other categories — 88 percent

Passenger fares — 94 percent
Unlinked passenger trips — 90 percent

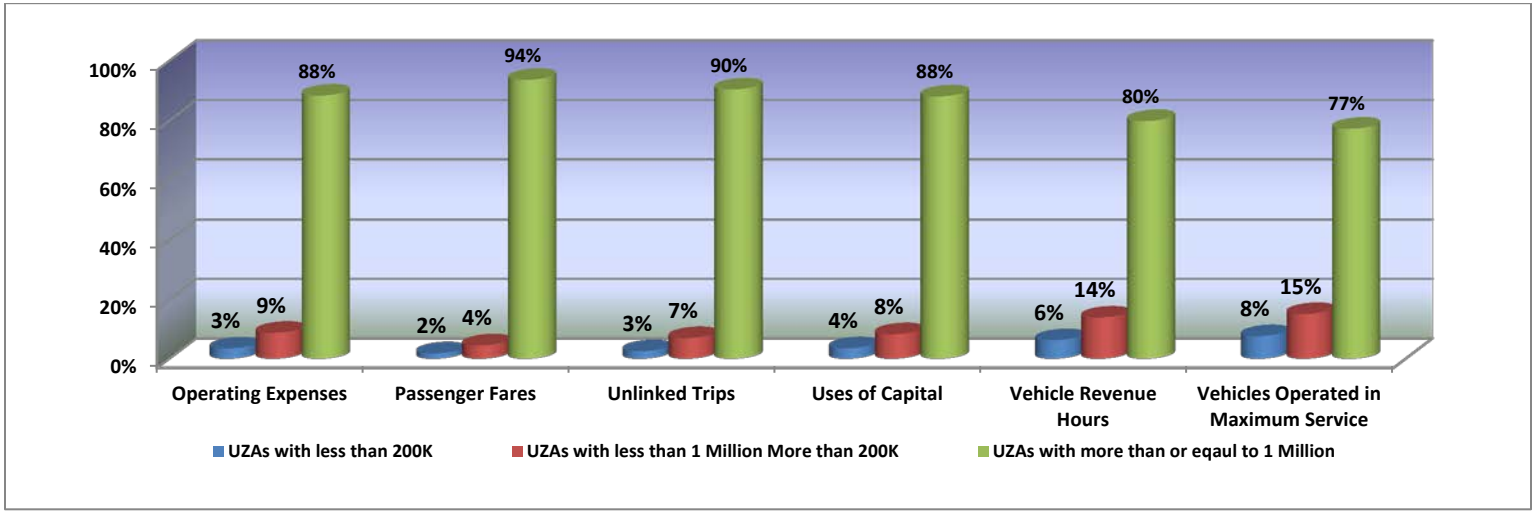


Figure 13: Relative Impact of the Data by UZA Size Group – 2011

Rural Transit

Concepts

Rural areas are, by US Census definition, areas with a population of less than 50,000. Because these areas may be quite large, rural areas usually have low population density. For report year 2011 1,799 sub recipients (including 79 intercity bus subrecipients) submitted data to the NTD through their State Departments of Transportation.

Types of service in the Rural module correspond to the modes included in the Annual (urban, over 50,000 populations) module but bus is broken down into four categories (fixed route, deviated fixed route, fixed and deviated and private intercity bus service). For definitions of modes and types of service refer to the NTD Glossary available at www.ntdprogram.gov/ntdprogram/Glossary.htm.

Comments

Due to the low population density of rural areas, types of service such as demand response and bus route are the most common in rural transit and accounted for 90 percent of all rural service in 2010

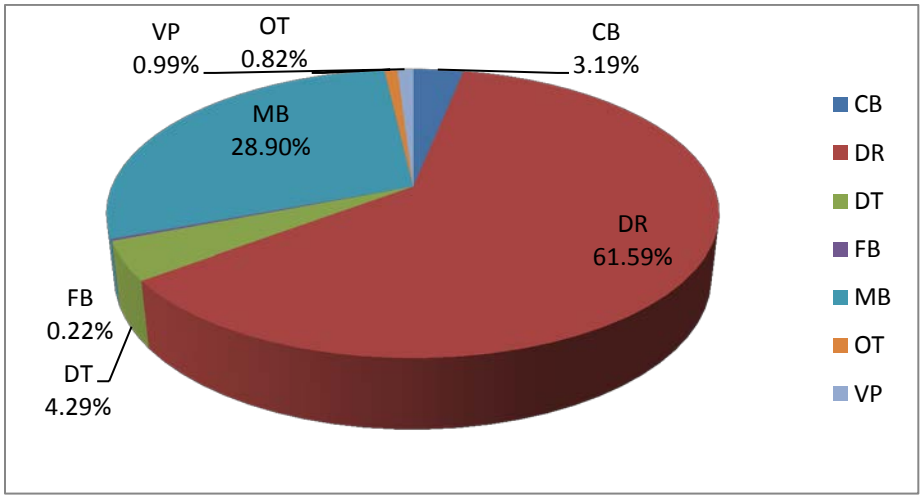


Figure 14: Types of Rural Service – 2011

Operating and Capital Funding - Rural

Concepts

Sources of funds (operating and capital) include assistance local, state and federal and funds generated by the service providers (fares and contract revenues).

FTA funding categories available for Rural Transit are:

Section 5309 - FTA Capital Program
Section 5310 - FTA Special Needs of Elderly Individuals and Individuals with Disabilities Program
Section 5311 – FTA Non-Urbanized Area Program
Section 5316 - FTA Job Access and Reverse Commute Program
Section 5317 - FTA New Freedom Program
Section 5320 - FTA Alternative Transportation in Parks and Public Lands Program

Comments

Rural transit operating budgets required 30 percent from federal assistance, and 26.5 percent from directly generated funds.

Rural transit capital budgets relied mostly on Federal assistance, accounting for nearly 90 percent of all capital applied.

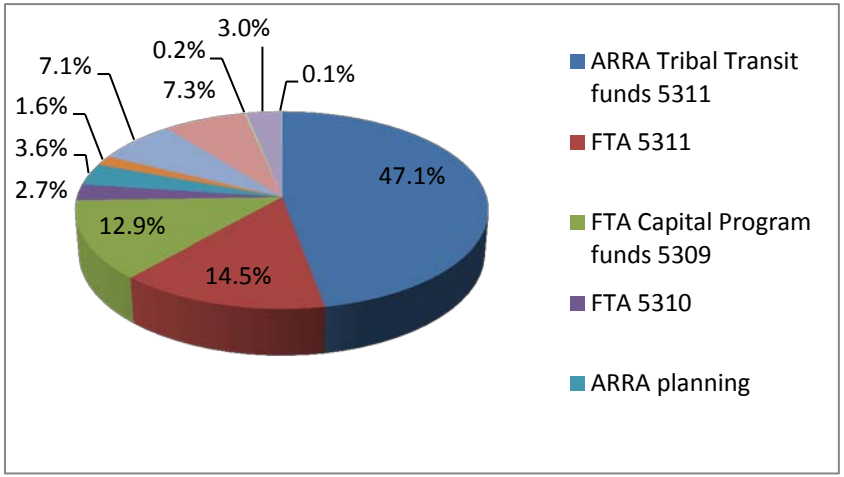


Figure 15: Sources of Capital Funding – 2011

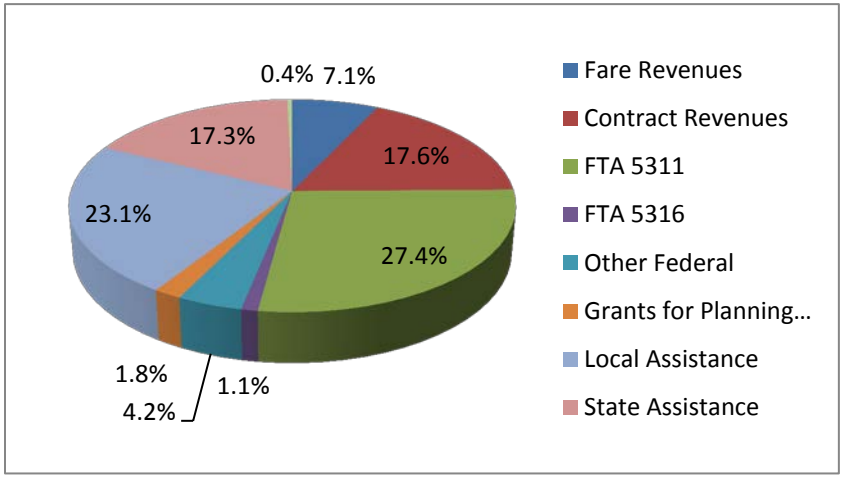


Figure 16: Sources of Operating Funding – 2011

Service Supplied and Consumed

Table 3: Rural Service Supplied and Consumed - 2010	
Fare Revenues (Millions)	99.8
Operating Expenses (Millions)	1,322.5.7
Unlinked Passenger Trips (Millions)	142.1.0
Vehicle Miles (Millions)	561.1
Vehicle Hours (Millions)	31.5
Operating Expenses per Vehicle Mile	2.3
Operating Expenses per Vehicle Hour	41.93
Operating Expenses per Unlinked Passenger Trip	9.31
Recovery Ratio (Fare Revenues per Operating Expense)	7.5%

Rural performance measures are typical of service provided in low density areas such as low recovery ratios, and high cost per trip among others.

Table 4: Rural Safety			
	Total Number of Subrecipients	**Safety Incidents**	**Average Safety Incidents per Subrecipient**
Major Incidents	1392	283	0.2
Major Injuries	1392	263	0.19
Fatalities	1392	10	0.007

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 that vary as transit agencies have different accounting practices due to local ordinances on accounting treatments. Regarding performance measures, the NTST excludes reconciling items such as depreciation, interest expenses, leases and rentals.

Comments

Operating expenses increased nearly 57.2 percent over the last 10 years.

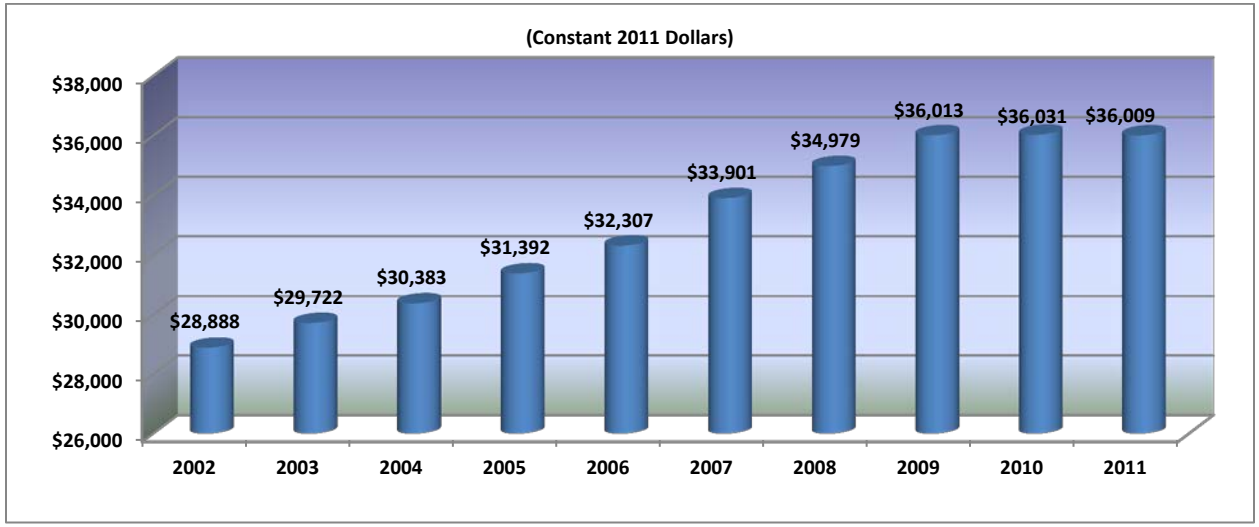


Figure 17: Total Operating Expenses 2002 - 2011

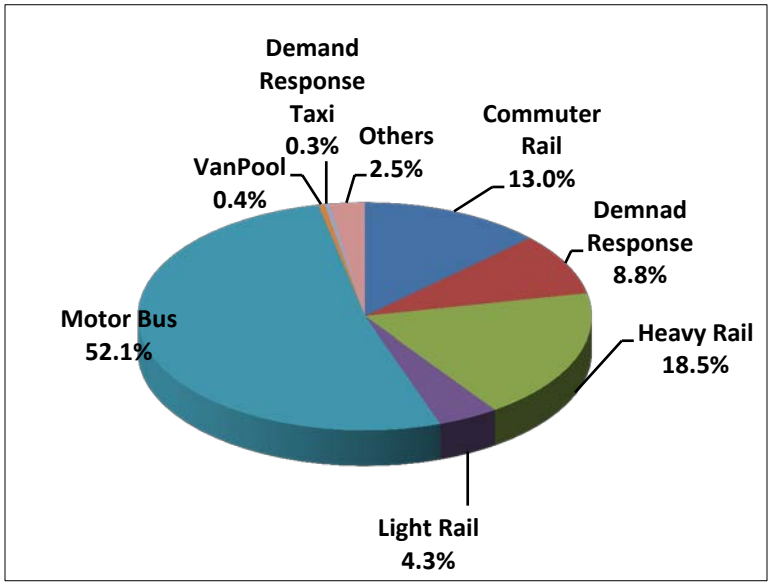


Figure 18: Total Operating Expense by Mode — 2011

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 and fringe benefits account for nearly 77 percent of the total directly operated expenditures. Nearly 54 percent of total expenditures are devoted to vehicle operations.

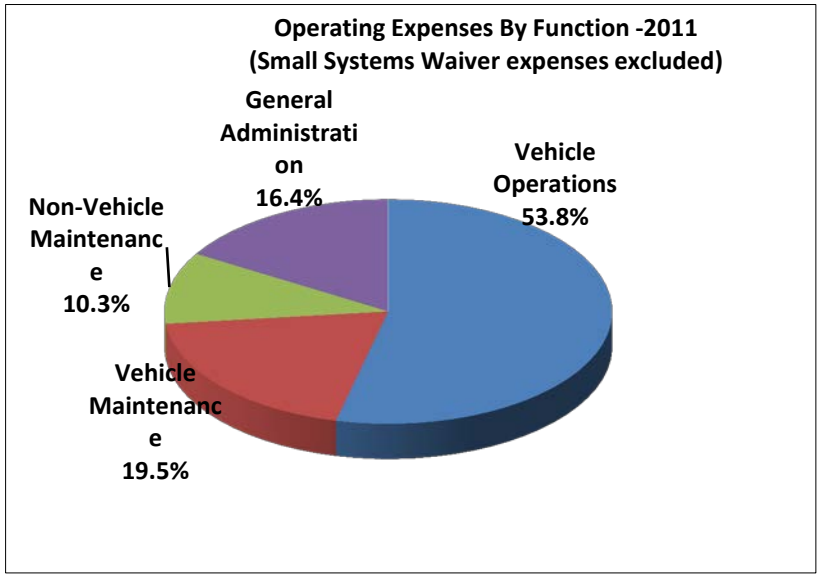


Figure 19: Operating Expense by Function - 2011

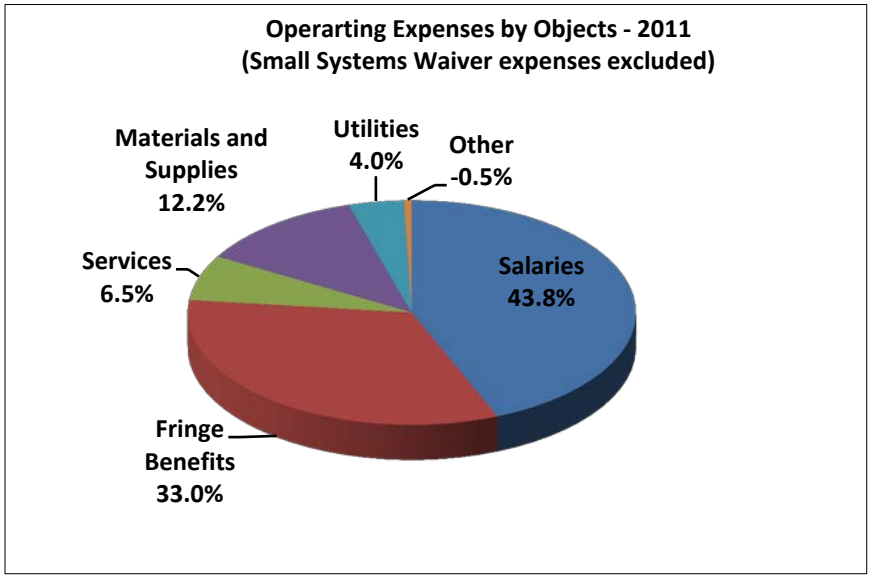


Figure 20: Operating Expense by Object Class - 2011

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 11.5 percent over the last 10 years. In addition, overall operating expense increased 57.2 percent during this same 10 year period.

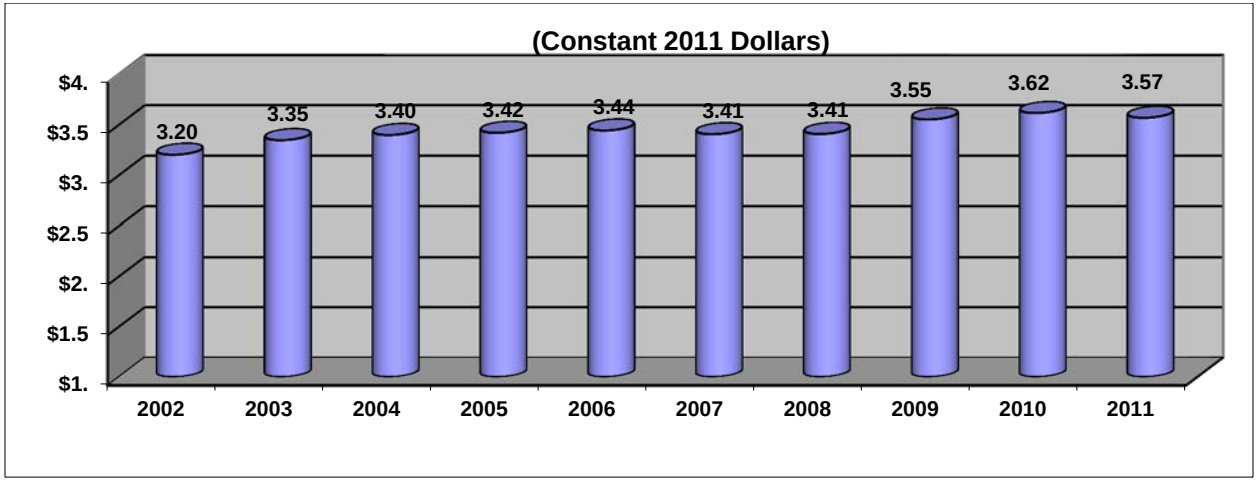


Figure 21: Operating Expense per Unlinked Passenger Trip 2002 – 2011

Table 5: Operating Expense per Unlinked Passenger Trip 2002– 2011 (Constant 2011 Dollars)			
Year	**Operating Expense (Millions)**	**Unlinked (*) Passenger Trips (Millions)**	**Operating Expense per Unlinked Passenger Trip**
2002	$28,888	9,017	$3.20
2003	$29,722	8,876	$3.35
2004	$30,383	8,937	$3.40
2005	$31,392	9,175	$3.42
2006	$32,307	9,379	$3.44
2007	$33,901	9,948	$3.41
2008	$34,979	10,257	$3.41
2009	$36,013	10,134	$3.55
2010	$36,031	9,960	$3.62
2011	$36,009	10,085	$3.57
% Change	57.2%	10.7%	11.4%

(*) Adjusted for all years prior to 2007 to correct a bias reported by a large heavy rail operator.

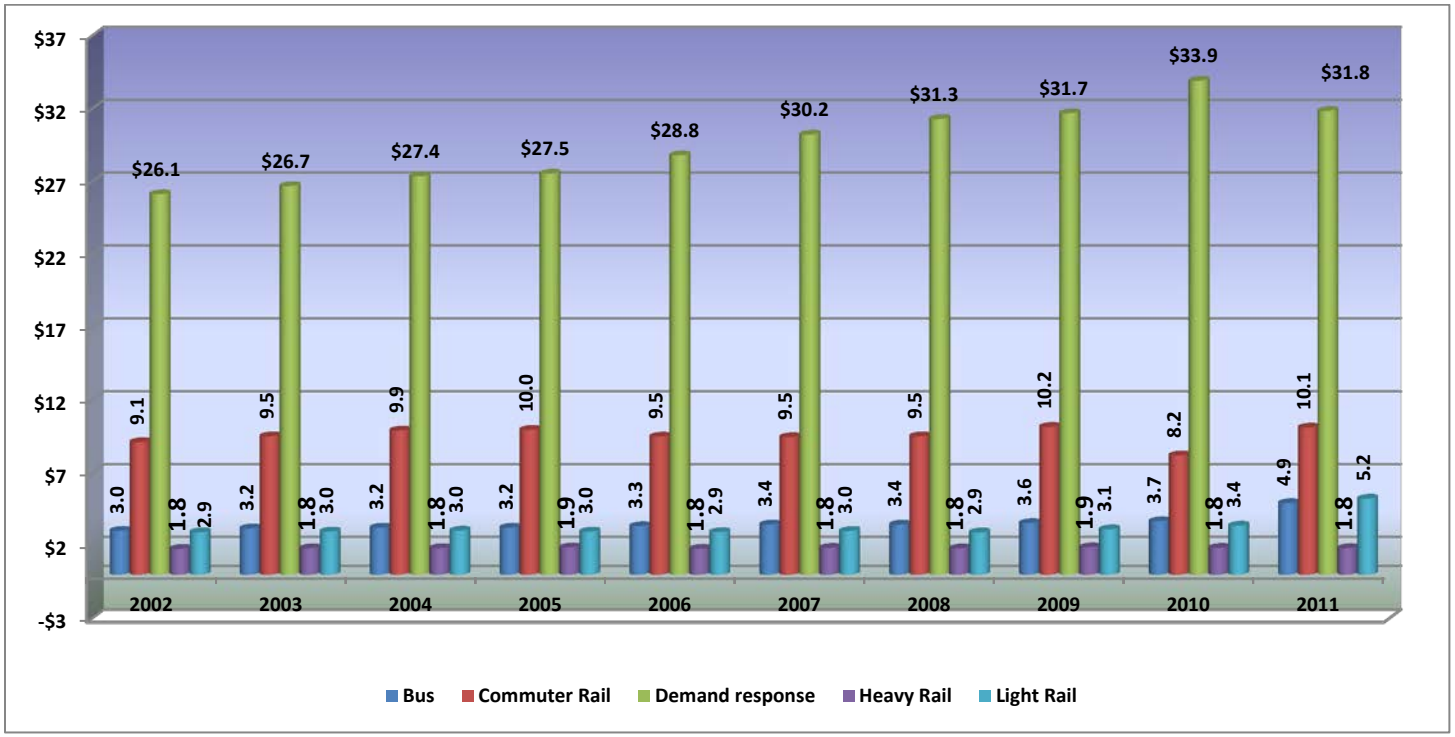


Figure 22: Operating Expense per Unlinked Passenger Trip for Bus and Rail Modes 2002- 2011

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 9.3 percent over the last 10 years.

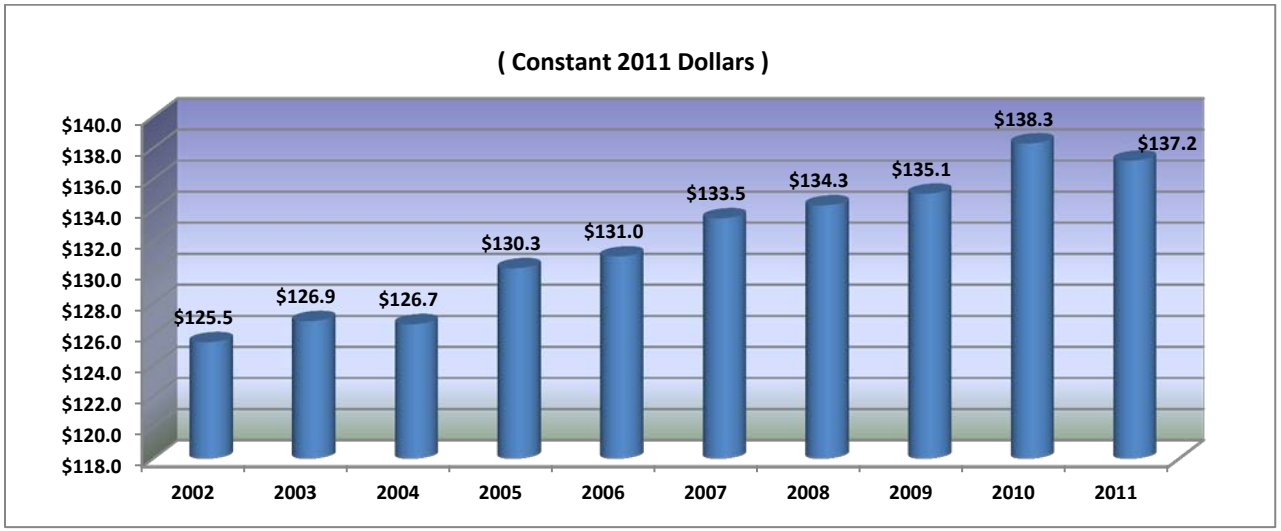


Figure 23: Total Operating Expense per Vehicle Revenue Hour 2002 – 2011

Table 6: Operating Expense per Vehicle Revenue Hour 2002 – 2011

Year	Operating Expense(Millions) (Constant 2011 Dollars)	Vehicle Revenue Hours (Millions)	Operating Expense per Vehicle Revenue Hour (Constant 2011 Dollars)
2002	$28,888	230	$125.5
2003	$29,722	234	$126.9
2004	$30,383	240	$126.7
2005	$31,392	241	$130.3
2006	$32,307	247	$131.0
2007	$33,901	254	$133.5
2008	$34,970	260	$134.3
2009	$36,005	267	$135.1
2010	$36,022	261	$138.3
2011	$35,732	261	$137.2
% Change	**23.7%**	**13.1%**	**9.3%**

Service Effectiveness

Concepts

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

Comments

Unlinked passenger trips per vehicle revenue hour decreased by 4.7 percent from 2002 to 2011.

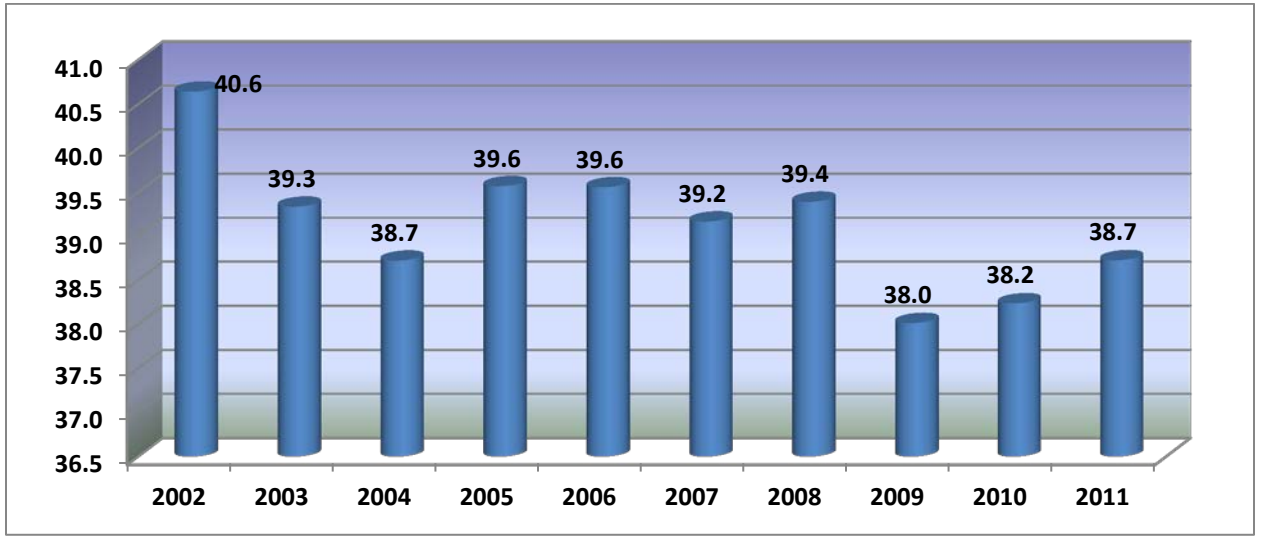


Figure 24: Unlinked Passenger Trip per Vehicle Revenue Hour 2002 – 2011

Table 7: Unlinked Passenger Trip per Vehicle Revenue Hour 2002 -2011			
Year	**Unlinked Passenger Trips (Millions) (*)**	**Vehicle Revenue Hours (Millions)**	**Unlinked Passenger Trips per Vehicle Revenue Hour**
2002	9,356	230	40.6
2003	9,216	234	39.3
2004	9,289	240	38.7
2005	9,536	241	39.6
2006	9,754	247	39.6
2007	9,948	254	39.2
2008	10,257	260	39.4
2009	10,134	267	38.0
2010	9,960	261	38.2
2011	10,085	261	38.7
% Change	**7.8%**	**13.2%**	**-4.7%**

(*) Adjusted for all years prior to 2007 to correct a bias reported by a large heavy rail operator.

