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13. ABSTRACT (Maximum 200 words) The Transit Safety & Security Statistics & Analysis 2002 Annual Report (formerly SAMIS) is a compilation and analysis of mass transit accident, casualty, and crime statistics reported under the Federal Transit Administration's (FTA's) National Transit Database Reporting System by transit systems that were beneficiaries of FTA Urbanized Area Formula funds in the United States during 2002.				
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PREFACE

The *Transit Safety & Security Statistics & Analysis 2002 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 2002. 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>.

The authors wish to thank Michael Taborn, Director of Safety and Security for the FTA Office of Program Management, Jerry Powers of that same Office, as well as Amy Jernigan and Vicki Bellet of the FTA Office of Program Management for their direction and guidance.

The authors also wish to acknowledge the efforts of Cassandra Oxley of CASE, LLC in the preparation of this report.

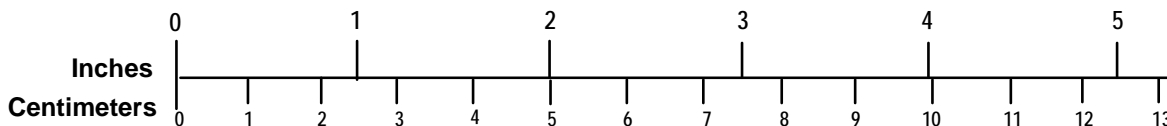
METRIC/ENGLISH CONVERSION FACTORS

ENGLISH TO METRIC

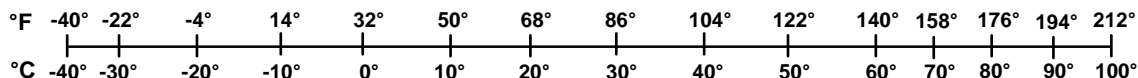
METRIC TO ENGLISH

LENGTH (APPROXIMATE) 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)	LENGTH (APPROXIMATE) 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)
AREA (APPROXIMATE) 1 square inch (sq in, in ²) = 6.5 square centimeters (cm ²) 1 square foot (sq ft, ft ²) = 0.09 square meter (m ²) 1 square yard (sq yd, yd ²) = 0.8 square meter (m ²) 1 square mile (sq mi, mi ²) = 2.6 square kilometers (km ²) 1 acre = 0.4 hectare (he) = 4,000 square meters (m ²)	AREA (APPROXIMATE) 1 square centimeter (cm ²) = 0.16 square inch (sq in, in ²) 1 square meter (m ²) = 1.2 square yards (sq yd, yd ²) 1 square kilometer (km ²) = 0.4 square mile (sq mi, mi ²) 10,000 square meters (m ²) = 1 hectare (ha) = 2.5 acres
MASS - WEIGHT (APPROXIMATE) 1 ounce (oz) = 28 grams (gm) 1 pound (lb) = 0.45 kilogram (kg) 1 short ton = 2,000 pounds (lb) = 0.9 tonne (t)	MASS - WEIGHT (APPROXIMATE) 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
VOLUME (APPROXIMATE) 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 ³) = 0.03 cubic meter (m ³) 1 cubic yard (cu yd, yd ³) = 0.76 cubic meter (m ³)	VOLUME (APPROXIMATE) 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 ³) = 36 cubic feet (cu ft, ft ³) 1 cubic meter (m ³) = 1.3 cubic yards (cu yd, yd ³)
TEMPERATURE (EXACT) $[(x-32)(5/9)]^{\circ}\text{F} = y^{\circ}\text{C}$	TEMPERATURE (EXACT) $[(9/5)y + 32]^{\circ}\text{C} = x^{\circ}\text{F}$

QUICK INCH - CENTIMETER LENGTH CONVERSION



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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 twelfth 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.¹

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 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. Incidents that involve total property damage (not only transit property) exceeding \$7,500 are reportable to the NTD. Previously, the threshold for property damage incidents was \$1,000 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.

¹ 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 previous years, 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

	1994	1995	1996	1997		1998		1999		2000		2001		2002	
Type of Service*	DO	DO	DO	DO	PT	DO	PT	DO	PT	DO	PT	DO	PT	DO	PT
Collisions**	29,698	25,489	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
Suicide Attempts	103	95	85	82	8	82	8	106	11	86	12	79	19	74	12
Personal Casualties	35,359	32,591	30,102	32,367	952	32,255	1,068	31,782	1,204	32,762	1,225	31,119	1,312	14,221	583
Derailment/Left Road	274	194	213	147	9	156	10	152	16	163	18	156	11	165	18
Evacuations	0	0	0	0	0	0	0	0	0	0	0	0	0	108	7
Fires	5,259	4,102	4,039	4,188	22	3,820	42	3,505	41	2,789	34	3,060	27	1,960	72
Total Incidents	70,693	62,471	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

Effects of Transit Incidents by Year

	1994	1995	1996	1997		1998		1999		2000		2001		2002	
Type of Service*	DO	DO	DO	DO	PT	DO	PT	DO	PT	DO	PT	DO	PT	DO	PT
Fatalities	320	274	264	275	35	286	43	299	41	295	41	267	41	280	37
Injuries	58,193	57,196	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
Property Damage (\$000)	38,376	46,266	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

* 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.

IncidentMajor (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.

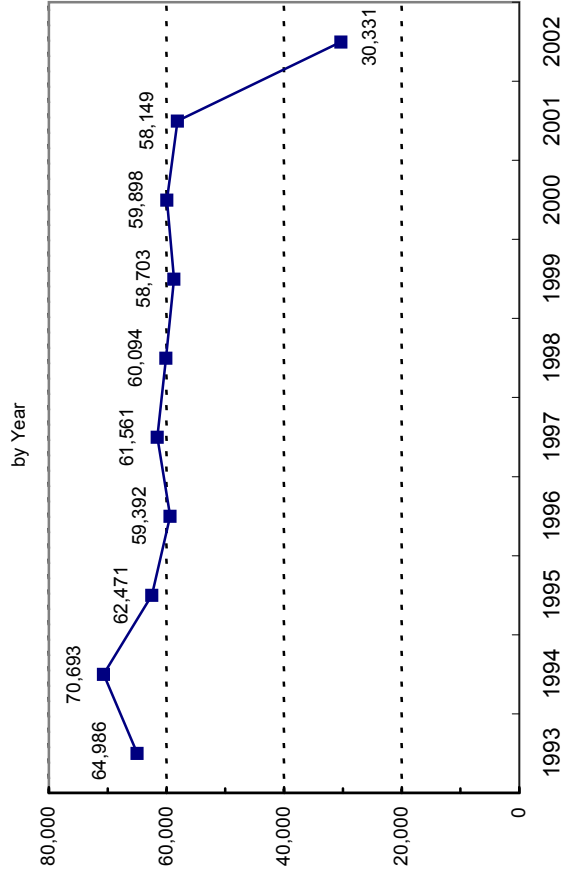
VP - Vanpool

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.

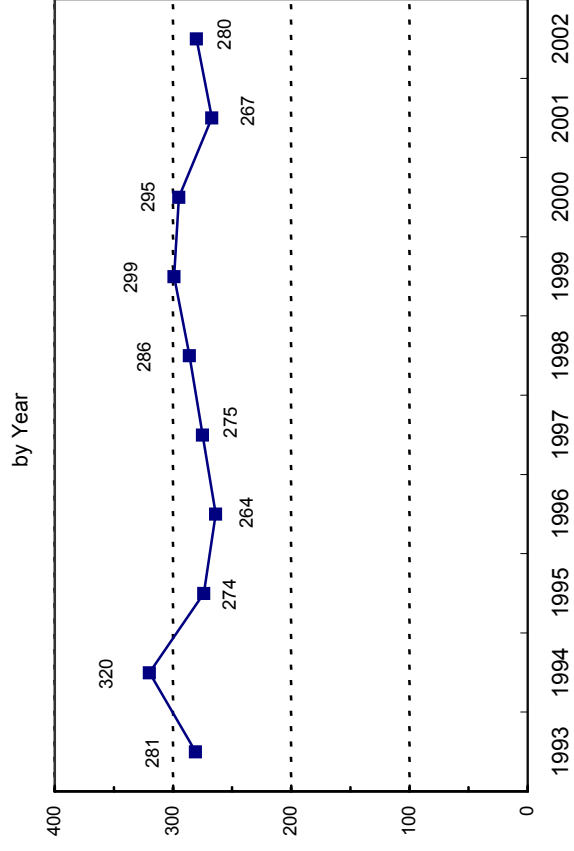
Transit modes whose statistics are insignificant when compared with other modes are addressed in an abbreviated fashion. They are Cable Car (CC), Ferryboat (FB), Inclined Plane (IP), and Jitney (JT). Detailed statistics are available on request. Monorail (MO), Publico (PB), Aerial Tramway (TR), and Other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

Transit Safety Trends 1993 through 2002

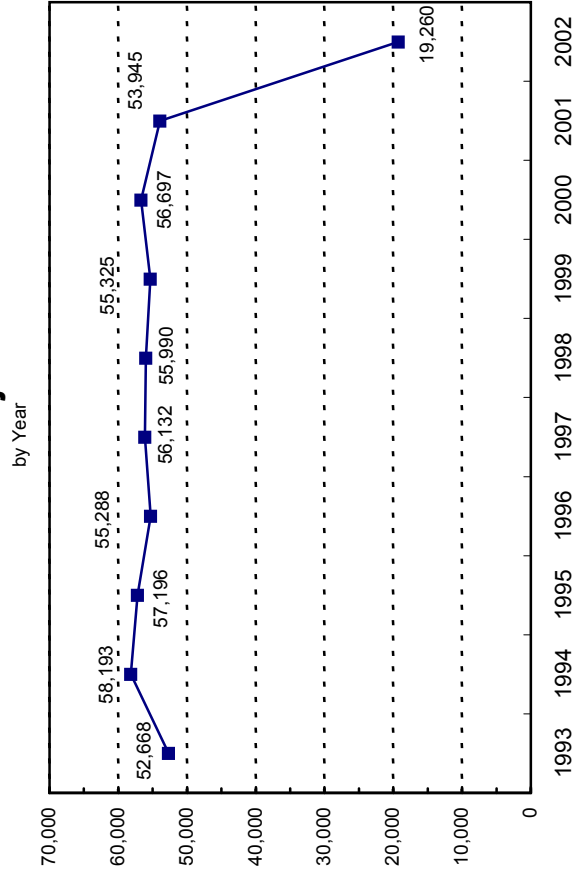
Transit Incidents



Transit Fatalities



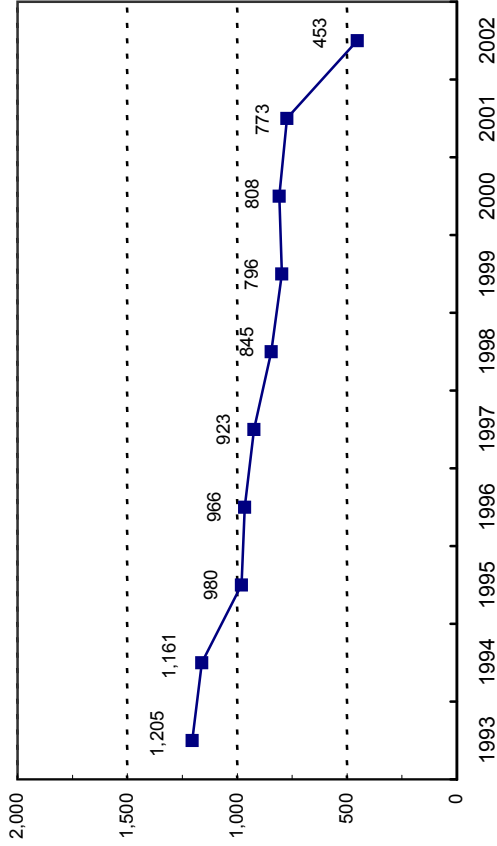
Transit Injuries



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.**

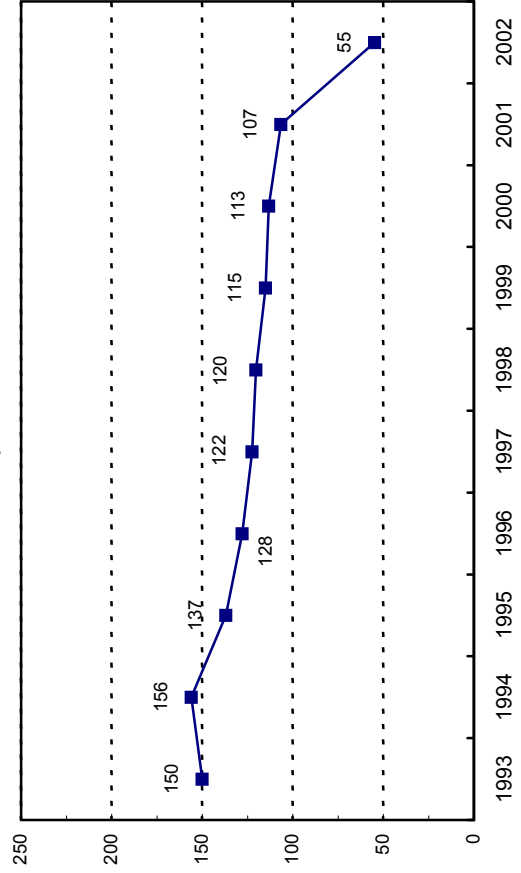
Note: In these trend graphs, the term *Transit* refers to the following modes: **MB, TB, CR, HR, LR, AG, DR, and VP.**

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.

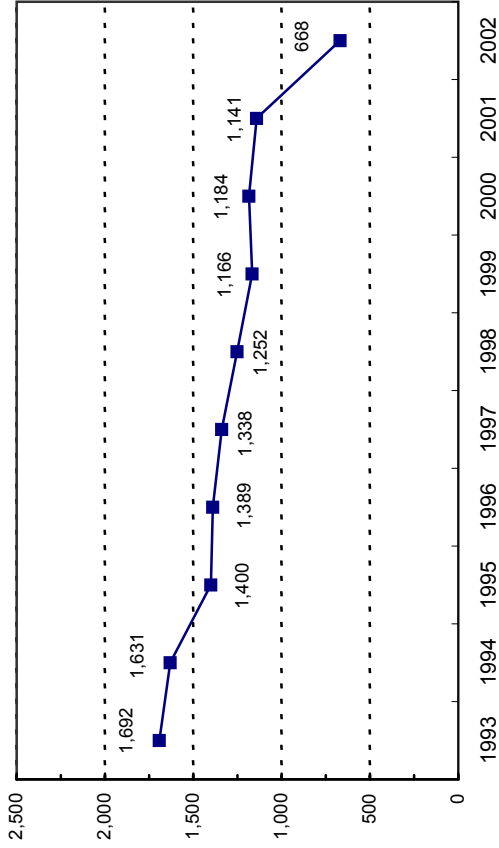
Transit Accidents
per 100,000,000 Passenger Miles
by Year



This graph shows the trend for accident (or incident) 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 other). 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

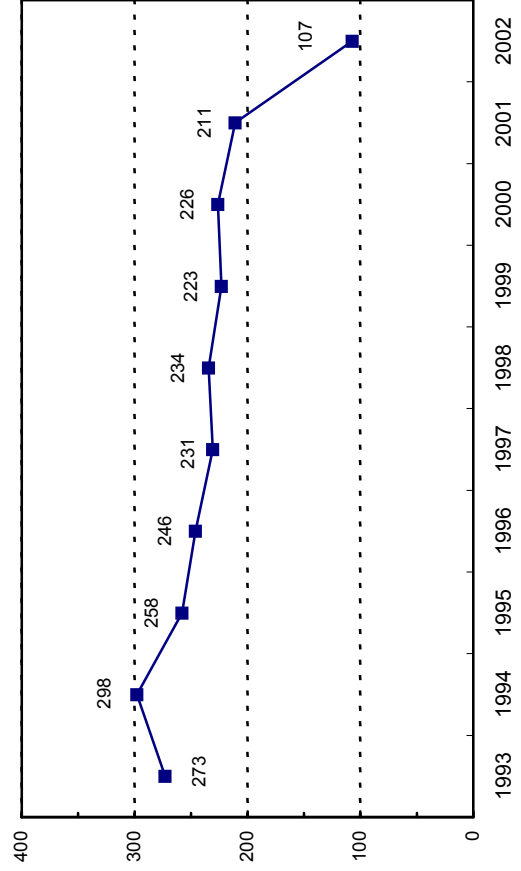
per 100,000,000 Vehicle Miles
by Year



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 **Derailments** (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

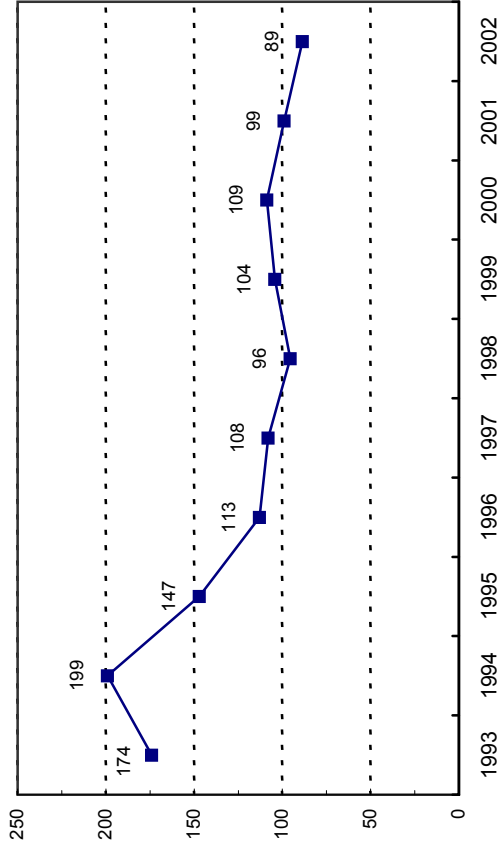
per 100,000,000 Passenger Miles
by Year



This graph shows the trend for bus accident (or incident) rates, which result from **Collisions** (with vehicles, objects, people [not suicides]), **Derailments** (bus 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 graph in that it includes **Personal Casualties** (on right of way, inside the vehicle, entering/exiting the vehicle, and other), and is indexed by Passenger Miles.

Rail Accidents

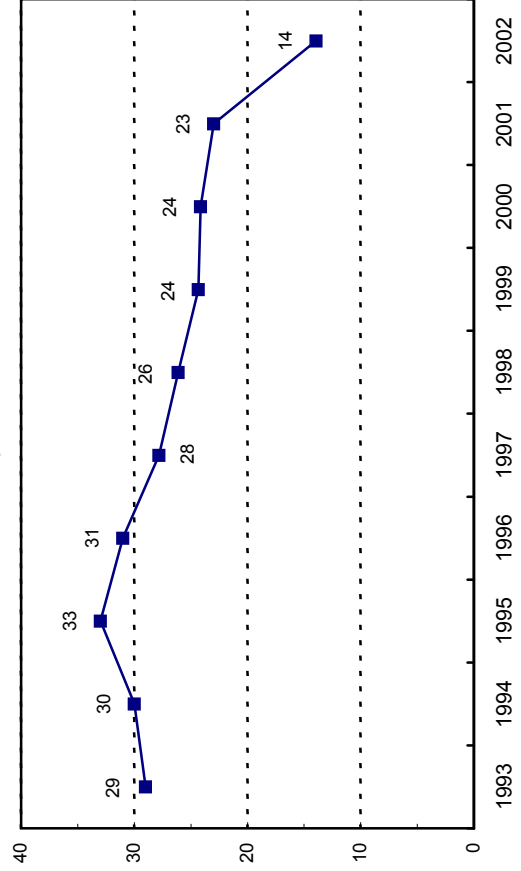
per 100,000,000 Vehicle Miles
by Year



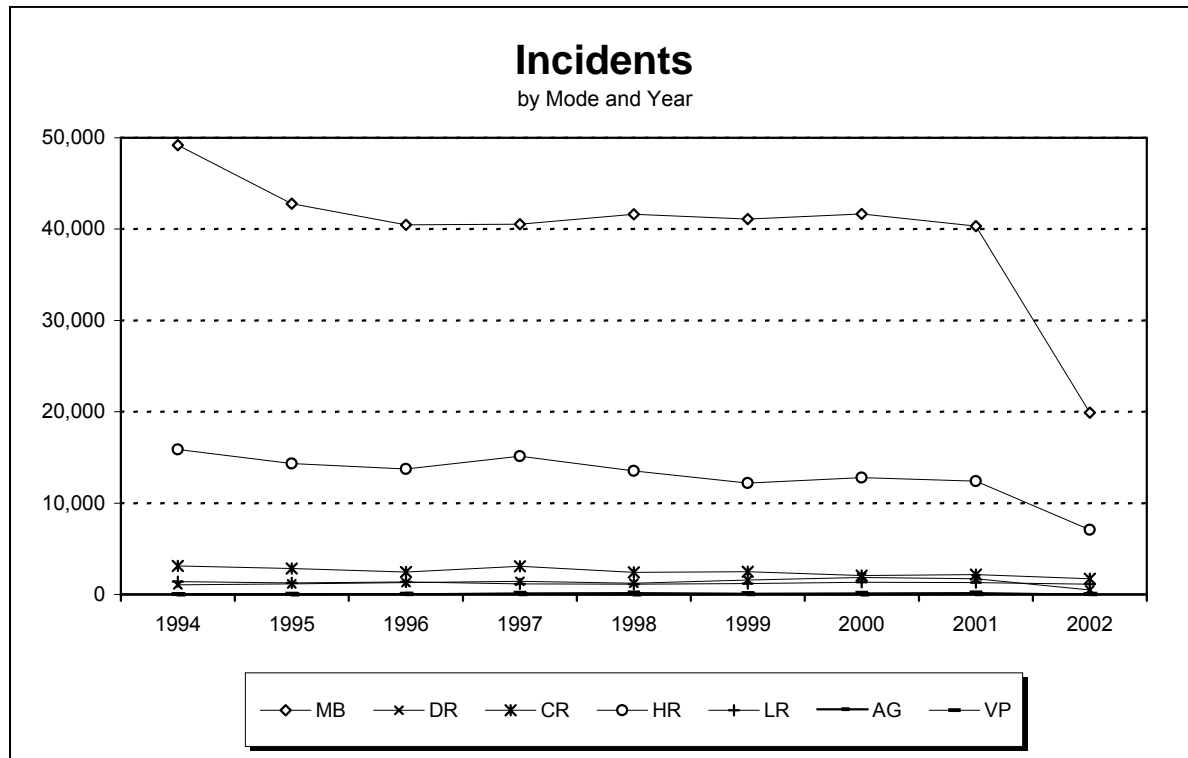
This graph shows the accident rate, which is based only on the number of vehicle accidents. These include all rail vehicle accidents resulting from **Collisions** (with vehicles, objects, people [not suicides]) and **Derailements** (bus left roadway). The vehicle-mile figure includes both revenue and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



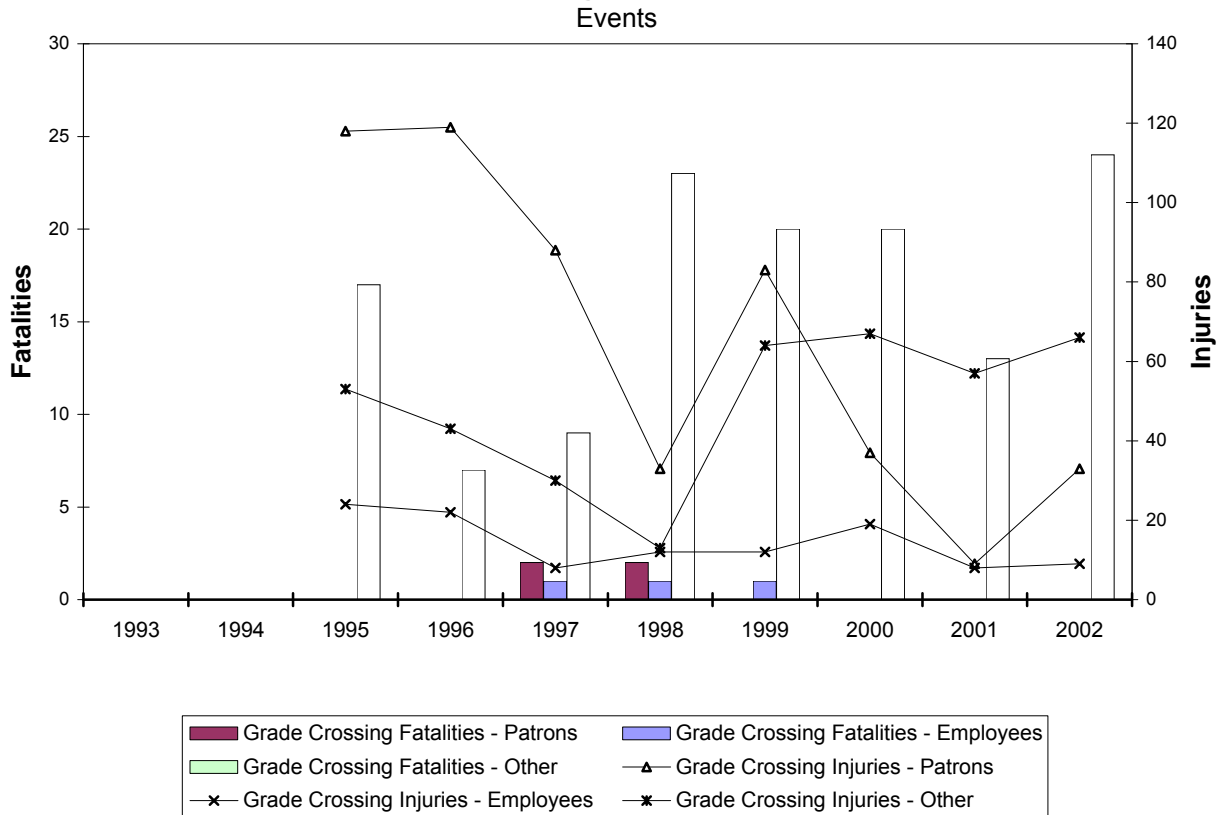
This graph shows the trend for rail vehicle accident (or incident) rates, which result from **Collisions** (with vehicles, objects, people [not suicides]), **Derailements** (vehicle derailed/left roadway), and **Personal Casualties** (on right of way, inside the vehicle, entering/exiting the vehicle, and 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 graph in that it includes certain **Personal Casualties** (on right of way, inside the vehicle, entering/exiting the vehicle, and other), and is indexed by Passenger Miles.



Incidents by Mode and Year

	1994	1995	1996	1997	1998	1999	2000	2001	2002
MB	49,185	42,780	40,456	40,524	41,616	41,094	41,677	40,321	19,892
DR	1,062	1,173	1,284	1,454	1,221	1,577	1,871	1,719	478
CR	3,115	2,847	2,449	3,078	2,410	2,499	2,072	2,159	1,720
HR	15,869	14,327	13,748	15,151	13,516	12,196	12,782	12,406	7,078
LR	1,413	1,276	1,350	1,173	1,121	1,182	1,319	1,299	1,105
AG	10	10	25	19	16	20	17	36	23
VP	39	58	80	162	194	135	160	209	35
Total	70,693	62,471	59,392	61,561	60,094	58,703	59,898	58,149	30,331

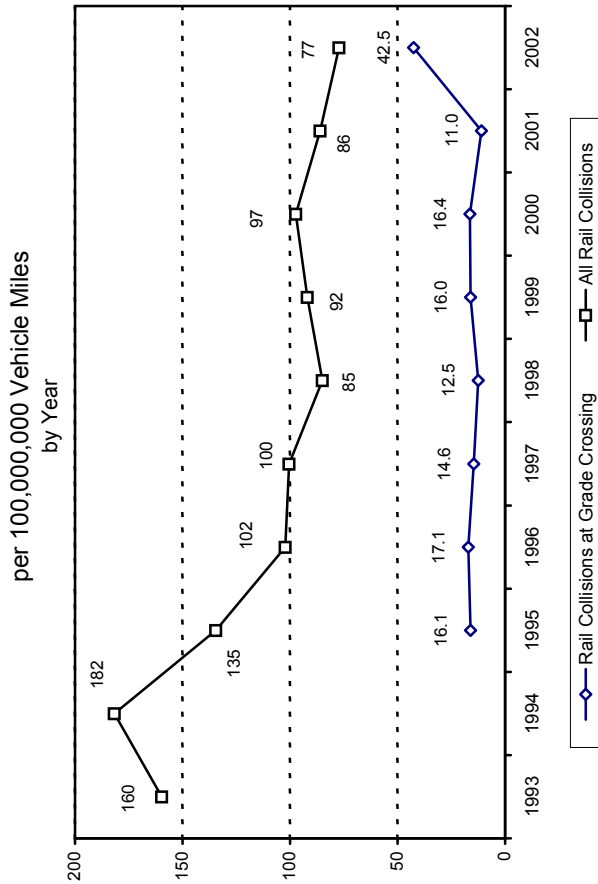
Rail Grade Crossing Fatalities and Injuries



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.

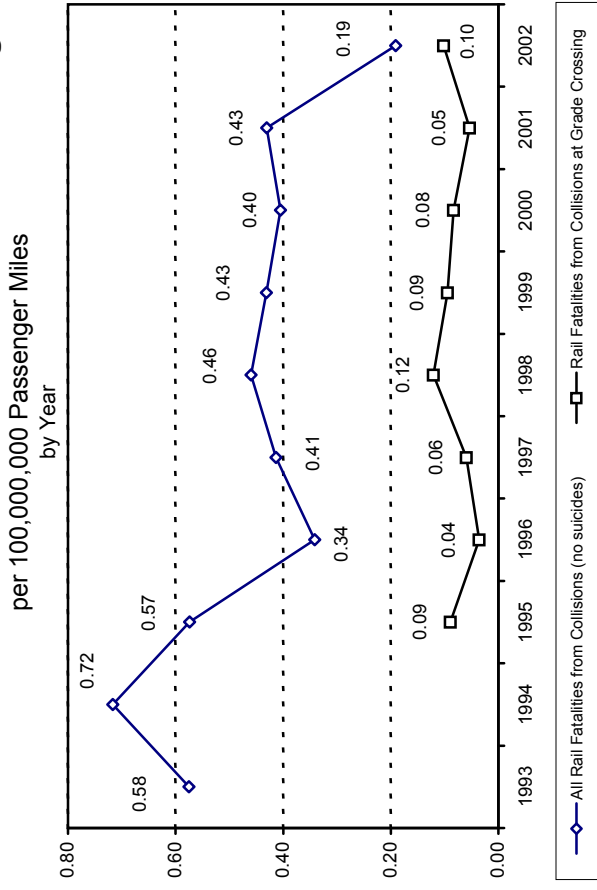
Note that all of the fatalities are Others (e.g., pedestrians, trespassers, etc.). The majority of injuries are also now Others, too.

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).

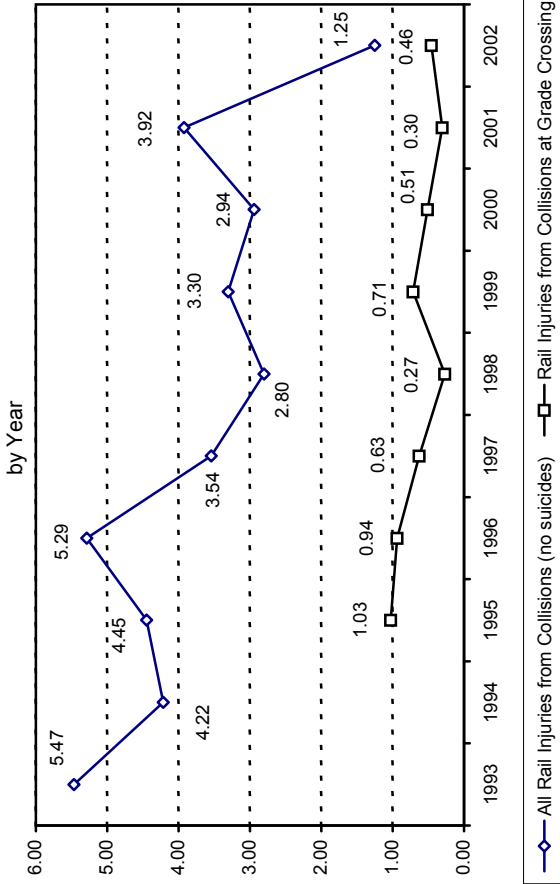
Rail Collision Fatalities - All and at Grade Crossing



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.

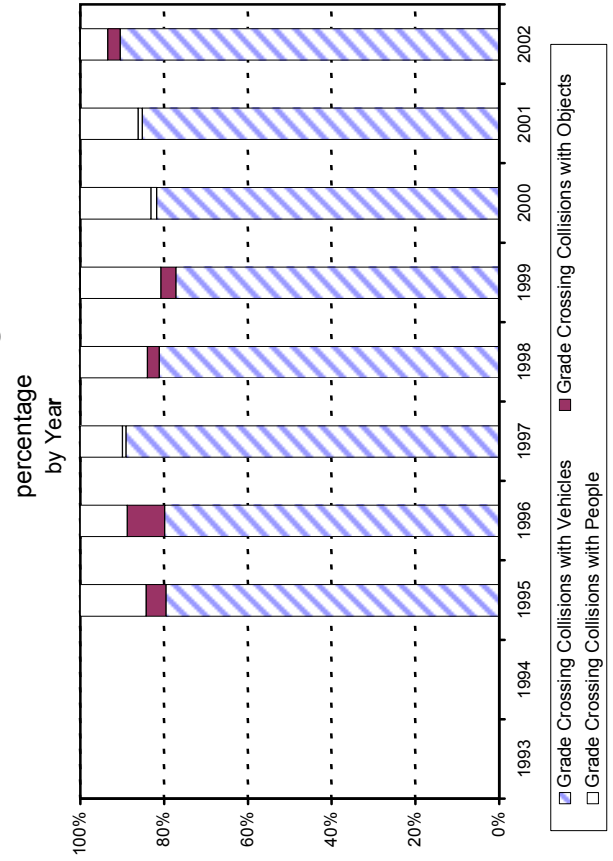
Rail Collision Injuries - All and at Grade Crossing

per 100,000,000 Passenger Miles



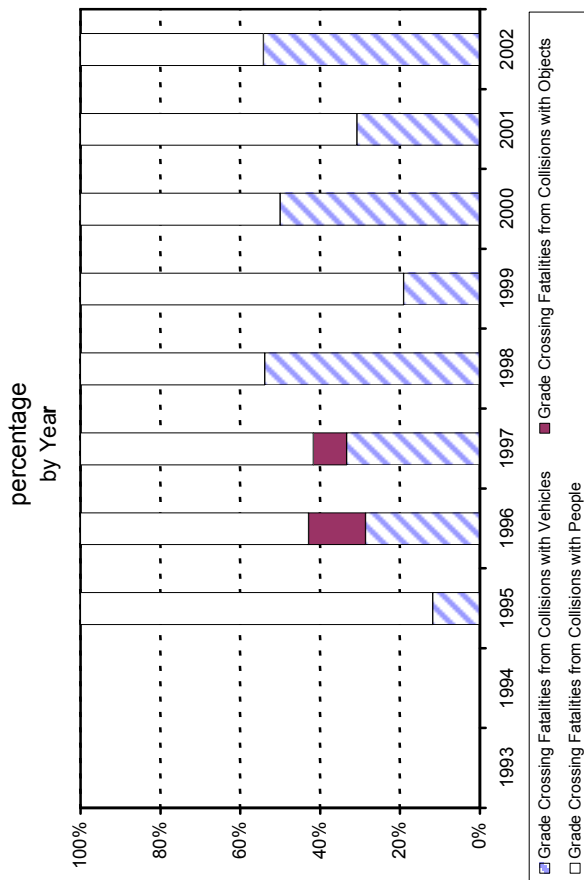
These statistics represent *injuries* resulting from all Rail **Collisions** (with vehicles, objects, people [not suicide attempts]) and the corresponding subset of *injuries* that occurred due to these collisions at Grade Crossings. When analyzing the results on this page, consider that the number of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

Rail Collisions at Grade Crossings - Incident Trend



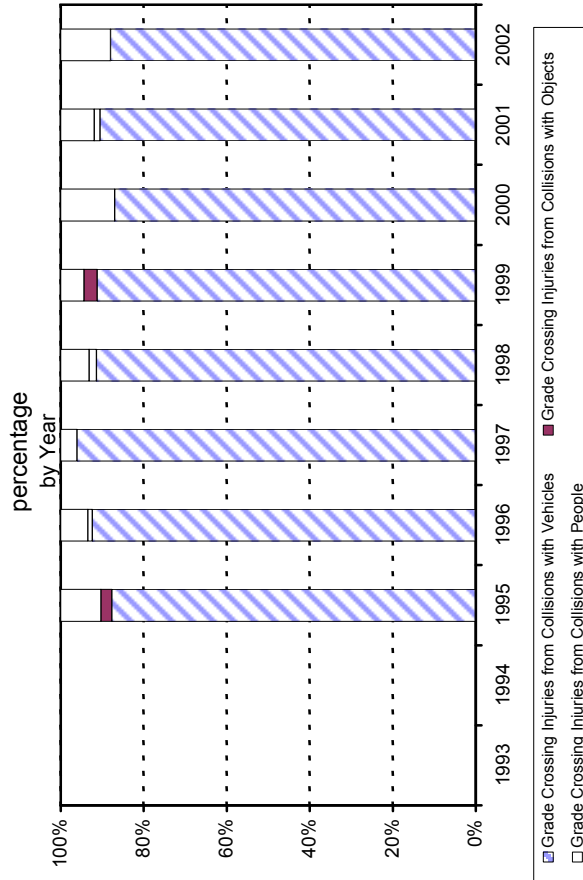
This graph shows the percentage of each type of grade crossing *incident* (i.e., Collisions with other vehicles, objects, and people) to the total **Collisions at Grade Crossings**.

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

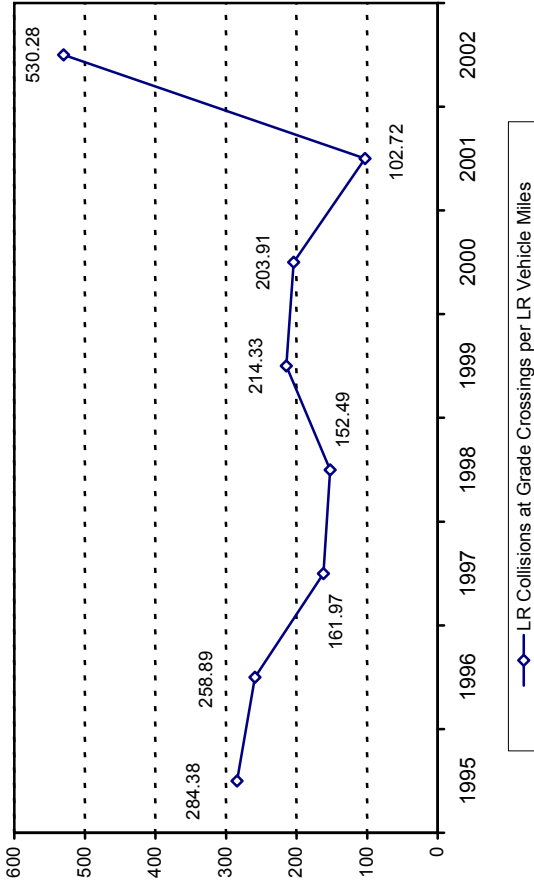


This graph shows the percentage of each type of grade crossing *injury* (i.e., Collisions with other vehicles, objects, and people) to the total **Injuries at Grade Crossings**.

Light Rail Collisions at Grade Crossings

per 100,000,000 LR Vehicle Miles

by Year

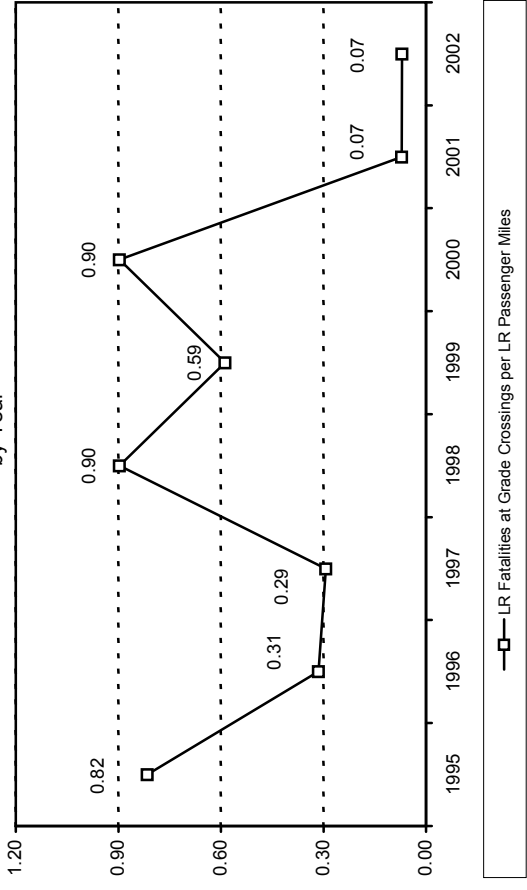


This includes light rail vehicle accidents resulting from **Collisions at Grade Crossings** (with vehicles, objects, people). The LR vehicle-mile figure includes both revenue and non-revenue miles since there are risks present during both types of operation.

Light Rail Collision Fatalities at Grade Crossings

per 100,000,000 LR Passenger Miles

by Year

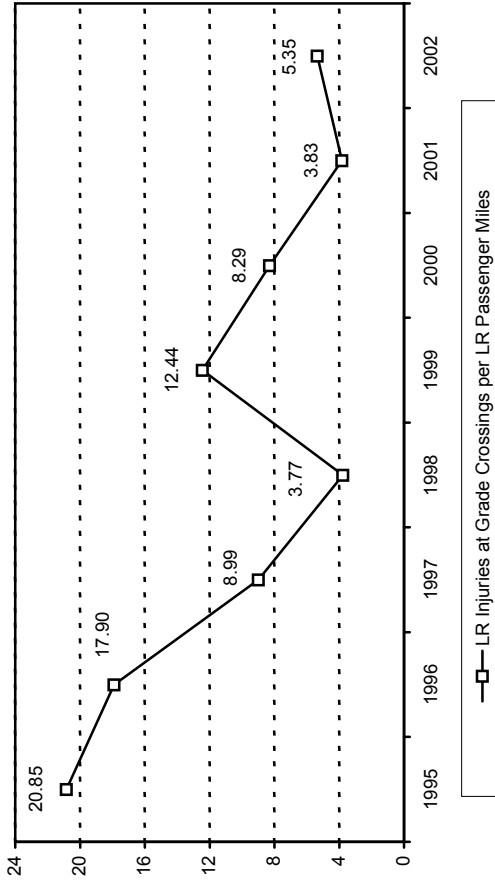


These statistics represent *fatalities* resulting from all **Light Rail Collisions at Grade Crossings** (with vehicles, objects, people). When analyzing the results on this page, consider that the number of collisions, the number of passengers, and the average trip length all affect the collision rate.

