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**Federal Transit  
Administration**

# Transit Safety & Security Statistics & Analysis 2003 Annual Report (Formerly SAMIS)

U.S. Department of Transportation  
Research and Innovative Technology Administration  
John A. Volpe National Transportation Systems Center  
Cambridge, MA 02142-1093

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December 2005



**FTA OFFICE OF SAFETY AND SECURITY**

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# PREFACE

The *Transit Safety & Security Statistics & Analysis 2003 Annual Report*, formerly known as *Safety Management Information Statistics (SAMIS)*, is a compilation and analysis of transit accident, casualty, and crime statistics reported under the Federal Transit Administration's (FTA's) National Transit Database (NTD) Reporting System by transit systems that were beneficiaries of FTA Urbanized Area Formula funds during 2003. A redesign of the NTD for calendar year 2002 has resulted in Federal Railroad Administration's (FRA) Rail Accident/Incident Reporting System (RAIRS) now being the source of commuter rail safety data.

This report was prepared under the sponsorship of the Federal Transit Administration, Office of Safety and Security. The statistics for the tables, charts, and graphs were generated by the John A. Volpe National Transportation Systems Center (Volpe Center) in Cambridge, Massachusetts. Select tables from this report may be found on the FTA Office of Safety and Security web site at <http://transit-safety.volpe.dot.gov>.

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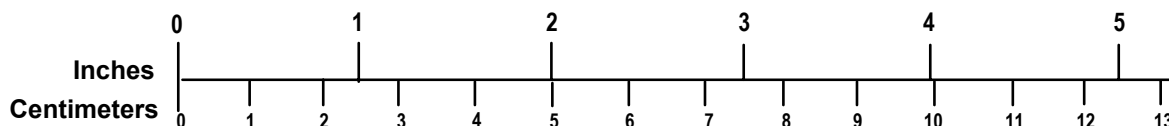
# METRIC/ENGLISH CONVERSION FACTORS

## ENGLISH TO METRIC

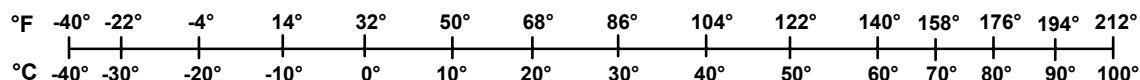
## METRIC TO ENGLISH

<b>LENGTH (APPROXIMATE)</b> 1 inch (in) = 2.5 centimeters (cm) 1 foot (ft) = 30 centimeters (cm) 1 yard (yd) = 0.9 meter (m) 1 mile (mi) = 1.6 kilometers (km)	<b>LENGTH (APPROXIMATE)</b> 1 millimeter (mm) = 0.04 inch (in) 1 centimeter (cm) = 0.4 inch (in) 1 meter (m) = 3.3 feet (ft) 1 meter (m) = 1.1 yards (yd) 1 kilometer (km) = 0.6 mile (mi)
<b>AREA (APPROXIMATE)</b> 1 square inch (sq in, in <sup>2</sup> ) = 6.5 square centimeters (cm <sup>2</sup> ) 1 square foot (sq ft, ft <sup>2</sup> ) = 0.09 square meter (m <sup>2</sup> ) 1 square yard (sq yd, yd <sup>2</sup> ) = 0.8 square meter (m <sup>2</sup> ) 1 square mile (sq mi, mi <sup>2</sup> ) = 2.6 square kilometers (km <sup>2</sup> ) 1 acre = 0.4 hectare (he) = 4,000 square meters (m <sup>2</sup> )	<b>AREA (APPROXIMATE)</b> 1 square centimeter (cm <sup>2</sup> ) = 0.16 square inch (sq in, in <sup>2</sup> ) 1 square meter (m <sup>2</sup> ) = 1.2 square yards (sq yd, yd <sup>2</sup> ) 1 square kilometer (km <sup>2</sup> ) = 0.4 square mile (sq mi, mi <sup>2</sup> ) 10,000 square meters (m <sup>2</sup> ) = 1 hectare (ha) = 2.5 acres
<b>MASS - WEIGHT (APPROXIMATE)</b> 1 ounce (oz) = 28 grams (gm) 1 pound (lb) = 0.45 kilogram (kg) 1 short ton = 2,000 pounds (lb) = 0.9 tonne (t)	<b>MASS - WEIGHT (APPROXIMATE)</b> 1 gram (gm) = 0.036 ounce (oz) 1 kilogram (kg) = 2.2 pounds (lb) 1 tonne (t) = 1,000 kilograms (kg) = 1.1 short tons
<b>VOLUME (APPROXIMATE)</b> 1 teaspoon (tsp) = 5 milliliters (ml) 1 tablespoon (tbsp) = 15 milliliters (ml) 1 fluid ounce (fl oz) = 30 milliliters (ml) 1 cup (c) = 0.24 liter (l) 1 pint (pt) = 0.47 liter (l) 1 quart (qt) = 0.96 liter (l) 1 gallon (gal) = 3.8 liters (l) 1 cubic foot (cu ft, ft <sup>3</sup> ) = 0.03 cubic meter (m <sup>3</sup> ) 1 cubic yard (cu yd, yd <sup>3</sup> ) = 0.76 cubic meter (m <sup>3</sup> )	<b>VOLUME (APPROXIMATE)</b> 1 milliliter (ml) = 0.03 fluid ounce (fl oz) 1 liter (l) = 2.1 pints (pt) 1 liter (l) = 1.06 quarts (qt) 1 liter (l) = 0.26 gallon (gal) 1 cubic meter (m <sup>3</sup> ) = 36 cubic feet (cu ft, ft <sup>3</sup> ) 1 cubic meter (m <sup>3</sup> ) = 1.3 cubic yards (cu yd, yd <sup>3</sup> )
<b>TEMPERATURE (EXACT)</b> $[(x-32)(5/9)]^{\circ}\text{F} = y^{\circ}\text{C}$	<b>TEMPERATURE (EXACT)</b> $[(9/5)y + 32]^{\circ}\text{C} = x^{\circ}\text{F}$

## QUICK INCH - CENTIMETER LENGTH CONVERSION



## QUICK FAHRENHEIT - CELSIUS TEMPERATURE CONVERSION



For more exact and or other conversion factors, see NIST Miscellaneous Publication 286, Units of Weights and Measures. Price \$2.50 SD Catalog No. C13 10286

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## **Background**



# INTRODUCTION

The *Transit Safety & Security Statistics & Analysis Annual Report*, formerly known as the *Safety Management Information Statistics (SAMIS) Annual Report*, is now in its thirteenth year of production, providing comprehensive safety and security data. These data are collected from all recipients or beneficiaries of Urbanized Area Formula funds through the National Transit Database (NTD) Reporting System with the exception of commuter rail (CR) safety data that is now collected only in FRA's RAIRS in order to avoid redundant reporting to both FTA and FRA.<sup>1</sup>

The NTD underwent a major redesign for calendar year 2002. The NTD now incorporates a web-based, monthly, and two-tiered safety and security incident collection mechanism. The extreme drop in the incidents, injuries, collisions, and not otherwise classifieds (personal casualties) for 2002 and 2003 is due to the change of the incident thresholds, specifically the definition of injuries, in the NTD. The injury definition was changed for the 2002 revision of the NTD to coincide with other USDOT modes. Only incidents involving immediate medical treatment away from the scene now qualify as reportable injuries. Previously, any reported incident/injury was reported to NTD. It was felt that this resulted in the collection of claims-based as opposed to safety-based data.

The property damage reportable threshold was also changed for 2002 and remained in place in 2003. Incidents that involve total property damage (not only transit property) exceeding \$7500 are reportable to the NTD. Previously, the threshold for property damage incidents was \$1000 in transit property damage only.

This year's report includes safety and security data for Directly Operated (DO) and Purchased Transportation (PT). Purchased Transportation reported data are only for those services provided under contract. All transit agencies subject to NTD reporting are required to report safety data.

Transit safety data are collected in five basic categories: Collisions, Derailments/Vehicles leaving roadway, Not Otherwise Classified (Personal Casualties), Evacuations (due to life safety reasons), and Fires. Each of these categories is further delineated in order to obtain detailed information on the exact nature of the incidents.

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<sup>1</sup> Transit agencies with nine or fewer vehicles for non-fixed guideway systems, public carriers receiving no Urbanized Area Formula funds, private conventional and subscription bus services operators, and providers of services only under a demonstration grant are not required to report data under the NTD Reporting System, and thus are not included in this Annual Report.

Transit security data are modeled after the Federal Bureau of Investigation's Uniform Crime Reporting System, using standardized offense definitions. Two types of security data are collected: reports of Part I (crime index) offenses, and arrests for Part II (most other) offenses. In addition, further security issues will be included in the future, such as bomb threats, chemical/biological/nuclear release, cyber incident, hijacking, non-violent civil disturbance, and sabotage. As a change from years prior to 2002, arrests and citations for Sex Offenses, Drug Abuse Violations, DUI, Drunkenness, Disorderly Conduct, and Curfew/Loitering Laws are no longer reported. Transit agencies serving urbanized areas (UZAs) with populations of 200,000 or more are required to report security data.

This document reports these safety statistics for the following transit modes:

- Automated Guideway (AG)
- Commuter Rail (CR)
- Demand Response (DR)
- Heavy Rail (HR)
- Light Rail (LR)
- Motor Bus (MB) and Trolley Bus (TB)
- Vanpool (VP)

An abbreviated section is also presented for Cable Car (CC), Ferryboat (FB), Jitney (JT), and Inclined Plane (IP). Monorail (MO), Publico (PB), Aerial Tramway (TR), and Other (OR) modes had no reportable incidents.

As with previous years' reports, caution should be used when making comparisons across different modes of transit, and also against data from other transportation reporting systems such as those for aviation and trucking. When comparing modes of transit, key differences should be kept in mind. For example, some transit modes run on exclusive rights-of-way while others mix with general traffic on surface roads. Some have extensive stations and terminals (where many injuries happen) while others have no such facilities. When making comparisons with data from other transportation reporting systems, it is important to consider that the reporting thresholds, assumptions, and definitions may be very different. For example, NTD reports transit property damage when the damage exceeds \$7,500, while other transportation industries use dollar thresholds that may be higher or lower.

## Transit Safety Overview

	1996		1997		1998		1999		2000		2001		2002		2003	
Type of Service*	DO	PT	DO	PT	DO	PT	DO	PT	DO	PT	DO	PT	DO	PT	DO	PT
Collisions**	24,953		24,777	2,352	23,781	2,967	23,158	4,098	24,098	4,328	23,735	4,478	13,803	2,298	7,645	1,711
Suicide Attempts	85		82	8	82	8	106	11	86	12	79	19	74	12	58	9
Personal Casualties	30,102		32,367	952	32,255	1,068	31,782	1,204	32,762	1,225	31,119	1,312	14,221	583	10,108	890
Derailment/Left Road	213		147	9	156	10	152	16	163	18	156	11	165	18	148	11
Evacuations	0		0	0	0	0	0	0	0	0	0	0	108	7	48	8
Fires	4,039		4,188	22	3,820	42	3,505	41	2,789	34	3,060	27	1,960	72	1,790	44
Total Incidents	59,392		61,561	3,343	60,094	4,095	58,703	5,370	59,898	5,617	58,149	5,847	30,331	2,990	19,797	2,673

## Effects of Transit Incidents by Year

	1996		1997		1998		1999		2000		2001		2002		2003	
Type of Service*	DO	PT	DO	PT	DO	PT	DO	PT	DO	PT	DO	PT	DO	PT	DO	PT
Fatalities	264		275	35	286	43	299	41	295	41	267	41	280	37	234	38
Injuries	55,288		56,132	2,279	55,990	2,290	55,325	2,782	56,697	2,868	53,945	2,888	19,260	1,601	18,235	1,858
Property Damage (\$000)	57,557		55,479	4,727	61,497	6,903	55,314	6,862	58,921	8,549	73,081	8,014	32,022	8,876	59,215	4,874

\* DO - Directly Operated, PT - Purchased Transportation (Contracted)

\*\* Not including Suicide attempts



# GLOSSARY

**Accident - per Passenger Miles**

An incident involving a moving vehicle. Includes collisions with another vehicle, object or person (except suicides) and derailment/left roadway. This also includes Not Otherwise Classified (Personal Casualty) incidents on the right-of-way, inside the vehicle and boarding and alighting the vehicle.

**Accident - per Vehicle Miles**

An incident involving a moving vehicle. Includes collisions with another vehicle, object, or person (except suicides) and derailment/left roadway.

**Arson**

To unlawfully and intentionally damage, or attempt to damage, any real or personal property by fire or incendiary device.

**Assault, Aggravated**

An unlawful attack by one person upon another wherein the offender:

- uses a weapon in a threatening manner, or
- the victim suffers obvious severe or aggravated bodily injury.

**Assault, Other**

An unlawful attack or attempt by one person upon another where no weapon was used or which did not result in serious or aggravated injury to the victim. This includes:

- Simple assault
- Minor assault
- Assault and battery
- Injury by culpable negligence
- Intimidation, Coercion, Hazing, and
- All attempts to commit these offenses.

**Bomb Threat**

Credible written or oral (e.g., telephone) communication to a transit agency threatening the use of an explosive or incendiary device for the purpose of disrupting public transit services or to create a public emergency.

**Bombing**

The unlawful and intentional:

- Delivery
- Placement
- Discharge, or
- Detonation of an explosive, or other lethal device in, into, or against
  - A public transport facility
  - A public transportation system (including vehicles), or
  - An infrastructure facility
- Or conspiracy, instigation, or attempts to commit such acts:
  - With the intent to cause death or serious bodily injury, or
  - With the intent to cause extensive damage to, or destruction of such a place, facility or system, where such destruction results in or is likely to result in major economic loss.

**Burglary**

The unlawful entry into a building or other structure with the intent to commit a felony or a theft. This includes offenses known locally as burglary (any degree), unlawful entry with intent to commit a larceny or felony, breaking and entering with intent to commit a larceny, housebreaking, safe cracking and all attempts at these offenses.

**Chemical, Biological, or Nuclear Release**

The unlawful and intentional:

- Delivery
- Placement
- Discharge, or
- Detonation of a biological, chemical, or nuclear lethal device in, into, or against
  - A public transport facility
  - A public transportation system (including vehicles), or
  - An infrastructure facility, or conspiracy, instigation or attempts to commit such acts.

Chemical, biological, or nuclear releases involve:

- Solids, liquids, or gases that have chemical properties that produce lethal or serious effects in human beings, or
- Any weapon involving a disease organism.

**Collision**

**With Vehicle** An incident in which a transit vehicle strikes or is struck by any other vehicle. Reports are made if the accident results in death, injury (requiring immediate medical attention away from the scene), or property damage over \$7,500.

**With Object** An incident in which a transit vehicle strikes an obstacle other than a vehicle or person (e.g., building, shopping carts, or utility pole). Reports are made if the accident results in a death, injury (requiring immediate medical attention away from the scene), or property damage over \$7,500.

**With People** An incident in which a transit vehicle strikes one or more individuals. Incidents involving suicides and attempted suicides are excluded from this category. Reports are made if the accident results in a death, injury (requiring immediate medical attention away from the scene), or property damage over \$7,500.

**Cyber Incident**

Involves the targeting of:

- Transit Facilities
- Personnel
- Information, or
- Computer, or
- Telecommunications systems associated with transit agencies.

Proscribed activities include:

- Denial or disruption of computer or telecommunications services, especially train control systems
- Unauthorized monitoring of computer or telecommunications systems
- Unauthorized disclosure of proprietary or classified information store within or communicated through computer or telecommunications systems
- Unauthorized modification or destruction of computer programming codes, computer network databases, stored information or computer capabilities; or
- Manipulation of computer or telecommunications services resulting from fraud, financial loss, or other criminal violations.



**Derailment/Bus Going Off Road**

A non-collision incident in which either one or more wheels of a transit vehicle unintentionally leaves the rails, a bus leaves the roadway, or there is a rollover.

**Directly Operated**

Transportation service provided directly by a transit agency, using their employees to supply the necessary labor to operate the revenue vehicles. This includes instances where an agency's employees provide purchased transportation (PT) services to the agency through a contractual agreement.

**Employee**

An individual who is compensated by the transit agency as follows:

- For directly operated (DO) services, the labor expense for the individual is reported in object class 501 labor.
- For purchased transportation (PT) service, the labor expense for the individual meets the same criteria as object class 501 labor.

**Evacuation**

A condition requiring all passengers and employees to depart a transit vehicle and enter onto the transit right-of-way (ROW) or roadway under emergency circumstances.

**Fare Evasion**

The unlawful use of transit facilities by riding without paying the applicable fare.

**Fatality**

A transit-caused death confirmed within 30 days of a transit incident, which occurs under the collision, derailment, fire, evacuation, security incident, vehicle leaving the roadway, or not otherwise classified (NOC) categories.

**Fire**

Uncontrolled combustion made evident by flame and/or smoke that requires suppression by equipment or personnel.

**Forcible Rape**

The carnal knowledge of a person forcibly and/or against that person's will. This includes assault to rape or attempt to rape.

**FTA Urbanized Area Formula Program Funds**

Financial assistance from Section 5307 of the Federal Transit Act. This program makes Federal resources available for capital projects and to finance the planning and improvement costs of equipment, facilities and associated capital maintenance items for use in mass transportation. The program also allows funds for operating assistance in urbanized areas (UZAs) of less than 200,000 population.

**Grade Crossings**

An intersection of highway roads, railroad tracks, or dedicated transit rail tracks that run either parallel or across mixed traffic situations with motor vehicles, light rail, commuter rail, heavy rail, trolley bus or pedestrian traffic. Collisions at grade crossings involving transit vehicles apply to light rail, commuter rail, heavy rail or trolley bus.

**Homicide**

The killing of one or more human beings by another, including the following:

- Murder and non-negligent manslaughter — The willful (non-negligent) killing of one or more human beings by another.
- Negligent manslaughter — The killing of another person or persons through gross negligence.

**Incident**Major (episodic):

Existence of one or more of the following:

- A fatality other than a suicide
- Injuries requiring immediate medical attention away from the scene for two or more persons
- Property damage equal to or exceeding \$25,000
- An evacuation due to life safety reasons
- A collision at a grade crossing resulting in at least one injury requiring immediate medical attention away from the scene or property damage equal to or exceeding \$7,500.
- A mainline derailment
- A collision with person(s) on a rail right-of-way (ROW) resulting in injuries that require immediate medical attention away from the scene for one or more persons
- A collision between a rail transit vehicle and another rail transit vehicle or a transit non-revenue vehicle resulting in injuries that require immediate medical attention away from the scene for one or more persons.

Non-major (summary):

Incidents not already reported on the Major Incident Reporting form (S&S-40).

Existence of one or more of the following conditions:

- Injuries requiring immediate medical attention away from the scene for one person
- Property damage equal to or exceeding \$7,500 (less than \$25,000)
- All non-arson fires not qualifying as major incidents

**Injury**

Any physical damage or harm to persons as a result of an incident that requires immediate medical attention away from the scene.

**Larceny/Theft**

The unlawful taking, carrying, leading, or riding away of property from the possession or constructive possession of another person. This includes pocket picking, purse snatching, shoplifting, thefts from motor vehicles, thefts of motor vehicle parts and accessories, theft of bicycles, theft from buildings, theft from coin operated devices or machines, and all other theft not specifically classified.

**Mode**

A system for carrying transit passengers described by specific right-of-way (ROW), technology, and operational features.

**Motor Vehicle Theft**

The theft or attempted theft of a motor vehicle. A motor vehicle is a self-propelled vehicle that runs on the surface of land and not on rails.

**National Transit Database (NTD)**

The system through which the Federal Transit Administration collects uniform data needed by the Secretary of Transportation to administer Department programs.

**Not Otherwise Classified (Personal Casualty)**

A major or non-major incident in which person(s) are injured or die in transit related operations, but not as a result of a collision, derailment/vehicle leaving roadway, evacuation, or fire. These incidents can include the following:

- Injuries or fatalities that occur in slips, trips or falls on stairs, escalators, elevators, passageways, platforms, or transit right-of-ways.
- Injuries or fatalities that occur in sudden braking or unexpected swerving on transit vehicles.
- Injuries or fatalities that occur in slips, falls, door closings, or lifts while getting on or off a transit vehicle.

**Non-Arson Fires**

An incident involving uncontrolled combustion manifested by flame or smoke resulting in evidence of charring, melting or other evidence of ignition of transit property. These are reported as in station, on right of way or other, or in vehicle.

**Other**

An individual who is neither a transit passenger, transit facility occupant, Employee/other worker at a transit agency, nor a trespasser.

**Passenger**

A person who is on-board, boarding or alighting from a transit vehicle for the purpose of traveling without participating in the operation of the vehicle.

**Passenger Miles**

The cumulative sum of distances ridden by each passenger.

**Population Density**

Population divided by the area for which the population was measured. In the NTD, the number of people is the most recent Census urbanized area population divided by the square miles of that urbanized area.

**Property Damage**

The dollar amount required to repair or replace all vehicles (transit and non-transit) and all property/facilities (track, signals, and buildings) damaged during an incident to a state equivalent to that which existed prior to the incident.

**Purchased Transportation**

Transportation service provided to a public transit agency or governmental unit from a public or private transportation provider based on a written contract. The provider is obligated in advance to operate public transportation services for a public transit agency or governmental unit for a specific monetary consideration, using its own employees to operate revenue vehicles. Purchased transportation (PT) does not include franchising, licensing operations, management services, cooperative agreements, or private conventional bus service.

**Robbery**

The taking or attempting to take anything of value under confrontational circumstances from the care, custody, or control of another person by force or threat of force or violence and/or by putting the victim in fear of immediate harm. The use or threat of force includes firearms, knives or cutting instruments, other dangerous weapons (clubs, acid, explosives) and strong arm techniques (hands, fists, feet).

**Suicide**

A person attempting to end his or her own life intentionally. Both successful and unsuccessful attempts are counted as suicides. Suicides were previously classified as a subset of Collisions with People. They have been reclassified as non-major security incidents in the redesigned NTD.

**Transit Facility Occupant**

A person who is inside the public passenger area of a transit revenue facility. Employees, other workers, or trespassers are not transit facility occupants.

**Trespass**

To unlawfully enter land, a dwelling, or other real property.

**Unlinked Passenger Trips**

The number of passengers who board public transportation vehicles. Passengers are counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination.

**Vandalism**

The willful or malicious destruction, injury, disfigurement, or defacement of any public or private property, real or personal, without consent of the owner or person having custody or control by cutting, tearing, breaking, marking, painting, drawing, covering with filth, or any other such means as may be specified by local law.

**Vehicles Operated in Annual Maximum Service**

The number of revenue vehicles operated to meet the annual maximum service requirement.

**Vehicle Miles**

The total number of miles traveled by transit vehicles. Commuter rail, heavy rail, and light rail report individual car miles rather than train miles for vehicle miles.

# TRANSIT MODE DEFINITIONS

## **AG - Automated Guideway**

Consists of an electric railway (single or multicar trains) of guided transit vehicles operating without vehicle operators or other crew on board the vehicle. Service may be on a fixed schedule or in response to a passenger activated call button.

## **CC - Cable Car**

Electric railway with individually controlled transit vehicles operating by means of an attachment to a moving cable located below the street surface and powered by engines or motors at a central location not on board the vehicle.

## **CR - Commuter Rail**

An electric or diesel propelled railway for urban passenger train service consisting of local short distance travel between a central city and suburbs. Such rail service, using either locomotive hauled or self propelled railroad passenger cars, is generally characterized by multi-trip tickets, specific station to station fares, railroad employment practices and usually only 1 or 2 stations in the central business district. Commuter rail does not include heavy rail or light rail service. Service of a predominantly intercity nature is excluded, except where a local portion is operated under public agency contract for commuter purposes. Only the predominantly commuter service portion of an inter city route is eligible for inclusion when determining commuter rail route miles. FRA RAIRS is the safety data source for this mode.

## **DR - Demand Response**

Passenger cars, vans or class C (< 25 seats) buses operating in response to calls from passengers or their agents to the transit operator, who then dispatches a vehicle to pick up the passengers and transport them to their destinations. Vehicles do not operate over a fixed route or on a fixed schedule, may be dispatched to pick up several passengers at different pick-up points before taking them to their respective destinations (and may even be interrupted en route to these destinations to pick up other passengers), and are normally used exclusively for this service.

## **FB - Ferryboat**

Vessels carrying passengers and/or vehicles over a body of water. The vessels are generally steam- or diesel-powered conventional ferry vessels.

## **HR - Heavy Rail (Rapid Rail or Subway)**

A transit mode with rail cars powered by electricity that is usually drawn from a third rail and the capacity for a heavy volume of traffic. It is characterized by high speed and rapid acceleration passenger rail cars operating singly or in multi-car trains on fixed rails; separate rights-of-way from which all other vehicular and foot traffic are excluded; sophisticated signaling; and high platform loading. It generally uses longer trains and has longer spacing between stations than light rail.

## **IP - Inclined Plane**

A transit mode that is a railway operating over exclusive right-of-way on steep grades (slopes) with powerless vehicles propelled by moving cables attached to the vehicles and powered by engines or motors at a central location not on board the vehicle. The special tramway type of vehicles have passenger seats that remain horizontal while the undercarriage (truck) is angled parallel to the slope.

**JT - Jitney**

Passenger cars or vans operating on fixed routes (sometimes with minor deviations) as demand warrants without fixed schedules or fixed stops.

**LR - Light Rail (Streetcar)**

Urban transit that typically is an electric railway with a light volume traffic capacity compared to heavy rail. It is characterized by passenger rail cars operating singly (or in short, usually 2 car trains) on fixed rails in predominantly reserved but not always grade-separated right-of-ways; low or high platform loading; and vehicle power drawn from an overhead electric line via a trolley or a pantograph.

**MB - Motor Bus**

Rubber-tired passenger vehicles operating on fixed routes and schedules over roadways. Vehicles are powered by diesel, gasoline, battery or alternative fuel engines contained within the vehicle.

**TB – Trolley bus**

Electric rubber-tired passenger vehicles manually steered and operating singly on city streets. Trolley buses are propelled by a motor that draws current from an overhead catenary. The data for trolley buses are combined with the Motor Bus data.

**VP - Vanpool**

Public-sponsored commuter service operating under prearranged schedules for pre-formed groups of riders in 8- to 18-seat vehicles. Vanpool(s) must also be in compliance with mass transit rules including Americans with Disabilities Act (ADA) provisions, and be open to the public and that availability must be made known. Drivers are also commuters who receive little or no compensation besides free transportation and use of the vehicle during off-hours.

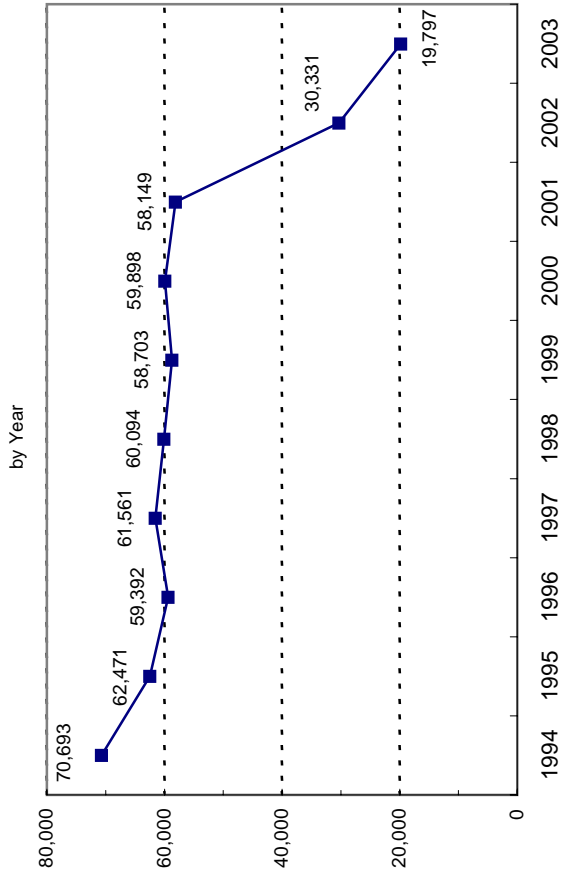
Transit modes whose statistics are insignificant when compared with other modes are addressed in an abbreviated fashion. They are Cable Car (CC), Ferryboat (FB), Inclined Plane (IP), and Jitney (JT). Detailed statistics are available on request. Monorail (MO), Publico (PB), Aerial Tramway (TR), and Other (OR) modes had no reportable incidents.

## **Transit Safety Trends**

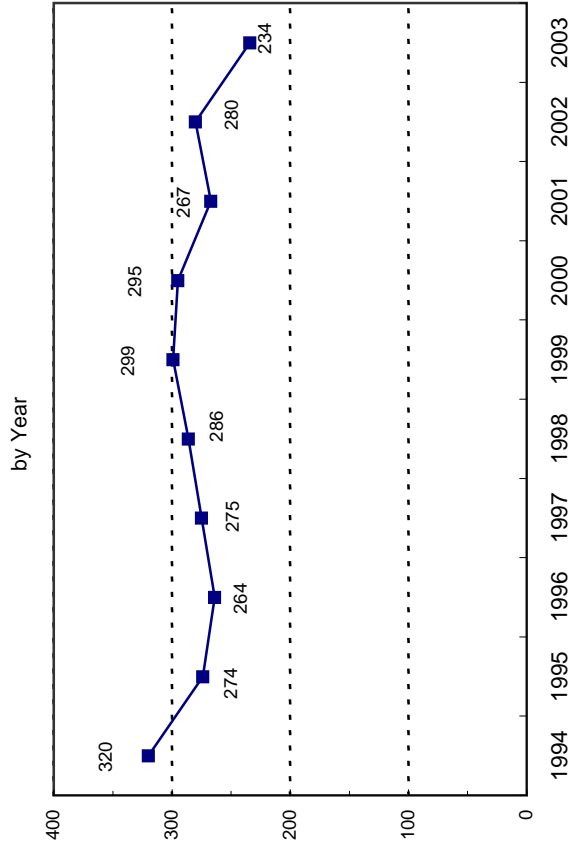




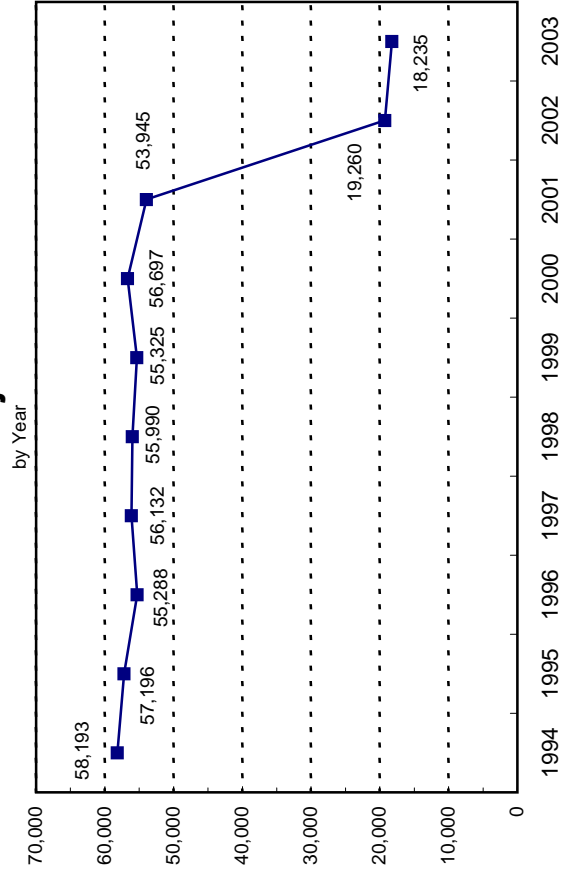
## Transit Incidents



## Transit Fatalities



## Transit Injuries

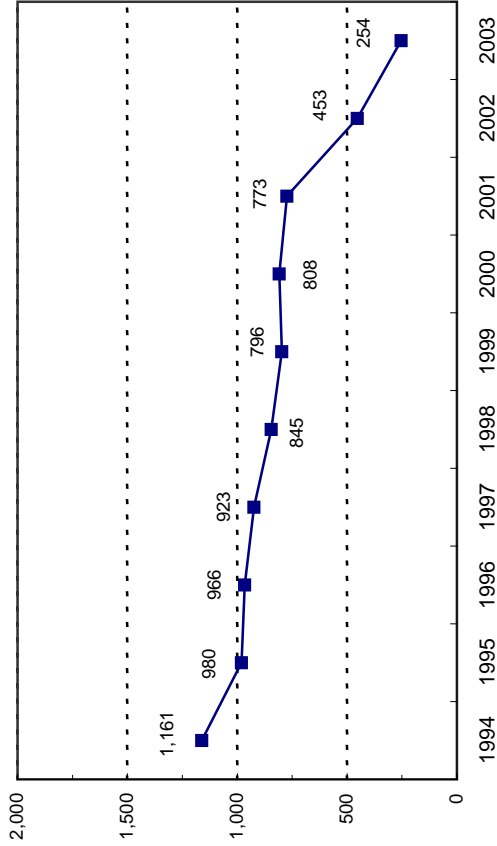


These graphs depict the trends for the total number of *incidents*, *fatalities*, and *injuries* from all causes, i.e., **Collisions, Derailments, Personal Casualties, Evacuations, and Fires.**

**Note:** In these trend graphs, the term *Transit* refers to the following modes: **MB, TB, CR, HR, LR, AG, DR, and VP.**

## Transit Accidents

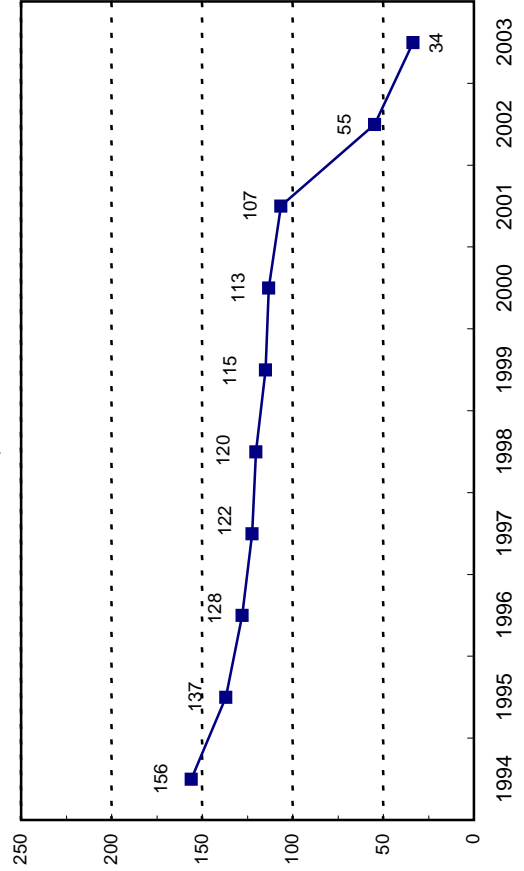
per 100,000,000 Vehicle Miles  
by Year



This graph shows the accident rate, which is based only on the number of vehicle accidents. These include all vehicle accidents resulting from **Collisions** (with vehicles, objects, people [not suicides]) and **Derailements** (vehicle derailed/left roadway). The vehicle mile figure includes both revenue and non-revenue miles since there are risks present during both types of operation. The three rail modes (Commuter Rail, Heavy Rail, and Light Rail) report car rather than train miles for vehicle miles.

## Transit Accidents

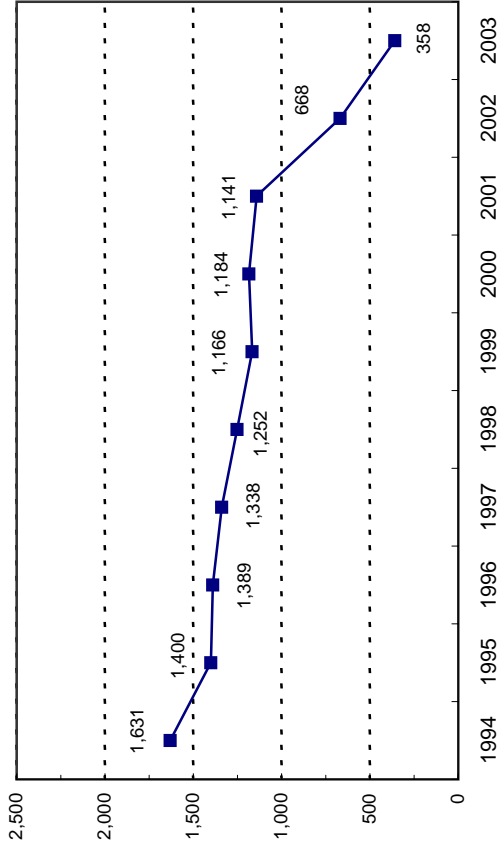
per 100,000,000 Passenger Miles  
by Year



This graph shows the trend for accident rates, which result from **Collisions** (with vehicles, objects, people [not suicides]), **Derailements** (vehicle derailed/left roadway), and **Personal Casualties** (on right of way, inside the vehicle, entering/exiting the vehicle, and in other non-station/non-parking areas). When analyzing the results on this page, consider that the number of passengers and the average trip length both affect the accident rate. This graph differs from the previous graph in that it includes those **Personal Casualties** (on right of way, inside the vehicle, entering/exiting the vehicle, and other) associated with the operation of transit vehicles, and is indexed by Passenger Miles.

## Bus Accidents

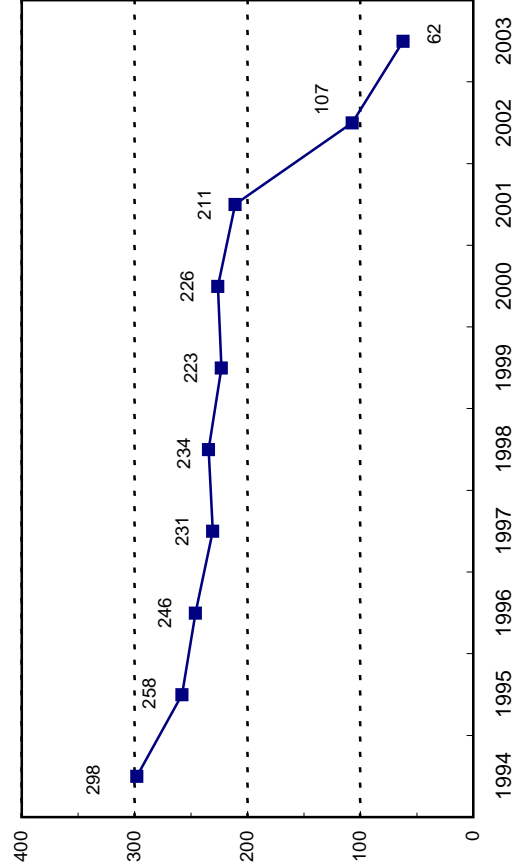
per 100,000,000 Vehicle Miles  
by Year



This graph shows the accident rate, which is based only on the number of vehicle accidents. These include all bus accidents resulting from **Collisions** (with vehicles, objects, people [not suicides]), and **Derailements** (bus left roadway). The vehicle mile figure includes both revenue and non-revenue miles since there are risks present during both types of operation.

## Bus Accidents

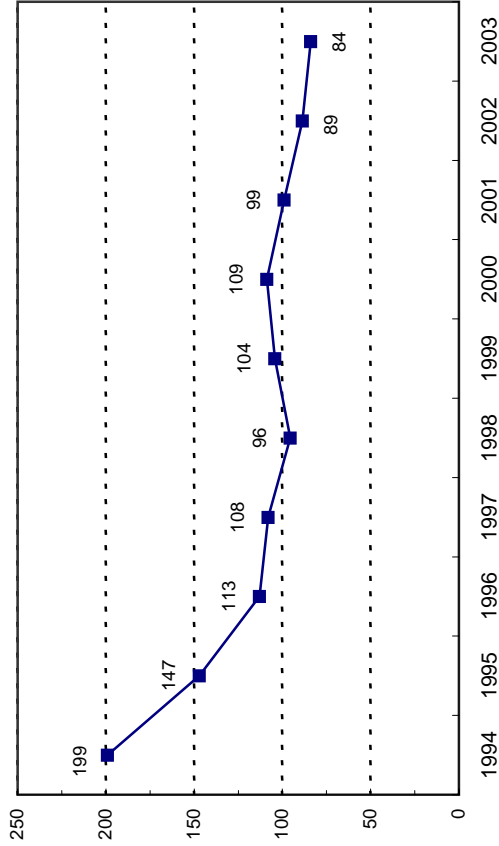
per 100,000,000 Passenger Miles  
by Year



This graph shows the trend for bus accident rates, which result from **Collisions** (with vehicles, objects, people [not suicides]), **Derailements** (bus left roadway), and **Personal Casualties** (on right of way, inside the vehicle, entering/exiting the vehicle, and in other non-station/non-parking areas). When analyzing the results on this page, consider that the number of vehicle accidents, the number of passengers, and the average trip length all affect the accident rate. This graph differs from the previous graph in that it includes **Personal Casualties** (on right of way, inside the vehicle, entering/exiting the vehicle, and in other non-station/non-parking areas), and is indexed by Passenger Miles.

## Rail Accidents

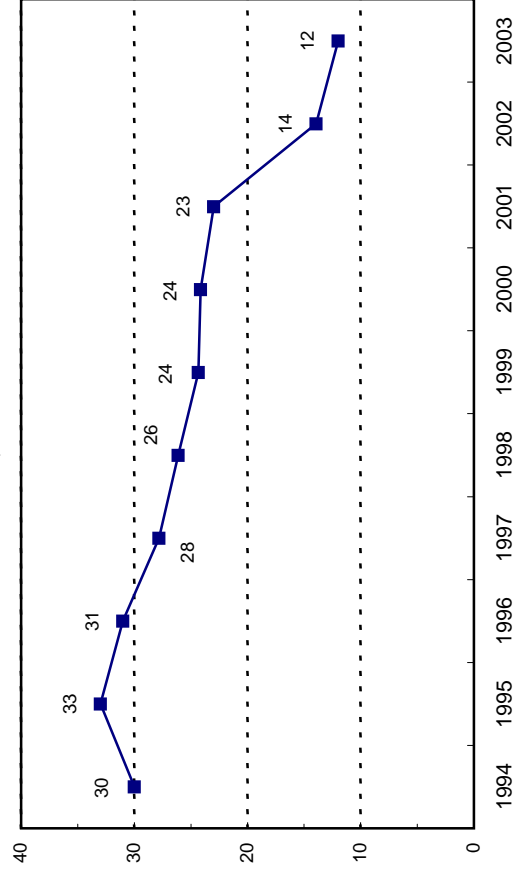
per 100,000,000 Vehicle Miles  
by Year



This graph shows the accident rate, which is based only on the number of vehicle accidents. These include all rail vehicle accidents resulting from **Collisions** (with vehicles, objects, people [not suicides]) and **Derailements** (bus left roadway). The vehicle-mile figure includes both revenue and non-revenue miles since there are risks present during both types of operation. The rail modes (Commuter Rail, Heavy Rail, and Light Rail) report car rather than train miles for vehicle miles.

## Rail Accidents

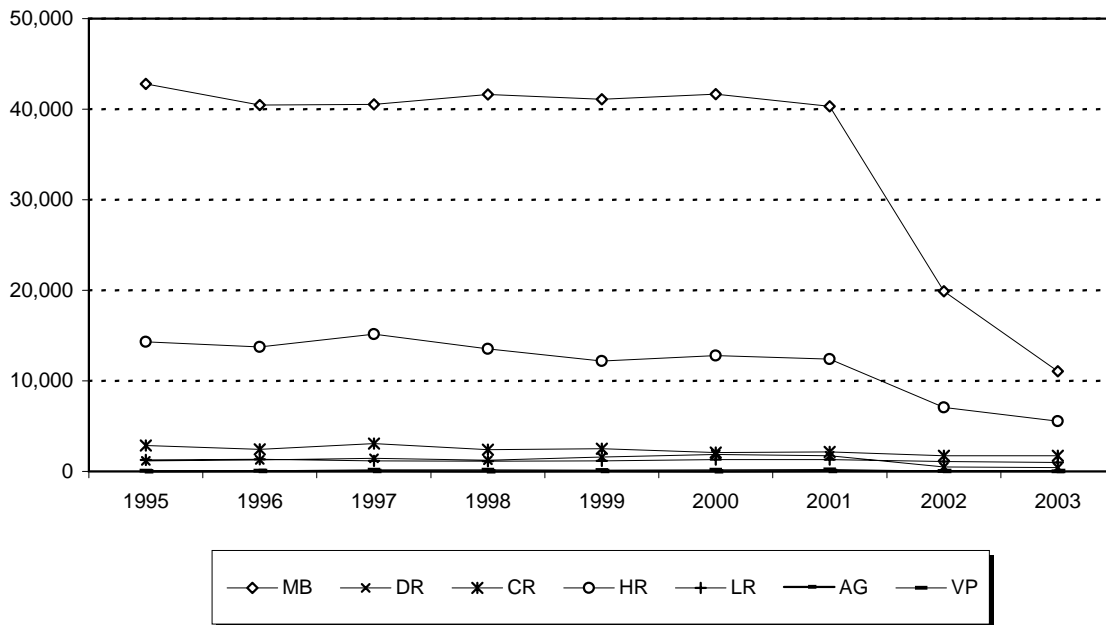
per 100,000,000 Passenger Miles  
by Year



This graph shows the trend for rail vehicle accident rates, which result from **Collisions** (with vehicles, objects, people [not suicides]), **Derailements** (vehicle derailed/left roadway), and **Personal Casualties** (on right of way, inside the vehicle, entering/exiting the vehicle, and in other non-station/non-parking areas). When analyzing the results on this page, consider that the number of vehicle accidents, the number of passengers, and the average trip length all affect the accident rate. This graph differs from the previous graph in that it includes certain **Personal Casualties** (on right of way, inside the vehicle, entering/exiting the vehicle, and in other non-station/non-parking areas), and is indexed by Passenger Miles.

## Incidents

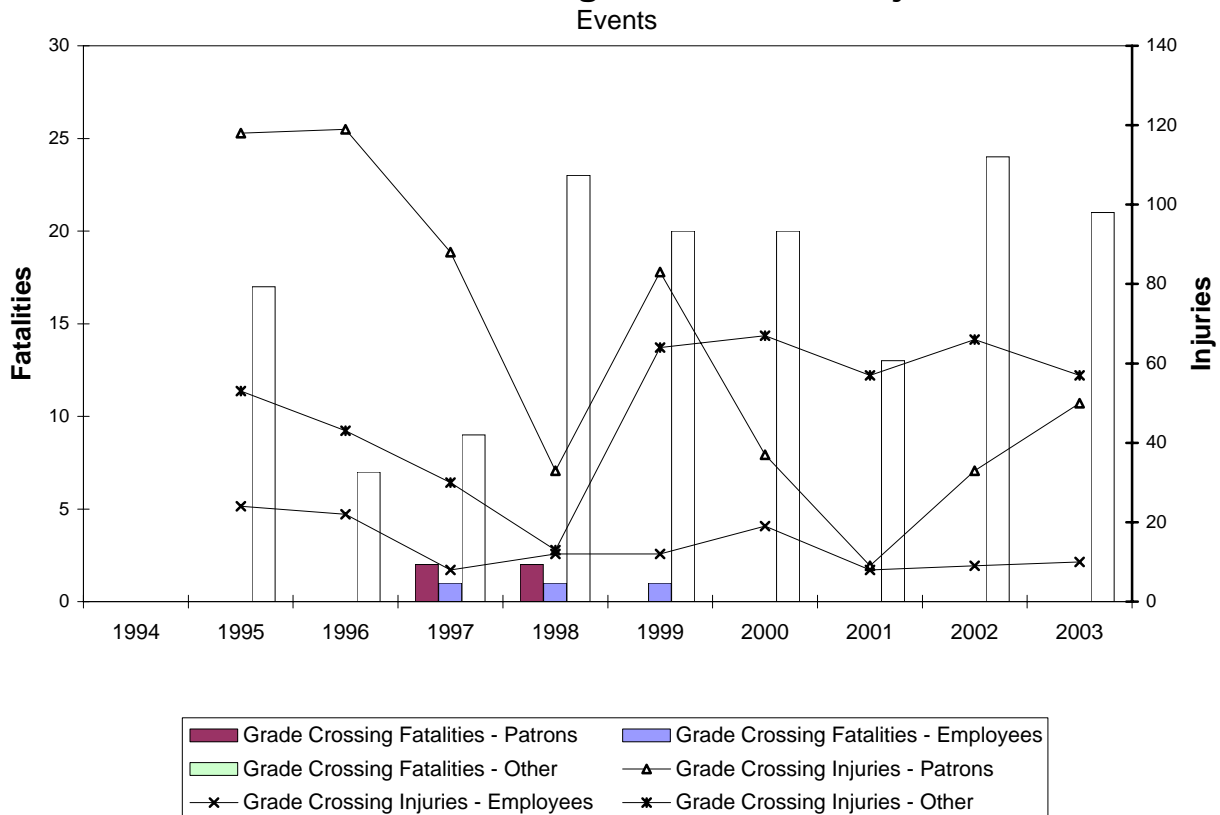
by Mode and Year



## Incidents by Mode and Year

	1995	1996	1997	1998	1999	2000	2001	2002	2003
<b>MB</b>	42,780	40,456	40,524	41,616	41,094	41,677	40,321	19,892	11,053
<b>DR</b>	1,173	1,284	1,454	1,221	1,577	1,871	1,719	478	414
<b>CR</b>	2,847	2,449	3,078	2,410	2,499	2,072	2,159	1,720	1,749
<b>HR</b>	14,327	13,748	15,151	13,516	12,196	12,782	12,406	7,078	5,554
<b>LR</b>	1,276	1,350	1,173	1,121	1,182	1,319	1,299	1,105	983
<b>AG</b>	10	25	19	16	20	17	36	23	33
<b>VP</b>	58	80	162	194	135	160	209	35	11
<b>Total</b>	62,471	59,392	61,561	60,094	58,703	59,898	58,149	30,331	19,797

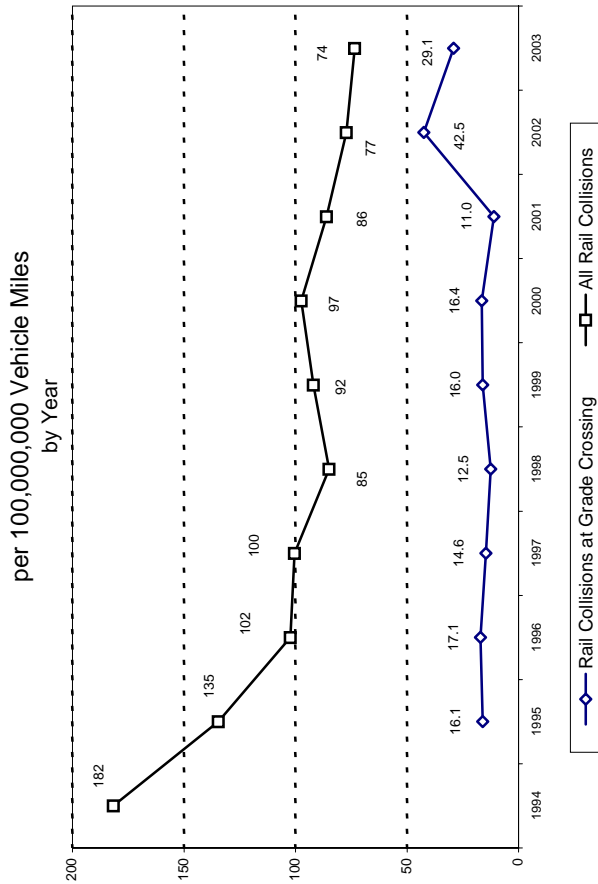
## Rail Grade Crossing Fatalities and Injuries



This graph shows the *fatalities* (bars) and *injuries* (lines) that occur at grade crossings. Note that the fatality scale is on the left and the injury scale is on the right side of the chart.