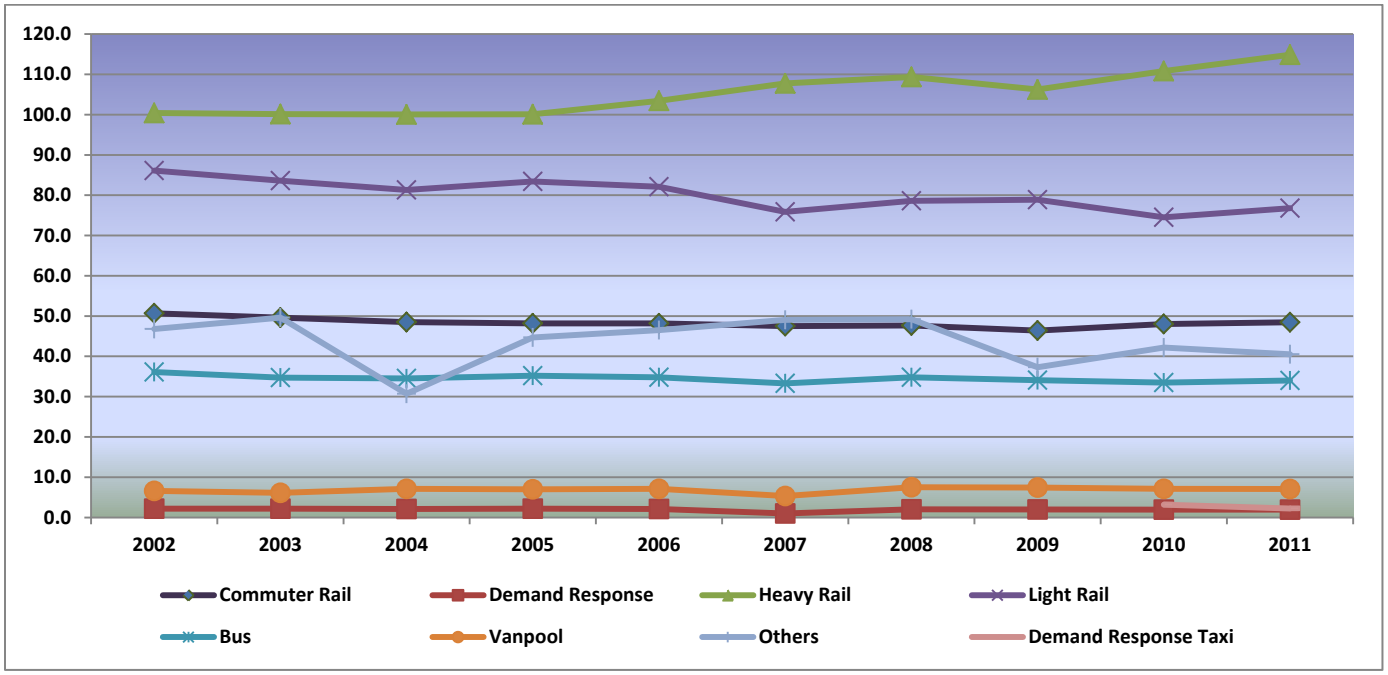


Figure 25: Unlinked Passenger Trips per Vehicle Revenue Hour by Mode 2002 - 2011

Load Factor

Concepts

Average load factor is the ratio of passenger miles traveled per vehicle revenue mile.

Comments

Commuter Rail average load factor decreased slightly in the last 10 years, and in the last 3 the decrease was 0.8 percent.
Light Rail average load factor decreased slightly in the last 10 years and increased in the last 3. The increase was 5.5 percent.
Heavy Rail average load factor increased over the last 10 years and in the last 3 the increase was 8 percent.
Bus average load factor remained stable in the last 10 years and the last 3.

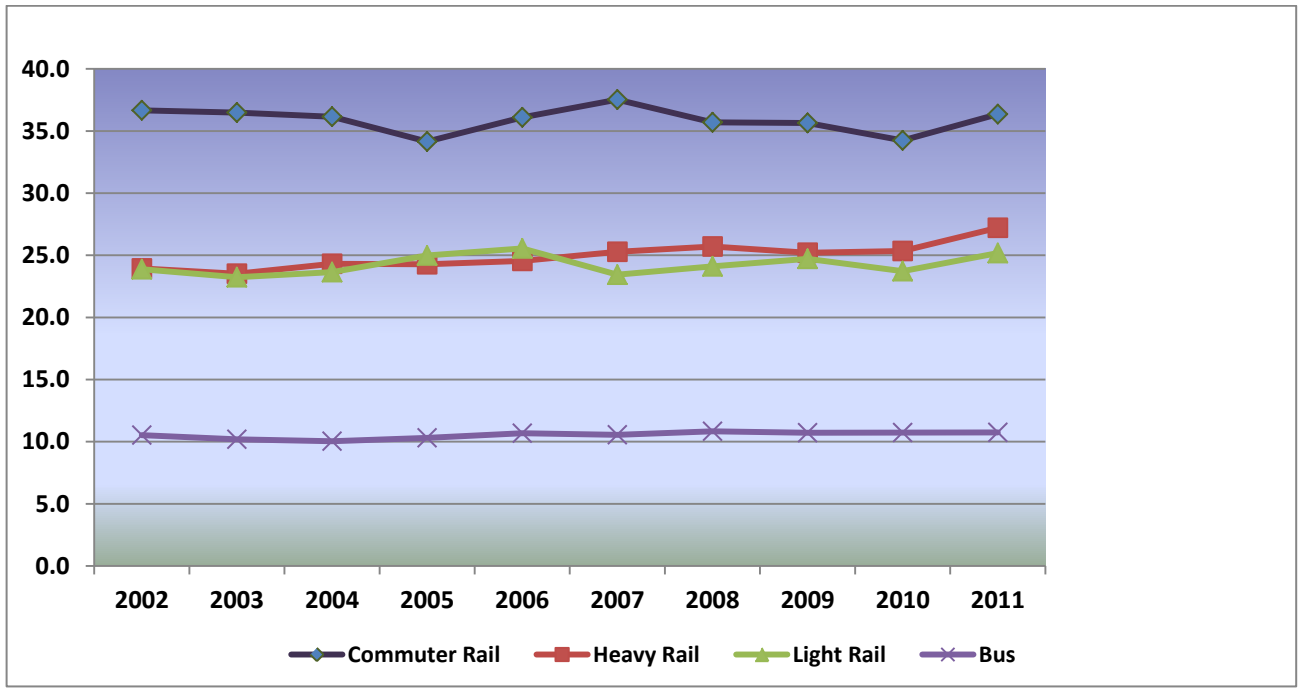


Figure 26: Load Factor by Mode 2002- 2011

Service Utilization

Concepts

Average service utilization is defined in the NTST as the ratio vehicle revenue miles per directional route miles.

Average service utilization is inversely proportional to average headway, i.e. the higher the average service utilization, the smaller the average headway and vice-versa.

The geographical expansion of transit service may contribute to reductions in average service utilization if the average headway of expanded areas is greater than the average headway before the expansion.

Comments

Commuter Rail average service utilization increased 10.8 percent in the last 10 years and decreased approximately 0.5 percent in the last 3 years**.** 5 new systems were added in the last 10 years and 1 system was discontinued since 2009**.** These facts indicate an expansion in commuter rail markets combined with an increase in service frequency to meet a higher demand for service.

Light Rail average service utilization increased 5.2 percent in the last 10 years, and decreased approximately 10 percent in the last 3 years. 7 new systems were added in the last 10 years, and 1 new system was added in the last 3 years. Part of this increase can be attributed to the new mode streetcar rail (SR).

Heavy Rail average service utilization increased 6.5 percent in the last 10 years but decreased 4.2 percent in the last 3. Only 1 system was added in the last 10 years, and no new systems were added in the last 3.

Bus average service utilization decreased approximately 9.4 percent in the last 10 years and decreased 1.1 percent in the last 3. 140 bus systems were added as new NTD reporters or as new bus modes (bus rapid transit and commuter bus) in the last 10 years and 78 in the last 3 years.

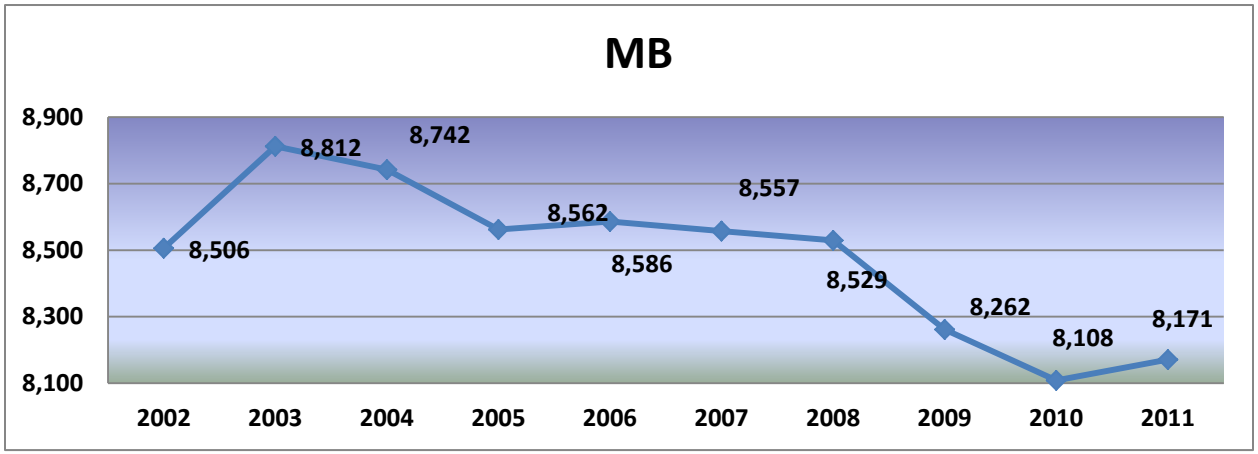


Figure 27: Motor Bus Service Utilization 2002 - 2011

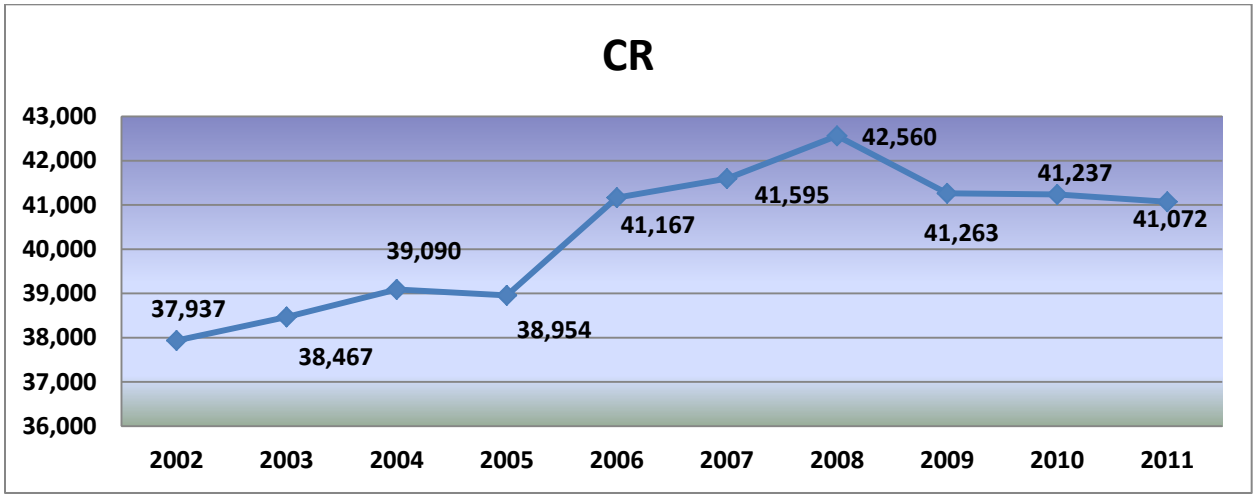


Figure 28: Commuter Rail Service Utilization 2002 – 2011

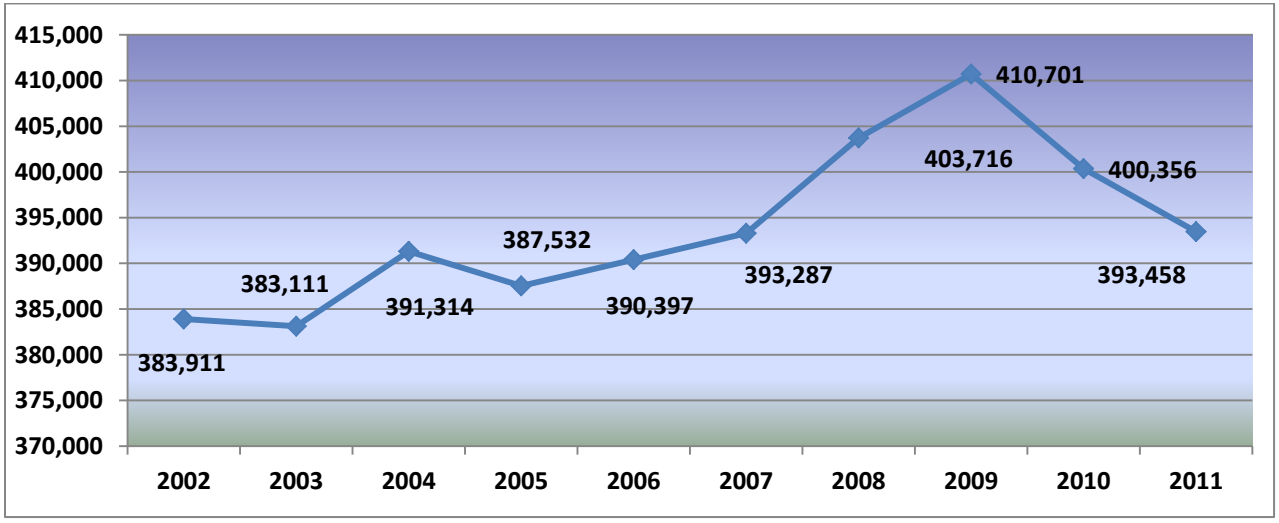


Figure 29: Heavy Rail Service Utilization 2002 - 2011

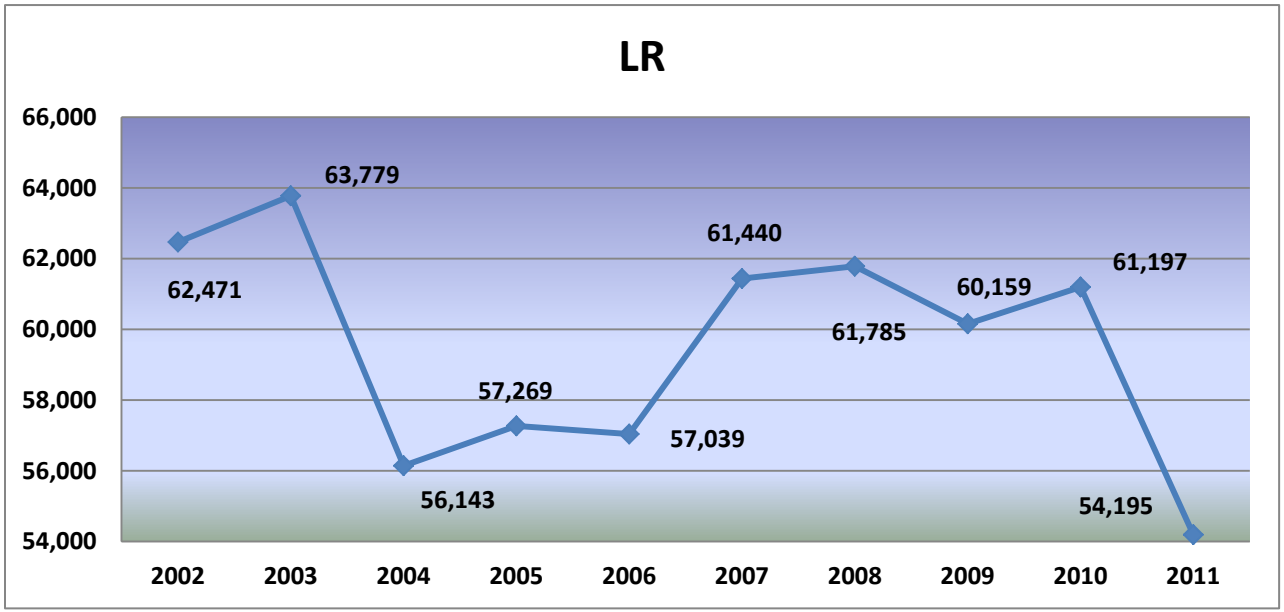


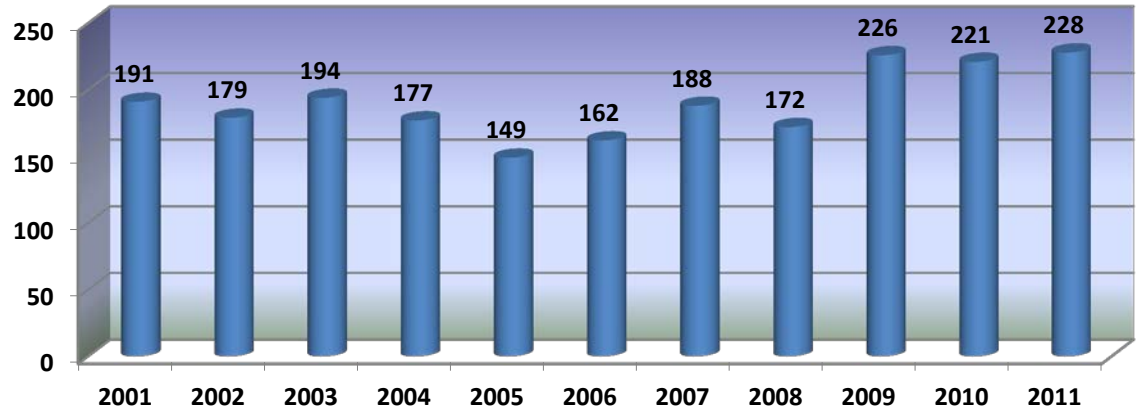
Figure 30: Light Rail Service Utilization 2002 - 2011

Quality of Transit Service

Fatalities

Concepts

A fatality is defined as a death confirmed within 30 days following a transit-related incident. Deaths in or on transit property that are a result of illness or other natural causes are not reportable to NTD and are excluded from this dataset. However, these totals do include suicides.



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

Figure 31: Total Fatalities (*) 2002 – 2011

Table 8: Total Fatalities - 2011	
Year	**Total Fatalities**
2002	179
2003	194
2004	177
2005	149
2006	162
2007	188
2008	172
2009	226
2010	221
2011	228

Comments

Transit agencies reported 0.62 fatalities per 100 million Passenger Miles in 2011. This is the highest rate since 2003 when the industry reported a fatality rate of 0.54.

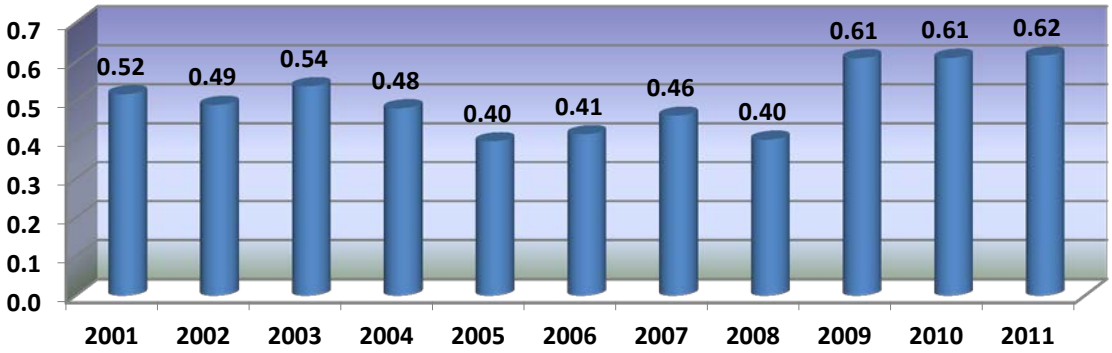


Figure 32: Fatalities per 100 Million Passenger Miles — 2002-2011

Distribution of Fatalities

Concepts

Fatalities are categorized according to nine sixteen categories of individuals:

- Passengers: A person who is on board a transit vehicle or who is boarding / alighting, including those using ramps and lifts.
- Revenue 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.
- Employee: An individual who is compensated by the transit agency.
- 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.
- Pedestrian: A person walking in a crosswalk, out of a crosswalk, crossing tracks, or walking along tracks and bicyclists.
- Other Vehicle Occupant: A driver or passenger in a privately-owned vehicle.
- Individuals Committing Suicide: Individuals intentionally killing themselves.
- Others: A person who is not included in the above categories – Many trespassing-related fatalities are reported under this category.

Comments

Most victims in transit-related accidents are non-passengers. Passenger fatalities account for 4.8percent of all reportable fatalities in 2011.

Table 9: Number of Fatalities by Person Type – 2011		
Person Type	**Fatalities**	**Percentages**
Passengers	11	4.8%
Revenue Facility Occupants	25	11.0%
Employees	3	1.3%
Pedestrians	53	23.2%
Other Vehicle Occupant	34	14.9%
Individuals Committing Suicides	79	34.6%
Others	23	10.1%

Reliability

Miles between Major Mechanical System Failures — Bus

Concepts

These are failures of a mechanical element of the revenue vehicle that prevents the vehicle from completing a scheduled revenue trip or from starting the next scheduled revenue trip because actual movement is limited or because of safety concerns. Examples of major bus failures include breakdowns of air equipment, brakes, doors, engine cooling system, steering and front axle, rear axle and suspension and torque converters.

A number of factors affect the number of major mechanical system failures incurred by a transit agency including local operating conditions, types of vehicles operated, and effectiveness of the maintenance program. However, it is expected that the same types of major mechanical failures will be reported by different agencies. The differences among agencies may be in the numbers reported, not the types of major mechanical failures.

Vehicle miles are the total miles that a vehicle travels while in service (actual vehicle revenue miles and deadhead miles). See the Transit in the United States section 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 2003 through 2010 are shown in the NTST. Major system failures have decreased 10 percent over the last 8 years. Vehicle Miles Between Major System Failures has improved 10.3 percent over the same period.

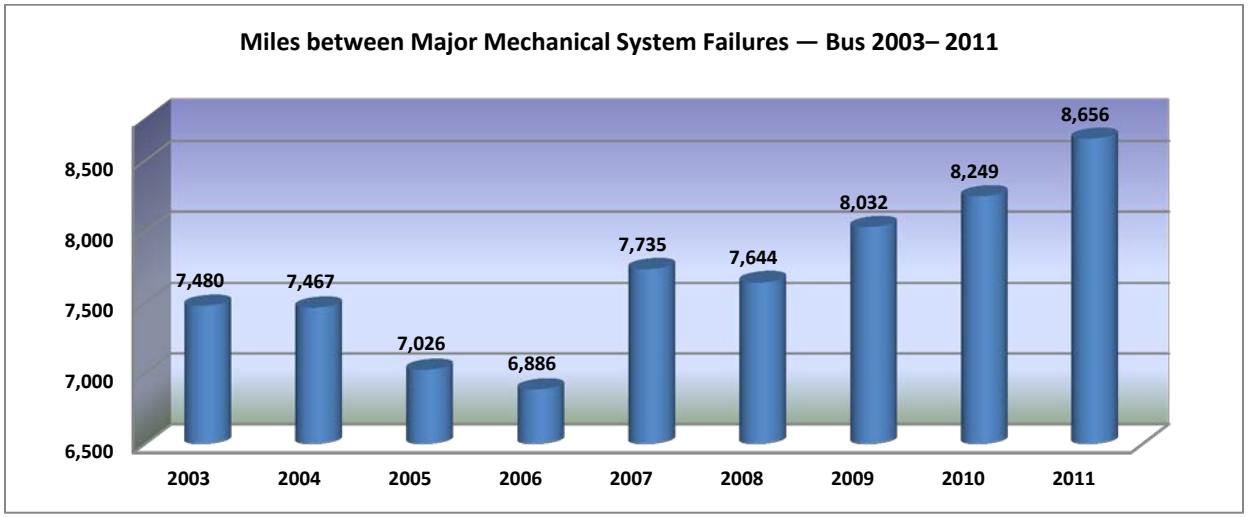


Figure 33: Miles between Major Mechanical System Failures — Bus 2003 – 2011

Table 10: Miles between Major Mechanical System Failures (Directly Operated Service) 2003 - 2011			
Year	**Major System Failures**	**Vehicle Miles (Millions)**	**Vehicle Miles Between Major System Failures**
2003	248,968	1,862	7,480
2004	247,676	1,849	7,467
2005	261,793	1,839	7,026
2006	266,745	1,837	6,886
2007	240,582	1,861	7,735
2008	247,933	1,895	7,644
2009	236,716	1,901	8,032
2010	223,983	1,848	8,249
2011	205,881	1,782	8,656
% Change	**-17.3%**	**-4.3%**	**15.7%**

ADA Compliance — Bus

ADA Lift- or Ramp-equipped

Concepts

The Americans 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

Type “AB” 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 98.4 percent level of compliance. This is expected due to this class’ low average fleet age.

Type “A” bus compliance increased from 84.6 percent in 2002 to 98.8 percent in 2011.

Type “B” bus compliance increased from 91 percent in 2002 to 98.9 percent in 2011.

Type “C” bus compliance increased from 99.5 percent in 2002 to 98.3 percent in 2011.

Type “AB” bus compliance is 100% percent in 2002 and 2011.

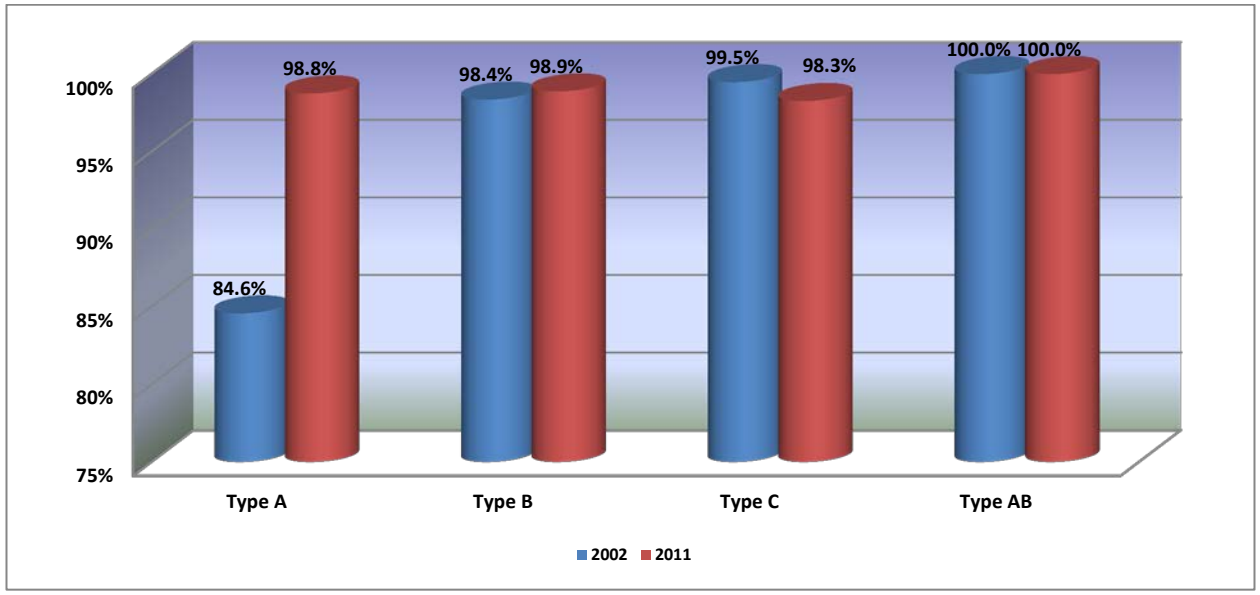


Figure 34: ADA Compliance - Bus

Operating Funding

Concepts

Operating funds are the funds transit agencies receive from Federal, state, local and directly generated sources that are applied to 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 the financial assistance used to defray some of the operating costs of providing transit service.

