

**2012** Reporting Year 

# NTD

National Transit Database



## 2012 National Transit Summaries and Trends

Office of Budget and Policy  
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U.S. Department of Transportation  
Federal Transit Administration



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## 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 2012 NTST discusses data covering the period 2003 to 2012. With the exception of the *Rural Reporters* section, all data included in the NTST are from urban reporters, whose data may also include their rural data.

In 2011, FTA discontinued the 9 or Fewer Waiver, which waived almost all reporting requirements for systems operating 9 or fewer vehicles in maximum service, and introduced the Small Systems Waiver, which is available to systems that operate 30 or fewer vehicles in maximum service and do not operate over Fixed Guideway. Small Systems reporters do not report passenger miles and otherwise report only limited service data. Whereas full reporters categorize their expenses in some detail, Small Systems report only total operating and capital expenses per mode. They do not report data on employees, maintenance performance, or energy consumption. Because of the change in reporting requirements for agencies that qualify for Small Systems Waivers, certain exhibits exclude Small Systems reporters' data for the entire ten year period. In these cases, exhibits are labeled with a footnote. Unless otherwise noted, all exhibits in the NTST include data from all urban reporters.

On an average weekday, the nation's transit systems carry approximately 33.8 million riders (unlinked passenger trips). There were 10.4 billion urban trips in 2012 and 124 million rural trips.






### Transit Modes






The National Transit Database captures data for the 20 transit modes listed below.

Modes of Public Transportation		
<p><a href="#"><u>Aerial Tramway</u></a> (TR) Non-Rail – Fixed Guideway</p>  <p>A system of aerial cables with suspended vehicles.</p>	<p><a href="#"><u>Alaska Railroad</u></a> (AR) Rail – Fixed Guideway</p>  <p>A special railroad that Congress recognized for certain FTA funding that operates in Alaska.</p>	<p><a href="#"><u>Bus</u></a> (MB) Non-Rail – Fixed Guideway or Non-Fixed Guideway</p>  <p>Fixed-route bus service is the most-prevalent mode in the country. MB service is powered by a motor and fuel contained within a vehicle. Deviated fixed-route service is also reported as MB.</p>

Modes of Public Transportation		
<p><b><u>Bus Rapid Transit</u></b> (RB) Non-Rail – Fixed Guideway or Non-Fixed Guideway</p>  <p>Fixed-route bus systems that operate at least 50% of the service on fixed guideway. These systems also 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.</p>	<p><b><u>Cable Car</u></b> (CC) Rail – Fixed Guideway</p>  <p>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.</p>	<p><b><u>Commuter Bus</u></b> (CB) Non-Rail – Fixed Guideway or Non-Fixed Guideway</p>  <p>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.</p>
<p><b><u>Commuter Rail</u></b> (CR) Rail – Fixed Guideway</p>  <p>Rail service operating on either old freight railways, or on tracks that are shared with freight railways, Amtrak, or both. The service is characterized by relatively long distances between stops, for service primarily connecting a central city with outlying suburbs and cities. The service may be either diesel or electric-powered and usually has grade-crossings with roadways.</p>	<p><b><u>Demand Response</u></b> (DR) Non-Rail – Non-Fixed Guideway</p>  <p>Shared-ride demand response service is scheduled in response to calls from passengers. Many transit systems operate demand response (DR) service to meet the requirements of ADA.</p>	<p><b><u>Demand Response – Taxi</u></b> (DT) Non-Rail – Non-Fixed Guideway</p>  <p>A special form of the demand response mode operated through taxicab providers, but with a system in place to facilitate ride sharing. The mode is always purchased transportation type of service. For Demand Response Taxi to be considered public transportation there must be an attempt for a shared ride program. Voucher Programs are not considered public transportation.</p>



Modes of Public Transportation		
<p><b>Ferryboat</b> (FB) Non-Rail – Fixed Guideway</p>  <p>A mode that carries passengers over water.</p>	<p><b>Heavy Rail</b> (HR) Rail – Fixed Guideway</p>  <p>An electric railway that operates local service in exclusive right-of-way. The service is characterized by long trains of six to eight cars or more and by relatively short distances between stops for local service within a city and the immediate suburbs. The Nation's traditional subway systems are classified as heavy rail.</p>	<p><b>Hybrid Rail</b> (YR) Rail – Fixed Guideway</p>  <p>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).</p>
<p><b>Inclined Plane</b> (IP) Rail – Fixed Guideway</p>  <p>A railway operating on steep slopes and grades with vehicles powered by moving cables.</p>	<p><b>Jitney</b> (JT) Non-Rail – Non-Fixed Guideway</p>  <p>A unique form of bus service using owner-operated vehicles on fixed routes, but not on a fixed schedule.</p>	<p><b>Light Rail</b> (LR) Rail – Fixed Guideway</p>  <p>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.</p>

Modes of Public Transportation		
<p><b><u>Monorail/Automated Guideway</u></b> (MG) Rail – Fixed Guideway</p>  <p>An electric railway that straddles a single guideway. It may have vehicle operators or may use computers to guide the vehicles.</p>	<p><b><u>Publico</u></b> (PB) Non-Rail – Non-Fixed Guideway</p>  <p>Publicos are jitney services operated in Puerto Rico.</p>	<p><b><u>Streetcar Rail</u></b> (SR) Rail – Fixed Guideway</p>  <p>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.</p>
<p><b><u>Trolleybus</u></b> (TB) Non-Rail – Fixed Guideway</p>  <p>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 <b>not included</b> in this mode.</p>	<p><b><u>Vanpool</u></b> (VP) Non-Rail – Non-Fixed Guideway</p>  <p>A commuting service operating under pre-arranged schedules for previously formed groups of riders in vans.</p>	

For this publication, all exhibits classify statistics as bus, demand response, vanpool, heavy rail, light rail, commuter rail, and other. Modal breakdowns of these classifications are listed below.

NTST Modal Classifications			
<b>Bus</b>	<b>Demand Response</b>	<b>Vanpool</b>	<b>Heavy Rail</b>
Bus (MB) Commuter Bus (CB) Bus Rapid Transit (RB)	Demand Response (DR) Demand Response Taxi (DT)	Vanpool (VP)	Heavy Rail (HR)
<b>Light Rail</b>	<b>Commuter Rail</b>	<b>Other</b>	
Light Rail (LR) Streetcar Rail (SR) 2080 Hybrid Rail (YR) 9030 Hybrid Rail (YR)	Commuter Rail (CR) 0008 Hybrid Rail (YR) 6048 Hybrid Rail (YR)	Aerial Tramway (TR) Alaska Railroad (AR) Cable Car (CC) Ferry Boat (FB) Incline Plane (IP)	Jitney (JT) Monorail/Automated Guideway (MG) Publico (PB) Trolleybus (TB)

## 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 exhibits involving dollar amounts were adjusted to 2012 constant dollars. In previous versions of the NTST, correction factors for current year constant dollars were obtained from the White House Office of Management and Budget. In order to better represent public transit's economic trends, the correction factors for the 2012 version were obtained from the National Highway Construction Cost Index (NHCCI).

(<http://www.fhwa.dot.gov/policyinformation/nhcci.cfm>)

## Web Information

For information about National Transit Database publications and training, see the FTA website at [www.fta.dot.gov](http://www.fta.dot.gov) or visit the National Transit Database website at [www.ntdprogram.gov](http://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 39.3% from 2003 to 2012. During the same period, federal assistance applied to transit increased by nearly 41.7% (2012 constant dollars).

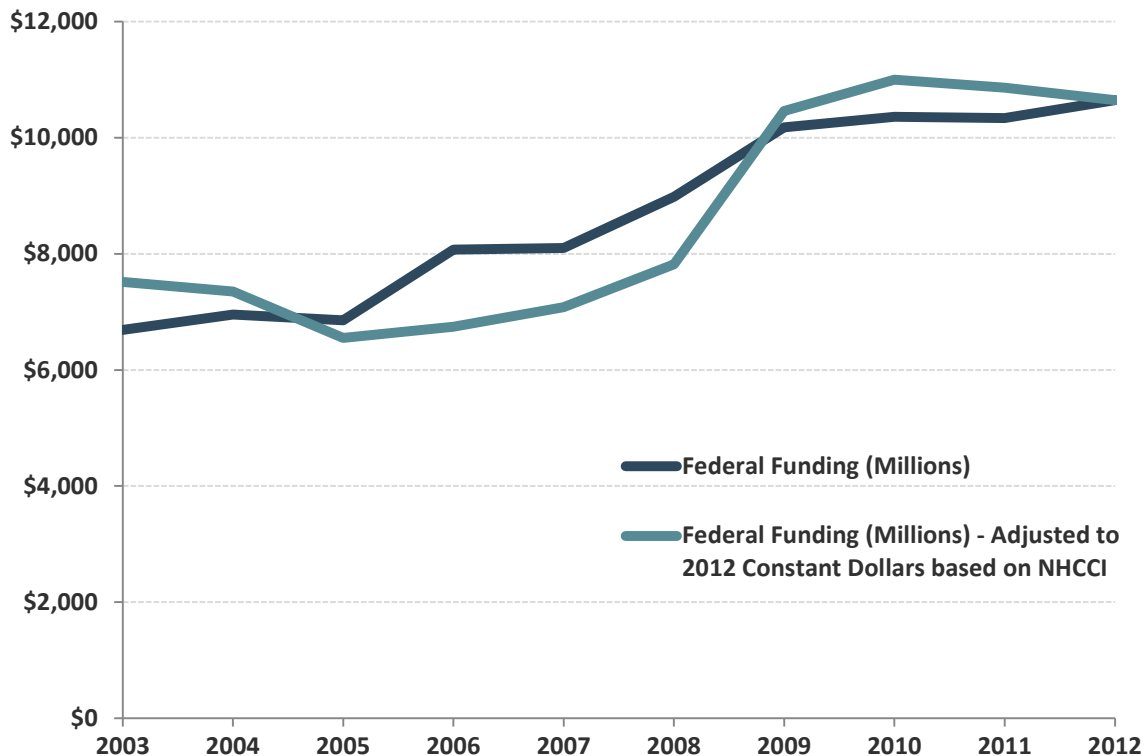


Exhibit 1: Federal Funds Applied to Transit (2003 – 2012)

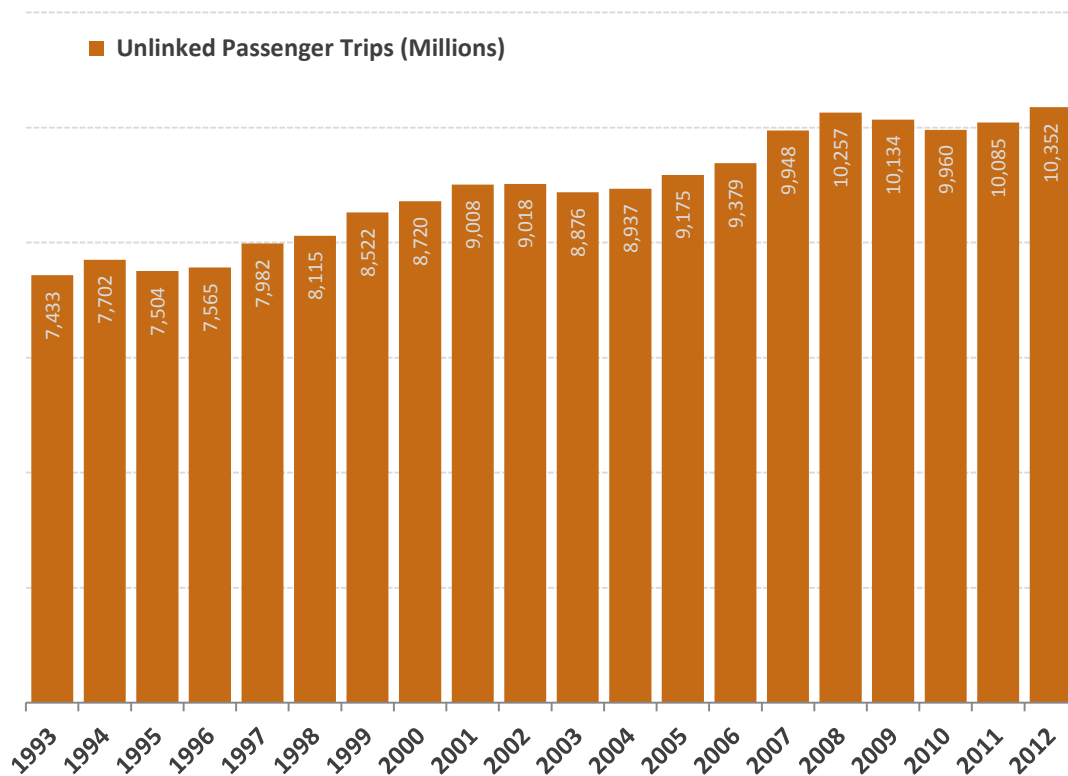


Exhibit 2: Unlinked Passenger Trips (1993 – 2012)

## 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 821 urban transit agencies reported data in 2012.

### Comments

Data in Exhibit 3 includes modes operated by active agencies receiving a 9 or Fewer Vehicles Waiver.

The number of bus systems increased 26.4% in the last ten years (137 new systems). This includes an increase of 59 new systems between 2011 and 2012 due to the inclusion of the bus rapid transit and the commuter bus modes, as well as an increase in urban reporters following the changes to UZAs in the 2010 Census.

Demand response increased by 32.2% (155 new systems) over the same ten year period, reflecting the need to continue providing special transit service for elderly individuals and individuals with disabilities.

Vanpool increased by 57.4% (27 new systems) during the ten year period.

Year	Bus	Demand Response	Vanpool	Heavy Rail	Light Rail	Commuter Rail	Other
2003	518	482	47	14	25	19	31
2004	530	498	44	14	27	19	31
2005	545	513	51	15	27	20	32
2006	558	533	52	15	27	20	30
2007	569	550	57	15	26	21	30
2008	587	557	62	15	29	22	36
2009	597	574	67	15	29	25	35
2010	609	591	67	15	29	25	32
2011	596	581	66	15	30	26	35
2012	655	637	74	15	32	26	37
10 Year Change	137	155	27	1	7	7	6

Exhibit 3: Number of Active Agencies by Year by Mode (2003 – 2012)

## 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 may pay full fares, reduced fares (senior citizen, student, special ride fares, etc.), or provide payment through some contractual agreement.

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

### Comments

Vehicle revenue miles increased by 13.9% between 2003 and 2012 across all modes. Modes showing the most significant growth are those that had an increase in the number of systems in operation during the period.

- Vanpool – 187.5%
- Light rail – 57.1%
- Demand response – 39.5%
- Commuter Rail – 21.4%
- Heavy Rail – 4.2%
- Bus – 0.6%

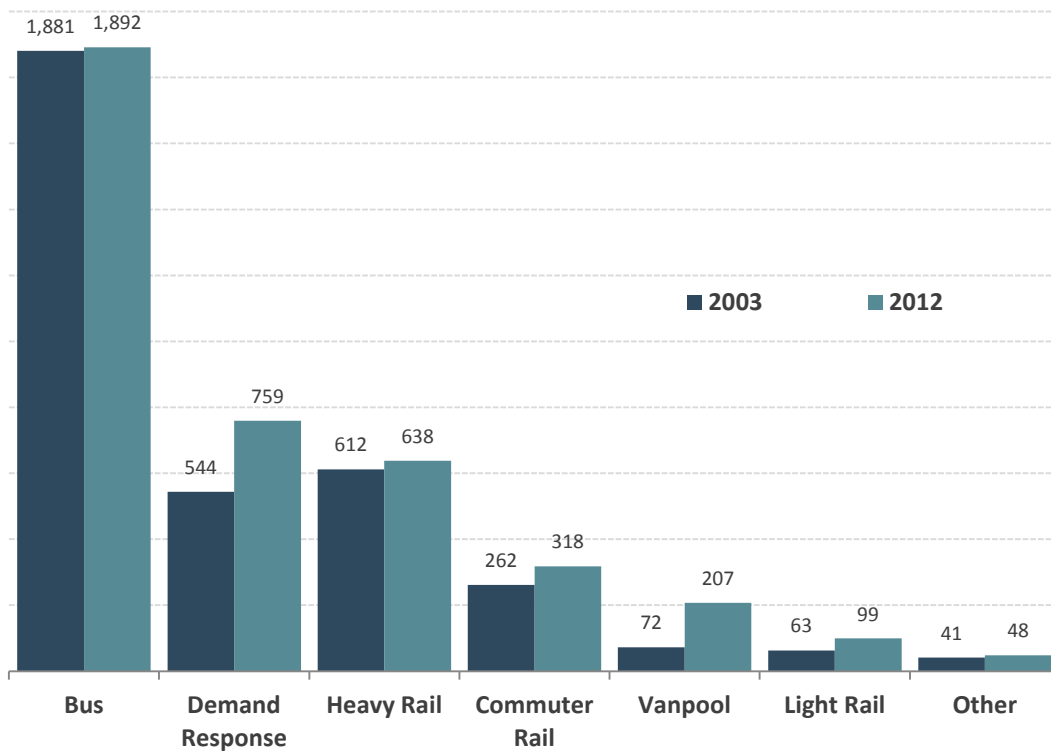


Exhibit 4: Vehicle Revenue Miles (Millions) by Mode (2003 and 2012)

Year	Vehicle Revenue Miles (Millions)	Year Percent Change
2003	3,476.0	-
2004	3,547.9	2.07%
2005	3,602.0	1.52%
2006	3,670.7	1.91%
2007	3,769.0	2.68%
2008	3,894.5	3.33%
2009	3,987.8	2.40%
2010	3,919.6	-1.71%
2011	3,914.8	-0.12%
2012	3,960.5	1.17%

Exhibit 5: Vehicle Revenue Miles (2003 – 2012)

Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Vanpool	Other	Total	Percent Change
2003	1,881	262	544	612	63	72	41	3,475	
2004	1,885	269	561	625	67	78	64	3,549	2.13%
2005	1,885	277	589	629	68	94	60	3,602	1.49%
2006	1,910	287	607	634	73	110	49	3,670	1.89%
2007	1,932	297	645	638	82	128	46	3,768	2.67%
2008	1,956	309	688	655	86	157	42	3,893	3.32%
2009	1,969	312	724	667	89	171	56	3,988	2.44%
2010	1,917	315	718	647	92	181	50	3,920	-1.71%
2011	1,887	311	741	636	94	190	55	3,916	-0.10%
2012	1,892	318	759	638	98	207	48	3,961	1.15%

Exhibit 6: Distribution of Vehicle Revenue Miles (Millions) by Mode (2003 – 2012)

## Unlinked Passenger Trips by Mode

### Comments

Overall, ridership increased by 16.6% from 2003 to 2012. Over the ten year period, an increase in unlinked passenger trips occurred for each mode.