Light Rail Collision Injuries at Grade Crossings

per 100,000,000 Passenger Miles

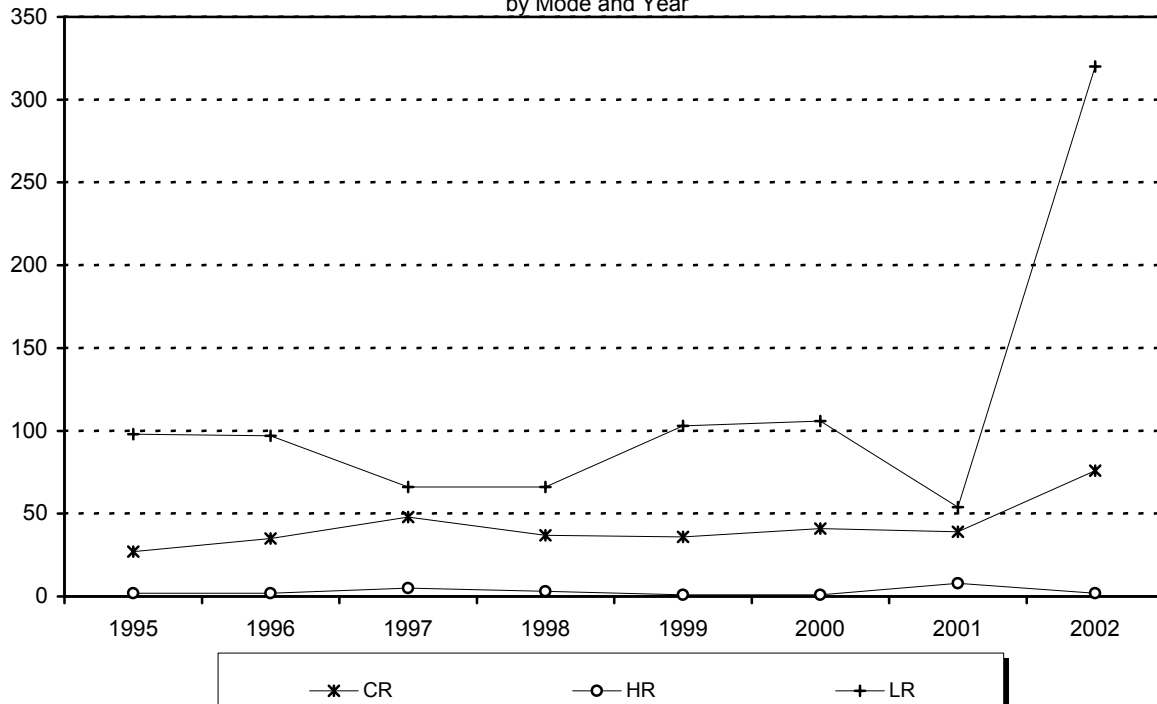
by Year



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



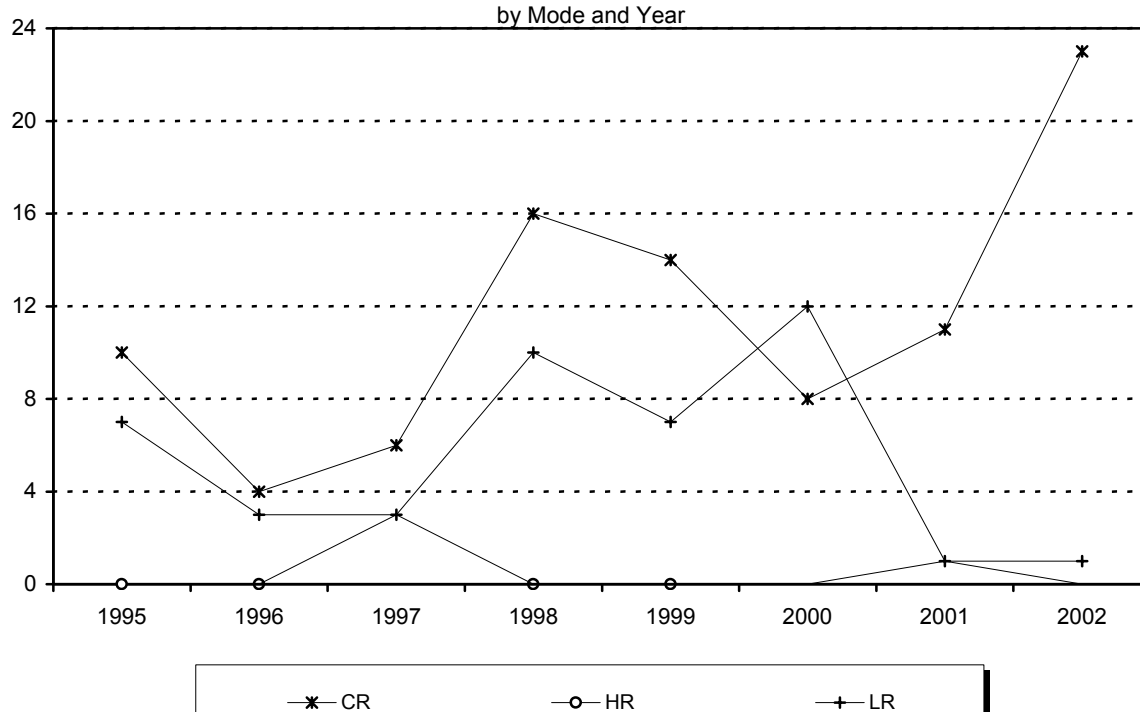
Rail Grade Crossing Incidents by Mode and Year

	1995	1996	1997	1998	1999	2000	2001	2002
CR	27	35	48	37	36	41	39	76
HR	2	2	5	3	1	1	8	2
LR	98	97	66	66	103	106	54	320
Total	127	134	119	106	140	148	101	398

Incidents at Grade Crossings Breakout

CR	1996	1997	1998	1999	2000	2001	2002
With Vehicles	21	43	26	21	30	30	62
With Objects	11	1	1	2	2	0	0
With People	3	4	10	13	9	9	14
HR							
With Vehicles	2	2	2	1	1	8	2
With Objects	0	0	1	0	0	0	0
With People	0	3	0	0	0	0	0
LR							
With Vehicles	84	61	58	86	90	48	296
With Objects	1	0	1	3	0	1	12
With People	12	5	7	14	16	5	12

Rail Fatalities at Grade Crossings



Grade Crossing Fatalities by Mode and Year

	1995	1996	1997	1998	1999	2000	2001	2002
CR	10	4	6	16	14	8	11	23
HR	0	0	3	0	0	0	1	0
LR	7	3	3	10	7	12	1	1
Total	17	7	12	26	21	20	13	24

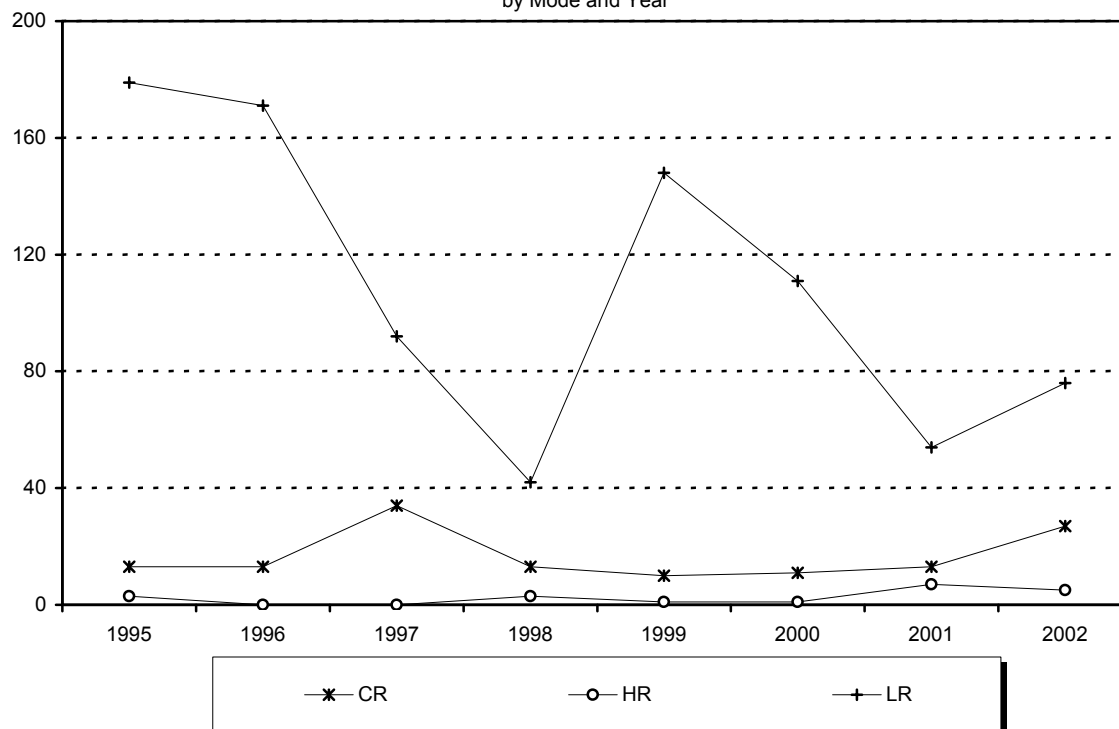
Fatalities at Grade Crossings Breakout

CR	1996	1997	1998	1999	2000	2001	2002
With Vehicles	1	4	12	3	1	3	13
With Objects	1	1	0	0	0	0	0
With People	2	1	4	11	7	8	10
HR							
With Vehicles	0	0	0	0	0	1	0
With Objects	0	0	0	0	0	0	0
With People	0	3	0	0	0	0	0
LR							
With Vehicles	1	0	2	1	9	0	0
With Objects	0	0	0	0	0	0	0
With People	2	3	8	6	3	1	1

note: 2002 fatalities at grade crossings consisted of: 0 patrons, 0 employees, and 24 others

Rail Injuries at Grade Crossings

by Mode and Year



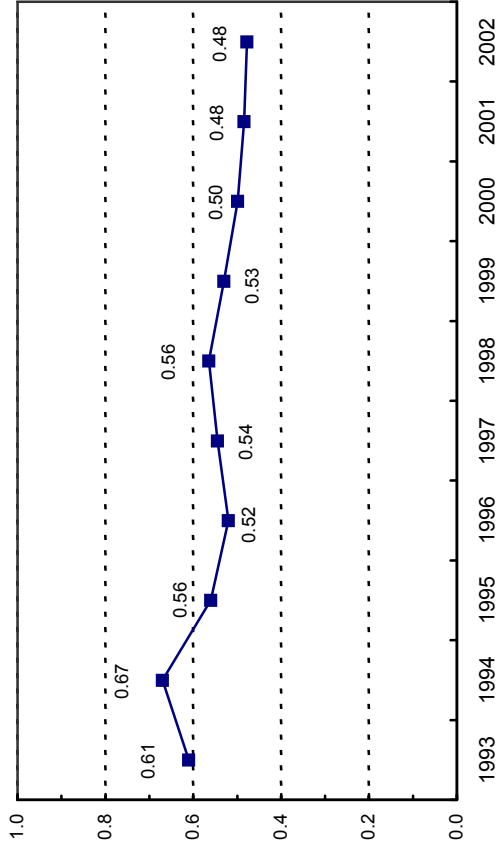
Grade Crossing Injuries by Mode and Year

	1995	1996	1997	1998	1999	2000	2001	2002
CR	13	13	34	13	10	11	13	27
HR	3	0	0	3	1	1	7	5
LR	179	171	92	42	148	111	54	76
Total	195	184	126	58	159	123	74	108

Injuries at Grade Crossings Breakout

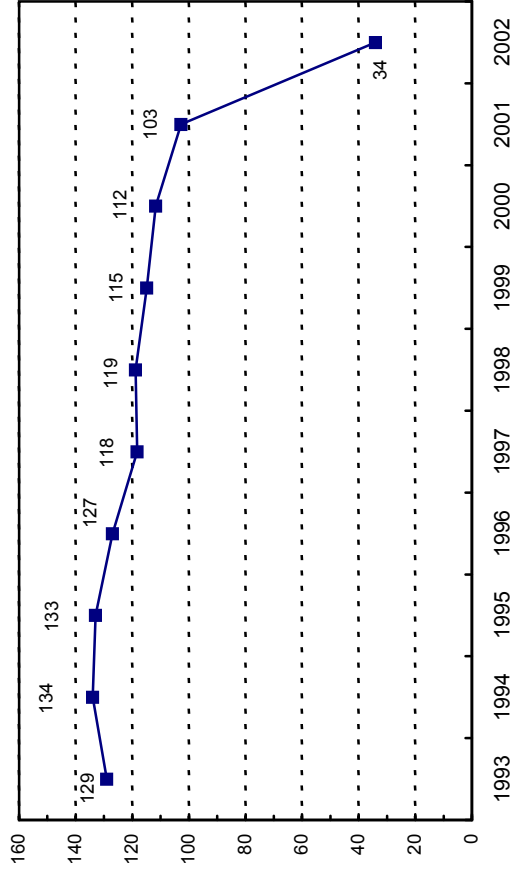
CR	1996	1997	1998	1999	2000	2001	2002
With Vehicles	12	31	9	7	9	11	23
With Objects	0	0	0	1	0	0	0
With People	1	3	3	2	2	2	4
HR							
With Vehicles	0	0	3	1	1	7	5
With Objects	0	0	0	0	0	0	0
With People	0	0	0	0	0	0	0
LR							
With Vehicles	34	90	41	137	97	49	67
With Objects	0	0	1	4	0	1	0
With People	4	2	0	7	14	4	9

Transit Fatalities
per 100,000,000 Passenger Miles
by Year



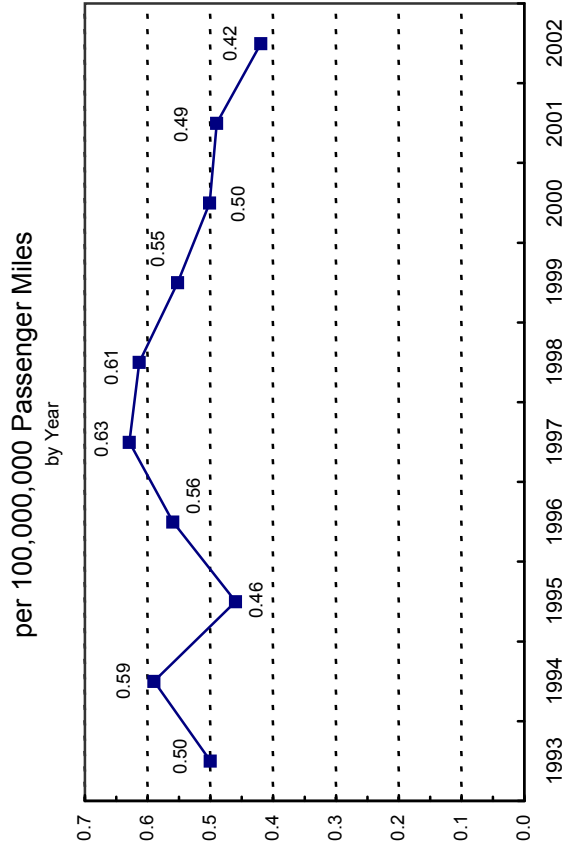
This graph represents *fatalities* resulting from **Collisions** (with vehicles, objects, people [not suicides]), **Derailements** (vehicle derailed/left roadway), and those **Personal Casualties** (on right of way, inside the vehicle, entering/exiting the vehicle, and other) associated with the operation of transit vehicles. This rate can be compared to the strategic goal for transit fatalities per 100,00,000 passenger miles set by the GPRA. In 2002, the goal of 0.4920 was reached, as the real rate was 0.4777.

Transit Injuries
per 100,000,000 Passenger Miles
by Year



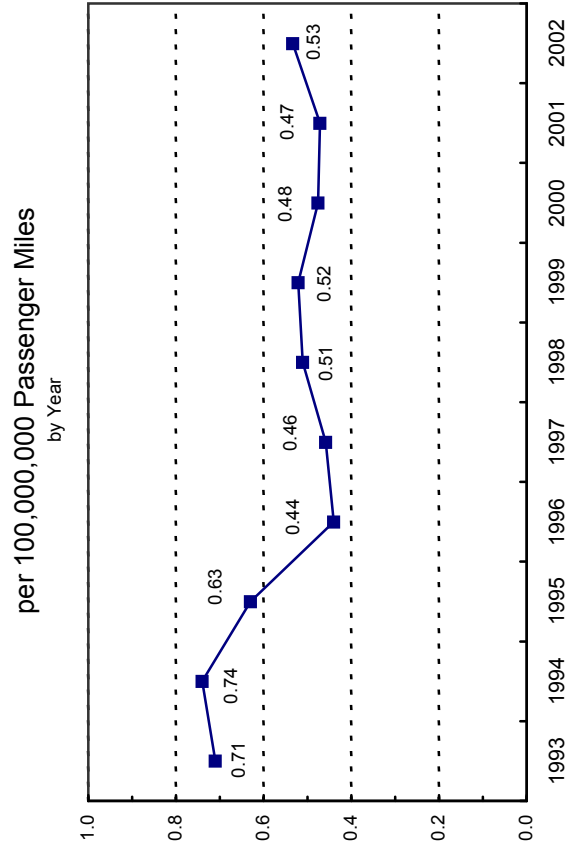
The statistics to the left represent *injuries* resulting from **Collisions** (with vehicles, objects, people [not suicides]), **Derailements** (vehicle derailed/left roadway), and those **Personal Casualties** (on right of way, inside the vehicle, entering/exiting the vehicle, and other) associated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

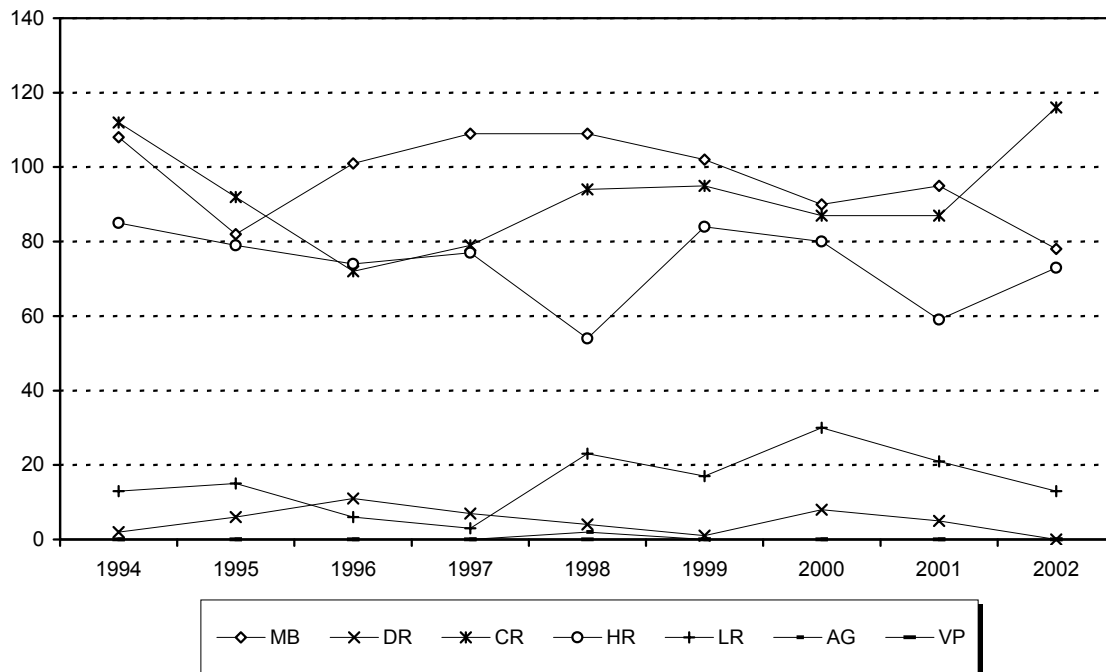
Rail Fatalities



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 other).

Fatalities

by Mode and Year

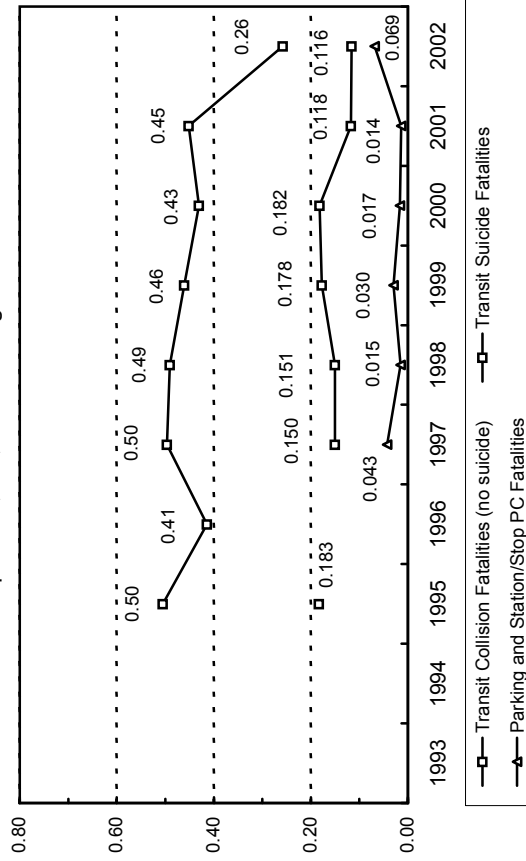


Fatalities by Mode and Year

	1994	1995	1996	1997	1998	1999	2000	2001	2002
MB	108	82	101	109	109	102	90	95	78
DR	2	6	11	7	4	1	8	5	0
CR	112	92	72	79	94	95	87	87	116
HR	85	79	74	77	54	84	80	59	73
LR	13	15	6	3	23	17	30	21	13
AG	0	0	0	0	2	0	0	0	0
VP	0	0	0	0	0	0	0	0	0
Total	320	274	264	275	286	299	295	267	280

Transit Fatalities

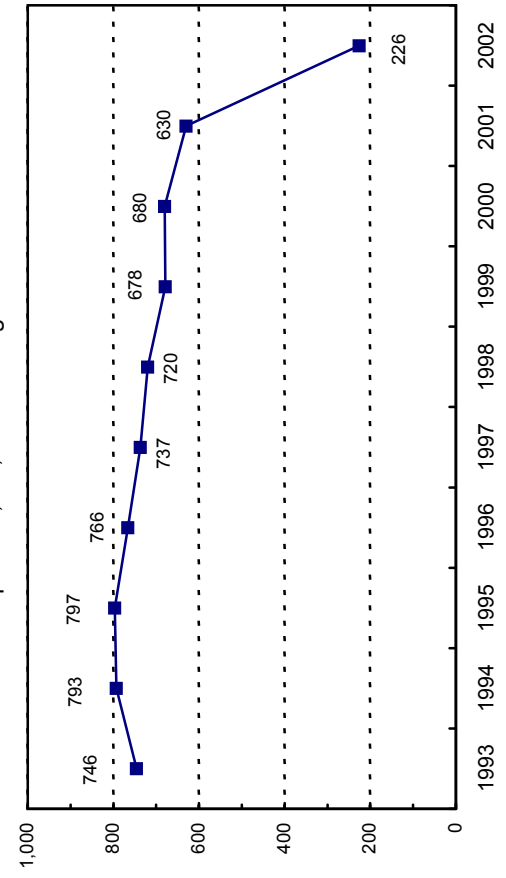
from Collisions, Suicides, and Personal Casualties
per 100,000,000 Passenger Miles



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

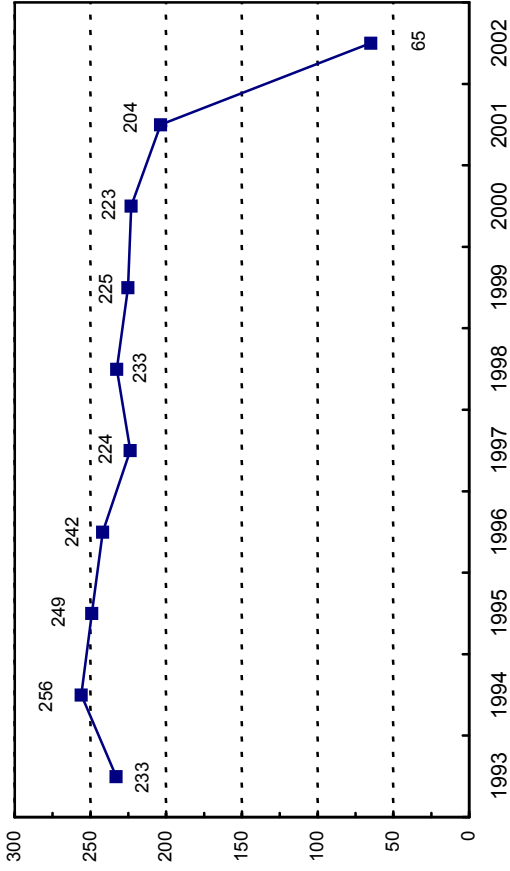
from all causes
per 100,000,000 Passengers



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

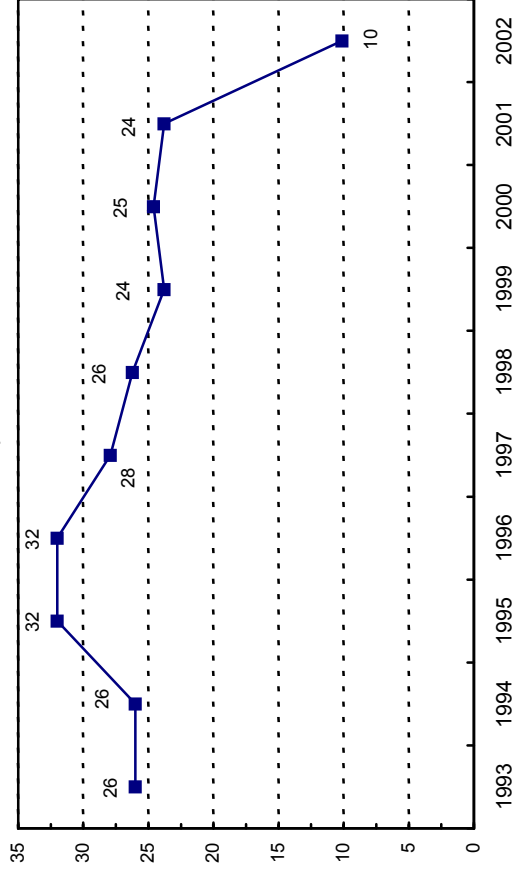
per 100,000,000 Passenger Miles
by Year



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 other).

Rail Injuries

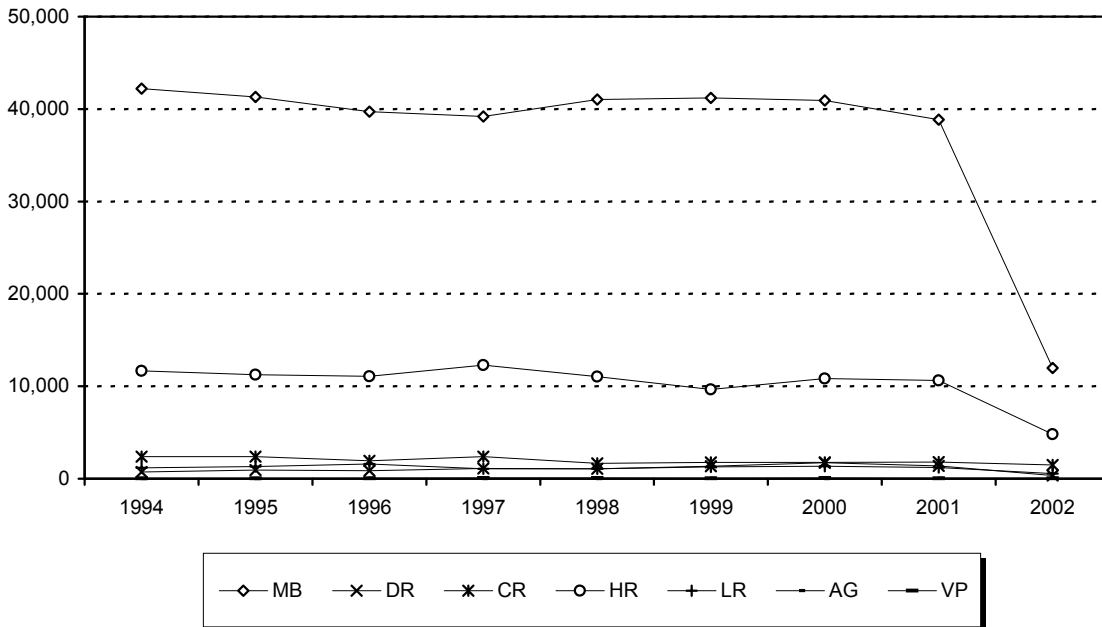
per 100,000,000 Passenger Miles
by Year



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 other). **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

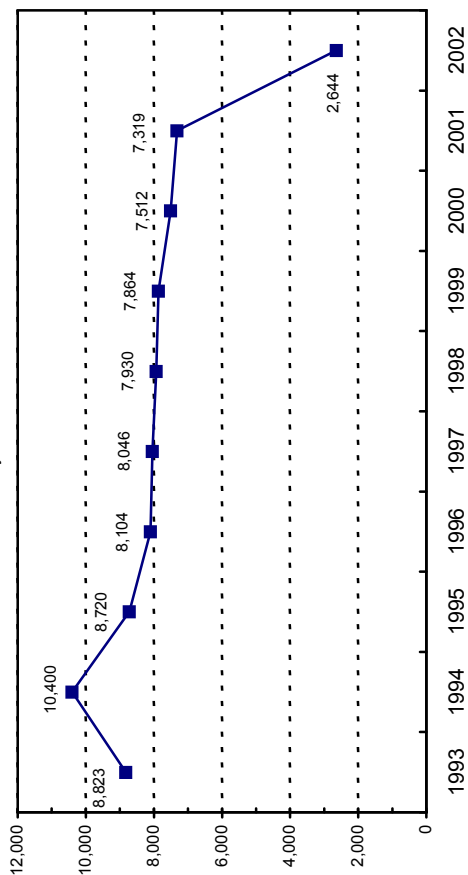


Injuries by Mode and Year

	1994	1995	1996	1997	1998	1999	2000	2001	2002
MB	42,195	41,297	39,709	39,181	41,035	41,221	40,925	38,840	11,995
DR	731	935	882	1,121	1,064	1,345	1,736	1,374	347
CR	2,374	2,374	1,953	2,388	1,677	1,761	1,783	1,813	1,483
HR	11,673	11,238	11,093	12,285	11,059	9,665	10,848	10,641	4,806
LR	1,181	1,319	1,604	1,087	1,076	1,271	1,338	1,201	557
AG	10	8	20	16	12	21	15	36	28
VP	29	25	27	54	67	41	52	40	44
Total	58,193	57,196	55,288	56,132	55,990	55,325	56,697	53,945	19,260

Entering/Exiting the Transit Vehicle*

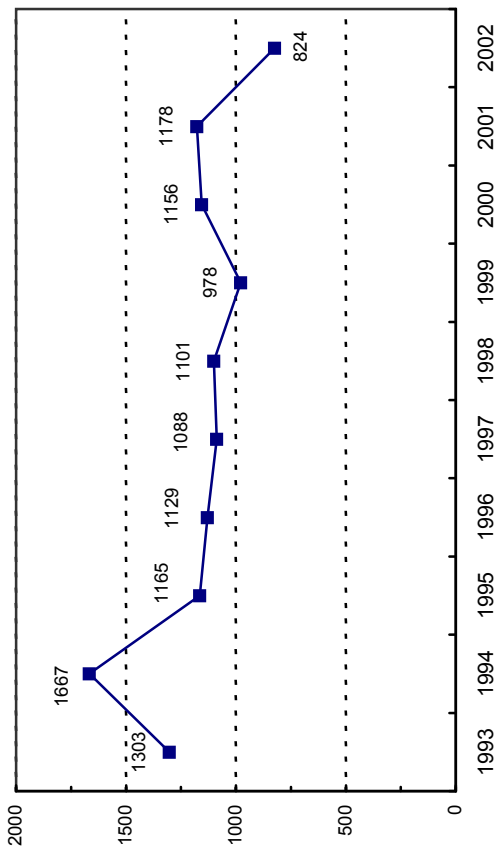
Injuries
by Year



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

Escalator Injuries

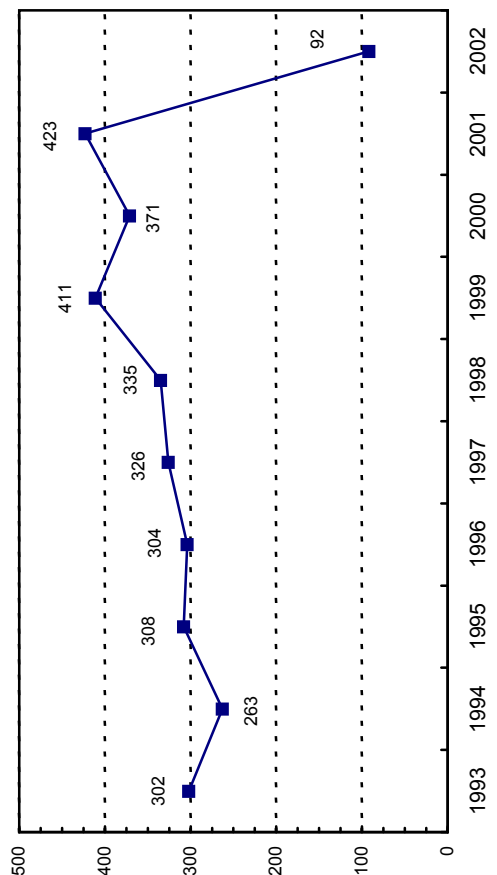
In Transit Stations/Bus Stops*
by Year



* This is a sub-category of Personal Casualties.

Lift Injuries

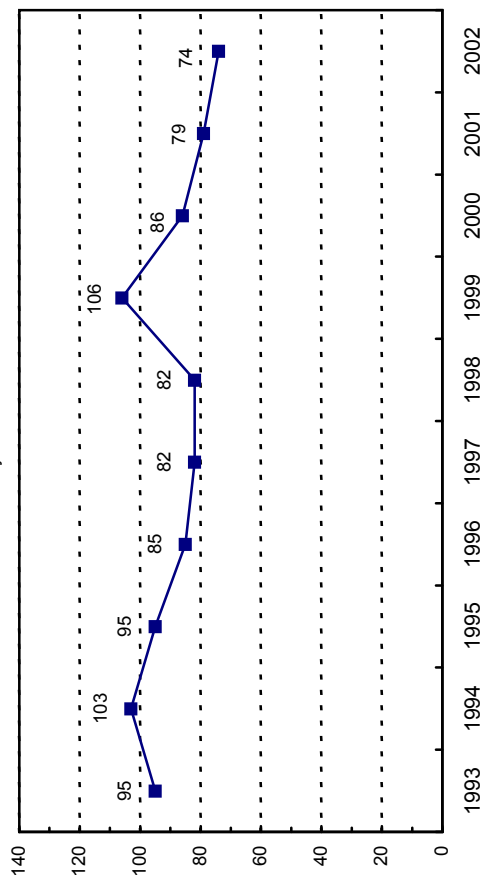
While Entering/Exiting the Transit Vehicle*
by Year



* This is a sub-category of Personal Casualties.

Transit Suicides*

by Year

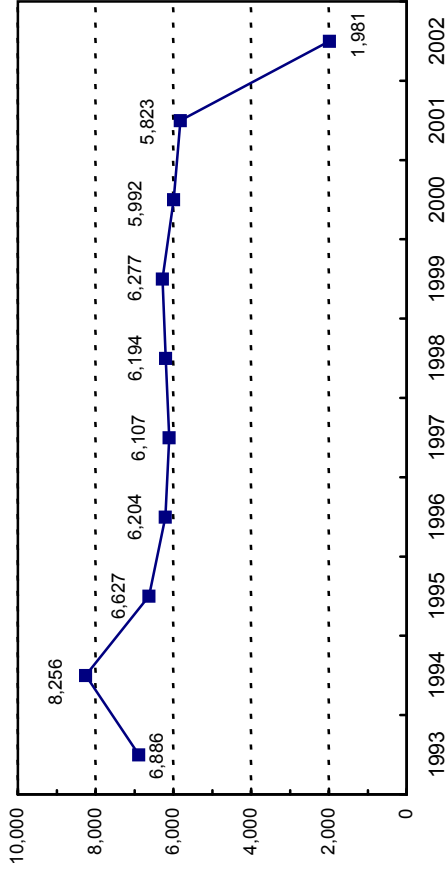


* Incidents of attempted suicides. These include fatalities, injuries, and unharmed.

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

Entering/Exiting the Bus*

Injuries
by Year

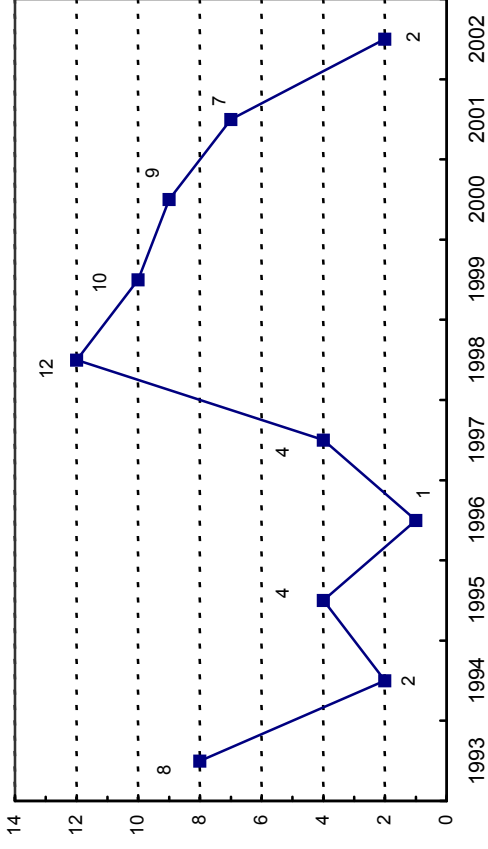


* This is a sub-category of Personal Casualties.

It includes figures associated with Lifts.

Escalator Injuries

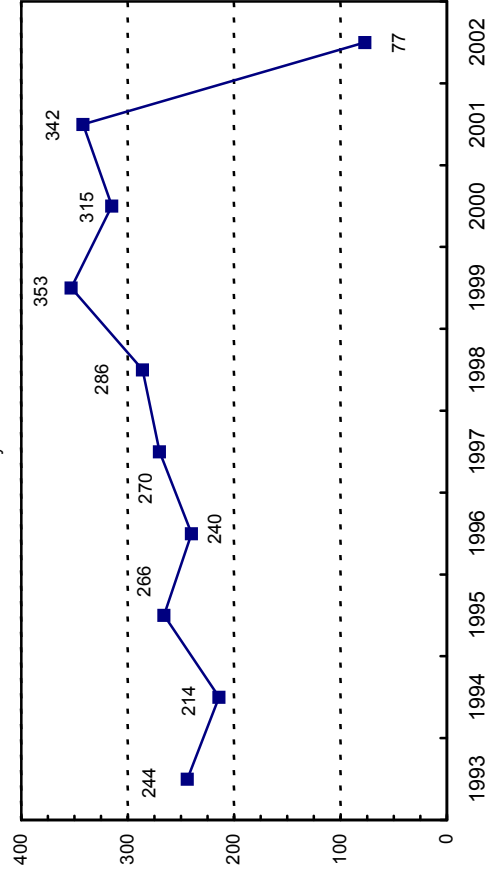
In Bus Stops*
by Year



* This is a sub-category of Personal Casualties.

Lift Injuries

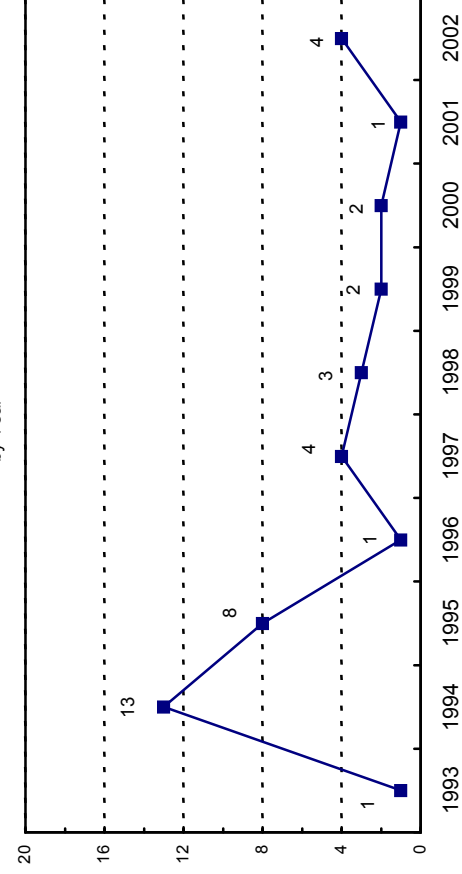
While Entering/Exiting the Bus*
by Year



* This is a sub-category of Personal Casualties.

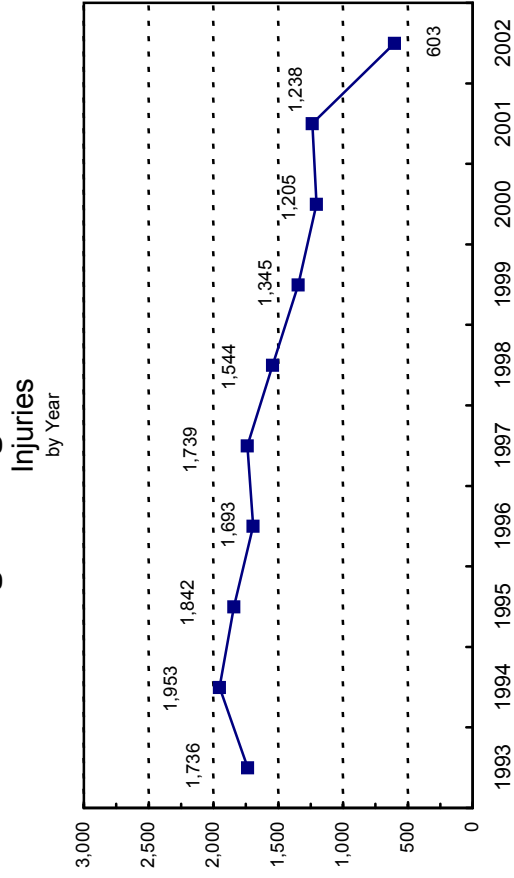
Suicides*

by Means of Buses
by Year



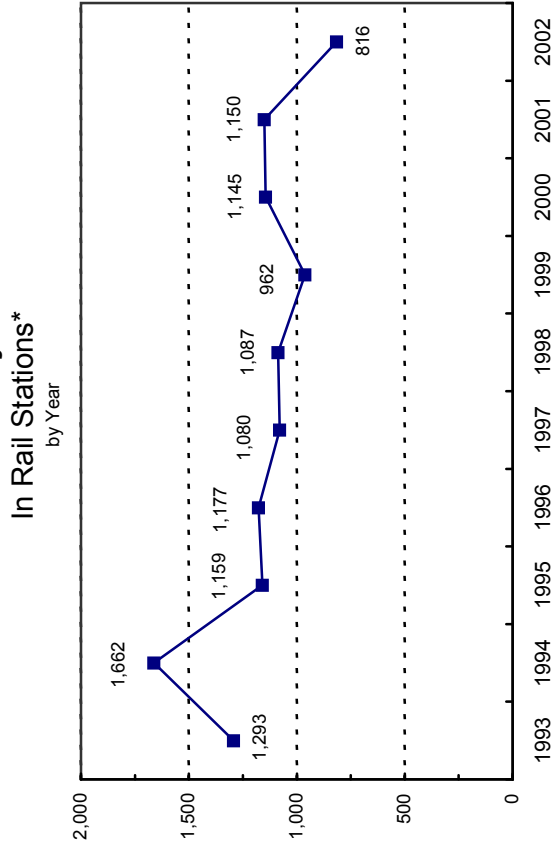
* Incidents of attempted suicides. They include fatalities, injuries, and unharmed.

Entering/Exiting the Rail Vehicle*



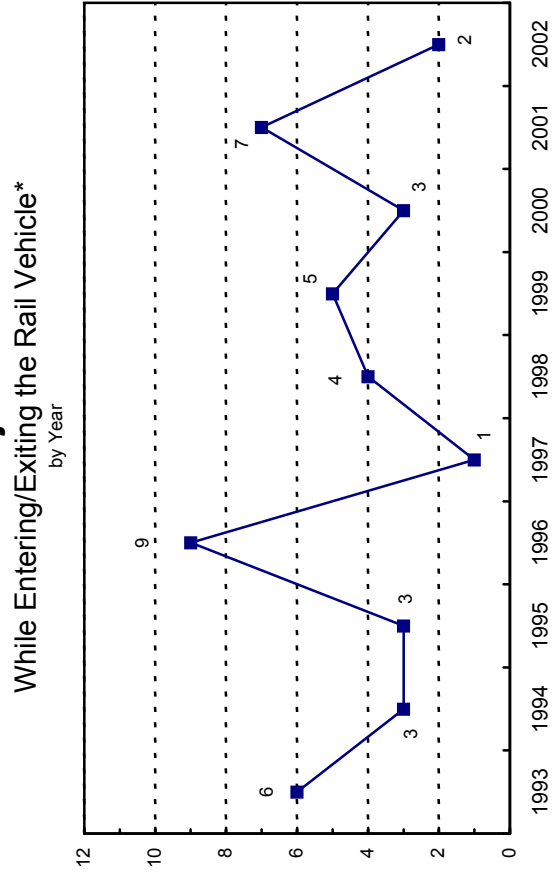
* This is a sub-category of Personal Casualties. It includes figures associated with Lifts.

Escalator Injuries



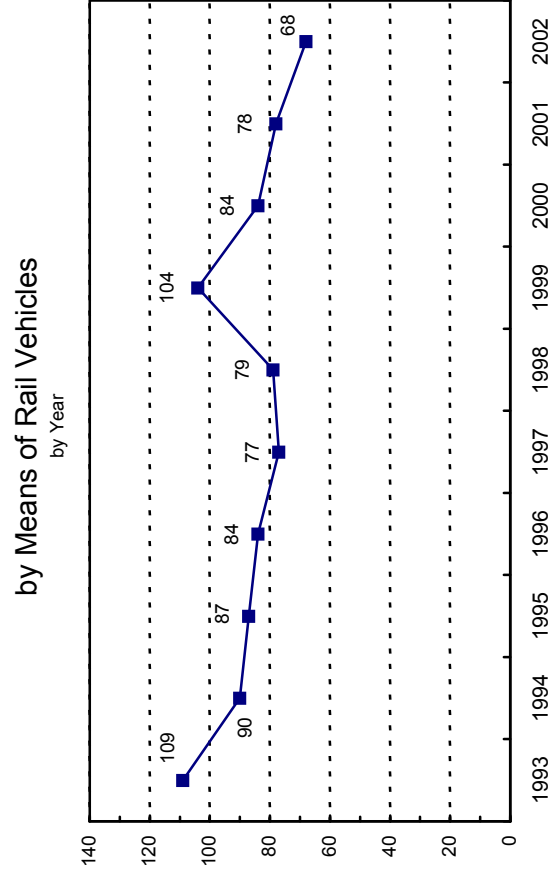
* This is a sub-category of Personal Casualties.

Lift Injuries



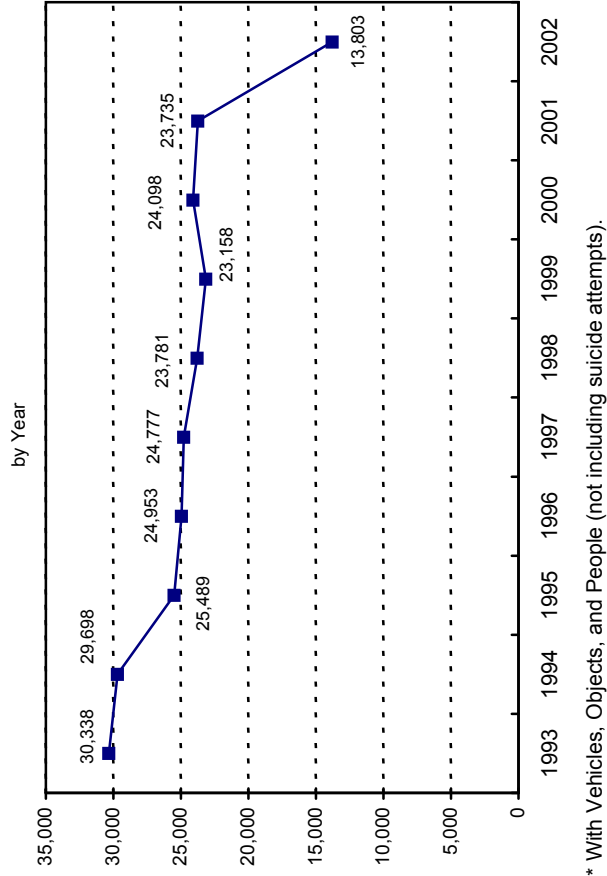
* This is a sub-category of Personal Casualties.

Suicides*

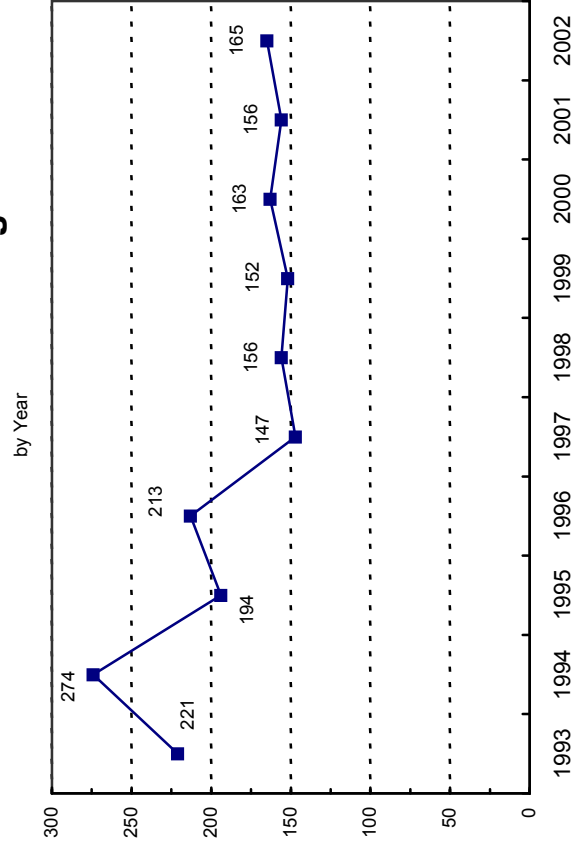


* Incidents of attempted suicides. They include fatalities, injuries, and unharmed.

