

# 2012 Public Transportation Fact Book



AMERICAN  
PUBLIC  
TRANSPORTATION  
ASSOCIATION

# 2012 PUBLIC TRANSPORTATION FACT BOOK

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Fact book historical tables and  
additional data are available at:  
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## **APTA's Vision Statement**

Be the leading force in advancing public transportation.

## **APTA's Mission Statement**

APTA serves and leads its diverse membership through advocacy, innovation, and information sharing to strengthen and expand public transportation.

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## APTA and the Fact Book

The American Public Transportation Association is a nonprofit international association of more than 1,500 public and private member organizations including public transportation systems and commuter rail operators; planning, design, construction and finance firms; product and service providers; academic institutions; transit associations; and state departments of transportation. APTA members serve the public interest by providing safe, efficient and economical public transportation services and products. Over 90 percent of persons using public transportation in the United States and Canada are served by APTA members.

This is the 63rd edition of the **Public Transportation Fact Book** (formerly the **Transit Fact Book**), which was first published in 1943. Available data are expanded by standard statistical methods to estimate U.S. national totals. *All data are for the U.S. only, except for the section on Canada.* Data for Canada were provided by the Canadian Urban Transit Association (CUTA). A Glossary of Terms, a History

of The Fact Book, and a discussion of the methodology used to estimate Fact Book data may be found at the end of this report.

In addition to this book, there are two Appendixes to the Fact Book available on-line at [www.apta.com](http://www.apta.com). The **Public Transportation Fact Book, Appendix A: Historical Tables** which reports data items for the entire time period that they have been reported in **Fact Books** and other statistical reports prepared by APTA and its predecessor organizations. Many data items are reported for every year beginning in the 1920s, and ridership is reported from 1907. The **Public Transportation Fact Book, Appendix B: Transit Agency and Urbanized Area Operating Statistics** presents six operating statistics for each transit agency in size order, totaled for all service modes operated by the agency and in size order for each individual mode. Data are also summed for urbanized areas, both all modes totaled and for individual modes

## Public Transportation: Trends Point to Evolution and Growth

The facts and information included in APTA's 2012 Fact Book portray a sector that is growing, changing, and ever-evolving. The 10.4 billion boardings on public transportation in 2011 represent ridership levels that have grown back to levels that existed at the start of the interstate highway era. Ridership is up in transit systems of all sizes and modes, and in all parts of North America. Over the past seven years public transportation ridership has increased significantly faster than population growth and highway vehicle-miles-traveled as better choices have become available, as population grows in areas where transit options are more available, and as general popularity for transit strengthens.

Information included in the 2012 Fact Book depicts several micro-trends that are also helping enable growth. Transit agencies have greatly expanded their application of real time data, both on their Internet web sites and to mobile devices where apps provide instant access to data on the next bus or train. Indicative of this, a decade ago only 1 in 5 transit buses had automatic vehicle location (AVL) equipment while over 3 of 5 transit buses currently have AVL equipment. Other data shows that – while most people walk to their bus or train – transit agencies continue to improve accommodation for

people who access their transit trip by automobile or bicycle. The portion of transit buses equipped with bike racks has increased from 32 percent in 2001 to 74 percent in 2011.

Handy facts also show how public transportation is a central strategy in addressing national priorities such as economic health, energy efficiency, and traffic congestion relief. Investments in public transportation support job creation and underpin economic growth. The existing levels of public transportation service reduce annual fuel use by the equivalent of 4.2 billion gallons of gasoline. And without public transportation, drivers would have used 303 million more gallons of gasoline because of added roadway congestion. Drivers would have been stuck in traffic an additional 796 million hours if there were no transit. Overall, the costs of congestion to drivers would have been an additional \$16.8 billion if there had been no public transportation service.

Public transportation has always included a variety of operating modes. This is the first fact book to report on data and trends in intercity passenger rail. Future editions will expand on this reporting as high-performance rail corridors are developed.

## National Summary

Table 1: Number of Public Transportation Service Systems by Mode, Report Year 2010

Mode	Number of Systems, 2010 (a)			
	Urbanized Areas (b)	Rural (b)	Non-Profit Providers (c)	Total
Aerial Tramway	2	0	0	2
Automated Guideway Transit	6	0	0	6
Bus	676	530	0	1,206
Cable Car	1	0	0	1
Commuter Rail	28	0	0	28
Demand Response (d)	715	1,180	4,846	6,741
Ferryboat	51	0	0	51
Heavy Rail	15	0	0	15
Inclined Plane	4	0	0	4
Light Rail	35	0	0	35
Monorail	2	0	0	2
Publico	1	0	0	1
Trolleybus	5	0	0	5
Vanpool	68	16	0	84
<b>Total (d,e)</b>	<b>782</b>	<b>1,460</b>	<b>4,846</b>	<b>7,088</b>

(a) Systems operating during 2010, all amounts are estimated.

(b) Some urban providers operate service into surrounding rural areas and rural providers operate service into nearby urban areas.

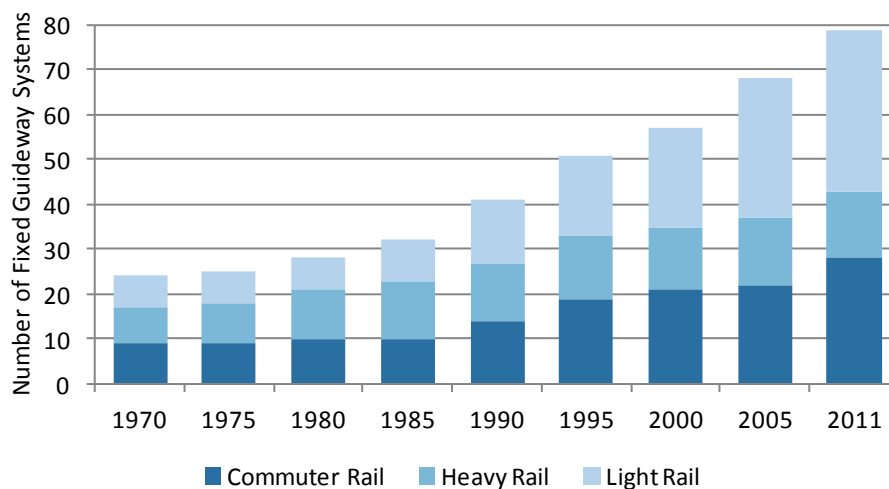
(b) May be either urban or rural.

(c) Includes non-profit providers of service for elderly and persons with disabilities.

(d) Total is not sum of all modes since many providers operate more than one mode.

Public transportation was provided in the United States during 2010 by 7,088 organizations ranging from large multi-modal systems to single-vehicle special demand response service providers. The number of transit agencies operating each mode of service ranges from a single cable car operator to approximately 6,741 demand response providers. Table 1 reports the number of transit agencies in the United States in three categories. The largest number of service providers are non-profit organizations that exclusively operate demand response service, primarily for elderly persons and persons with disabilities. Non-profit organizations are eligible for federal financial assistance for vehicle purchases and provide specialized service designed to meet the special needs of their clientele. These non-profit organizations provide service in both rural and urbanized areas.

Figure 1: The Number of Fixed Guideway Transit Systems Has More Than Tripled Since 1970



\*The NTD will begin collecting bus rapid transit system data in 2012

The second largest number of transit agencies, 1,460, operate in rural areas and 782 transit agencies provide service in urbanized areas. Transit agencies in urbanized areas are much larger than those in rural areas. Transit agencies in urbanized areas carried over 98 percent of all transit passenger trips in 2011, those in rural areas carried about 1 and ½ percent of passenger trips, and non-profit elderly person and persons with disabilities transit service providers carried less than one-half of one percent of all passenger trips. Exact proportions are not certain because many agencies headquartered in urbanized areas provide service outside of those areas and similarly many rural providers operate service into larger areas.

Public transportation spent \$56 billion for operation of service and capital investment in 2010. Passengers took 10.2 billion trips and rode transit vehicles for 54.0 billion miles. Summary data for the entire U.S. transit industry is shown on Table 2, and each data item on that Table is shown in detail by mode in the tables later this publication.

Table 3 shows the 50 largest transit systems ranked in order of unlinked passenger trips. Table 4 shows the 50 urbanized areas with the most transit use ranked by unlinked passenger trips. The largest transit agency, MTA New York City Transit, carried passengers on 3.3 billion unlinked trips for 11.6 billion miles. The New York-Newark, NY-NJ-CT was the site of the most transit use with all the transit agencies headquartered in the area carrying 4.1 billion unlinked passenger trips for 21.3 billion passenger miles.

Table 2: National Totals, Report Year 2010

Systems, Number of	7,300
Trips, Unlinked Passenger (Millions)	10,218
Miles, Passenger (Millions)	54,012
Trip Length, Average (Miles)	5.3
Miles, Vehicle Total (Millions)	5,455.1
Miles, Vehicle Revenue (Millions)	4,836.6
Hours, Vehicle Total (Millions)	353.7
Hours, Vehicle Revenue (Millions)	317.4
Speed, Vehicle in Revenue Service, Average (mph)	15.2
Fares Collected, Passengers (Millions)	\$12,556.1
Fare per Unlinked Trip, Average	\$1.23
Expense, Operating Total (Millions)	\$37,754.9
Operating Expense by Object Class:	
Salaries and Wages (Millions)	\$14,285.5
Fringe Benefits (Millions)	\$10,341.6
Services (Millions)	\$2,505.7
Materials and Supplies (Millions)	\$4,040.5
Utilities (Millions)	\$1,267.5
Casualty and Liability (Millions)	\$970.5
Purchased Transportation (Millions)	\$5,218.4
Other (Millions)	-\$874.9
Operating Expense by Function Class:	
Vehicle Operations (Millions)	\$17,008.7
Vehicle Maintenance (Millions)	\$6,373.9
Non-vehicle Maintenance	\$3,422.6
General Administration (Millions)	\$5,731.2
Purchased Transportation (Millions)	\$5,218.4
Expense, Capital Total (Millions)	\$17,824.4
Facilities, Guideway, Stations, Administration Buildings	\$10,495.3
Rolling Stock (Millions)	\$5,201.0
Other (Millions)	\$2,128.2
Revenue Vehicles Available for Maximum Service	174,425
Revenue Vehicles Operated at Maximum Service	142,019
Revenue Vehicles with Alternative Power Source	39.9%
Revenue Vehicles Accessible	90.5%
Employees, Operating	382,827
Employees, Vehicle Operations	247,536
Employees, Vehicle Maintenance	62,341
Employees, Non-Vehicle Maintenance	34,117
Employees, General Administration	38,833
Employees, Capital	11,629
Diesel Fuel Consumed (Gallons, Millions)	632.2
Other Fossil Fuel Consumed (Gallons, Millions)	342.3
Electricity Consumed (kWh, Millions)	6,452



Table 3: 50 Largest Transit Agencies Ranked by Unlinked Passenger Trips and Passenger Miles, Report Year 2010 (Thousands)

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips		Passenger Miles	
		Thousands	Rank	Thousands	Rank
MTA New York City Transit(NYCT)	New York, NY	3,274,296.1	1	11,610,895.5	1
Chicago Transit Authority(CTA)	Chicago, IL	516,873.1	2	2,003,807.5	6
Los Angeles County Metropolitan Transp. Auth.(LACMTA)	Los Angeles, CA	463,015.6	3	2,176,332.4	4
Washington Metropolitan Area Transit Authority(WMATA)	Washington, DC	418,125.7	4	2,055,177.1	5
Massachusetts Bay Transportation Authority(MBTA)	Boston, MA	356,060.3	5	1,704,706.3	8
Southeastern Pennsylvania Transp. Auth.(SEPTA)	Philadelphia, PA	346,884.3	6	1,557,532.5	10
New Jersey Transit Corporation(NJ TRANSIT)	New York, NY	267,719.2	7	3,254,352.8	2
San Francisco Municipal Railway(MUNI)	San Francisco, CA	217,021.0	8	455,100.1	18
Metropolitan Atlanta Rapid Transit Authority(MARTA)	Atlanta, GA	146,249.1	9	772,693.9	13
MTA Bus Company(MTABUS)	New York, NY	120,237.0	10	360,812.0	25
King County DOT (King County Metro)	Seattle, WA	113,637.3	11	530,043.9	17
San Francisco Bay Area Rapid Transit District(BART)	San Francisco, CA	108,298.0	12	1,390,909.7	11
Tri-County Metropolitan Transp. District of Oregon(TriMet)	Portland, OR	104,339.8	13	453,286.4	19
Maryland Transit Administration(MTA)	Baltimore, MD	104,190.6	14	774,575.6	12
MTA Long Island Rail Road(MTA-LIRR)	New York, NY	98,373.2	15	2,217,562.0	3
Denver Regional Transportation District(RTD)	Denver, CO	97,428.2	16	535,421.4	16
Miami-Dade Transit(MDT)	Miami, FL	97,230.3	17	537,970.3	15
Port Authority Trans-Hudson Corporation(PATH)	New York, NY	84,434.3	18	355,599.3	26
MTA Metro-North Commuter Railroad (MTA-MNCR)	New York, NY	81,269.5	19	1,978,802.6	7
Metropolitan Transit Auth. of Harris County, Texas(Metro)	Houston, TX	81,151.2	20	551,808.4	14
San Diego Metropolitan Transit System(MTS)	San Diego, CA	79,377.8	21	363,908.6	24
Metro Transit	Minneapolis, MN	78,048.6	22	373,886.6	23
City and County of Honolulu DOT Services(DTS)	Honolulu, HI	74,041.2	23	396,102.1	21
Northeast Illinois Regional Commuter Railroad(Metra)	Chicago, IL	70,534.9	24	1,608,049.3	9
Port Authority of Allegheny County(Port Authority)	Pittsburgh, PA	66,145.6	25	284,892.5	29
Alameda-Contra Costa Transit District(AC Transit)	San Francisco, CA	62,101.7	26	180,384.9	40
Dallas Area Rapid Transit(DART)	Dallas, TX	59,985.4	27	384,097.5	22
Regional Transp. Commission of Southern Nevada(RTC)	Las Vegas, NV	57,414.1	28	199,588.3	36
Orange County Transportation Authority(OCTA)	Los Angeles, CA	55,708.3	29	280,551.1	31
Milwaukee County Transit System(MCTS)	Milwaukee, WI	43,327.8	30	137,364.4	51
Santa Clara Valley Transportation Authority(VTA)	San Jose, CA	42,890.9	31	202,702.6	35
VIA Metropolitan Transit(VIA)	San Antonio, TX	42,506.7	32	193,785.9	37
The Greater Cleveland Regional Transit Authority(GCRTA)	Cleveland, OH	42,419.3	33	179,794.5	41
Department of Transportation and Public Works(DTPW)	San Juan, PR	42,134.1	34	168,878.0	44
Bi-State Development Agency(METRO)	St. Louis, MO	40,571.6	35	250,281.6	32
Utah Transit Authority(UTA)	Salt Lake City, UT	38,363.9	36	281,604.7	30
City of Phoenix Public Transit Department(Valley Metro)	Phoenix, AZ	37,700.6	37	142,375.6	50
Broward County Transportation Department(BCT)	Miami, FL	37,354.5	38	179,497.9	42
City of Detroit Department of Transportation(DDOT)	Detroit, MI	36,657.3	39	189,134.3	38
Capital Metropolitan Transportation Authority(CMTA)	Austin, TX	35,859.5	40	154,721.3	46
Sacramento Regional Transit District(Sacramento RT)	Sacramento, CA	33,191.5	41	146,461.2	49
Westchester County Bee-Line System	New York, NY	32,486.9	42	151,258.7	47
Pace - Suburban Bus Division(PACE)	Chicago, IL	32,308.5	43	234,708.6	33
City of Los Angeles DOT	Los Angeles, CA	31,351.0	44	72,585.4	(a)
Metropolitan Suburban Bus Auth.(MTA Long Island Bus)	New York, NY	31,245.3	45	161,484.8	45
Long Beach Transit(LBT)	Los Angeles, CA	28,605.6	46	89,905.8	(a)
Ride-On Montgomery County Transit	Washington, DC	28,063.4	47	114,706.4	(a)
Niagara Frontier Transportation Authority(NFT Metro)	Buffalo, NY	26,799.6	48	91,405.4	(a)
Central Florida Regional Transportation Authority(LYNX)	Orlando, FL	25,719.9	49	148,294.8	48
Charlotte Area Transit System(CATS)	Charlotte, NC	24,116.6	50	131,630.8	(a)
Central Puget Sound Regional Transit Authority(ST)	Seattle, WA	23,404.7	(a)	307,966.2	27
Washington State Ferries(WSF)	Seattle, WA	22,614.3	(a)	175,703.2	43
Peninsula Corridor Joint Powers Board(PCJPB)	San Francisco, CA	12,009.2	(a)	298,028.7	28
Southern California Regional Rail Authority(Metrolink)	Los Angeles, CA	12,005.8	(a)	413,398.9	20
Academy Lines, Inc.	New York, NY	3,900.6	(a)	233,014.1	34
Hudson Transit Lines, Inc.(Short Line)	New York, NY	3,653.3	(a)	189,024.9	39

Includes only transit agencies reporting to Federal Transit Administration FY 2010 National Transit Database.

(a) Not among 50 largest transit agencies in this category.

For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration 2010 National Transit Database see the 2012 Public Transportation Fact Book, Appendix B: Transit Agency and Urbanized Area Operating Statistics at [www.apta.com](http://www.apta.com).