- Vanpool – 176.9%
- Light rail – 48.5%
- Heavy Rail – 40.3%
- Demand response – 29.3%
- Commuter Rail – 14.6%
- Bus – 2.4%



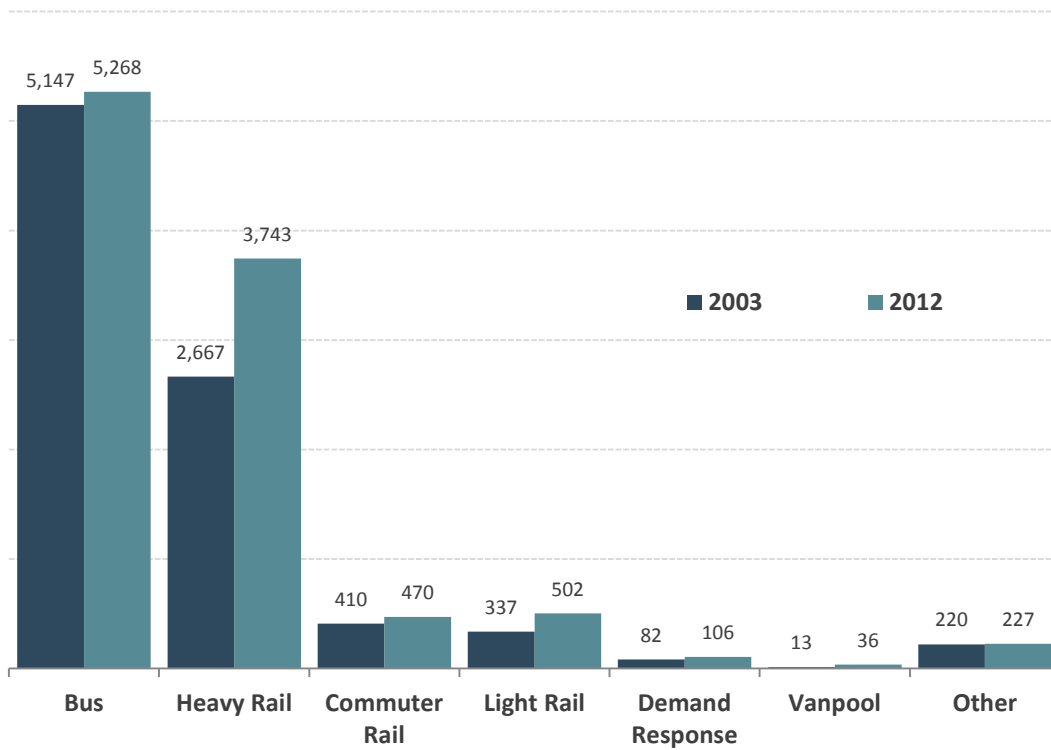


Exhibit 7: Unlinked Passenger Trips (Millions) by Mode (2003 – 2012)

Year	Unlinked Passenger Trips (Millions)	Year Percent Change
2003	8,876.0	-
2004	8,937.1	0.69%
2005	9,175.1	2.66%
2006	9,379.4	2.23%
2007	9,948.2	6.06%
2008	10,256.7	3.10%
2009	10,134.3	-1.19%
2010	9,959.7	-1.72%
2011	10,085.4	1.26%
2012	10,352.2	2.64%

Exhibit 8: Unlinked Passenger Trips (2003 – 2012)

Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Vanpool	Other	Total	Percent Change
2003	5,147	410	82	2,667	337	13	220	8,876	-
2004	5,095	414	83	2,748	349	15	233	8,937	0.69%
2005	5,227	423	87	2,808	380	17	234	9,176	2.67%
2006	5,275	441	88	2,927	406	20	222	9,379	2.21%
2007	5,279	458	91	3,460	418	23	220	9,949	6.08%
2008	5,448	471	96	3,547	451	30	214	10,257	3.10%
2009	5,360	464	100	3,490	464	32	225	10,135	-1.19%
2010	5,140	460	98	3,550	456	31	225	9,961	-1.73%
2011	5,136	462	102	3,647	483	33	222	10,085	1.26%
2012	5,268	470	106	3,743	502	36	227	10,352	2.65%

Exhibit 9: Distribution of Unlinked Passenger Trips (Millions) by Mode (2003 – 2012)

## Relative Impact on Data by UZA Size Group

### Concepts

Urbanized areas (as defined by the US Census) are geographic areas with a population of 50,000 or more. According to the 2010 US 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, 284 agencies, or 34.6% of all agencies reporting).

Medium urbanized areas: population of more than 200,000 and less than 1 million (137 urbanized areas and 228 agencies, or 27.8% of all agencies reporting).

Small urbanized areas: population of less than 200,000 and more than 50,000 (319 urbanized areas, 309 agencies, or 37.6% of all agencies reporting).

### Comments

National Transit Database data are highly concentrated in large urbanized areas.

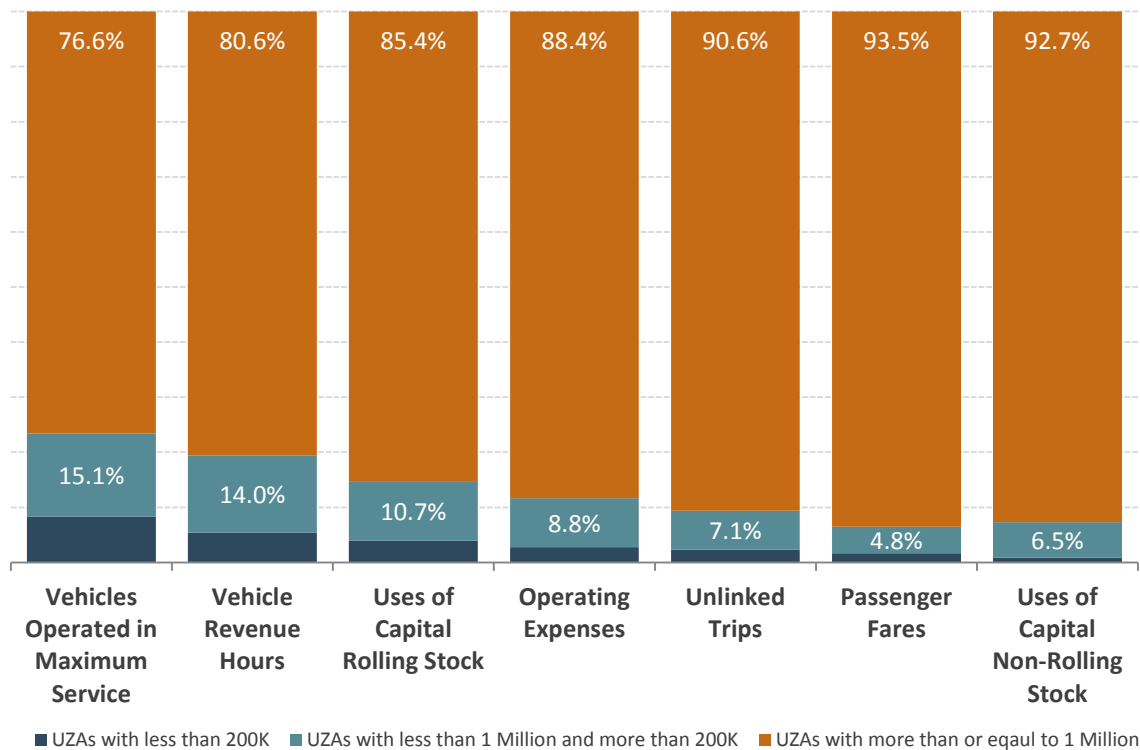


Exhibit 10: Data Distribution According to UZA Size (2012)

## Rural Reporters

### Concepts

Rural areas are, by US Census definition, areas with a population of less than 50,000. Because these geographic areas may be quite large, rural areas usually have low population density. For report year 2012, 1,703 subrecipients submitted data to the NTD through their respective state's Department of Transportation.

Types of service in the Rural module correspond to the modes included in the Urban (over 50,000 population) module, however, 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](http://www.ntdprogram.gov/ntdprogram/Glossary.htm).

### Comments

Due to the low population density of rural areas, types of service such as demand response and deviated fixed route bus are the most common in rural transit and accounted for 74.1% of all rural service in 2012. In Exhibit 11, fixed route bus and deviated fixed route bus are combined and classified as bus. Rural performance measures are typical of service provided in low density areas such as low recovery ratios and high cost per trip, among others.

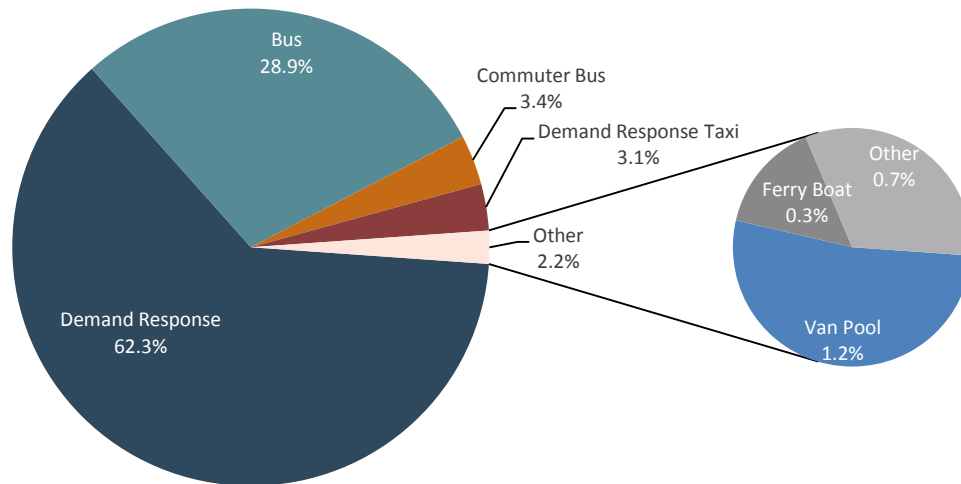


Exhibit 11: Breakdown of Rural Service by Mode (2012)

## Operating and Capital Funding - Rural

### Concepts

Sources of funds (operating and capital) include local, state and federal assistance 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 capital budgets relied mostly on federal assistance, accounting for nearly 80% of all capital applied.

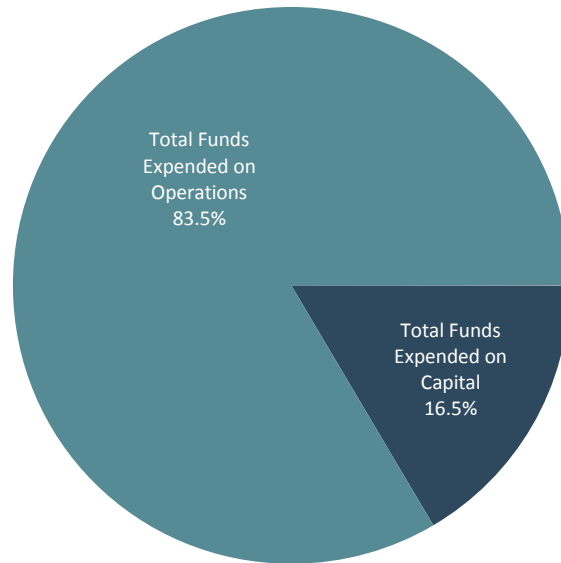
Funds	Amount	Percent of Total
ARRA Other than Urbanized Area Formula Funds (§5311)	\$73,089,142	25.9%
FTA Capital Program Funds (§5309)	\$57,978,562	20.5%
FTA Other than Urbanized Area Formula Funds (§5311)	\$50,431,614	17.8%
Local Funds	\$30,308,548	10.7%
State Funds	\$24,637,649	8.7%
FTA Special Needs of Elderly Individuals and Individuals with Disabilities Formula Program Funds (§5310)	\$11,155,897	3.9%
Other Federal Funds	\$8,466,878	3.0%
ARRA Tribal Transit Funds (§5311)	\$8,651,356	3.1%
FTA Alternative Transportation in Parks and Public Lands Program Funds (§5320)	\$5,970,457	2.1%
FTA Job Access and Reverse Commute Formula Program Funds (§5316)	\$3,119,007	1.1%
ARRA TIGGER (Greenhouse Gas and Energy Reduction)	\$2,470,919	0.9%
Other Funds	\$2,237,984	0.8%
FTA New Freedom Program Funds (§5317)	\$1,767,628	0.6%
FTA Tribal Transit Funds (§5311)	\$1,708,824	0.6%
Other Federal Funds	\$673,341	0.2%
Total	\$282,667,806	

**Exhibit 12: Sources of Capital Funding (2012)**

Rural transit operating budgets required 34.8% from federal assistance, and 25.0% from directly generated funds.

Funds	Amount	Percent of Total
FTA Other than Urbanized Area Formula funds (§5311)	\$381,190,441	26.6%
Local Funds	\$326,095,888	22.8%
Contract Revenues	\$250,706,343	17.5%
State Funds	\$236,919,937	16.5%
Fare Revenues	\$107,040,919	7.5%
Other Federal Funds	\$51,690,326	3.6%
FTA Tribal Transit Funds (§5311)	\$19,648,174	1.4%
FTA Special Needs of Elderly Individuals and Individuals with Disabilities Formula Program funds (§5310)	\$15,717,600	1.1%
FTA Job Access and Reverse Commute	\$15,025,125	1.0%
Other Funds	\$12,640,098	0.9%
FTA New Freedom Program Funds (§5317)	\$7,159,184	0.5%
ARRA Other than Urbanized Area Formula Funds (§5311)	\$6,227,135	0.4%
Other FTA Funds	\$1,297,868	0.1%
FTA Capital Program Funds (§5309)	\$910,061	0.1%
ARRA Tribal Transit Funds (§5311)	\$142,026	0.0%
FTA Alternative Transportation in Parks and Public Lands Program Funds (§5320)	\$0	0.0%
Total	\$1,432,411,125	

**Exhibit 13: Source of Operating Funding (2012)**

**Exhibit 14: Rural Operating vs. Capital (2012)**

## Service Supplied and Consumed

Data Point	Amount
Fare Revenues	\$107,040,919
Operating Expenses	\$1,307,587,845
Unlinked Passenger Trips	123,954,042
Vehicle Miles	558,257,234
Vehicle Hours	29,582,023
Operating Expenses per Vehicle Mile	\$2.34
Operating Expenses per Vehicle Hour	\$44.20
Operating Expenses per Unlinked Passenger Trip	\$10.55
Recover Ratio (Fare Revenues per Operating Expense)	8.2%

**Exhibit 15: Rural Service Supplied and Consumed (2012)**

Incident Type	Total Number of Sub-recipients	Safety Incidents	Number of Sub-recipients Reporting Incidents
Major Incidents	1703	319	160
Major Injuries	1703	307	132
Fatalities	1703	16	10

**Exhibit 16: Rural Safety Incidents (2012)**

## Operating Expenses 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, vehicle and non-vehicle maintenance, and administration). Reconciling items include varied expenses as transit agencies have different accounting practices, usually 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 36.8% over the last ten years.

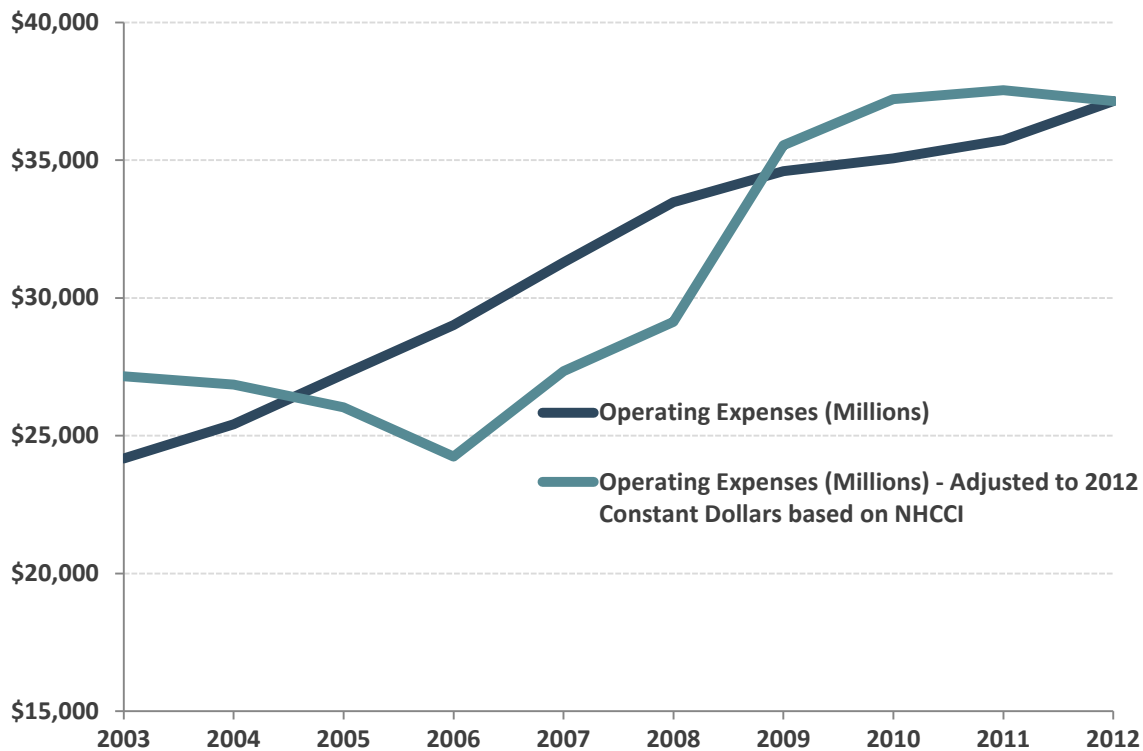


Exhibit 17: Total Operating Expenses (2003 – 2012)

Mode	Operating Expense (Actual Dollars) (Millions of Dollars)	Percent of Total
MB	\$19,324	51.5%
HR	\$6,982	18.6%
CR	\$4,947	13.2%
DR	\$3,351	8.9%
LR	\$1,665	4.4%
VP	\$172	0.5%
DT	\$126	0.3%
Other	\$990	2.6%
Total	\$37,557	

**Exhibit 18: Total Operating Expenses by Mode (2012)**

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## Operating Expense by Function and Object Class

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### Concepts

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Operating expense data is reported by mode, function, and object class for agencies filing a full report. 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. Agencies reporting a Small Systems Waiver are not required to classify their operating expenses by function and object class. Therefore, those numbers are not included in Exhibits 19 and 20.

The four functions are:

- Vehicle operations
- Vehicle maintenance
- Non-vehicle maintenance
- General administration



## Comments

The transit industry is labor intensive. Salaries and fringe benefits account for 74.8% of the total directly operated expenditures. Vehicle operations account for 53.6% of total expenses.