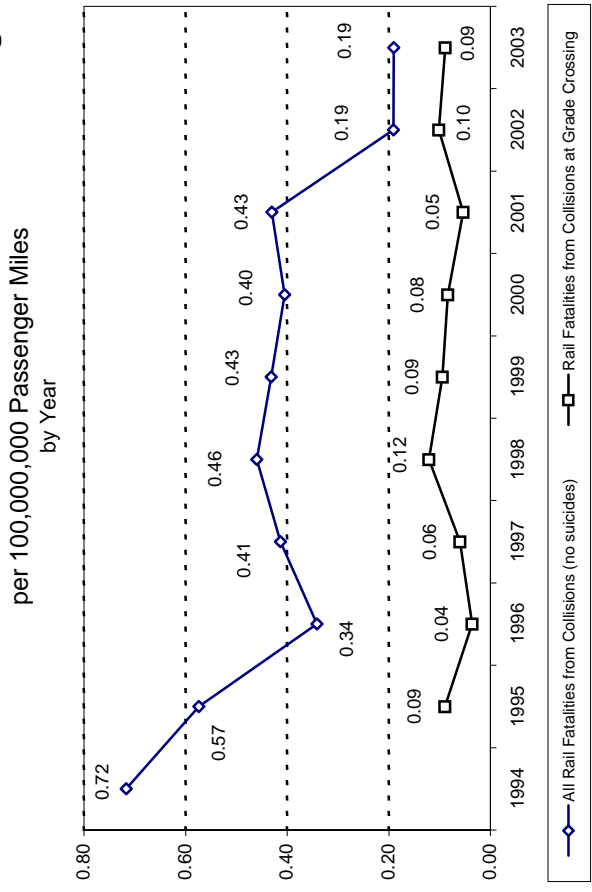
Note that all of the fatalities are Others (e.g., pedestrians, trespassers, etc.). The plurality of injuries are also now Others, too.

## Rail Collisions - All and at Grade Crossing



This graph shows the collision rate, which is based only on the number of vehicle accidents. These include all rail vehicle accidents resulting from **Collisions** (with vehicles, objects, people [not suicides]). The Rail Collisions at Grade Crossings rate is a subset of the All Rail Collisions rate. The vehicle-mile figure includes both revenue and non-revenue miles since there are risks present during both types of operation. The rail modes (Commuter Rail, Heavy Rail, and Light Rail) report car rather than train-miles for vehicle-miles. For example, a CR locomotive and 3 cars traveling 10 miles accrues 30 vehicle-miles (locomotive not counted, only passenger cars).

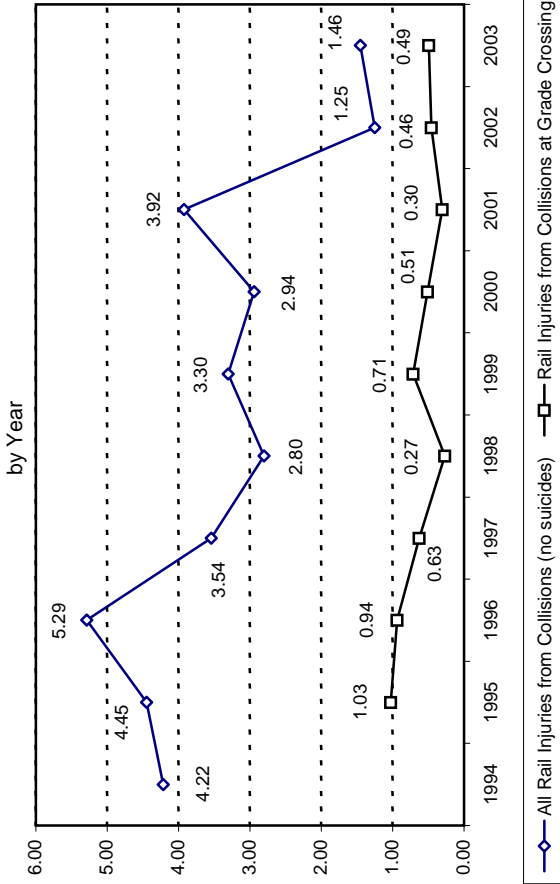
## Rail Collision Fatalities - All and at Grade Crossing



These statistics represent *fatalities* resulting from all Rail **Collisions** (with vehicles, objects, people [not suicides]) and the corresponding subset of *fatalities* that occurred due to these collisions at Grade Crossings. When analyzing the results on this page, consider that the number of rail vehicle collisions, the number of passengers, and the average trip length all affect the collision rate.

### Rail Collision Injuries - All and at Grade Crossing

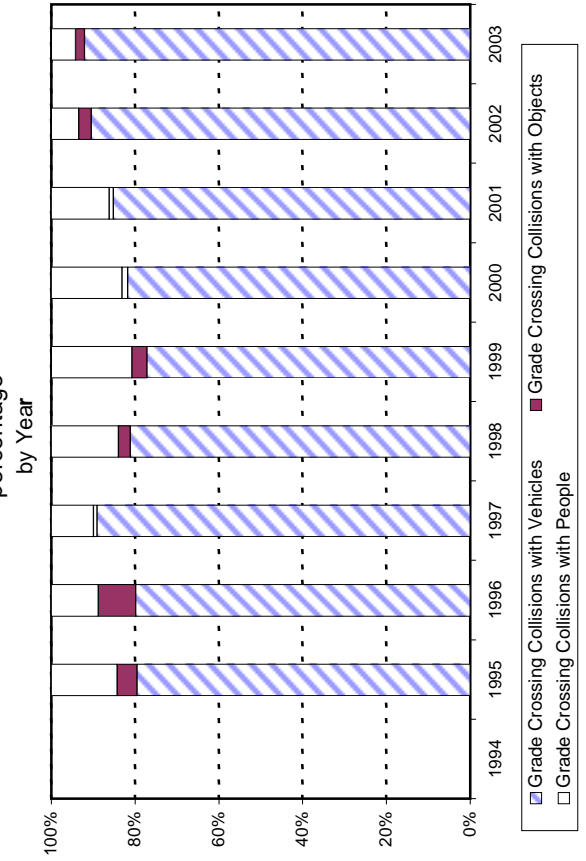
per 100,000,000 Passenger Miles



These statistics represent *injuries* resulting from all Rail **Collisions** (with vehicles, objects, people [not suicide attempts]) and the corresponding subset of *injuries* that occurred due to these collisions at Grade Crossings. When analyzing the results on this page, consider that the number of rail vehicle collisions, the number of passengers, and the average trip length all affect the collision rate.

### Rail Collisions at Grade Crossings - Incident Trend

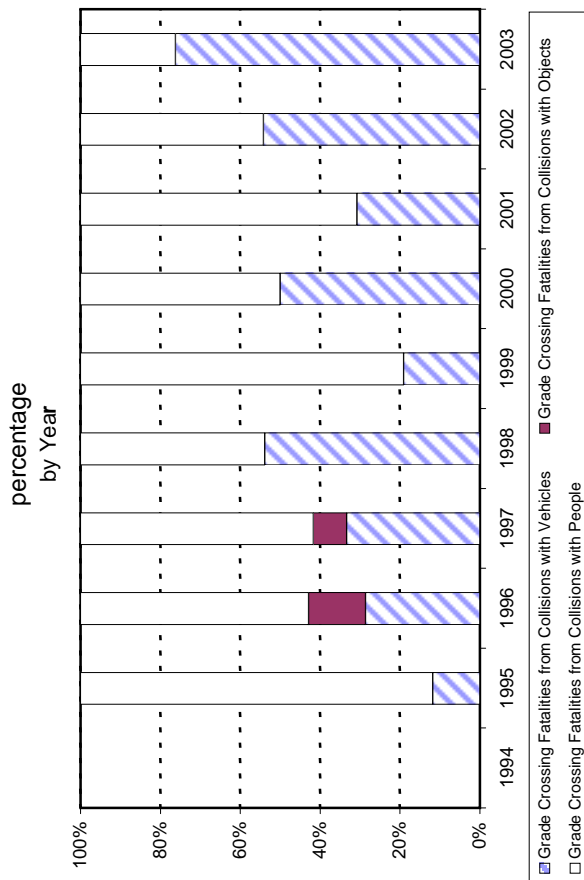
percentage by Year



This graph shows the percentage of each type of grade crossing *incident* (i.e., Collisions with other vehicles, objects, and people) to the total **Collisions at Grade Crossings**.

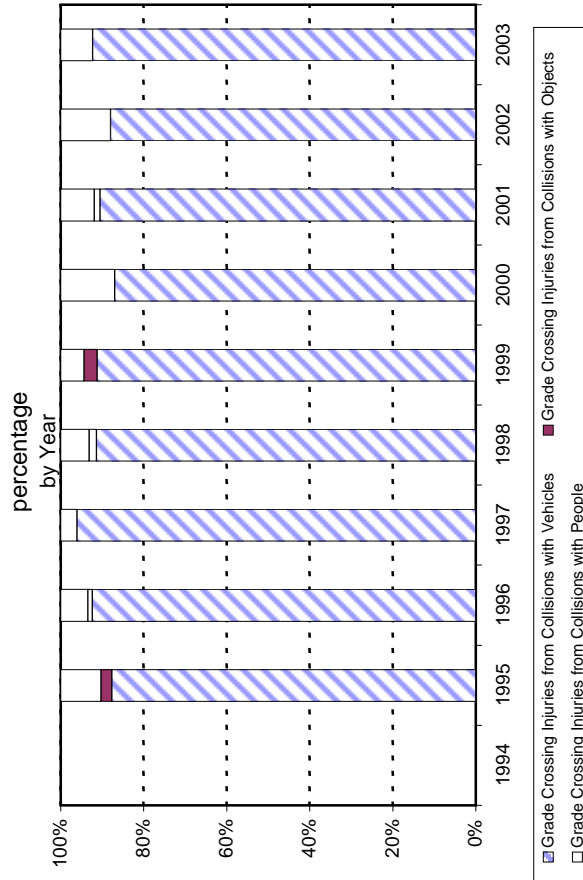


### Rail Collisions at Grade Crossings - Fatality Trend



This graph shows the percentage of each type of grade crossing *fatality* (i.e., Collisions with other vehicles, objects, and people) to the total **Fatalities at Grade Crossings**.

### Rail Collisions at Grade Crossings - Injury Trend

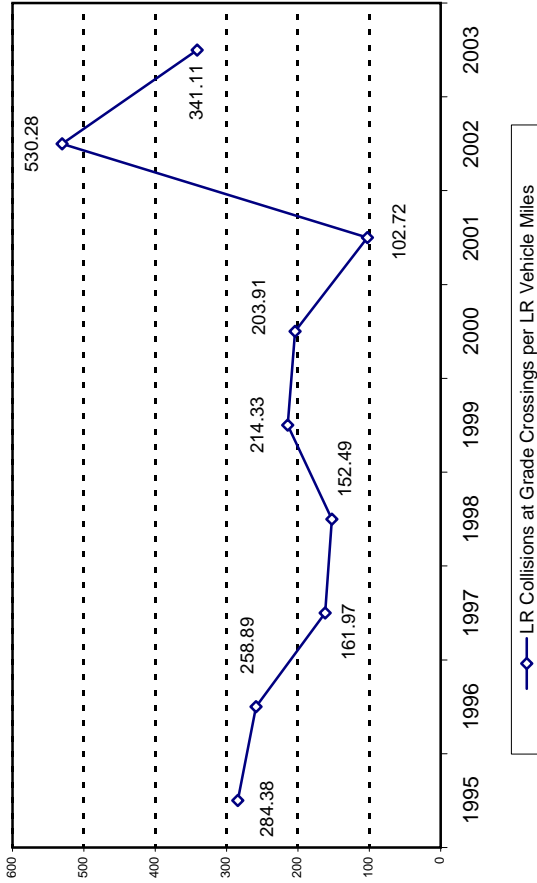


This graph shows the percentage of each type of grade crossing *injury* (i.e., Collisions with other vehicles, objects, and people) to the total **Injuries at Grade Crossings**.

### Light Rail Collisions at Grade Crossings

per 100,000,000 LR Vehicle Miles

by Year



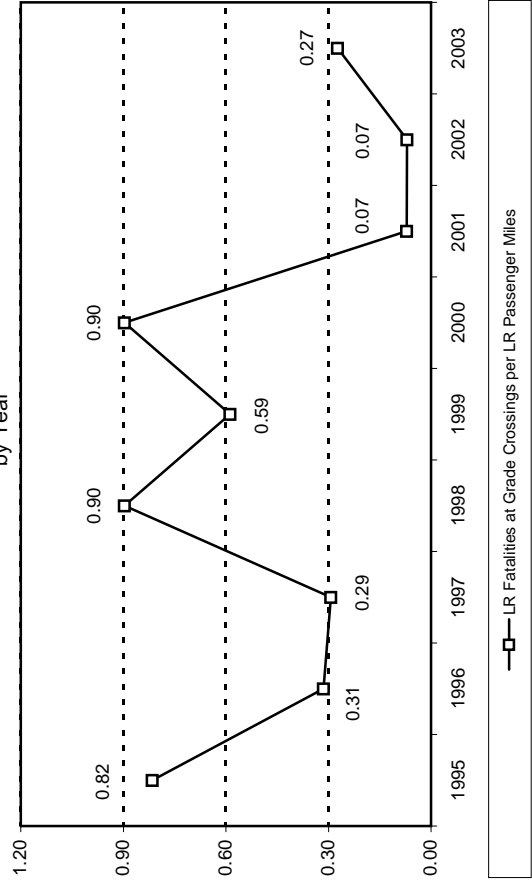
This includes light rail vehicle accidents resulting from **Collisions at Grade Crossings** (with vehicles, objects, people). The LR vehicle-mile figure includes both revenue and non-revenue miles since there are risks present during both types of operation.

Reported LR collisions at grade crossings increased in 2002 and 2003 due to a new threshold requiring that **any** collision at a grade crossing be reportable. This threshold for reporting was then increased in late 2003, so a future significant decrease is expected.

### Light Rail Collision Fatalities at Grade Crossings

per 100,000,000 LR Passenger Miles

by Year

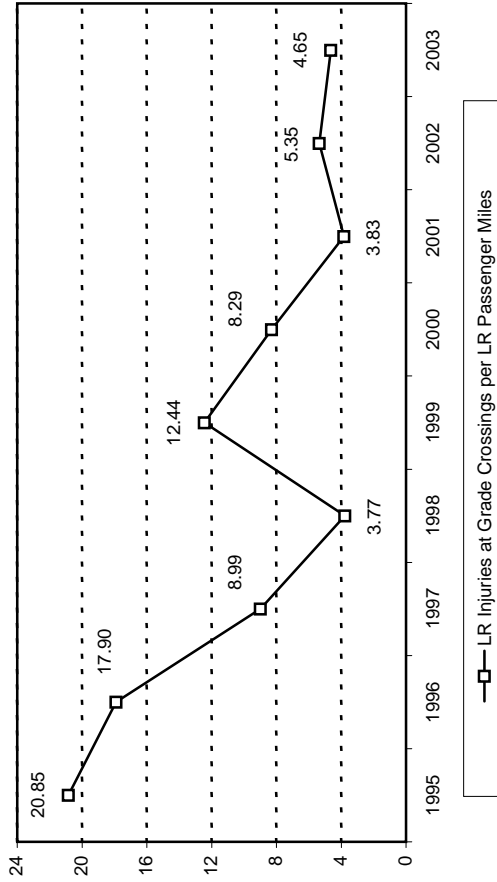


These statistics represent *fatalities* resulting from all Light Rail **Collisions at Grade Crossings** (with vehicles, objects, people). When analyzing the results on this page, consider that the number of collisions, the number of passengers, and the average trip length all affect the collision rate.

## Light Rail Collision Injuries at Grade Crossings

per 100,000,000 Passenger Miles

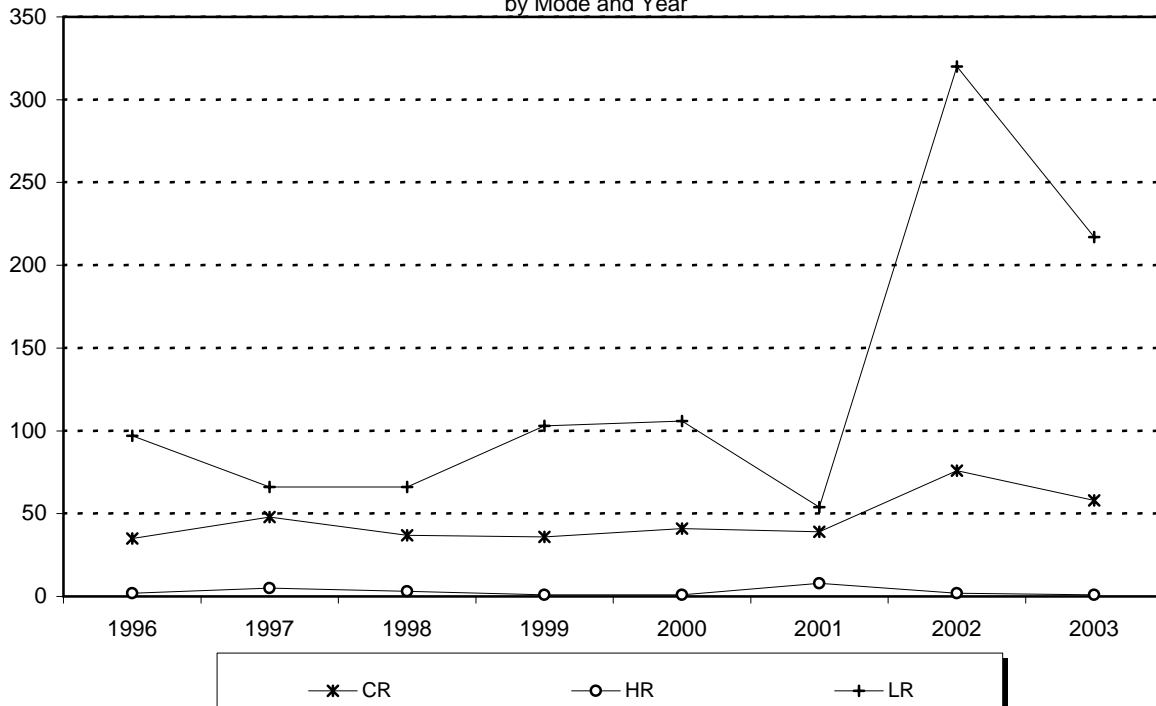
by Year



These statistics represent *injuries* resulting from all Light Rail **Collisions at Grade Crossings** (with vehicles, objects, people). When analyzing the results on this page, consider that the number of collisions, the number of passengers, and the average trip length all affect the collision rate.

## Rail Incidents at Grade Crossings

by Mode and Year



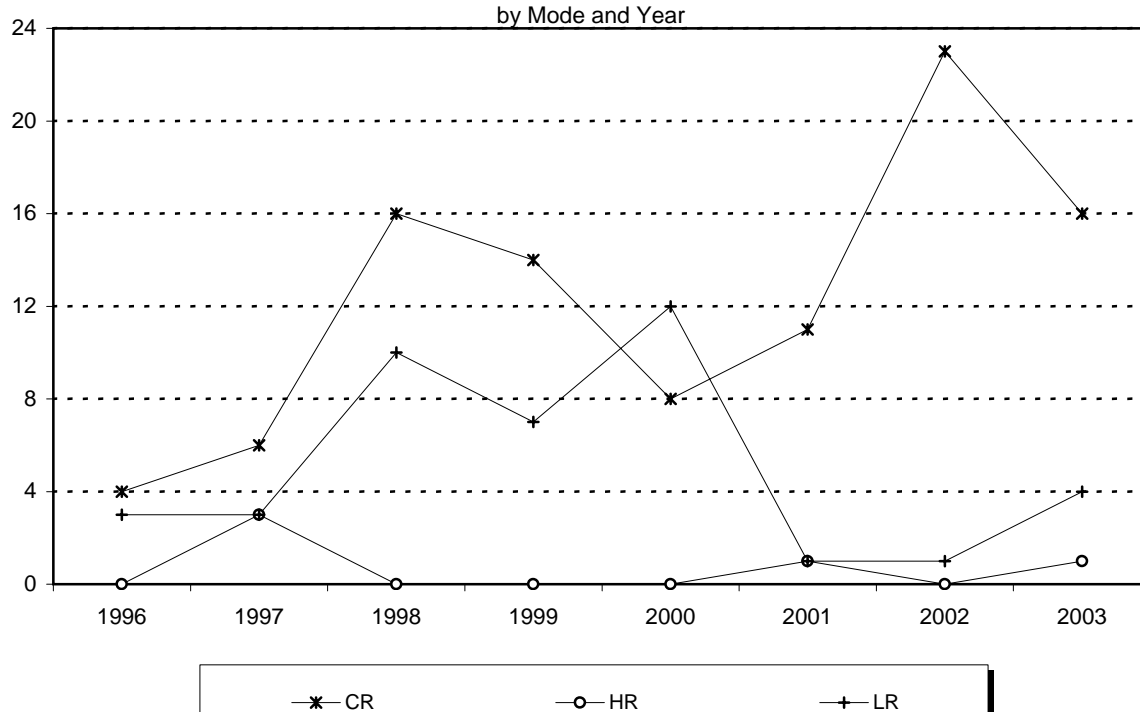
## Rail Grade Crossing Incidents by Mode and Year

	1996	1997	1998	1999	2000	2001	2002	2003
<b>CR</b>	35	48	37	36	41	39	76	58
<b>HR</b>	2	5	3	1	1	8	2	1
<b>LR</b>	97	66	66	103	106	54	320	217
<b>Total</b>	134	119	106	140	148	101	398	276

### Incidents at Grade Crossings Breakout

CR	1997	1998	1999	2000	2001	2002	2003
<b>With Vehicles</b>	43	26	21	30	30	62	52
<b>With Objects</b>	1	1	2	2	0	0	0
<b>With People</b>	4	10	13	9	9	14	6
<b>HR</b>							
<b>With Vehicles</b>	2	2	1	1	8	2	0
<b>With Objects</b>	0	1	0	0	0	0	0
<b>With People</b>	3	0	0	0	0	0	1
<b>LR</b>							
<b>With Vehicles</b>	61	58	86	90	48	296	202
<b>With Objects</b>	0	1	3	0	1	12	6
<b>With People</b>	5	7	14	16	5	12	9

## Rail Fatalities at Grade Crossings



## Grade Crossing Fatalities by Mode and Year

	1996	1997	1998	1999	2000	2001	2002	2003
<b>CR</b>	4	6	16	14	8	11	23	16
<b>HR</b>	0	3	0	0	0	1	0	1
<b>LR</b>	3	3	10	7	12	1	1	4
<b>Total</b>	7	12	26	21	20	13	24	21

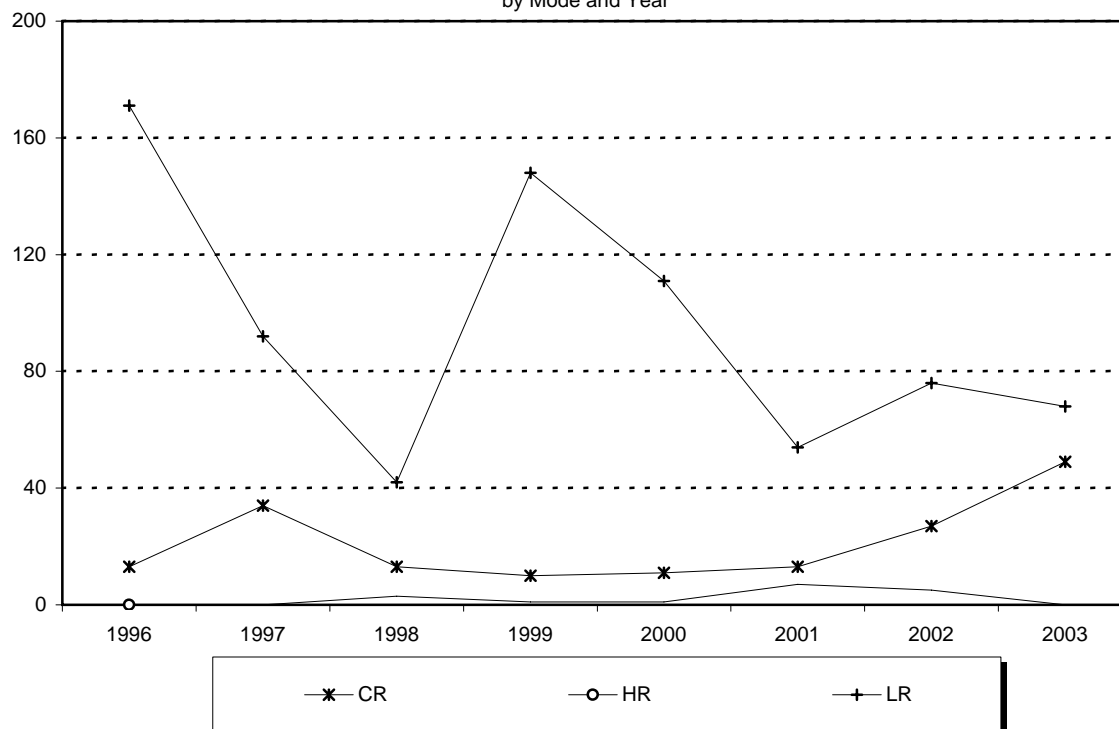
## Fatalities at Grade Crossings Breakout

CR	1997	1998	1999	2000	2001	2002	2003
<b>With Vehicles</b>	4	12	3	1	3	13	13
<b>With Objects</b>	1	0	0	0	0	0	0
<b>With People</b>	1	4	11	7	8	10	3
<b>HR</b>							
<b>With Vehicles</b>	0	0	0	0	1	0	0
<b>With Objects</b>	0	0	0	0	0	0	0
<b>With People</b>	3	0	0	0	0	0	1
<b>LR</b>							
<b>With Vehicles</b>	0	2	1	9	0	0	3
<b>With Objects</b>	0	0	0	0	0	0	0
<b>With People</b>	3	8	6	3	1	1	1

Note: 2003 fatalities at grade crossings consisted of: 0 patrons, 0 employees, and 21 others.

## Rail Injuries at Grade Crossings

by Mode and Year



## Grade Crossing Injuries by Mode and Year

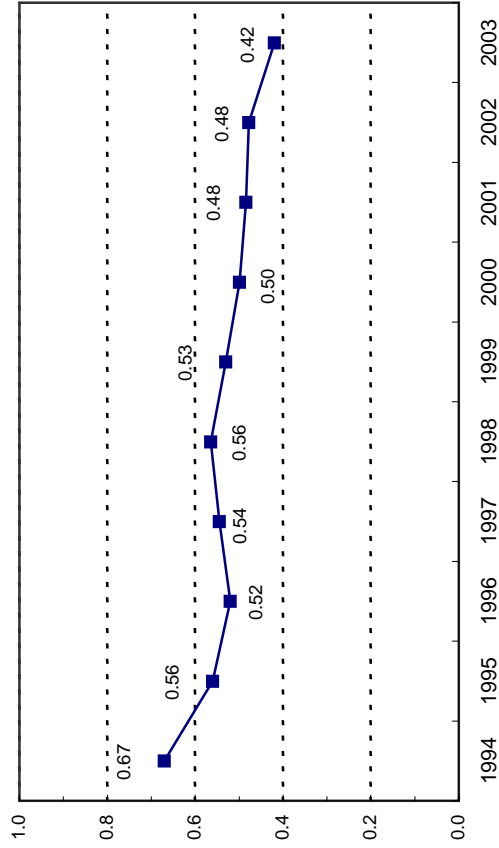
	1996	1997	1998	1999	2000	2001	2002	2003
<b>CR</b>	13	34	13	10	11	13	27	49
<b>HR</b>	0	0	3	1	1	7	5	0
<b>LR</b>	171	92	42	148	111	54	76	68
<b>Total</b>	184	126	58	159	123	74	108	117

## Injuries at Grade Crossings Breakout

CR	1997	1998	1999	2000	2001	2002	2003
<b>With Vehicles</b>	31	9	7	9	11	23	46
<b>With Objects</b>	0	0	1	0	0	0	0
<b>With People</b>	3	3	2	2	2	4	3
<b>HR</b>							
<b>With Vehicles</b>	0	3	1	1	7	5	0
<b>With Objects</b>	0	0	0	0	0	0	0
<b>With People</b>	0	0	0	0	0	0	0
<b>LR</b>							
<b>With Vehicles</b>	90	41	137	97	49	67	62
<b>With Objects</b>	0	1	4	0	1	0	0
<b>With People</b>	2	0	7	14	4	9	6

## Transit Fatalities

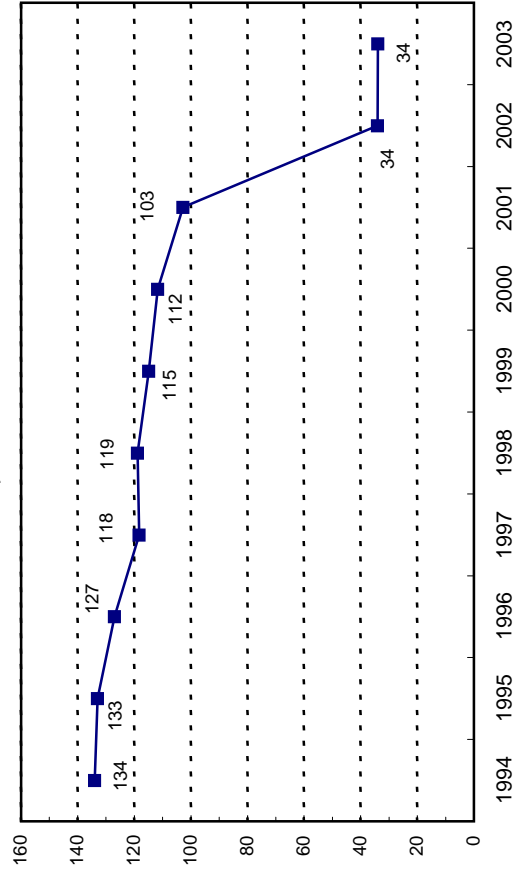
per 100,000 Passenger Miles  
by Year



This graph represents *fatalities* resulting from **Collisions** (with vehicles, objects, people [not suicides]), **Derailements** (vehicle derailed/left roadway), and those **Personal Casualties** (on right of way, inside the vehicle, entering/exiting the vehicle, and in other non-station/non-parking areas) associated with the operation of transit vehicles. This rate can be compared to the strategic goal for transit fatalities per 100,000 passenger miles set by the GPRA. In 2003, the goal of 0.4871 was reached, as the real rate was 0.4198.

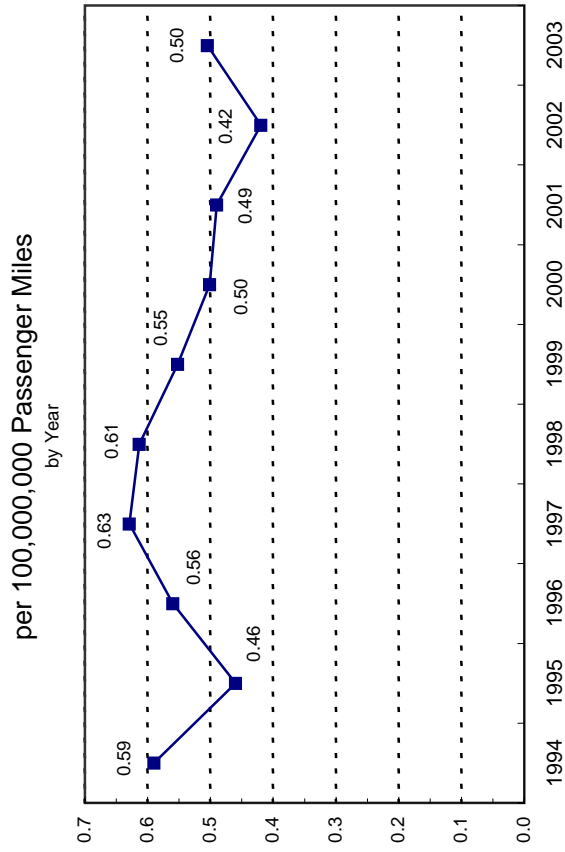
## Transit Injuries

per 100,000 Passenger Miles  
by Year



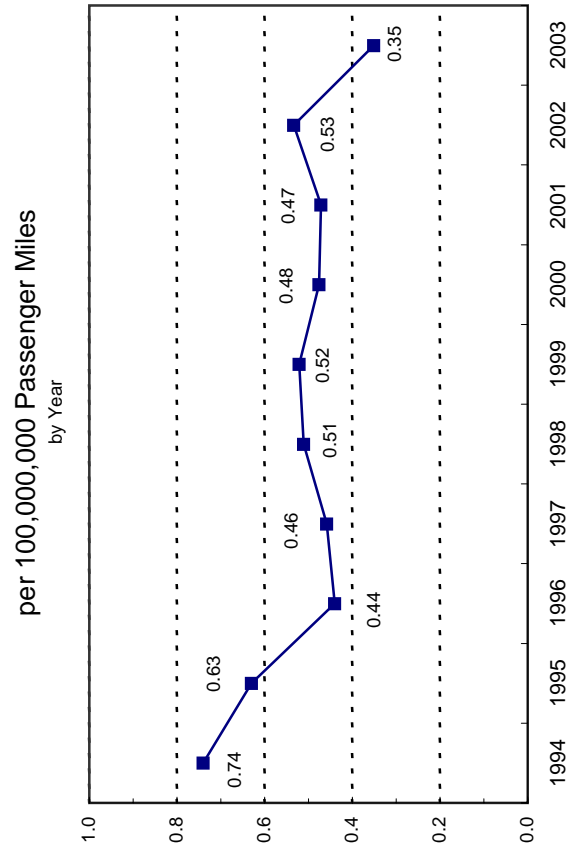
The statistics to the left represent *injuries* resulting from **Collisions** (with vehicles, objects, people [not suicides]), **Derailements** (vehicle derailed/left roadway), and those **Personal Casualties** (on right of way, inside the vehicle, entering/exiting the vehicle, and in other non-station/non-parking areas) associated with the operation of transit vehicles.

## Bus Fatalities



The statistics to the left represent bus *fatalities* resulting from **Collisions** (with vehicles, objects, people [not suicides]), **Derailements** (vehicle left roadway), and **Personal Casualties** (on right of way, inside the vehicle, entering/exiting the vehicle, and in other non-station/non-parking areas).

## Rail Fatalities

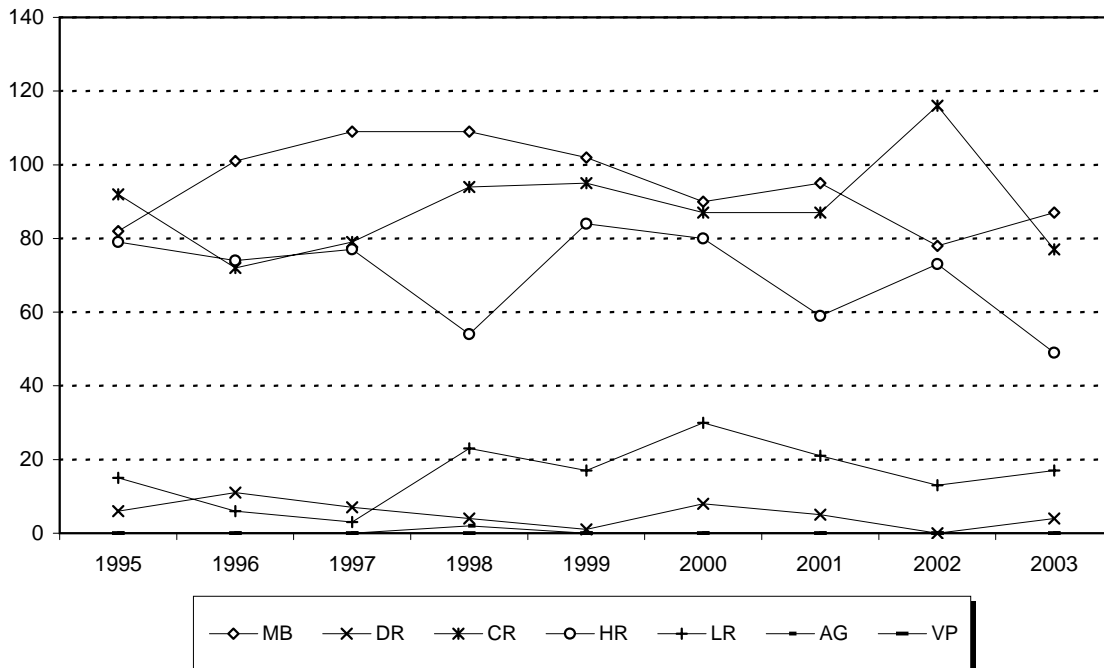


This graph shows rail *fatalities* resulting from **Collisions** (with vehicles, objects, people [not suicides]), **Derailements** (vehicle derailed/left roadway), and **Personal Casualties** (on right of way, inside the vehicle, entering/exiting the vehicle, and in other non-station/non-parking areas).



## Fatalities

by Mode and Year

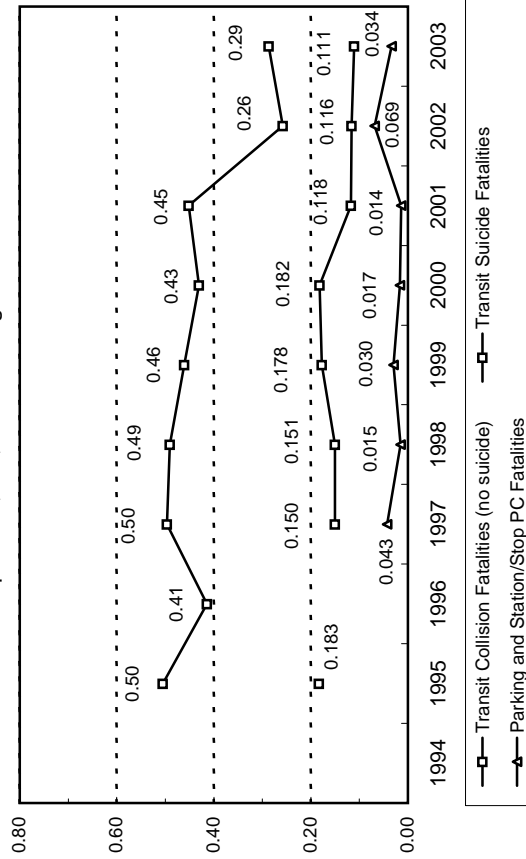


## Fatalities by Mode and Year

	1995	1996	1997	1998	1999	2000	2001	2002	2003
<b>MB</b>	82	101	109	109	102	90	95	78	87
<b>DR</b>	6	11	7	4	1	8	5	0	4
<b>CR</b>	92	72	79	94	95	87	87	116	77
<b>HR</b>	79	74	77	54	84	80	59	73	49
<b>LR</b>	15	6	3	23	17	30	21	13	17
<b>AG</b>	0	0	0	2	0	0	0	0	0
<b>VP</b>	0	0	0	0	0	0	0	0	0
<b>Total</b>	274	264	275	286	299	295	267	280	234

## Transit Fatalities

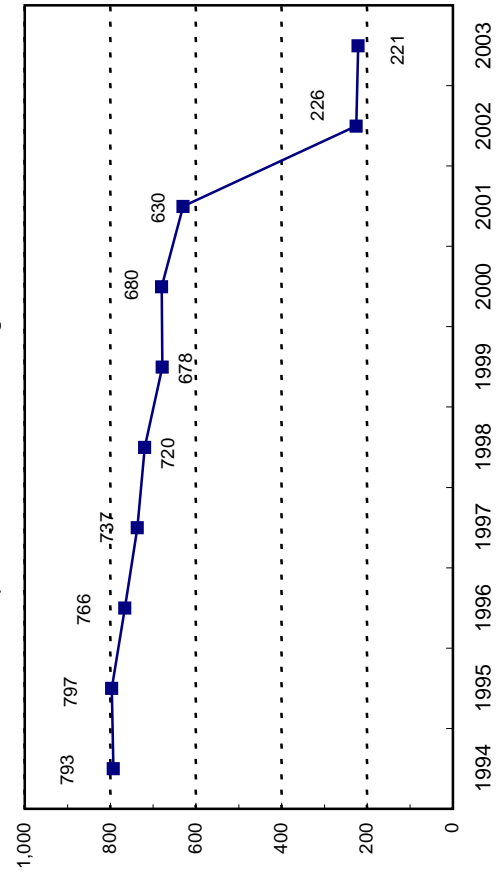
from Collisions, Suicides, and Personal Casualties  
per 100,000,000 Passenger Miles



This graph depicts the trend for the fatality rate from **Collisions** (not including suicides) alone, the trend for total transit **suicides**, and the trend for fatalities from **Personal Casualties** (in parking lots and stations/stops only).

## Transit Injuries

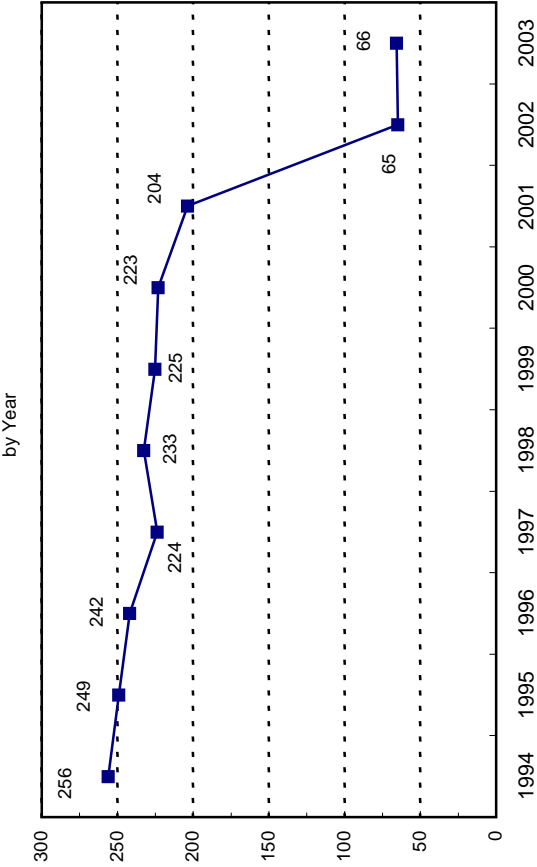
from All Causes  
per 100,000,000 Passengers



This graph depicts the trend for the injury rate from all causes (except suicides), i.e., **Collisions**, **Derailments**, **Personal Casualties**, **Evacuations**, and **Fires**.

## Bus Injuries

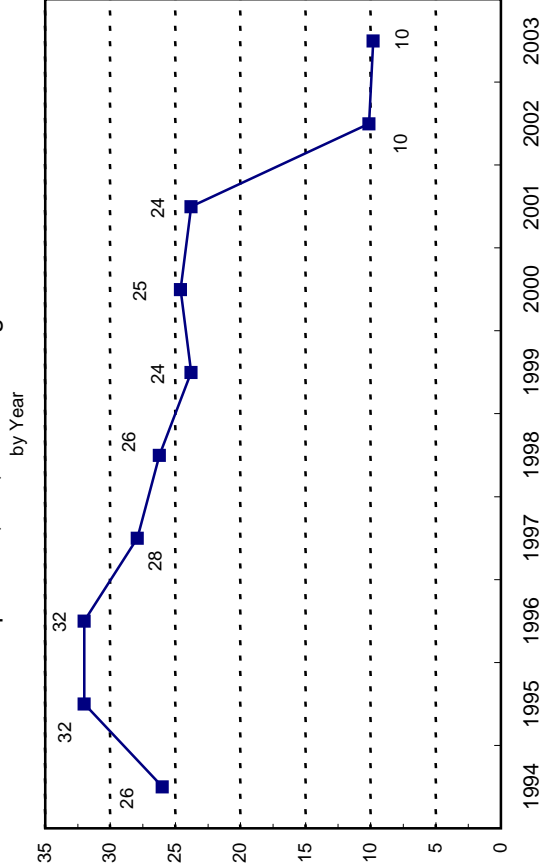
per 100,000,000 Passenger Miles



The statistics to the left represent bus *injuries* resulting from **Collisions** (with vehicles, objects, people [not suicides]), **Derailments** (vehicle left roadway), and **Personal Casualties** (on right of way, inside the vehicle, entering/exiting the vehicle, and in other non-station/non-parking areas).

## Rail Injuries

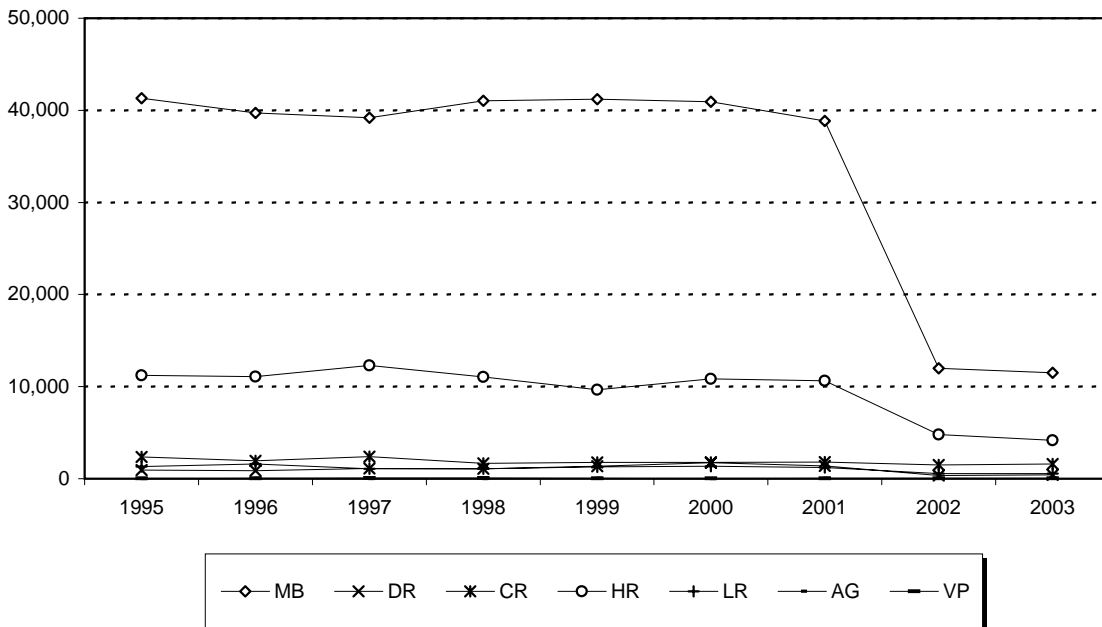
per 100,000,000 Passenger Miles



These statistics represent rail *injuries* resulting from **Collisions** (with vehicles, objects, people [not suicides]), **Derailments**, and **Personal Casualties** (on right of way, inside the vehicle, entering/exiting the vehicle, and in other non-station/non-parking areas). **Personal Casualties** that occur in stations and parking facilities are not part of this measure because they are not generally caused by the operation of rail vehicles.

## Injuries

by Mode and Year

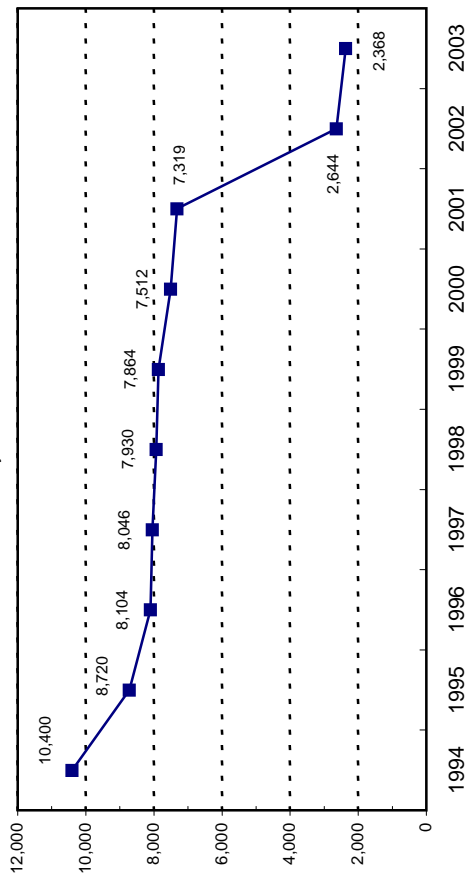


## Injuries by Mode and Year

	1995	1996	1997	1998	1999	2000	2001	2002	2003
<b>MB</b>	41,297	39,709	39,181	41,035	41,221	40,925	38,840	11,995	11,493
<b>DR</b>	935	882	1,121	1,064	1,345	1,736	1,374	347	401
<b>CR</b>	2,374	1,953	2,388	1,677	1,761	1,783	1,813	1,483	1,597
<b>HR</b>	11,238	11,093	12,285	11,059	9,665	10,848	10,641	4,806	4,158
<b>LR</b>	1,319	1,604	1,087	1,076	1,271	1,338	1,201	557	539
<b>AG</b>	8	20	16	12	21	15	36	28	29
<b>VP</b>	25	27	54	67	41	52	40	44	18
<b>Total</b>	57,196	55,288	56,132	55,990	55,325	56,697	53,945	19,260	18,235

## Entering/Exiting the Transit Vehicle\*

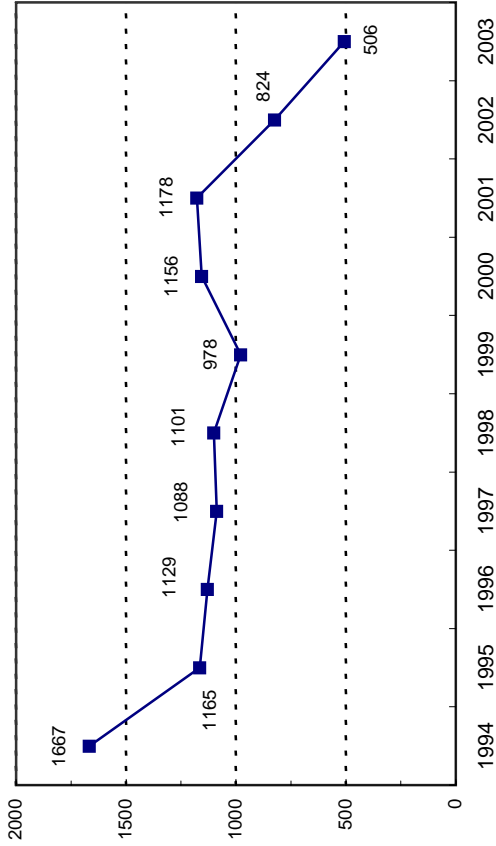
Injuries  
by Year



\* This is a sub-category of Personal Casualties.  
It includes figures associated with Lifts.

## Escalator Injuries

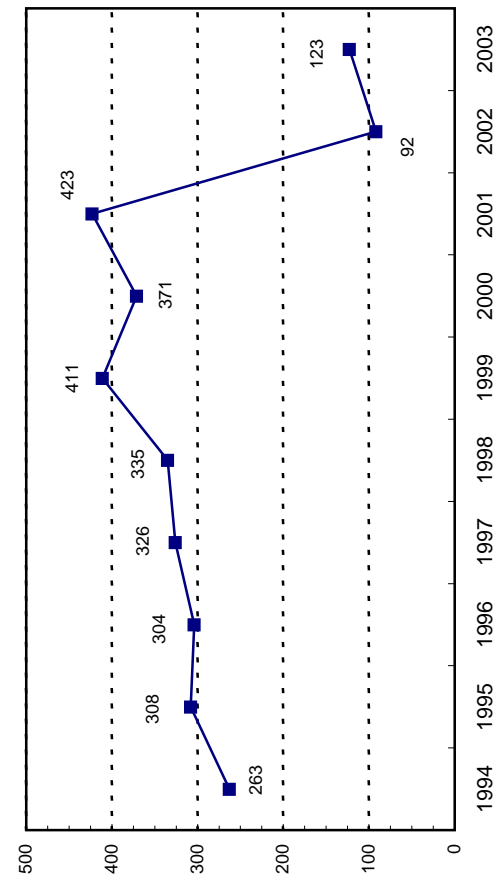
In Transit Stations/Bus Stops\*  
by Year



\* This is a sub-category of Personal Casualties.

## Lift Injuries

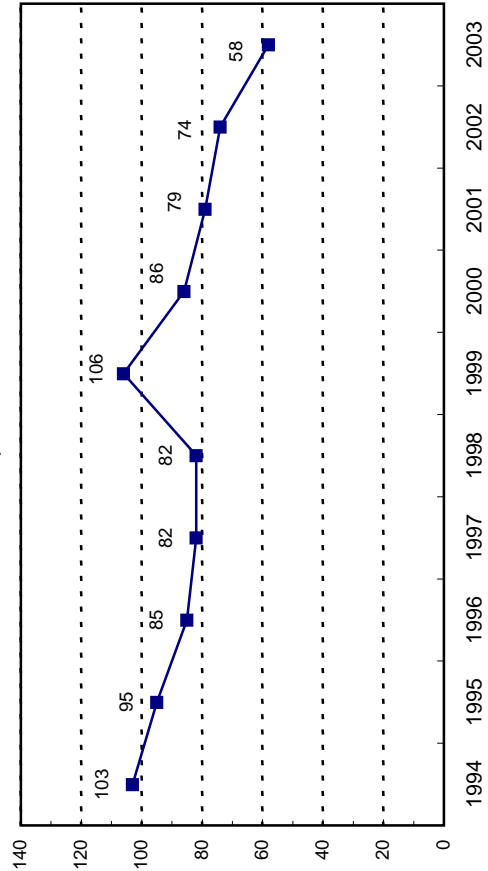
While Entering/Exiting the Transit Vehicle\*  
by Year



\* This is a sub-category of Personal Casualties.