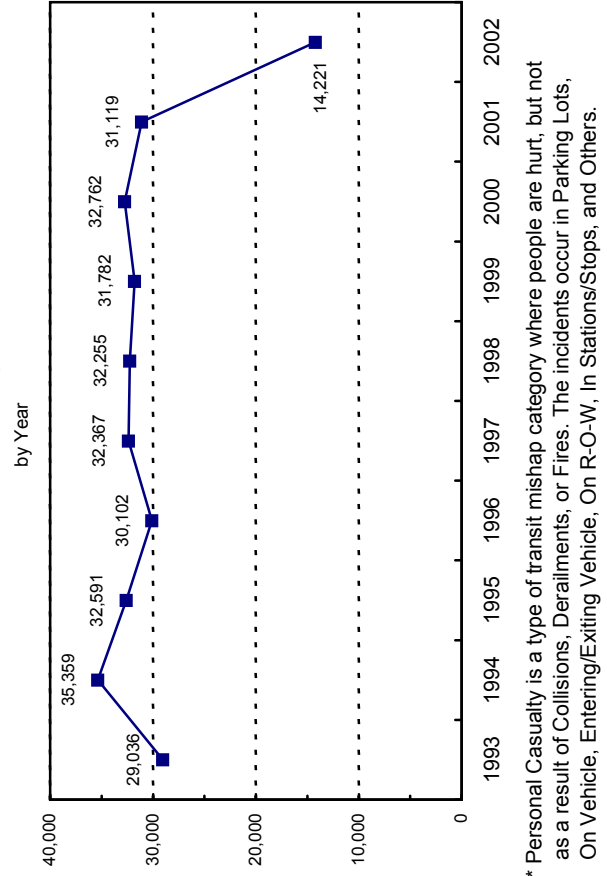
Transit Collisions*



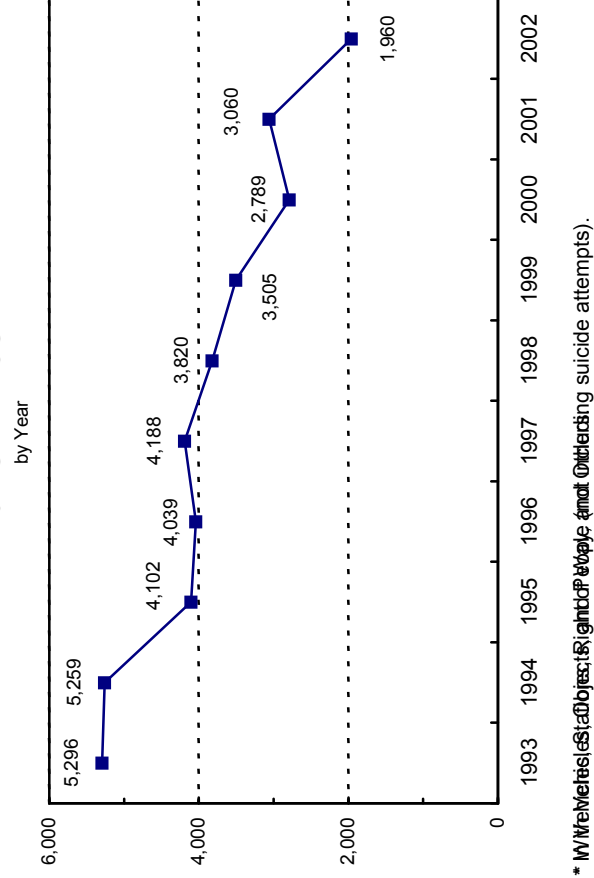
Transit Derailments/Buses Going Off Road



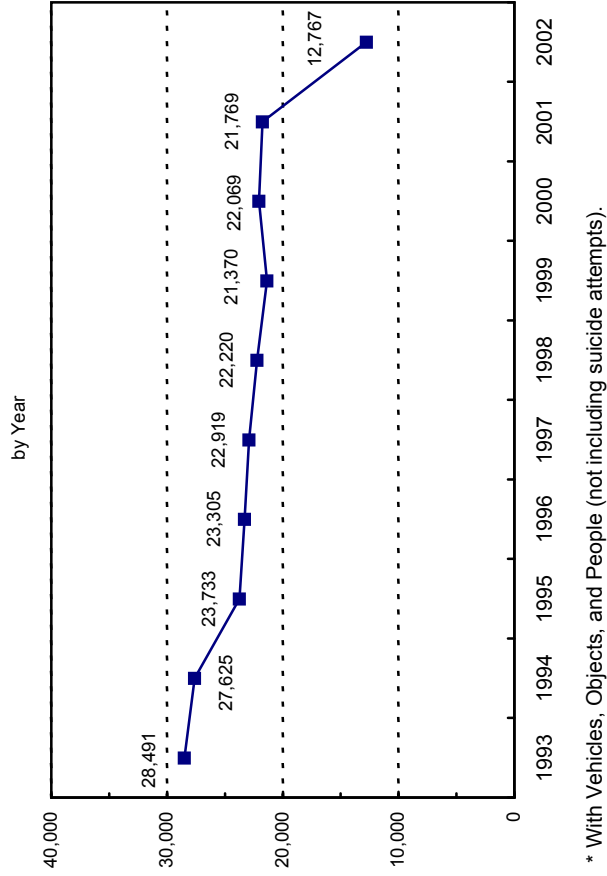
Transit Personal Casualties*



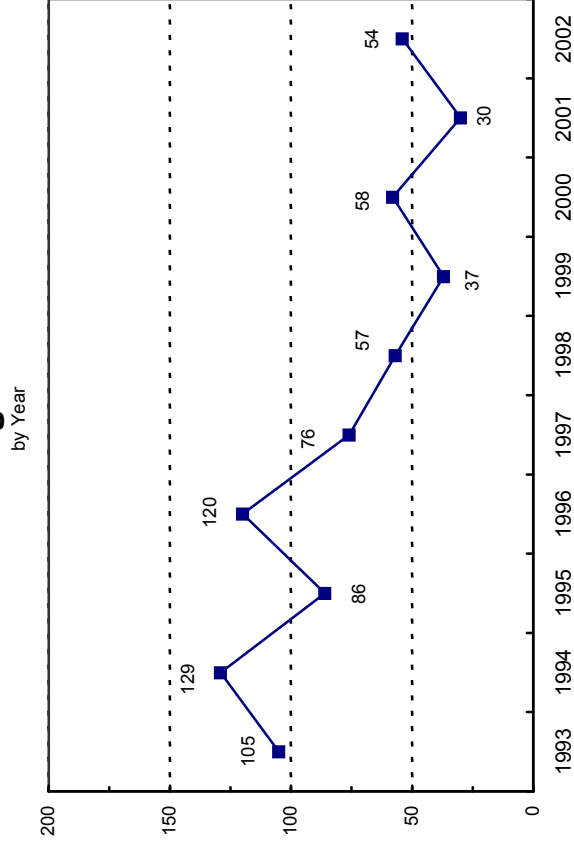
Transit Fires*



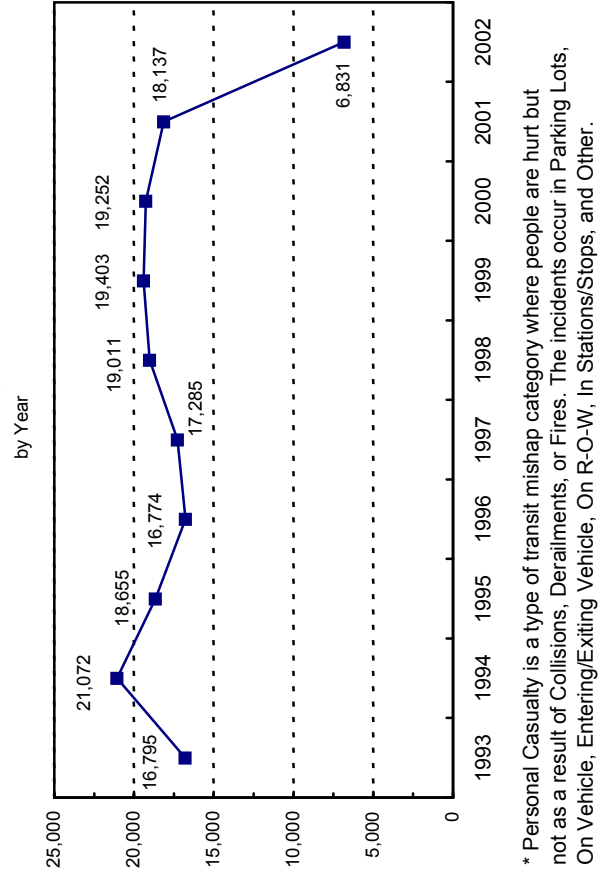
Bus Collisions*



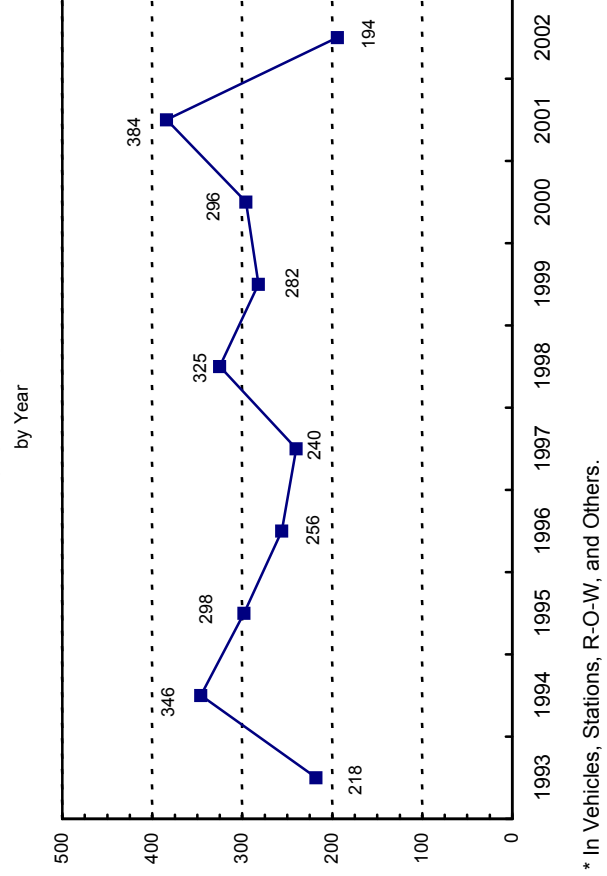
Bus Going Off Road



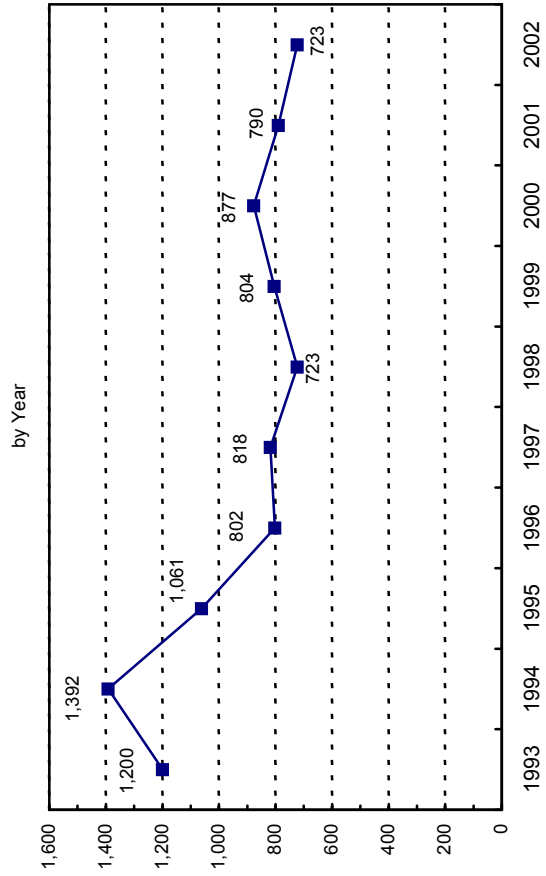
Bus Personal Casualties*



Bus Fires*

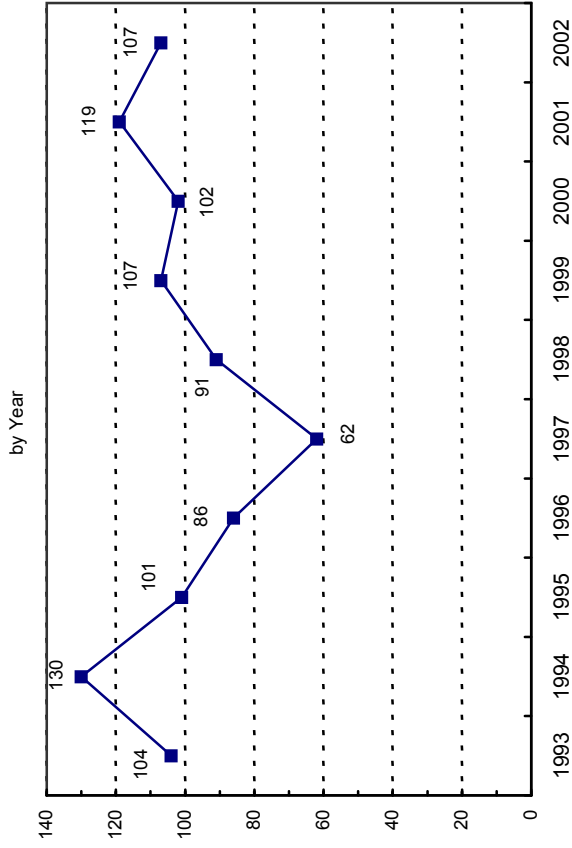


Rail Collisions*

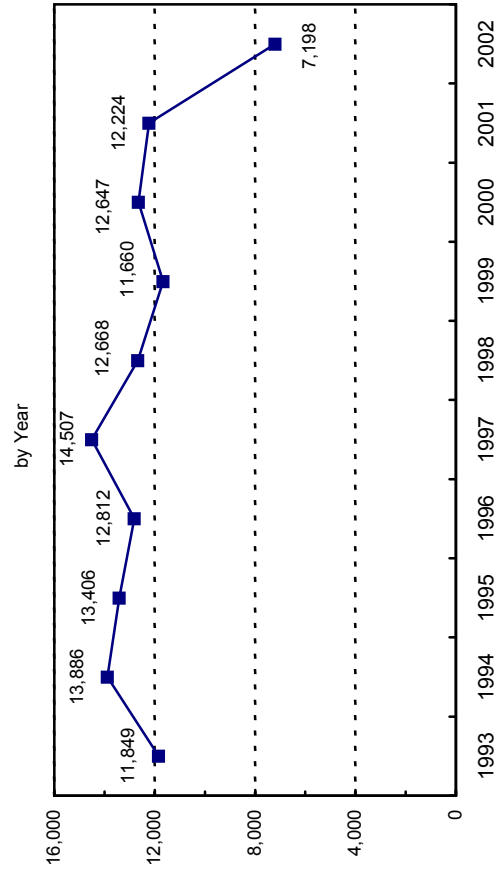


* With Vehicles, Objects, and People (not including suicide attempts).

Deraillments

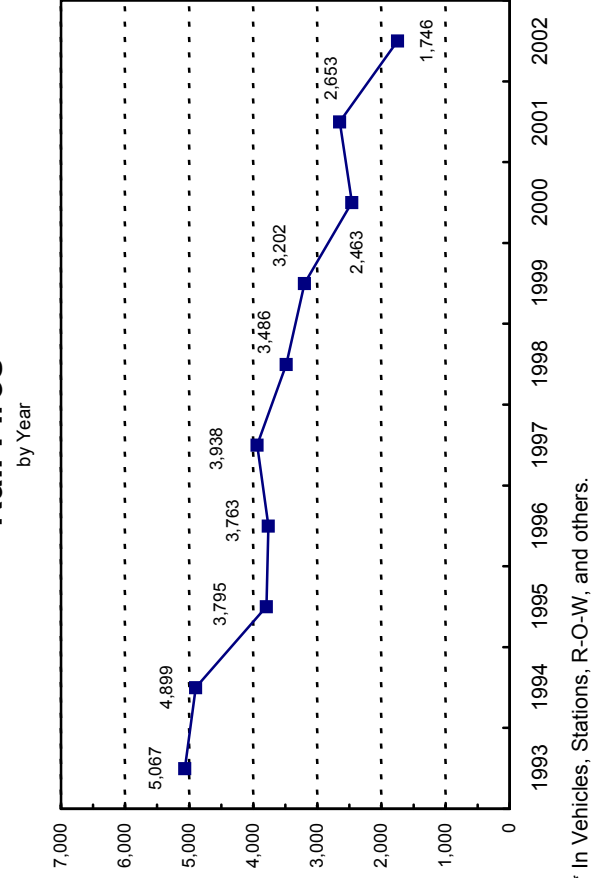


Rail Personal Casualties*



* 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 other.

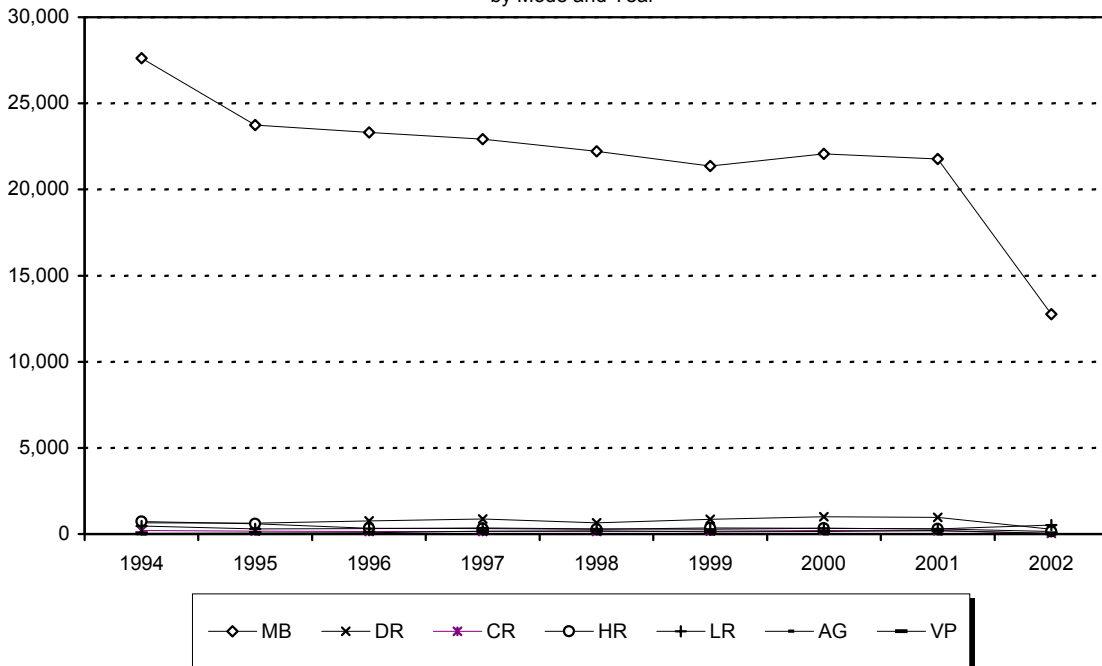
Rail Fires*



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

Collisions

with Vehicles, Objects, and People
by Mode and Year



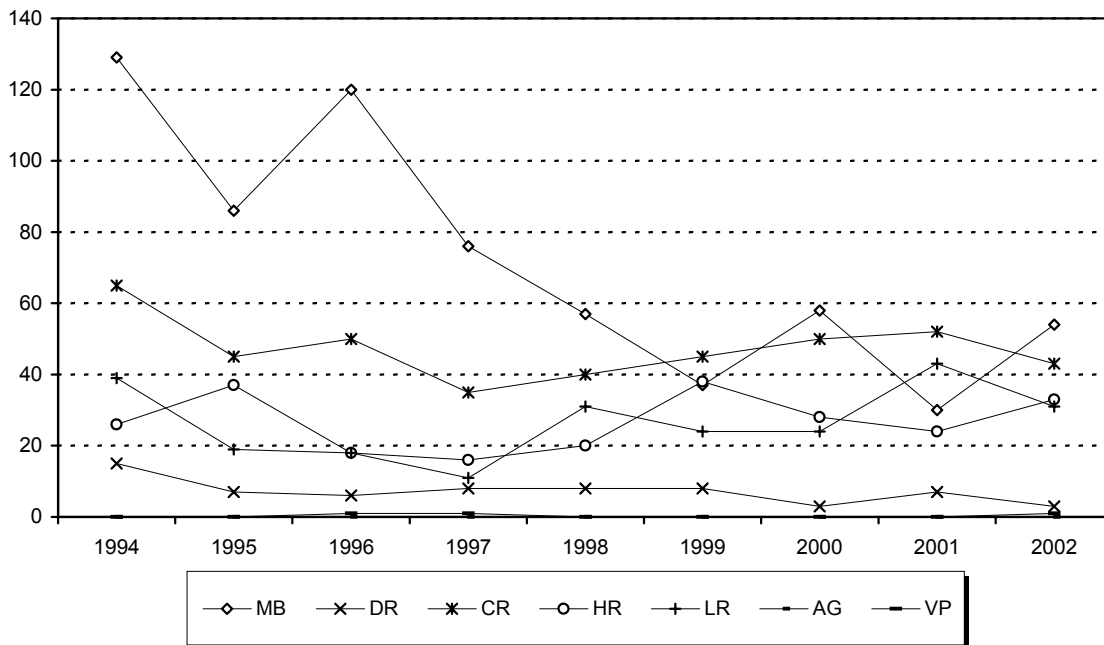
Collisions* by Mode and Year

	1994	1995	1996	1997	1998	1999	2000	2001	2002
MB	27,625	23,733	23,305	22,919	22,220	21,370	22,069	21,769	12,767
DR	644	640	768	878	656	854	994	969	280
CR	201	171	151	157	153	170	208	185	46
HR	718	600	328	309	273	358	336	304	150
LR	473	290	323	352	297	276	333	301	527
AG	1	1	1	3	3	0	1	0	0
VP	36	54	77	159	179	130	157	207	33
Total	29,698	25,489	24,953	24,777	23,781	23,158	24,098	23,735	13,803

* Does not include suicides

Derailments/Buses Going Off Road

by Mode and Year

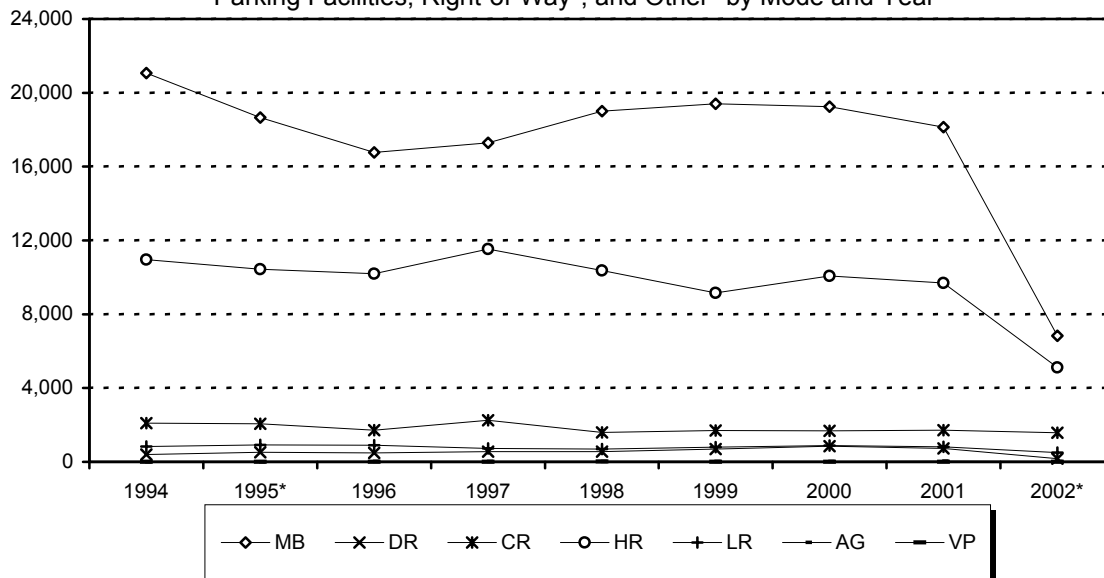


Derailments/Buses Going Off Road by Mode and Year

	1994	1995	1996	1997	1998	1999	2000	2001	2002
MB	129	86	120	76	57	37	58	30	54
DR	15	7	6	8	8	8	3	7	3
CR	65	45	50	35	40	45	50	52	43
HR	26	37	18	16	20	38	28	24	33
LR	39	19	18	11	31	24	24	43	31
AG	0	0	0	0	0	0	0	0	0
VP	0	0	1	1	0	0	0	0	1
Total	274	194	213	147	156	152	163	156	165

Personal Casualties

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

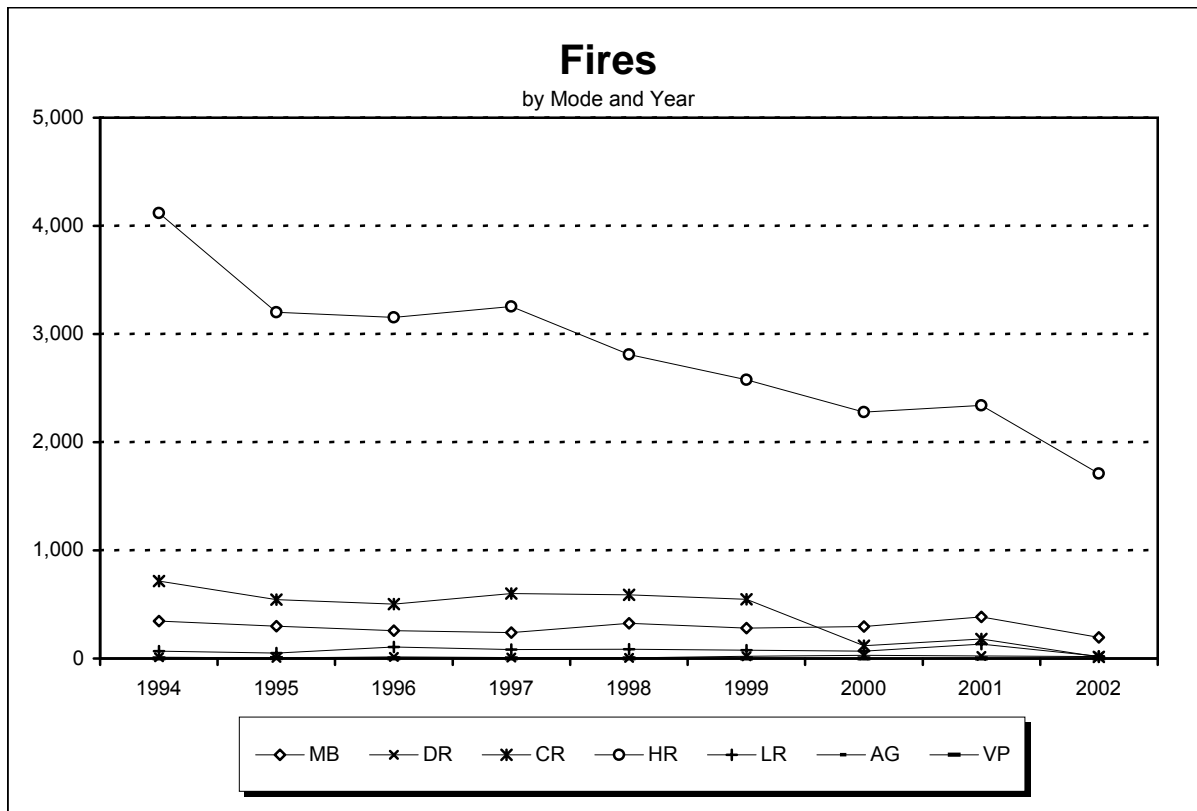


* Starting in 1995, Personal Casualties in Parking Facilities and R-O-W were added as distinct sub-categories of Personal Casualties. In 2002, Other was added.

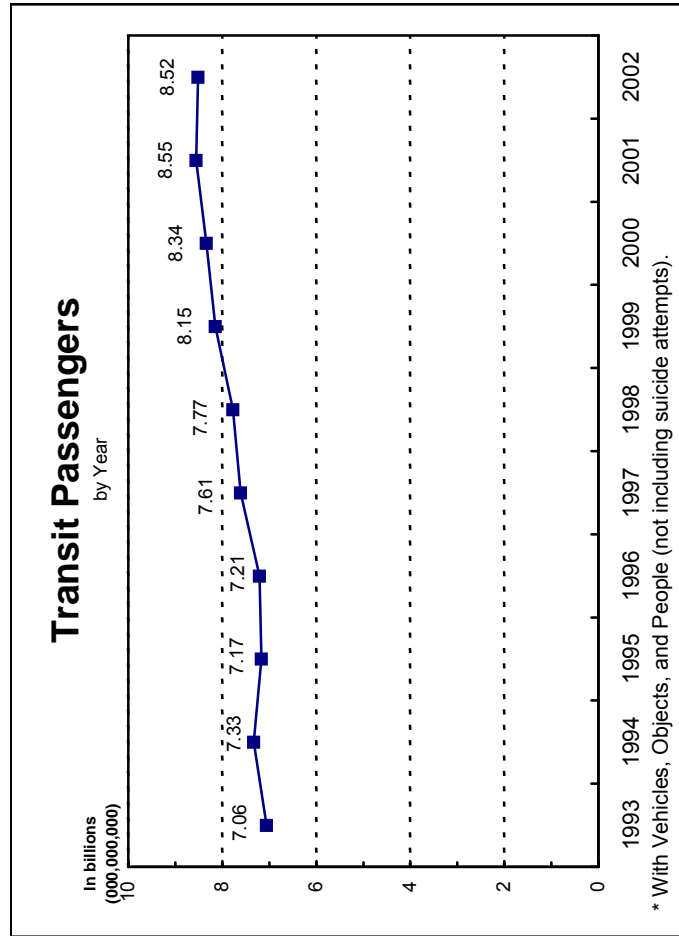
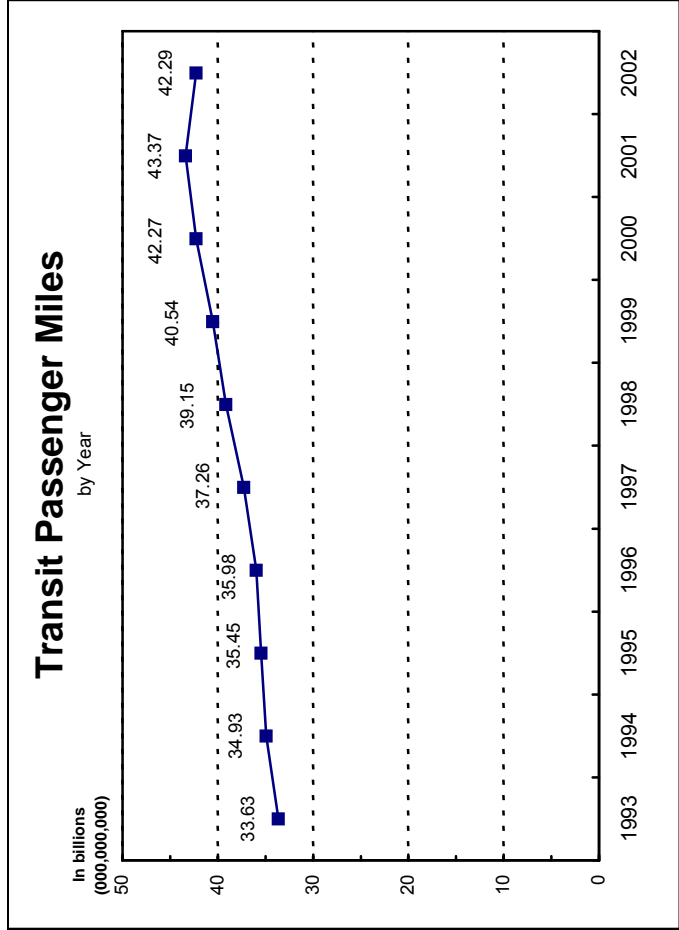
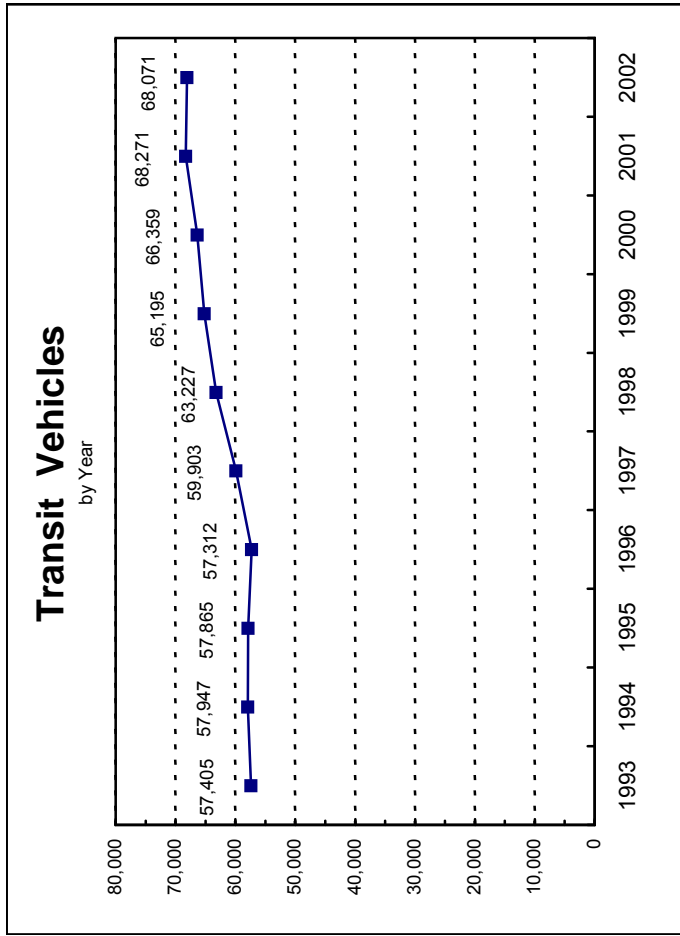
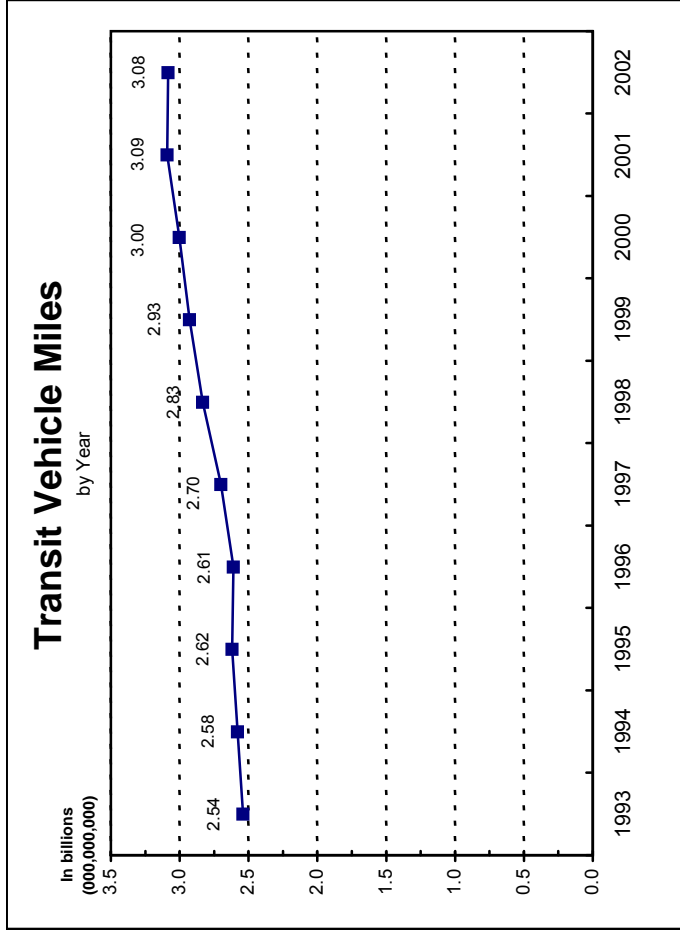
Personal Casualties by Mode and Year

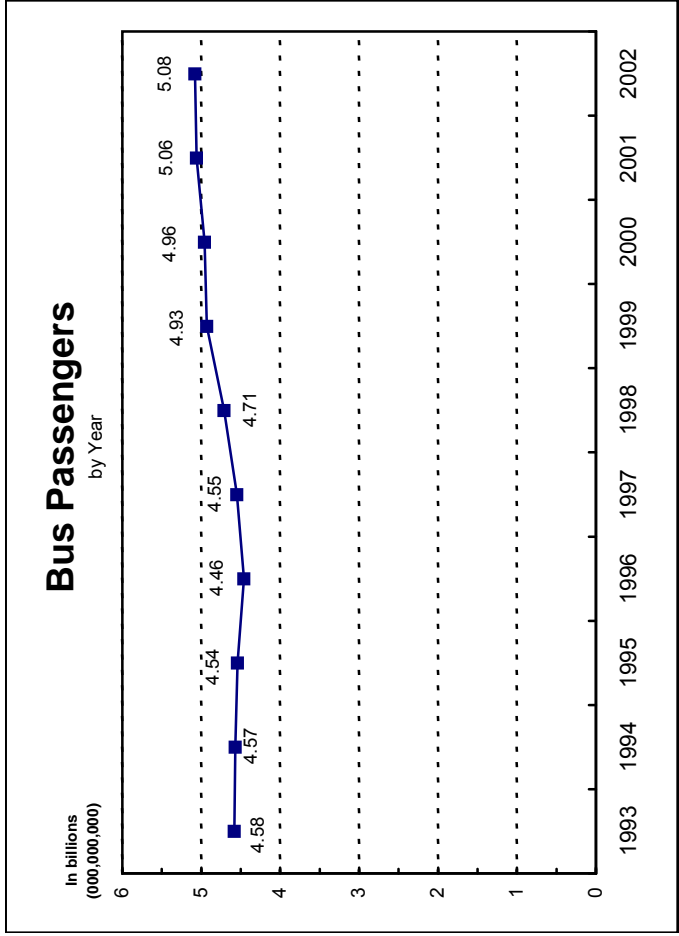
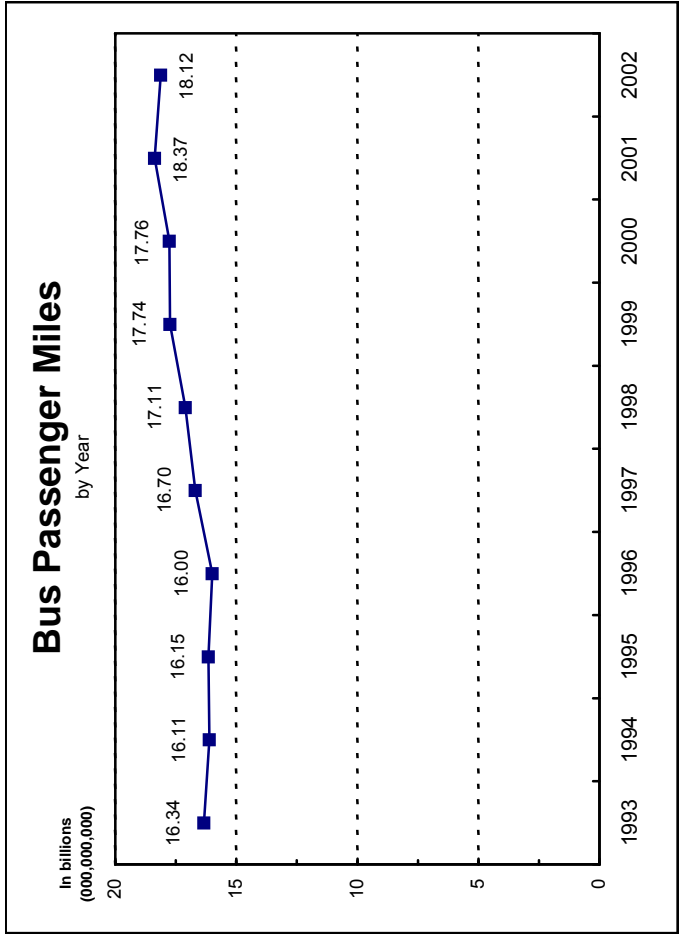
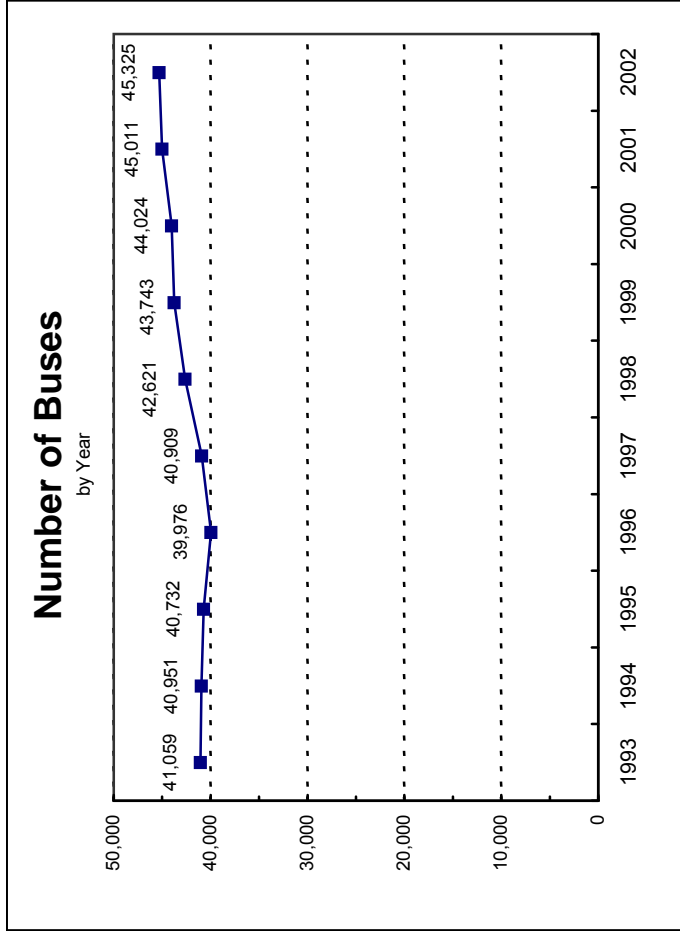
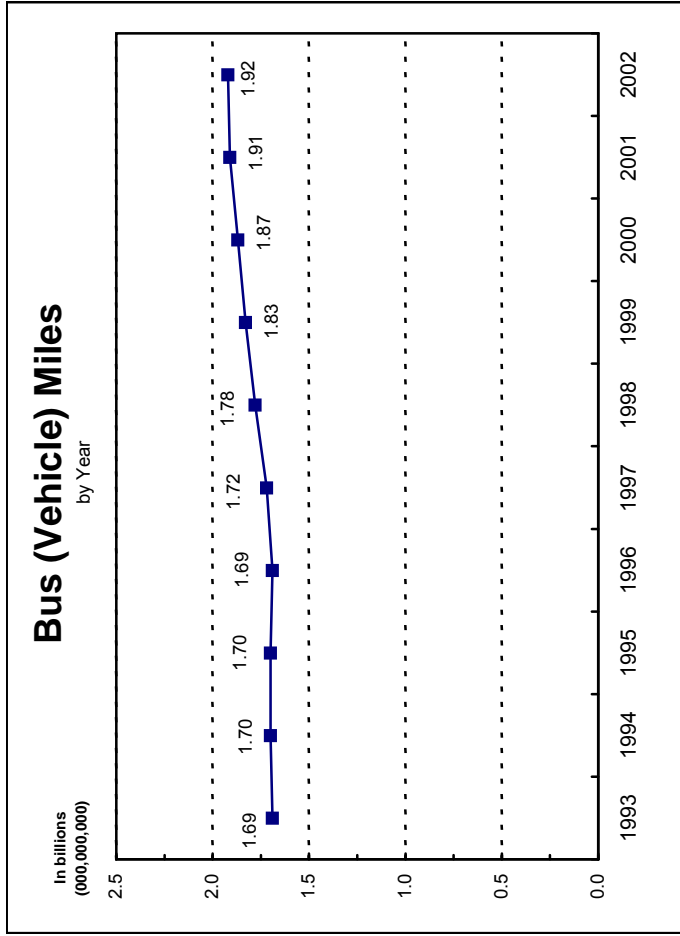
	1994	1995*	1996	1997	1998	1999	2000	2001	2002*
MB	21,072	18,655	16,774	17,285	19,011	19,403	19,252	18,137	6,831
DR	391	520	494	558	551	695	845	720	171
CR	2,102	2,057	1,719	2,254	1,599	1,706	1,679	1,721	1,577
HR	10,952	10,438	10,190	11,526	10,369	9,153	10,082	9,688	5,111
LR	832	911	903	727	700	801	886	815	510
AG	8	8	20	15	11	20	15	36	20
VP	2	2	2	2	14	4	3	2	1
Total	35,359	32,591	30,102	32,367	32,255	31,782	32,762	31,119	14,221

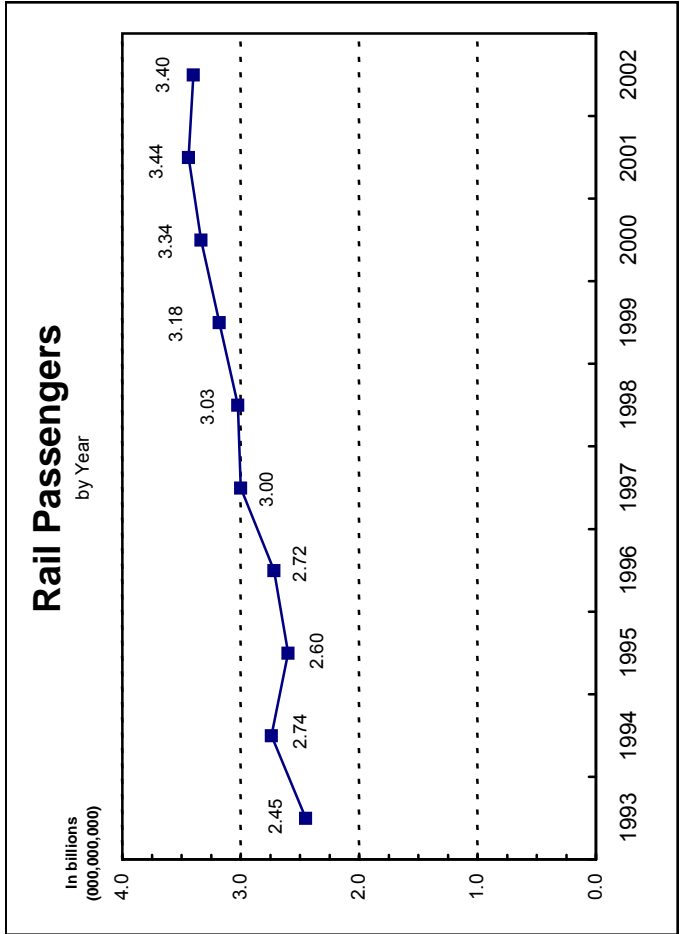
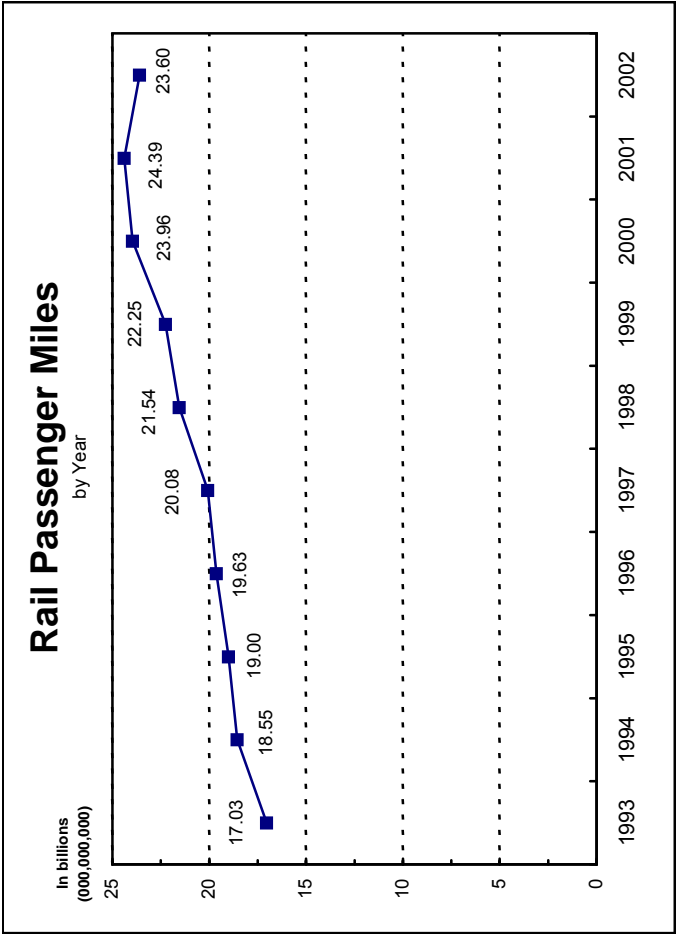
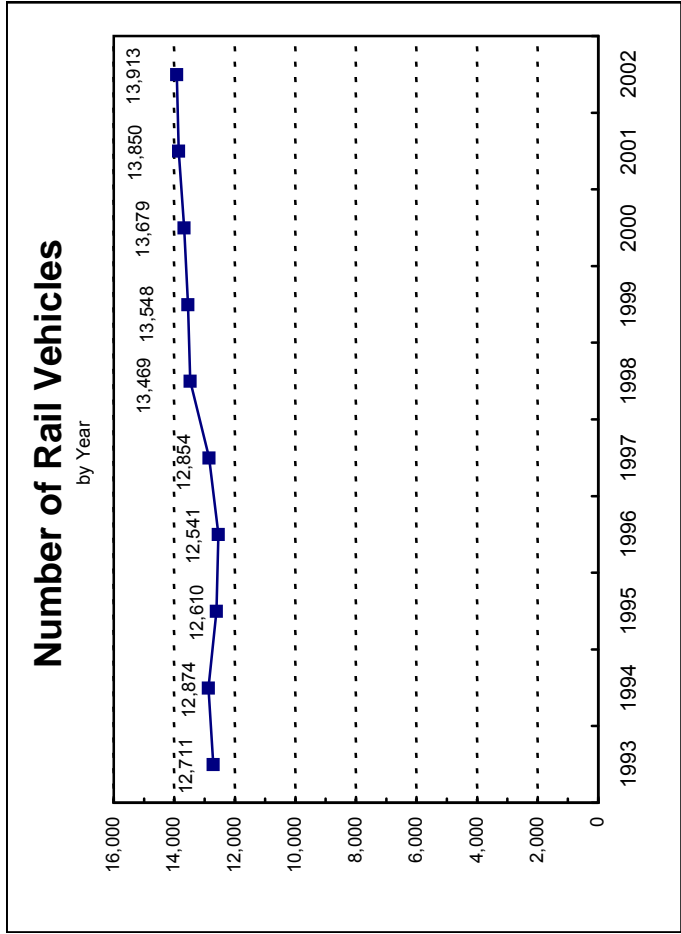
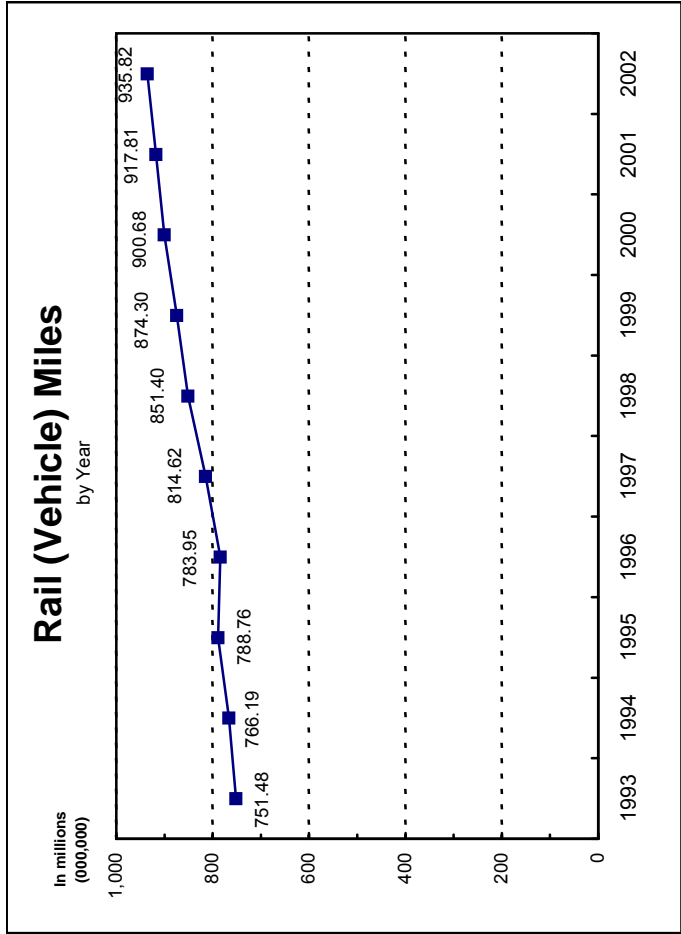
* Starting in 1995, Personal Casualties in Parking Facilities and R-O-W were added as distinct sub-categories of Personal Casualties. In 2002, Other was added.