Function	Operating Expense (Actual Dollars) (Millions of Dollars)	Percent of Total
Vehicle Operations	\$19,898	53.6%
Vehicle Maintenance	\$7,241	19.5%
Non-Vehicle Maintenance	\$3,983	10.7%
General Administration	\$6,035	16.2%
Total	\$37,157	

Data for agencies reporting a Small Systems Waiver in 2012 have been excluded from this exhibit

**Exhibit 19: Operating Expense by Function (2012)**

Objects	Operating Expense (Actual Dollars) (Millions of Dollars)*	Percent of Total
Salaries	\$13,515.08	41.9%
Fringe Benefits	\$10,596.33	32.9%
Services	\$2,620.01	8.1%
Materials and Supplies	\$4,289.27	13.3%
Utilities	\$1,216.69	3.8%
Other	-\$0.05	0.0%
Total - Directly Operated	\$32,237.34	
Purchased Transportation	\$4,919.52	
Total	\$37,156.86	

Data for agencies reporting a Small Systems Waiver in 2012 have been excluded from this exhibit

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

**Exhibit 20: Operating Expense by Object Class (2012)**

## 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, comparing using 2012 constant dollars based on NHCCI, operating expense per unlinked passenger trip increased 18.5% over the last ten years.

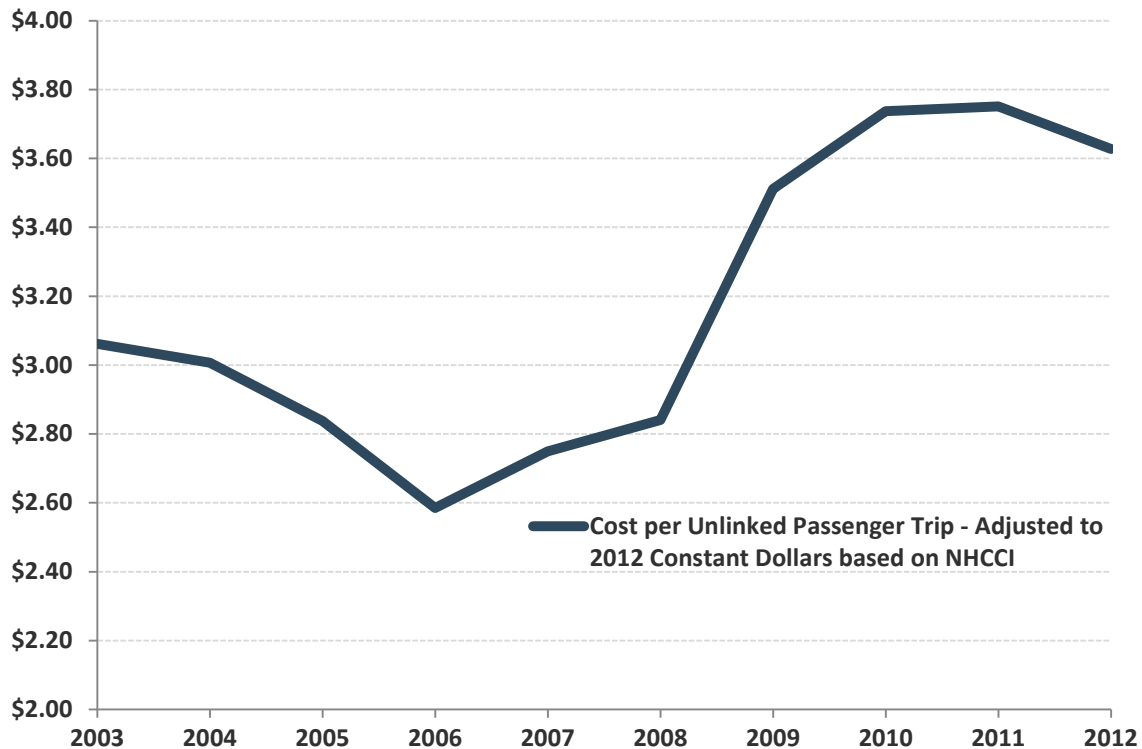


Exhibit 21: Operating Expense per Unlinked Passenger Trip (2003 – 2012)

Year	Operating Expense (2012 Constant Dollars) (Millions of Dollars)*	Unlinked Passenger Trips (Millions)	Operating Expense per Unlinked Passenger Trip
2003	\$27,171	8,876	\$3.06
2004	\$26,870	8,937	\$3.01
2005	\$26,039	9,175	\$2.84
2006	\$24,244	9,379	\$2.58
2007	\$27,349	9,948	\$2.75
2008	\$29,139	10,257	\$2.84
2009	\$35,583	10,134	\$3.51
2010	\$37,227	9,960	\$3.74
2011	\$37,827	10,085	\$3.75
2012	\$37,556	10,352	\$3.63

(\*) Based on National Highway Construction Cost Index

Exhibit 22: Total Operating Expenses per Unlinked Passenger Trip (2003 – 2012)

Year	Bus	Commuter Rail	Heavy Rail	Light Rail
2003	\$2.90	\$8.70	\$1.87	\$2.71
2004	\$2.86	\$8.77	\$1.82	\$2.68
2005	\$2.68	\$8.27	\$1.75	\$2.46
2006	\$2.50	\$7.13	\$1.51	\$2.20
2007	\$2.78	\$7.63	\$1.49	\$2.43
2008	\$2.87	\$7.93	\$1.50	\$2.43
2009	\$3.51	\$10.05	\$1.86	\$3.08
2010	\$3.80	\$10.60	\$1.90	\$3.49
2011	\$3.83	\$10.65	\$1.92	\$3.36
2012	\$3.66	\$10.52	\$1.87	\$3.32
Operating expenses for prior years adjusted based on National Highway Construction Cost Index				

**Exhibit 23: Operating Expenses per Unlinked Passenger Trip for Bus and Rail Modes (2003 – 2012)**

## 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 23.4% over the last ten years.

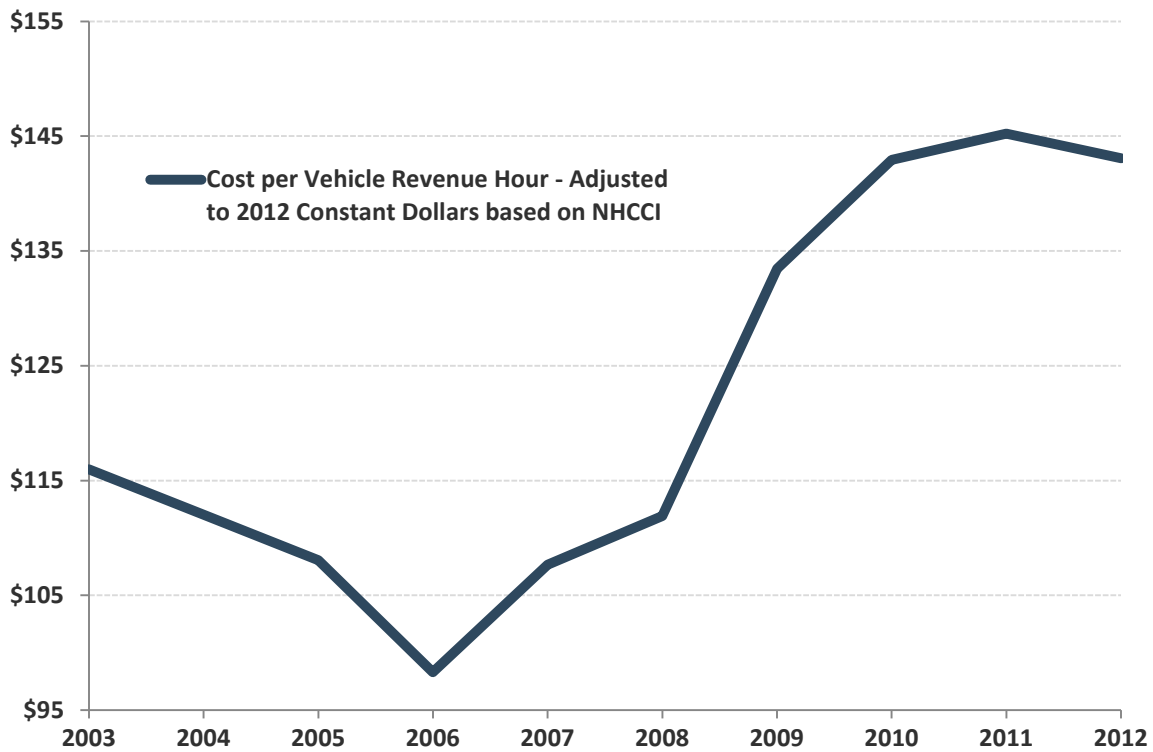


Exhibit 24: Total Operating Expense per Vehicle Revenue Hour (2003 – 2012)

Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Vanpool	Other
2003	\$100.97	\$431.25	\$53.38	\$167.98	\$227.21	\$23.27	\$154.52
2004	\$98.56	\$425.94	\$51.73	\$163.07	\$218.27	\$28.91	\$86.39
2005	\$94.38	\$398.17	\$49.44	\$156.88	\$205.31	\$25.46	\$120
2006	\$87.05	\$343.58	\$45.85	\$139.67	\$180.80	\$22.31	\$130.07
2007	\$95.37	\$370.31	\$48.75	\$161.72	\$186.91	\$26.62	\$155.83
2008	\$99.91	\$377.91	\$52.42	\$164.41	\$191.00	\$26.53	\$171.00
2009	\$119.62	\$466.24	\$62.37	\$197.37	\$243.31	\$33.23	\$151.81
2010	\$127.21	\$509.44	\$68.17	\$211.07	\$259.80	\$34.56	\$178.05
2011	\$130.37	\$516.32	\$67.71	\$220.68	\$257.92	\$35.38	\$175.18
2012	\$127.18	\$508.56	\$67.48	\$219.38	\$252.05	\$33.50	\$194.48

Operating expenses for prior years adjusted based on National Highway Construction Cost Index

Exhibit 25: Total Operating Expenses per Vehicle Revenue Hour (2003 – 2012)

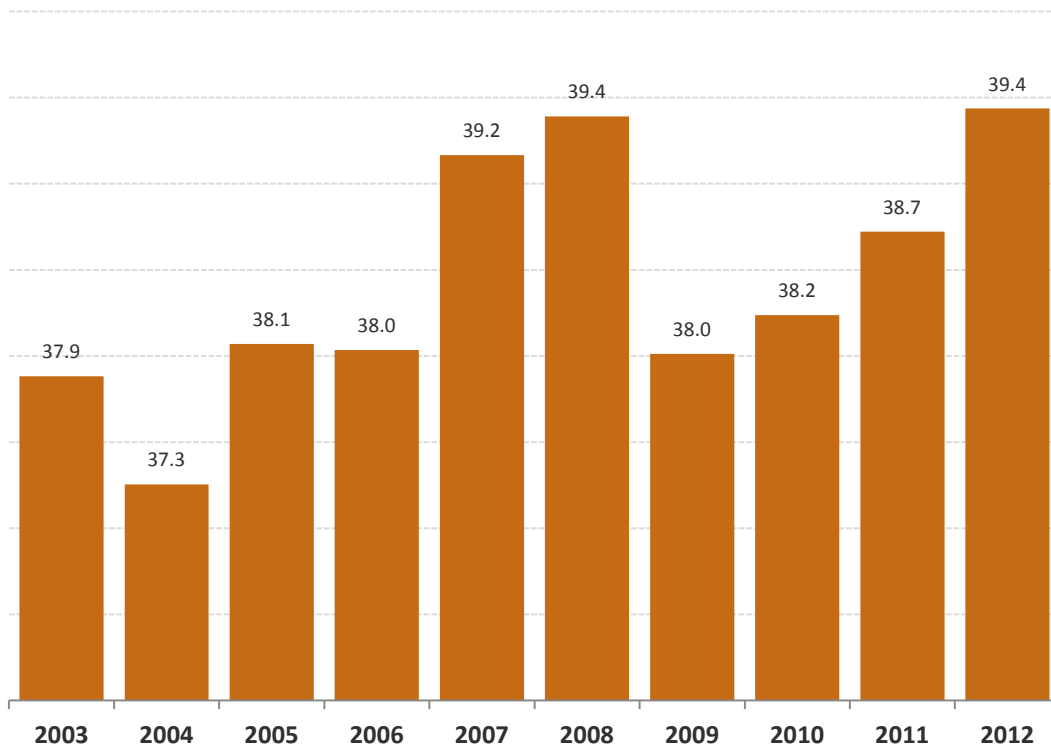


Exhibit 26: Unlinked Passenger Trips per Vehicle Revenue Hour (2003 – 2012)

Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Vanpool	Demand Response - Taxi	Other
2003	34.8	49.6	2.2	89.7	83.8	5.9	-	49.5
2004	34.4	48.6	2.1	89.6	81.4	7.2	-	30.7
2005	35.1	48.2	2.2	89.6	83.6	6.9	-	44.8
2006	34.7	48.2	2.1	92.6	82.3	6.9	-	46.5
2007	34.3	48.5	2.0	108.8	77.1	6.9	-	49.0
2008	34.7	47.6	2.0	109.3	78.8	7.5	-	49.2
2009	34.1	46.4	2.0	106.2	79.0	7.5	-	37.3
2010	33.4	48.0	1.9	110.8	74.6	7.0	3.2	42.2
2011	34.0	48.5	2.0	114.9	76.8	7.0	2.2	40.6
2012	34.7	48.3	2.0	117.6	76.0	7.0	2.2	44.6

Exhibit 27: Unlinked Passenger Trips per Vehicle Revenue Hour by Mode (2003 – 2012)

## Load Factor

### Concepts

Average load factor is the ratio of passenger miles traveled per vehicle revenue mile. Since reporters operating 30 vehicles or fewer were not required to report passenger miles traveled beginning in 2011, all agencies reporting a Small Systems Waiver in 2011 or 2012 have had their data removed in the service utilization exhibits.

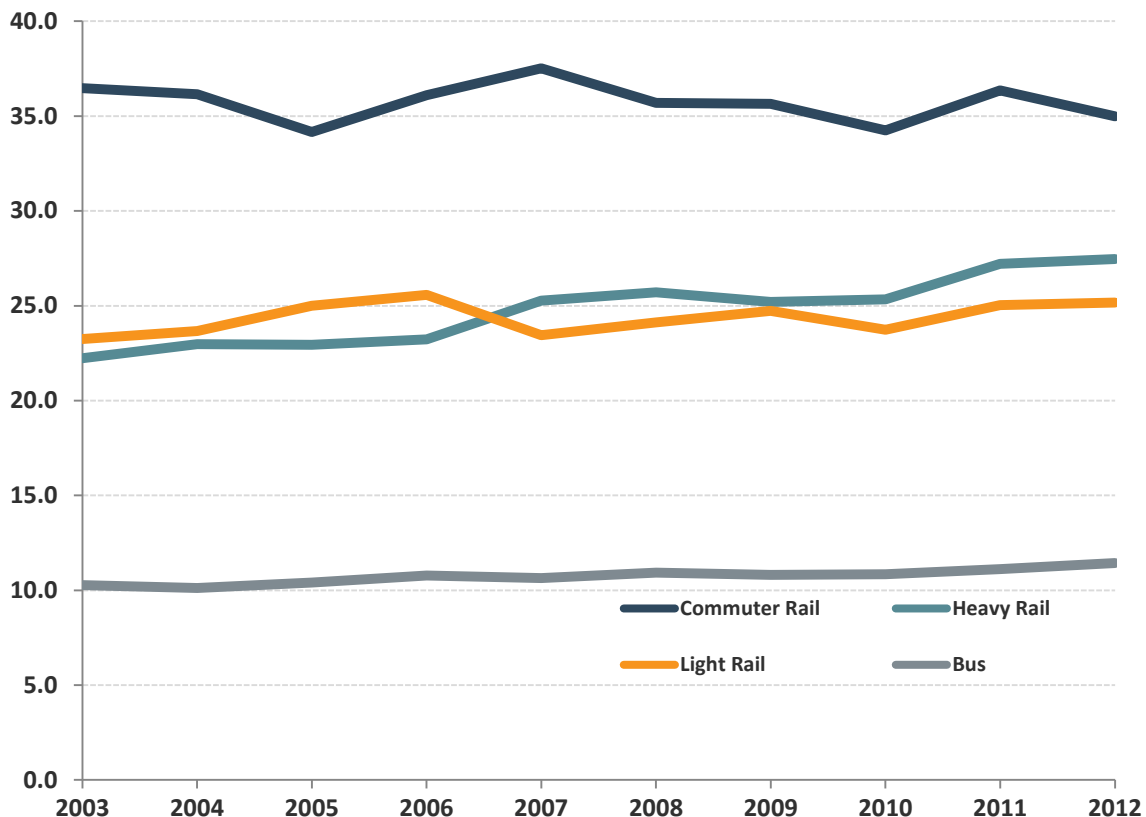
### Comments

Commuter Rail average load factor decreased 4.1% over the last ten years, but there was a 2.2% increase over the last three years.

Heavy Rail average load factor increased 23.5% over the last ten years and in the last three there was an 8.4% increase.

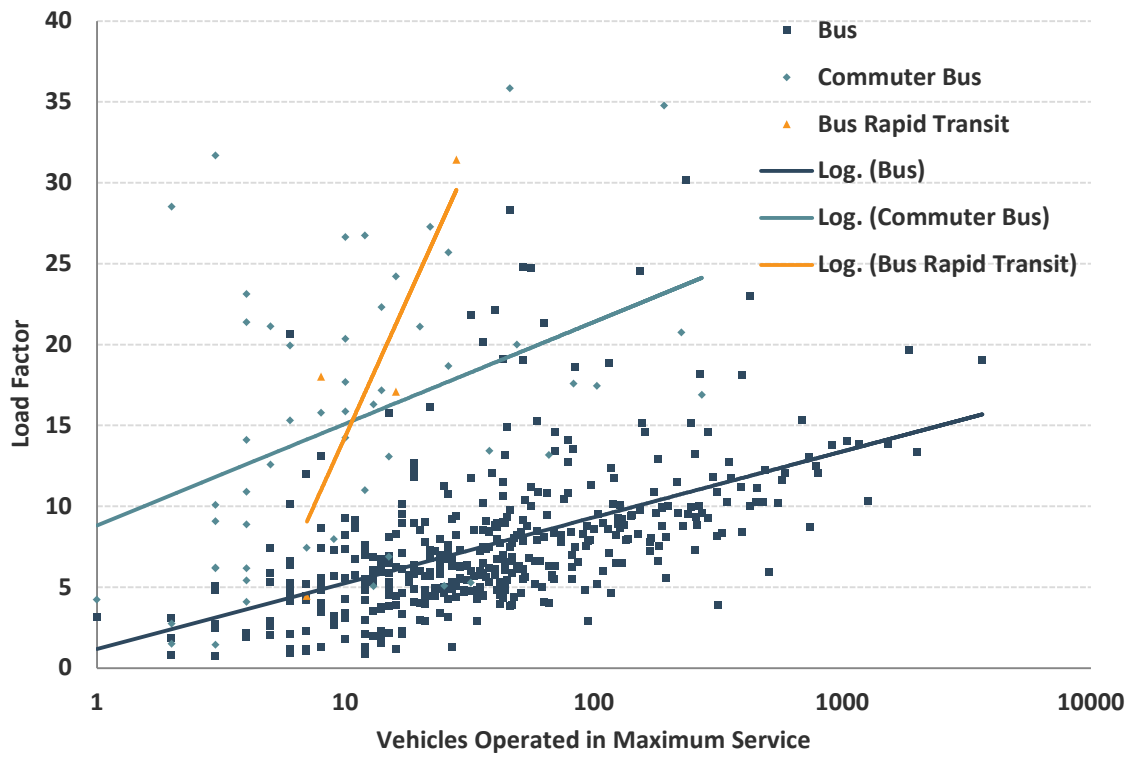
Light Rail average load factor increased 8.3% in the last ten years and in the last three there was a 6.1% increase.