## Transit Suicides\*

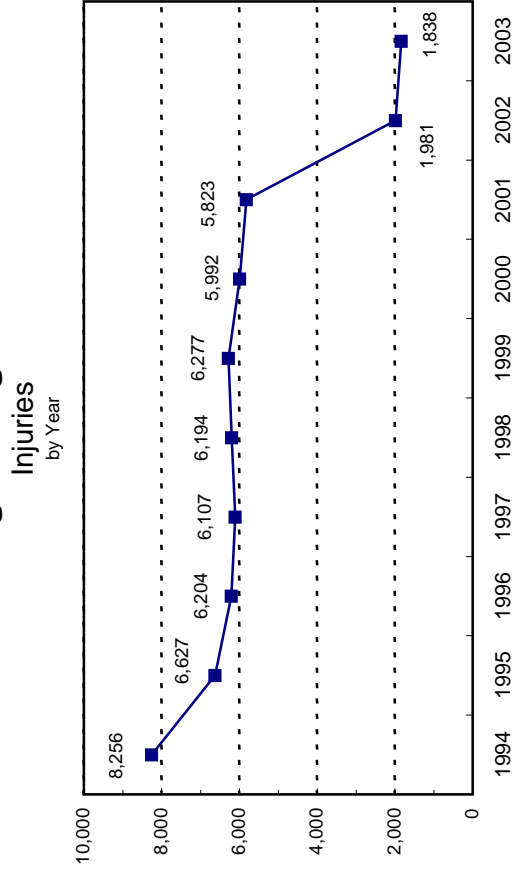
by Year



\* Incidents of attempted suicides. These include fatalities, injuries, and unharmed.

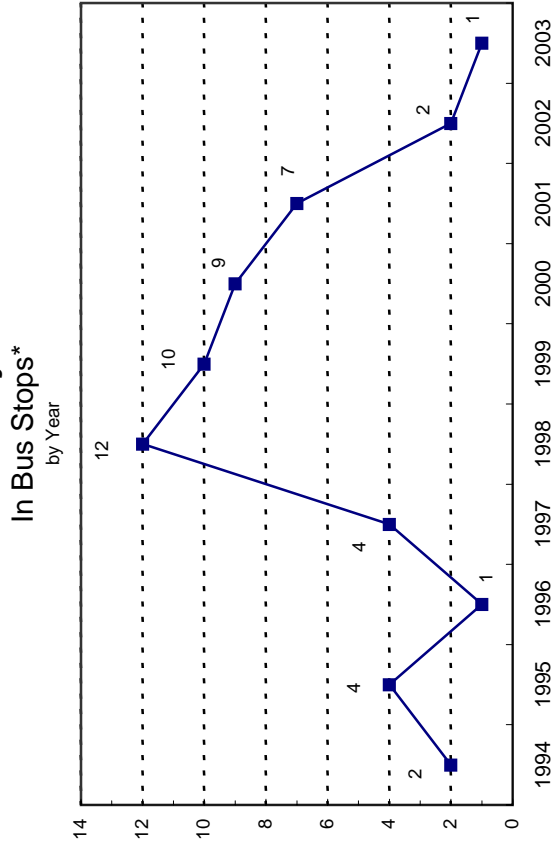
\* With Vehicles, Objects, and People (not including suicide attempts).

## Entering/Exiting the Bus\*



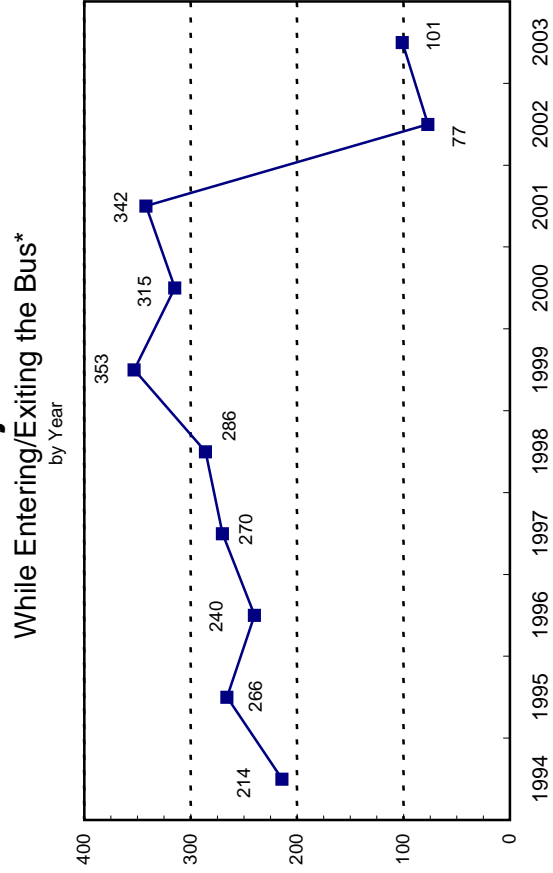
\* This is a sub-category of Personal Casualties. It includes figures associated with Lifts.

## Escalator Injuries



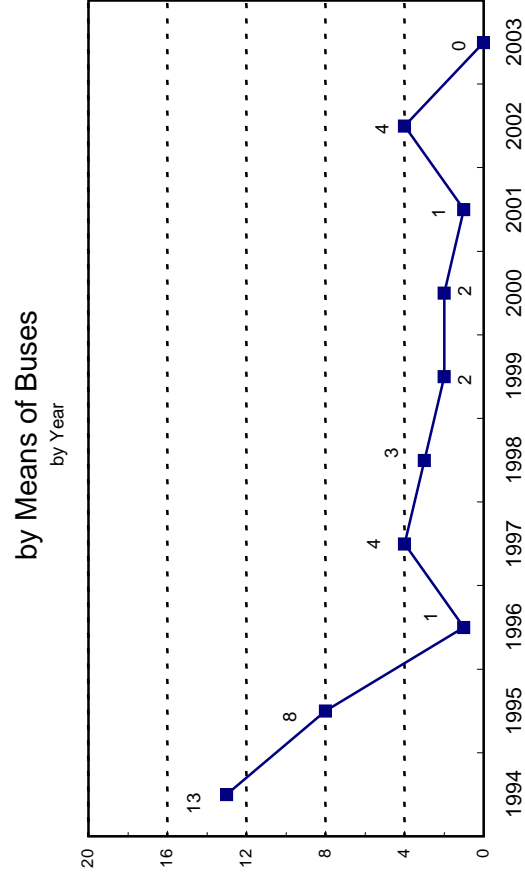
\* This is a sub-category of Personal Casualties.

## Lift Injuries



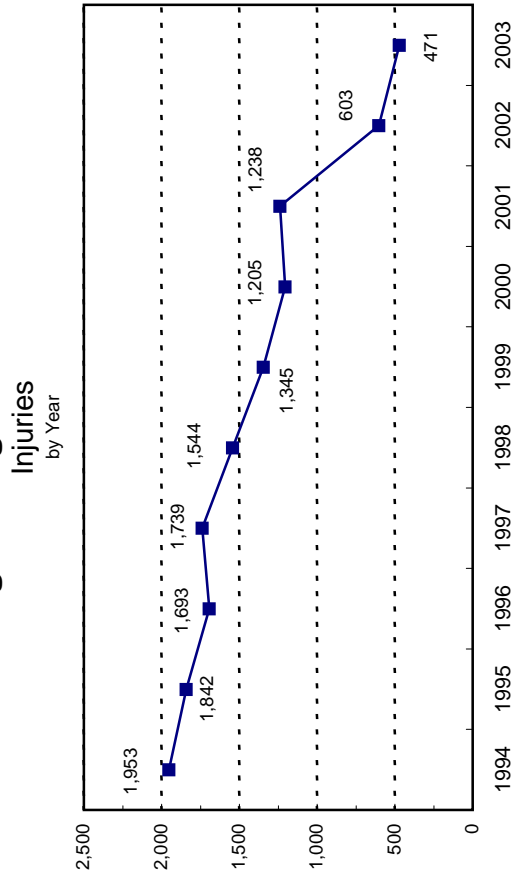
\* This is a sub-category of Personal Casualties.

## Suicides\*



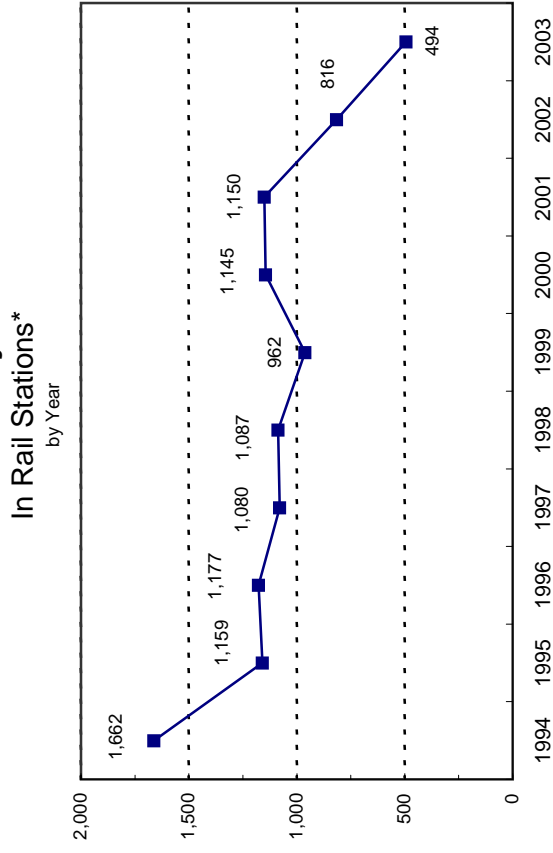
\* Incidents of attempted suicides. They include fatalities, injuries, and unharmed.

## Entering/Exiting the Rail Vehicle\*



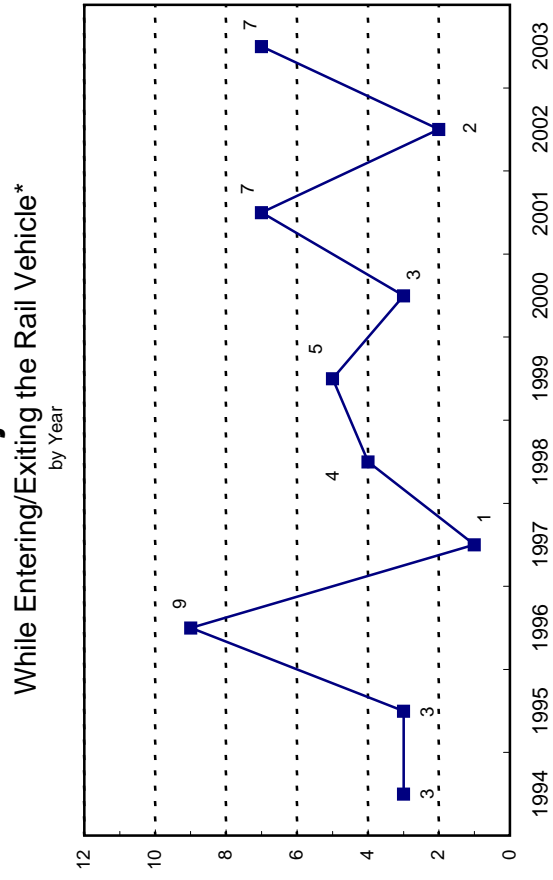
\* This is a sub-category of Personal Casualties. It includes figures associated with Lifts.

## Escalator Injuries



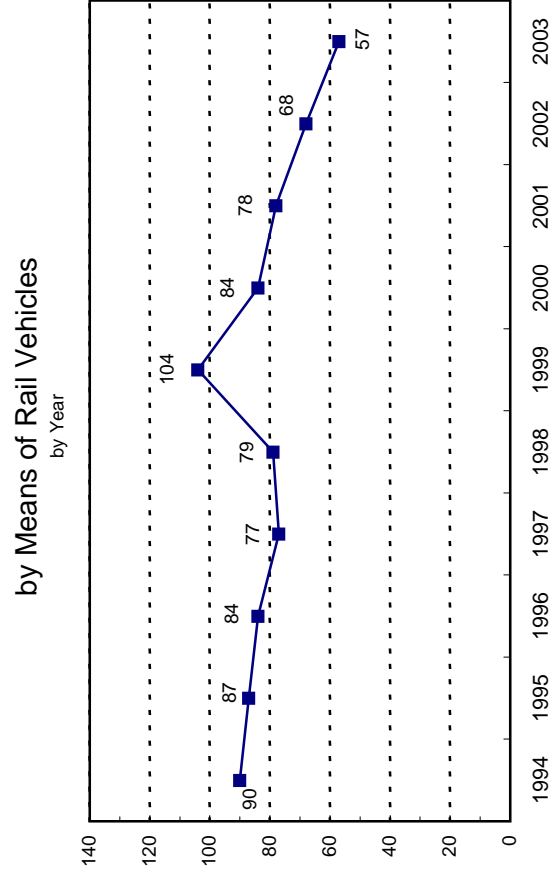
\* This is a sub-category of Personal Casualties.

## Lift Injuries



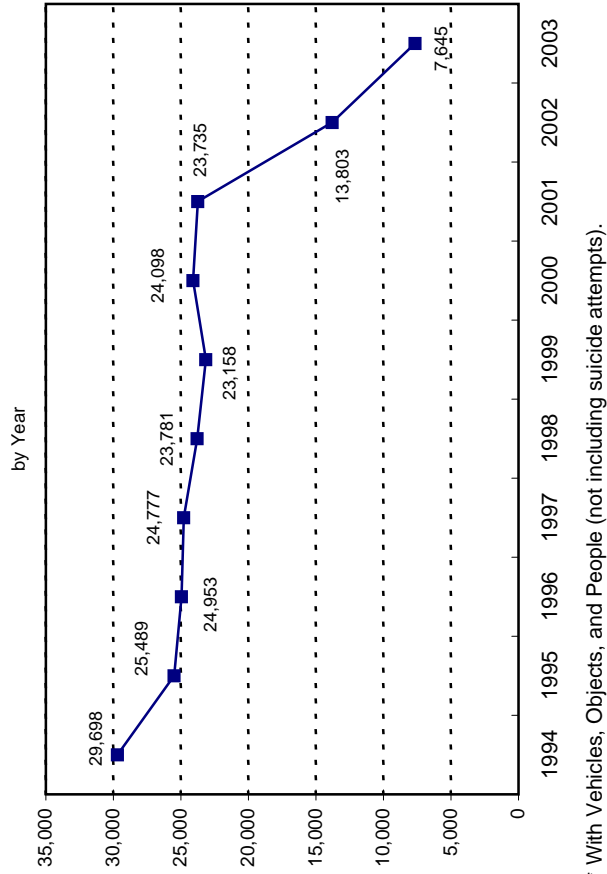
\* This is a sub-category of Personal Casualties.

## Suicides\*

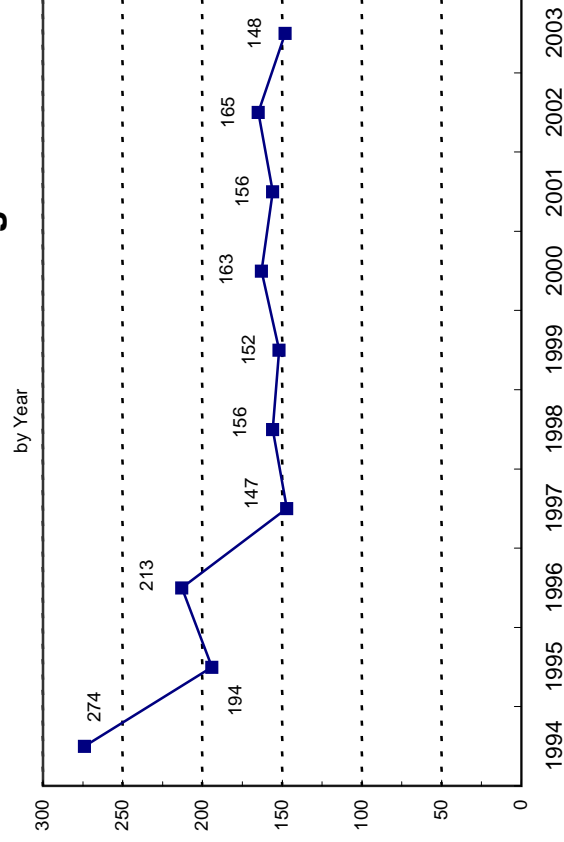


\* Incidents of attempted suicides. They include fatalities, injuries, and unharmed.

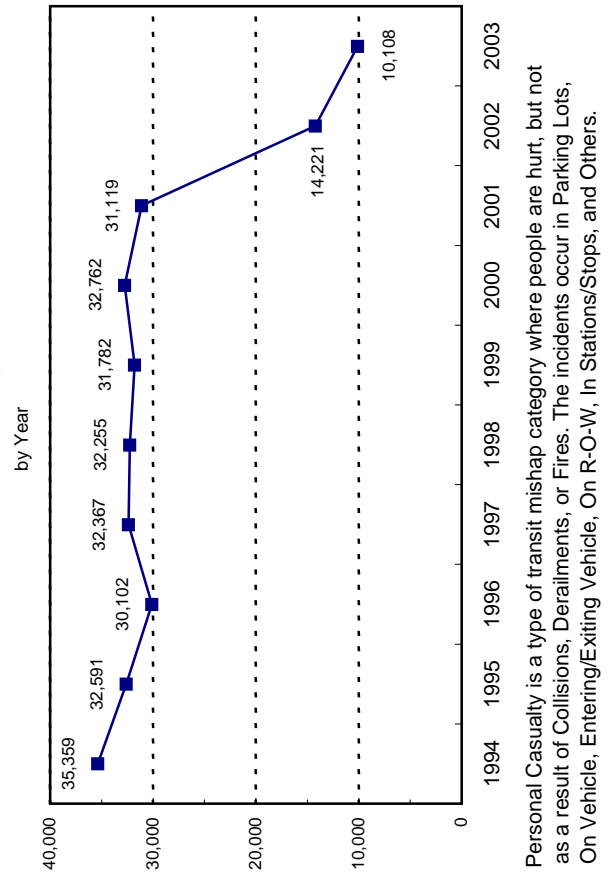
## Transit Collisions\*



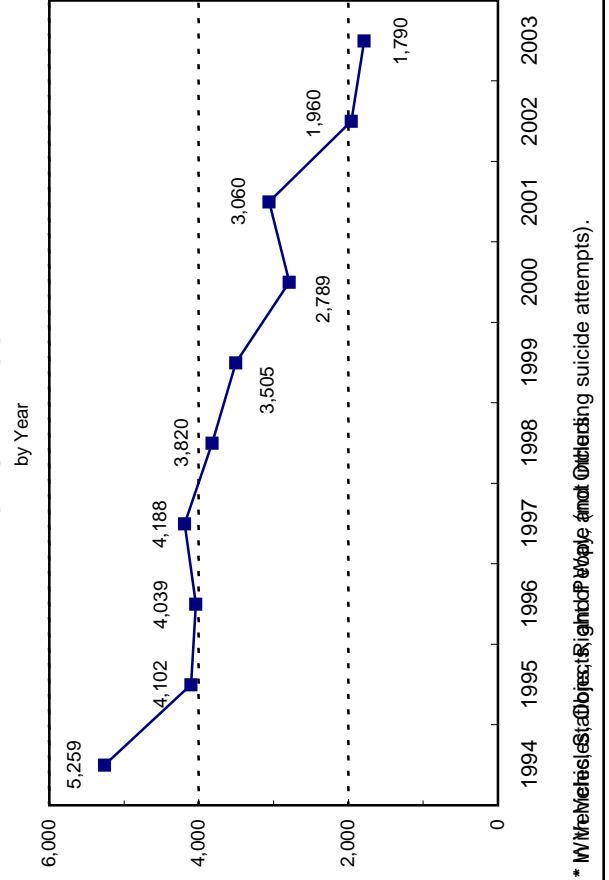
## Transit Derailments/Buses Going Off Road



## Transit Personal Casualties\*

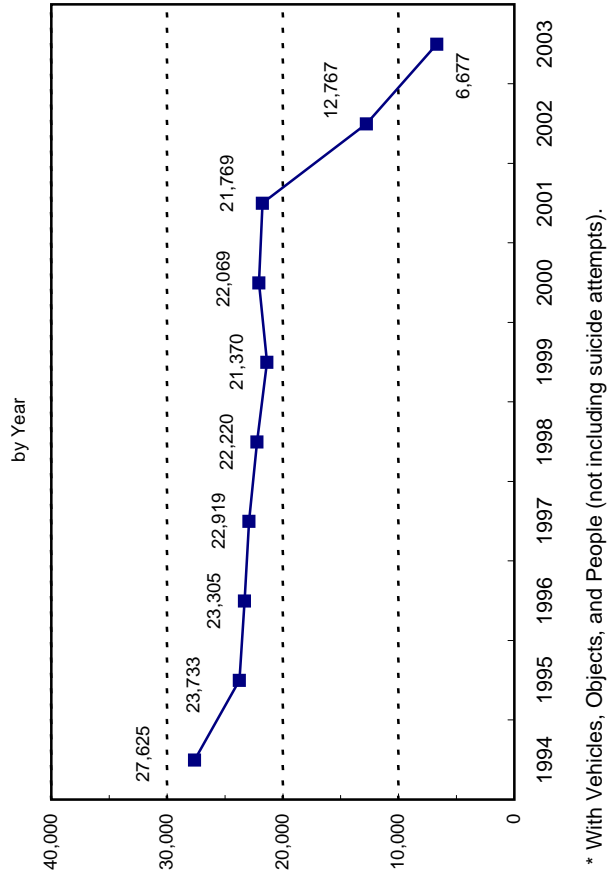


## Transit Fires\*

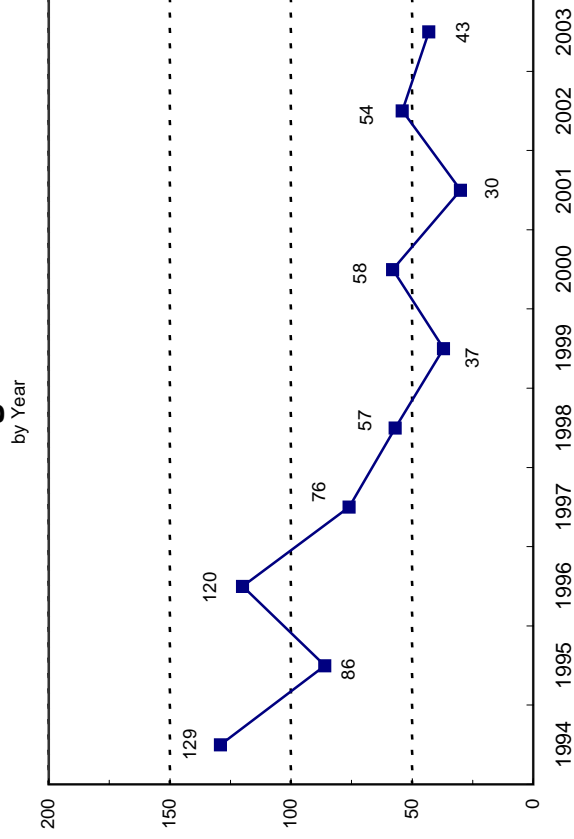




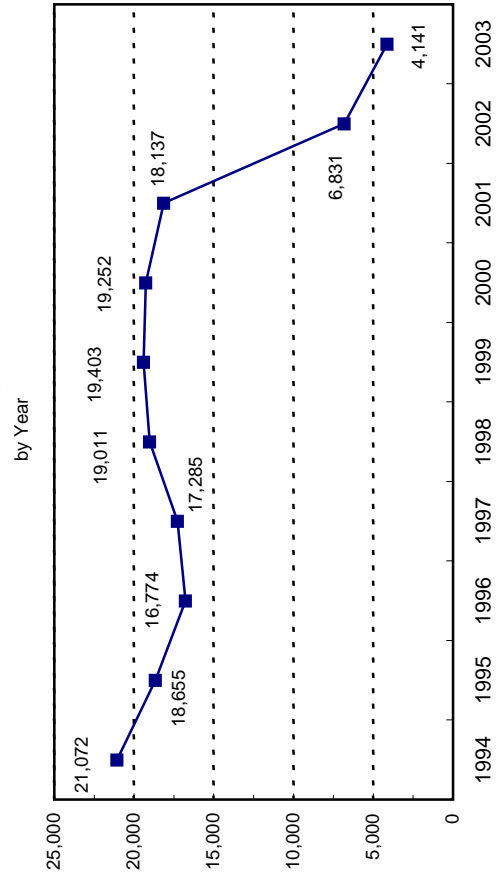
## Bus Collisions\*



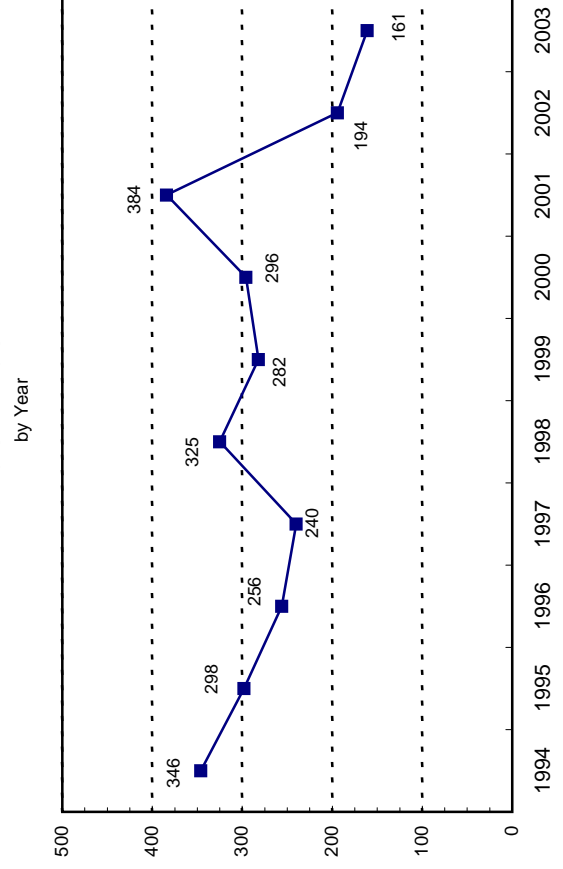
## Bus Going Off Road



## Bus Personal Casualties\*

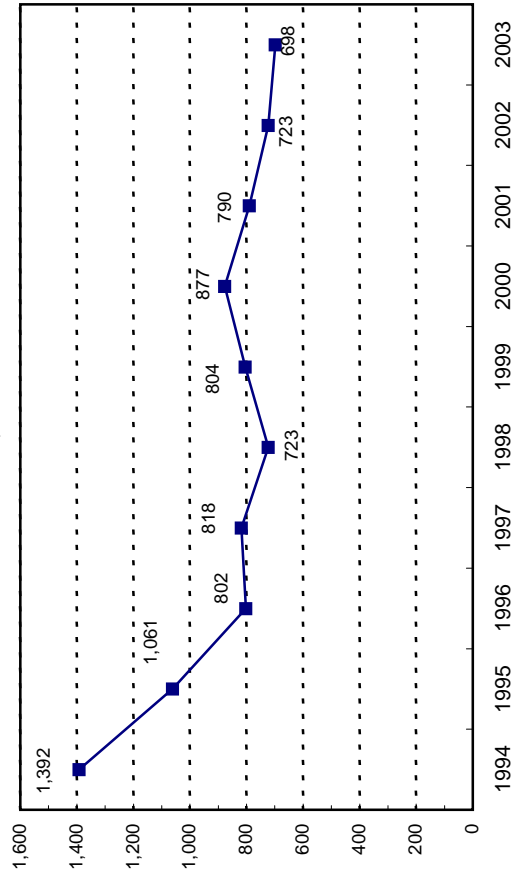


## Bus Fires\*



## Rail Collisions\*

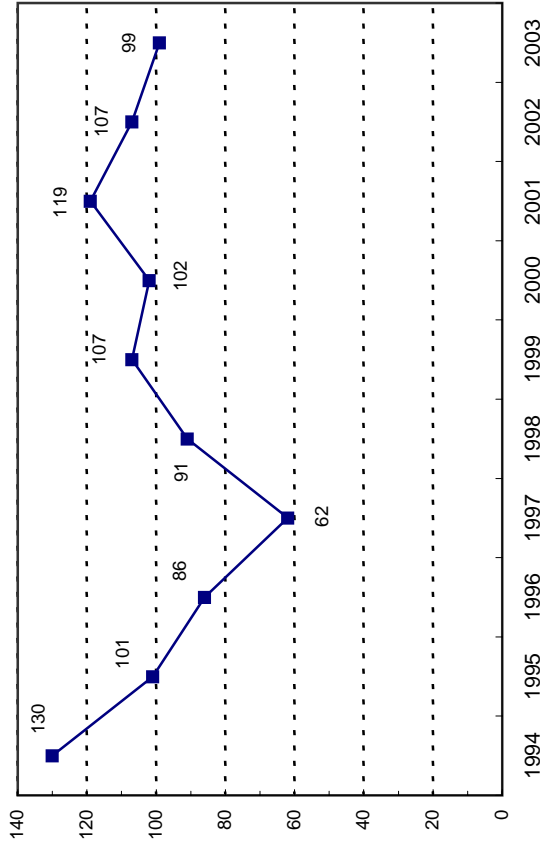
by Year



\* With Vehicles, Objects, and People (not including suicide attempts).

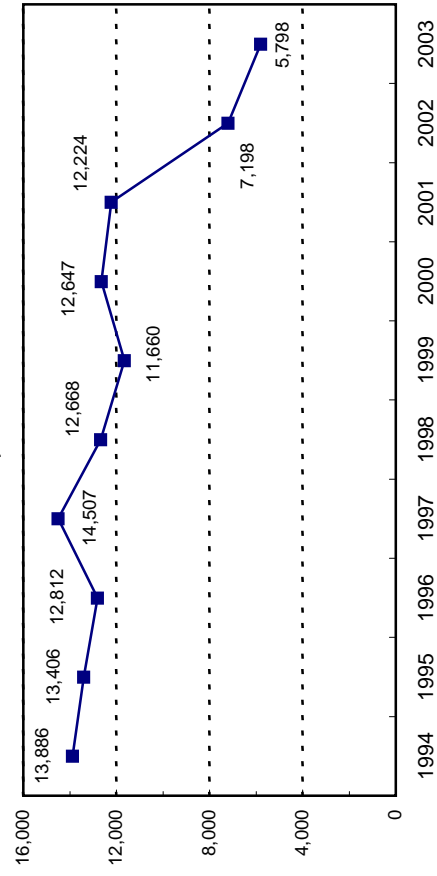
## Deraillments

by Year



## Rail Personal Casualties\*

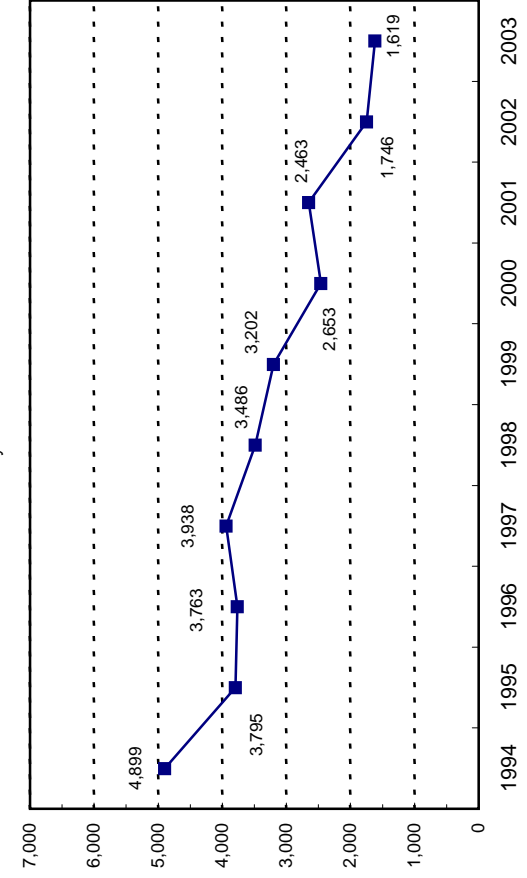
by Year



\* Personal Casualty is a type of transit mishap category where people are hurt, but not as a result of Collisions, Deraillments, or Fires. The incidents occur in Parking Lots, On Vehicle, Entering/Exiting Vehicle, On R-O-W, In Stations/Stops, and in other non-station/non-parking areas.

## Rail Fires\*

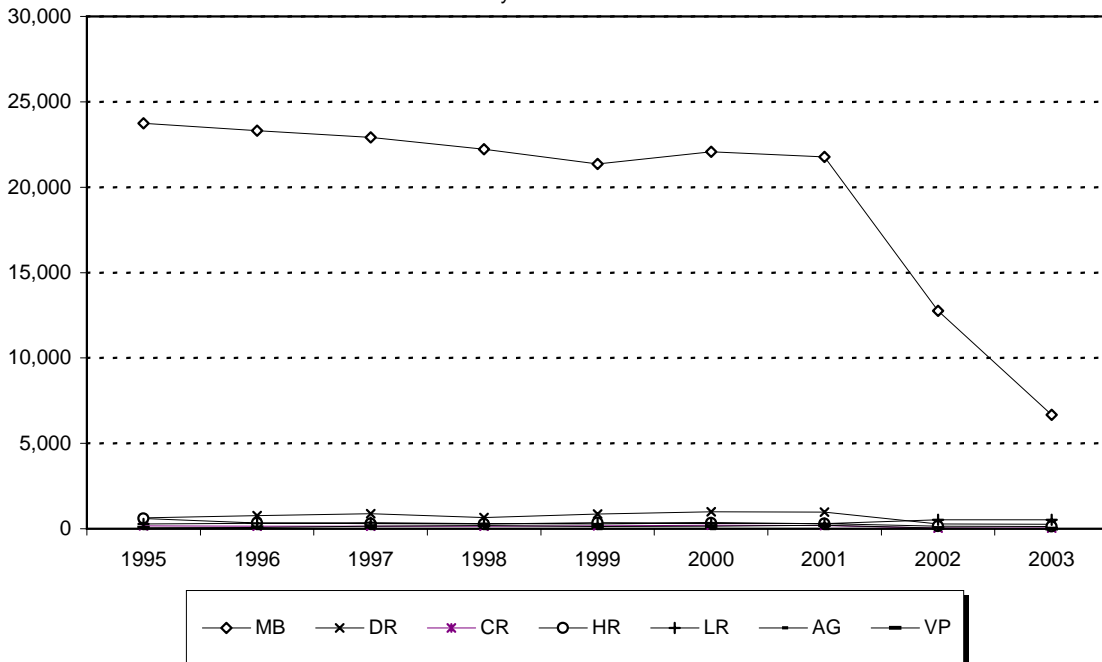
by Year



\* In Vehicles, Stations, R-O-W, and others.

## Collisions

with Vehicles, Objects, and People  
by Mode and Year



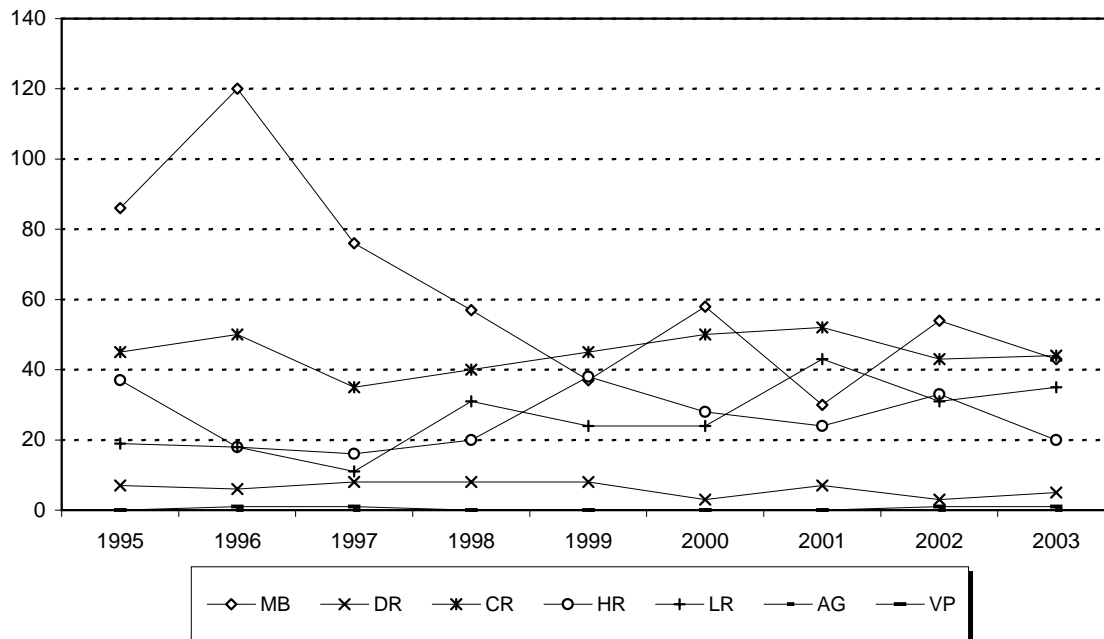
## Collisions\* by Mode and Year

	1995	1996	1997	1998	1999	2000	2001	2002	2003
<b>MB</b>	23,733	23,305	22,919	22,220	21,370	22,069	21,769	12,767	6,677
<b>DR</b>	640	768	878	656	854	994	969	280	262
<b>CR</b>	171	151	157	153	170	208	185	46	45
<b>HR</b>	600	328	309	273	358	336	304	150	132
<b>LR</b>	290	323	352	297	276	333	301	527	521
<b>AG</b>	1	1	3	3	0	1	0	0	0
<b>VP</b>	54	77	159	179	130	157	207	33	8
<b>Total</b>	25,489	24,953	24,777	23,781	23,158	24,098	23,735	13,803	7,645

\* Does not include suicides

## Derailments/Buses Going Off Road

by Mode and Year

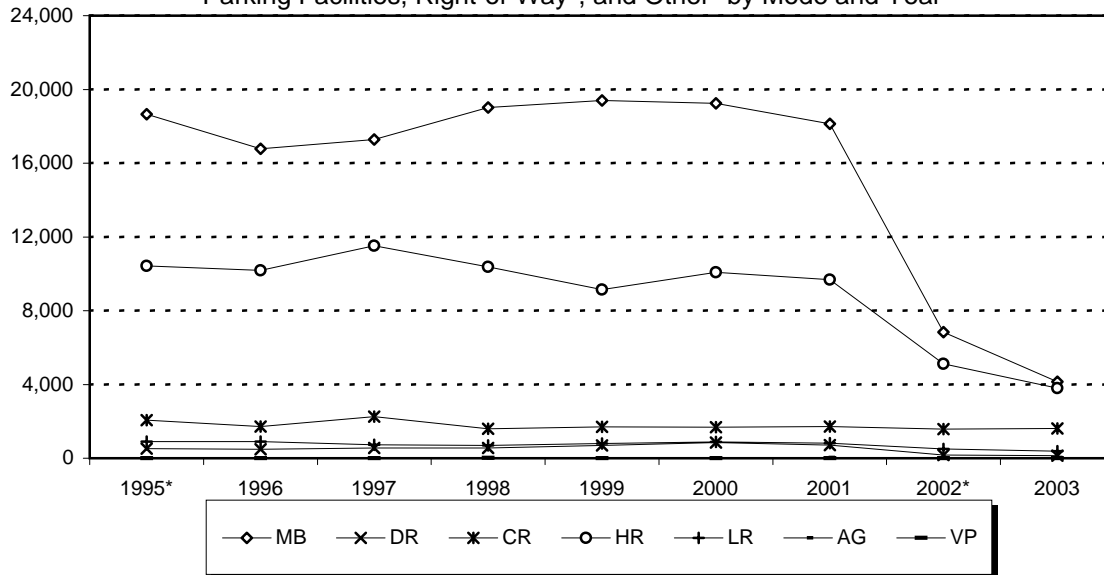


## Derailments/Buses Going Off Road by Mode and Year

	1995	1996	1997	1998	1999	2000	2001	2002	2003
<b>MB</b>	86	120	76	57	37	58	30	54	43
<b>DR</b>	7	6	8	8	8	3	7	3	5
<b>CR</b>	45	50	35	40	45	50	52	43	44
<b>HR</b>	37	18	16	20	38	28	24	33	20
<b>LR</b>	19	18	11	31	24	24	43	31	35
<b>AG</b>	0	0	0	0	0	0	0	0	0
<b>VP</b>	0	1	1	0	0	0	0	1	1
<b>Total</b>	194	213	147	156	152	163	156	165	148

## Personal Casualties

Inside Vehicle, Entering/Exiting Vehicle, In Stations/Bus Stops,  
Parking Facilities, Right-of-Way\*, and Other\* by Mode and Year

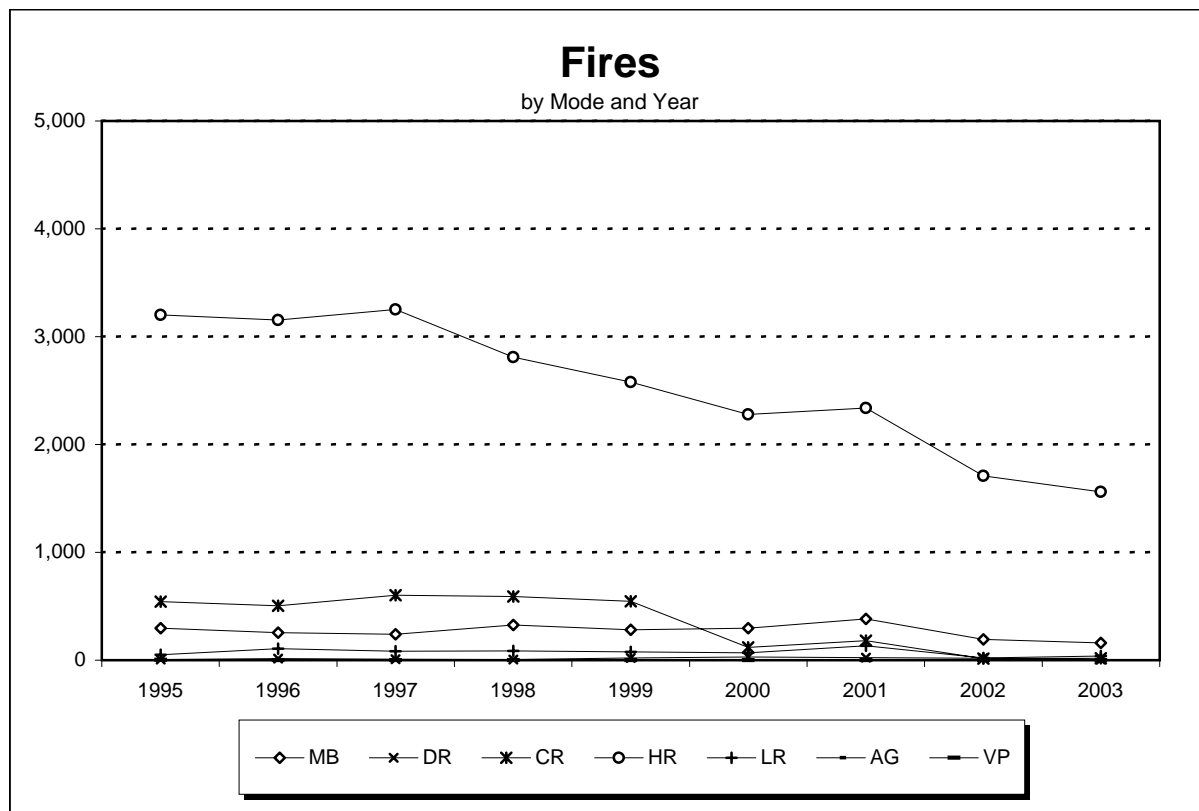


\* Starting in 1995, Personal Casualties in Parking Facilities and R-O-W were added as distinct sub-categories of Personal Casualties. In 2002, Other was added.

## Personal Casualties by Mode and Year

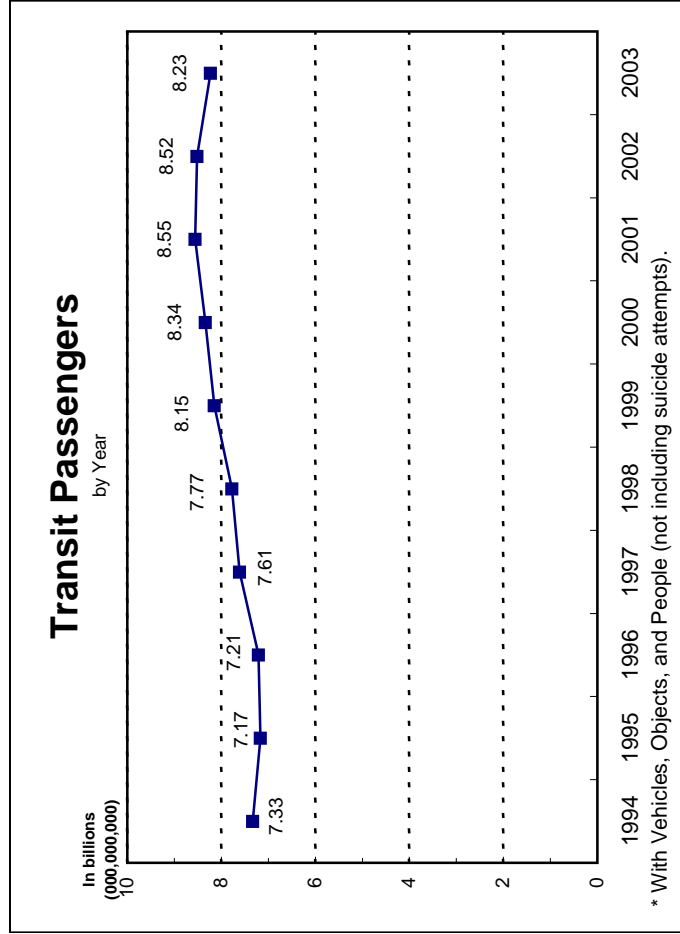
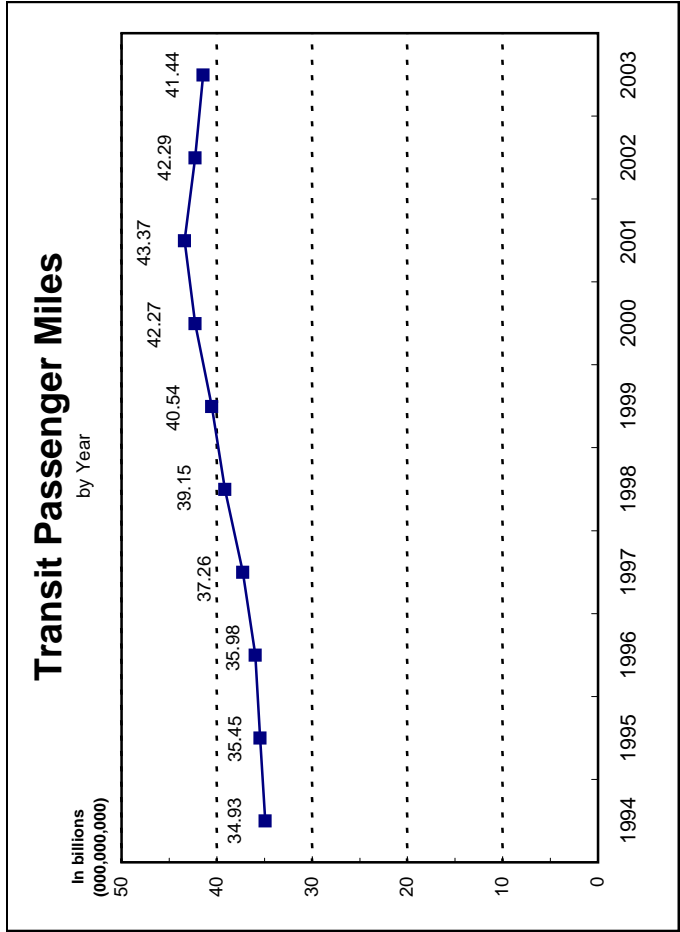
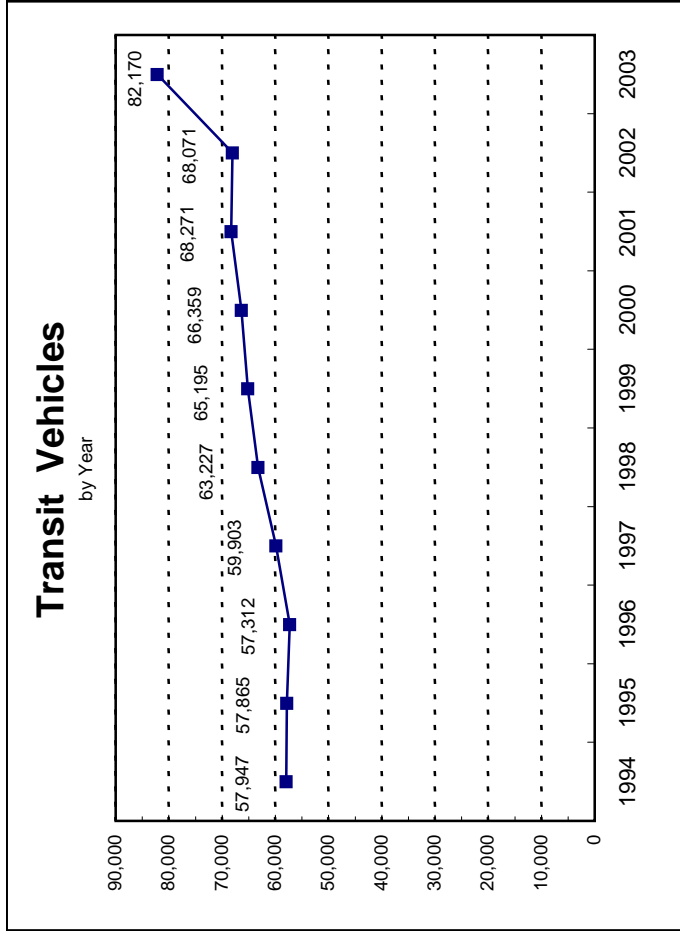
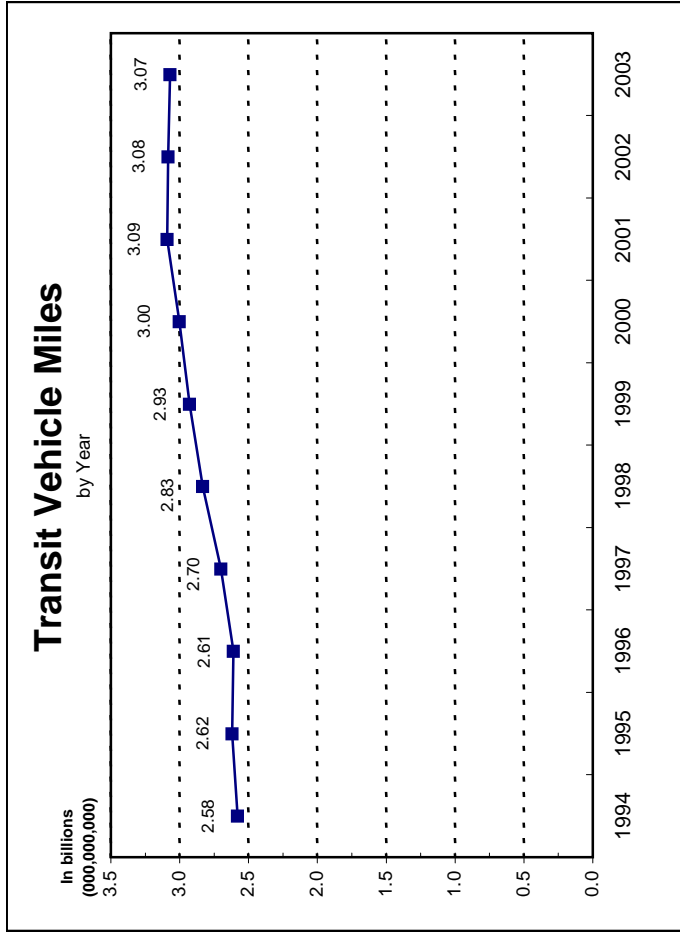
	1995*	1996	1997	1998	1999	2000	2001	2002*	2003
<b>MB</b>	18,655	16,774	17,285	19,011	19,403	19,252	18,137	6,831	4,141
<b>DR</b>	520	494	558	551	695	845	720	171	140
<b>CR</b>	2,057	1,719	2,254	1,599	1,706	1,679	1,721	1,577	1,610
<b>HR</b>	10,438	10,190	11,526	10,369	9,153	10,082	9,688	5,111	3,808
<b>LR</b>	911	903	727	700	801	886	815	510	380
<b>AG</b>	8	20	15	11	20	15	36	20	28
<b>VP</b>	2	2	2	14	4	3	2	1	1
<b>Total</b>	32,591	30,102	32,367	32,255	31,782	32,762	31,119	14,221	10,108