Table 4: 50 Urbanized Areas with the Most Transit Travel, Ranked by Unlinked Passenger Trips, Passenger Miles, and Population, Report Year 2010 (Thousands)

Urbanized Area	Unlinked Passenger Trips (a)		Passenger Miles (a)		Population (2000 Census) (b)	
	Thousands	Rank	Thousands	Rank	Number	Rank
New York-Newark, NY-NJ-CT	4,080,681.0	1	21,285,612.0	1	17,799,861.0	1
Los Angeles-Long Beach-Santa Ana, CA	671,669.1	2	3,384,795.6	3	11,789,487.0	2
Chicago, IL-IN	627,785.2	3	3,979,506.6	2	8,307,904.0	3
Washington, DC-VA-MD	476,175.6	4	2,529,040.6	4	3,933,920.0	8
San Francisco-Oakland, CA	425,040.6	5	2,496,098.0	5	3,228,605.0	12
Philadelphia, PA-NJ-DE-MD	367,929.1	6	1,760,755.5	7	5,149,079.0	4
Boston, MA-NH-RI	363,862.4	7	1,781,009.4	6	4,032,484.0	7
Seattle, WA	189,519.7	8	1,222,286.0	8	2,712,205.0	14
Atlanta, GA	157,504.2	9	940,294.1	9	3,499,840.0	11
Miami, FL	152,564.9	10	911,871.8	10	4,919,036.0	5
Portland, OR-WA	111,240.9	11	491,400.8	15	1,583,138.0	24
Baltimore, MD	105,670.5	12	779,755.1	11	2,076,354.0	19
Denver-Aurora, CO	97,557.8	13	538,919.4	14	1,984,889.0	21
San Diego, CA	96,154.9	14	568,518.8	12	2,674,436.0	15
Minneapolis-St. Paul, MN	91,701.8	15	488,830.8	16	2,388,593.0	16
Houston, TX	81,422.2	16	555,045.3	13	3,822,509.0	10
Honolulu, HI	74,782.0	17	411,479.6	18	718,182.0	(a)
Phoenix-Mesa, AZ	68,404.7	18	338,375.3	19	2,907,049.0	13
Pittsburgh, PA	67,783.1	19	310,193.4	21	1,753,136.0	23
San Juan, PR	67,611.6	20	285,640.4	22	2,216,616.0	17
Dallas-Fort Worth-Arlington, TX	67,597.6	21	445,051.5	17	4,145,659.0	6
Las Vegas, NV	57,414.1	22	199,588.3	26	1,314,357.0	32
Detroit, MI	51,967.1	23	314,356.4	20	3,903,377.0	9
Milwaukee, WI	44,929.6	24	152,814.0	31	1,308,913.0	33
Cleveland, OH	43,139.2	25	188,409.4	28	1,786,647.0	22
St. Louis, MO-IL	43,032.2	26	277,678.4	24	2,077,662.0	18
San Jose, CA	42,890.9	27	202,702.6	25	1,538,312.0	25
San Antonio, TX	42,506.7	28	193,785.9	27	1,327,554.0	31
Salt Lake City, UT	38,363.9	29	281,604.7	23	887,650.0	43
Sacramento, CA	37,027.3	30	182,689.4	29	1,393,498.0	29
Austin, TX	35,859.5	31	154,721.3	30	901,920.0	41
Tampa-St. Petersburg, FL	27,283.0	32	138,432.2	33	2,062,339.0	20
Buffalo, NY	26,799.6	33	91,405.4	41	976,703.0	39
Orlando, FL	25,719.9	34	148,294.8	32	1,157,431.0	36
Charlotte, NC-SC	24,116.6	35	131,630.8	34	758,927.0	48
Riverside-San Bernardino, CA	23,067.6	36	126,178.3	35	1,506,816.0	26
Cincinnati, OH-KY-IN	22,743.1	37	109,434.4	37	1,503,262.0	27
Providence, RI-MA	21,135.4	38	91,678.1	40	1,174,548.0	35
Tucson, AZ	20,873.6	39	81,467.9	42	720,425.0	(a)
New Orleans, LA	20,039.2	40	60,391.8	(a)	1,009,283.0	38
Virginia Beach, VA	18,647.0	41	114,165.5	36	1,394,439.0	28
Fresno, CA	17,828.1	42	42,512.5	(a)	554,923.0	(a)
Columbus, OH	17,273.2	43	65,666.4	47	1,133,193.0	37
Rochester, NY	17,238.6	44	62,844.1	50	694,396.0	(a)
Hartford, CT	16,558.2	45	103,099.0	38	851,535.0	46
Louisville, KY-IN	16,210.7	46	64,699.4	49	863,582.0	45
Kansas City, MO-KS	15,724.7	47	65,512.3	48	1,361,744.0	30
El Paso, TX-NM	14,975.1	48	78,567.6	43	674,801.0	(a)
Richmond, VA	14,770.4	49	72,551.4	45	818,836.0	47
Durham, NC	14,147.0	50	62,480.2	(a)	287,796.0	(a)
Kennewick-Richland, WA	5,075.0	(a)	75,822.9	44	153,516.0	(a)
Jacksonville, FL	11,597.5	(a)	66,037.0	46	882,295.0	44
Albuquerque, NM	12,621.3	(a)	97,856.2	39	598,191.0	(a)

Includes only transit agencies reporting to Federal Transit Administration FY 2010 National Transit Database.

(a) Summed from data reported by individual transit agencies in the Federal Transit Administration 2010 National Transit Database. Total amounts reported by each agency are included in the urbanized area in which that agency is headquartered regardless of the number of urbanized areas in which the agency operates transit service.

(b) Not among 50 largest areas in this category; only areas in the top 50 in unlinked trips and passenger miles are included. For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration 2010 National Transit Database see the 2012 Public Transportation Fact Book, Appendix B: Transit Agency and Urbanized Area Operating Statistics at [www.apta.com](http://www.apta.com).

## Historic Events in Public Transportation

Public transportation, except for ferryboats, was not a part of everyday life until the 19th century, since home, work, and recreation were almost always within walking distance of each other. As distances in growing cities increased, horse-pulled stagecoaches were introduced to meet the need for better transportation for the few who could afford it, and the railroad was invented. The horsecar--initially a horse-pulled stagecoach body on special wheels that ran on rails--was devised to operate on the unpaved or poorly paved streets of that era.

As technology developed, elevated steam railroads, cable-pulled cars, electric streetcars, and underground electric trains all became common and many of these developments were pioneered in the U.S. All operated on rails, and it wasn't until the 1910-1920 period that improved street pavement and internal combustion engines led to the widespread introduction of buses. These are some of the more important events in that history.

- 1827 Transit service was first provided in New York City, using horse-drawn carriages. Abraham Brower provided service in lower Manhattan. Brower also introduced a vehicle designed especially for transit service, the horse-drawn Omnibus, in 1831. For 12½ cents, about \$3.30 in today's money, the traveler could ride about 2 miles from the Battery north to Bond Street.
- 1832 A year after the omnibus entered service, the first horse-drawn street railway began operation in New York. The New York and Harlem Railway ran along the Bowery from Prince Street to 14th Street.
- 1868 The first elevated railway opened in New York City. The West Side and Yonkers Patent Railway, a cable powered railway, was not successful and ceased operation in 1870. It was replaced in 1871 by the Westside Patented Railway Company which successfully used trains pulled by small steam engines.
- 1872 The Great Epizootic of 1872 killed large numbers of horses used by street railways, 18,000 in New York alone. The desire to reduce the risk as well as the pollution associated with horse cars would lead to increased efforts to find mechanically powered substitutes.
- 1873 The first successful cable hauled street railway, the Clay Street Hill Railroad, opened in San Francisco. The sole remaining cable cars in the U.S. today are operated by the San Francisco Municipal Transportation Agency, but do not follow the 1873 route. Although often visualized of as a transit mode for hilly terrains, cable cars were used throughout the county; in 1887 the Chicago City Railway was operating 150 three-car trains in regular service.
- 1882 On November 22, delegates from 5 cities met to form the Ohio-Street Railway Association, the first state transit association,
- 1882 On December 13, 56 delegates of street railways met at Young's Hotel in Boston, Massachusetts to found the American Street Railway Association, APTA's original predecessor. H.H. Littell, General Manager of the Louisville City Railway Company was selected President. One delegate, Frank DeHass Robison, would later become a co-owner of two National League baseball teams, the Cleveland Spiders and the St. Louis Cardinals.
- 1883 The Brooklyn Bridge opened between New York and Brooklyn. One way to cross it was a 6,000 feet long cable car ride. It is believed to be the earliest publicly built and operated transit service. By 1907, street cars and elevated trains carried over one-quarter million riders a day over the bridge.
- 1888 The Union Passenger Railway in Richmond, Virginia begins regular service on February 2. The Union Passenger Railway is the first successful electrically powered streetcar service in the United States. The system's designer, Frank J. Sprague, would receive contracts to build 113 more electric street railways in the next two years.
- 1892 The Amalgamated Association of Street and Electric Railway Employees, now named the Amalgamated Transit Union (ATU), was founded. The ATU has the largest membership among unions that represent transit workers throughout the United States and Canada.
- 1894 The Census Office of the Department of Interior publishes the 1890 Census of Street Railway Transportation. The Census found that Americans took 2 billion trips on street railways in 1890. Although the number of street railways using electric power had grown from zero in 1885 to 144 in 1890, most street railways remained horse powered. Of the 32,505 street cars in service, 2,805 were electrically powered, 2,113 were steam powered, 5,089 were cable cars, and 22,408 were pulled by animals.

- 1897 The first section of the Tremont Street subway opened in Boston. The first subway in the United States, it was built by the Boston Transit Commission, a public agency, to take streetcars operated by the private West End Street Railway off of the highly congested surface streets in downtown Boston.
- 1904 The State of North Dakota Capital Car Line opens in Bismarck, North Dakota. The Capital Car Line is the first rail transit system owned by a state government. It provided railway service from the Capitol building through downtown Bismarck.
- 1904 The first New York City subway line opened from City Hall to 145th Street. The subway was built by New York City and leased to the Interborough Rapid Transit Company for operation.
- 1905 The first transit bus, a gasoline powered double-decker, was operated by the Fifth Avenue Coach Company in New York. Poorly maintained streets in many cities slowed introduction of buses. By 1926 there were 14,400 transit buses in operation compared to 62,857 streetcars. The number of vehicles in transit bus service first exceeded the number of streetcars in 1939.
- 1905 The City of New York becomes the owner and operator of the Staten Island Ferry. The takeover followed Staten Island's consolidation into New York City in 1898.
- 1906 The first municipally owned and operated electric street railway opens in Monroe, Louisiana.
- 1914 The Chief Examiner of Accounts of the Interstate Commerce Commission stated that "In the preparation of the revision of the accounting rules contained in [the Uniform System of Accounts] . . . the Commission has had the cooperation of the Committee on a Standard Classification of Accounts of the American Electric Railway Accountants' Association." APTA predecessors also developed the standard motor bus accounting system and assisted in early Bureau of the Census publications of street railway data. APTA predecessors were the sole compilers and publishers of national transit data from the 1940s until the the first National Transit Database (NTD) report was published. APTA was a leader in developing the Uniform System of Accounts (USOA) which led to the NTD in 1979.
- 1915 The Fourth Avenue Subway in Brooklyn, first line of the Dual Contracts, opened. Subway Contracts III and IV are a joint partnership of New York City and private transit operators. The track mileage of all rapid transit in the New York area grew from 303 miles to 637 miles. The Dual Contracts were among America's greatest social investments; allowing residents of the shockingly overcrowded lower East Side of Manhattan to access lower-cost, higher-quality housing.
- 1925 Inflation, fixed fares, increased public investments in roads, and later the economic depression, were among the fiscal and competitive stresses faced by transit systems. Major transit systems in Seattle, Detroit, San Francisco, New York, and Boston came under public ownership or public control. Plans for major rapid transit investments were cancelled in many cities.
- 1936 The first delivery of an Electric Railway Presidents' Conference Committee (PCC) streetcar was made to the Pittsburgh Railways. The PCC was a light-weight, streamlined streetcar with significantly advanced design and technology compared to older vehicles. The new streetcars were intended to reduce costs and help stem ridership declines being experienced by street railways. Nearly 5,000 were built in the United States and Canada, with the last deliveries in 1952. About 20,000 vehicles based on the PCC design were also built in Belgium, Italy, Spain, Czechoslovakia, and Poland.
- 1937 Works Project Administration (WPA) funding was provided to the Boston Transit Department to help finance the Huntington Avenue Subway and the City of Chicago to help finance the State Street Subway. These are examples of early transit investments made by the WPA and Public Works Administration as the federal government sought to stimulate the economy to end the Great Depression.
- 1943 The American Transit Association published the first issue of the *Public Transportation Fact Book*, originally titled "The Transit Industry in the United States, Basic Data and Trends." The Census Bureau had not published its quinquennial transit data summary in 1942 because of WWII, so the ATA issued an alternative publication.
- 1955 Rosa Parks, a seamstress in Montgomery, Alabama, refused to follow segregated bus seating laws. Her action was one of the important early symbols in the Civil Rights Movement, leading to the Montgomery Bus Boycott which brought the Rev. Martin Luther King, Jr. to national prominence. Ms. Parks was the first recipient of APTA's Lifetime Achievement Award in 1997.

- 1955 Cleveland is the first new urban area since Philadelphia in 1907 to open its first heavy rail line. Heavy rail systems provide the high capacity service needed for very large urban developments. Since then, heavy rail systems have been built in the San Francisco, Washington, Atlanta, Baltimore, Miami, Los Angeles, and San Juan urban areas.
- 1964 President Lyndon Baines Johnson signed the Urban Mass Transportation Act of 1964, Public Law 88-365, on July 9. The UMT Act established a federal transit aid program under the Administrator of the Housing and Home Finance Agency. The president said "This is by any standard one of the most profoundly significant domestic measures to be enacted by the Congress during the 1960's."
- 1968 Hopkins Airport in Cleveland, Ohio became the first U.S. airport to be accessed by rail transit service when the Cleveland Transit System Rapid was extended 4 miles. Now airports in Chicago, Washington, Atlanta, Baltimore, San Francisco, St. Louis, and many other cities have direct rail transit service.
- 1968 The federal government Reorganization Plan No. 2 of 1968 transferred the transit program to the Department of Transportation effective July 30, creating the Urban Mass Transit Administration (UMTA), the original name of the Federal Transit Administration.
- 1969 President Richard Milhous Nixon sent a message to Congress saying that "The National Capital needs and deserves a mass transit system that is truly metropolitan, unifying the central city with the surrounding suburbs. As a part of its responsibility for the National Capital Region, the Federal Government should support deliberate action, based upon effective planning, to meet the future transportation needs of the region." The Washington Metrorail system opened in 1976.
- 1973 The El Monte Busway in Los Angeles opened. The El Monte Busway is among the early high-occupancy vehicle roadways and the first in the Los Angeles area. Busways are a component of bus rapid transit service (BRT). BRT increases the speed and capacity of bus service by using dedicated rights-of-way, fares paid in stations, signal preemption, and other means of increasing bus speed.
- 1974 The American Transit Association and the Institute for Rapid Transit merged on October 17 to create the American Public Transit Association, now named the American Public Transportation Association.
- 1974 President Gerald R. Ford signs the National Mass Transportation Assistance Act of 1974 which distributes federal funds by formula for the first time in order to ensure that funding is available to help meet the transit needs of all of America's urban areas.
- 1974 Only seven street railways remained in operation. Since then those seven systems have been joined by 29 new light rail systems, bringing the total number in operation in 2011 to 36.
- 1979 Speaking before 2,600 delegates at the American Public Transit Association Annual Meeting, President James Earl Carter, Jr. said that "Better mass transit will help us attack a whole range of critical, interrelated problems, not just energy, but also inflation, unemployment, the health of our environment, and the vitality of our cities."
- 1983 President Ronald Reagan signed the Surface Transportation Assistance Act of 1982, which provides for a portion of the federal motor fuel tax to be used for public transportation investments. The amount of the tax collected would be increased in the Omnibus Budget Reconciliation Act of 1990, signed by President George H. W. Bush, and by the Omnibus Budget Reconciliation Act of 1993, signed by President William Jefferson Clinton.
- 1990 The newly enacted Americans with Disabilities Act requires that fixed-route transit service be accessible to persons with disabilities and that transit operators provide complimentary demand response service for persons with disabilities who cannot use fixed-route service. Passenger trips on demand response services increased from 68 million in 1990 to 190 million in 2010.
- 1991 The Federal Transit Act Amendments of 1991, Title III of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) established the current format of federal transit law.

- 2000 Transit buses began adopting sophisticated technology. Only 4 percent of buses had hybrid, natural gas, and other environmentally friendly power in 2000 compared to 35 percent of buses by 2011. The portion of buses with automatic vehicle location (AVL) equipment increased from 19 percent in 2001 to 64 percent in 2011. AVLs are important in improving the efficiency of bus scheduling and operations as well as allowing transit agencies to provide real-time bus arrival information to transit passengers.
- 2005 President George W. Bush signed the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) which increased federal assistance for transit. In 2008 he would sign the Passenger Rail Investment and Improvement Act which also increased federal support for Amtrak intercity rail and the development of high-speed rail corridors.
- 2006 Transit ridership exceeds 10 billion unlinked passenger trips for the first time since 1957. In 2005, the number of commuters using transit as their primary means of getting to work had exceeded 6.2 million for the first time since 1970.
- 2007 The High Speed Ground Transportation Association merged into APTA adding advocacy for high performance intercity rail to APTA's missions.
- 2009 President Barack Obama signed the American Recovery and Reinvestment Act which provided funding to stimulate the economy through construction of infrastructure and other investments. Federal funding for transit and high-speed rail was a significant part of recovery policy.

## Passenger Travel

Transit systems carried over 10 billion unlinked passenger trips and over 50 billion passenger miles for the fifth consecutive year in 2010. Unlinked passenger trips are the metric required for federal reporting in the National Transit Database and count a person each time they board a vehicle, whether they are starting their transit trip or transferring from another transit vehicle. Passenger miles measure how far all transit riders travelled in total. They both measure the consumption of transit service, but in different ways – passenger trips recognize that there is a cost to the passenger and the transit agency each time they board or alight a transit vehicle during travel while passenger miles measure the total amount of travel. Annual unlinked passenger trips since 2000 are shown on Table 5 and annual passenger miles since 2000 are shown on Table 6.

Table 5: Unlinked Passenger Trips by Mode, Millions

Report Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Trolleybus	Other	Total
2000	5,678	413	105	2,632	320	122	93	9,363
2001	5,849	419	105	2,728	336	119	97	9,653
2002	5,868	414	103	2,688	337	116	97	9,623
2003	5,692	410	111	2,667	338	109	109	9,434
2004	5,731	414	114	2,748	350	106	112	9,575
2005	5,855	423	125	2,808	381	107	117	9,815
2006	5,894	441	126	2,927	407	100	121	10,017
2007	(a) 5,413	459	(a) 209	3,460	419	97	(a) 190	10,247
2008	5,573	472	191	3,547	454	101	183	10,521
2009	5,452	468	190	3,490	465	104	212	10,381
2010	5,256	464	190	3,550	457	99	203	10,218
2010 %	51.4%	4.5%	1.9%	34.7%	4.5%	1.0%	2.0%	100.0%

(a) Series not continuous for mode under line between 2006 and 2007. See Introduction.

Unlinked Passenger Trips by Mode data from 1902 through 2010 can be found in the *2012 Public Transportation Fact Book, Appendix A: Historical Tables* at [www.apta.com](http://www.apta.com).