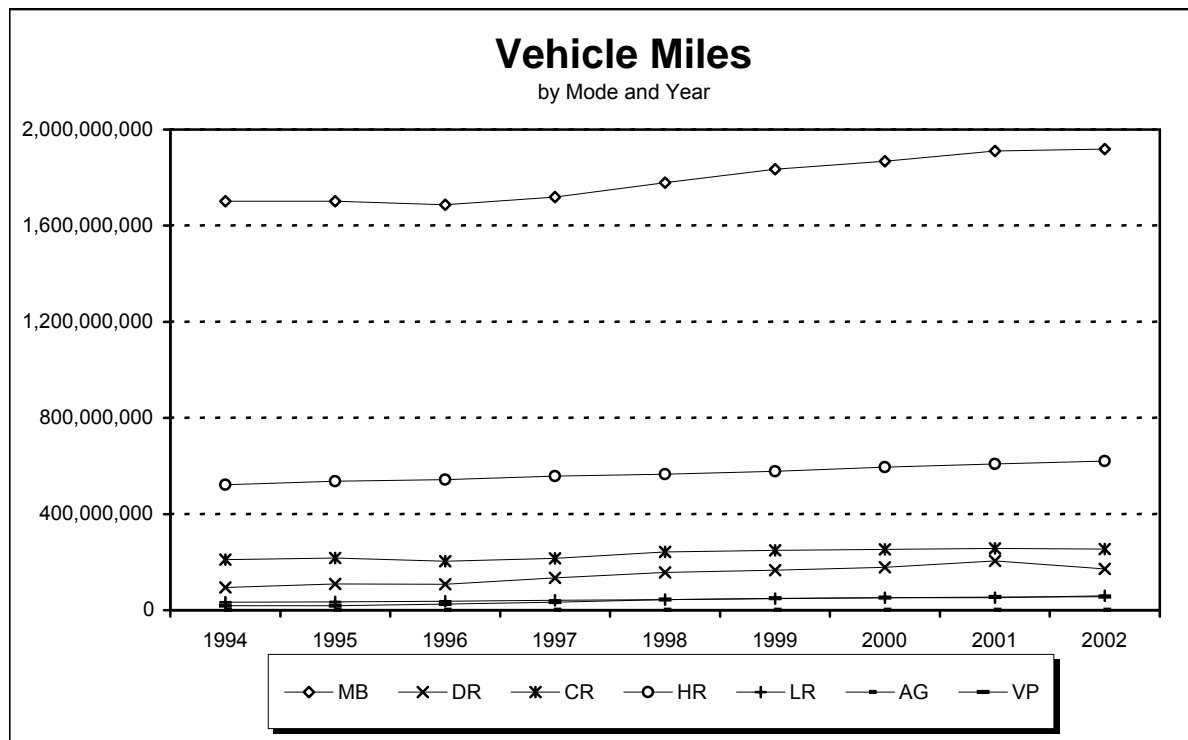


Fires by Mode and Year									
	1994	1995	1996	1997	1998	1999	2000	2001	2002
MB	346	298	256	240	325	282	296	384	194
DR	12	6	16	10	6	20	29	23	19
CR	715	544	503	602	590	547	118	181	15
HR	4,117	3,201	3,154	3,253	2,811	2,578	2,278	2,339	1,710
LR	67	50	106	83	85	77	67	133	21
AG	1	1	4	0	2	0	1	0	1
VP	1	2	0	0	1	1	0	0	0
Total	5,259	4,102	4,039	4,188	3,820	3,505	2,789	3,060	1,960

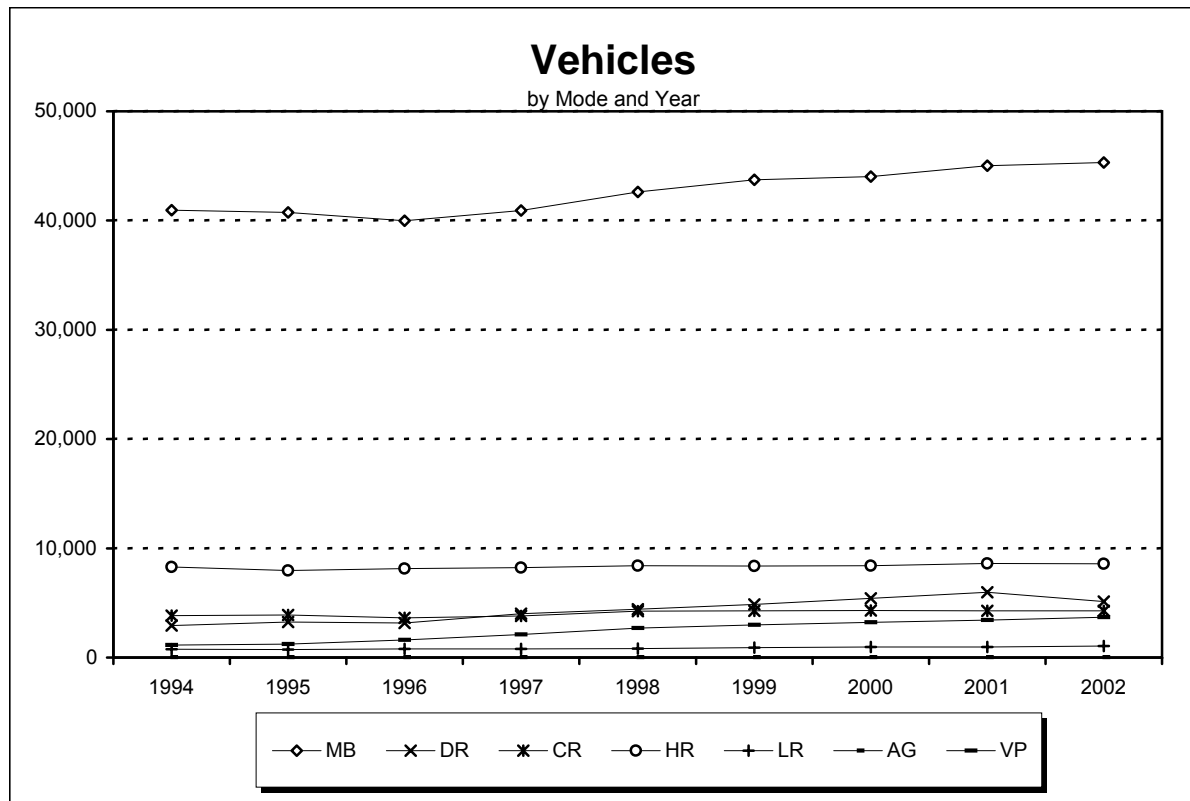






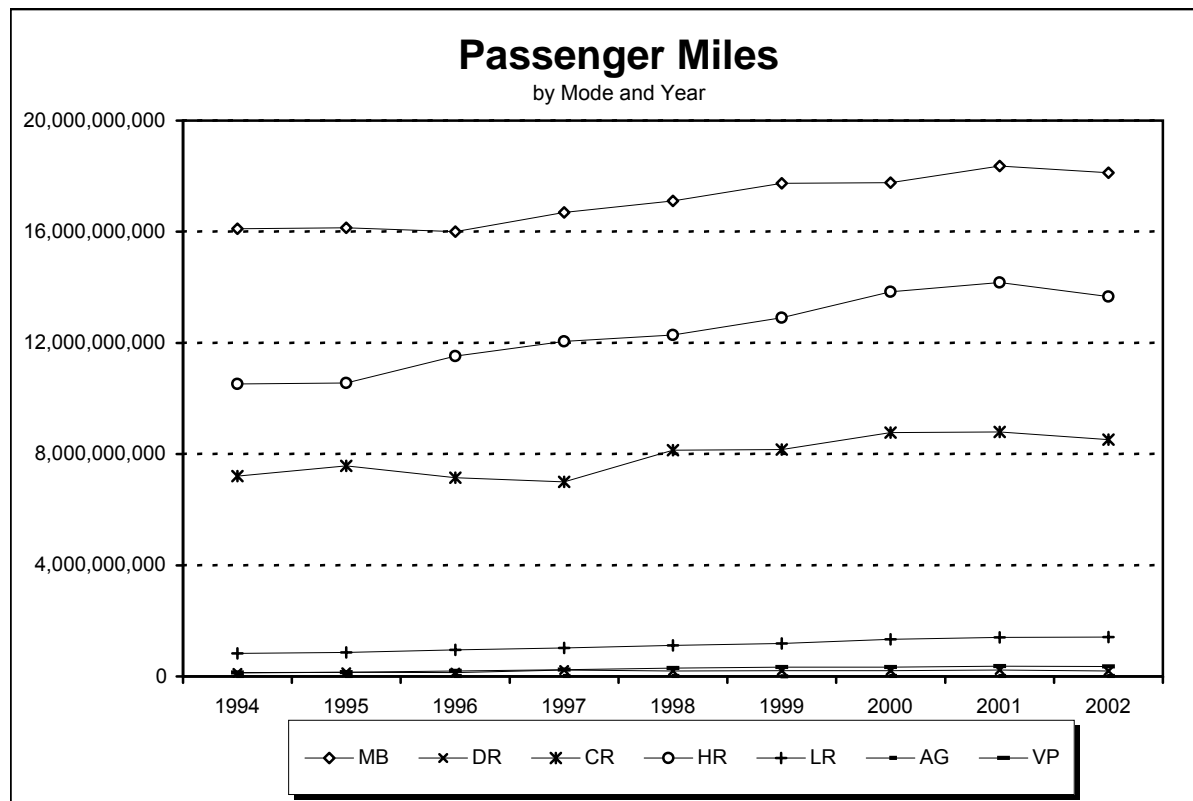


Vehicle Miles by Mode and Year									
	1994	1995	1996	1997	1998	1999	2000	2001	2002
MB	1,701,818,087	1,701,608,238	1,686,608,560	1,718,755,095	1,779,030,575	1,835,345,418	1,868,305,711	1,911,208,257	1,919,118,936
DR	93,913,122	109,451,896	108,456,674	133,997,635	157,129,756	166,904,703	179,060,329	205,076,206	171,590,767
CR	210,144,656	217,072,438	203,372,845	216,206,241	242,437,870	248,588,246	253,448,787	257,152,771	254,623,943
HR	522,271,573	537,226,212	543,111,720	557,671,749	565,677,634	577,675,587	595,242,992	608,089,661	620,853,913
LR	33,778,116	34,461,491	37,467,839	40,747,527	43,282,733	48,057,755	51,984,347	52,567,967	60,345,998
AG	1,183,408	1,145,262	1,442,128	1,437,461	1,449,760	1,449,761	1,623,174	1,776,205	1,795,769
VP	18,175,972	18,653,979	24,871,057	32,985,274	43,912,350	49,433,470	52,101,539	54,420,017	55,917,976
Total	2,581,284,934	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

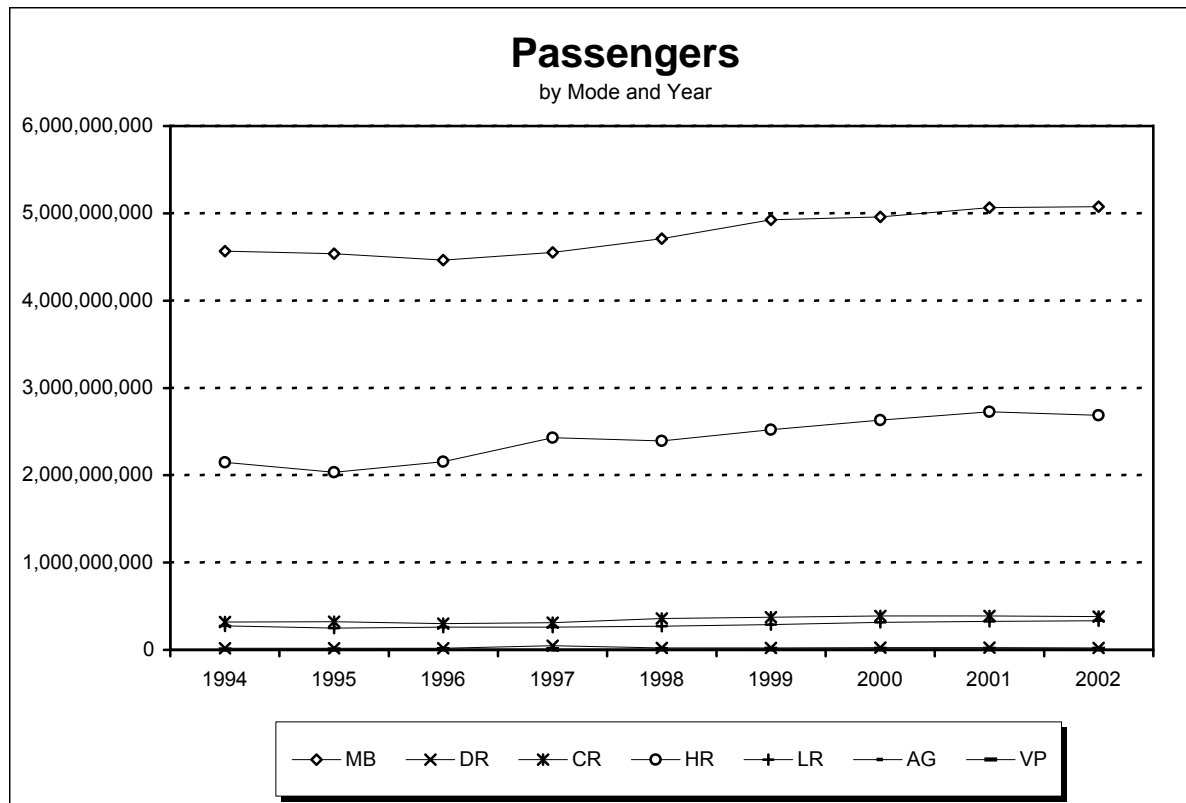


Vehicles by Mode and Year

	1994	1995	1996	1997	1998	1999	2000	2001	2002
MB	40,951	40,732	39,976	40,909	42,621	43,743	44,024	45,011	45,325
DR	2,939	3,265	3,169	4,017	4,428	4,876	5,406	5,966	5,119
CR	3,828	3,891	3,626	3,806	4,242	4,274	4,305	4,270	4,276
HR	8,277	7,973	8,129	8,245	8,405	8,365	8,412	8,600	8,576
LR	769	746	786	803	822	909	962	980	1,061
AG	29	28	26	24	25	27	28	30	32
VP	1,154	1,230	1,600	2,099	2,684	3,001	3,222	3,414	3,682
Total	57,947	57,865	57,312	59,903	63,227	65,195	66,359	68,271	68,071



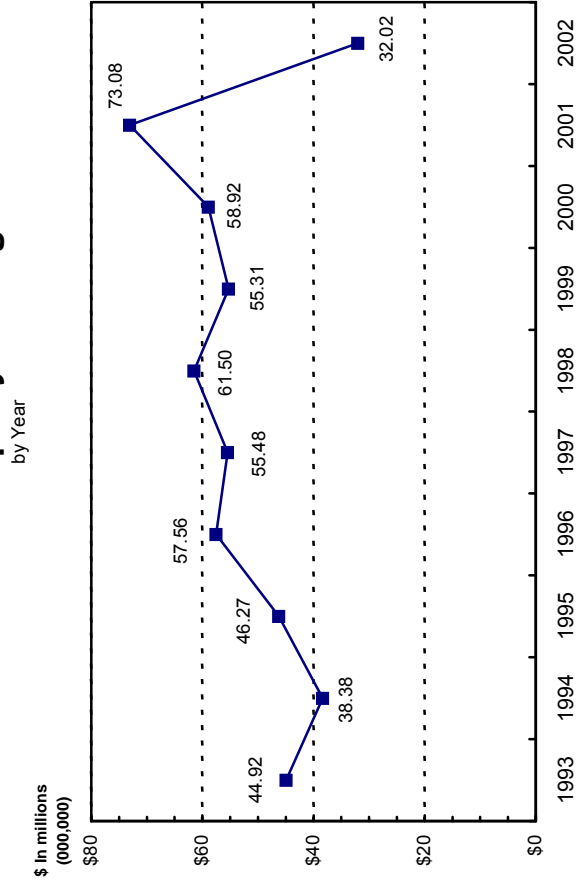
	1994	1995	1996	1997	1998	1999	2000	2001	2002
MB	16,106,573,984	16,148,119,021	16,004,274,334	16,695,901,328	17,112,687,828	17,743,096,067	17,762,951,858	18,369,314,297	18,120,126,368
DR	130,130,003	147,096,759	133,167,623	233,633,186	193,003,989	208,336,090	212,447,196	233,940,397	200,535,279
CR	7,202,401,370	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
HR	10,520,676,890	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
LR	823,832,584	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
AG	7,181,392	7,278,418	7,310,160	6,742,225	7,010,367	5,002,469	6,424,788	8,503,516	8,254,927
VP	137,789,656	143,981,569	196,385,808	239,721,989	300,217,925	333,351,451	333,626,643	370,492,171	358,601,909
Total	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	42,287,754,539



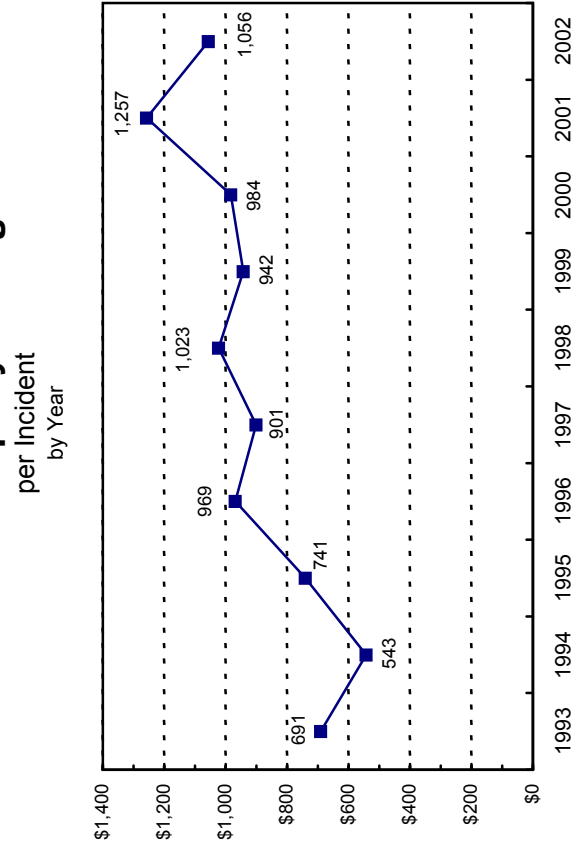
Passengers by Mode and Year

	1994	1995	1996	1997	1998	1999	2000	2001	2002
MB	4,567,103,243	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
DR	16,651,638	17,687,878	16,797,522	47,992,971	22,071,333	23,006,991	24,406,758	26,849,347	22,770,799
CR	317,786,280	321,557,484	302,216,283	310,706,887	359,632,938	374,017,383	388,476,149	389,879,190	379,631,997
HR	2,148,844,066	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
LR	273,685,925	249,302,476	258,731,737	259,404,303	272,944,289	288,585,623	315,992,183	326,645,516	333,439,252
AG	6,250,861	6,479,075	6,309,203	5,887,004	6,159,589	5,393,661	6,279,183	7,762,273	7,686,978
VP	4,543,397	4,658,303	5,857,522	7,699,393	8,669,405	9,979,943	9,928,679	9,878,949	9,720,356
Total	7,334,865,410	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

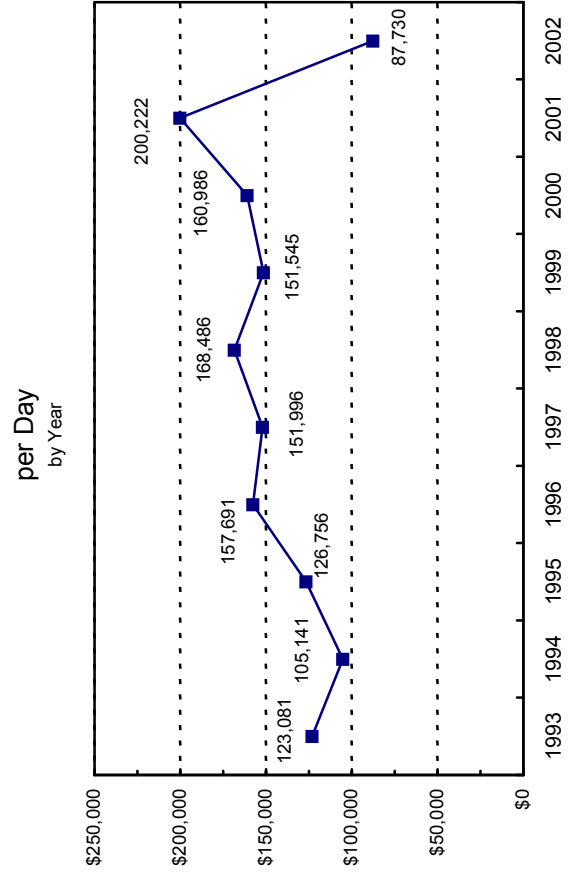
Transit Property Damage



Transit Property Damage



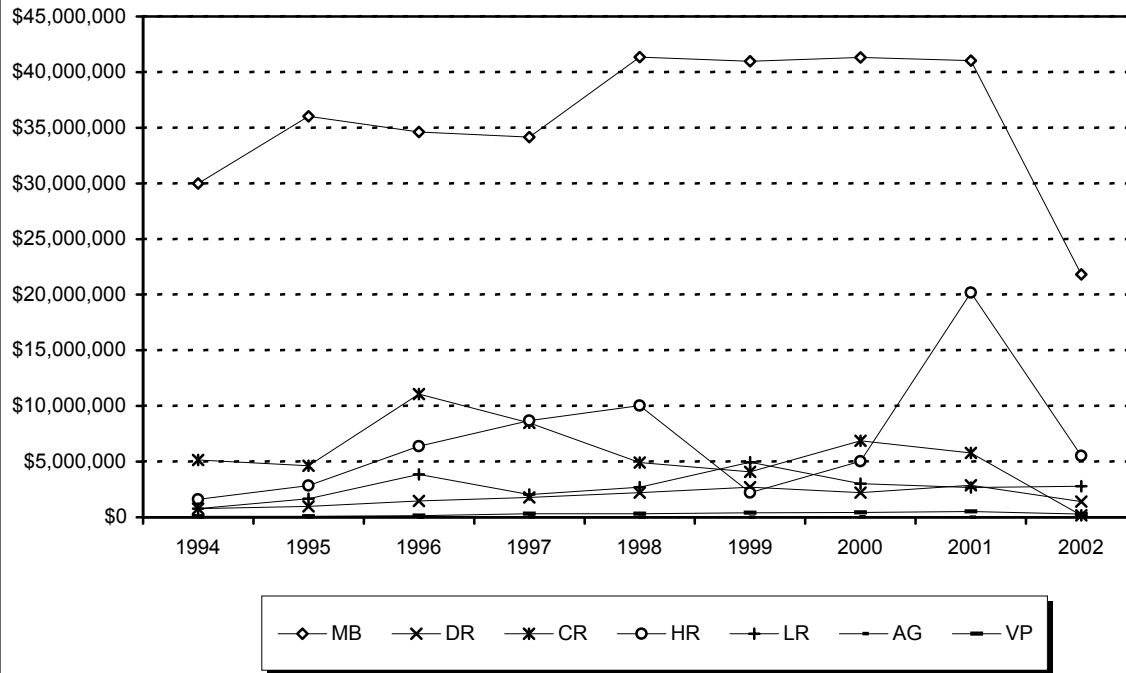
Transit Property Damage



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

by Mode and Year

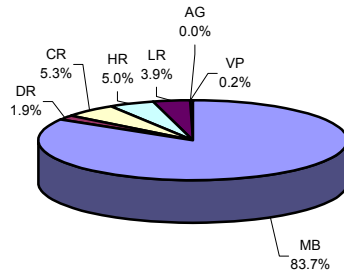


Property Damage by Mode and Year

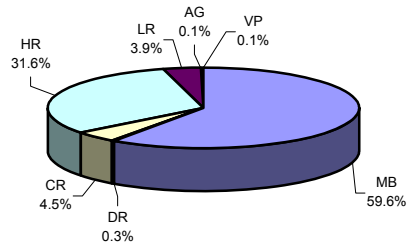
	1994	1995	1996	1997	1998	1999	2000	2001	2002
MB	\$29,993,943	\$36,020,218	\$34,622,373	\$34,164,743	\$41,355,433	\$40,961,799	\$41,319,985	\$41,045,818	\$21,817,262
DR	\$778,653	\$985,023	\$1,469,590	\$1,776,958	\$2,205,804	\$2,716,914	\$2,211,414	\$2,876,041	\$1,412,869
CR	\$5,140,604	\$4,628,509	\$11,080,056	\$8,472,858	\$4,902,855	\$4,079,609	\$6,858,009	\$5,770,575	\$177,292
HR	\$1,597,031	\$2,853,586	\$6,387,646	\$8,690,402	\$10,029,143	\$2,223,754	\$5,033,526	\$20,175,819	\$5,521,227
LR	\$784,719	\$1,669,265	\$3,839,037	\$2,047,011	\$2,695,505	\$4,938,769	\$3,021,849	\$2,684,714	\$2,792,193
AG	\$3,051	\$19,789	\$13,507	\$19,972	\$0	\$0	\$33,769	\$0	\$5,000
VP	\$78,396	\$89,583	\$145,183	\$306,646	\$308,477	\$393,499	\$442,495	\$527,641	\$295,745
Total	\$38,376,397	\$46,265,973	\$57,557,392	\$55,478,590	\$61,497,217	\$55,314,344	\$58,921,047	\$73,080,608	\$32,021,588

2002 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

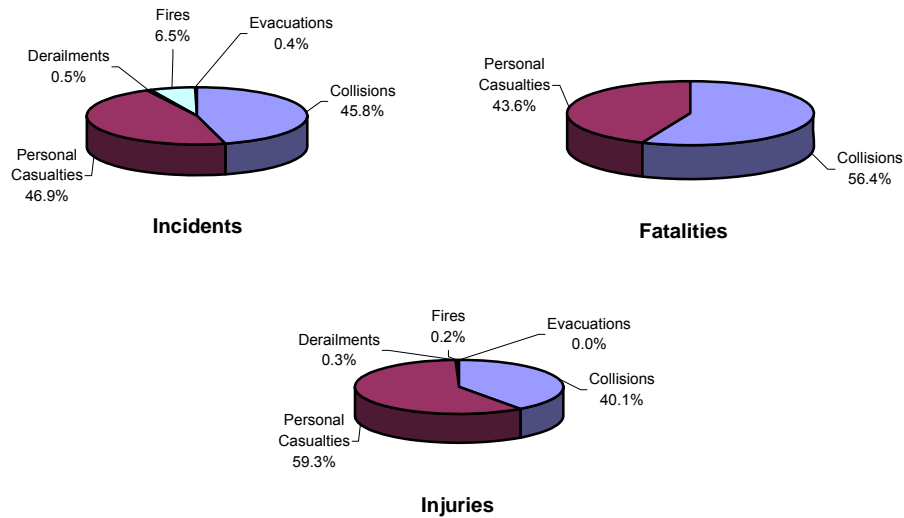
LR - Light Rail
VP - Vanpool

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



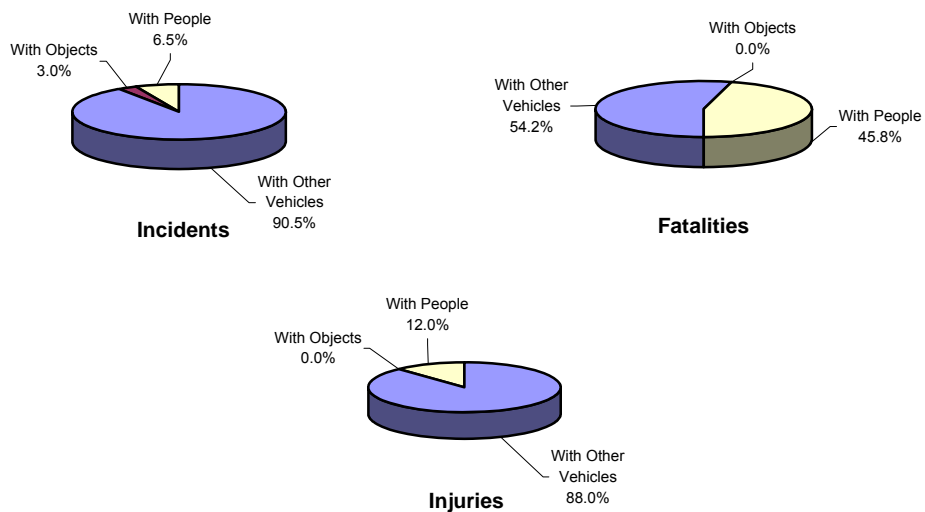
The pie chart on the left shows the percentage of *incidents* reported from each cause (**Collisions** [including Suicides], **Derailments**, **Personal Casualties**, **Evacuations**, and **Fires**) to the total incidents from all causes.

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



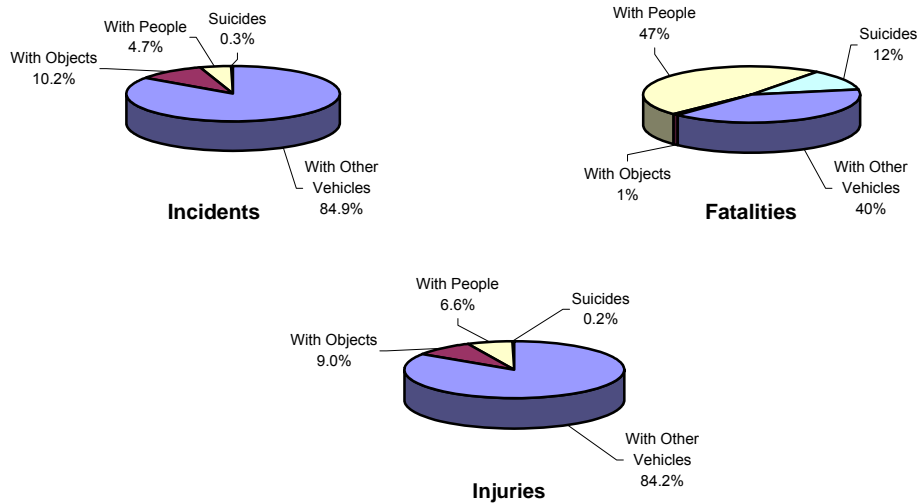
The pie chart on the left shows the percentage of each type of grade crossing *incident* (i.e., Collisions with other vehicles, objects, and people) to the total **Collisions at grade crossings**. **Collisions at grade crossings** apply only to rail modes.

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 half of the fatalities.

Collisions*

Incidents, Fatalities, Injuries
by Type



*Does not include CR data

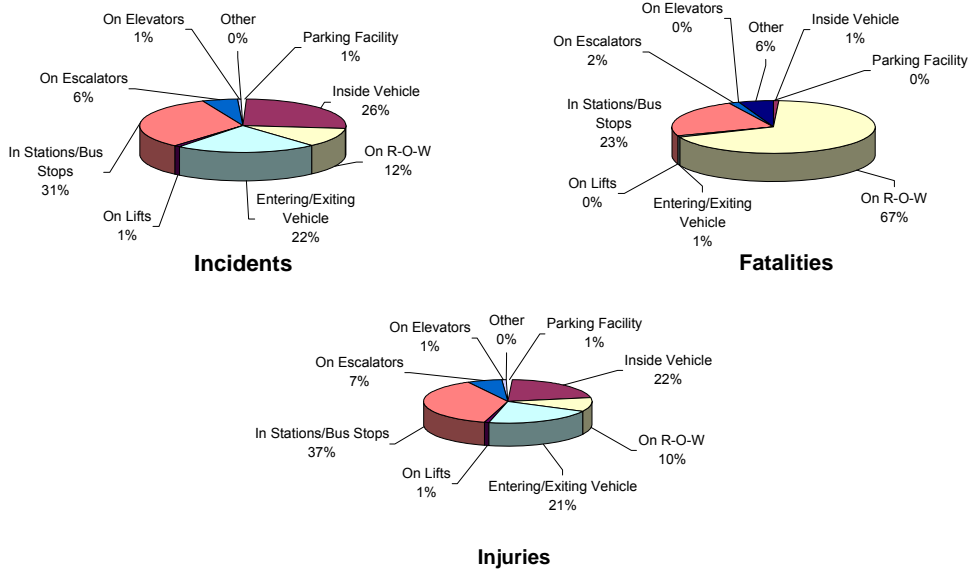
The pie chart on the left shows the percentage of each type of *incident* resulting from **Collisions** (i.e., with other vehicles, objects, and people) to the total Collision *incidents*.

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 CR data, as this is no longer available.

Personal Casualties

Incidents, Fatalities, Injuries by Location

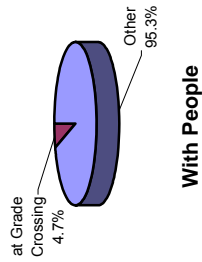
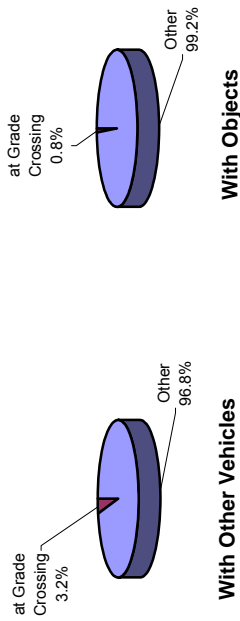


The pie chart on the left shows the percentage of each type of *incident* in the **Personal Casualties** category (in parking facilities, inside vehicles, on right of ways, entering/exiting vehicles [associated with lifts], in stations/bus stops [associated with escalators, and associated with elevators],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

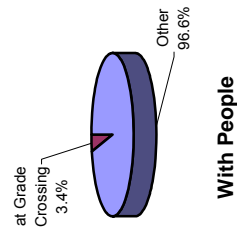
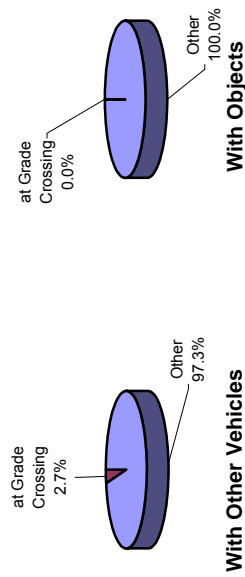
Collision Incidents

by Location



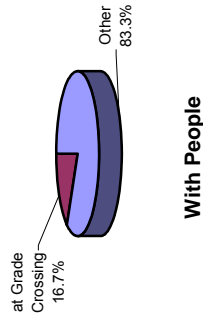
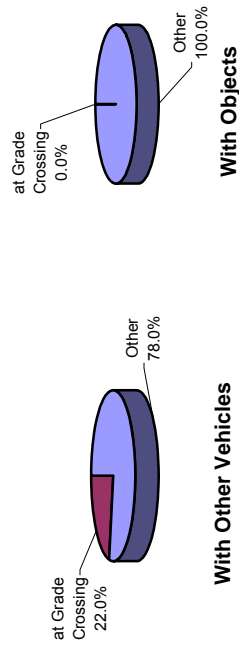
Collision Injuries

by Location



Collision Fatalities

by Location

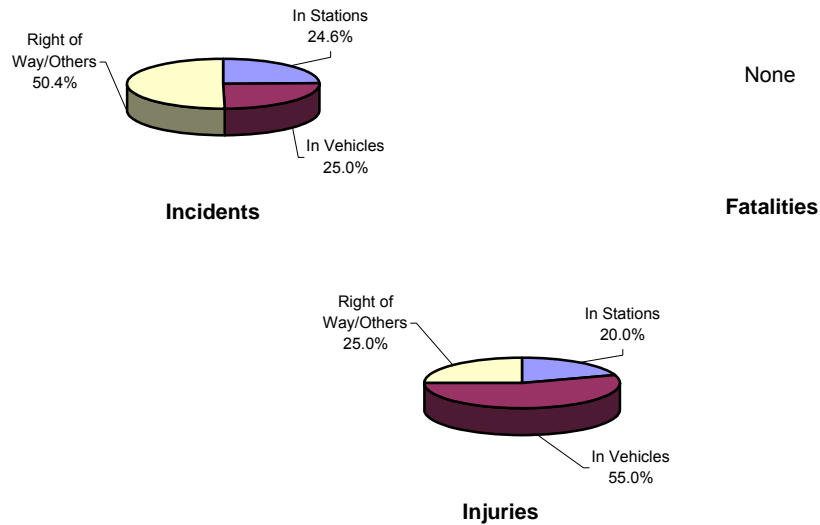


In each of the charts, the pie on the left shows the percentage of **Collisions with other vehicles at grade crossings** to the total Collisions with vehicles. The pie on the right is the percentage of **Collisions with objects at grade crossings** to the total Collisions with objects. The pie in the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

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 22.0% of the total despite representing only 3.2% of total **Collision with other vehicle incidents**.

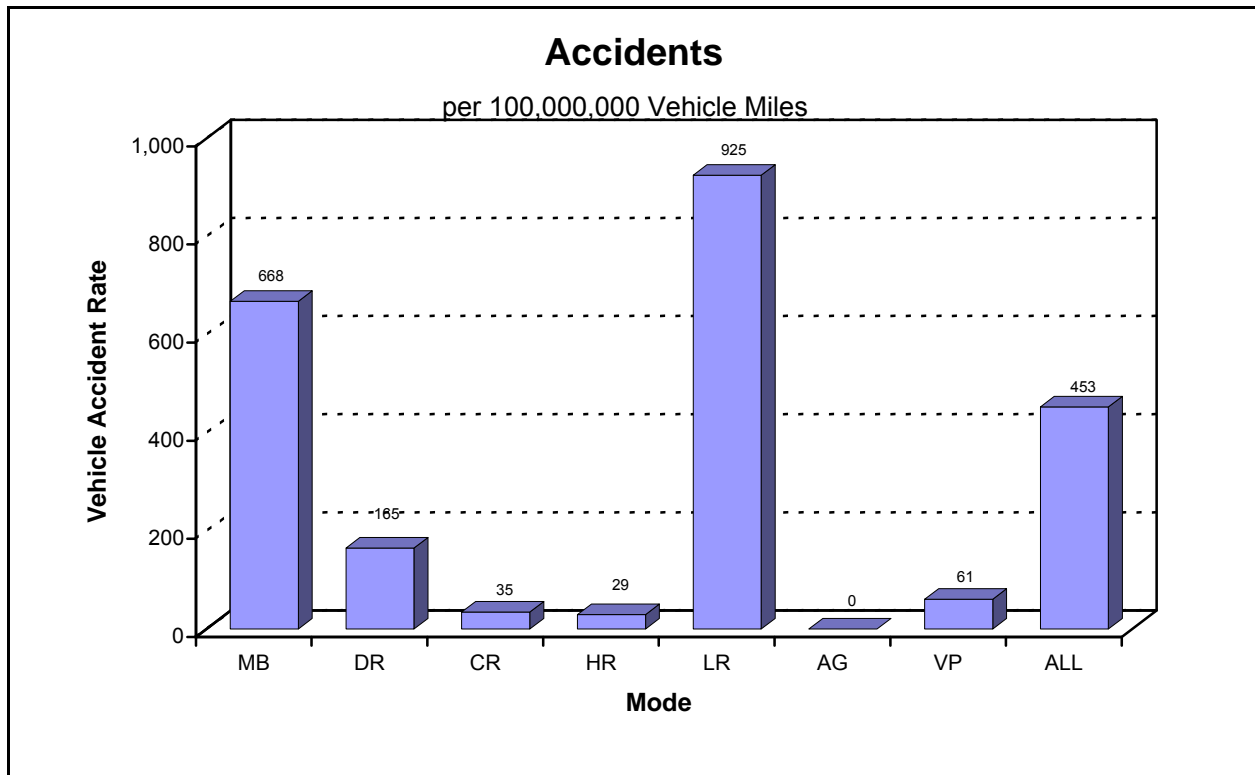
Fires

Incidents, Fatalities, Injuries by Location

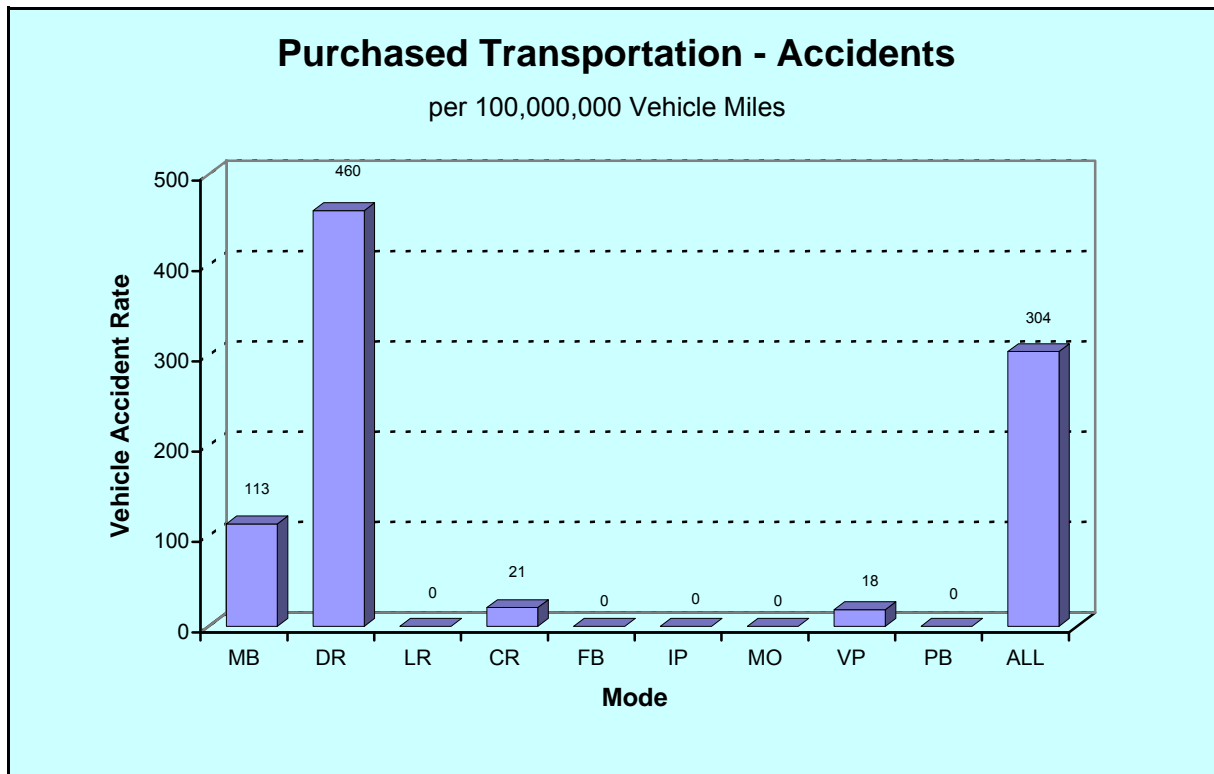


The pie chart on the left shows the percentage of each type of **Fire incident** (in vehicles, in stations, and on rights of way and others) to the total incidents of Fires.