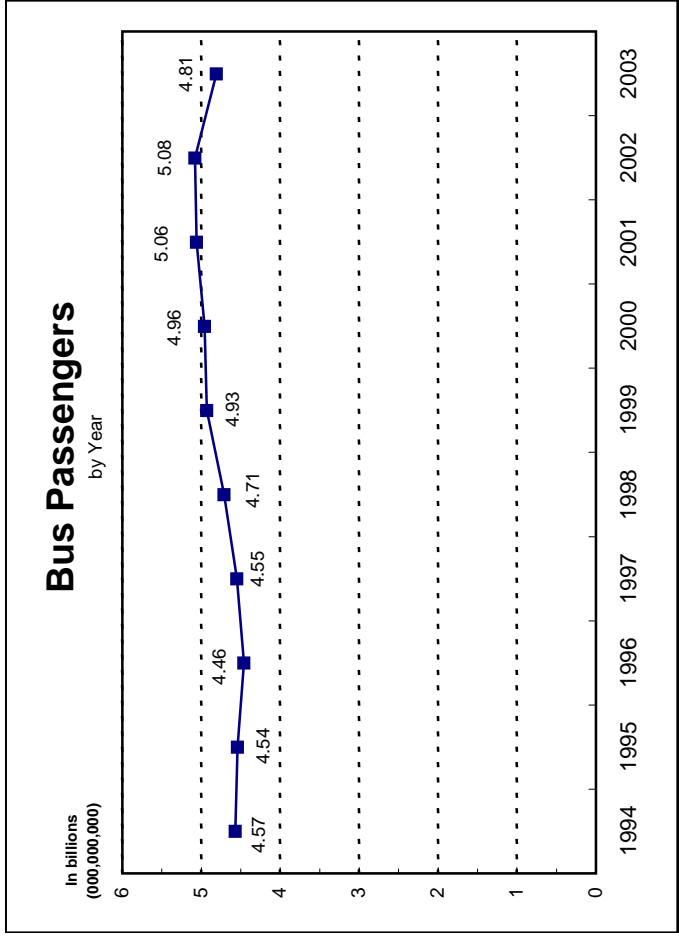
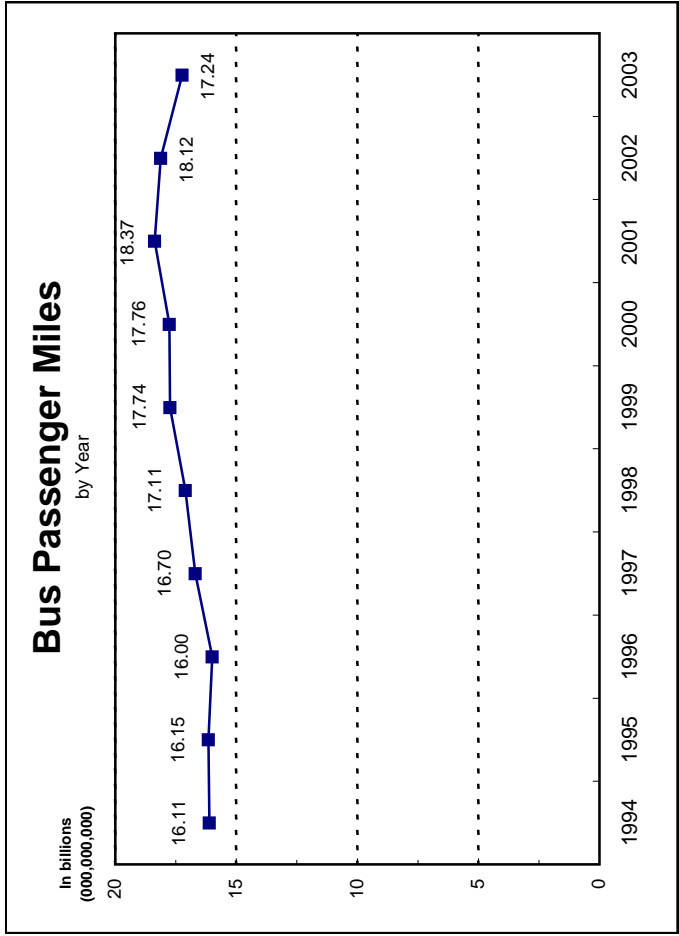
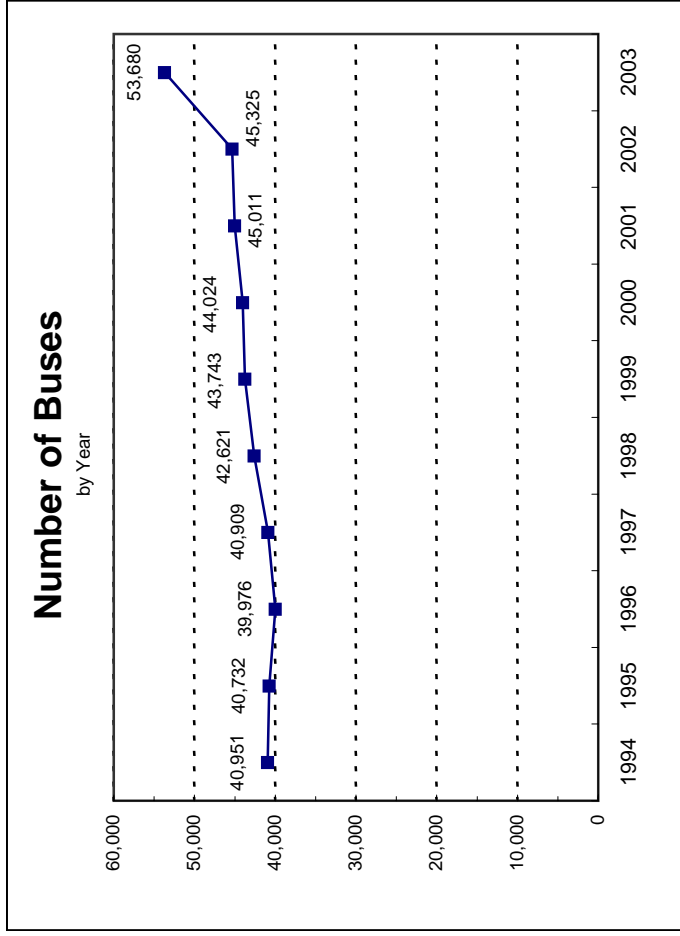
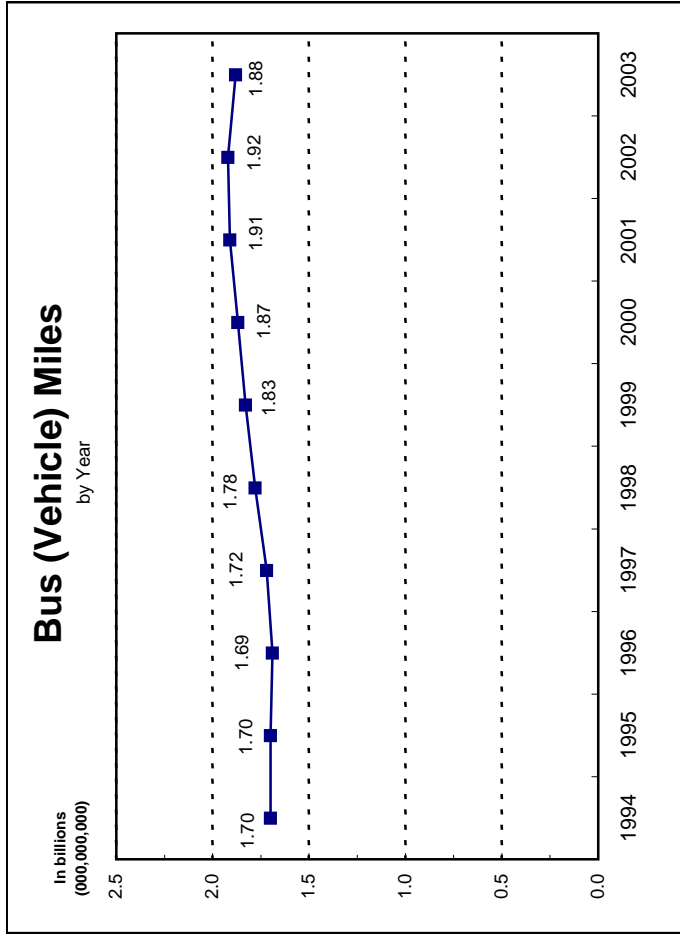
\* Starting in 1995, Personal Casualties in Parking Facilities and R-O-W were added as distinct sub-categories of Personal Casualties. In 2002, Other was added.



### Fires by Mode and Year

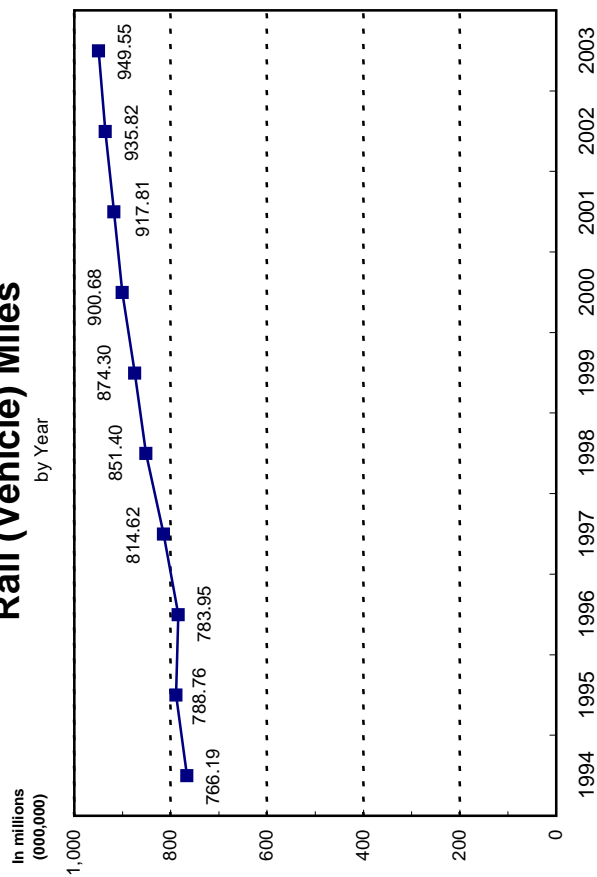
	1995	1996	1997	1998	1999	2000	2001	2002	2003
<b>MB</b>	298	256	240	325	282	296	384	194	161
<b>DR</b>	6	16	10	6	20	29	23	19	5
<b>CR</b>	544	503	602	590	547	118	181	15	18
<b>HR</b>	3,201	3,154	3,253	2,811	2,578	2,278	2,339	1,710	1,561
<b>LR</b>	50	106	83	85	77	67	133	21	40
<b>AG</b>	1	4	0	2	0	1	0	1	4
<b>VP</b>	2	0	0	1	1	0	0	0	1
<b>Total</b>	4,102	4,039	4,188	3,820	3,505	2,789	3,060	1,960	1,790



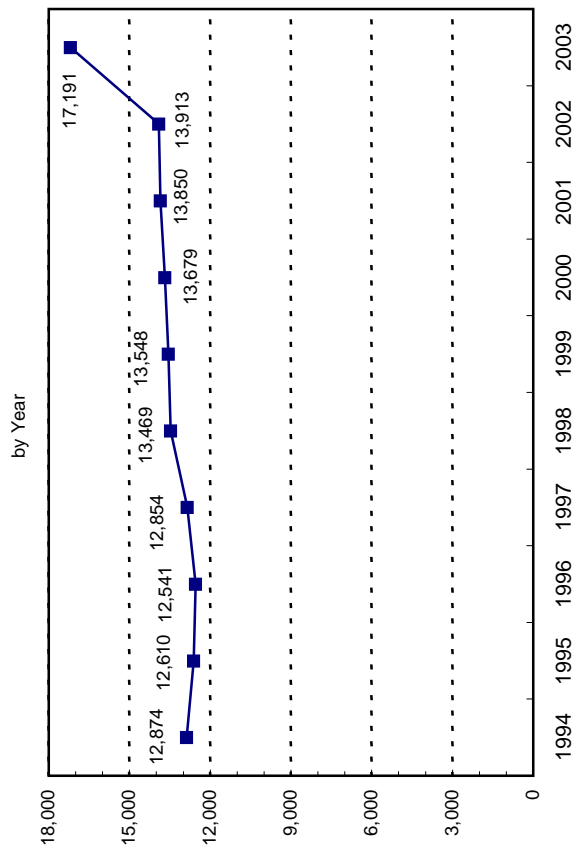




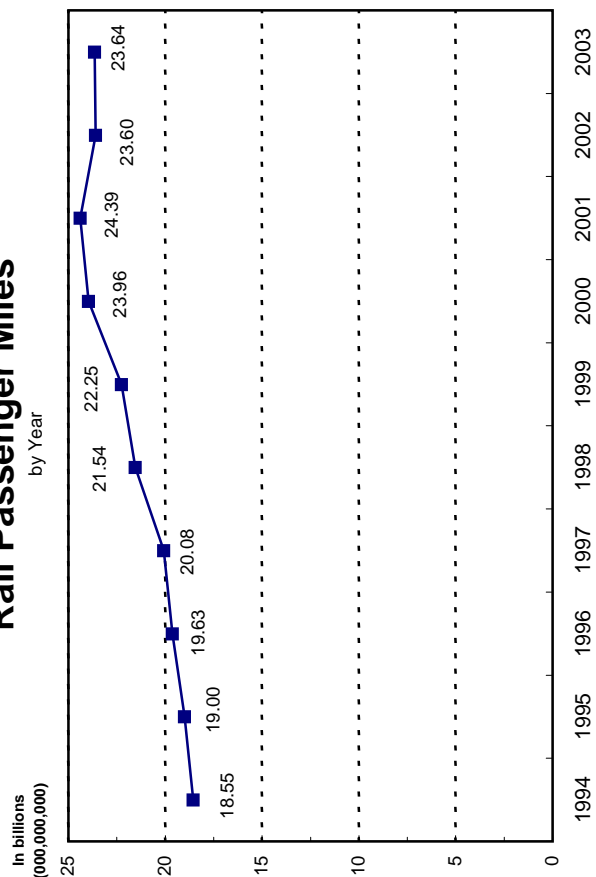
## Rail (Vehicle) Miles



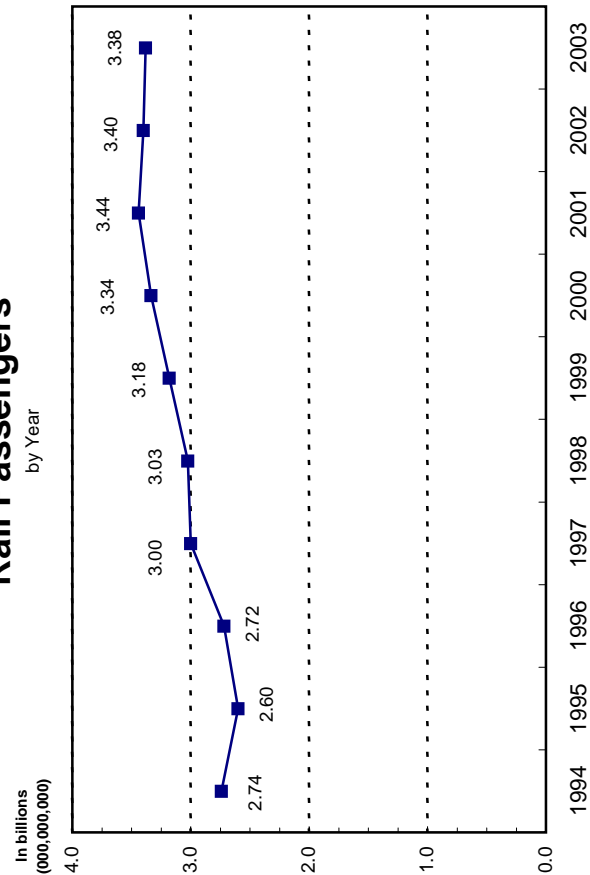
## Number of Rail Vehicles

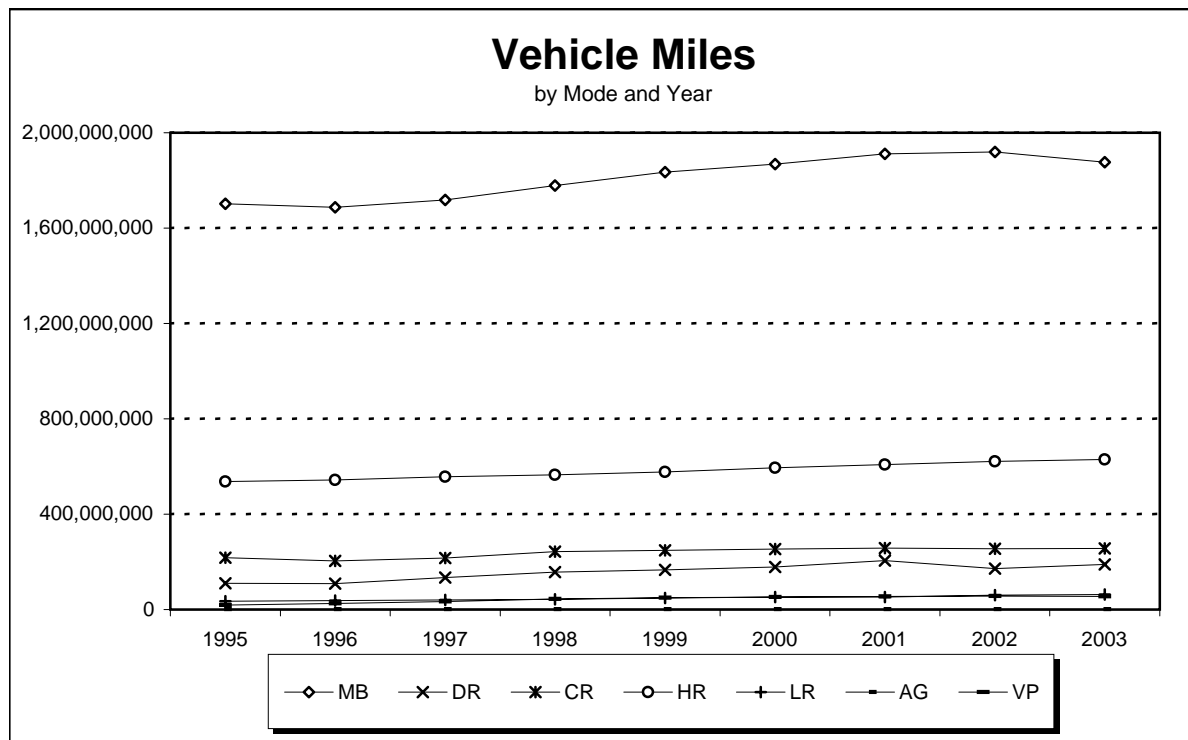


## Rail Passenger Miles

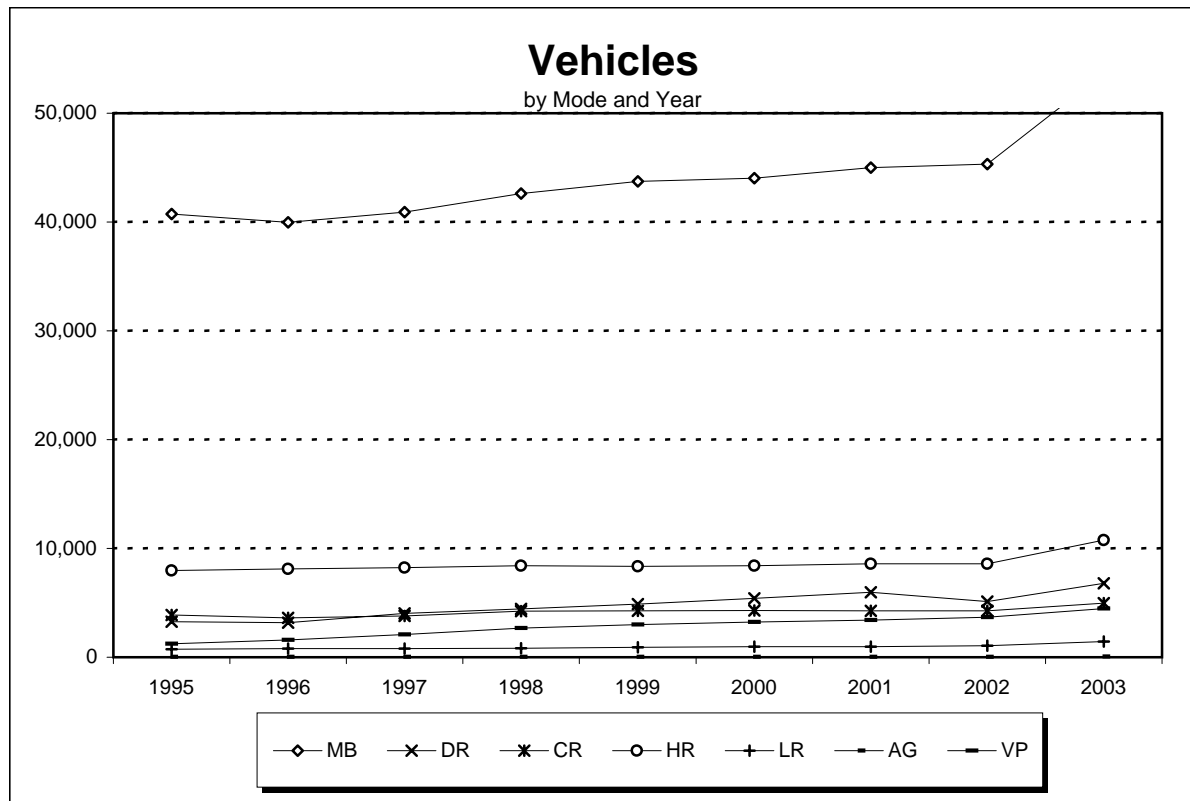


## Rail Passengers



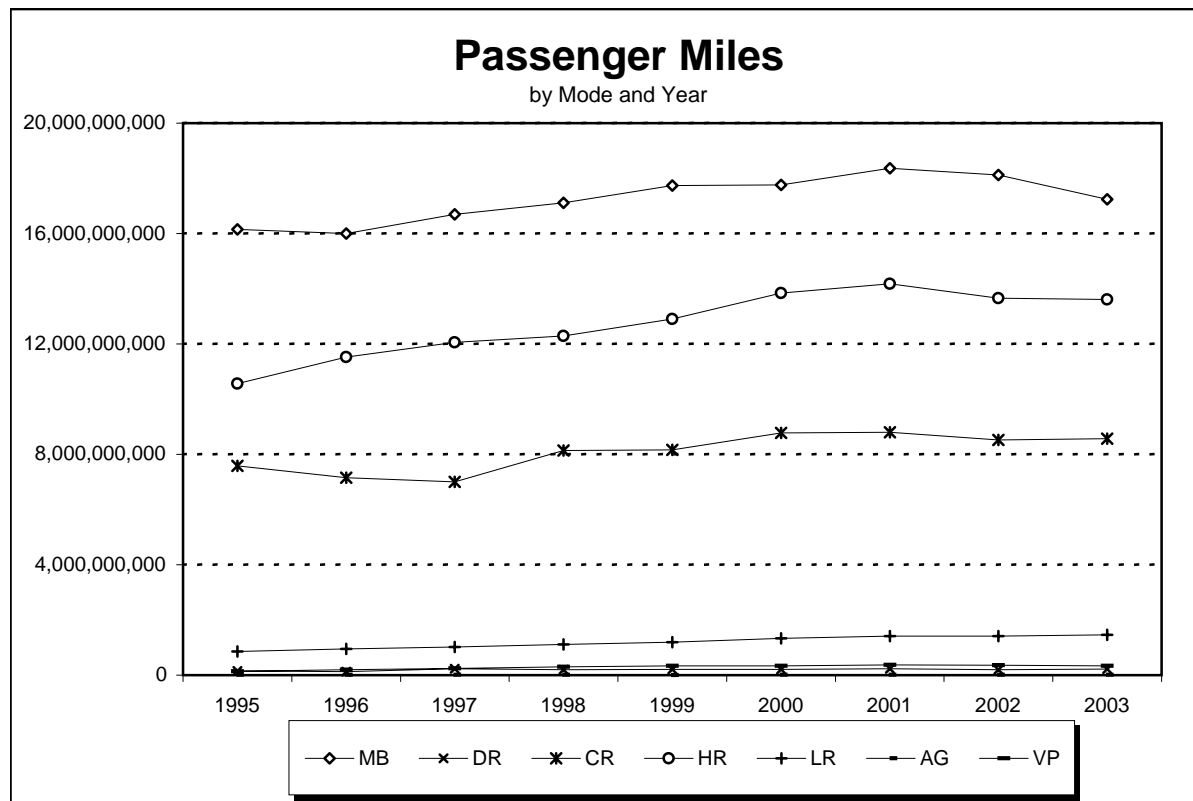


Vehicle Miles by Mode and Year									
	1995	1996	1997	1998	1999	2000	2001	2002	2003
MB	1,701,608,238	1,686,608,560	1,718,755,095	1,779,030,575	1,835,345,418	1,868,305,711	1,911,208,257	1,919,118,936	1,876,110,232
DR	109,451,896	108,456,674	133,997,635	157,129,756	166,904,703	179,060,329	205,076,206	171,590,767	188,884,847
CR	217,072,438	203,372,845	216,206,241	242,437,870	248,588,246	253,448,787	257,152,771	254,623,943	256,059,651
HR	537,226,212	543,111,720	557,671,749	565,677,634	577,675,587	595,242,992	608,089,661	620,853,913	629,871,681
LR	34,461,491	37,467,839	40,747,527	43,282,733	48,057,755	51,984,347	52,567,967	60,345,998	63,615,865
AG	1,145,262	1,442,128	1,437,461	1,449,760	1,449,761	1,623,174	1,776,205	1,795,769	1,488,526
VP	18,653,979	24,871,057	32,985,274	43,912,350	49,433,470	52,101,539	54,420,017	55,917,976	55,082,181
Total	2,619,619,516	2,605,330,823	2,701,800,982	2,832,920,678	2,927,454,940	3,001,766,879	3,090,291,084	3,084,247,302	3,071,112,983



### Vehicles by Mode and Year

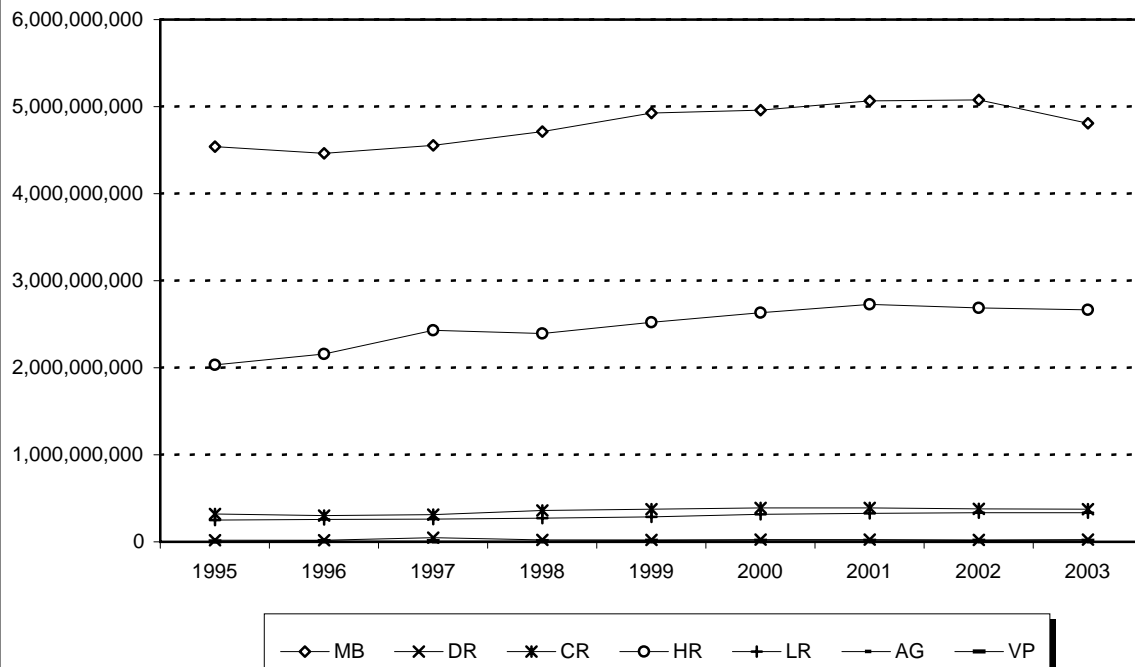
	1995	1996	1997	1998	1999	2000	2001	2002	2003
<b>MB</b>	40,732	39,976	40,909	42,621	43,743	44,024	45,011	45,325	53,680
<b>DR</b>	3,265	3,169	4,017	4,428	4,876	5,406	5,966	5,119	6,783
<b>CR</b>	3,891	3,626	3,806	4,242	4,274	4,305	4,270	4,276	4,982
<b>HR</b>	7,973	8,129	8,245	8,405	8,365	8,412	8,600	8,576	10,754
<b>LR</b>	746	786	803	822	909	962	980	1,061	1,455
<b>AG</b>	28	26	24	25	27	28	30	32	45
<b>VP</b>	1,230	1,600	2,099	2,684	3,001	3,222	3,414	3,682	4,471
<b>Total</b>	57,865	57,312	59,903	63,227	65,195	66,359	68,271	68,071	82,170



Passenger Miles by Mode and Year									
	1995	1996	1997	1998	1999	2000	2001	2002	2003
<b>MB</b>	16,148,119,021	16,004,274,334	16,695,901,328	17,112,687,828	17,743,096,067	17,762,951,858	18,369,314,297	18,120,126,368	17,240,731,314
<b>DR</b>	147,096,759	133,167,623	233,633,186	193,003,989	208,336,090	212,447,196	233,940,397	200,535,279	221,346,915
<b>CR</b>	7,581,255,925	7,148,446,602	7,000,312,146	8,138,007,363	8,157,861,326	8,776,264,544	8,800,315,150	8,516,893,955	8,571,766,568
<b>HR</b>	10,558,821,277	11,530,220,293	12,056,067,600	12,284,382,322	12,902,056,581	13,843,512,075	14,178,091,572	13,663,224,326	13,606,195,594
<b>LR</b>	858,701,487	955,245,148	1,023,708,132	1,115,351,940	1,190,168,551	1,338,782,177	1,409,821,469	1,420,117,775	1,462,494,556
<b>AG</b>	7,278,418	7,310,160	6,742,225	7,010,367	5,002,469	6,424,788	8,503,516	8,254,927	8,430,706
<b>VP</b>	143,981,569	196,385,808	239,721,989	300,217,925	333,351,451	333,626,643	370,492,171	358,601,909	332,507,378
<b>Total</b>	34,928,585,879	35,445,254,456	35,975,049,968	37,256,086,606	39,150,661,734	40,539,872,535	42,274,009,281	43,370,478,572	41,443,473,031

## Passengers

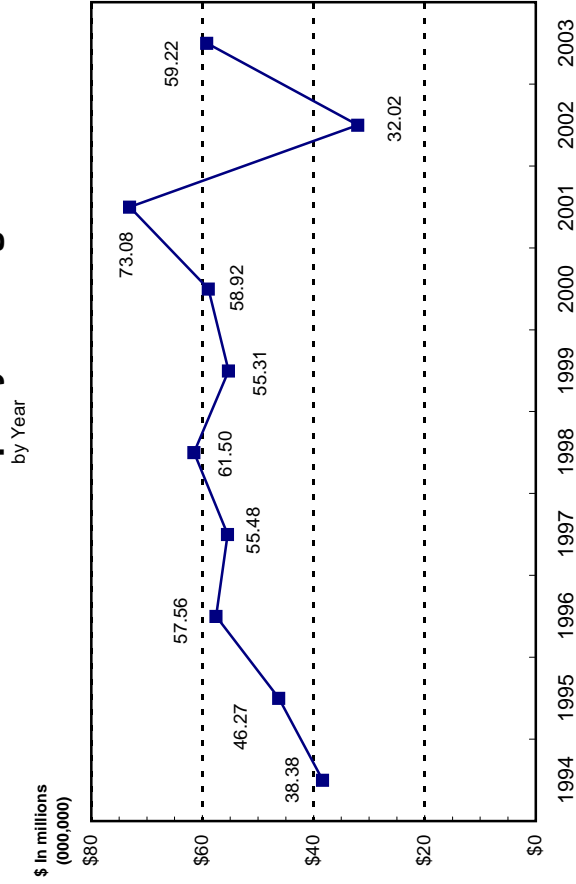
by Mode and Year



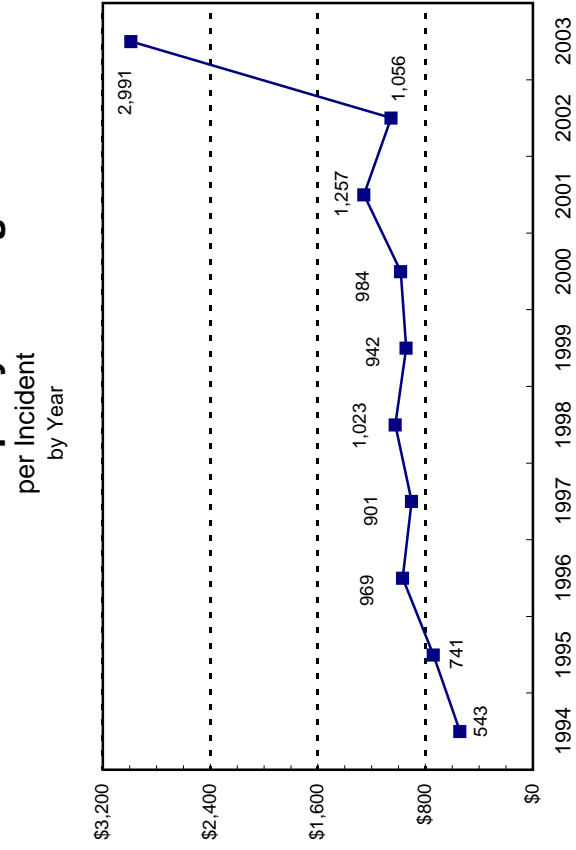
## Passengers by Mode and Year

	1995	1996	1997	1998	1999	2000	2001	2002	2003
<b>MB</b>	4,538,665,947	4,464,011,294	4,554,000,728	4,711,627,796	4,926,371,488	4,959,483,250	5,064,828,096	5,077,879,910	4,809,906,978
<b>DR</b>	17,687,878	16,797,522	47,992,971	22,071,333	23,006,991	24,406,758	26,849,347	22,770,799	25,171,861
<b>CR</b>	321,557,484	302,216,283	310,706,887	359,632,938	374,017,383	388,476,149	389,879,190	379,631,997	375,386,801
<b>HR</b>	2,033,506,007	2,156,893,742	2,429,454,599	2,392,834,927	2,521,387,520	2,632,186,685	2,728,288,110	2,687,973,033	2,666,758,600
<b>LR</b>	249,302,476	258,731,737	259,404,303	272,944,289	288,585,623	315,992,183	326,645,516	333,439,252	333,544,608
<b>AG</b>	6,479,075	6,309,203	5,887,004	6,159,589	5,393,661	6,279,183	7,762,273	7,686,978	8,220,256
<b>VP</b>	4,658,303	5,857,522	7,699,393	8,669,405	9,979,943	9,928,679	9,878,949	9,720,356	10,786,520
<b>Total</b>	7,171,857,170	7,210,817,303	7,615,145,885	7,773,940,277	8,148,742,609	8,336,752,887	8,554,131,481	8,519,102,325	8,229,775,624

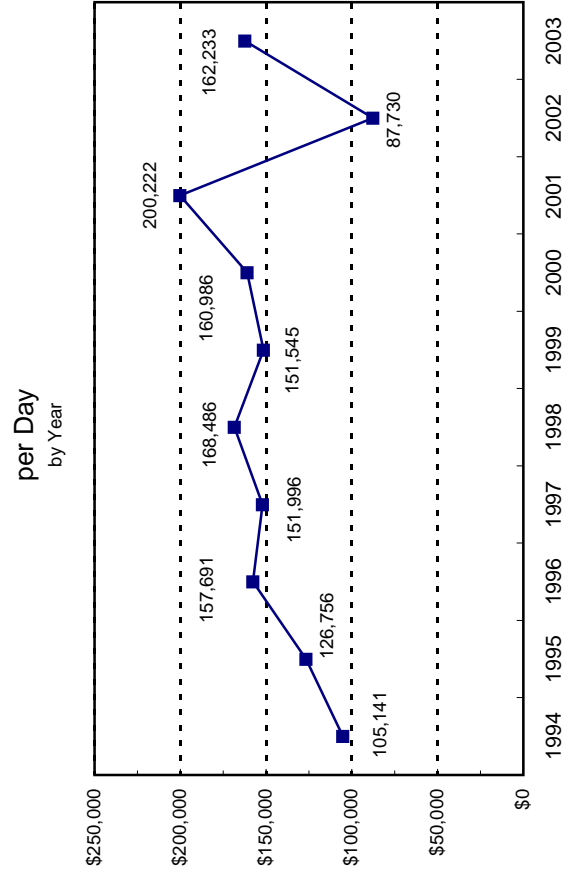
## Transit Property Damage



## Transit Property Damage



## Transit Property Damage

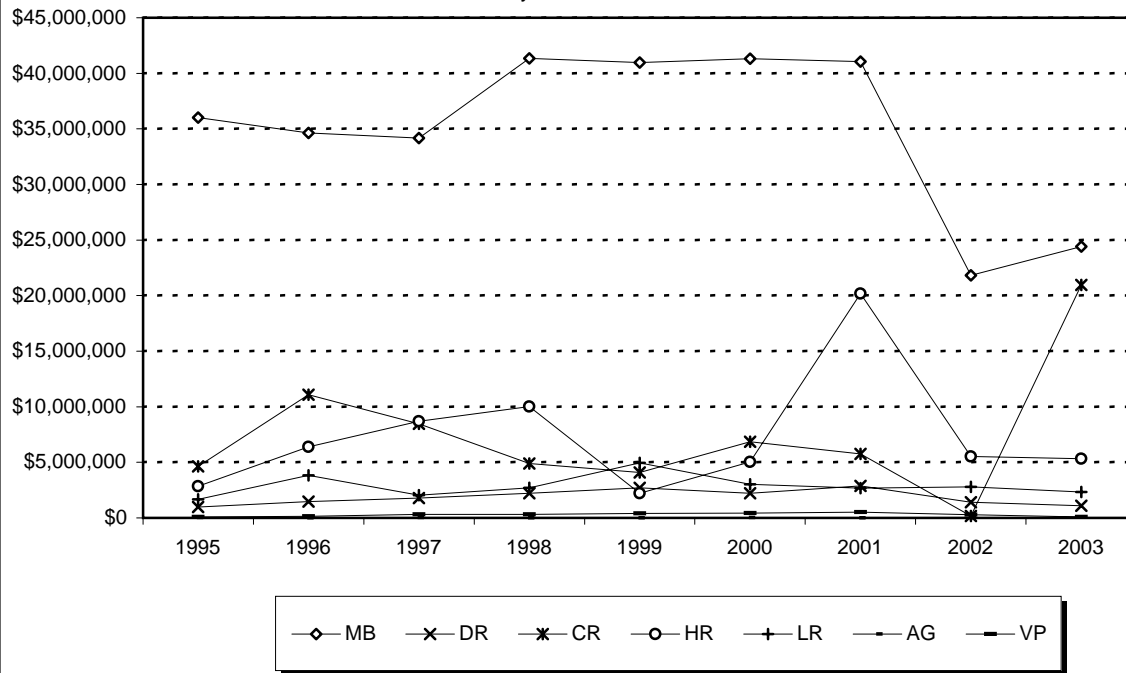


These graphs depict the trends for *property damage* to transit agency vehicles or facilities (track, signals, buildings, etc.). The dollar amounts are **not** adjusted for inflation.

Property damage was changed in 2002 to include **all** property damage. Previously, only transit property damage was reportable.

## Property Damage

by Mode and Year



## Property Damage by Mode and Year

	1995	1996	1997	1998	1999	2000	2001	2002	2003
<b>MB</b>	\$36,020,218	\$34,622,373	\$34,164,743	\$41,355,433	\$40,961,799	\$41,319,985	\$41,045,818	\$21,817,262	\$24,426,100
<b>DR</b>	\$985,023	\$1,469,590	\$1,776,958	\$2,205,804	\$2,716,914	\$2,211,414	\$2,876,041	\$1,412,869	\$1,087,080
<b>CR</b>	\$4,628,509	\$11,080,056	\$8,472,858	\$4,902,855	\$4,079,609	\$6,858,009	\$5,770,575	\$177,292	\$20,953,278
<b>HR</b>	\$2,853,586	\$6,387,646	\$8,690,402	\$10,029,143	\$2,223,754	\$5,033,526	\$20,175,819	\$5,521,227	\$5,335,675
<b>LR</b>	\$1,669,265	\$3,839,037	\$2,047,011	\$2,695,505	\$4,938,769	\$3,021,849	\$2,684,714	\$2,792,193	\$2,324,392
<b>AG</b>	\$19,789	\$13,507	\$19,972	\$0	\$0	\$33,769	\$0	\$5,000	\$44,500
<b>VP</b>	\$89,583	\$145,183	\$306,646	\$308,477	\$393,499	\$442,495	\$527,641	\$295,745	\$98,808
<b>Total</b>	\$46,265,973	\$57,557,392	\$55,478,590	\$61,497,217	\$55,314,344	\$58,921,047	\$73,080,608	\$32,021,588	\$54,269,833

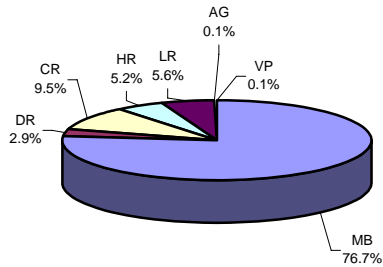




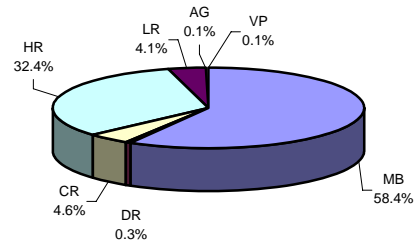
## **2003 Safety Data**



## Accidents and Passenger Distribution by Transit Mode



**Accidents**



**Passenger Distribution**

AG - Automated Guideway  
CR - Commuter Rail

DR - Demand Response  
MB - Motor Bus  
HR - Heavy Rail

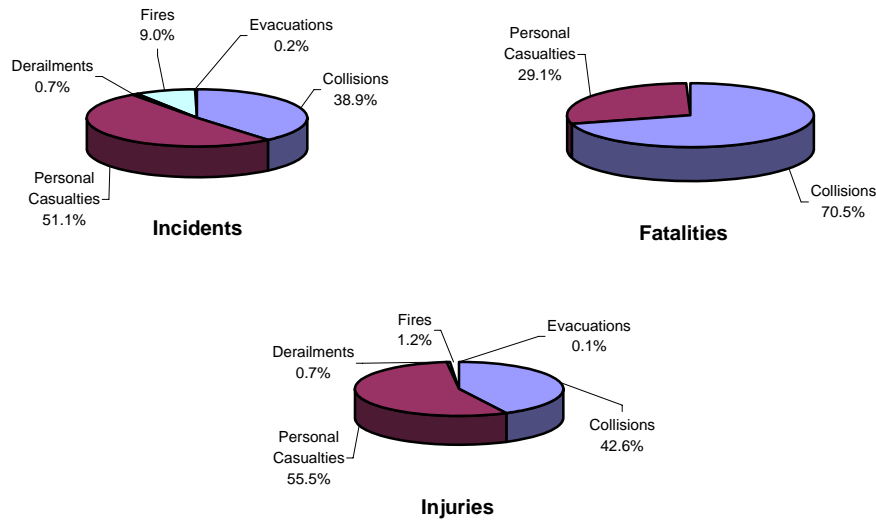
LR - Light Rail  
VP - Vanpool

The pie chart on the left shows the percentage of accidents (or incidents) reported for each mode. The Accidents include **Collisions** (not suicides), **Derailments**, and **Personal Casualties** (inside vehicles, on right of ways, entering/exiting vehicle, and other) categories.

The pie chart on the right gives the percent of total transit ridership share held by each transit mode.

When compared, these pie charts provide another view of accident rates; e.g., with approximately 32% of transit passengers, Heavy Rail has only 5% of the total accidents. If all transit modes were equally safe, the pie charts would be identical.

## Incidents, Fatalities, Injuries by Cause



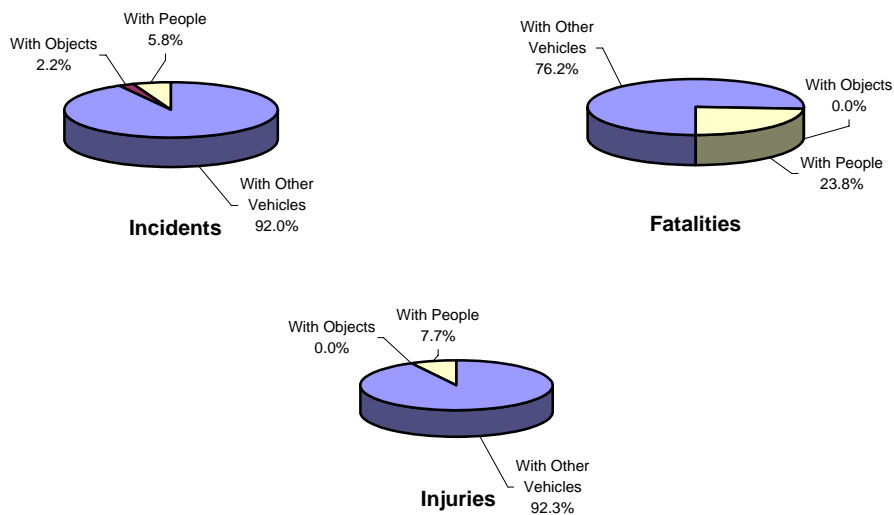
The pie chart on the left shows the percentage of *incidents* reported from each cause (**Collisions** [including Suicides], **Derailments**, **Personal Casualties**, **Evacuations**, and **Fires**) to the total incidents from all causes.

The pie chart on the right shows the percentage of the *fatalities* and the pie chart in the middle shows the percentage of *injuries* from each cause (**Collisions** [including Suicides], **Derailments**, **Personal Casualties**, **Evacuations**, and **Fires**) to the total.

The *fatalities* chart shows that Collisions are the single biggest contributing cause of fatalities.

## Collisions at Grade Crossings

Incidents, Fatalities, Injuries  
by Type



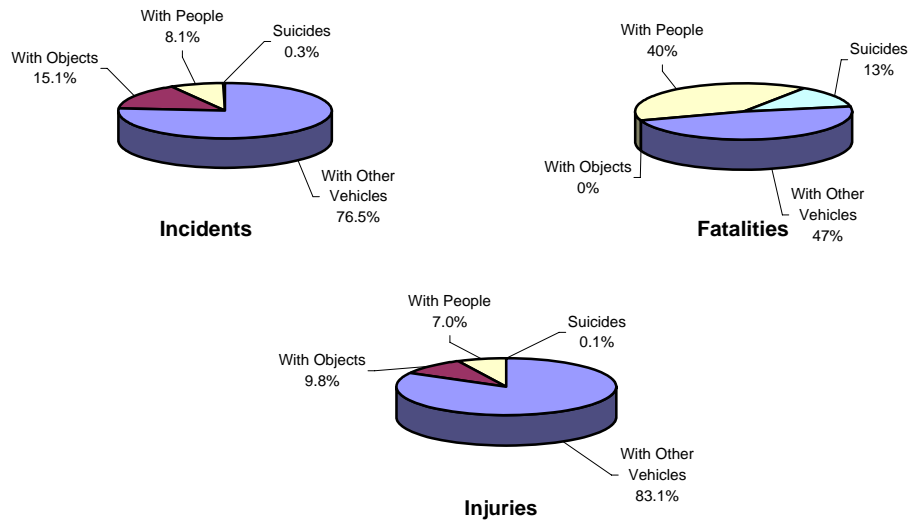
The pie chart on the left shows the percentage of each type of grade crossing *incident* (i.e., Collisions with other vehicles, objects, and people) to the total **Collisions at grade crossings**. **Collisions at grade crossings** apply only to rail modes.

The pie chart on the right shows the percentage of the *fatalities*, and the pie chart in the middle shows the percentage of *injuries* from each type of **Collisions at grade crossings** (i.e., with other vehicles, objects, and people) to the total.

Comparing the three charts provides more insight into the causes of incidents, injuries, and deaths from **Collisions at grade crossings**; e.g., Collisions with people was a small percentage of grade crossing incidents but accounted for almost a quarter of the fatalities.

## Collisions\*

Incidents, Fatalities, Injuries  
by Type



\*Does not include CR data

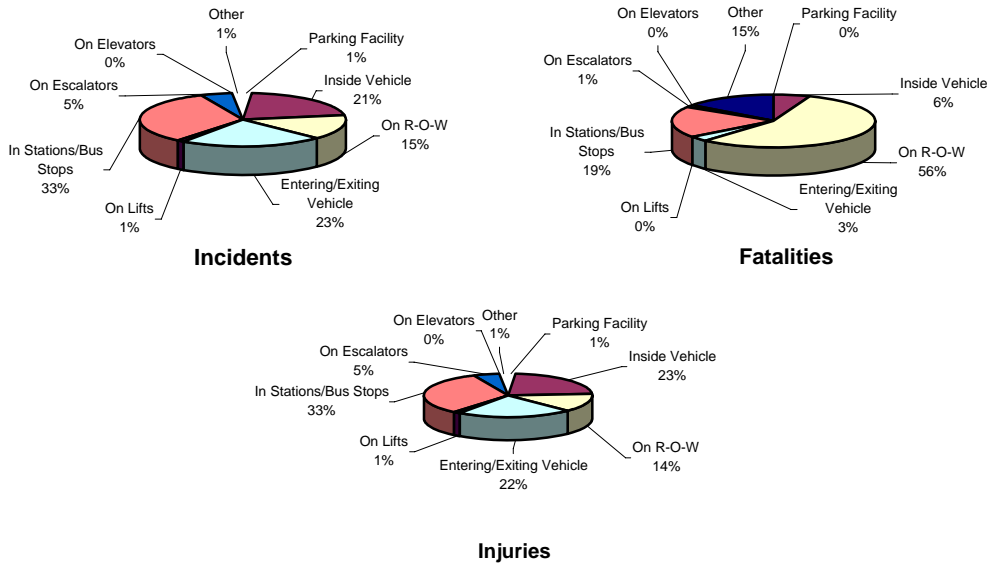
The pie chart on the left shows the percentage of each type of *incident* resulting from **Collisions** (i.e., with other vehicles, objects, and people) to the total Collision *incidents*.

The pie chart on the right shows the percentage of the *fatalities*, and the pie chart in the middle shows the percentage of *injuries* from each type of **Collision** (i.e., with other vehicles, objects, and people) to the total.

Comparing the three charts provides more insight into the causes of incidents, injuries, and deaths from Collisions. However, none of the three charts includes Commuter Rail data, as this is no longer available.

## Personal Casualties

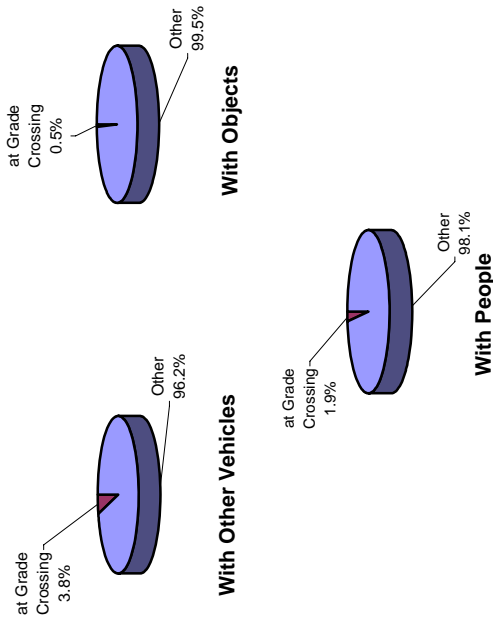
### Incidents, Fatalities, Injuries by Location



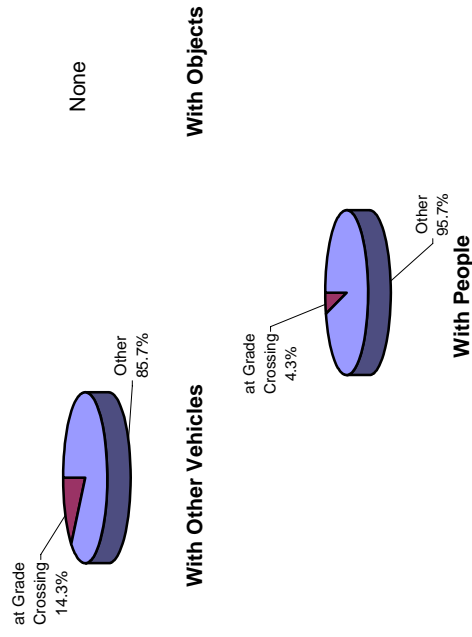
The pie chart on the left shows the percentage of each type of *incident* in the **Personal Casualties** category (in parking facilities, inside vehicles, on right of ways, entering/exiting vehicles [associated with lifts], in stations/bus stops [associated with escalators, and associated with elevators], and other) to the total incidents of Personal Casualties.