Comments

Total Operating funds applied to transit operations increased 30 percent over the last 10 years

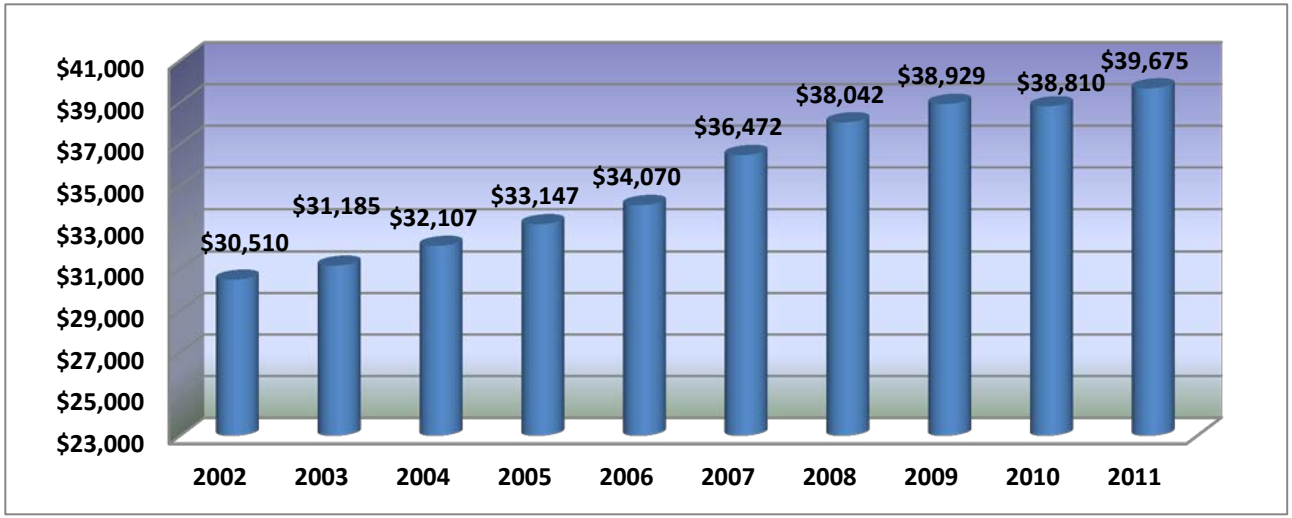


Figure 35: Total Operating Funds 2002– 2011

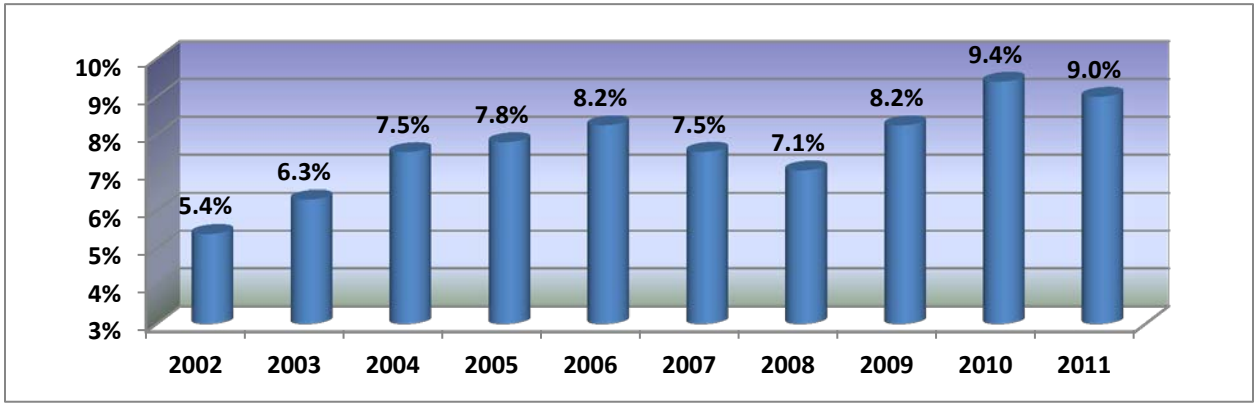


Figure 36: Federal Operating Assistance as a Percentage of Operating Funds 2002 - 2011

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

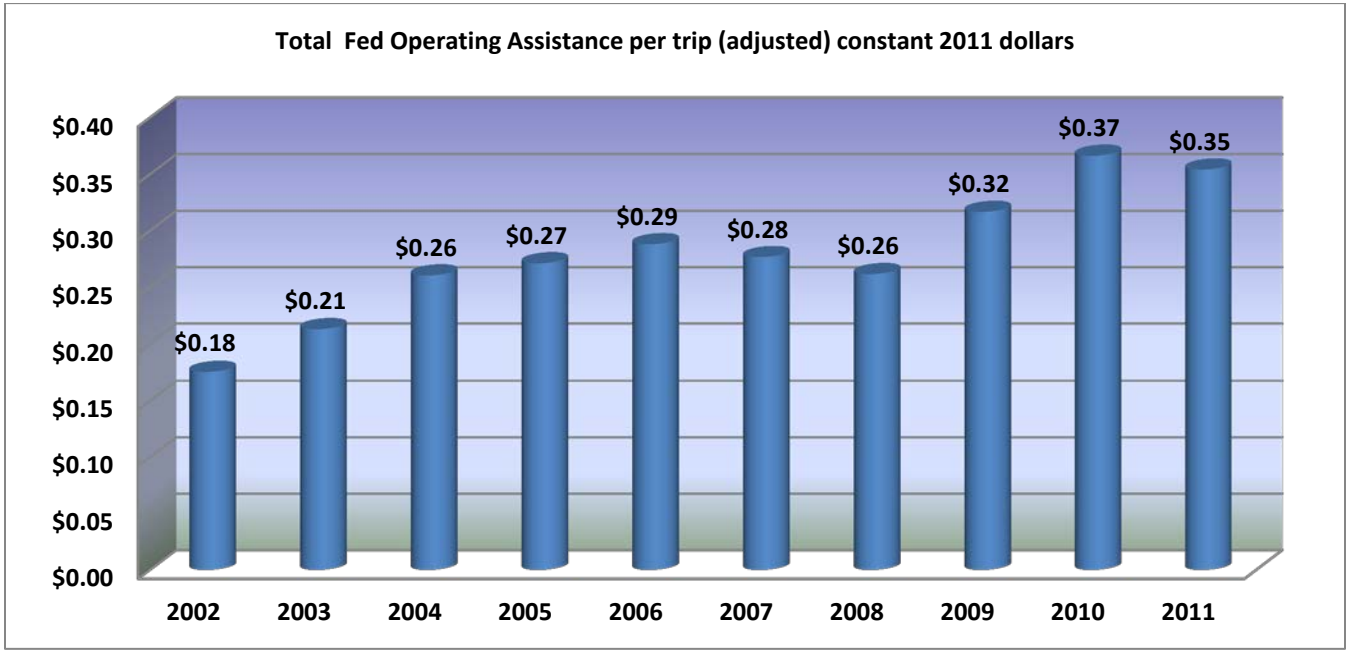


Figure 37: Total Federal Operating Assistance per Trip 2002 - 2011

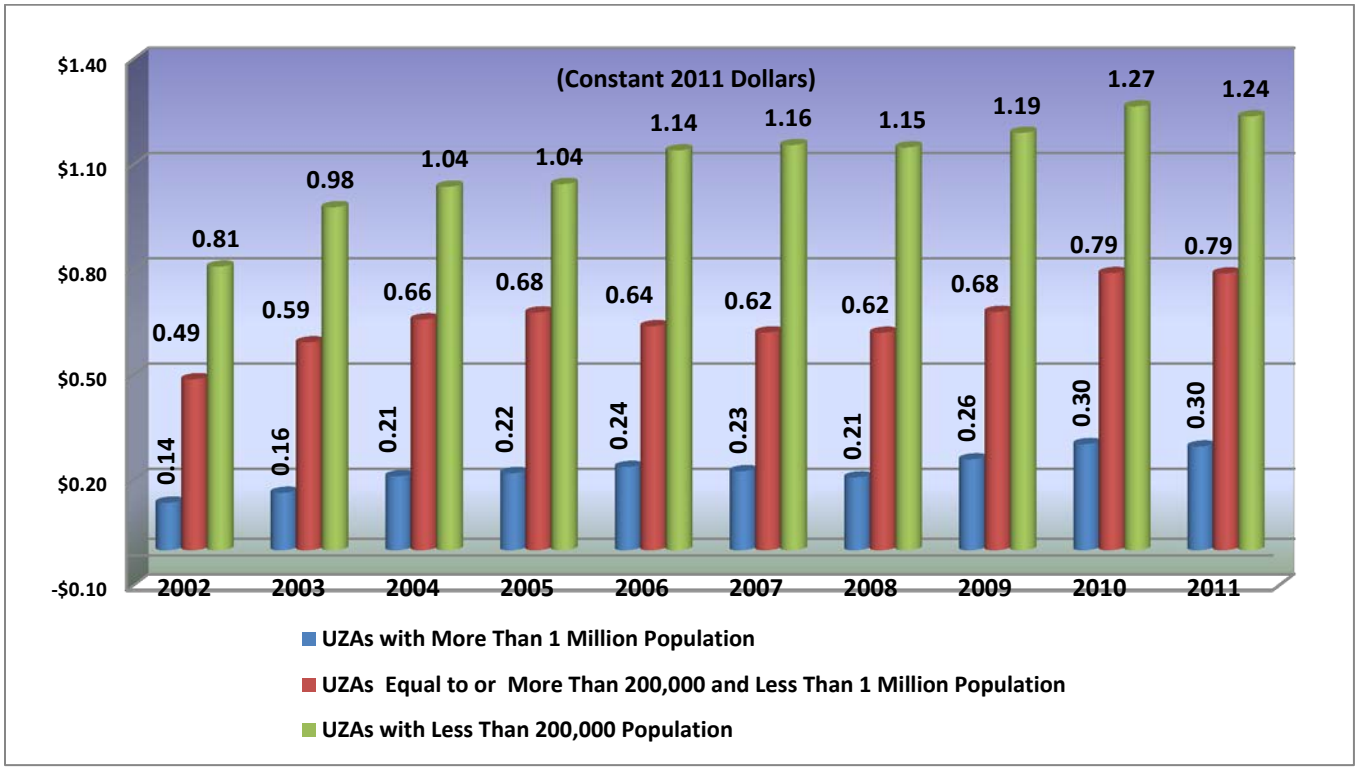


Figure 38: Federal Operating Assistance per Trip by Urbanized Area Size 2002 - 2011

Farebox Recovery Ratio (Fare Revenues per Operating Expense)

Concepts

Fare revenues are funds earned through 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.

Farebox recovery ratio is the proportion of the amount of revenue generated through fares by its paying customers as a percentage of the cost of its total operating expenses.

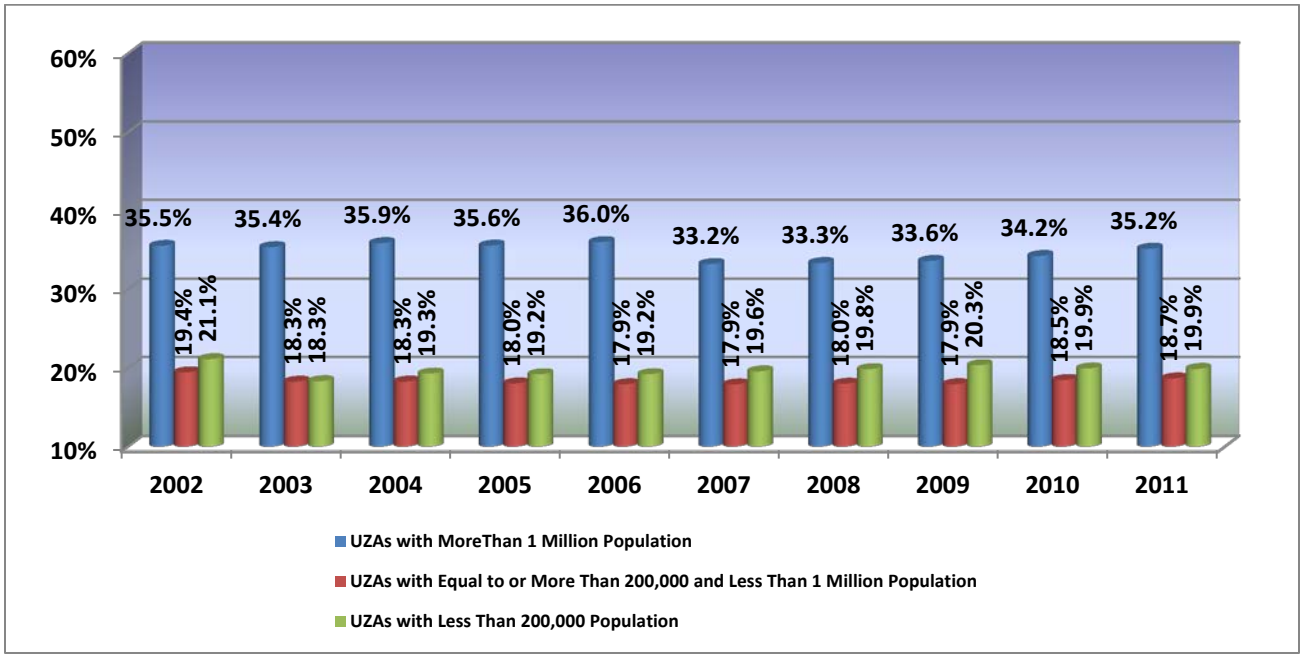


Figure 39: Farebox Recovery Ratio by Urbanized Area Size 2002 – 2011

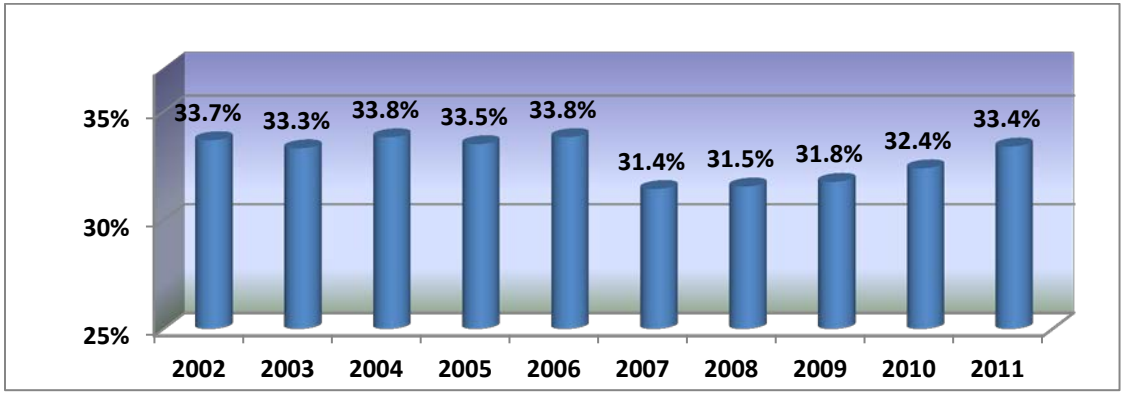


Figure 40: Recovery Ratio (*) 2002 - 2011

Comments

The Recovery ratio continues to show improvement in 2011 following the 2007 implementation of GASB (Government Accounting Standards Board) by many large transit agencies. GASB requires transit agencies to accrue the cost of other post-employment benefits over the career of an employee and to disclose the amount of any unfunded liability. This new requirement significantly increased operating costs and initially affected agency recovery ratios.

Subsidy per Trip

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 trip increased approximately 17.4 percent over the last 10 years.

Medium and small urbanized areas have a rate of increase greater than the rate of increase 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.

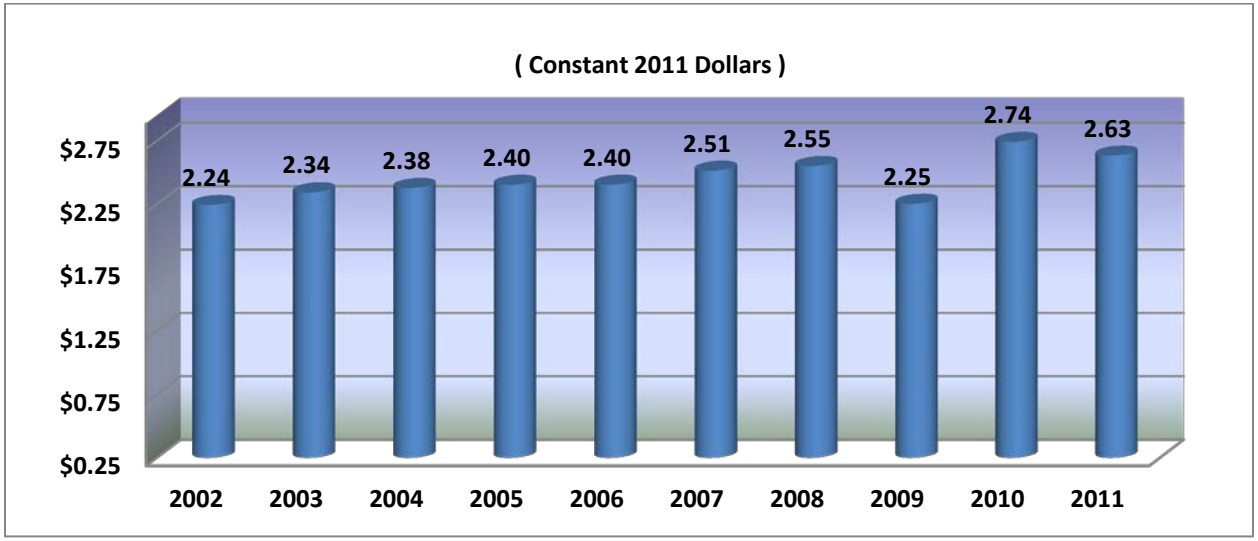


Figure 41: Total Operating Subsidy per Trip 2002 – 2011

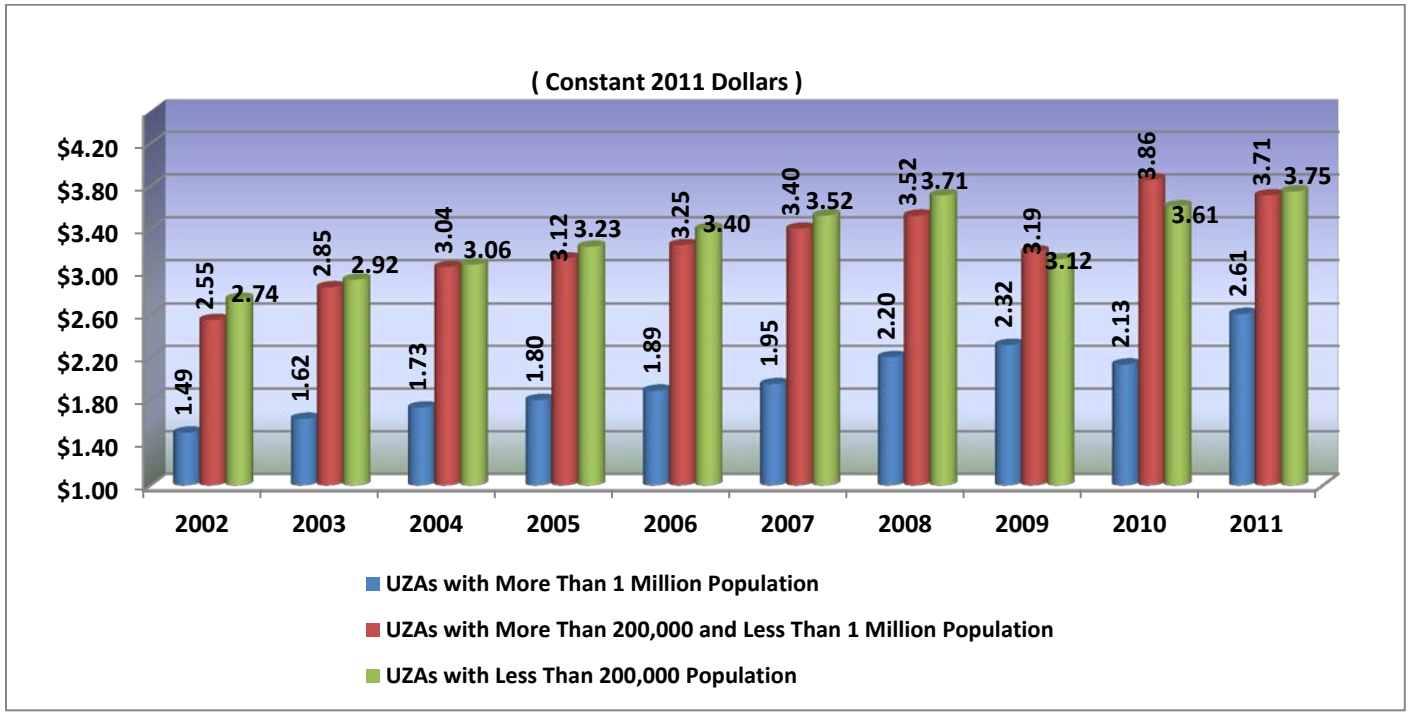


Figure 42: Total Subsidy per Trip by Urbanized Area Size 2002 - 2011

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, the share of fare revenues decreased from 2002-2011. A decrease in the share of fare revenues was compensated for by increases in Federal and local assistance.

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

Comparison of Share Funding Sources by UZAs

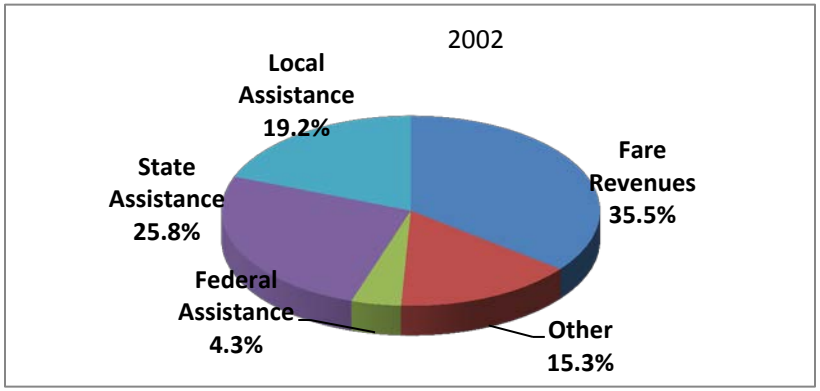


Figure 43: UZAs with More than 1 Million Population - 2002

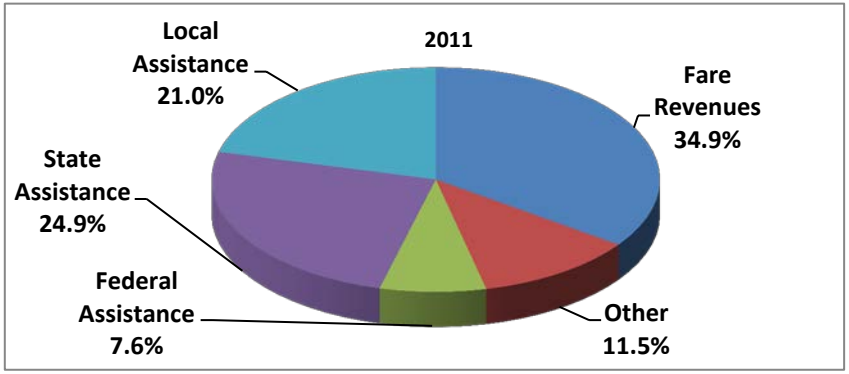


Figure 44: UZAs with More than 1 Million Population - 2011

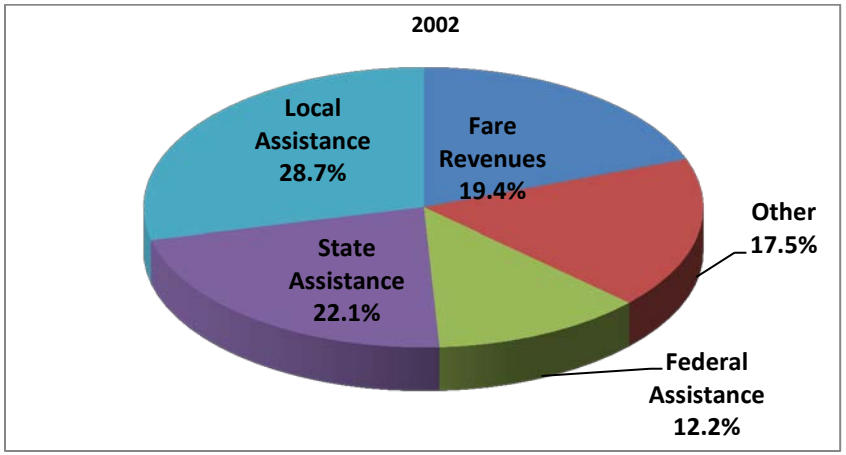


Figure 45: Equal to or More than 200,000 and Less than 1 Million Population - 2002

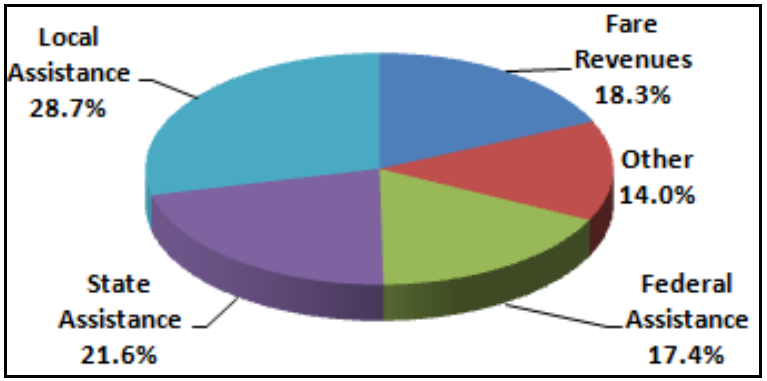


Figure 46: Equal to or More than 200,000 and Less than 1 Million Population - 2011

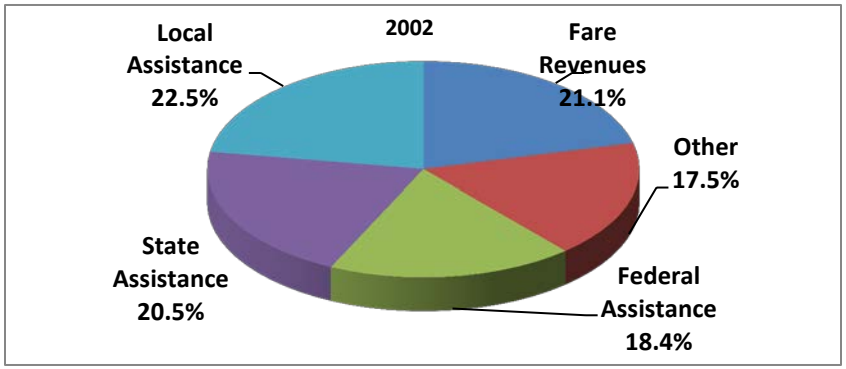


Figure 47: UZAs with Less than 200,000 Population - 2002

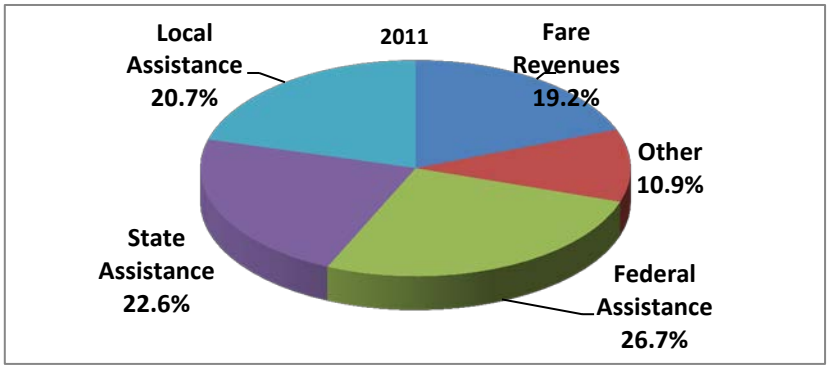


Figure 48: UZAs with Less than 200,000 Population - 2011

Capital Investment in Transit

Concepts

Capital funds are the funds that the transit agencies receive from Federal, state, local and directly generated sources and that are 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 decreased by approximately 4.8 percent over the last 10 years. The role of the Federal government accounted on average for 44.3 percent of all capital invested in transit during the same period.

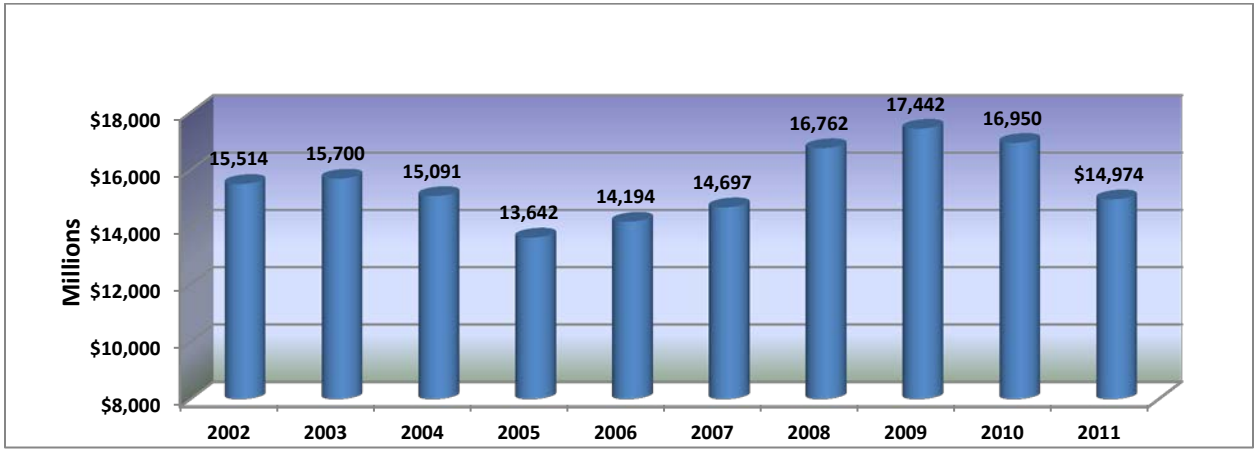


Figure 49: Total Capital Assistance (In constant 2011 Dollars) — 2002 - 2010

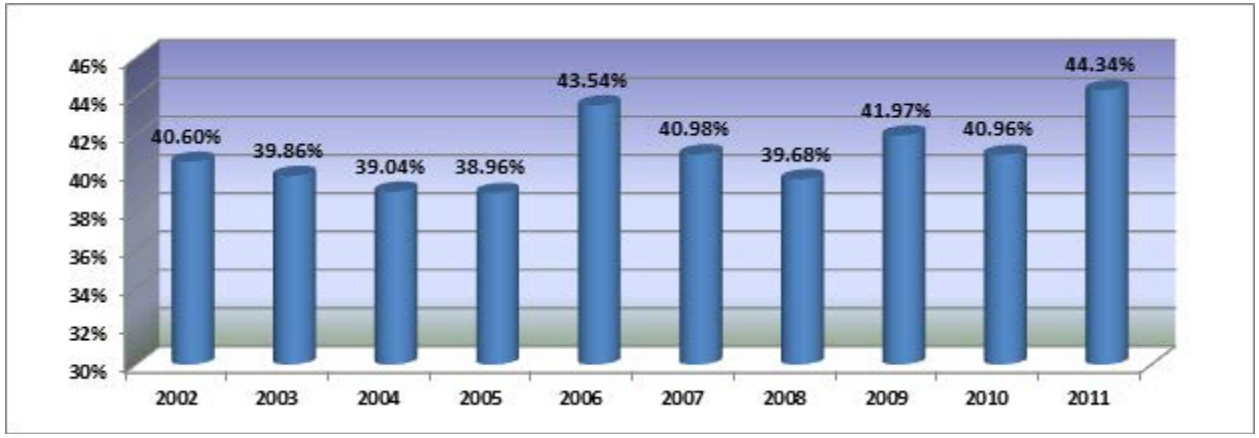


Figure 50: Percent of Federal Share of Total Capital Assistance 2002 - 2011

Sources of Capital Funding by UZA

Comments

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

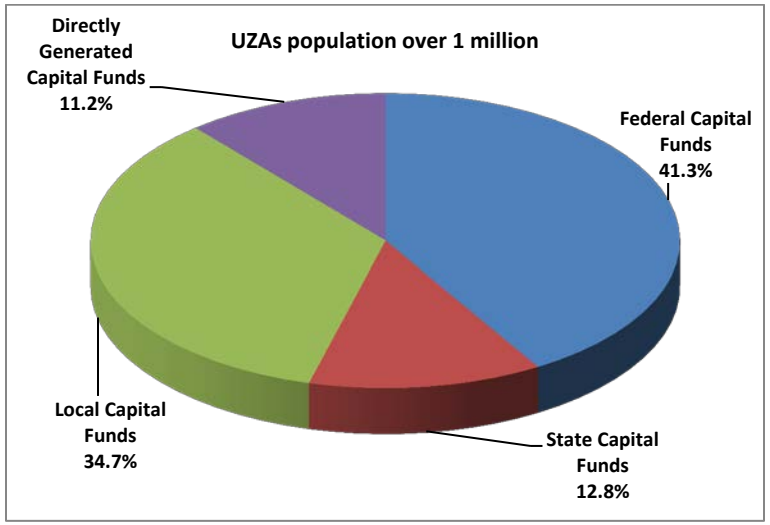


Figure 51: UZAs with more than 1 Million Population

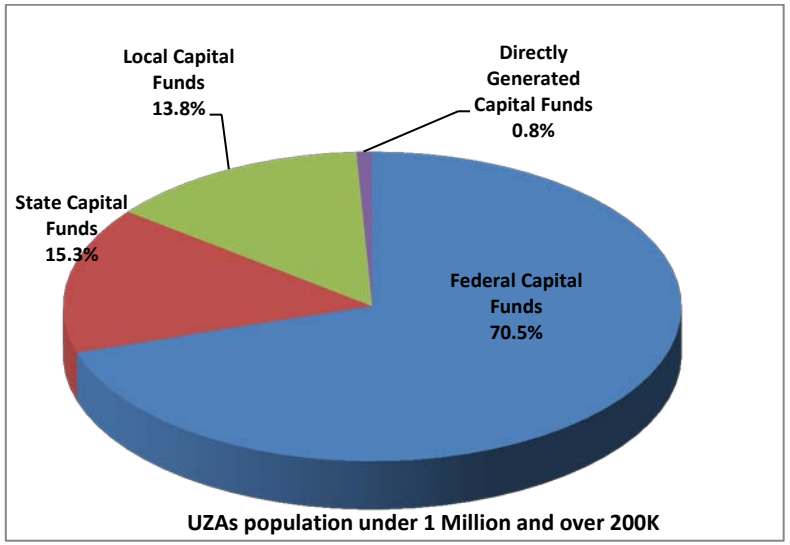


Figure 52: UZAs Equal to or More than 200,000 and Less than 1 Million Population

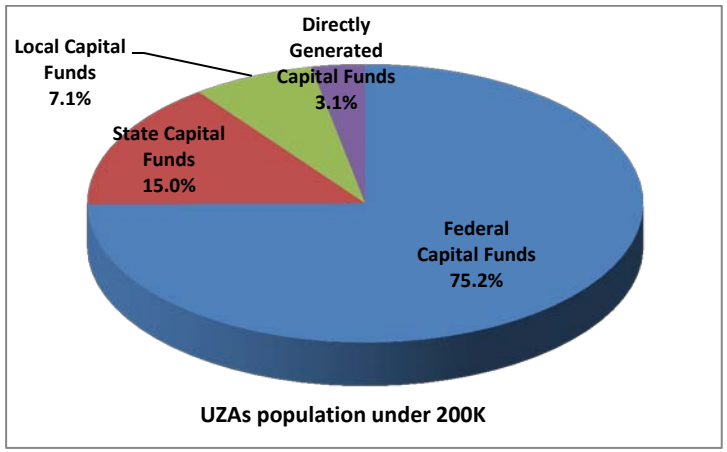


Figure 53: UZAs with Less than 200,000 Population

Capital Expenditures

Concepts

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.