Bus average load factor increased 11.4% in the last ten years and in the last three there was a 5.6% increase.



Data for agencies reporting a Small Systems Waiver in 2011 or 2012 have been excluded from this exhibit

**Exhibit 28: Load Factor by Mode (2003 – 2012)**



Data for agencies reporting a Small Systems Waiver in 2011 or 2012 have been excluded from this exhibit

**Exhibit 29: Load factor by VOMS by Bus Mode**

Year	Commuter Rail	Heavy Rail	Light Rail	Bus
2003	36.5	22.2	23.2	10.3
2004	36.1	23.0	23.7	10.1
2005	34.2	22.9	25.0	10.4
2006	36.1	23.2	25.6	10.8
2007	37.5	25.3	23.4	10.6
2008	35.7	25.7	24.1	10.9
2009	35.6	25.2	24.7	10.8
2010	34.2	25.3	23.7	10.8
2011	36.4	27.2	25.0	11.1
2012	35.0	27.5	25.2	11.4

Data for agencies reporting a Small Systems Waiver in 2011 or 2012 have been excluded from this exhibit

**Exhibit 30: Load Factor by Mode (2003 – 2012)**

## Service Utilization

### Concepts

Average service utilization is defined in the NTST as the ratio of vehicle revenue miles per directional route mile. Since reporters operating 30 vehicles or fewer were not required to report directional route miles beginning in 2011, all agencies reporting a Small Systems Waiver in 2011 or 2012 have had their data removed in the service utilization exhibits.

Average service utilization is inversely proportional to average headway, meaning 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.

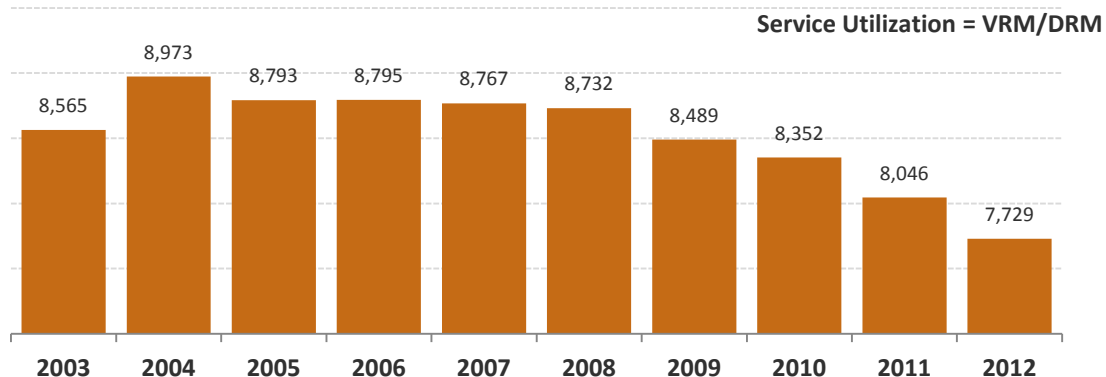
### Comments

In this section, bus includes motor bus (MB), commuter bus (CB), and bus rapid transit (RB). In 2011 and 2012, fixed guideway directional route mile totals for bus include segments defined as Fixed Guideway and High Intensity Bus. Average bus service utilization decreased approximately 9.8% over the last ten years and decreased 7.5% over the last three years. 137 bus systems were added as new NTD reporters in the last ten years; 46 of these were added in the last three years.

Commuter rail average service utilization increased 5.8% over the last ten years but decreased approximately 1.3% over the last three years. Seven new commuter rail systems were added in the last ten years and one 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.

Heavy rail average service utilization increased 2.7% over the last ten years but decreased 1.8% over the last three years. Only one system was added in the last ten years, and no new systems were added in the last three years.

Light rail average service utilization decreased 6.7% over the last ten years and decreased 2.7% over the last three years. Six new systems were added in the last ten years, and two new systems were added in the last three years.



Data for agencies reporting a Small Systems Waiver in 2011 or 2012 have been excluded from this exhibit

**Exhibit 31: Bus Service Utilization (2003 – 2012)**



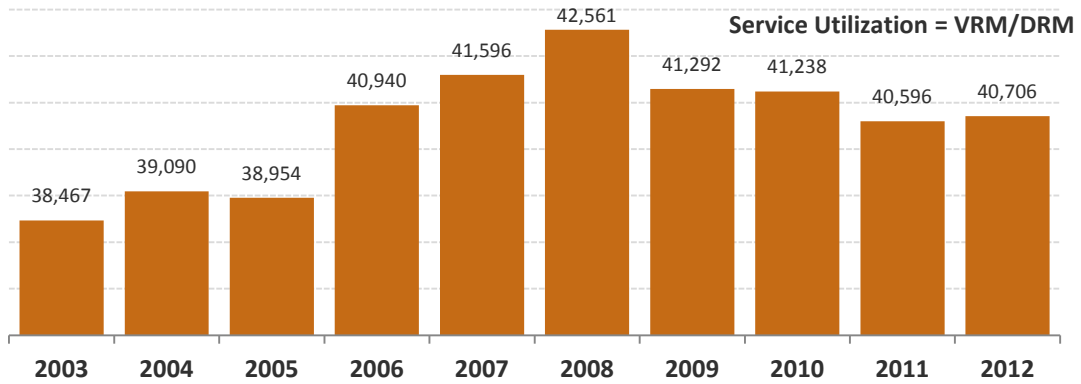


Exhibit 32: Commuter Rail Service Utilization (2003 – 2012)

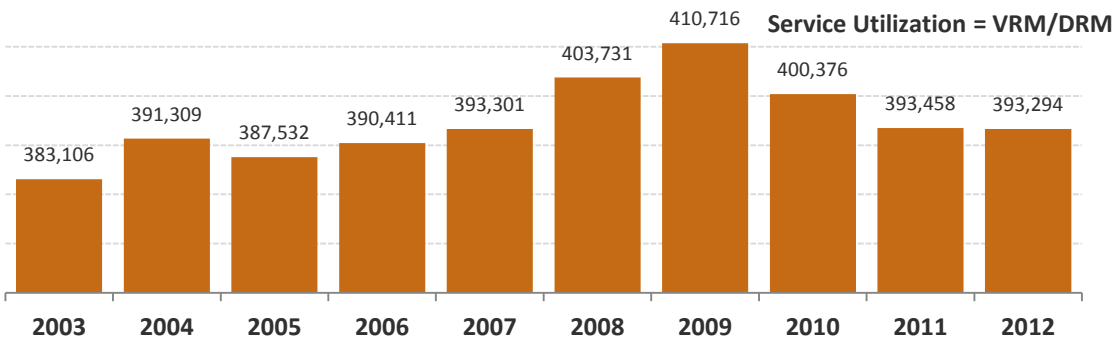


Exhibit 33: Heavy Rail Service Utilization (2003 – 2012)

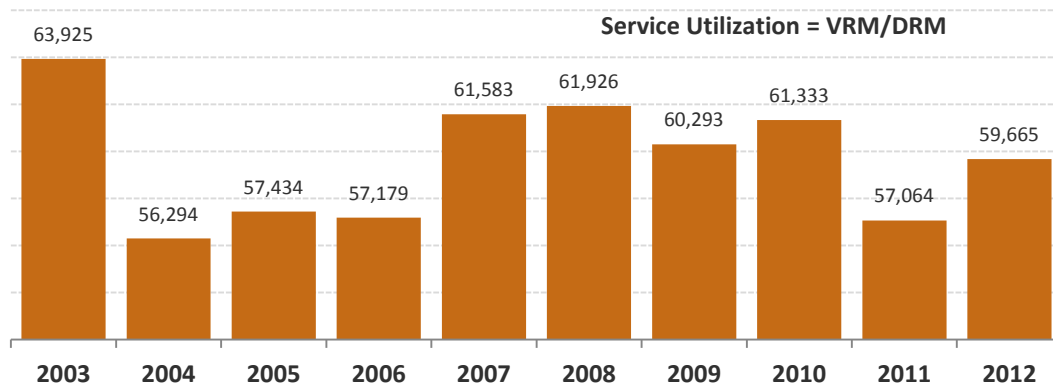


Exhibit 34: Light Rail Service Utilization (2003 – 2012)

## Quality of Transit Service

### Safety

#### 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. Suicides, however, are included in these totals.

The Federal Railroad Administration (FRA) oversees the safety of the nation’s railroad system, including commuter rail systems that report to NTD. These FRA-overseen systems do not report safety data to NTD. As such, these analyses exclude safety data from the commuter rail mode and the Port Authority Trans Hudson heavy rail system.

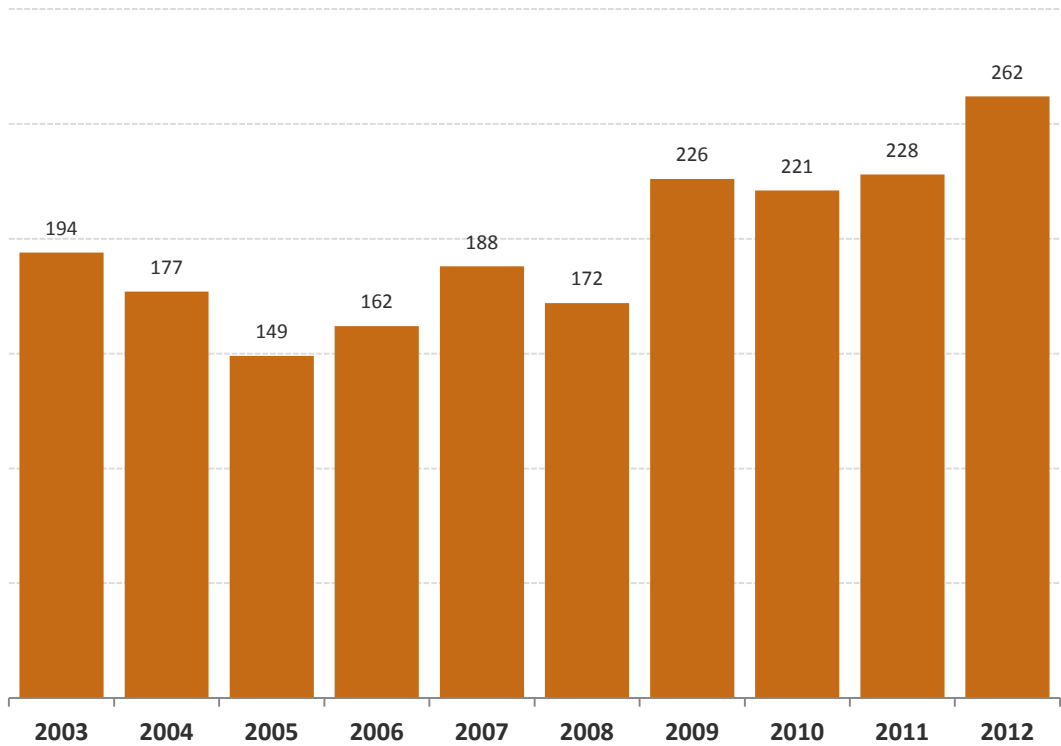


Exhibit 35: Total Fatalities (2003 – 2012)

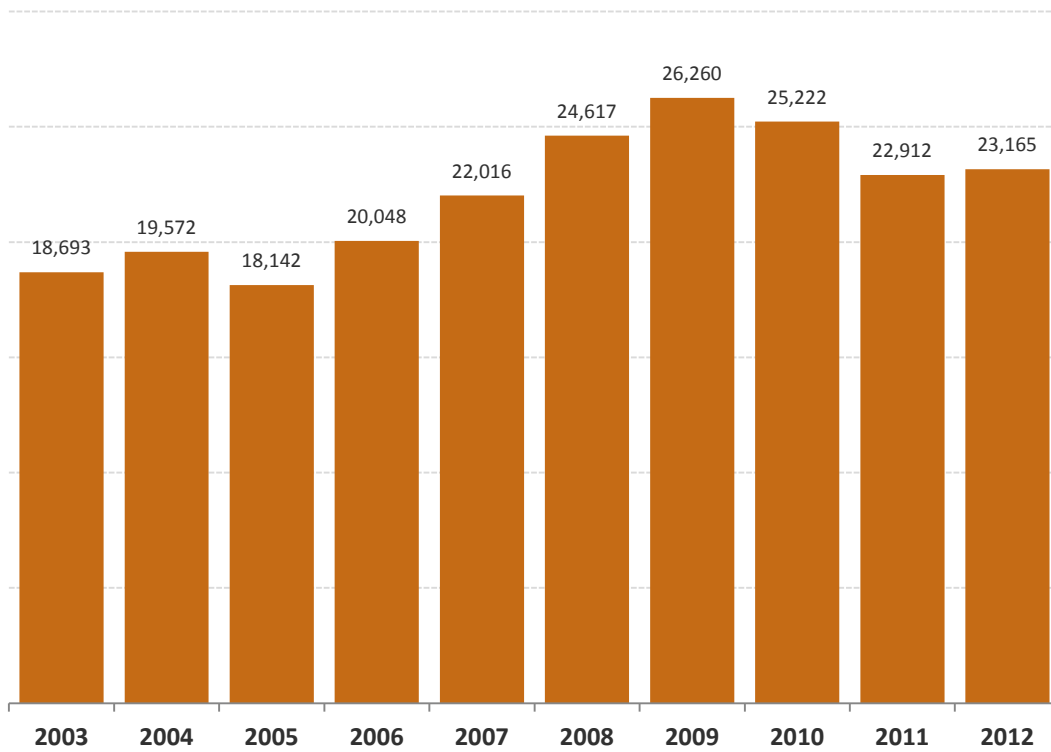


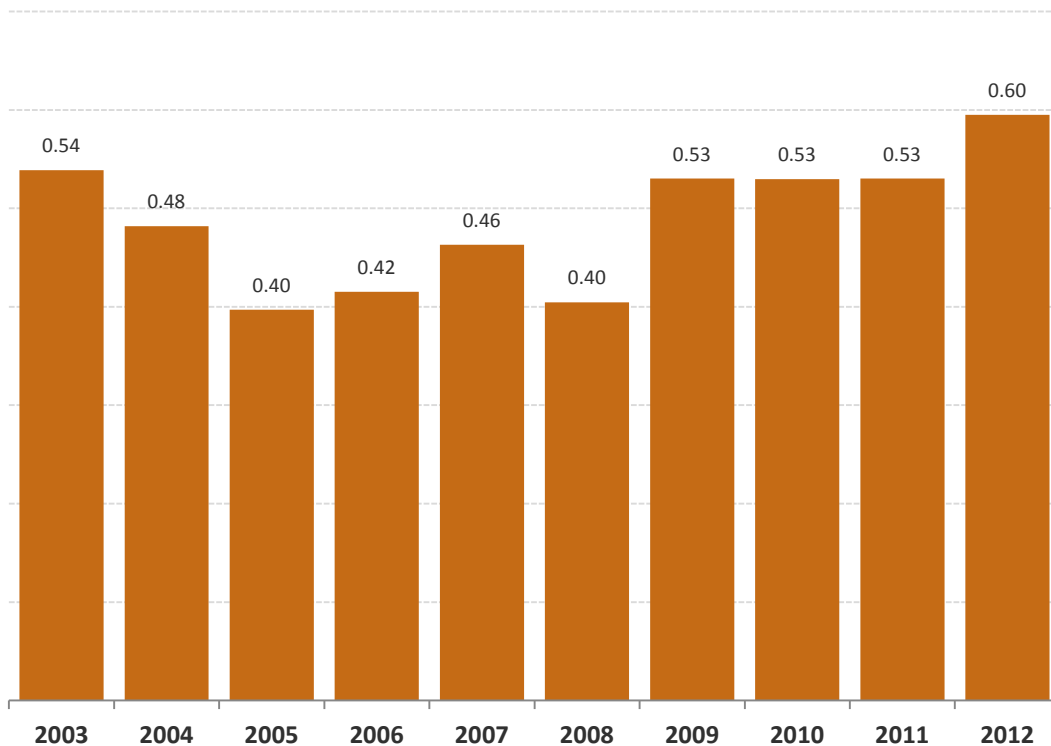
Exhibit 36: Total Injuries (2003 – 2012)

Year	Fatalities	Injuries
2003	194	18,693
2004	177	19,572
2005	149	18,142
2006	162	20,048
2007	188	22,016
2008	172	24,617
2009	226	26,260
2010	221	25,222
2011	228	22,912
2012	262	23,165

Exhibit 37: Total Fatalities and Injuries (2003 – 2012)

## Comments

Transit agencies reported 0.60 fatalities per 100 million passenger miles in 2012. This is the highest rate since 2000 when the industry reported a fatality rate of 0.64. Since reporters operating 30 vehicles or fewer were not required to report total vehicle miles beginning in 2011, all agencies reporting a Small Systems Waiver in 2011 or 2012 have had their data removed in the service utilization exhibits.



Data for agencies reporting a Small Systems Waiver in 2011 or 2012 have been excluded from this exhibit

**Exhibit 38: Fatalities per 100 Million Passenger Miles (2003 – 2012)**

## Distribution of Fatalities and Injuries

### Concepts

Fatalities are categorized according to eight 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**

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Most victims in transit-related accidents are non-passengers. Passenger fatalities only accounted for 3.8% of all reportable fatalities in 2012.

