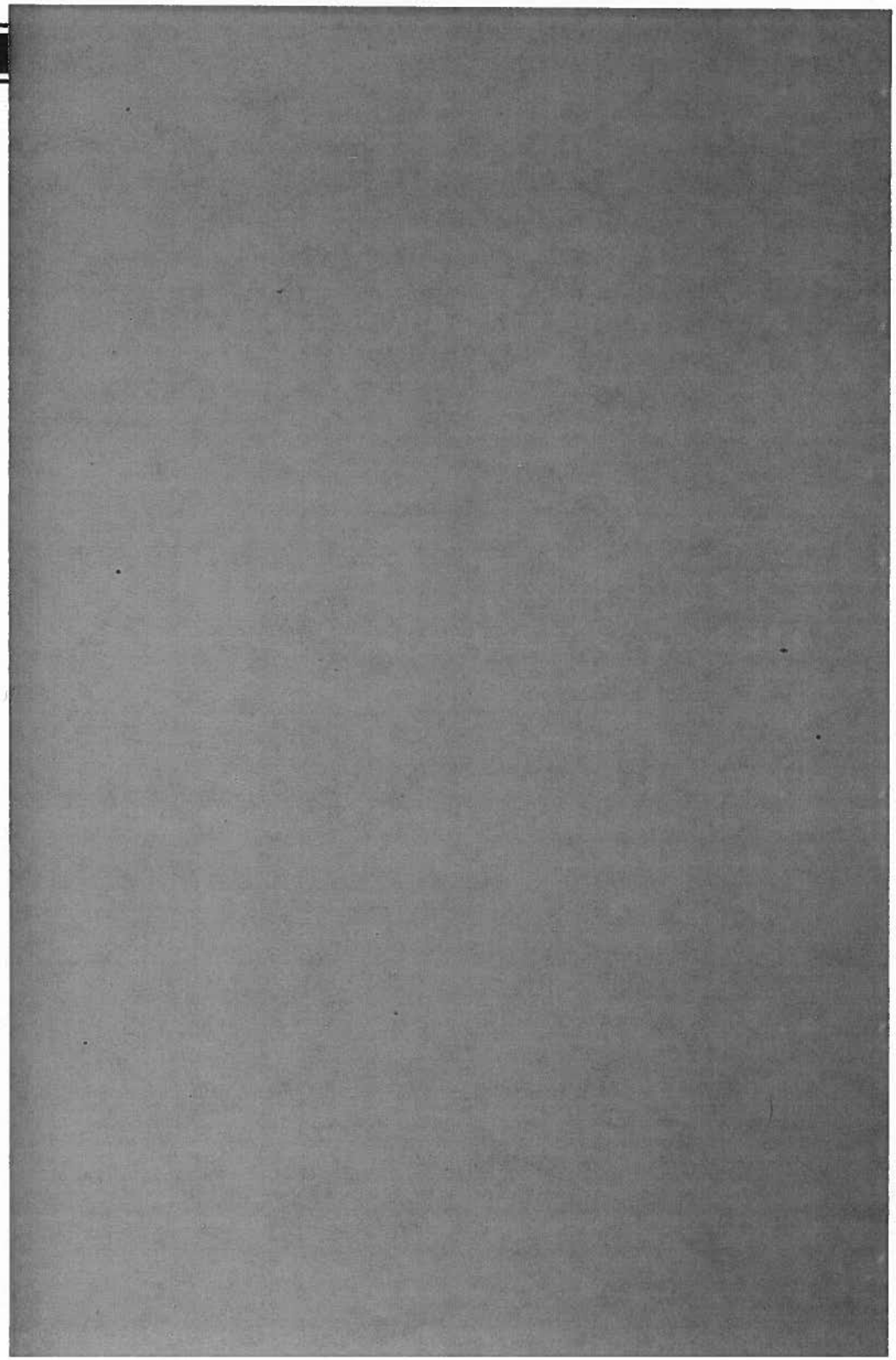
AMERICAN PUBLIC TRANSIT ASSOCIATION

APTA

1994-1995 Transit Fact Book



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TRANSIT FACT BOOK

February 1995

published by

American Public Transit Association

produced by

Management Services Department

Statistics and Information Systems Division

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TRANSIT FACT BOOK
1994-1995 EDITION

International Standard Serial Number: ISSN 0149-3132

SUGGESTED IDENTIFICATION

American Public Transit Association, **1994-1995 Transit Fact Book**, Washington, DC, 1995.

Statistics and Information Systems Division

February 1995

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File: Contents

Transit Fact Book

TECHNICAL NOTES

The American Public Transit Association (APTA) and its predecessor has published the **Transit Fact Book** since 1942. APTA obtains data from member transit systems in the United States and uses these figures to estimate trends for all United States transit systems. The **Transit Fact Book** also contains data for Canadian transit systems provided by the Canadian Urban Transit Association (CUTA).

This book includes aggregate information for all transit systems in the United States. Non-transit services such as taxicab, school bus, unregulated jitney, sightseeing bus, intercity bus, and special application mass transportation systems (e.g., amusement parks, airports, and international, rural, rural interstate, island, and urban park ferries) are excluded from all tables.

Except as noted, prior-to-1984 data exclude commuter railroad, automated guideway, urban ferry boat, and demand response, as well as most transit systems outside of urbanized areas. Data for these systems were not available prior to that date; accordingly, all data tables are non-continuous between 1983 and 1984.

Federal government funding data are based on reports prepared by the United States Department of Transportation.

Most data reported in the section on Canadian Statistics are taken from **Summary of Canadian Transit Statistics** and predecessor documents published by the Canadian Urban Transit Association. Data in the two fixed guideway tables were obtained from an APTA survey. This section is the only place where Canadian data appear.

Prior to 1984, data are based on information voluntarily provided by APTA member transit systems. All data are expanded by standard statistical methods to provide estimates of statistical trends for all transit systems.

Beginning in 1984, data are also based on the annual National Transit Database (NTD) report published by the Federal Transit Administration (FTA). This document is the annual summary of reports submitted to FTA to comply with requirements of the

Federal Transit Act; prior to 1994 it was called the Section 15 report.

APTA continues to conduct surveys to obtain data for various tables that are not collected in the NTD.

Beginning in 1984, motor bus and demand response data are calculated based on 1980 U.S. Census Bureau urbanized area population categories to allow for variances in data by size of area. Beginning in 1990, urbanized areas designated by the 1990 census are used.

Beginning in 1984, only active vehicles are counted in vehicle tables to conform with data reported to FTA.

The initial adoption of the NTD requirements effective in 1979 resulted in several alterations to previous transit recordkeeping practices. Passenger data are collected for NTD by a sample survey technique not normally used by transit systems prior to NTD implementation. This has resulted in a break in the continuity of APTA Passenger Trip data between 1980 and earlier years. Passenger Trip data reported are Total Passenger Rides before 1980 and Unlinked Transit Passenger Trips beginning in 1980.

Salaries and Wages data prior to 1977 include employee compensation in the form of paid sick leave, paid vacation time, and paid holidays. Beginning in 1977 these compensation types are included in Fringe Benefit costs. Prior to 1980, the Number of Employees is the average number of persons during the year. Beginning in 1980, the Number of Employees is based on the concept of Employee Equivalents where each Employee Equivalent is equal to 2,080 labor hours. Beginning in 1993, the Number of Employees is based on the actual number of persons at the end of the fiscal year.

Because of the time required for transit systems to compile and report the large amount of data for this book, data for the last calendar year reported are preliminary and will be refined when additional data become available. Changes in data reported for prior years, evident when comparing this book to previous editions, were made from subsequent availability of additional or updated data.

APTA is the recognized source for statistical data and information about transit in the United States. It is an international organization of transit systems and related organizations in the United States, Canada, and other countries. APTA members serve

the public interest by providing safe, efficient, and economical transit services, and by improving those services to meet national energy, environmental, and financial concerns. Over ninety percent of persons using urban public transit in the United States are carried by APTA members.

APTA members total over 1,000 and include motor bus and rapid transit systems, organizations responsible for planning, designing, constructing, financing, and operating transit systems, business organizations which supply products and services to transit, academic institutions, and state associations and departments of transportation.

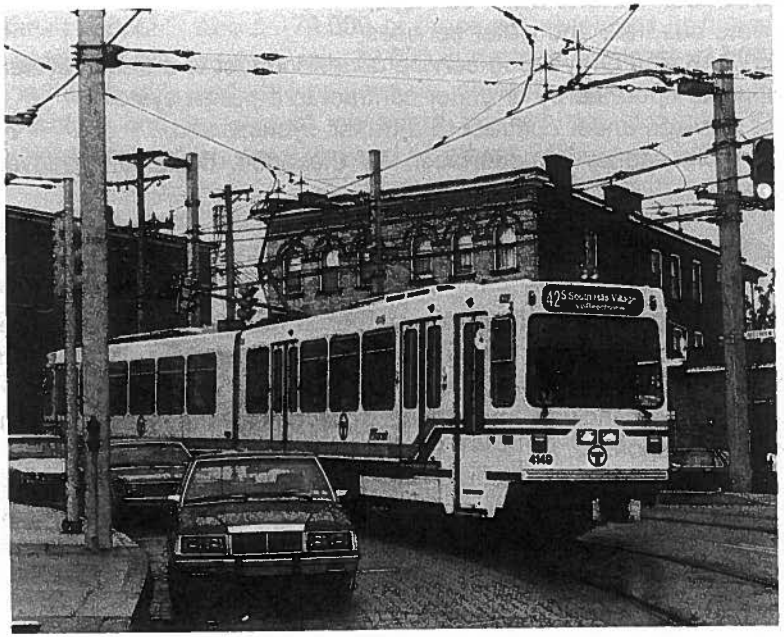
Formed on a cooperative, nonprofit basis, APTA's objectives are:

- to represent the public interest in improving transit for all persons;
- to represent the interests, common policies, requirements, and purposes of the operators of public transit;
- to provide a medium for exchange of experiences, discussion, and comparative study of public transit affairs;
- to promote research and investigation to the end of improving public transit;
- to aid members in dealing with special issues;
- to encourage cooperation among its members, their employees, and the general public;
- to encourage compliance with the letter and spirit of equal opportunity principles;
- to collect, compile, and make available to members data and information relative to public transit;
- to assist in the training, education, and professional development of all persons involved in public transit; and,
- to engage in any other activities which will serve the members and promote public transit.

APTA is organized to function on behalf of all of transit's diversified interests. It is governed by a Board of Directors with voting control and authority vested in transit policy board members, transit operating officials, and associate members who are elected by the membership.

SECTION I

Overview of Transit Facts and Issues



OVERVIEW OF TRANSIT FACTS AND ISSUES

1. TRANSIT DEFINED

Transit includes all multiple-occupancy-vehicle passenger services of a local and regional nature provided for general public use such as:

public bus, rail, and water services;
private bus, rail, and water services;
AMTRAK and Greyhound service under contract to a transit system;
vanpools operated by or under contract to a transit system;
taxi services under contract to a transit system; and,
non-profit agency transportation for the aged, disabled, disadvantaged.

2. TYPES OF TRANSIT SERVICE

Different types of transit service are called modes, which are defined in the Glossary in the back of this book. All operate on a specific route except demand response.
Road modes include motorbus, trolleybus, vanpool, jitney, and demand response.

Rail modes include heavy rail, light rail, commuter rail, automated guideway, inclined plane, cable car, monorail, and aerial tramway.

Water modes include ferryboat.

3. NUMBER OF TRANSIT SYSTEMS

There are over 5,000 transit systems in the U.S. About 2,700 operate motorbus service, 3,900 operate demand response service, and 100 operate other modes. About 1,500 operate more than one mode. Almost two-thirds are non-profit elderly and disabled service providers. The number of providers actually operating transit service is several thousand higher since many systems have several contractors: one system in the Chicago area has over 60.

4. VEHICLES

Transit fleets contain about 107,000 active vehicles. About 65,000 motorbuses, 23,000 demand response vehicles, 10,000 heavy rail cars, and 4,500 commuter rail cars comprise the bulk.

5. EMPLOYEES

It takes over 291,000 employees to operate, maintain, and administer transit service. About 179,000 of those are employed in motorbus service, 52,400 in heavy rail, 29,000 in demand response, 22,000 in commuter rail, and the balance in other modes. Of the total, operators and conductors on board the vehicles comprise 49%, maintenance personnel 27%, and all others 24%.

In addition, there are 11,000 capital employees. Perhaps 10,000 to 20,000 other persons are employed by manufacturers of transit equipment, consultants, engineering firms, local governments, and other transit-related businesses.

6. RIDERS

About 8.4 billion trips were taken on transit in 1993. Of these, 5.4 billion were motorbus trips, about 2.7 billion were on the various rail modes, and the remainder on other road and water modes. An estimated 6.8 million people use transit each weekday. Fifty-four percent of transit trips are worktrips, 52 percent of riders are women, 45 percent are white, 31 percent are black, 18 percent are Hispanic, 6 percent are Asian or Native American, and 1.5 percent are disabled, according to an APTA report (*Americans in Transit: A Profile of U.S. Transit Passengers*, October 1992).

Transit serves two markets:

People in the transit-dependent market have no personal transportation, no access to such transportation, or are unable to drive. Included are those with low incomes, the disabled, elderly, children, families whose travel needs cannot be met with only one car, and

those who opt not to own personal transportation. In 1988, the U.S. Energy Department estimated that 13% of the 91.6 million U.S. households did not own a car, truck, van, motorcycle, or motor scooter, and that another 34% owned only one vehicle.

People in the transit-choice market are workers, environmentalists, travelers, and people on recreational, social, medical, or other journeys who do not have to use transit, but do so for reasons of speed, comfort, convenience, traffic avoidance, or environmental principle.

7. REVENUES

About 72% of transit operating revenues come from the area in which the service is provided: 37% comes from the passengers, 29% from local governments, and 6% from non-government sources. State and federal governments contribute 22% and 6%, respectively.

The mean adult base fare in 1993 was 86 cents, but most passengers pay $1.00 or more when zone and other charges are included.

Governmental aid comes in two forms: general appropriations taken from all revenues received, and revenue specifically dedicated to transit by law such as a one-half cent sales tax or a one cent gas tax.

Capital revenue is used to fund transit infrastructure. Federal law provides for federal funding to be a maximum of 80% of the project cost, with the remainder to be provided by state and local governments. However, some projects are entirely funded at the local or state level, and many areas provide more than the minimum requirement. Thus, only about 41% of transit capital revenue comes from the federal government.

8. EFFECTS OF FARE INCREASES ON RIDERSHIP

There is a direct relationship between transit fares and ridership. An APTA study, "Effects of Fare Changes on Bus Ridershp" (May 1991), found that on the average, a 10% increase in bus fares would result in a 4% decrease in ridership (elasticity = -0.40). This shows that today's transit users react more strongly to fare changes than previously believed.

The study also found that bus riders in small cities are more responsive to fare increases than those in large cities, and peak-hour commuters are much less responsive to fare changes than other passengers.

9. TRANSIT VS. AUTOMOBILE COSTS

For many persons, transit is much more economical than driving to work alone, especially those commuting to central business districts, as illustrated by the following examples for a ten-mile trip*:

	Daily Cost (Dollars)
Walking to transit stop and taking transit	
Fares	$ 2.00

**Examples are based on American Automobile Association 1994 gasoline and oil cost estimates of $0.056/mile and maintenance and tire costs of $0.035/mile. APTA estimates central business district parking costs to be $5.00/day and the average transit commuting fare to be $2.00 per day. (Purchase of a monthly pass could reduce the $2.00 by 10% to 30% or more.) In many large cities, bridge, tunnel, and/or highway tolls could add $2.00 to $6.00 per day.*

These amounts do not include the fixed cost to own an automobile that AAA estimates at $4,551 per year or $12.47 per day. This includes insurance, license and registration, depreciation, and finance charges.

Also excluded from the costs listed above are costs to build, maintain, and operate highways, parking facilities, and transit systems. These costs are mostly paid by all citizens through taxes and are not directly related to use of an automobile or transit.

Driving alone

Gasoline & oil	$1.12
Maintenance & tires	0.70
Parking	5.00
Total	6.82

Driving 3 miles to a park-and-ride lot and using transit for the remainder of the trip

Fares	$2.00
Gasoline & oil	0.34
Maintenance & tires	0.21
Total	2.55

10. EXPENSES

Operating expense in 1993 was about $17.5 billion. Motorbus accounted for $10.3 billion, heavy rail for $3.7 billion, light rail for $0.3 billion, commuter rail for $2.1 billion, trolleybus for $0.1 billion, demand response for $0.7 billion and the remaining modes for $0.2 billion.

The largest types of expenses were salaries and wages (45%), fringe benefits (25%), purchased transportation (11%), and fuel and supplies (9%). Services, utilities, insurance, and other costs made up the remaining 10%.

About 46% of expenses are devoted to scheduling and operation of revenue vehicles, 17% to their maintenance, 10% to facilities maintenance, 11% to purchased transportation, and 16% to administration.

Capital expenses are monies paid for transit infrastructure (facilities, vehicles, and major equipment). In 1993, 27% of funds went for vehicles, 47% for facilities, and 26% for equipment.

TABLE 1

Source of Transit Operating Revenues, 1980 and 1993

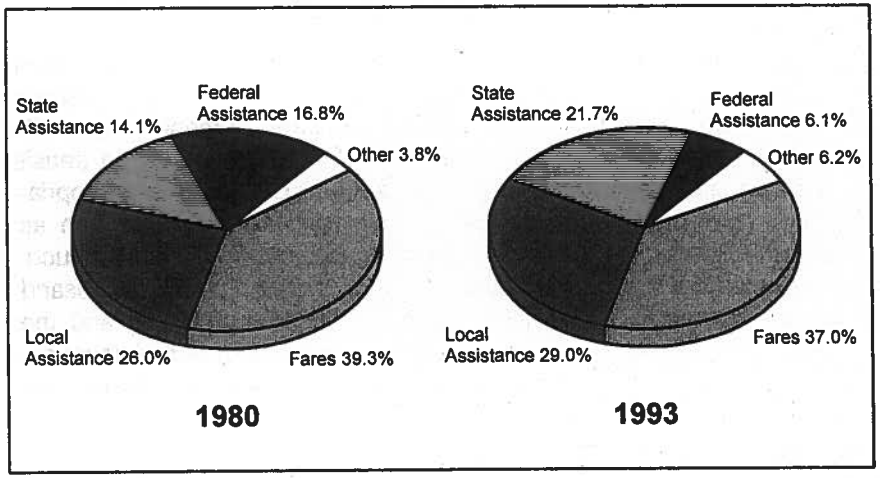
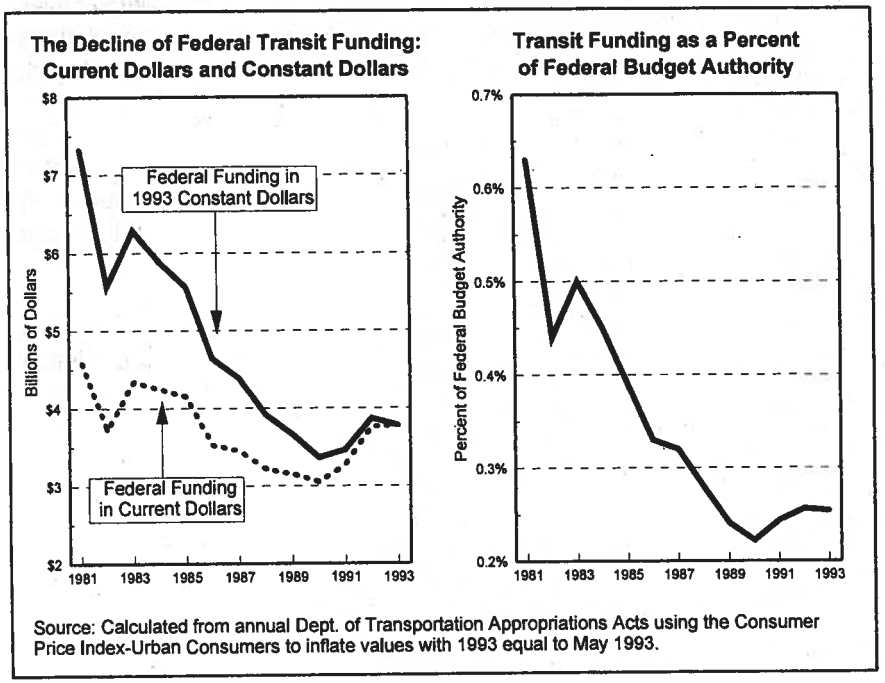


TABLE 2

Real Value of Federal Transit Assistance, 1981-1993



Source: Calculated from annual Dept. of Transportation Appropriations Acts using the Consumer Price Index-Urban Consumers to inflate values with 1993 equal to May 1993.

11. GOVERNMENTAL FINANCIAL ASSISTANCE

Transit, like all public services and many private segments of the U.S. economy, receives governmental financial assistance. While transit assistance is explicitly identified in government budgets and appropriations, governmental assistance to many other segments, such as automobile owners, is largely indirect and not identified as such. Examples are the large tax write-offs that may total several thousand dollars a year for employer-provided or paid free parking and the hidden costs of highways (parking lots and garages, maintenance, police, insurance, licensing, etc.) that are paid by virtually all taxpayers rather than just the users of the highways.

Part of the governmental assistance to transit is required to cover a government-induced gap between expenses and revenues. Numerous federal regulations and court decisions require the provision of services for the aged and disabled. Most of these are operated as expensive demand response service and wheelchair-accessible buses and rail vehicles. Regardless of these requirements, the regulations require reduced fares for the aged and disabled during off-peak periods.

Additional regulations regarding low-polluting bus engines, safety features, etc. also lead to more expensive vehicles and operating practices. Large transit systems also require extensive security forces because of the huge numbers of people that patronize them.

Another reason for public assistance is that transit is considered a necessary public service. Transit systems must operate non-profitable routes, sometimes even during late-night hours.

12. BENEFITS OF TRANSIT

Transit use has many benefits to society:

1. Reduced energy consumption

Public transit's energy efficiency and conservation potential are considerable:

Based on U.S. Department of Energy data, APTA estimates fuel efficiency of transit compared to the average commuter auto:

1 bus with 7 passengers equals 1 auto.
1 full bus equals 6 autos.
1 full rail car equals 15 autos.

Annual gasoline savings possible from transit use are:

200 gallons for each person switching from driving alone;
85 million gallons for a 10% increase in transit ridership in the five largest U.S. cities; and,
135 million gallons for a 10% nationwide increase in transit ridership.

In 1989, 21% of this country's energy and 49% of its petroleum consumption was by motor vehicles, according to the U.S. Departments of Energy and Transportation. However, transit vehicles are more efficient than automobiles when passenger miles are considered. The Energy Department estimated the following 1989 energy consumption rates:

	BTU/Passenger Mile
Automobile	4,063
Transit bus	3,711
Transit rail	3,397
Commuter rail	3,102

A BTU (British Thermal Unit) is a measure of energy consumption regardless of whether it is fossil-fuel, nuclear, electric, water power, or some other type. Passenger miles are the number of passengers times the miles they travel.

2. *Rational development*

One only has to look at the development patterns of a metropolitan area from the air to see the relationship between development and transit. Office buildings, residential complexes or buildings, hospitals, universities, shopping areas, and large manufacturing plants all generate large amounts of traffic. High-capacity vehicle access (i.e., transit) is the only way such areas can avoid gridlock due to the limited capacity of streets, highways, and parking facilities. In the most highly developed areas such as New York City and Chicago, 75% or more of all people arrive on transit: street and parking capacity cannot handle more than a small fraction of the vehicles that would be needed to convey the numbers of people involved.

3. *Mobility*

The ability to travel freely is one of the hallmarks of a free society. Yet millions of people have restricted mobility because they do not own a motor vehicle, cannot afford to drive, or are physically unable to drive. Transit is the only means of mobility for most of these people--to jobs, medical services, recreation, and shopping.

4. *Greater retail sales*

Numerous estimates have been made around the country that retail sales--especially in central business districts--are enhanced by the presence of good transit service. There are several reasons:

a. A high proportion of commuters in large cities use transit to shop near work, before or after work, or during their lunch hours.

b. The transit-dependent shop in locations they can get to by transit.

c. Many department stores, urban malls, and commercial areas are located in congested areas adjacent to rail stations, bus terminals, and transit routes.

An APTA study, "National Impacts of Transit Capital and Operating Expenditures on Business Revenues," estimates that a dollar invested

in transit would result in a $3 to $3.50 increase in business revenues nationwide.

5. *Less traffic congestion*

One full 40-foot bus is equivalent to a line of moving automobiles stretching*:

6 city blocks (if traffic operates at 25 mph)
4.5 blocks (if traffic operates at 15 mph)

One full six-car heavy rail train is equivalent to a line of moving automobiles stretching*:

95 city blocks (if traffic operates at 25 mph)
68 blocks (if traffic operates at 15 mph)

6. *Creation of jobs*

In addition to the 300,000 or so people directly employed by transit, hundreds of thousands of others are dependent on transit for their livelihood. These include engineering and construction workers planning and building transit facilities, transit consultants,

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**A full 40-foot bus holds about 70 people including standees. At the estimated national average of 1.2 persons per automobile, one bus is equivalent to 58 automobiles.*

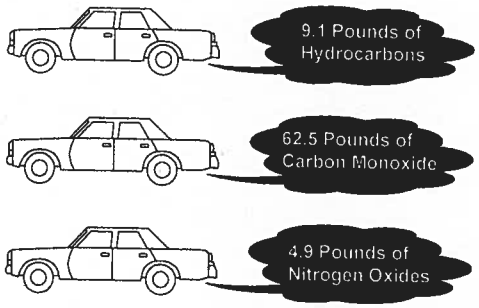
A full heavy rail car accomodates about 180 people including standees; a train of six cars carries 1,080 people, thus replacing 900 automobiles.

There are normally ten city blocks per mile. Average automobile length is estimated at 16 feet, and a one-car-length-per-each-ten-mile-per-hour following length is assumed.

TABLE 3

Adverse Environmental Impact of Automobiles

One Person Using Mass Transit for a Year Instead of Driving to Work Saves the Environment:



Source: APTA, *Mass Transit - The Clean Air Alternative*, 1991.

manufacturers of transit vehicles, equipment and parts, retail employees serving transit passengers, and employees in all sectors of the U.S. economy indirectly supporting transit activities.

It is estimated that 2,400 direct and 5,800 total jobs are created by each $100 million transit capital investment. Operating expenditures of $100 million would generate 3,100 direct and 7,300 total jobs.

7. Mobility during crises

During snow and ice storms, transit patronage often rises as numerous people avoid driving under such conditions.

After the 1989 San Francisco earthquake the entire city was paralyzed, but the BART rail system resumed operations after just a few hours to check for damage. Service was expanded to 24-hours-per-day since the bridge connecting San Francisco and Oakland was closed for several weeks.

8. Less air pollution

Transit vehicles contribute far less pollution to the atmosphere than automobiles. The following is derived from U.S. Department of Energy data.

Pollution by Mode of Travel

For typical work trips based on national average vehicle occupancy rates, pollutant emissions in grams per passenger mile are:

Mode	Hydrocarbons	Carbon Monoxide	Nitrogen Oxides
Electric Rail	0.01	0.02	0.47
Motorbus	0.20	3.05	1.54
Vanpool	0.36	2.42	0.38
Carpool	0.70	5.02	0.69
Single-person Auto	2.09	15.06	2.06

Reduction in pollution when riding transit instead of driving

Mode	Hydrocarbons	Carbon Monoxide	Nitrogen Oxides
Electric Rail	99%	99%	60%
Motorbus	90%	75%	10-15%
Vanpool	80%	80%	80%

9. Safety

Transit is one of the safest methods of passenger travel, according to the National Safety Council. The 1990-1992 average death rates in terms of 100 million passenger miles are as follows:

	Death Rate
Automobiles	0.97
Intercity & commuter railroads	0.03
Airlines	0.01
Intercity buses	0.02
School buses	0.01
Transit buses	0.01
Heavy & light rail vehicles	Not reported

10. Increased Productivity

Investment in transit is estimated to improve worker output of about $520 billion over the next 10 years, assuming an investment of $100 billion. The better facilities and services provided by the investment result in more efficient movement of people and goods which saves time, reduces costs and increases productivity. This finding is from "Transportation Spending and Economic Growth," a 1991 study by Professor David A. Aschauer.

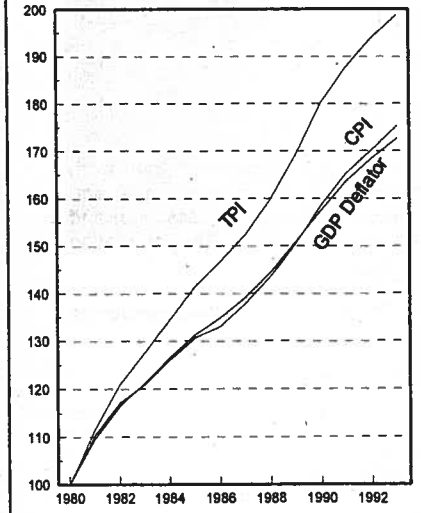
13. TRANSIT PRICE INDEX

Traditionally, analysts use the Consumer Price Index (CPI) or the GDP Deflator to adjust for monetary inflation when estimating changes in the ***real*** cost of providing transit services. Using these

very general inflation measures is misleading, since transit systems do not buy the same items that consumers or national businesses do. The Transit Price Index (TPI) has been created to properly account for the changing costs of items purchased by the transit industry, which typically include construction materials, industrial supplies, labor services, insurance, and other services.

From 1980 to 1993, transit inflation, measured by the TPI, increased 98.7 percent, compared to 75.4 percent for the CPI and 72.7 percent for the GDP Deflator. The costs of transit items grew 31 percent faster than the costs of consumer goods during this period.