Communication and Information systems: Communication systems include two-way radio systems for communicating between dispatchers and vehicle operations, cab signaling and train control equipment in rail systems, automatic vehicle locator systems, automated dispatching systems, vehicle guidance systems, telephones, facsimile machines and public address systems. Information systems include 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.

Service (non-revenue) vehicles: Service, supervisory and other vehicles other than revenue vehicles.

Other including park and ride facilities, passenger shelters, signs and amenities, furniture and equipment that are not integral parts of buildings and structures.

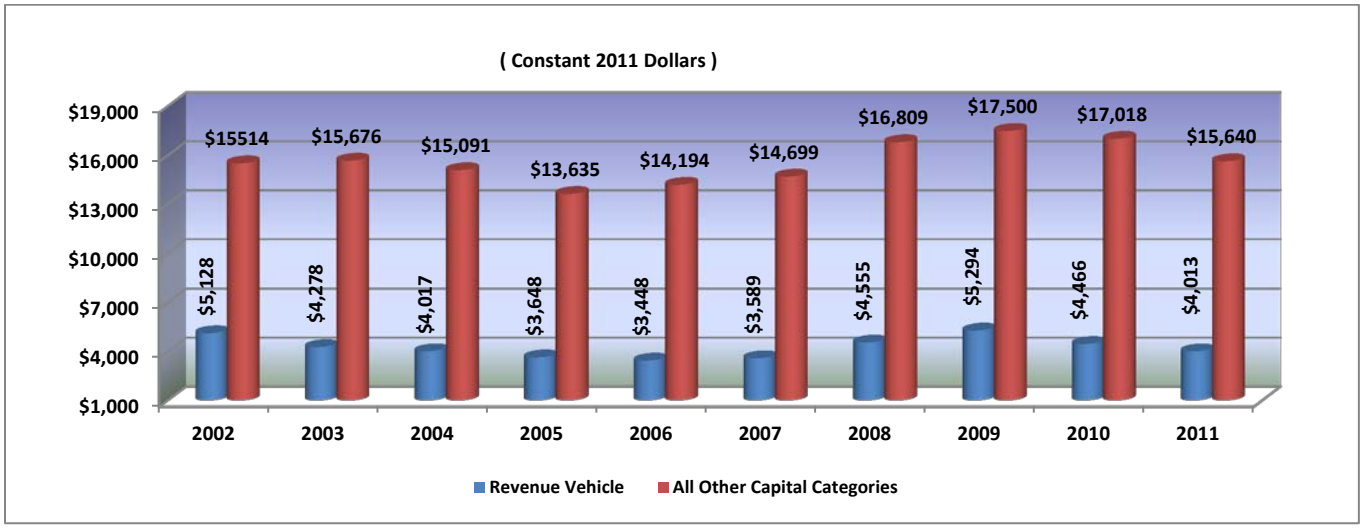


Figure 54: Capital Expenditures — 2002 - 2011

Uses of Capital by Urbanized Area Size

Comments

Large and medium-sized urbanized areas operate almost all rail systems in the nation, and guide way 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.

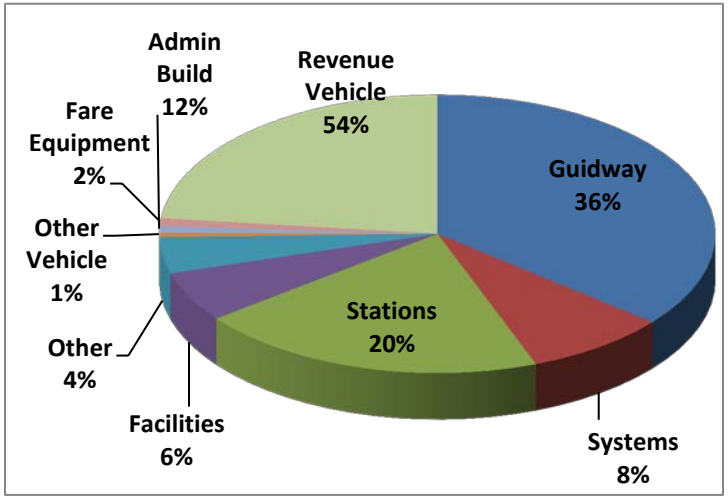


Figure 55: UZAs with more than 1 Million Population

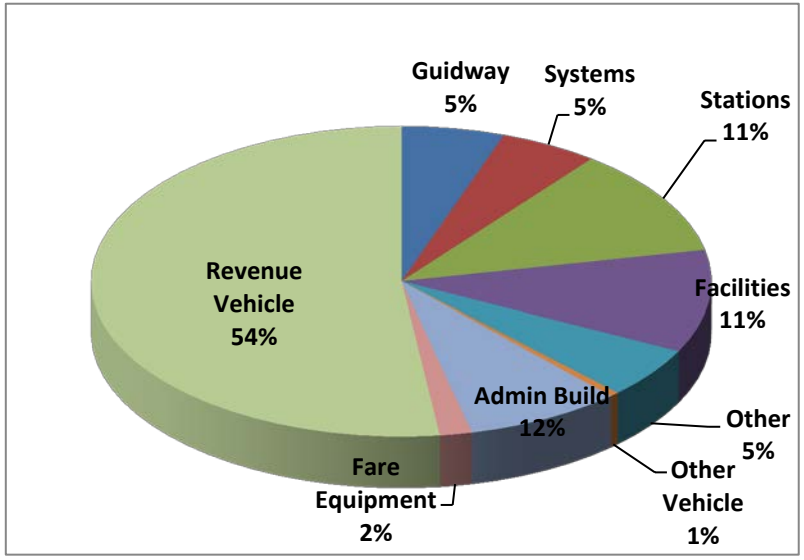


Figure 56: UZAs Equal to or More than 200,000 and Less than 1 Million Population

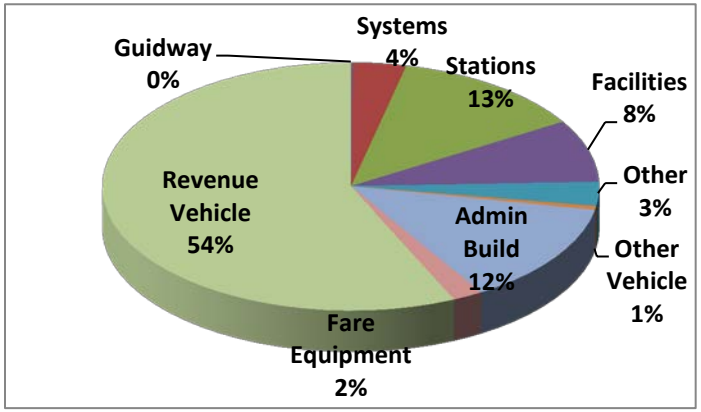


Figure 57: UZAs with Less than 200,000 Populations

Distribution of Capital by Mode and Category

Comments

Bus systems require less capital investment 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.

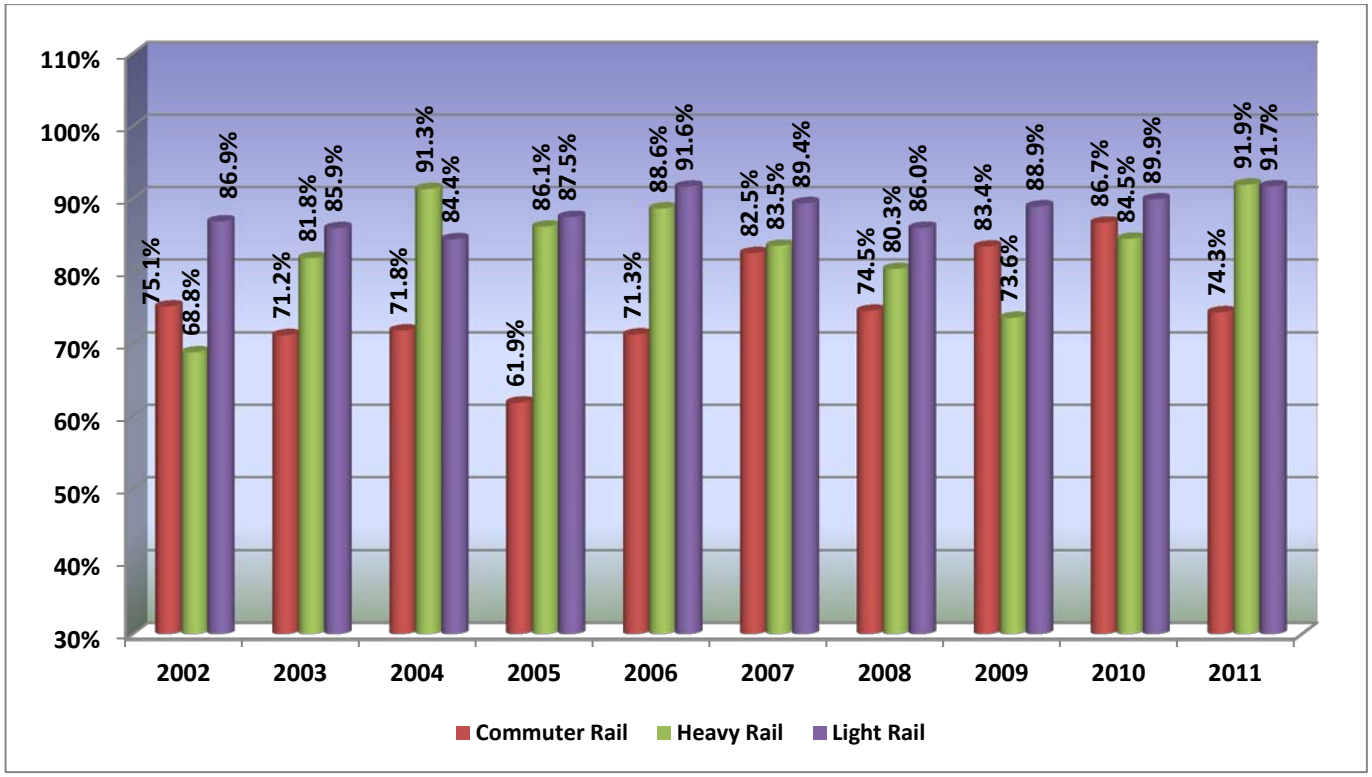


Figure 58: Percent of Uses of Capital Net of Revenue Vehicles Capital Expenditures 2002 — 2011

Fleet Characteristics

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.
Type “AB” is extra-long buses that measure between 54 and 60 feet.
Ferryboat
Heavy Rail
Light Rail
Commuter Rail (Passenger Cars)
Vans

Comments

The average fleet age of type “C” buses have been stable over the last 10 years, while the average fleet age of large buses decreased 4 percent and medium size buses increased 20.1 percent in the same period.

The average fleet age of articulated buses increased 12.1 percent in the last 10 years (from 5.8 years old in 2002 to 6.5 years old in 2011).

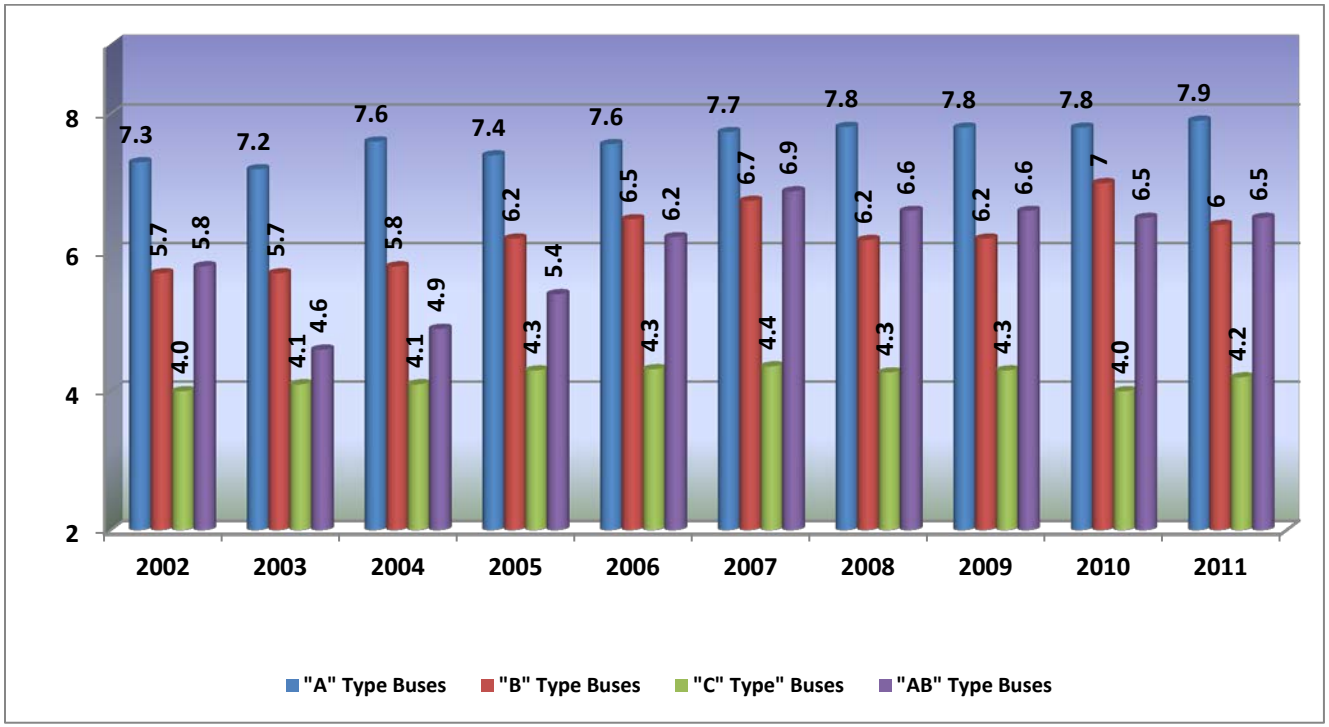


Figure 59: Average Fleet Age by Vehicle Type 2002 – 2011

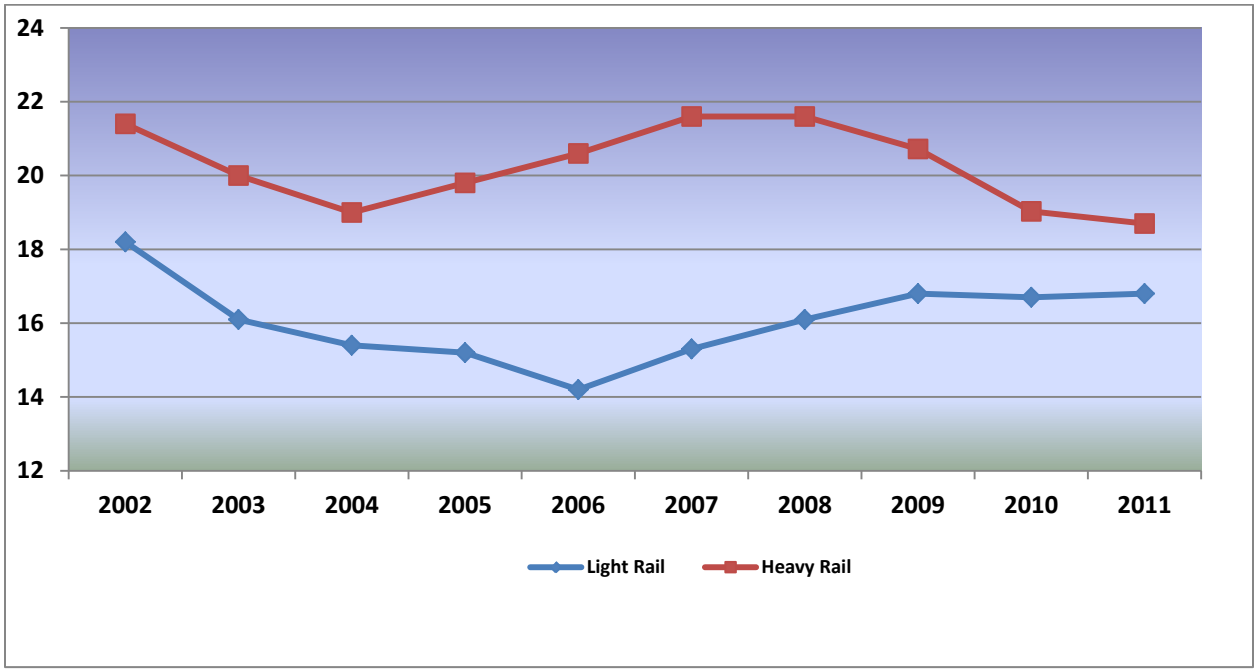


Figure 60: Average Fleet Age by Mode (Heavy Rail, Light Rail) 2002 - 2011

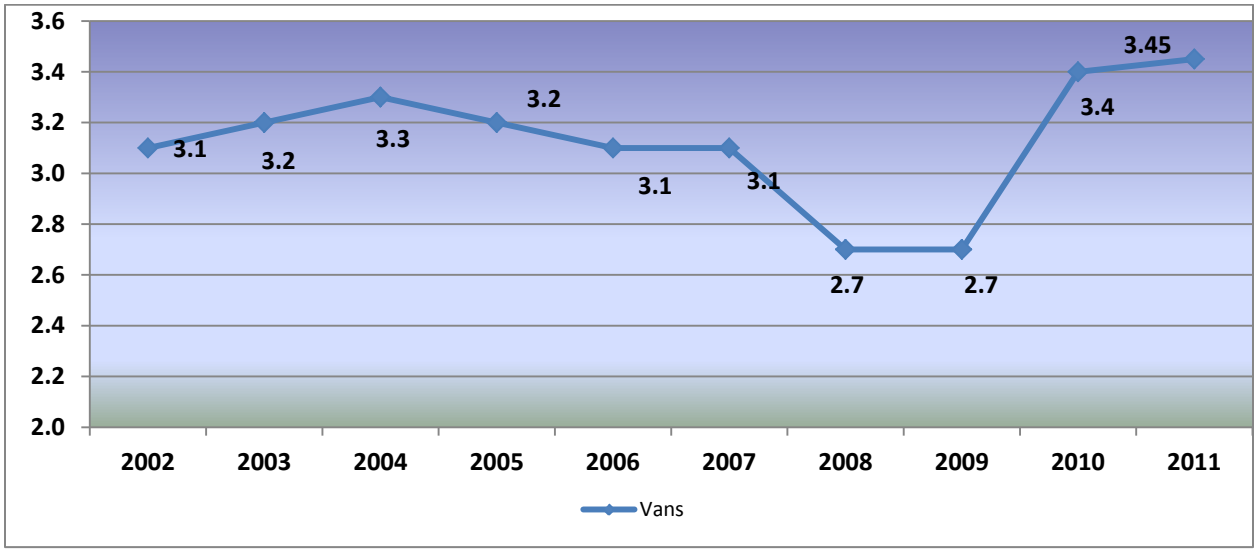


Figure 61: Average Vanpool Fleet Age Vanpool 2002 – 2011

Age Distribution of Buses by Vehicle Type

Comments

The overall shares of the four bus types 5 years old or less increased from 2002 to 2011.

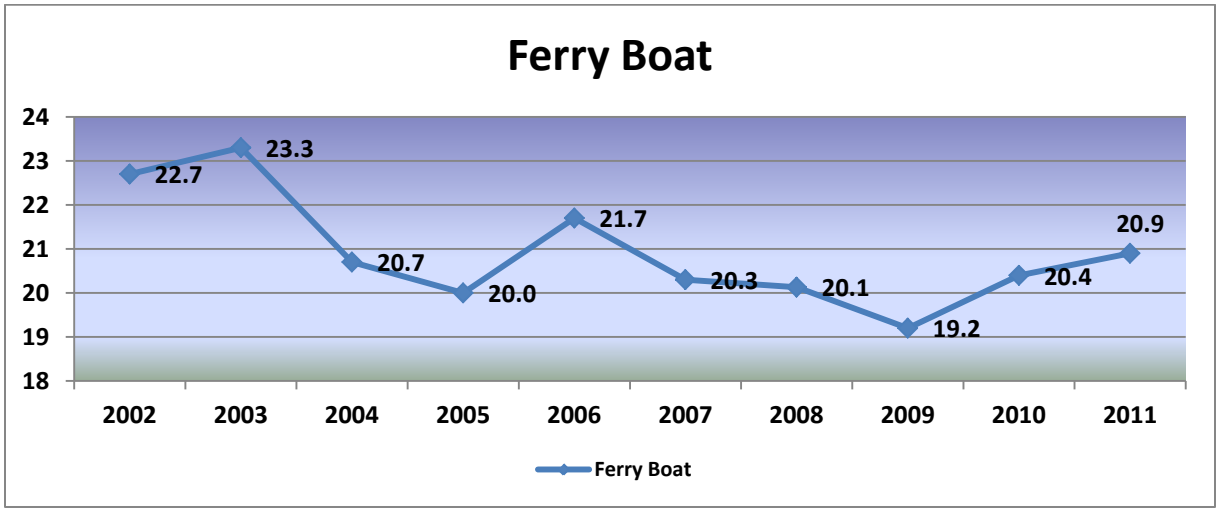


Figure 62: Average Ferry Boat Fleet Age 2002 - 2011

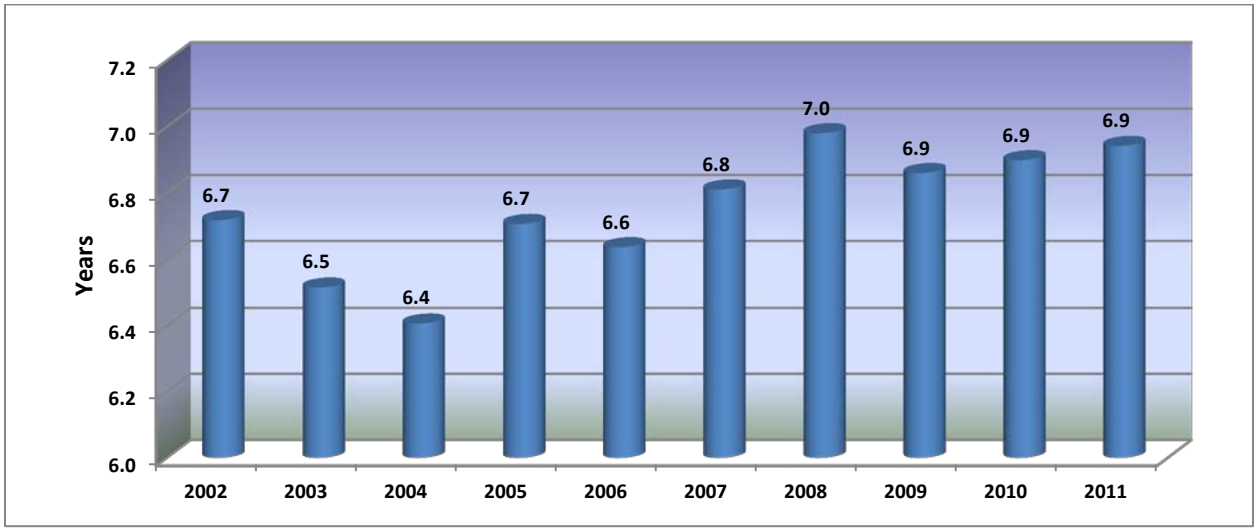


Figure 63: Average Bus Fleet Age 2002 - 2011

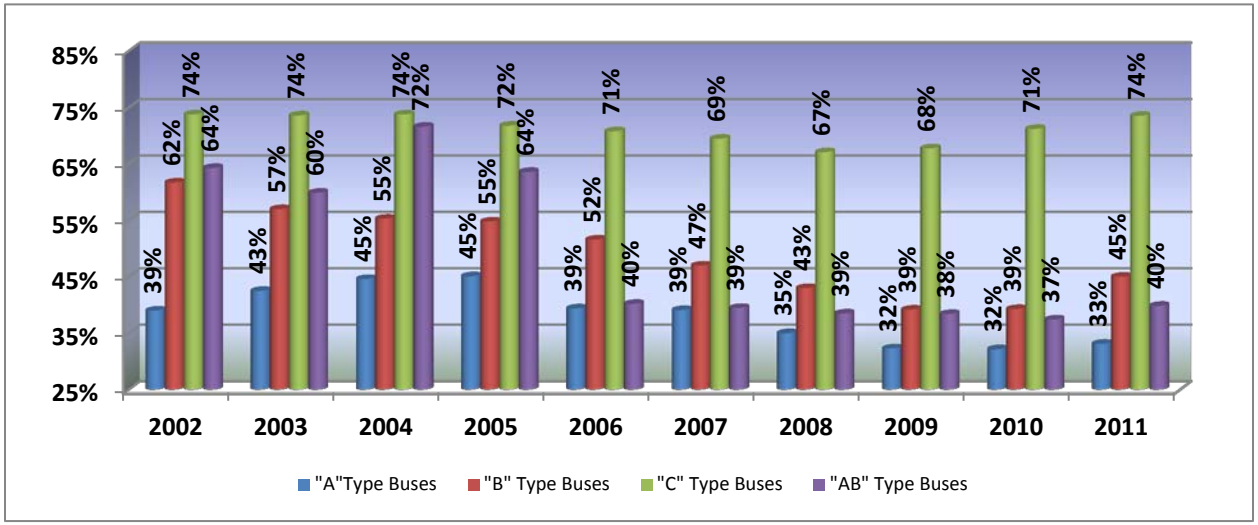


Figure 64: Percent of Bus Fleet 5 Years Old or Less by Vehicle Type 2002– 2011

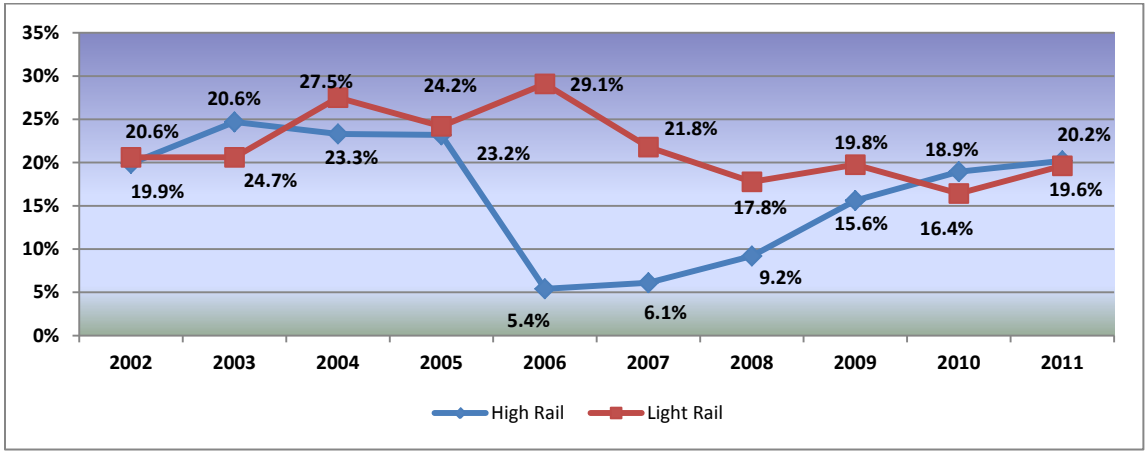


Figure 65: Percent of Rail Fleet 5 Years Old or Less 2002 - 2011

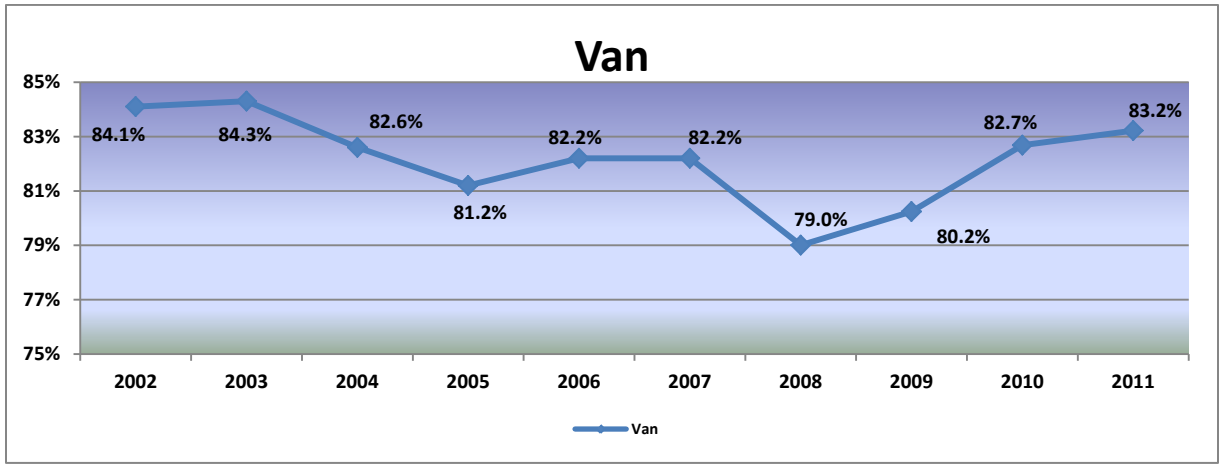


Figure 66: Percent of Vanpool Fleet 5 Years Old or Less 2002 - 2011

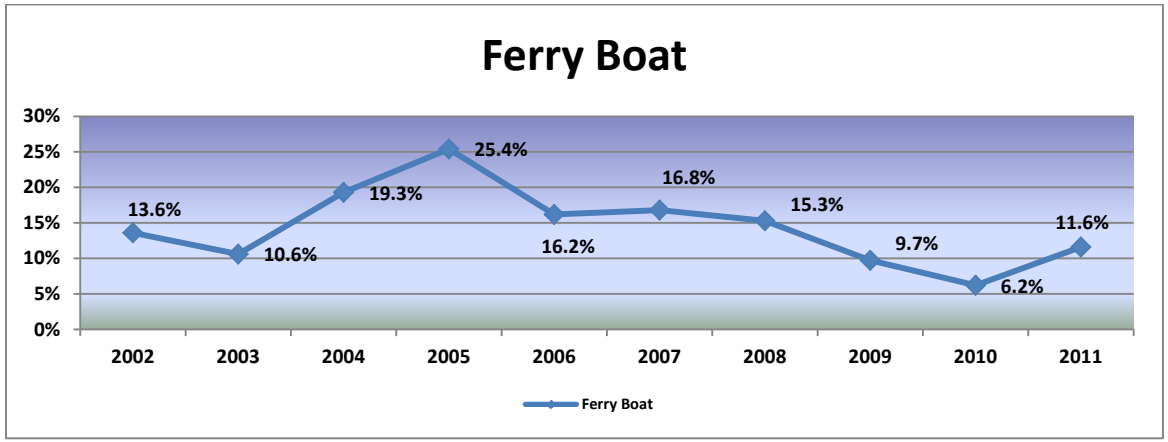


Figure 67: Percent of Ferryboat Fleet 5 Years Old or Less 2002 - 2011

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 (high occupancy vehicle lanes, transit malls, busways, or rail track).