Person Type	Fatalities	Percent of Total
Pedestrians	66	25.2%
Individuals Committing Suicide	61	23.3%
Revenue Facility Occupants	50	19.1%
Other Vehicle Occupant	46	17.6%
Others	24	9.2%
Passengers	10	3.8%
Employees	5	1.9%

**Exhibit 39: Number of Fatalities by Person Type (2012)**

## Reliability

### Miles between Major Mechanical System Failures — Bus

#### Concepts

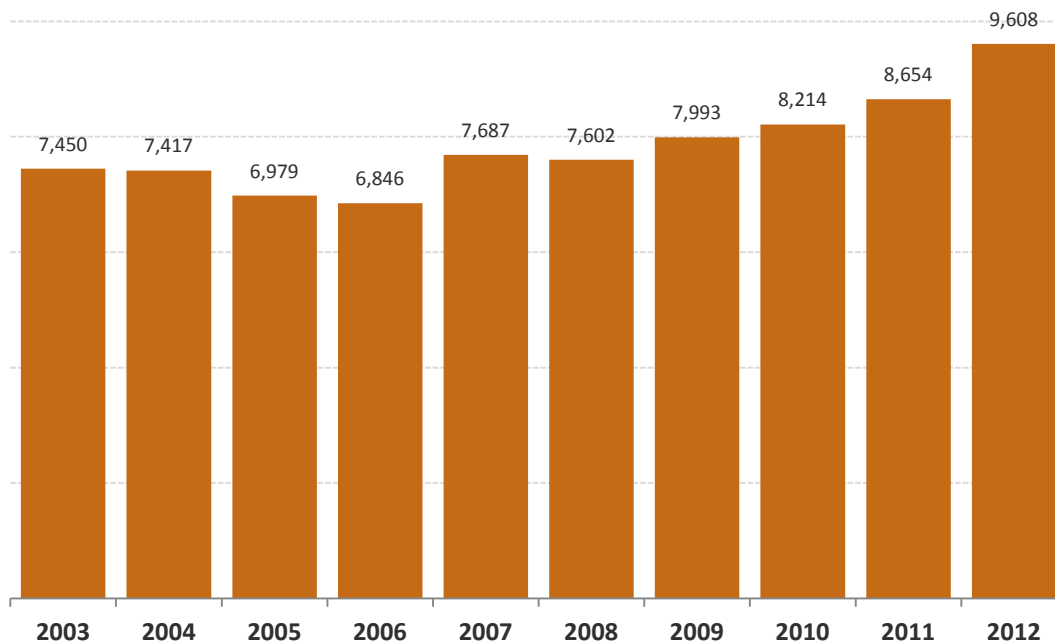
Major mechanical system failures are failures of a mechanical element of the revenue vehicle that prevent the vehicle from completing a scheduled revenue trip or from starting the next scheduled revenue trip because actual movement is limited or because of safety concerns. Examples of major bus failures 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

Major system failures have decreased 28.1% over the last ten years. Vehicle miles between major system failures have improved 28.4% over the same period.



Data for agencies reporting a Small Systems Waiver in 2011 or 2012 have been excluded from this exhibit

**Exhibit 40: Miles between Major Mechanical System Failures for Directly Operated Service – Bus (2003 – 2012)**

Year	Major System Failures	Vehicle Miles (Millions)	Vehicle Miles Between Major System Failures
2003	247,387	1,843	7,450
2004	246,588	1,829	7,417
2005	260,480	1,818	6,979
2006	265,100	1,815	6,846
2007	239,112	1,838	7,687
2008	246,242	1,872	7,602
2009	234,704	1,876	7,993
2010	221,820	1,822	8,214
2011	205,452	1,778	8,654
2012	180,680	1,736	9,608

Data for agencies reporting a Small Systems Waiver in 2011 or 2012 have been excluded from this exhibit

**Exhibit 41: Miles between Major Mechanical System Failures for Directly Operated Service – Bus (2003 – 2012)**

## ADA Compliance – Bus

### ADA Lift or Ramp-equipped

#### Concepts

The Americans with Disabilities Act of 1990 requires that transit agencies are 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. This is expected due to the class’s low average fleet age. Currently, however, Type A buses show a 99.0% level of compliance.

Year	Type A	Type B	Type C	Type AB
2003	93.9%	97.7%	99.2%	96.4%
2012	99.0%	98.8%	97.7%	98.5%

**Exhibit 42: ADA Compliance - Bus (2003 & 2012)**

## 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.

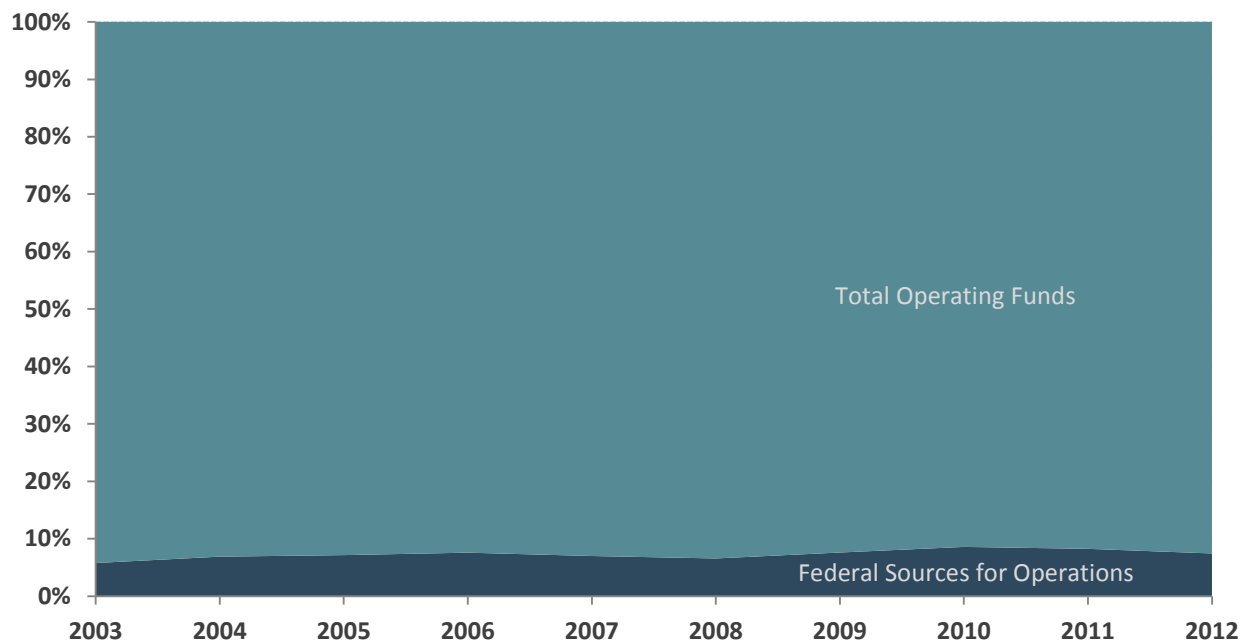
Operating funding sources include:

- Fare revenues
- Federal sources
- State sources
- Local sources
- Other sources

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

### Comments

Overall, comparing using 2012 constant dollars based on NHCCI, total operating funds applied to transit operations increased 42.3% over the last ten years.



Operating funds for prior years adjusted based on National Highway Construction Cost Index

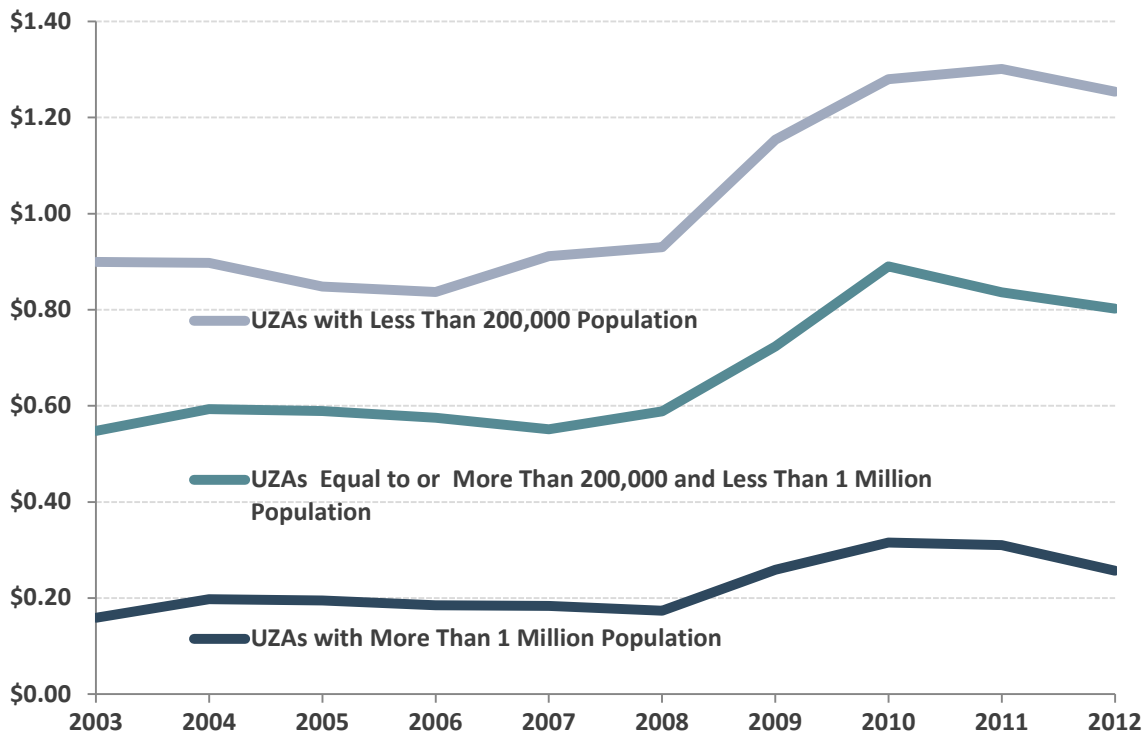
**Exhibit 43: Total Operating Funds (2003 – 2012)**



Year	Fares	Federal Funds	State Funds	Local Funds	Other	Total
2003	\$9,779,170,459	\$1,793,136,421	\$6,788,893,733	\$8,292,896,591	\$2,579,868,558	\$29,198,621,701
2004	\$9,732,406,763	\$2,139,091,926	\$6,378,629,695	\$8,334,616,349	\$2,254,419,183	\$28,903,122,616
2005	\$9,191,290,309	\$2,144,458,796	\$6,408,087,038	\$7,995,854,345	\$1,957,624,584	\$27,807,928,305
2006	\$8,685,025,016	\$2,107,713,543	\$5,740,432,232	\$7,406,610,885	\$1,757,744,535	\$25,677,409,360
2007	\$9,302,753,992	\$2,219,469,293	\$6,935,535,663	\$9,130,585,247	\$1,928,788,503	\$29,472,945,966
2008	\$9,952,497,487	\$2,234,766,662	\$8,185,739,256	\$9,361,574,657	\$2,042,814,518	\$31,736,600,110
2009	\$12,189,604,810	\$3,170,591,108	\$9,746,022,969	\$11,177,706,075	\$2,249,962,912	\$38,479,106,218
2010	\$12,929,702,456	\$3,769,154,569	\$10,012,008,055	\$11,289,992,342	\$2,173,443,839	\$40,123,860,150
2011	\$13,867,052,840	\$3,751,600,301	\$10,232,143,853	\$11,795,389,948	\$2,132,997,230	\$41,697,988,548
2012	\$13,734,902,291	\$3,343,576,584	\$10,741,357,750	\$11,683,155,066	\$2,170,993,406	\$41,547,530,532

Operating funds for prior years adjusted based on National Highway Construction Cost Index

**Exhibit 44: Total Operating Funds by Source (2003 – 2012)**



Operating funds for prior years adjusted based on National Highway Construction Cost Index

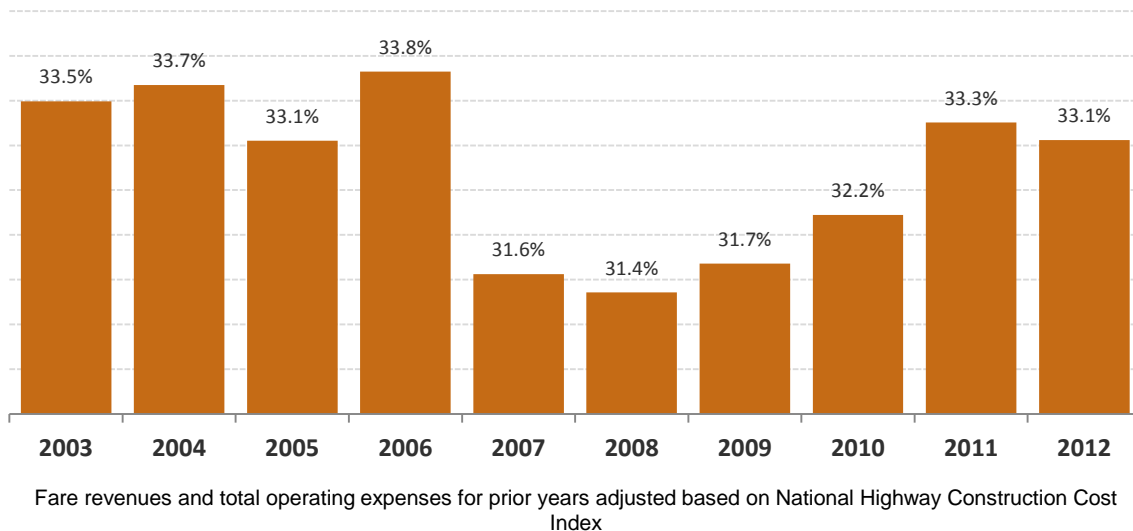
**Exhibit 45: Federal Operating Assistance per Trip by Urbanized Area Size (2003 – 2012)**

## 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 quantity purchase discounts applicable to the passenger's ride.

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



**Exhibit 46: Recovery Ratio (2003 – 2012)**

### Comments

The recovery ratio has shown steady improvement following the 2007 implementation of the Government Accounting Standards Board by many large transit agencies. The Board 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

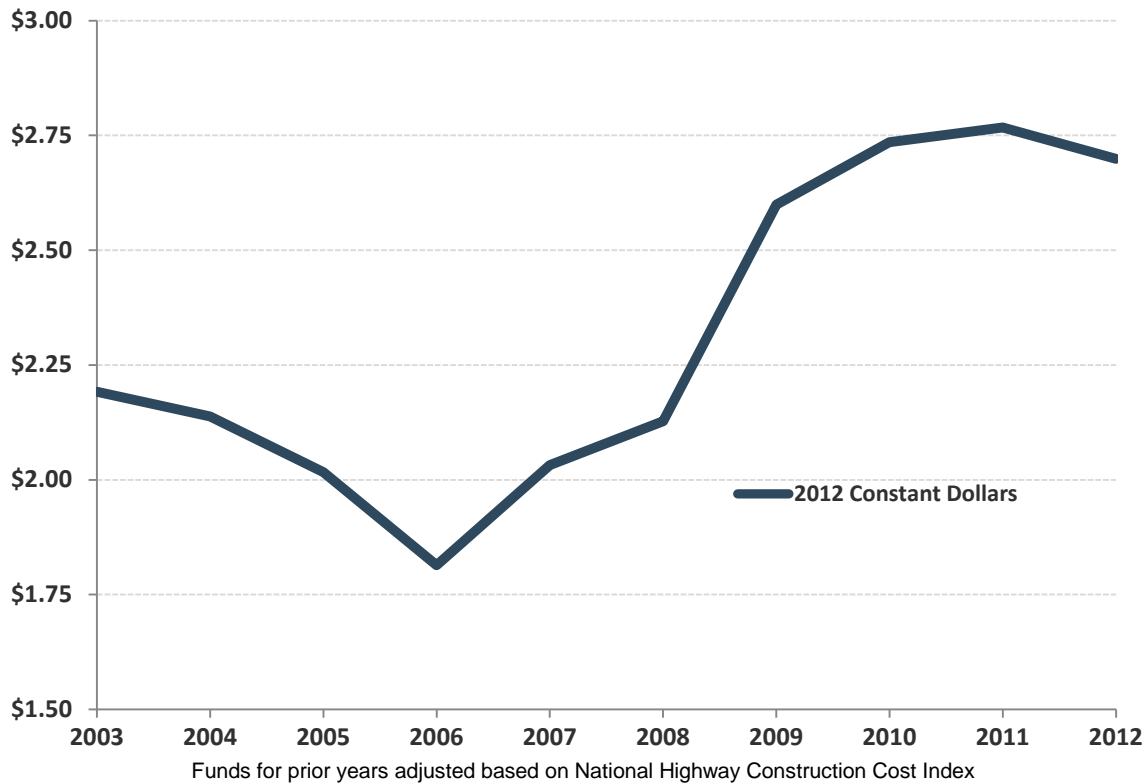
### Concepts

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 23.1% over the last ten 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.



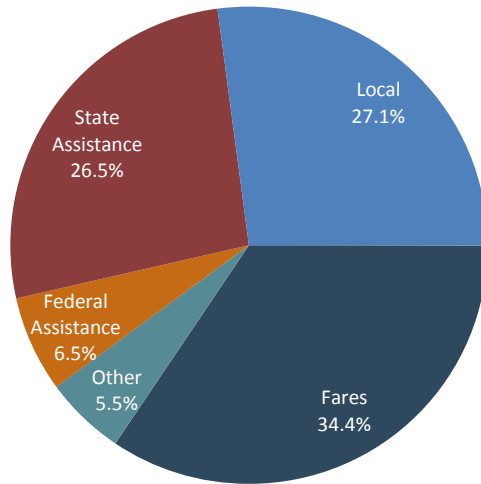
**Exhibit 47: Total Operating Subsidy per Trip (2003 – 2012)**

## Operating Funding Sources by UZA

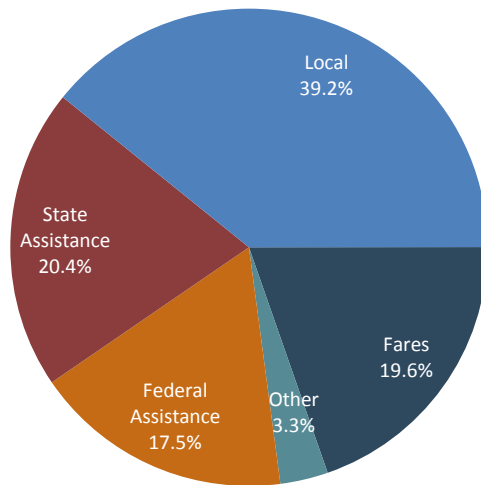
### Comments

For large urbanized areas, the share of fare revenues decreased from 2003 to 2012. A decrease in the share of fare revenues was compensated for by increases in federal and state assistance.

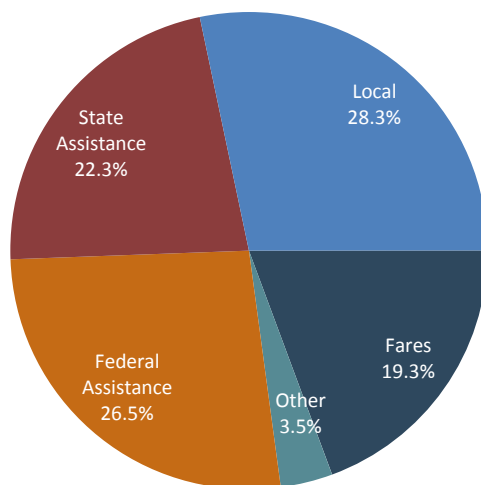
Small and medium urbanized areas are more dependent upon operating subsidies than large urbanized areas. Fare revenues account for approximately 33.2% for these two areas in 2012.