TABLE 4



	TPI (1990=100)	CPI (1982-84=100)	GDP Deflator (1987=100)
1980	55.5	82.4	71.9
1981	61.9	90.9	78.8
1982	67.1	96.5	83.8
1983	70.8	99.6	87.2
1984	74.7	103.9	91.0
1985	78.5	107.6	94.4
1986	81.4	109.6	96.9
1987	84.6	113.6	100.0
1988	88.7	118.3	103.9
1989	93.9	124.0	108.5
1990	100.0	130.7	113.2
1991	104.2	136.2	117.7
1992	107.6	140.3	121.1
1993	110.3	144.5	124.2*

TABLE 5

File: PUBCOST

Public Cost of Highway Transportation in 1989, Billions of Dollars (a)

Costs recovered from drivers through taxes and tolls	
Highway construction and repair	$20.0
Highway maintenance	11.8
Highway services, administration, interest, and debt retirement	12.5
Total	44.3
Market costs not recovered from drivers	
Highway construction and repair	13.3
Highway maintenance	7.9
Highway services	68.0
Free parking	85.0
Total	174.2
External costs not recovered from drivers	
Health costs from air pollution	10.0
Reductions of motor vehicle CO2 emissions	27.0
Strategic petroleum reserve	0.3
Military expenditures	25.0
Accidents	55.0
Noise	9.0
Total	126.3
Total Public Cost	344.8
Miles traveled	2,000.0
Public Cost per mile traveled	17¢
Covered by user fees	2¢
Not covered by user fees	15¢

(a) Public costs do not include costs paid directly by motor vehicle owners such as vehicle purchase price, gasoline, parking, insurance, maintenance, and registration. These costs totaled an estimated $500 billion for passenger and $254 billion for freight transportation in 1989, according to the ENO Foundation for Transportation, *Transportation in America.*

Source: *The Going Rate: What It Really Costs to Drive*, World Resources Institute, 1992.

SECTION II

Profile of U.S. Transit

TABLE 6

File: MODESTAT

Transit Modal Statistics at a Glance

MODE	NUMBER OF SYSTEMS (c)		ACTIVE VEHICLES		OPERATING EMPLOYEES (d)	
	1992	1993	1992	1993	1992	1993
Motor Bus	2,693	2,694	63,080	64,642	163,387	178,968
Urbanized Area Fixed-Route	1,176	1,177	56,162	56,642	149,571	162,490
Other Fixed-Route	1,517	1,517	6,918	8,000	13,816	16,478
Demand Response	3,917	3,917	20,695	23,218	25,863	28,975
Heavy Rail	13	14	10,245	10,261	47,493	52,398
Light Rail	19	20	1,058	1,025	3,849	3,943
Trolleybus	5	5	907	851	1,691	1,921
Commuter Rail	14	16	4,413	4,494	21,151	21,934
Ferry Boat (b)	27	27	100	108	2,653	2,537
Other (a)	43	47	1,753	2,183	1,015	1,073
Total	5,086	5,088	102,251	106,782	267,102	291,749

All data are preliminary.
(a) Includes cable car, inclined plane, aerial tramway, vanpool, monorail, and automated guideway.
(b) Excludes international, rural, rural interstate, island, and urban park ferries.
(c) Total is not sum of all modes since many systems operate more than one mode.
(d) Based on employee equivalents of 2,080 hours equals one employee; beginning 1993 equals actual employees.

TABLE 6 (continued)

Transit Modal Statistics at a Glance

MODE	PASSENGER REVENUE (MILLIONS)		OPERATING EXPENSE (MILLIONS)	
	1992	1993	1992	1993
Motor Bus	$3,058.8	$3,083.9	$9,881.2	$10,336.6
Urbanized Area Fixed-Route	3,012.9	3,040.1	9,252.9	9,672.1
Other Fixed-Route	45.9	43.8	628.3	664.5
Demand Response	75.8	94.5	667.3	733.3
Heavy Rail	1,830.3	1,913.3	3,551.1	3,668.6
Light Rail	97.8	102.3	308.9	315.8
Trolleybus	48.7	52.4	124.4	131.9
Commuter Rail	970.1	995.5	2,012.6	2,081.1
Ferry Boat (b)	44.0	39.2	179.1	184.7
Other (a)	27.0	38.4	56.8	54.3
Total	6,152.5	6,319.5	16,781.4	17,506.3

All data are preliminary.
(a) Includes cable car, inclined plane, aerial tramway, vanpool, monorail, and automated guideway.
(b) Excludes international, rural, rural interstate, island, and urban park ferries.

TABLE 6 (continued)

Transit Modal Statistics at a Glance

MODE	UNLINKED PASSENGER TRIPS (MILLIONS)		PASSENGER MILES (MILLIONS)		AVERAGE TRIP LENGTH (MILES)	
	1992	1993	1992	1993	1992	1993
Motor Bus	5,517	5,371	20,336	20,075	3.7	3.7
Urbanized Area Fixed-Route	5,257	5,117	19,496	19,238	3.7	3.7
Other Fixed-Route	260	254	840	837	3.2	3.3
Demand Response	72	75	495	504	6.9	6.7
Heavy Rail	2,207	2,209	10,737	10,740	4.9	4.9
Light Rail	188	188	701	705	3.7	3.8
Trolleybus	126	121	199	188	1.6	1.6
Commuter Rail	314	322	7,320	6,939	23.3	21.5
Ferry Boat (b)	47	48	270	258	5.7	5.4
Other (a)	30	28	183	216	6.1	7.7
Total	8,501	8,362	40,241	39,625	4.7	4.7

All data are preliminary.
(a) Includes cable car, inclined plane, aerial tramway, vanpool, monorail, and automated guideway.
(b) Excludes international, rural, rural interstate, island, and urban park ferries.

TABLE 6 (continued)

Transit Modal Statistics at a Glance

MODE	VEHICLE MILES OPERATED (MILLIONS)		VEHICLE HOURS OPERATED (MILLIONS)		AVERAGE SPEED (MILES PER HOUR)	
	1992	1993	1992	1993	1992	1993
Motor Bus	2,178.0	2,205.7	165.1	166.3	13.2	13.3
Urbanized Area Fixed-Route	2,006.5	2,025.0	152.6	153.2	13.1	13.2
Other Fixed-Route	171.5	180.7	12.5	13.1	13.6	13.8
Demand Response	363.5	359.9	28.7	27.0	12.7	13.3
Heavy Rail	525.4	525.7	25.6	25.6	20.5	20.5
Light Rail	28.6	27.7	2.2	2.1	13.0	13.2
Trolleybus	13.9	13.6	1.8	1.8	7.7	7.6
Commuter Rail	218.8	223.8	6.5	6.6	33.8	33.9
Ferry Boat (b)	2.3	2.5	0.4	0.4	6.4	6.3
Other (a)	24.1	28.5	1.2	1.3	20.1	21.9
Total	3,354.6	3,387.4	231.5	231.1	14.5	14.7
Total Motor Bus Mile Equivalents (c)	4,187.0	4,228.6				

All data are preliminary.
(a) Includes cable car, inclined plane, aerial tramway, vanpool, monorail, and automated guideway.
(b) Excludes international, rural, rural interstate, island, and urban park ferries.
(c) Estimate based on average seating plus standing capacity of vehicle compared to that of a motor bus (70 passengers): light rail = 1.7, heavy rail = 2.6, commuter rail = 2.2, trolleybus = 1.0, demand response = 0.2, other = 1.0.

TABLE 6 (continued)

Transit Modal Statistics at a Glance

MODE	ENERGY CONSUMPTION					
	GALLONS (MILLIONS)		KWH (MILLIONS)		CNG POUNDS (MILLIONS)	
	1992	1993	1992	1993	1992	1993
Motor Bus	595.2	595.9	0.2	0.2	3.1	5.2
Urbanized Area Fixed-Route	560.2	560.9	0.2	0.2	3.1	5.2
Other Fixed-Route	35.0	35.0	0.0	0.0	0.0	0.0
Demand Response	49.5	55.4	0.0	0.0	3.3	4.7
Heavy Rail	0.0	0.0	3,193.3	3,286.6	0.0	0.0
Light Rail	0.0	0.0	297.3	281.6	0.0	0.0
Trolleybus	0.0	0.0	80.5	78.7	0.0	0.0
Commuter Rail	55.0	59.5	1,124.2	1,113.5	0.0	0.0
Ferry Boat (b)	20.9	19.9	0.0	0.0	0.0	0.0
Other (a)	1.5	1.8	20.6	20.3	0.0	0.0
Total	722.1	732.5	4,716.1	4,780.9	6.4	9.9

All data are preliminary.
(a) Includes cable car, inclined plane, aerial tramway, vanpool, monorail, and automated guideway.
(b) Excludes international, rural, rural interstate, island, and urban park ferries.

TABLE 7

File: SYSBYST

Number of Transit Service Providers By State

STATE	URBANIZED AREA TRANSIT SYSTEMS(a)	SMALL URBAN AND RURAL TRANSIT SYSTEMS(b)	NON-PROFIT ELDERLY AND DISABLED SERVICE PROVIDERS(c)	TOTAL SERVICE PROVIDERS
Alabama	15	26	21	62
Alaska	1	8	32	41
Arizona	13	11	62	86
Arkansas	5	6	71	82
California	121	64	177	362
Colorado	11	18	22	51
Connecticut	26	4	76	106
Delaware	2	1	30	33
District of Columbia	1	0	20	21
Florida	28	29	98	155
Georgia	12	53	50	115
Hawaii	1	3	30	34
Idaho	5	5	31	41
Illinois	20	31	57	108
Indiana	31	28	71	130
Iowa	17	24	1	42
Kansas	4	120	50	174
Kentucky	6	21	46	73
Louisiana	15	42	61	118
Maine	8	11	0	19
Maryland	13	14	49	76
Massachusetts	18	3	59	80

(a), (b), (c) See footnotes Page 35.

(continued on Page 34)

TABLE 7 (continued)

Number of Transit Service Providers By State

STATE	URBANIZED AREA TRANSIT SYSTEMS(a)	SMALL URBAN AND RURAL TRANSIT SYSTEMS(b)	NON-PROFIT ELDERLY AND DISABLED SERVICE PROVIDERS(c)	TOTAL SERVICE PROVIDERS
Michigan	19	45	44	108
Minnesota	10	35	115	160
Mississippi	5	17	56	78
Missouri	8	27	67	102
Montana	4	10	34	48
Nebraska	2	50	56	108
Nevada	4	7	48	59
New Hampshire	3	3	21	27
New Jersey	25	14	91	130
New Mexico	5	17	51	73
New York	73	29	260	362
North Carolina	22	19	52	93
North Dakota	2	22	23	47
Ohio	40	33	113	186
Oklahoma	3	15	173	191
Oregon	5	21	60	86
Pennsylvania	44	15	118	177
Rhode Island	1	1	23	25
South Carolina	10	6	65	81
South Dakota	2	13	47	62
Tennessee	13	12	132	157
Texas	39	33	166	238

(a), (b), (c) See footnotes Page 35. (continued on Page 35)

TABLE 7 (continued)

Number of Transit Service Providers By State

STATE	URBANIZED AREA TRANSIT SYSTEMS(a)	SMALL URBAN AND RURAL TRANSIT SYSTEMS(b)	NON-PROFIT ELDERLY AND DISABLED SERVICE PROVIDERS(c)	TOTAL SERVICE PROVIDERS
Utah	3	4	43	50
Vermont	1	6	28	35
Virginia	27	11	42	80
Washington	20	25	7	52
West Virginia	6	12	83	101
Wisconsin	18	32	71	121
Wyoming	1	21	20	42
United States Total	788	1,077	3,223	5,088

(a) Transit systems reporting data for U.S. Federal Transit Administration Annual Section 15 Report and other known public and private transit systems. Systems operating in two or more states are counted in the state in which they operate the largest portion of their service.

(b) Transit systems receiving funds under the provisions of the Federal Transit Act, Section 18. Includes service providers operating fixed-route only, demand-response only, and combined fixed-route and demand-response service. Excludes providers also providing urbanized area service.

(c) Transit service providers receiving funds under the provisions of the Federal Transit Act, Section 16(b)2. Excludes service providers also providing urbanized area or small urban and rural service.

Data estimate for Small Urban and Rural Transit Systems and Non-Profit Elderly and Disabled Service Providers based on A *Directory of UMTA-Funded Rural and Specialized Transit Systems*, U.S. Department of Transportation, December 1989.

TABLE 8

File: SYSBYPOP

Transit Systems Classified by Vehicle Type and Population Group

POPULATION OF URBANIZED AREA	ALL-RAIL SYSTEMS	MULTI-MODE SYSTEMS	MOTOR BUS/ DEMAND RESPONSE/ VANPOOL SYSTEMS	ALL-FERRY SYSTEMS	TOTAL SYSTEMS(b)
2,000,000 and greater	16	22	620	10	668
500,000 to 2,000,000	3	15	539	7	564
250,000 to 500,000	0	1	234	1	236
100,000 to 250,000	0	2	331	1	334
50,000 to 100,000	1	2	321	1	325
Less than 50,000(a)	1	0	2,959	1	2,961
Total U.S. Transit Systems	21	42	5,004	21	5,088

(a) Rural areas and urban places with less than 50,000 population outside of urbanized areas.
(b) As of January 1, 1995. Excludes bus service operated by Intercity Bus Carriers.

TABLE 9

File: PUBTRAN

Public Transit as a Portion of All Transit*

CALENDAR YEAR	NUMBER OF TRANSIT SYSTEMS	PERCENT OF ALL TRANSIT	TOTAL TRANSIT VEHICLES OWNED AND LEASED	PERCENT OF ALL TRANSIT	VEHICLE MILES OPERATED	PERCENT OF ALL TRANSIT	UNLINKED PASSENGER TRIPS	PERCENT OF ALL TRANSIT
					(MILLIONS)		(MILLIONS)	
1945	29	2%	14,609	16%	--	--	--	--
1950	36	3	24,570	28	--	--	--	--
1955	39	3	22,011	30	--	--	--	--
1960	58	5	23,738	36	--	--	--	--
1965	88	8	29,592	48	--	--	--	--
1970	159	15	40,778	66	1,280	68%	5,646	77%
1975	333	35	51,964	83	1,706	86	6,275	90
1980	576	55	64,128	90	1,939	93	7,741	94
1985	1,435	29	79,443	81	2,496	89	8,335	96
1990	1,580	31	86,430	86	3,057	94	8,493	94

P = Preliminary -- Data not available

*Public transit systems include all transit systems owned or subsidized by municipalities, counties, regional authorities, states, or other governmental agencies and transit systems operated or managed by private firms under contract to governmental agency owners. Series not continuous between 1980 and 1985. Data prior to 1985 exclude commuter railroads, urban ferry boats, demand response, and some transit systems in non-urbanized areas.

TABLE 10 *FILE:FBUS*

Fixed Guideway Mileage as of January 1, 1995 and Status and Mileage of Future Projects

MODE (a)	STATUS	OPENS	MILES (b)
?	planning	?	132.7
?	planning	2000	9.2
? TOTAL			**141.9**
AG	construction	1995	1.9
AG	construction	1997	1.4
AG	design	?	0.4
AG	open	open	8.6
AG	planning	?	2.0
AG	planning	1996	1.5
AG	planning	1998	1.0
AG	planning	2003	22.0
AG TOTAL			**38.8**
CC	open	open	4.5
CC TOTAL			**4.5**
CR	construction	1995	60.5
CR	construction	1996	109.6
CR	construction	2002	0.0
CR	design	?	10.7
CR	design	1995	78.1
CR	design	1996	42.0
CR	design	1998	37.5
CR	open	open	2,849.2
CR	planning	?	1,185.1
CR	planning	1995	8.0
CR	planning	1997	38.0
CR	planning	1998	53.0
CR	planning	1999	107.0
CR	planning	2002	67.0
CR	planning	2004	3.0
CR	planning	2010	58.4
CR TOTAL			**4,707.1**
FB	construction	1995	28.7
FB	design	1996	24.5
FB	open	open	296.8
FB	planning	1996	12.3
FB	planning	1997	32.2
FB TOTAL			**394.5**

TABLE 10 *FILE:FBUS*

Fixed Guideway Mileage as of January 1, 1995 and Status and Mileage of Future Projects

MODE (a)	STATUS	OPENS	MILES (b)
HR	construction	1995	5.3
HR	construction	1996	46.8
HR	construction	1997	3.3
HR	construction	1998	6.4
HR	construction	1999	2.9
HR	construction	2001	6.3
HR	design	?	3.2
HR	design	2001	13.4
HR	design	2003	2.3
HR	open	open	688.6
HR	planning	?	22.1
HR	planning	1999	7.0
HR	planning	2000	6.7
HR	planning	2002+	21.0
HR TOTAL			**835.3**
IP	construction	1995	0.1
IP	open	open	1.4
IP TOTAL			**1.5**
LR	construction	1995	27.0
LR	construction	1996	27.5
LR	construction	1997	14.5
LR	construction	1998	13.6
LR	design	?	32.1
LR	design	1996	4.7
LR	design	1997	13.0
LR	design	1998	6.0
LR	design	1999	47.7
LR	design	2000	9.9
LR	design	2002	11.8
LR	open	open	305.3
LR	planning	?	192.6
LR	planning	1997	4.4
LR	planning	1999	2.1
LR	planning	2000	12.5
LR	planning	2001	18.4
LR	planning	2002	5.5
LR	planning	2003	33.9

TABLE 10 *FILE:FBUS*

Fixed Guideway Mileage as of January 1, 1995 and Status and Mileage of Future Projects

MODE (a)	STATUS	OPENS	MILES (b)
LR	planning	2004	19.2
LR	planning	2005	44.7
LR TOTAL			**846.4**
MB	construction	1995	80.5
MB	construction	1996	72.7
MB	construction	1997	30.1
MB	construction	1998	8.1
MB	construction	2003	3.9
MB	design	1993	2.3
MB	design	1995	7.0
MB	design	1996	47.2
MB	design	1997	60.8
MB	design	1998	14.0
MB	design	1999	28.3
MB	design	2000	58.2
MB	design	2008	2.3
MB	open	open	715.0
MB	planning	?	66.9
MB	planning	1995	32.2
MB	planning	1996	8.5
MB	planning	1998	19.5
MB	planning	1998+	2.2
MB	planning	1999	2.3
MB	planning	2000	39.5
MB	planning	2000+	10.0
MB	planning	2001	2.8
MB	planning	2002	26.6
MB	planning	2003	17.9
MB	planning	2005	5.0
MB	planning	2007	22.8
MB	planning	2015	5.0
MB TOTAL			**1,391.6**
MO	open	open	1.1
MO	planning	?	2.6
MO TOTAL			**3.7**
TB	construction	1995	11.7
TB	design	1996	1.2

TABLE 10 *FILE:FBUS*

Fixed Guideway Mileage as of January 1, 1995 and Status and Mileage of Future Projects

MODE (a)	STATUS	OPENS	MILES (b)
TB	design	2000	1.0
TB	open	open	312.7
TB	planning	1996	15.5
TB	planning	1997	3.9
TB	planning	1999	14.0
TB	planning	2000	5.7
TB	planning	2008	0.5
TB TOTAL			**366.2**
TR	open	open	0.6
TR TOTAL			**0.6**

? = Uncertain, unknown, or not reported.

(a) Motor bus data includes only fixed guideways 1.0 miles in length or longer; data for all other modes includes all guideways.

(b) Excludes data for a few guideways for which mileage was not reported.

Source: APTA survey

TABLE 11

FILE:MBFBUS

Motor Bus Fixed Guideways Over 3 Miles in Length as of January 1, 1995

LOCATION	GUIDEWAY	SEGMENT	MILES
Atlanta, GA	I 20 East HOV Lanes	Hill St-Columbia Drive	9.0
Dallas, TX	I 30 East HOV Lanes E/B	Central Expressway-Dolphin Rd	3.3
Dallas, TX	I 30 East HOV Lanes W/B	Jim Miller-Central Expressway	5.2
Denver, CO	I 25 North HOV Lanes	Union Terminal-53rd	5.4
Denver, CO	US 36 HOV Lanes I/B	Sheridan-I 25	3.9
Fort Lauderdale, FL	I 95 HOV Lanes	Atlantic Blvd-0.4 mile N. of Broward Blvd	6.9
Hartford, CT	I 84 HOV Lanes	East Hartford-Vernon	9.5
Hartford, CT	I 91 North HOV Lanes	Hartford-Windsor Locks	10.0
Honolulu, HI	I H1 HOV Lanes	Waiawa-Keehi	8.9
Houston, TX	I 10 West HOV Lanes	TX 6-West Loop Terminus	13.0
Houston, TX	I 45 North HOV Lanes	I 10-Beltway 8	13.5
Houston, TX	I 45 South HOV Lanes	US 59-Almeda/Genoa	12.1
Houston, TX	US 290 Northwest HOV Lanes	I 10-FM 1960	13.5
Houston, TX	US 59 South HOV Lanes	Shepherd-West Bellfort	11.5
Los Angeles, CA	CA 55 HOV Lanes	CA 91-CA 73	11.0
Los Angeles, CA	CA 57 HOV Lanes	CA 22-Lambert	10.0
Los Angeles, CA	CA 91 HOV Lanes	I 110-Orange County Line	14.3
Los Angeles, CA	CA 91 HOV Lanes Eastbound	I 110-I 605	8.0
Los Angeles, CA	I 10 HOV Lanes	Alameda/Arcadia-Santa Anita	12.0

TABLE 11

FILE:MBFBUS

Motor Bus Fixed Guideways Over 3 Miles in Length as of January 1, 1995

LOCATION	GUIDEWAY	SEGMENT	MILES
Los Angeles, CA	I 210 HOV Lanes	CA 134-Sunflower	18.5
Los Angeles, CA	I 405 HOV Lanes	CA 22-I 5	20.5
Los Angeles, CA	I 405 HOV Lanes	I 110-Century Blvd	12.0
Los Angeles, CA	I 5 HOV Lanes	I 405-Red Hill Ave	7.8
Miami, FL	FL 112 HOV Lanes	I 95-NW 22nd	7.8
Miami, FL	I 95 HOV Lanes	Broward County Line-FL 112	3.4
Minneapolis, MN	Coon Rapids Blvd HOV Lanes	Avocet St-Yucca St.	4.0
Minneapolis, MN	I 35W South HOV Lanes	76th St-MN 13	6.3
Minneapolis, MN	I 394 HOV Lanes	Washington Ave-I 494	8.0
Minneapolis, MN	MN 252 HOV Lanes	I 694-93rd Ave N.	3.4
Minneapolis, MN	MN 47 HOV Lanes	35th Ave NE-85th Ave NE	5.5
Minneapolis, MN	MN 77 HOV Lanes	Old Shakopee Rd-I 35E South	4.2
Nashville, TN	I 65 South HOV Lanes	Concord Rd-Armory Dr	8.0
New York, NY	First Avenue HOV Lanes N/B	34th-96th	3.1
New York, NY	I 80 HOV Lanes	I 287-NJ 15	10.0
New York, NY	Long Island Expressway HOV Lanes	NY 110-Exit 57	12.0
New York, NY	Second Ave HOV Lanes S/B	14th-96th	4.1
Norfolk, VA	I 64/VA 244 HOV Lanes	?-?	14.0
Phoenix, AZ	AZ 202 HOV Lanes	I 10-Rural Rd	7.0

TABLE 11

FILE:MBFBUS

Motor Bus Fixed Guideways Over 3 Miles in Length as of January 1, 1995

LOCATION	GUIDEWAY	SEGMENT	MILES
Phoenix, AZ	I 10 HOV Lanes	91st Ave-AZ 360	22.0
Pittsburgh, PA	I 279-I 579 HOV Lanes	Bedford Ave-Perrysville Ave	5.0
Pittsburgh, PA	M.L. King East Busway	Liberty/Grant-Wilkinsburg	6.8
Pittsburgh, PA	South Busway	South Hills Junction-Glenbury	4.0
Saint Louis, MO	Hodiamont Busway	Enright Avenue-Hamilton Avenue	3.2
San Diego, CA	I 15 HOV Lanes	?-?	7.6
San Francisco, CA	US 101 HOV Lanes	Marin Co Civic Center-CA 37	6.5
San Francisco, CA	US 101 HOV Lanes	Richardson Bay-Sir Francis Drake Blvd	3.9
San Jose, CA	CA 237 HOV Lanes	I 880-Mathilda	5.5
San Jose, CA	CA 85 HOV Lanes	CA 237-US 101 South	22.0
San Jose, CA	I 280 HOV Lanes	Magdalena Ave-Bascom Ave	10.5
San Jose, CA	Montague Expressway HOV Lanes	US 101-I 680	6.0
San Jose, CA	San Tomas Expressway HOV Lanes	CA 17-US 101	8.0
San Jose, CA	US 101 HOV Lanes	Bernal Rd-San Mateo County Line	25.0
San Juan, PR	Fernandez Juncos Contraflow Lane	Gonzalez St-Villa Verde St	3.2
San Juan, PR	Ponce de Leon Contraflow Lane	Olimpo St-Guayama St	3.8
Seattle, WA	Airport Road HOV Lanes	86th Pl SW (Casino Rd)-8th Ave W.	3.5
Seattle, WA	I 405 HOV Lanes	I 5-Renton	5.4
Seattle, WA	I 405 HOV Lanes	Sunset Blvd-Northup	21.2

TABLE 11

FILE:MBFBUS

Motor Bus Fixed Guideways Over 3 Miles in Length as of January 1, 1995

LOCATION	GUIDEWAY	SEGMENT	MILES
Seattle, WA	I 5 Express HOV Lanes	Cherry St-Northgate	10.8
Seattle, WA	I 5 HOV Lanes	I 405-Kent/Des Moines S/B	5.0
Seattle, WA	I 5 HOV Lanes	Northgate-Snohomish Co Line	10.0
Seattle, WA	I 5 HOV Lanes	S. Lucille St-Mercer St	10.8
Seattle, WA	I 5 HOV Lanes N/B	S. 272nd St-S. 200th St N/B	4.0
Seattle, WA	I 5 HOV Lanes S/B	King County Line-44th Ave W.	3.0
Seattle, WA	I 5 Mainline HOV Lanes	Mercer St-Northgate	10.7
Seattle, WA	I 90 HOV Lanes	5th Ave S.-E. Channel Bridge	13.3
Seattle, WA	I 90 HOV Lanes	Richards Rd-WA 900	10.6
Seattle, WA	WA 522 HOV Lanes S/B	Kenmore-NE 145th St	3.1
Washington, DC	I 66 HOV Lanes	VA 110-US 50	17.5
Washington, DC	I 95/I 395 HOV Lanes	C SW-US 1 Woodbridge Exit	19.3
Washington, DC	US 29 Congestion Bypass Shoulder Lns	MD 198-Industrial Parkway	4.4

Source: APTA survey

TABLE 12

File: AIRPORT

Airports With Direct Access to Rail Transit*

CITY	AIRPORT	TYPE OF RAIL	STATION LOCATION (a)
Atlanta, GA	Atlanta International	HR	In building
Chicago, IL	Midway	HR	In building
Chicago, IL	O'Hare International	HR	In building
Cleveland, OH	Cleveland-Hopkins International	HR	In building
Philadelphia, PA	Philadelphia International	CR	Outside building
Saint Louis, MO	Lambert-St. Louis International	LR	In building
South Bend, IN	Michiana Regional	CR	In building
Washington, DC	Washington National	HR	Outside building

HR = heavy rail, LR = light rail, CR = commuter rail

*Excludes airports that require a bus or van ride between the station and building and airports that only have internal non-transit rail circulation systems.

(a) "In building" indicates rail transit station is within or directly connected to the passenger terminal building via a weather-protected passageway. "Outside building" means station is within walking distance, but not connected, to the building.