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 51 percent while rail modes increased by 21.9 percent.

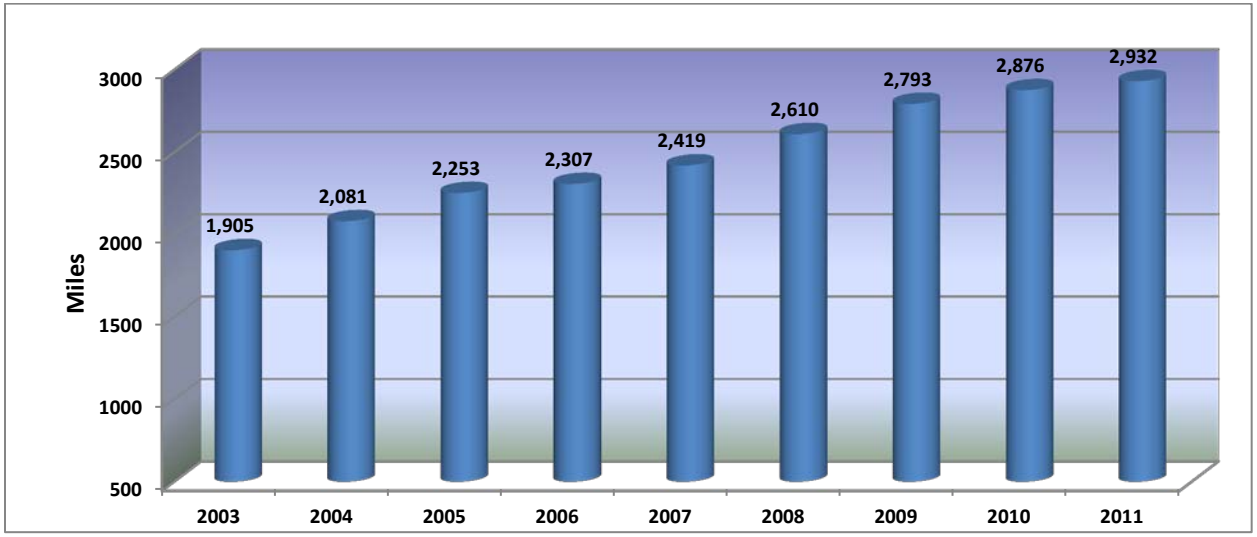


Figure 68: Fixed Guideway Mileage — Bus 2003 - 2011

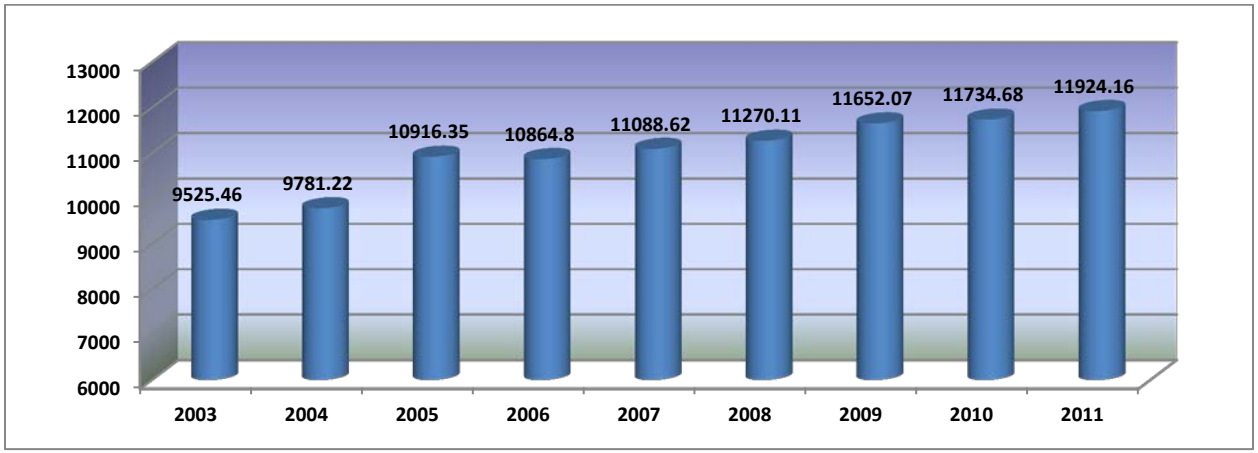


Figure 69: Fixed Guideway Mileage — Rail Modes 2003 - 2011

Alternative Fuel Usage

Concepts

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

The national bus fleet includes only buses fully dedicated to transit service.

Comments

The share of the national bus fleet using alternative fuels rose from 11.0 percent in 2002 to 30.9 percent in 2011.

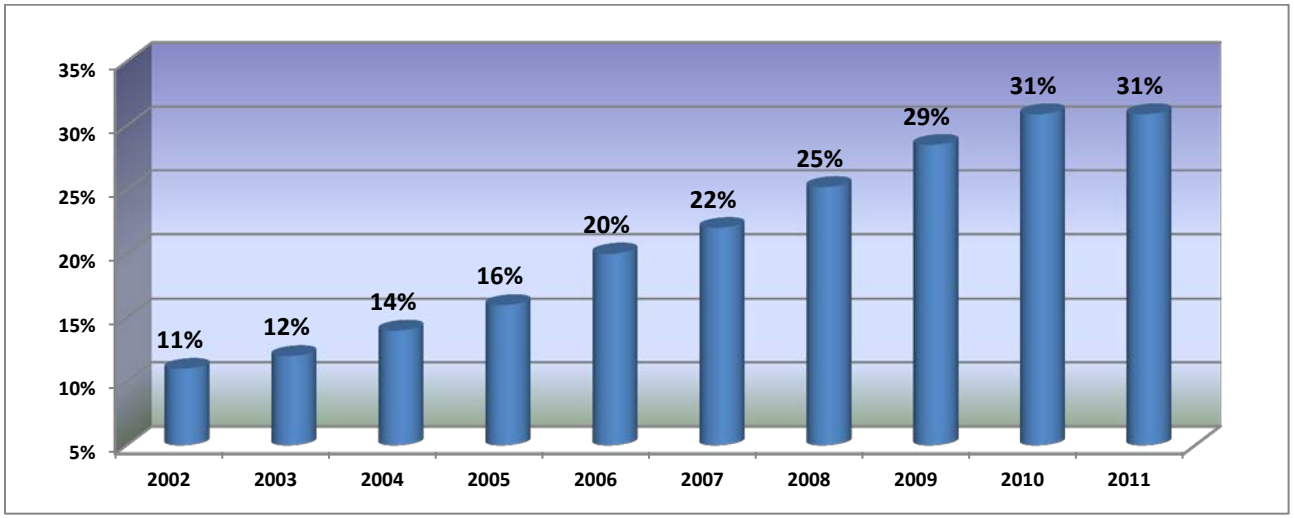


Figure 70: Percent of National Bus Fleet Using Alternative Fuels 2002-2011

Figure 71: Percentage of Fuel Consumption for Non-Electric Modes 2002

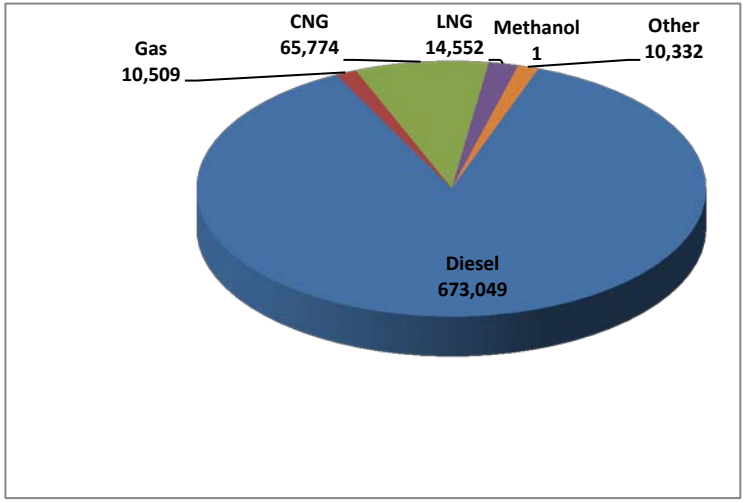
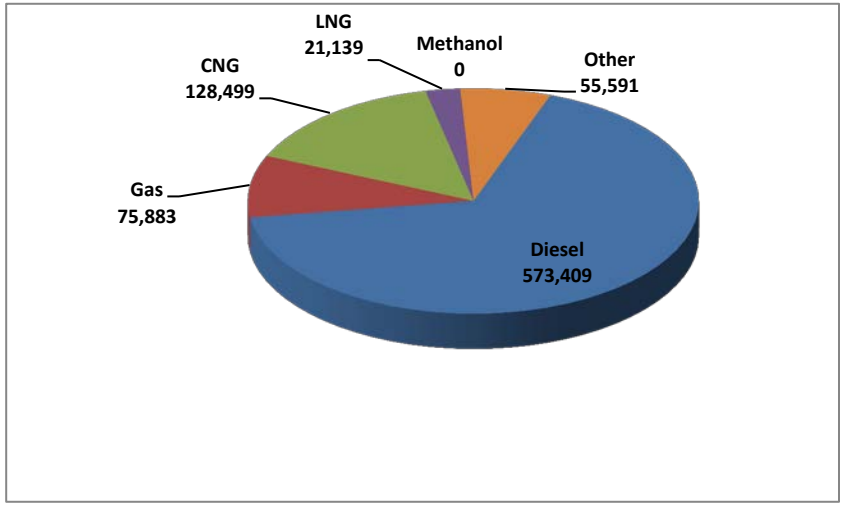


Figure 72: Percentage of Fuel Consumption for Non-Electric Modes 2011



2011 National Transit Profile Summary - All Agencies

General Information (Millions)

Service Consumption	
Annual Unlinked Trips	10,085.4
Service Supplied	
Annual Vehicle Revenue Miles	3,914.8
Annual Vehicle Revenue Hours	260.5
Vehicles Operated in Maximum Service	110,527

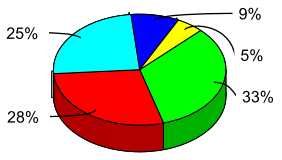
Summary Operating Expenses (Millions)

Total Operating Expenses	36,008.9

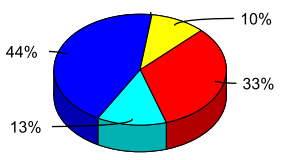
Financial Information (Millions)

Fare Revenues Earned	$13,189.5
Sources of Operating Funds Expended	
Fare Revenues (33%)	$13,114.4
Local Funds (28%)	$11,228.4
State Funds (25%)	$9,740.3
Federal Assistance (9%) (***)	$3,571.3
Other Funds (5%)	$2,021.5
Total Operating Funds Expended	$39,675.9
Sources of Capital Funds Expended	
Local Funds (33%)	$5,125.8
State Funds (13%)	$2,047.6
Federal Assistance (44%) (***)	$6,926.3
Other Funds (10%)	$1,619.3
Total Capital Funds Expended	$15,719.0

Sources of Operating Funds Expended



Sources of Capital Funds Expended



Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased Transportation	Total
Bus	41,555	7,893	$3,955.2
Heavy Rail	9,057	32	$5,455.0
Commuter Rail	4,867	1,192	$2,448.2
Demand Response	6,876	17,120	$247.8
Demand Response - Taxi	0	4,070	$0.5
Light Rail	1,233	94	$3,036.0
Ferryboat	70	38	$264.1
Trolleybus	404	0	$26.8
Cable Car	27	0	$12.5
Vanpool	7,028	4,401	$25.0
Monorail/Automated Gui	38	4	$6.5
Publico	0	3,259	$0.0
Inclined Plane	6	2	$0.7
Alaska Railroad	30	0	$7.9
Bus Rapid Transit	45	14	$59.9
Commuter Bus	350	619	$130.5
Street Car Rail	152	22	$34.1
Hybrid Rail	0	29	$5.7
Total	71,738	38,789	$15,716.3

Performance Measures

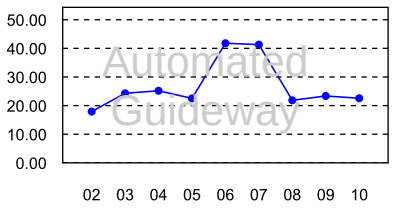
Mode	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	$10.0	$123.7	$3.6	2.8	34.1
Heavy Rail	$10.5	$210.1	$1.8	5.7	114.9
Commuter Rail	$15.0	$490.6	$10.1	1.5	48.5
Demand Response	$4.5	$64.5	$32.7	0.1	2.0
Demand Response - Taxi	$3.9	$48.7	$21.8	0.2	2.2
Light Rail	$16.0	$248.4	$3.2	5.0	77.5
Ferryboat	$159.6	$1,442.2	$8.3	19.2	173.3
Trolleybus	$20.8	$147.2	$2.4	8.8	62.1
Cable Car	$194.1	$381.4	$7.9	24.6	48.3
Vanpool	$0.8	$33.7	$4.8	0.2	7.1
Monorail/Automated Gui	$22.1	$237.9	$3.2	7.0	75.5
Publico	$1.5	$17.7	$1.5	1.0	12.2
Inclined Plane	$41.6	$131.0	$1.6	25.9	81.5
Alaska Railroad	$33.1	$617.3	$28.5	1.2	21.6
Bus Rapid Transit	$11.2	$141.8	$3.4	3.3	41.3
Commuter Bus	$6.6	$172.9	$7.9	0.8	22.0
Street Car Rail	$21.8	$179.5	$2.5	8.8	71.9
Hybrid Rail	$27.7	$653.4	$10.0	2.8	65.4

Modal Characteristics

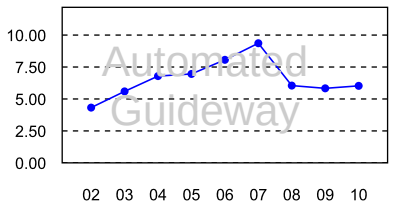
Mode	Operating Expenses (Millions)	Fare Revenues (Millions)	Uses of Capital Funds (Millions)	Annual Vehicle Revenue Miles (Millions)	Annual Unlinked Trips (Millions)	Annual Vehicle Revenue Hours	Average Fleet Age in Years	Vehicles Operated in Maximum Service
Bus	$18,504.9	$5,119.4	$3,955.2	1,851.1	5,101.3	149.6	7.4	49,448
Heavy Rail	$6,669.1	$4,401.8	$5,455.0	636.3	3,647.1	31.7	19.2	9,089
Commuter Rail	$4,668.8	$2,434.2	$2,448.2	311.2	461.3	9.5	19.3	6,059
Demand Response	$3,173.6	$230.2	$247.8	711.5	96.9	49.2	3.7	23,996
Demand Response - Taxi	$116.7	$11.7	$0.5	29.9	5.4	2.4	N/A	4,070
Light Rail	$1,393.0	$418.1	$3,036.0	87.3	434.5	5.6	14.0	1,327
Ferryboat	$518.3	$124.0	$264.1	3.2	62.3	0.4	20.3	108
Trolleybus	$232.6	$84.3	$26.8	11.2	98.2	1.6	11.4	404
Cable Car	$55.7	$24.9	$12.5	0.3	7.0	0.1	101.7	27
Vanpool	$158.5	$99.8	$25.0	190.2	33.4	4.7	3.2	11,429
Monorail/Automated Gui	$43.8	$4.4	$6.5	2.0	13.9	0.2	17.9	42
Publico	$56.3	$55.2	$0.0	37.8	38.7	3.2	N/A	3,259
Inclined Plane	$2.5	$3.8	$0.7	0.1	1.6	0.0	81.5	8
Alaska Railroad	$3.3	$1.4	$7.9	0.1	0.1	0.0	23.5	30
Bus Rapid Transit	$21.0	$4.8	$59.9	1.9	6.1	0.1	1.9	59
Commuter Bus	$224.7	$126.6	$130.5	33.9	28.6	1.3	7.4	969
Street Car Rail	$108.5	$38.6	$34.1	5.0	43.5	0.6	38.9	174
Hybrid Rail	$57.6	$6.2	$5.7	2.1	5.8	0.1	8.9	29
Total	$36,008.9	$13,189.5	$15,716.3	3,914.8	10,085.4	260.5		110,527

(*) 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.
(****) Average UPT values not available for DT Demand Response Taxi.

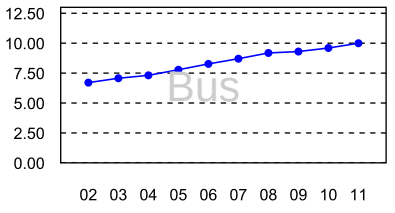
Operating Expenses per Vehicle Revenue Mile



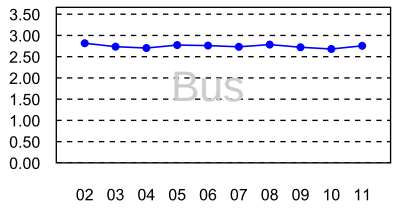
Passenger Trips per Vehicle Revenue Mile



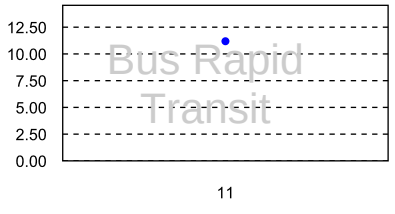
Operating Expenses per Vehicle Revenue Mile



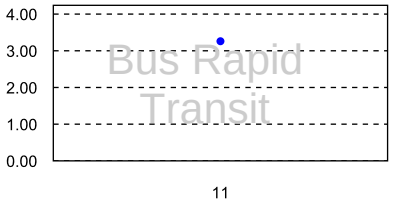
Passenger Trips per Vehicle Revenue Mile



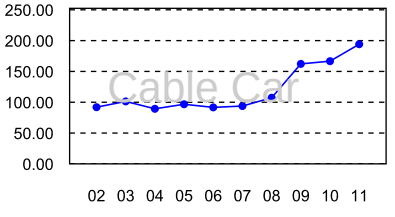
Operating Expenses per Vehicle Revenue Mile



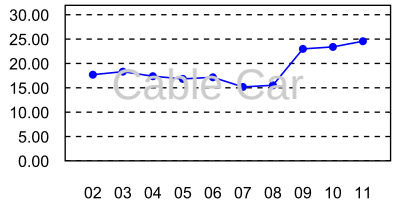
Passenger Trips per Vehicle Revenue Mile



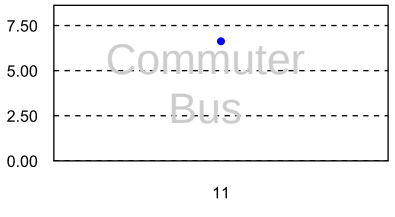
Operating Expenses per Vehicle Revenue Mile



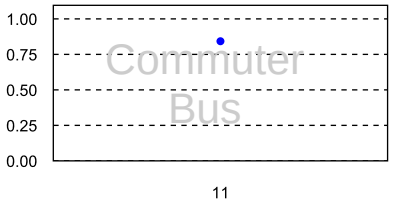
Passenger Trips per Vehicle Revenue Mile



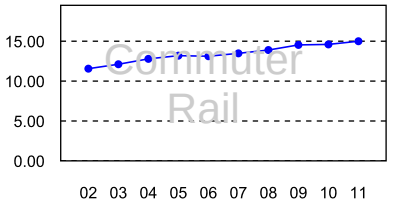
Operating Expenses per Vehicle Revenue Mile



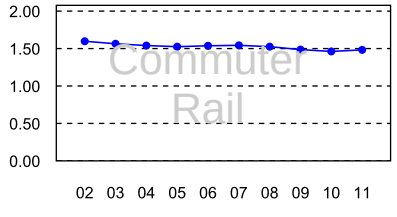
Passenger Trips per Vehicle Revenue Mile



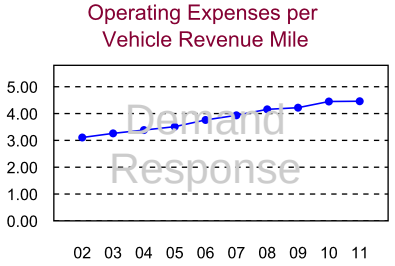
Operating Expenses per Vehicle Revenue Mile



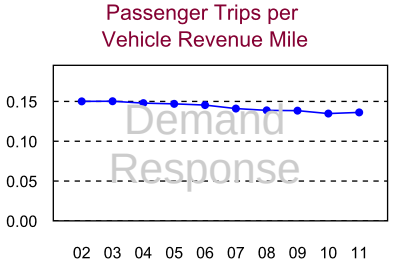
Passenger Trips per Vehicle Revenue Mile



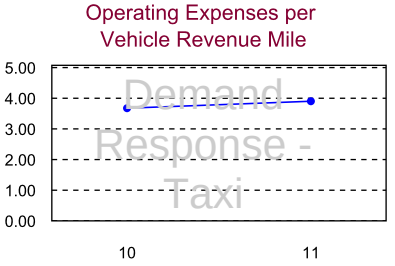
Operating Expenses per Vehicle Revenue Mile



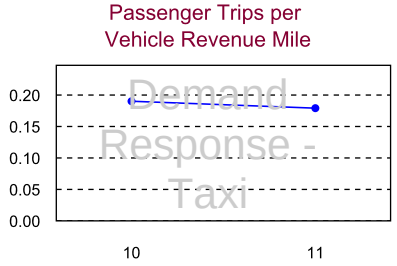
Passenger Trips per Vehicle Revenue Mile



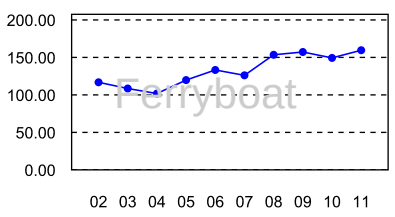
Operating Expenses per Vehicle Revenue Mile



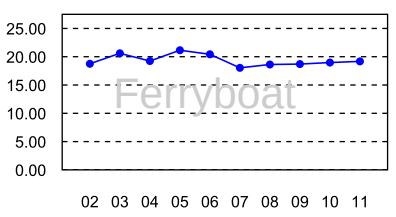
Passenger Trips per Vehicle Revenue Mile



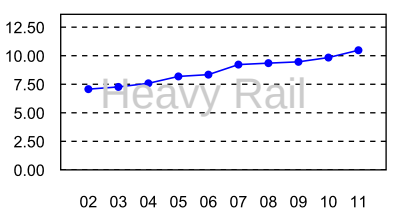
Operating Expenses per Vehicle Revenue Mile



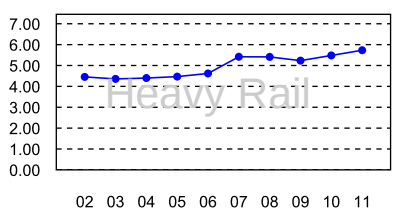
Passenger Trips per Vehicle Revenue Mile



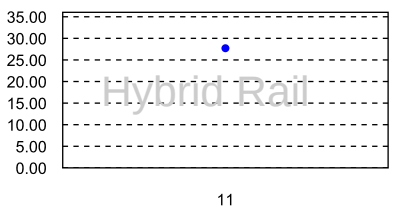
Operating Expenses per Vehicle Revenue Mile



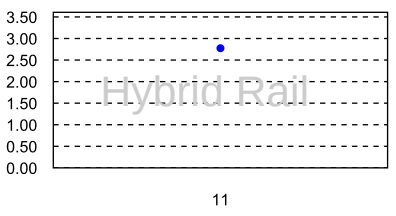
Passenger Trips per Vehicle Revenue Mile



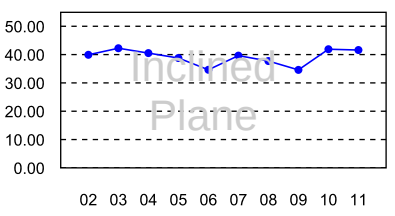
Operating Expenses per Vehicle Revenue Mile



Passenger Trips per Vehicle Revenue Mile



Operating Expenses per Vehicle Revenue Mile



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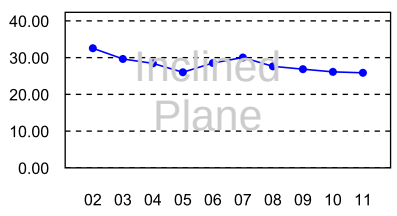
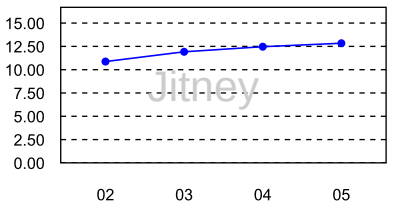
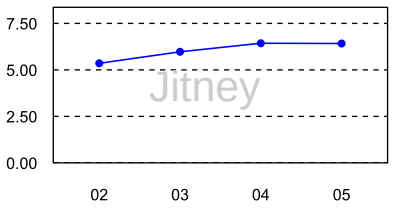


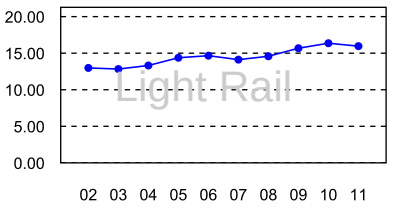
Operating Expenses per Vehicle Revenue Mile



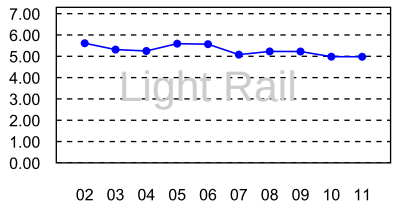
Passenger Trips per Vehicle Revenue Mile



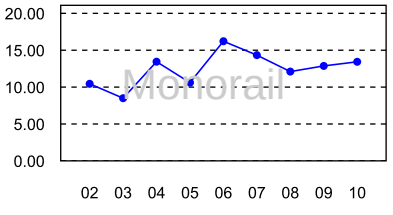
Operating Expenses per Vehicle Revenue Mile