The pie chart on the right shows the percentage of *fatalities*, and the pie chart in the middle shows the percentage of *injuries* from each of these incidents.

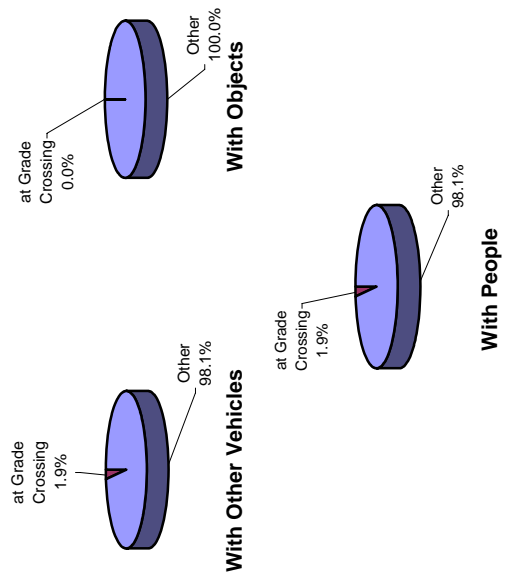
## Collision Incidents by Location



## Collision Fatalities by Location



## Collision Injuries by Location



In each of the charts, the pie on the left shows the percentage of **Collisions with other vehicles at grade crossings** to the total Collisions with vehicles. The pie on the right is the percentage of **Collisions with objects at grade crossings** to the total Collisions with objects. The pie in the middle shows the percentage of **Collisions with people at grade crossings** to the total Collisions with people (excluding suicides).

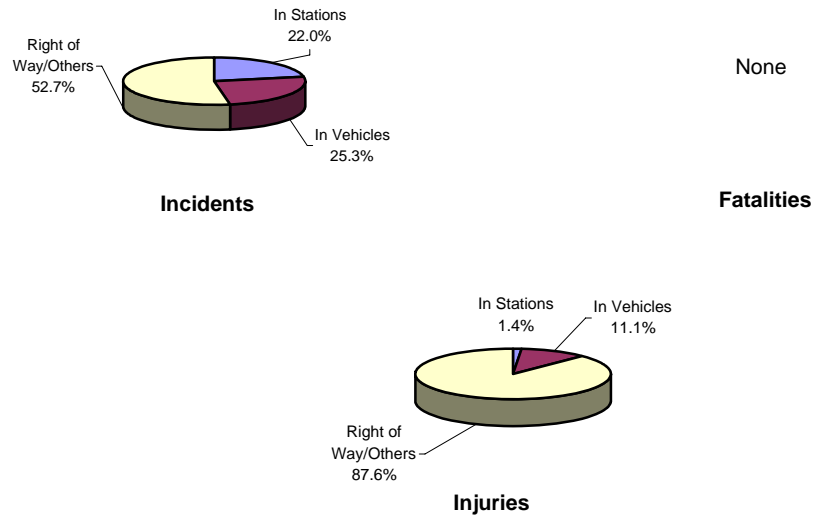
The charts do not include CR data, as this is no longer available.

Each set of three charts show a relatively low percentage of incidents, fatalities, and injuries at grade crossings. However, fatalities occurring in **Collisions with other vehicles at grade crossings** was up to 14.3% of the total despite representing only 3.8% of total **Collision with other vehicle incidents**.



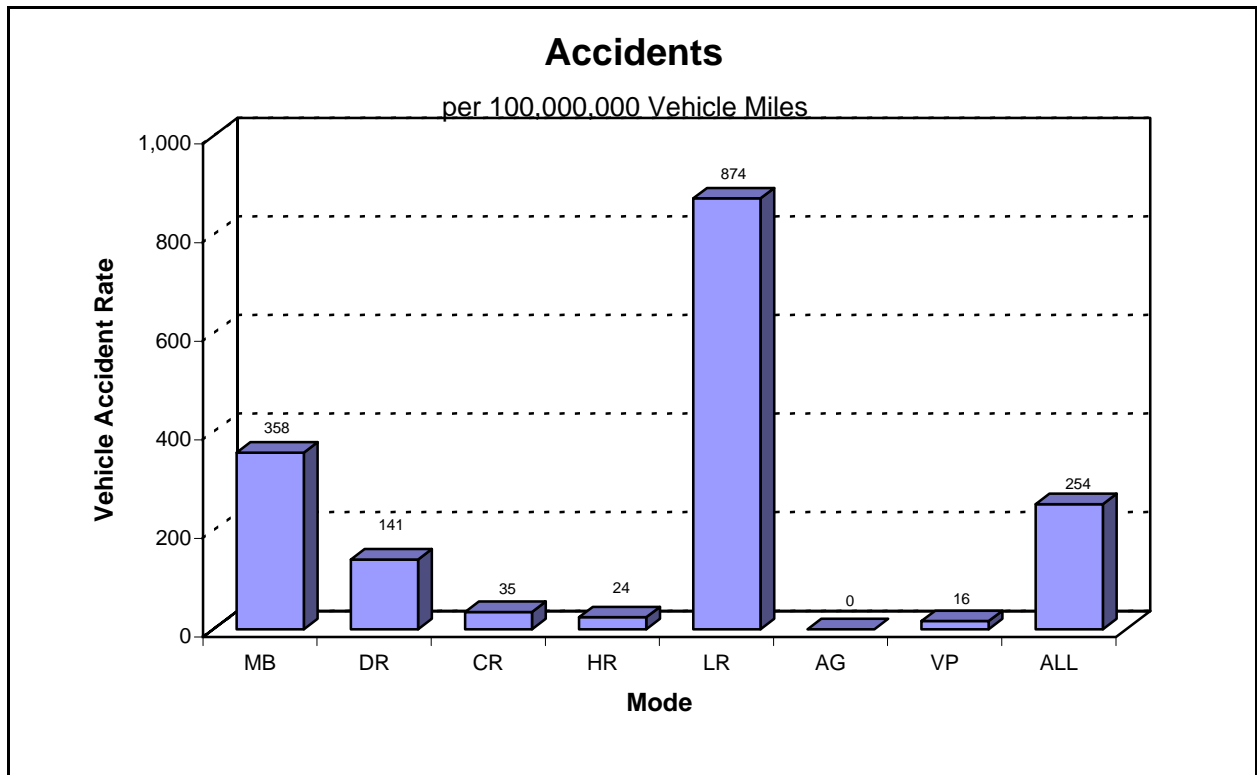
## Fires

### Incidents, Fatalities, Injuries by Location

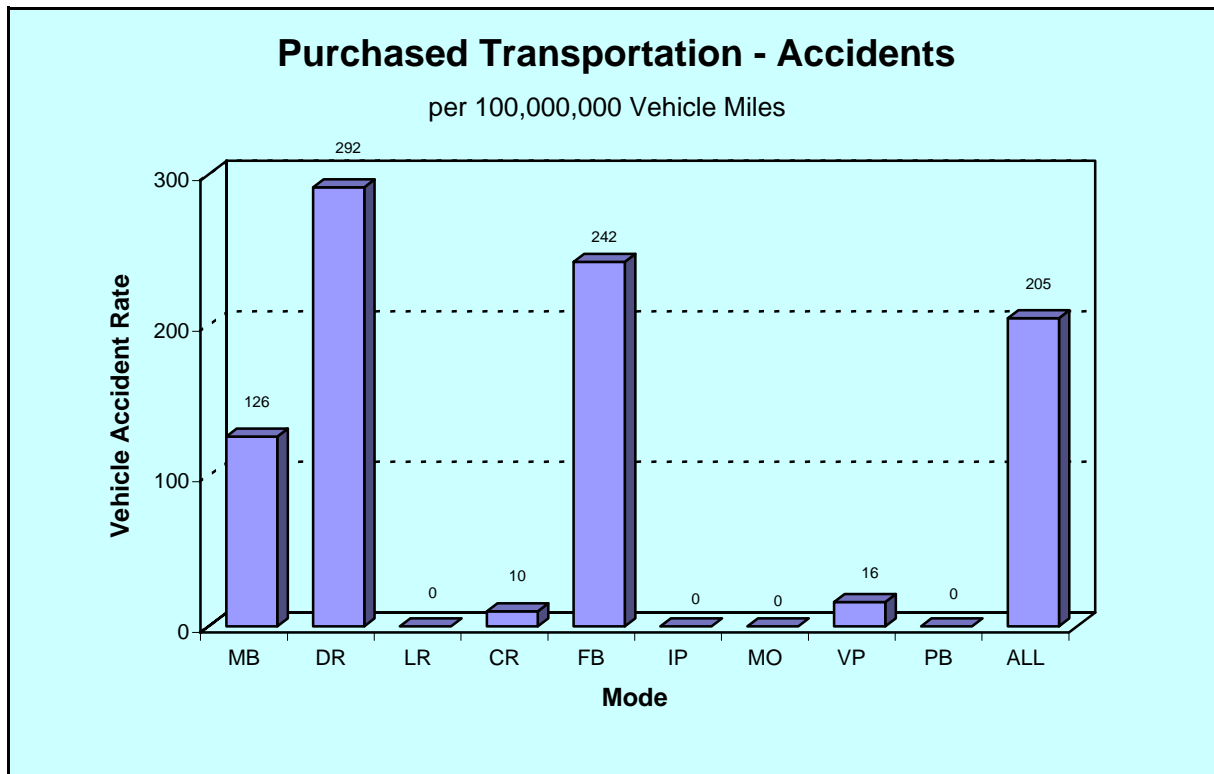


The pie chart on the left shows the percentage of each type of **Fire incident** (in vehicles, in stations, and on rights of way and others) to the total incidents of Fires.

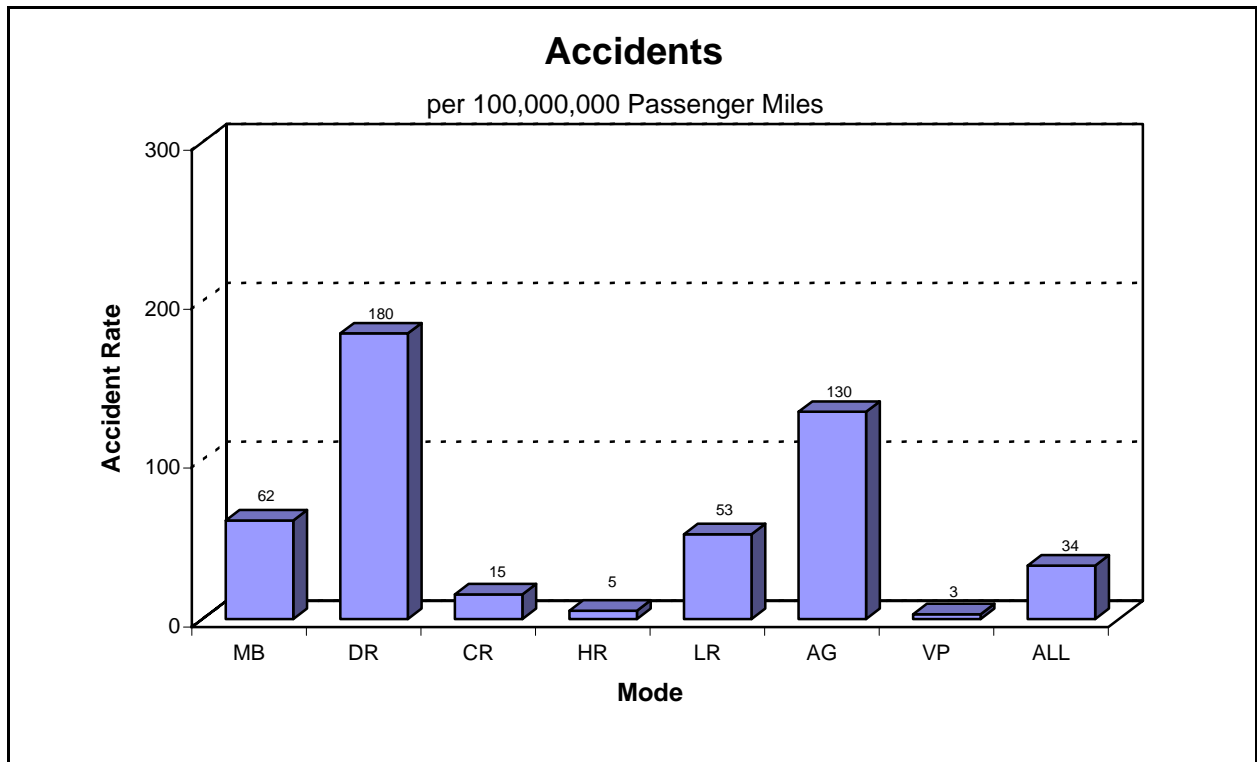
Comparing the charts provides more insight into the types of Fires and the causes of injuries from them; e.g., a Fire inside the vehicle (despite accounting for approximately the same number of Fires as those in a station/bus stop) resulted in many more injuries than a Fire in a station/bus stop. The most recent fatality as a result of Fire occurred in 1998.



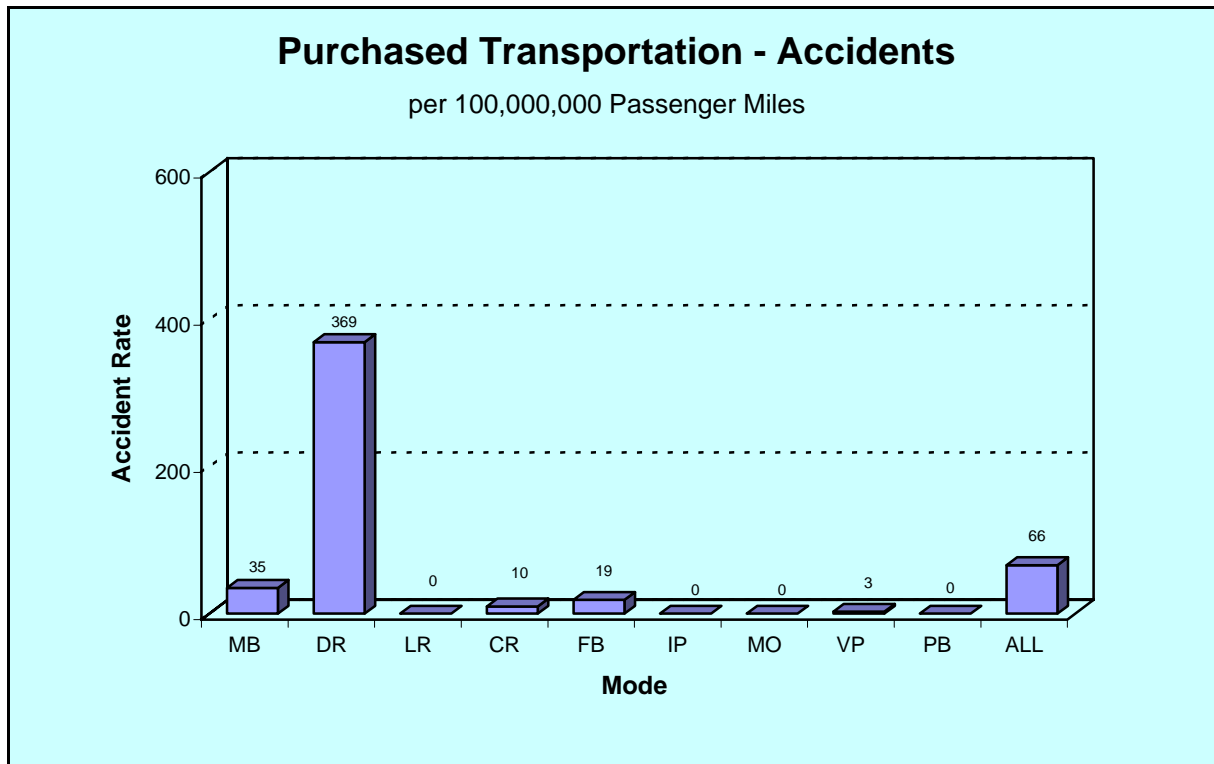
The graph shows the accident rate, which is based on the number of vehicle accidents only. These include all vehicle accidents resulting from **Collisions** (with vehicles, objects, people [not suicides]) and **Derailments** (vehicle derailed/left roadway). The vehicle-mile figure used includes both revenue and non-revenue miles since there are risks present during both types of operation. The three rail modes (Commuter Rail, Heavy Rail, and Light Rail) report car rather than train miles for vehicle miles.



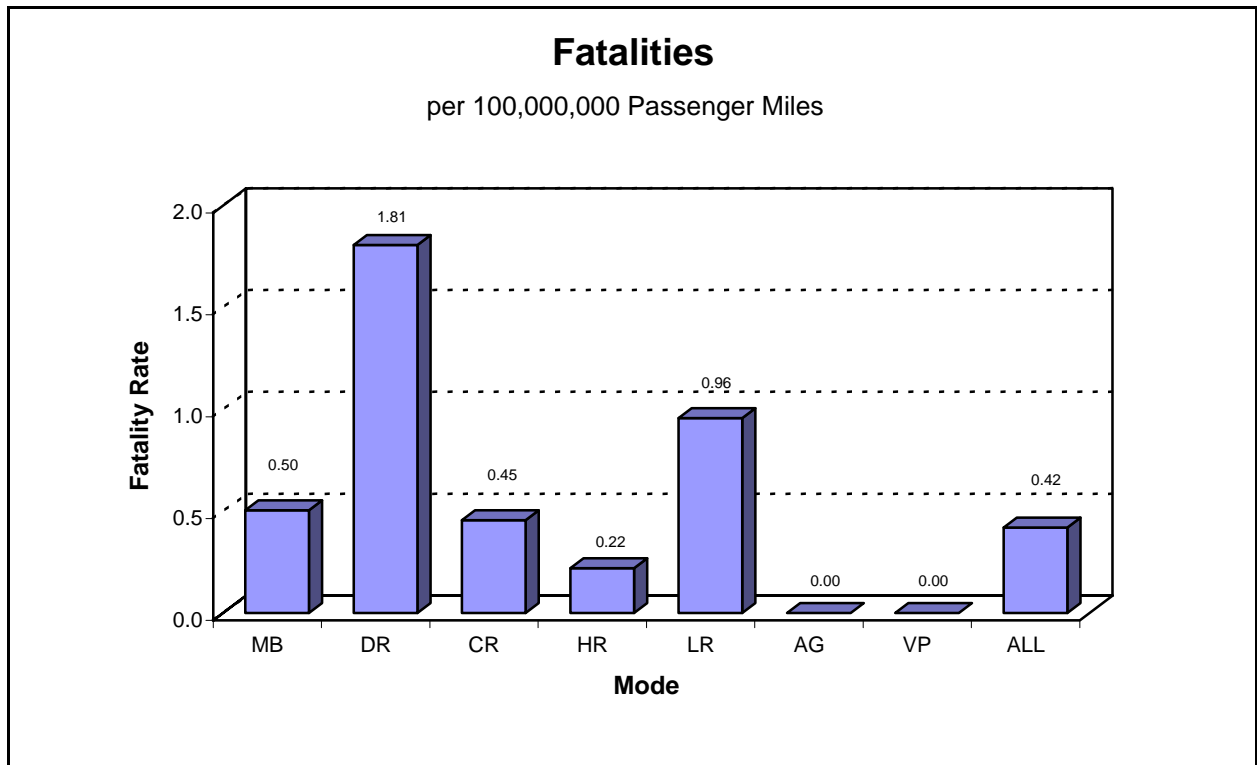
The graph shows the accident rate, which is based on the number of vehicle accidents only. These include all vehicle accidents resulting from **Collisions** (with vehicles, objects, people [not suicides]) and **Derailments** (vehicle derailed/left roadway). The vehicle-mile figure used includes both revenue and non-revenue miles since there are risks present during both types of operation. The two PT rail modes (Commuter Rail and Light Rail) report car rather than train miles for vehicle miles.



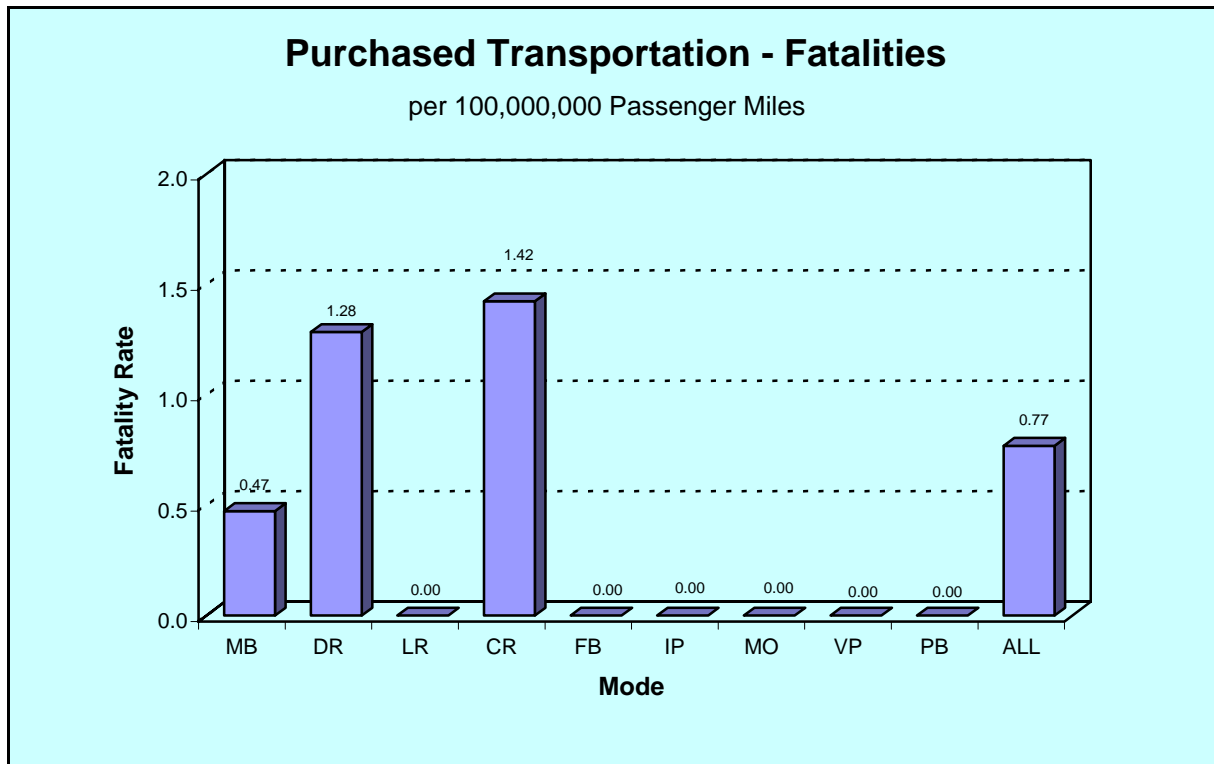
The graph shows the accident (or incident) rates which result from **Collisions** (with vehicles, objects, people [not suicides]), **Derailments** (vehicle derailed/left roadway), and **Personal Casualties** (on rights of way, inside the vehicle, entering/exiting the vehicle, and other). When analyzing the results on this page, consider that the number of vehicle accidents, the number of passengers, and the average trip length all affect the accident rate. This graph differs from the previous page in that it also includes **Personal Casualties** (on rights of way, inside the vehicle, entering/exiting the vehicle, and other), and is indexed in Passenger Miles.



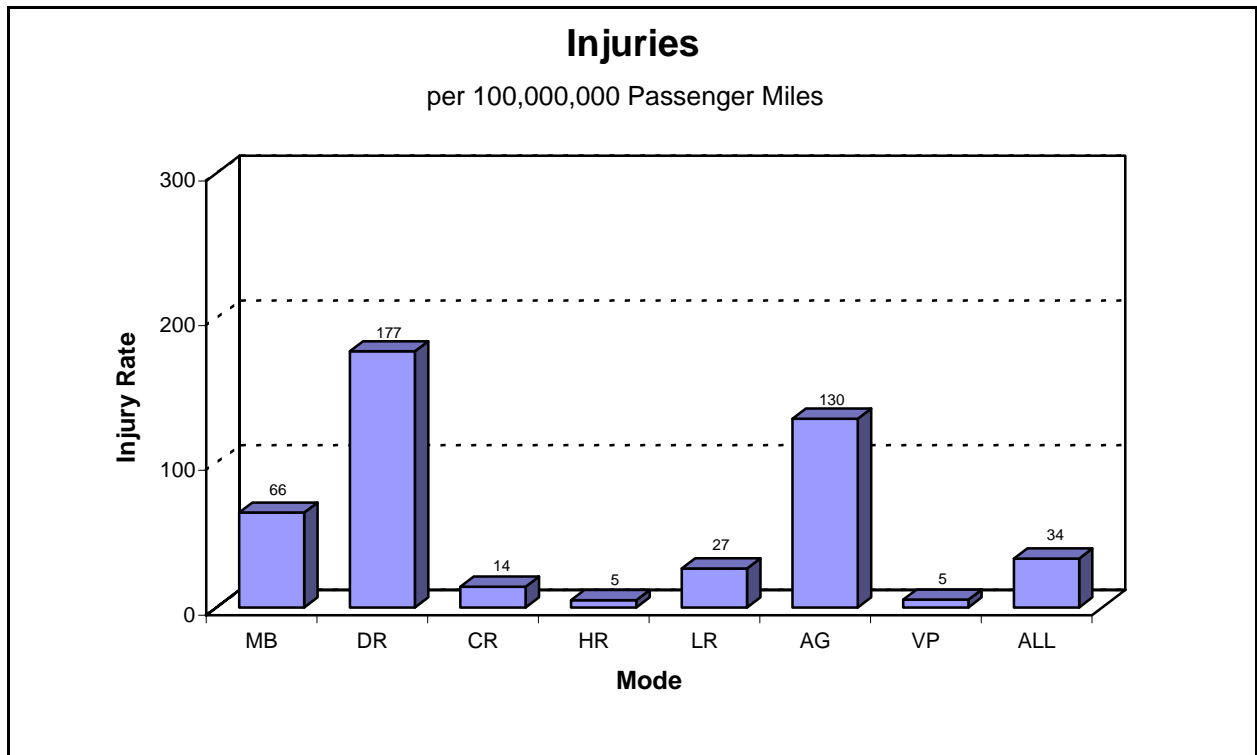
The graph shows the accident (or incident) rates, which result from **Collisions** (with vehicles, objects, people [not suicides]), **Derailments** (vehicle derailed/left roadway), and **Personal Casualties** (on right of way, inside the vehicle, entering/exiting the vehicle, and other). When analyzing the results on this page, consider that the number of vehicle accidents, the number of passengers, and the average trip length all affect the accident rate. This graph differs from the previous page in that it also includes **Personal Casualties** (on rights of way, inside the vehicle, entering/exiting the vehicle, and other), and is indexed in Passenger Miles.



These statistics represent *fatalities* resulting from **Collisions** (with vehicles, objects, people [not suicides]), **Derailments** (vehicle derailed/left roadway), and **Personal Casualties** (on rights of way, inside the vehicle, entering/exiting the vehicle, and other).

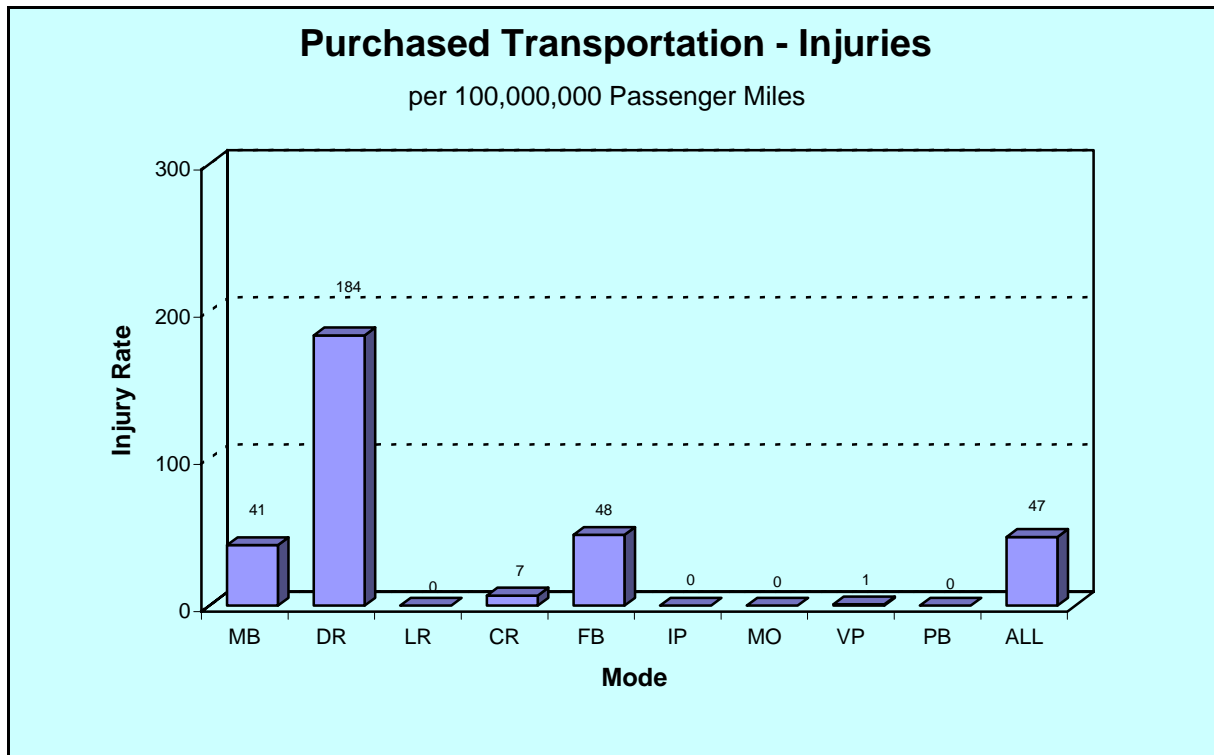


These statistics represent *fatalities* resulting from **Collisions** (with vehicles, objects, people [not suicides]), **Derailments** (vehicle derailed/left roadway), **Personal Casualties** (on rights of way, inside the vehicle, entering/exiting the vehicle, and other), **Evacuations**, and **Fires**.

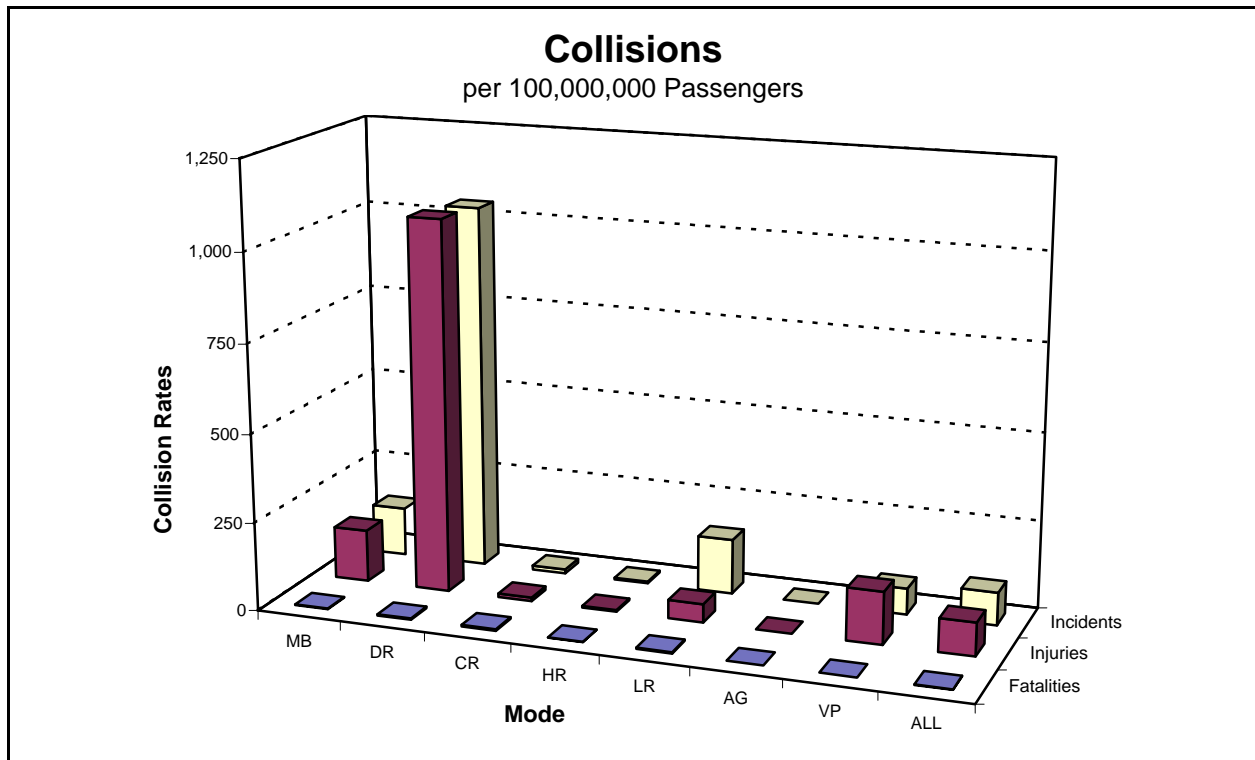


These statistics represent *injuries* resulting from **Collisions** (with vehicles, objects, people [not suicides]), **Derailments** (vehicle derailed/left roadway), and **Personal Casualties** (on rights of way, inside the vehicle, entering/exiting the vehicle, and other).



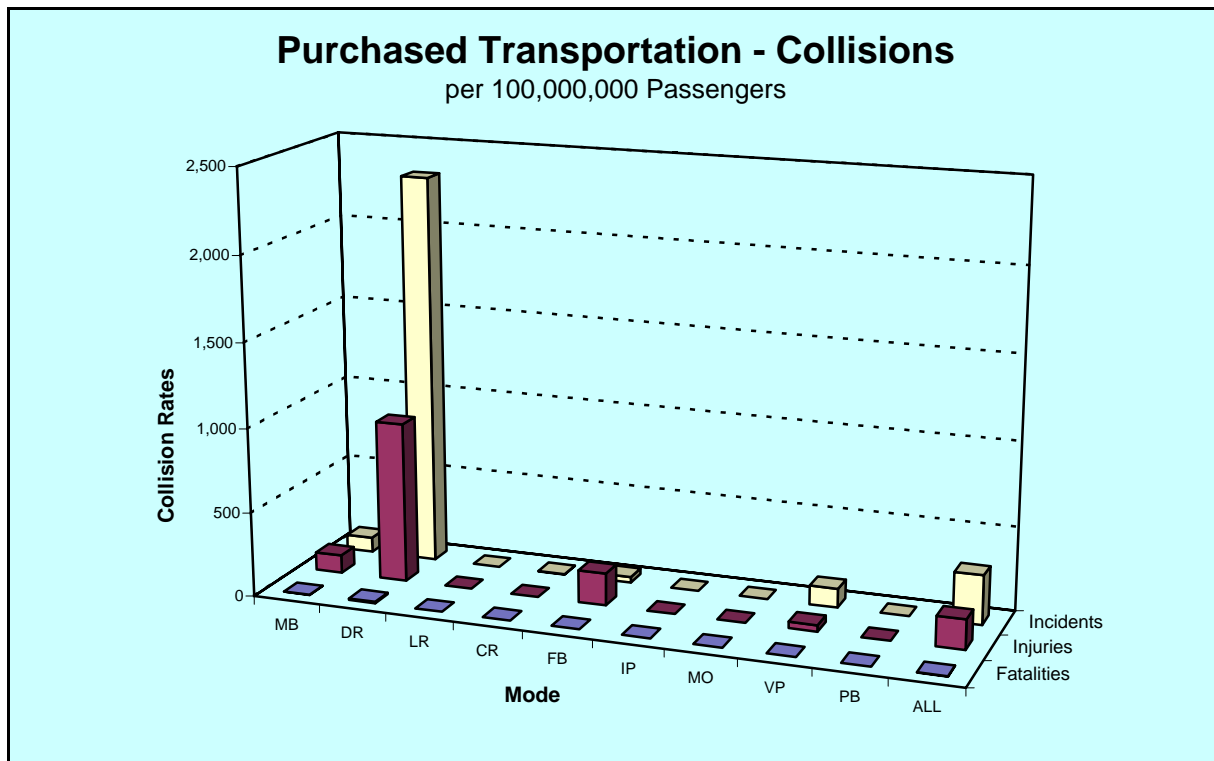


These statistics represent *injuries* resulting from **Collisions** (with vehicles, objects, people [not suicides]), **Derailments** (vehicle derailed/left roadway), **Personal Casualties** (on rights of way, inside the vehicle, entering/exiting the vehicle, and other), **Evacuations**, and **Fires**.



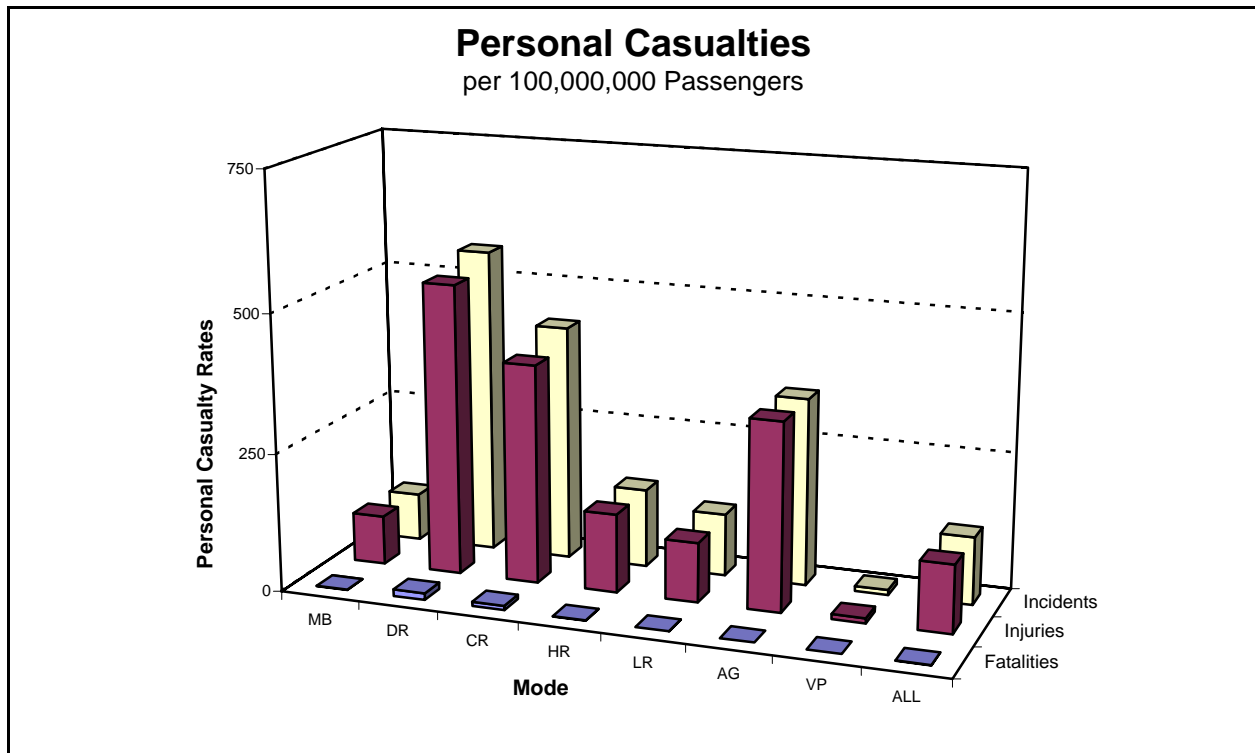
This graph shows the rates of *incidents*, *injuries*, and *fatalities* (except attempted/successful suicides) for **Collisions**.

The rates show how often incidents, fatalities, and injuries occur as a result of Collisions with respect to the number of passengers carried. These rates should be considered when looking at the Collision figures (stacked bar charts), which provide only raw numbers. The raw numbers alone do not provide a full picture of relative safety without data on exposure, which is provided here.

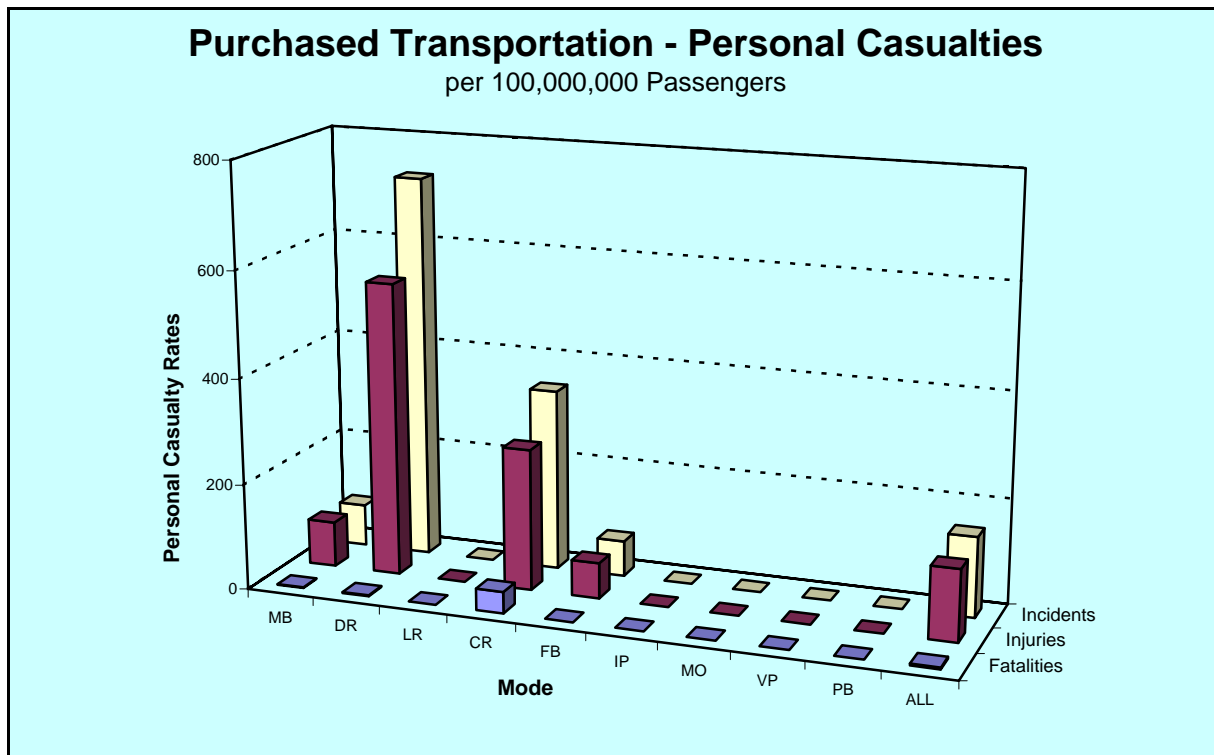


This graph shows the rates of *incidents*, *injuries*, and *fatalities* (except attempted/successful suicides) from **Collisions**.

The rates show how often incidents, fatalities, and injuries occur as a result of Collisions with respect to the number of passengers carried. These rates should be considered when looking at the Collision figures (stacked bar charts) which provide only raw numbers. The raw numbers alone do not provide a full picture of relative safety without data on exposure, which is provided here.

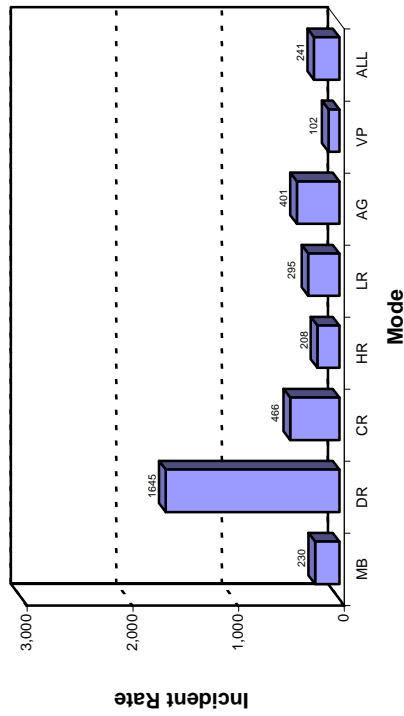


This graph provides the rates by transit mode for *incidents*, *fatalities*, and *injuries* for **Personal Casualties**. Keep in mind that **Personal Casualties** is a transit mishap category where people are hurt but not as a result of Collisions, Derailments, Evacuations or Fires. The rates show how frequently incidents, deaths, and injuries occur, based on passenger exposure to risk. These rates should be kept in mind when looking at the Personal Casualties figures (stacked bar charts), which provide only raw numbers. The raw numbers alone do not provide a full picture of relative safety without data on exposure, which is provided here.

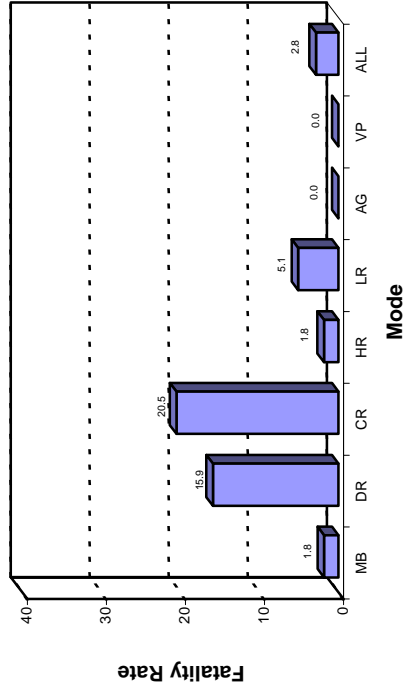


This graph provides the rates by transit mode for *incidents, fatalities, and injuries* from **Personal Casualties**. Keep in mind that **Personal Casualties** is a transit mishap category where people are hurt but not as a result of Collisions, Derailments, Evacuations, or Fires. The rates show how frequently incidents, deaths, and injuries occur, based on passenger exposure to risk. These rates should be kept in mind when looking at the Personal Casualties figures (stacked bar charts), which provide only raw numbers. The raw numbers alone do not provide a full picture of relative safety without data on exposure, which is provided here.

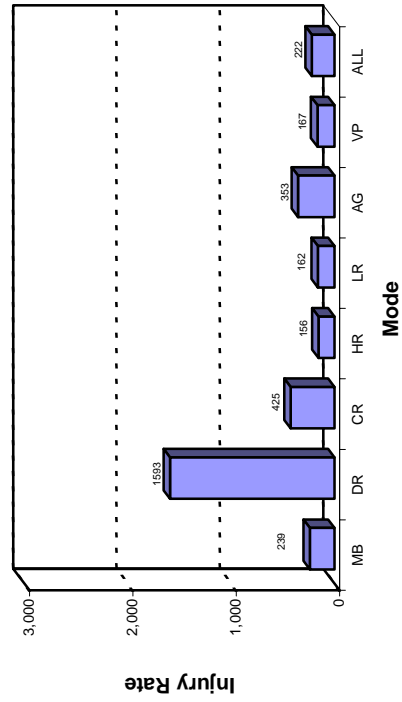
**Incidents**  
of all types  
per 100,000,000 Passengers



**Fatalities**  
from all causes  
per 100,000,000 Passengers



**Injuries**  
from all causes  
per 100,000,000 Passengers

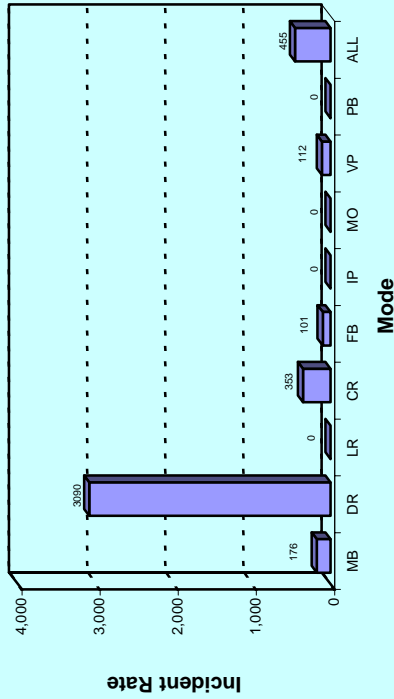


These graphs depict the *incident*, *fatality*, and *injury* rates from all causes, i.e., **Collisions, Derailments, Personal Casualties, Evacuations, and Fires.**

Also note that they are indexed in number of Passengers.

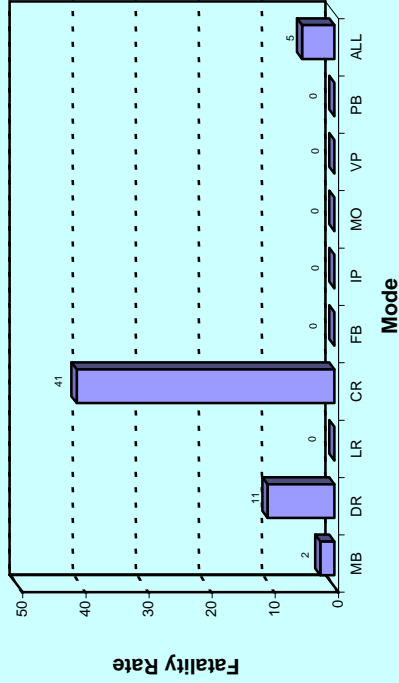
## Purchased Transportation - Incidents

of all types  
per 100,000,000 Passengers



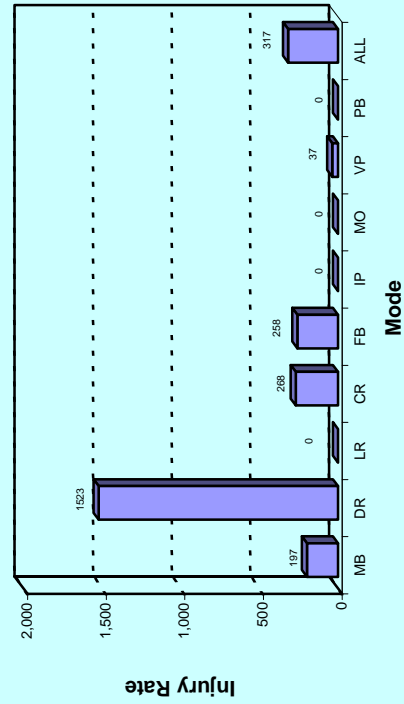
## Purchased Transportation - Fatalities

from all causes  
per 100,000,000 Passengers



## Purchased Transportation - Injuries

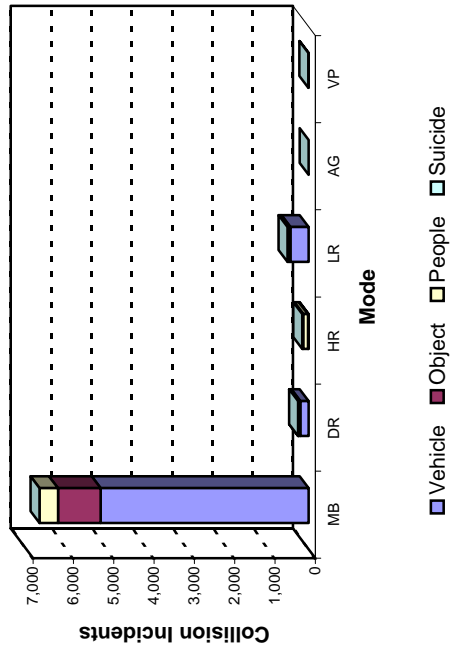
from all causes  
per 100,000,000 Passengers



These graphs depict the *incident*, *fatality*, and *injury* rates from all causes (except suicides), i.e., **Collisions, Derailments, Personal Casualties, Evacuations, and Fires.**

Also note that they are indexed in number of Passengers.