TABLE 13

File: HISTORY

Milestones in U.S. Transit History

Year	Event
1630	Boston--reputed first publicly operated ferry boat
1740	New York--reputed first use of ox carts for carrying of passengers
1811	New York--first mechanically operated (steam-powered) ferry boat
1827	New York--first horse-drawn urban stagecoach line (Dry Dock & East Broadway)
1830	Baltimore--first railroad (Baltimore & Ohio Railroad Co.)
1832	New York--first horse-drawn street railway line (New York & Harlem Railroad Co.)
1835	New Orleans--oldest street railway line still operating (New Orleans & Carrollton line)
1838	Boston--first commuter fares on a railroad (Boston & West Worcester Railroad)
1850	New York--first use of exterior advertising on street railways
1856	Boston--first fare-free promotion
1861	New York--first failed attempt to form street railway labor organization
1868	New York--first cable-powered (& first elevated) line (West Side & Yonkers Patent Railway)
1870	New York--first pneumatic-powered (& first underground) line (Beach Pneumatic Railroad Co.)
1870	Pittsburgh--first inclined plane
1871	New York--first steam-powered elevated line (New York Elevated Railroad Co.)
1872	Great Epizootic horse influenza epidemic in eastern states kills thousands of horses (the motive power for most street railways)
1873	San Francisco--first successful cable-powered line (Clay St. Hill Railroad)
1882	Boston--American Street Railway Association (APTA's original predecessor) formed
1883	New York--first surviving street railway labor organization (Knights of Labor Local 2878)
1884	Cleveland--first electric street railway line (East Cleveland Street Railway)
1884	first transit-only publication (The Street Railway Journal)
1885	New York--first recorded strike by street railway workers (Third Avenue & Sixth Avenue Elevateds)
1886	Montgomery, AL--first semi-successful citywide street railway system (Capital City Street Railway Co.)
1888	Richmond, VA--first successful electric street railway line (Union Passenger Railway)
1889	New York--first major strike by street railway workers

TABLE 13 (continued)

Milestones in U.S. Transit History

Year	Event
1892	Indianapolis--first national street railway labor union founded (Amalgamated Association of Street Railway Employees of America, now called the Amalgamated Transit Union)
1893	Portland, OR--first interurban rail line (East Side Railway Co.)
1894	Boston--first public transit commission (Boston Transit Commission)
1895	Chicago--first electric elevated rail line (Metropolitan West Side Elevated Railway)
1897	Boston--first electric underground (& first publicly-financed) street railway line (West End Street Railway)
1898	Chicago--first electric multiple-unit controlled rail line (Chicago & South Side Rapid Transit Railroad Co.)
1904	New York--first electric underground (& first 4-track express) heavy rail line (Interborough Rapid Transit Co.)
1905	New York--first public takeover of a private transit company (Staten Island Ferry)
1905	New York--first motor bus line (Fifth Avenue Coach Co.)
1906	Monroe, LA--first public takeover of a street railway
1908	New York--first interstate underground heavy rail line (Hudson & Manhattan Railroad to New Jersey)
1910	Hollywood, CA--first trolleybus line (Laurel Canyon Utilities Co.)
1912	San Francisco--first publicly operated street railway in a large city (San FranciscoMunicipal Railway)
1912	Cleveland--first street railway to operate motor buses (Cleveland Railway)
1914	Los Angeles--first jitney
1917	New York--last horse-drawn street railway line closed
1918	New York--APTA's predecessor organization first calls for public takeover of transit
1920	first motor bus not based on truck chassis (Fageol Safety Coach)
1921	New York--first successful trolleybus line
1923	Bay City, MI, Everett, WA, Newburgh, NY--first cities to replace all streetcars with motor buses
1926	highest peacetime transit ridership before World War II (17.2 billion)
1927	Detroit--first motor bus without cowl-type engine
1927	Philadelphia--first automobile park and ride lot and first bus-rail transfer facility for a non-commuter rail line
1932	New York--first publicly operated heavy rail line (Independent Subway)

TABLE 13 (continued)

Milestones in U.S. Transit History

Year	Event
1933	San Antonio--first large city to replace all streetcars with motor buses
1934	New York--Transport Workers Union of America founded
1935	Washington--Public Utility Holding Company Act of 1935 enacted requiring most power companies to divest themselves of transit operations and eliminating much private transit financing
1936	motor bus manufacturers began to assume control of or influence street railways, leading to rapid replacement of streetcars with motor buses
1936	New York--first industry-developed standardized street railway car (P.C.C. car) (Brooklyn & Queens Transit System)
1938	Chicago--first use of federal capital funding to build a transit rail line
1939	Chicago--first street with designated bus lane
1940	first time motor bus ridership exceeded street railway ridership
1940	San Francisco becomes last surviving cable car system
1943	Los Angeles--first rail line in expressway median (Pacific Electric Railway)
1946	highest-ever transit ridership (23.4 billion)
1952	San Francisco--last new PCC car for U.S. transit system placed in service
1961	Washington--first significant federal transit legislation (Housing & Urban Development Act of 1961)
1962	Seattle--first monorail (Seattle World's Fair)
1962	New York--first automated heavy rail line (Grand Central Shuttle)
1963	Chicago becomes last surviving city with interurban line (Chicago, South Shore, & South Bend Railroad)
1964	Washington--creation of Urban Mass Transportation Administration (Urban Mass Transportation Act of 1964)
1966	New York--first public takeover of commuter railroad (Long Island Rail Road Co.)
1966	Providence--first statewide transit system (Rhode Island Public Transit Authority)
1966	Washington--Urban Mass Transportation Administration moved to new Department of Transportation
1968	Minneapolis--first downtown transit mall (Nicollet Mall)
1968	Cleveland--first rail station at an airport opened
1969	Washington--first transitway (Shirley Highway)

TABLE 13 (continued)

Milestones in U.S. Transit History

Year	Event
1969	Philadelphia--first modern heavy rail system replacing former rail line (Port Authority Transit Corporation)
1970	Fort Walton Beach, FL--first dial-a-ride demand response bus
1971	Washington--first federally subsidized intercity railroad providing commuter service (AMTRAK)
1972	San Francisco--first computer-controlled heavy rail system (Bay Area Rapid Transit District)
1972	transit ridership hits all-time low (5.3 billion)
1973	Washington--some transit service required to be accessible to disabled (Rehabilitation Act of 1973)
1973	Boston, Dayton, OH, Philadelphia, San Francisco, & Seattle become last surviving trolleybus systems
1974	Boston, Cleveland, Newark, New Orleans, Philadelphia, Pittsburgh, & San Francisco become the last street railway systems
1974	Washington--first federal transit operating assistance legislation (National Mass Transportation Assistance Act of 1974)
1974	American Public Transit Association formed from merger of 2 organizations
1975	Morgantown, WV--first automated guideway peoplemover (West Virginia University)
1977	San Diego--first wheelchair-lift-equipped fixed-route bus
1979	Seattle--first successful wheelchair-lift-equipped fixed-route bus service
1979	Washington--first standardized transit data accounting system (Section 15)
1980	San Diego--first completely new light rail system (San Diego Trolley)
1982	Washington--transit trust fund for capital projects created thru dedication of one cent of federal gas tax
1990	Washington--virtually all transit service required to be accessible to disabled (Americans with Disabilities Act of 1990)
1990	Washington--one cent dedicated portion of federal fuel tax increased to 1.5 cents
1991	Washington--transit buses subject to strict pollution controls (Clean Air Act of 1990)
1991	Washington--federal government allowed to subsidize its employees' commuting costs
1991	Washington--first general authorization of use of highway funds for transit (Intermodal Surface Transp. Efficiency Act of 1991)
1992	Washington--first limitation on amount of tax-free employer-paid automobile parking benefits and tripling of value of tax-free benefit for transit use (National Energy Policy Strategy Act)
1993	Washington--transit workers in safety-sensitive positions subjected to drug and alcohol testing
1995	Washington--1.5 cents dedicated portion of federal fuel tax increased to 2 cents

SECTION III

Operating Expenses

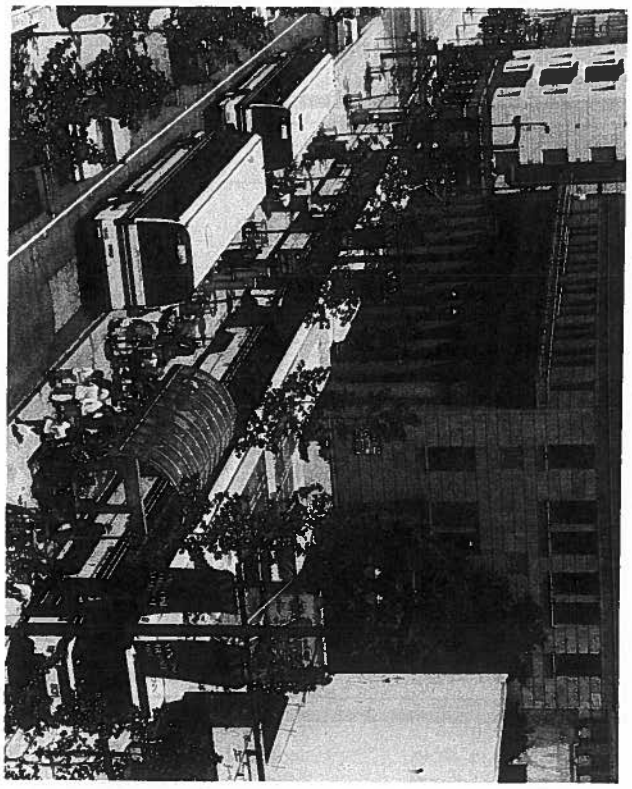


TABLE 14

File: FINSTATE

Transit Financial Statement for 1993 and 1992

	REVENUES	
	1993	1992
Passenger Revenue	$ 6,319,500,000	$ 6,152,500,000
Other Operating Revenue	1,060,000,000	645,900,000
Total Operating Revenue	7,379,500,000	6,798,400,000
Local Operating Assistance	4,963,500,000	5,268,100,000
State Operating Assistance	3,708,100,000	3,897,500,000
Federal Operating Assistance	1,041,600,000	969,100,000
Total Operating Assistance	9,713,200,000	10,116,700,000
Total Revenue	17,092,700,000	16,915,100,000

All data are preliminary.

TABLE 14 (continued)

Transit Financial Statement for 1993 and 1992

	EXPENSES	
	1993	1992
Vehicle Operations Expense	$ 8,053,300,000	$ 7,659,700,000
Vehicle Maintenance Expense	3,035,000,000	3,047,500,000
Non-Vehicle Maintenance Expense	1,704,100,000	1,783,900,000
General Administration Expense	2,773,400,000	2,674,200,000
Purchased Transportation Expense	1,940,500,000	1,616,100,000
Total Operating Expense	17,506,300,000	16,781,400,000
Depreciation and Amortization	2,501,700,000	2,033,900,000
Other Reconciling Items	857,800,000	1,218,300,000
Total Reconciling Items	3,359,500,000	3,252,200,000
Total Expense	20,865,800,000	20,033,600,000

All data are preliminary.

NOTE: The difference between Total Revenue and Total Expense is due to several factors including (1) use of the accrual system of accounting rather than the cash system of accounting, (2) amalgamation of accounts of transit systems recording revenue and expense is a variety of fiscal or calendar years, (3) inclusion of State and Local Financial Assistance classified as operating assistance for income accounting purposes but subsequently transferred to capital accounts for expenditure, (4) inclusion of Depreciation and Amortization costs in Total Expense that are met from revenue sources not included in Total Revenue, (5) exclusion of extraordinary revenues and extraordinary expenses, (6) actual profit or loss of privately owned transit systems, and (7) actual surplus or deficit of publicly owned transit systems.

TABLE 15

Transit Operating Expense and Revenue in 1993

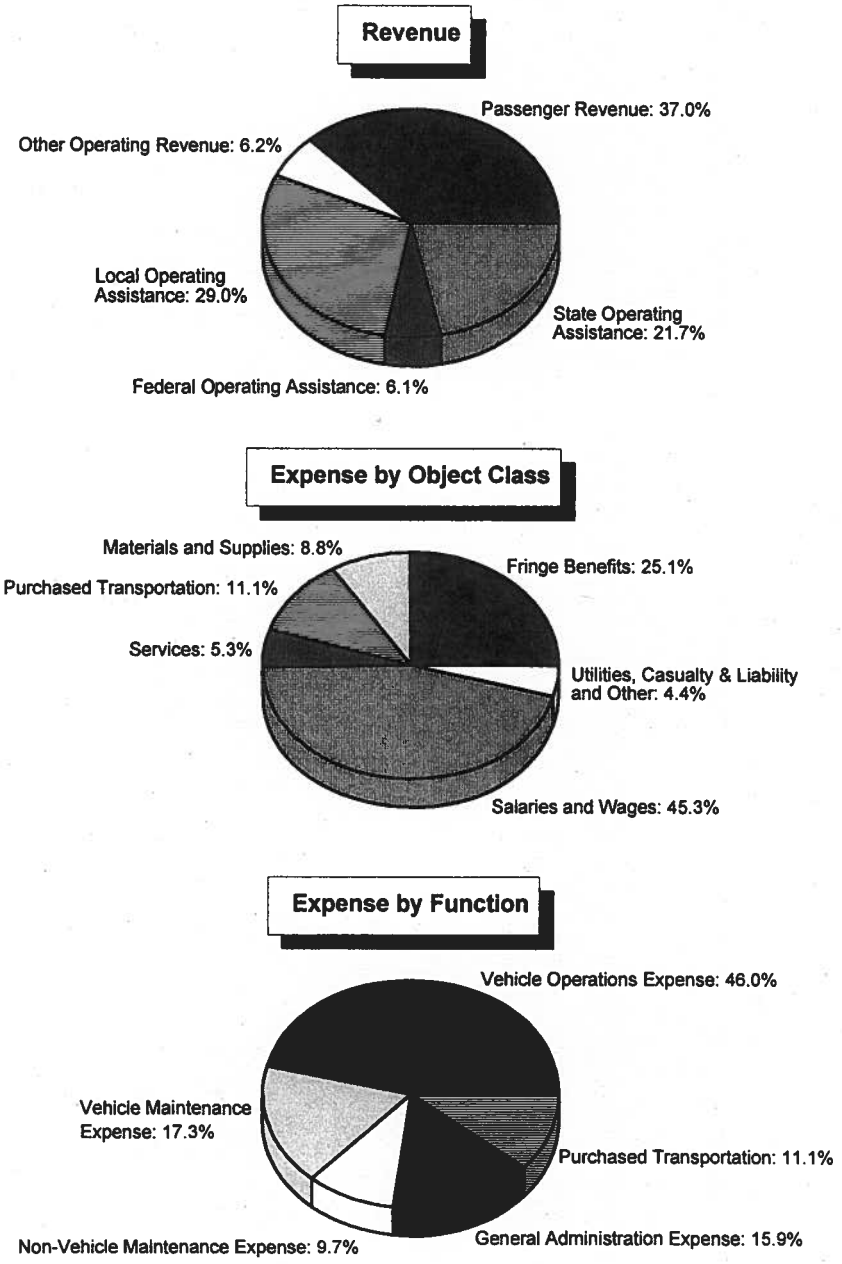


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TABLE 16

Transit Operating Expense for 1993 Classified By Function and Object Class

FUNCTION AND OBJECT CLASS	VEHICLE OPERATIONS	VEHICLE MAINTENANCE	NON-VEHICLE MAINTENANCE	GENERAL ADMINISTRATION	PURCHASED TRANSPORTATION	TOTAL
	(DOLLARS IN MILLIONS)					
Salaries and Wages	4,306.0	1,476.6	1,058.2	1,094.8	0.0	7,935.6
Fringe Benefits	2,410.9	765.7	582.3	633.5	0.0	4,392.4
Services	82.3	158.1	113.2	573.8	0.0	927.4
Fuels and Lubricants	389.9	52.9	1.8	0.0	0.0	444.6
Materials and Supplies	89.3	638.3	161.8	203.1	0.0	1,092.5
Utilities	106.8	36.5	304.6	175.5	0.0	623.4
Casualty & Liability Costs	26.3	7.0	10.5	551.9	0.0	595.7
Purchased Transportation	0.0	0.0	0.0	0.0	1,940.5	1,940.5
Other	641.8	-100.1	-528.3	-459.2	0.0	-445.8
Total	8,053.3	3,035.0	1,704.1	2,773.4	1,940.5	17,506.3
	(PERCENT OF TOTAL)					
Salaries and Wages	24.60	8.43	6.04	6.25	0.00	45.33
Fringe Benefits	13.77	4.37	3.33	3.62	0.00	25.09
Services	0.47	0.90	0.65	3.28	0.00	5.30
Fuels and Lubricants	2.23	0.30	0.01	0.00	0.00	2.54
Materials and Supplies	0.51	3.65	0.92	1.16	0.00	6.24
Utilities	0.61	0.21	1.74	1.00	0.00	3.56
Casualty & Liability Costs	0.15	0.04	0.06	3.15	0.00	3.40
Purchased Transportation	0.00	0.00	0.00	0.00	11.08	11.08
Other	3.67	-0.57	-3.02	-2.62	0.00	-2.55
Total	46.00	17.34	9.73	15.84	11.08	100.00

TABLE 17

File: EXFUN

Trend of Transit Expenses by Function Class, Dollars*

CALENDAR YEAR	OPERATING EXPENSE						DEPRECIATION AND AMORTIZATION	OTHER RECONCILING ITEMS	TOTAL EXPENSE
	VEHICLE OPERATIONS	MAINTENANCE		GENERAL ADMINIS-TRATION	PURCHASED TRANSPOR-TATION	TOTAL			
		VEHICLE	NON-VEHICLE						
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1980	$3,248.2	$1,274.3	$ 499.7	$ 1,224.3(a)		$ 6,246.5	$ 277.6	$ 186.5	$ 6,710.6
1981	3,596.5	1,397.8	547.9	1,482.1(a)		7,024.3	386.3	211.1	7,621.7
1982	3,882.3	1,555.8	611.8	1,503.0(a)		7,552.9	507.1	254.3	8,314.3
1983	3,930.8	1,696.6	694.9	1,633.7(a)		7,956.0	472.5	307.2	8,735.7
1984	5,141.9	2,149.4	912.3	2,914.7	455.7	11,574.0	885.5	497.6	12,957.1
1985	5,654.7	2,522.6	1,149.6	2,505.3	548.7	12,380.9	1,097.6	598.6	14,077.1
1986	5,690.6	2,733.6	1,295.2	2,748.0	484.3	12,951.7	1,148.2	626.2	14,726.1
1987	5,790.3	2,730.2	1,363.5	2,869.4	718.7	13,472.1	1,212.5	720.7	15,405.3
1988	6,052.3	2,865.1	1,447.6	3,077.8	844.5	14,287.3	1,377.6	776.9	16,441.8
1989	6,275.3	2,942.3	1,550.5	3,251.0	953.2	14,972.3	1,502.5	693.9	17,168.7
1990	6,653.3	3,038.8	1,592.0	3,449.9	1,008.1	15,742.1	1,593.1	643.9	17,979.1
1991	6,726.6	2,992.4	1,604.7	3,584.5	1,633.2	16,541.4	1,763.3	1,027.2	19,331.9
1992(b)	7,659.7	3,047.5	1,783.9	2,674.2	1,616.1	16,781.4	2,033.9	1,218.3	20,033.6
P 1993	8,053.3	3,035.0	1,704.1	2,773.4	1,940.5	17,506.3	2,501.7	857.8	20,865.8

P = Preliminary

*Excludes commuter railroad, automated guideway, urban ferry boat, demand response, and most rural and smaller systems prior to 1984. Series not continuous between 1983 and 1984.

(a) General Administration and Purchased Transportation combined.

(b) Beginning 1992, total operating expense declined about $400 million due to change in accounting procedures at New York City Transit Authority.

TABLE 18

File: EXOBJ

Trend of Transit Operating Expenses by Object Class, Dollars*

CALENDAR YEAR	SALARIES & WAGES	FRINGE BENEFITS	SERVICES	MATERIALS AND SUPPLIES	UTILITIES	CASUALTY & LIABILITY COSTS	PURCHASED TRANS-PORTATION	OTHER	TOTAL OPERATING EXPENSE
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1980	$3,280.9	$1,353.1	$237.6	$ 759.4	$231.3	$237.8	$146.4(a)		$ 6,246.5
1981	3,493.5	1,649.1	266.8	940.8	280.9	252.8	140.4(a)		7,024.3
1982	3,731.4	1,756.5	298.3	1,129.9	322.5	188.1	126.1(a)		7,552.9
1983	3,921.3	1,977.3	309.4	1,023.9	431.2	192.6	100.3(a)		7,956.0
1984	5,487.8	2,716.7	469.2	1,462.2	465.7	328.5	$ 455.7	$188.2	11,574.0
1985	5,843.1	2,868.3	491.9	1,561.2	494.7	347.1	548.7	225.9	12,380.9
1986	6,119.2	3,125.9	583.8	1,524.3	497.1	491.4	484.3	125.7	12,951.7
1987	6,324.1	3,266.9	655.5	1,421.0	509.2	536.1	718.7	40.6	13,472.1
1988	6,675.0	3,528.9	715.3	1,446.2	503.9	527.8	844.5	45.7	14,287.3
1989	6,897.7	3,737.3	765.0	1,507.6	540.2	559.4	953.2	11.9	14,972.3
1990	7,226.3	3,986.0	794.3	1,608.4	552.9	640.5	1,008.1	-74.4	15,742.1
1991	7,394.5	3,998.4	818.0	1,559.7	575.9	625.6	1,633.2	-63.9	16,541.4
1992(b)	7,670.5	4,318.6	907.8	1,529.1	608.5	557.8	1,616.1	-427.0	16,781.4
P 1993	7,935.6	4,392.4	927.4	1,537.1	623.4	595.7	1,940.5	-445.8	17,506.3

P = Preliminary

*Excludes commuter railroad, automated guideway, urban ferry boat, demand response, and most rural and smaller systems prior to 1984. Series not continuous between 1983 and 1984.

(a) Purchased Transportation and Other combined.

(b) Beginning 1992, total operating expense declined about $400 million due to change in accounting procedures at New York City Transit Authority.

TABLE 19

File: EXMODE

Trend of Transit Operating Expenses by Mode, Dollars

CALENDAR YEAR	RAILWAY			TROLLEY BUS	MOTOR BUS	DEMAND RESPONSE	OTHER	TOTAL OPERATING EXPENSE
	LIGHT RAIL	HEAVY RAIL	COMMUTER RAIL					
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1988	$198.4	$3,521.7	$1,675.3	$101.7	$ 8,136.4	$462.6	$191.2	$14,287.3
1989	210.8	3,701.0	1,841.4	105.5	8,415.1	481.1	217.4	14,972.3
1990	237.1	3,825.0	1,938.5	108.6	8,903.1	517.8	212.0	15,742.1
1991	291.1	3,858.6	1,942.4	113.5	9,501.4	608.5	225.9	16,541.4
1992(a)	308.9	3,555.1	2,012.6	124.4	9,881.2	667.3	231.9	16,781.4
P 1993	315.8	3,668.6	2,081.1	131.9	10,336.6	733.3	239.0	17,506.3

P = Preliminary

(a) Beginning 1992 total operating expense declined about $400 million due to change in accounting procedures at New York City Transit Authority.

TABLE 20

File: EXMODPOP

Operating Expense by Transit System Vehicle Mode and Population of Area Served

VEHICLE MODE, POPULATION SIZE OF SERVICE DATA	CALENDAR YEAR	SAMPLE SIZE(a)	PERCENT OF OPERATING EXPENSE FOR				
			VEHICLE OPERATIONS	VEHICLE MAINTENANCE	NON-VEHICLE MAINTENANCE	GENERAL ADMINISTRATION	PURCHASED TRANSPORTATION
Multi-Mode, All Areas (b)(c)	1988	33	38.3	20.2	13.0	22.5	6.0
	1989	44	37.9	19.2	13.2	23.5	6.2
	1990	33	37.7	18.7	13.5	24.0	6.1
	1991	34	36.9	18.3	12.7	24.5	7.6
	1992	32	41.7	18.6	14.8	17.4	7.4
	1993	34	45.3	17.6	13.2	16.7	7.2
Motor Bus Only, 1,000,000 or More	1988	61	53.4	20.8	2.8	18.8	4.2
	1989	51	51.8	21.5	2.9	19.9	3.9
	1990	65	48.4	20.3	3.2	18.8	9.3
	1991	83	47.6	17.6	3.1	16.8	14.9
	1992	74	49.5	18.8	3.1	15.3	13.3
	1993	75	49.2	19.0	3.3	13.8	14.7
Motor Bus Only, 500,000 - 1,000,000	1988	22	56.3	19.4	2.9	17.8	3.6
	1989	24	55.1	19.1	2.9	18.2	4.7
	1990	27	54.0	18.1	2.7	17.6	7.6
	1991	28	54.6	18.2	2.8	16.4	8.0
	1992	26	54.4	18.1	2.7	17.0	7.7
	1993	25	52.8	17.2	2.4	17.9	9.7

(a), (b), (c) See footnotes Page 60.

TABLE 20 (continued)

Operating Expense by Transit System Vehicle Mode and Population of Area Served

VEHICLE MODE, POPULATION SIZE OF SERVICE AREA	CALENDAR YEAR	SAMPLE SIZE(a)	PERCENT OF OPERATING EXPENSE FOR				
			VEHICLE OPERATIONS	VEHICLE MAINTENANCE	NON-VEHICLE MAINTENANCE	GENERAL ADMINISTRATION	PURCHASED TRANSPORTATION
Motor Bus Only, 200,000 to 500,000	1988	50	56.5	19.6	2.4	17.8	3.7
	1989	55	57.2	18.9	2.4	17.4	4.1
	1990	59	56.2	18.4	3.0	17.1	5.3
	1991	62	56.0	18.5	2.6	16.7	6.2
	1992	58	54.8	17.9	2.9	17.4	7.1
	1993	53	54.2	17.4	2.9	17.8	7.7
Motor Bus Only, 200,000 or Fewer	1988	102	56.6	18.5	2.2	18.2	4.5
	1989	111	55.2	18.0	2.2	18.1	6.5
	1990	103	53.2	18.2	2.3	18.2	8.1
	1991	93	52.8	16.9	2.2	17.0	11.1
	1992	76	55.1	16.6	1.8	15.6	10.9
	1993	61	49.7	15.0	2.1	15.7	17.5

NOTE: Excludes automated guideway and commuter railroad data and transit systems operating only heavy rail or light rail.

(a) Number of transit systems reporting data for category and year. Percentages are for the sample only; not expanded to include all transit systems. A part of the variation in percentage values from year to year may result from changes in which transit systems comprise the sample groups rather than from actual changes in values for all transit systems.

(b) Systems directly operating two or more of the following modes: motor bus, heavy rail, light rail, trolleybus, urban ferry boat, or inclined plane.

(c) Beginning 1992, data not comparable to prior years due to change in accounting procedures at New York City Transit Authority.

Operating Revenue

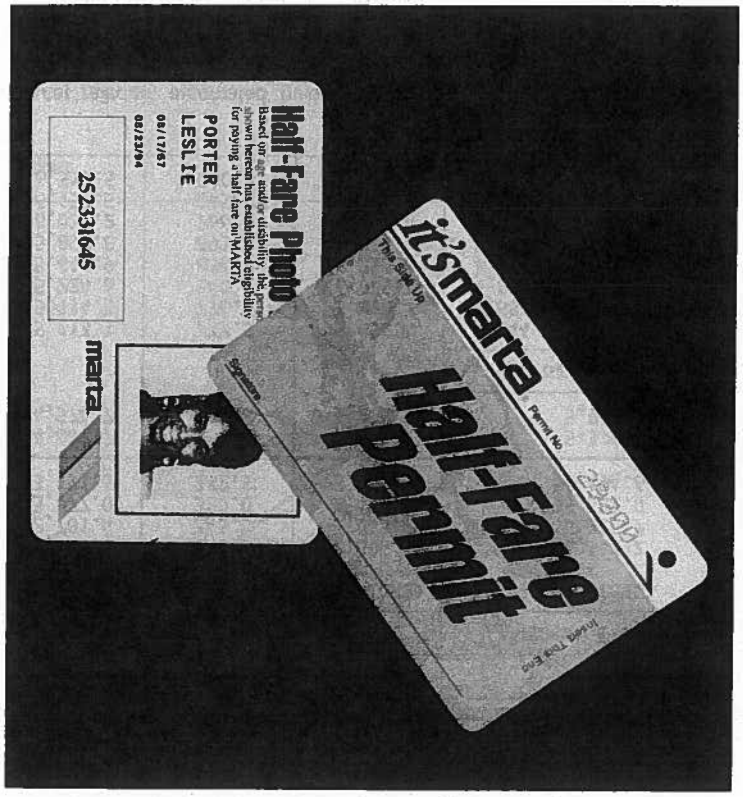


TABLE 21

File: REV

Trend of Transit Revenues, Dollars*

CALENDAR YEAR	OPERATING REVENUE			OPERATING ASSISTANCE			TOTAL REVENUE
	PASSENGER(a)	OTHER	TOTAL	LOCAL & STATE	FEDERAL	TOTAL	
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1980	$2,556.8	$248.3	$2,805.1	$2,611.2	$1,093.9	$3,705.1	$ 6,510.2
1981	2,701.4	343.8	3,045.2	3,225.7	1,095.1	4,320.8	7,366.0
1982	3,077.0	380.0	3,457.0	3,582.0	1,005.4	4,587.4	8,044.3
1983	3,171.6	332.5	3,504.1	4,194.6	827.0	5,021.6	8,525.7
1984	4,447.7	780.5	5,228.2	5,399.1	995.8	6,394.9	11,623.1
1985	4,574.7	701.8	5,276.5	5,978.5	939.6	6,918.1	12,194.6
				LOCAL(b) / STATE			
1986	5,113.1	737.3	5,850.4	4,244.5 / 2,305.6	941.2	7,491.3	13,341.7
1987	5,114.1	776.6	5,890.7	4,680.6 / 2,564.6	955.1	8,200.3	14,091.0
1988	5,224.6	840.7	6,065.3	4,893.1 / 2,677.1	901.1	8,471.3	14,536.6
1989	5,419.9	836.7	6,256.6	4,995.4 / 2,796.3	936.6	8,728.3	14,984.9
1990	5,890.8	895.0	6,785.8	5,326.8 / 2,970.6	970.0	9,267.4	16,053.2
1991	6,037.2	766.8	6,804.0	5,573.4 / 3,199.5	955.9	9,728.8	16,532.8
1992(c)	6,152.5	645.9	6,798.4	5,268.1 / 3,897.5	969.1	10,116.7	16,915.1
P 1993	6,319.5	1,060.0	7,379.5	4,963.5 / 3,708.1	1,041.6	9,713.2	17,092.7

P = Preliminary

*Excludes commuter railroad, automated guideway, urban ferry boat, demand response and most rural and smaller systems prior to 1984. Series not continuous between 1983 and 1984.

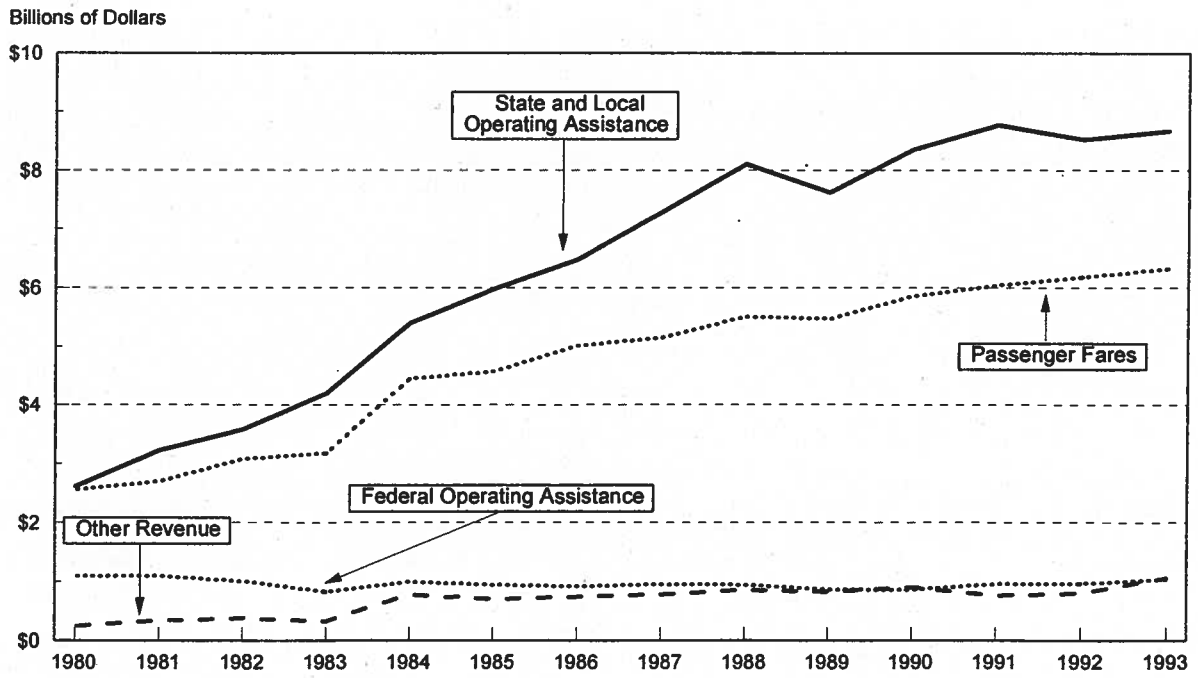
(a) Beginning 1984 includes fare revenue retained by contractors; beginning 1991 includes fare subsidies formerly included in "Other".