**Exhibit 48: UZAs with More than 1 Million Population (2012)**



**Exhibit 49: UZAs with Equal to or More than 200,000 and Less than 1 Million Population (2012)**



**Exhibit 50: UZAs with Less than 200,000 Population (2012)**

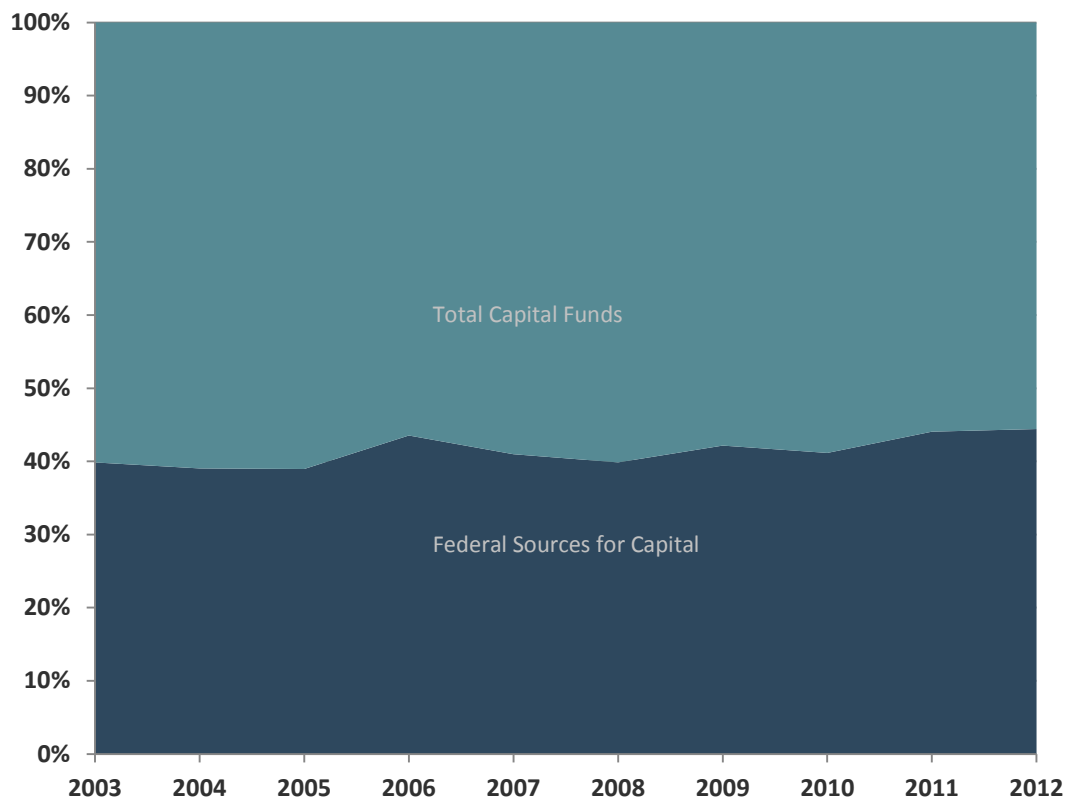
## Capital Investment in Transit

### Concepts

Capital funds are the funds that the transit agencies receive from federal, state, local and directly generated sources which 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 increased by approximately 17.9% over the last ten years. The role of the federal government accounted on average for 41.4% of all capital invested in transit during the same period.



Capital funds for prior years adjusted based on National Highway Construction Cost Index

**Exhibit 51: Total Capital Assistance (2003 – 2012)**

## 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.

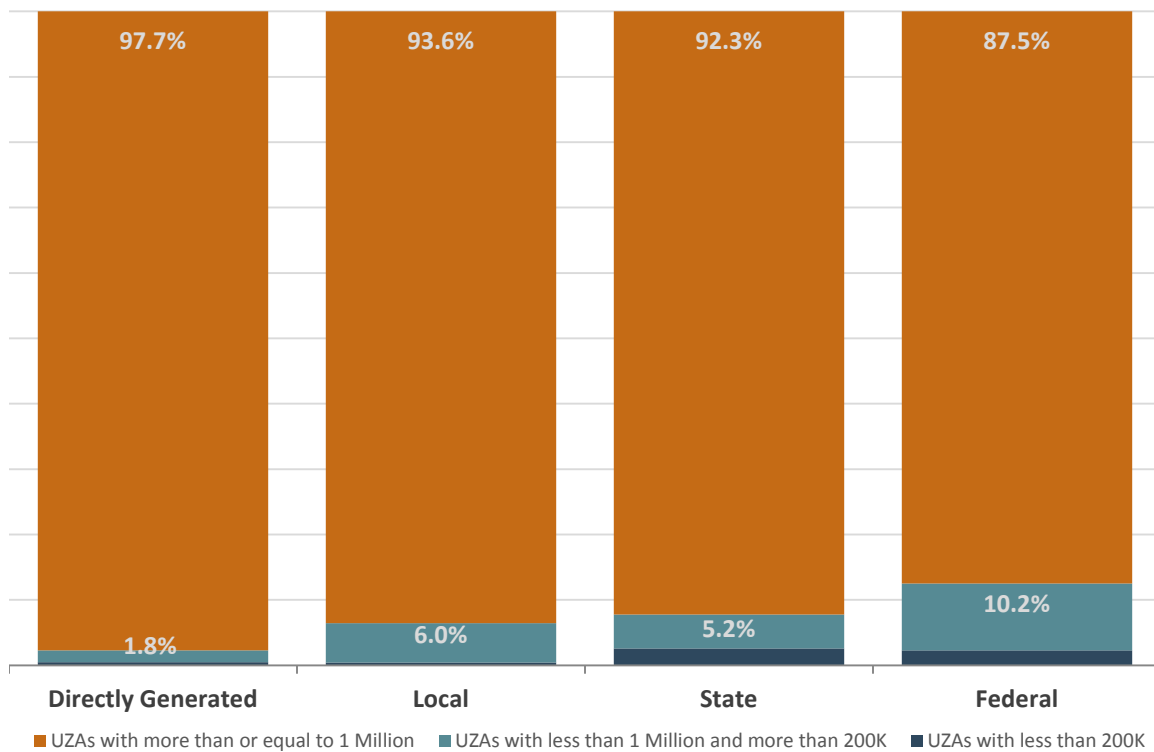


Exhibit 52: Sources of Capital Funding by UZA (2012)

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

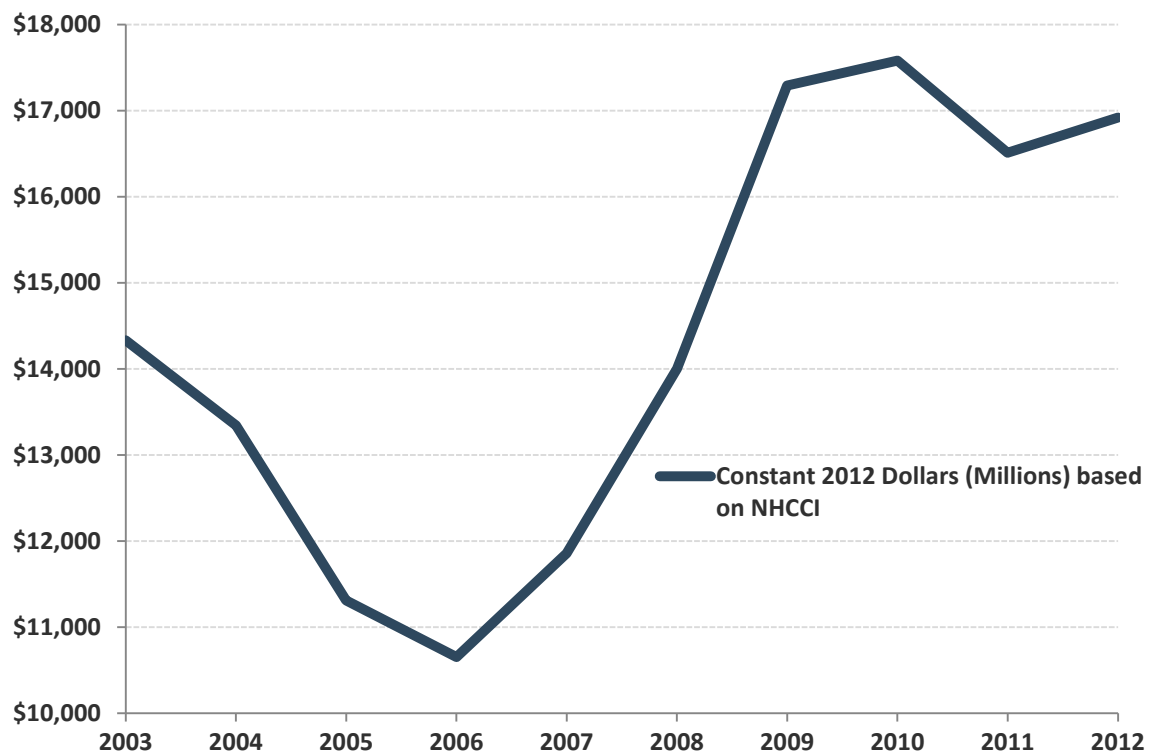


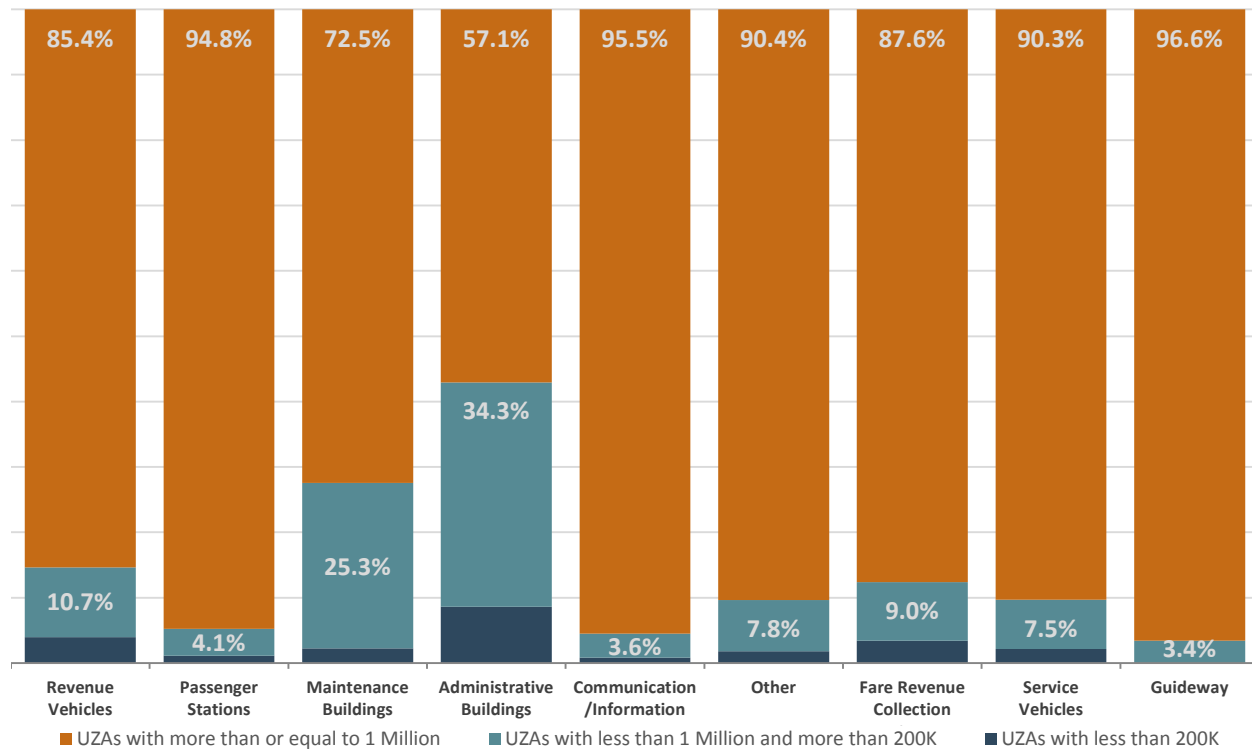
Exhibit 53: Capital Expenditures (2003 – 2012)

## Uses of Capital by Urbanized Area Size

### Comments

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

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



**Exhibit 54: Uses of Capital by Urbanized Area Size (2012)**

## Distribution of Capital by Mode and Category

### Comments

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 systems.



Year	Commuter Rail	Heavy Rail	Light Rail
2003	70.9%	81.3%	85.7%
2004	71.7%	90.8%	84.3%
2005	61.7%	85.7%	87.4%
2006	71.0%	87.6%	91.6%
2007	81.9%	82.8%	89.3%
2008	73.8%	89.8%	85.8%
2009	83.2%	72.9%	88.8%
2010	86.2%	84.0%	89.7%
2011	70.1%	91.9%	91.1%
2012	77.2%	95.3%	93.2%

Exhibit 55: Percent of Uses of Capital Expended on Non-Rolling Stock by Rail Mode (2003 – 2012)

## 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. These bus types are defined below:

- 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 less than 25 seats
- Type “AB” are extra-long buses that measure between 54 and 60 feet

#### Comments

The average fleet age of type “C” buses have been stable over the last ten years, while the average fleet age of large buses increased 9.6% and medium-size buses increased 12.3% in the same period.

The average fleet age of articulated buses increased slightly in the last 10 years, from 5.8 years old in 2003 to 7.0 years old in 2012.

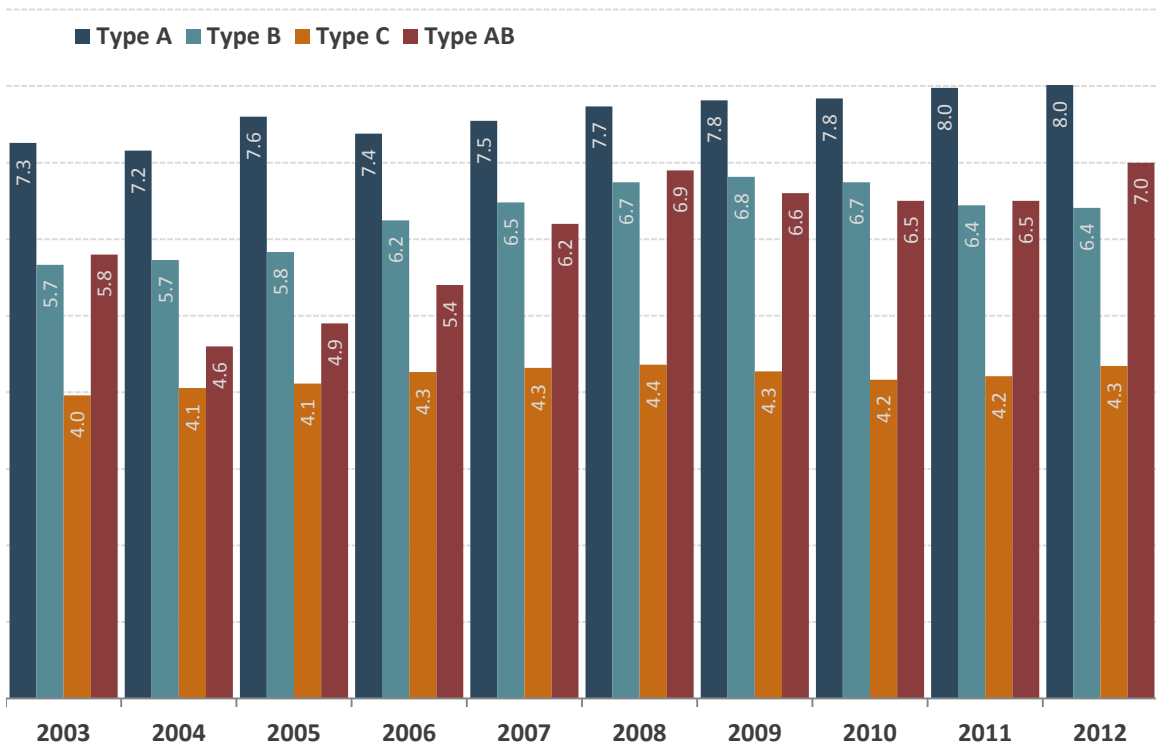


Exhibit 56: Average Bus Fleet Age by Vehicle Type (2003 – 2012)

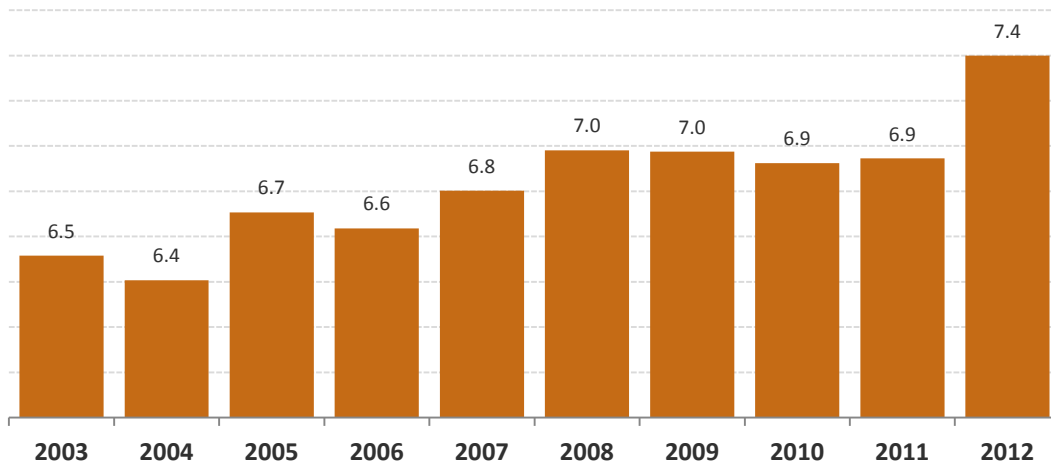


Exhibit 60: Average Bus Mode Fleet Age (2003 – 2012)

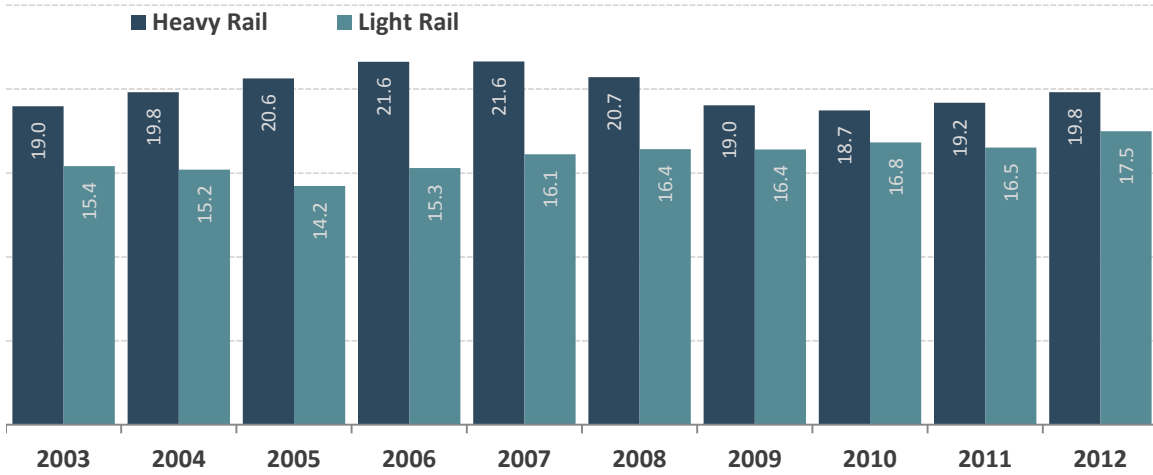


Exhibit 57: Average Rail Mode Fleet Age (2003 – 2012)