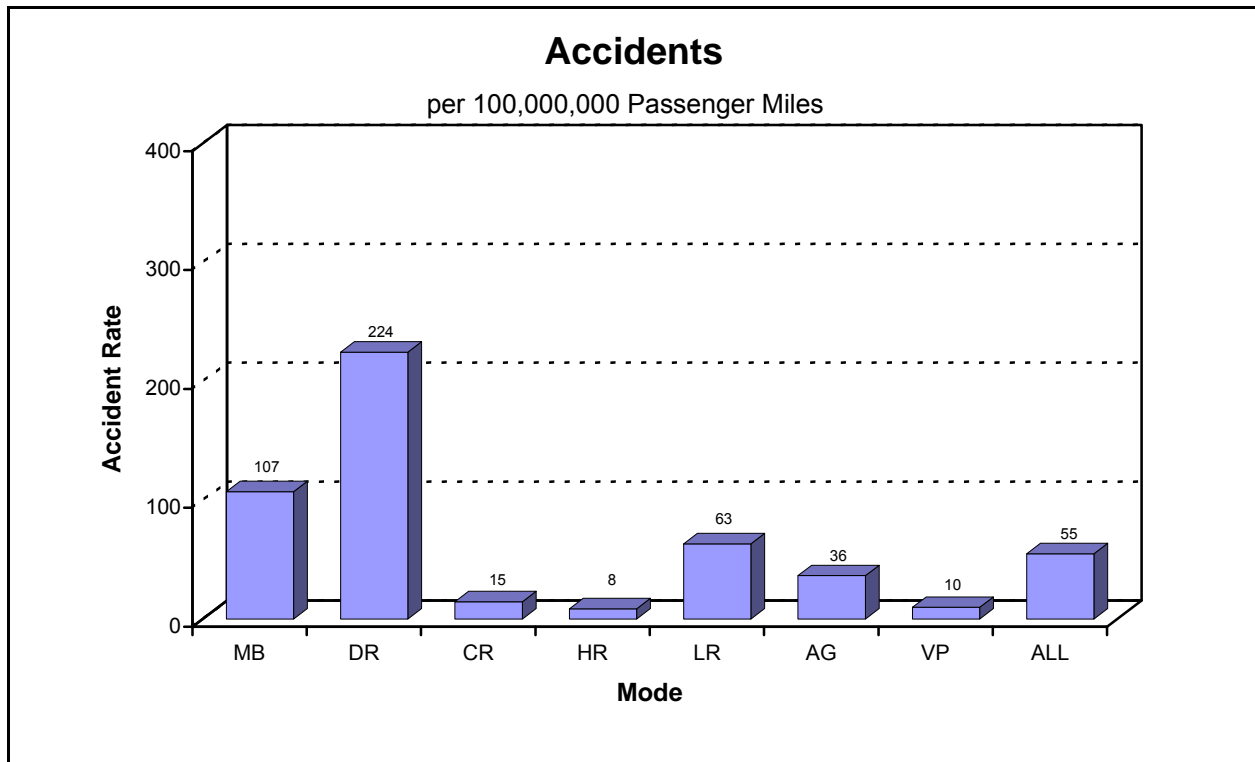
Comparing the charts provides more insight into the types of Fires and the causes of injuries from them, e.g., a Fire inside the vehicle (despite accounting for approximately the same number of Fires as those in a station/bus stop and a much smaller percentage than Fires on the road) resulted in more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



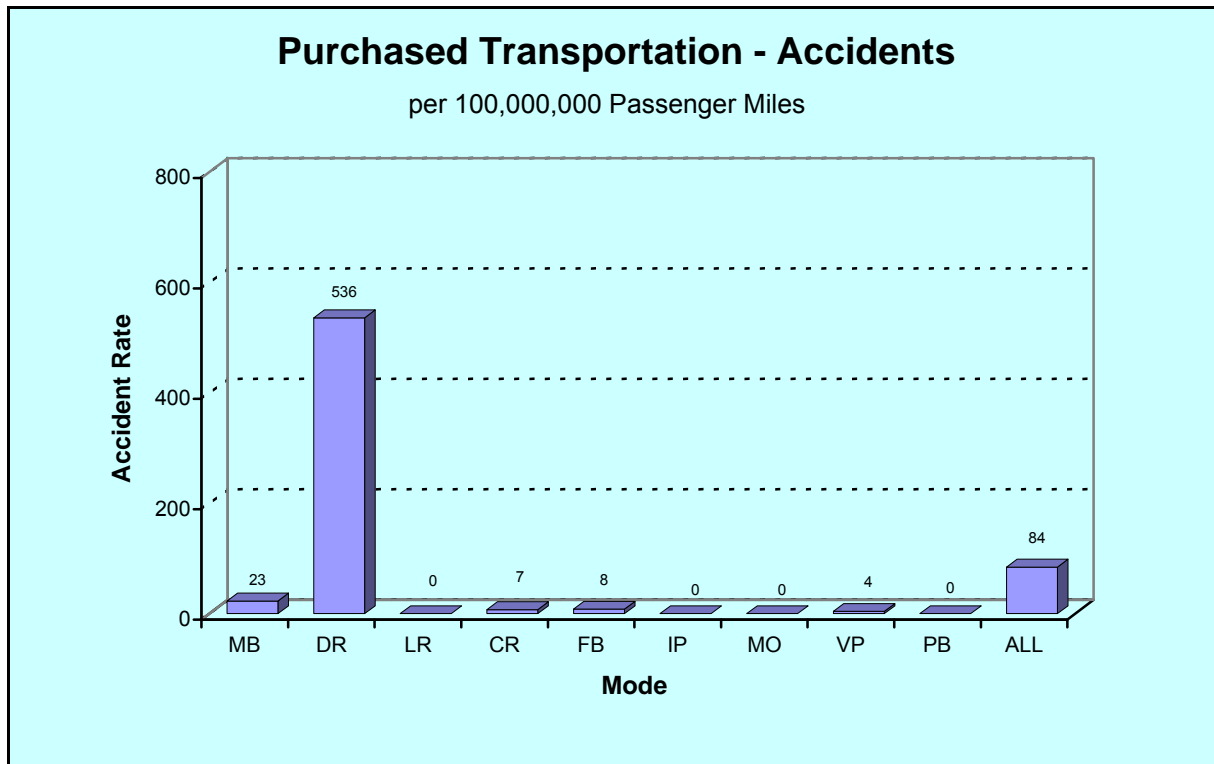
The graph shows the accident rate, which is based on the number of vehicle accidents only. These include all vehicle accidents resulting from **Collisions** (with vehicles, objects, people [not suicides]) and **Derailments** (vehicle derailed/left roadway). The vehicle-mile figure used includes both 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.



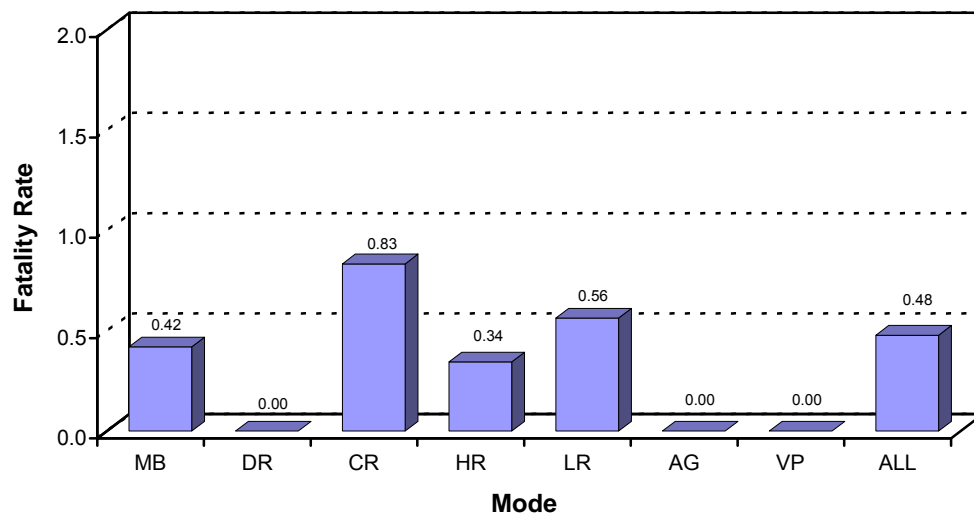
The graph shows the accident (or incident) rates which result from **Collisions** (with vehicles, objects, people [not suicides]), **Derailments** (vehicle derailed/left roadway), and **Personal Casualties** (on rights of way, inside the vehicle, entering/exiting the vehicle, and other). When analyzing 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.



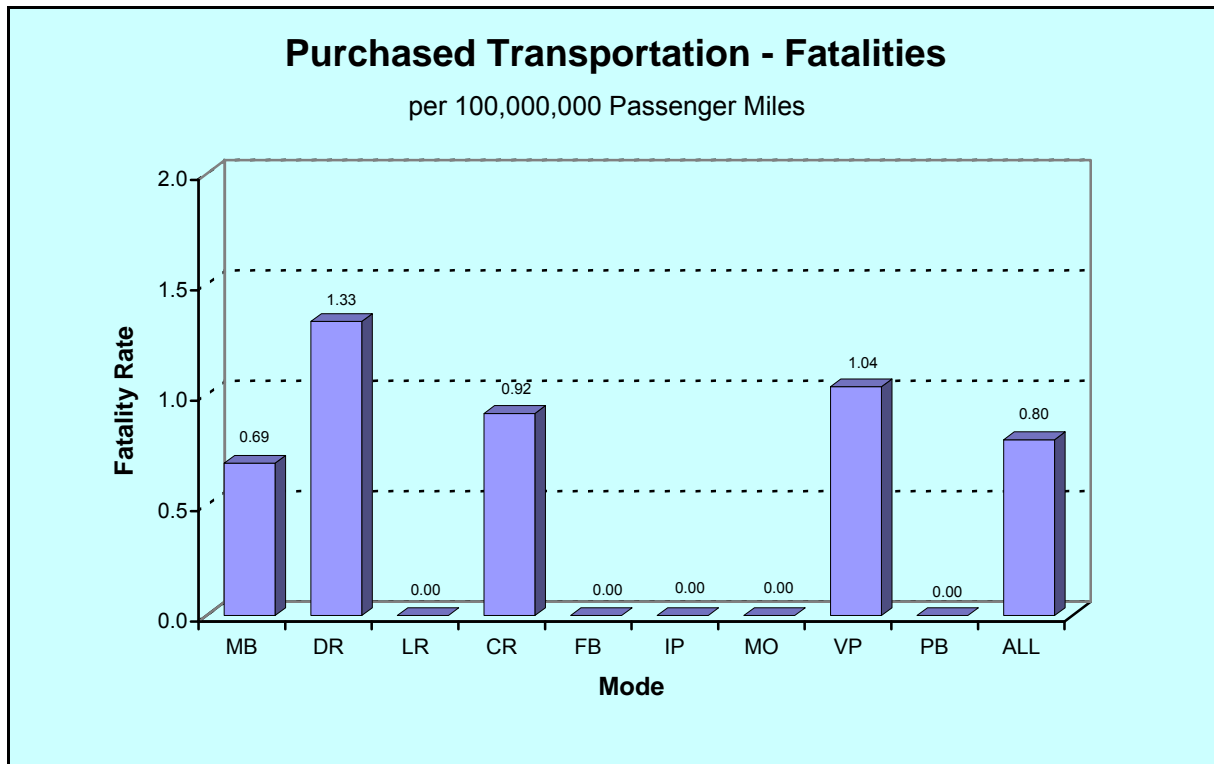
The graph shows the accident (or incident) rates, which result from **Collisions** (with vehicles, objects, people [not suicides]), **Derailments** (vehicle derailed/left roadway), and **Personal Casualties** (on right of way, inside the vehicle, entering/exiting the vehicle, and other). When analyzing 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.

Fatalities

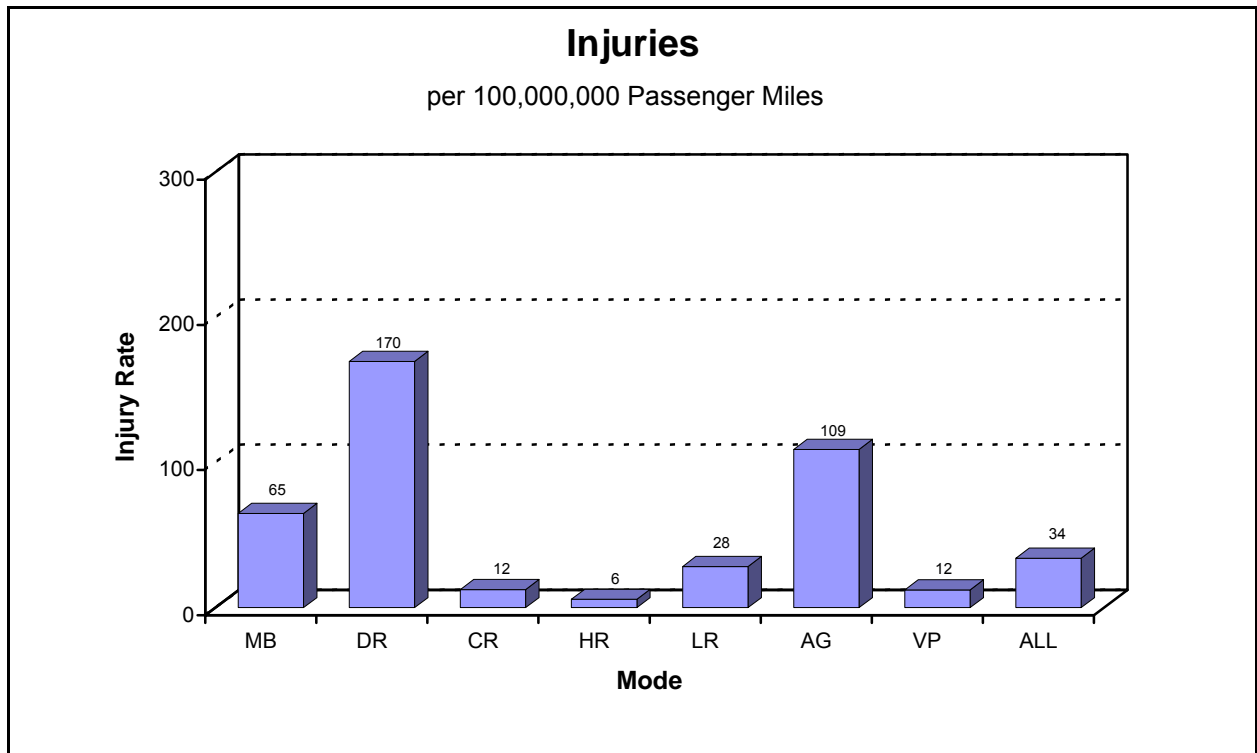
per 100,000,000 Passenger Miles



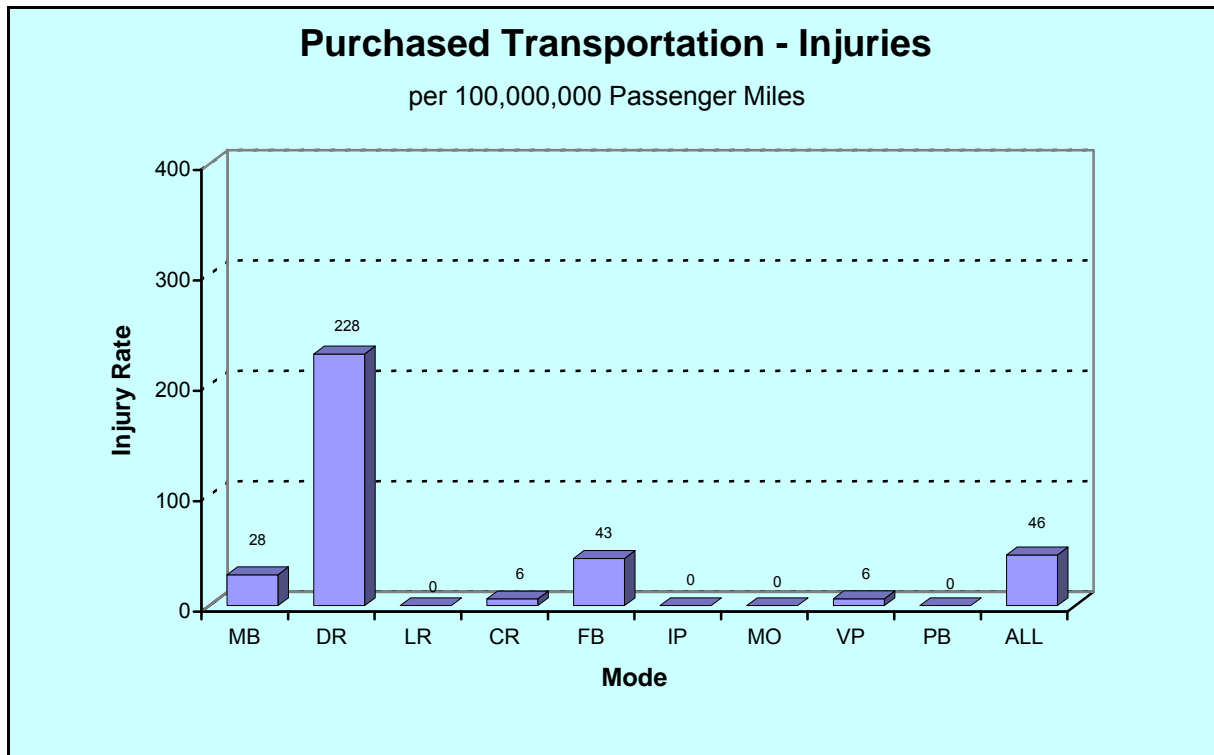
These statistics represent *fatalities* resulting from **Collisions** (with vehicles, objects, people [not suicides]), **Derailments** (vehicle derailed/left roadway), and **Personal Casualties** (on rights of way, inside the vehicle, entering/exiting the vehicle, and other).



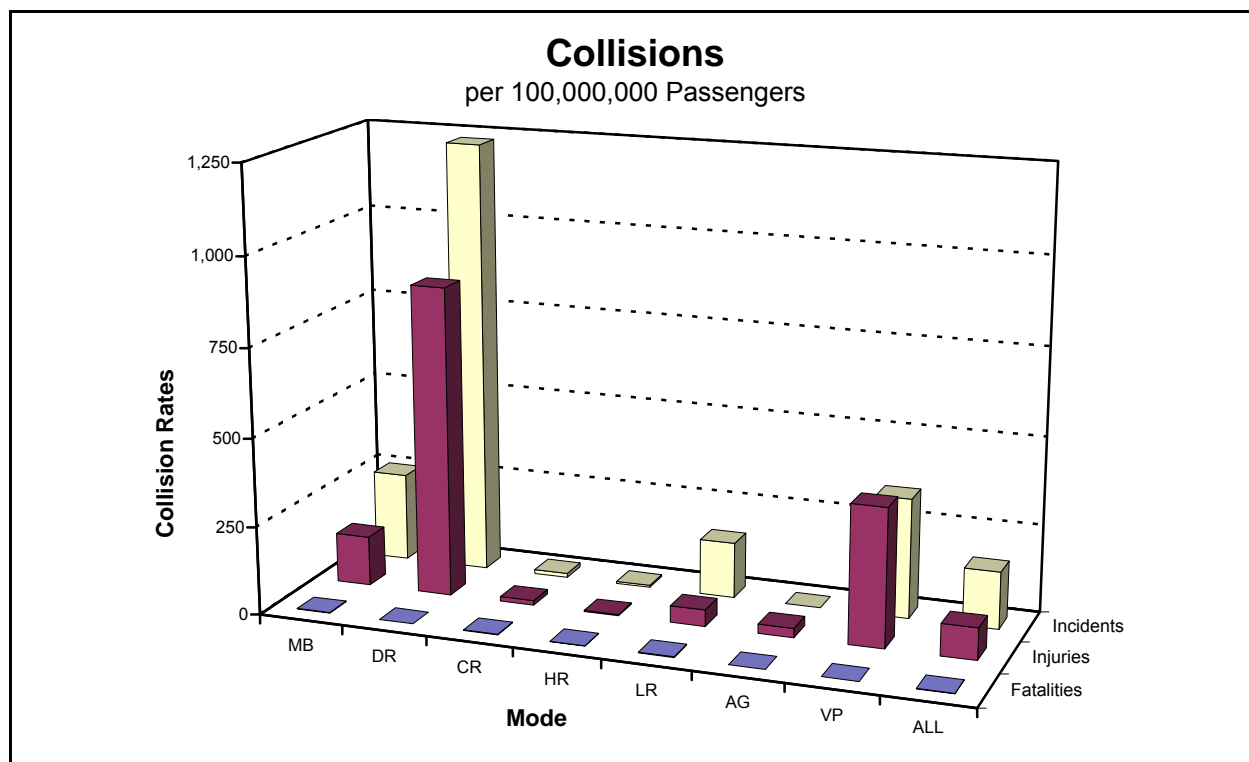
These statistics represent *fatalities* resulting from **Collisions** (with vehicles, objects, people [not suicides]), **Derailments** (vehicle derailed/left roadway), **Personal Casualties** (on rights of way, inside the vehicle, entering/exiting the vehicle, and other), **Evacuations**, and **Fires**.



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).

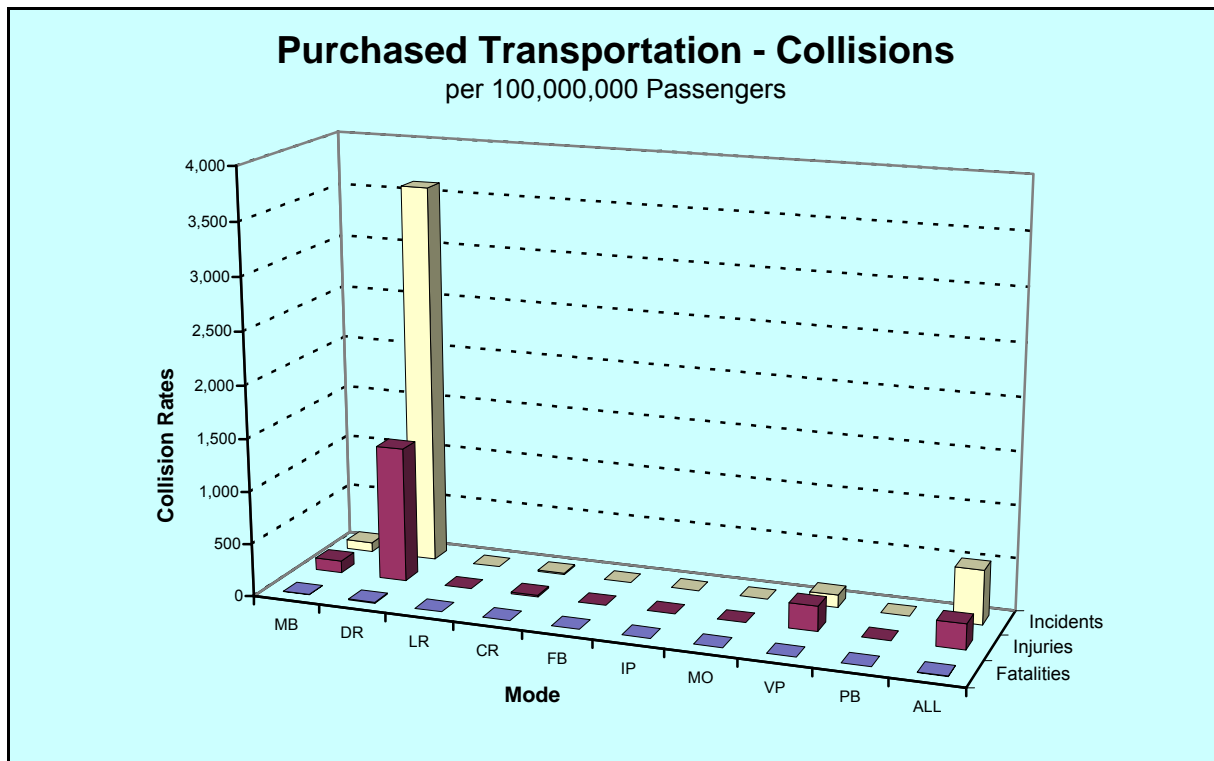


These statistics represent *injuries* resulting from **Collisions** (with vehicles, objects, people [not suicides]), **Derailments** (vehicle derailed/left roadway), **Personal Casualties** (on rights of way, inside the vehicle, entering/exiting the vehicle, and other), **Evacuations**, and **Fires**.



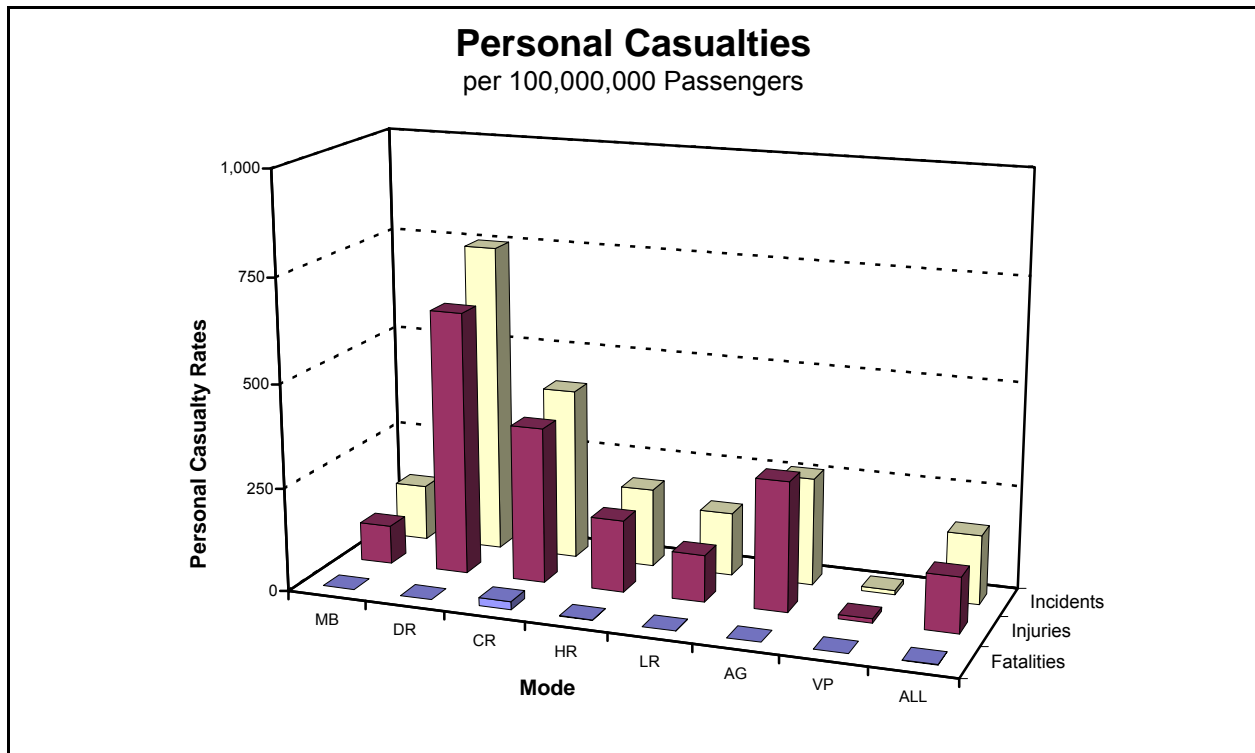
This graph shows the rates of *incidents*, *injuries*, and *fatalities* (except attempted/successful suicides) for **Collisions**.

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.

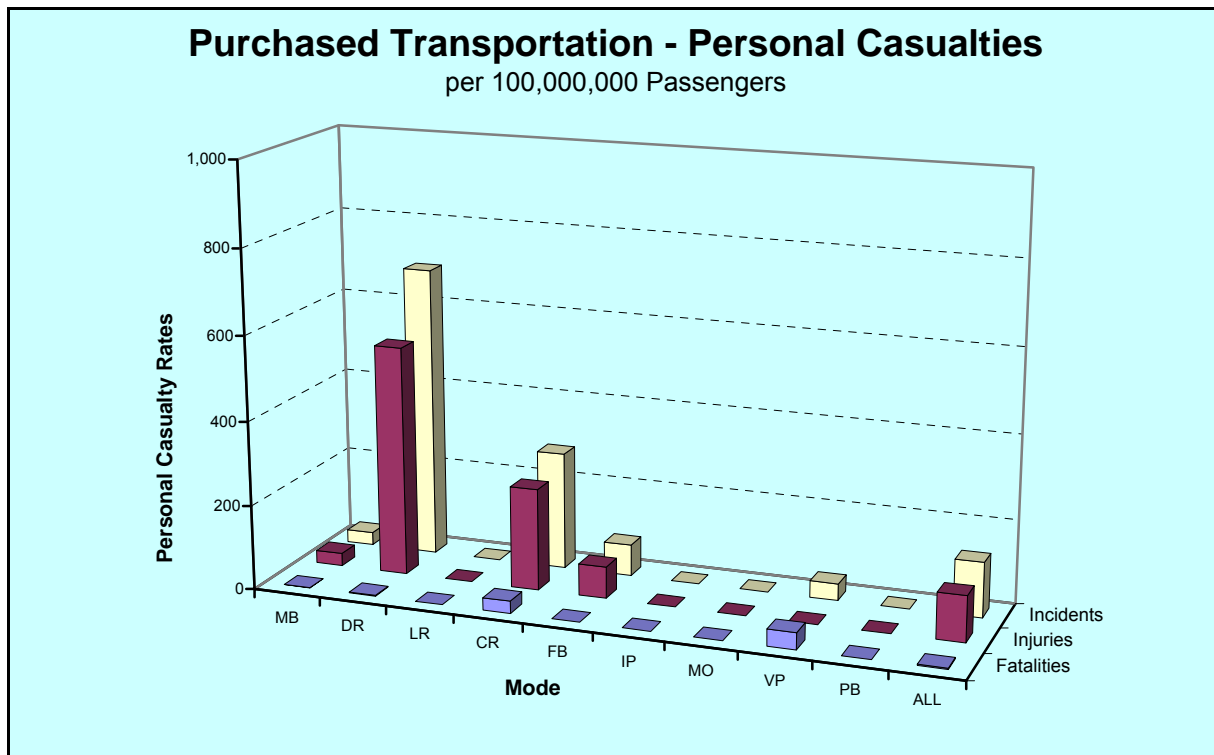


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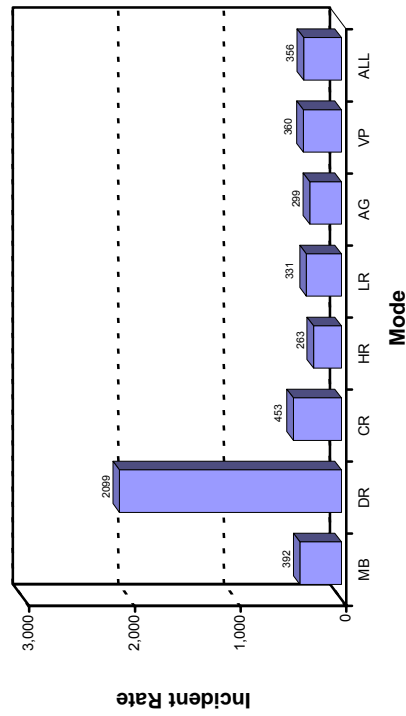
This graph provides the rates by transit mode for *incidents*, *fatalities*, and *injuries* for **Personal Casualties**. Keep in mind that **Personal Casualties** is a transit mishap category where people are hurt but not as a result of Collisions, Derailments, Evacuations or Fires. The rates show how 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.

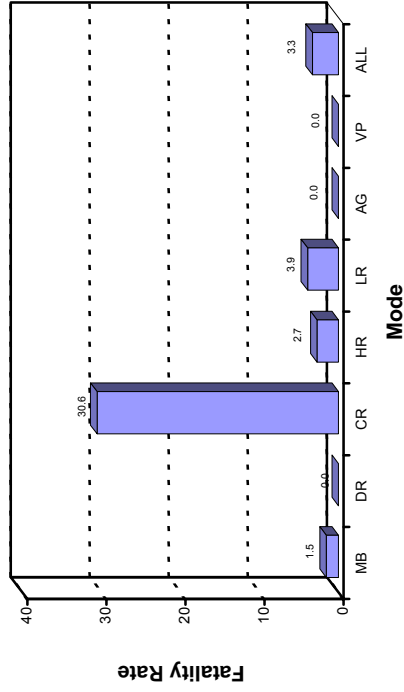
Incidents

of all types
per 100,000,000 Passengers



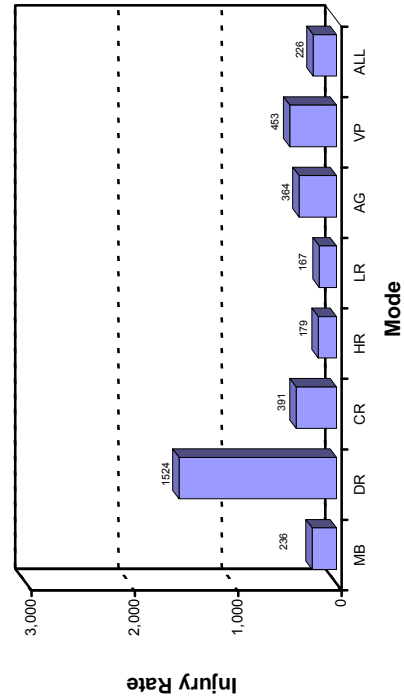
Fatalities

from all causes
per 100,000,000 Passengers



Injuries

from all causes
per 100,000,000 Passengers

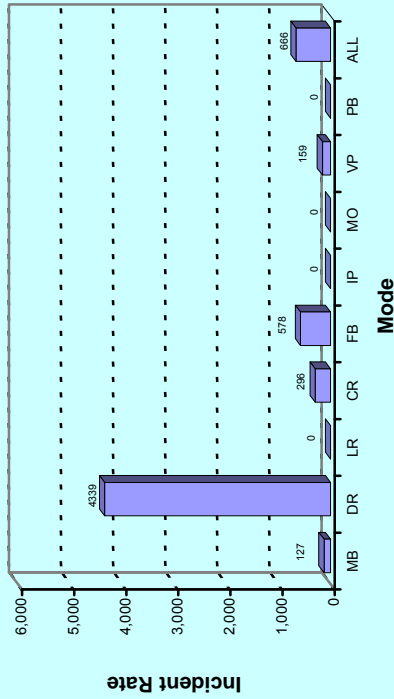


These graphs depict the *incident*, *fatality*, and *injury* rates from all causes, i.e., **Collisions, Derailments, Personal Casualties, Evacuations, and Fires.**

Also note that they are indexed in number of Passengers.

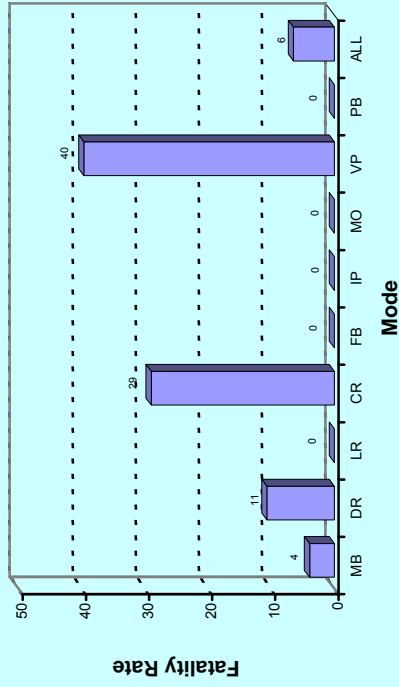
Purchased Transportation - Incidents

of all types
per 100,000,000 Passengers



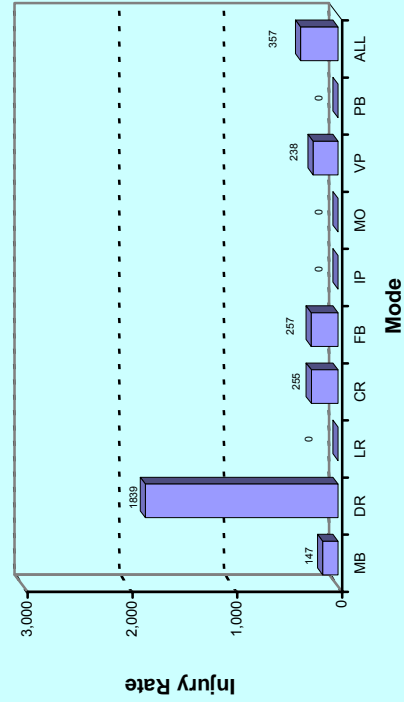
Purchased Transportation - Fatalities

from all causes
per 100,000,000 Passengers



Purchased Transportation - Injuries

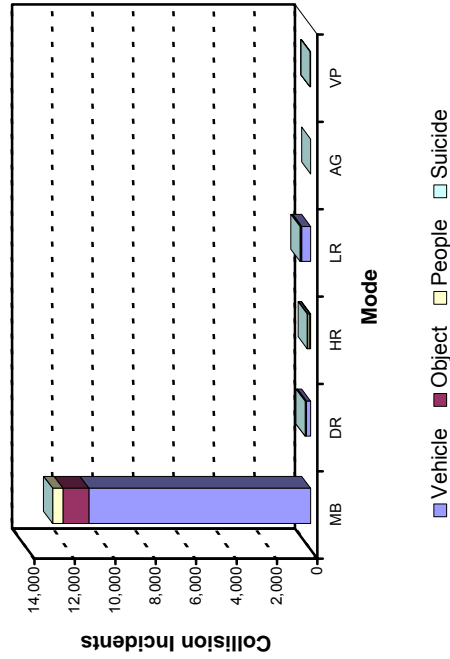
from all causes
per 100,000,000 Passengers



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.

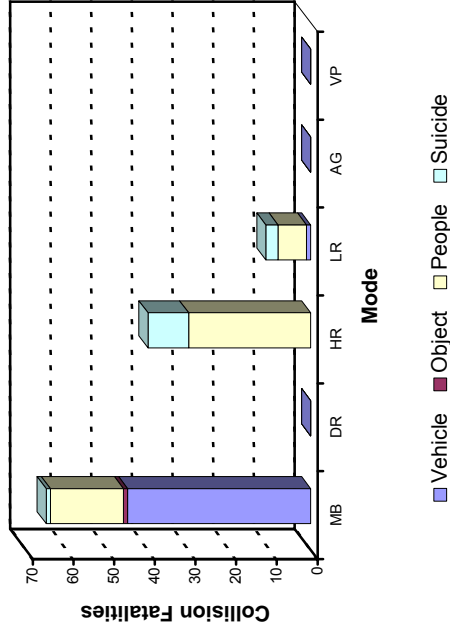
Incidents* of Collision



*Does not include CR.

Fatalities*

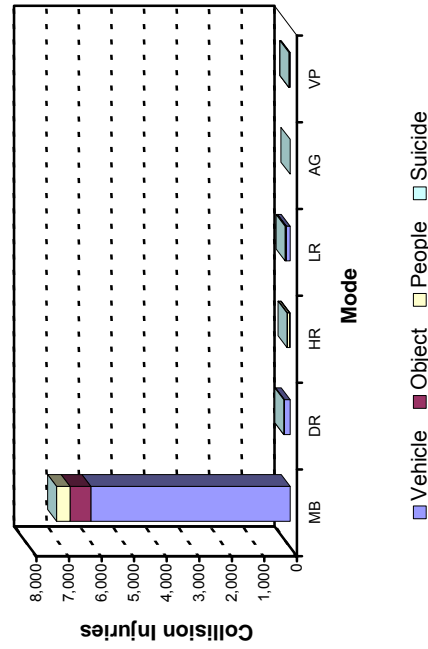
Resulting from Collisions



*Does not include CR.

Injuries*

Resulting from Collisions



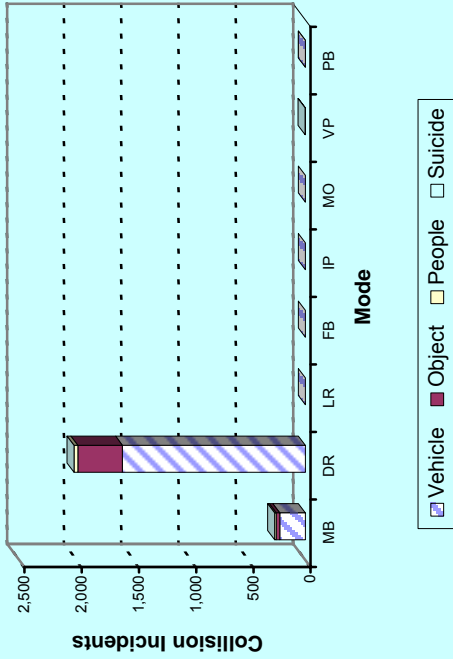
*Does not include CR.

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

In 2002, *suicide fatalities* were down significantly in the Heavy Rail mode (~60%) from 2001. *Fatalities* fell in the Light Rail mode (~46.7%) for the second straight year, as well, after a large (+69%) rise from 1999 to 2000, and are approaching the levels of the early 1990s. Light Rail *fatalities* in 2002 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.

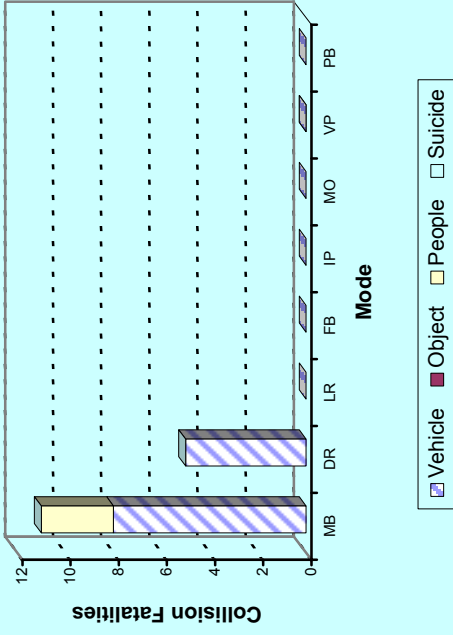
Commuter Rail data is no longer available for this breakdown, so it is no longer included.

Purchased Transportation - Incidents* of Collision



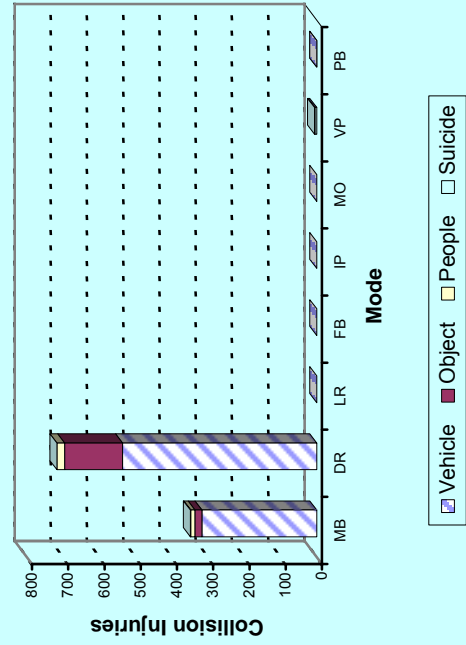
*Does not include CR

Purchased Transportation - Fatalities* Resulting from Collisions



*Does not include CR

Purchased Transportation - Injuries* Resulting from Collisions

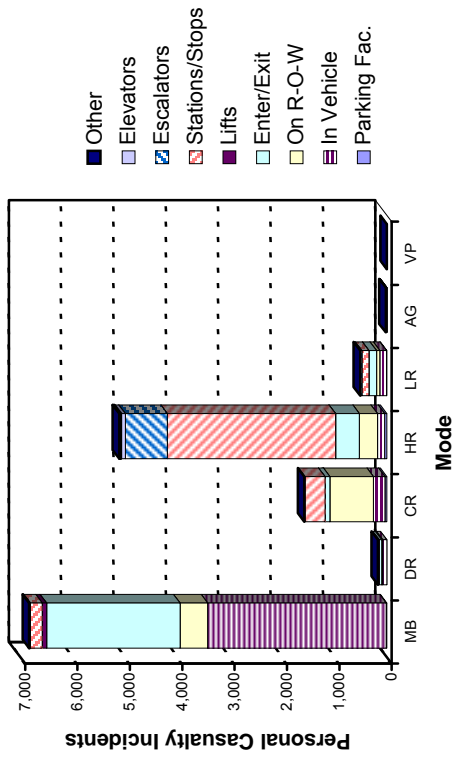


*Does not include CR

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 no longer included.

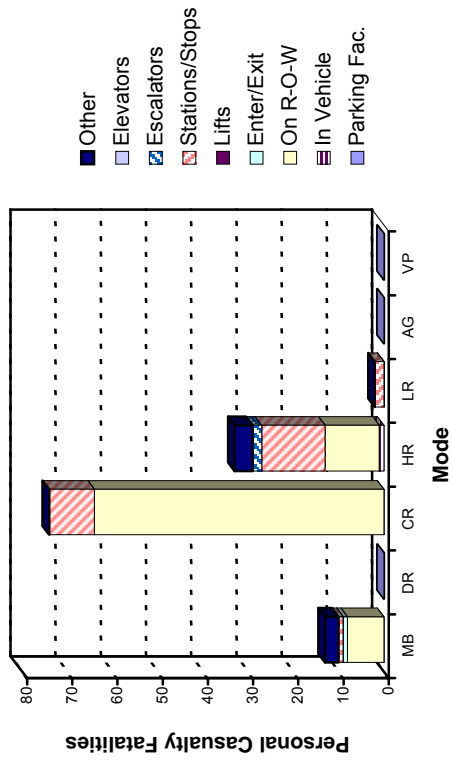
Incidents

of Personal Casualty



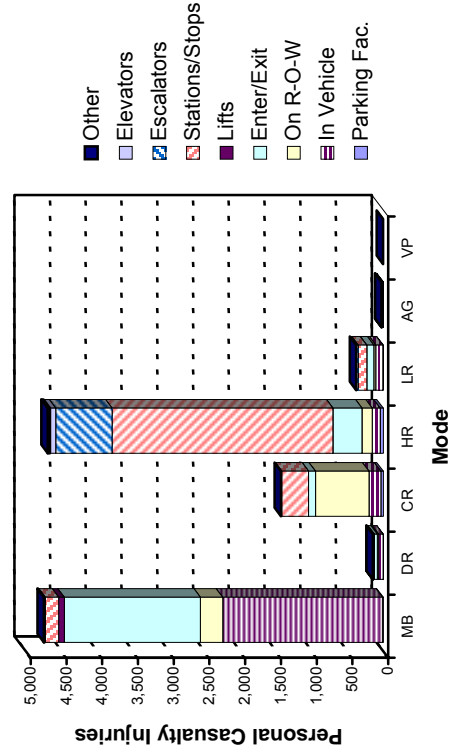
Fatalities

Resulting from Personal Casualty



Injuries

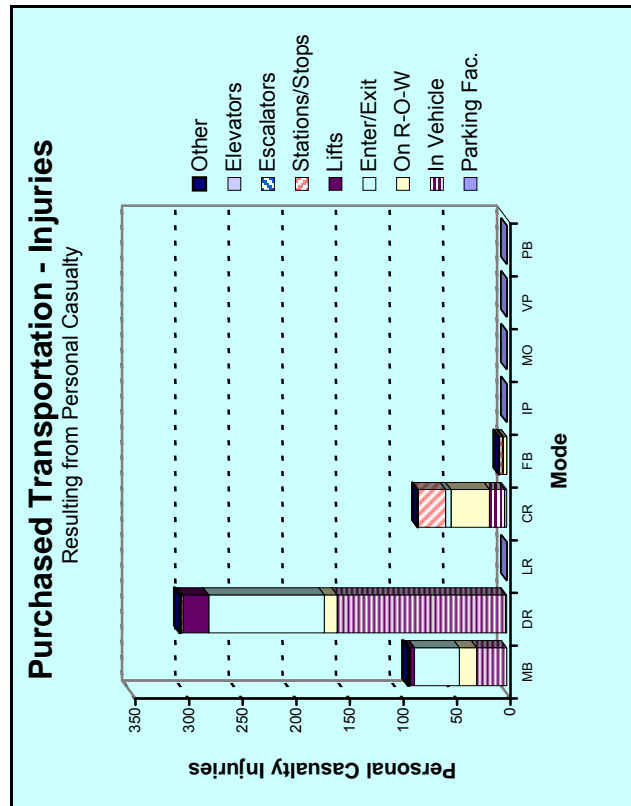
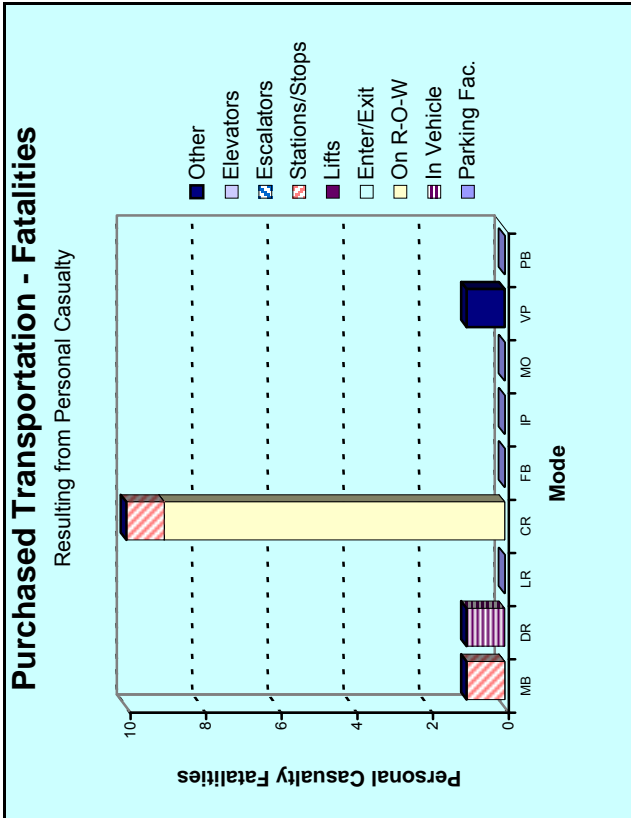
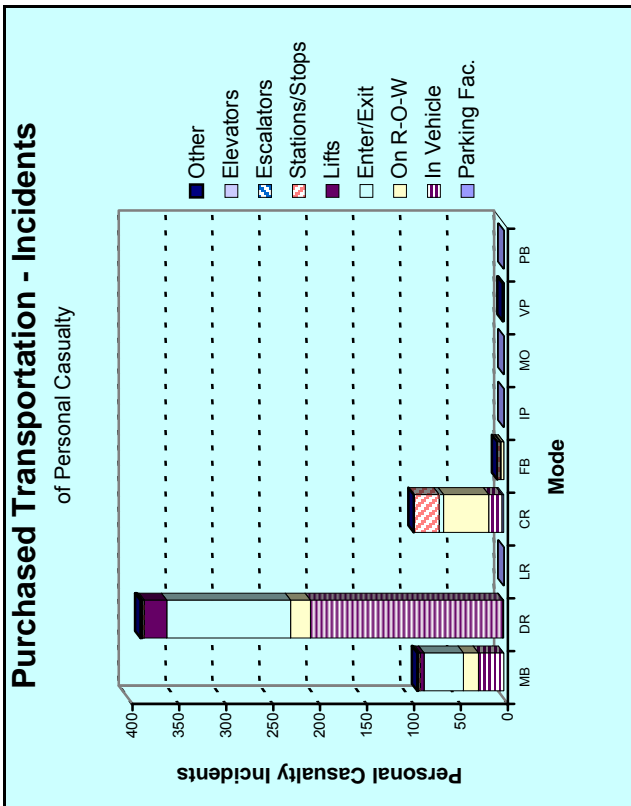
Resulting from Personal Casualty



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.