Table 6: Passenger Miles by Mode, Millions

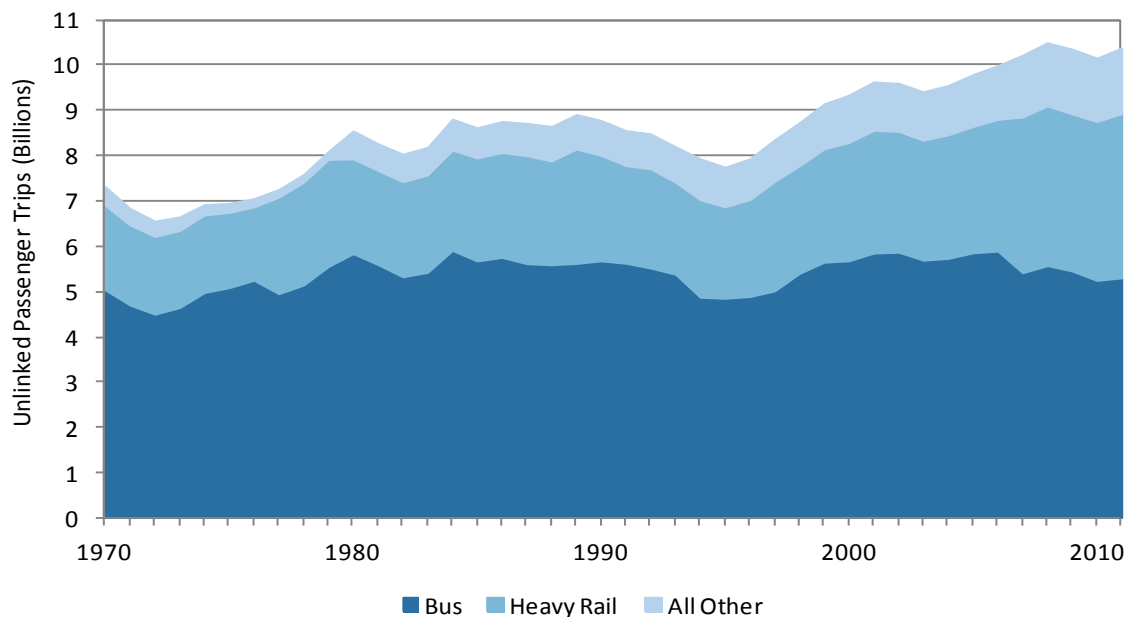
Report Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Trolleybus	Other	Total
2000	21,241	9,402	839	13,844	1,356	192	792	47,666
2001	22,022	9,548	855	14,178	1,437	187	843	49,070
2002	21,841	9,504	853	13,663	1,432	188	843	48,324
2003	21,262	9,559	930	13,606	1,476	176	893	47,903
2004	21,377	9,719	962	14,354	1,576	173	911	49,073
2005	21,825	9,473	1,058	14,418	1,700	173	1,033	49,678
2006	22,821	10,361	1,078	14,721	1,866	164	1,143	52,154
2007	(a) 20,976	11,153	(a) 1,502	16,138	1,932	156	(a) 1,496	53,353
2008	21,757	11,049	1,412	16,848	2,093	161	1,837	55,157
2009	21,477	11,232	1,477	16,805	2,199	168	1,875	55,233
2010	21,013	10,874	1,494	16,407	2,173	159	1,893	54,012
2010 %	38.9%	20.1%	2.8%	30.4%	4.0%	0.3%	3.5%	100.0%

(a) Series not continuous for mode under line between 2006 and 2007.

Passenger Miles by Mode data from 1977 through 2010 can be found in the 2012 *Public Transportation Fact Book, Appendix A: Historical Tables* at [www.apta.com](http://www.apta.com).

Passenger trips can be measured in two ways called linked trips and unlinked trips. Linked trips are an entire journey from its origin, for instance at home in the morning, to the destination which may be school or work or some other place. If a traveler transfers and takes another transit vehicle such as two buses or rides a bus and then transfer to a heavy rail train, it is still only one linked trip. The other way to measure trips is unlinked trips where a new trip is counted each time you get on a transit vehicle. If a rider takes a bus and then transferred to a train to reach a destination, the rider takes only one linked trip but takes two unlinked trips, one on the bus and one on the train. The federal government, through the National Transit Database (NTD), requires transit agencies to report their ridership measured in unlinked passenger trips. There are several reasons for this. Primarily it is because transit agencies cannot always tell if a passenger is starting a trip or transferring. If a passenger has a pass and simply shows it to the driver, there is no exact record if that passenger is starting a trip or transferring. The NTD, however, deals in exact numbers. The NTD also collects data for each transit mode to better measure the performance of each mode. If a linked trip was on more than one mode, as in the example of a person transferring from a bus to a train, the trips would need to be assigned to one of the modes and would distort the measurement of each mode's performance.

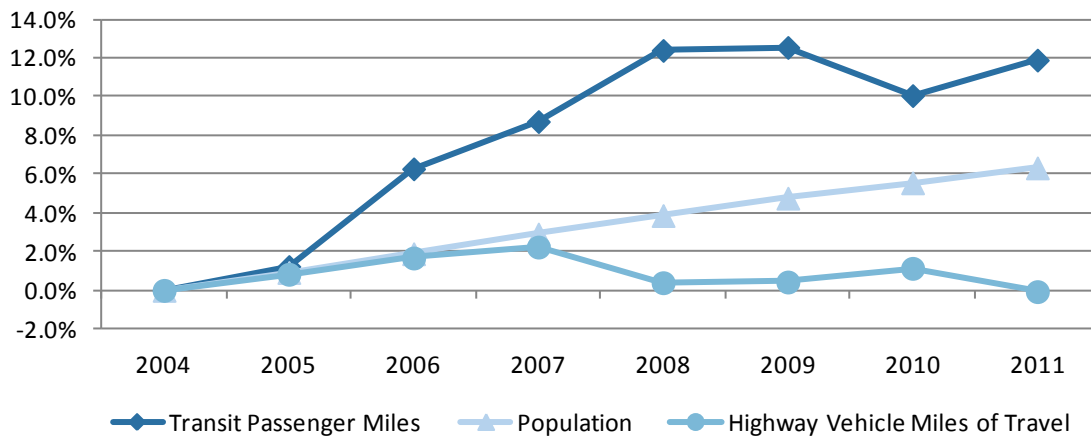
Figure 2: Transit Ridership Is At Highest Level in Five Decades



Since the early 1970s, transit has shown a long-term growth in ridership. Since 1972, as shown in Figure 2, overall transit ridership has grown more than 55 percent. The rate of growth differs significantly among modes of service. Bus ridership has grown 17 percent over that time period while heavy rail and light rail ridership have more than doubled. Demand response service was barely existent at that time and commuter rail was not measured as transit service, so both have grown by non-measurable amounts.

Since 1995, transit ridership has grown by nearly 3 billion trips. Reasons for this increase include continued and constant investment in public transportation as well as renewed interest in central city living. Continued investment in public transportation has meant better service across the country and the construction of new services in many cities. Cities like Washington, DC are pursuing development opportunities around rail stations to create transit-oriented environments, revitalizing parts of the city that were previously underdeveloped. Cities like Los Angeles and Denver are adding new lines to their rail networks, making high-quality transit available to more people. Other cities have built new rail systems from the ground up and dramatically increased their transit ridership. Transit ridership in Salt Lake City is 55% higher than in 2000; in Phoenix, ridership is 71% higher; and in Charlotte, ridership has increased 80% since 2000. These cities are seeing dramatic shifts toward transit.

**Figure 3: Since 2004 Transit Use Has Grown More Than Population or Highway Travel**



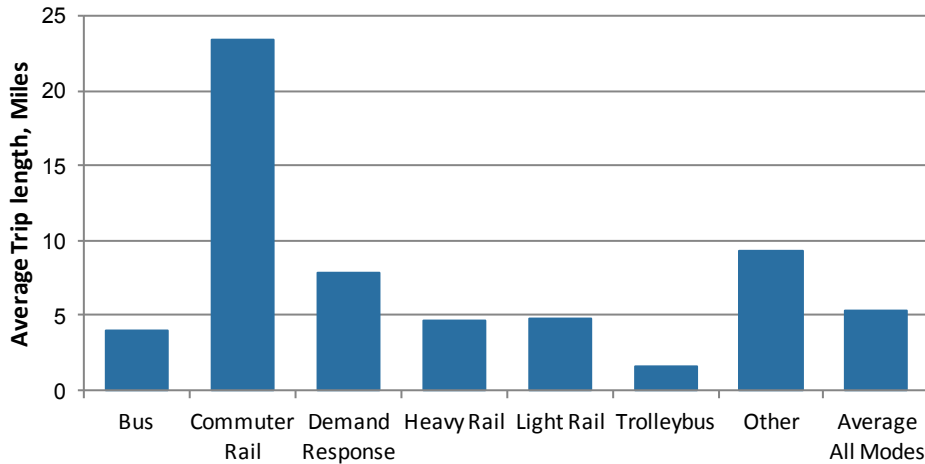
Sources: Transit Unlinked Trips from *APTA Public Transportation Fact Book* for 2004 through 2010 and estimated from *APTA Public Transportation Ridership Report* for 2011, Population from U.S. Census Bureau *Statistical Abstract*, Highway Vehicle Miles of Travel from Federal Highway Administration *Travel Volume Trends*.

Figure 3 compares transit ridership growth in the short-term to other measures. Over the seven years since 2005, transit travel has increased 12 percent and population has grown 6 percent, while highway travel has stopped growing.



The average length of a trip on each transit mode varies. The average commuter rail trip is 23.4 miles, longest of all transit modes; while the average trip on a trolleybus is 1.6 miles, shortest of all transit modes. Trip length is a factor in both trip costs and speed. A longer trip means that a smaller portion of each passengers trip time is spent boarding and alighting from the transit vehicle, reducing the portion of costs and trip time for those activities. Average unlinked passenger trip lengths are shown on Figure 4.

Figure 4: Average Unlinked Passenger Trip Length, 2010



## Service Provided

In 2010, transit systems in the United States provided 4.8 billion vehicle revenue miles of service; operating transit vehicles for 317 million hours of revenue service. The fastest service was provided by vanpool and commuter rail service, which carry passengers on long trips over high speed routes. Heavy rail, because of a right-of-way separate from other traffic, offers high-speed service for higher density urban areas. Modes operating entirely in traffic on city streets are much slower. Bus service, which operates in suburbs as well as central cities averages 12.9 miles per hour and trolleybus service, which operates primarily in central cities has an average speed of 7.1 miles per hour. Other modes operate at lower speeds in denser areas with more frequent stop services.

Table 7: Vehicle Miles Operated, Vehicle Hours Operated, and Speed in Transit Service by Mode, Report Year 2010

Mode	Total Vehicle Miles (Millions)	Vehicle Revenue Miles (Millions)	Total Vehicle Hours (Millions)	Vehicle Revenue Hours (Millions)	Average Speed in Revenue Service (Miles per Hour)
Bus	2,412.7	2,090.9	179.7	162.3	12.9
Commuter Rail	345.3	317.6	10.7	9.7	32.9
Demand Response	1,693.6	1,447.7	112.1	96.8	14.9
Ferry Boat	4.6	4.5	0.5	0.5	9.6
Heavy Rail	666.0	647.4	34.2	32.0	20.2
Light Rail	93.6	92.0	6.3	6.2	15.0
Publico	34.7	32.4	3.2	3.0	10.9
Trolleybus	12.1	11.7	1.7	1.6	7.1
Vanpool	185.0	185.0	4.5	4.5	41.1
Other Rail Modes	7.4	7.3	0.8	0.8	9.1
Total	5,455.1	4,836.6	353.7	317.4	15.2

Vehicle mile data by mode from 1926 through 2010; vehicle hour data by mode from 1986 through 2010; and average speed data by mode from 1996 through 2010 can be found in the *2012 Public Transportation Fact Book, Appendix A: Historical Tables* at [www.apta.com](http://www.apta.com).

## Vehicles

U.S. transit systems operated 142,019 railcars, buses, and vans in a typical peak period during 2010, out of a total of 174,425 vehicles available for service. Demand response service has the largest fleet of vehicles, with 68,621 vehicles available for peak service, while bus service vehicles are a close second, with 66,239 vehicles available for peak service. The heavy rail fleet of 11,510 vehicles is the largest rail vehicle fleet. Table 8 provides information on the number of public transportation vehicles.

Table 8: Revenue Vehicles by Mode  
Report Year 2010

Measurement	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Trolleybus	Other	Total
Vehicles Available for Maximum Service								
Number	66,239	6,927	68,621	11,510	2,104	571	18,453	174,425
Percent	38.0%	4.0%	39.3%	6.6%	1.2%	0.3%	10.6%	100.0%
Vehicle Used in Maximum Period Service								
Number	53,580	6,143	56,677	9,198	1,494	421	14,505	142,019
Percent	37.7%	4.3%	39.9%	6.5%	1.1%	0.3%	10.2%	100.0%
New Vehicles Delivered								
Number	3,651	7	6,613	404	49	7	1,401	12,132

Revenue vehicles by mode data from 1926 through 2010 can be found in the *2012 Public Transportation Fact Book, Appendix A: Historical Tables* at [www.apta.com](http://www.apta.com).

The Federal Transit administration establishes a minimum useful life that a vehicle must exceed before federal financial assistance can be used to replace the the vehicle. As reported on Table 9, a large portion of transit vehicles exceed that age. Many transit vehicles, however, have been rehabilitated, which not only extends their useful lives and reduces their maintenance costs, it also extends the age at which the may be replaced.

Table 9: Vehicle Characteristics by Mode of Service  
As of January 2011

Mode	Average Age	Percent with Alternative Power (a)	Minimum Useful Life (b)	Percent Accessible (c)	Percent Rehabilitated During Lifetime	Average Length (Feet)
Bus	8.0	35.6%	12	99.8%	5.0%	40.4
Commuter Rail Cars	18.2	(d) 99.8%	25	85.1%	34.1%	85.0
Commuter Rail Locomotives	20.4	11.8%	25	1.9%	43.1%	62.5
Demand Response	4.1	7.7%	4	89.2%	0.5%	21.8
Ferry Boat	18.8	45.5%	25	100.0%	4.3%	165.4
Heavy Rail	20.2	100.0%	25	98.7%	27.7%	61.7
Light Rail	16.6	98.4%	25	88.2%	28.4%	81.7
Trolleybus	9.9	100.0%	15	100.0%	9.4%	44.9
Vanpool	4.3	2.8%	4	5.5%	0.0%	17.5
Other Rail Modes	57.4	58.4%	25	59.4%	7.5%	35.7
All Modes	---	39.9%	---	90.5%	---	---

Based on a sample from annual APTA *Public Transportation Vehicle Database*.

(a) Alternative-powered is defined as vehicles powered by anything other than diesel or gasoline, but including particulate-trap-equipped buses.

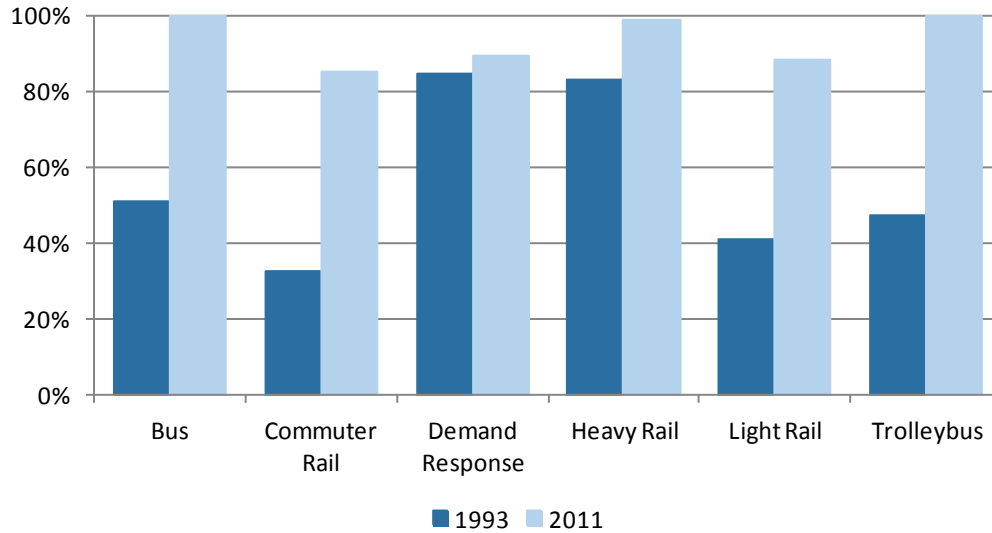
(b) Federal requirement for "Minimum Useful Life" in *FTA C 9300.1B Capital Investment Program Guidance and Application Instruction*, at [www.fta.dot.gov](http://www.fta.dot.gov).

(c) Accessible by lift, ramp, or station infrastructure.

(d) Self-propelled cars only

Vehicle Characteristics data by mode from 1990 through 2011 can be found in the *2012 Public Transportation Fact Book, Appendix A: Historical Tables* at [www.apta.com](http://www.apta.com).

**Figure 5: Increase of Transit Vehicle Accessibility, 1993-2011**



As shown on Figure 5, the transit vehicle fleet has reached near total accessibility to persons using wheelchairs and persons with other travel disabilities. From 1995 to 2011, the percentage of buses that are accessible increased from 60 percent to 99 percent. Over the same period, the accessible portion of the commuter rail fleet went from 43 percent to 85 percent, the light rail fleet from 49 percent to 88 percent, the heavy rail fleet from 83 percent to 99 percent, and the trolleybus fleet from 47 percent to 100 percent. The accessible portion of the demand response fleet, where specific vehicles can be assigned to trips to meet a passenger's individual needs, increased from 84 percent of vehicles accessible to 89 percent.

**Table 10: Vehicle Equipment by Mode of Service as of January 2011**

Amenity	Bus	Commuter Rail	Heavy Rail	Light Rail	Ferry Boat
Two-Way Radio	95.0%	56.2%	81.5%	96.3%	82.6%
Public Address System	91.0%	95.9%	99.2%	95.1%	82.6%
Automated Stop Announcement	53.0%	30.3%	55.1%	73.3%	NA
Automatic Passenger Counter	33.8%	1.5%	NA	21.3%	8.7%
Passenger-Operator Intercom	3.8%	22.9%	71.2%	56.6%	0.0%
Security or CCTV Type Camera	55.5%	2.3%	6.7%	45.2%	56.5%
Exterior Bicycle Rack	74.2%	NA	NA	42.3%	21.7%
Automatic Vehicle Location or GPS	64.2%	27.1%	2.9%	64.5%	17.4%
Traffic Light Preemption	6.7%	NA	NA	23.5%	NA
Restroom	0.2%	51.0%	NA	NA	73.9%
WiFi	1.4%	6.8%	1.4%	0.0%	13.0%
Electrical Outlets	1.7%	19.6%	0.0%	8.0%	52.2%

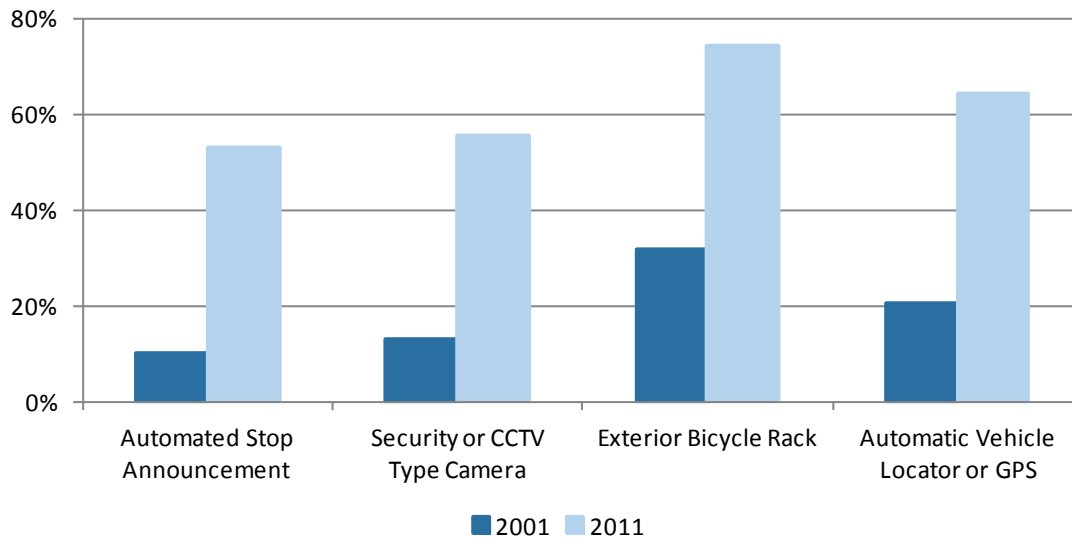
NA = Not Applicable

Based on a sample from annual APTA *Public Transportation Vehicle Database*.