(b) Local operating assistance includes taxes levied directly by transit system and other subsidies from local government such as bridge and tunnel tolls and non-transit parking lot revenue.

(c) Beginning 1992, local operating assistance and other operating revenue declined by about $500 million due to change in accounting procedures at New York City Transit Authority.

TABLE 22

Trend of Transit Operating Revenue



Excludes commuter railroad and most rural transit systems before 1984.

TABLE 23

File: RVMODPOP

Source of Revenue by Transit System Vehicle Mode and Population of Area Served

VEHICLE MODE POPULATION SIZE OF SERVICE AREA	CALENDAR YEAR	SAMPLE SIZE(a)	PERCENT OF REVENUE FOR OPERATIONS FROM			
			PASSENGER FARES	OTHER EARNINGS(b)	STATE AND LOCAL ASSISTANCE(d)	FEDERAL ASSISTANCE
Multi-Mode, All Areas (c)	1988	33	36.1	5.0	54.5	4.4
	1989	44	37.0	5.0	53.4	4.6
	1990	33	41.2	4.2	50.6	4.0
	1991	34	40.4	3.8	51.7	4.1
	1992	32	42.9	3.2	49.7	4.2
	1993	34	41.4	3.3	50.9	4.4
Motor Bus Only, 1,000,000 or More	1988	61	33.5	5.4	53.8	7.3
	1989	51	32.7	3.5	55.2	8.6
	1990	65	26.8	6.6	60.5	6.1
	1991	83	27.6	8.2	59.6	4.6
	1992	74	28.9	11.9	54.4	4.8
	1993	75	30.8	20.4	43.7	5.1
Motor Bus Only, 500,000 - 1,000,000	1988	22	25.1	6.6	50.7	17.6
	1989	24	24.6	6.8	52.8	15.8
	1990	27	25.8	5.0	56.6	12.6
	1991	28	26.3	4.8	57.5	11.4
	1992	26	26.0	4.2	58.9	10.9
	1993	25	22.9	6.5	61.1	9.5

(a), (b), (c), (d) See footnotes Page 65.

TABLE 23 (continued)

Source of Revenue by Transit System Vehicle Mode and Population of Area Served

VEHICLE MODE POPULATION SIZE OF SERVICE AREA	CALENDAR YEAR	SAMPLE SIZE(a)	PERCENT OF REVENUE FOR OPERATIONS FROM			
			PASSENGER FARES	OTHER EARNINGS(b)	STATE AND LOCAL ASSISTANCE(d)	FEDERAL ASSISTANCE
Motor Bus Only, 200,000 to 500,000	1988	50	24.6	5.5	53.2	16.7
	1989	55	23.5	5.2	54.7	16.6
	1990	59	21.0	5.5	57.4	16.1
	1991	62	21.1	5.5	57.9	15.5
	1992	58	22.8	3.8	59.8	13.6
	1993	53	22.3	5.9	58.7	13.1
Motor Bus Only, 200,000 or Fewer	1988	102	19.3	6.2	54.6	19.9
	1989	111	18.7	6.6	54.5	20.2
	1990	103	19.4	6.4	54.4	19.8
	1991	93	19.2	7.1	54.5	19.2
	1992	76	22.7	4.9	53.4	19.0
	1993	61	23.0	6.4	53.5	17.1

NOTE: Excludes automated guideway and commuter railroad data and transit systems operating only heavy rail or light rail.

(a) Number of transit systems reporting data for category and year. Percentages are for the sample only; not expanded to include all transit systems. A part of the variation in percentage values from year to year may result from changes in which transit systems comprise the sample groups rather than from actual changes in values for all transit systems.
(b) Other operating revenue, non-operating income, and net auxiliary operating revenue.
(c) Systems directly operating two or more of the following modes: motor bus, heavy rail, light rail, trolleybus, urban ferry boat, or inclined plane.
(d) Includes directly generated dedicated tax and toll revenue.

TABLE 24

File: PREVMODE

Trend of Transit Passenger Revenue by Mode, Dollars*

CALENDAR YEAR	RAILWAY			TROLLEY BUS	MOTOR BUS	DEMAND RESPONSE	OTHER	TOTAL PASSENGER REVENUE
	LIGHT RAIL	HEAVY RAIL	COMMUTER RAIL					
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1990	$82.6	$1,740.8	$952.2	$45.8	$2,966.8	$40.9	$61.7	$5,890.8
1991 (a)	97.8	1,700.6	958.0	51.6	3,098.4	68.9	61.9	6,037.2
1992	97.8	1,830.3	970.1	48.7	3,058.8	75.8	71.0	6,152.5
P 1993	102.3	1,913.3	995.5	52.4	3,083.9	94.5	77.6	6,319.5

P = Preliminary

*This data is not available from the Federal Transit Administration Section 15 reports. Estimates made by APTA from transit system estimates, which are made according to each transit system's procedures.

(a) Beginning in 1991 includes fare subsidies formerly classified as Other Operating Revenues.

TABLE 25

File: FARES

Trend of Transit Fares

CALENDAR YEAR	AVERAGE REVENUE PER UNLINKED TRANSIT PASSENGER TRIP(a)(d)	ADULT CASH FARE (BASE PERIOD)			PERCENT OF TRANSIT SYSTEMS WITH (c)		
		HIGH	LOW	MEAN(b)	PEAK PERIOD SURCHARGES	TRANSFER CHARGES	ZONE FARES
1980	$.298	$ .75	Free	$.403	5.1	29.6%	31.4%
1981	.326	1.00	Free	.473	4.2	23.7	31.6
1982	.382	1.00	Free	.528	9.0	28.4	38.9
1983	.387	1.00	Free	.549	8.9	37.1	35.9
1984	.503	1.50	Free	.569	9.5	36.6	34.0
1985	.530	1.50	Free	.584	8.6	37.0	33.1
1986	.583	2.10	Free	.617	8.8	30.7	27.9
1987	.585	2.75	Free	.634	8.4	29.5	33.1
1988	.603	2.75	Free	.662	7.8	30.2	33.2
1989	.607	2.75	Free	.670	6.4	27.7	31.5
1990	.669	2.75	Free	.730	6.5	28.8	38.9
1991	.704	6.00	Free	.823	5.5	24.2	39.4
1992	.724	6.00	Free	.860	5.6	26.6	39.0
1993	.756	6.00	Free	.860	5.6	26.6	39.0

P = Preliminary

(a) Includes transfer charges and zone charges; includes reduced-fare trips, free-fare trips, and free-transfer trips.
(b) Unweighted average of adult cash fares, fixed-route service; excludes transfer, premium, or zone charges; each transit system counted equally. Beginning in 1984, calculation based on basic Adult Cash Fare only.
(c) Percents represent a 300-transit-system sample, not estimated for all transit systems.
(d) Excludes commuter railroad, automated guideway, urban ferry boat, demand response, and most rural and smaller systems prior to 1984. Series not continuous between 1983 and 1984.

TABLE 26 *File: GOVOP*

United States Government Operating Grant Approvals for Mass Transportation

FISCAL YEAR	GRANT APPROVALS FOR OPERATING ASSISTANCE(a)
	TOTAL APPROVALS
	(MILLIONS)
1977	$ 571.8
1978	685.3
1979	868.5
1980	1,120.7
1981	1,129.5
1982	1,055.5
1983	887.9
1984	922.4
1985	881.1
1986	872.5
1987	820.4
1988	780.0
1989	779.1
1990	765.4
1991	779.4
1992	768.4
1993	795.7

(a) Federal Transit Act.

Source: U.S. Department of Transportation, Federal Transit Administration.

SECTION V

Capital Expenses

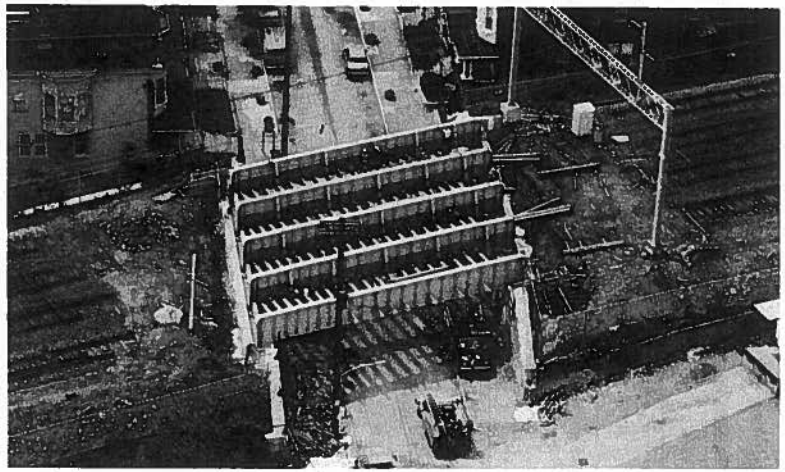


TABLE 27

File: CAPEXMOD

Trend of Transit Capital Expenses by Mode, Dollars

CALENDAR YEAR	RAILWAY			TROLLEY BUS	MOTOR BUS	DEMAND RESPONSE	OTHER	TOTAL
	LIGHT RAIL	HEAVY RAIL	COMMUTER RAIL					
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1992	494.9	2,054.1	1,310.5	34.8	1,301.9	67.6	171.9	5,435.7
P 1993	478.2	1,901.5	1,645.0	18.8	1,563.6	98.4	122.8	5,828.3

P = Preliminary

TABLE 28

File: CAPEXTYP

Trend of Transit Capital Expenses by Type, Dollars

CALENDAR YEAR	ROLLING STOCK	FACILITIES	OTHER	TOTAL
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1992	1,347.7	2,986.9	1,101.1	5,435.7
P 1993	1,582.8	2,740.5	1,505.0	5,828.3

P = Preliminary

SECTION VI

Capital Revenue

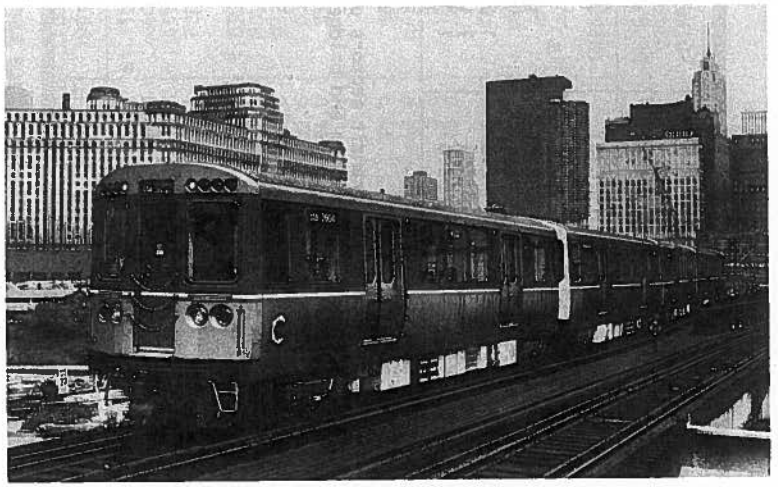


TABLE 30

File: CAPREV

Trend of Transit Capital Revenues, Dollars

CALENDAR YEAR	FEDERAL ASSISTANCE	STATE ASSISTANCE	LOCAL ASSISTANCE	DIRECTLY GENERATED REVENUE (a)	LOCAL PLUS DIRECTLY GENERATED (a)	TOTAL REVENUE
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1988	$2,519.5	$ 489.6	$ 769.0	$ 86.5	$ 855.5	$3,864.6
1989	2,426.5	665.5	802.6	118.3	920.9	4,012.9
1990	2,872.5	696.8	1,176.9	189.3	1,366.2	4,935.5
1991	2,773.5	695.4	1,012.3	1,074.5	2,086.8	5,555.7
1992	2,673.0	801.0	830.0	1,131.7	1,961.8	5,435.7
P 1993	2,416.3	1,334.7	1,062.0	1,015.2	2,077.2	5,828.3

P = Preliminary

(a) Includes non-governmental revenue, subsidies from non-transit sectors of a transit system's operations, and, beginning in 1991, taxes levied directly by a transit system and bridge and tunnel tolls.

TABLE 31

File: GOVAPP

United States Government Appropriations for Transit, Fiscal Years 1988-1995, Millions of Dollars

PROGRAM	1988	1989	1990	1991	1992	1993	1994	1995
Major Capital Investment Program:	$ 980.3	$ 985.0	$ 982.0	$1,115.0	$1,342.2	$1,725.0	$1,785.0	$1,725.0
Sec. 3 New Starts/Extensions	407.8	402.0	419.2	440.0	536.9	721.8	667.9	646.7
Sec. 3 Rail Modernization	427.0	439.0	430.7	455.0	536.9	666.3	760.1	725.0
Sec. 3 Bus	145.5	144.0	132.1	220.0	268.4	336.9	357.0	353.3
Formula Program:	1,832.0	1,705.0	1,724.8	1,835.0	1,983.7	1,700.0	2,414.9	2,500.0
Sec. 5/9 Urbanized Area Operating Limit	804.7	804.7	802.3	802.3	802.3	802.3	802.3	710.0
Sec. 5/9 Urbanized Area Capital Only	927.7	798.9	822.0	932.3	1,020.5	758.2	1,424.3	1,573.9
Sec. 18 Rural Capital and Operating	64.6	66.4	65.6	65.4	106.1	90.8	129.6	132.9
Sec. 16(b) Elderly and Disabled	35.0	35.0	34.9	35.0	54.9	48.6	58.7	59.2
Other	---	---	---	---	---	---	---	24.0
Planning and Research:	62.0	60.0	59.9	58.0	109.1	85.0	92.2	92.2
Sec. 8 Planning	45.0	45.0	44.9	45.0	43.7	38.3	41.5	41.5
Sec. 18(h) RTAP	4.8	5.0	5.0	5.0	5.0	4.3	4.6	4.6
All Other Research and Training	12.2	10.0	10.0	8.0	60.4	42.5	46.1	46.1
University Research Centers	5.0	5.0	5.0	5.0	7.0	6.0	6.0	6.0
Interstate Transfer	123.5	200.0	159.5	160.0	160.0	75.0	45.0	48.0
Washington DC Metro	180.5	168.0	84.7	64.1	124.0	170.0	200.0	200.0
FTA Administration	31.9	31.9	31.8	32.6	37.0	38.6	39.5	43.1
TOTAL	3,215.2	3,154.9	3,047.7	3,269.7	3,763.0	3,799.6	4,582.6	4,614.3

Source: U.S. Department of Transportation, Federal Transit Administration.

TABLE 32

File: CAPUSE

United States Government Capital Grant Approvals for Mass Transportation by Use*

FEDERAL FISCAL YEAR	BUS (a)	RAPID TRANSIT (b)	COMMUTER RAIL	OTHER (c)	TOTAL
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1979	$ 544.6	$1,318.7	$ 232.6	$ 5.7	$2,101.6
1980	935.8	1,474.3	340.4	36.6	2,787.1
1981	994.3	1,546.1	373.5	31.8	2,945.7
1982	854.4	1,307.1	323.0	59.6	2,544.1
1983	1,138.4	1,455.5	465.4	102.3	3,161.6
	BUS	RAIL MODERNIZATION	NEW STARTS	OTHER (d)	TOTAL
1984	1,039.6	1,110.0	709.9	16.5	2,876.0
1985	921.2	1,080.2	490.2	18.6	2,510.3
1986	1,023.6	869.1	1,228.3	17.2	3,138.2
1987	862.8	975.5	617.6	18.8	2,474.7
1988	820.0	1,145.7	538.2	16.9	2,520.8
1989	789.9	1,105.1	671.0	23.5	2,589.5
1990	760.9	998.9	603.7	16.5	2,380.0
1991	826.0	1,029.2	515.2	26.0	2,396.4
1992	941.8	1,153.8	492.5	24.9	2,612.9
1993	1,295.2	1,146.0	996.5	27.4	3,465.1

*Net amounts; excludes cancelled and reduced projects. Includes funding from Section 3 and Section 16(b)(2) of the Federal Transit Act, Urban Systems and Interstate Transfers Sections of the Federal-Aid Highway Act of 1973, as amended, and funding from Section 14 of the National Capital Transportation Act of 1969, as amended.

(a) Motor bus and trolleybus.
(b) Heavy rail and light rail.
(c) Urban ferry boat, cable car, inclined plane, and automated guideway transit.
(d) Planning grants from Section 9A, Section 9, Interstate Transfer, and Section 18.

Source: U.S. Department of Transportation, Federal Transit Administration.

TABLE 33

File: CAPPROG

United States Government Capital Grant Approvals for Mass Transportation by Program*

FEDERAL FISCAL YEAR	DISCRETIONARY (a)	FORMULA (b)	OTHER (c)	TOTAL
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1979	$1,225.0	$ 255.6	$ 620.9	$2,101.6
1980	1,655.0	431.2	701.0	2,787.1
1981	1,925.0	361.1	659.6	2,945.7
1982	1,634.5	297.7	611.8	2,544.1
1983	1,640.9	863.1	657.7	3,161.6
1984	1,096.0	1,339.2	440.8	2,876.0
1985	727.7	1,491.6	291.1	2,510.3
1986	1,132.3	1,324.8	681.1	3,138.2
1987	694.5	1,376.5	403.7	2,474.7
1988	875.4	1,380.6	264.8	2,520.8
1989	1,199.7	967.7	422.1	2,589.5
1990	1,169.4	962.6	248.0	2,380.0
1991	1,108.4	1,035.0	253.0	2,396.4
1992	1,027.3	1,207.7	377.9	2,612.9
1993	1,792.8	1,426.5	245.8	3,465.1

*Net amounts, excludes cancelled and reduced projects.

(a) Federal Transit Act: Section 3 and Section 16(b) 2.
(b) Federal Transit Act: Section 5, Section 9A, Section 9, and Section 18.
(c) Federal Aid Highway Act of 1973, as amended; Federal Aid Urban Systems and Interstate Transfer; and National Capital Transportation Act of 1969, as amended.

Source: U.S. Department of Transportation, Federal Transit Administration.

TABLE 34

File: FLEXFUND

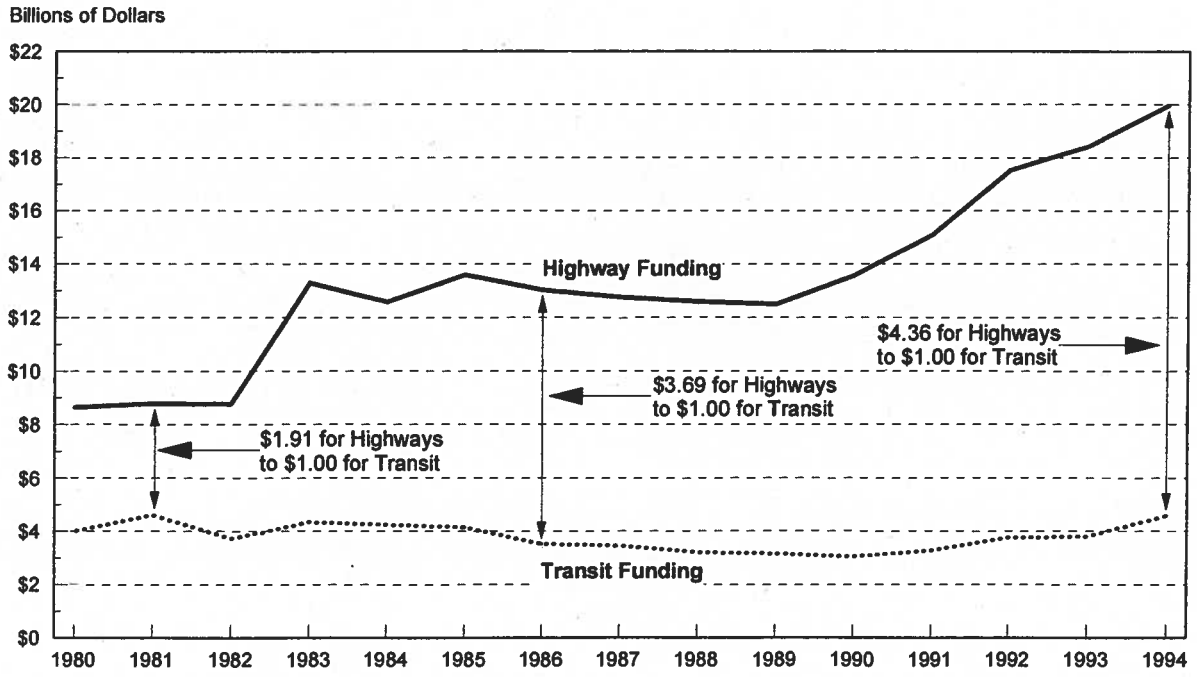
Flexible Highway Funds Obligated to Transit Under Provisions of Intermodal Surface Transportation Efficiency Act of 1991

FISCAL YEAR	CONGESTION MITIGATION & AIR QUALITY IMPROVEMENT PROGRAM	SURFACE TRANSPORTATION PROGRAM	INTERSTATE SUBSTITUTE & EARMARKED FEDERAL HIGHWAY ADMINISTRATION FUNDS	TOTAL
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1992	$121.2	$ 20.7	$101.6	$243.5
1993	288.9	125.7	14.0	428.6

Source: U.S. Department of Transportation, Federal Transit Administration.

TABLE 35

Divergence of Annual Federal Funding for Highways and Transit, 1980-1994



Source: APTA, *Transit Funding Needs, 1995-2004*, 1994.

SECTION VII

Capital and Operating Funding Needs

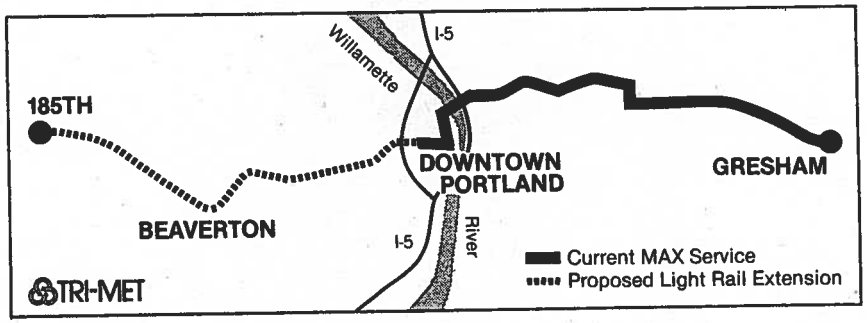
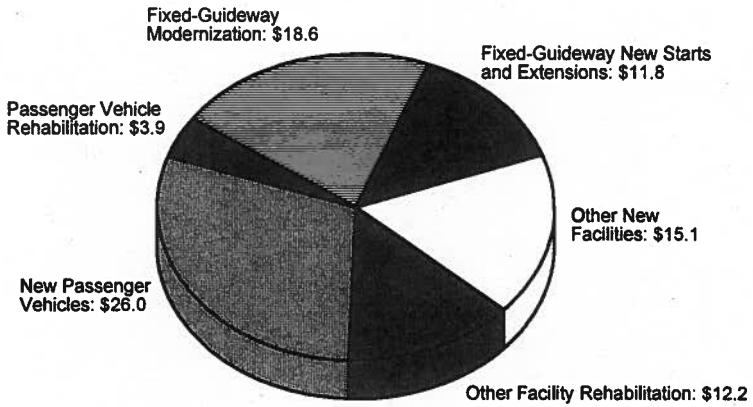


TABLE 35

Transit Capital Investment Needs to Maintain Current Service, 1995-2004, Billions of Dollars



Total Needs: $87.6 Billion

"Maintain Current Service" includes:

(a) operation and maintenance of current service including normal replacement of vehicles and equipment,

(b) improvements required by federal, state, and local mandates including the Clean Air Act and the Americans with Disabilities Act,

(c) service expansion to meet increased demand that falls within your current service policy such as providing service to all retail centers of a minimum size or all residential areas within a geographic area,

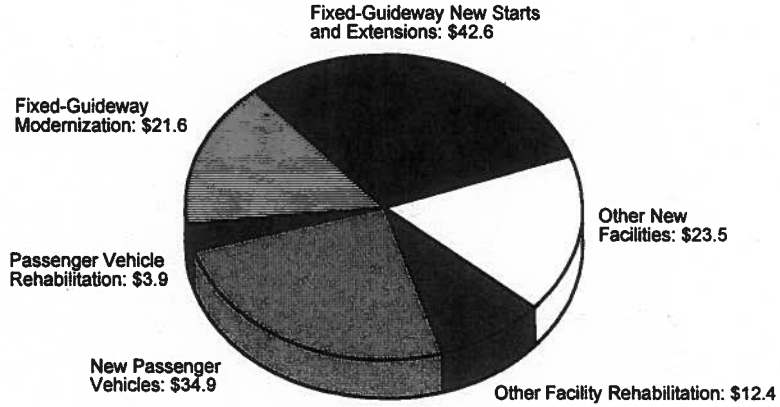
(d) construction or renovation of facilities necessary to maintain your current operating quality, and

(e) continuation or completion of all modernization or expansion programs, such as new fixed guideways, that are underway or are planned for implementation with identified funding.

Source: APTA, *Transit Funding Needs, 1995-2004*, 1994

TABLE 36

Transit Capital Investment Needs to Expand Service, 1995-2004, Billions of Dollars



Total Needs: $138.8 Billion

"Expand Service" includes:

(a) all amounts reported in Table 35 (Maintain Current Service), plus

(b) all additional planned modernization and expansion of facilities and service, whether included in a formal planning process or not, that could be accomplished from 1995 through 2004 if adequate funds were made available.

Source: APTA, *Transit Funding Needs, 1995-2005*, 1994

TABLE 37

File: CAPNEED

Capital Investment Needs, 1995-2004
(Millions of 1993 Dollars, Not Adjusted For Inflation)

CATEGORY	MAINTAIN CURRENT SERVICE	EXPAND SERVICE
New Passenger Vehicles:		
Regular Replacement and Growth	21,419.0	24,831.6
New Starts and Extensions	1,001.8	5,629.8
Fixed-Guideway Modernization	3,603.1	4,487.9
Total New Passenger Vehicles	26,023.9	34,949.3
Fixed-Guideway New Starts and Extensions:		
Without New Vehicles	11,779.5	45,569.7
New Vehicle Needs	1,001.8	5,629.8
Total Including New Vehicles	12,781.3	47,999.6
Total Other New Facilities and Capital Items	15,109.3	23,468.2
Passenger Vehicle Rehabilitiation:		
Regular Rehabilitation Projects	910.7	917.0
Fixed-Guideway Modernization	2,955.1	2,960.7
Total Passenger Vehicle Rehabilitation	3,865.8	3,877.8
Fixed-Guideway Modernization:		
Without Vehicle Costs	18,609.8	21,587.9
New Vehicle Needs	3,603.1	4,487.9
Vehicle Rehabilitation Needs	2,955.1	2,960.7
Total Fixed-Guideway Modernization	25,168.0	29,036.5
Total Facility and Other Capital Item Rehabilitation	12,231.0	12,358.6
Total Less All Duplication	87,619.4	138,811.5

Source: APTA, *Transit Funding Needs, 1995-2004*, 1994.

TABLE 38

File: OREVNEED

Operating Revenue Needs, 1995-2004
(Millions of 1993 Dollars, Not Adjusted For Inflation)

EXPENSE CLASS	MAINTAIN CURRENT SERVICE	EXPAND SERVICE
BY FUNCTION CLASS		
Vehicle Operations	91,124.0	100,866.9
Maintenance	60,819.0	67,321.8
General Administration	40,546.0	44,881.2
Purchased Transportation	16,511.0	18,276.4
Total Operating Revenue Need	209,000.0	231,346.3
BY OBJECT CLASS		
Labor Including Fringe Benefits	147,930.2	163,746.9
Materials and Supplies	18,977.2	21,006.2
Purchased Transportation	16,511.0	18,276.4
Services, Utilities, and Insurance	25,581.6	28,316.8
Total Operating Revenue Need	209,000.0	231,346.3

Note: Total amounts estimated from survey data, amounts for specific uses estimated from historical data.

Source: APTA, *Transit Funding Needs, 1995-2004*, 1994.