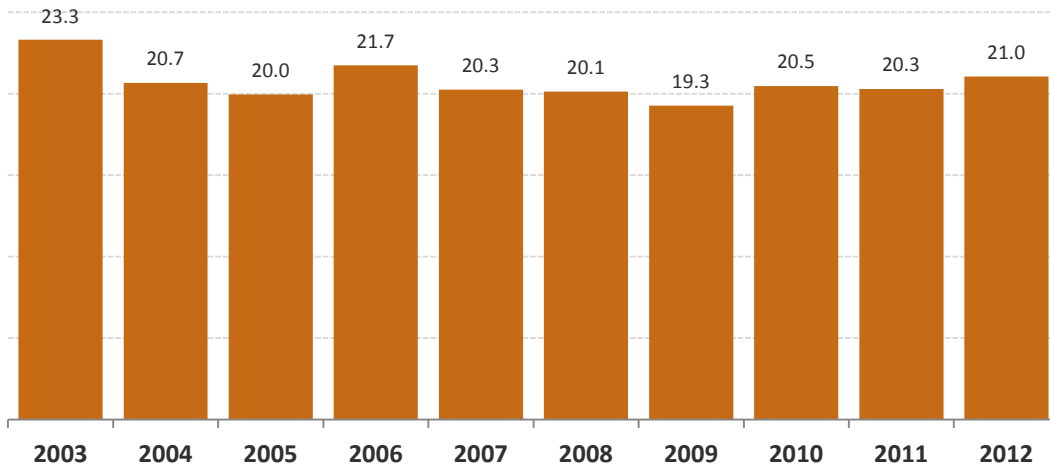


Exhibit 59: Average Ferry Boat Mode Fleet Age (2003 – 2012)

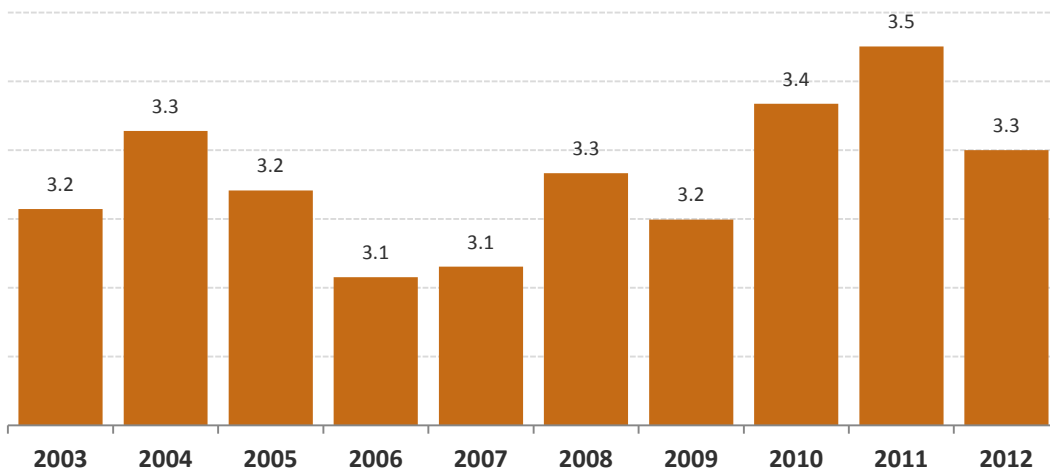


Exhibit 58: Average Vanpool Mode Fleet Age (2003 – 2012)

## 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 51.6% while rail modes' fixed guideway directional route miles increased by 24.1%.

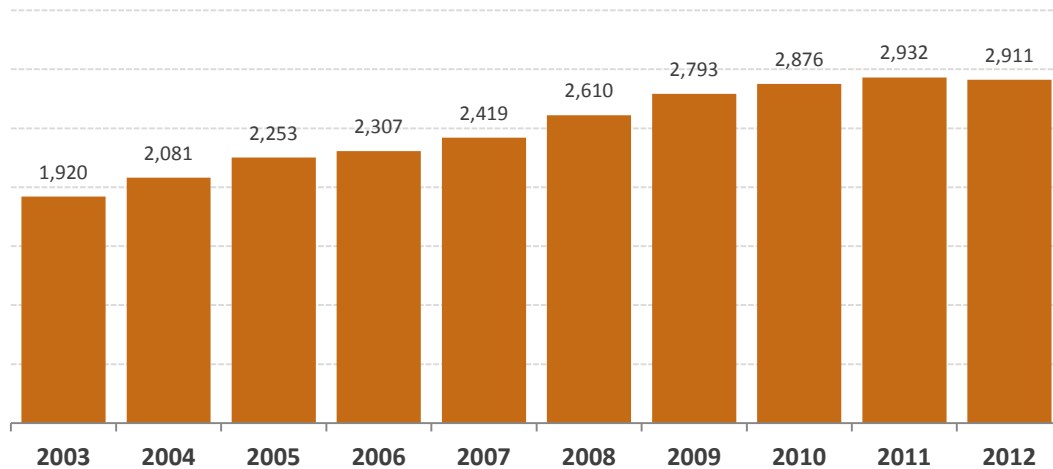


Exhibit 61: Fixed Guideway Mileage – Bus (2003 – 2012)

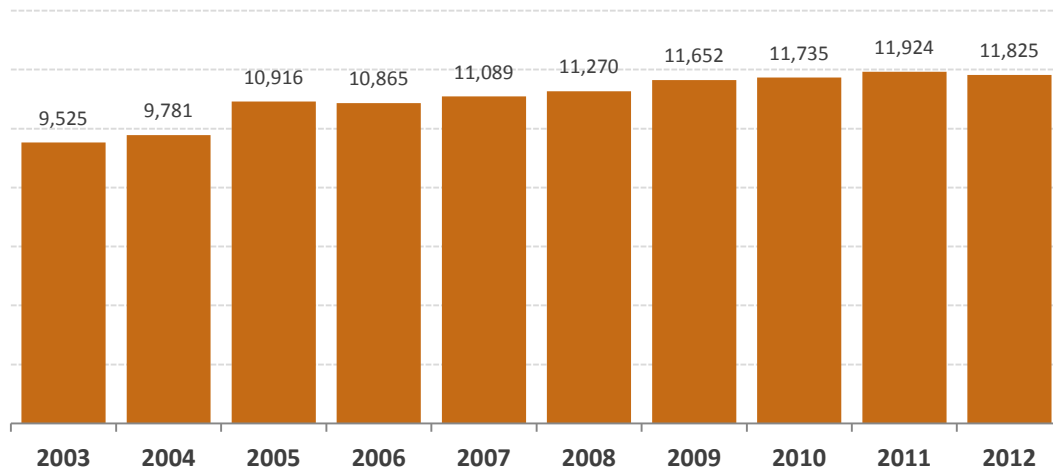


Exhibit 62: Fixed Guideway Mileage – Rail Modes (2003 – 2012)

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## Alternative Fuel Usage

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### Concepts

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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

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The share of the national bus fleet using alternative fuels rose from 12.1% in 2003 to 32.4% in 2012.

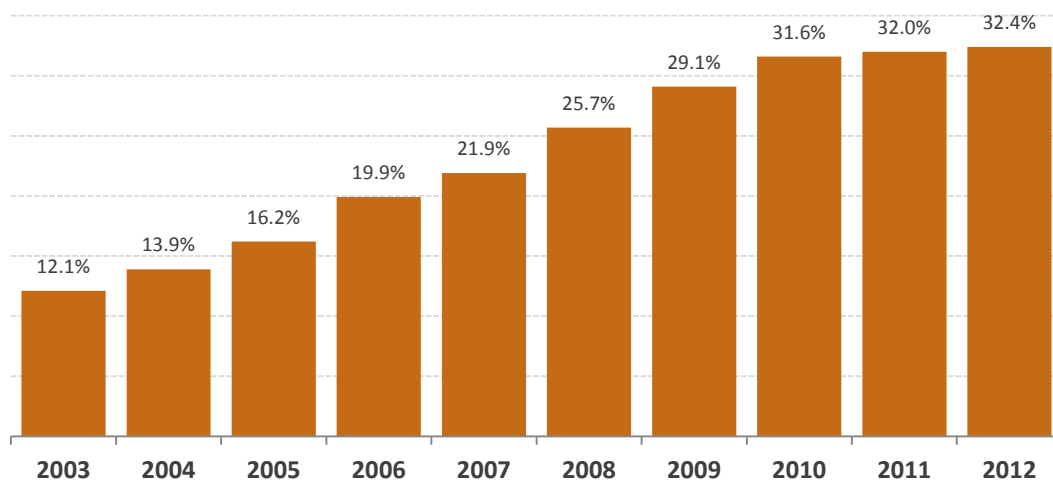
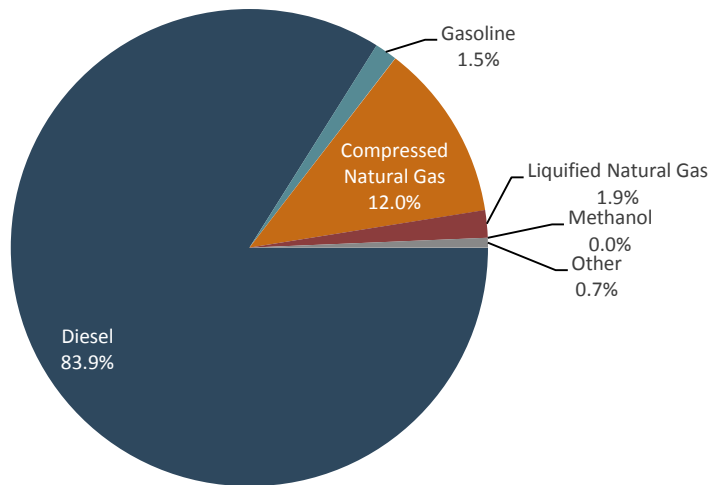
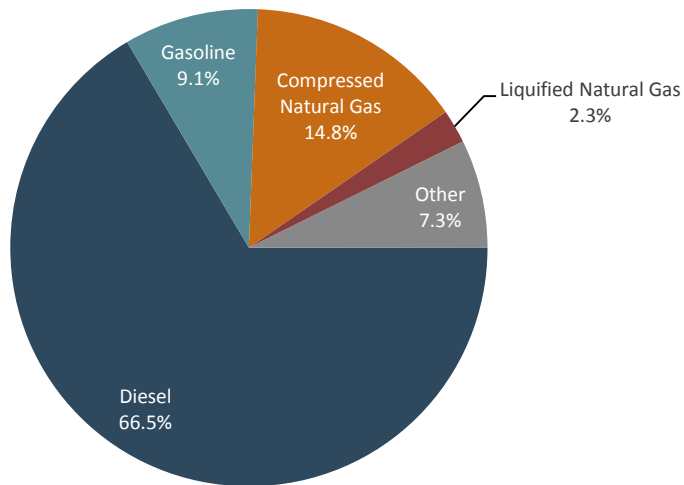


Exhibit 63: Percent of National Bus Fleet Using Alternative Fuels (2003 – 2012)



Data for agencies reporting a Small Systems Waiver in 2012 have been excluded from this exhibit

**Exhibit 64: Percentage of Fuel Consumption for Non-Electric Modes (2003)**



Data for agencies reporting a Small Systems Waiver in 2012 have been excluded from this exhibit

**Exhibit 65: Percentage of Fuel Consumption for Non-Electric Modes (2012)**

## Exhibit 66: 2012 National Transit Profile Summary – All Reporting Agencies

## General Information (Millions)

Service Consumption	
Annual Unlinked Trips	10,352.2
Service Supplied	
Annual Vehicle Revenue Miles	3,960.5
Annual Vehicle Revenue Hours	262.5
Vehicles Operated in Maximum Service	112,060

## Summary Operating Expenses (Millions)

Total Operating Expenses	37,556.5
--------------------------	----------

## Financial Information (Millions)

Fare Revenues Earned	\$13,734.9
Sources of Operating Funds Expended	
Fare Revenues (33%)	\$13,608.4
Local Funds (28%)	\$11,683.2
State Funds (26%)	\$10,741.4
Federal Assistance (8%) (**)	\$3,343.6
Other Funds (5%)	\$2,171.0
Total Operating Funds Expended	\$41,547.6
Sources of Capital Funds Expended	
Local Funds (33%)	\$5,585.7
State Funds (12%)	\$2,017.7
Federal Assistance (44%) (***)	\$7,515.8
Other Funds (11%)	\$1,799.9
Total Capital Funds Expended	\$16,919.2

## 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	Uses of Capital Funds (Millions)
Bus	40,738	8,762	\$4,069.7
Heavy Rail	9,177	32	\$5,876.6
Commuter Rail	4,918	1,192	\$2,811.0
Demand Response	7,236	17,215	\$250.6
Demand Response - Taxi	0	4,310	\$0.8
Light Rail	1,308	68	\$3,215.0
Ferryboat	72	37	\$199.9
Trolleybus	420	0	\$21.9
Cable Car	27	0	\$4.2
Vanpool	7,570	4,326	\$33.4
Monorail/Automated Gui	89	36	\$16.6
Publico	0	2,605	\$0.0
Inclined Plane	6	2	\$0.5
Alaska Railroad	30	0	\$113.8
Bus Rapid Transit	63	0	\$53.4
Commuter Bus	761	829	\$162.4
Street Car Rail	179	21	\$86.3
Hybrid Rail	0	31	\$3.0
Total	72,594	39,466	\$16,918.8

## Performance Measures

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
\$10.3	\$126.6	\$3.6	2.8	34.8
\$10.9	\$219.4	\$1.9	5.9	117.6
\$15.5	\$507.7	\$10.5	1.5	48.3
\$4.6	\$67.5	\$33.3	0.1	2.0
\$3.8	\$49.9	\$22.6	0.2	2.2
\$16.3	\$255.5	\$3.3	4.9	77.1
\$170.3	\$1,569.7	\$8.4	20.3	186.8
\$20.7	\$145.9	\$2.4	8.8	61.9
\$188.2	\$419.8	\$7.8	24.0	53.6
\$0.8	\$33.5	\$4.8	0.2	7.0
\$14.3	\$126.3	\$3.3	4.3	38.0
\$1.7	\$19.2	\$1.4	1.2	13.6
\$50.6	\$145.1	\$1.8	28.1	80.6
\$34.5	\$901.6	\$233.5	0.1	3.9
\$12.8	\$156.7	\$2.3	5.7	69.0
\$6.3	\$166.9	\$8.1	0.8	20.7
\$24.3	\$188.5	\$2.8	8.8	68.3
\$28.4	\$646.7	\$10.2	2.8	63.2

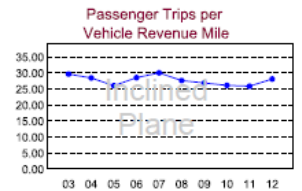
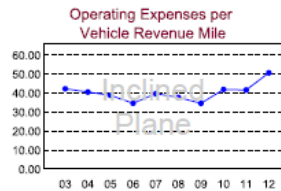
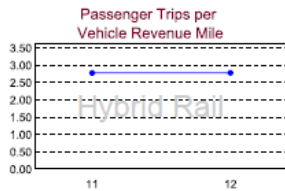
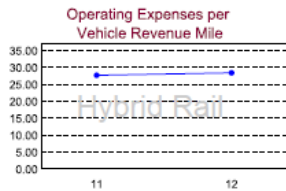
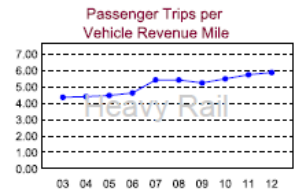
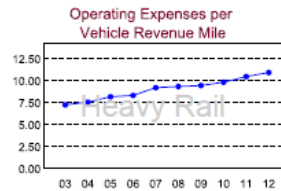
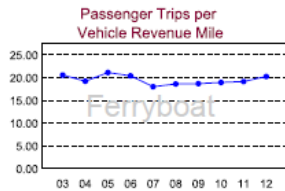
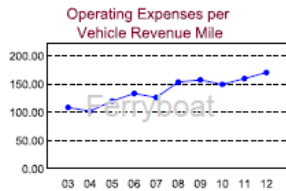
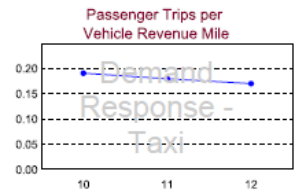
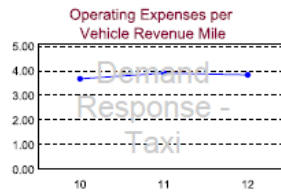
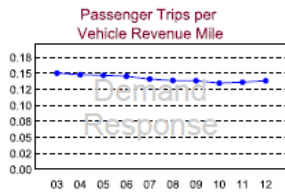
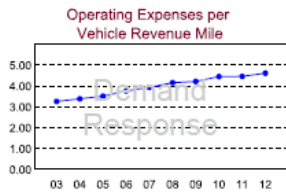
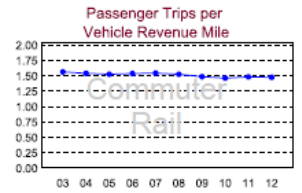
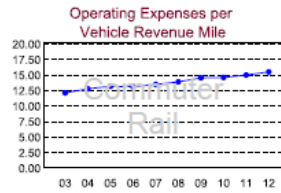
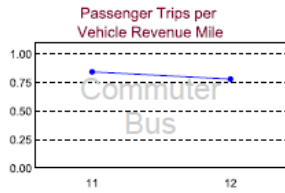
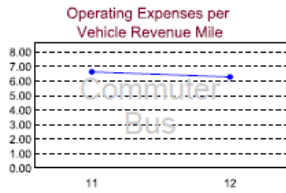
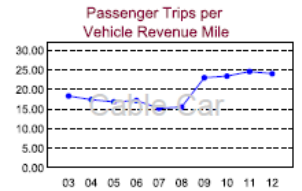
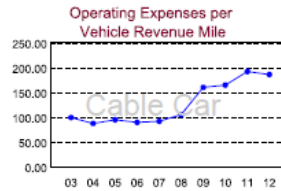
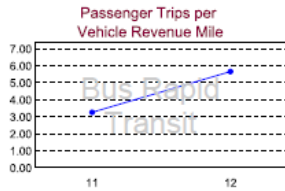
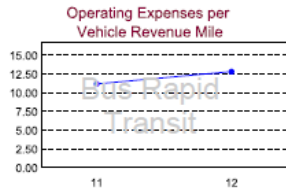
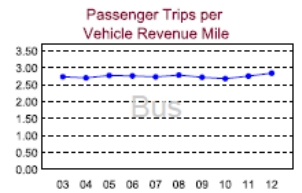
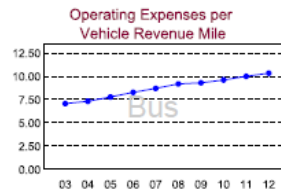
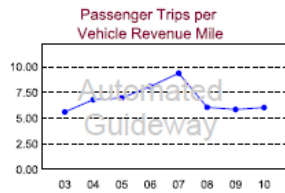
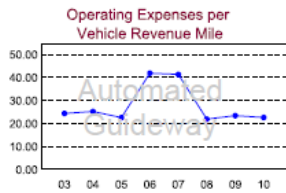
## Modal Characteristics