Vehicle amenities data by mode from 2001 through 2011 can be found in the *2012 Public Transportation Fact Book, Appendix A: Historical Tables* at [www.apta.com](http://www.apta.com).

Communications, between transit vehicle operators and their central control and between transit vehicle operators and their passengers, is a primary purpose of many types of equipment being added to transit vehicles. Two-way radios and automatic vehicle location equipment allow transit agencies to know where vehicles are and operate them in an efficient manner and provide real time information to passengers waiting for vehicles at stops and stations. Public address systems, automated stop announcements, passenger-operator intercoms and closed circuit cameras keep passengers informed and increase the safety and security of their transit trip.

**Figure 6: Growth in Percentage of Buses with Passenger Equipment, 2001-2011**



The increase in the percentage of buses with equipment for providing customer amenities shows a dramatic effort has been made by the transit industry to make travel safer and easier and improve the efficiency of operation. Increased security is demonstrated by the increase in buses equipped with closed circuit security cameras from 13 percent to 53 percent between 2001 and 2011. As shown on Figure 6, enhanced amenities to improve passengers' trips include an increase in buses equipped with automated stop announcements from 10 percent to 53 percent in ten years and buses with exterior bicycle racks, from 32 percent to 74 percent. Efficiency is enhanced by the growth of automatic vehicle location systems, which improve the operation of bus fleets as well as improved availability of information on bus arrival times, from 21 percent of the bus fleet to 64 percent. Further use of technology can help better deploy transit vehicles, manage congestion, and enhance system performance.

Transit vehicles use a variety of fuels. Several modes, heavy rail, light rail, and trolleybus are nearly all electrically powered. However, highway modes such as bus and demand response use several fuels. Over 95 percent of buses were diesel powered as recently as 1995 but that percentage has declined as more environmentally friendly natural gas and hybrid buses have been introduced into the transit fleet. Table 11 reports the percentage of vehicles powered by different fuels at the beginning of 2011.

**Table 11: Vehicle Power Sources by Mode of Service  
Percent of Vehicles as of January 2011**

Mode	Electricity	Diesel Fuel	Electric and Other (Hybrid)	Gasoline	CNG, LNG, and Blends	Other	Total
Bus	0.1%	63.5%	8.8%	0.8%	18.6%	8.2%	100.0%
Commuter Rail Self-Propelled Cars	99.4%	0.6%	---	---	---	---	100.0%
Commuter Rail Locomotives	11.6%	88.4%	---	---	---	---	100.0%
Demand Response	---	49.3%	0.1%	43.0%	1.9%	5.7%	100.0%
Ferry Boat	---	54.5%	45.5%	---	---	---	100.0%
Heavy Rail	100.0%	---	---	---	---	(a) >0.0%	100.0%
Light Rail	98.4%	1.6%	---	---	---	---	100.0%
Trolleybus	93.7%	---	---	---	---	(b) 6.3%	100.0%
Vanpool	---	3.1%	0.3%	93.8%	0.1%	2.7%	100.0%
Other Rail Modes	58.4%	---	---	---	---	(a) 41.6%	100.0%

(a) Unpowered vehicle.

(b) Overhead wire electric with diesel for off-wire operation.

Based on a sample from annual APTA *Public Transportation Vehicle Database*.

Vehicle Power Sources data by mode from 1996 through 2011 can be found in the 2012 *Public Transportation Fact Book, Appendix A: Historical Tables* at [www.apta.com](http://www.apta.com).

## Infrastructure

Rail transit systems own track and rights-of-way, stations, administrative buildings, and maintenance facilities. Bus systems have some dedicated roadways and also have passenger stations and stops, maintenance facilities, parking lots, and administrative buildings. Table 12 reports the miles of track owned and operated by rail systems and the directional route miles over which rail cars are operated. Directional route miles are a National Transit Database metric that counts all the right-of-way rail vehicles operate over. If they operate in one direction the right-of way is counted as one mile for each physical mile; if vehicles operate in both directions the right-of-way is counted as 2 miles, but the number of "routes" in the normal sense of trains going to different destinations does not affect the count of directional route miles.

Commuter railroads have the most route mileage with heavy rail and light rail have nearly the same route mileage. The largest portion of commuter rail and light rail mileage is at grade level while a large amount of heavy rail mileage is elevated or in subways. Nearly all heavy rail at grade mileage is separated from road and pedestrian traffic.

Table 12: Rail Track Miles and Directional Route Miles, Report Year 2010 (a)

Mode	Miles of Track (a)						Directional Route Miles (a)
	At Grade	Elevated on Structure	Elevated on Fill	Open-Cut	Subway	Total	
Automated Guideway Transit	---	17.7	---	---	---	17.7	16.8
Cable Car	8.8	---	---	---	---	8.8	8.8
Commuter Rail	7,818.2	82.9	461.7	68.3	40.4	8,471.50	8,590.3
Heavy Rail	783.3	506.1	113.4	69	800.4	2,272.20	1,617.2
Inclined Plane	1.8	---	---	---	---	1.8	2.8
Light Rail	1,359.1	91.6	75.6	52.2	85.8	1,664.30	1,496.9
Monorail	---	1.8	---	---	---	1.8	1.8
All Rail Modes	9,971.2	700.1	650.7	189.5	926.6	12,438.1	11,734.7

(a) Summary Data from 2010 National Transit Database; includes systems reporting to the National Transit Database only.

Rail Track Miles and Directional Route Miles data by mode from 2002 through 2010 can be found in the 2012 Public Transportation Fact Book, Appendix A: Historical Tables at [www.apta.com](http://www.apta.com).

Although most bus service is operated in mixed service on roads and streets, bus service is also operated on nearly 5 thousand miles of exclusive and controlled right-of-way directional route miles, over 40 percent of the amount of rail directional route miles.

Table 13: Bus and Ferry Boat Lane Miles and Directional Route Miles, Report Year 2010 (a)

	Lane Miles (a)		Directional Route Miles (a)		
	Exclusive Right-of-Way	Controlled Right-of-Way	Exclusive Right-of-Way	Controlled Right-of-Way	Mixed Traffic
Bus	1,981.6	2,106.8	2,121.2	2,173.1	232,139.9
Ferryboat	---	---	689.7	---	---
Trolleybus	128.1	---	4.5	---	451.4
Total Non-Rail Modes	2,109.7	2,106.8	2,815.4	2,173.1	232,591.3

(a) Summary Data from 2010 National Transit Database; includes systems reporting to the National Transit Database only.

Bus and Ferry Boat Lane Miles and Directional Route Miles data by mode from 2002 through 2010 can be found in the 2012 Public Transportation Fact Book, Appendix A: Historical Tables at [www.apta.com](http://www.apta.com).

Approximately one-third of the 4,724 passenger stations in urbanized areas are multi-modal. There are over 1,000 stations for each of three modes: bus, commuter rail, and heavy rail. Using directional route mile data to estimate total rights-of-way distances, ferry boat stations are on average 4.2 miles apart, commuter rail stations 3.5 miles, and heavy rail stations 0.9 mile. Other modes also have street stops for which data are not available.

Table 14: Passenger Stations by Mode, Report Year 2010 (a)

Mode	Number of Stations (a)		
	Total Stations	Number of Stations Multimodal	Approximate Average Miles Between Stations
Bus	1,462	473	---
Commuter Rail	1,235	569	3.5
Ferry Boat	82	14	4.2
Heavy Rail	1,041	228	0.8
Light Rail	848	294	---
Trolleybus	5	1	---
Other	51	0	---
Total	4,724	1,579	---

(a) Summary Data from 2010 National Transit Database; includes systems reporting to the National Transit Database only. Passenger Stations data by mode from 2002 through 2010 can be found in the 2012 Public Transportation Fact Book, Appendix A: Historical Tables at [www.apta.com](http://www.apta.com).

Dependability is a basic characteristic of quality transit service. Transit agencies in urbanized areas operate over 1,500 maintenance facilities to insure their vehicles are ready to provide service.

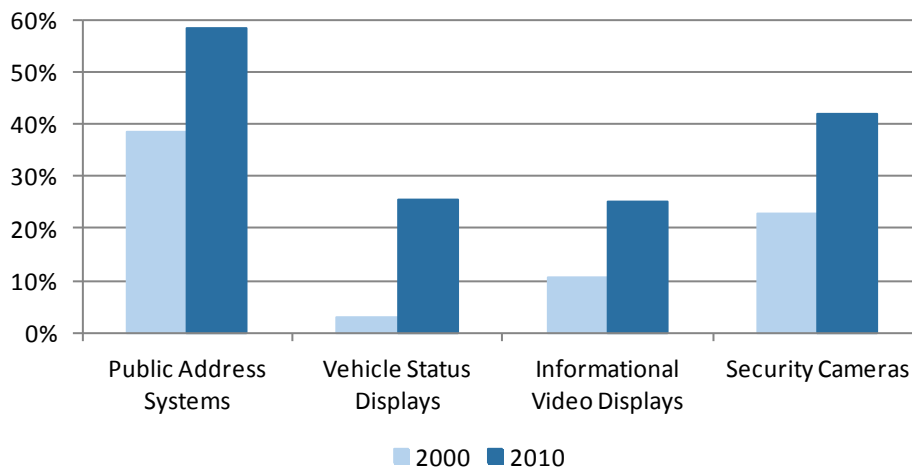
Table 15: Maintenance Facilities by Mode, Report Year 2010 (a)

Mode	Number of Maintenance Facilities (a)					
	General Purpose Maintenance Facilities				Heavy Maintenance Facilities	Total Maintenance Facilities
	Under 200 Vehicles	200 to 300 Vehicles	Over 300 Vehicles	Total General Facilities		
Bus	681.6	96.8	17.4	795.8	31.1	826.9
Commuter Rail	60.0	8.0	7.0	75.0	20.9	95.9
Demand Response	443.8	11.2	6.4	461.4	1.9	463.3
Ferry Boat	14.0	0.0	0.0	14.0	1.0	15.0
Heavy Rail	28.6	8.0	12.0	48.6	11.3	59.9
Light Rail	44.7	1.0	0.0	45.7	5.8	51.5
Trolleybus	4.0	1.0	0.0	5.0	0.0	5.0
Other	28.3	0.0	2.2	30.5	0.0	30.5
Total	1,305.0	126.0	45.0	1,476.0	72.0	1,548.0

(a) Summary Data from 2010 National Transit Database; includes systems reporting to the National Transit Database only. Maintenance Facilities data by mode from 2002 through 2010 can be found in the 2012 Public Transportation Fact Book, Appendix A: Historical Tables at [www.apta.com](http://www.apta.com).

Figure 7 depicts the increased prevalence of electronic devices in passenger stations for better passenger information and a improved passenger safety. Communication of passenger information improved between 2000 and 2010 as the portion of stations with public address systems grew from 38 percent to 58 percent, the portion of stations with vehicle status displays grew from 3 percent to 25 percent, and the portion of stations with informational video displays grew from 11 percent to 25 percent. Passenger safety has improved with 42 percent of stations having security cameras in 2010 compared to 23 percent if 2000.

**Figure 7: Growth in Percentage of Passenger Stations with Electronic Amenities, 2000-2010**



**Table 16: Passenger Station Equipment by Mode as of January 1, 2010 (a)**

Mode	Number Stations in Sample	Percent of Stations with:					
		Public Address Systems	Vehicle Status Displays	Informational Video Displays	Security Cameras	Concessions	Restrooms
Bus	977	13.3%	15.3%	8.2%	35.3%	12.2%	27.3%
Ferry	55	45.5%	0.0%	1.8%	52.7%	18.2%	65.5%
All Rail Modes	2,666	76.0%	29.7%	32.0%	44.1%	26.6%	27.9%
Total	3,698	58.3%	25.4%	25.3%	41.9%	22.7%	28.3%

(a) Based on a sample from annual APTA *Public Transportation Infrastructure Database*. Includes data only for transit agencies included in that database.

Passenger Station Equipment data by mode from 2000 through 2010 can be found in the *2012 Public Transportation Fact Book, Appendix A: Historical Tables* at [www.apta.com](http://www.apta.com).

## Passenger Station Parking

Parking facilities are important to provide access to transit stations. Nearly 30 percent of rail passengers drive to rail stations and an additional 10 percent of rail passengers arrive at stations as passengers in private vehicles. To accommodate drivers, transit agencies provide parking at their stations. Nearly 850,000 all day spaces provide commuter parking at transit stations and an additional 17,770 spaces provide short-term parking for quicker trips. Nearly 35,000 spaces in racks or storage facilities are also provided for bicycles.

Table 17: Passenger Station Parking Supply by Mode as of January 1, 2010 (a)

Mode	Number of Parking Spaces in Sample (a)				
	Number of Stations in Sample	Number All-Day Auto Parking Spaces	Number Part-Day Auto Parking Spaces	Number of Bicycle Spaces	Number of Motorcycle Spaces
Bus	977	252,136	10,623	10,733	426
Ferry	55	8,200	1,964	183	7
All Rail Modes	2,666	587,238	5,183	23,784	806
Total	3,698	847,574	17,770	34,700	1,239

(a) Based on a sample from annual APTA *Public Transportation Infrastructure Database*. Includes data only for transit agencies included in that database.

Passenger Station Parking Supply data by mode from 2000 through 2010 can be found in the *2012 Public Transportation Fact Book, Appendix A: Historical Tables* at [www.apta.com](http://www.apta.com).

## Employees

In 2011, the transit industry employed 382,827 operating employees and 11,629 capital employees. Transit operating employees include workers in the functions of vehicle operations, vehicle maintenance, non-vehicle maintenance, and general administration. Transit agency capital employees are employees on transit agency staffs performing capitalized activities and do not include employees of vehicle manufacturers, engineering firms, building contractors, or other companies with capital investment contracts from transit agencies. Direct transit employees were paid a total \$14.3 billion and received benefits of \$10.3 billion, for a total compensation of \$24.6 billion.

Table 18: Employees by Mode and Function  
Report Year 2010

Mode	Vehicle Operations	Vehicle Maintenance	Non-Vehicle Maintenance	General Administration	Operating Total	Capital	Total
Bus	127,379	33,276	7,053	18,837	186,545	2,399	188,944
Commuter Rail	9,837	8,068	6,398	2,866	27,168	2,817	29,985
Demand Response	81,609	8,031	1,871	11,155	102,666	210	102,876
Heavy Rail	18,990	9,408	15,755	3,497	47,650	5,271	52,921
Light Rail	4,743	2,214	2,302	1,113	10,372	761	11,132
Trolleybus	1,201	294	148	142	1,786	25	1,811
Other	3,777	1,050	590	1,223	6,640	146	6,787
Total	247,536	62,341	34,117	38,833	382,827	11,629	394,455

NR = Not Reported

Employees by mode data from 1931 through 2010 can be found in the *2012 Public Transportation Fact Book, Appendix A: Historical Tables* at [www.apta.com](http://www.apta.com).

Transit spending supports many more jobs than solely the employees reported on Table 13. Table 14 reports the jobs supported by transit calculated from the *Economic Impact of Public Transportation Investment* by Glen Weisbrod and Arlee Reno in 2009. As shown on Table 19, Weisbrod and Reno estimated the direct, indirect, and induced jobs supported by transit spending. Direct jobs include transit system employees who operate and maintain the system's vehicles and facilities and those that administer the system as well as employees of companies building transit station, rights-of way and other facilities or manufacturing transit vehicles. Indirect jobs are in industries that supply goods and services that enable direct spending such as materials and parts for building vehicles, guideways, and stations. Induced jobs result from workers re-spending income on consumer goods and services.

The report estimated jobs per \$1 billion in expenditures. The expenditure of \$1 billion for capital investment would result in 23,788 jobs and for operations would result in 41,140 jobs. Based on the typical mix of capital and operating expenditures, \$1 billion in federal spending would support in 30,000 jobs and \$1 billion in average transit agency spending would support in 36,000 jobs. Transit spending in 2010, \$17.8 billion for capital investment and \$37.8 for operations, supports nearly 2 million jobs based on the rates in their analysis.



Table 19: Jobs Supported by Transit Expenditures  
Report Year 2010

Category of Job	Total Transit Expenditures, Billions of Dollars		Jobs Supported per \$1 Billion Dollars (a)		Total Jobs Supported by RY 2010 Transit Spending		
	Capital	Operating	Capital	Operating	Capital	Operating	Total
Direct Jobs	---	---	8,202	21,227	146,196	801,423	947,619
Indirect Jobs	---	---	7,875	2,934	140,367	110,773	251,140
Induced Jobs	---	---	7,711	16,979	137,444	641,040	778,484
<b>Total Spending/Jobs</b>	<b>17.8</b>	<b>37.8</b>	<b>23,788</b>	<b>41,140</b>	<b>424,007</b>	<b>1,553,237</b>	<b>1,977,243</b>

(a) from Weisbrod, Glen and Arlee Reno. *Economic Impact of Public Transportation Investment*, October 2009. Available at [www.apta.com](http://www.apta.com).

## Energy and Environment

Public transportation plays an important role in reducing the nation’s energy use and greenhouse gas emissions. Due to the combined reduction in private passenger vehicle miles, reduced automobile congestion and reduced travel distances due to the proximity created by public transportation, over 4 billion gallons of gasoline are saved and 37 million metric tons of carbon dioxide emissions are avoided. According to the US Environmental Protection Agency’s Greenhouse Gas Calculator, it would require 7.2 million acres of new pine or fir forests per year to match the annual carbon dioxide reductions provided by public transportation. Priced at \$4 per gallon, the 4 billion gallons of gasoline saved annually, saves the US consumer \$16 billion per year.