SECTION VIII

Ridership and Transit Usage

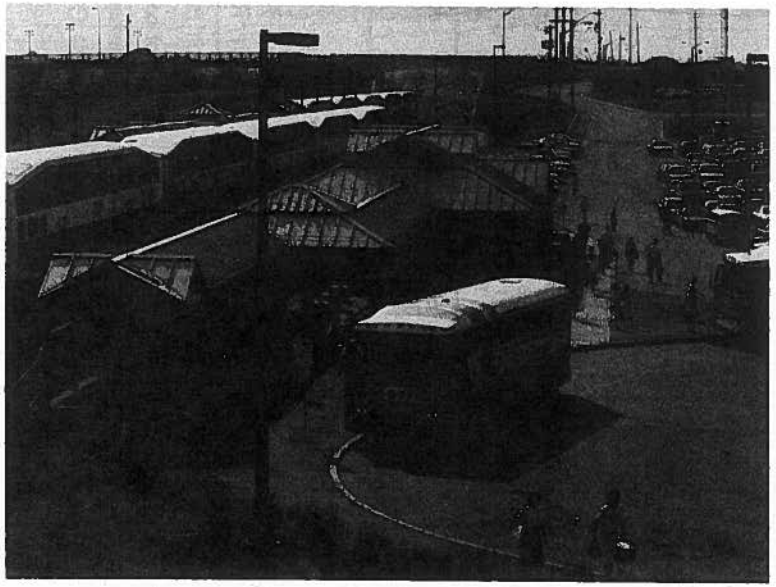


TABLE 39

File: TRIPS

Trend of Transit Passenger Trips (a)

CALENDAR YEAR	RAILWAY			TROLLEY BUS	MOTOR BUS	DEMAND RESPONSE	OTHER	TOTAL PASSENGER RIDES/TRIPS
	LIGHT RAIL	HEAVY RAIL	COMMUTER RAIL					
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1980	133	2,108	280	142	5,837	--	67	8,567
1981	123	2,094	268	138	5,594	--	67	8,284
1982	136	2,115	259	151	5,324	--	67	8,052
1983	137	2,167	262	160	5,422	--	55	8,203
1984	135	2,231	267	165	5,908	62	61	8,829
1985	132	2,290	275	142	5,675	59	63	8,636
1986	130	2,333	306	139	5,753	63	53	8,777
1987	133	2,402	311	141	5,614	64	70	8,735
1988	154	2,308	325	136	5,590	73	80	8,666
1989	162	2,542	330	130	5,620	70	77	8,931
1990	175	2,346	328	126	5,677	68	79	8,799
1991	184	2,172	318	125	5,624	71	81	8,575
1992	188	2,207	314	126	5,517	72	77	8,501
P 1993	188	2,209	322	121	5,371	75	76	8,362

P = Preliminary -- Data not available

(a) Prior to 1984, excludes demand response and most rural and smaller systems. Series not continuous between 1983 and 1984.

TABLE 40

File: BUSTRIPS

Trend of Motor Bus Unlinked Passenger Trips Classified by Population Groups (a)

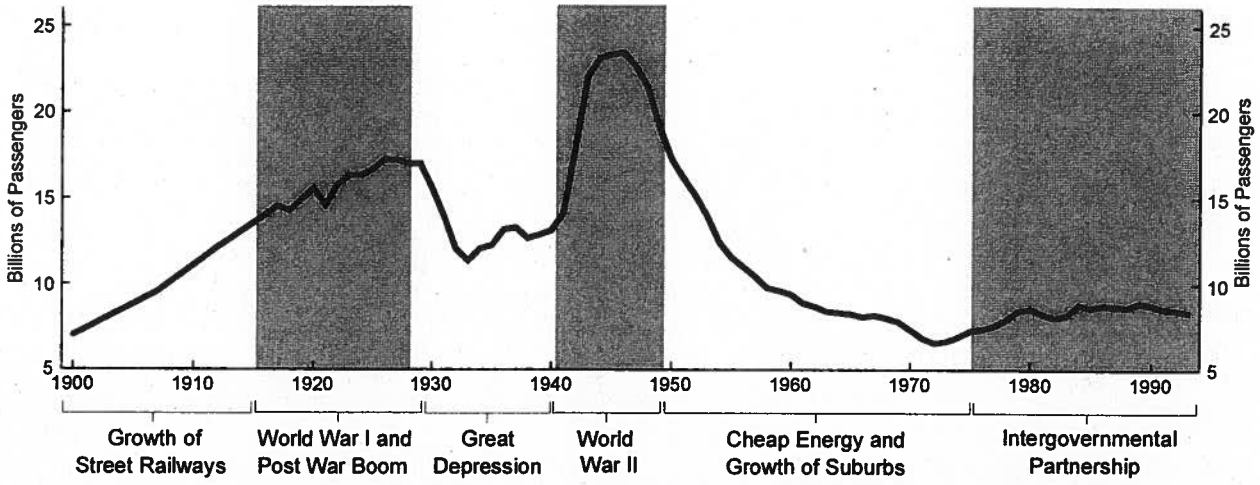
CALENDAR YEAR	2,000,000 AND OVER	500,000-2,000,000	250,000-500,000	100,000-250,000	50,000-100,000	LESS THAN 50,000	TOTAL PASSENGER RIDES/TRIPS
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1980	3,324	1,550	408	309	91	155	5,837
1981(b)	3,300	1,539	300	242	92	121	5,594
1982	3,130	1,459	286	237	91	121	5,324
1983	3,210	1,497	276	230	90	119	5,422
1984	3,488	1,627	294	210	90	199	5,908
1985	3,338	1,557	295	214	86	185	5,675
1986	3,297	1,586	333	239	99	199	5,753
1987	3,197	1,504	312	221	96	284	5,614
1988	3,178	1,519	306	222	92	273	5,590
1989	3,185	1,512	322	226	95	280	5,620
1990(c)	3,604	1,270	230	227	89	257	5,677
1991	3,537	1,261	233	230	95	268	5,624
1992	3,447	1,244	232	239	95	260	5,517
P 1993	3,302	1,248	235	239	93	254	5,371

P = Preliminary

(a) Prior to 1984, excludes most rural and smaller systems. Series not continuous between 1983 and 1984.
(b) From 1981 through 1989 transit systems assigned by population of urbanized area based on 1980 United States Census of Population.
(c) Beginning in 1990 transit systems assigned by population of urbanized area based on 1990 United States Census of Population.

TABLE 41

Major Trends of Transit Ridership



Transit ridership has gone through six major cycles of growth and decline during the Twentieth Century influenced by social and economic forces external to transit. From 1900 to 1929 transit ridership grew steadily; first due to technical innovation and investment opportunities during the early development of street railways and then due to the economic boom of World War I and the post-war period. The Great Depression caused a steep decline in ridership between 1929 and 1939 as people made fewer work trips and often could not afford to take pleasure trips. A new federal law limiting utilities' ability to subsidize transit, as had been normal practice, led to a decline in transit capital facilities. World War II caused motor fuel rationing and an economic boom that led to a new rapid growth cycle in transit ridership. Ridership quickly declined from artificially high war levels as people fled to suburbs spurred on by cheap fuel and government policy favoring low-density suburban growth. In 1973 the ridership cycle reversed again and transit began a modest growth based on a partnership of local, state, and federal government committed to improving America's transportation infrastructure.

TABLE 42

File: TRIPSYS

Unlinked Passenger Trips by Mode by Transit System, Fiscal Year 1993 (a)

RANK	TRANSIT SYSTEM	URBANIZED AREA	NO. TRIPS (THOUSANDS)	% NATL TOTAL
	SYSTEM TOTAL (50 LARGEST SYSTEMS)			
1	Metropolitan Transportation Authority	New York, NY	1,980,424	23.7
	MTA New York City Transit	New York, NY	1,798,879	21.5
	MTA Long Island Railroad	New York, NY	92,462	1.1
	MTA Metro-North Railroad	New York, NY	59,175	0.7
	MTA Long Island Bus	New York, NY	24,767	0.3
	MTA Staten Island Railway	New York, NY	5,141	0.1
2	Regional Transportation Authority	Chicago, IL	565,396	6.8
	Chicago Transit Authority	Chicago, IL	463,194	5.5
	METRA	Chicago, IL	64,068	0.8
	PACE Suburban Bus	Chicago, IL	38,134	0.5
3	Los Angeles County Metropolitan Transp. Auth.	Los Angeles, CA	391,399	4.7
4	Washington Metropolitan Area Transit Authority	Washington, DC	353,278	4.2
5	Massachusetts Bay Transportation Authority	Boston, MA	336,934	4.0
6	Southeastern Pennsylvania Transportation Authority	Philadelphia, PA	330,004	3.9
7	San Francisco Municipal Railway	San Francisco, CA	230,322	2.8
8	New Jersey Transit Corporation	New York, NY	223,494	2.7
9	Metropolitan Atlanta Rapid Transit Authority	Atlanta, GA	138,060	1.7
10	Mass Transit Administration, Maryland DOT	Baltimore, MD	105,598	1.3
11	New York City Department of Transportation	New York, NY	102,778	1.2
12	Metro-Dade Transit Agency	Miami, FL	92,951	1.1
13	Metropolitan Transit Authority of Harris County	Houston, TX	88,328	1.1
14	Municipality of Metropolitan Seattle	Seattle, WA	83,712	1.0

TABLE 42 (continued)

Unlinked Passenger Trips by Mode by Transit System, Fiscal Year 1993 (a)

RANK	TRANSIT SYSTEM	URBANIZED AREA	NO. TRIPS (THOUSANDS)	% NATL TOTAL
	SYSTEM TOTAL (50 LARGEST SYSTEMS), continued.			
15	San Francisco Bay Area Rapid Transit District	San Francisco, CA	80,588	1.0
16	Port Authority of Allegheny County	Pittsburgh, PA	79,482	1.0
17	City & County of Honolulu Dept. of Transp. Services	Honolulu, HI	76,730	0.9
18	Metropolitan Transit Commission	Minneapolis, MN	66,598	0.8
19	City of Detroit Department of Transportation	Detroit, MI	66,419	0.8
20	Port Authority of New York and New Jersey	New York, NY	64,140	0.8
21	Regional Transit Authority of Orleans & Jefferson	New Orleans, LA	62,705	0.7
22	Alameda-Contra Costa Transit District	San Francisco, CA	61,195	0.7
23	Tri-County Metropolitan Transp. Dist. of Oregon	Portland, OR	60,674	0.7
24	Regional Transportation District	Denver, CO	60,367	0.7
25	Dallas Area Rapid Transit	Dallas, TX	56,407	0.7
26	Milwaukee County Department of Transportation	Milwaukee, WI	55,034	0.7
27	Greater Cleveland Regional Transit Authority	Cleveland, OH	54,035	0.6
28	Santa Clara County Transportation Agency	San Jose, CA	52,034	0.6
29	San Diego Metropolitan Transit Development Board	San Diego, CA	51,660	0.6
	San Diego Transit Corporation	San Diego, CA	35,156	0.4
	San Diego Trolley	San Diego, CA	16,504	0.2
30	VIA Metropolitan Transit	San Antonio, TX	44,617	0.5
31	Orange County Transportation Authority	Los Angeles, CA	43,760	0.5
32	Bi-State Development Agency	St. Louis, MO	40,758	0.5
33	Connecticut Transit	Hartford, CT	32,871	0.4
34	City of Phoenix Public Transit Department	Phoenix, AZ	32,232	0.4

TABLE 42 (continued)

Unlinked Passenger Trips by Mode by Transit System, Fiscal Year 1993 (a)

RANK	TRANSIT SYSTEM	URBANIZED AREA	NO. TRIPS (THOUSANDS)	% NATL TOTAL
	SYSTEM TOTAL (50 LARGEST SYSTEMS), continued.			
35	Westchester County Transit System	New York, NY	31,847	0.4
36	Niagara Frontier Transportation Authority	Buffalo, NY	31,310	0.4
37	Capital Metropolitan Transportation Authority	Austin, TX	26,184	0.3
38	Southwest Ohio Regional Transit Authority	Cincinnati, OH	26,009	0.3
39	Utah Transit Authority	Salt Lake City, UT	25,075	0.3
40	Long Beach Transit	Los Angeles, CA	22,919	0.3
41	Broward County Division of Mass Transit	Fort Lauderdale, FL	22,300	0.3
42	Transit Authority of River City	Louisville, KY	22,204	0.3
43	Sacramento Regional Transit District	Sacramento, CA	21,291	0.3
44	Citizens Area Transit	Las Vegas, NV	19,486	0.2
45	San Mateo County Transit District	San Francisco, CA	19,307	0.2
46	Greater Richmond Transit Company	Richmond, VA	18,835	0.2
47	City of Tucson Mass Transit System	Tucson, AZ	18,452	0.2
48	Santa Monica Municipal Bus Lines	Los Angeles, CA	18,006	0.2
49	Montgomery County Transit Services	Washington, DC	16,973	0.2
50	Central Ohio Transit Authority	Columbus, OH	16,690	0.2
	MOTOR BUS (50 LARGEST SYSTEMS)			
1	Metropolitan Transportation Authority	New York, NY	645,323	12.0
	MTA New York City Transit	New York, NY	620,556	11.6
	MTA Long Island Bus	New York, NY	24,767	0.5

TABLE 42 (continued)

Unlinked Passenger Trips by Mode by Transit System, Fiscal Year 1993 (a)

RANK	TRANSIT SYSTEM	URBANIZED AREA	NO. TRIPS (THOUSANDS)	% NATL TOTAL
	MOTOR BUS (50 LARGEST SYSTEMS), continued.			
2	Los Angeles County Metropolitan Transp. Auth.	Los Angeles, CA	376,783	7.0
3	Regional Transportation Authority	Chicago, IL	362,841	6.8
	Chicago Transit Authority	Chicago, IL	326,656	6.1
	PACE Suburban Bus	Chicago, IL	36,185	0.7
4	New Jersey Transit Corporation	New York, NY	174,700	3.3
5	Southeastern Pennsylvania Transportation Authority	Philadelphia, PA	166,640	3.1
6	Washington Metropolitan Area Transit Authority	Washington, DC	161,850	3.0
7	San Francisco Municipal Railway	San Francisco, CA	99,172	1.8
8	Massachusetts Bay Transportation Authority	Boston, MA	94,377	1.8
9	Metropolitan Transit Authority of Harris County	Houston, TX	87,328	1.6
10	Mass Transit Administration, Maryland DOT	Baltimore, MD	86,063	1.6
11	New York City Department of Transportation	New York, NY	84,492	1.6
12	City & County of Honolulu Dept. of Transp. Services	Honolulu, HI	76,142	1.4
13	Metro-Dade Transit Agency	Miami, FL	74,123	1.4
14	Metropolitan Atlanta Rapid Transit Authority	Atlanta, GA	73,021	1.4
15	Port Authority of Allegheny County	Pittsburgh, PA	67,331	1.3
16	Metropolitan Transit Commission	Minneapolis, MN	66,598	1.2
17	City of Detroit Department of Transportation	Detroit, MI	66,419	1.2
18	Alameda-Contra Costa Transit District	San Francisco, CA	61,195	1.1
19	Regional Transportation District	Denver, CO	60,180	1.1
20	Municipality of Metropolitan Seattle	Seattle, WA	58,243	1.1
21	Regional Transit Authority of Orleans and Jefferson	New Orleans, LA	56,101	1.0

TABLE 42 (continued)

Unlinked Passenger Trips by Mode by Transit System, Fiscal Year 1993 (a)

RANK	TRANSIT SYSTEM	URBANIZED AREA	NO. TRIPS (THOUSANDS)	% NATL TOTAL
	MOTOR BUS (50 LARGEST SYSTEMS), continued.			
22	Dallas Area Rapid Transit	Dallas, TX	55,482	1.0
23	Milwaukee County Department of Transportation	Milwaukee, WI	54,302	1.0
24	Tri-County Metropolitan Transp. Dist. of Oregon	Portland, OR	52,485	1.0
25	Santa Clara County Transportation Agency	San Jose, CA	45,672	0.9
26	VIA Metropolitan Transit	San Antonio, TX	43,666	0.8
27	Greater Cleveland Regional Transit Authority	Cleveland, OH	43,000	0.8
28	Orange County Transportation Authority	Los Angeles, CA	41,754	0.8
29	Bi-State Development Agency	St. Louis, MO	40,486	0.8
30	San Diego Metro Transit Devel Bd (S.D. Transit Corp)	San Diego, CA	35,156	0.7
31	Connecticut Transit	Hartford, CT	32,871	0.6
32	City of Phoenix Public Transit Department	Phoenix, AZ	31,922	0.6
33	Westchester County Transit System	New York, NY	31,709	0.6
34	Southwest Ohio Regional Transit Authority	Cincinnati, OH	25,806	0.5
35	Capital Metropolitan Transportation Authority	Austin, TX	25,503	0.5
36	Utah Transit Authority	Salt Lake City, UT	24,807	0.5
37	Niagara Frontier Transportation Authority	Buffalo, NY	23,101	0.4
38	Long Beach Transit	Los Angeles, CA	22,635	0.4
39	Transit Authority of River City	Louisville, KY	21,915	0.4
40	Broward County Division of Mass Transit	Fort Lauderdale, FL	21,726	0.4
41	Citizens Area Transit	Las Vegas, NV	19,486	0.4
42	San Mateo County Transit District	San Francisco, CA	19,191	0.4
43	Greater Richmond Transit Company	Richmond, VA	18,725	0.3

TABLE 42 (continued)

Unlinked Passenger Trips by Mode by Transit System, Fiscal Year 1993 (a)

RANK	TRANSIT SYSTEM	URBANIZED AREA	NO. TRIPS (THOUSANDS)	% NATL TOTAL
	MOTOR BUS (50 LARGEST SYSTEMS), continued.			
44	City of Tucson Mass Transit System	Tucson, AZ	18,181	0.3
45	Santa Monica Municipal Bus Lines	Los Angeles, CA	18,006	0.3
46	Montgomery County Transit Services	Washington, DC	17,163	0.3
47	Central Ohio Transit Authority	Columbus, OH	16,607	0.3
48	Kansas City Area Transportation Authority	Kansas Cty, MO	15,169	0.3
49	City of El Paso Mass Transit Department	El Paso, TX	15,065	0.3
50	Sacramento Regional Transit District	Sacramento, CA	14,519	0.3
	HEAVY RAIL			
1	Metropolitan Transportation Authority	New York, NY	1,183,262	53.5
	MTA New York City Transit	New York, NY	1,178,121	53.3
	MTA Staten Island Railway	New York, NY	5,141	0.2
2	Washington Metropolitan Area Transit Authority	Washington, DC	191,428	8.7
3	Massachusetts Bay Transportation Authority	Boston, MA	190,330	8.6
4	Regional Transportation Authority (Chicago TA)	Chicago, IL	135,370	6.1
5	Southeastern Pennsylvania Transportation Authority	Philadelphia, PA	94,332	4.3
6	San Francisco Bay Area Rapid Transit District	San Francisco, CA	78,302	3.5
7	Metropolitan Atlanta Rapid Transit Authority	Atlanta, GA	65,005	2.9
8	Port Authority of New York and New Jersey	New York, NY	61,815	2.8
9	Metro-Dade Transit Agency	Miami, FL	14,818	0.7
10	Port Authority Transit Corp. of PA & NJ	Philadelphia, PA	11,232	0.5

TABLE 42 (continued)

Unlinked Passenger Trips by Mode by Transit System, Fiscal Year 1993 (a)

RANK	TRANSIT SYSTEM	URBANIZED AREA	NO. TRIPS (THOUSANDS)	% NATL TOTAL
	HEAVY RAIL, continued.			
11	Mass Transit Administration, Maryland DOT	Baltimore, MD	11,114	0.5
12	Greater Cleveland Regional Transit Authority	Cleveland, OH	6,563	0.3
13	Los Angeles County Metropolitan Transp. Auth. (b)	Los Angeles, CA	1,983	0.1
	LIGHT RAIL			
1	San Francisco Municipal Railway	San Francisco, CA	39,332	20.9
2	Southeastern Pennsylvania Transportation Authority	Philadelphia, PA	38,066	20.2
3	Massachusetts Bay Transportation Authority	Boston, MA	26,704	14.2
4	San Diego Metropolitan Transit System (S.D. Trolley)	San Diego, CA	16,504	8.8
5	Los Angeles County Metropolitan Transp. Auth.	Los Angeles, CA	11,809	6.3
6	Port Authority of Allegheny County	Pittsburgh, PA	8,837	4.7
7	Niagara Frontier Transit Metro System	Buffalo, NY	8,209	4.4
8	Tri-County Metropolitan Transp. Dist. of Oregon	Portland, OR	7,771	4.1
9	Sacramento Regional Transit District	Sacramento, CA	6,571	3.5
10	Regional Transit Authority of Orleans and Jefferson	New Orleans, LA	6,440	3.4
11	Santa Clara County Transportation Agency	San Jose, CA	6,245	3.3
12	Greater Cleveland Regional Transit Authority	Cleveland, OH	4,114	2.2
13	Mass Transit Administration, Maryland DOT	Baltimore, MD	3,457	1.8
14	New Jersey Transit Corporation	New York, NY	2,987	1.6
15	Tandy Corporation	Dallas, TX	800 (f)	0.4
16	McKinney Avenue Transit Authority	Dallas, TX	200 (f)	0.1

TABLE 42 (continued)

Unlinked Passenger Trips by Mode by Transit System, Fiscal Year 1993 (a)

RANK	TRANSIT SYSTEM	URBANIZED AREA	NO. TRIPS (THOUSANDS)	% NATL TOTAL
	LIGHT RAIL, continued.			
17	Municipality of Metropolitan Seattle	Seattle, WA	183	0.1
18	Island Transit	Galveston, TX	121 (f)	0.1
19	City of Detroit Department of Transportation	Detroit, MI	50 (f)	0.0
20	Memphis Area Transit Authority (b)	Memphis, TN	50 (f)	0.0
	Bi-State Development Agency (d)	St. Louis, MO	NA	NA
	Regional Transportation District (d)	Denver, CO	NA	NA
	COMMUTER RAIL (c)			
1	Metropolitan Transportation Authority	New York, NY	151,581	47.1
	MTA Long Island Railroad	New York, NY	92,462	28.7
	MTA Metro-North Railroad	New York, NY	59,119	18.4
2	Regional Transportation Authority (METRA)	Chicago, IL	64,068	19.9
3	New Jersey Transit Corporation	New York, NY	45,806	14.4
4	Massachusetts Bay Transportation Authority	Boston, MA	21,596	6.7
5	Southeastern Pennsylvania Transportation Authority	Philadelphia, PA	19,019	5.9
6	Peninsula Corridor Joint Powers Board	San Francisco, CA	5,746	1.8
7	Mass Transit Administration, Maryland DOT	Baltimore, MD	4,747	1.5
8	Tri-County Commuter Rail Authority	Miami, FL	2,697	0.8
9	Northern Indiana Commuter Transportation District	Chicago, IL	2,531	1.0
10	Virginia Railway Express	Washington, DC	1,394	0.4
11	Southern California Regional Rail Authority (b)	Los Angeles, CA	939	0.3

TABLE 42 (continued)

Unlinked Passenger Trips by Mode by Transit System, Fiscal Year 1993 (a)

RANK	TRANSIT SYSTEM	URBANIZED AREA	NO. TRIPS (THOUSANDS)	% NATL TOTAL
	COMMUTER RAIL (c), continued.			
12	Connecticut Department of Transportation	New Haven, CT	274	0.1
13	California Department of Transportation (g)	Los Angeles, CA	198	0.1
14	Pennsylvania Department of Transportation	Philadelphia, PA	190	0.1
15	Orange County Transportation Authority (g)	Los Angeles, CA	170	0.1
	TROLLEYBUS			
1	San Francisco Municipal Railway	San Francisco, CA	81,808	67.6
2	Municipality of Metropolitan Seattle	Seattle, WA	22,644	18.7
3	Southeastern Pennsylvania Transportation Authority	Philadelphia, PA	11,051	9.1
4	Massachusetts Bay Transportation Authority	Boston, MA	3,123	2.6
5	Miami Valley Regional Transit Authority	Dayton, OH	2,431	2.0
	PUBLICLY SUPPORTED URBAN FERRY BOAT (e)			
1	New York City Dept. of Transport. Staten Island Ferry	New York, NY	17,988	37.7
2	Washington State Department of Transportation	Seattle WA	13,008	27.3
3	Texas State Department of Transportation and Highways	Galveston, TX	5,700 (f)	12.0
4	Mississippi River Bridge Authority	New Orleans, LA	3,488 (f)	7.3
5	Port Authority of New York and New Jersey	New York, NY	2,325	4.9
6	Golden Gate Bridge, Highway and Transportation Dist.	San Francisco, CA	1,466	3.1
7	Plaquemines Parish	New Orleans, LA	1,000 (f)	2.1

TABLE 42 (continued)

Unlinked Passenger Trips by Mode by Transit System, Fiscal Year 1993 (a)

RANK	TRANSIT SYSTEM	URBANIZED AREA	NO. TRIPS (THOUSANDS)	% NATL TOTAL
	PUBLICLY SUPPORTED URBAN FERRY BOAT (e), continued.			
8	Casco Bay Island Transit District	Portland, ME	643 (f)	1.3
9	Tidewater Transportation District Commission	Norfolk, VA	498	1.0
10	Massachusetts Bay Transportation Authority	Boston, MA	407	0.9
11	Vallejo Transit System	San Francisco, CA	237 (f)	0.5
12	Alameda-Oakland Ferry Service	San Francisco, CA	237 (f)	0.5
13	Connecticut Department of Transportation	Hartford, CT	213	0.4
14	Pierce County Ferry	Tacoma, WA	126 (f)	0.3
15	Kitsap Transit	Bremerton, WA	95	0.2
	OTHER PUBLICLY SUPPORTED RAIL MODES			
1	San Francisco Municipal Railway (Cable car)	San Francisco, CA	9,606	43.9
2	Metro-Dade Transit Agency (Automated guideway)	Miami, FL	2,344	10.7
3	West Virginia University (Automated guideway)	Morgantown, WV	2,100 (f)	9.6
4	Detroit Transit Corporation (Automated guideway)	Detroit, MI	2,000 (f)	9.1
5	Municipality of Metropolitan Seattle (Monorail)	Seattle, WA	1,950 (f)	8.9
6	Port Authority of Allegheny County (Inclined plane)	Pittsburgh, PA	1,409	6.4
7	Roosevelt Island Aerial Tramway (Aerial tramway)	New York, NY	1,100 (f)	5.0
8	Chattanooga Area Reg. Transp. Auth. (Inclined plane)	Chattanooga, TN	406	1.9
9	Harbour Island People Mover (Automated guideway)	Tampa, FL	400 (f)	1.8
10	Jacksonville Transport. Auth. (Automated guideway)	Jacksonville, FL	301	1.4

TABLE 42 (continued)

Unlinked Passenger Trips by Mode by Transit System, Fiscal Year 1993 (a)

RANK	TRANSIT SYSTEM	URBANIZED AREA	NO. TRIPS (THOUSANDS)	% NATL TOTAL
	OTHER PUBLICLY SUPPORTED RAIL MODES, continued.			
11	Cambria County Transit Authority (Inclined plane)	Johnstown, PA	180	0.8
12	Fenelon Place Elevator (Inclined plane)	Dubuque, IA	75 (f)	0.3

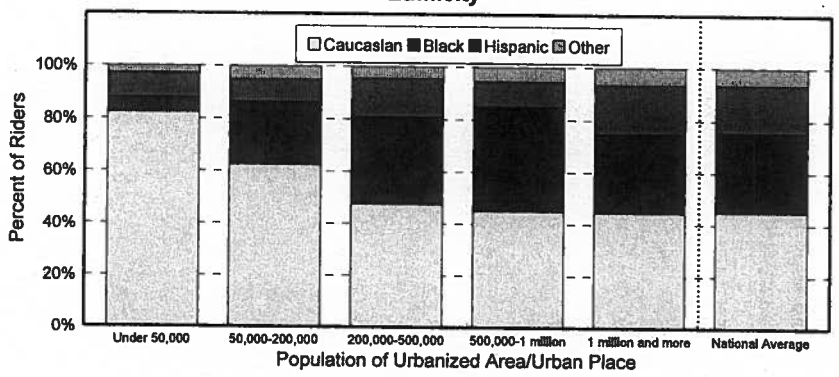
NA = Not available.

(a) Data includes both directly operated and purchased service; some numbers are estimates.
(b) Opened in fiscal year 1993; data for less than 12 months.
(c) Excludes commuter-type services operated independently by Amtrak.
(d) Opened in fiscal year 1994 or fiscal year 1995.
(e) Excludes 13 private urban ferry companies and over 200 international, rural, island, and urban park ferries. Percents of national total will not add to 100.0 due to such exclusion.
(f) APTA estimate; no data reported.
(g) Service transferred to Southern California Regional Rail Authority in fiscal 1994.