Passenger Trips per Vehicle Revenue Mile



Operating Expenses per Vehicle Revenue Mile



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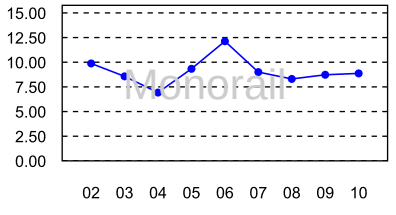
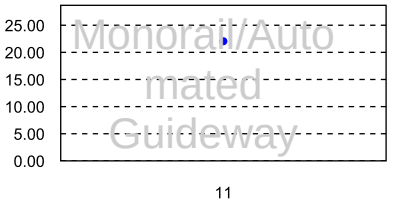
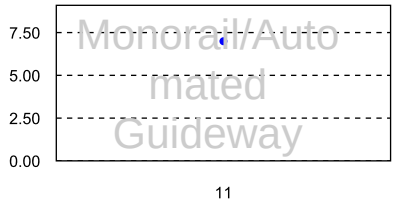


Operating Expenses per Vehicle Revenue Mile



Passenger Trips per Vehicle Revenue Mile



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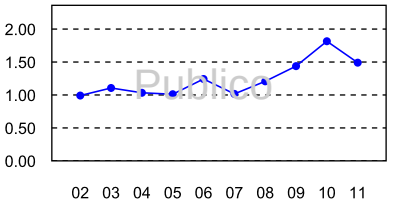

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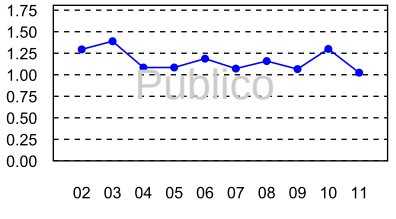

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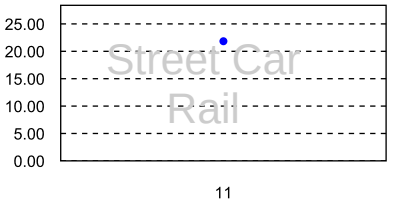

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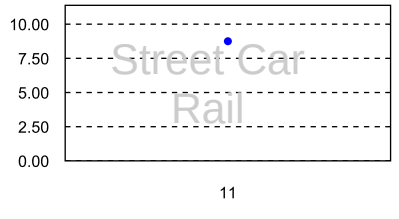

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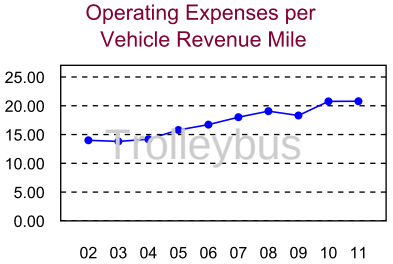

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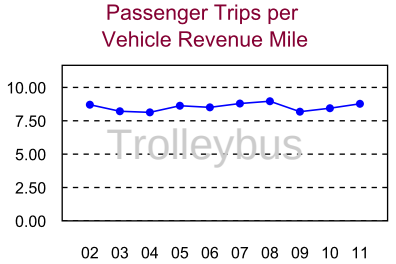

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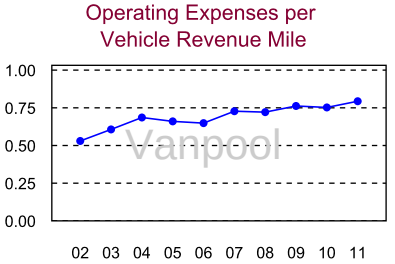

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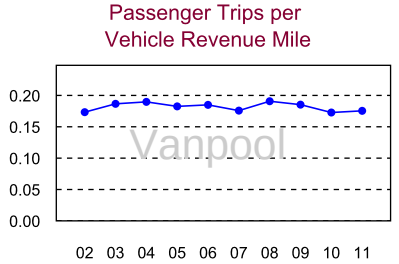


2011 National Transit Profile Summary - Full Reporter Agencies

General Information (Millions)

Service Consumption	
Annual Passenger Miles	54,328.1
Annual Unlinked Trips	10,042.9
Average Weekday Unlinked Trips (****)	33.1
Average Saturday Unlinked Trips (****)	17.8
Average Sunday Unlinked Trips (****)	12.6
Service Supplied	
Annual Vehicle Revenue Miles	3,856.1
Annual Vehicle Revenue Hours	256.2
Vehicles Operated in Maximum Service	108,373
Vehicles Available for Maximum Service	136,614

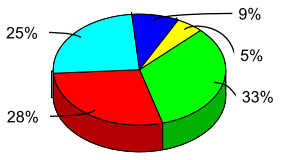
Financial Information (Millions)

Fare Revenues Earned	$13,150.8
Sources of Operating Funds Expended	
Fare Revenues (33%)	$13,075.7
Local Funds (28%)	$11,151.9
State Funds (25%)	$9,694.7
Federal Assistance (9%) (***)	$3,482.7
Other Funds (5%)	$2,004.5
Total Operating Funds Expended	$39,409.5
Sources of Capital Funds Expended	
Local Funds (33%)	$5,118.7
State Funds (13%)	$2,046.0
Federal Assistance (44%) (***)	$6,855.9
Other Funds (10%)	$1,619.0
Total Capital Funds Expended	$15,639.7

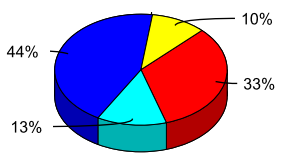
Summary Operating Expenses (Millions)

Salary, Wages, Benefits	23,546.5
Materials and Supplies	4,015.6
Purchased Transportation	4,514.8
Other Operating Expenses	3,665.0
Total Operating Expenses	35,741.9
Reconciling Cash Expenditures	3,529.2

Sources of Operating Funds Expended



Sources of Capital Funds Expended



Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased Transportation	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	40,776	7,625	$2,141.9	$512.6	$1,061.8	$176.6	$3,892.9
Heavy Rail	9,057	32	$440.7	$2,610.7	$1,956.5	$447.2	$5,455.0
Commuter Rail	4,867	1,192	$722.1	$1,130.2	$537.3	$58.6	$2,448.2
Demand Response	6,170	16,782	$186.6	$18.2	$23.1	$6.0	$233.9
Demand Response - Taxi	0	4,044	$0.2	$0.0	$0.0	$0.0	$0.2
Light Rail	1,233	94	$244.7	$2,229.4	$531.5	$30.5	$3,036.0
Ferryboat	70	38	$152.2	$3.6	$99.8	$8.5	$264.1
Trolleybus	403	0	$4.4	$21.4	$0.6	$0.4	$26.8
Cable Car	27	0	$0.7	$11.7	$0.1	$0.0	$12.5
Vanpool	7,028	4,382	$23.3	$0.4	$0.8	$0.6	$25.0
Monorail/Automated Gui	38	4	$3.8	$0.8	$1.7	$0.2	$6.5
Publico	0	3,259	$0.0	$0.0	$0.0	$0.0	$0.0
Inclined Plane	6	2	$0.0	$0.4	$0.3	$0.0	$0.7
Alaska Railroad	30	0	$0.2	$7.3	$0.2	$0.3	$7.9
Bus Rapid Transit	41	14	$19.4	$16.4	$6.1	$18.0	$59.9
Commuter Bus	346	610	$62.0	$23.0	$45.0	$0.2	$130.4
Street Car Rail	152	22	$9.5	$22.8	$1.3	$0.5	$34.1
Hybrid Rail	0	29	$1.2	$2.9	$1.5	$0.1	$5.7
Total	70,244	38,129	$4,012.9	$6,611.7	$4,267.5	$747.6	$15,639.7

Performance Measures

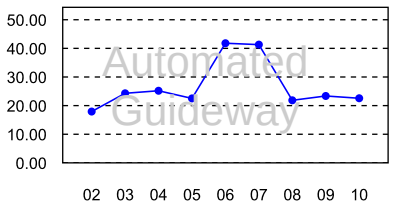
Mode	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	$10.1	$124.5	$0.9	$3.6	2.8	34.4
Heavy Rail	$10.5	$210.1	$0.4	$1.8	5.7	114.9
Commuter Rail	$15.0	$490.6	$0.4	$10.1	1.5	48.5
Demand Response	$4.5	$65.0	$3.6	$33.5	0.1	1.9
Demand Response - Taxi	$3.9	$48.6	$3.5	$21.8	0.2	2.2
Light Rail	$16.0	$248.4	$0.6	$3.2	5.0	77.5
Ferryboat	$159.6	$1,442.2	$1.3	$8.3	19.2	173.3
Trolleybus	$20.8	$147.2	$1.5	$2.4	8.8	62.1
Cable Car	$194.1	$381.4	$6.2	$7.9	24.6	48.3
Vanpool	$0.8	$33.7	$0.1	$4.7	0.2	7.1
Monorail/Automated Gui	$22.1	$237.9	$2.8	$3.2	7.0	75.5
Publico	$1.5	$17.7	$0.3	$1.5	1.0	12.2
Inclined Plane	$41.6	$131.0	$4.7	$1.6	25.9	81.5
Alaska Railroad	$33.1	$617.3	$1.5	$28.5	1.2	21.6
Bus Rapid Transit	$11.9	$146.3	$0.9	$3.4	3.5	43.6
Commuter Bus	$6.6	$173.6	$0.3	$7.9	0.8	22.1
Street Car Rail	$21.8	$179.5	$1.1	$2.5	8.8	71.9
Hybrid Rail	$27.7	$653.4	$0.8	$10.0	2.8	65.4

Modal Characteristics

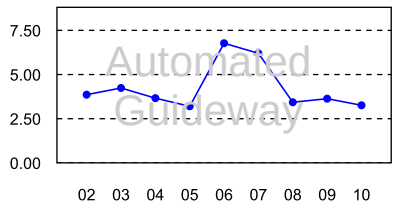
Mode	Operating Expenses (Millions)	Fare Revenues (Millions)	Uses of Capital Funds (Millions)	Annual Passenger Miles (Millions)	Annual Vehicle Revenue Miles (Millions)	Annual Unlinked Trips (Millions)	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles (*)	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	$18,329.6	$5,088.9	$3,892.9	19,882.7	1,815.7	5,063.9	147.2	3705.1	59,871	7.5	48,401	1.5	24%
Heavy Rail	$6,669.1	$4,401.8	$5,455.0	17,316.6	636.3	3,647.1	31.7	1617.2	14,942	19.2	9,089	1.6	64%
Commuter Rail	$4,668.8	$2,434.2	$2,448.2	11,314.2	311.2	461.3	9.5	7576.4	6,971	19.3	6,059	1.7	15%
Demand Response	$3,086.4	$223.0	$233.9	846.3	689.6	92.0	47.5	N/A	27,935	3.7	22,952	N/A	22%
Demand Response - Taxi	$114.4	$11.4	$0.2	32.4	29.2	5.2	2.4	N/A	3,911	N/A	4,044	N/A	0%
Light Rail	$1,393.0	$418.1	$3,036.0	2,197.7	87.3	434.5	5.6	1397.5	1,969	14.0	1,327	1.4	48%
Ferryboat	$518.3	$124.0	$264.1	389.4	3.2	62.3	0.4	675.0	140	20.3	108	0.0	31%
Trolleybus	$232.6	$84.3	$26.8	160.3	11.2	98.2	1.6	451.4	479	11.4	403	1.2	19%
Cable Car	$55.7	$24.9	$12.5	9.0	0.3	7.0	0.1	8.8	40	101.7	27	1.4	48%
Vanpool	$158.1	$99.7	$25.0	1,147.7	189.8	33.3	4.7	N/A	12,993	3.2	11,410	N/A	14%
Monorail/Automated Gui	$43.8	$4.4	$6.5	15.7	2.0	13.9	0.2	18.6	65	17.9	42	1.1	55%
Publico	$56.3	$55.2	$0.0	171.7	37.8	38.7	3.2	N/A	5,624	N/A	3,259	N/A	73%
Inclined Plane	$2.5	$3.8	$0.7	0.5	0.1	1.6	0.0	2.8	8	81.5	8	1.0	0%
Alaska Railroad	$3.3	$1.4	$7.9	2.2	0.1	0.1	0.0	959.9	95	23.5	30	1.0	217%
Bus Rapid Transit	$20.5	$4.8	$59.9	22.8	1.7	6.1	0.1	13.1	75	1.6	55	1.1	36%
Commuter Bus	$223.5	$126.1	$130.4	653.1	33.6	28.4	1.3	633.9	1,181	7.5	956	3.7	24%
Street Car Rail	$108.5	$38.6	$34.1	96.0	5.0	43.5	0.6	135.7	271	38.9	174	1.4	56%
Hybrid Rail	$57.6	$6.2	$5.7	69.7	2.1	5.8	0.1	207.2	44	8.9	29	2.4	52%
Total	$35,741.9	$13,150.8	$15,639.7	54,328.1	3,856.1	10,042.9	256.2	17,402.6	136,614		108,373		

(*) 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.
(****) Average UPT values not available for DT Demand Response Taxi.

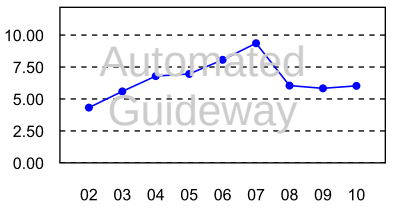
Operating Expenses per Vehicle Revenue Mile



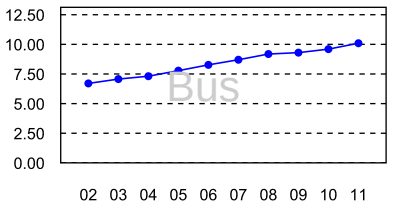
Operating Expenses per Passenger Mile



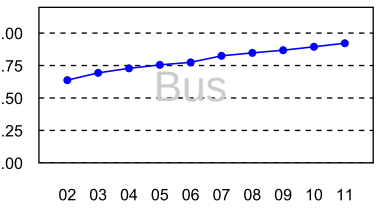
Passenger Trips per Vehicle Revenue Mile



Operating Expenses per Vehicle Revenue Mile



Operating Expenses per Passenger Mile



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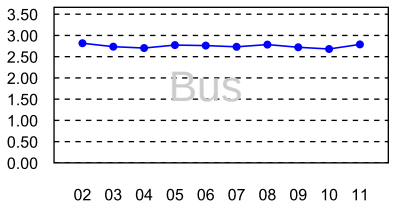

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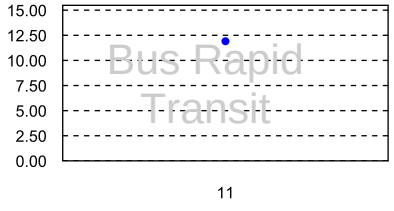

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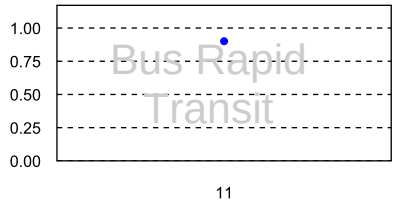

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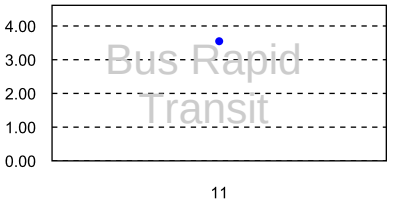
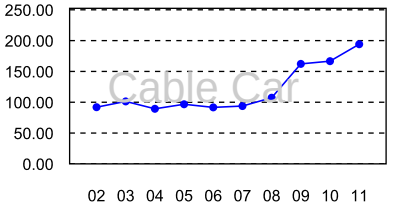
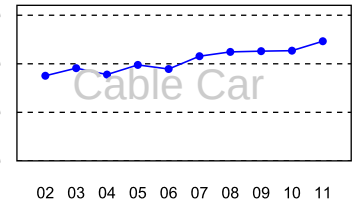


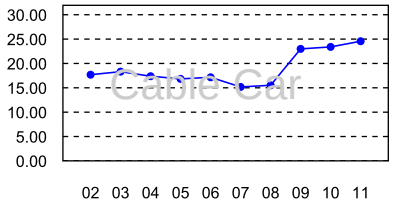
Operating Expenses per Vehicle Revenue Mile



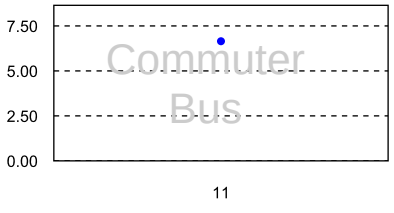
Operating Expenses per Passenger Mile



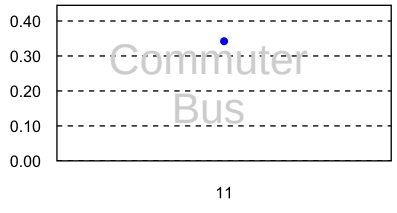
Passenger Trips per Vehicle Revenue Mile



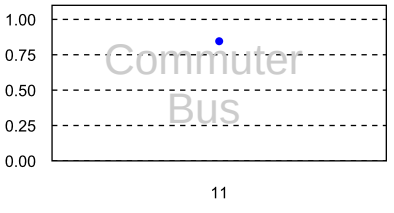
Operating Expenses per Vehicle Revenue Mile



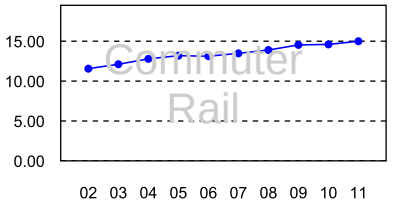
Operating Expenses per Passenger Mile



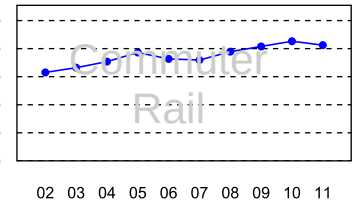
Passenger Trips per Vehicle Revenue Mile



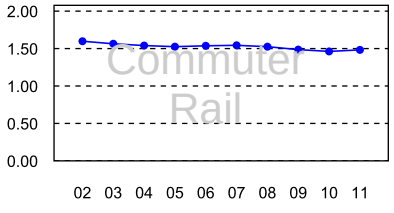
Operating Expenses per Vehicle Revenue Mile



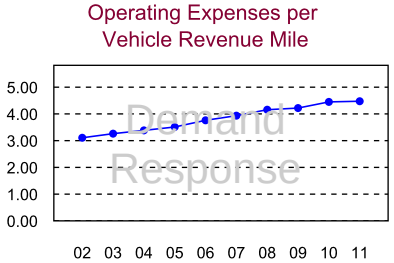
Operating Expenses per Passenger Mile



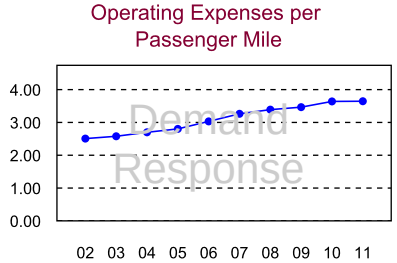
Passenger Trips per Vehicle Revenue Mile



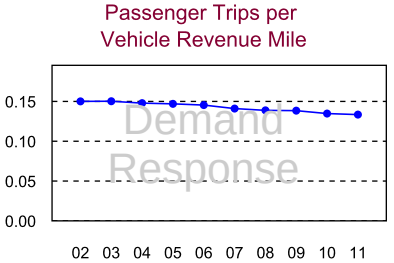
Operating Expenses per Vehicle Revenue Mile



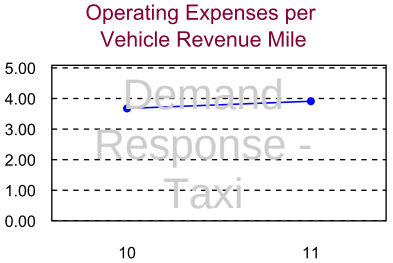
Operating Expenses per Passenger Mile



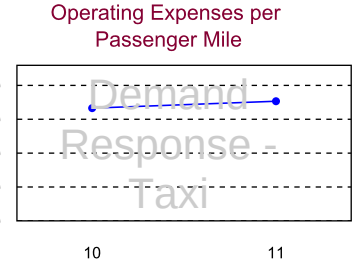
Passenger Trips per Vehicle Revenue Mile



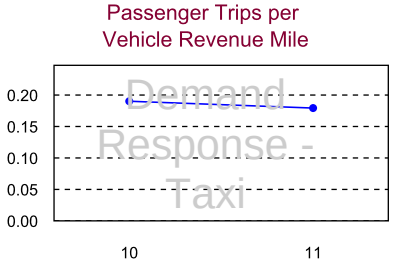
Operating Expenses per Vehicle Revenue Mile



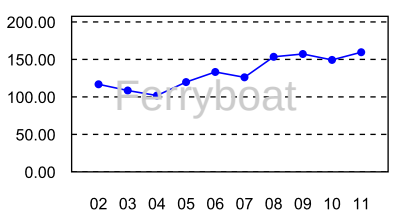
Operating Expenses per Passenger Mile



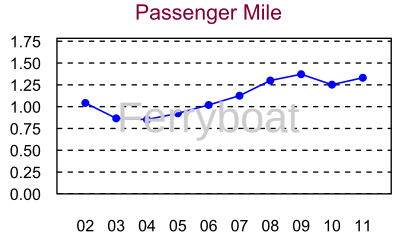
Passenger Trips per Vehicle Revenue Mile



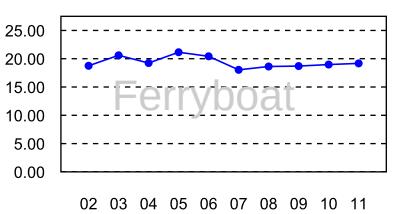
Operating Expenses per Vehicle Revenue Mile



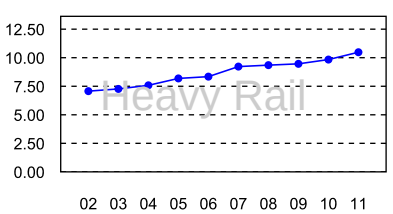
Operating Expenses per Passenger Mile



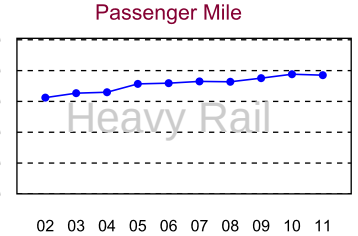
Passenger Trips per Vehicle Revenue Mile



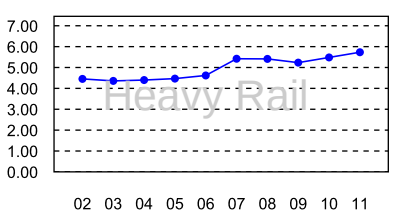
Operating Expenses per Vehicle Revenue Mile



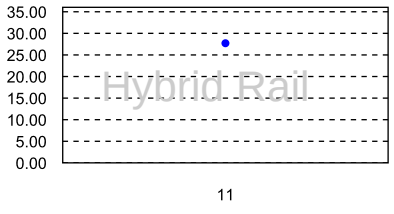
Operating Expenses per Passenger Mile



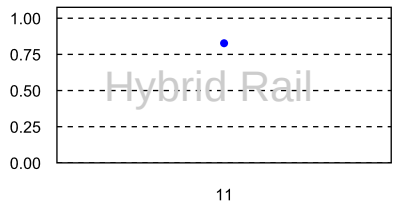
Passenger Trips per Vehicle Revenue Mile



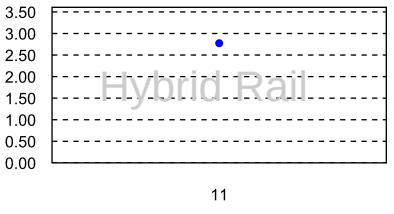
Operating Expenses per Vehicle Revenue Mile



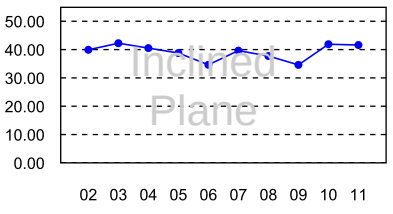
Operating Expenses per Passenger Mile



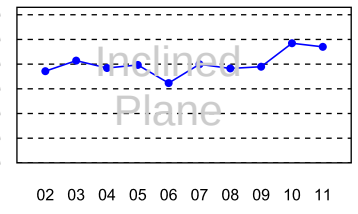
Passenger Trips per Vehicle Revenue Mile



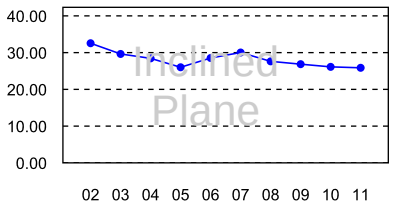
Operating Expenses per Vehicle Revenue Mile



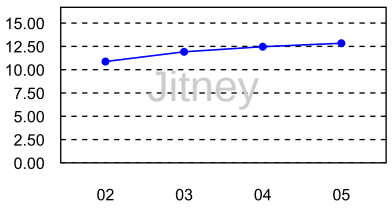
Operating Expenses per Passenger Mile



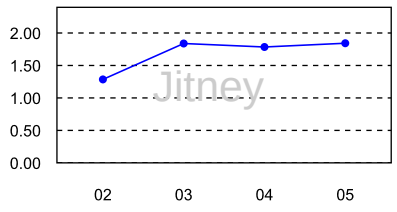
Passenger Trips per Vehicle Revenue Mile



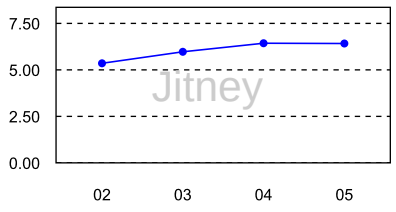
Operating Expenses per Vehicle Revenue Mile



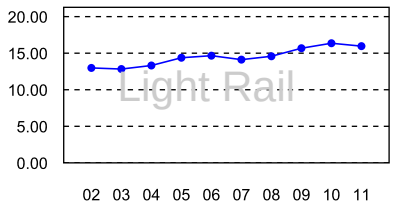
Operating Expenses per Passenger Mile



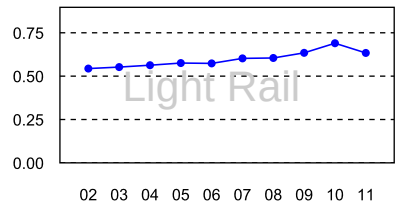
Passenger Trips per Vehicle Revenue Mile



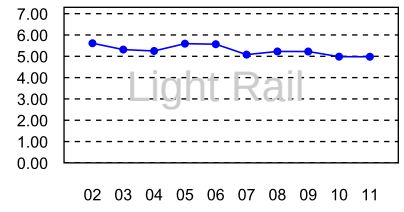
Operating Expenses per Vehicle Revenue Mile



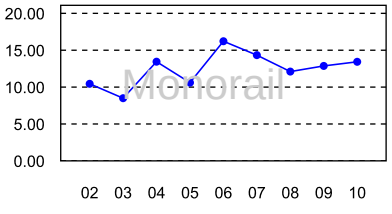
Operating Expenses per Passenger Mile



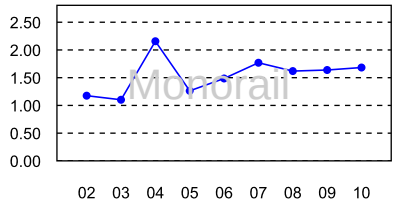
Passenger Trips per Vehicle Revenue Mile



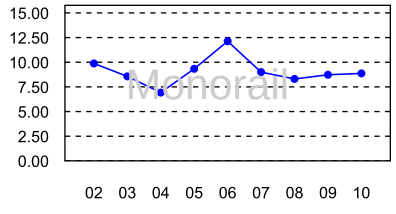
Operating Expenses per Vehicle Revenue Mile



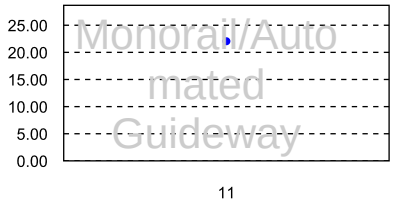
Operating Expenses per Passenger Mile



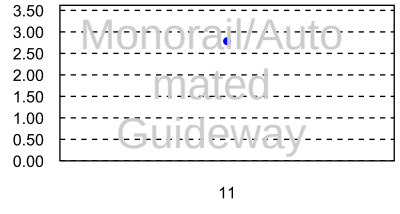
Passenger Trips per Vehicle Revenue Mile



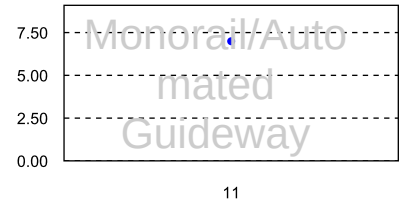
Operating Expenses per Vehicle Revenue Mile



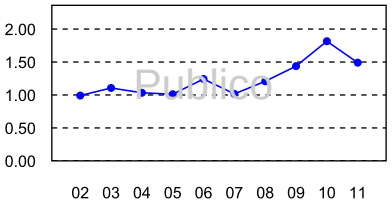
Operating Expenses per Passenger Mile



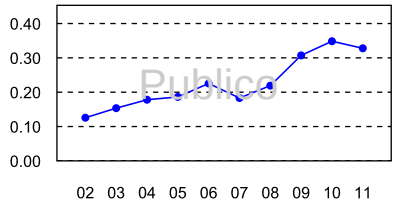
Passenger Trips per Vehicle Revenue Mile



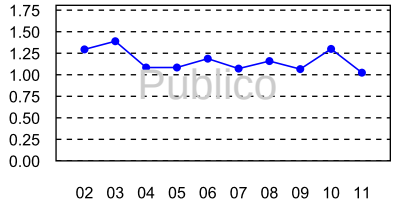
Operating Expenses per Vehicle Revenue Mile



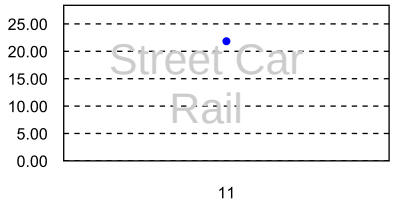
Operating Expenses per Passenger Mile



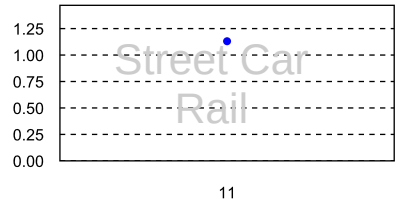
Passenger Trips per Vehicle Revenue Mile