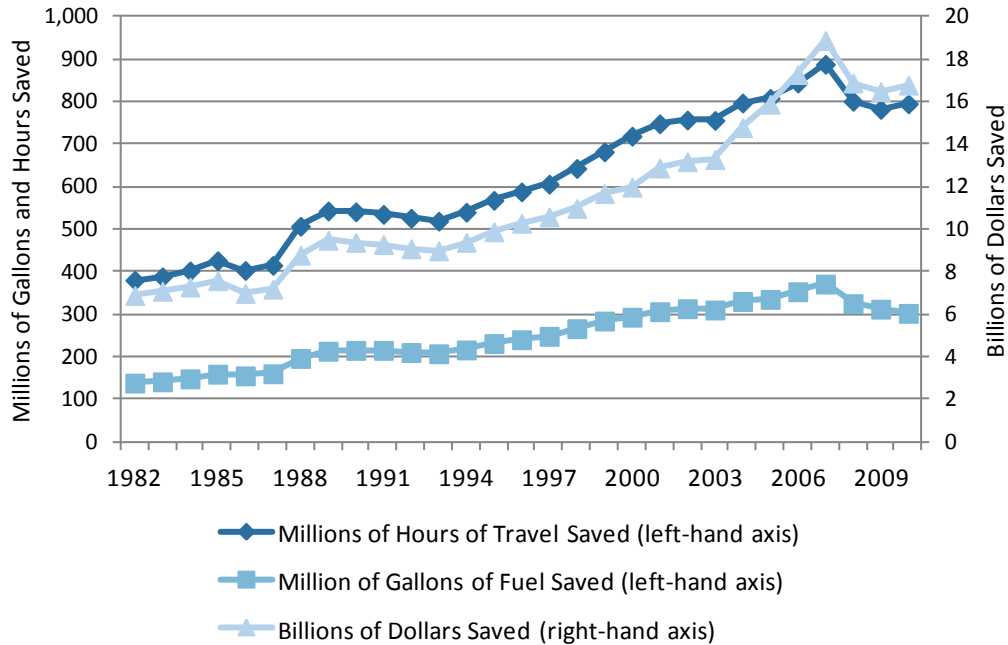
Table 20: Energy and Emission Benefits from Public Transportation

Changes in Fuel Use Due To Public Transportation	Total Energy Savings (Billion Gallons of Gasoline Equivalent)	Carbon Dioxide Emission Reductions (Million Metric Tons)
Reduction Directly from Riding Public Transportation as Replacement of Private Vehicle Miles, Gross	1.80	16.2
(Less Fuel Currently Used by Public Transportation)	(1.38)	(12.3)
Savings to Private Vehicle Drivers Because of Congestion Reduction Due to Public Transportation	0.34	3.0
Secondary Reduction Due to Reduced Travel Distance Related to Public Transportation Related Location Decisions	3.40	30.1
<b>Total Savings Due to Public Transportation</b>	<b>4.16</b>	<b>37.0</b>

Sources: ICF International, *The Broader Connection between Public Transportation, Energy Conservation and Greenhouse Gas Reduction*, 2008 and SAIC, *Public Transportation’s Contribution to U.S. Greenhouse Gas Reduction*, 2007. Both are available at [www.apta.com](http://www.apta.com).

As shown on Figure 8, transit’s impact on reducing congestion has also resulted in significant savings for drivers and their communities. Without transit, drivers would have used 303 million more gallons of gasoline because of added roadway congestion during 2010. Drivers would have been stuck in traffic an additional 796 million hours if there were no transit. Overall, the costs of congestion to drivers would have been an additional \$16.8 billion if there had been no transit service.

Figure 8: Growth of Transit Congestion Savings



Source: 2011 Urban Mobility Report, Texas Transportation Institute, Texas A&M University, see <http://mobility.tamu.edu/ums/>

Transit vehicles used a total of 6.45 billion kilowatt hours of electricity for propulsion power in RY 2010 and 974 million gallons of fossil fuels as reported on Table 21.

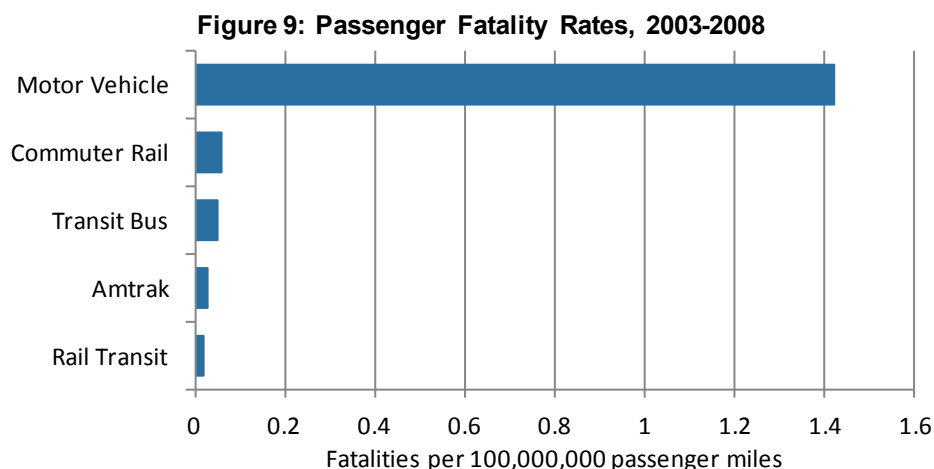
Table 21: Vehicle Fuel Consumption by Mode of Service Report Year 2010

Mode	Electricity (Millions of Kilowatt Hours)	Fossil Fuels (Millions of Gallons)						Total
		Diesel Fuel	Gasoline	LNG and Blends	CNG and Blends	Biodiesel	Other	
Bus	0.8	435.4	8.1	23.0	126.2	43.5	3.5	639.6
Commuter Rail	1,797.0	93.2	---	---	---	2.1	---	95.3
Demand Response	---	64.6	107.1	---	3.3	8.2	0.4	183.6
Heavy Rail	3,779.8	---	---	---	---	---	---	---
Light Rail	749.1	1.0	---	---	---	---	---	1.0
Trolleybus	66.2	---	---	---	---	---	---	---
Other	58.6	37.9	15.1	---	---	1.9	---	54.9
All Modes	6,451.6	632.2	130.3	23.0	129.4	55.7	3.9	974.4

Vehicle Fuel Consumption data by mode from 1945 through 2010 can be found in the 2012 Public Transportation Fact Book, Appendix A: Historical Tables at [www.apta.com](http://www.apta.com).

## Safety

FTA data show that transit is among the safest ways to travel. From 2003 to 2008 transit bus travel resulted in 0.05 deaths per 100 million passenger miles, compared to 1.42 deaths for motor vehicles. Amtrak and commuter rail also had low fatality rates of 0.03 and 0.06 per 100 million passenger miles, respectively, as shown on Figure 9.



Source: Federal Transit Administration/US DOT, 2009 Rail Safety Statistics Report

## Capital and Operating Expenses

In 2010, transit was a \$55.6 billion industry with \$37.8 billion in operating expenditures and \$17.8 billion spent on capital investments. Heavy rail investments are the largest modal capital expenditures, at \$5.7 billion, followed by bus capital investments, at \$4.5 billion. The largest type of capital investment was for guideways, at \$6.3 billion, followed by vehicles, at \$5.2 billion.

Table 22: Capital Expense by Mode and Type, Millions of Dollars  
Report Year 2010

Type	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Trolley-bus	Other	Total	% of Total
Guideway	143.7	1,841.2	0.0	2,014.0	2,284.1	1.3	2.9	6,287.1	35.3%
Passenger Stations	410.2	434.3	1.7	1,578.6	342.2	0.8	59.5	2,827.3	15.9%
Administrative Buildings	205.1	5.2	62.1	29.7	8.0	0.3	8.0	318.4	1.8%
Maintenance Facilities	592.6	161.6	116.8	84.0	92.9	0.0	14.6	1,062.5	6.0%
<i>Facilities Subtotal</i>	<i>1,351.5</i>	<i>2,442.3</i>	<i>180.7</i>	<i>3,706.1</i>	<i>2,727.3</i>	<i>2.4</i>	<i>85.0</i>	<i>10,495.3</i>	<i>58.9%</i>
Rolling Stock	2,598.3	409.0	694.5	881.3	328.4	0.6	197.3	5,109.5	28.7%
Service Vehicles	37.4	14.4	5.0	28.5	6.1	0.0	0.0	91.5	0.5%
<i>Rolling Stock Subtotal</i>	<i>2,635.8</i>	<i>423.4</i>	<i>699.5</i>	<i>909.7</i>	<i>334.5</i>	<i>0.6</i>	<i>197.4</i>	<i>5,201.0</i>	<i>29.2%</i>
Fare Revenue									
Collection Equipment	95.5	13.7	11.8	41.0	27.5	0.8	0.6	190.9	1.1%
Communication and Information Systems	257.8	120.3	74.3	593.8	139.5	1.1	8.2	1,195.0	6.7%
Other	172.8	75.0	36.2	420.4	20.9	0.4	16.7	742.3	4.2%
<i>All Other Subtotal</i>	<i>526.1</i>	<i>209.1</i>	<i>122.2</i>	<i>1,055.1</i>	<i>187.9</i>	<i>2.3</i>	<i>25.5</i>	<i>2,128.2</i>	<i>11.9%</i>
<b>Total</b>	<b>4,513.4</b>	<b>3,074.8</b>	<b>1,002.4</b>	<b>5,671.0</b>	<b>3,249.6</b>	<b>5.3</b>	<b>307.9</b>	<b>17,824.4</b>	<b>100.0%</b>
% of Total	25.3%	17.3%	5.6%	31.8%	18.2%	0.0%	1.7%	100.0%	---

(a) These are actual accrued expenditures, and do not include debts, depreciations of value, or other non-money costs.

Capital expense data from 1992 through 2010 can be found in the 2012 *Public Transportation Fact Book*, Appendix A: *Historical Tables* at [www.apta.com](http://www.apta.com).

## CAPITAL AND OPERATING EXPENSES

Operating expenses are measured in two ways: by function, the type of activity performed, and by object, labor expenses and the type of goods or services purchased. Among the five functions operating funds are applied to, operations accounts for almost half of expenses, followed by vehicle maintenance, general administration, purchased transportation, and non-vehicle maintenance. Salaries, wages, and fringe benefits for employees of transit agencies account for almost two-thirds of operating expenses.

Table 23: Operating Expense by Mode and Function Class, Millions of Dollars  
Report Year 2010

Type	Bus	Commuter Rail	Demand Re-sponse	Heavy Rail	Light Rail	Trolley-bus	Other	Total	% of Total
Vehicle Operations	9,949.3	1,637.3	1,591.3	2,763.6	545.9	118.0	403.3	17,008.7	45.1%
Vehicle Maintenance	3,463.7	1,014.1	337.2	1,084.2	287.2	48.6	138.9	6,373.9	16.9%
Non-Vehicle Maintenance	739.9	716.2	50.7	1,574.6	249.5	18.9	72.9	3,422.6	9.1%
General Administration	2,963.9	693.1	653.0	890.1	289.9	57.0	184.3	5,731.2	15.2%
Purchased Transportation	1,714.7	579.0	2,554.9	57.3	131.4	0.0	181.1	5,218.4	13.8%
<b>Total</b>	<b>18,831.4</b>	<b>4,639.7</b>	<b>5,187.2</b>	<b>6,369.7</b>	<b>1,503.8</b>	<b>242.4</b>	<b>980.5</b>	<b>37,754.9</b>	<b>100.0%</b>
% of Total	49.9%	12.3%	13.7%	16.9%	4.0%	0.6%	2.6%	100.0%	---

Operating expense data from 1932 through 2010 can be found in the *2012 Public Transportation Fact Book, Appendix A: Historical Tables* at [www.apta.com](http://www.apta.com).

Table 24: Operating Expense by Mode and Object Class, Millions of Dollars  
Report Year 2010

Type	Bus	Commuter Rail	Demand Re-sponse	Heavy Rail	Light Rail	Trolley-bus	Other	Total	% of Total
Salaries and Wages	7,479.4	1,572.8	1,136.9	3,147.2	531.9	112.4	304.9	14,285.5	37.8%
Fringe Benefits	5,343.6	1,269.7	570.5	2,552.0	381.7	84.1	140.0	10,341.6	27.4%
Services	1,118.3	415.1	270.0	365.3	222.9	23.8	90.3	2,505.7	6.6%
Materials and Supplies	2,432.3	510.6	391.6	406.8	108.1	16.0	175.1	4,040.5	10.7%
Utilities	227.0	319.9	38.2	556.1	104.3	5.0	17.0	1,267.5	3.4%
Casualty and Liability	511.5	117.7	124.4	138.3	28.3	8.9	41.4	970.5	2.6%
Purchased Transportation	1,714.7	579.0	2,554.9	57.3	131.4	0.0	181.1	5,218.4	13.8%
Other	4.7	-145.1	100.7	-853.4	-4.8	-7.7	30.7	-874.9	-2.3%
<b>Total</b>	<b>18,831.4</b>	<b>4,639.7</b>	<b>5,187.2</b>	<b>6,369.7</b>	<b>1,503.8</b>	<b>242.4</b>	<b>980.5</b>	<b>37,754.9</b>	<b>100.0%</b>
% of Total	49.9%	12.3%	13.7%	16.9%	4.0%	0.6%	2.6%	100.0%	---

Operating Expense data from 1932 through 2010 can be found in the *2012 Public Transportation Fact Book, Appendix A: Historical Tables* at [www.apta.com](http://www.apta.com).

Table 25: Total Expense by Mode, Millions of Dollars  
Report Year 2010

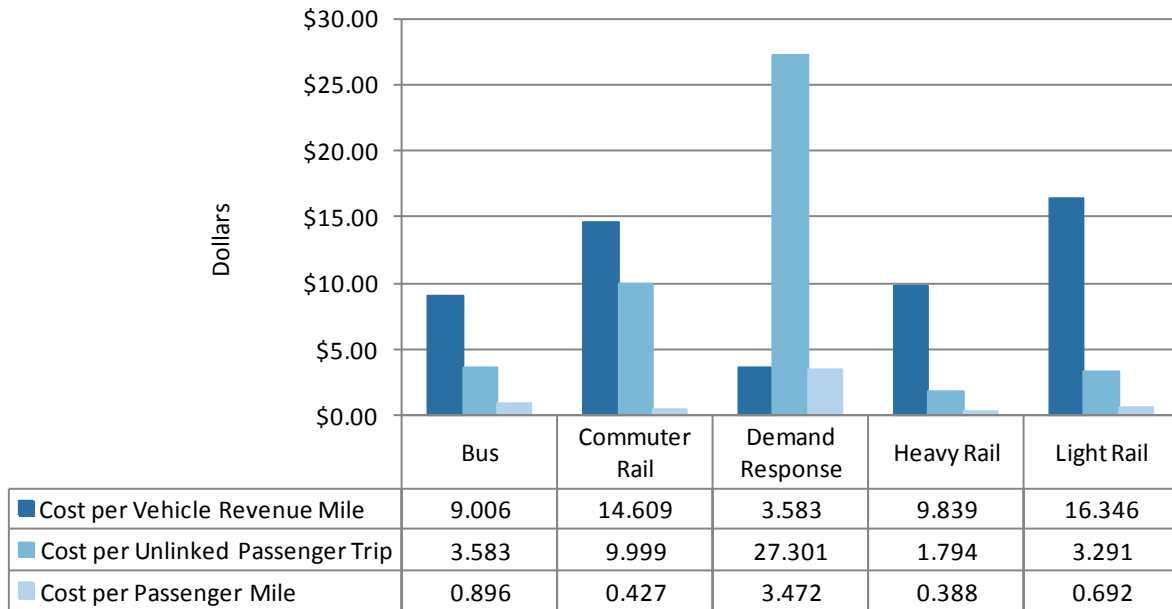
Type	Bus	Commuter Rail	Demand Re-sponse	Heavy Rail	Light Rail	Trolley-bus	Other	Total
Operating Expenditures	18,831.4	4,639.7	5,187.2	6,369.7	1,503.8	242.4	980.5	37,754.9
Capital Expenditures	4,513.4	3,074.8	1,002.4	5,671.0	3,249.6	5.3	307.9	17,824.4
<b>Total Expenditures</b>	<b>23,344.8</b>	<b>7,714.5</b>	<b>6,189.7</b>	<b>12,040.8</b>	<b>4,753.4</b>	<b>247.7</b>	<b>1,288.4</b>	<b>55,579.3</b>
% of Total	42.0%	13.9%	11.1%	21.7%	8.6%	0.4%	2.3%	100.0%

Expense data from 1932 through 2010 can be found in the *2012 Public Transportation Fact Book, Appendix A: Historical Tables* at [www.apta.com](http://www.apta.com).

## CAPITAL AND OPERATING EXPENSES

It is apparent from looking at Figure 10 that the comparison of expenses among modes is highly influenced by the measurement selected. This allows assertions that any mode is more expensive or any is more efficient than the others. When measured by cost per vehicle mile, commuter rail and light rail service are the most expensive because they are large, high capacity vehicles, much larger than buses or demand response vehicles. When measured by cost per unlinked passenger trip, heavy rail is the least expensive because of the high occupancy of heavy rail vehicles and demand response trips are very expensive because demand response vehicles often have only a single passenger on board. When measured by passenger mile heavy rail remains the lowest cost but commuter rail is second lowest because of the long trips taken by commuter rail passengers. Each of these measurements is correct, but they are severely influenced by different characteristics of vehicle size and speed, and passenger trip lengths.

**Figure 10: Comparative Operating Cost Among Modes, 2010**



Transit expenditures have a positive impact on the communities in which they operate and those in which companies that provide transit agencies with products and services are located. Table 26 provides measurements of those impacts developed in *Economic Impact of Public Transportation Investment* by Glen Weisbrod and Arlee Reno in 2009. The table shows the economic impact of \$1 billion in transit expenditures for either capital or operations measured in five different ways. Note that these measurements cannot be added together; they are different measurements of the same or portions of the same overall impact. Every \$1 billion in average transit spending results in 35,600 jobs based on the division of transit spending between capital and operations in RY 2010, \$3.5 billion in business sales, \$1.8 billion in gross domestic product, \$1.6 billion in labor income, or \$472 million in tax revenue.

**Table 26: Short-Term Economic Impact per Billion Dollars of National Investment in Transit**

Economic Impact	Impact per \$1 Billion Transit Capital Spending (a)	Impact per \$1 Billion Transit Operations Spending (a)	Impact per \$1 Billion Transit Average Spending
Jobs - Employment in Thousands of Jobs	23.8	41.1	35.6
Output - Business Sales in Billions of Dollars	\$ 3.0	\$ 3.8	\$ 3.5
Gross Domestic Product - Value Added in Billions of Dollars	\$ 1.5	\$ 2.0	\$ 1.8
Labor Income in Billions of Dollars	\$ 1.1	\$ 1.8	\$ 1.6
Tax Revenue in Millions of Dollars (Rounded)	\$ 350	\$ 530	\$ 472

(a) from Weisbrod, Glen and Arlee Reno. *Economic Impact of Public Transportation Investment*, October 2009. Available at [www.apta.com](http://www.apta.com).