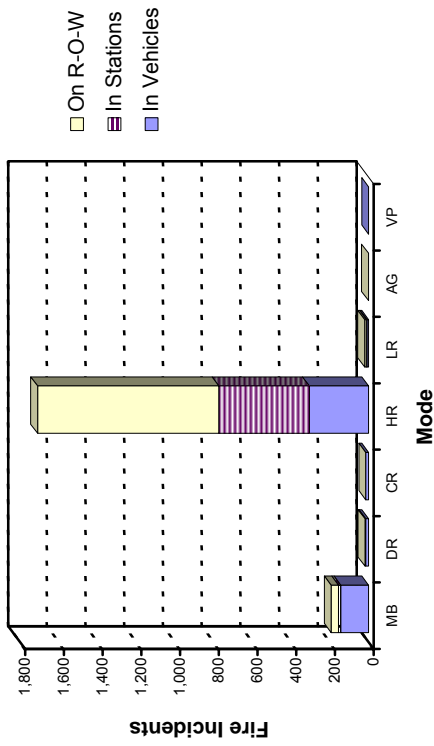
2002 saw Heavy Rail *fatalities* from **Personal Casualties** on right-of-ways increase (from 8 to 12) over 2001. Most of these were trespassers (9), as Heavy Rail runs on an exclusive right of way.



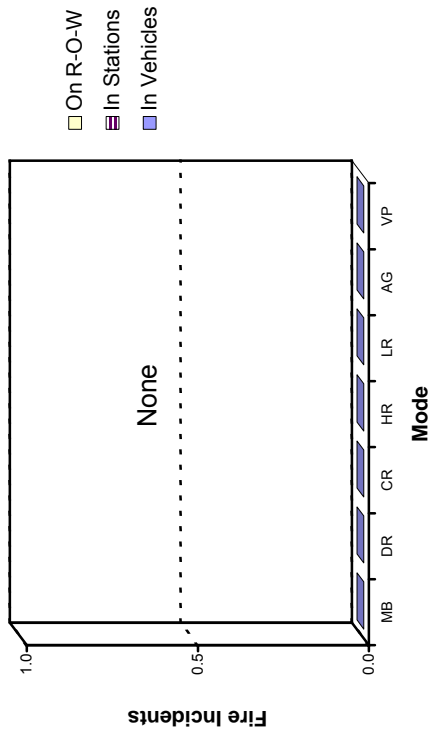
These graphs break down by type *incidents, injuries, and fatalities* that are classified as **Personal Casualties** (in parking facilities, inside vehicle, on right of way, entering/exiting the vehicle [associated with lifts], in station/bus stops [associated with escalators, and associated with elevators],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

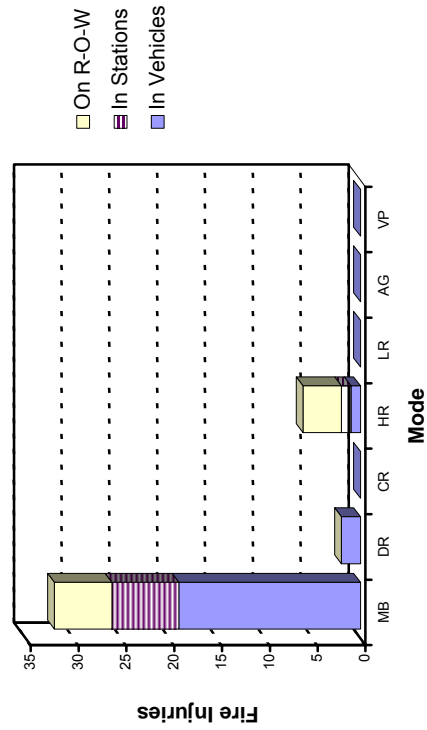
Incidents of Fire



Fatalities Resulting from Fires



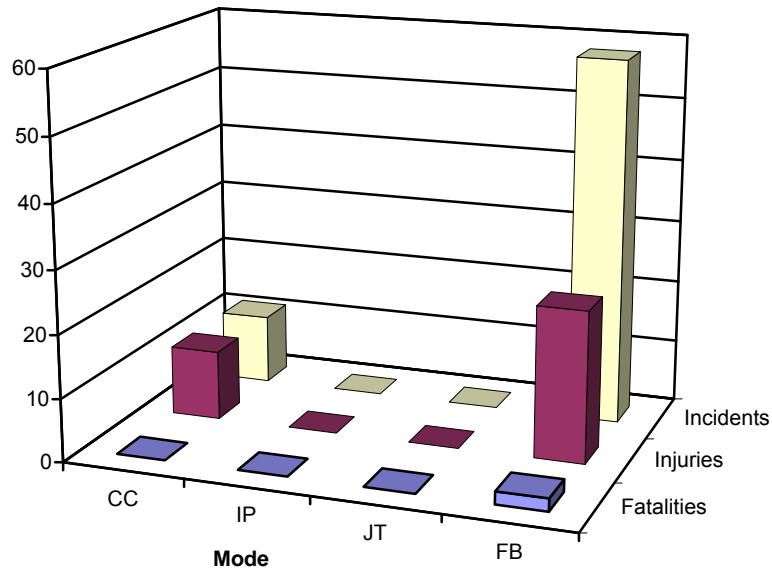
Injuries Resulting from Fires



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

	1994	1995	1996	1997	1998	1999	2000	2001	2002
Incidents	650	536	301	353	253	1,078	745	891	69
Fatalities	0	0	1	0	0	0	0	1	2
Injuries	616	598	354	357	379	1,091	762	897	35
Damage*	321,705	3,262,700	157,184	66,850	23,887	104,251	76,540	1,605,246	254,172

* Property Damage in Dollars (\$)

Collisions

Bus

INCIDENTS

Collisions ¹	MB
With Other Vehicles	10,972
(w/vehicles at grade crossings)	23
With Objects	1,288
(w/objects at grade crossings)	0
With People ²	507
(w/people at grade crossings)	6
Attempted Suicides ³	4
Total⁴	12,771

FATALITIES

Collisions ¹	Patrons	Employees	Others
	MB	MB	MB
With Other Vehicles	1	0	44
(w/vehicles at grade crossings)	0	0	0
With Objects	0	0	1
(w/objects at grade crossings)	0	0	0
With People ²	2	0	16
(w/people at grade crossings)	0	0	0
Attempted Suicides	0	0	1
Total⁴	3	0	62

INJURIES

Collisions ¹	Patrons	Employees	Others
	MB	MB	MB
With Other Vehicles	3,827	654	1,643
(w/vehicles at grade crossings)	56	6	23
With Objects	437	125	79
(w/objects at grade crossings)	0	0	0
With People ²	105	18	284
(w/people at grade crossings)	1	0	4
Attempted Suicides	0	0	2
Total⁴	4,369	797	2,008

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

² People figures no longer include suicides.

³ Incidents of suicide include fatalities, injuries, and unharmed.

⁴ Total figures do not include parenthetical items.

Purchased Transportation - Collisions

Bus

INCIDENTS

Collisions¹	MB
With Other Vehicles	224
(w/vehicles at grade crossings)	4
With Objects	31
(w/objects at grade crossings)	0
With People ²	14
(w/people at grade crossings)	0
Attempted Suicides ³	1
Total⁴	270

FATALITIES

Collisions¹	Patrons	Employees	Others
	MB	MB	MB
With Other Vehicles	0	2	6
(w/vehicles at grade crossings)	0	0	0
With Objects	0	0	0
(w/objects at grade crossings)	0	0	0
With People ²	0	0	3
(w/people at grade crossings)	0	0	0
Attempted Suicides	0	0	0
Total⁴	0	2	9

INJURIES

Collisions¹	Patrons	Employees	Others
	MB	MB	MB
With Other Vehicles	204	32	81
(w/vehicles at grade crossings)	6	1	0
With Objects	10	3	6
(w/objects at grade crossings)	0	0	0
With People ²	5	0	7
(w/people at grade crossings)	0	0	0
Attempted Suicides	0	0	1
Total⁴	219	35	95

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

² People figures no longer include suicides.

³ Incidents of suicide include fatalities, injuries, and unharmed.

⁴ Total figures do not include parenthetical items.

Collisions

Rail

INCIDENTS

Collisions ¹	CR*	HR	LR
With Other Vehicles	N/A	40	450
(w/vehicles at grade crossings)	N/A	2	296
With Objects	N/A	16	33
(w/objects at grade crossings)	N/A	0	12
With People ²	N/A	94	44
(w/people at grade crossings)	N/A	0	12
Attempted Suicides ³	39	24	5
Total⁴	85	174	532

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

FATALITIES

Collisions ¹	Patrons			Employees			Others		
	CR*	HR	LR	CR*	HR	LR	CR*	HR	LR
With Other Vehicles	N/A	0	0	N/A	0	0	N/A	0	1
(w/vehicles at grade crossings)	N/A	0	0	N/A	0	0	N/A	0	0
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 ²	N/A	15	0	N/A	3	0	N/A	12	7
(w/people at grade crossings)	N/A	0	0	N/A	0	0	N/A	0	1
Attempted Suicides	0	1	0	0	0	0	35	9	3
Total⁴	3	16	0	0	3	0	39	21	11

INJURIES

Collisions ¹	Patrons			Employees			Others		
	CR*	HR	LR	CR*	HR	LR	CR*	HR	LR
With Other Vehicles	N/A	5	41	N/A	11	7	N/A	5	67
(w/vehicles at grade crossings)	N/A	1	26	N/A	1	2	N/A	3	39
With Objects	N/A	0	11	N/A	1	1	N/A	1	2
(w/objects at grade crossings)	N/A	0	0	N/A	0	0	N/A	0	0
With People ²	N/A	43	4	N/A	4	3	N/A	18	22
(w/people at grade crossings)	N/A	0	1	N/A	0	3	N/A	0	5
Attempted Suicides	0	1	0	0	0	0	3	10	1
Total⁴	29	49	56	15	16	11	8	34	92

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

² People figures no longer include suicides.

³ Incidents of suicide include fatalities, injuries, and unharmed.

⁴ Total figures do not include parenthetical items.

Purchased Transportation - Collisions

Rail

INCIDENTS

Collisions ¹	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 ²	0	N/A
(w/people at grade crossings)	0	N/A
Attempted Suicides ³	0	11
Total⁴	0	15

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

FATALITIES

Collisions ¹	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 ²	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
Total⁴	0	0	0	0	0	8

INJURIES

Collisions ¹	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 ²	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	3
Total⁴	0	1	0	4	0	3

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

² People figures no longer include suicides.

³ Incidents of suicide include fatalities, injuries, and unharmed.

⁴ Total figures do not include parenthetical items.

Collisions

Automated Guideway, Demand Response, Vanpool

INCIDENTS

Collisions ¹	AG	DR	VP
With Other Vehicles	0	214	27
(w/vehicles at grade crossings)	0	1	0
With Objects	0	58	6
(w/objects at grade crossings)	0	0	0
With People ²	0	8	0
(w/people at grade crossings)	0	0	0
Attempted Suicides ³	2	0	0
Total⁴	2	280	33

FATALITIES

Collisions ¹	Patrons			Employees			Others		
	AG	DR	VP	AG	DR	VP	AG	DR	VP
With Other Vehicles	0	0	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 ²	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
Total⁴	0	0	0	0	0	0	0	0	0

INJURIES

Collisions ¹	Patrons			Employees			Others		
	AG	DR	VP	AG	DR	VP	AG	DR	VP
With Other Vehicles	1	79	17	0	49	0	0	45	7
(w/vehicles at grade crossings)	0	0	0	0	0	0	0	0	0
With Objects	0	9	13	0	8	0	1	3	1
(w/objects at grade crossings)	0	0	0	0	0	0	0	0	0
With People ²	0	2	0	0	1	0	0	4	0
(w/people at grade crossings)	0	0	0	0	0	0	0	0	0
Attempted Suicides	0	0	0	0	0	0	2	0	0
Total⁴	1	90	30	0	58	0	3	52	8

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

² People figures no longer include suicides.

³ Incidents of suicide include fatalities, injuries, and unharmed.

⁴ Total figures do not include parenthetical items.

Purchased Transportation - Collisions

Demand Response, Ferryboat, Vanpool*

INCIDENTS

Collisions ¹	DR	FB	VP
With Other Vehicles	1,598	0	1
(w/vehicles at grade crossings)	1	0	0
With Objects	391	0	2
(w/objects at grade crossings)	0	0	0
With People ²	33	0	0
(w/people at grade crossings)	0	0	0
Attempted Suicides ³	0	0	0
Total⁴	2,022	0	3

FATALITIES

Collisions ¹	Patrons			Employees			Others		
	DR	FB	VP	DR	FB	VP	DR	FB	VP
With Other Vehicles	1	0	0	1	0	0	3	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 ²	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
Total⁴	1	0	0	1	0	0	3	0	0

INJURIES

Collisions ¹	Patrons			Employees			Others		
	DR	FB	VP	DR	FB	VP	DR	FB	VP
With Other Vehicles	365	0	5	84	0	0	87	0	0
(w/vehicles at grade crossings)	0	0	0	1	0	0	1	0	0
With Objects	131	0	0	17	0	0	12	0	1
(w/objects at grade crossings)	0	0	0	0	0	0	0	0	0
With People ²	3	0	0	2	0	0	16	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
Total⁴	499	0	5	103	0	0	115	0	1

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

² People figures no longer include suicides.

³ Incidents of suicide include fatalities, injuries, and unharmed.

⁴ 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	12
Inside Vehicle	3,408
On Right of Way	528
Entering/Exiting Vehicle ¹	2,630
(associated with lifts)	81
In Stations/Stops ²	243
(associated with escalators)	5
(associated with elevators)	1
Other	10
Total³	6,831

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	8
Entering/Exiting Vehicle ¹	1	0	0
(associated with lifts)	0	0	0
In Stations/Stops ²	1	0	0
(associated with escalators)	0	0	0
(associated with elevators)	0	0	0
Other	0	0	3
Total³	2	0	11

INJURIES

Personal Casualties	Patrons	Employees	Others
	MB	MB	MB
Parking Facility	9	0	1
Inside Vehicle	2,113	7	118
On Right of Way	196	0	115
Entering/Exiting Vehicle ¹	1,936	0	45
(associated with lifts)	76	0	1
In Stations/Stops ²	178	0	20
(associated with escalators)	1	0	1
(associated with elevators)	0	0	1
Other	5	0	3
Total³	4,437	7	302

¹ Enter/Exit figures include lift figures.

² Station/Bus Stop figures include escalator and elevator figures.

³ 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	27
On Right of Way	16
Entering/Exiting Vehicle ¹	46
(associated with lifts)	4
In Stations/Stops ²	2
(associated with escalators)	0
(associated with elevators)	0
Other	1
Total³	92

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	0
Entering/Exiting Vehicle ¹	0	0	0
(associated with lifts)	0	0	0
In Stations/Stops ²	0	0	1
(associated with escalators)	0	0	0
(associated with elevators)	0	0	0
Other	0	0	0
Total³	0	0	1

INJURIES

Personal Casualties	Patrons	Employees	Others
	MB	MB	MB
Parking Facility	0	0	0
Inside Vehicle	26	1	1
On Right of Way	16	0	0
Entering/Exiting Vehicle ¹	41	0	5
(associated with lifts)	4	0	0
In Stations/Stops ²	1	0	0
(associated with escalators)	0	0	0
(associated with elevators)	0	0	0
Other	0	0	1
Total³	84	1	7

¹ Enter/Exit figures include lift figures.

² Station/Bus Stop figures include escalator and elevator figures.

³ 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	36	44	8
Inside Vehicle	219	136	127
On Right of Way	831	346	64
Entering/Exiting Vehicle ¹	96	455	146
(associated with lifts)	0	0	3
In Stations/Stops ²	395	4,095	164
(associated with escalators)	7	804	25
(associated with elevators)	3	82	4
Other	0	35	1
Total³	1,577	5,111	510

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	0	0	0	0	0
On Right of Way	0	5	0	3	0	0	61	7	0
Entering/Exiting Vehicle ¹	0	0	0	0	0	0	0	0	0
(associated with lifts)	0	0	0	0	0	0	0	0	0
In Stations/Stops ²	0	15	1	0	0	0	10	1	1
(associated with escalators)	0	2	0	0	0	0	0	0	0
(associated with elevators)	0	0	0	0	0	0	0	0	0
Other	0	3	0	0	0	0	0	1	0
Total³	0	24	1	3	0	0	71	9	1

INJURIES

Personal Casualties	Patrons			Employees			Others		
	CR	HR	LR	CR	HR	LR	CR	HR	LR
Parking Facility	3	32	4	30	0	0	3	12	3
Inside Vehicle	10	107	88	148	1	0	7	3	9
On Right of Way	0	94	11	687	1	0	61	49	16
Entering/Exiting Vehicle ¹	45	396	98	42	0	0	9	9	4
(associated with lifts)	0	0	2	0	0	0	0	0	0
In Stations/Stops ²	111	3,885	139	196	0	0	78	74	7
(associated with escalators)	1	786	23	0	0	0	6	0	0
(associated with elevators)	1	82	3	1	0	0	1	0	1
Other	0	28	0	0	0	0	0	3	0
Total³	169	4,542	340	1,103	2	0	158	150	39

¹ Enter/Exit figures include lift figures.

² Station/Bus Stop figures include escalator and elevator figures.

³ 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	2
Inside Vehicle	0	14
On Right of Way	0	48
Entering/Exiting Vehicle ¹	0	5
(associated with lifts)	0	0
In Stations/Stops ²	0	27
(associated with escalators)	0	0
(associated with elevators)	0	0
Other	0	0
Total³	0	96

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	9
Entering/Exiting Vehicle ¹	0	0	0	0	0	0
(associated with lifts)	0	0	0	0	0	0
In Stations/Stops ²	0	0	0	0	0	1
(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
Total³	0	0	0	0	0	10

INJURIES

Personal Casualties	Patrons		Employees		Others	
	LR	CR	LR	CR	LR	CR
Parking Facility	0	0	0	2	0	0
Inside Vehicle	0	11	0	1	0	2
On Right of Way	0	3	0	19	0	14
Entering/Exiting Vehicle ¹	0	1	0	4	0	0
(associated with lifts)	0	0	0	0	0	0
In Stations/Stops ²	0	4	0	14	0	8
(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
Total³	0	19	0	40	0	24

¹ Enter/Exit figures include lift figures.

² Station/Bus Stop figures include escalator and elevator figures.

³ 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	0	79	0
On Right of Way	0	18	0
Entering/Exiting Vehicle ¹	2	68	1
(associated with lifts)	0	17	0
In Stations/Stops ²	17	3	0
(associated with escalators)	6	0	0
(associated with elevators)	0	0	0
Other	1	2	0
Total³	20	171	1

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	0	0	0	0	0	0	0	0
On Right of Way	0	0	0	0	0	0	0	0	0
Entering/Exiting Vehicle ¹	0	0	0	0	0	0	0	0	0
(associated with lifts)	0	0	0	0	0	0	0	0	0
In Stations/Stops ²	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
Total³	0	0	0	0	0	0	0	0	0

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	2	65	0	0	0	0	0	0	0
On Right of Way	0	15	0	0	0	0	2	1	0
Entering/Exiting Vehicle ¹	2	56	1	0	0	0	0	1	0
(associated with lifts)	0	13	0	0	0	0	0	0	0
In Stations/Stops ²	17	3	0	0	0	0	0	1	0
(associated with escalators)	6	0	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	1	0	0
Total³	21	142	1	0	0	0	3	3	0

¹ Enter/Exit figures include lift figures.

² Station/Bus Stop figures include escalator and elevator figures.

³ 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	205	0	0
On Right of Way	21	3	0
Entering/Exiting Vehicle ¹	156	1	0
(associated with lifts)	24	0	0
In Stations/Stops ²	2	3	0
(associated with escalators)	0	0	0
(associated with elevators)	0	0	0
Other	2	0	1
Total³	387	7	1

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	1	0	0	0	0	0	0	0	0
On Right of Way	0	0	0	0	0	0	0	0	0
Entering/Exiting Vehicle ¹	0	0	0	0	0	0	0	0	0
(associated with lifts)	0	0	0	0	0	0	0	0	0
In Stations/Stops ²	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	1
Total³	1	0	0	0	0	0	0	0	1

INJURIES

Personal Casualties	Patrons			Employees			Others		
	DR	FB	VP	DR	FB	VP	DR	FB	VP
Parking Facility	1	0	0	0	0	0	0	0	0
Inside Vehicle	153	0	0	0	0	0	4	0	0
On Right of Way	12	0	0	0	0	0	0	3	0
Entering/Exiting Vehicle ¹	111	1	0	0	0	0	21	0	0
(associated with lifts)	24	0	0	0	0	0	0	0	0
In Stations/Stops ²	2	3	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	1	0	0	0	0	0	0	0	0
Total³	280	4	0	0	0	0	25	3	0

¹ Enter/Exit figures include lift figures.

² Station/Bus Stop figures include escalator and elevator figures.

³ 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	144
In Stations	12
Right of Way and Others	38
Total	194

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
Total	0	0	0

INJURIES

Fires	Patrons	Employees	Others
	MB	MB	MB
In Vehicles	12	7	0
In Stations	5	2	0
Right of Way and Others	1	3	2
Total	18	12	2

Purchased Transportation - Fires

Bus

INCIDENTS

Fires	MB
In Vehicles	10
In Stations	0
Right of Way and Others	5
Total	15

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
Total	0	0	0

INJURIES

Fires	Patrons	Employees	Others
	MB	MB	MB
In Vehicles	1	1	0
In Stations	0	0	0
Right of Way and Others	0	0	0
Total	1	1	0

Fires

Rail

INCIDENTS

Fires	CR	HR	LR
In Vehicles	15	307	9
In Stations	0	467	3
Right of Way and Others	0	936	9
Total	15	1710	21

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
Total	0	0	0	0	0	0	0	0	0

INJURIES

Fires	Patrons			Employees			Others		
	CR	HR	LR	CR	HR	LR	CR	HR	LR
In Vehicles	0	0	0	0	0	0	0	1	0
In Stations	0	0	0	0	1	0	0	0	0
Right of Way and Others	0	0	0	0	3	0	0	1	0
Total	0	0	0	0	4	0	0	2	0

Purchased Transportation - Fires

Rail

INCIDENTS

Fires	LR	CR
In Vehicles	0	0
In Stations	0	0
Right of Way and Others	0	0
Total	0	0

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
Total	0	0	0	0	0	0

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
Total	0	0	0	0	0	0

Fires

Automated Guideway, Demand Response, Vanpool

INCIDENTS

Fires	AG	DR	VP
In Vehicles	0	15	0
In Stations	1	0	0
Right of Way and Others	0	4	0
Total	1	19	0

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
Total	0	0	0	0	0	0	0	0	0

INJURIES

Fires	Patrons			Employees			Others		
	AG	DR	VP	AG	DR	VP	AG	DR	VP
In Vehicles	0	2	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
Total	0	2	0	0	0	0	0	0	0

Purchased Transportation - Fires

Demand Response, Ferryboat, Vanpool*

INCIDENTS

Fires	DR	FB	VP
In Vehicles	9	6	0
In Stations	0	6	0
Right of Way and Others	1	35	0
Total	10	47	0

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
Total	0	0	0	0	0	0	0	0	0

INJURIES

Fires	Patrons			Employees			Others		
	DR	FB	VP	DR	FB	VP	DR	FB	VP
In Vehicles	0	0	0	2	4	0	0	0	0
In Stations	0	1	0	0	0	0	0	2	0
Right of Way and Others	0	0	0	0	9	0	0	1	0
Total	0	1	0	2	13	0	0	3	0

* 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	54	0	0	0	33	5	1
DR	3	0	0	0	0	0	0
CR	43	0	0	0	1	0	0
HR	33	0	0	0	2	0	0
LR	31	0	0	0	15	3	1
AG	0	0	0	0	0	0	0
VP	1	0	0	0	5	0	0
Total	165	0	0	0	56	8	2

Derailments/Buses Left Roadway - Purchased Transportation

Mode	INCIDENTS	FATALITIES			INJURIES		
		Patrons	Employees	Others	Patrons	Employees	Others
MB	8	0	0	0	6	1	0
DR	8	0	0	0	4	1	1
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	18	0	0	0	10	2	1

Total¹ of Incidents, Fatalities, and Injuries

Mode	INCIDENTS	FATALITIES			INJURIES		
		Patrons	Employees	Others	Patrons	Employees	Others
MB	19,892	5	0	73	8,861	821	2,313
DR	478	0	0	0	234	58	55
CR	1,720	3	3	110	199	1,118	166
HR	7,078	40	3	30	4,593	26	187
LR	1,105	1	0	12	411	14	132
AG	23	0	0	0	22	0	6
VP	35	0	0	0	36	0	8
Total	30,331	49	6	225	14,356	2,037	2,867

Total¹ of Incidents, Fatalities, and Injuries - Purchased Transportation

Mode	INCIDENTS	FATALITIES			INJURIES		
		Patrons	Employees	Others	Patrons	Employees	Others
MB	389	0	2	10	310	38	102
DR	2430	2	1	3	783	106	141
CR	113	0	0	18	20	44	27
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	54	0	0	0	5	13	6
VP	4	0	0	1	5	0	1
Total	2990	2	3	32	1123	201	277

¹ These are the totals of Collisions, Derailments, Personal Casualties, Evacuations, Suicides, and Fires

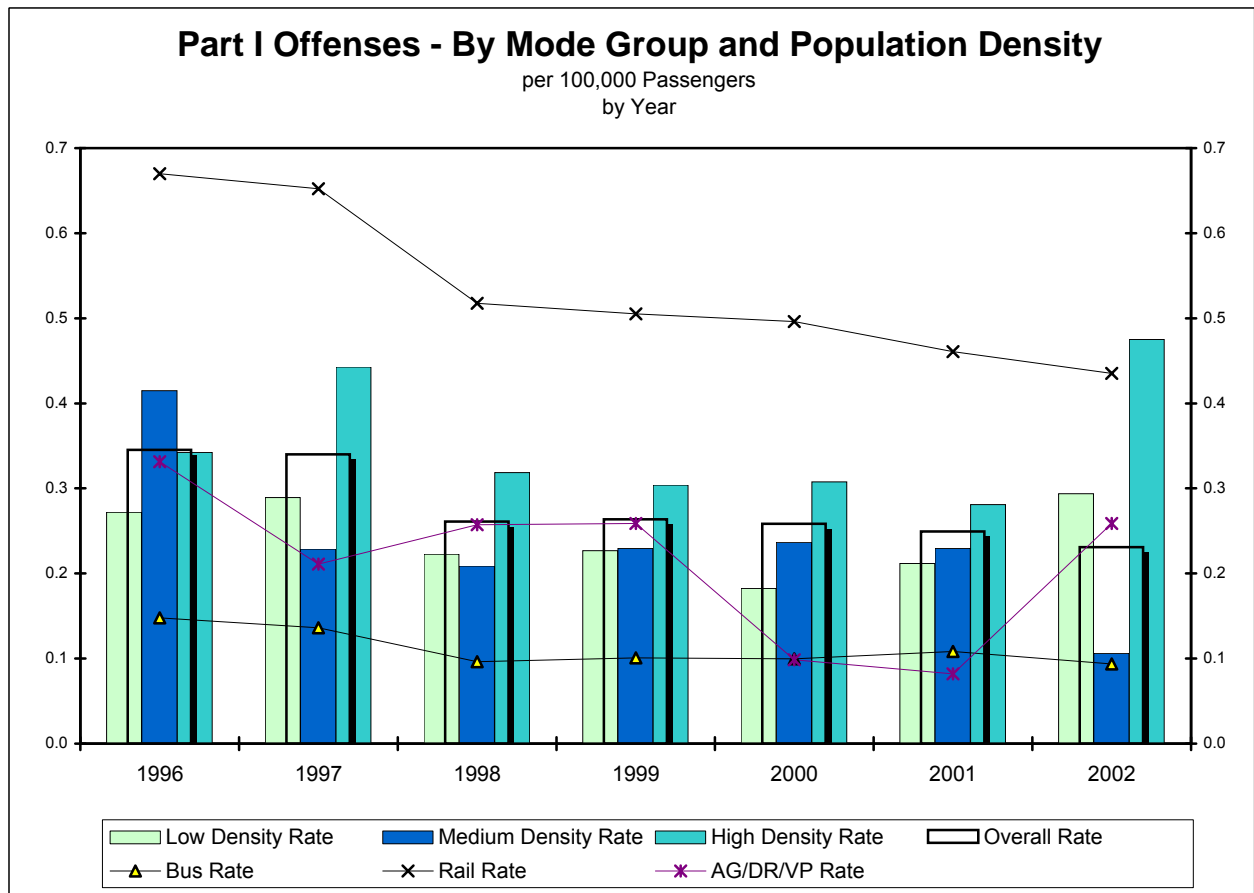
Operating Statistics and Property Damage

Mode	Property Damage	Passengers	Passenger Miles	Vehicle Miles
MB	\$21,817,262	5,077,879,910	18,120,126,368	1,919,118,936
DR	\$1,412,869	22,770,799	200,535,279	171,590,767
CR	\$177,292	379,631,997	8,516,893,955	254,623,943
HR	\$5,521,227	2,687,973,033	13,663,224,326	620,853,913
LR	\$2,792,193	333,439,252	1,420,117,775	60,345,998
AG	\$5,000	7,686,978	8,254,927	1,795,769
VP	\$295,745	9,720,356	358,601,909	55,917,976
Total	\$32,021,588	8,519,102,325	42,287,754,539	3,084,247,302

Operating Statistics and Property Damage - Purchased Transportation

Mode	Property Damage	Passengers	Passenger Miles	Vehicle Miles
MB	\$2,569,670	305,596,442	1,594,437,609	244,077,241
DR	\$5,540,367	55,999,004	450,454,406	441,025,287
CR	\$705,565	34,447,198	982,934,748	28,925,920
LR	\$0	3,091,700	11,554,762	704,864
PB	\$0	33,744,105	205,544,808	28,932,705
MO	\$0	2,048,793	1,843,914	207,428
IP	\$0	371,561	55,734	17,533
FB	\$0	9,347,104	49,014,204	999,396
VP	\$60,000	2,518,096	96,488,238	16,387,314
Total	\$8,875,602	447,164,003	3,392,328,423	761,277,688

**Transit Security Trends
1996 through 2002**

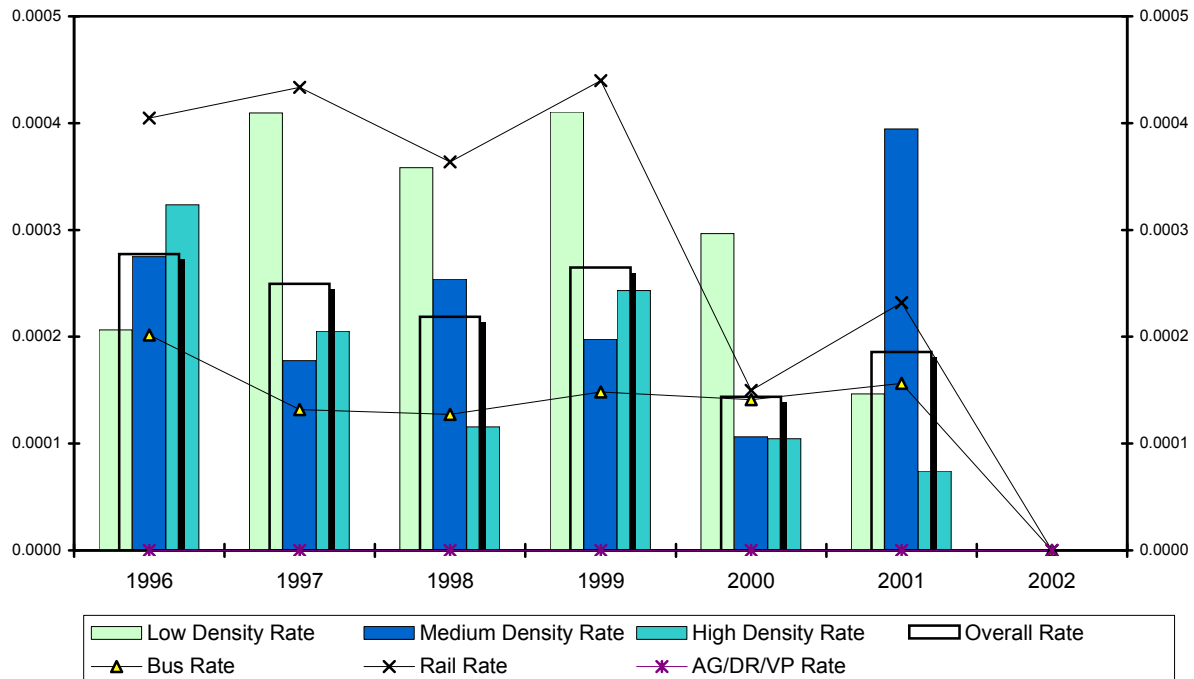


This chart displays the transit-related crime rate for Part I (Reports) Offenses. There are two sets of indicators: population density (colored bars) and mode group (lines). The overall rate is represented by the clear bars. The chart is useful in exposing the overall trend and a variety of factors that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

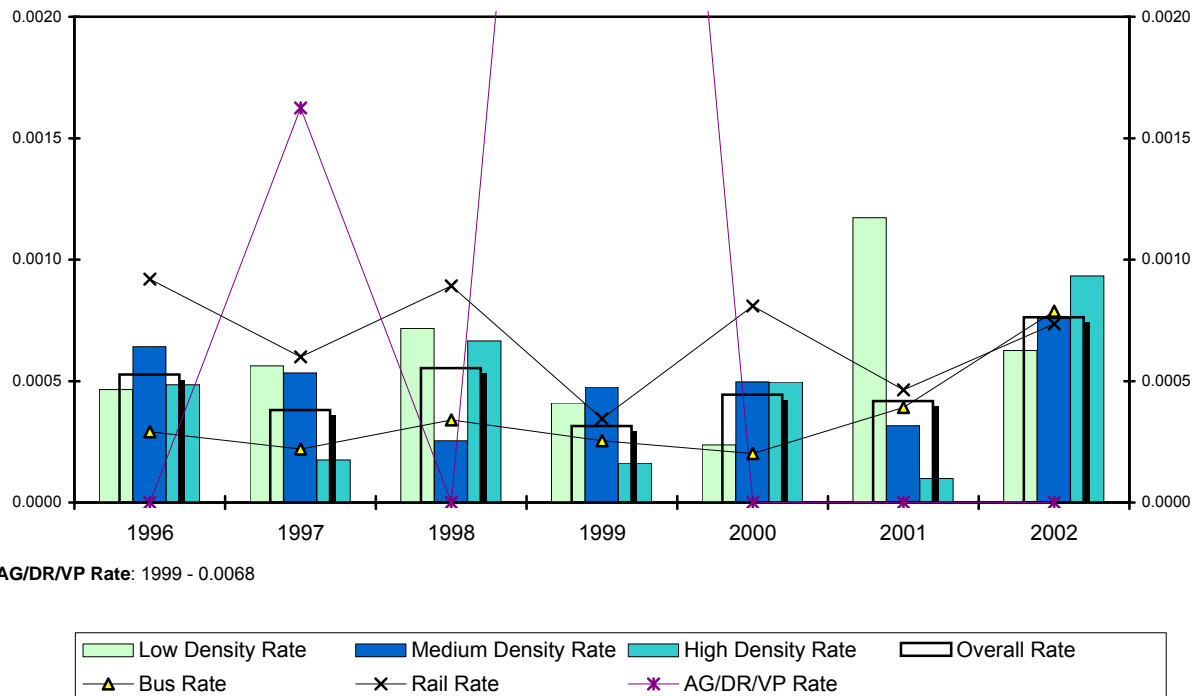
Homicide - By Mode Group and Population Density

per 100,000 Passengers
by Year



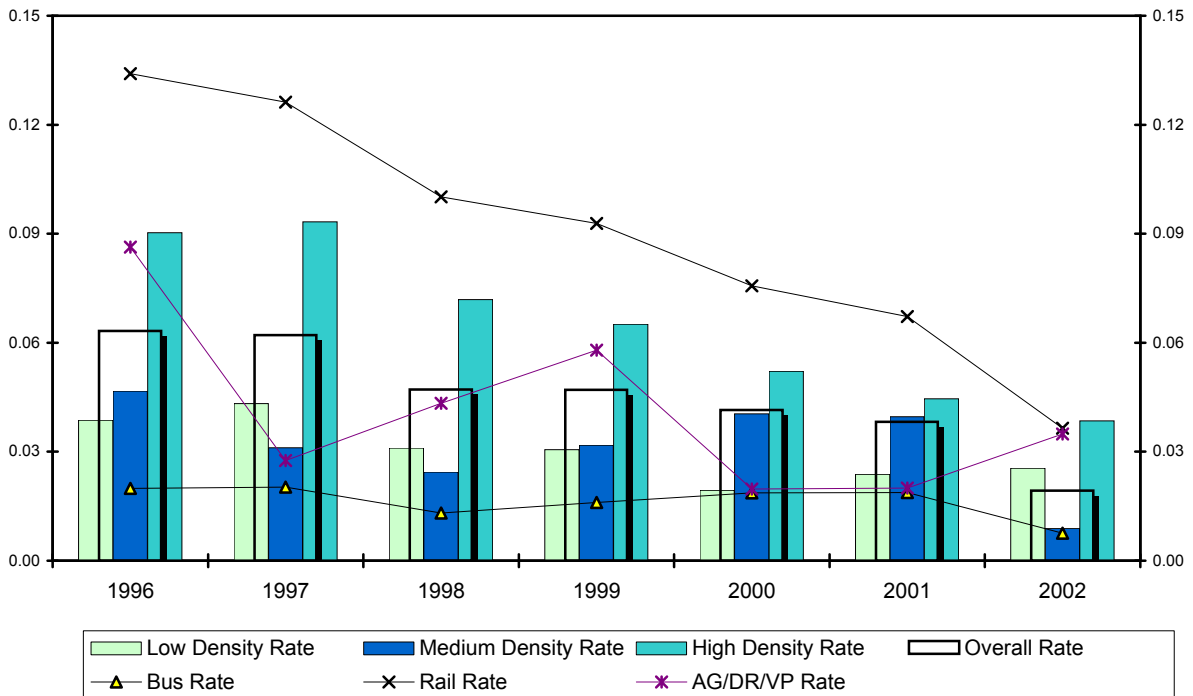
Forcible Rape - By Mode Group and Population Density

per 100,000 Passengers
by Year



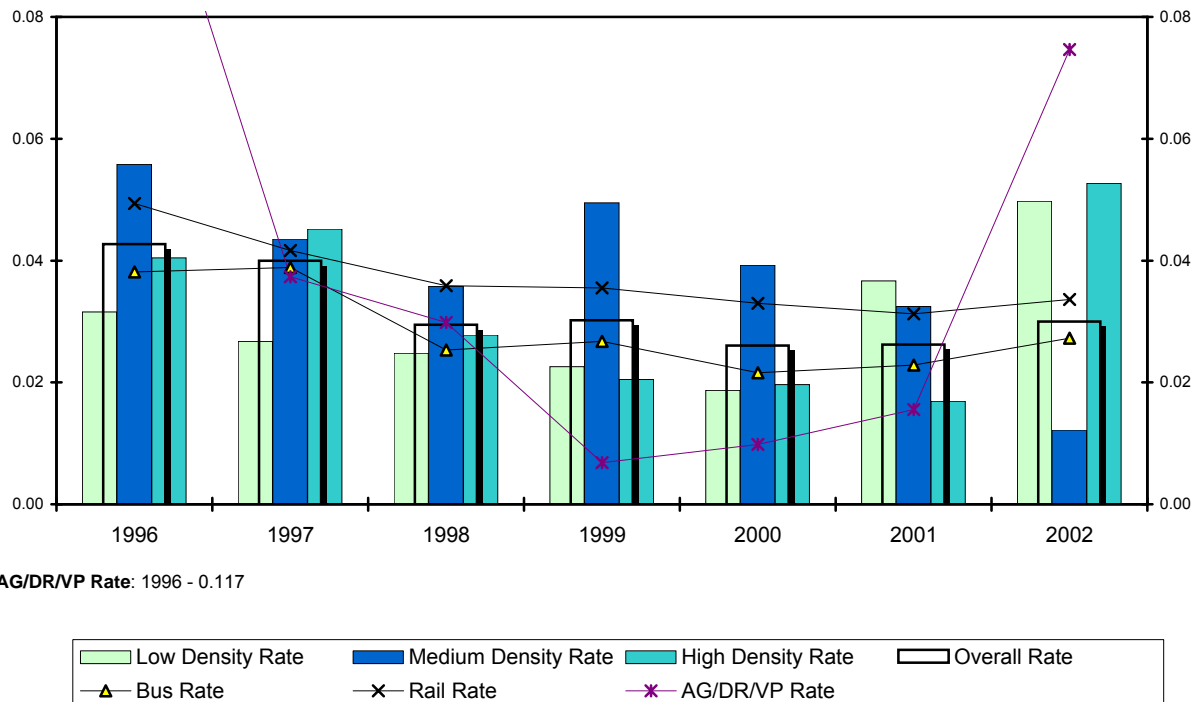
Robbery - By Mode Group and Population Density

per 100,000 Passengers
by Year



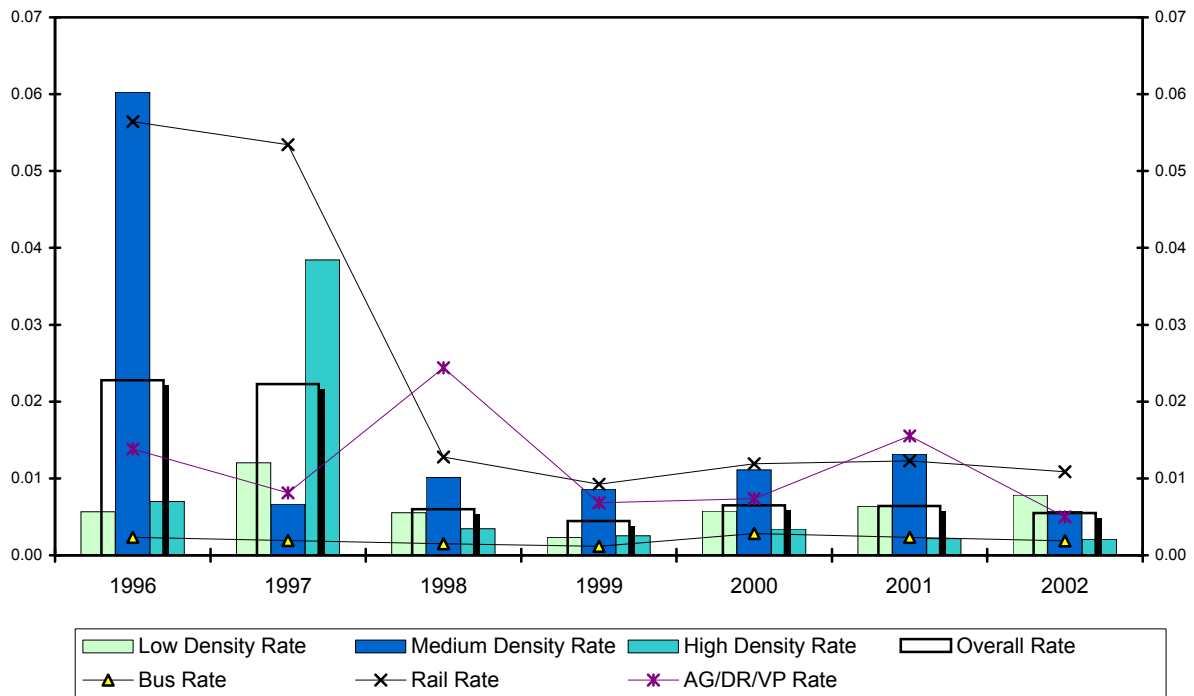
Aggravated Assault - By Mode Group and Population Density

per 100,000 Passengers
by Year



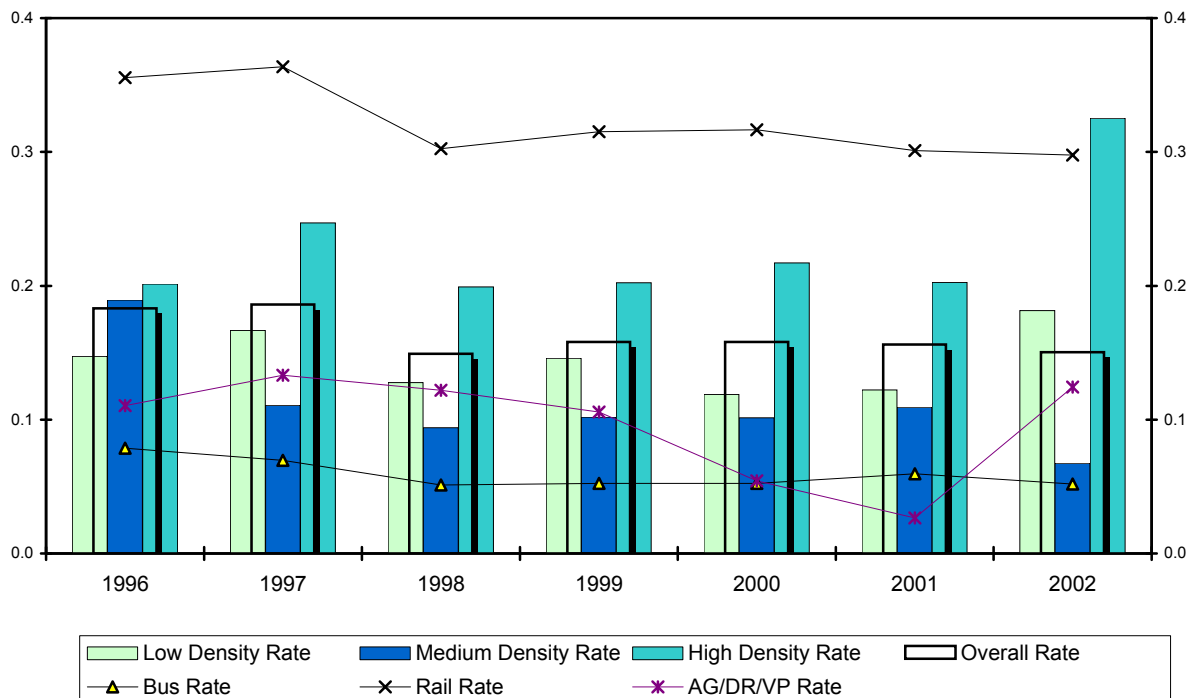
Burglary - By Mode Group and Population Density

per 100,000 Passengers
by Year



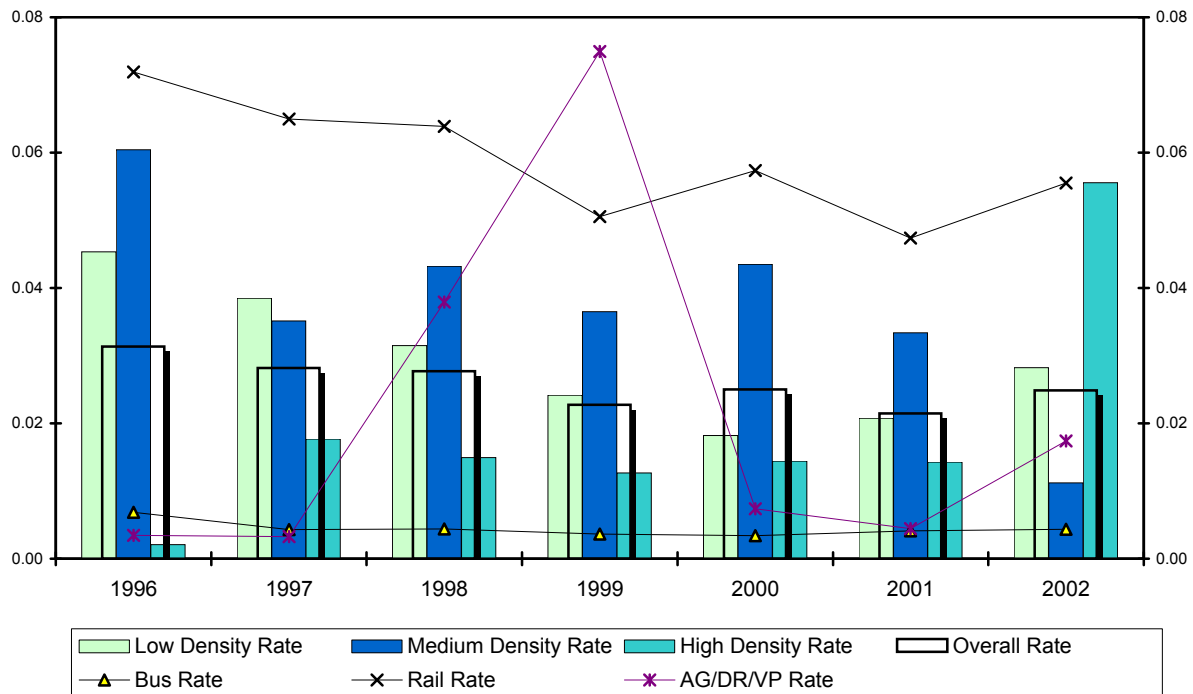
Larceny/Theft - By Mode Group and Population Density

per 100,000 Passengers
by Year



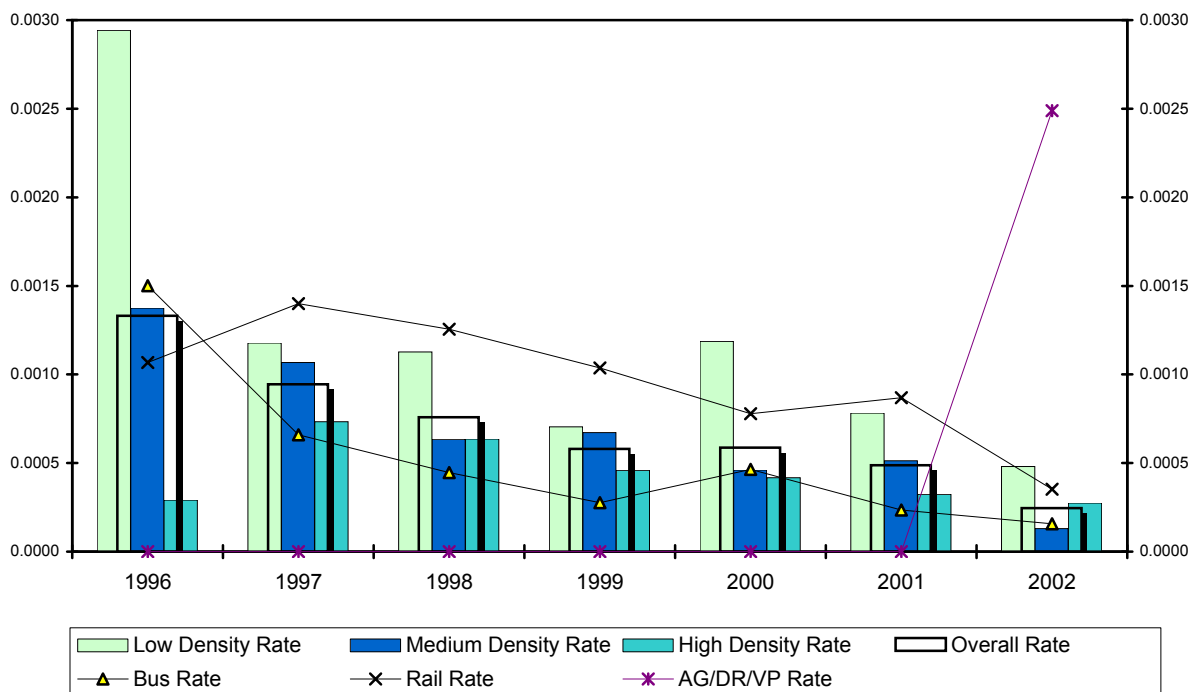
Motor Vehicle Theft - By Mode Group and Population Density