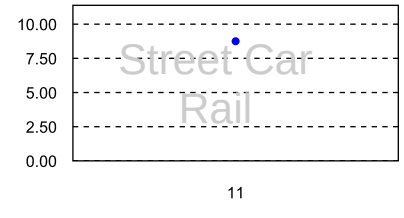
Operating Expenses per Vehicle Revenue Mile



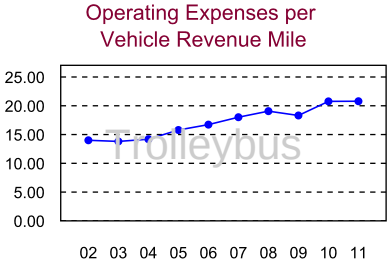
Operating Expenses per Passenger Mile



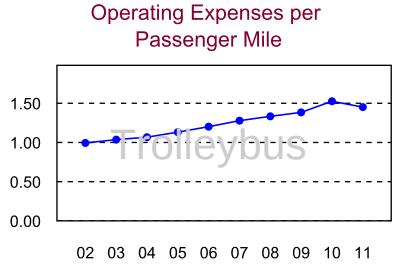
Passenger Trips per Vehicle Revenue Mile



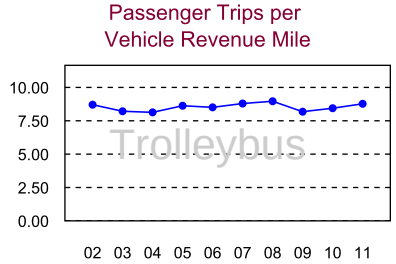
Operating Expenses per Vehicle Revenue Mile



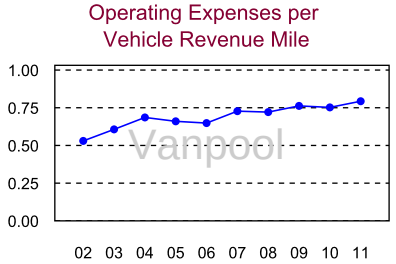
Operating Expenses per Passenger Mile



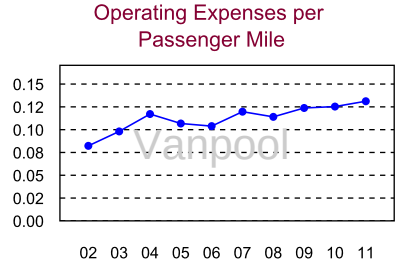
Passenger Trips per Vehicle Revenue Mile



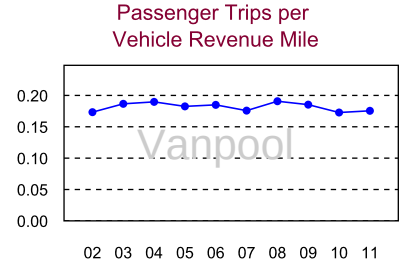
Operating Expenses per Vehicle Revenue Mile



Operating Expenses per Passenger Mile



Passenger Trips per Vehicle Revenue Mile



Data Used to Compile Graphics

Funds Applied to Transit 2002 – 2011 (Constant 2011 Dollars)		
Year	**Unlinked Passenger Trips – Adjusted (Millions)**	**Federal Funding (Millions)**
2002	9,356	$7,843
2003	9,216	$8,219
2004	9,289	$8,310
2005	9,536	$7,900
2006	9,754	$8,989
2007	9,948	$8,774
2008	10,257	$9,385
2009	10,134	$10,586
2010	9,960	$10,647
2011	10,085	$10,498
% Change	6.5%	**26.1%**

Vehicle Revenue Miles (Millions) by Mode 2002- 2011									
Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Vanpool	Demand Response-Taxi	Other Modes	Total
2002	1,864	259	525	604	60	71	0	45	3,427
2003	1,881	262	544	612	64	72	0	41	3,476
2004	1,885	269	561	625	67	78	0	64	3,548
2005	1,885	277	589	629	68	94	0	60	3,602
2006	1,910	287	607	634	73	110	0	50	3,671
2007	1,932	297	645	638	82	128	0	46	3,769
2008	1,956	309	688	655	86	157	0	42	3,895
2009	1,969	312	724	667	89	171	0	56	3,988
2010	1,917	315	688	647	92	181	30	50	3,920
2011	1,887	311	702	636	94	190	31	55	3,914
% Change	1.2%	20.0%	41.2%	5.4%	57.2%	169.1%	**100%**	22.6%	14.2%

Unlinked Passenger Trips (Million) by Mode 2002 - 2011									
Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Vanpool	Demand Response-Taxi	Other Modes	Total
2002	5,268	414	79	3,027	337	12	0	220	**9,356**
2003	5,147	410	82	3,007	338	13	0	220	**9,216**
2004	5,094	414	83	3,100	350	15	0	233	**9,289**
2005	5,226	423	87	3,169	381	17	0	234	**9,546**
2006	5,274	441	88	3,302	407	20	0	222	**9,754**
2007	5,278	458	91	3,460	418	21	0	220	**9,948**
2008	5,448	471	96	3,547	451	30	0	214	**10,257**
2009	5,359	464	100	3,490	464	32	0	225	**10,134**
2010	5,139	460	93	3,550	456	31	6	225	9,960
2011	5,132	461	95	3,647	484	33	7	222	10,081
% Change	-2.6%	11.4%	29.8%	35.7%	43.7%	173.4%	100%	1.0%	11.8%

Distribution of Vehicle Revenue Miles				
Mode	2002 Vehicle Revenue Miles	%	2011 Vehicle Revenue Miles	%
Bus	1864	54.4%	1887	48.2%
Commuter Rail	259	7.6%	311	7.9%
Demand Response	525	15.3%	711	18.2%
Heavy Rail	604	17.6%	636	16.3%
Light Rail	60	1.8%	94	2.4%
Vanpool	70	2.0%	190	4.9%
Other	45	1.3%	55	1.4%
Total	**3427**		**3,914**	

Distribution of Unlinked Passenger Trips				
Mode	2002 Unlinked Passenger Trips (Adjusted)	%	2011 Unlinked Passenger Trips	%
Bus	5268	58.5%	5,133	50.9%
Commuter Rail	414	4.6%	461	4.6%
Demand Response	79	0.9%	97	1.0%
Heavy Rail	2678	29.7%.	3647	36.2%
Light Rail	337	3.7%	484	4.8%
Vanpool	12	0.1%	33	0.3%
Other	220	2.4%	222	2.2%
Total	**9008**		**10081**	

Relative Impact of the Data by UZA Size Group 2011			
Item	UZAs with Less than 200,000 Population	UZAs Equal to or More than 200,000 and Less than 1 Million Population	UZAs with More than 1 Million Population
Uses of Capital — Non-Revenue Vehicle	4.0%	8%	88%
Passenger Fares	2%	4%	94%
Unlinked Trips	3%	7%	90%
Operating Expense	3%	9%	88%
Uses of Capital — Revenue Vehicle	4%	8%	88%
Vehicle Revenue Hours	6%	14%	80%
Vehicles Operated in Maximum Service	8%	15%	77%

Total Operating Expenses (Millions) 2002 - 2011 (Constant 2011 Dollars)	
Year	**Total Operating Expense (Millions)**
2002	$28,888
2003	$29,722
2004	$30,383
2005	$31,392
2006	$32,307
2007	$33,901
2008	$34,979
2009	$36,013
2010	$36,031
2011	$36,009
% Change	**57.2%**

Operating Expenses by Function and Object Class Function 2011		
	Operating Expense (Actual Dollars – Millions)	%
Vehicle Operations	$19,296.9	53.1%
Vehicle Maintenance	$6,994.6	19.6%
Non-Vehicle Maintenance	$3,715.3	10.3%
General Administration	$5,890.1	17.0%
Total	**$35,741.9**	
Small Systems Waiver are excluded in OE by Function and Object class		

Total Operating Expenses (Millions) by Mode 2002– 2011									
Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Vanpool	Demand Response - Taxi	Other Modes	Total
2002	$12,613	$2,995	$1,636	$4,267	$778	$39		$605	$22,933
2003	$13,316	$3,173	$1,779	$4,446	$815	$46		$611	$24,185
2004	$13,790	$3,436	$1,902	$4,734	$887	$57		$620	$25,427
2005	$14,666	$3,657	$2,071	$5,145	$978	$66		$655	$27,238
2006	$15,796	$3,765	$2,286	$5,287	$1,070	$77		$743	$29,025
2007	$16,812	$4,001	$2,5389	$5,888	$1,163	$101		$800	$31,304
2008	$17,963	$4,294	$2,861	$6,128	$1,259	$121		$853	$33,479
2009	$18,312	$4,538	$3,053	$6,311	$1,393	$138		$892	$34,638
2010	$18,399	$4,595	$3,062	$6,369	$1,498	$143	109	$893	$34,962
2011	$18,751	$4,669	$3,174	$6,669	$1,559	$158		$913	$35,892
% Change	**48.7%**	**55.9%**	**94.0%**	**56.3%**	**100.3%**	**310.3%**	**100%**	**50.9%**	**56.5%**

Total Operating Expense by Object Class — Directly Operated Service 2011		
	Operating Expense (Actual Dollars) (Millions of Dollars)	%
Salaries	$13,203.8	45.0%
Fringe Benefits	$9,968.0	33.4%
Services	$1,967.8	6.6%
Materials and Supplies	$3,667.4	12.3%
Utilities	$1,209.4	4.1%
Other	-$163	-0.5%
Total — Directly Operated	$29,280.3	
Purchased Transportation (*)	$6,464.6	
Total	$35,741.9	
(*) Does not include purchased transportation detailed by object class.		
Small System Waiver agencies are excluded in OE by Object class.		

Operating Expenses per Unlinked Passenger Trip by Mode 2002 - 2011 (Constant 2011 Dollars)							
Year	Bus	Commuter Rail	Demand Response	Heavy Rail (Adjusted)	Light Rail	Vanpool	Other Modes
2002	$3.01	$9.1	$26.1	$2.0	$2.9	$4.0	$3.5
2003	$3.18	$9.5	$26.7	$2.0	$3.0	$4.2	$3.4
2004	$3.23	$9.9	$27.4	$2.1	$3.0	$4.3	$3.2
2005	$3.23	$10.0	$27.5	$2.1	$3.0	$4.4	$3.2
2006	$3.33	$9.5	$28.8	$2.0	$2.9	$4.2	$3.8
2007	$3.45	$9.5	$30.2	$1.8	$3.0	$4.5	$3.9
2008	$3.45	$9.5	$31.3	$18	$2.9	$4.0	$4.2
2009	$3.55	$10.2	$31.7	$1.9	$3.1	$4.3	$4.1
2010	$3.68	$8.2	$33.9	$1.8	$3.4	$4.5	$4.1
2011	$4.92	$10.1	$31.8	$1.8	$5.2	$4.5	$3.3
% Change	**63.3%**	**10.9%**	**21.9%**	**2.8%**	**79.3%**	**13.1%**	**-5.2%**

Operating Expenses per Vehicle Revenue Hour by Mode 2002- 2011 (Constant 2011 Dollars)								
Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Vanpool	Demand Response - Taxi	Other Modes
2002	$108.7	$460.6	$57.6	$180.6	$251.7	$27.0	N/A	$162.2
2003	$110.4	$471.7	$58.4	$183.8	$248.0	$25.5	N/A	$169.0
2004	$111.4	$481.6	$58.4	$184.4	$246.3	$30.8	N/A	$97.7
2005	$113.8	$480.0	$59.6	$189.1	$247.0	$30.7	N/A	$144.4
2006	$116.0	$457.8	$61.1	$186.1	$240.4	$29.7	N/A	$173.3
2007	$118.2	$459.0	$60.4	$200.5	$231.4	$30.6	N/A	$193.2
2008	$119.9	$453.6	$62.9	$197.4	$229.0	$29.7	N/A	$205.3
2009	$121.1	$471.9	$63.1	$199.8	$246.1	$31.8	N/A	$153.6
2010	$123.1	$492.9	$66.0	$204.3	$251.3	$31.8	$62.8	$172.3
2011	$144.3	$145.3	$146.3	$147.3	$148.3	$149.3	$150.3	$151.3
% Change	**32.7%**	**-68.5%**	**153.8%**	**-18.5%**	**-41.1%**	**451.9%**	**100%**	**-6.8%**

Unlinked Passenger Trips per Vehicle Revenue Hour by Mode 2002- 2011								
Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Vanpool	Demand Response - Taxi	Other Modes
2002	36.1	50.7	2.2	100.4	86.1	6.6	N/A	46.8
2003	34.7	49.6	2.2	100.1	83.6	6.1	N/A	49.6
2004	34.5	48.5	2.1	100.0	81.3	7.1	N/A	30.7
2005	35.2	48.2	2.2	100.1	83.4	7.0	N/A	44.7
2006	34.8	48.2	2.1	103.4	82.1	7.1	N/A	46.5
2007	33.3	47.5	1.0	107.8	75.9	5.3	N/A	49.0
2008	34.8	47.7	2.0	109.3	78.6	7.5	N/A	49.2
2009	34.1	46.4	2.0	106.2	78.9	7.4	N/A	37.3
2010	33.5	48.0	1.9	110.8	74.5	7.1	3.2	42.2
2011	33.99	48.5	2.0	114.9	76.8	7.1		40.5
% Change	**-5.8%**	**-4.4%**	**-10.5%**	**14.4%**	**-10.8%**	**-5.2%**	**100%**	**-13.4%**

Distribution of Fatalities 2011		
	Number of Fatalities	%
Employees	11	4.9%
Other	118	52.2%
Other workers	0	0.0%
Passengers	18	8.0%
Revenue Facility Occupants	30	13.3%
Individuals attempting / committing suicide	49	21.7%
Total	**172**	
(*) Does not include Commuter Rail		

ADA Lift– or Ramp– Equipped Buses Total 2002 - 2011			
Year	**Buses**	**ADA-Lift or Ramp-Equipped**	**ADA-Lift or Ramp-Equipped (%)**
2002	71,709	64,127	89.4%
2010	75,467	74,543	98.8%
2011	74,156	73,226	98.7%

Federal Operating Assistance as a Percent of Operating Funds 2002 – 2011 (Constant 2011 Dollars)			
Year	**Federal Operating Assistance**	**Total Operating Funding (Millions)**	**Federal Operating Assistance (%)**
2002	$1,642.4	$30,510.4	5.4%
2003	$1,961.5	$31,185.1	6.3%
2004	$2,418.8	$32,107.0	7.5%
2005	$2,585.2	$33,147.1	7.8%
2006	$2,808.7	$34,070.1	8.2%
2007	$2,751.2	$36,471.8	7.5%
2008	$2,682.7	$38,042.1	7.1%
2009	$3,208.5	$38,929.2	8.2%
2010	$3,648.1	$38,809.7	9.4%
2011	$3,570.3	$39,675.2	9.0%
% Change	**154.7%**	**31.7%**	

ADA Lift– or Ramp– Equipped Buses 2002 - 2011						
	"A" Type Buses			"B" Type Buses		
Year	Buses	ADA-Lift or Ramp-Equipped	ADA-Lift or Ramp-Equipped (%)	Buses	ADA-Lift or Ramp-Equipped	ADA-Lift or Ramp-Equipped (%)
2002	47,867	40,484	84.6%	8,693	8,550	98.4%
2010	44,057	43481	98.7%	12,082	11,974	99.1%
2011	42,888	42,354	98.8%	12,013	11,879	98.9%
% Change	**-10.4%**	**4.6%**		**38.2%**	**38.9%**	

ADA Lift– or Ramp– Equipped Buses 2002 - 2011 (Continued)						
	"C" Type Buses			Articulated Buses		
Year	Buses	ADA-Lift or Ramp-Equipped	ADA-Lift or Ramp-Equipped (%)	Buses	ADA-Lift or Ramp-Equipped	ADA-Lift or Ramp-Equipped (%)
2002	10,810	10,754	99.5%	4,339	4,339	100.0%
2010	15,170	14,930	98.4%	4,158	4,158	100.0%
2011	15,097	14,835	98.3%	4,158	4,158	100.0%
% Change	**39.7%**	**37.9%**		**-4.2%**	**-4.2%**	

Federal Operating Assistance per Unlinked Passenger Trip by UZA 2002-2011			
Year	Federal Operating Assistance (Millions)	Unlinked Passenger Trips (Millions)	Federal Operating Assistance per Unlinked Passenger Trip
2002	$145	206.6	$0.70
2003	$179	210.5	$0.85
2004	$189	209.6	$0.90
2005	$203	224.5	$0.91
2006	$234	236.9	$0.99
2007	$249	248.6	$1.00
2008	$260	261.0	$1.00
2009	$291	280.5	$1.04
2010	$305	279.1	$1.09
2011	$318	257.1	$1.24
% Change	**90.3%**	**24.4%**	**53.0%**

Federal Operating Assistance per Unlinked Passenger Trip by UZA 2002 (Continued)

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

Year	Federal Operating Assistance (Millions)	Unlinked Passenger Trips (Millions)	Federal Operating Assistance per Unlinked Passenger Trip
2002	$284	671.3	$0.42
2003	$338	656.8	$0.51
2004	$367	642.7	$0.57
2005	$392	665.7	$0.59
2006	$386	696.5	$0.55
2007	$383	710.4	$0.54
2008	$404	750.6	$0.54
2009	$455	768.3	$0.59
2010	$511	749.3	$0.68
2011	$556	704.6	$0.79
% Change	**69.9%**	**4.9%**	**61.9%**

Federal Operating Assistance per Unlinked Passenger Trip by UZA 2002(Continued)			
UZAs with More than 1 Million Population			
Year	**Federal Operating Assistance (Millions)**	**Unlinked Passenger Trips (Millions) Adjusted**	**Federal Operating Assistance per Unlinked Passenger Trip**
2002	$996	8,479	$0.12
2003	$1,186	8,349	$0.14
2004	$1,543	8,437	$0.18
2005	$1,648	8,646	$0.19
2006	$1,816	8,821	$0.21
2007	$1,756	8,989	$0.20
2008	$1,664	9,243	$0.18
2009	$2,049	9,085	$0.23
2010	$2,334	8,931	$0.26
2011	$2,696	9,124	$0.30
% Change	**134.95%**	**12.1%**	**$118.3%**

Recovery Ratio 2002 — 2011 (Constant 2011 Dollars)			
Year	**Fare Revenues (Millions)**	**Total Operating Expense (Millions)**	**Recovery Ratio (%)**
2002	$9,565	$26,923	35.5%
2003	$9,704	$27,4426	35.4%
2004	$10,152	$28,299	35.9%
2005	$10,379	$29,190	35.6%
2006	$10,762	$29,894	36.0%
2007	$10,663	$32,105	33.2%
2008	$11,041	$33,111	33.3%
2009	$11,373	$33,843	33.6%
2010	$11,583	$33,825	34.2%
2011	$12,296	$34,964	35.2%
% Change	**20.1%**	**38.43%**	

Federal Operating Assistance per Unlinked Passenger Trip by UZA Size 2011 (Constant 2011 Dollars)			
Year	**UZAs Over 1 Million**	**UZAs Equal to or More than 200,000 and Less than 1 Million Population**	**UZAs Under 200,000**
2002	$0.14	$0.49	$0.81
2003	$0.16	$0.59	$0.98
2004	$0.21	$0.66	$1.04
2005	$0.22	$0.68	$1.04
2006	$0.24	$0.64	$1.14
2007	$0.23	$0.62	$1.16
2008	$0.21	$0.62	$1.15
2009	$0.26	$0.68	$1.19
2010	$0.30	$0.79	$1.27
2011	$0.30	$0.79	$1.24
% Change	118.3%	61.9%	53.0%

Recovery Ratio by UZA 2002 - 2011 (Constant 2011 Dollars)			
UZAs with More than 1 Million Population			
Year	**Fare Revenues (Millions)**	**Operating Expenses (Millions)**	**Recovery Ratio (%)**
2002	$9,565	$26,923	35.5%
2003	$9,704	$27,442	35.4%
2004	$10,152	$28,299	35.9%
2005	$10,379	$29,190	35.5%
2006	$10,762	$29,894	36.0%
2007	$10,663	$32,105	33.2%
2008	$11,041	$33,111	33.3%
2009	$11,373	$33,843	33.6%
2010	$11,583	$33,825	34.2%
2011	$12,296	$34,964	35.2%
% Change	**20.1%**	**38.4%**	

Recovery Ratio by UZA 2002 - 2011 (Constant 2011 Dollars) (Continued)			
UZAs with More than 200,000 and Less than 1 Million Population			
Year	**Fare Revenues (Millions)**	**Operating Expenses (Millions)**	**Recovery Ratio (%)**
2002	$521	$2,681	19.4%
2003	$514	$2,817	18.3%
2004	$522	$2,858	18.3%
2005	$527	$2,922	18.0%
2006	$549	$3,067	17.9%
2007	$571	$3,187	17.9%
2008	$601	$3,340	18.0%
2009	$623	$3,474	17.9%
2010	$622	$3,371	18.5%
2011	$590	$3,160	18.7%
% Change	**13.2%**	**17.9%**	

Recovery Ratio by UZA 2002 - 2011 (Constant 2011 Dollars) (Continued)			
UZAs with Less than 200,000 Population			
Year	**Fare Revenues (Millions)**	**Operating Expenses (Millions)**	**Recovery Ratio (%)**
2002	$191	$906	21.1%
2003	$170	$926	18.3%
2004	$183	$951	19.3%
2005	$199	$1,035	19.2%
2006	$213	$1,109	19.2%
2007	$231	$1,179	19.6%
2008	$242	$1,218	19.8%
2009	$252	$1,238	20.3%
2010	$253	$1,269	19.9%
2011	$229	$1,150	19.9%
% Change	**19.4%**	**26.9%**	

Subsidy per Trip by UZA 2002 - 2011 (Constant 2011 Dollars)			
UZAs with More than 1 Million Population			
Year	**Subsidy (Millions)**	**Passengers (Millions)**	**Subsidy per Passenger**
2002	$20,233	9,017.8	$2.24
2003	$20,798	8,876.1	$2.34
2004	$21,250	8,937.1	$2.38
2005	$22,043	9,175.1	$2.40
2006	$22,546	9,379.4	$2.40
2007	$25,007	9,948.2	$2.51
2008	$26,157	10,254.0	$2.55
2009	$22,837	10,133.8	$2.25
2010	$27,.301	9,959.7	$2.74
2011	$26,560	10,085.3	$2.63
% Change	43.2%	10.6%	29.5%

Subsidy per Trip by UZA 2002 - 2011 (Constant 2011 Dollars) (Continued)			
UZAs Equal to or More than 200,000 and Less than 1 Million Population			
Year	**Subsidy (Millions)**	**Passengers (Millions)**	**Subsidy per Passenger**
2002	$2,160	847	$2.55
2003	$2,303	807	$2.85
2004	$2,336	768	$3.04
2005	$2,395	767	$3.12
2006	$2,517	775	$3.25
2007	$2,616	769	$3.40
2008	$2,764	785	$3.52
2009	$2,545	799	$3.19
2010	$2,970	770	$3.86
2011	$2,615	705	$3.71
% Change	**21.1%**	**-16.8%**	**45.5%**

Subsidy per Trip by UZA 2002– 2011 (Constant 2011 Dollars) (Continued)			
UZAs with Less than 200,000 Population			
Year	**Subsidy (Millions)**	**Passengers (Millions)**	**Subsidy per Passenger**
2002	$715	261	$2.74
2003	$756	259	$2.92
2004	$768	250	$3.06
2005	$836	259	$3.23
2006	$896	264	$3.40
2007	$949	269	$3.52
2008	$1,012	273	$3.71
2009	$909	292	$3.12
2010	$1,035	287	$3.17
2011	$964	257	$3.75
% Change	**34.8%**	**-14%**	**36.7%**

Funding Sources by Urbanized Area Size 2002 - 2011 (Constant 2011 Dollars)						
UZAs with More than 1 Million Population						
Year	**Fare Revenues (Millions)**	**Other (Millions)**	**Federal Assistance (Millions)**	**State Assistance (Millions)**	**Local Assistance (Millions)**	**Total (Millions)**
2002	$9,565	$4,117	$1,148	$6,935	$5,158	$26,923
2003	$9,704	$4,550	$1,367	$6,594	$5,228	$27,442
2004	$10,152	$4,368	$1,779	$6,374	$5,626	$28,299
2005	$10,379	$4,258	$1,899	$6,874	$5,780	$29,190
2006	$10,762	$4,351	$2,094	$6,794	$5,894	$29,894
2007	$10,663	$4,481	$2,023	$7,643	$7,295	$32,105
2008	$11,043	$4,219	$1,918	$8,781	$7,464	$33,423
2009	$11,373	$3,989	$2,352	$8,799	$7,442	$33,956
2010	$11,583	$3,832	$2,703	$8,688	$7,142	$33,948
2011	$12,296	$4,067	$2,696	$8,794	$7,423	$35,277
% Change	**28.6%**	**-1.2**	**134.9%**	**26.8%**	**43.9%**	**31.0%**

Funding Sources by Urbanized Area Size 2002-2011 (Constant 2011 Dollars) (Continued)						
UZAs Equal to or More than 200,000and Less than 1 Million Population						
Year	**Fare Revenues (Millions)**	**Other (Millions)**	**Federal Assistance (Millions)**	**State Assistance (Millions)**	**Local Assistance (Millions)**	**Total (Millions)**
2002	$521	$468	$327	$594	$771	$2,681
2003	$514	$493	$389	$644	$776	$2,817
2004	$522	$487	$423	$638	$788	$2,858
2005	$527	$461	$451	$642	$841	$2,922
2006	$549	$497	$445	$633	$942	$3,067
2007	$571	$455	$441	$721	$999	$3,187
2008	$601	$475	$465	$777	$1,047	$3,365
2009	$623	$499	$522	$797	$1,056	$3,497
2010	$622	$476	$592	$734	$975	$3,400
2011	$590	$365	$556	$677	$1,017	$3,205
% Change	**13.2%**	**-22.0%**	**69.9%**	**14.0%**	**32.0%**	**19.5%**

Funding Sources by Urbanized Area Size 2002 – 2011 (Constant 2011 Dollars) (Continued)						
UZAs with Less than 200,000 Population						
Year	**Fare Revenues (Millions)**	**Other (Millions)**	**Federal Assistance (Millions)**	**State Assistance (Millions)**	**Local Assistance (Millions)**	**Total (Millions)**
2002	$191	$158	$167	$186	$204	$906
2003	$170	$145	$206	$188	$218	$926
2004	$183	$119	$217	$201	$230	$951
2005	$199	$151	$234	$209	$242	$1,035
2006	$213	$157	$270	$222	$247	$1,109
2007	$231	$175	$287	$232	$254	$1,1794
2008	$242	$172	$300	$269	$271	$1,254
2009	$252	$157	$334	$268	$270	$1,281
2010	$253	$156	$353	$268	$280	$1,310
2011	$229	$130	$318	$269	$247	$1,192
% Change	**19.4%**	**-18.23%**	**90.3%**	**44.9%**	**21.3%**	**31.6%**

Operating Funding Sources by UZA (Constant 2011 Dollars)					
UZAs with More than 1 Million Population					
	2002			2011	
	Millions	%		Millions	%
Fare Revenues	$9,565.1	37.5%		$12,296.1	34.9%
Other	$4,117.3	15.3%		$4,067.4	11.5%
Federal Assistance	$1,148.0	4.3%		$2,696.3	7.6%
State Assistance	$6,935.1	25.8%		$8,794.3	24.9%
Local Assistance	$5,157.8	19.26%		$7,422.9	21.0.%
Total	**$26,923.2**			**$35,277.1**	

Operating Funding Sources by UZA (Constant 2011 Dollars) (Continued)					
UZAs Equal to or More than 200,000and Less than 1 Million Population					
	2002			2011	
	Millions	%		Millions	%
Fare Revenues	$520.9	19.4%		$589.6	18.4%
Other	$468.5	17.5%		$365.3	11.4%
Federal Assistance	$327.2	12.2%		$555.9	17.3%
State Assistance	$593.6	22.1%		$676.7	21.1%
Local Assistance	$770.63	28.7%		$1,017.2	31.7%
Total	**$2680.8**			**$3,204.8**	

Operating Funding Sources by UZA (Constant 2011 Dollars) (Continued)				
UZAs with Less than 200,000 Population				
	2002		2011	
	Millions	%	Millions	%
Fare Revenues	$191.4	21.1%	$228.6	19.2%
Other	$158.4	17.5%	$129.6	10.9%
Federal Assistance	$167.1	18.4%	$318.0	26.7%
State Assistance	$185.8	20.5%	$269.2	22.6%
Local Assistance	$203.6	22.5%	$247.0	20.7%
Total	**$906.3**		**$1,192.3**	

Sources of Capital by Urbanized Area Size 2011		
UZAs with More than 1 Million Population		
	Capital Assistance (Millions)	%
Federal Capital Funds Applied to Capital Projects	$5474	38.1%
State Capital Funds	$2,026	14.1%
Local Capital Funds	$6,778	47.1%
Directly Generated Capital Funds	$85	0.6%
Total Capital Assistance	$14,363	

Sources of Capital by Urbanized Area Size 2011 (Continued)		
UZAs Equal to or More than 200,000and Less than 1 Million Population		
	Capital Assistance (Millions)	%
Federal Capital Funds Applied to Capital Projects	$944.1	55.1%
State Capital Funds	$287.4	16.8%
Local Capital Funds	$467.8	27.4%
Directly Generated Capital Funds	$11.5	0.6%
Total Capital Assistance	$1,710.8	

Sources of Capital by Urbanized Area Size 2011 (Continued)		
UZAs with Less than 200,000 Population		
	Capital Assistance (Millions)	**%**
Federal Capital Funds Applied to Capital Projects	$339.35	80.0%
State Capital Funds	$42.38	10.0%
Local Capital Funds	$35	8.3%
Directly Generated Capital Funds	$7.31	1.7%
Total Capital Assistance	$424.07	