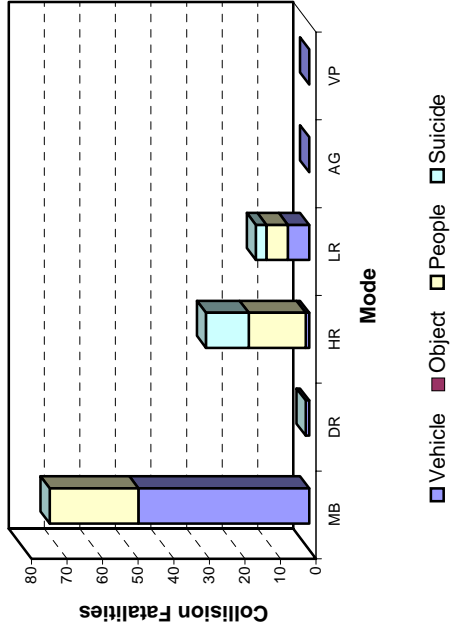
## Incidents\* of Collision



\*Does not include CR

## Fatalities\*

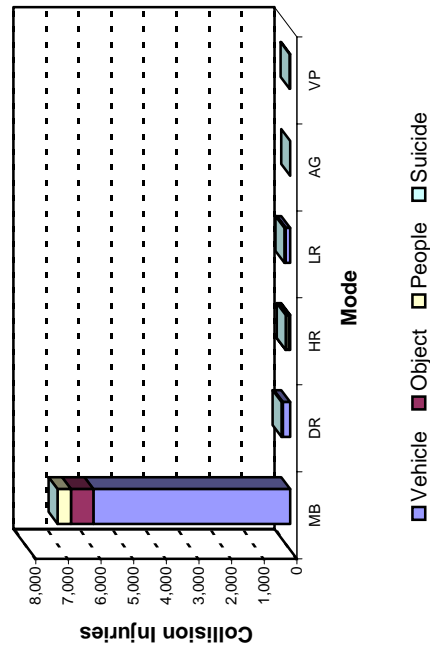
Resulting from Collisions



\*Does not include CR

## Injuries\*

Resulting from Collisions



\*Does not include CR

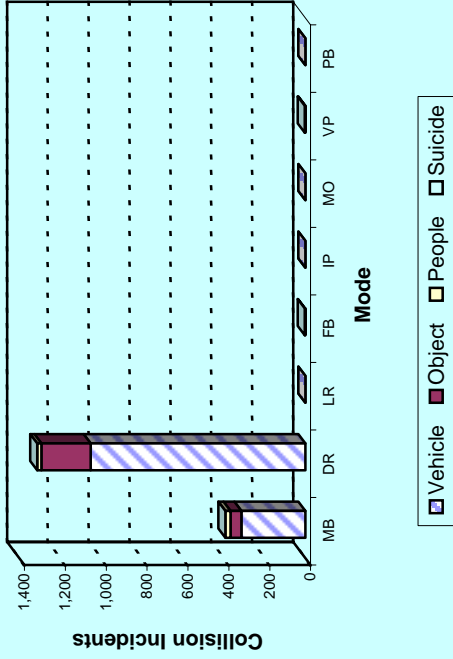
These graphs break down by type *incidents, injuries, and fatalities* resulting from **Collisions** (with vehicles, objects, people, and suicides).

In 2003, *fatalities from collisions* were down significantly in the Heavy Rail mode (-27.5%) from 2001. *Fatalities from collisions* rose in the Light Rail mode (+36.4%) after a fall from 2000 to 2002, but are still well below the 2000 level. Light Rail *fatalities* in 2003 also include 0 patrons and 0 employees while there were 6 patron fatalities in 2000 and 2 patron and 3 employee fatalities in 1999. This is similar to the 1996-1998 period, when there was only 1 patron fatality.

Commuter Rail data is no longer available for this breakdown, so it is no longer included.

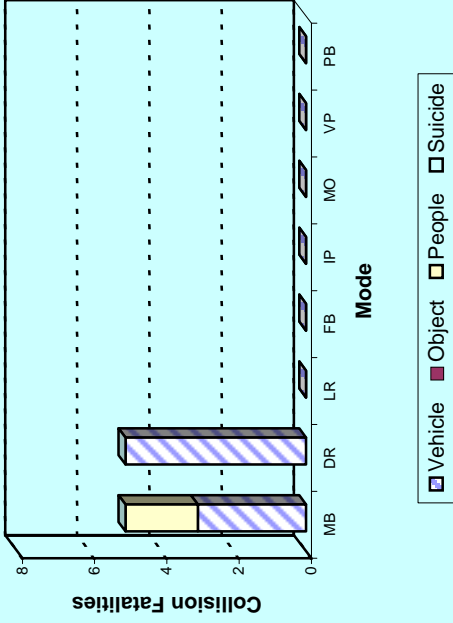


## Purchased Transportation - Incidents\* of Collision



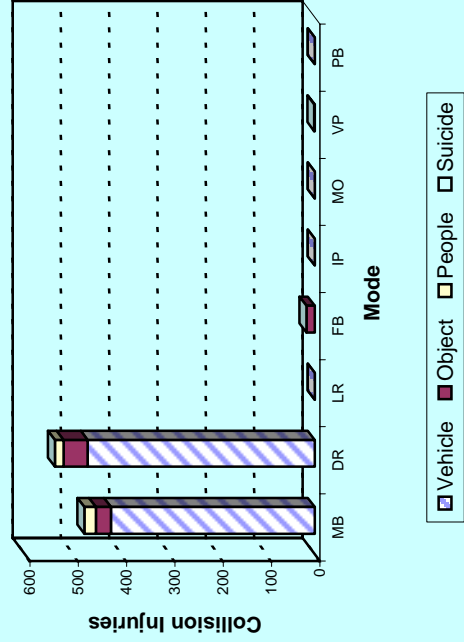
\*Does not include CR

## Purchased Transportation - Fatalities\* Resulting from Collisions



\*Does not include CR

## Purchased Transportation - Injuries\* Resulting from Collisions

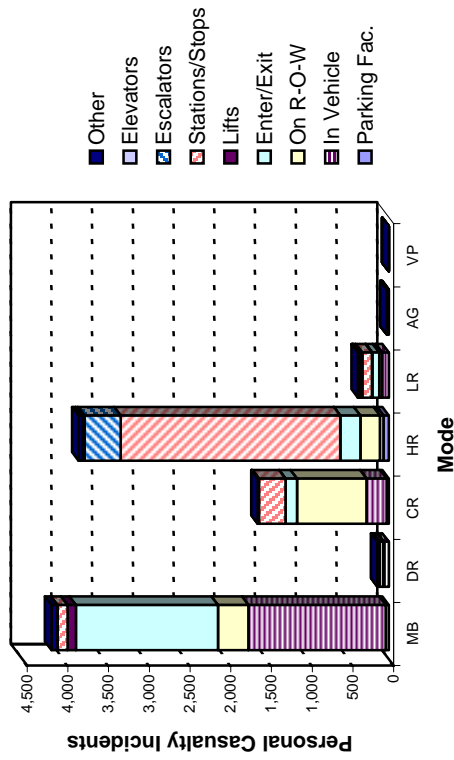


\*Does not include CR

These graphs break down by type *incidents*, *injuries*, and *fatalities* resulting from **Collisions** (with vehicles, objects, and people, and suicides).  
Commuter Rail data is no longer available for this breakdown, so it is not included.

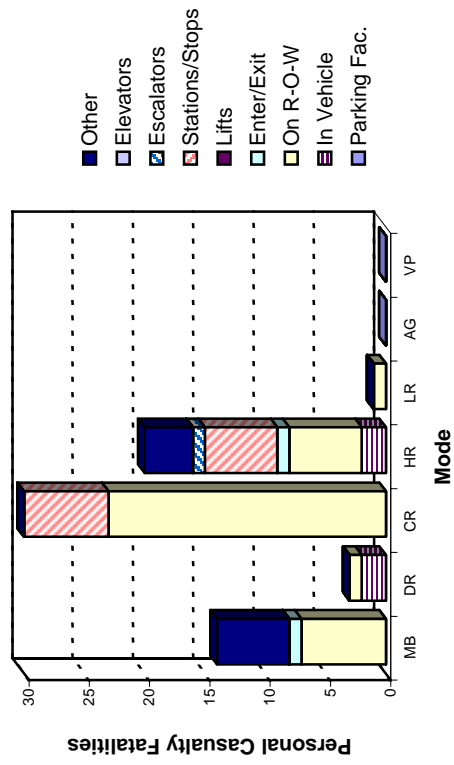
## Incidents

of Personal Casualty



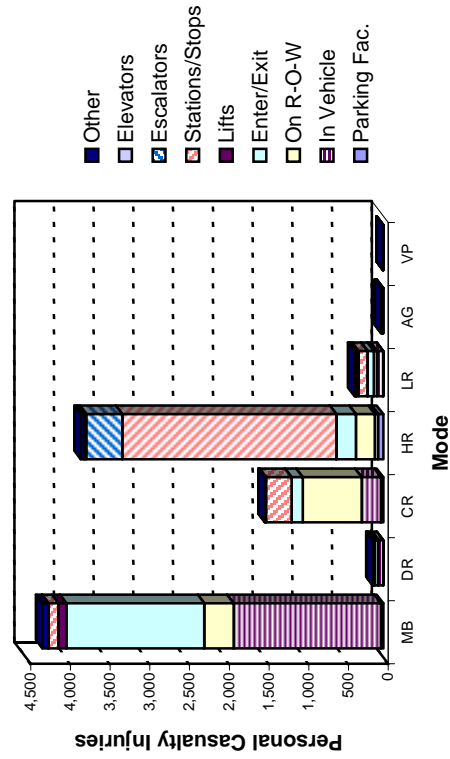
## Fatalities

Resulting from Personal Casualty



## Injuries

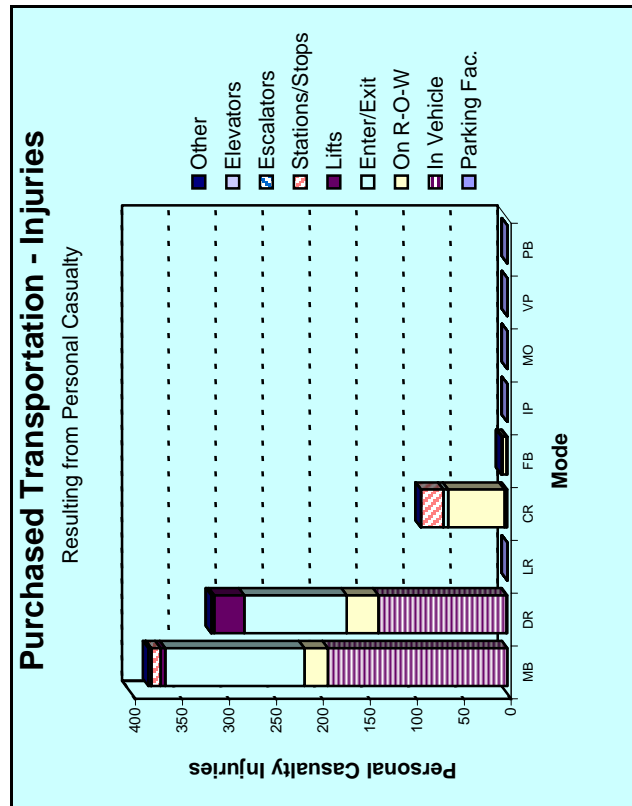
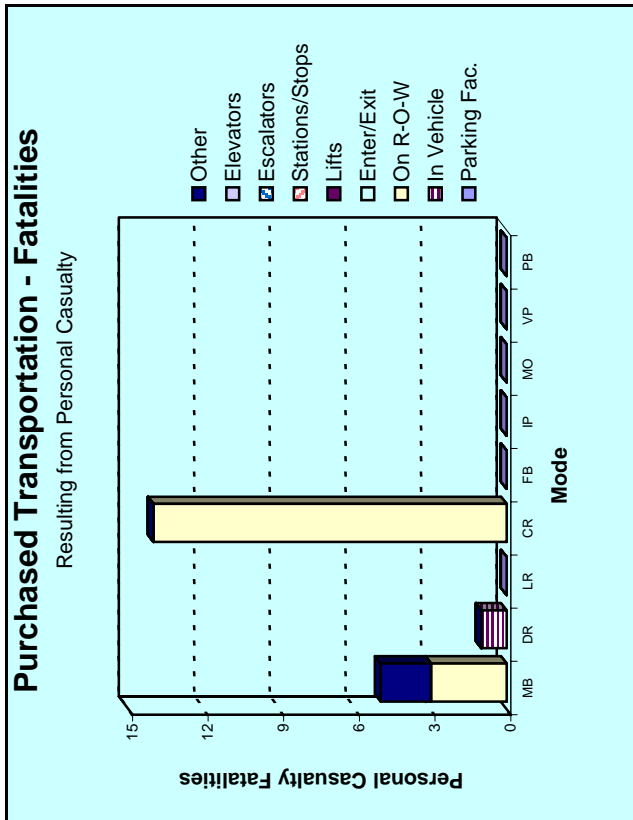
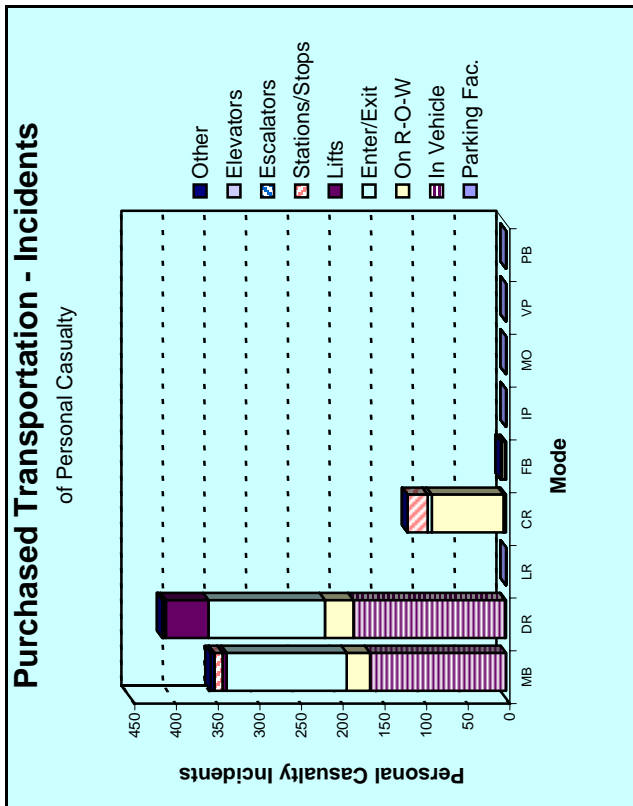
Resulting from Personal Casualty



These graphs break down by type *incidents, injuries, and fatalities* associated with **Personal Casualties** (in parking facilities, inside the vehicle, on the right of way, entering/exiting the vehicle [associated with lifts], in station/bus stops [associated with escalators, and associated with elevators], and other).

Keep in mind that **Personal Casualties** is a transit mishap category where people are hurt but not as a result of Collisions, Derailments, Evacuations, or Fires.

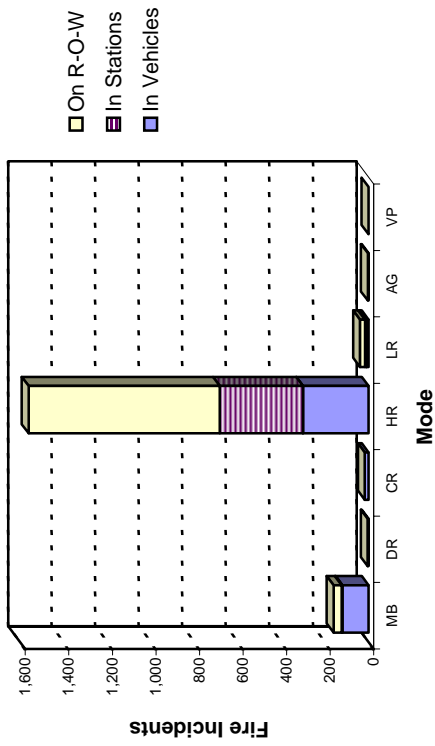
2003 saw Heavy Rail *fatalities* from **Personal Casualties** on right-of-ways decrease (from 12 to 6) over 2002. Most of these were trespassers (5), as Heavy Rail runs on an exclusive right of way.



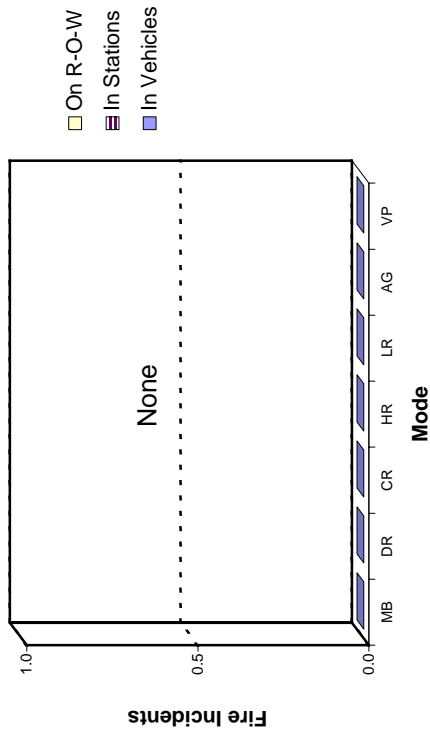
These graphs break down by type *incidents, injuries, and fatalities* that are classified as **Personal Casualties** (in parking facilities, inside vehicle, on right of way, entering/exiting the vehicle [associated with lifts], in station/bus stops [associated with escalators, and associated with elevators], and other).

Keep in mind that **Personal Casualties** is a transit mishap category where people are hurt but not as a result of Collisions, Derailments, Evacuations, or Fires.

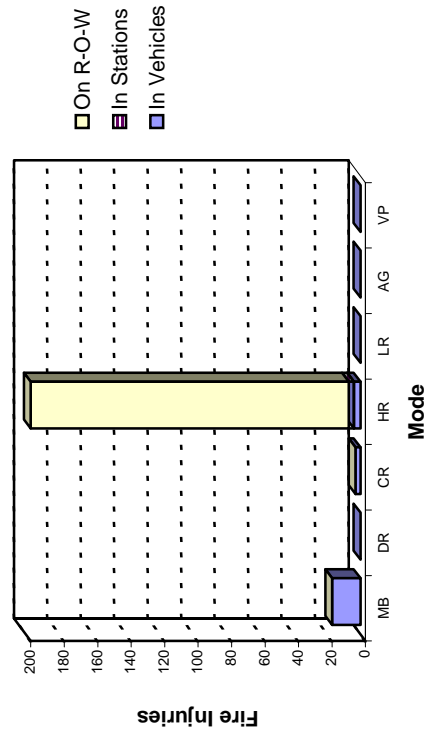
## Incidents of Fire



## Fatalities Resulting from Fires



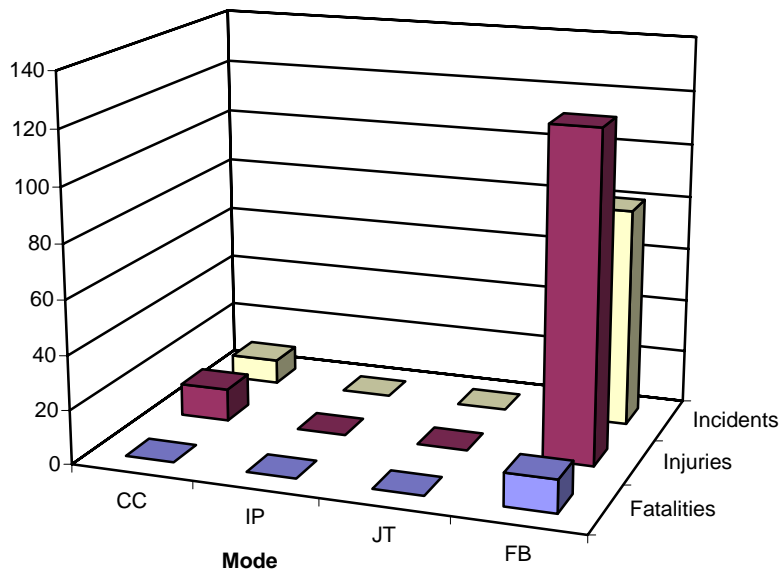
## Injuries Resulting from Fires



These graphs break down by type: the *incidents*, and resulting *fatalities and injuries*, from **Fires** (in vehicles, in stations, and on right of way/road and others).

While there were relatively few incidents of Fires, the graph clearly shows that the vast majority of such incidents occurred in heavy rail stations and rights of way.

### Other Transit Modes Incidents, Fatalities, Injuries from all causes



### Totals for Cable Car, Inclined Plane, Jitney, and Ferry Boat

by Year

	1995	1996	1997	1998	1999	2000	2001	2002	2003
<b>Incidents</b>	536	301	353	253	1,078	745	891	69	90
<b>Fatalities</b>	0	1	0	0	0	0	1	2	12
<b>Injuries</b>	598	354	357	379	1,091	762	897	35	133
<b>Damage*</b>	3,262,700	157,184	66,850	23,887	104,251	76,540	1,605,246	254,172	15,364,800

\* Property Damage in Dollars (\$)

# Collisions

## Bus

### INCIDENTS

<b>Collisions<sup>1</sup></b>	<b>MB</b>
With Other Vehicles	5,161
(w/vehicles at grade crossings)	18
With Objects	1,058
(w/objects at grade crossings)	0
With People <sup>2</sup>	458
(w/people at grade crossings)	1
Attempted Suicides <sup>3</sup>	0
<b>Total<sup>4</sup></b>	<b>6,677</b>

### FATALITIES

<b>Collisions<sup>1</sup></b>	<b>Patrons</b>	<b>Employees</b>	<b>Others</b>
	MB	MB	MB
With Other Vehicles	10	3	35
(w/vehicles at grade crossings)	0	0	5
With Objects	0	0	0
(w/objects at grade crossings)	0	0	0
With People <sup>2</sup>	1	1	23
(w/people at grade crossings)	0	0	0
Attempted Suicides	0	0	0
<b>Total<sup>4</sup></b>	<b>11</b>	<b>4</b>	<b>58</b>

### INJURIES

<b>Collisions<sup>1</sup></b>	<b>Patrons</b>	<b>Employees</b>	<b>Others</b>
	MB	MB	MB
With Other Vehicles	3,650	679	1,698
(w/vehicles at grade crossings)	45	3	6
With Objects	502	89	103
(w/objects at grade crossings)	0	0	0
With People <sup>2</sup>	110	16	279
(w/people at grade crossings)	0	0	2
Attempted Suicides	0	0	0
<b>Total<sup>4</sup></b>	<b>4,262</b>	<b>784</b>	<b>2,080</b>

<sup>1</sup> Collisions with vehicles, objects, and people include their respective "at grade crossings" figures.

<sup>2</sup> People figures no longer include suicides.

<sup>3</sup> Incidents of suicide include fatalities, injuries, and unharmed.

<sup>4</sup> Total figures do not include parenthetical items.

# Purchased Transportation - Collisions

## Bus

### INCIDENTS

<b>Collisions<sup>1</sup></b>	<b>MB</b>
With Other Vehicles	314
(w/vehicles at grade crossings)	0
With Objects	53
(w/objects at grade crossings)	0
With People <sup>2</sup>	25
(w/people at grade crossings)	0
Attempted Suicides <sup>3</sup>	0
<b>Total<sup>4</sup></b>	<b>392</b>

### FATALITIES

<b>Collisions<sup>1</sup></b>	<b>Patrons</b>	<b>Employees</b>	<b>Others</b>
	MB	MB	MB
With Other Vehicles	0	0	3
(w/vehicles at grade crossings)	0	0	0
With Objects	0	0	0
(w/objects at grade crossings)	0	0	0
With People <sup>2</sup>	2	0	0
(w/people at grade crossings)	0	0	0
Attempted Suicides	0	0	0
<b>Total<sup>4</sup></b>	<b>2</b>	<b>0</b>	<b>3</b>

### INJURIES

<b>Collisions<sup>1</sup></b>	<b>Patrons</b>	<b>Employees</b>	<b>Others</b>
	MB	MB	MB
With Other Vehicles	257	70	95
(w/vehicles at grade crossings)	0	0	0
With Objects	13	3	15
(w/objects at grade crossings)	0	0	0
With People <sup>2</sup>	4	3	17
(w/people at grade crossings)	0	0	0
Attempted Suicides	0	0	0
<b>Total<sup>4</sup></b>	<b>274</b>	<b>76</b>	<b>127</b>

<sup>1</sup> Collisions with vehicles, objects, and people include their respective "at grade crossings" figures.

<sup>2</sup> People figures no longer include suicides.

<sup>3</sup> Incidents of suicide include fatalities, injuries, and unharmed.

<sup>4</sup> Total figures do not include parenthetical items.

# Collisions

## Rail

### INCIDENTS

Collisions <sup>1</sup>	CR*	HR	LR
With Other Vehicles	N/A	9	451
(w/vehicles at grade crossings)	N/A	0	202
With Objects	N/A	10	30
(w/objects at grade crossings)	N/A	0	6
With People <sup>2</sup>	N/A	113	40
(w/people at grade crossings)	N/A	1	9
Attempted Suicides <sup>3</sup>	32	22	3
<b>Total<sup>4</sup></b>	<b>77</b>	<b>154</b>	<b>524</b>

\*CR data is no longer collected in this manner, so it is not available, except in total.

### FATALITIES

Collisions <sup>1</sup>	Patrons			Employees			Others		
	CR*	HR	LR	CR*	HR	LR	CR*	HR	LR
With Other Vehicles	N/A	1	0	N/A	0	0	N/A	0	6
(w/vehicles at grade crossings)	N/A	0	0	N/A	0	0	N/A	0	3
With Objects	N/A	0	0	N/A	0	0	N/A	0	0
(w/objects at grade crossings)	N/A	0	0	N/A	0	0	N/A	0	0
With People <sup>2</sup>	N/A	5	0	N/A	0	0	N/A	11	6
(w/people at grade crossings)	N/A	0	0	N/A	0	0	N/A	1	1
Attempted Suicides	3	0	0	0	0	0	28	12	3
<b>Total<sup>4</sup></b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>23</b>	<b>15</b>

### INJURIES

Collisions <sup>1</sup>	Patrons			Employees			Others		
	CR*	HR	LR	CR*	HR	LR	CR*	HR	LR
With Other Vehicles	N/A	11	63	N/A	6	21	N/A	0	54
(w/vehicles at grade crossings)	N/A	0	26	N/A	0	7	N/A	0	29
With Objects	N/A	9	1	N/A	0	1	N/A	8	4
(w/objects at grade crossings)	N/A	0	0	N/A	0	0	N/A	0	0
With People <sup>2</sup>	N/A	18	9	N/A	1	1	N/A	77	21
(w/people at grade crossings)	N/A	0	1	N/A	0	0	N/A	0	5
Attempted Suicides	0	1	0	0	0	0	1	8	0
<b>Total<sup>4</sup></b>	<b>22</b>	<b>39</b>	<b>73</b>	<b>15</b>	<b>7</b>	<b>23</b>	<b>3</b>	<b>93</b>	<b>79</b>

<sup>1</sup> Collisions with vehicles, objects, and people include their respective "at grade crossings" figures.

<sup>2</sup> People figures no longer include suicides.

<sup>3</sup> Incidents of suicide include fatalities, injuries, and unharmed.

<sup>4</sup> Total figures do not include parenthetical items.



# Purchased Transportation - Collisions

## Rail

### INCIDENTS

Collisions <sup>1</sup>	LR	CR*
With Other Vehicles	0	N/A
(w/vehicles at grade crossings)	0	N/A
With Objects	0	N/A
(w/objects at grade crossings)	0	N/A
With People <sup>2</sup>	0	N/A
(w/people at grade crossings)	0	N/A
Attempted Suicides <sup>3</sup>	0	9
<b>Total<sup>4</sup></b>	<b>0</b>	<b>10</b>

\*CR data is no longer collected in this manner, so it is not available, except in total.

### FATALITIES

Collisions <sup>1</sup>	Patrons		Employees		Others	
	LR	CR*	LR	CR*	LR	CR*
With Other Vehicles	0	N/A	0	N/A	0	N/A
(w/vehicles at grade crossings)	0	N/A	0	N/A	0	N/A
With Objects	0	N/A	0	N/A	0	N/A
(w/objects at grade crossings)	0	N/A	0	N/A	0	N/A
With People <sup>2</sup>	0	N/A	0	N/A	0	N/A
(w/people at grade crossings)	0	N/A	0	N/A	0	N/A
Attempted Suicides	0	0	0	0	0	8
<b>Total<sup>4</sup></b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>

### INJURIES

Collisions <sup>1</sup>	Patrons		Employees		Others	
	LR	CR*	LR	CR*	LR	CR*
With Other Vehicles	0	N/A	0	N/A	0	N/A
(w/vehicles at grade crossings)	0	N/A	0	N/A	0	N/A
With Objects	0	N/A	0	N/A	0	N/A
(w/objects at grade crossings)	0	N/A	0	N/A	0	N/A
With People <sup>2</sup>	0	N/A	0	N/A	0	N/A
(w/people at grade crossings)	0	N/A	0	N/A	0	N/A
Attempted Suicides	0	0	0	0	0	1
<b>Total<sup>4</sup></b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>

<sup>1</sup> Collisions with vehicles, objects, and people include their respective "at grade crossings" figures.

<sup>2</sup> People figures no longer include suicides.

<sup>3</sup> Incidents of suicide include fatalities, injuries, and unharmed.

<sup>4</sup> Total figures do not include parenthetical items.

# Collisions

## Automated Guideway, Demand Response, Vanpool

### INCIDENTS

Collisions <sup>1</sup>	AG	DR	VP
With Other Vehicles	0	208	7
(w/vehicles at grade crossings)	0	2	0
With Objects	0	49	1
(w/objects at grade crossings)	0	0	0
With People <sup>2</sup>	0	5	0
(w/people at grade crossings)	0	1	0
Attempted Suicides <sup>3</sup>	1	0	0
<b>Total<sup>4</sup></b>	<b>1</b>	<b>262</b>	<b>8</b>

### FATALITIES

Collisions <sup>1</sup>	Patrons			Employees			Others		
	AG	DR	VP	AG	DR	VP	AG	DR	VP
With Other Vehicles	0	1	0	0	0	0	0	0	0
(w/vehicles at grade crossings)	0	0	0	0	0	0	0	0	0
With Objects	0	0	0	0	0	0	0	0	0
(w/objects at grade crossings)	0	0	0	0	0	0	0	0	0
With People <sup>2</sup>	0	0	0	0	0	0	0	0	0
(w/people at grade crossings)	0	0	0	0	0	0	0	0	0
Attempted Suicides	0	0	0	0	0	0	0	0	0
<b>Total<sup>4</sup></b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### INJURIES

Collisions <sup>1</sup>	Patrons			Employees			Others		
	AG	DR	VP	AG	DR	VP	AG	DR	VP
With Other Vehicles	0	125	10	0	42	0	0	53	6
(w/vehicles at grade crossings)	0	1	0	0	2	0	0	0	0
With Objects	0	28	0	0	5	0	0	6	0
(w/objects at grade crossings)	0	0	0	0	0	0	0	0	0
With People <sup>2</sup>	0	1	0	0	0	0	0	6	0
(w/people at grade crossings)	0	0	0	0	0	0	0	2	0
Attempted Suicides	0	0	0	0	0	0	1	0	0
<b>Total<sup>4</sup></b>	<b>0</b>	<b>154</b>	<b>10</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>6</b>

<sup>1</sup> Collisions with vehicles, objects, and people include their respective "at grade crossings" figures.

<sup>2</sup> People figures no longer include suicides.

<sup>3</sup> Incidents of suicide include fatalities, injuries, and unharmed.

<sup>4</sup> Total figures do not include parenthetical items.

# Purchased Transportation - Collisions

Demand Response, Ferryboat, Vanpool\*

## INCIDENTS

Collisions <sup>1</sup>	DR	FB	VP
With Other Vehicles	1,050	2	1
(w/vehicles at grade crossings)	7	0	0
With Objects	242	1	1
(w/objects at grade crossings)	0	0	0
With People <sup>2</sup>	20	0	1
(w/people at grade crossings)	0	0	0
Attempted Suicides <sup>3</sup>	0	0	0
<b>Total<sup>4</sup></b>	<b>1,312</b>	<b>3</b>	<b>3</b>

## FATALITIES

Collisions <sup>1</sup>	Patrons			Employees			Others		
	DR	FB	VP	DR	FB	VP	DR	FB	VP
With Other Vehicles	1	0	0	0	0	0	4	0	0
(w/vehicles at grade crossings)	1	0	0	0	0	0	0	0	0
With Objects	0	0	0	0	0	0	0	0	0
(w/objects at grade crossings)	0	0	0	0	0	0	0	0	0
With People <sup>2</sup>	0	0	0	0	0	0	0	0	0
(w/people at grade crossings)	0	0	0	0	0	0	0	0	0
Attempted Suicides	0	0	0	0	0	0	0	0	0
<b>Total<sup>4</sup></b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>

## INJURIES

Collisions <sup>1</sup>	Patrons			Employees			Others		
	DR	FB	VP	DR	FB	VP	DR	FB	VP
With Other Vehicles	243	0	0	95	0	0	132	0	0
(w/vehicles at grade crossings)	2	0	0	5	0	0	1	0	0
With Objects	29	17	0	12	0	0	9	0	0
(w/objects at grade crossings)	0	0	0	0	0	0	0	0	0
With People <sup>2</sup>	3	0	0	1	0	0	14	0	1
(w/people at grade crossings)	0	0	0	0	0	0	0	0	0
Attempted Suicides	0	0	0	0	0	0	0	0	0
<b>Total<sup>4</sup></b>	<b>275</b>	<b>17</b>	<b>0</b>	<b>108</b>	<b>0</b>	<b>0</b>	<b>155</b>	<b>0</b>	<b>1</b>

<sup>1</sup> Collisions with vehicles, objects, and people include their respective "at grade crossings" figures.

<sup>2</sup> People figures no longer include suicides.

<sup>3</sup> Incidents of suicide include fatalities, injuries, and unharmed.

<sup>4</sup> Total figures do not include parenthetical items.

\* Publico (PB), Monorail (MO), and Inclined Plane (IP) had no incidents.

# Personal Casualties

## Bus

### INCIDENTS

Personal Casualties	MB
Parking Facility	40
Inside Vehicle	1,684
On Right of Way	375
Entering/Exiting Vehicle <sup>1</sup>	1,845
(associated with lifts)	102
In Stations/Stops <sup>2</sup>	127
(associated with escalators)	1
(associated with elevators)	0
Other	70
<b>Total<sup>3</sup></b>	<b>4,141</b>

### FATALITIES

Personal Casualties	Patrons	Employees	Others
	MB	MB	MB
Parking Facility	0	0	0
Inside Vehicle	0	0	0
On Right of Way	0	0	7
Entering/Exiting Vehicle <sup>1</sup>	1	0	0
(associated with lifts)	0	0	0
In Stations/Stops <sup>2</sup>	0	0	0
(associated with escalators)	0	0	0
(associated with elevators)	0	0	0
Other	1	1	4
<b>Total<sup>3</sup></b>	<b>2</b>	<b>1</b>	<b>11</b>

### INJURIES

Personal Casualties	Patrons	Employees	Others
	MB	MB	MB
Parking Facility	7	0	26
Inside Vehicle	1,715	5	132
On Right of Way	146	5	217
Entering/Exiting Vehicle <sup>1</sup>	1,767	0	71
(associated with lifts)	100	0	1
In Stations/Stops <sup>2</sup>	118	0	8
(associated with escalators)	1	0	0
(associated with elevators)	0	0	0
Other	18	2	55
<b>Total<sup>3</sup></b>	<b>3,771</b>	<b>12</b>	<b>509</b>

<sup>1</sup> Enter/Exit figures include lift figures.

<sup>2</sup> Station/Bus Stop figures include escalator and elevator figures.

<sup>3</sup> Total figures do not include the parenthetical items as they are accounted for in the Enter/Exit and Station/Bus Stop figures.

# Purchased Transportation - Personal Casualties

## Bus

### INCIDENTS

Personal Casualties	MB
Parking Facility	0
Inside Vehicle	163
On Right of Way	28
Entering/Exiting Vehicle <sup>1</sup>	149
(associated with lifts)	5
In Stations/Stops <sup>2</sup>	10
(associated with escalators)	0
(associated with elevators)	0
Other	4
<b>Total<sup>3</sup></b>	<b>354</b>

### FATALITIES

Personal Casualties	Patrons	Employees	Others
	MB	MB	MB
Parking Facility	0	0	0
Inside Vehicle	0	0	0
On Right of Way	0	0	3
Entering/Exiting Vehicle <sup>1</sup>	0	0	0
(associated with lifts)	0	0	0
In Stations/Stops <sup>2</sup>	0	0	0
(associated with escalators)	0	0	0
(associated with elevators)	0	0	0
Other	0	0	2
<b>Total<sup>3</sup></b>	<b>0</b>	<b>0</b>	<b>5</b>

### INJURIES

Personal Casualties	Patrons	Employees	Others
	MB	MB	MB
Parking Facility	0	0	0
Inside Vehicle	190	0	1
On Right of Way	14	0	11
Entering/Exiting Vehicle <sup>1</sup>	151	0	2
(associated with lifts)	5	0	0
In Stations/Stops <sup>2</sup>	10	0	0
(associated with escalators)	0	0	0
(associated with elevators)	0	0	0
Other	1	0	2
<b>Total<sup>3</sup></b>	<b>366</b>	<b>0</b>	<b>16</b>

<sup>1</sup> Enter/Exit figures include lift figures.

<sup>2</sup> Station/Bus Stop figures include escalator and elevator figures.

<sup>3</sup> Total figures do not include the parenthetical items as they are accounted for in the Enter/Exit and Station/Bus Stop figures.

# Personal Casualties

## Rail

### INCIDENTS

Personal Casualties	CR	HR	LR
Parking Facility	30	66	1
Inside Vehicle	244	43	81
On Right of Way	854	242	38
Entering/Exiting Vehicle <sup>1</sup>	141	246	90
(associated with lifts)	0	0	7
In Stations/Stops <sup>2</sup>	341	3,170	153
(associated with escalators)	12	444	32
(associated with elevators)	3	31	4
Other	0	41	17
<b>Total<sup>3</sup></b>	<b>1,610</b>	<b>3,808</b>	<b>380</b>

### FATALITIES

Personal Casualties	Patrons			Employees			Others		
	CR	HR	LR	CR	HR	LR	CR	HR	LR
Parking Facility	0	0	0	0	0	0	0	0	0
Inside Vehicle	0	1	0	0	1	0	0	0	0
On Right of Way	0	1	0	1	0	0	22	5	1
Entering/Exiting Vehicle <sup>1</sup>	0	1	0	0	0	0	0	0	0
(associated with lifts)	0	0	0	0	0	0	0	0	0
In Stations/Stops <sup>2</sup>	0	5	0	1	1	0	6	1	0
(associated with escalators)	0	1	0	0	0	0	0	0	0
(associated with elevators)	0	0	0	0	0	0	0	0	0
Other	0	2	0	0	0	0	0	2	0
<b>Total<sup>3</sup></b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>8</b>	<b>1</b>

### INJURIES

Personal Casualties	Patrons			Employees			Others		
	CR	HR	LR	CR	HR	LR	CR	HR	LR
Parking Facility	6	39	1	19	0	0	5	27	0
Inside Vehicle	55	35	57	184	0	0	5	7	21
On Right of Way	0	46	11	647	24	0	95	168	28
Entering/Exiting Vehicle <sup>1</sup>	73	240	80	49	0	0	19	6	4
(associated with lifts)	0	0	7	0	0	0	0	0	0
In Stations/Stops <sup>2</sup>	38	3,156	135	186	3	4	110	20	4
(associated with escalators)	0	451	29	1	1	1	11	0	0
(associated with elevators)	0	30	3	3	0	0	0	1	0
Other	0	12	0	0	0	1	0	26	16
<b>Total<sup>3</sup></b>	<b>172</b>	<b>3,528</b>	<b>284</b>	<b>1,085</b>	<b>27</b>	<b>5</b>	<b>234</b>	<b>254</b>	<b>73</b>

<sup>1</sup> Enter/Exit figures include lift figures.

<sup>2</sup> Station/Bus Stop figures include escalator and elevator figures.

<sup>3</sup> Total figures do not include the parenthetical items as they are accounted for in the Enter/Exit and Station/Bus Stop figures.

## Purchased Transportation - Personal Casualties

### Rail

#### INCIDENTS

Personal Casualties	LR	CR
Parking Facility	0	1
Inside Vehicle	0	2
On Right of Way	0	86
Entering/Exiting Vehicle <sup>1</sup>	0	5
(associated with lifts)	0	0
In Stations/Stops <sup>2</sup>	0	24
(associated with escalators)	0	0
(associated with elevators)	0	0
Other	0	0
<b>Total<sup>3</sup></b>	<b>0</b>	<b>118</b>

#### FATALITIES

Personal Casualties	Patrons		Employees		Others	
	LR	CR	LR	CR	LR	CR
Parking Facility	0	0	0	0	0	0
Inside Vehicle	0	0	0	0	0	0
On Right of Way	0	0	0	0	0	14
Entering/Exiting Vehicle <sup>1</sup>	0	0	0	0	0	0
(associated with lifts)	0	0	0	0	0	0
In Stations/Stops <sup>2</sup>	0	0	0	0	0	0
(associated with escalators)	0	0	0	0	0	0
(associated with elevators)	0	0	0	0	0	0
Other	0	0	0	0	0	0
<b>Total<sup>3</sup></b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>

#### INJURIES

Personal Casualties	Patrons		Employees		Others	
	LR	CR	LR	CR	LR	CR
Parking Facility	0	0	0	0	0	1
Inside Vehicle	0	2	0	0	0	0
On Right of Way	0	6	0	15	0	39
Entering/Exiting Vehicle <sup>1</sup>	0	3	0	2	0	0
(associated with lifts)	0	0	0	0	0	0
In Stations/Stops <sup>2</sup>	0	2	0	13	0	9
(associated with escalators)	0	0	0	0	0	0
(associated with elevators)	0	0	0	0	0	0
Other	0	0	0	0	0	0
<b>Total<sup>3</sup></b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>49</b>

<sup>1</sup> Enter/Exit figures include lift figures.

<sup>2</sup> Station/Bus Stop figures include escalator and elevator figures.

<sup>3</sup> Total figures do not include the parenthetical items as they are accounted for in the Enter/Exit and Station/Bus Stop figures.

# Personal Casualties

## Automated Guideway, Demand Response, Vanpool

### INCIDENTS

Personal Casualties	AG	DR	VP
Parking Facility	0	1	0
Inside Vehicle	5	62	1
On Right of Way	1	8	0
Entering/Exiting Vehicle <sup>1</sup>	3	58	0
(associated with lifts)	0	16	0
In Stations/Stops <sup>2</sup>	17	8	0
(associated with escalators)	11	0	0
(associated with elevators)	0	0	0
Other	2	3	0
<b>Total<sup>3</sup></b>	<b>28</b>	<b>140</b>	<b>1</b>

### FATALITIES

Personal Casualties	Patrons			Employees			Others		
	AG	DR	VP	AG	DR	VP	AG	DR	VP
Parking Facility	0	0	0	0	0	0	0	0	0
Inside Vehicle	0	2	0	0	0	0	0	0	0
On Right of Way	0	0	0	0	0	0	0	1	0
Entering/Exiting Vehicle <sup>1</sup>	0	0	0	0	0	0	0	0	0
(associated with lifts)	0	0	0	0	0	0	0	0	0
In Stations/Stops <sup>2</sup>	0	0	0	0	0	0	0	0	0
(associated with escalators)	0	0	0	0	0	0	0	0	0
(associated with elevators)	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0
<b>Total<sup>3</sup></b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>

### INJURIES

Personal Casualties	Patrons			Employees			Others		
	AG	DR	VP	AG	DR	VP	AG	DR	VP
Parking Facility	0	1	0	0	0	0	0	0	0
Inside Vehicle	5	57	0	0	0	0	0	2	1
On Right of Way	1	4	0	0	0	0	0	3	0
Entering/Exiting Vehicle <sup>1</sup>	3	56	0	0	0	0	0	0	0
(associated with lifts)	0	15	0	0	0	0	0	0	0
In Stations/Stops <sup>2</sup>	17	7	0	0	1	0	0	0	0
(associated with escalators)	11	0	0	0	0	0	0	0	0
(associated with elevators)	0	0	0	0	0	0	0	0	0
Other	2	2	0	0	0	0	0	0	0
<b>Total<sup>3</sup></b>	<b>28</b>	<b>127</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>

<sup>1</sup> Enter/Exit figures include lift figures.

<sup>2</sup> Station/Bus Stop figures include escalator and elevator figures.

<sup>3</sup> Total figures do not include the parenthetical items as they are accounted for in the Enter/Exit and Station/Bus Stop figures.



# Purchased Transportation - Personal Casualties

Demand Response, Ferryboat, Vanpool\*

## INCIDENTS

Personal Casualties	DR	FB	VP
Parking Facility	1	0	0
Inside Vehicle	182	1	0
On Right of Way	34	4	0
Entering/Exiting Vehicle <sup>1</sup>	191	1	0
(associated with lifts)	51	0	0
In Stations/Stops <sup>2</sup>	4	0	0
(associated with escalators)	0	0	0
(associated with elevators)	1	0	0
Other	0	0	0
<b>Total<sup>3</sup></b>	<b>412</b>	<b>6</b>	<b>0</b>

## FATALITIES

Personal Casualties	Patrons			Employees			Others		
	DR	FB	VP	DR	FB	VP	DR	FB	VP
Parking Facility	0	0	0	0	0	0	0	0	0
Inside Vehicle	0	0	0	1	0	0	0	0	0
On Right of Way	0	0	0	0	0	0	0	0	0
Entering/Exiting Vehicle <sup>1</sup>	0	0	0	0	0	0	0	0	0
(associated with lifts)	0	0	0	0	0	0	0	0	0
In Stations/Stops <sup>2</sup>	0	0	0	0	0	0	0	0	0
(associated with escalators)	0	0	0	0	0	0	0	0	0
(associated with elevators)	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0
<b>Total<sup>3</sup></b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## INJURIES

Personal Casualties	Patrons			Employees			Others		
	DR	FB	VP	DR	FB	VP	DR	FB	VP
Parking Facility	0	0	0	0	0	0	1	0	0
Inside Vehicle	134	1	0	0	0	0	2	0	0
On Right of Way	3	4	0	27	0	0	4	0	0
Entering/Exiting Vehicle <sup>1</sup>	127	1	0	0	0	0	14	0	0
(associated with lifts)	30	0	0	0	0	0	2	0	0
In Stations/Stops <sup>2</sup>	1	0	0	1	0	0	1	0	0
(associated with escalators)	0	0	0	0	0	0	0	0	0
(associated with elevators)	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0
<b>Total<sup>3</sup></b>	<b>265</b>	<b>6</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>

<sup>1</sup> Enter/Exit figures include lift figures.

<sup>2</sup> Station/Bus Stop figures include escalator and elevator figures.

<sup>3</sup> Total figures do not include the parenthetical items as they are accounted for in the Enter/Exit and Station/Bus Stop figures.

\* Publico(PB), Monorail (MO), and Inclined Plane (IP) had no incidents.

# Fires

## Bus

### INCIDENTS

Fires	MB
In Vehicles	121
In Stations	3
Right of Way and Others	37
<b>Total</b>	<b>161</b>

### FATALITIES

Fires	Patrons	Employees	Others
	MB	MB	MB
In Vehicles	0	0	0
In Stations	0	0	0
Right of Way and Others	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>

### INJURIES

Fires	Patrons	Employees	Others
	MB	MB	MB
In Vehicles	10	5	2
In Stations	0	0	0
Right of Way and Others	0	0	0
<b>Total</b>	<b>10</b>	<b>5</b>	<b>2</b>

# Purchased Transportation - Fires

## Bus

### INCIDENTS

Fires	MB
In Vehicles	12
In Stations	0
Right of Way and Others	14
<b>Total</b>	<b>26</b>

### FATALITIES

Fires	Patrons	Employees	Others
	MB	MB	MB
In Vehicles	0	0	0
In Stations	0	0	0
Right of Way and Others	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>

### INJURIES

Fires	Patrons	Employees	Others
	MB	MB	MB
In Vehicles	0	1	0
In Stations	0	0	0
Right of Way and Others	0	0	14
<b>Total</b>	<b>0</b>	<b>1</b>	<b>14</b>

# Fires

## Rail

### INCIDENTS

Fires	CR	HR	LR
In Vehicles	18	301	9
In Stations	0	382	8
Right of Way and Others	0	878	23
<b>Total</b>	<b>18</b>	<b>1561</b>	<b>40</b>

### FATALITIES

Fires	Patrons			Employees			Others		
	CR	HR	LR	CR	HR	LR	CR	HR	LR
In Vehicles	0	0	0	0	0	0	0	0	0
In Stations	0	0	0	0	0	0	0	0	0
Right of Way and Others	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### INJURIES

Fires	Patrons			Employees			Others		
	CR	HR	LR	CR	HR	LR	CR	HR	LR
In Vehicles	0	0	0	3	4	0	0	0	0
In Stations	0	0	0	0	1	0	0	2	0
Right of Way and Others	0	176	0	0	14	0	0	0	0
<b>Total</b>	<b>0</b>	<b>176</b>	<b>0</b>	<b>3</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>

# Purchased Transportation - Fires

## Rail

### INCIDENTS

Fires	LR	CR
In Vehicles	0	0
In Stations	0	0
Right of Way and Others	0	0
<b>Total</b>	<b>0</b>	<b>0</b>

### FATALITIES

Fires	Patrons		Employees		Others	
	LR	CR	LR	CR	LR	CR
In Vehicles	0	0	0	0	0	0
In Stations	0	0	0	0	0	0
Right of Way and Others	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### INJURIES

Fires	Patrons		Employees		Others	
	LR	CR	LR	CR	LR	CR
In Vehicles	0	0	0	0	0	0
In Stations	0	0	0	0	0	0
Right of Way and Others	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

# Fires

## Automated Guideway, Demand Response, Vanpool

### INCIDENTS

Fires	AG	DR	VP
In Vehicles	0	3	1
In Stations	0	0	0
Right of Way and Others	4	2	0
<b>Total</b>	<b>4</b>	<b>5</b>	<b>1</b>

### FATALITIES

Fires	Patrons			Employees			Others		
	AG	DR	VP	AG	DR	VP	AG	DR	VP
In Vehicles	0	0	0	0	0	0	0	0	0
In Stations	0	0	0	0	0	0	0	0	0
Right of Way and Others	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### INJURIES

Fires	Patrons			Employees			Others		
	AG	DR	VP	AG	DR	VP	AG	DR	VP
In Vehicles	0	0	0	0	0	0	0	0	0
In Stations	0	0	0	0	0	0	0	0	0
Right of Way and Others	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

# Purchased Transportation - Fires

Demand Response, Ferryboat, Vanpool\*

## INCIDENTS

Fires	DR	FB	VP
In Vehicles	15	0	0
In Stations	0	0	0
Right of Way and Others	3	0	0
<b>Total</b>	<b>18</b>	<b>0</b>	<b>0</b>

## FATALITIES

Fires	Patrons			Employees			Others		
	DR	FB	VP	DR	FB	VP	DR	FB	VP
In Vehicles	0	0	0	0	0	0	0	0	0
In Stations	0	0	0	0	0	0	0	0	0
Right of Way and Others	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## INJURIES

Fires	Patrons			Employees			Others		
	DR	FB	VP	DR	FB	VP	DR	FB	VP
In Vehicles	5	0	0	3	0	0	1	0	0
In Stations	0	0	0	0	0	0	0	0	0
Right of Way and Others	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>

\* Inclined Plane (IP), Monorail (MO), and Publico (PB) had no incidents.