## Capital and Operating Funding

Transit operations are funded by passenger fares, other transit agency earnings, and financial assistance from state, local, and federal governments. Capital investment is funded only by government funds. The majority of revenue for operations comes from passenger fares, together with state and local financial assistance. Passenger fares and other agency earnings account for 38 percent of operating revenues. Directly generated government funds, in cases where the transit agency is functioning as a local government, local, and state government assistance combine for 55 percent of all funding. The federal role is more significant for the capital program, providing 41 percent of capital funds compared to 9 percent of operating funds.

Transit funding from government agencies is properly called financial assistance. Transit agencies receive financial assistance because the major portion of transit benefits accrue to the community, not to the transit rider. Drivers and the community benefit from congestion reduction, the efficiency of high density business development, reduction in energy use and air pollutant emissions, reduction in the need for expensive personal vehicle parking structures, reductions in roadway injuries and fatalities, and many of benefits. Governments benefit from savings in road construction and maintenance, police and emergency personnel service costs, and all of the costs that would result from increased sprawl if transit service were reduced. Financial assistance transfers some of the value of these benefits to drivers, the community, and governments back to the transit user rather than expecting the transit user to pay the full cost of benefits that go to the community as a whole.

Table 20: Funding Sources  
Report Year 2010

Type	Transit Agency Funds			Government Funds					Total Funds
	Passenger Fares	Other Earnings	Total	Directly Generated	Local	State	Federal	Total	
Capital Funding, Millions of Dollars	---	---	---	5,852.5	2,099.0	2,536.9	7,336.1	17,824.4	17,824.4
Percent of Capital Funding	---	---	---	32.8%	11.8%	14.2%	41.2%	100.0%	100.0%
Operating Funding, Millions of Dollars	12,556.1	2,118.9	14,675.0	2,548.8	8,457.9	9,760.8	3,674.6	24,442.1	39,117.2
Percent of Operating Funding	32.1%	5.4%	37.5%	6.5%	21.6%	25.0%	9.4%	62.5%	100.0%
Total Funding, Millions of Dollars	12,556.1	2,118.9	14,675.0	8,401.3	10,557.0	12,297.7	11,010.6	42,266.6	56,941.6
Percent of Total Funding	22.1%	3.7%	25.8%	14.8%	18.5%	21.6%	19.3%	74.2%	100.0%

Funding sources data from 1926 through 2010 can be found in the *2012 Public Transportation Fact Book, Appendix A: Historical Tables* at [www.apta.com](http://www.apta.com).

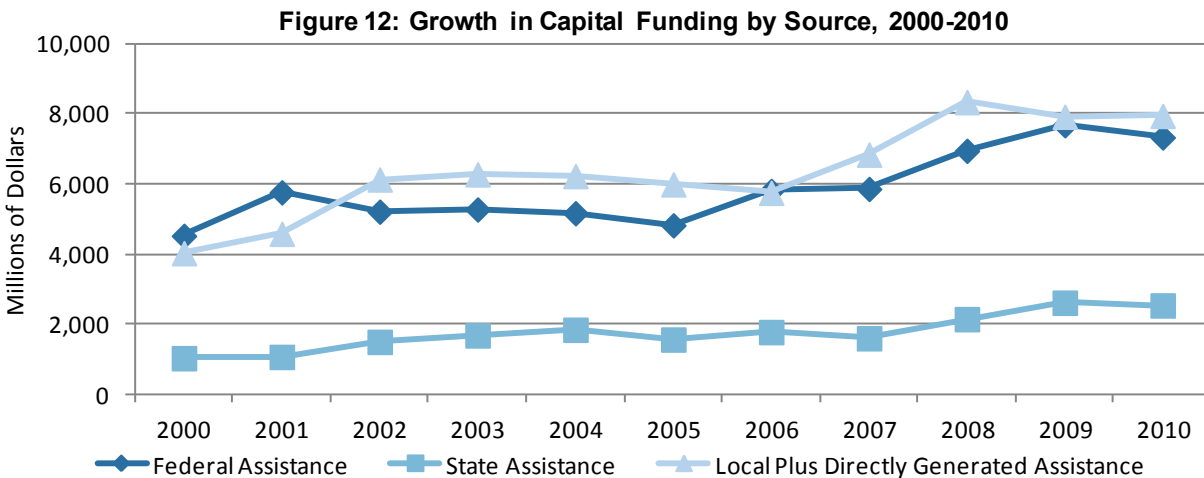
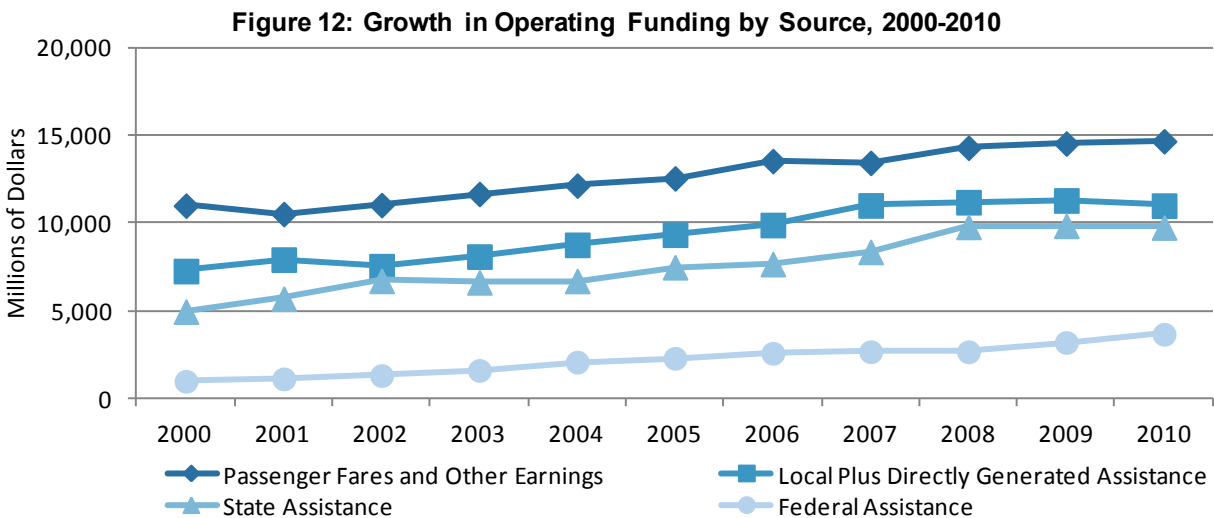


Figure 11 reports the change in funding sources for capital over the past decade and Figure 12 reports the change in funding sources for operations. Federal capital funds increased \$4.5 billion to \$7.3 billion over the 10-year period but dropped from 47 percent of all capital revenue to 41 percent. Directly generated and local capital assistance increased from 42 percent of capital funds in 2000 to 44 percent in 2010 and state assistance went from 11 percent to 14 percent.

Operating funding from all sources increased from 2000 through 2010. Passenger fares and other transit system earnings were \$14.7 billion in 2010, 38 percent of all revenues for operations. Directly generated and local funds were 28 percent of operating revenue, state funds were 25 percent and federal funds were 9 percent.



Revenue generated from passenger fares varies across transit modes. The highest levels of average revenue are generated by commuter rail, the transit mode that represents the longest trip length for passengers. Fare policies vary across agencies, but in general, passenger fares are lower for bus trips and relatively similar for light rail and heavy rail. Transit agencies are adopting automated fare collection systems. One-half of agencies now use magnetic memory cards and one-quarter use digital smart cards to collect passenger fares.

Table 21: Passenger Fares by Mode, Report Year 2010

	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Trolley-bus	Total
Passenger Fares, Millions of Dollars	4,997.3	2,248.7	485.7	3,965.7	412.2	80.1	(d)12,556.1
Average Revenue per Unlinked Trip	\$0.95	\$4.84	\$2.56	\$1.12	\$0.90	\$0.81	\$1.23
Highest Adult Base Cash Fare (a)	\$7.00	\$25.00	\$6.25	\$2.25	\$2.50	\$2.25	\$25.00
Average Adult Base Cash Fare (a)	\$1.53	\$6.66	\$2.31	\$1.95	\$1.87	\$1.50	\$1.97
Median Adult Base Cash Fare (a)	\$1.50	\$3.75	\$2.50	\$2.00	\$2.00	\$1.88	\$1.75
Lowest Adult Base Cash Fare (a)	\$0.00	\$2.25	\$0.00	\$1.40	\$1.00	\$0.00	\$0.00
Systems with Peak Period Surcharges (a)	6.0%	21.4%	NA	7.7%	14.3%	25.0%	6.3%
Systems with Transfer Surcharges (a)	28.1%	0.0%	NA	46.2%	33.3%	100.0%	30.1%
Systems with Distance/Zone Surcharges (a)	23.9%	57.1%	NA	30.8%	23.8%	0.0%	19.9%
Systems with Smart Cards (a)	21.6%	21.4%	NA	61.5%	33.3%	25.0%	24.6%
Systems with Magnetic Cards (a)	55.3%	17.6%	NA	64.3%	41.7%	50.0%	49.4%

(a) Based on sample of systems from APTA 2011 Public Transportation Fare Database.

(b) Fixed-route service only, unweighted average.

(c) Fixed-route service only

(d) Includes fare revenue for other modes not listed, \$374.1 million.

Fare data from 1926 through 2010 can be found in the 2012 Public Transportation Fact Book, Appendix A: Historical Tables at [www.apta.com](http://www.apta.com).

## Modal Data

Tables 22 through 32 provide extensive detail on characteristics of the various modes of transit operations. Data are presented on two summary tables of national information, with roadway modes on Table 22 and rail modes and ferry boat on Table 27, followed by tables listing agency-specific information on unlinked passenger trips and passenger miles. Given the large number of bus, demand response, and vanpool agencies, only the largest 50 agencies of each mode are listed.

Transit service is provided by a variety of modes, defined both by the type of vehicle they use, operating characteristics of the service they provide, and the travel needs of the riding public for which they are designed.

A mode is a system for carrying transit passengers, described by a specific right-of-way, technology, and operational features. The mode of service in most cities is buses.

Bus service is provided by rubber-tired vehicles powered by engines on the vehicle. Most buses operate in fixed-route service on regular schedules, and passengers pay a fare or present a pass or transfer when boarding their bus. Nearly all buses are accessible for wheelchairs by lifts or ramps, and most can carry bicycles on racks in front of the bus.



*Community Transit Double Tall buses in Everett, Washington provide high-speed Commuter Bus service to downtown Seattle. Commuter Bus data are included as part of bus mode data on Tables 22 and 23.*



*Bus service, such as provided by this Connecticut Transit bus in Stamford, Connecticut, is a fixed-route scheduled service in communities throughout the country. Bus mode data are reported on Tables 22 and 23.*

Commuter buses provide high-speed longer distance service to commuters for their daily journey-to-work. Bus rapid transit systems operate vehicles on separate rights-of-way with high-frequency service, low-floor vehicles, stations, traffic signal priority, and other operating improvements which increase their speed and passenger capacity.



*Lane Transit District Emerald Express buses in Eugene, Oregon provides Bus Rapid Transit service in a bus-only lane that is prohibited to other vehicles. Bus Rapid Transit data are included as part of bus mode data on Tables 22 and 23.*

The Federal Transit Administration National Transit Database, the base data used to produce the APTA Fact Book, currently treats all bus services as a single mode. Beginning with data for 2011, besides regular bus service, data will be collected for commuter buses and bus rapid transit (BRT).





*This Rochester Genesee Regional Transportation Authority Lift Line vehicle provides Demand Response service in Rochester, New York. Passengers are taken directly from their origins to their destinations. Demand response mode data are reported on Tables 22 and 24.*

Demand response service vehicles travel on roads and streets but take passengers directly from their origins to their destinations. Demand response service is provided primarily by vans.

By law, accessible demand response service must be provided in all areas served by regular route transit service to persons with disabilities or those otherwise unable to use fixed-route service. General demand response service is not required by law and is often open to larger segments of the public or all riders. Some general demand response services are operated during late-night and weekend hours in place of fixed-route services.

Three rail modes provide most rail transit service operated in the U.S.: heavy rail, commuter rail, and light rail.



*This Metropolitan Transportation Authority of Harris County Light Rail vehicle provides transit service in Houston, Texas. Light rail vehicles operate on private rights-of-way and city streets in many American urban areas. Light rail mode data are reported on Tables 27 and 30.*

Light rail is a mode of service provided by single vehicles or short trains on either private right-of-way or in roads and streets. Passengers board in stations or from track side stops in streets. Light rail is

designed to carry a "light" load of passenger traffic compared to heavy rail.

Streetcar service is a type of light rail service with frequent stops with nearly the entire route operated in streets. It is usually in denser, high-traffic areas, and the vehicles are designed for lower speeds and to allow quick boarding and alighting by passengers. Beginning with data for 2011, the National Transit Database will collect streetcar statistics separately from light rail data.



*Streetcars provide a type of light rail service characterized by more frequent stops and shorter trips in higher density areas. This streetcar is operated by the Tri-County Metropolitan Transportation District of Oregon for the City of Portland. Streetcar data are included as part of light rail data on Tables 27 and 30.*



*Heavy rail service provides the greatest passenger capacity of any transit mode. This Chicago Transit Authority train provides high capacity service for travelers to the skyscrapers in downtown Chicago, Illinois. Heavy rail mode data are reported on Tables 27 and 29.*

Heavy rail service is provided by electric rail cars on private rights-of-way. The trains are boarded in stations from high level platforms. Heavy rail provides high speed service with the ability to carry "heavy" loads of passengers. Heavy rail service is completely separated from vehicle and pedestrian traffic, often elevated or in subways, or in private at-grade rights-of-way.



*Commuter rail provides high-speed congestion free travel from distant suburbs to the business areas of the nation's largest metropolitan areas. The Regional Transportation Authority of Middle Tennessee operates Music City Star trains from Nashville to Lebanon, Tennessee. Commuter rail mode data are reported on Tables 27 and 28.*

Commuter rail service is provided on regular railroads or former railroad rights-of-way. Trains are made up of either self-propelled cars or cars hauled by locomotives. Passengers board in stations. Commuter rail service is characterized by high-speed, infrequent-stop service over longer distances from outlying areas into the commercial centers of metropolitan areas.



*Hybrid Rail provides commuter rail-type service using light rail-type vehicles. Capital Metro Hybrid Rail trains operate from downtown Austin, Texas, to distant northern suburbs. Hybrid Rail data are included as part of commuter rail data on Tables 27 and 28.*

Hybrid rail, will be reported separately from Commuter Rail in the National Transit Database beginning with 2011 reports. Hybrid rail systems operate light rail-type vehicles train on railroad rights-of-way, with

temporal separation from any freight railroad operations.



*Cable cars were the earliest mechanized transit service. The San Francisco Municipal Railway is the last cable car operator. Cable car modal data are included with other rail modes on on Tables 27 and 31.*

Several specialized rail modes are operated by a limited number of transit agencies. These include cable cars and automated guideway transit which are shown here, and other modes listed on Table 27.



*Automated Guideway Transit trains provide distributor or shuttle service without an on-board operator, offering the potential for lower operating costs. The Miami-Dade Transit Metromover has 21 stations in downtown Miami and adjacent neighborhoods. Connecting major buildings and transportation access points, the Metromover is considered to be an important factor for downtown development in Miami. Automated Guideway Transit modal data are included with other rail modes on on Tables 27 and 31.*



Ferry boat service can greatly reduce the distance people would travel if forced to drive around bodies of water. Ferry boat mode data are reported on Tables 27 and 32.

Ferry boat is a water-borne transit mode. Passenger only and passenger/vehicle ferries are both found in transit service. Ferries allow travelers to avoid very long trips by bus, train, or auto and to make lengthy water crossing. Ferry boats are the largest transit vehicles.