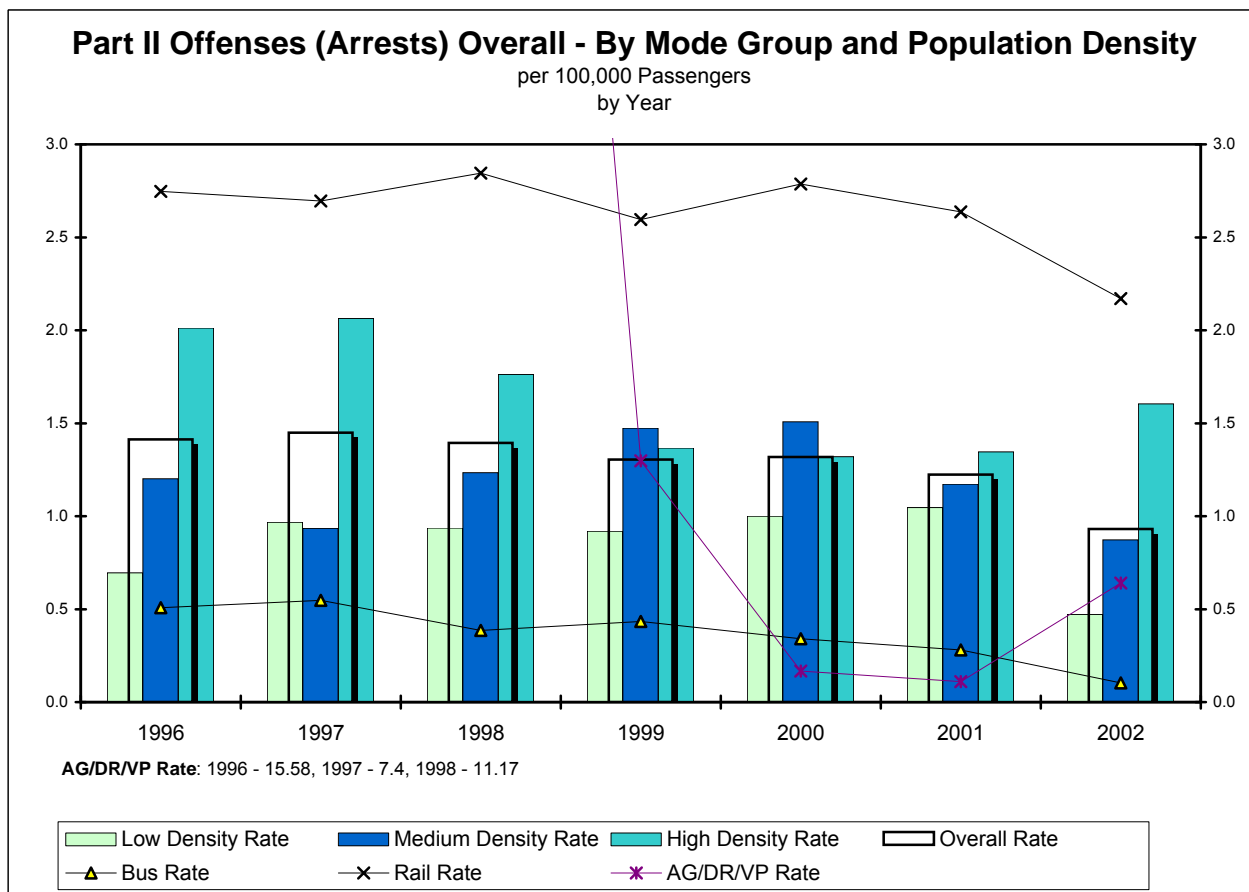
per 100,000 Passengers
by Year



Arson - By Mode Group and Population Density

per 100,000 Passengers
by Year

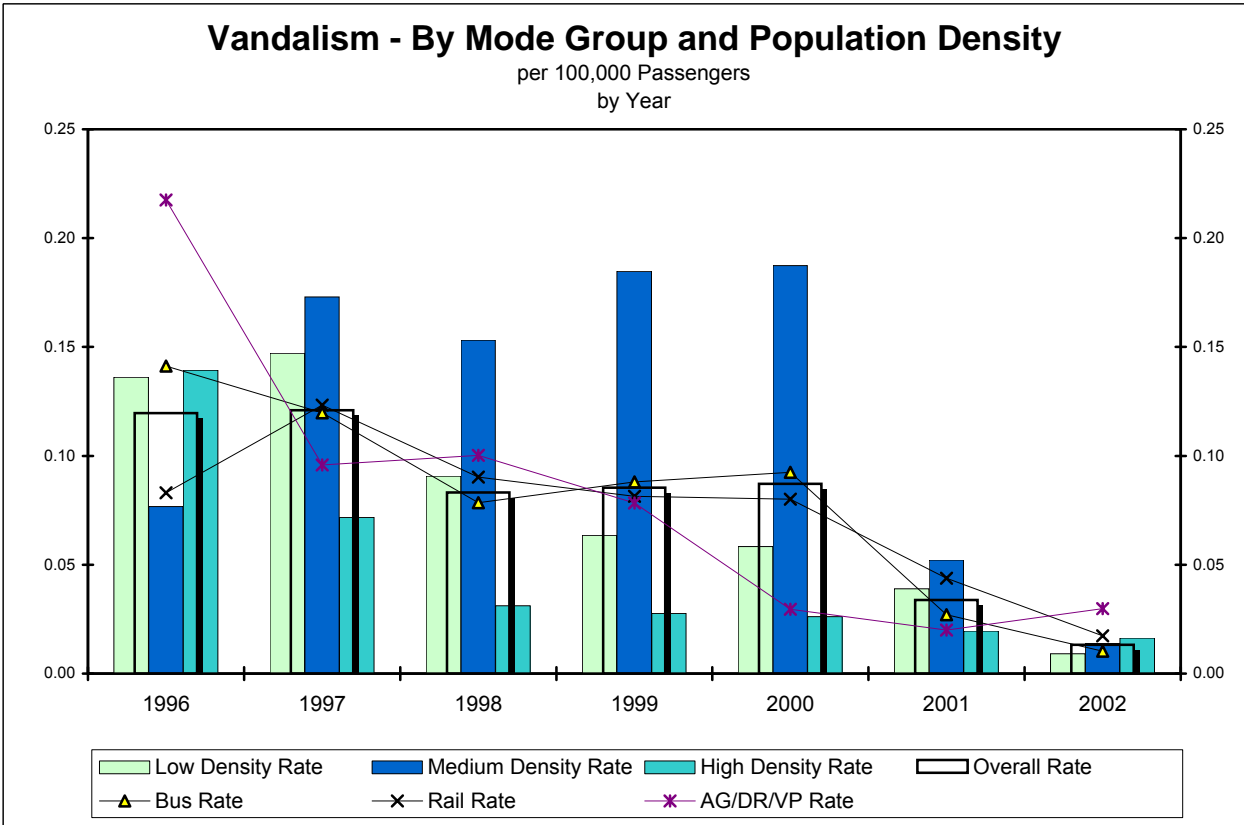
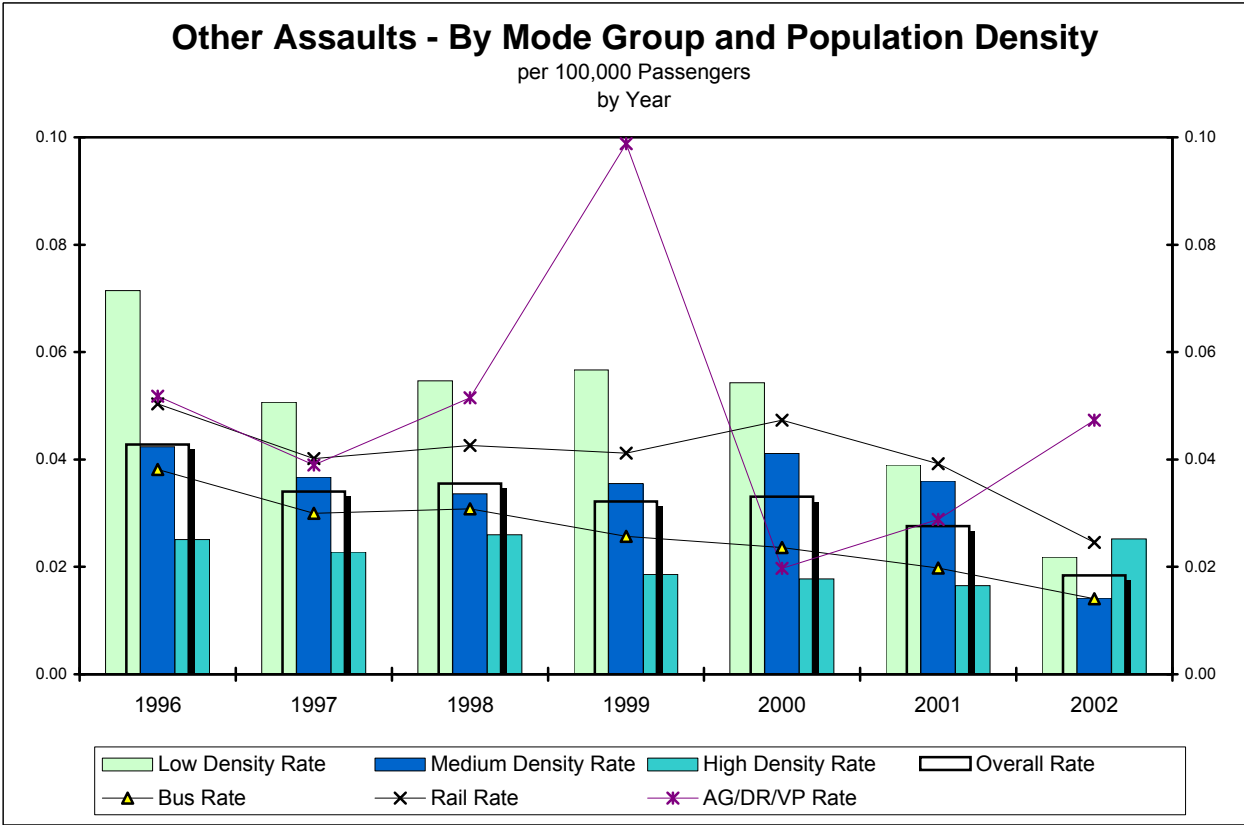




This chart displays the transit-related crime rate for arrests for Part II Offenses. There are two sets of indicators: population density (colored bars) and mode group (lines). The overall rate is represented by the clear bars. The chart is useful in exposing the overall trend and a variety of factors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

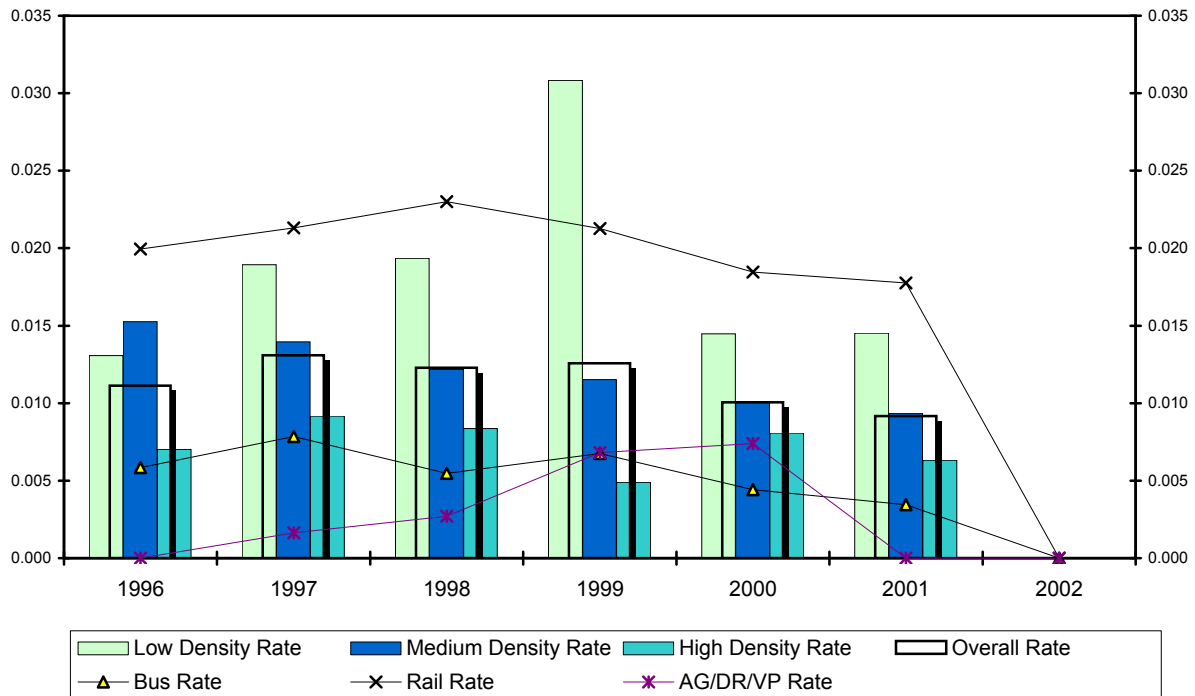
The charts that follow display the specific Part II Offense trends. Taken separately they provide insight into the factors that influenced the cumulative overall, density, and mode group trends seen above.

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.



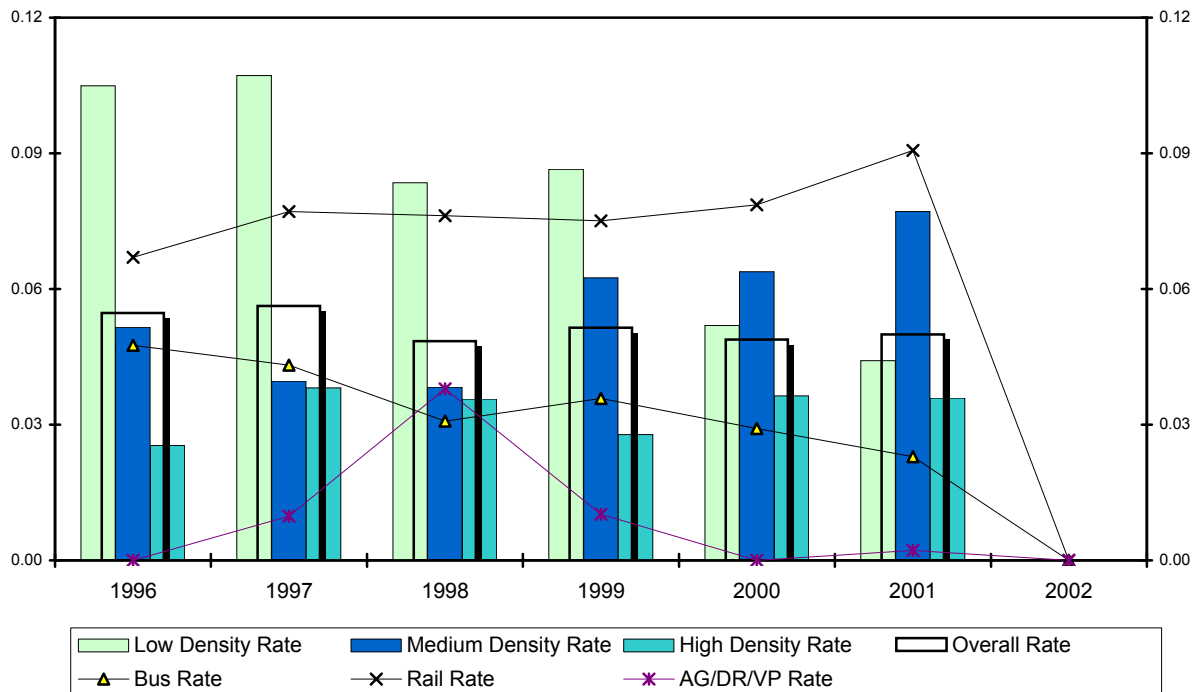
Sex Offenses - By Mode Group and Population Density

per 100,000 Passengers
by Year



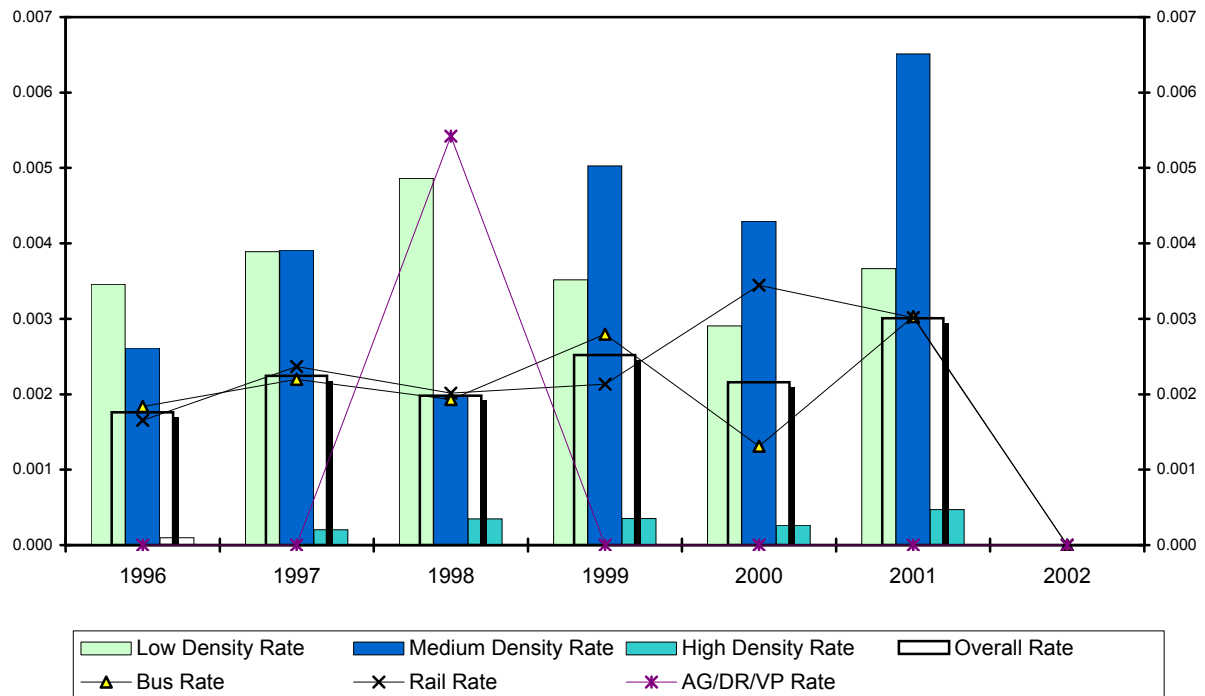
Drug Abuse Violations - By Mode Group and Population Density

per 100,000 Passengers
by Year



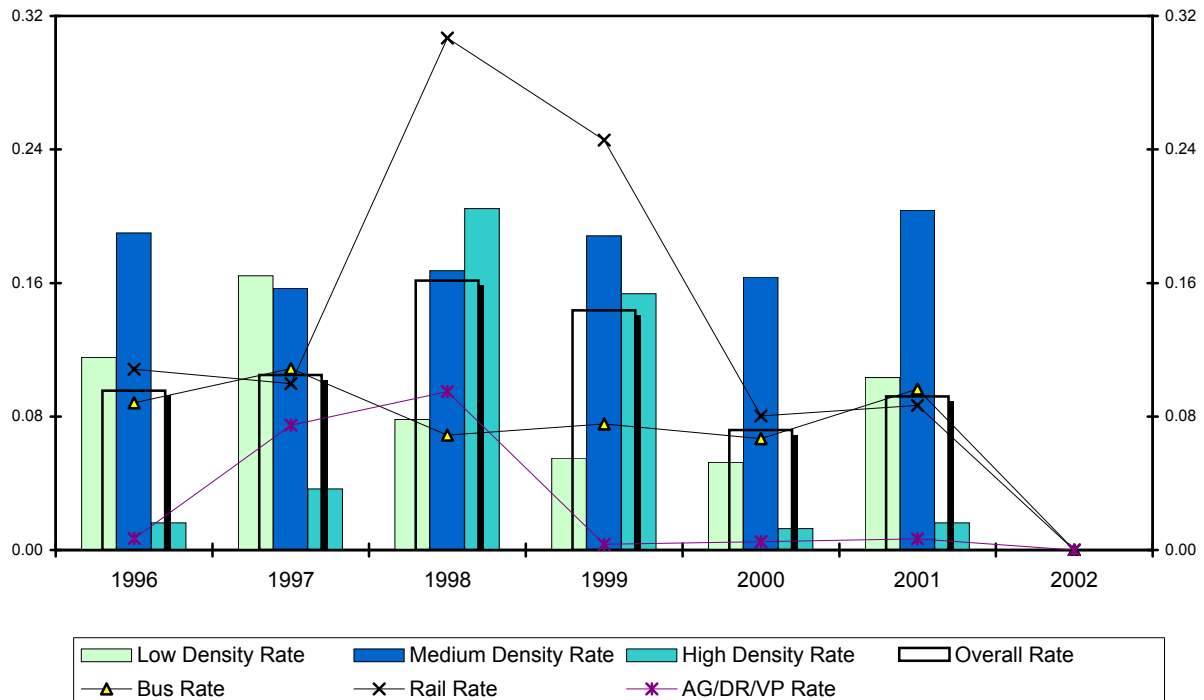
DUI - By Mode Group and Population Density

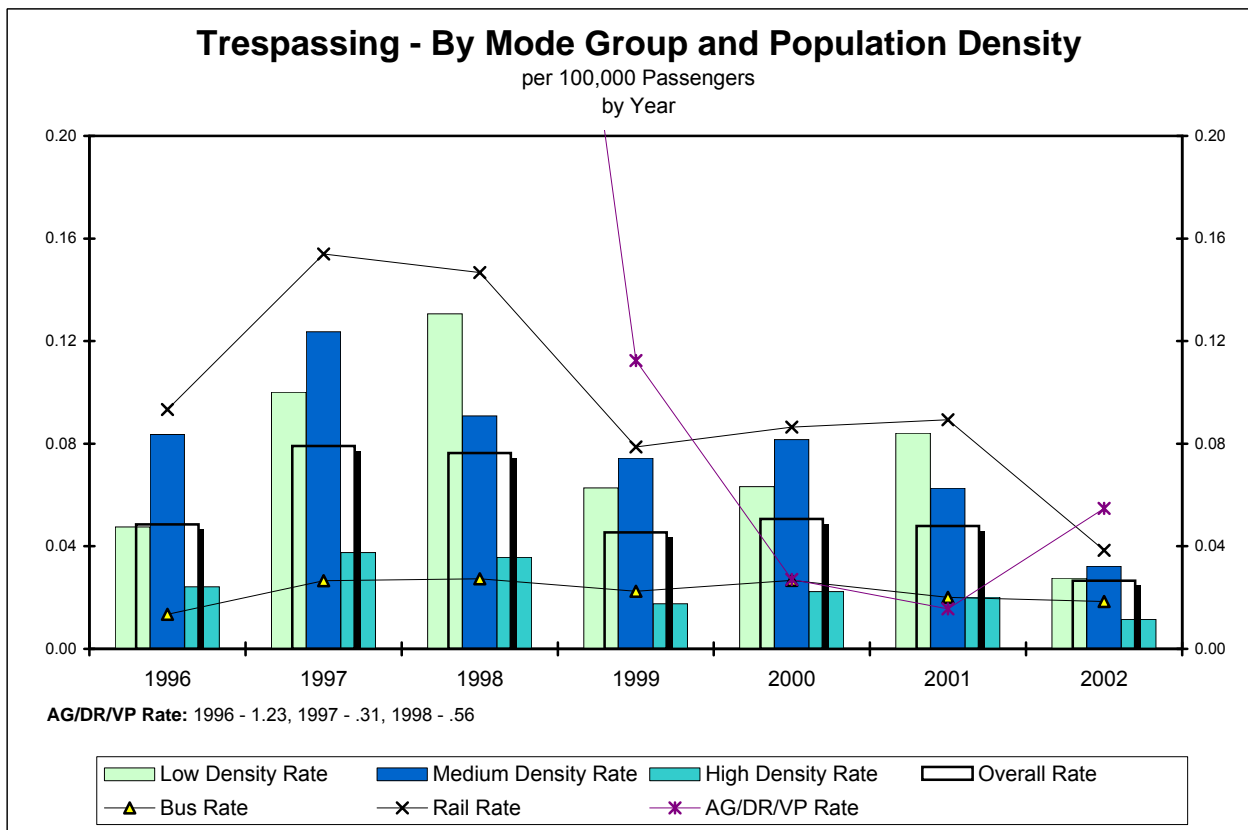
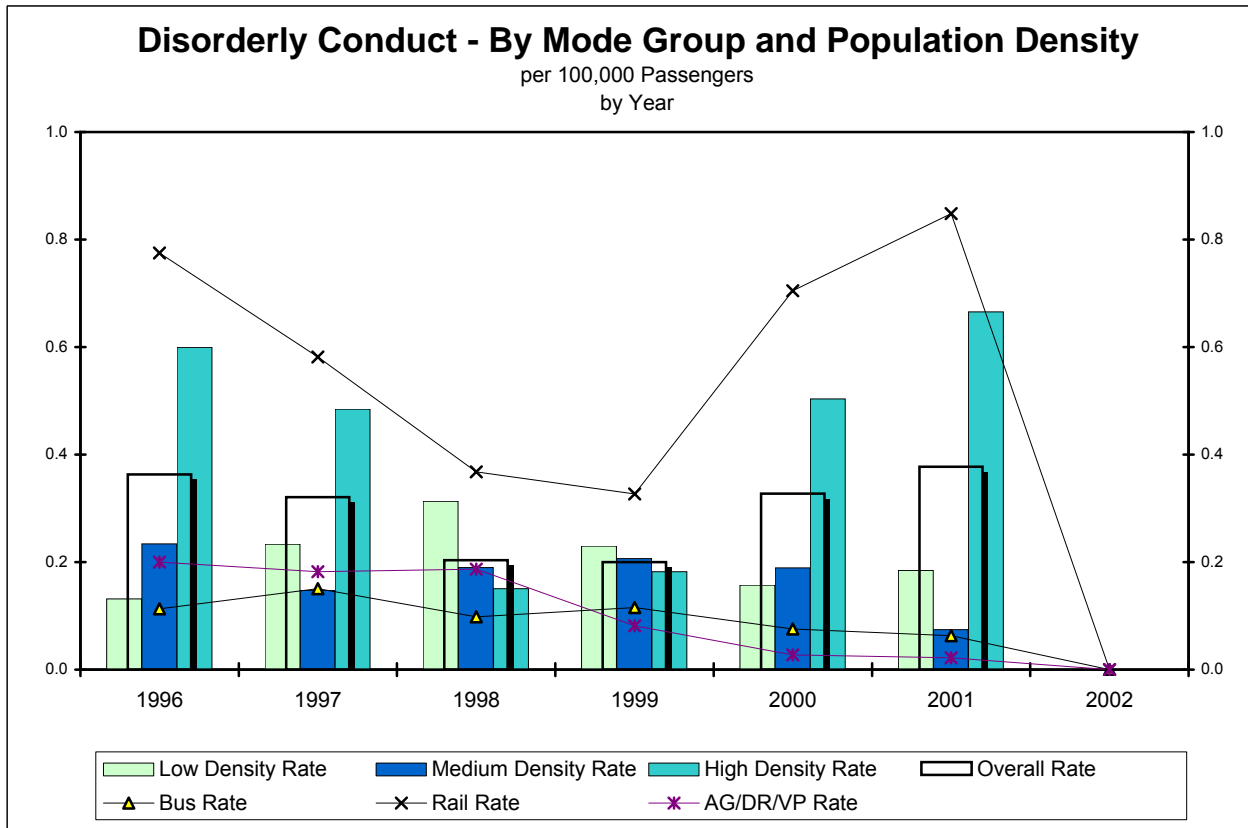
per 100,000 Passengers
by Year

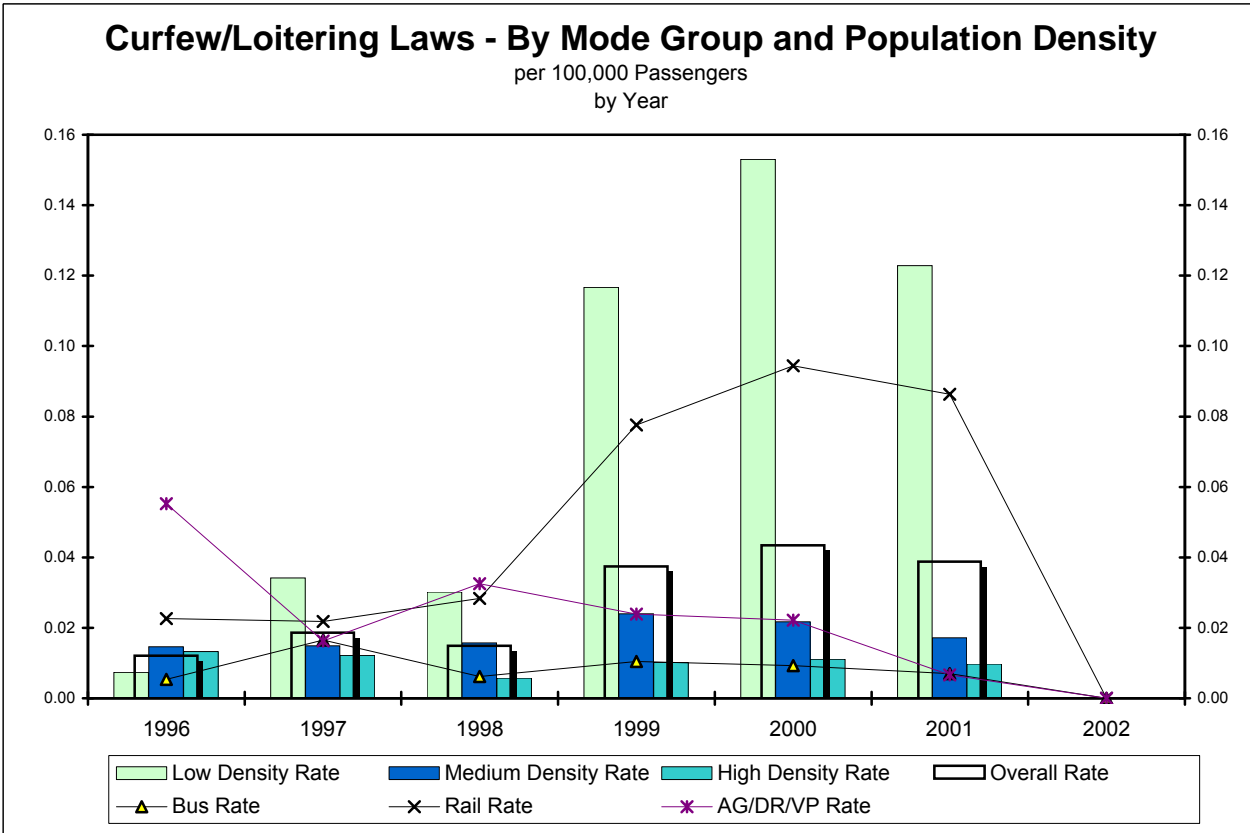
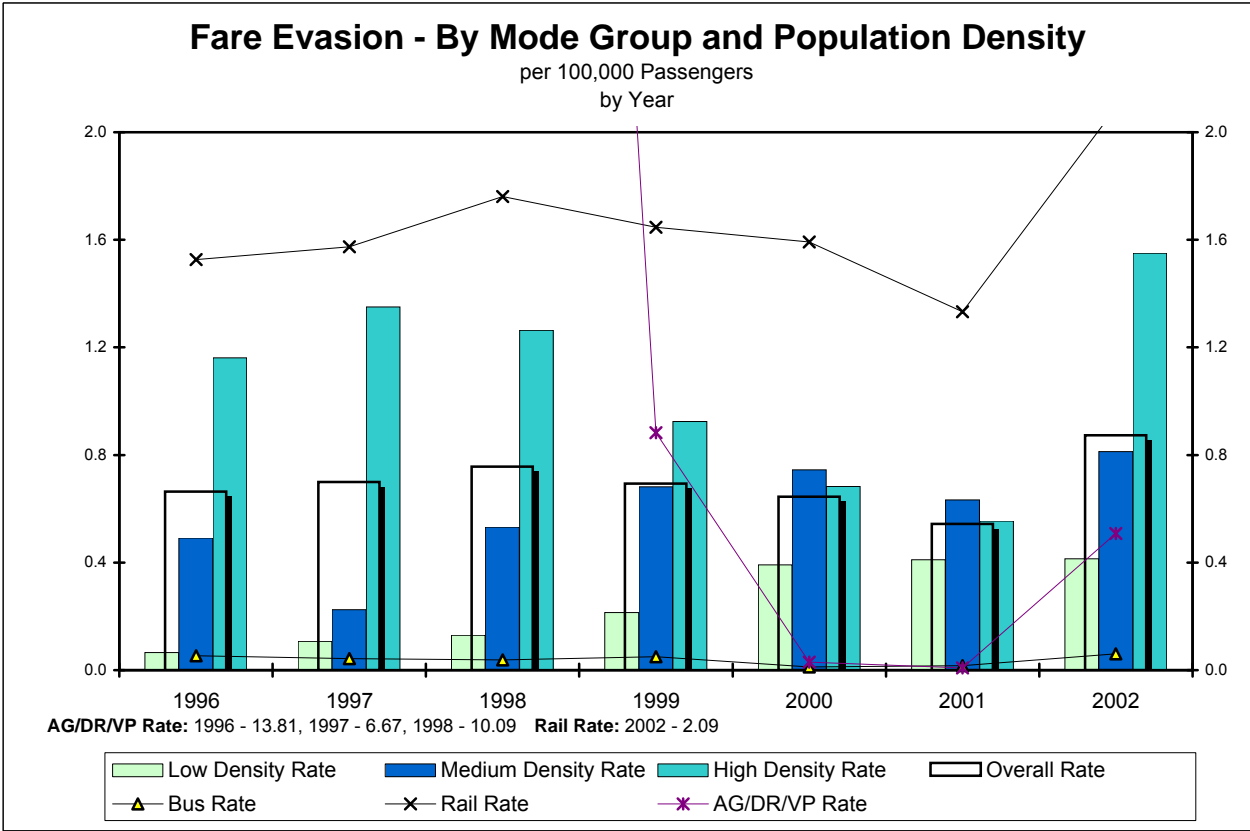


Drunkenness - By Mode Group and Population Density

per 100,000 Passengers
by Year



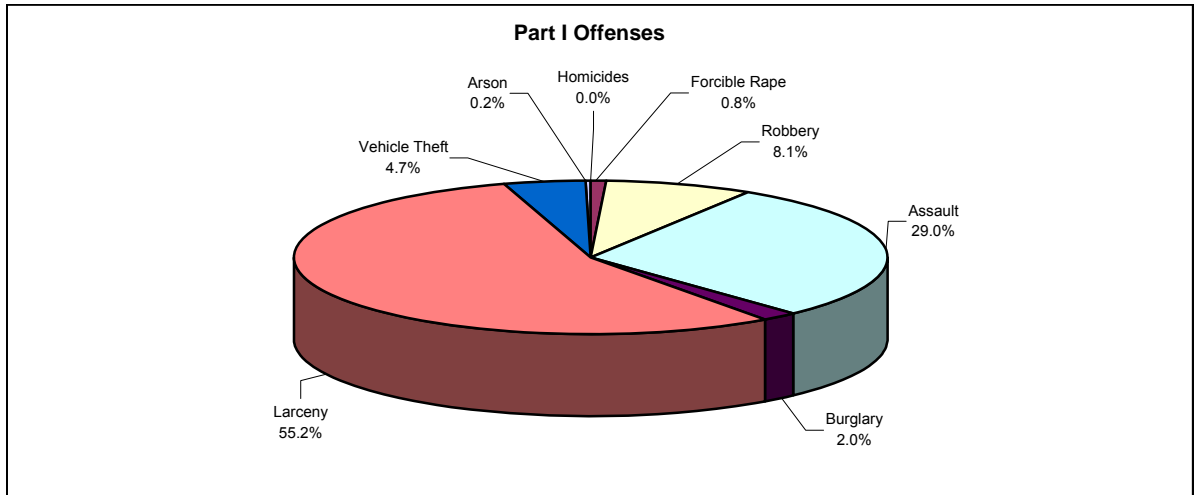




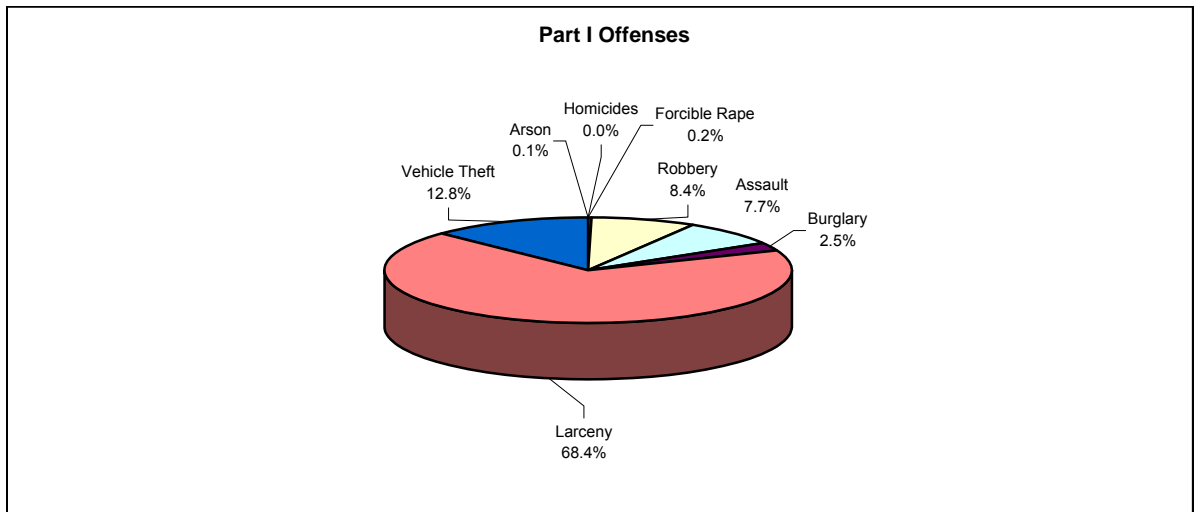
2002 Security Data

Reports of Transit Crime - Part I Offenses

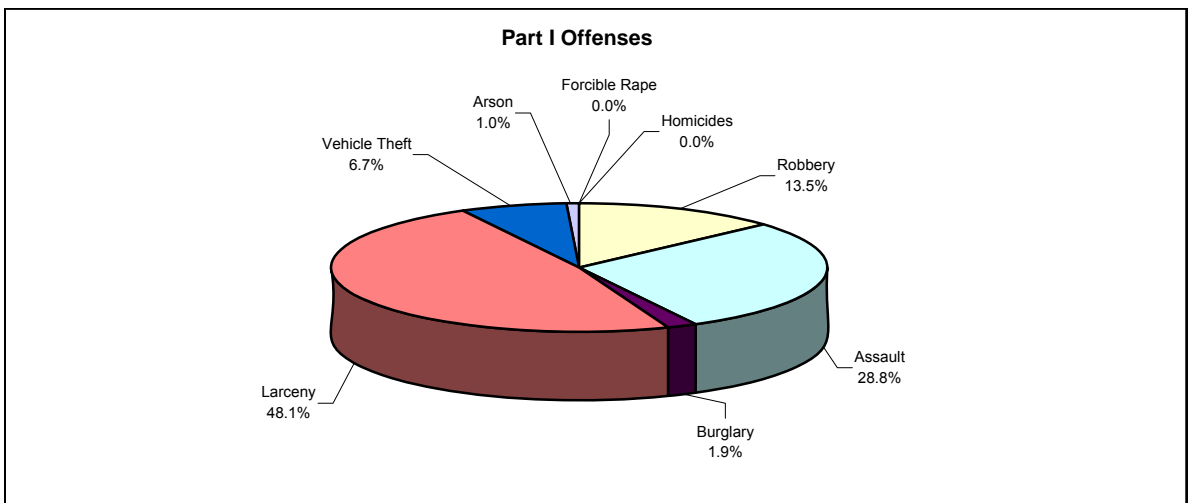
Bus



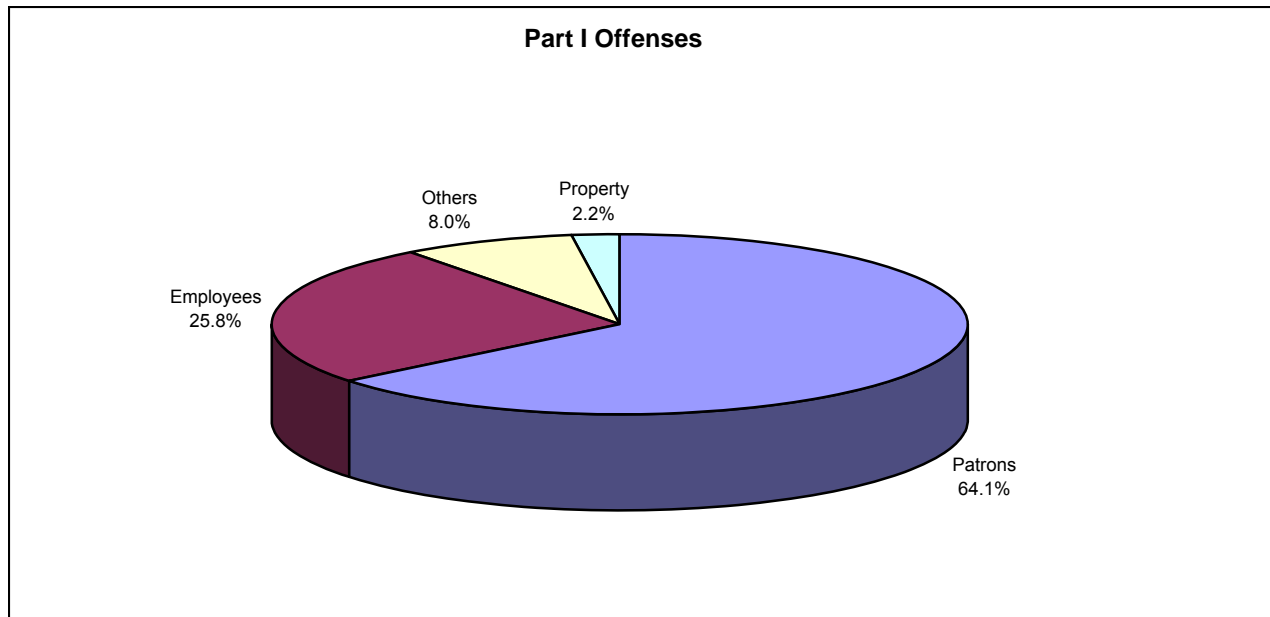
Rail



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	0	0	0	
Forcible Rape	22	9	9	
Robbery	316	47	23	
Aggravated Assault	758	590	35	
Burglary				95
Larceny/Theft	1798	539	294	
Motor Vehicle Theft	158	44	20	
Arson				8

