

General Information

Urbanized Area Statistics - 2010 Census

Seattle, WA  
1,010 Square Miles  
3,059,393 Population  
14 Pop. Rank out of 498 UZAs

Other UZAs Served

0 Washington Non-UZA

Service Consumption

207,901,489 Annual Passenger Miles (PMT)  
52,698,393 Annual Unlinked Trips (UPT)  
163,819 Average Weekday Unlinked Trips  
113,456 Average Saturday Unlinked Trips  
91,728 Average Sunday Unlinked Trips

Database Information

NTDID: 00001  
Reporter Type: Full Reporter  
Asset Type: Tier I (Rail)  
Sponsor NTDID:

Assets

Revenue Vehicles 3,637  
Service Vehicles 546  
Facilities 250  
Track Miles 8.75  
Lane Miles 406.40

Service Supplied

42,998,299 Annual Vehicle Revenue Miles (VRM)  
3,883,997 Annual Vehicle Revenue Hours (VRH)  
2,350 Vehicles Operated in Maximum Service (VOMS)  
3,209 Vehicles Available for Maximum Service (VAMS)

Financial Information

Sources of Operating Funds Expended

Fares and Directly Generated \$202,361,646 22.8%  
Local Funds \$262,129,061 29.5%  
State Funds \$6,046,024 0.7%  
Federal Assistance \$416,777,545 47.0%

Total Operating Funds Expended \$887,314,276 100.0%

Sources of Capital Funds Expended

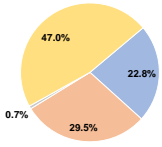
Fares and Directly Generated \$10,360,289 6.9%  
Local Funds \$118,372,008 79.2%  
State Funds \$3,468,201 2.3%  
Federal Assistance \$17,295,687 11.6%

Total Capital Funds Expended \$149,496,185 100.0%

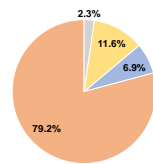
Summary of Operating Expenses (OE)

Labor \$503,811,696 65.8%  
Materials and Supplies \$61,563,685 8.0%  
Purchased Transportation \$59,327,004 7.7%  
Other Operating Expenses \$141,224,727 18.4%  
Total Operating Expenses \$765,927,112 100.0%  
Reconciling OE Cash Expenditures \$5,227,402  
Purchased Transportation (Reported Separately) \$116,159,762 \*

Operating Funding Sources



Capital Funding Sources



Modal Characteristics

Modal Overview	Vehicles Operated in Maximum Service		Uses of Capital Funds				
	Directly Operated	Purchased Transportation	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Mode							
Commuter Bus	-	-	\$0	\$0	\$0	\$0	\$0
Demand Response	-	309 <sup>2</sup>	\$66,641	\$0	\$11,513,690	\$0	\$11,580,331
Ferryboat	2	-	\$0	\$0	\$151,461	\$0	\$151,461
Light Rail	-	-	\$0	\$0	\$0	\$0	\$0
Bus	824 <sup>2</sup>	41 <sup>2</sup>	\$12,589,485	\$29,635,742	\$48,970,931	\$42,157,664	\$133,353,822
Street Car Rail	10	-	\$0	\$0	\$0	\$0	\$0
Trolleybus	126	-	\$0	\$4,267,091	\$0	\$0	\$4,267,091
Vanpool	1,038	-	\$143,480	\$0	\$0	\$0	\$143,480
Total	2,000	350	\$12,799,606	\$33,902,833	\$60,636,082	\$42,157,664	\$149,496,185