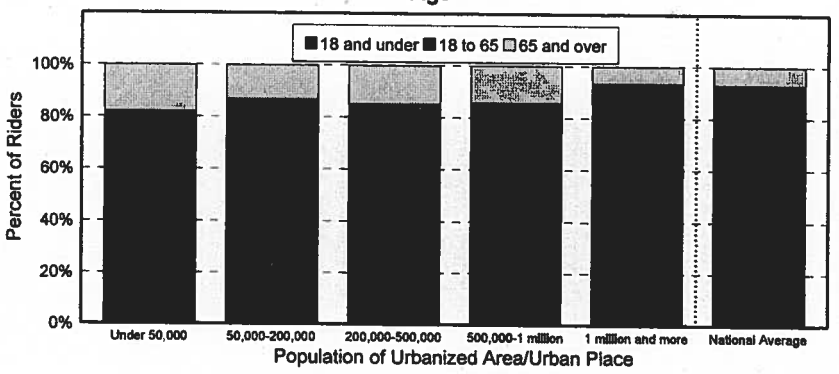
TABLE 43

Profiles of Transit Riders

Ethnicity



Age



Gender

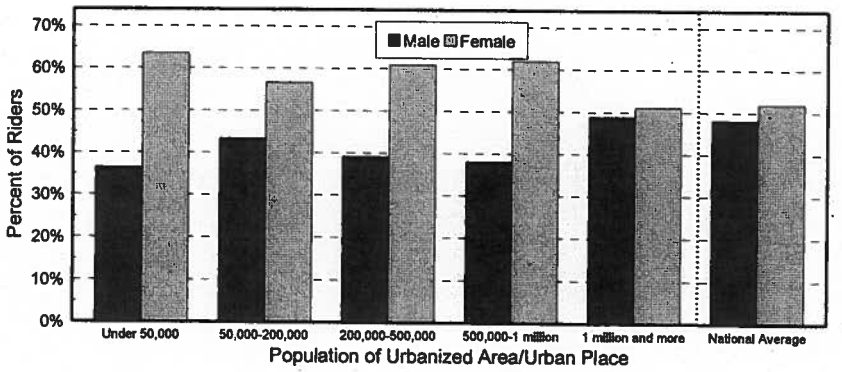
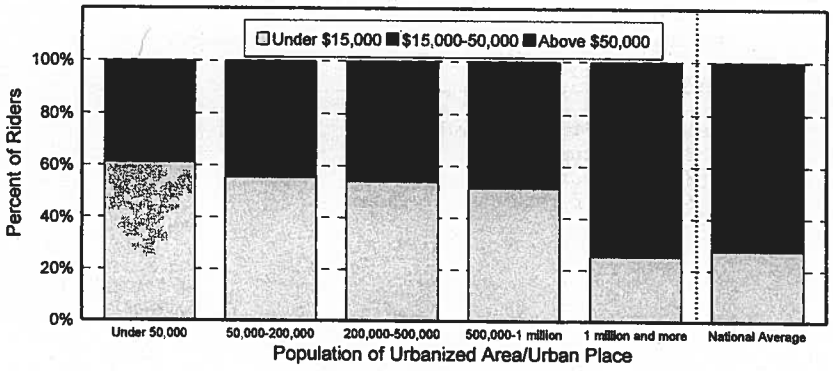


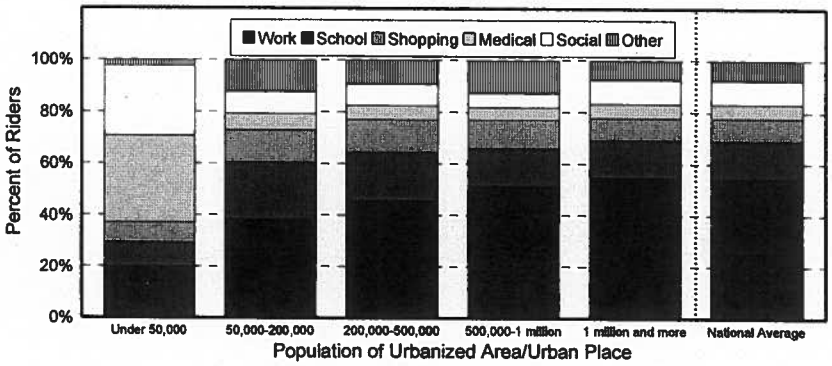
TABLE 43

Profiles of Transit Riders (continued)

Income



Trip Purpose



Riders with Disabilities

Population of Urbanized Area/Urban Place	Percent with Disabilities
National Average	1.2%
1 million and more	1.1%
500,000-1 million	1.4%
200,000-500,000	2.5%
50,000-200,000	6.0%
Under 50,000	5.2%

Source: APTA, *Americans in Transit*, 1992.

TABLE 44 *File: MEANWORK*

Means of Transportation to Work, 1990

Means	Percent
Automobiles/Vans/Motorcycles	
Single-occupant	73.4
2-person carpool	10.5
3-or-more person carpool/vanpool	2.8
Transit	5.1
Walked	3.9
Worked at home	3.0
Bicyle	0.4
Taxi	0.2
All other	0.7
Total	100.0

Source: *New Perspectives in Commuting*, Federal Highway Administration, 1992.

TABLE 45 *File: HIGHEST%*

U.S. Cities with Highest Percentage of Workers Using Public Transportation, 1990

CITY	PER CENT USING PUBLIC TRANSPORTATION
New York, NY	53.4%
Hoboken, NJ	51.0
Jersey City, NJ	36.7
Washington, DC	36.6
San Francisco, CA	33.5
Boston, MA	31.5
Chicago, IL	29.7
Philadelphia, PA	28.7
Atlantic City, NJ	26.2
Arlington, VA	25.4
Newark, NJ	24.6
Cambridge, MA	23.5
Pittsburgh, PA	22.2
Baltimore, MD	22.0
Evanston, IL	20.9
Atlanta, GA	20.0
White Plains, NY	19.1
Camden, NJ	18.1
Oakland, CA	17.9
Hartford, CT	17.1
New Orleans, LA	16.9
Idaho Falls, ID	16.5
Minneapolis, MN	16.0
Seattle, WA	15.9
Berkeley, CA	15.2
Albany, NY	15.1

Source: U.S. Census Bureau, 1990 Census, Journey to Work, Characteristics of Workers in Metropolitan Areas

TABLE 46

File: PASSMILE

Trend of Passenger Miles

CALENDAR YEAR	RAILWAY			TROLLEY BUS	MOTOR BUS	DEMAND RESPONSE	OTHER	TOTAL PASSENGER MILES(a)
	LIGHT RAIL	HEAVY RAIL	COMMUTER RAIL					
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1980	381	10,558	6,516	219	21,790	--	390	39,854
1981	346	10,244	6,236	254	21,012	--	390	38,482
1982	379	10,049	6,027	295	19,987	--	387	37,124
1983	391	10,350	6,097	325	20,047	--	392	37,602
1984	416	10,111	6,207	364	21,595	349	382	39,424
1985	350	10,427	6,534	306	21,161	364	439	39,581
1986	361	10,649	6,723	305	21,395	402	369	40,204
1987	405	11,198	6,818	223	20,970	374	360	40,348
1988	477	11,300	6,964	211	20,753	441	434	40,580
1989	509	12,030	7,211	199	20,768	428	458	41,603
1990	571	11,475	7,082	193	20,981	431	410	41,143
1991	662	10,528	7,344	195	21,090	454	430	40,703
1992	701	10,737	7,320	199	20,336	495	453	40,241
P 1993	705	10,740	6,939	188	20,075	504	474	39,625

P = Preliminary

(a) Prior to 1984 excludes demand response and most rural and smaller systems funded via Sections 18 and 16(b)2, Federal Transit Act. Series not continuous between 1983 and 1984.

TABLE 47

File: VEHMILE

Trend of Vehicle Miles Operated

CALENDAR YEAR	RAILWAY			TROLLEY BUS	MOTOR BUS	DEMAND RESPONSE	OTHER	TOTAL VEHICLE MILES OPERATED(a)	TOTAL MOTOR BUS MILE EQUIVALENTS(b)
	LIGHT RAIL	HEAVY RAIL	COMMUTER RAIL						
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1980	17.5	384.7	179.0	13.0	1,677.2	--	15.4	2,286.8	--
1981	16.5	420.1	176.0	11.9	1,684.6	--	15.4	2,324.5	--
1982	16.1	429.1	175.0	13.7	1,668.8	--	15.4	2,318.1	--
1983	16.0	407.5	177.0	15.0	1,677.8	--	12.6	2,305.9	--
1984	16.8	435.8	167.9	15.3	1,844.7	256.1	13.0	2,749.5	3,461.9
1985	16.5	450.8	182.7	15.5	1,862.9	247.4	14.9	2,790.7	3,552.1
1986	17.0	475.8	188.6	14.7	2,002.3	274.5	12.9	2,985.8	3,765.7
1987	18.4	490.2	188.9	15.0	2,079.4	250.0	13.3	3,055.2	3,879.1
1988	20.8	517.4	202.2	14.7	2,097.3	288.9	16.0	3,157.3	4,011.2
1989	21.3	532.1	209.6	14.5	2,109.3	300.4	15.7	3,202.9	4,080.4
1990	24.2	536.7	212.7	13.8	2,129.9	305.9	18.3	3,241.5	4,127.5
1991	27.6	527.2	214.9	13.6	2,166.6	335.0	21.5	3,306.4	4,159.1
1992	28.6	525.4	218.8	13.9	2,178.0	363.5	26.4	3,354.6	4,187.0
P 1993	27.7	525.7	223.8	13.6	2,205.7	359.9	31.0	3,387.4	4,228.6

P = Preliminary -- Data not available

(a) Prior to 1984 excludes demand response and most rural and smaller systems funded via Sections 18 and 16(b)2, Federal Transit Act. Series not continuous between 1983 and 1984.

(b) Estimate based on average seating plus standing capacity of vehicle compared to that of a motor bus (70 passengers): light rail = 1.7, heavy rail = 2.6, commuter rail = 2.2, trolleybus = 1.0, demand response = 0.2, other = 1.0.

TABLE 48

File: VEHHOUR

Trend of Vehicle Hours Operated

CALENDAR YEAR	RAILWAY			TROLLEY BUS	MOTOR BUS	DEMAND RESPONSE	OTHER	TOTAL VEHICLE HOURS
	LIGHT RAIL	HEAVY RAIL	COMMUTER RAIL					
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1986	1.5	25.6	5.8	1.9	153.7	21.7	0.8	211.0
1987	1.6	26.0	5.8	1.9	160.3	21.9	1.1	218.6
1988	1.8	27.4	6.4	1.9	160.5	23.5	1.2	222.7
1989	1.9	28.2	6.6	1.8	161.4	24.0	1.0	224.9
1990	2.0	28.4	6.5	1.8	163.0	24.4	1.4	227.5
1991	2.2	24.6	6.4	1.8	163.8	26.3	1.4	226.5
1992	2.2	25.6	6.5	1.8	165.1	28.7	1.6	231.5
P 1993	2.1	25.6	6.6	1.8	166.3	27.0	1.7	231.1

P = Preliminary

SECTION IX

Vehicles and Equipment

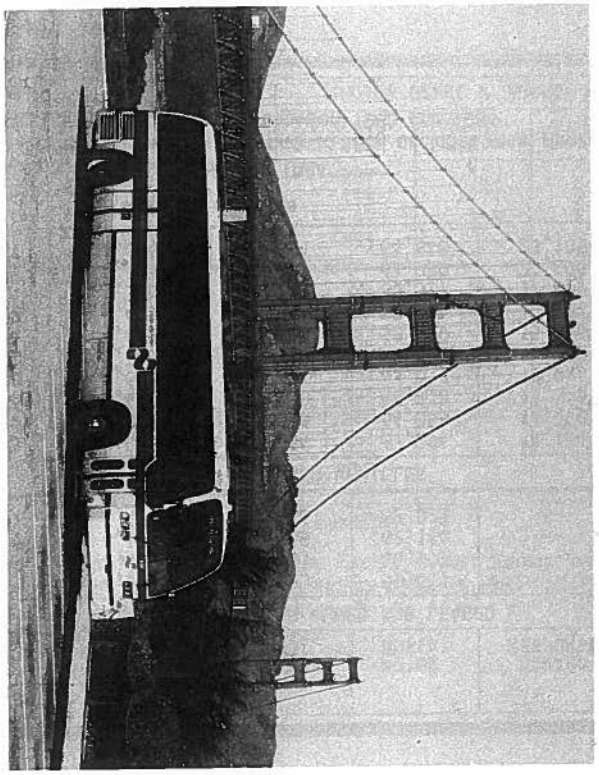


TABLE 49

File: VEHICLE

Transit Passenger Vehicles

CALENDAR YEAR	RAILWAY			TROLLEY BUS	MOTOR BUS(a)	DEMAND RESPONSE	OTHER(a)	TOTAL PASSENGER VEHICLES(a)(b)
	LIGHT RAIL	HEAVY RAIL	COMMUTER RAIL(a)					
PASSENGER VEHICLES OWNED AND LEASED								
1980	1,013	9,641	4,500	823	59,411	--	--	75,388
1981	1,075	9,749	4,465	751	60,393	--	--	76,433
1982	1,016	9,815	4,497	763	62,114	--	--	78,205
1983	1,013	9,891	4,423	686	62,093	--	--	78,106
ACTIVE PASSENGER VEHICLES								
1984	733	9,083	4,075	664	67,294	14,164	888	96,901
1985	717	9,326	4,035	676	64,258	14,490	867	94,368
1986	697	10,386	4,440	680	66,218	15,346	942	98,709
1987	766	10,168	4,686	671	63,017	15,944	875	96,127
1988	831	10,539	4,649	710	62,572	16,812	1,096	97,209
1989	755	10,506	4,472	725	58,919	15,856	1,060	92,293
1990	913	10,419	4,415	832	58,714	16,471	1,197	92,961
1991	1,095	10,331	4,370	752	60,377	17,879	1,595	96,399
1992	1,058	10,245	4,413	907	63,080	20,695	1,853	102,251
P 1993	1,025	10,261	4,494	851	64,648	23,105	2,280	106,664

P = Preliminary -- Data not available

(a) Demand response and other mode data not available prior to 1984.
(b) Prior to 1984 includes total vehicles owned and leased. Also prior to 1984 excludes most rural and smaller systems funded via Sections 18 and 16(b)(2), Federal Transit Act. Series not continuous between 1983 and 1984.

TABLE 50

File: NEWVEH

New Transit Passenger Vehicles Delivered

CALENDAR YEAR	RAILWAY CARS(c)			TROLLEY BUSES	MOTOR BUSES & DEMAND RESPONSE(a)				TOTAL PASSENGER VEHICLES(b)
	LIGHT RAIL	HEAVY RAIL	COMMUTER RAIL		29 SEATS OR FEWER	30-39 SEATS	40 SEATS OR MORE	TOTAL	
1980	32	130	--	98	287	143	4,142	4,572	4,832
1981	188	276	--	0	153	171	3,735	4,059	4,523
1982	10	126	--	0	67	138	2,757	2,962	3,098
1983	30	88	--	0	151	74	3,856	4,081	4,199
1984	59	521	128	0	393	509	2,992	3,894	4,602
1985	63	441	179	0	353	220	2,794	3,367	4,050
1986	149	854	140	0	739	240	2,400	3,379	4,522
1987	51	758	198	47	1,091	429	2,704	4,224	5,278
1988	24	311	74	4	767	474	2,308	3,548	3,961
1989	52	207	56	0	1,353	771	2,836	4,960	5,275
1990	55	10	83	118	1,389	489	2,901	4,779	5,045
1991	17	6	187	149	1,781	411	2,530	4,722	5,081
1992	35	163	110	0	1,322	549	1,555	3,426	3,734
P 1993	54	260	8	24	1,734	368	2,234	4,336	4,682

P = Preliminary -- Data not available

(a) Motor buses and demand response only; excludes vanpool vans. Excludes most demand response, rural and smaller systems prior to 1984. Series not continuous for motor buses and demand response between 1983 and 1984.
(b) Excludes vanpool vans, ferry boats, and other modes not listed.
(c) Source for railway modes after 1983; Railway Age, January issue.

TABLE 51

File: NEWMBLG

New Motor Buses & Demand Response Vehicles Delivered by Length

CALENDAR YEAR	27'5" & BELOW	27'6" - 32'5"	32'6" - 37'5"	37'6" - 45'0"	ARTICULATED/ DOUBLE DECK	TOTAL
1988	599	250	518	2,181	0	3,548
1989	1,151	320	810	2,635	44	4,960
1990	932	450	567	2,782	48	4,779
1991	1,430	395	357	2,460	80	4,722
1992	968	338	584	1,482	54	3,426
P 1993	1,488	243	367	2,178	60	4,336

P = Preliminary

TABLE 52

File: VEHCHAR'

Characteristics of the Transit Fleet as of December 31

CHARACTERISTIC	YEAR*	MOTOR BUS	HEAVY RAIL	LIGHT RAIL	TROLLEY BUS	COMMUTER RAIL	DEMAND RESPONSE
Vehicles Owned and Leased	1989	61,276	10,649	1,034	729	4,490	16,490
	1990	61,063	10,562	1,062	847	4,574	17,130
	1991	63,154	10,410	1,304	817	4,473	18,701
	1992	66,234	10,393	1,264	963	4,538	21,264
	1993	67,880	10,365	1,240	934	4,674	24,413
Vehicles in Active Service	1989	58,919	10,506	755	725	4,472	15,856
	1990	58,714	10,419	913	832	4,415	16,471
	1991	60,377	10,331	1,095	752	4,370	17,879
	1992	63,080	10,245	1,058	907	4,413	20,695
	1993	64,648	10,261	1,025	851	4,494	23,105
Vehicles with Major Rehabilitation (b) (Per cent)	1989	11.0	---	---	---	---	---
	1990	10.2	37.1	25.6	0.0	47.2	---
	1991	9.6	46.9	26.9	0.0	47.2	---
	1992	14.0	49.5	24.4	0.5	48.4	1.6
	1993	14.2	46.0	25.2	1.2	49.8	1.4

--- Data not available

TABLE 52 (continued)

Characteristics of the Transit Fleet as of December 31

CHARACTERISTIC	YEAR*	MOTOR BUS	HEAVY RAIL	LIGHT RAIL	TROLLEY BUS	COMMUTER RAIL	DEMAND RESPONSE
Average Age (b) (Years)	1989	8.2	15.2	19.6	12.0	16.8	---
	1990	8.1	17.3	20.1	11.2	17.2	---
	1991	8.0	18.1	20.9	10.5	17.6	---
	1992	8.7	18.5	20.8	11.9	18.1	3.9
	1993	8.9	18.9	20.9	12.5	18.8	4.0
Average Length (b)	1989	38'1"	60'9"	61'2"	41'2"	84'8"	---
	1990	37'8"	61'1"	64'6"	43'11"	84'10"	---
	1991	37'7"	61'1"	64'9"	46'4"	84'10"	---
	1992	39'4"	61'4"	65'10"	45'10"	84'10"	21'5"
	1993	39'4"	61'5"	66'8"	46'6"	84'11"	21'5"
Average Number of Seats (b)	1989	42.7	55.6	57.4	49.1	122.5	---
	1990	41.7	55.7	57.3	50.7	125.6	---
	1991	41.2	55.7	57.6	52.1	126.7	---
	1992	43.8	55.7	58.4	52.2	127.0	12.9
	1993	43.7	55.7	59.1	52.8	127.7	12.6

--- Data not available

TABLE 52 (continued)

Characteristics of the Transit Fleet as of December 31

CHARACTERISTIC	YEAR*	MOTOR BUS	HEAVY RAIL	LIGHT RAIL	TROLLEY BUS	COMMUTER RAIL	DEMAND RESPONSE
Vehicles Equipped with Air Conditioning (b) (Per cent)	1989	78.4	---	---	---	---	---
	1990	80.5	92.3	56.5	20.5	100.0	---
	1991	83.3	93.6	57.2	17.4	100.0	---
	1992	82.9	94.8	59.4	17.9	100.0	95.2
	1993	84.0	95.5	60.8	12.7	100.0	95.5
Vehicles Equipped with Two-Way Radios (b)(c) (Per cent)	1989	89.0	---	---	---	---	---
	1990	90.7	79.6	72.0	92.5	65.2	---
	1991	89.9	78.3	73.2	93.6	63.9	---
	1992	94.0	77.3	72.6	99.4	63.3	96.0
	1993	96.4	27.2	75.3	99.4	63.7	96.3
Vehicles with Wheelchair Accessibility (b) (Per cent)	1989	40.2	(a)	(a)	---	(a)	---
	1990	43.5	(a)	(a)	32.9	(a)	---
	1991	49.5	(a)	(a)	42.9	(a)	---
	1992	50.8	82.8	40.7	47.0	32.4	84.7
	1993	54.9	93.2	45.5	51.1	33.3	86.9

--- Data not available

(a) Wheelchair accessibility for high-platform-boarding railcars is provided by station modifications; beginning in 1992 data reported includes lift and ramp-equipped railcars and high-platform accessibility.

(b) Data from APTA survey.

(c) Decline in heavy rail in 1993 results from MTA New York City Transit replacing all vehicle radios with portable radios.

TABLE 53

File: MBMAN

Motor Buses by Manufacturer (a)

MANUFACTURER	NUMBER OWNED AND LEASED	PERCENT
General Motors Truck & Coach Division (after 1987: Truck only)	12,690	24.7%
Flxible (includes Grumman Flxible)	11,866	23.1
Transportation Manufacturing Corporation	4,498	8.8
Neoplan USA Corporation	4,107	8.0
Gillig Corporation	3,856	7.5
Bus Industries of America (Ontario Bus Industries)	3,070	6.0
Motor Coach Industries	2,329	4.5
M.A.N. Truck and Bus Corporation	2,162	4.2
New Flyer Industries and New Flyer of America (Flyer)	2,074	4.0
Diesel Division, General Motors of Canada	1,080	2.1
America Ikarus (Ikarus USA)	423	.8
AM General Corporation	405	.8
Eagle Coach Corporation	267	.5
Chance Coach	248	.5
Blue Bird Corporation	233	.5
Stewart & Stevenson Services	230	.4
Crown Coach Corporation	229	.4
Volvo of America Corporation	227	.4
Saab-Scania	223	.4
National Coach Corporation	105	.2
Thomas Built Buses	89	.2

TABLE 53 (continued)

Motor Buses by Manufacturer (a)

MANUFACTURER	NUMBER OWNED AND LEASED	PERCENT
New Goshen Coach Corporation (Goshen)	74	.1
Boyertown Auto Body Works	73	.1
Champion Motor Coach	70	.1
ElDorado Bus Corporation (El Dorado Motor Corporation)	62	.1
AmTran Corporation	58	.1
El Dorado National Company	56	.1
Collins Bus Corporation	55	.1
Transportation Vehicles	48	.1
Carpenter Manufacturing	45	.1
Supreme Corporation	44	.1
Chevrolet Motor Division, General Motors Corporation	33	.1
Metrotrans Corporation	29	.1
MCR Technology & Walter Vetter Gmbh & Company	26	.1
Others	254	.5
Total	51,338	100.0

(a) Data as of January 1, 1994 from APTA survey of 284 transit systems. Understates shares of small vehicle manufacturers since most smaller transit systems not reporting data to survey only purchase small vehicles.

TABLE 54

File: MBYEAR

Motor Buses by Year Built (a)

YEAR BUILT	NUMBER		PERCENT	
	OWNED AND LEASED	IN ACTIVE SERVICE	OWNED AND LEASED	IN ACTIVE SERVICE
1994 (model year built in 1993)	17	15	NA	NA
1993	2,462	2,393	4.8	4.9
1992	2,160	2,136	4.2	4.4
1991	3,069	3,059	6.0	6.3
1990	3,936	3,909	7.7	8.0
1989	3,651	3,635	7.1	7.4
1988	2,847	2,838	5.5	5.8
1987	2,832	2,828	5.5	5.8
1986	2,981	2,971	5.8	6.1
1985	3,426	3,380	6.7	6.9
1984	2,984	2,925	5.8	6.0
1983	3,857	3,768	7.5	7.7
1982	2,720	2,613	5.3	5.3
1978-1981	9,985	8,964	19.4	18.3
1977 and earlier	4,411	3,486	8.6	7.1
Total	51,338	48,920	100.0%	100.0%
Average Age in Years**	8.9	8.6	---	---

**1993 = 0.5 years old; 1992 = 1.5 years old; 1991 = 2.5 years old; etc.

(a) Data as of January 1, 1994 from APTA survey of 284 transit systems. Understates shares of eight most recent years since most smaller transit systems not reporting data to survey purchase primarily vehicles that last less than eight years.

TABLE 55

File: DRYEAR

Demand Response Vehicles by Year Built (a)

YEAR BUILT	NUMBER		PERCENT	
	OWNED AND LEASED	IN ACTIVE SERVICE	OWNED AND LEASED	IN ACTIVE SERVICE
1994 (model year built in 1993)	98	53	1.7	1.0
1993	829	716	14.7	13.4
1992	595	594	10.6	11.1
1991	821	810	14.6	15.2
1990	832	827	14.8	15.5
1989	838	830	14.9	15.6
1988	441	420	7.8	7.9
1987	348	336	6.2	6.3
1986	320	289	5.7	5.4
1985	219	209	3.9	3.9
1984	107	92	1.9	1.7
1983	77	60	1.4	1.1
1982 and earlier	112	99	2.0	1.8
Total	5,637	5,335	100.0%	100.0%
Average Age in Years**	4.0	4.0	---	---

**1993 = 0.5 years old; 1992 = 1.5 years old; 1991 = 2.5 years old; etc.

(a) Data as of January 1, 1994 from APTA survey of 203 demand response systems.

TABLE 56 *File: TBYEAR*

Trolleybuses by Year Built (a)

YEAR BUILT	NUMBER		PERCENT	
	OWNED AND LEASED	IN ACTIVE SERVICE	OWNED AND LEASED	IN ACTIVE SERVICE
1993	24	0	2.6	---
1992	0	0	---	---
1991	114	110	12.2	12.9
1990	118	118	12.6	13.9
1989	0	0	---	---
1988	4	4	.4	.5
1987	46	46	4.9	5.4
1980-1986	0	0	---	---
1979	166	149	17.8	17.5
1978	0	0	---	---
1977	62	38	6.6	4.5
1976	391	384	41.9	45.1
1971-1975	3	2	.3	.2
1945-1970	0	0	---	---
1944 and earlier	6	0	.6	---
Total	934	851	100.0%	100.0%
Average Age in Years**	12.5	12.4	---	---

**1993 = 0.5 years old; 1992 = 1.5 years old; 1991 = 2.5 years old; etc.

(a) Data as of January 1, 1994 from APTA survey of all 5 trolleybus systems.

TABLE 57 *File: HRYEAR*

Heavy Rail Cars by Year Built (a)

YEAR BUILT	NUMBER		PERCENT	
	OWNED AND LEASED	IN ACTIVE SERVICE	OWNED AND LEASED	IN ACTIVE SERVICE
1993	276	264	2.7	2.6
1992	141	141	1.4	1.4
1991	8	8	.1	.1
1990	14	14	.1	.1
1989	97	97	.9	.9
1988	345	342	3.3	3.3
1987	206	206	2.0	2.0
1986	664	664	6.4	6.5
1985	248	248	2.4	2.4
1984	1,116	1,116	10.8	10.9
1979-1983	1,247	1,246	12.0	12.1
1974-1978	667	648	6.4	6.3
1969-1973	1,558	1,541	15.0	15.0
1968 and earlier	3,778	3,726	36.4	36.3
Total	10,365	10,261	100.0%	100.0%
Average Age in Years**	18.9	18.9	---	---

**1993 = 0.5 years old; 1992 = 1.5 years old; 1991 = 2.5 years old; etc.

(a) Data as of January 1, 1994 from APTA survey of all 14 heavy rail systems.

TABLE 58

File: LRYEAR

Light Rail Cars by Year Built (a)

YEAR BUILT	NUMBER		PERCENT	
	OWNED AND LEASED	IN ACTIVE SERVICE	OWNED AND LEASED	IN ACTIVE SERVICE
1993	33	27	2.7	2.7
1992	35	35	2.9	3.5
1991	16	16	1.3	1.6
1990	30	30	2.5	3.0
1989	47	47	3.8	4.6
1988	20	20	1.6	2.0
1987	100	98	8.2	9.7
1986	132	130	10.8	12.9
1985	32	32	2.6	3.2
1984	26	26	2.1	2.6
1983	0	0	---	---
1982	10	10	.8	1.0
1977-1981	422	414	34.5	40.9
1954-1976	0	0	---	---
1953 and earlier	320	126	26.2	12.5
Total	1,223	1,011	100.0%	100.0%
Average Age in Years**	20.9	15.8	---	---

**1993 = 0.5 years old; 1992 = 1.5 years old; 1991 = 2.5 years old; etc.

(a) Data as of January 1, 1994 from APTA survey of 18 of 22 light rail systems. Most missing vehicles are over 50 years old.

TABLE 59

File: CRYEAR

Commuter Rail Cars by Year Built (a)

YEAR BUILT	NUMBER		PERCENT	
	OWNED AND LEASED	IN ACTIVE SERVICE	OWNED AND LEASED	IN ACTIVE SERVICE
1993	48	32	1.0	.7
1992	128	128	2.8	2.9
1991	156	156	3.4	3.5
1990	90	89	1.9	2.0
1989	54	53	1.2	1.2
1988	143	143	3.1	3.2
1987	138	138	3.0	3.1
1986	68	68	1.5	1.5
1985	252	252	5.4	5.7
1984	142	142	3.1	3.2
1979-1983	327	254	7.1	5.7
1974-1978	706	680	15.2	15.2
1969-1973	1,465	1,465	31.6	32.9
1968 and earlier	916	858	19.8	19.2
Total	4,633	4,458	100.0%	100.0%
Average Age in Years**	18.8	18.7	---	---

**1993 = 0.5 years old; 1992 = 1.5 years old; 1991 = 2.5 years old; etc.

(a) Data as of January 1, 1994 from APTA survey of 16 of 17 commuter rail systems. Vehicles missing are owned by AMTRAK and are about 15 years old.

TABLE 60

File: VEHNEED

New Passenger Revenue Vehicles Needed

CATEGORY	MAINTAIN CURRENT SERVICE			EXPAND SERVICE		
	1995-1999	2000-2004	TEN YEAR TOTAL	1995-1999	2000-2004	TEN YEAR TOTAL
Buses 35 Feet or Longer	27,400	23,400	50,800	33,300	27,200	60,500
Smaller Buses	3,000	3,000	6,000	3,800	3,500	7,300
Vans	23,000	20,900	43,900	26,800	24,600	51,400
Trolleybuses	200	50	250	200	70	270
Heavy Rail Cars	1,570	1,460	3,030	1,760	2,420	4,180
Light Rail Cars	350	0	350	1,050	580	1,630
Self-Propelled Commuter Rail Cars	790	830	1,620	930	960	1,890
Locomotive-Hauled Commuter Rail Cars	520	240	760	690	320	1,010
Other Passenger Vehicles	70	40	110	110	60	170
Total	56,900	49,920	106,820	68,640	59,710	128,350

Source: APTA, *Transit Funding Needs, 1995-2004*, 1994.