Table 22: Roadway Modes National Totals, Report Year 2010

Statistical Category	Bus	Demand Response	Publico	Trolleybus	Vanpool
Systems, Number of	1,206	6,741	1	5	84
Trips, Unlinked Passenger (Millions)	5,256	190	42	99	32
Miles, Passenger (Millions)	21,013	1,494	169	159	1,108
Trip Length, Average (Miles)	4.0	7.9	4.0	1.6	34.8
Miles, Vehicle Total (Millions)	2,412.7	1,693.6	34.7	12.1	185.0
Miles, Vehicle Revenue (Millions)	2,090.9	1,447.7	32.4	11.7	185.0
Hours, Vehicle Total (Millions)	179.7	112.1	3.2	1.7	4.5
Hours, Vehicle Revenue (Millions)	162.3	96.8	3.0	1.6	4.5
Speed, Vehicle in Revenue Service, Average (mph)	12.9	14.9	10.9	7.1	41.1
Fares Collected, Passengers (Millions)	\$4,997.3	\$485.7	\$58.2	\$80.1	\$91.9
Revenue per Unlinked Trip, Average	\$0.95	\$2.56	\$1.38	\$0.81	\$2.88
Expense, Operating Total (Millions)	\$18,831.4	\$5,187.2	\$58.8	\$242.4	\$146.6
Operating Expense by Object Class:					
Salaries and Wages (Millions)	\$7,479.4	\$1,136.9	\$0.1	\$112.4	\$19.9
Fringe Benefits (Millions)	\$5,343.6	\$570.5	\$0.0	\$84.1	\$11.3
Services (Millions)	\$1,118.3	\$270.0	\$0.5	\$23.8	\$12.3
Materials and Supplies (Millions)	\$2,432.3	\$391.6	\$0.0	\$16.0	\$23.7
Utilities (Millions)	\$227.0	\$38.2	\$0.0	\$5.0	\$2.3
Casualty and Liability (Millions)	\$511.5	\$124.4	\$0.0	\$8.9	\$10.2
Purchased Transportation (Millions)	\$1,714.7	\$2,554.9	\$58.2	\$0.0	\$53.5
Other (Millions)	\$4.7	\$100.7	\$0.0	-\$7.7	\$13.5
Operating Expense by Function Class:					
Vehicle Operations (Millions)	\$9,949.3	\$1,591.3	\$0.0	\$118.0	\$25.9
Vehicle Maintenance (Millions)	\$3,463.7	\$337.2	\$0.0	\$48.6	\$11.2
Non-vehicle Maintenance (Millions)	\$739.9	\$50.7	\$0.0	\$18.9	\$1.1
General Administration (Millions)	\$2,963.9	\$653.0	\$0.7	\$57.0	\$54.9
Purchased Transportation (Millions)	\$1,714.7	\$2,554.9	\$58.2	\$0.0	\$53.5
Expense, Capital Total (Millions)	\$4,513.4	\$1,002.4	---	\$5.3	\$30.6
Facilities, Guideway, Stations, Admin. Buildings (Millions)	\$1,351.5	\$180.7	---	\$2.4	\$0.5
Rolling Stock (Millions)	\$2,635.8	\$699.5	---	\$0.6	\$29.2
Other (Millions)	\$526.1	\$122.2	---	\$2.3	\$1.0
Revenue Vehicles Available for Maximum Service	66,239	68,621	5,620	571	12,378
Revenue Vehicles Operated at Maximum Service	53,580	56,677	3,291	421	10,880
Revenue Vehicle Age, Average (Years)	8.0	4.1	---	9.9	4.3
Revenue Vehicles with Alternative Power Source	35.6%	7.7%	---	100.0%	2.8%
Revenue Vehicles Accessible	99.8%	89.2%	---	100.0%	5.5%
Employees, Operating	186,545	102,666	---	1,786	505
Employees, Vehicle Operations	127,379	81,609	---	1,201	65
Employees, Vehicle Maintenance	33,276	8,031	---	294	61
Employees, Non-Vehicle Maintenance	7,053	1,871	---	148	8
Employees, General Administration	18,837	11,155	---	142	371
Employees, Capital	2,399	210	---	25	1
Diesel Fuel Consumed (Gallons, Millions)	435.4	64.6	---	0.0	0.1
Other Fossil Fuel Consumed (Gallons, Millions)	204.2	119.0	2.9	0.0	12.2
Electricity Consumed (kWh, Millions)	0.8	---	---	66.2	---

Table 23: 50 Largest Bus Agencies Ranked by Unlinked Passenger Trips and Passenger Miles, Report Year 2010 (Thousands)

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips		Passenger Miles	
		Thousands	Rank	Thousands	Rank
MTA New York City Transit(NYCT)	New York, NY	829,179.9	1	1,834,582.9	1
Los Angeles County Metropolitan Transp. Auth.(LACMTA)	Los Angeles, CA	365,975.5	2	1,486,801.5	2
Chicago Transit Authority(CTA)	Chicago, IL	306,024.0	3	707,314.9	4
Southeastern Pennsylvania Transp. Authority(SEPTA)	Philadelphia, PA	178,114.9	4	524,758.5	5
New Jersey Transit Corporation(NJ TRANSIT)	New York, NY	162,224.4	5	1,081,859.2	3
Washington Metropolitan Area Transit Authority(WMATA)	Washington, DC	128,443.9	6	399,962.5	8
MTA Bus Company(MTABUS)	New York, NY	120,237.0	7	360,812.0	13
Massachusetts Bay Transportation Authority(MBTA)	Boston, MA	108,128.0	8	275,882.6	15
San Francisco Municipal Railway(MUNI)	San Francisco, CA	91,609.2	9	208,583.7	21
King County Department of Transp.(King County Metro)	Seattle, WA	88,287.8	10	422,331.9	7
Denver Regional Transportation District(RTD)	Denver, CO	76,168.2	11	385,410.1	11
Maryland Transit Administration(MTA)	Baltimore, MD	73,172.0	12	397,780.5	9
City and County of Honolulu DOT Services(DTS)	Honolulu, HI	73,158.6	13	386,225.0	10
Miami-Dade Transit(MDT)	Miami, FL	70,292.0	14	379,704.7	12
Metropolitan Atlanta Rapid Transit Authority(MARTA)	Atlanta, GA	68,008.9	15	272,622.5	16
Metro Transit	Minneapolis, MN	66,882.4	16	300,759.0	14
Metropolitan Transit Auth. of Harris County, Texas(Metro)	Houston, TX	66,538.9	17	443,073.7	6
Alameda-Contra Costa Transit District(AC Transit)	San Francisco, CA	61,390.7	18	173,601.6	28
Tri-County Metropolitan Transp. District of Oregon(TriMet)	Portland, OR	60,508.2	19	231,580.9	20
Regional Transp. Commission of Southern Nevada(RTC)	Las Vegas, NV	56,382.3	20	187,753.0	26
Port Authority of Allegheny County(Port Authority)	Pittsburgh, PA	56,367.9	21	238,886.6	17
Orange County Transportation Authority(OCTA)	Los Angeles, CA	53,376.6	22	235,047.1	18
San Diego Metropolitan Transit System(MTS)	San Diego, CA	48,479.4	23	174,091.8	27
Milwaukee County Transit System(MCTS)	Milwaukee, WI	42,190.9	24	129,194.3	39
VIA Metropolitan Transit(VIA)	San Antonio, TX	41,323.1	25	173,370.4	29
Dallas Area Rapid Transit(DART)	Dallas, TX	37,693.4	26	164,323.6	31
City of Phoenix Public Transit Department(Valley Metro)	Phoenix-Mesa, AZ	37,181.5	27	138,158.1	36
Broward County Transportation Department(BCT)	Miami, FL	36,585.3	28	172,113.5	30
City of Detroit Department of Transportation(DDOT)	Detroit, MI	36,555.8	29	188,152.5	25
The Greater Cleveland Regional Transit Authority(GCRTA)	Cleveland, OH	35,895.4	30	136,352.9	37
Capital Metropolitan Transportation Authority(CMTA)	Austin, TX	34,814.4	31	141,707.0	35
Westchester County Bee-Line System	New York, NY	32,273.6	32	148,321.8	33
Santa Clara Valley Transportation Authority(VTA)	San Jose, CA	32,210.8	33	143,696.9	34
Metropolitan Suburban Bus Auth.(MTA Long Island Bus)	New York, NY	30,888.6	34	158,522.4	32
City of Los Angeles Department of Transportation(LADOT)	Los Angeles, CA	30,341.0	35	69,281.4	(a)
Pace - Suburban Bus Division(PACE)	Chicago, IL	29,292.0	36	189,683.6	23
Long Beach Transit(LBT)	Los Angeles, CA	28,556.5	37	89,667.5	47
Ride-On Montgomery County Transit	Washington, DC	27,895.0	38	112,416.8	41
Central Florida Regional Transportation Authority(LYNX)	Orlando, FL	24,780.7	39	133,309.6	38
Bi-State Development Agency(METRO)	St. Louis, MO	24,197.0	40	108,371.8	43
Santa Monica's Big Blue Bus(Big Blue Bus )	Los Angeles, CA	22,350.3	41	76,035.4	(a)
Utah Transit Authority(UTA)	Salt Lake City, UT	21,716.9	42	128,375.8	40
Niagara Frontier Transportation Authority(NFT Metro)	Buffalo, NY	20,446.2	43	73,751.4	(a)
City of Tucson(COT)	Tucson, AZ	20,383.6	44	76,200.6	(a)
Charlotte Area Transit System(CATS)	Charlotte, NC	20,361.0	45	99,054.8	44
Rhode Island Public Transit Authority(RIPTA)	Providence, RI	19,544.0	46	73,886.4	(a)
Southwest Ohio Regional Transit Auth.(SORTA / Metro)	Cincinnati, OH	18,821.8	47	86,058.5	50
Fresno Area Express(FAX)	Fresno, CA	17,589.4	48	41,251.9	(a)
Sacramento Regional Transit District(Sacramento RT)	Sacramento, CA	17,579.3	49	61,417.1	(a)
Regional Transit Service, Inc. and Lift Line, Inc.(R-GRTA)	Rochester, NY	17,058.9	50	61,412.2	(a)
Transp. District Commission of Hampton Roads(HRT)	Virginia Beach, VA	15,048.1	(a)	98,754.1	45
Foothill Transit	Los Angeles, CA	14,280.6	(a)	109,648.4	42
Central Puget Sound Regional Transit Authority(ST)	Seattle, WA	13,092.8	(a)	192,007.1	22
Metropolitan Council	Minneapolis, MN	11,553.1	(a)	88,261.5	49
Snohomish County Public TBAC(Community Transit)	Seattle, WA	8,979.9	(a)	89,062.5	48
Academy Lines, Inc.	New York, NY	3,900.6	(a)	233,014.1	19
Hudson Transit Lines, Inc.(Short Line)	New York, NY	3,653.3	(a)	189,024.9	24
Trans-Bridge Lines, Inc.	New York, NY	1,094.4	(a)	94,056.4	46

(a) Not among 50 largest bus transit agencies in this category.

Includes only transit agencies reporting to Federal Transit Administration FY 2010 *National Transit Database*.

For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration 2010 National Transit Database, see the *2012 Public Transportation Fact Book, Appendix B: Transit Agency and Urbanized Area Operating Statistics at www.apta.com*.

Table 24: 50 Largest Demand Response Agencies Ranked by Unlinked Passenger Trips and Passenger Miles, Report Year 2010 (Thousands)

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips		Passenger Miles	
		Thousands	Rank	Thousands	Rank
MTA New York City Transit(NYCT)	New York, NY	5,957.2	1	66,489.4	1
Access Services (AS)	Los Angeles, CA	2,777.0	2	36,081.1	2
Pace-Suburban Bus Div., ADA Paratransit Services(PACE)	Chicago, IL	2,769.5	3	22,935.9	4
Washington Metropolitan Area Transit Authority(WMATA)	Washington, DC	2,377.4	4	19,247.3	6
Massachusetts Bay Transportation Authority(MBTA)	Boston, MA	2,096.0	5	25,218.4	3
Southeastern Pennsylvania Transp. Authority(SEPTA)	Philadelphia, PA	1,778.3	6	11,554.8	16
Port Authority of Allegheny County(Port Authority)	Pittsburgh, PA	1,651.4	7	12,236.4	12
Metropolitan Transit Auth. of Harris County, Texas(Metro)	Houston, TX	1,573.1	8	17,230.1	7
Miami-Dade Transit(MDT)	Miami, FL	1,553.6	9	21,144.6	5
Maryland Transit Administration(MTA)	Baltimore, MD	1,488.9	10	10,485.6	18
Orange County Transportation Authority(OCTA)	Los Angeles, CA	1,482.9	11	15,295.4	9
LACMTA - Small Operators(LACMTA)	Los Angeles, CA	1,461.4	12	4,951.3	41
Metro Mobility	Minneapolis, MN	1,410.4	13	15,534.2	8
Pace - Suburban Bus Division(PACE)	Chicago, IL	1,265.1	14	7,517.7	24
King County Department of Transp. King County Metro)	Seattle, WA	1,257.9	15	12,832.0	11
Denver Regional Transportation District(RTD)	Denver, CO	1,172.3	16	10,594.7	17
Dallas Area Rapid Transit(DART)	Dallas, TX	1,136.0	17	13,896.9	10
Milwaukee County Transit System(MCTS)	Milwaukee, WI	1,106.9	18	6,957.5	26
Tri-County Metropolitan Transp. District of Oregon(TriMet)	Portland, OR	1,072.7	19	10,368.2	19
VIA Metropolitan Transit(VIA)	San Antonio, TX	1,054.2	20	11,998.4	13
San Francisco Municipal Railway(MUNI)	San Francisco, CA	1,038.8	21	6,686.8	29
Regional Transportation Comm. of Southern Nevada(RTC)	Las Vegas, NV	1,031.8	22	11,835.2	14
City of Los Angeles Department of Transportation(LADOT)	Los Angeles, CA	1,010.0	23	3,304.0	(a)
Delaware Transit Corporation(DTC)	Philadelphia, PA	944.3	24	11,751.9	15
Santa Clara Valley Transportation Authority(VTA)	San Jose, CA	930.2	25	9,005.4	22
New Jersey Transit Corporation(NJ TRANSIT)	New York, NY	923.3	26	5,943.8	32
Board of County Comm., Palm Beach County(PalmTran)	Miami, FL	892.2	27	9,867.0	21
City and County of Honolulu DOT Services(DTS)	Honolulu, HI	882.6	28	9,877.1	20
Broward County Transportation Department(BCT)	Miami, FL	769.2	29	7,384.5	25
Suburban Mobility Authority for Regional Transp.(SMART)	Detroit, MI	754.9	30	5,103.9	36
Central Florida Regional Transportation Authority(LYNX)	Orlando, FL	749.6	31	8,825.5	23
Alameda-Contra Costa Transit District(AC Transit)	San Francisco, CA	711.0	32	6,783.3	28
Capital Metropolitan Transportation Authority(CMTA)	Austin, TX	666.1	33	4,751.1	42
Rhode Island Public Transit Authority(RIPTA)	Providence, RI	616.9	34	5,054.9	38
Mass Transportation Authority(MTA)	Flint, MI	604.3	35	6,381.5	30
The Greater Cleveland Regional Transit Authority(GCRTA)	Cleveland, OH	550.7	36	3,941.0	50
Bi-State Development Agency(METRO)	St. Louis, MO	545.6	37	5,052.4	39
Blue Water Area Transp. Comm. Blue Water Area Transit)	Port Huron, MI	532.0	38	1,703.7	(a)
City of Phoenix Public Transit Department(Valley Metro)	Phoenix, AZ	519.2	39	4,217.5	48
Spokane Transit Authority(STA)	Spokane, WA	517.2	40	3,919.9	(a)
Ben Franklin Transit(BFT)	Kennewick, WA	513.7	41	2,551.4	(a)
Utah Transit Authority(UTA)	Salt Lake City, UT	509.6	42	5,294.5	35
Metropolitan Atlanta Rapid Transit Authority(MARTA)	Atlanta, GA	508.2	43	6,865.9	27
Metropolitan Council	Minneapolis, MN	507.2	44	4,443.2	46
Space Coast Area Transit(SCAT)	Palm Bay, FL	504.5	45	6,353.1	31
Wichita Transit(WT)	Wichita, KS	469.2	46	2,122.7	(a)
Salem Area Mass Transit District(Cherriots)	Salem, OR	465.1	47	5,449.7	33
City of Tucson(COT)	Tucson, AZ	463.9	48	4,452.6	45
Capital Area Transportation Authority(CATA)	Lansing, MI	463.5	49	4,534.7	44
Kansas City Area Transportation Authority(KCATA)	Kansas City, MO	454.2	50	3,672.6	(a)
Omnitrans(OMNI)	Riverside, CA	444.7	(a)	4,539.9	43
Interurban Transit Partnership(The Rapid)	Grand Rapids, MI	441.4	(a)	4,977.2	40
Suffolk County Dept. of Public Works – Transp. Div.(ST)	New York, NY	438.4	(a)	5,351.9	34
Lehigh and Northampton Transportation Authority(LANTA)	Allentown, PA	427.9	(a)	5,070.6	37
Montachusett Regional Transit Authority(MART)	Leominster, MA	390.7	(a)	4,222.2	47
Riverside Transit Agency(RTA)	Riverside, CA	338.5	(a)	4,173.2	49

(a) Not among 50 largest demand response agencies in this category.

Includes only transit agencies reporting to Federal Transit Administration FY 2010 *National Transit Database*.

For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration 2010 National Transit Database, see the *2012 Public Transportation Fact Book, Appendix B: Transit Agency and Urbanized Area Operating Statistics* at [www.apta.com](http://www.apta.com).

Table 25: 50 Largest Vanpool Agencies Ranked by Unlinked Passenger Trips and Passenger Miles, Report Year 2010 (Thousands)

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips		Passenger Miles	
		Thousands	Rank	Thousands	Rank
King County Department of Transp.(King County Metro)	Seattle, WA	2,849.6	1	58,134.0	4
Los Angeles County Metropolitan Transp. Auth.(LACMTA)	Los Angeles, CA	2,725.1	2	124,260.7	1
Metropolitan Transit Auth. of Harris County, Texas(Metro)	Houston, TX	2,423.0	3	67,337.1	3
San Diego Association of Governments(SANDAG)	San Diego, CA	2,042.6	4	97,611.2	2
Pace - Suburban Bus Division(PACE)	Chicago, IL	1,751.4	5	37,507.2	7
Utah Transit Authority(UTA)	Salt Lake City, UT	1,346.9	6	54,429.4	5
Ben Franklin Transit(BFT)	Kennewick, WA	1,261.3	7	49,379.8	6
Phoenix - VPSI, Inc.	Phoenix, AZ	1,049.6	8	26,836.8	14
Michigan Department of Transportation(MDOT)	Detroit, MI	954.1	9	35,942.6	9
Dallas Area Rapid Transit(DART)	Dallas, TX	924.6	10	36,784.7	8
New Jersey Transit Corporation(NJ TRANSIT)	New York, NY	856.8	11	34,094.4	10
Orange County Transportation Authority(OCTA)	Los Angeles, CA	848.7	12	30,208.6	11
Snohomish County Public TBAC(Community Transit)	Seattle, WA	843.6	13	22,755.2	17
Pierce County Transp. Benefit Area Auth.(Pierce Transit)	Seattle, WA	825.3	14	27,273.2	13
Marietta - VPSI, Inc.	Atlanta, GA	822.9	15	23,041.4	16
Greater Hartford Ridesharing Corporation(GHRC)	Hartford, CT	819.3	16	29,264.0	12
Honolulu - VPSI, Inc.	Honolulu, HI	740.8	17	15,377.5	21
Intercity Transit(I.T.)	Olympia, WA	635.1	18	22,391.4	18
Miami Lakes - VPSI, Inc.	Miami, FL	609.0	19	14,184.0	22
Dallas - VPSI, Inc.	Dallas, TX	482.7	20	16,591.8	20
Research Triangle Regional Public TA(Triangle Transit)	Durham, NC	418.2	21	12,375.2	26
Kings County Area Public Transit Agency(KART)	Hanford, CA	403.6	22	20,612.6	19
Greater Richmond Transit Co.(GRTC Transit System)	Richmond, VA	364.4	23	25,035.6	15
Georgia Regional Transportation Authority(GRTA)	Atlanta, GA	323.2	24	13,532.9	23
Madison County Transit District(MCT)	St. Louis, MO	309.3	25	12,110.6	27
Des Moines Area Regional Transit Authority(DART)	Des Moines, IA	293.9	26	12,818.6	25
Charlotte Area Transit System(CATS)	Charlotte, NC	271.6	27	13,159.4	24
Kitsap Transit	Bremerton, WA	259.7	28	5,772.2	41
Capital Metropolitan Transportation Authority(CMTA)	Austin, TX	258.3	29	6,117.8	36
VPSI, Anchorage	Anchorage, AK	234.8	30	10,237.0	28
Piedmont Authority for Regional Transportation(PART)	Greensboro, NC	233.7	31	9,309.6	29
Spokane Transit Authority(STA)	Spokane, WA	208.5	32	5,095.2	43
Southwestern Pennsylvania Commission(SPC)	Pittsburgh, PA	201.2	33	5,865.3	39
Central Florida Regional Transportation Authority(LYNX)	Orlando, FL	189.6	34	6,159.7	35
Metropolitan Council	Minneapolis, MN	182.5	35	6,705.3	32
Transportation Dist. Commission of Hampton Roads(HRT)	Virginia Beach, VA	171.7	36	6,025.7	37
Regional Transportation Authority(RTA)	Nashville, TN	164.6	37	6,238.0	34
North Front Range Met. Planning Organization(NFRMPO)	Fort Collins, CO	164.3	38	9,273.8	30
Douglas County Rideshare(Rideshare)	Atlanta, GA	163.0	39	5,810.0	40
Coast Transit Authority(CTA)	Gulfport, MS	133.0	40	5,940.5	38
Denver Regional Council of Governments(DRCOG)	Denver, CO	129.6	41	3,498.0	46
Space Coast Area Transit(SCAT)	Palm Bay, FL	129.6	42	6,519.1	33
VIA Metropolitan Transit(VIA)	San Antonio, TX	129.4	43	8,417.1	31
Yakima Transit(YT)	Yakima, WA	101.8	44	5,217.5	42
Reg. Planning Comm. of Greater Birmingham(RPCGB)	Birmingham, AL	97.7	45	4,521.1	44
County of Volusia, dba: VOTRAN(Votran)	Daytona Beach, FL	93.5	46	3,477.3	47
2Plus Partners in Transportation, Inc(2Plus)	Bridgeport, CT	89.8	47	2,530.1	50
Skagit Transit	Mount Vernon, WA	87.4	48	3,655.1	45
Hillsborough Area Regional Transit Authority(HART)	Tampa, FL	66.4	49	2,515.6	(a)
Centre Area Transportation Authority(CATA)	State College, PA	65.2	50	2,172.0	(a)
Whatcom Transportation Authority(WTA)	Bellingham, WA	53.7	(a)	2,629.8	49
Mountain Metropolitan Transit(MMT)	Colo. Springs, CO	49.5	(a)	2,909.8	48

(a) Not among 50 largest vanpool agencies in this category.