Operation Characteristics

Mode	Operating Expenses	Fare Revenues	Uses of Capital Funds	Annual Passenger Miles	Annual Unlinked Trips	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Vehicles Operated in Maximum Service	Percent Spare Vehicles	Average Fleet Age in Years <sup>a</sup>
Commuter Bus	\$0 <sup>1</sup>	\$3,854,661 <sup>1</sup>	\$0	0	0	0	0	0.0	0	0 <sup>1</sup>	0.0%	0.0
Demand Response	\$60,064,697 <sup>2</sup>	\$810,178 <sup>2</sup>	\$11,580,331	5,715,608	557,048	4,957,756	420,696	0.0	527	309 <sup>2</sup>	70.6%	5.5
Ferryboat	\$7,132,706	\$1,402,145	\$151,461	984,134	286,843	49,606	5,153	24.0	3	2	50.0%	9.7
Light Rail	\$0 <sup>1</sup>	\$15,745,273 <sup>1</sup>	\$0	0	0	0	0	0.0	0	0 <sup>1</sup>	0.0%	0.0
Bus	\$603,959,106 <sup>2</sup>	\$40,794,216 <sup>2</sup>	\$133,353,822	175,311,235	42,536,203	31,853,373	2,915,999	13.2	1,238	865 <sup>2</sup>	43.1%	6.8
Street Car Rail	\$11,218,266	\$387,766	\$0	982,847	829,953	187,454	36,358	7.9	10	10	0.0%	8.4
Trolleybus	\$76,487,986	\$7,677,710	\$4,267,091	14,349,255	7,976,196	2,685,561	403,910	116.9	174	126	38.1%	5.8
Vanpool	\$7,064,351	\$4,082,938	\$143,480	10,548,410	512,160	3,264,549	101,881	0.0	1,257	1,038	21.1%	3.7
Total	\$765,927,112	\$74,754,887	\$149,496,185	207,901,489	52,698,393	42,998,299	3,883,997	161.9	3,209	2,350	26.8%	

Performance Measures

Service Efficiency

Mode	Operating Expenses per Vehicle Revenue Mile	Operating Expenses per Vehicle Revenue Hour	Mode	Operating Expenses per Passenger Mile
Commuter Bus	\$0.00	\$0.00	Commuter Bus	\$0.00
Demand Response	\$12.12	\$142.77	Demand Response	\$10.51
Ferryboat	\$143.79	\$1,384.19	Ferryboat	\$7.25
Light Rail	\$0.00	\$0.00	Light Rail	\$0.00
Bus	\$18.96	\$207.12	Bus	\$3.45
Street Car Rail	\$59.85	\$308.55	Street Car Rail	\$11.30
Trolleybus	\$28.48	\$189.37	Trolleybus	\$5.33
Vanpool	\$2.16	\$69.34	Vanpool	\$0.67
Total	\$17.81	\$197.20	Total	\$3.68

Service Effectiveness

Operating Expenses per Unlinked Passenger Trip	Unlinked Trips per Vehicle Revenue Mile	Unlinked Trips per Vehicle Revenue Hour
\$0.00	0.0	0.0
\$107.83	0.1	1.3
\$24.87	5.8	55.7
\$0.00	0.0	0.0
\$14.20	1.3	14.6
\$13.52	4.4	22.8
\$9.59	3.0	19.7
\$13.79	0.2	5.0
\$14.53	1.2	13.6



Notes:

<sup>a</sup>Demand Response - Taxi (DR/TX) and non-dedicated fleets do not report fleet age data.

<sup>b</sup>Excludes data for purchased transportation filed separately.

<sup>c</sup>Includes data for a contract with another reporter.

<sup>d</sup>This agency has a purchased transportation relationship in which they sell service to Central Puget Sound Regional Transit Authority (NTDID: 00040), and in which the data are captured in another report for mode CB/PT.

<sup>e</sup>This agency has a purchased transportation relationship in which they buy service from MV Transport (NTDID: Entity that Does Not Report to NTD), and in which the data are captured in this report for mode DR/PT.

<sup>f</sup>This agency has a purchased transportation relationship in which they buy service from MV Transportation (NTDID: Entity that Does Not Report to NTD), and in which the data are captured in this report for mode DR/TX.

<sup>g</sup>This agency has a purchased transportation relationship in which they sell service to Central Puget Sound Regional Transit Authority (NTDID: 00040), and in which the data are captured in another report for mode LR/PT.

<sup>h</sup>This agency has a purchased transportation relationship in which they buy service from Hopelink (NTDID: Entity that Does Not Report to NTD), and in which the data are captured in this report for mode MB/PT.