TABLE 61

File: VEHREHAB

Passenger Revenue Vehicles in Need of Rehabilitation

CATEGORY	MAINTAIN CURRENT SERVICE			EXPAND SERVICE		
	1995-1999	2000-2004	TEN YEAR TOTAL	1995-1999	2000-2004	TEN YEAR TOTAL
Buses 35 Feet or Longer	5,500	3,500	9,000	5,600	3,500	9,100
Smaller Buses	100	100	200	100	100	200
Vans	100	100	200	100	100	200
Trolleybuses	200	0	200	200	0	200
Heavy Rail Cars	1,400	1,500	2,900	1,400	1,500	2,900
Light Rail Cars	460	370	830	460	370	830
Self-Propelled Commuter Rail Cars	420	0	420	420	10	430
Locomotive-Hauled Commuter Rail Cars	640	150	790	640	150	790
Other Passenger Vehicles	200	70	270	200	70	270
Total	9,020	5,790	14,810	9,120	5,800	14,920

Source: APTA, *Transit Funding Needs, 1995-2004*, 1994.

SECTION X

Employment

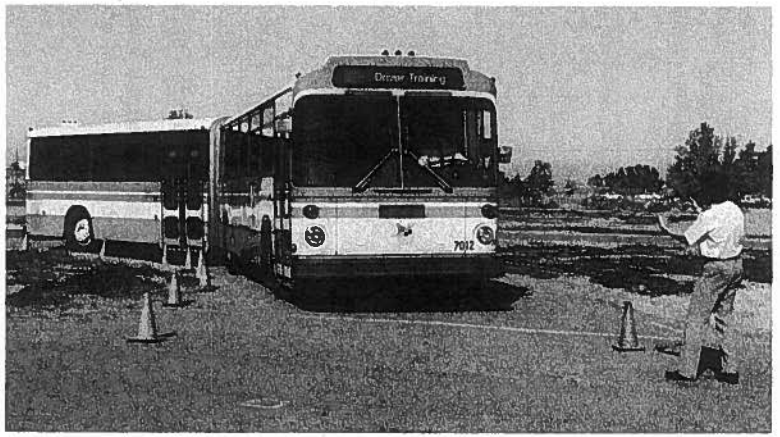


TABLE 62

File: EMPCOMP

Trend of Transit Employment, Compensation, and Labor Costs*

CALENDAR YEAR	NUMBER OF EMPLOYEES(a)(b)	SALARIES AND WAGES	FRINGE BENEFIT COSTS	TOTAL LABOR COSTS
		(MILLIONS)	(MILLIONS)	(MILLIONS)
1980	187,000	$3,280.9	$1,353.1	$ 4,634.0
1981	191,600	3,493.5	1,649.1	5,142.6
1982	193,500	3,731.4	1,756.5	5,487.9
1983	194,960	3,921.3	1,977.3	5,898.6
1984	263,197	5,487.8	2,716.7	8,204.5
1985	270,020	5,843.1	2,868.3	8,711.4
1986	277,854	6,119.2	3,125.9	9,245.1
1987	276,610	6,324.1	3,266.9	9,591.0
1988	275,583	6,675.0	3,528.9	10,203.9
1989	272,487	6,897.7	3,737.3	10,635.0
1990	272,839	7,226.3	3,986.0	11,212.3
1991	276,145	7,394.5	3,998.4	11,392.9
1992	278,995	7,670.5	4,318.6	11,989.1
P 1993	302,758	7,935.6	4,392.4	12,328.0

P = Preliminary

*Excludes commuter railroad, automated guideway, urban ferry boat, demand response, and most rural and smaller systems prior to 1984. Series not continuous between 1983 and 1984.

(a) Based on employee equivalents of 2,080 labor hours equals one employee; beginning 1993 equals actual employees.

(b) Excludes an estimated 10,000-20,000 individuals not employed by transit systems and whose compensation is classified as "services."

TABLE 63

File: EMPJOB

Trend of Transit Employees by Job Category*

CALENDAR YEAR	NUMBER OF EMPLOYEES(a)(b)							
	VEHICLE OPERATORS(c)	OTHER OPERATIONS	VEHICLE MAINTENANCE	OTHER MAINTENANCE	ALL OTHER	TOTAL OPERATING	CAPITAL	TOTAL
1980	95,690	22,830	22,220	32,350	13,910	187,000	--	187,000
1981	96,930	22,740	23,640	33,190	15,100	191,600	--	191,600
1982	95,800	22,580	24,830	33,240	17,500	193,950	--	193,950
1983	94,170	22,400	25,030	33,980	19,380	194,960	--	194,960
1984	122,843	32,397	31,420	43,227	25,522	255,409	7,788	263,197
1985	127,065	25,277	30,514	45,400	33,781	262,037	7,983	270,020
1986	129,263	24,543	33,621	45,629	36,052	269,108	8,746	277,854
1987	126,770	25,269	33,467	46,453	36,124	268,083	8,527	276,610
1988	126,565	25,149	33,743	44,054	35,971	265,482	10,101	275,583
1989	126,154	25,613	32,464	43,800	34,886	262,917	9,570	272,487
1990	127,039	23,517	31,424	44,282	35,914	262,176	10,663	272,839
1991	129,145	24,136	31,861	42,708	38,007	265,857	10,288	276,145
1992(d)	130,312	39,237	48,270	24,062	25,221	267,102	11,893	278,995
P 1993	142,374	42,858	52,719	26,257	27,541	291,749	11,009	302,758

P = Preliminary -- Data not available

*Excludes commuter railroad, automated guideway, urban ferry boat, demand response, and most rural and smaller systems prior to 1984. Series not continuous between 1983 and 1984.

(a) Based on employee equivalents of 2,080 labor hours equals one employee; beginning 1993 equals actual employees.

(b) Excludes an estimated 10,000-20,000 individuals not employed by transit systems and whose compensation is classified as "services."

(c) Includes conductors.

(d) Beginning 1992, ticketing, fare collection, and security personnel reclassified from "All Other" to "Other Operations," and vehicle maintenance administrative and support personnel reclassified from "Other Maintenance" to "Vehicle Maintenance."

TABLE 64

File: EMPMODE

Trend of Transit Operating Employees by Mode (a) (b)

CALENDAR YEAR	RAILWAY			TROLLEY BUS	MOTOR BUS	DEMAND RESPONSE	OTHER	TOTAL
	LIGHT RAIL	HEAVY RAIL	COMMUTER RAIL					
1984	3,242	47,047	21,884	2,012	154,326	23,798	3,100	255,409
1985	2,980	49,670	22,929	1,893	157,581	23,767	3,217	262,037
1986	3,511	51,028	22,414	2,140	165,839	20,664	3,512	269,108
1987	3,806	51,333	23,270	2,090	165,176	19,068	3,340	268,083
1988	3,922	46,212	23,188	2,039	165,407	21,391	3,323	265,482
1989	3,952	46,690	22,215	2,013	162,990	21,453	3,604	262,917
1990	4,066	46,102	21,443	1,925	162,189	22,740	3,711	262,176
1991	4,175	47,423	21,083	1,826	163,555	24,196	3,599	265,857
1992	3,849	47,493	21,151	1,691	163,387	25,863	3,668	267,102
P 1993	3,943	52,398	21,934	1,921	178,968	28,975	3,610	291,749

P = Preliminary

(a) Based on employee equivalents of 2,080 labor hours equals one employee; beginning 1993 equals actual employees.
(b) Excludes capital employees and an estimated 10,000-20,000 individuals not employed by transit systems and whose compensation is classified as "services"--e.g. boiler repairman, marketing consultant, independent auditor.

SECTION XI

Energy and Environment

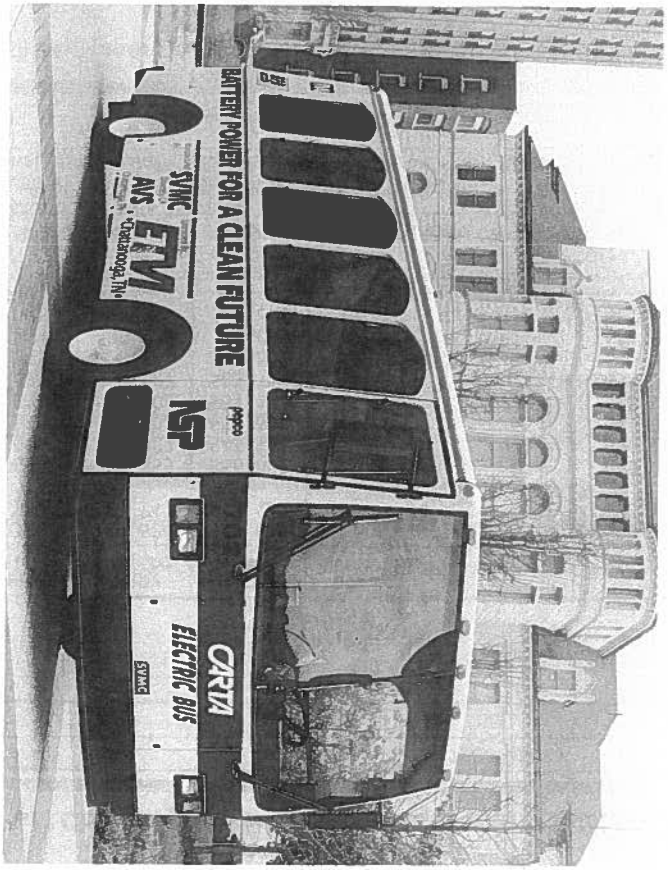


TABLE 65 *File: FOSFUEL*

Trend of Fossil Fuel Consumption by Transit Passenger Vehicles*

CALENDAR YEAR	(GALLONS IN THOUSANDS)							(THOUSANDS)
	DIESEL						OTHER (a)	CNG POUNDS
1980	431,400						11,400	--
1981	445,950						13,950	--
1982	455,590						11,670	--
1983	450,260						9,460	--
	COMMUTER RAIL	FERRY BOAT(b)	MOTOR BUS	DEMAND RESPONSE	ALL OTHER	TOTAL		
1984	58,320	21,624	505,049	15,371		600,364	49,907	--
1985	55,372	20,747	518,137	14,482		608,738	45,704	--
1986	54,608	22,655	546,892	15,868	21	640,044	38,156	--
1987	51,594	19,901	543,314	15,393	71	630,273	34,220	--
1988	53,054	19,202	552,658	15,090	65	640,069	40,055	--
1989	52,516	19,402	551,156	14,824	118	638,016	39,389	--
1990	52,681	19,627	563,151	15,497	74	651,030	33,906	--
1991	54,315	20,465	572,861	17,422	95	665,158	34,467	--
1992	54,951	20,926	592,049	16,896	122	684,944	37,179	6,352
P 1993	59,525	19,939	588,620	19,459	156	687,699	44,744	9,889

P = Preliminary -- Data not available

*Excludes commuter railroad, automated guideway, urban ferry boat, demand response, and most rural and smaller systems prior to 1984. Series not continuous between 1983 and 1984.
(a) Includes gasoline and all other non-diesel fossil fuels except CNG.
(b) Excludes international, rural, rural interstate, island, and urban park ferries.

TABLE 66 *File: ALTFUEL*

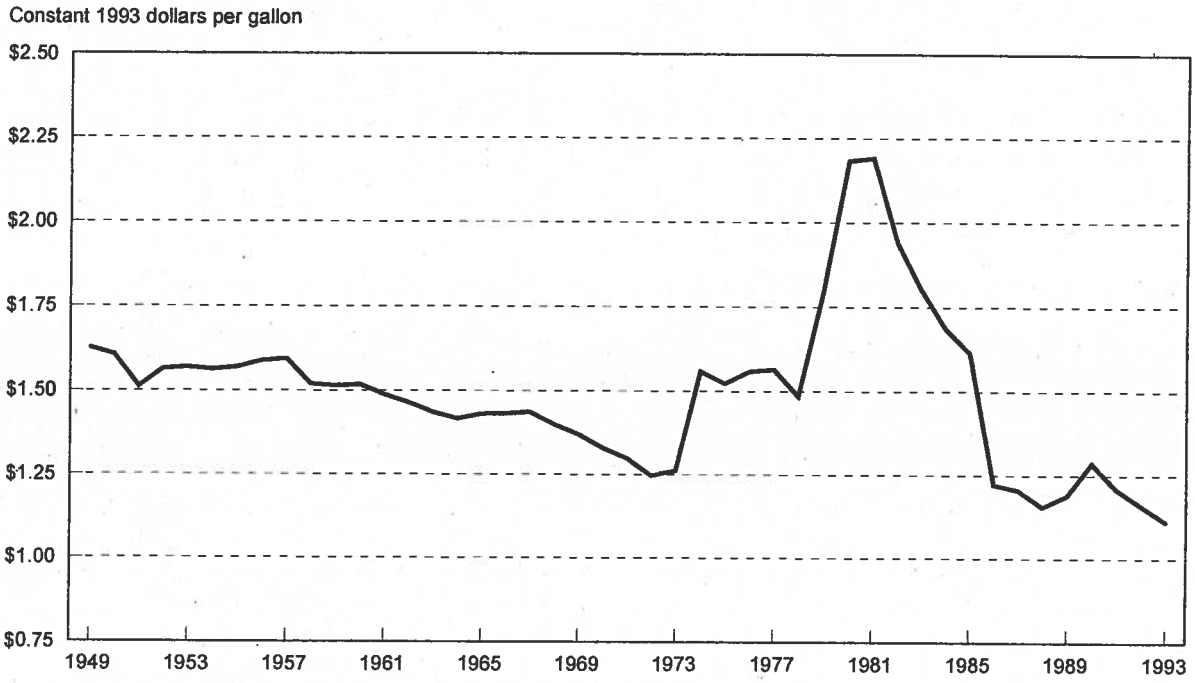
Trend of Non-Diesel Fossil Fuel Consumption by Transit Passenger Vehicles

CALENDAR YEAR	(GALLONS IN THOUSANDS)					POUNDS (THOUSANDS)
	GASOLINE	PROPANE (LIQUID PETROLEUM GAS)	LIQUID NATURAL GAS	METHANOL	OTHER	COMPRESSED NATURAL GAS
1992	32,906	2,487	191	1,583	12	6,352
P 1993	37,010	2,104	517	4,814	299	9,889

P = Preliminary

TABLE 67

Real Gasoline Prices, 1949-1993 in Constant 1993 Dollars per Gallon (a)



(a) Regular leaded gas from 1949 to 1976, regular unleaded gas beginning in 1977.

Source: APTA, *Transit Funding Needs, 1995-2004*, 1994.

TABLE 68

File: ELECPOWR

Trend of Electric Power Consumption by Transit Passenger Vehicles*

CALENDAR YEAR	(KILOWATT HOURS IN MILLIONS)					
1980	2,446					
1981	2,655					
1982	2,722					
1983	2,930					
	COMMUTER RAIL	HEAVY RAIL	LIGHT RAIL	TROLLEY BUS	ALL OTHER	TOTAL
1984	901	3,092		245		4,238
1985	1,043	2,928		245		4,216
1986	1,170	3,066	173	70	10	4,489
1987	1,155	3,219	191	70	21	4,656
1988	1,195	3,256	243	68	23	4,785
1989	1,293	3,286	242	68	23	4,912
1990	1,226	3,284	239	69	19	4,837
1991	1,239	3,248	274	72	20	4,853
1992	1,124	3,193	297	80	22	4,716
P 1993	1,113	3,287	282	79	20	4,781

P = Preliminary

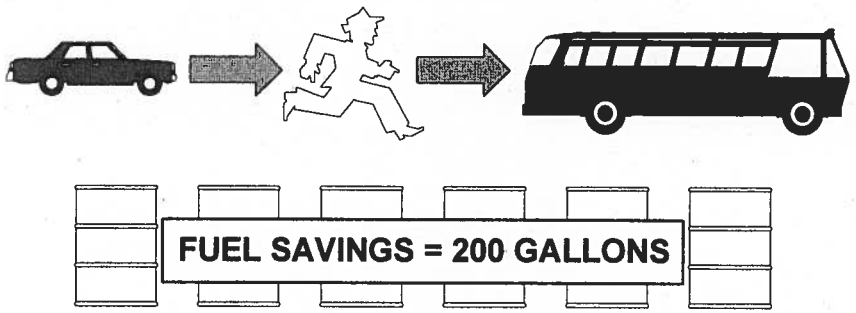
*Excludes commuter railroad and automated guideway prior to 1984. Series not continuous between 1983 and 1984.

TABLE 69

Energy Efficiency of Transit

- A bus with as few as seven passengers is more fuel efficient than the average auto used for commuting.
- The fuel efficiency of a fully-occupied bus is six times greater than that of the average commuter auto.
- The fuel efficiency of a fully-occupied rail car is 15 times greater than that of the average commuter auto.
- A single person commuting via transit instead of driving alone will save 200 gallons of gasoline in a year.
- A 10 percent increase in transit ridership in the five largest U.S. cities would save 85 million gallons of gasoline a year.
- A 10 percent nationwide increase in transit ridership would save 135 million gallons of gasoline a year.

Every Commuter Who Switches From Driving Alone to Transit Saves 200 Gallons of Gasoline Per Year!



Source: APTA, *Public Transit - The Vehicle For Conserving Energy*, 1991.

TABLE 70

Transportation Energy Use by Mode, 1992

File: ENTRMODE

	FUEL CONSUMPTION (TRILLION BTUs)	PERCENT OF TOTAL
Automobiles	9,240.5	40.0
Transit Buses	81.0	0.4
Other Buses	93.2	0.4
Trucks	7,538.5	32.7
Motorcycles	23.8	0.1
Total Highway	16,977.0	73.6
Off-highway	665.2	2.9
Air	1,970.8	8.5
Water	1,641.3	7.1
Pipeline	849.3	3.7
Transit Rail	40.9	0.2
Commuter Rail	22.0	0.1
Intercity Rail	17.4	0.1
Freight Rail	425.4	1.8
Military	471.8	2.0
Total	23,081.1	100.0

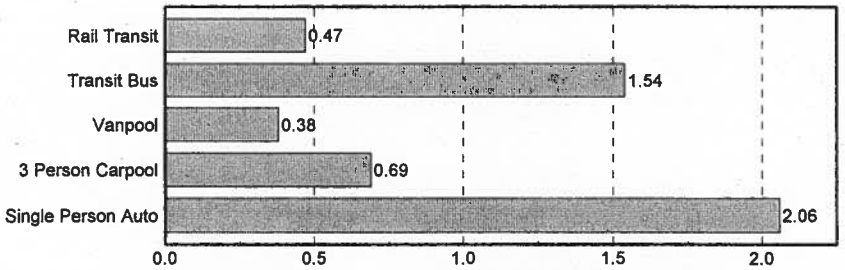
Source: U.S. Department of Energy, *Transportation Energy Data Book: Edition 14*, Table 2.7.

TABLE 71

Pollution Reduction Resulting From Transit Use

Emissions of Nitrogen Oxides*

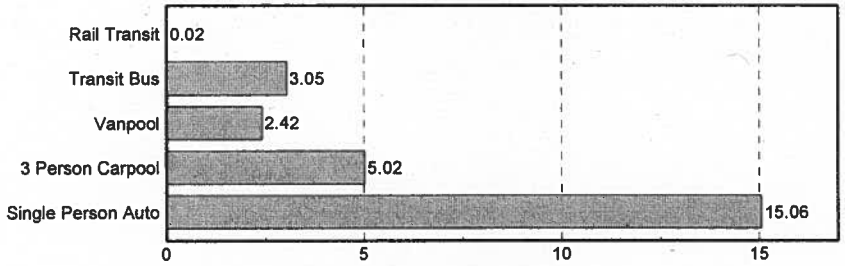
(Estimated grams/passenger-mile for work trips)



*Damages lung tissues. Also precursor of ozone which irritates respiratory tract and eyes, decreases the lungs' working ability and causes both cough and chest pain.

Emissions of Carbon Monoxide*

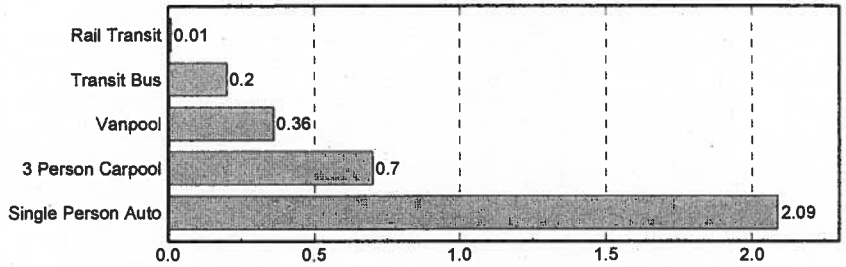
(Estimated grams/passenger-mile for work trips)



*Limits blood's ability to transport oxygen to body tissues.
Can cause dizziness, headaches, impaired coordination and death.

Emissions of Hydrocarbons*

(Estimated grams/passenger-mile for work trips)



*Precursor of ozone which irritates respiratory tract and eyes, decreases the lungs' working ability and causes both cough and chest pain.

Source: APTA, *Mass Transit ≠ The Clean Air Alternative*, 1991.

SECTION XII

Federal Transit Legislation

History and Provisions of the Federal Transit Act

File: FTA

In 1964 the United States Congress found that "the welfare and vitality of urban areas, the satisfactory movement of people and goods within such areas, and the effectiveness of housing, urban renewal, highway, and other federally aided programs were being jeopardized by the deterioration or inadequate provision of urban transportation facilities and services. . . ." To remedy this situation, Congress enacted the Federal Transit Act, known as the Urban Mass Transportation Act of 1964 until 1991, which provided a program for transit systems to purchase capital equipment.

Continuing this commitment through its third decade, Congress enacted the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The ISTEA not only authorizes higher levels of funding for transit than any previous law, it also provides for flexible use of additional funds for either highway or transit purposes and requires greater coordination of highway and transit planning to provide for the most efficient surface transportation system to meet local needs.

The federal transit assistance program has evolved over the years due to changing transit needs and changing federal objectives. Landmarks in this evolution include:

- 1961: The Housing and Urban Development Act of 1961 provided funding for transit demonstrations and loans for mass transportation projects.

- 1964: The Urban Mass Transportation Act of 1964 established the Urban Mass Transportation Administration (UMTA, now named the Federal Transit Administration) within the Department of Housing and Urban Development to administer a program of capital grants to transit systems.

- 1966: The Urban Mass Transportation Act of 1966 expanded funding for capital purchases and allowed funding for research, planning, and training.

- 1966: The Urban Mass Transportation Administration was moved to the newly created Department of Transportation (DOT).

- 1970: The Urban Mass Transportation Assistance Act of 1970 provided increased levels of federal funding by authorizing a $3.1 billion program of capital grants.

- 1973: The Federal-Aid Highway Act of 1973 increased the federally funded portion of transit capital projects from two-thirds to

80% and authorized expenditure of Federal-Aid Urban Systems highway funds and Interstate Highway Transfers for qualifying transit projects.

- 1974: The National Mass Transportation Assistance Act of 1974 increased authorizations for discretionary capital funding and created a formula grant program to allocate funding directly to urbanized areas that could be used for either operations or capital projects.

- 1978: The Federal Public Transportation Act of 1978, Title III of the Surface Transportation Assistance Act of 1978 expanded the formula grant program and divided it into categorical programs that included additional operating grants for fixed guideway systems, capital grants for bus purchases, and operating grants for places outside of urbanized areas.

- 1982: The Federal Public Transportation Act of 1982, Title III of the Surface Transportation Assistance Act of 1982 provided that 1¢ of a 5¢ increase in the Highway Trust Fund tax on motor fuels would be placed into a Mass Transit Account for capital projects, increased the portion of all funding allocated through the formula grant program, and altered the formula grant program allocation formula to include transit service data as well as population data.

- 1987: The Federal Mass Transportation Act of 1987, Title III of the Surface Transportation and Uniform Relocation Assistance Act of 1987, authorized the federal transit program through Fiscal Year 1991 and provided that a portion of the Mass Transit Account of the Highway Trust Fund would be allocated for capital purposes on a formula basis.

- 1990: The Omnibus Budget Reconciliation Act of 1990 raised to 1.5¢ the portion of the Highway Trust Fund tax on motor fuels to be placed in the Mass Transit Account.

- 1991: The Federal Transit Act Amendments of 1991, Title III of the Intermodal Surface Transportation Efficiency Act of 1991, extended the authorization of transit assistance through FY 1997 at levels higher than any previous authorizations, changed the name of the transit law to the Federal Transit Act and changed the name of the Urban Mass Transportation Administration to the Federal Transit Administration, and continued a shift in funding distribution to formulas by distributing the rail modernization portion of Section 3 major capital funds by formula for the first time.

Surface Transportation, Title I of the Intermodal Surface Transportation Efficiency Act of 1991, provided that specific funds

authorized through Federal-Aid Highways programs are intended for use for either transit or highway projects. Called flexible funds, these monies are to be used for the mode of transportation best suited to meeting the needs of individual areas and states.

- 1993: The Omnibus Budget Reconciliation Act of 1993 raised to 2.0¢ the portion of the Highway Trust Fund tax on motor fuels to be placed in the Mass Transit Account, to take effect on October 1, 1995.

Funds for federal transit assistance come from two sources. Money from the General Revenue of the Treasury is appropriated each year by Congress. During the appropriation process Congress will also set a limit on the amount of money from the Mass Transit Account of the Highway Trust Fund that can be used to fund transit projects during the next year.

Transit systems receive their funding through several programs identified by the section of the Federal Transit Act which defines how the program works. These sections allocate funding to urbanized areas or states by formula or through discretionary processes. The largest programs are:

Section 3 Original grant program, begun in FY 1964, provides capital assistance to eligible transit projects in three categories: (1) construction of new fixed-guideway systems or extensions of existing systems called "New Starts," (2) modernization of existing fixed-guideway systems called "Rail Modernization," and (3) major bus related construction projects or equipment acquisition called "Bus Capital."

Status: Authorized through FY 1997.

Recipients of Funds: State or local public bodies and agencies.

Eligible Expenditures: For capital projects only.

Method of Allocation: Rail Modernization funds are distributed to urbanized areas with fixed-guideway systems in operation for at least seven years on a formula basis. New Start and Bus Capital funds are distributed by discretion of the Federal Transit Administration or may have amounts "earmarked" by Congress during the legislative process. Authorizing legislation designates 40% of the funds for New Starts, 40% for Rail Modernization, and 20% for Bus Capital.

Matching Ratio: 80% federal, 20% state and local.

Section 9 This program apportions operating and capital assistance on a formula basis to urbanized areas.

Status: Authorized through FY 1997.

Recipients of Funds: Directly to urbanized areas over 200,000 population, through state governors to urbanized areas under 200,000 population.

Eligible Expenditures: For operations or capital projects by local decision up to a specific amount called the "operating limit" or "operating cap." Any apportioned funds in excess of each urbanized area's operating limit may be used only for capital projects. The operating limit is calculated separately from each area's apportionment and is a limit on the use of apportioned funds, it is not an apportionment of additional money.

Method of Allocation: By six formulas based on urbanized area population and mode of transit service. These formulas are:

(1) Fixed guideway operations in urbanized areas over 200,000 population, basic formula, 28.87% of Section 9. The formula is 60% fixed guideway revenue vehicle miles operated and 40% fixed guideway route miles. Urbanized areas over 750,000 population that have commuter rail operations receive a minimum of 0.75% of this formula.

(2) Fixed guideway operations in urbanized areas over 200,000 population, incentive formula, 1.32% of Section 9. The formula is the number of fixed guideway passenger miles traveled multiplied by the number of fixed guideway passenger miles traveled per dollar of operating cost. Urbanized areas over 750,000 population that have commuter railroad operations receive a minimum of 0.75% of this formula.

(3) Bus operations in urbanized areas over 1,000,000 population, basic formula, 40.31% of Section 9. The formula is 50% bus revenue vehicle miles operated, 25% urbanized area population, and 25% urbanized area population density weighted by population.

(4) Bus operations in urbanized areas from 200,000 to 1,000,000 population, basic formula, 14.61% of Section 9. The formula is 50% bus revenue vehicle miles operated, 25% urbanized area population, and 25% urbanized area population density weighted by population.

(5) Bus operations in urbanized areas over 200,000 population, incentive formula, 5.57% of Section 9. The formula is the number of bus passenger miles traveled multiplied by the number of bus passenger miles traveled per dollar of operating cost.

(6) Mass transportation operations in urbanized areas less than 200,000 population, 9.32% of Section 9. The formula is 50%

urbanized area population and 50% urbanized area population density weighted by population.

Matching Ratios: Operating assistance: 50% federal, 50% state and local. Capital assistance: 80% federal, 20% state and local.

Section 16(b)2 Established by the Urban Mass Transportation Act of 1970 to assure the availability of mass transportation to elderly and disabled persons.

Status: Authorized through FY 1997.

Recipients of Funds: Private, non-profit corporations and assoc-iations providing mass transportation services for the elderly and disabled or public bodies coordinating such service or providing service where no non-profit service is available, through state governors.

Eligible Expenditures: For capital equipment, contracted service, and state administrative costs.

Method of Allocation: By formula. Funds are allocated to states based on population of elderly and disabled individuals with a fixed minimum amount for each state.

Matching Ratio: 80% federal, 20% state and local. .

Section 18 Established by the Surface Transportation Assistance Act of 1978 to allocate funds for mass transportation in rural areas outside of urbanized areas.

Status: Authorized through FY 1997.

Recipients of Funds: Mass transportation providers outside of urbanized areas through state governors.

Eligible Expenditures: For operations or capital projects.

Method of Allocation: By formula. Authorized amount is 5.5% of total funds available for Sections 9 and 18. Formula is non-urbanized area population of each state.

Matching Ratio: Operating assistance: 50% federal, 50% state and local. Capital assistance: 80% federal, 20% state and local.

Section 18(h) Established by the Federal Mass Transportation Act of 1987 to carry out a rural transit assistance program in non-urbanized areas. Grants are available for research, technical assistance, training and related support services.

Other Major Federal Laws Affecting Transit

• **Americans with Disabilities Act of 1990**, prohibits discrimination based on disabilities in the areas of employment, public services, public accomodations and services operated by private entities, public transit and telecommunications.

Employers are prohibited from discriminating against any qualified individual with a disability in regard to job application procedures, the hiring, advancement or discharge of employees, employee compensation, job training, and other terms, conditions or privileges of employment. Employers with 25 or more employees had to comply by July 26, 1992; those with 15 to 24 employees had until July 26, 1994. These provisions apply to private employers, state and local governments, employment agencies, and labor unions.