### Derailments/Buses Left Roadway

Mode	INCIDENTS	FATALITIES			INJURIES		
		Patrons	Employees	Others	Patrons	Employees	Others
MB	43	0	0	0	42	6	6
DR	5	0	0	0	1	1	0
CR	44	0	0	0	60	3	0
HR	20	0	0	0	1	2	0
LR	35	0	0	1	2	0	0
AG	0	0	0	0	0	0	0
VP	1	0	0	0	1	0	0
Total	148	0	0	1	107	12	6

### Derailments/Buses Left Roadway - Purchased Transportation

Mode	INCIDENTS	FATALITIES			INJURIES		
		Patrons	Employees	Others	Patrons	Employees	Others
MB	5	0	0	0	2	1	0
DR	4	0	0	0	0	0	0
CR	2	0	0	0	0	0	0
LR	0	0	0	0	0	0	0
PB	0	0	0	0	0	0	0
MO	0	0	0	0	0	0	0
IP	0	0	0	0	0	0	0
FB	0	0	0	0	0	0	0
VP	0	0	0	0	0	0	0
Total	11	0	0	0	2	1	0



## Total<sup>1</sup> of Incidents, Fatalities, and Injuries

Mode	INCIDENTS	FATALITIES			INJURIES		
		Patrons	Employees	Others	Patrons	Employees	Others
MB	11,053	13	5	69	8,087	809	2,597
DR	414	3	0	1	282	49	70
CR	1,749	3	2	72	254	1,106	237
HR	5,554	16	2	31	3,754	55	349
LR	983	0	0	17	359	28	152
AG	33	0	0	0	28	0	1
VP	11	0	0	0	11	0	7
Total	19,797	35	9	190	12,775	2,047	3,413

## Total<sup>1</sup> of Incidents, Fatalities, and Injuries - Purchased Transportation

Mode	INCIDENTS	FATALITIES			INJURIES		
		Patrons	Employees	Others	Patrons	Employees	Others
MB	782	2	0	8	644	78	157
DR	1,749	1	1	4	545	139	178
CR	130	0	0	22	13	30	50
LR	0	0	0	0	0	0	0
PB	0	0	0	0	0	0	0
MO	0	0	0	0	0	0	0
IP	0	0	0	0	0	0	0
FB	9	0	0	0	23	0	0
VP	3	0	0	0	0	0	1
Total	2,673	3	1	34	1,225	247	386

<sup>1</sup> These are the totals of Collisions, Derailments, Personal Casualties, Evacuations, Suicides, and Fires.

## Operating Statistics and Property Damage

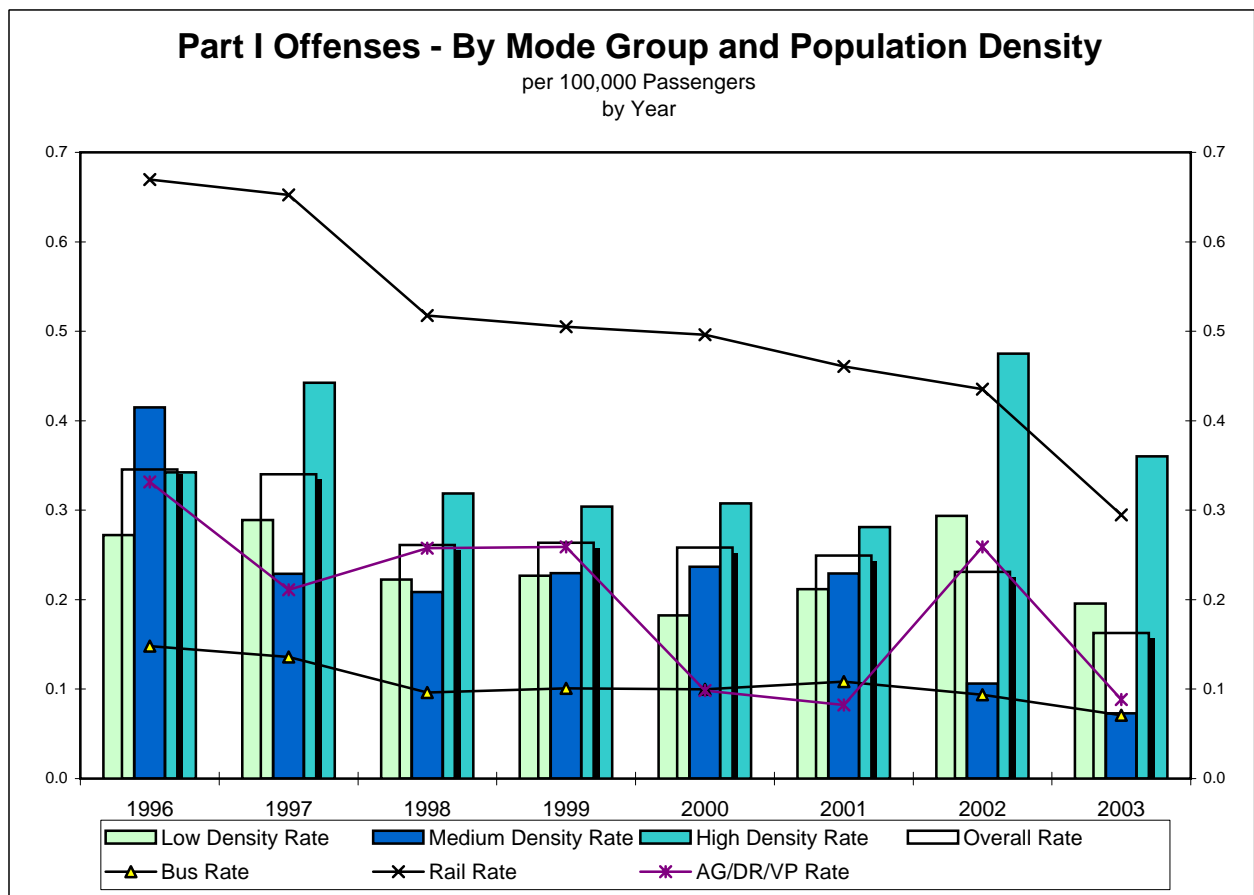
Mode	Property Damage	Passengers	Passenger Miles	Vehicle Miles
MB	\$24,426,100	4,809,906,978	17,240,731,314	1,876,110,232
DR	\$1,087,080	25,171,861	221,346,915	188,884,847
CR	\$20,953,278	375,386,801	8,571,766,568	256,059,651
HR	\$5,335,675	2,666,758,600	13,606,195,594	629,871,681
LR	\$2,324,392	333,544,608	1,462,494,556	63,615,865
AG	\$44,500	8,220,256	8,430,706	1,488,526
VP	\$98,808	10,786,520	332,507,378	55,082,181
<b>Total</b>	<b>\$54,269,833</b>	<b>8,229,775,624</b>	<b>41,443,473,031</b>	<b>3,071,112,983</b>

## Operating Statistics and Property Damage - Purchased Transportation

Mode	Property Damage	Passengers	Passenger Miles	Vehicle Miles
MB	\$2,280,517	445,149,007	2,114,264,698	314,875,612
DR	\$2,179,866	56,610,864	467,236,144	451,038,574
CR	\$166,530	34,281,952	983,616,556	29,824,716
LR	\$0	4,156,200	13,538,076	719,832
PB	\$0	30,974,623	160,641,092	24,744,173
MO	\$0	2,102,333	1,892,099	245,363
IP	\$0	317,916	47,687	14,776
FB	\$220,000	8,906,059	47,888,168	1,238,457
VP	\$26,800	2,673,936	113,686,027	18,585,119
<b>Total</b>	<b>\$4,873,713</b>	<b>585,172,890</b>	<b>3,902,810,547</b>	<b>841,286,622</b>

## **Transit Security Trends**



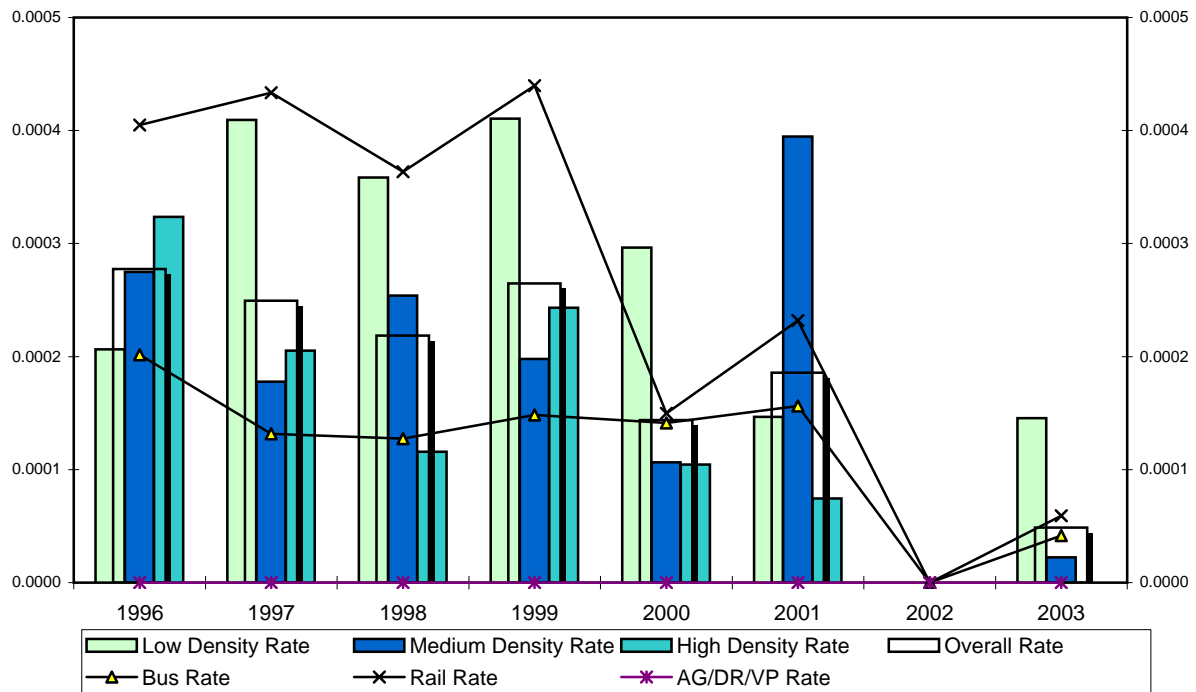


This chart displays the transit-related crime rate for Part I (Reports) Offenses. There are two sets of indicators: population density (colored bars) and mode group (lines). The overall rate is represented by the clear bars. The chart is useful in exposing the overall trend and a variety of factors that are influencing the trend.

The charts that follow display the specific Part I Offense trends. Taken separately they provide insight into the factors that influenced the cumulative overall, density, and mode group trends seen above.

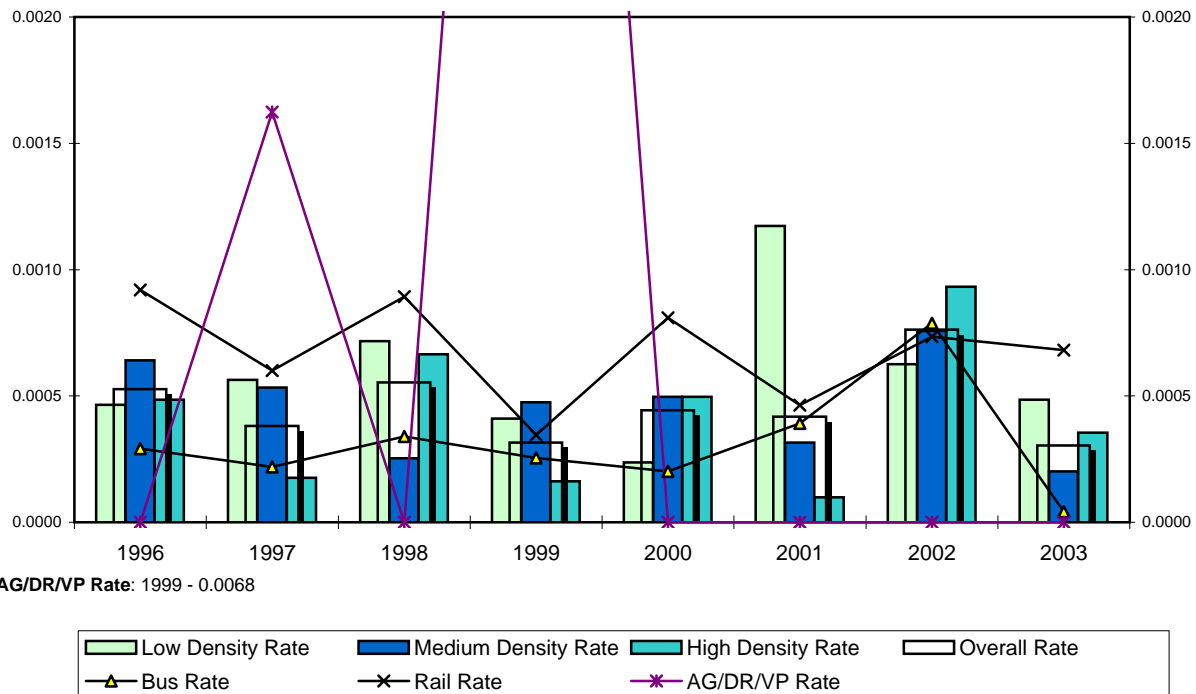
## Homicide - By Mode Group and Population Density

per 100,000 Passengers  
by Year



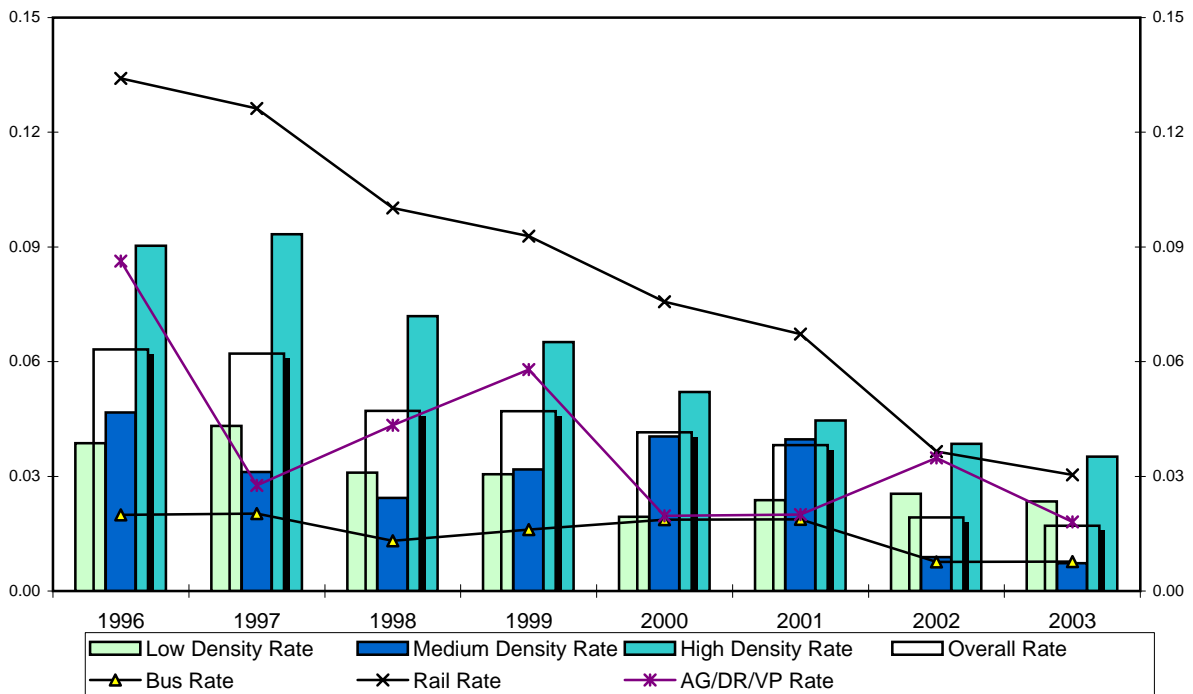
## Forcible Rape - By Mode Group and Population Density

per 100,000 Passengers  
by Year



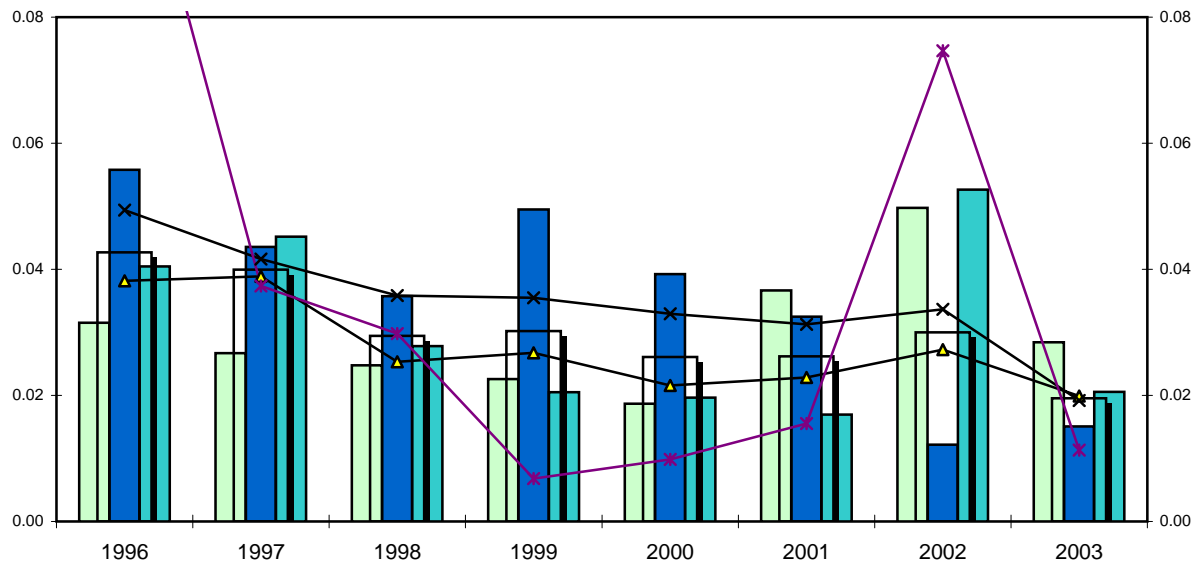
## Robbery - By Mode Group and Population Density

per 100,000 Passengers  
by Year

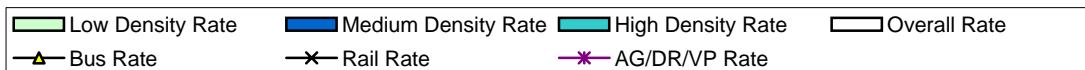


## Aggravated Assault - By Mode Group and Population Density

per 100,000 Passengers  
by Year

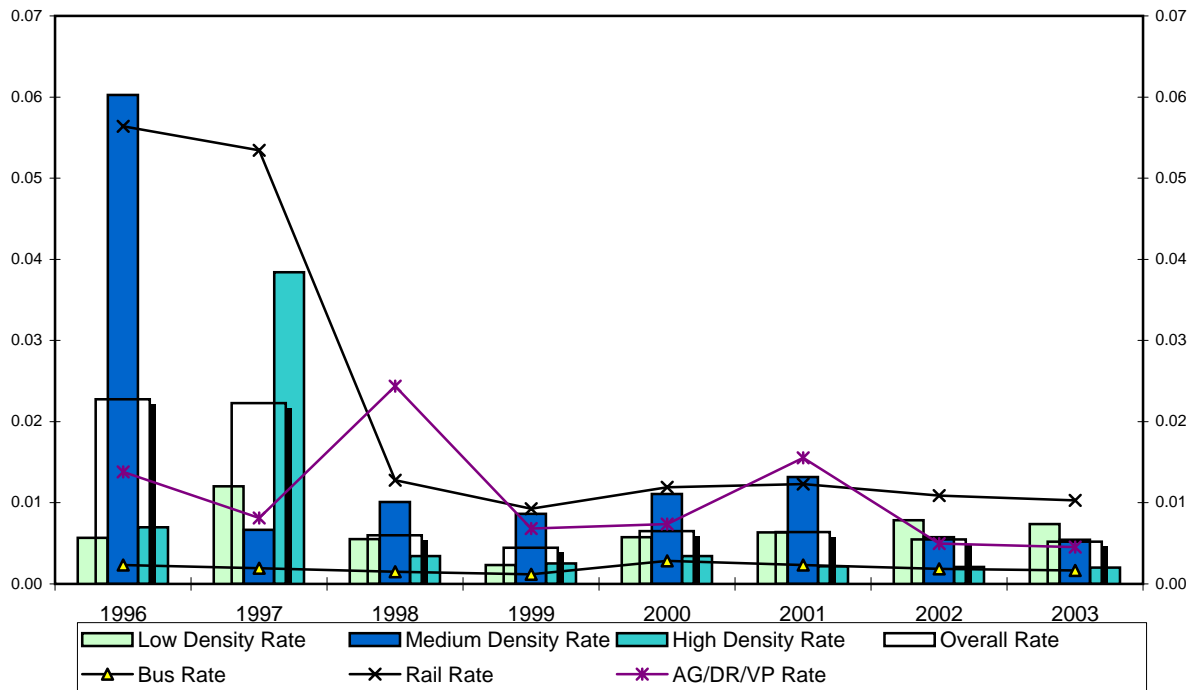


AG/DR/VP Rate: 1996 - 0.117



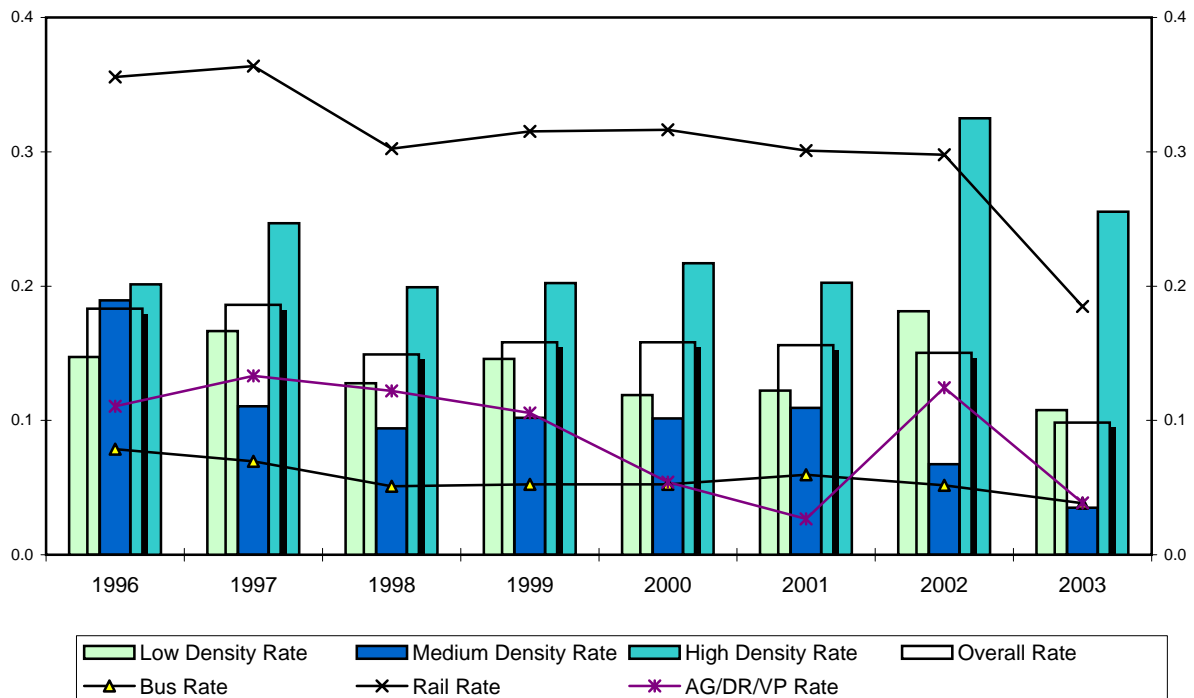
## Burglary - By Mode Group and Population Density

per 100,000 Passengers  
by Year



## Larceny/Theft - By Mode Group and Population Density

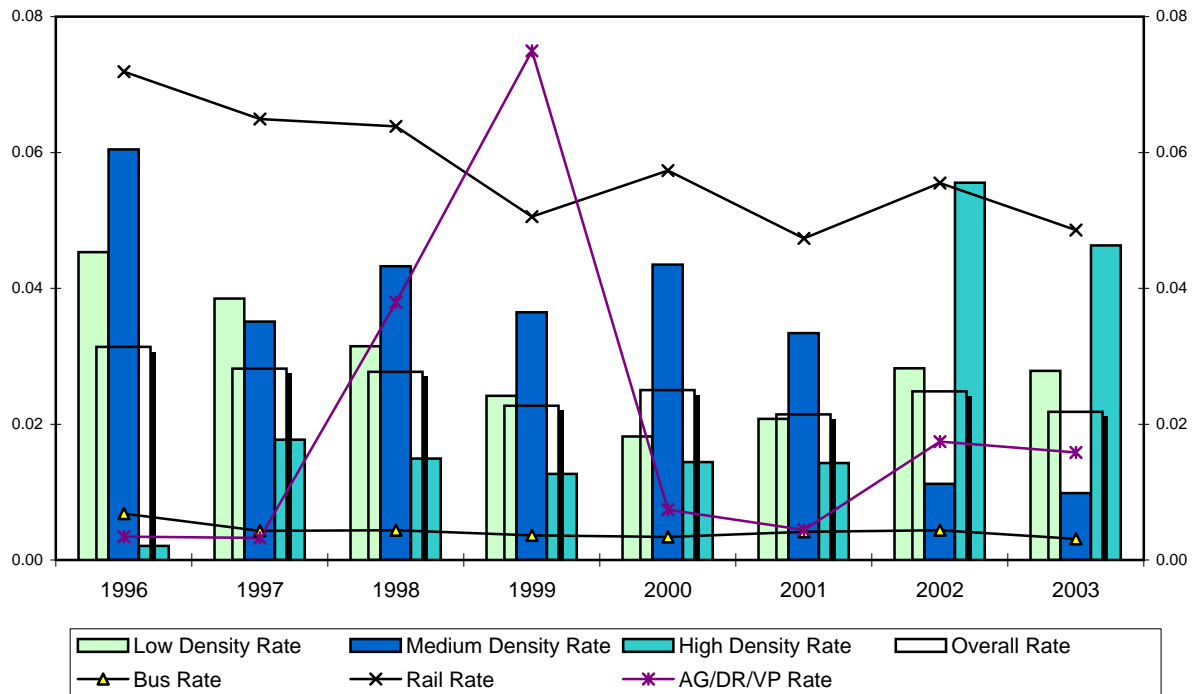
per 100,000 Passengers  
by Year





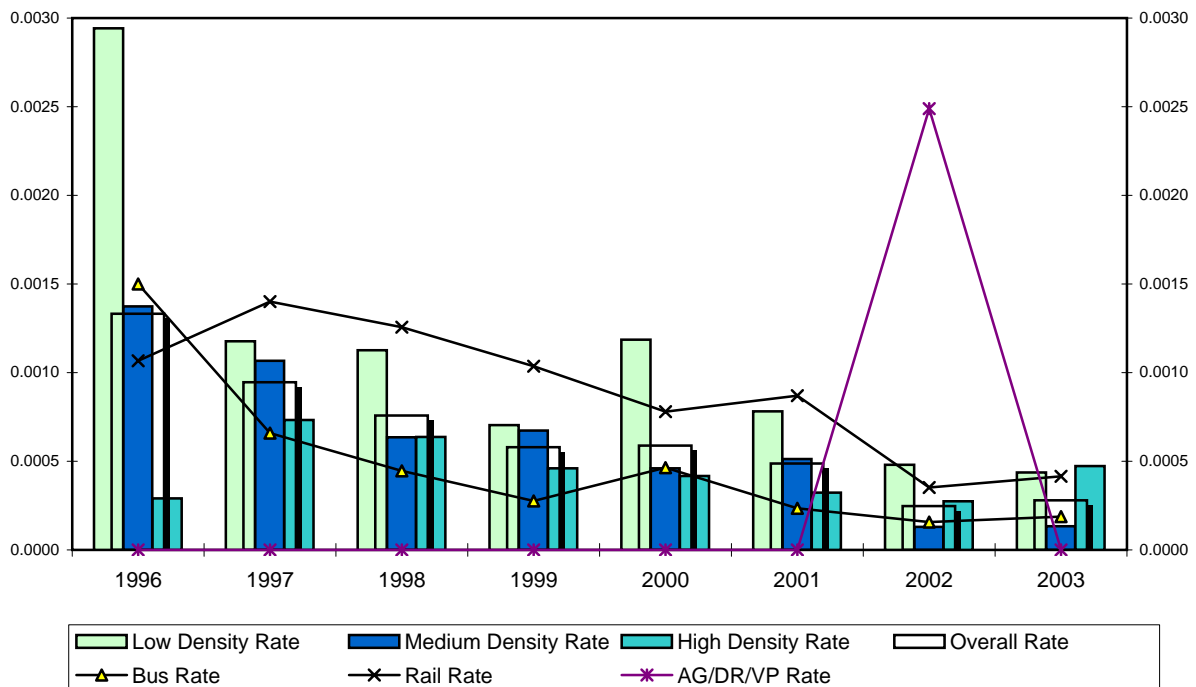
## Motor Vehicle Theft - By Mode Group and Population Density

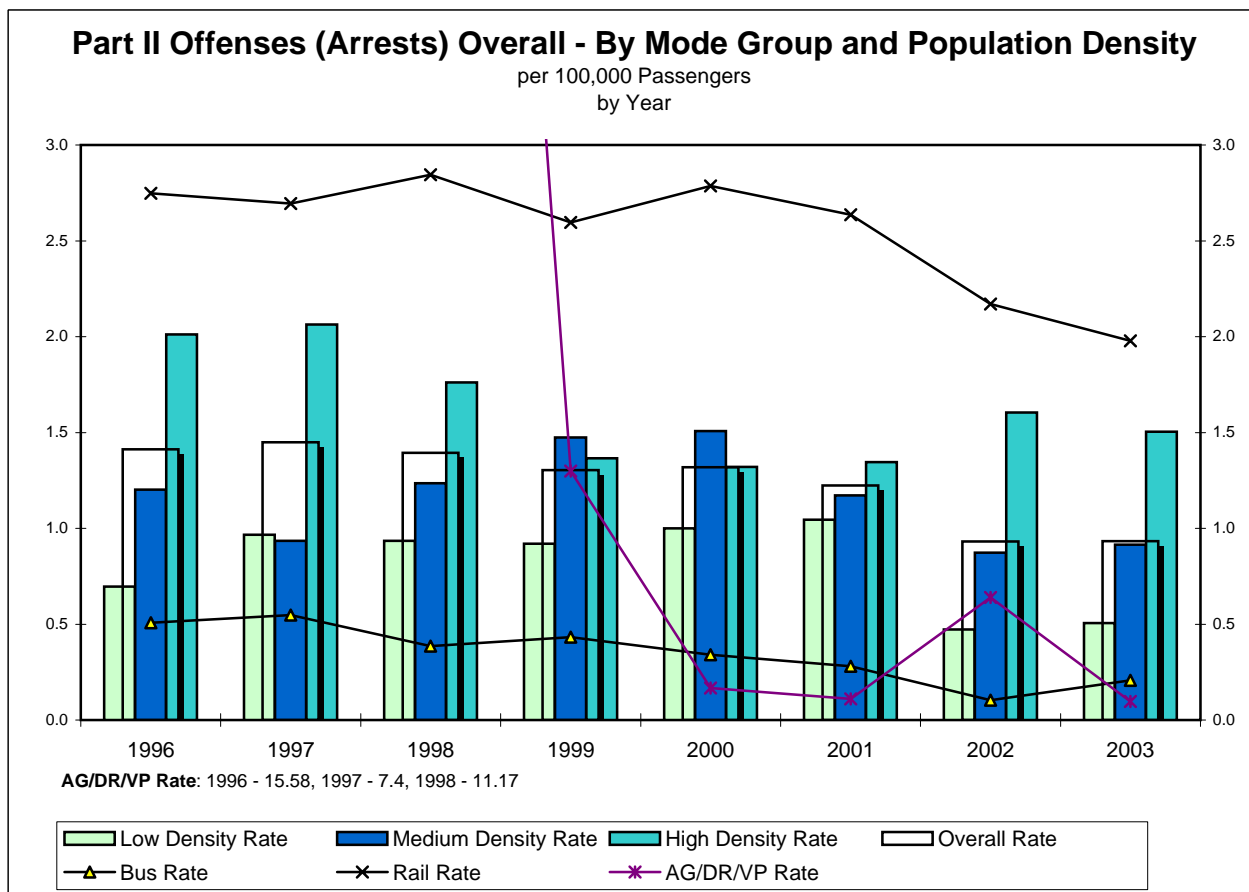
per 100,000 Passengers  
by Year



## Arson - By Mode Group and Population Density

per 100,000 Passengers  
by Year





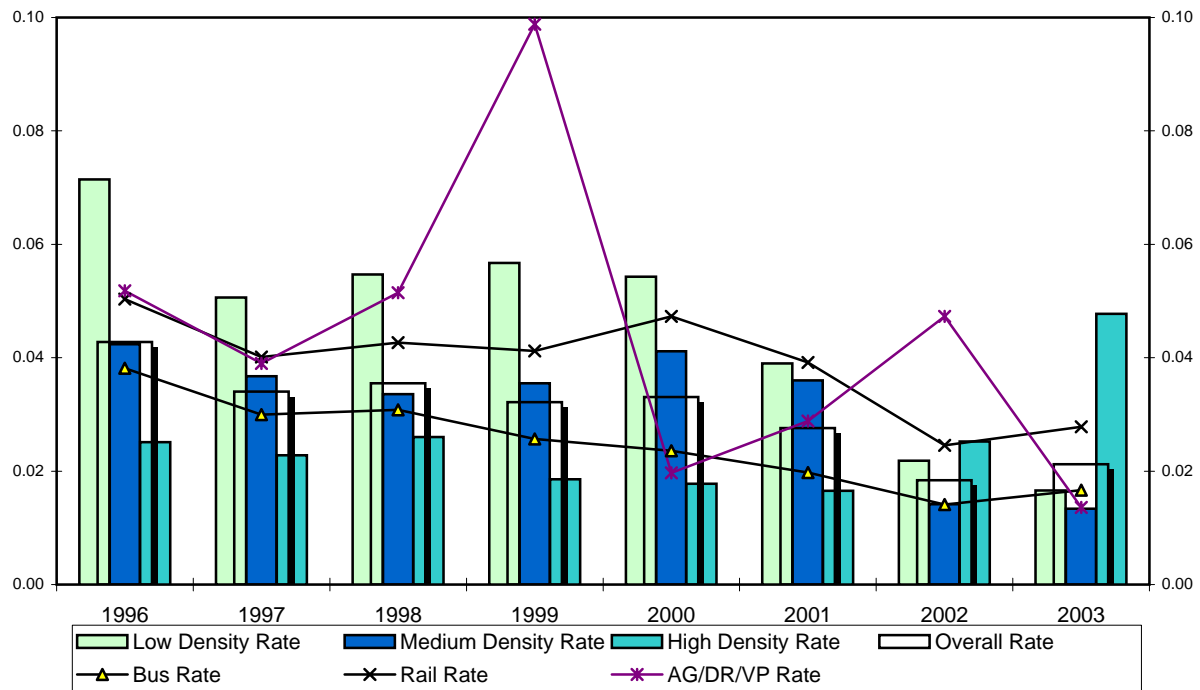
This chart displays the transit-related crime rate for arrests for Part II Offenses. There are two sets of indicators: population density (colored bars) and mode group (lines). The overall rate is represented by the clear bars. The chart is useful in exposing the overall trend and a variety of factors that are influencing the trend.

The charts that follow display the specific Part II Offense trends. Taken separately they provide insight into the factors that influenced the cumulative overall, density, and mode group trends seen above. Several of these categories are no longer collected. However, past trend data are included to give insight into these offenses in the past.

At times the AG/DR/VP rate was significantly higher than any other factor and obscured the other trends. Thus, it was omitted from those particular charts and noted in text at the bottom of each.

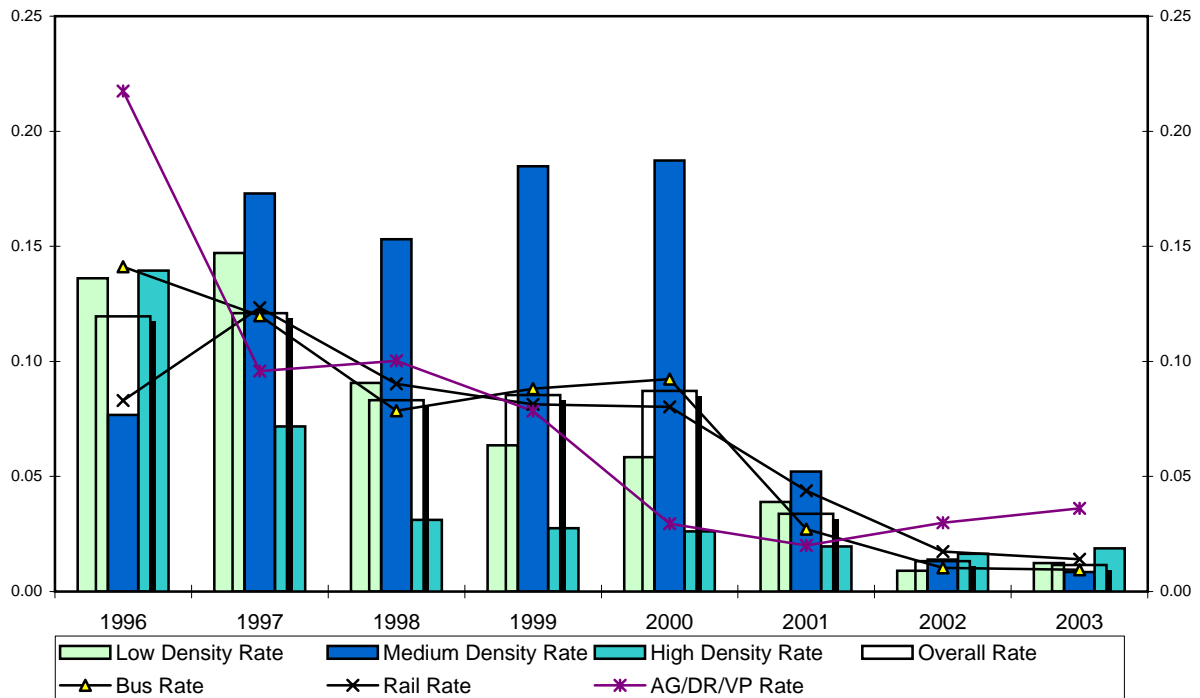
## Other Assaults - By Mode Group and Population Density

per 100,000 Passengers  
by Year



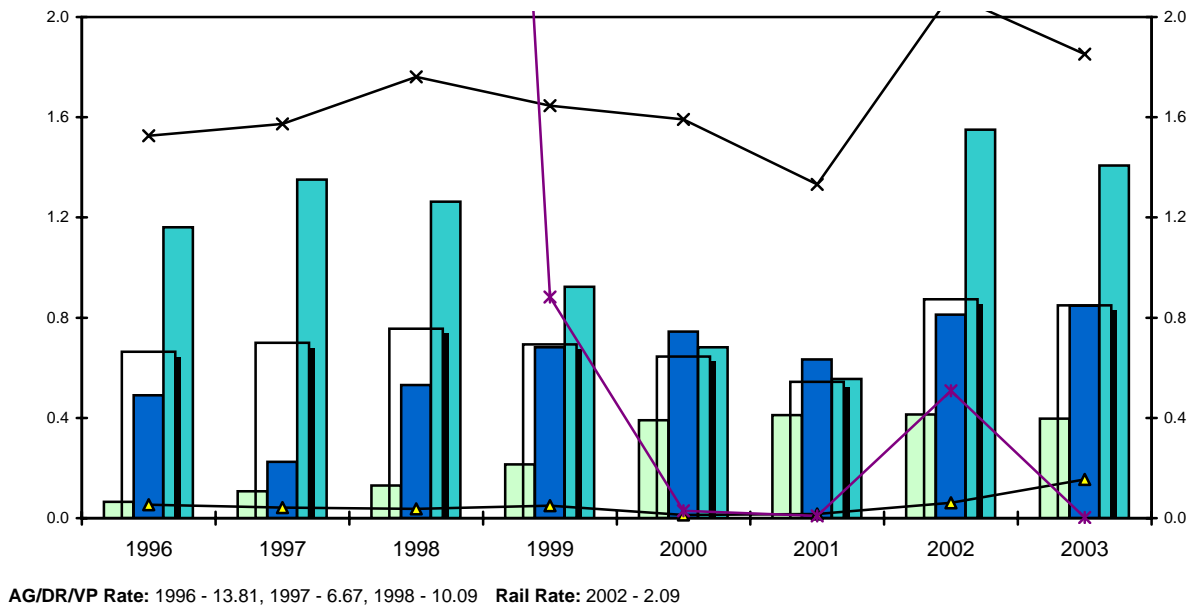
## Vandalism - By Mode Group and Population Density

per 100,000 Passengers  
by Year



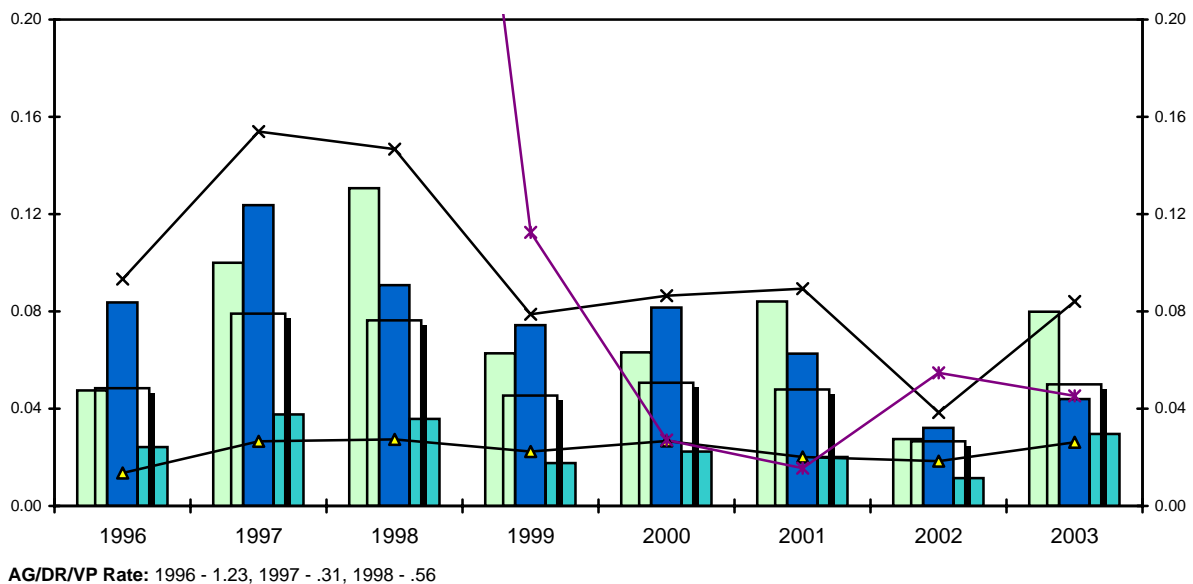
## Fare Evasion - By Mode Group and Population Density

per 100,000 Passengers  
by Year



## Trespassing - By Mode Group and Population Density

per 100,000 Passengers  
by Year

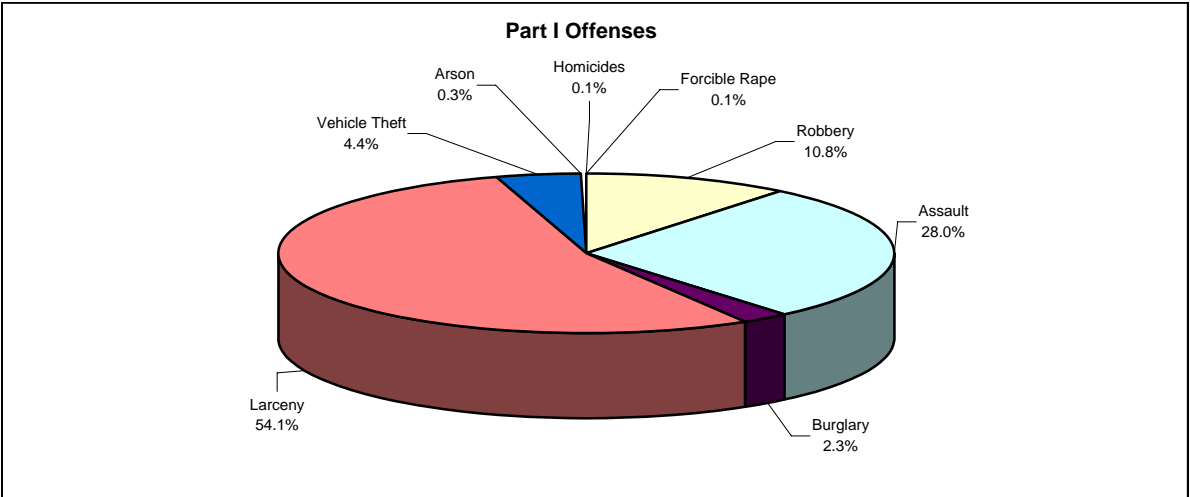


## **2003 Security Data**

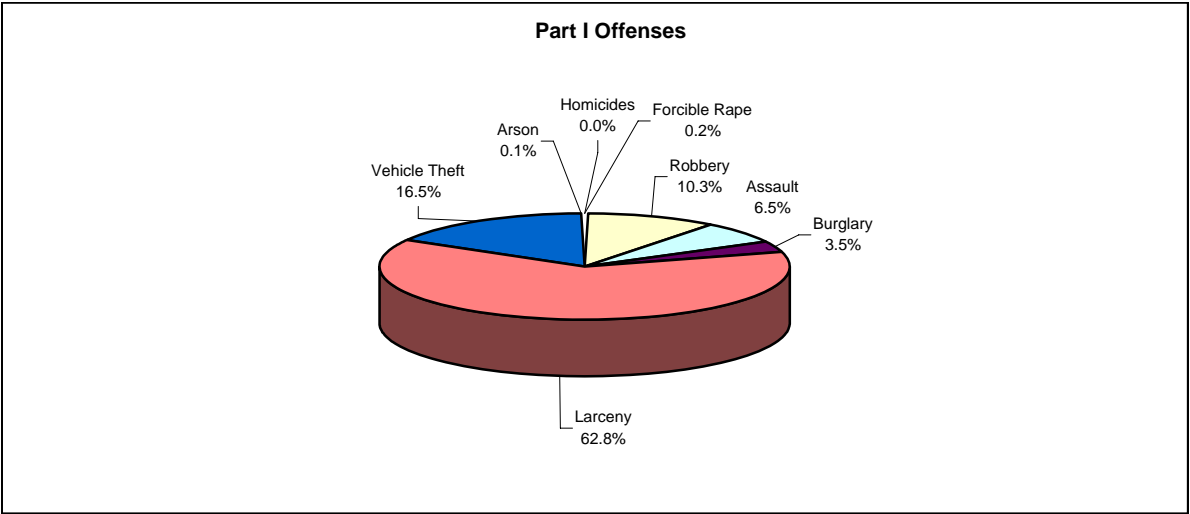


Reports of Transit Crime - Part I Offenses

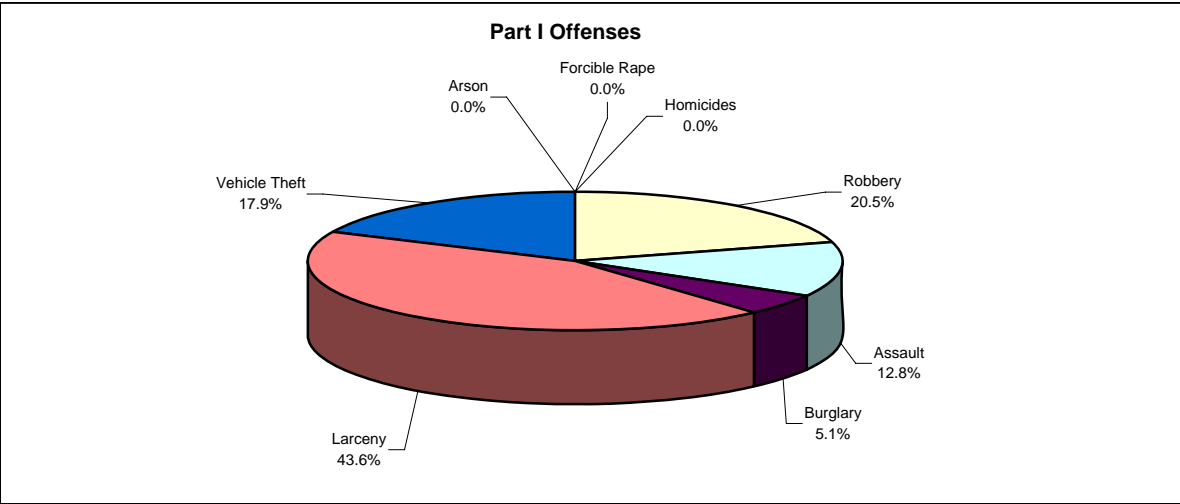
Bus



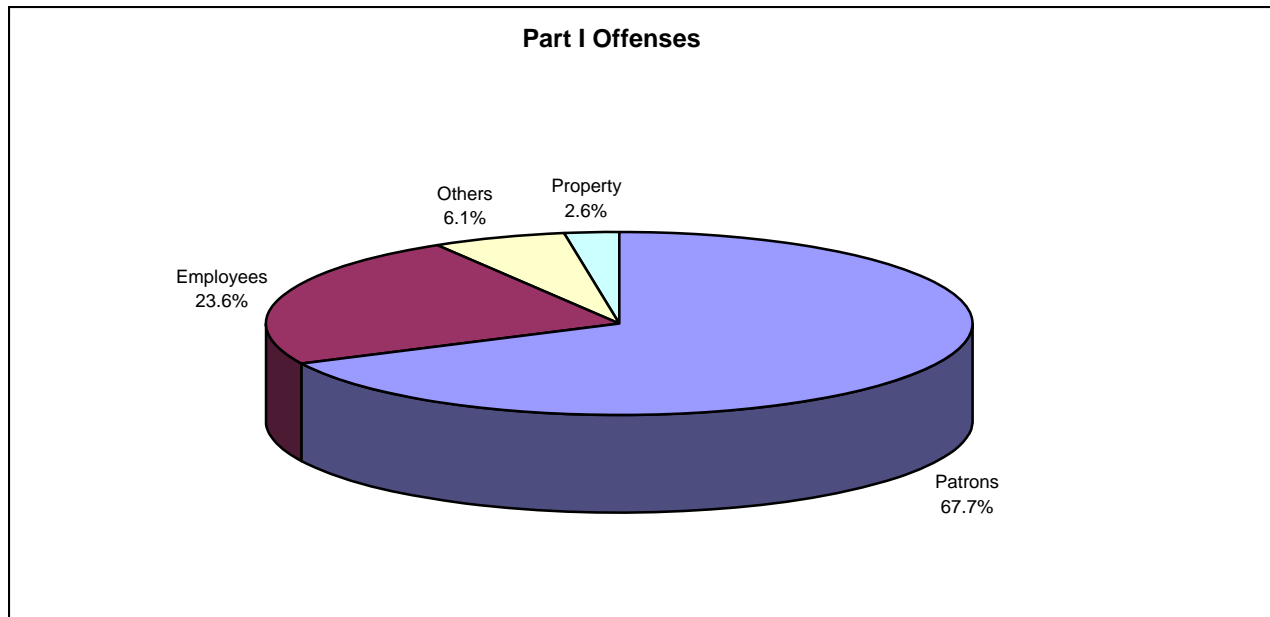
Rail



Automated Guideway, Demand Response, Vanpool



## Victims of Transit Crime Bus



### Total of Part I Offenses

Part I Offenses	Patrons	Employees	Others	Property
	MB	MB	MB	MB
Homicide	2	0	0	
Forcible Rape	2	0	0	
Robbery	323	27	19	
Aggravated Assault	535	394	28	
Burglary				79
Larceny/Theft	1339	362	145	
Motor Vehicle Theft	111	23	15	
Arson				9

### Agencies with High Population Density in Service Area (Over 6000 Population per Square Mile)\*

Part I Offenses	Patrons	Employees	Others	Property
	MB	MB	MB	MB
Homicide	0	0	0	
Forcible Rape	0	0	0	
Robbery	98	6	0	
Aggravated Assault	131	39	4	
Burglary				4
Larceny/Theft	821	45	11	
Motor Vehicle Theft	14	0	1	
Arson				1

\* 24 agencies (1.14 billion passengers, or 23.7%) operating buses with high population density reported Security data.



## Victims of Transit Crime

### Bus

#### Agencies with Medium Population Density in Service Area (2000 to 6000 Population per Square Mile)\*

Part I Offenses	Patrons	Employees	Others	Property
	MB	MB	MB	MB
Homicide	1	0	0	
Forcible Rape	1	0	0	
Robbery	147	10	16	
Aggravated Assault	232	266	16	
Burglary				53
Larceny/Theft	311	200	92	
Motor Vehicle Theft	52	18	8	
Arson				4

\* 161 agencies (2.39 billion passengers, or 49.7%) operating buses with medium population density reported Security data.