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	2	0	2	
Robbery	114	18	5	
Aggravated Assault	166	79	8	
Burglary				2
Larceny/Theft	931	147	52	
Motor Vehicle Theft	64	9	5	
Arson				1

* 28 agencies (1.26 billion passengers or 24.9%) 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	0	0	0	
Forcible Rape	16	8	6	
Robbery	132	18	13	
Aggravated Assault	375	376	20	
Burglary				74
Larceny/Theft	548	296	204	
Motor Vehicle Theft	74	30	10	
Arson				3

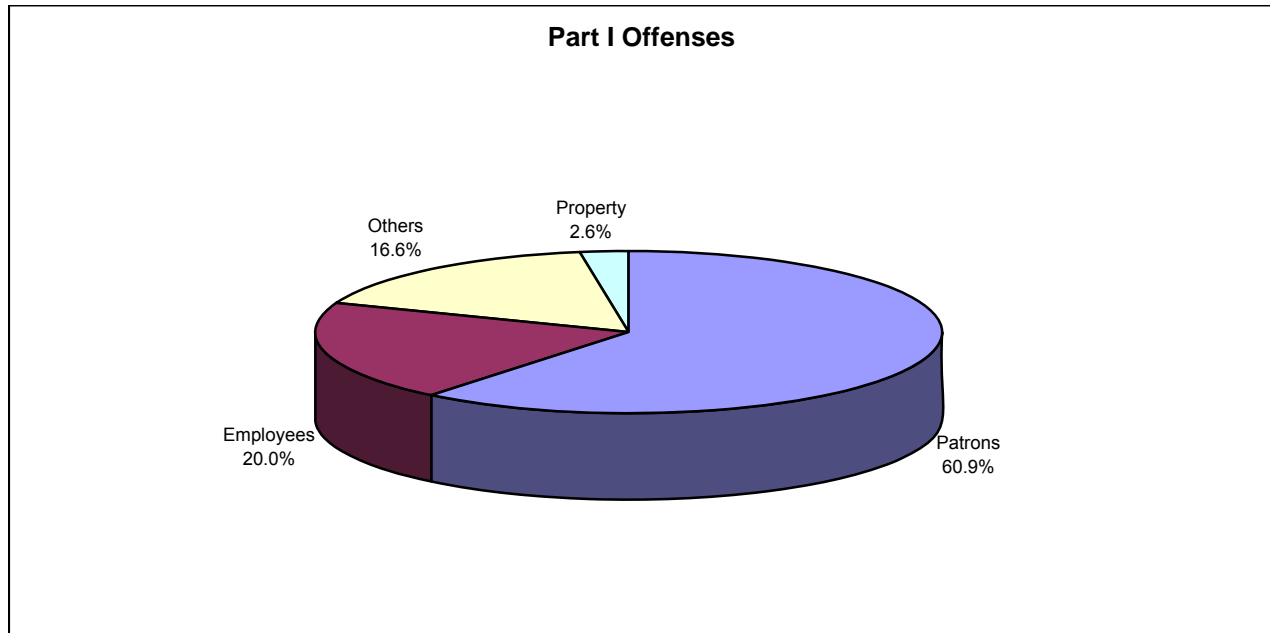
*165 agencies (2.53 billion passengers or 49.9%) operating buses with medium population density reported Security data

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	0	0	0	
Forcible Rape	4	1	1	
Robbery	70	11	5	
Aggravated Assault	217	135	7	
Burglary				19
Larceny/Theft	319	96	38	
Motor Vehicle Theft	20	5	5	
Arson				4

* 168 agencies (1.28 billion passengers or 25.2%) operating buses with low population density reported Security data

Victims of Transit Crime Rail



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	0	0	0	0	0	0	0	0			
Forcible Rape	0	19	3	0	1	1	1	0	0			
Robbery	67	749	260	1	13	20	21	102	7			
Aggravated Assault	41	494	180	42	295	39	19	26	8			
Burglary										78	95	197
Larceny/Theft	838	4356	797	404	1756	129	670	1046	129			
Motor Vehicle Theft	97	820	289	2	252	3	53	354	18			
Arson										8	4	0

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	10	1	0	1	0	1	0	0			
Robbery	4	394	95	0	0	14	6	42	3			
Aggravated Assault	3	122	17	0	10	3	5	20	4			
Burglary										1	34	1
Larceny/Theft	125	3027	196	46	1068	17	112	137	60			
Motor Vehicle Theft	3	653	43	0	201	0	2	18	13			
Arson										0	3	0

* 11 agencies (.55 billion passengers or 16.2%) 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	3	2	0	0	0	0	0	0			
Robbery	29	75	118	1	0	3	13	0	2			
Aggravated Assault	8	55	111	24	66	28	11	0	3			
Burglary										12	13	166
Larceny/Theft	286	506	378	189	212	86	307	14	56			
Motor Vehicle Theft	13	138	226	2	5	3	6	4	3			
Arson										2	1	0

* 18 agencies (2.07 billion passengers or 60.9%) operating rail modes with medium population density reported Security data

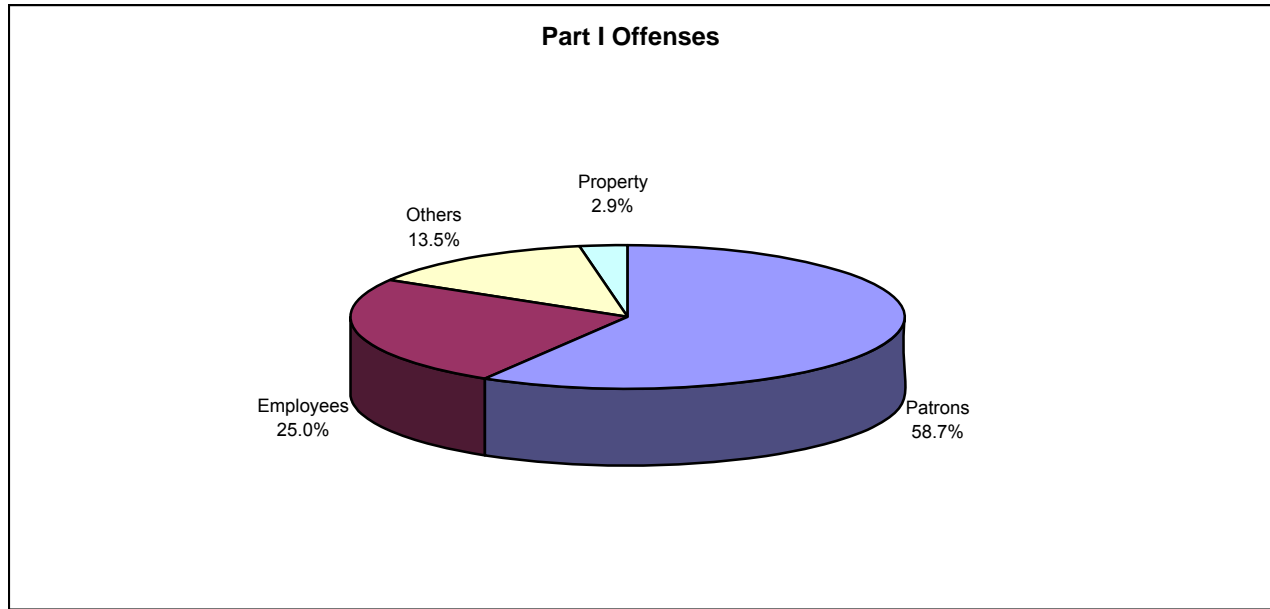
Agencies with Low Population Density in Service Area (Under 2000 Population per Square Mile)*

Part I Offenses	Patrons			Employees			Others			Property		
	CR	HR	LR	CR	HR	LR	CR	HR	LR	CR	HR	LR
Homicide	0	0	0	0	0	0	0	0	0			
Forcible Rape	0	6	0	0	0	1	0	0	0			
Robbery	34	280	47	0	13	3	2	60	2			
Aggravated Assault	30	317	52	18	219	8	3	6	1			
Burglary										65	48	30
Larceny/Theft	427	823	223	169	476	26	251	895	13			
Motor Vehicle Theft	81	29	20	0	46	0	45	332	2			
Arson										6	0	0

* 15 agencies (.78 billion passengers or 22.9%) 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	6	0	1	1	0	0	0	0			
Aggravated Assault	5	9	0	1	12	0	0	3	0			
Burglary										0	2	0
Larceny/Theft	7	24	0	1	8	0	0	10	0			
Motor Vehicle Theft	0	4	0	2	0	0	0	1	0			
Arson										1	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		1	0		0	0				
Aggravated Assault	4	0		1	0		0	0				
Burglary										0	0	
Larceny/Theft	7	0		1	0		0	0				
Motor Vehicle Theft	0	0		2	0		0	0				
Arson										1	0	

* 10 agencies (7.9 million passengers or 19.6%) 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	5	0	0	0	0	0	0	0			
Aggravated Assault	1	2	0	0	1	0	0	0	0			
Burglary										0	1	0
Larceny/Theft	0	9	0	0	8	0	0	10	0			
Motor Vehicle Theft	0	3	0	0	0	0	0	0	0			
Arson										0	0	0

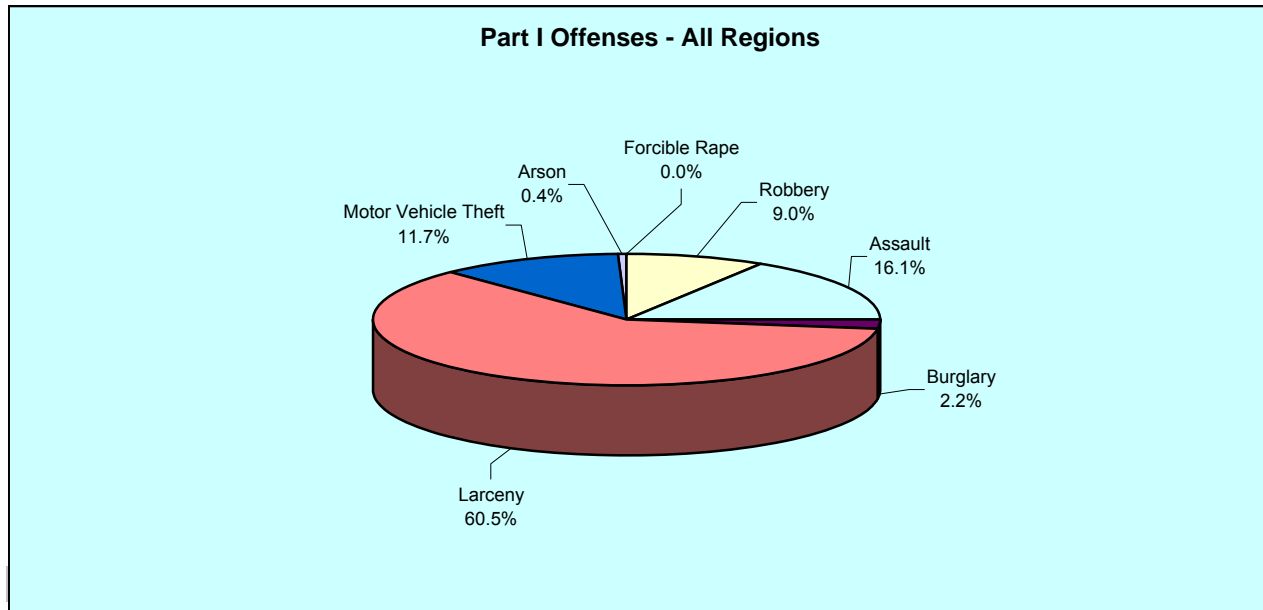
* 107 agencies (12.9 million passengers or 32.1%) operating AG/DR/VP modes with medium population density reported Security data

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		1	0		1	0		0	0			
Aggravated Assault		7	0		11	0		3	0			
Burglary											1	0
Larceny/Theft		15	0		0	0		0	0			
Motor Vehicle Theft		1	0		0	0		1	0			
Arson											0	0

*142 agencies (19.4 million passengers or 48.3%) operating AG/DR/VP modes with low population density reported Security data

Victims of Transit Crime Purchased Transportation - All Modes



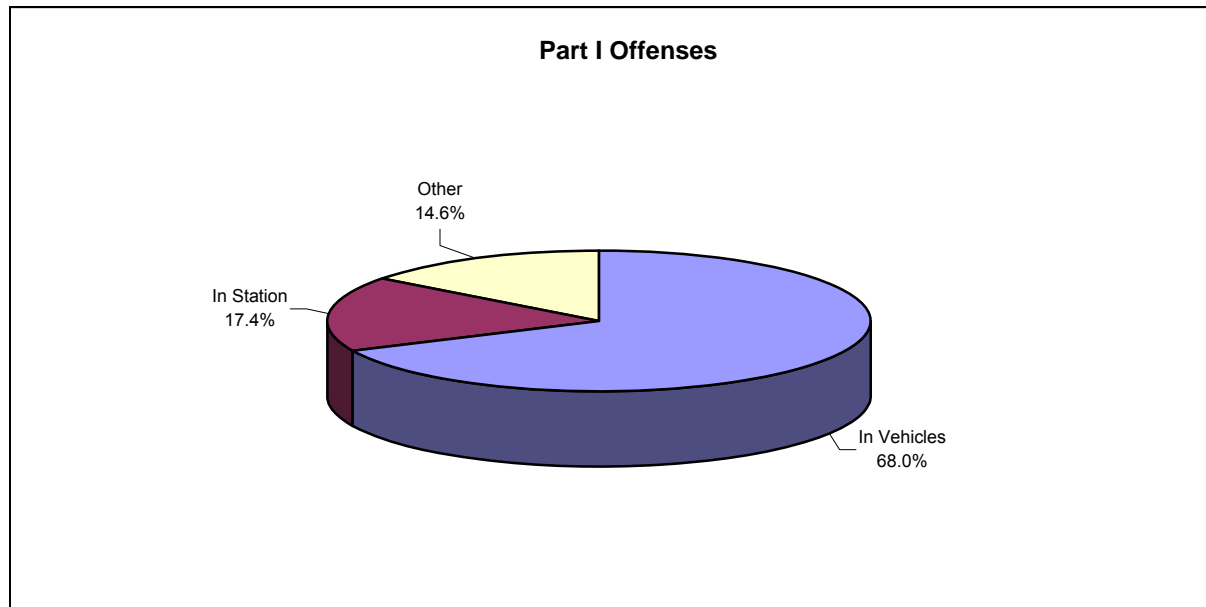
Total of Part I Offenses - Purchased Transportation

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	15	5	4	5	2	0	1	0	1	3	1	1				
Aggravated Assault	8	0	26	1	2	3	11	0	0	3	8	4				
Burglary													5	0	3	2
Larceny/Theft	145	16	20	13	15	1	1	0	26	12	5	14				
Motor Vehicle Theft	31	6	1	2	2	0	0	0	0	5	2	1				
Arson													0	0	2	0

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

DR (2 Robberies, 6 Assaults, 2 Larceny/Thefts, and 2 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	0
Forcible Rape	19	2	19
Robbery	235	83	68
Aggravated Assault	1117	147	119
Burglary	23	33	39
Larceny/Theft	1776	497	358
Motor Vehicle Theft	65	64	93
Arson	5	2	1

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	3	0	1
Robbery	111	19	7
Aggravated Assault	239	12	2
Burglary	1	0	1
Larceny/Theft	1015	65	50
Motor Vehicle Theft	40	0	38
Arson	1	0	0

* 28 agencies (1.26 billion passengers or 24.9%) 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	0
Forcible Rape	12	2	16
Robbery	79	34	50
Aggravated Assault	606	66	99
Burglary	11	31	32
Larceny/Theft	555	276	217
Motor Vehicle Theft	22	54	38
Arson	2	0	1

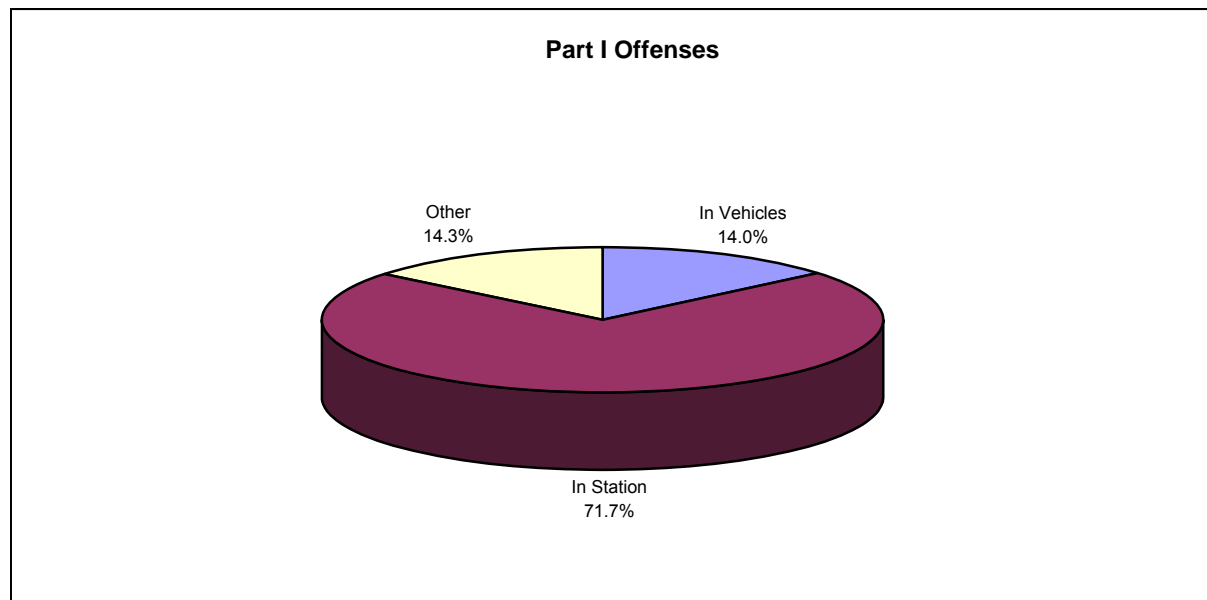
*165 agencies (2.53 billion passengers or 49.9%) operating buses with medium population density reported Security data

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	0
Forcible Rape	4	0	2
Robbery	45	30	11
Aggravated Assault	272	69	18
Burglary	11	2	6
Larceny/Theft	206	156	91
Motor Vehicle Theft	3	10	17
Arson	2	2	0

* 168 agencies (1.28 billion passengers or 25.2%) 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	0	0	0	0	0
Forcible Rape	0	3	2	1	16	1	0	1	1
Robbery	3	222	59	79	591	186	7	51	42
Aggravated Assault	23	90	88	74	677	126	5	48	13
Burglary	40	6	30	25	80	150	13	9	17
Larceny/Theft	451	775	267	907	5554	585	554	829	203
Motor Vehicle Theft	1	2	9	60	1275	218	91	149	83
Arson	0	1	0	7	3	0	1	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		
	CR	HR	LR	CR	HR	LR	CR	HR	LR
Homicide	0	0	0	0	0	0	0	0	0
Forcible Rape	0	3	0	1	7	1	0	1	0
Robbery	0	174	20	7	238	64	3	24	28
Aggravated Assault	1	48	8	5	88	14	2	16	2
Burglary	0	6	0	1	19	0	0	9	1
Larceny/Theft	79	592	67	55	3399	77	149	241	129
Motor Vehicle Theft	1	2	0	4	851	0	0	19	56
Arson	0	1	0	0	2	0	0	0	0

* 11 agencies (.55 billion passengers or 16.2%) 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	1	0	3	0	0	0	1
Robbery	2	3	23	39	49	93	2	23	7
Aggravated Assault	20	3	66	23	88	70	0	30	6
Burglary	0	0	24	5	13	136	7	0	6
Larceny/Theft	238	50	83	431	314	395	113	368	42
Motor Vehicle Theft	0	0	7	15	56	205	6	91	20
Arson	0	0	0	1	1	0	1	0	0

* 18 agencies (2.07 billion passengers or 60.9%) operating rail modes with medium population density reported Security data

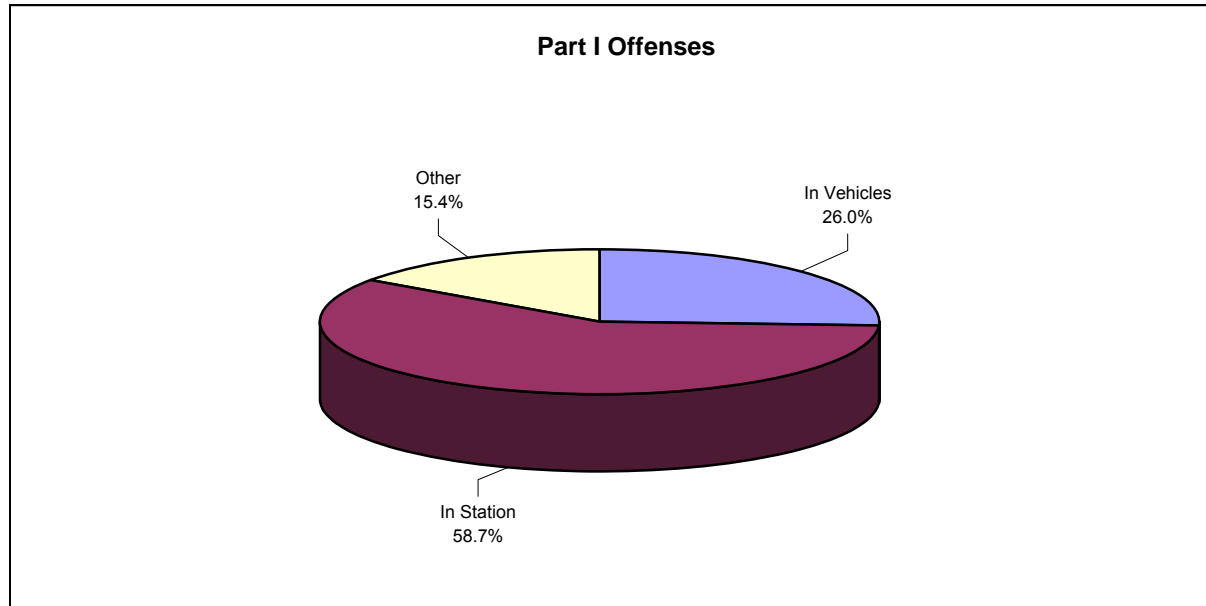
Agencies with Low Population Density in Service Area (Under 2000 Population per Square Mile)*

Part I Offenses	In Vehicle			In Station			Other Property		
	CR	HR	LR	CR	HR	LR	CR	HR	LR
Homicide	0	0	0	0	0	0	0	0	0
Forcible Rape	0	0	1	0	6	0	0	0	0
Robbery	1	45	16	33	304	29	2	4	7
Aggravated Assault	2	39	14	46	501	42	3	2	5
Burglary	40	0	6	19	48	14	6	0	10
Larceny/Theft	134	133	117	421	1841	113	292	220	32
Motor Vehicle Theft	0	0	2	41	368	13	85	39	7
Arson	0	0	0	6	0	0	0	0	0

* 15 agencies (.78 billion passengers or 22.9%) 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	2	1	0	3	4	0	2	2	0
Aggravated Assault	3	16	0	2	7	0	1	1	0
Burglary	0	0	0	0	0	0	0	2	0
Larceny/Theft	2	3	0	5	34	0	1	5	0
Motor Vehicle Theft	0	0	0	1	4	0	1	1	0
Arson	0	0	0	1	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	2	0		3	0		2	0	
Aggravated Assault	2	0		2	0		1	0	
Burglary	0	0		0	0		0	0	
Larceny/Theft	2	0		5	0		1	0	
Motor Vehicle Theft	0	0		1	0		1	0	
Arson	0	0		1	0		0	0	

* 10 agencies (7.9 million passengers or 19.6%) 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	3	0	0	2	0
Aggravated Assault	1	3	0	0	0	0	0	0	0
Burglary	0	0	0	0	0	0	0	1	0
Larceny/Theft	0	0	0	0	24	0	0	3	0
Motor Vehicle Theft	0	0	0	0	3	0	0	0	0
Arson	0	0	0	0	0	0	0	0	0

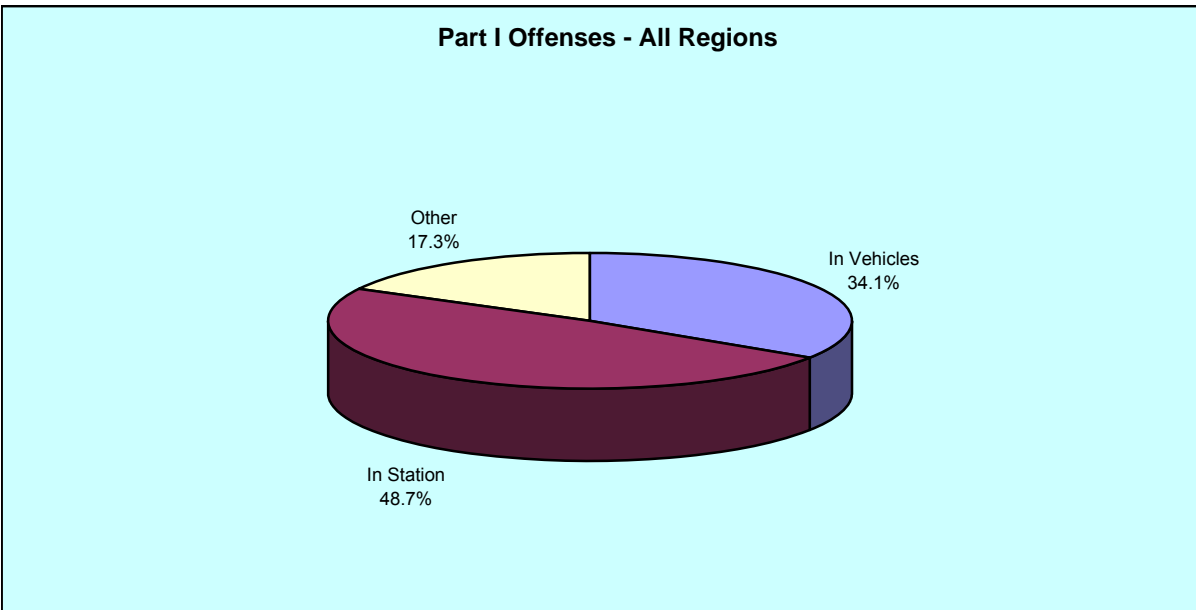
* 107 agencies (12.9 million passengers or 32.1%) operating AG/DR/VP modes with medium population density reported Security data

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		1	0		1	0		0	0
Aggravated Assault		13	0		7	0		1	0
Burglary		0	0		0	0		1	0
Larceny/Theft		3	0		10	0		2	0
Motor Vehicle Theft		0	0		1	0		1	0
Arson		0	0		0	0		0	0

*142 agencies (19.4 million passengers or 48.3%) 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

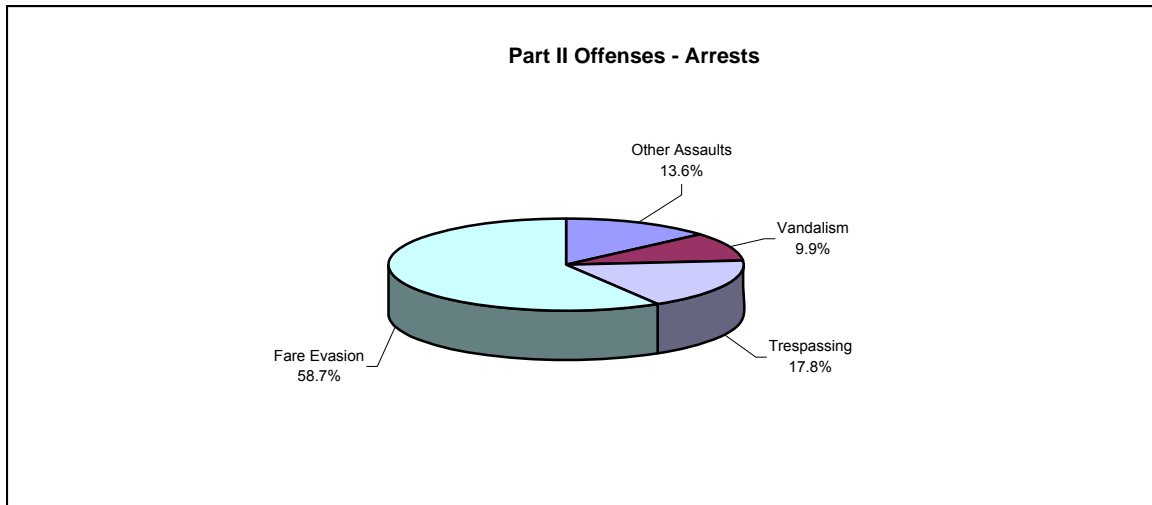
Part I Offenses	In Vehicle				In Station				Other Property			
	CR	LR	MB	FB	CR	LR	MB	FB	CR	LR	MB	FB
Homicide	0	0	0	0	0	0	0	0	0	0	0	0
Forcible Rape	0	0	0	0	0	0	0	0	0	0	0	0
Robbery	1	1	4	0	17	7	1	5	0	0	1	1
Aggravated Assault	6	0	34	0	4	6	2	1	0	0	9	4
Burglary	0	0	2	0	2	0	0	1	3	0	1	1
Larceny/Theft	61	7	15	6	101	21	4	7	24	1	7	14
Motor Vehicle Theft	4	0	0	2	26	11	1	0	3	0	2	1
Arson	0	0	1	0	0	0	0	0	0	0	1	0

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

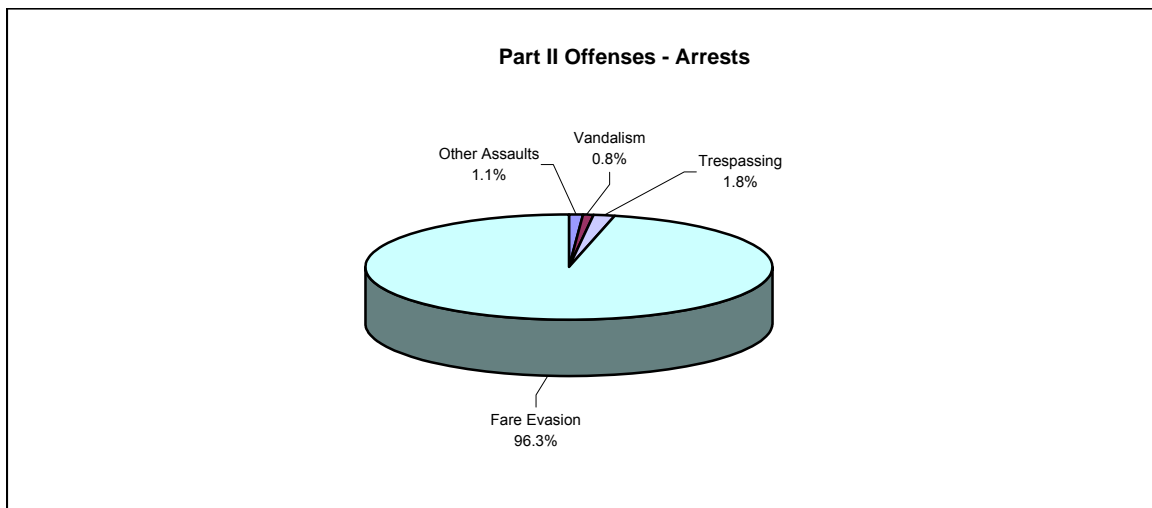
DR (2 Robberies, 6 Assaults, 2 Larceny/Thefts, and 2 Motor Vehicle Thefts) mode reported limited offenses.

Transit Crime Arrests - Part II Offenses

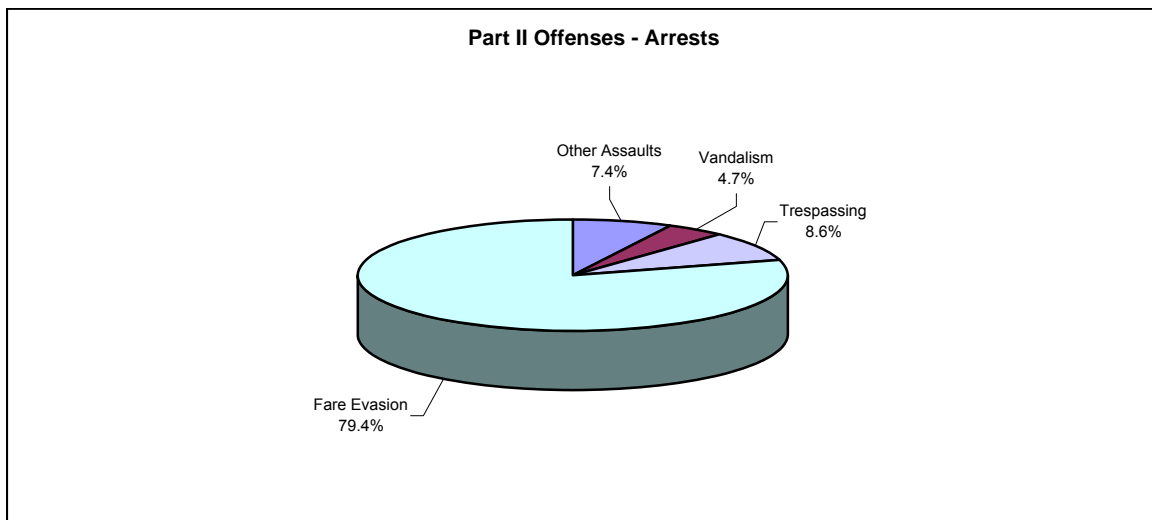
Bus



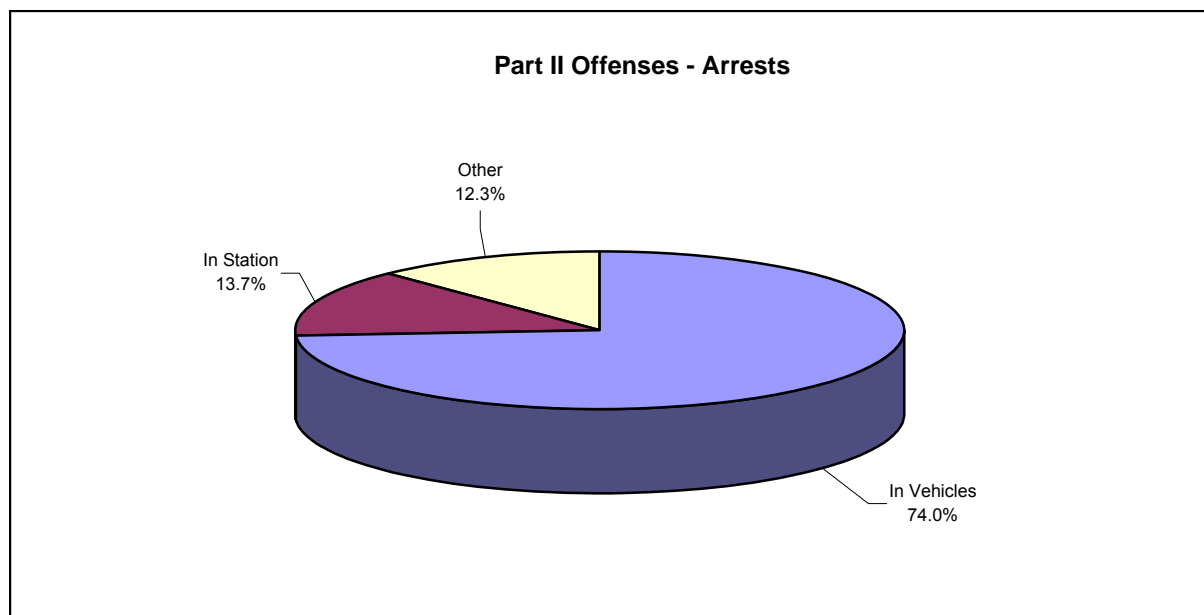
Rail



Automated Guideway, Demand Response, Vanpool



Transit Arrest Locations Bus



Total of Part II Offenses

Part II Offenses	In Vehicle	In Station	Other Property
	MB	MB	MB
Other Assaults	505	166	44
Vandalism	384	75	64
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	51	362	524
Fare Evasion	2956	118	15
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	155	15	7
Vandalism	93	10	15
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	1	3	2
Fare Evasion	170	98	2
Curfew/Loitering Laws	N/A	N/A	N/A

* 28 agencies (1.26 billion passengers or 24.9%) 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	247	63	29
Vandalism	200	51	39
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	22	211	466
Fare Evasion	2715	10	13
Curfew/Loitering Laws	N/A	N/A	N/A

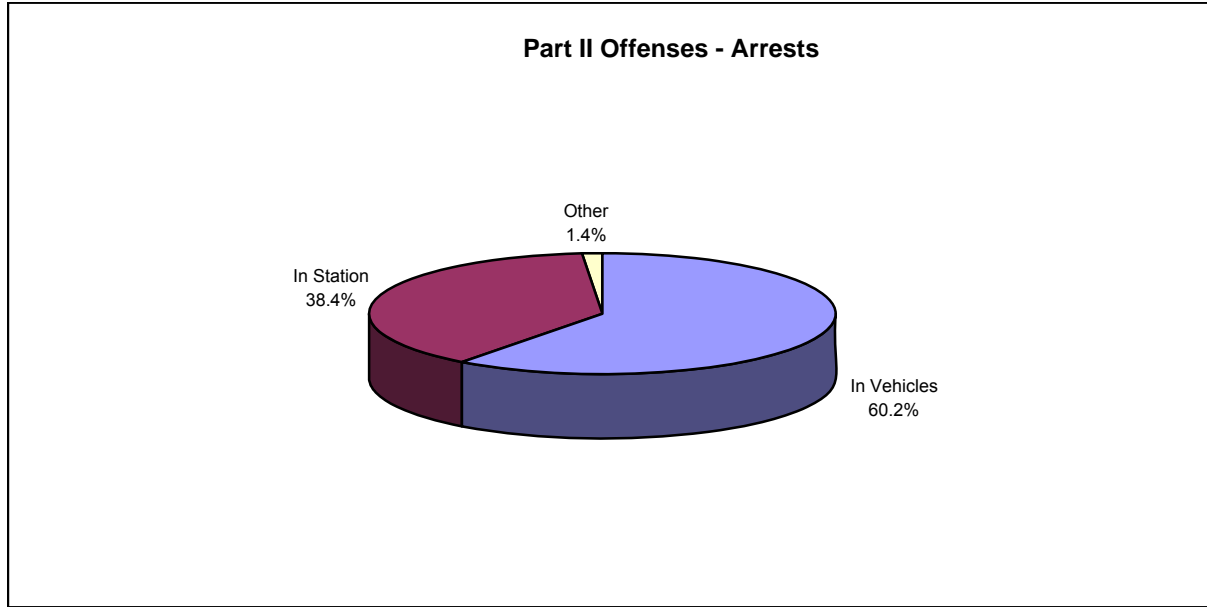
*165 agencies (2.53 billion passengers or 49.9%) operating buses with medium population density reported Security data

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	103	88	8
Vandalism	91	14	10
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	28	148	56
Fare Evasion	71	10	0
Curfew/Loitering Laws	N/A	N/A	N/A

* 168 agencies (1.28 billion passengers or 25.2%) 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	19	114	38	43	493	57	10	55	6
Vandalism	66	71	98	51	91	140	28	28	18
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	15	43	68	124	369	221	336	71	60
Fare Evasion	3824	1267	38783	25	18775	7983	0	427	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		
	CR	HR	LR	CR	HR	LR	CR	HR	LR
Other Assaults	5	60	16	4	172	1	2	14	3
Vandalism	3	50	11	5	70	1	5	18	12
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	1	9	0	13	107	1	23	26	14
Fare Evasion	61	1236	10929	0	12959	2776	0	31	0
Curfew/Loitering Laws	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

* 11 agencies (.55 billion passengers or 16.2%) 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	13	33	11	10	176	30	1	39	1
Vandalism	60	14	85	32	6	128	7	10	6
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	33	49	49	200	153	225	38	37
Fare Evasion	3759	31	21214	1	4745	4621	0	396	0
Curfew/Loitering Laws	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

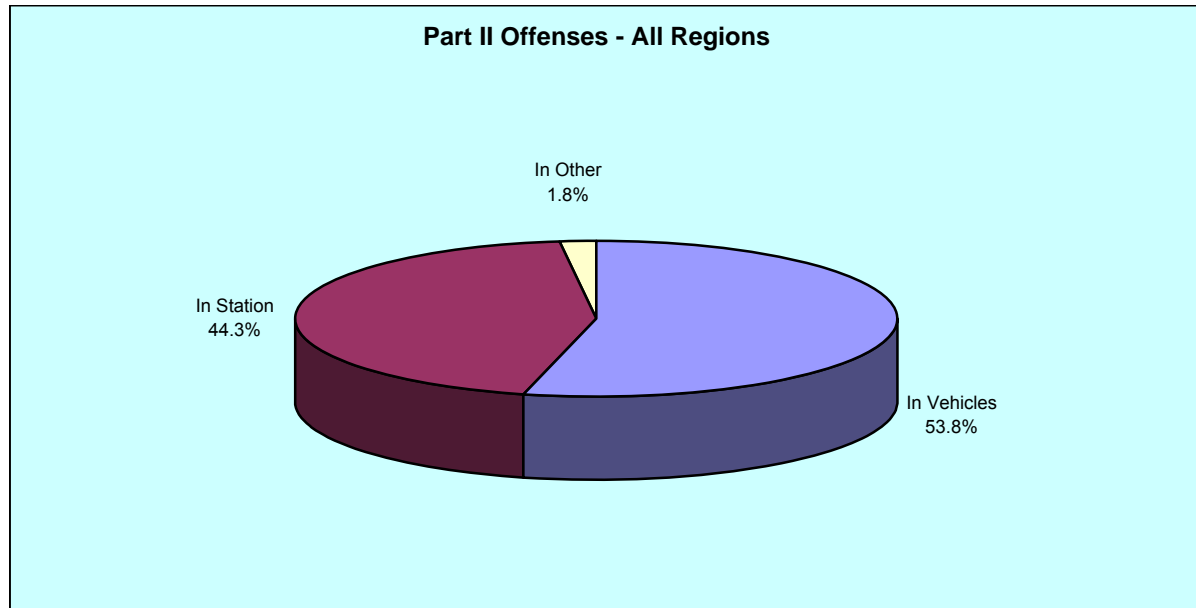
* 18 agencies (2.07 billion passengers or 60.9%) operating rail modes with medium population density reported Security data

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	1	21	11	29	145	26	7	2	2
Vandalism	3	7	2	14	15	11	16	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	14	1	19	62	62	67	88	7	9
Fare Evasion	4	0	6640	24	1071	586	0	0	0
Curfew/Loitering Laws	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

* 15 agencies (.78 billion passengers or 22.9%) 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	5	1	20	0	7	0	2	4	0	0	2	0
Vandalism	0	0	31	0	3	0	0	0	1	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	12	0	6	0	9	0	4	4	134	0	6	0
Fare Evasion	4316	0	16	0	0	3583	0	24	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

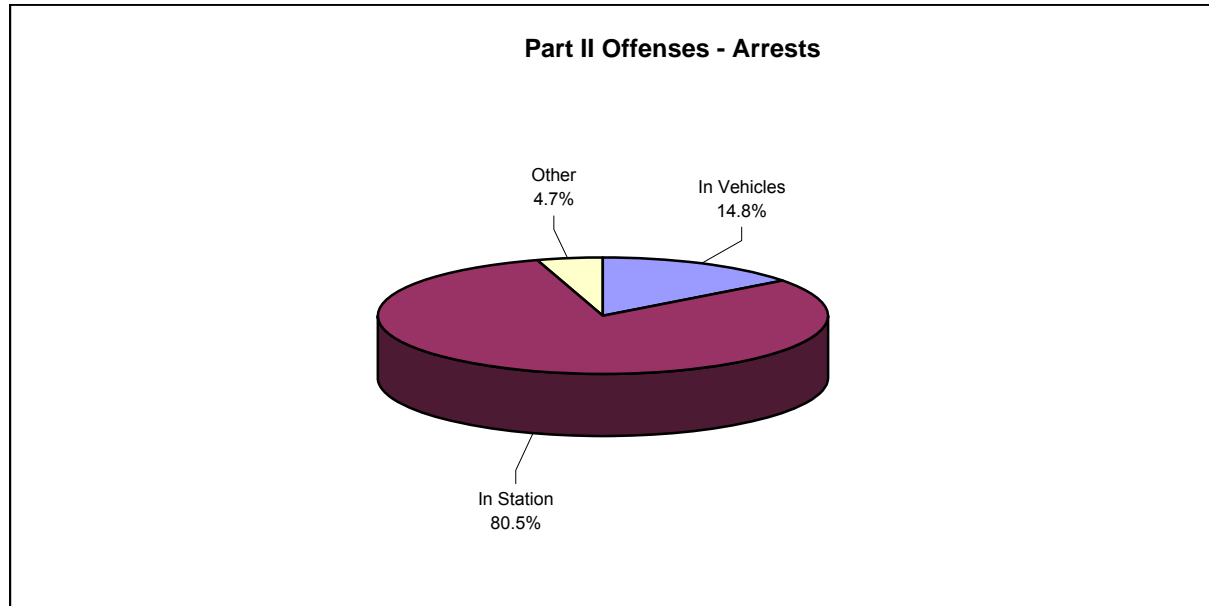
*Categories with N/A are no longer reported

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

DR (3 Other Assaults, 6 Trespassing, and 10 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	1	9	1	4	3	0	1	0	0
Vandalism	1	5	0	4	1	0	0	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	1	0	0	3	11	0	5	2	0
Fare Evasion	0	20	0	3	178	0	0	3	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	1	0		4	0		1	0	
Vandalism	1	0		4	0		0	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		3	0		5	0	
Fare Evasion	0	0		3	0		0	0	
Curfew/Loitering Laws	N/A	N/A		N/A	N/A		N/A	N/A	

* 10 agencies (7.9 million passengers or 19.6%) 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	1	1	0	0	0	0	0	0
Vandalism	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	2	0
Fare Evasion	0	3	0	0	2	0	0	3	0
Curfew/Loitering Laws	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*107 agencies (12.9 million passengers or 32.1%) 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		8	0		3	0		0	0
Vandalism		5	0		1	0		0	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		0	0		11	0		0	0
Fare Evasion		17	0		176	0		0	0
Curfew/Loitering Laws		N/A	N/A		N/A	N/A		N/A	N/A

*142 agencies (19.4 million passengers or 48.3%) operating AG/DR/VP modes with low population density reported Security data