All programs, activities and services provided or made available by state and local government, including public transportation, are prohibited from discriminating on the basis of disability, regardless of whether or not those entities receive federal financial assistance.

In particular, all transit buses and rail cars ordered after August 25, 1990 must be accessible to the mobility-impaired and contain audible and visual features to aid the hearing and sight-impaired. At least one car on every rail train must be accessible by July 26, 1995.

All new passenger stations built after the effective date of the act must be accessible, and all "key" stations (end-of-line, transfer, and major traffic-generator) must be retrofitted for accessibility by July 26, 1994, unless an extension is granted for extraordinarily expensive retrofitting.

By January 26, 1997, full compliance with the provisions requiring paratransit service is required.

• **Clean Air Act Amendments of 1990**, recast transportation planning to ensure that, in areas experiencing air quality problems, such planning is geared to improved air quality as well as mobility. State and local officials are required to find ways to reduce emissions from the vehicle fleet (including transit buses), to develop projects and programs that will alter driving patterns to reduce the number of single-occupant vehicles, and to make alternatives such as transit an increasingly important part of the transportation network. The Act focuses on the issue of

"conformity" which is a determination made by the metropolitan planning organization and the U.S. Department of Transportation that transportation plans and programs in nonattainment areas meet the requirement of reducing pollutant emissions.

The Environmental Protection Agency imposed emissions standards as a result of the Act that require transit bus engines to meet increasingly strict emission standards, culminating in the following in 1998:

nitrogen oxides--4.0 grams/brake horsepower-hour (a 33% reduction from the 1990 pre-law standard), and

particulate matter (soot)--.05 g/bhh (a 92% reduction).

No reductions in the 1990 carbon monoxide and hydrocarbon emissions levels of 15.5 g/bhh and 1.3 g/bhh were mandated, since they are not feasible due to technological limitations.

- **Omnibus Transportation Employee Testing Act of 1991**, mandates regulations requiring recipients of financial assistance under Sections 3, 9, and 18 of the Federal Transit Act and Section 103(e)4 of Title 23 of the United States Code to establish multifaceted anti-drug and alcohol-misuse programs for their own as well as contracted safety-sensitive employees. Implementation of such programs was required by January 1, 1995 for transit systems serving a population of 200,000 or greater, and by January 1, 1996 for other transit systems.

Safety-sensitive positions include revenue vehicle operators, dispatchers, maintenance staff, non-revenue vehicle operators if a Commercial Driver's License is required, police and security personnel carrying a firearm, and supervisors when performing safety-sensitive functions.

Commuter rail employees are exempt, since they are covered by Federal Railroad Administration regulations, and ferry boat employees, while covered, are also subject to additional Coast Guard regulations.

Educational, testing, and rehabilitation programs are required.

- **Energy Policy Act of 1992 (Transit Benefit Law)**, authorized a tax-free employer-provided transit pass or subsidy fringe benefit for employees of $60 per month and limited the similar benefit for parking to $155 per month, which could be used when parking at a transit park-and-ride facility. Subsequent legislation made this a permanent benefit for federal employees, including the military.

SECTION XIII

Canadian Statistics

TABLE 72

FiLe: CANSUM

Canadian Fixed-Route Summary Statistics

CALENDAR YEAR	NUMBER OF SYSTEMS	REVENUE PASSENGER TRIPS	TOTAL VEHICLE MILES	OPERATING REVENUE(a)	DIRECT OPERATING EXPENSE(a)
		(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1980	73	1,315.4	426.3	$ 581.0	$1,082.5
1981	76	1,381.3	447.4	688.2	1,307.8
1982	74	1,355.8	447.5	763.6	1,482.0
1983	74	1,385.7	443.1	839.4	1,573.4
1984	78	1,371.6	427.0	871.8	1,630.9
1985	70	1,434.1	444.4	932.0	1,680.4
1986	73	1,521.3	477.5	1,060.7	1,853.2
1987	72	1,500.0	443.7	1,085.5	1,969.8
1988	74	1,538.4	479.6	1,163.2	2,114.0
1989	76	1,519.3	468.4	1,241.3	2,260.6
1990	77	1,532.4	487.1	1,312.9	2,451.4
1991	92	1,450.0	484.0	1,401.0	2,518.6
1992	92	1,364.0	467.5	1,377.7	2,580.2

(a) Monetary data are Canadian Dollars.

Source: *Summary of Canadian Transit Statistics* and predecessor documents, Canadian Urban Transit Association.

TABLE 73

File CANVEH

Canadian Fixed-Route Active Passenger Vehicles

CALENDAR YEAR	RAILWAY CARS			MOTOR BUSES	OTHER	TOTAL PASSENGER VEHICLES
	LIGHT RAIL	HEAVY RAIL (a)	TROLLEY BUSES			
1980	418	1,627	539	10,013	0	12,597
1981	485	1,630	540	10,231	0	12,886
1982	415	1,638	649	10,500	0	13,202
1983	392	1,619	649	10,396	2	13,058
1984	405	1,619	600	10,538	2	13,164
1985	398	1,574	552	10,114	75	12,713
1986	507	1,558	551	10,284	80	12,980
1987	516	1,449	513	10,434	77	12,989
1988	524	1,439	523	10,492	76	13,054
1989	593	1,652	488	9,961	235	12,929
1990	532	1,381	472	10,626	446	13,457
1991	527	1,379	272	10,992	372	13,542
1992	500	1,735	358	10,082	108	12,783

(a) Includes Commuter Rail Vehicles.

Source: *Summary of Canadian Transit Statistics* and predecessor documents, Canadian Urban Transit Association.

TABLE 74

File: CANNEWVE

Canadian Fixed-Route New Passenger Vehicle Purchases

CALENDAR YEAR	RAILWAY CARS		TROLLEY BUSES	MOTOR BUSES	OTHER	TOTAL VEHICLES PURCHASED
	LIGHT RAIL	HEAVY RAIL				
1980	75	14	5	771	0	865
1981	126	2	1	557	0	686
1982	8	10	120	813	0	951
1983	44	71	224	469	0	808
1984	29	0	24	340	0	393
1985	0	0	0	407	0	407
1986	0	0	0	326	0	326
1987	0	0	0	500	0	500
1988	0	0	0	354	0	354
1989	20	77	0	641	15	753
1990	0	0	0	487	67	554
1991	0	0	0	528	8	536
1992	16	0	0	495	56	567

Source: *Summary of Canadian Transit Statistics* and predecessor documents, Canadian Urban Transit Association.

TABLE 75

File: CANFARES

Canadian Fixed-Route Fares

CALENDAR YEAR	AVERAGE REVENUE PER REVENUE PASSENGER TRIP(a)	ADULT CASH FARE (BASE PERIOD) (a)		
		HIGH	LOW	AVERAGE
1980	$ .44	$ .65	$.30	$ .47
1981	.50	.75	.35	.53
1982	.56	.85	.40	.62
1983	.61	1.00	.40	.69
1984	.64	1.00	.50	.74
1985	.65	1.50	.50	.79
1986	.70	1.50	.50	.86
1987	.72	1.50	.60	.90
1988	.76	1.50	.50	.95
1989	.82	1.50	.50	1.01
1990	.86	1.75	.50	1.07
1991	.97	2.00	.75	1.18
1992	1.01	2.00	.75	1.20

(a) Monetary data are Canadian dollars.

Source: *Summary of Canadian Transit Statistics* and predecessor documents, Canadian Urban Transit Association.

TABLE 76

File: CANEMP

Canadian Fixed-Route Employees

CALENDAR YEAR	NUMBER OF EMPLOYEES					
	VEHICLE OPERATORS	OTHER OPERATIONS	VEHICLE MAINTENANCE	NON-VEHICLE MAINTENANCE	ALL OTHER	TOTAL
1980	19,689 (a)		5,567	2,071	5,504	32,831
1981	20,626 (a)		6,071	2,559	5,493	34,749
1982	20,693 (a)		5,576	2,303	6,680	35,252
1983	20,259 (a)		3,799	4,490	6,224	34,772
1984	19,804 (a)		5,486	2,537	6,301	34,128
1985	20,505 (a)		5,976	2,782	5,550	34,813
1986	19,206	2,840	6,824	3,174	3,952	35,996
1987	19,951	2,902	6,939	3,165	4,061	37,018
1988	20,402	3,028	7,235	3,031	4,297	37,993
1989	20,739	2,870	7,374	3,262	5,061	39,306
1990	21,040	3,223	7,336	3,569	4,560	39,728
1991	21,502	3,135	7,936	2,641	4,364	39,578
1992	20,663	2,533	7,025	2,795	5,327	38,343

(a) Vehicle operators and other operations combined.

Source: *Summary of Canadian Transit Statistics* and predecessor documents, Canadian Urban Transit Association.

TABLE 77

File:FBCAN

Canadian Fixed Guideway Mileage as of January 1, 1995 and Status and Mileage of Future Projects

MODE (a)	STATUS	OPENS	MILES (b)
AG	open	open	15.2
AG TOTAL			**15.2**
CR	construction	1995	40.4
CR	open	open	279.6
CR TOTAL			**320.0**
FB	open	open	3.1
FB TOTAL			**3.1**
HR	construction	1996	1.0
HR	construction	2001	6.9
HR	design	?	3.2
HR	open	open	71.3
HR TOTAL			**82.4**
IP	open	open	0.1
IP TOTAL			**0.1**
IR	design	?	1.9
IR	open	open	4.0
IR TOTAL			**5.9**
LR	construction	1996	2.3
LR	open	open	92.5
LR	planning	?	10.4
LR TOTAL			**105.2**
MB	construction	1996	24.8
MB	construction	1999	6.8
MB	design	1996	2.5
MB	design	1997	7.5
MB	open	open	51.4
MB TOTAL			**93.0**
TB	open	open	210.3
TB TOTAL			**210.3**

? = Uncertain, unknown, or not reported.

(a) Motor bus data includes only fixed guideways 1.0 miles in length or longer; data for all other modes includes all guideways.

(b) Excludes data for a few guideways for which mileage was not reported.

Source: APTA survey

TABLE 78

FILE:MBFBCAN

Canadian Motor Bus Fixed Guideway Over 3 Miles in Length as of January 1, 1995

LOCATION	GUIDEWAY	SEGMENT	MILES
Montreal, PQ	Cote des Neiges Bus Lanes	Jean Talon-Rene Levesque	3.4
Montreal, PQ	Du Parc Bus Lanes	Jean Talon-Rene Levesque	3.2
Montreal, PQ	Henri Bourassa Bus Lanes	Lacordaire-St. Laurent	4.3
Montreal, PQ	Pie IX Bus Lanes	47th-Pierre de Coubertin	3.7
Montreal, PQ	Rene Levesque Bus Lanes	Atwater-St. Denis	4.3
Ottawa, ON	East-West Transitway	Blair-Baseline	10.9
Quebec, PQ	Boul du Jardin-1e Ave Bus Lanes	Boul du Jardin/des Loutres-1e Ave/24e Rue	4.3
Quebec, PQ	Quatre-Bourgeois-Boul Laurier Bus Lanes	Entre des 3 drapeaux U.L.-Edifice Marly	3.7

Source: APTA survey

TABLE 79

File: CANDIS

Canadian Services for Disabled Summary Statistics

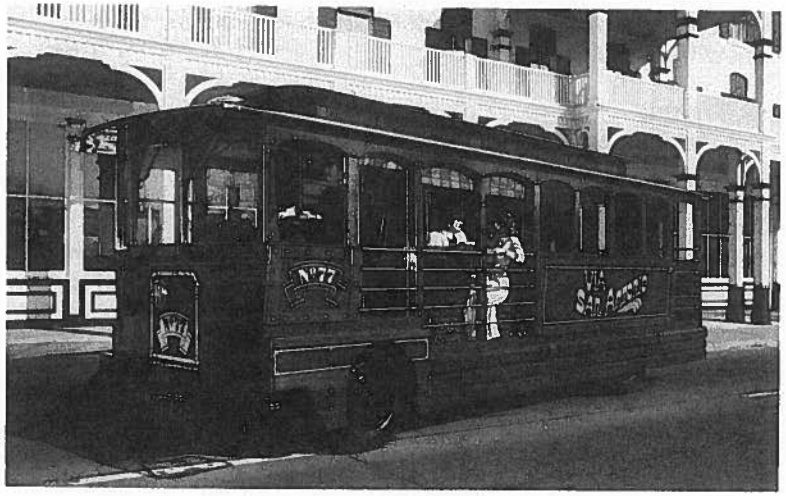
CALENDAR YEAR	NUMBER OF SYSTEMS	REVENUE PASSENGER TRIPS	TOTAL VEHICLE MILES	OPERATING REVENUE(a)	OPERATING EXPENSE(a)
		(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1991	47	4.6	17.0	$15.9	$64.4
1992	47	5.2	18.7	17.9	75.6

(a) Monetary data are Canadian Dollars.

Source: *Summary of Canadian Transit Statistics* and predecessor documents, Canadian Urban Transit Association.

SECTION XIV

Glossary



GENERAL DEFINITIONS

File: GLOSS

Commuter
A person who travels regularly between home and work or school.

Fixed Guideway System
A system of vehicles that can operate only on its own guideway constructed for that purpose (e.g., rapid rail, light rail). Federal usage in funding legislation also includes exclusive right-of-way bus operations, trolley coaches and ferryboats as "fixed guideway" transit.

Intermodal
Those issues or activities which involve or affect more than one mode of transportation, including transportation connections, choices, cooperation and coordination of various modes. Also known as "multimodal."

Mass Transit
Another name for "Public Transportation."

Mass Transportation
Another name for "Public Transportation."

Multi-Mode Transit System
A system operating more than one mode of service.

National Transportation System
An intermodal system consisting of all forms of transportation in a unified, interconnected manner to reduce energy consumption and air pollution while promoting economic development and supporting the Nation's preeminent position in international commerce. The NTS includes the National Highway System (NHS), public transportation and access to ports and airports.

Public Transit System
An organization that provides transportation services owned, operated, or subsidized by any municipality, county, regional authority, state, or other governmental agency, including those operated or managed by a private management firm under contract to the government agency owner.

Public Transportation
Transportation by bus, rail, or other conveyance, either publicly or privately owned, which provides to the public general or special service on a regular and continueing basis. Also known as "mass transportation," "mass transit" and "transit."

Reverse Commuting
Movement in a direction opposite the main flow of traffic, such as from the central city to a suburb during the morning peak period.

Ridesharing
A form of transportation, other than public transit, in which more than on person shares the use of the vehicle, such as a van or car, to make a trip. Also known as "carpooling" or "vanpooling."

Transit
Another name for "Public Transportation."

Transit System
An organization (public or private) providing local or regional multi-occupancy-vehicle passenger service. Organizations that provide service under contract to another agency are generally not counted as separate systems.

GEOGRAPHIC AND INFRASTRUCTURE DEFINITIONS

Arterial Street
A major thoroughfare, used primarily for through traffic rather than for access to adjacent land, that is characterized by high vehicular capacity and continuity of movement.

Auto Restricted Zone
An area in which normal automobile traffic is prohibited or limited to certain times, and vehicular traffic is restricted to public transit, emergency vehicles, taxicabs and, in some cases, delivery of goods.

Bus Lane
A street or highway lane intended primarily for buses, either all day or during specified periods, but sometimes also used by carpools meeting requirements set out in traffic laws.

Busway
Exclusive freeway lane for buses and carpools.

Central Business District (CBD)
The downtown retail trade and commercial area of a city or an area of very high land valuation, traffic flow, and concentration of retail business offices, theaters, hotels and services.

Commuter Lane
Another name for "High-Occupancy Vehicle Lane."

Contraflow Lane
Reserved lane for buses on which the direction of bus traffic is opposite to the flow of traffic on the other lanes.

Corridor
A broad geographical band that follows a general directional flow connecting major sources of trips that may contain a number of streets, highways and transit route alignments.

Crosstown
Non-radial bus or rail service which does not enter the Central Business District (CBD).

Exclusive Right-of-Way
A highway or other facility that can only be used by buses or other transit vehicles.

Fringe Parking
An area for parking usually located outside the Central Business District (CBD) and most often used by suburban residents who work or shop downtown.

High-Occupancy Vehicle (HOV) Lane
Exclusive road or traffic lane limited to buses, vanpools, carpools, and emergency vehicles. Also called "busway," "transitway," or "commuter lane."

Kiss and Ride
A place where commuters are driven and dropped off at a station to board a public transportation vehicle.

Park and Ride Lot
Designated parking areas for automobile drivers who then board transit vehicles from these locations.

Transfer Center
A fixed location where passengers interchange from one route or vehicle to another.

Transitway
Another name for "High-Occupancy Vehicle Lane."

Urban Place
A U.S. Bureau of Census-designated area consisting of incorporated political units or closely settled unincorporated areas outside an urbanized area.

Urbanized Area (UZA)
A U.S. Bureau of Census-designated area of 50,000 or more inhabitants consisting of a central city or two adjacent cities plus surrounding densely settled territory, but excluding the rural portion of cities.

MODE AND VEHICLE DEFINITIONS

Active Vehicle
Transit passenger vehicles licensed, where required, and maintained for regular use, including spares and vehicles out of service for maintenance purposes, but excluding vehicles in "dead" storage, leased to other operators, in energy contingency reserve status, permanently not usable for transit service, and new vehicles not yet outfitted for active service.

Aerial Tramway
An electric system of aerial cables with suspended unpowered passenger vehicles. The vehicles are propelled by separate cables attached to the vehicle suspension system and powered by engines or motors at a central location not on board the vehicle.

Automated Guideway
An electric railway operating without vehicle operators or other crew on board the vehicle.

Cable Car
An electric railway operating in mixed street traffic with unpowered, individually-controlled transit vehicles propelled by moving cables located below the street surface and powered by engines or motors at a central location not on board the vehicle.

Carpool
An arrangement where two or more people share the use and cost of privately owned automobiles in traveling to and from pre-arranged destinations together.

Commuter Rail
Railroad local and regional passenger train operations between a central city, its suburbs, and/or another central city. It may be either locomotive-hauled and self-propelled, and is characterized by multi-trip tickets, specific station-to-station fares, railroad employment practices, and usually only one or two stations in the central business district. Also known as "suburban rail."

Demand Response
Non-fixed-route service utilizing vans or buses with passengers boarding and alighting at pre-arranged times at any location within the system's service area. Also called "Dial-a-Ride."

Dial-a-Ride
Another name for "Demand Response."

Downtown People Mover
A type of automated guideway transit vehicle operating on a loop or shuttle route within the central business district of a city.

Ferryboat
A boat providing fixed-route service across a body of water.

Fixed-Route
Service provided on a repetitive, fixed-schedule basis along a specific route with vehicles stopping to pick up and deliver passengers to specific locations; each fixed-route trip serves the same origins and destinations, unlike demand response and taxicabs. Modes include motorbus, trolleybus, jitney, vanpool, heavy rail, light rail, commuter rail, aerial tramway, automated guideway, monorail, cable car, inclined plane, and ferryboat.

Heavy Rail
An electric railway with the capacity for a "heavy volume" of traffic and characterized by exclusive rights-of-way, multi-car trains, high speed and rapid acceleration, sophisticated signaling, and high platform loading. Also known as "rapid rail," "subway," "elevated (railway)," or "metropolitan railway (metro)."

High Occupancy Vehicle (HOV)
Vehicles that can carry two or more persons. Examples of high occupancy vehicles are a bus, vanpool and carpool. These vehicles sometimes have exclusive traffic lanes called "HOV lanes," "busways," "transitways" or "commuter lanes."

High Speed Rail
A rail transportation system with exclusive right-of-way which serves densely traveled corridors at speeds of 124 miles per hour (200 km/hr) and greater.

Inclined Plane
A railway operating over exclusive right-of-way on steep grades with unpowered vehicles propelled by moving cables attached to the vehicles and powered by engines or motors at a central location not on board the vehicle.

Jitney
Privately-owned, small or medium-sized vehicle usually operated on a fixed route but not on a fixed schedule.

Light Rail
An electric railway with a "light volume" traffic capacity compared to "heavy rail." Light rail may use shared or exclusive rights-of-way, high or low platform loading, and multi-car trains or single cars. Also known as "streetcar," "trolley car," and "tramway".

Magnetic Levitation (Mag-Lev)
A rail transportation system with exclusive right-of-way which is propelled along a fixed guideway system by the attraction or repulsion of magnets on the rails and under the rail cars.

Metropolitan Railway
Another name for "Heavy Rail."

Mode
Transit service operated in a particular format. There are two types: fixed-route and non-fixed-route.

Monorail
An electric railway in which a rail car or train of cars is suspended from or straddles a guideway formed by a single beam or rail. Most monorails are either heavy rail or automated guideway systems.

Motorbus
A rubber-tired, self-propelled, manually-steered vehicle with fuel supply carried on board the vehicle. Types include:

Advanced Design Bus: A bus introduced in 1977 that incorporates new styling and design features compared to previous buses.

Articulated Bus: A bus usually 55 feet or more in length with two connected passenger compartments that bends at the connecting point when the bus turns a corner.

Charter Bus: A bus transporting a group of persons who, pursuant to a common purpose, and under a single contract at a fixed price, have acquired the exclusive use of a bus to travel together under an itinerary.

Circulator Bus: A bus serving an area confined to a specific locale, such as a downtown area or suburban neighborhood with connections to major traffic corridors.

Double Deck Bus: A bus with two separate passenger compartments, one above the other.

Express Bus: A bus that operates a portion of the route without stops or with a limited number of stops.

Feeder Bus: A bus service that picks up and delivers passengers to a rail rapid transit station or express bus stop or terminal.

Intercity Bus: A bus with front doors only, high-backed seats, separate luggage compartments, and usually with restroom facilities for use in high-speed long-distance service.

Medium Size Bus: A bus from 29 to 34 feet in length.

New Look Bus: A bus with the predominant styling and mechanical equipment common to buses manufactured between 1959 and 1978.

Sightseeing Bus: A bus adapted for sightseeing use, usually with expanded window areas.

Small Bus: A bus 28 feet or less in length.

Standard-Size Bus: A bus from 35 to 41 feet in length.

Subscription Bus: A commuter bus express service operated for a guaranteed number of patrons from a given area on a prepaid, reserved seat basis.

Suburban Bus: A bus with front doors only, normally with high-backed seats, and without luggage compartments or restroom facilities for use in longer-distance service with relatively few stops.

Transit Bus: A bus with front and center doors, normally with a rear-mounted engine, low-back seating, and without luggage compartments or restroom facilities for use in frequent-stop service.

Van: A 20-foot long or shorter vehicle, usually with an automotive-type engine and limited seating normally entered directly through side or rear doors rather than from a central aisle, used for demand response, vanpool, and lightly patronized motorbus service.

Non-Fixed-Route
Service not provided on a repetitive, fixed-schedule basis along a specific route to specific locations. Demand response is the only non-fixed-route mode.

Paratransit
Comparable transportation service required by the Americans with Disabilities Act (ADA) of 1990 for individuals with disabilities who are unable to use fixed-route transportation systems.

Rapid Rail
Another name for "Heavy Rail."

Rapid Transit
Rail or motorbus transit service operating completely separate from all modes of transportation on an exclusive right-of-way.

Rehabilitation
Major rebuilding or repair of a transit passenger vehicle for the purpose of preserving its useful service life.

Rolling Stock
The vehicles used in a transit system, including buses and rail cars.

Shuttle
A public or private vehicle that travels back and forth over a particular route, especially a short route or one that provides connections between transportation systems, employment centers, etc.

Streetcar
Another name for "Light Rail."

Suburban Rail
Another name for "Commuter Rail."

Trackless Trolley
Another name for "Trolleybus."

Tramway
Another name for "Light Rail."

Transit Passenger Vehicle
A vehicle used to carry passengers in transit service.

Trolley Car
Another name for "Light Rail."

Trolley Coach
Another name for "Trolleybus."

Trolleybus
An electric rubber-tired transit vehicle, manually steered, propelled by a motor drawing current through overhead wires from a central power source not on board the vehicle. Also known as "trolley coach" or "trackless trolley."

Urban Ferryboat
A boat providing fixed-route service across a body of water with one or more terminals within an urbanized area, excluding international and urban park ferries.

Vanpool
An arrangement in which a group of passengers share the use and cost of a van in traveling to an from pre-arranged destinations together.

Wheelchair Accessible Vehicle
A vehicle that a wheelchair-bound person may enter either 1) via an on-board retractable lift or ramp, 2) directly from a station platform reached by an elevator or a ramp that is either level with the vehicle floor or can be raised to floor level.

EXPENSE DEFINITIONS

Vehicle Operations
Expense for labor, materials, fees, and rents required for operating transit vehicles and passenger stations including all fuels for vehicle propulsion except electric propulsion power.

Vehicle Maintenance
Expense of labor, materials, services, and equipment used to repair and to service transit vehicles and service vehicles.

Non-Vehicle Maintenance
Expense of labor, materials, services, and equipment used to repair and service way and structures, vehicle movement control systems, fare collection equipment, communication systems, buildings and grounds, and equipment other than vehicles including expense of electric propulsion power for transit vehicles.

General Administration
Expense of labor, materials, and fees associated with general office functions, insurance, safety, legal services, and customer services.

Purchased Transportation
Expense of labor, materials, and fees paid to companies or organizations providing transit service under contract.

Total Operating Expense
The sum of "Vehicle Operations," "Vehicle Maintenance," "Non-Vehicle Maintenance," "General Administration," and "Purchased Transportation."

Depreciation and Amortization
Decline in value of transit system assets incurred through use of tangible property (depreciation) and intangible property (amortization). Because property is depreciated or amortized on a formula basis over several years, the amount recorded as depreciation or amortization normally does not represent the actual money spent for property in any specific time period.

Many public transit systems receive financial assistance for the purchase of property (capital assistance). Although the property purchased with capital assistance might be depreciated or amortized and thus reported as an "expense" in this book, any financial assistance received for the purchase of property is not included in "revenue" or "operating assistance" amounts.

Other Reconciling Items
All other expenses in addition to "Total Operating Expense" and "Depreciation and Amortization" including interest expenses and leases and rentals.

Total Expense
The sum of "Total Operating Expense," "Depreciation and Amortization," and "Other Reconciling Items."

Salaries and Wages
Pay and monetary allowances, including overtime, to employees for performance of their work.

Fringe Benefits
Pay or accruals to or on behalf of employees not for performance of their work, including sick pay, holiday pay, vacation pay, pension plans, life insurance, health insurance, unemployment insurance, social security, workmen's compensation, and other allowances.

Total Labor Costs
Sum of "Salaries and Wages" and "Fringe Benefit Costs."

Services
Labor or other work provided by outside organizations for a fee.

Fuel and Lubricants
Gasoline, diesel, other fuels, and vehicle lubricants.

Other Materials and Supplies
Materials and supplies other than "Fuel and Lubricants."

Utilities
Utilities including electric, gas, water, and telephone service, and propulsion power for electric vehicles.

Casualty and Liability
Protection of transit system from loss through insurance programs or for compensation of others for losses due to acts for which the transit system is liable.

Purchased Transportation
Expense of labor, materials, and fees paid to companies or organizations providing transit service under contract.

Other
Taxes, expense transfers, and miscellaneous expenses.

REVENUE DEFINITIONS

Operating Assistance
Financial assistance for transit operations (not capital expenditures). Such aid may originate with federal, local, or state governments.

Other Operating Revenue
Revenue derived from (1) organizations paying money in lieu of passenger fares, and charter, school bus, and freight service; (2) transit-related services such as station and vehicle concessions and advertising; and (3) non-transit-related services, such as rental of vehicles and properties, investment income, and non-park-and-ride parking revenue.

Passenger Revenue
Money, including fares and transfer, zone, and park-and-ride parking charges, paid by transit passengers; also known as "farebox revenue." Prior to 1984, data does not include fare revenues collected by contractors operating transit service.

Adult Base Fare
Basic fare paid by one person for one transit ride; excludes transfer charges, zone charges, express service charges, peak period surcharges, and reduced fares.

Average Fare per Unlinked Passenger Trip
"Passenger Revenue" divided by "Unlinked Passenger Trips."

Peak Period Surcharge
An extra fee required during peak periods (rush hours).

Transfer Charge
An extra fee charged for a transfer to use when boarding another transit vehicle to continue a trip.

Zone Charge
An extra fee charged for crossing a predetermined boundary.

RIDERSHIP AND EMPLOYMENT DEFINITIONS

Capital Employee
An employee involved with construction or capital procurement and who has no involvement with operation of the transit system.

Operating Employee
An employee involved with operation, maintenance, or administration of the transit system, excluding those involved in construction and capital procurement.

Passenger Miles
The total number of miles traveled by passengers on transit vehicles; determined by multiplying the number of unlinked passenger trips times the average length of their trips.

Revenue Passenger Trips
The number of fare-paying transit passengers with each person counted once per trip; excludes transfer and non-revenue trips.

Ridership
The number of rides taken by people using a public transportation system in a given time period.

Route Miles
The total number of miles included in a fixed route transit system network.

Single-Vehicle Transit Trip
A trip in which a person uses only one vehicle.

Total Motorbus Mile Equivalents
The number of vehicle miles that would have been operated by a transit mode if the service had been provided by motorbuses. Based on average seating plus standing capacity of the vehicle as compared to the capacity (70 people) of a standard-size motorbus.

Total Passenger Trips
Sum of all single-vehicle transit trips by (1) initial-board (first-ride) revenue passengers, (2) transfer passengers on second and successive rides, and (3) non-revenue passengers entitled to transportation without charge.

Unlinked Passenger Trips
The number of transit vehicle boardings, including charter and special trips. Each passenger is counted each time that person boards a vehicle.

Vehicle Miles Operated
Sum of all miles operated by passenger vehicles, including mileage when no passengers are carried. When vehicles are operated in trains, each vehicle is counted separately--e.g., an eight-vehicle train operating for one mile equals eight vehicle miles.

SECTION XV

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File: INDEX

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