Capital Expenditures (Millions) 2002 – 2011 (Constant 2011 Dollars)			
Year	**Revenue Vehicles (Millions)**	**Other Capital (Millions)**	**Total (Millions)**
2002	$4,451	$13,466	$17,917
2003	$3,713	$13,606	$17,319
2004	$3,486	$13,095	$16,581
2005	$3,165	$11,831	$14,996
2006	$2,992	$12,314	$15,305
2007	$3,115	$12,759	$15,874
2008	$3,953	$14,588	$18,540
2009	$4,612	$15,247	$19,858
2010	$3857	$14698	$18555
2011			
% Change	**22.1%**	**60.6%**	**50.7%**

Uses of Capital by Urbanized Area Size – 2010 (Millions)			
	UZAs with More than 1 Million Population	**UZAs Equal to or More than 200,000 and Less than 1 Million Population**	**UZAs with Less than 200,000 Population**
Guideway	5,652.78	578.8	0.43
Systems	982.11	118.16	16.61
Stations	2,591.07	130.28	44.89
Facilities	692.83	154.61	58.31
Revenue Vehicles	3528.69	585.7	232.47
Other Capital	628.73	44.39	16.32
Non-Vehicle Revenues	74.34	6.6	3.68
Administration Buildings	102.99	91.73	53.87
Fare Equipment	146.9	18.98	8.05
Total	**14,400.2**	**1,729.24**	**434.63**

Average Fleet Age (Years) by Vehicle Type 2002-2011					
Year	"A" Type Buses	"B" Type Buses	"C" Type Buses	Articulated Buses	Average Bus Fleet Age
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
2005	7.6	5.8	4.1	4.9	6.7
2006	7.4	6.2	4.3	5.4	6.6
2007	6.2	6.5	4.3	6.2	6.8
2008	7.7	6.7	4.4	6.9	7.0
2009	7.8	6.2	4.3	6.6	6.9
2010	7.8	7	4.0	6.5	6.5
2011	7.9	6	4.2	6.5	6.9
% Change	**4.0%**	**20.7%**	**0.0%**	**12.1%**	**3.3%**

Average Fleet Age (Years) of Rail Modes, Ferryboat and Vanpools		
Heavy Rail		
Year	Fleet	Average Fleet Age
2002	10,946	20.0
2003	10,886	19.0
2004	10,965	19.8
2005	11,083	20.6
2006	11,083	21.6
2007	11,312	21.6
2008	11,367	20.7
2009	11,418	19.0
2010	11,434	18.7
2011	11,27	19.2
% Change	**3.8%**	**-12.6%**

Light Rail		
Year	**Fleet**	**Average Fleet Age**
2002	1,457	16.1
2003	1,529	15.4
2004	1,665	15.2
2005	1,662	14.2
2006	1,802	15.3
2007	1,830	16.1
2008	1,919	16.4
2009	2,045	16.4
2010	2,118	16.8
2011	2,242	16.5
% Change	**34.5%**	**-7.7%**

Ferryboat		
Year	**Fleet**	**Average Fleet Age**
2002	103	22.7
2003	104	23.3
2004	119	20.7
2005	114	20.0
2006	111	21.7
2007	131	20.3
2008	144	20.1
2009	144	19.2
2010	129	20.5
2011	138	20.9
% Change	**19.4%**	**-5.1%**

Vanpool		
Year	**Fleet**	**Average Fleet Age**
2002	16,272	3.1
2003	16,788	3.2
2004	16,969	3.3
2005	18,528	3.2
2006	20,098	3.1
2007	22,564	3.1
2008	23,727	2.7
2009	25,222	2.7
2010	25315	3.4
2011	27144	3.45
% Change	**50.3%**	**-19.0%**

Distribution of Buses by Vehicle Type 2002-2011

	"A" Type Buses		"B" Type Buses		"C" Type Buses		Articulated Buses		
Year	**Buses**	**Percent of Total**	**Buses**	**Percent of Total**	**Buses**	**Percent of Total**	**Buses**	**Percent of Total**	**Total**
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**
2005	45,524	65.5%	10,631	15.3%	11,118	16.0%	2,231	3.2%	**69,504**
2006	45,010	64.8%	10,958	15.8%	11,090	16.0%	2,294	5.4%	**69,436**
2007	45,680	64.4%	11,262	16.0%	11,695	16.5%	2,267	3.2%	**70,904**
2008	46,023	63.9%	11,481	16.0%	12,125	16.8%	2,340	3.3%	**71,969**
2009	44,355	61.5%	11,481	15.9%	12,527	17.4%	3,757	5.3%	**72,120**
2010	43,624	59.9%	12,007	16.5%	12,994	17.9%	4,158	5.7%	**72,783**
2011	42,514	7.9%	11,951	6.4%	13,142	4.2%	4,334	6.5%	**71941**

Age Distribution of Buses by Vehicle Type 2002-2011

"A" Type Buses			"B" Type Buses		
Year	Active Buses	5 Years Old or Less	Year	Active Buses	5 Years Old or Less
2002	47,650	42.4%	2002	8,616	61.7%
2003	46,216	44.6%	2003	9,292	57.0%
2004	45,600	45.1%	2004	9,974	55.3%
2005	45,524	39.4%	2005	10,631	54.8%
2006	45,010	39.1%	2006	10,958	51.6%
2007	45,680	35.0%	2007	11,262	47.0%
2008	46,023	32.3%	2008	11,481	43.0%
2009	44,355	32.2%	2009	11,481	39.2%
2010	43,624	33.1%	2010	12,007	39.3%
2011	42,514	33.4%	2011	11,951	45.0%
% Change	**-10.7%**		**% Change**	**49.6%**	

Age Distribution of Buses by Vehicle Type 2002-2011 (Continued)

"C" Type buses			Articulated Buses		
Year	Active Buses	5 Years Old or Less	Year	Active Buses	5 Years Old or Less
2002	9,440	74.0%	2002	2,139	64.7%
2003	9,587	73.7%	2003	2,558	59.9%
2004	9,706	73.8%	2004	2,591	71.6%
2005	11,118	71.8%	2005	2,231	63.6%
2006	11,090	70.8%	2006	2,294	40.2%
2007	11,694	69.5%	2007	2,267	39.5%
2008	12,125	67.1%	2008	2,340	38.5%
2009	12,527	67.8%	2009	3,757	38.4%
2010	12,994	71.2%	2010	4,158	37.4%
2011	13,142	73.5%	2011	4,334	39.8%

% Change	**27.4%**			**% Change**	**12.6%**	

Age Distribution of Rail Modes, Ferryboat and Vanpools			
Heavy Rail			
Year	**Fleet Less than 5 Years Old**	**Percent of Total**	**Total Fleet**
2002	2,177	19.9%	10,946
2003	2,694	24.7%	10,886
2004	2,558	23.3%	10,965
2005	2,566	23.2%	11,083
2006	604	5.4%	11,083
2007	686	6.1%	11,312
2008	1,046	9.2%	11,367
2009	1,783	15.6%	11,418
2010	2,166	18.9%	11,434
2011	2,278	20.2%	11,272
%Change	**4.6%**		**3.0%**

Light Rail			
Year	**Fleet Less than 5 Years old**	**Percent of Total**	**Total Fleet**
2002	300	20.6%	1,457
2003	315	20.6%	1,529
2004	458	27.5%	1,665
2005	403	24.2%	1,662
2006	524	29.1%	1,802
2007	399	21.8%	1,830
2008	341	17.8%	1,919
2009	404	19.8%	2,045
2010	348	16.8%	2,118
2011	440	19.6%	2,242
%Change	46.7%		53.9%

Ferryboat			
Year	Fleet Less than 5 Years Old	Percent of Total	Total Fleet
2002	14	13.6%	103
2003	11	10.6%	104
2004	23	19.3%	119
2005	29	25.4%	114
2006	18	16.2%	111
2007	22	16.8%	131
2008	22	15.3%	144
2009	14	9.7%	144
2010	8	6.2%	129
2011	16	11.6%	138
%Change	**14.3%**		**34.0%**

Vanpool			
Year	Fleet Less than 5 Years Old	Percent of Total	Total Fleet
2002	13,685	84.1%	16,272
2003	14,157	84.3%	16,788
2004	14,022	82.6%	16,969
2005	15,052	81.2%	18,528
2006	16,530	82.2%	20,105
2007	18,543	82.2%	22,564
2008	18,746	79.0%	23,727
2009	20,188	80.2%	25,160
2010	20,931	82.7%	25,315
2011	22,589	83.2%	27,144
%Change	**65.1%**		**66.8%**

Fixed Guideway Mileage 2002-2011		
Year	**Bus**	**Rail Modes**
2002	1,849	9,485
2003	1,920	9,525
2004	2,081	9,781
2005	2,253	10,916
2006	2,307	10,865
2007	2,419	11,089
2008	2,610	11,270
2009	2,793	11,650
2010	2,876	11,734
2011	2,932	11,924
% Change	**51.0%**	**21.9%**

Percent of National Bus Fleet Using Alternative Fuels 2002-2011			
Year	**Total Fleet**	**Alternative Fuel Fleet**	**Alternative Fuel Fleet (%)**
2002	68,521	7,297	11.0%
2003	68,596	8,174	12.0%
2004	68,779	9,420	14.0%
2005	69,495	11,119	16.0%
2006	70,227	13,828	20.0%
2007	72,286	15,555	22.0%
2008	73,503	18,489	25,2%
2009	74,365	21,200	28.5%
2010	74,318	22,944	30.9%
2011	73,235	22,955	30.9
% Change	**6.9%**	**214.6%**	

Percentage of Fuel Consumption for Non Electric Modes 2002-2011					
	2002			2011	
Alternative Fuel	**Gallons (000s)**	**%**		**Gallons (000s)**	**%**
Diesel	673,049	89.6%		573,409	68.3%
Gas	40,509	2.0%		75,883	7.0%
CNG	65,774	6.1%		128,499	15.8%
Methanol	1	0.0%		0	0.0%
LNG	14,552	1.3%		21,139	2.8%
Other	10,332	1.0%		55,591	5.0%
Total	**774,217**			**854,521**	

Census Year	UZA	UZA NAME	POPULATION	PRIMARY STATE	Directional Route Miles*	Vehicle Revenue Miles (Millons)	Vehicle Revenue Hours (Millons)	Passenger Miles (Millons)	Unlinked Passenger Trips (Millons)	Operating Expenses (Millons)	Recovery Ratio (Fare Revenues Per Operating Expense)
2010	1	New York-Newark, NY-NJ-CT	18,351,295	NY	22,864	854	55	20,811	4,018	$11,175.6	56.3%
2010	2	Los Angeles-Long Beach-Anaheim, CA	12,150,996	CA	12,389	246	17	3,293	662	$2,122.1	27.3%
2010	3	Chicago, IL-IN	8,608,208	IL	7,262	225	15	4,112	644	$2,151.7	38.8%
2010	4	Miami, FL	5,502,379	FL	5,126	92	6	951	159	$697.4	22.9%
2010	5	Philadelphia, PA-NJ-DE-MD	5,441,567	PA	4,805	121	9	2,011	404	$1,390.2	34.9%
2010	6	Dallas-Fort Worth-Arlington, TX	5,121,892	TX	1,814	57	4	485	71	$498.9	13.5%
2010	7	Houston, TX	4,944,332	TX	4,129	68	4	528	81	$403.6	19.0%
2010	8	Washington, DC-VA-MD	4,586,770	DC	10,425	174	11	2,759	487	$1,903.4	41.9%
2010	9	Atlanta, GA	4,515,419	GA	2,510	64	4	895	150	$461.9	29.5%
2010	10	Boston, MA-NH-RI	4,181,019	MA	4,446	107	8	1,874	390	$1,284.6	37.0%
2010	11	Detroit, MI	3,734,090	MI	2,685	34	3	251	50	$267.6	16.6%
2010	12	Phoenix-Mesa, AZ	3,629,114	AZ	3,619	43	3	331	68	$286.7	21.0%
2010	13	San Francisco-Oakland, CA	3,281,212	CA	4,583	122	8	2,104	388	$1,582.6	43.4%
2010	14	Seattle, WA	3,059,393	WA	4,995	107	7	1,238	187	$1,065.7	25.1%
2010	15	San Diego, CA	2,956,746	CA	2,938	52	3	587	98	$295.2	38.6%
2010	16	Minneapolis-St. Paul, MN-WI	2,650,890	MN	4,155	49	3	469	94	$384.8	27.9%
2010	17	Tampa-St. Petersburg, FL	2,441,770	FL	2,204	23	2	162	29	$126.1	22.6%
2010	18	Denver-Aurora, CO	2,374,203	CO	4,624	53	4	538	90	$363.6	30.3%
2010	19	Baltimore, MD	2,203,663	MD	2,575	41	3	453	98	$476.4	29.1%
2010	20	St. Louis, MO-IL	2,150,706	IL	2,526	35	2	304	45	$228.8	20.9%
2010	21	San Juan, PR	2,148,346	PR	704	30	3	211	47	$179.6	39.3%
2010	22	Riverside-San Bernardino, CA	1,932,666	CA	2,316	16	1	126	18	$105.3	23.4%
2010	23	Las Vegas-Henderson, NV	1,886,011	NV	1,423	26	2	211	57	$169.0	38.2%
2010	24	Portland, OR-WA	1,849,898	OR	1,907	41	3	488	112	$406.5	26.5%
2010	25	Cleveland, OH	1,780,673	OH	2,040	23	2	212	48	$222.9	23.1%
2010	26	San Antonio, TX	1,758,210	TX	2,213	32	2	212	45	$159.8	15.4%
2010	27	Pittsburgh, PA	1,733,853	PA	2,992	38	3	267	66	$385.0	25.7%
2010	28	Sacramento, CA	1,723,634	CA	2,007	16	1	150	29	$145.9	25.0%
2010	29	San Jose, CA	1,664,496	CA	1,393	26	2	312	47	$319.9	12.8%
2010	30	Cincinnati, OH-KY-IN	1,624,827	OH	1,719	16	1	121	23	$107.4	33.1%
2010	31	Kansas City, MO-KS	1,519,417	MO	1,529	15	1	74	17	$95.2	14.4%
2010	32	Orlando, FL	1,510,516	FL	1,382	19	1	124	22	$85.3	31.0%
2010	33	Indianapolis, IN	1,487,483	IN	745	9	1	40	10	$53.0	19.6%
2010	34	Virginia Beach, VA	1,439,666	VA	1,344	15	1	110	17	$74.2	21.8%
2010	35	Milwaukee, WI	1,376,476	WI	1,803	22	2	154	46	$172.5	28.0%
2010	36	Columbus, OH	1,368,035	OH	1,085	13	1	73	19	$93.3	19.2%
2010	37	Austin, TX	1,362,416	TX	1,212	20	1	151	35	$153.1	11.6%
2010	38	Charlotte, NC-SC	1,249,442	NC	1,353	16	1	140	27	$101.9	23.2%
2010	39	Providence, RI-MA	1,190,956	RI	1,809	15	1	93	21	$116.2	19.0%
2010	40	Jacksonville, FL	1,065,219	FL	1,015	13	1	74	13	$77.9	12.9%
2010	41	Memphis, TN-MS-AR	1,060,061	TN	1,803	8	1	54	11	$54.6	17.7%
2010	42	Salt Lake City-West Valley City, UT	1,021,243	UT	2,898	19	1	181	31	$125.9	31.6%
2010	43	Louisville/Jefferson County, KY-IN	972,546	KY	1,415	11	1	58	15	$65.3	16.1%
2010	44	Nashville-Davidson, TN	969,587	TN	962	9	1	63	9	$56.8	19.6%
2010	45	Richmond, VA	953,556	VA	608	9	1	48	13	$48.0	26.2%
2010	46	Buffalo, NY	935,906	NY	1,337	11	1	94	27	$121.6	26.0%
2010	47	Hartford, CT	924,859	CT	1,361	11	1	64	15	$75.6	26.7%
2010	48	Bridgeport-Stamford, CT-NY	923,311	CT	760	15	1	250	25	$150.9	8.3%
2010	49	New Orleans, LA	899,703	LA	780	8	1	80	25	$117.4	15.9%
2010	50	Raleigh, NC	884,891	NC	336	8	1	44	10	$42.8	8.6%
2010	51	Oklahoma City, OK	861,505	OK	862	3	0	17	3	$21.6	12.4%
2010	52	Tucson, AZ	843,168	AZ	1,136	12	1	75	20	$67.6	16.6%
2010	53	El Paso, TX-NM	803,086	TX	636	9	1	79	16	$54.0	17.1%
2010	54	Urban Honolulu, HI	802,459	HI	945	25	2	415	74	$203.5	26.9%
2010	55	Birmingham, AL	749,495	AL	754	4	0	19	3	$24.0	9.6%

Census Year	UZA	UZA NAME	POPULATION	PRIMARY STATE	Directional Route Miles*	Vehicle Revenue Miles (Millons)	Vehicle Revenue Hours (Millons)	Passenger Miles (Millons)	Unlinked Passenger Trips (Millons)	Operating Expenses (Millons)	Recovery Ratio (Fare Revenues Per Operating Expense)
2010	56	Albuquerque, NM	741,318	NM	890	9	1	101	13	$66.9	10.9%
2010	57	McAllen, TX	728,825	TX	0	1	0	0	1	$2.6	16.4%
2010	58	Omaha, NE-IA	725,008	NE	593	5	0	17	4	$25.6	16.4%
2010	59	Dayton, OH	724,091	OH	886	9	1	42	10	$58.3	19.9%
2010	60	Rochester, NY	720,572	NY	1,015	6	1	57	17	$61.8	20.8%
2010	61	Allentown, PA-NJ	664,651	PA	469	7	0	24	6	$30.2	16.6%
2010	62	Tulsa, OK	655,479	OK	685	4	0	15	3	$16.7	14.3%
2010	63	Fresno, CA	654,628	CA	422	8	0	60	17	$47.4	19.1%
2010	64	Sarasota-Bradenton, FL	643,260	FL	797	6	0	24	5	$27.0	9.8%
2010	65	Springfield, MA-CT	621,300	CT	786	7	1	36	11	$35.7	18.9%
2010	66	Concord, CA	615,968	CA	813	20	1	365	31	$147.0	4.7%
2010	67	Albany-Schenectady, NY	594,962	NY	1,695	9	1	54	14	$74.6	20.1%
2010	68	Baton Rouge, LA	594,309	LA	317	2	0	16	4	$13.1	15.8%
2010	69	Mission Viejo-Lake Forest-San Clemente, CA	583,681	CA	0	4	0	26	4	$30.8	0.0%
2010	70	Grand Rapids, MI	569,935	MI	496	8	1	44	11	$37.3	16.2%
2010	71	Akron, OH	569,499	OH	713	5	0	23	6	$41.0	11.1%
2010	72	New Haven, CT	562,839	CT	351	8	0	209	8	$104.1	7.8%
2010	73	Colorado Springs, CO	559,409	CO	501	5	0	24	3	$17.3	22.4%
2010	74	Knoxville, TN	558,696	TN	299	4	0	12	3	$21.8	7.0%
2010	75	Columbia, SC	549,777	SC	436	2	0	9	2	$11.6	18.2%
2010	76	Charleston-North Charleston, SC	548,404	SC	418	4	0	17	4	$16.9	17.4%
2010	77	Ogden-Layton, UT	546,026	UT	0	7	0	72	6	$40.8	0.0%
2010	78	Cape Coral, FL	530,290	FL	412	4	0	16	3	$17.0	16.6%
2010	79	Bakersfield, CA	523,994	CA	378	4	0	25	7	$24.3	21.7%
2010	80	Toledo, OH-MI	507,643	OH	316	5	0	16	3	$26.6	19.9%
2010	81	Worcester, MA-CT	486,514	MA	274	3	0	12	4	$19.9	16.4%
2010	82	Provo-Orem, UT	482,819	UT	0	3	0	24	3	$18.6	0.0%
2010	83	Wichita, KS	472,870	KS	275	4	0	13	3	$13.9	13.5%
2010	84	Palm Bay-Melbourne, FL	452,791	FL	366	4	0	21	2	$10.0	20.3%
2010	85	Des Moines, IA	450,070	IA	480	5	0	30	4	$19.8	42.1%
2010	86	Harrisburg, PA	444,474	PA	605	4	0	25	3	$22.5	19.9%
2010	87	Murrieta-Temecula-Menifee, CA	441,546	CA	0	2	0	8	1	$7.2	0.0%
2010	88	Little Rock, AR	431,388	AR	313	3	0	15	3	$14.8	14.3%
2010	89	Poughkeepsie-Newburgh, NY-NJ	423,566	NY	1,956	13	0	300	8	$88.5	4.8%
2010	90	Syracuse, NY	412,317	NY	1,324	5	0	35	11	$44.5	25.3%
2010	91	Lancaster, PA	402,004	PA	392	6	0	34	3	$25.2	9.6%
2010	92	Madison, WI	401,661	WI	411	6	0	55	15	$48.9	24.6%
2010	93	Greenville, SC	400,492	SC	144	1	0	1	1	$3.7	18.8%
2010	94	Reno, NV-CA	392,141	CA	305	5	0	31	8	$32.3	20.2%
2010	95	Winston-Salem, NC	391,024	NC	171	3	0	13	3	$14.8	17.4%
2010	96	Spokane, WA	387,847	WA	547	8	1	48	11	$52.2	19.5%
2010	97	Youngstown, OH-PA	387,550	OH	440	3	0	6	2	$11.8	9.6%
2010	98	Augusta-Richmond County, GA-SC	386,787	GA	251	1	0	3	1	$4.1	13.8%
2010	99	Scranton, PA	381,502	PA	711	2	0	15	3	$14.6	14.0%
2010	100	Chattanooga, TN-GA	381,112	TN	227	3	0	11	3	$15.5	26.5%
2010	101	Port St. Lucie, FL	376,047	FL	309	1	0	2	0	$5.1	4.8%
2010	102	Stockton, CA	370,583	CA	4,864	3	0	29	4	$29.0	31.7%
2010	103	Oxnard, CA	367,260	CA	701	4	0	34	5	$23.5	17.6%
2010	104	Denton-Lewisville, TX	366,174	TX	339	2	0	18	3	$16.2	20.4%
2010	105	Modesto, CA	358,172	CA	215	2	0	12	4	$13.7	18.6%
2010	106	Flint, MI	356,218	MI	837	7	0	43	6	$26.1	19.3%
2010	107	Jackson, MS	351,478	MS	290	1	0	2	1	$7.4	6.3%
2010	108	Boise City, ID	349,684	ID	366	2	0	11	2	$8.2	11.9%
2010	109	Palm Coast-Daytona Beach-Port Orange, FL	349,064	FL	555	4	0	15	3	$14.7	22.8%
2010	110	Durham, NC	347,602	NC	1,022	8	1	52	14	$44.5	28.7%

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2010	111	Indio-Cathedral City, CA	345,580	CA	291	3	0	20	3	$17.5	16.5%
2010	112	Lancaster-Palmdale, CA	341,219	CA	457	3	0	44	2	$27.7	15.5%
2010	113	Pensacola, FL-AL	340,067	AL	312	2	0	7	1	$8.3	17.7%
2010	114	Victorville-Hesperia, CA	328,454	CA	451	2	0	11	2	$9.1	20.2%
2010	115	Mobile, AL	326,183	AL	231	2	0	7	1	$8.8	11.1%
2010	116	Corpus Christi, TX	320,069	TX	546	4	0	25	6	$22.8	7.2%
2010	117	Kissimmee, FL	314,071	FL	0	4	0	25	4	$18.1	0.0%
2010	118	Lansing, MI	313,532	MI	388	6	0	40	12	$37.2	20.0%
2010	119	Fort Wayne, IN	313,492	IN	319	2	0	7	2	$10.9	12.2%
2010	120	Greensboro, NC	311,810	NC	1,232	5	0	25	5	$25.4	19.7%
2010	121	Bonita Springs, FL	310,298	FL	379	2	0	10	1	$8.4	15.0%
2010	122	Fayetteville, NC	310,282	NC	167	1	0	5	1	$6.0	14.6%
2010	123	Santa Rosa, CA	308,231	CA	700	3	0	19	4	$21.4	19.1%
2010	124	Aguadilla-Isabela-San Sebastián, PR	306,196	PR	0	3	0	8	2	$4.6	0.0%
2010	125	Ann Arbor, MI	306,022	MI	315	6	0	47	13	$32.0	20.9%
2010	126	Shreveport, LA	298,317	LA	448	3	0	17	3	$13.4	19.9%
2010	127	Rockford, IL	296,863	IL	245	2	0	7	2	$13.0	10.7%
2010	128	Trenton, NJ	296,668	NJ	0	6	0	122	10	$72.7	0.0%
2010	129	Fayetteville-Springdale-Rogers, AR-MO	295,083	AR	180	1	0	1	2	$5.1	20.4%
2010	130	Round Lake Beach-McHenry-Grayslake, IL-WI	290,373	IL	0	2	0	40	2	$19.7	0.0%
2010	131	Lexington-Fayette, KY	290,263	KY	242	4	0	22	6	$21.2	13.3%
2010	132	Huntsville, AL	286,692	AL	187	1	0	2	0	$3.3	11.4%
2010	133	Asheville, NC	280,648	NC	180	1	0	5	1	$5.1	18.1%
2010	134	Davenport, IA-IL	280,051	IA	420	4	0	15	5	$22.3	8.0%
2010	135	Canton, OH	279,245	OH	414	3	0	13	2	$14.5	12.1%
2010	136	South Bend, IN-MI	278,165	IN	279	2	0	11	2	$12.1	12.1%
2010	137	Antioch, CA	277,634	CA	475	5	0	73	7	$36.7	8.0%
2010	138	Springfield, MO	273,724	MO	172	1	0	6	2	$7.8	12.3%
2010	139	Peoria, IL	266,921	IL	102	3	0	16	3	$22.0	9.9%
2010	140	Reading, PA	266,254	PA	489	3	0	10	3	$14.4	22.7%
2010	141	Fort Collins, CO	264,465	CO	252	2	0	11	2	$9.4	21.5%
2010	142	Montgomery, AL	263,907	AL	295	2	0	6	1	$7.2	9.1%
2010	143	Lakeland, FL	262,596	FL	479	2	0	9	2	$10.3	16.8%
2010	144	Savannah, GA	260,677	GA	238	3	0	14	4	$15.4	21.7%
2010	145	Lincoln, NE	258,719	NE	352	2	0	5	2	$9.9	13.2%
2010	146	Santa Clarita, CA	258,653	CA	570	3	0	43	3	$21.4	18.5%
2010	147	Columbus, GA-AL	253,602	GA	0	1	0	0	1	$4.4	19.4%
2010	148	Lafayette, LA	252,720	LA	227	1	0	8	2	$5.0	10.6%
2010	149	Anchorage, AK	251,243	AK	1,206	5	0	47	5	$38.5	21.0%
2010	150	Atlantic City, NJ	248,402	NJ	0	10	1	130	16	$93.0	0.0%
2010	151	Eugene, OR	247,421	OR	675	5	0	46	12	$41.7	18.5%
2010	152	Barnstable Town, MA	246,695	MA	401	6	0	47	2	$22.3	6.3%
2010	153	Tallahassee, FL	240,223	FL	234	3	0	14	5	$14.4	30.3%
2010	154	Conroe-The Woodlands, TX	239,938	TX	0	1	0	27	1	$5.5	0.0%
2010	155	Lubbock, TX	237,356	TX	171	2	0	10	4	$9.8	43.2%
2010	156	Salem, OR	236,632	OR	206	6	0	22	5	$29.4	8.8%
2010	157	Laredo, TX	235,730	TX	343	2	0	10	3	$12.4	26.6%
2010	158	York, PA	232,045	PA	377	2	0	7	1	$9.9	54.9%
2010	159	Evansville, IN-KY	229,351	KY	288	2	0	9	2	$6.8	22.9%
2010	160	Nashua, NH-MA	226,400	NH	54	1	0	2	1	$2.7	10.3%
2010	161	Wilmington, NC	219,957	NC	143	2	0	4	2	$7.3	0.0%
2010	162	Visalia, CA	219,454	CA	421	3	0	18	2	$10.2	10.7%
2010	163	Killeen, TX	217,630	TX	217	1	0	3	0	$3.6	13.6%
2010	164	Brownsville, TX	217,585	TX	255	1	0	10	2	$6.5	16.6%
2010	165	Appleton, WI	216,154	WI	790	2	0	6	1	$7.7	18.7%

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2010	166	Myrtle Beach-Socastee, SC-NC	215,304	SC	426	1	0	3	1	$2.7	16.9%
2010	167	Concord, NC	214,881	NC	0	1	0	0	0	$2.5	0.0%
2010	168	Thousand Oaks, CA	214,811	CA	112	1	0	3	0	$5.7	5.6%
2010	169	Aberdeen-Bel Air South-Bel Air North, MD	213,751	MD	330	1	0	3	0	$3.1	8.3%
2010	170	Hickory, NC	212,195	NC	117	1	0	2	0	$3.2	5.6%
2010	171	Kennewick-Pasco, WA	210,975	WA	257	10	0	76	5	$27.2	15.6%
2010	172	Roanoke, VA	210,111	VA	302	2	0	10	2	$7.4	27.2%
2010	173	Kalamazoo, MI	209,703	MI	204	2	0	11	3	$12.6	23.4%
2010	174	Norwich-New London, CT-RI	209,190	CT	0	2	0	3	1	$5.7	20.9%
2010	175	Gulfport, MS	208,948	MS	175	2	0	11	1	$5.0	22.7%
2010	176	Green Bay, WI	206,520	WI	196	1	0	6	2	$7.8	15.1%
2010	177	Portland, ME	203,914	ME	164	3	0	38	3	$23.1	25.0%
2010	178	Huntington, WV-KY-OH	202,637	WV	505	2	0	4	1	$8.5	9.0%
2010	179	Winter Haven, FL	201,289	FL	0	1	0	6	1	$5.4	0.0%
2010		UZA over 200,000 Population	192,484,792		212,239	3,607	240	52,604	9,765	$34,354.6	37.6%
2010		UZA under 200,000 Population and Non-Uzas	28,262,730		31,752	308	20	1,740	321	$1,669.1	14.4%
2010		National Total	220,747,522		243,991	3,915.1	260	54,344	10,085.3	$36,023.7	36.5%
		(*) Directional Route Miles are not the total physical mileage of all routes.									