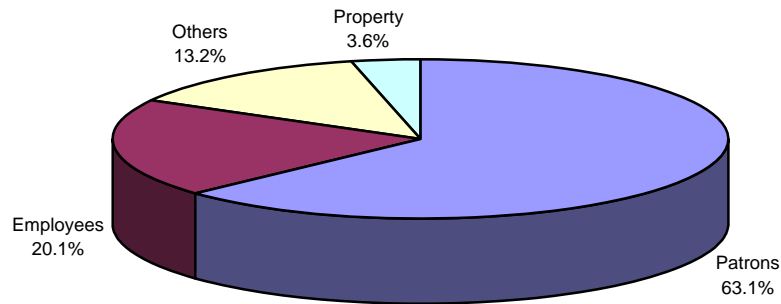
#### Agencies with Low Population Density in Service Area (Under 2000 Population per Square Mile)\*

Part I Offenses	Patrons	Employees	Others	Property
	MB	MB	MB	MB
Homicide	1	0	0	
Forcible Rape	1	0	0	
Robbery	78	11	3	
Aggravated Assault	172	89	8	
Burglary				22
Larceny/Theft	207	117	42	
Motor Vehicle Theft	45	5	6	
Arson				4

\* 175 agencies (1.28 billion passengers, or 26.6%) operating buses with low population density reported Security data.

## Victims of Transit Crime Rail

**Part I Offenses**



**Total of Part I Offenses**

Part I Offenses	Patrons			Employees			Others			Property		
	CR	HR	LR	CR	HR	LR	CR	HR	LR	CR	HR	LR
Homicide	0	1	0	0	0	0	1	0	0			
Forcible Rape	0	14	5	0	0	0	3	1	0			
Robbery	26	696	230	3	29	1	0	37	5			
Aggravated Assault	19	239	197	14	138	19	0	18	4			
Burglary										83	53	212
Larceny/Theft	276	2894	694	136	1396	87	151	512	96			
Motor Vehicle Theft	37	668	274	5	163	6	25	436	26			
Arson										3	10	1

**Agencies with High Population Density in Service Area (Over 6000 Population per Square Mile)\***

Part I Offenses	Patrons			Employees			Others			Property		
	CR	HR	LR	CR	HR	LR	CR	HR	LR	CR	HR	LR
Homicide	0	0	0	0	0	0	0	0	0			
Forcible Rape	0	5	1	0	0	0	0	0	0			
Robbery	0	360	95	0	18	0	0	10	0			
Aggravated Assault	0	97	57	0	8	0	0	10	0			
Burglary										0	25	5
Larceny/Theft	2	2212	200	0	936	0	2	76	0			
Motor Vehicle Theft	2	521	58	0	146	0	0	36	0			
Arson										0	7	0

\* 10 agencies (0.54 billion passengers, or 16.0%) operating rail modes with high population density reported Security data.

## Victims of Transit Crime Rail

### Agencies with Medium Population Density in Service Area (2000 to 6000 Population per Square Mile)\*

Part I Offenses	Patrons			Employees			Others			Property		
	CR	HR	LR	CR	HR	LR	CR	HR	LR	CR	HR	LR
Homicide	0	0	0	0	0	0	0	0	0			
Forcible Rape	0	2	3	0	0	0	3	0	0			
Robbery	5	63	80	0	0	1	0	0	4			
Aggravated Assault	0	28	82	4	31	15	0	0	2			
Burglary										0	8	182
Larceny/Theft	27	254	288	60	85	84	17	73	74			
Motor Vehicle Theft	4	131	184	5	17	6	1	0	13			
Arson										0	1	1

\* 18 agencies (2.07 billion passengers, or 61.3%) operating rail modes with medium population density reported Security data.

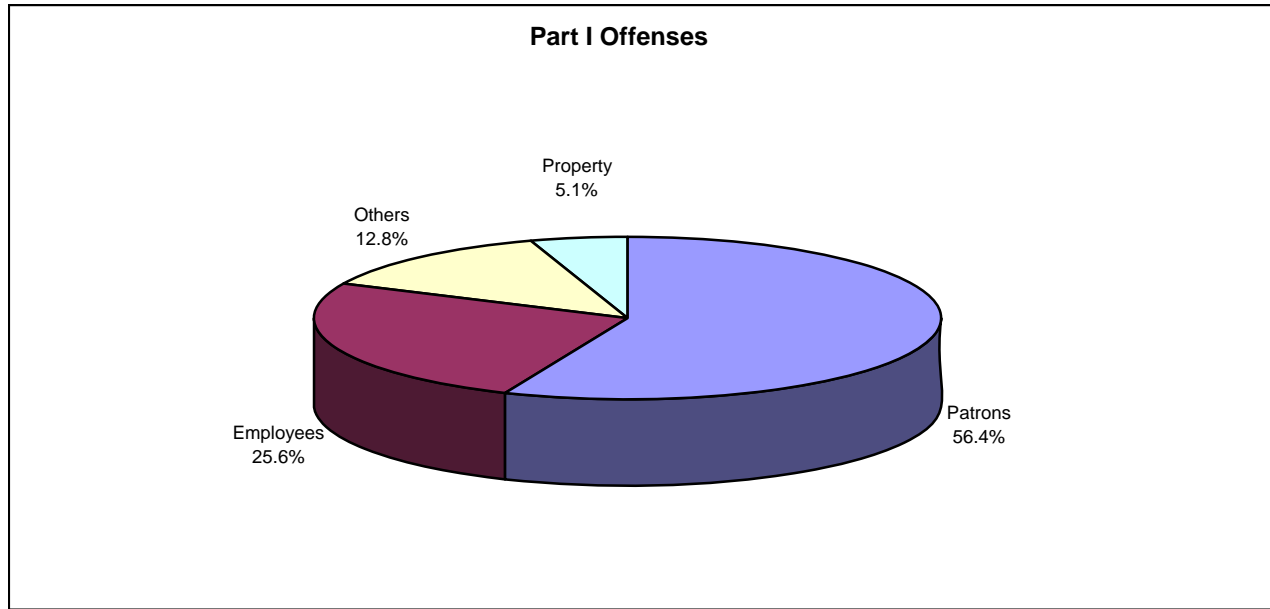
### Agencies with Low Population Density in Service Area (Under 2000 Population per Square Mile)\*

Part I Offenses	Patrons			Employees			Others			Property		
	CR	HR	LR	CR	HR	LR	CR	HR	LR	CR	HR	LR
Homicide	0	1	0	0	0	0	1	0	0			
Forcible Rape	0	7	1	0	0	0	0	1	0			
Robbery	21	273	55	3	11	0	0	27	1			
Aggravated Assault	19	114	58	10	99	4	0	8	2			
Burglary										83	20	25
Larceny/Theft	247	428	206	76	375	3	132	363	22			
Motor Vehicle Theft	31	16	32	0	0	0	24	400	13			
Arson										3	2	0

\* 10 agencies (0.77 billion passengers, or 22.7%) operating rail modes with low population density reported Security data.

## Victims of Transit Crime

### Automated Guideway, Demand Response, Vanpool



#### Total of Part I Offenses

Part I Offenses	Patrons			Employees			Others			Property		
	AG	DR	VP	AG	DR	VP	AG	DR	VP	AG	DR	VP
Homicide	0	0	0	0	0	0	0	0	0			
Forcible Rape	0	0	0	0	0	0	0	0	0			
Robbery	6	0	0	0	0	0	1	1	0			
Aggravated Assault	1	4	0	0	0	0	0	0	0			
Burglary										0	2	0
Larceny/Theft	7	3	0	2	5	0	0	0	0			
Motor Vehicle Theft	1	0	0	3	0	0	0	3	0			
Arson										0	0	0

#### Agencies with High Population Density in Service Area (Over 6000 Population per Square Mile)\*

Part I Offenses	Patrons			Employees			Others			Property		
	AG	DR	VP	AG	DR	VP	AG	DR	VP	AG	DR	VP
Homicide	0	0		0	0		0	0				
Forcible Rape	0	0		0	0		0	0				
Robbery	6	0		0	0		1	0				
Aggravated Assault	1	0		0	0		0	0				
Burglary										0	0	
Larceny/Theft	7	0		2	0		0	0				
Motor Vehicle Theft	1	0		3	0		0	0				
Arson										0	0	

\* 9 agencies (8.5 million passengers, or 19.2%) operating AG/DR/VP modes with high population density reported Security data.

## Victims of Transit Crime

### Automated Guideway, Demand Response, Vanpool

#### Agencies with Medium Population Density in Service Area (2000 to 6000 Population per Square Mile)\*

Part I Offenses	Patrons			Employees			Others			Property		
	AG	DR	VP	AG	DR	VP	AG	DR	VP	AG	DR	VP
Homicide	0	0	0	0	0	0	0	0	0			
Forcible Rape	0	0	0	0	0	0	0	0	0			
Robbery	0	0	0	0	0	0	0	0	0			
Aggravated Assault	0	0	0	0	0	0	0	0	0			
Burglary												
Larceny/Theft	0	3	0	0	3	0	0	0	0			
Motor Vehicle Theft	0	0	0	0	0	0	0	1	0			
Arson										0	0	0

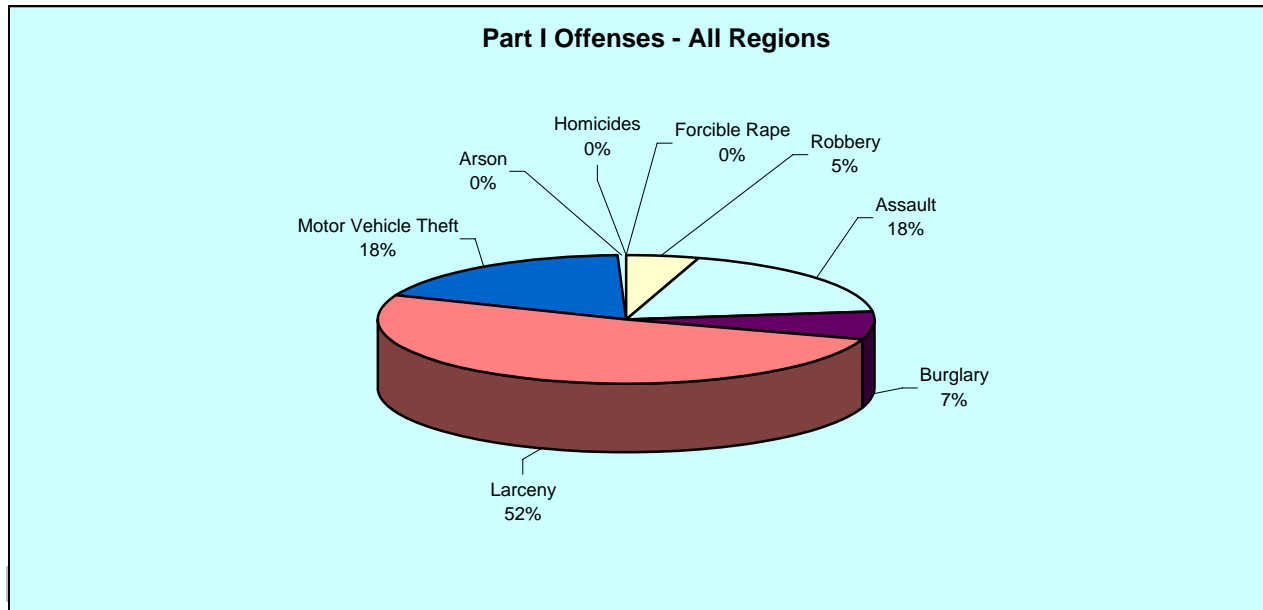
\* 108 agencies (15.0 million passengers, or 34.0%) operating AG/DR/VP modes with medium population density reported Security data.

#### Agencies with Low Population Density in Service Area (Under 2000 Population per Square Mile)\*

Part I Offenses	Patrons			Employees			Others			Property		
	AG	DR	VP	AG	DR	VP	AG	DR	VP	AG	DR	VP
Homicide		0	0		0	0		0	0			
Forcible Rape		0	0		0	0		0	0			
Robbery		0	0		0	0		1	0			
Aggravated Assault		4	0		0	0		0	0			
Burglary											2	0
Larceny/Theft		0	0		2	0		0	0			
Motor Vehicle Theft		0	0		0	0		2	0			
Arson											0	0

\*133 agencies (20.6 million passengers, or 46.8%) operating AG/DR/VP modes with low population density reported Security data.

## Victims of Transit Crime Purchased Transportation - All Modes



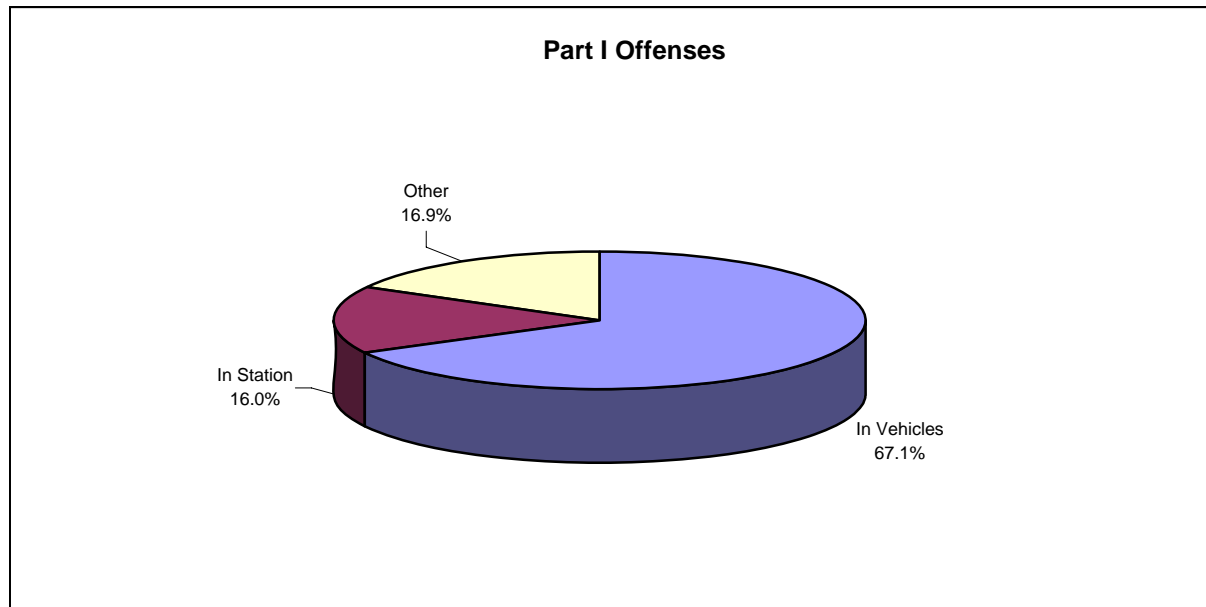
### Total of Part I Offenses - Purchased Transportation

Part I Offenses	Patrons				Employees				Others				Property			
	CR	LR	MB	FB	CR	LR	MB	FB	CR	LR	MB	FB	CR	LR	MB	FB
Homicide	0	0	0	0	0	0	0	0	0	0	0	0				
Forcible Rape	0	0	0	0	0	0	0	0	0	0	0	0				
Robbery	0	7	0	0	0	0	2	0	0	0	0	0				
Aggravated Assault	1	0	18	0	3	1	9	0	0	0	0	0				
Burglary													10	0	5	0
Larceny/Theft	64	11	9	0	16	5	0	0	3	3	3	1				
Motor Vehicle Theft	27	7	1	0	3	0	0	0	0	0	1	0				
Arson													0	0	1	0

Note: MO, VP, IP and PB modes reported no offenses.

DR (2 Robberies, 12 Assaults, 2 Burglaries, 7 Larceny/Thefts, and 5 Motor Vehicle Thefts) mode reported limited offenses.

## Location of Transit Crimes Bus



### Total of Part I Offenses

Part I Offenses	In Vehicle	In Station	Other Property
	MB	MB	MB
Homicide	0	0	2
Forcible Rape	1	1	0
Robbery	228	67	74
Aggravated Assault	676	107	174
Burglary	10	47	22
Larceny/Theft	1350	268	228
Motor Vehicle Theft	22	51	76
Arson	3	4	2

### Agencies with High Population Density in Service Area (Over 6000 Population per Square Mile)\*

Part I Offenses	In Vehicle	In Station	Other Property
	MB	MB	MB
Homicide	0	0	0
Forcible Rape	0	0	0
Robbery	89	10	5
Aggravated Assault	164	6	4
Burglary	0	2	2
Larceny/Theft	854	4	19
Motor Vehicle Theft	3	1	11
Arson	1	0	0

\* 24 agencies (1.14 billion passengers, or 23.7%) operating buses with high population density reported Security data.

## Location of Transit Crimes

### Bus

#### Agencies with Medium Population Density in Service Area (2000 to 6000 Population per Square Mile)\*

Part I Offenses	In Vehicle	In Station	Other Property
	MB	MB	MB
Homicide	0	0	1
Forcible Rape	1	0	0
Robbery	88	27	58
Aggravated Assault	321	35	158
Burglary	4	36	13
Larceny/Theft	309	155	139
Motor Vehicle Theft	14	28	36
Arson	1	2	1

\* 161 agencies (2.39 billion passengers, or 49.7%) operating buses with medium population density reported Security data.

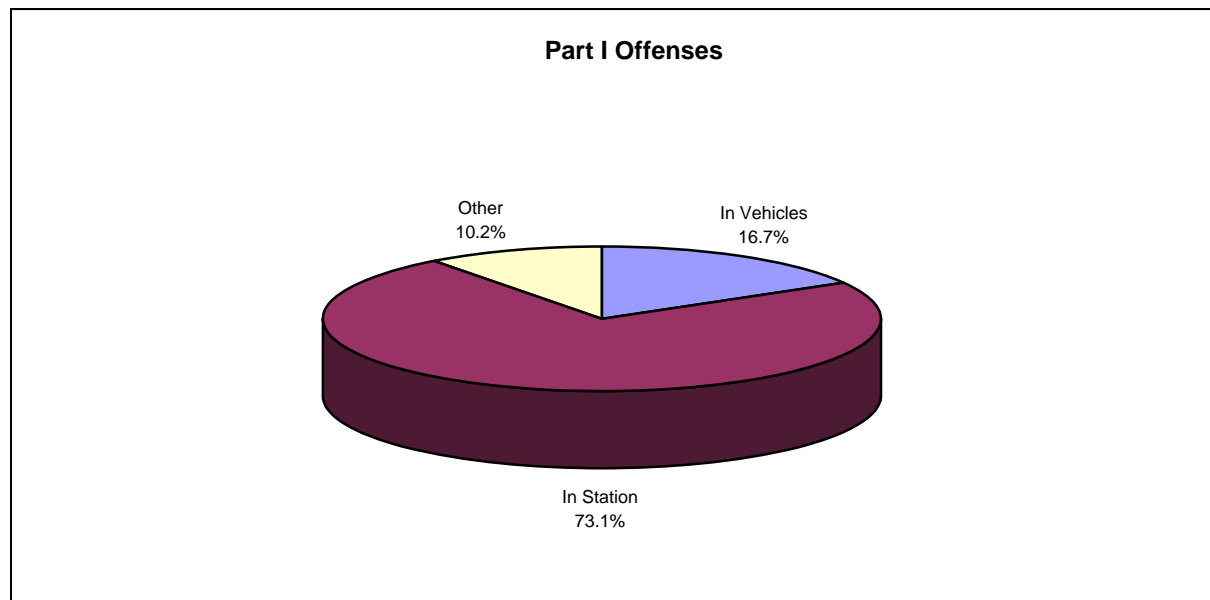
#### Agencies with Low Population Density in Service Area (Under 2000 Population per Square Mile)\*

Part I Offenses	In Vehicle	In Station	Other Property
	MB	MB	MB
Homicide	0	0	1
Forcible Rape	0	1	0
Robbery	51	30	11
Aggravated Assault	191	66	12
Burglary	6	9	7
Larceny/Theft	187	109	70
Motor Vehicle Theft	5	22	29
Arson	1	2	1

\* 175 agencies (1.28 billion passengers, or 26.6%) operating buses with low population density reported Security data.



## Location of Transit Crimes Rail



### Total of Part I Offenses

Part I Offenses	In Vehicle			In Station			Other Property		
	CR	HR	LR	CR	HR	LR	CR	HR	LR
Homicide	0	0	0	0	1	0	1	0	0
Forcible Rape	0	3	4	0	10	1	3	2	0
Robbery	4	186	49	23	549	161	2	27	26
Aggravated Assault	7	57	53	24	322	159	2	16	8
Burglary	48	1	9	19	42	197	16	10	6
Larceny/Theft	141	743	288	230	3665	509	192	394	80
Motor Vehicle Theft	0	51	11	26	1109	219	41	107	76
Arson	0	2	1	2	6	0	1	2	0

### Agencies with High Population Density in Service Area (Over 6000 Population per Square Mile)\*

Part I Offenses	In Vehicle			In Station			Other Property		
	CR	HR	LR	CR	HR	LR	CR	HR	LR
Homicide	0	0	0	0	0	0	0	0	0
Forcible Rape	0	1	1	0	2	0	0	2	0
Robbery	0	144	36	0	221	40	0	23	19
Aggravated Assault	0	28	17	0	77	40	0	10	0
Burglary	0	1	0	0	21	2	0	3	3
Larceny/Theft	1	554	146	2	2485	30	1	185	24
Motor Vehicle Theft	0	47	0	2	614	10	0	42	48
Arson	0	2	0	0	5	0	0	0	0

\* 10 agencies (0.54 billion passengers, or 16.0%) operating rail modes with high population density reported Security data.

## Location of Transit Crimes Rail

### Agencies with Medium Population Density in Service Area (2000 to 6000 Population per Square Mile)\*

Part I Offenses	In Vehicle			In Station			Other Property		
	CR	HR	LR	CR	HR	LR	CR	HR	LR
Homicide	0	0	0	0	0	0	0	0	0
Forcible Rape	0	0	2	0	2	1	3	0	0
Robbery	3	3	9	2	58	74	0	2	2
Aggravated Assault	2	1	27	2	52	66	0	6	6
Burglary	0	0	2	0	1	179	0	7	1
Larceny/Theft	42	81	60	54	301	361	8	30	25
Motor Vehicle Theft	0	3	2	8	129	186	2	16	15
Arson	0	0	1	0	1	0	0	0	0

\* 18 agencies (2.07 billion passengers, or 61.3%) operating rail modes with medium population density reported Security data.

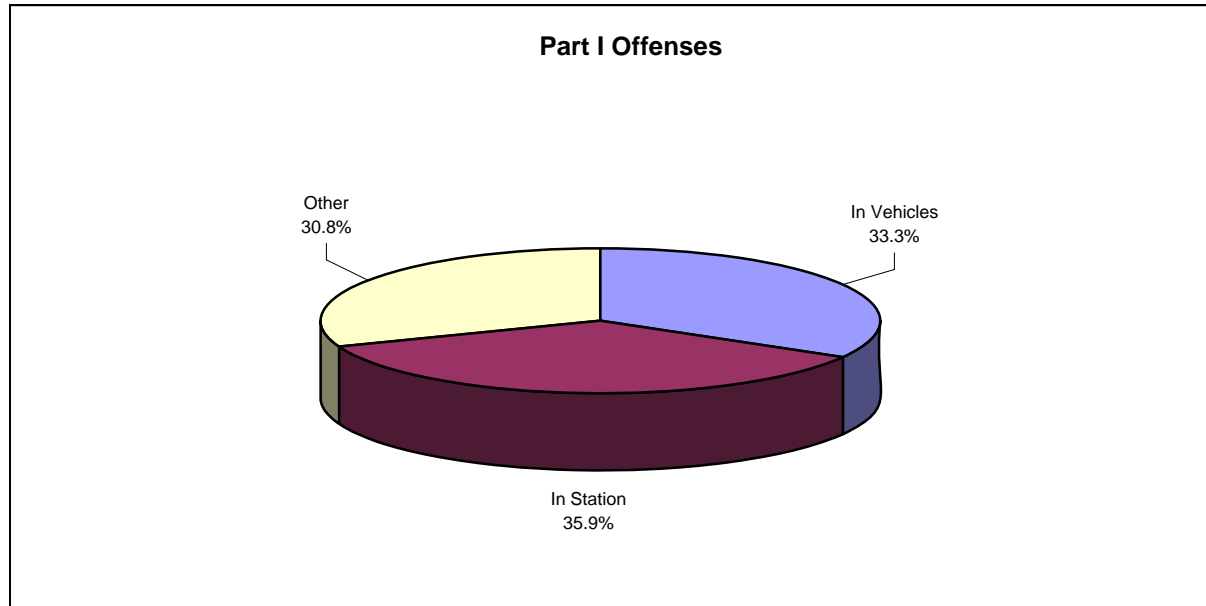
### Agencies with Low Population Density in Service Area (Under 2000 Population per Square Mile)\*

Part I Offenses	In Vehicle			In Station			Other Property		
	CR	HR	LR	CR	HR	LR	CR	HR	LR
Homicide	0	0	0	0	1	0	1	0	0
Forcible Rape	0	2	1	0	6	0	0	0	0
Robbery	1	39	4	21	270	47	2	2	5
Aggravated Assault	5	28	9	22	193	53	2	0	2
Burglary	48	0	7	19	20	16	16	0	2
Larceny/Theft	98	108	82	174	879	118	183	179	31
Motor Vehicle Theft	0	1	9	16	366	23	39	49	13
Arson	0	0	0	2	0	0	1	2	0

\* 10 agencies (0.77 billion passengers, or 22.7%) operating rail modes with low population density reported Security data.

## Location of Transit Crimes

### Automated Guideway, Demand Response, Vanpool



#### Total of Part I Offenses

Part I Offenses	In Vehicle			In Station			Other Property		
	AG	DR	VP	AG	DR	VP	AG	DR	VP
Homicide	0	0	0	0	0	0	0	0	0
Forcible Rape	0	0	0	0	0	0	0	0	0
Robbery	3	0	0	3	0	0	1	1	0
Aggravated Assault	0	4	0	1	0	0	0	0	0
Burglary	0	2	0	0	0	0	0	0	0
Larceny/Theft	2	4	0	4	1	0	3	3	0
Motor Vehicle Theft	0	2	0	0	1	0	4	0	0
Arson	0	0	0	0	0	0	0	0	0

#### Agencies with High Population Density in Service Area (Over 6000 Population per Square Mile)\*

Part I Offenses	In Vehicle			In Station			Other Property		
	AG	DR	VP	AG	DR	VP	AG	DR	VP
Homicide	0	0		0	0		0	0	
Forcible Rape	0	0		0	0		0	0	
Robbery	3	0		3	0		1	0	
Aggravated Assault	0	0		1	0		0	0	
Burglary	0	0		0	0		0	0	
Larceny/Theft	2	0		4	0		3	0	
Motor Vehicle Theft	0	0		0	0		4	0	
Arson	0	0		0	0		0	0	

\* 9 agencies (8.5 million passengers, or 19.2%) operating AG/DR/VP modes with high population density reported Security data.

## Location of Transit Crimes

### Automated Guideway, Demand Response, Vanpool

#### Agencies with Medium Population Density in Service Area (2000 to 6000 Population per Square Mile)\*

Part I Offenses	In Vehicle			In Station			Other Property		
	AG	DR	VP	AG	DR	VP	AG	DR	VP
Homicide	0	0	0	0	0	0	0	0	0
Forcible Rape	0	0	0	0	0	0	0	0	0
Robbery	0	0	0	0	0	0	0	0	0
Aggravated Assault	0	0	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0	0	0
Larceny/Theft	0	3	0	0	0	0	0	3	0
Motor Vehicle Theft	0	0	0	0	1	0	0	0	0
Arson	0	0	0	0	0	0	0	0	0

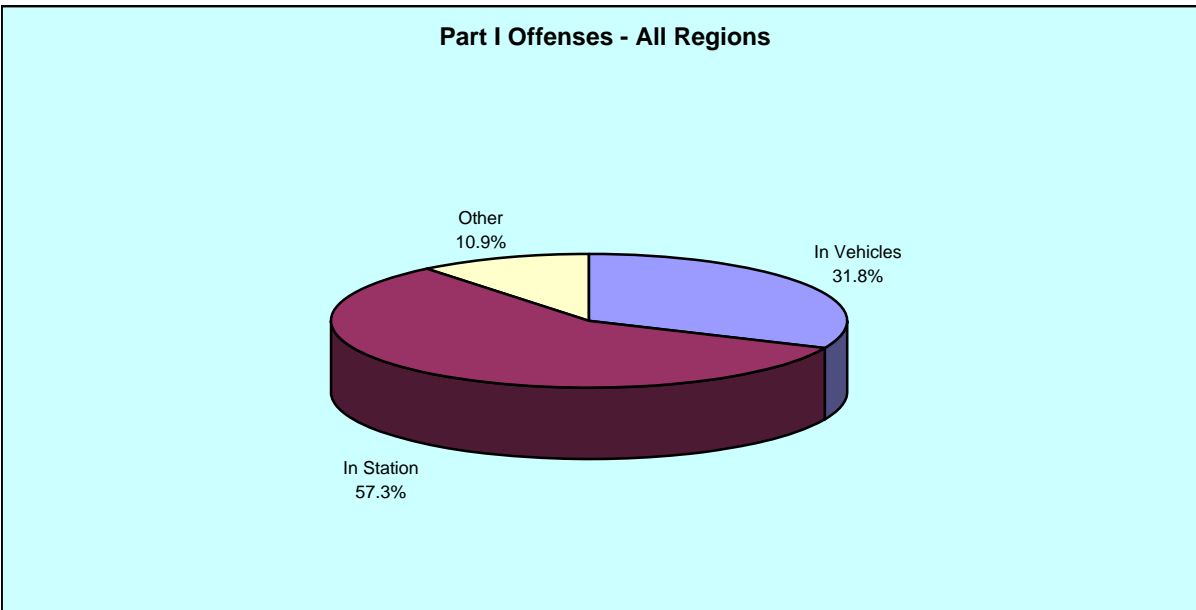
\*108 agencies (15.0 million passengers, or 34.0%) operating AG/DR/VP modes with medium population density reported Security data

#### Agencies with Low Population Density in Service Area (Under 2000 Population per Square Mile)\*

Part I Offenses	In Vehicle			In Station			Other Property		
	AG	DR	VP	AG	DR	VP	AG	DR	VP
Homicide		0	0		0	0		0	0
Forcible Rape		0	0		0	0		0	0
Robbery		0	0		0	0		1	0
Aggravated Assault		4	0		0	0		0	0
Burglary		2	0		0	0		0	0
Larceny/Theft		1	0		1	0		0	0
Motor Vehicle Theft		2	0		0	0		0	0
Arson		0	0		0	0		0	0

\*133 agencies (20.6 million passengers, or 46.8%) operating AG/DR/VP modes with low population density reported Security data.

## Location of Transit Crimes Purchased Transportation - All Modes



### Total of Part I Offenses

Part I Offenses	In Vehicle				In Station				Other Property			
	CR	LR	MB	FB	CR	LR	MB	FB	CR	LR	MB	FB
Homicide	0	0	0	0	0	0	0	0	0	0	0	0
Forcible Rape	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	0	2	2	0	0	5	0	0	0	0	0	0
Aggravated Assault	0	0	21	0	4	1	2	0	0	0	4	0
Burglary	2	0	2	0	8	0	3	0	0	0	0	0
Larceny/Theft	15	2	9	0	58	16	3	0	10	1	0	1
Motor Vehicle Theft	0	0	1	0	25	7	1	0	5	0	0	0
Arson	0	0	0	0	0	0	0	0	0	0	1	0

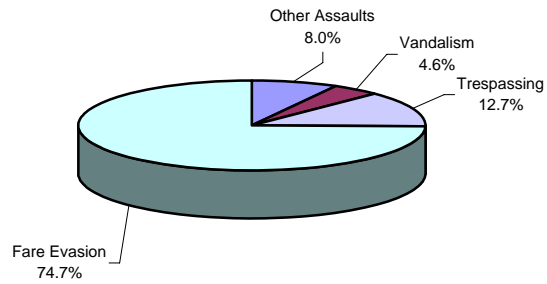
Note: MO, VP, IP and PB modes reported no offenses.

DR (2 Robberies, 12 Assaults, 2 Burglaries, 7 Larceny/Thefts, and 5 Motor Vehicle Thefts) mode reported limited offenses.

## Transit Crime Arrests - Part II Offenses

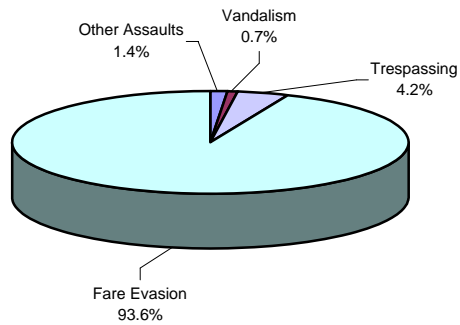
### Bus

Part II Offenses - Arrests



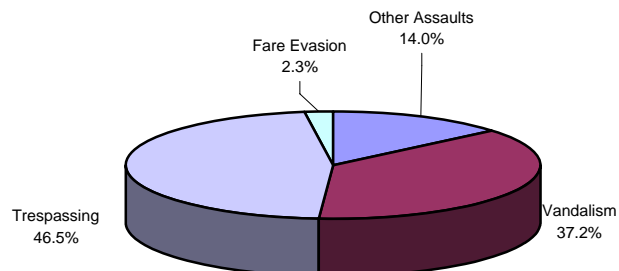
### Rail

Part II Offenses - Arrests

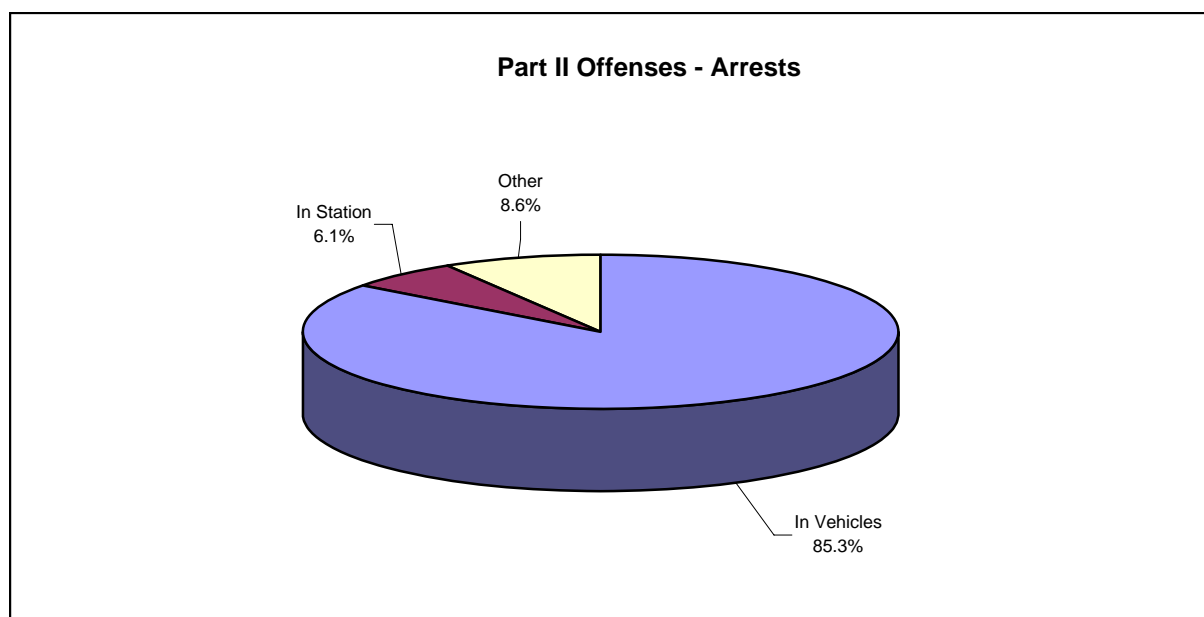


### Automated Guideway, Demand Response, Vanpool

Part II Offenses - Arrests



## Transit Arrest Locations Bus



### Total of Part II Offenses

Part II Offenses	In Vehicle	In Station	Other Property
	MB	MB	MB
Other Assaults	637	96	67
Vandalism	304	71	81
Sex Offenses	N/A	N/A	N/A
Drug Abuse Violations	N/A	N/A	N/A
DUI	N/A	N/A	N/A
Drunkenness	N/A	N/A	N/A
Disorderly Conduct	N/A	N/A	N/A
Trespassing	137	425	700
Fare Evasion	7407	11	9
Curfew/Loitering Laws	N/A	N/A	N/A

\*Categories with N/A are no longer reported.

### Agencies with High Population Density in Service Area (Over 6000 Population per Square Mile)\*

Part II Offenses	In Vehicle	In Station	Other Property
	MB	MB	MB
Other Assaults	262	26	3
Vandalism	36	18	3
Sex Offenses	N/A	N/A	N/A
Drug Abuse Violations	N/A	N/A	N/A
DUI	N/A	N/A	N/A
Drunkenness	N/A	N/A	N/A
Disorderly Conduct	N/A	N/A	N/A
Trespassing	14	1	1
Fare Evasion	125	0	8
Curfew/Loitering Laws	N/A	N/A	N/A

\* 24 agencies (1.14 billion passengers, or 23.7%) operating buses with high population density reported Security data.

## Transit Arrest Locations Bus

### Agencies with Medium Population Density in Service Area (2000 to 6000 Population per Square Mile)\*

Part II Offenses	In Vehicle	In Station	Other Property
	MB	MB	MB
Other Assaults	274	34	48
Vandalism	140	29	48
Sex Offenses	N/A	N/A	N/A
Drug Abuse Violations	N/A	N/A	N/A
DUI	N/A	N/A	N/A
Drunkenness	N/A	N/A	N/A
Disorderly Conduct	N/A	N/A	N/A
Trespassing	55	179	641
Fare Evasion	7186	1	0
Curfew/Loitering Laws	N/A	N/A	N/A

\* 161 agencies (2.39 billion passengers, or 49.7%) operating buses with medium population density reported Security data.

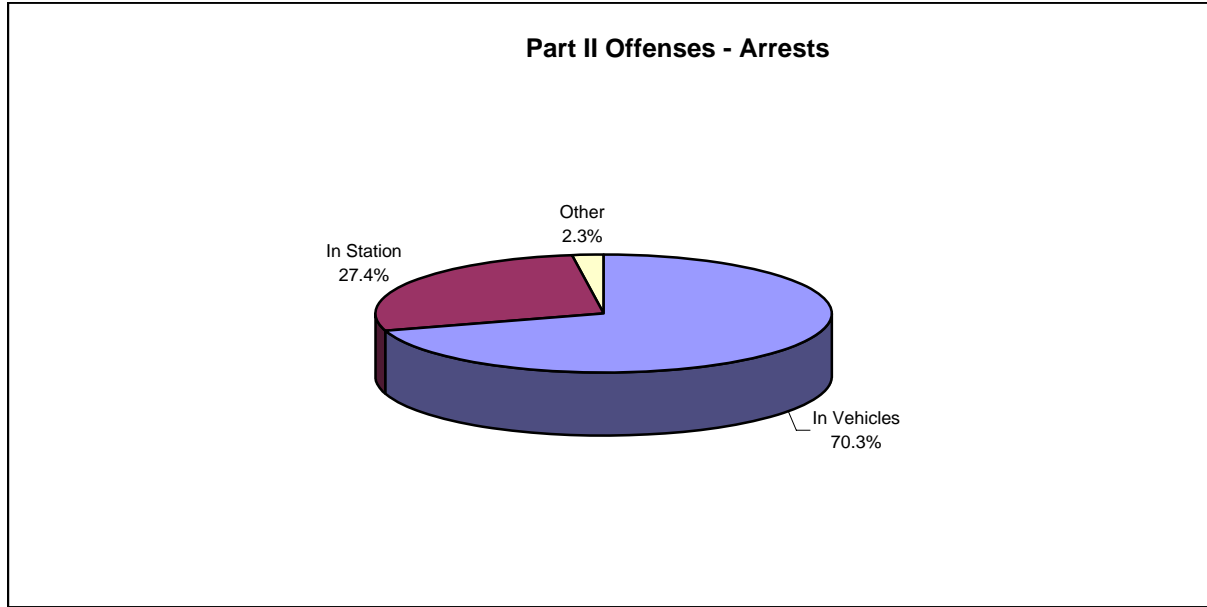
### Agencies with Low Population Density in Service Area (Under 2000 Population per Square Mile)\*

Part II Offenses	In Vehicle	In Station	Other Property
	MB	MB	MB
Other Assaults	101	36	16
Vandalism	128	24	30
Sex Offenses	N/A	N/A	N/A
Drug Abuse Violations	N/A	N/A	N/A
DUI	N/A	N/A	N/A
Drunkenness	N/A	N/A	N/A
Disorderly Conduct	N/A	N/A	N/A
Trespassing	68	245	58
Fare Evasion	96	10	1
Curfew/Loitering Laws	N/A	N/A	N/A

\* 175 agencies (1.28 billion passengers, or 26.6%) operating buses with low population density reported Security data.



## Transit Arrest Locations Rail



### Total of Part II Offenses

Part II Offenses	In Vehicle			In Station			Other Property		
	CR	HR	LR	CR	HR	LR	CR	HR	LR
Other Assaults	3	143	60	30	581	84	4	26	9
Vandalism	3	77	72	4	120	165	2	23	9
Sex Offenses	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Drug Abuse Violations	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
DUI	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Drunkenness	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Disorderly Conduct	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Trespassing	10	71	196	79	485	699	181	60	1056
Fare Evasion	3861	3661	38766	12	12785	3239	0	13	182
Curfew/Loitering Laws	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

\*Categories with N/A are no longer reported.

### Agencies with High Population Density in Service Area (Over 6000 Population per Square Mile)\*

Part II Offenses	In Vehicle			In Station			Other Property		
	CR	HR	LR	CR	HR	LR	CR	HR	LR
Other Assaults	0	103	29	0	353	6	0	20	0
Vandalism	0	73	43	1	102	1	1	23	1
Sex Offenses	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Drug Abuse Violations	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
DUI	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Drunkenness	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Disorderly Conduct	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Trespassing	0	68	3	0	351	7	0	35	3
Fare Evasion	6	3304	12865	0	7180	279	0	11	0
Curfew/Loitering Laws	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

\* 10 agencies (0.54 billion passengers, or 16.0%) operating rail modes with high population density reported Security data.

## Transit Arrest Locations Rail

### Agencies with Medium Population Density in Service Area (2000 to 6000 Population per Square Mile)\*

Part II Offenses	In Vehicle			In Station			Other Property		
	CR	HR	LR	CR	HR	LR	CR	HR	LR
Other Assaults	0	27	17	4	140	41	0	6	5
Vandalism	2	4	14	0	6	133	0	0	1
Sex Offenses	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Drug Abuse Violations	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
DUI	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Drunkenness	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Disorderly Conduct	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Trespassing	3	3	172	28	91	572	132	25	69
Fare Evasion	3852	357	20859	0	3707	2019	0	2	0
Curfew/Loitering Laws	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

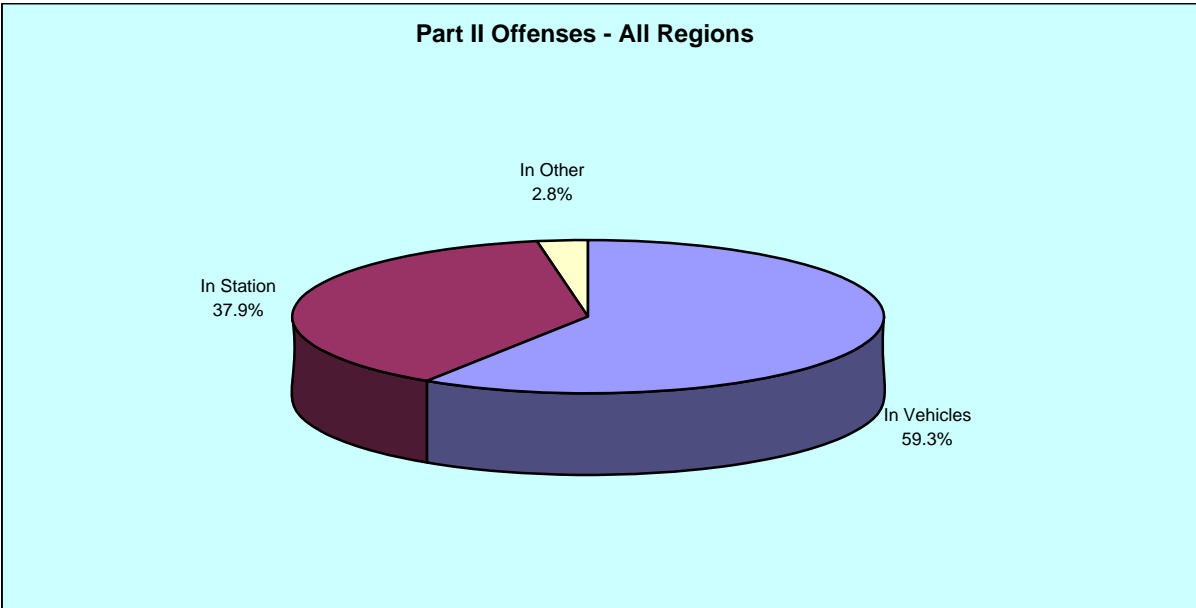
\* 18 agencies (2.07 billion passengers, or 61.3%) operating rail modes with medium population density reported Security data.

### Agencies with Low Population Density in Service Area (Under 2000 Population per Square Mile)\*

Part II Offenses	In Vehicle			In Station			Other Property		
	CR	HR	LR	CR	HR	LR	CR	HR	LR
Other Assaults	3	13	14	26	88	37	4	0	4
Vandalism	1	0	15	3	12	31	1	0	7
Sex Offenses	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Drug Abuse Violations	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
DUI	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Drunkenness	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Disorderly Conduct	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Trespassing	7	0	21	51	43	120	49	0	984
Fare Evasion	3	0	5042	12	1898	941	0	0	182
Curfew/Loitering Laws	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

\* 10 agencies (0.77 billion passengers, or 22.7%) operating rail modes with low population density reported Security data.

## Transit Arrest Locations Purchased Transportation - All Modes



### Total of Part II Offenses

Part II Offenses	In Vehicle				In Station				Other Property			
	CR	LR	MB	FB	CR	LR	MB	FB	CR	LR	MB	FB
Other Assaults	0	0	20	0	2	2	6	0	0	0	1	0
Vandalism	1	1	9	0	1	0	4	0	0	0	3	0
Sex Offenses	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Drug Abuse Violations	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
DUI	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Drunkenness	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Disorderly Conduct	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Trespassing	10	0	2	0	8	2	24	0	61	2	0	0
Fare Evasion	669	862	2	0	14	948	0	0	0	0	0	0
Curfew/Loitering Laws	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

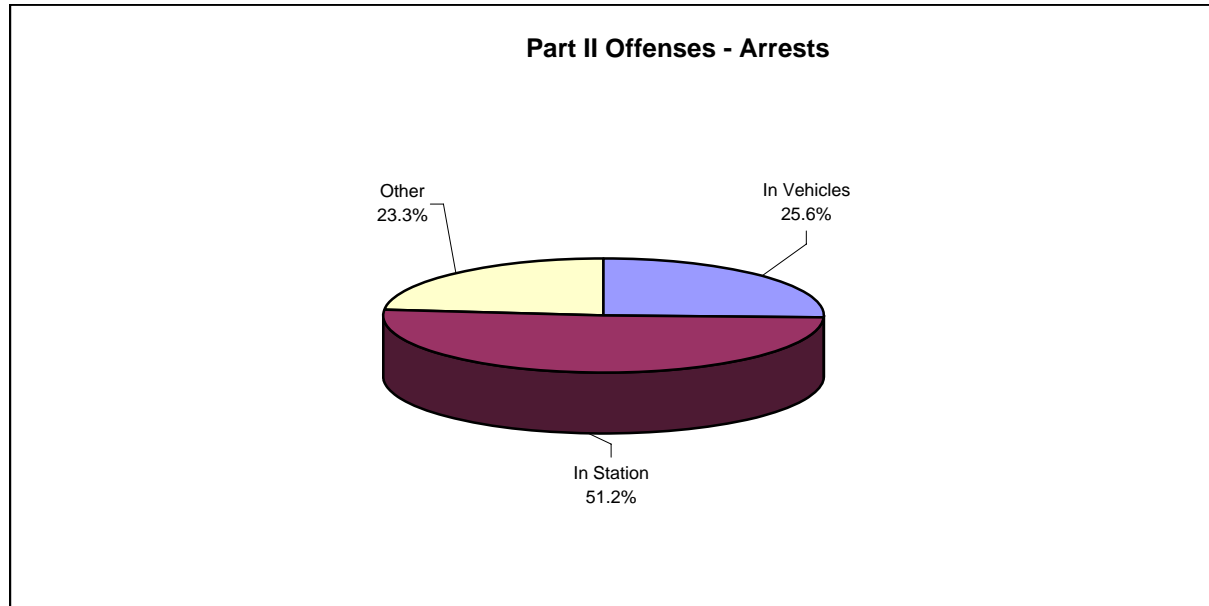
\*Categories with N/A are no longer reported.

Note: IP, PB, VP and MO modes reported no offenses.

DR (2 Other Assaults, 6 Trespassing, 2 Fare Evasion, and 11 Vandalism) mode reported limited offenses.

## Transit Arrest Locations

### Automated Guideway, Demand Response, Vanpool



#### Total of Part II Offenses

Part II Offenses	In Vehicle			In Station			Other Property		
	AG	DR	VP	AG	DR	VP	AG	DR	VP
Other Assaults	0	2	0	4	0	0	0	0	0
Vandalism	3	1	0	9	0	0	2	1	0
Sex Offenses	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Drug Abuse Violations	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
DUI	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Drunkenness	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Disorderly Conduct	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Trespassing	3	1	0	9	0	0	6	1	0
Fare Evasion	0	1	0	0	0	0	0	0	0
Curfew/Loitering Laws	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

\*Categories with N/A are no longer reported.

#### Agencies with High Population Density in Service Area (Over 6000 Population per Square Mile)\*

Part II Offenses	In Vehicle			In Station			Other Property		
	AG	DR	VP	AG	DR	VP	AG	DR	VP
Other Assaults	0	0		4	0		0	0	
Vandalism	3	0		9	0		2	0	
Sex Offenses	N/A	N/A		N/A	N/A		N/A	N/A	
Drug Abuse Violations	N/A	N/A		N/A	N/A		N/A	N/A	
DUI	N/A	N/A		N/A	N/A		N/A	N/A	
Drunkenness	N/A	N/A		N/A	N/A		N/A	N/A	
Disorderly Conduct	N/A	N/A		N/A	N/A		N/A	N/A	
Trespassing	3	0		9	0		6	0	
Fare Evasion	0	0		0	0		0	0	
Curfew/Loitering Laws	N/A	N/A		N/A	N/A		N/A	N/A	

\* 9 agencies (8.5 million passengers, or 19.2%) operating AG/DR/VP modes with high population density reported Security data.

## Transit Arrest Locations

### Automated Guideway, Demand Response, Vanpool

#### Agencies with Medium Population Density in Service Area (2000 to 6000 Population per Square Mile)\*

Part II Offenses	In Vehicle			In Station			Other Property		
	AG	DR	VP	AG	DR	VP	AG	DR	VP
Other Assaults	0	2	0	0	0	0	0	0	0
Vandalism	0	0	0	0	0	0	0	0	0
Sex Offenses	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Drug Abuse Violations	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
DUI	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Drunkenness	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Disorderly Conduct	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Trespassing	0	0	0	0	0	0	0	0	0
Fare Evasion	0	1	0	0	0	0	0	0	0
Curfew/Loitering Laws	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

\*108 agencies (15.0 million passengers, or 34.0%) operating AG/DR/VP modes with med. population density reported Security data.

#### Agencies with Low Population Density in Service Area (Under 2000 Population per Square Mile)\*

Part II Offenses	In Vehicle			In Station			Other Property		
	AG	DR	VP	AG	DR	VP	AG	DR	VP
Other Assaults		0	0		0	0		0	0
Vandalism		1	0		0	0		1	0
Sex Offenses		N/A	N/A		N/A	N/A		N/A	N/A
Drug Abuse Violations		N/A	N/A		N/A	N/A		N/A	N/A
DUI		N/A	N/A		N/A	N/A		N/A	N/A
Drunkenness		N/A	N/A		N/A	N/A		N/A	N/A
Disorderly Conduct		N/A	N/A		N/A	N/A		N/A	N/A
Trespassing		1	0		0	0		1	0
Fare Evasion		0	0		0	0		0	0
Curfew/Loitering Laws		N/A	N/A		N/A	N/A		N/A	N/A

\*133 agencies (20.6 million passengers, or 46.8%) operating AG/DR/VP modes with low population density reported Security data.