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	\$18,938.4	\$5,251.0	\$4,069.7	1,833.5	5,208.8	149.6	7.5	49,500
Heavy Rail	\$6,981.6	\$4,511.2	\$5,876.6	637.9	3,742.9	31.8	19.8	9,209
Commuter Rail	\$4,928.7	\$2,550.7	\$2,811.0	317.7	469.1	9.7	19.1	6,110
Demand Response	\$3,351.0	\$253.9	\$250.6	726.4	100.6	49.7	4.0	24,451
Demand Response - Taxi	\$126.2	\$14.8	\$0.8	32.9	5.6	2.5	N/A	4,310
Light Rail	\$1,486.2	\$437.9	\$3,215.0	91.1	448.5	5.8	13.6	1,376
Ferryboat	\$547.3	\$132.3	\$199.9	3.2	65.1	0.3	21.0	109
Trolleybus	\$233.8	\$89.2	\$21.9	11.3	99.2	1.6	12.4	420
Cable Car	\$57.0	\$27.9	\$4.2	0.3	7.3	0.1	104.4	27
Vanpool	\$171.6	\$107.2	\$33.4	206.8	35.7	5.1	3.3	11,896
Monorail/Automated Gui	\$69.4	\$27.8	\$16.6	4.9	20.9	0.5	21.9	125
Publico	\$46.0	\$44.9	\$0.0	27.3	32.7	2.4	N/A	2,605
Inclined Plane	\$3.0	\$4.0	\$0.5	0.1	1.7	0.0	82.5	8
Alaska Railroad	\$33.9	\$14.5	\$113.8	1.0	0.1	0.0	26.8	30
Bus Rapid Transit	\$36.4	\$6.4	\$53.4	2.8	16.0	0.2	5.5	63
Commuter Bus	\$348.8	\$193.5	\$162.4	55.6	43.3	2.1	6.4	1,590
Street Car Rail	\$134.2	\$42.1	\$86.3	5.5	48.6	0.7	43.3	200
Hybrid Rail	\$62.9	\$7.8	\$3.0	2.2	6.1	0.1	9.9	31
Total	\$37,556.5	\$13,717.0	\$16,918.8	3,960.5	10,352.2	262.5		112,060

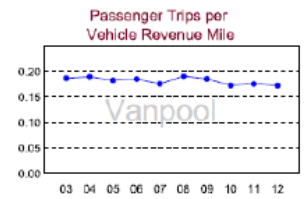
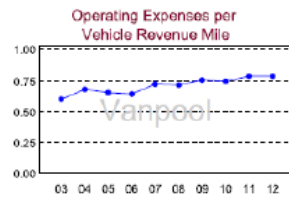
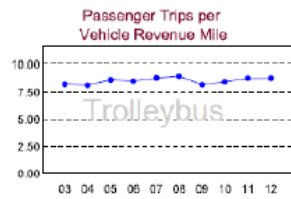
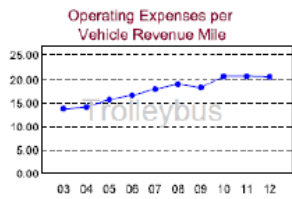
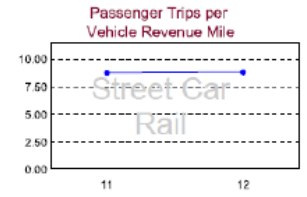
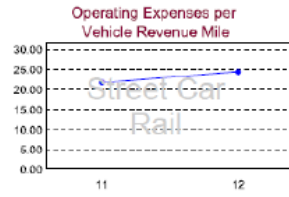
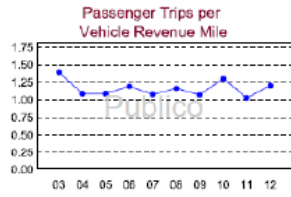
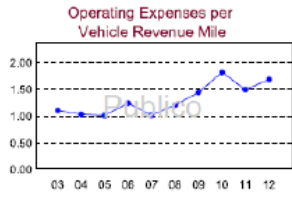
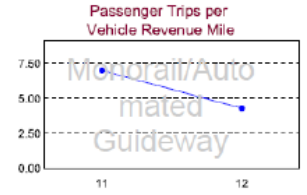
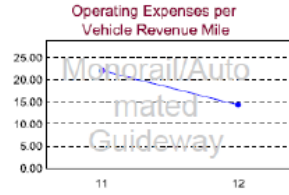
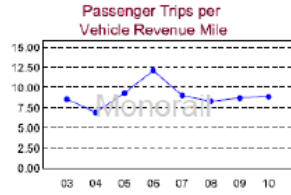
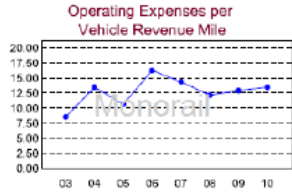
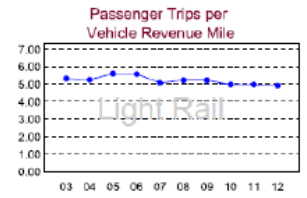
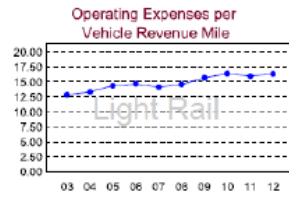
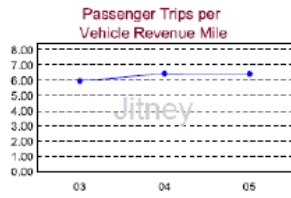
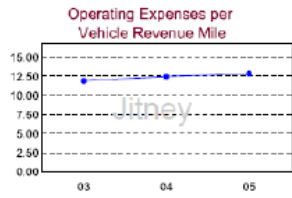
(\*) Includes some double-counting for bus mode. These are the fixed-guideway miles at the agency's fiscal year end for all levels of service (A through F).

(\*\*) 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.







## Exhibit 67: 2012 National Transit Profile Summary – Full Reporting Agencies

## General Information (Millions)

<b>Service Consumption</b>	
Annual Passenger Miles	55,169.3
Annual Unlinked Trips	10,289.8
Average Weekday Unlinked Trips (****)	33.8
Average Saturday Unlinked Trips (****)	18.5
Average Sunday Unlinked Trips (****)	12.9

## Service Supplied

Annual Vehicle Revenue Miles	3,870.7
Annual Vehicle Revenue Hours	256.1
Vehicles Operated in Maximum Service	108,911
Vehicles Available for Maximum Service	130,495

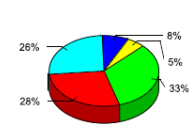
## Financial Information (Millions)

<b>Fare Revenues Earned</b>		\$13,660.9
<b>Sources of Operating Funds Expended</b>		
Fare Revenues (33%)		\$13,541.6
Local Funds (28%)		\$11,548.5
State Funds (26%)		\$10,685.0
Federal Assistance (8%) (****)		\$3,208.6
Other Funds (5%)		\$2,144.0
<b>Total Operating Funds Expended</b>		<b>\$41,127.7</b>
<b>Sources of Capital Funds Expended</b>		
Local Funds (33%)		\$5,577.4
State Funds (12%)		\$2,013.0
Federal Assistance (44%) (****)		\$7,441.5
Other Funds (11%)		\$1,797.8
<b>Total Capital Funds Expended</b>		<b>\$16,829.6</b>

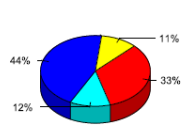
## Summary Operating Expenses (Millions)

Salary, Wages, Benefits	24,111.4
Materials and Supplies	4,289.3
Purchased Transportation	4,919.5
Other Operating Expenses	3,836.7
<b>Total Operating Expenses</b>	<b>37,156.9</b>
Reconciling Cash Expenditures	3,825.3

## 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	39,607	8,410	\$2,171.6	\$588.4	\$1,025.3	\$217.8	\$4,003.1
Heavy Rail	9,177	32	\$248.5	\$2,725.4	\$2,483.5	\$419.2	\$5,876.6
Commuter Rail	4,918	1,192	\$624.8	\$1,578.5	\$520.5	\$87.2	\$2,811.0
Demand Response	6,122	16,830	\$157.5	\$23.1	\$45.4	\$7.1	\$233.1
Demand Response - Taxi	0	4,259	\$0.0	\$0.7	\$0.0	\$0.0	\$0.7
Light Rail	1,308	68	\$209.4	\$2,515.8	\$465.4	\$24.4	\$3,215.0
Ferryboat	72	37	\$80.2	\$1.5	\$116.0	\$2.1	\$199.9
Trolleybus	420	0	\$4.0	\$16.8	\$1.0	\$0.2	\$21.9
Cable Car	27	0	\$1.1	\$3.0	\$0.1	\$0.0	\$4.2
Vanpool	7,557	4,285	\$33.1	\$0.0	\$0.2	\$0.1	\$33.4
Monorail/Automated Gui	89	36	\$9.7	\$1.6	\$5.1	\$0.2	\$16.6
Publico	0	2,605	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Inclined Plane	6	2	\$0.0	\$0.5	\$0.0	\$0.0	\$0.5
Alaska Railroad	30	0	\$1.4	\$108.2	\$0.5	\$3.6	\$113.8
Bus Rapid Transit	63	0	\$12.8	\$27.9	\$7.3	\$5.4	\$53.4
Commuter Bus	714	814	\$106.4	\$28.1	\$22.4	\$0.6	\$157.5
Street Car Rail	179	21	\$13.3	\$68.9	\$3.0	\$1.1	\$86.3
Hybrid Rail	0	31	\$0.0	\$2.2	\$0.7	\$0.0	\$3.0
<b>Total</b>	<b>70,289</b>	<b>38,622</b>	<b>\$3,673.7</b>	<b>\$7,690.6</b>	<b>\$4,696.3</b>	<b>\$769.0</b>	<b>\$16,829.6</b>

## Performance Measures

Operating Expense per Vehicle Revenue	Operating Expense per Vehicle Revenue	Operating Expense per Passenger	Operating Expense per Unlinked Passenger	Unlinked Passenger Trips per Vehicle Revenue	Unlinked Passenger Trips per Vehicle Revenue
Mile	Hour	Mile	Trips	Mile	Hour
\$10.5	\$128.0	\$0.9	\$3.6	2.9	35.3
\$10.9	\$219.4	\$0.4	\$1.9	5.9	117.6
\$15.5	\$507.7	\$0.4	\$10.5	1.5	48.3
\$4.7	\$68.4	\$3.8	\$34.3	0.1	2.0
\$3.8	\$50.3	\$3.4	\$22.4	0.2	2.2
\$16.3	\$255.5	\$0.6	\$3.3	4.9	77.1
\$170.3	\$1,569.7	\$1.4	\$8.4	20.3	186.8
\$20.7	\$145.9	\$1.4	\$2.4	8.8	61.9
\$188.2	\$419.8	\$6.3	\$7.8	24.0	53.6
\$0.8	\$33.5	\$0.1	\$4.8	0.2	7.0
\$14.3	\$126.3	\$3.2	\$3.3	4.3	38.0
\$1.7	\$19.2	\$0.3	\$1.4	1.2	13.6
\$50.6	\$145.1	\$5.8	\$1.8	28.1	80.6
\$34.5	\$901.6	\$1.8	\$233.5	0.1	3.9
\$12.8	\$156.7	\$0.5	\$2.3	5.7	69.0
\$6.4	\$169.4	\$0.3	\$7.9	0.8	21.3
\$24.3	\$188.5	\$1.4	\$2.8	8.8	68.3
\$28.4	\$646.7	\$0.9	\$10.2	2.8	63.2

## Modal Characteristics

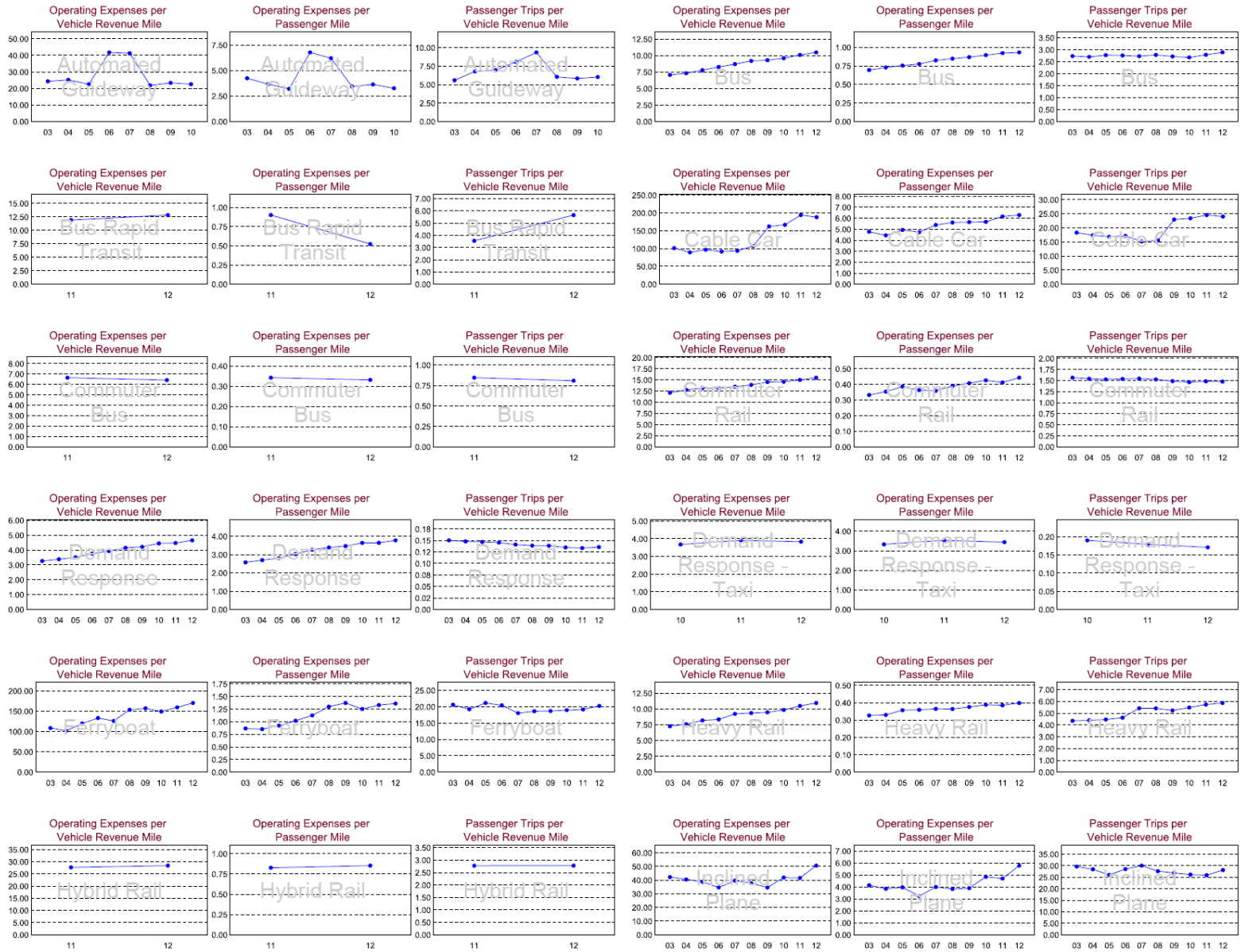
Mode	Operating Expenses (Millions)	Fare Revenues (Millions)	Uses of Capital Funds (Millions)	Annual Passenger Miles (Millions)	Annual Vehicle Revenue (Millions)	Annual Unlinked Trips (Millions)	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles (*)	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$18,687.7	\$5,218.4	\$4,003.1	20,060.2	1,783.6	5,154.5	146.0	3532.4	59,268	7.5	48,017	1.5	23%
Heavy Rail	\$6,981.6	\$4,511.2	\$5,876.6	17,516.4	637.9	3,742.9	31.8	1622.0	10,469	19.8	9,209	1.6	14%
Commuter Rail	\$4,928.7	\$2,550.7	\$2,811.0	11,120.6	317.7	469.1	9.7	7721.8	6,938	19.1	6,110	1.7	14%
Demand Response	\$3,219.7	\$242.6	\$233.1	851.3	691.3	93.8	47.1	N/A	27,796	4.0	22,952	N/A	21%
Demand Response - Taxi	\$123.1	\$14.5	\$0.7	35.8	32.1	5.5	2.4	N/A	4,133	N/A	4,259	N/A	0%
Light Rail	\$1,486.2	\$437.9	\$3,215.0	2,316.3	91.1	448.5	5.8	1347.8	1,980	13.6	1,376	1.4	44%
Ferryboat	\$547.3	\$132.3	\$199.9	402.1	3.2	65.1	0.3	695.3	149	21.0	109	0.0	37%
Trolleybus	\$233.8	\$89.2	\$21.9	161.9	11.3	99.2	1.6	451.4	570	12.4	420	1.4	36%
Cable Car	\$57.0	\$27.9	\$4.2	9.0	0.3	7.3	0.1	8.8	40	104.4	27	1.4	48%
Vanpool	\$170.7	\$106.8	\$33.4	1,254.4	206.0	35.5	5.1	N/A	13,648	3.3	11,842	N/A	15%
Monorail/Automated Gui	\$69.4	\$27.8	\$16.6	21.4	4.9	20.9	0.5	32.7	183	21.9	125	1.1	46%
Publico	\$46.0	\$44.9	\$0.0	145.4	27.3	32.7	2.4	N/A	2,873	N/A	2,605	N/A	10%
Inclined Plane	\$3.0	\$4.0	\$0.5	0.5	0.1	1.7	0.0	2.8	8	82.5	8	1.0	0%
Alaska Railroad	\$33.9	\$14.5	\$113.8	19.2	1.0	0.1	0.0	959.9	95	26.8	30	1.0	217%
Bus Rapid Transit	\$36.4	\$6.4	\$53.4	69.5	2.8	16.0	0.2	62.1	84	5.5	63	1.4	33%
Commuter Bus	\$335.3	\$182.1	\$157.5	1,012.5	52.2	42.2	2.0	1029.4	1,893	6.4	1,528	5.4	24%
Street Car Rail	\$134.2	\$42.1	\$86.3	98.8	5.5	48.6	0.7	169.1	324	43.3	200	1.3	62%
Hybrid Rail	\$62.9	\$7.8	\$3.0	73.7	2.2	6.1	0.1	207.2	44	9.9	31	2.4	42%
<b>Total</b>	<b>\$37,156.9</b>	<b>\$13,660.9</b>	<b>\$16,829.6</b>	<b>55,169.3</b>	<b>3,870.7</b>	<b>10,289.8</b>	<b>256.1</b>	<b>17,842.8</b>	<b>130,495</b>		<b>108,911</b>		

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

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

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

## 2012 National Transit Summaries and Trends



## 2012 National Transit Summaries and Trends