Includes only transit agencies reporting to Federal Transit Administration FY 2010 *National Transit Database*.

For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration 2010 National Transit Database, see the *2012 Public Transportation Fact Book, Appendix B: Transit Agency and Urbanized Area Operating Statistics* at [www.apta.com](http://www.apta.com).

Table 26: Trolleybus Agencies Ranked by Unlinked Passenger Trips and Passenger Miles, Report Year 2010 (Thousands)

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips		Passenger Miles	
		Thousands	Rank	Thousands	Rank
San Francisco Municipal Railway(MUNI)	San Francisco, CA	66,967.7	1	98,408.6	1
King County Department of Transp. King County Metro)	Seattle, WA	20,721.1	2	36,274.4	2
Southeastern Pennsylvania Transp. Authority(SEPTA)	Philadelphia, PA	5,510.4	3	10,763.4	3
Massachusetts Bay Transportation Authority(MBTA)	Boston, MA	3,124.7	4	6,670.3	5
Greater Dayton Regional Transit Authority(DRAT)	Dayton, OH	2,225.5	5	6,755.3	4

Includes only transit agencies reporting to Federal Transit Administration FY 2010 *National Transit Database*.

For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration 2010 National Transit Database, see the 2012 *Public Transportation Fact Book, Appendix B: Transit Agency and Urbanized Area Operating Statistics* at [www.apta.com](http://www.apta.com).

Table 27: Rail Modes and Ferry Boat National Totals, Report Year 2010

Statistical Category	Commuter Rail	Heavy Rail	Light Rail	Other Rail Modes	Ferry Boat
Systems, Number of	28	15	33	15	51
Trips, Unlinked Passenger (Millions)	464	3,550	457	39	90
Miles, Passenger (Millions)	10,874	16,407	2,173	47	568
Trip Length, Average (Miles)	23.4	4.6	4.8	1.2	6.3
Miles, Vehicle Total (Millions)	345.3	666.0	93.6	7.4	4.6
Miles, Vehicle Revenue (Millions)	317.6	647.4	92.0	7.3	4.5
Hours, Vehicle Total (Millions)	10.7	34.2	6.3	0.8	0.5
Hours, Vehicle Revenue (Millions)	9.7	32.0	6.2	0.8	0.5
Speed, Vehicle in Revenue Service, Average (mph)	32.9	20.2	15.0	9.1	9.6
Fares Collected, Passengers (Millions)	\$2,248.7	\$3,965.7	\$412.2	\$43.9	\$172.4
Fare per Unlinked Trip, Average	\$4.84	\$1.12	\$0.90	\$1.14	\$1.91
Expense, Operating Total (Millions)	\$4,639.7	\$6,369.7	\$1,503.8	\$204.3	\$570.8
Operating Expense by Object Class:					
Salaries and Wages (Millions)	\$1,572.8	\$3,147.2	\$531.9	\$78.9	\$206.0
Fringe Benefits (Millions)	\$1,269.7	\$2,552.0	\$381.7	\$46.0	\$82.7
Services (Millions)	\$415.1	\$365.3	\$222.9	\$30.6	\$46.7
Materials and Supplies (Millions)	\$510.6	\$406.8	\$108.1	\$21.2	\$130.1
Utilities (Millions)	\$319.9	\$556.1	\$104.3	\$7.9	\$6.8
Casualty and Liability (Millions)	\$117.7	\$138.3	\$28.3	\$4.9	\$26.3
Purchased Transportation (Millions)	\$579.0	\$57.3	\$131.4	\$13.5	\$56.0
Other (Millions)	-\$145.1	-\$853.4	-\$4.8	\$1.2	\$16.1
Operating Expense by Function Class:					
Vehicle Operations (Millions)	\$1,637.3	\$2,763.6	\$545.9	\$65.9	\$311.5
Vehicle Maintenance (Millions)	\$1,014.1	\$1,084.2	\$287.2	\$49.8	\$77.9
Non-vehicle Maintenance (Millions)	\$716.2	\$1,574.6	\$249.5	\$28.3	\$43.5
General Administration (Millions)	\$693.1	\$890.1	\$289.9	\$46.8	\$81.9
Purchased Transportation (Millions)	\$579.0	\$57.3	\$131.4	\$13.5	\$56.0
Expense, Capital Total (Millions)	\$3,074.8	\$5,671.0	\$3,249.6	\$26.7	\$250.5
Facilities, Guideway, Stations, Admin. Buildings (Millions)	\$2,442.3	\$3,706.1	\$2,727.3	\$8.6	\$75.9
Rolling Stock (Millions)	\$423.4	\$909.7	\$334.5	\$9.1	\$159.1
Other (Millions)	\$209.1	\$1,055.1	\$187.9	\$9.0	\$15.5
Revenue Vehicles Available for Maximum Service	6,927	11,510	2,104	259	196
Revenue Vehicles Operated at Maximum Service	6,143	9,198	1,494	200	134
Revenue Vehicle Age, Average (Years)	18.2	20.2	16.6	57.4	18.8
Revenue Vehicles with Alternative Power Source	(a) 99.8%	100.0%	98.4%	58.4%	45.5%
Revenue Vehicles Accessible	85.1%	98.7%	88.2%	59.4%	100.0%
Employees, Operating	27,168	47,650	10,372	1,862	4,273
Employees, Vehicle Operations	9,837	18,990	4,743	551	3,161
Employees, Vehicle Maintenance	8,068	9,408	2,214	530	460
Employees, Non-Vehicle Maintenance	6,398	15,755	2,302	343	238
Employees, General Administration	2,866	3,497	1,113	438	414
Employees, Capital	2,817	5,271	761	27	119
Diesel Fuel Consumed (Gallons, Millions)	93.2	---	1.0	---	37.9
Other Fossil Fuel Consumed (Gallons, Millions)	2.1	---	---	---	1.9
Electricity Consumed (kWh, Millions)	1,797.0	3,779.8	749.1	58.6	---

(a) Self-propelled cars only.

Table 28: Commuter Rail Agencies Ranked by Unlinked Passenger Trips and Passenger Miles, Report Year 2010 (Thousands)

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips		Passenger Miles	
		Thousands	Rank	Thousands	Rank
MTA Long Island Rail Road(MTA LIRR)	New York, NY	98,373.2	1	2,217,562.0	1
New Jersey Transit Corporation(NJ TRANSIT)	New York, NY	82,223.5	2	2,031,559.2	2
Metro-North Commuter Railroad Company(MTA-MNCR)	New York, NY	80,699.5	3	1,978,039.8	3
Northeast Illinois Reg. Commuter Railroad Corp.(Metra)	Chicago, IL-IN	70,534.9	4	1,608,049.3	4
Massachusetts Bay Transportation Authority(MBTA)	Boston, MA	36,909.9	5	749,020.7	5
Southeastern Pennsylvania Transp. Authority(SEPTA)	Philadelphia, PA	36,805.7	6	517,990.5	6
Southern California Regional Rail Authority(Metrolink)	Los Angeles, CA	12,005.8	7	413,398.9	7
Peninsula Corridor Joint Powers Board(PCJPB)	San Francisco, CA	10,611.7	8	295,357.3	8
Maryland Transit Administration(MTA)	Baltimore, MD	8,095.6	9	254,516.6	9
Virginia Railway Express(VRE)	Washington, DC	4,016.6	10	120,532.1	10
Northern Indiana Commuter Transportation District(NICTD)	Chicago, IL-IN	3,714.4	11	104,373.4	12
South Florida Regional Transportation Authority(TRI-Rail)	Miami, FL	3,606.1	12	104,575.6	11
Central Puget Sound Regional Transit Authority(ST)	Seattle, WA	2,480.1	13	59,579.2	13
Dallas Area Rapid Transit(DART)	Dallas, TX	2,432.2	14	43,689.3	15
Utah Transit Authority(UTA)	Salt Lake City, UT	1,389.9	15	36,276.3	18
North County Transit District(NCTD)	San Diego, CA	1,271.6	16	35,916.3	19
Rio Metro Regional Transit District(RMRTD)	Albuquerque, NM	1,240.5	17	58,394.8	14
Metro Transit	Minneapolis, MN	710.4	18	17,785.5	21
Altamont Commuter Express(ACE)	Stockton, CA	655.5	19	29,364.3	20
Connecticut Department of Transportation(CDOT)	Hartford, CT	557.6	20	11,478.2	22
Pennsylvania Department of Transportation(PENNDOT)	Philadelphia, PA	531.8	21	40,424.7	16
Northern New England Passenger Rail Auth.(NNEPRA)	Boston, MA	474.2	22	37,855.9	17
Tri-County Metropolitan Transp. District of Oregon(TriMet)	Portland, OR-WA	306.2	23	2,558.1	24
Regional Transportation Authority(RTA)	Nashville, TN	204.7	24	3,292.1	23
Capital Metropolitan Transportation Authority(CMTA)	Austin, TX	120.8	25	2,145.3	25
Alaska Railroad Corporation(ARRC)	Anchorage, AK	107.6	26	2,041.2	26

Includes only transit agencies reporting to Federal Transit Administration FY 2010 *National Transit Database*.

For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration 2010 National Transit Database, see the *2012 Public Transportation Fact Book, Appendix B: Transit Agency and Urbanized Area Operating Statistics* at [www.apta.com](http://www.apta.com).

A full list of commuter rail agencies is available in the *2012 Public Transportation Fact Book, Appendix A: Historical Tables*.

Table 29: Heavy Rail Agencies Ranked by Unlinked Passenger Trips and Passenger Miles, Report Year 2010 (Thousands)

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips		Passenger Miles	
		Thousands	Rank	Thousands	Rank
MTA New York City Transit(NYCT)	New York, NY	2,439,159.0	1	9,709,823.2	1
Washington Metropolitan Area Transit Authority(WMATA)	Washington, DC	287,304.3	2	1,635,967.3	2
Chicago Transit Authority(CTA)	Chicago, IL	210,849.1	3	1,296,492.6	4
Massachusetts Bay Transportation Authority(MBTA)	Boston, MA	139,039.5	4	482,503.3	6
San Francisco Bay Area Rapid Transit District(BART)	San Francisco, CA	108,298.0	5	1,390,909.7	3
Southeastern Pennsylvania Transp. Authority(SEPTA)	Philadelphia, PA	95,229.2	6	422,123.7	7
Port Authority Trans-Hudson Corporation(PATH)	New York, NY	82,994.2	7	351,594.1	8
Metropolitan Atlanta Rapid Transit Authority(MARTA)	Atlanta, GA	77,732.0	8	493,205.6	5
Los Angeles County Metropolitan Transp. Auth.(LACMTA)	Los Angeles, CA	47,905.9	9	231,935.8	9
Miami-Dade Transit(MDT)	Miami, FL	17,371.6	10	128,388.2	10
Maryland Transit Administration(MTA)	Baltimore, MD	13,363.9	11	57,275.5	12
Port Authority Transit Corporation(PATCO)	Philadelphia, PA	10,109.0	12	89,769.9	11
Puerto Rico Highway and Transp. Authority(PRHTA)	San Juan, PR	9,139.1	13	45,982.0	13
MTA Staten Island Railway(SIRTOA)	New York, NY	7,635.9	14	45,078.3	14
The Greater Cleveland Regional Transit Authority(GCRTA)	Cleveland, OH	3,657.5	15	25,889.4	15

Includes only transit agencies reporting to Federal Transit Administration FY 2010 *National Transit Database*.

For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration 2009 National Transit Database, see the *2012 Public Transportation Fact Book, Appendix B: Transit Agency and Urbanized Area Operating Statistics* at [www.apta.com](http://www.apta.com).



Table 30: Light Rail Agencies Ranked by Unlinked Passenger Trips and Passenger Miles, Report Year 2010 (Thousands)

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips		Passenger Miles	
		Thousands	Rank	Thousands	Rank
Massachusetts Bay Transportation Authority(MBTA)	Boston, MA	65,471.6	1	155,207.2	4
San Francisco Municipal Railway(MUNI)	San Francisco, CA	49,396.9	2	131,367.6	7
Los Angeles County Metropolitan Transp. Auth.(LACMTA)	Los Angeles, CA	46,409.1	3	333,334.4	1
Tri-County Metropolitan Transp. District of Oregon(TriMet)	Portland, OR	42,452.6	4	208,779.2	2
San Diego Metropolitan Transit System(MTS)	San Diego, CA	30,469.0	5	186,509.3	3
Southeastern Pennsylvania Transp. Authority(SEPTA)	Philadelphia, PA	29,445.8	6	70,341.7	12
New Jersey Transit Corporation(NJ TRANSIT)	New York, NY	21,491.2	7	100,896.4	9
Denver Regional Transportation District(RTD)	Denver, CO	20,087.7	8	139,416.7	5
Dallas Area Rapid Transit(DART)	Dallas, TX	17,799.2	9	125,403.0	8
Bi-State Development Agency(METRO)	St. Louis, MO-IL	15,829.0	10	136,857.4	6
Sacramento Regional Transit District(Sacramento RT)	Sacramento, CA	15,317.9	11	82,500.5	11
Utah Transit Authority(UTA)	Salt Lake City, UT	13,400.5	12	57,228.6	13
Valley Metro Rail, Inc.(VMR)	Phoenix, AZ	12,112.7	13	87,661.8	10
Metropolitan Transit Auth. of Harris County, Texas(Metro)	Houston, TX	10,616.3	14	24,167.5	19
Metro Transit	Minneapolis, MN	10,455.9	15	55,342.1	15
Santa Clara Valley Transportation Authority(VTA)	San Jose, CA	9,749.9	16	50,000.3	17
Maryland Transit Administration(MTA)	Baltimore, MD	8,070.2	17	54,517.5	16
Central Puget Sound Regional Transit Authority(ST)	Seattle, WA	7,831.9	18	56,379.9	14
Port Authority of Allegheny County(Port Authority)	Pittsburgh, PA	7,006.5	19	33,623.4	18
New Orleans Regional Transit Authority(NORTA)	New Orleans, LA	6,784.7	20	15,384.4	23
Niagara Frontier Transportation Authority(NFT Metro)	Buffalo, NY	6,215.6	21	16,290.1	22
Charlotte Area Transit System(CATS)	Charlotte, NC	3,250.0	22	17,122.9	21
The Greater Cleveland Regional Transit Authority(GCRTA)	Cleveland, OH	2,315.7	23	13,611.2	24
North County Transit District(NCTD)	San Diego, CA	2,117.9	24	18,400.5	20
Memphis Area Transit Authority(MATA)	Memphis, TN	1,154.8	25	917.8	25
King County Department of Transp.(King County Metro)	Seattle, WA	520.9	26	471.6	27
Hillsborough Area Regional Transit Authority(HART)	Tampa, FL	502.0	27	789.2	26
Central Arkansas Transit Authority(CATA)	Little Rock, AR	107.1	28	165.7	28
Kenosha Transit(KT)	Kenosha, WI	53.4	29	59.4	29

Includes only transit agencies reporting to Federal Transit Administration FY 2010 *National Transit Database*.

For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration 2010 National Transit Database, see the *2012 Public Transportation Fact Book, Appendix B: Transit Agency and Urbanized Area Operating Statistics* at [www.apta.com](http://www.apta.com).

A full list of light rail agencies is available in the *2012 Public Transportation Fact Book, Appendix A: Historical Tables*.

Table 31: Other Rail Agencies Ranked by Unlinked Passenger Trips and Passenger Miles by Type of Rail Agency, Report Year 2010 (Thousands)

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips		Passenger Miles	
		Thousands	Rank	Thousands	Rank
<b>Automated Guideway Transit</b>					
Miami-Dade Transit(MDT)	Miami, FL	8,013.2	1	8,732.7	1
Detroit Transportation Corporation(Detroit People Mover)	Detroit, MI	2,161.4	2	3,307.0	2
Jacksonville Transportation Authority(JTA)	Jacksonville, FL	470.4	3	191.2	3
<b>Cable Car</b>					
San Francisco Municipal Railway(MUNI)	San Francisco, CA	8,008.4	1	10,053.3	1
<b>Inclined Plane</b>					
Port Authority of Allegheny County(Port Authority)	Pittsburgh, PA	1,119.8	1	146.1	2
Chattanooga Area Regional Transp. Authority(CARTA)	Chattanooga, TN	357.5	2	357.5	1
Cambria County Transit Authority(CamTran)	Johnstown, PA	92.2	3	15.7	3
<b>Monorail</b>					
City of Seattle - Seattle Center Monorail Transit(SMS)	Seattle, WA	1,789.1	1	1,610.2	1

Includes only transit agencies reporting to Federal Transit Administration FY 2010 *National Transit Database*.

For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration 2010 National Transit Database, see the *2012 Public Transportation Fact Book, Appendix B: Transit Agency and Urbanized Area Operating Statistics* at [www.apta.com](http://www.apta.com).

Table 32: Ferry Boat Agencies Ranked by Unlinked Passenger Trips and Passenger Miles, Report Year 2010 (Thousands)

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips		Passenger Miles	
		Thousands	Rank	Thousands	Rank
Washington State Ferries(WSF)	Seattle, WA	22,614.3	1	175,703.2	1
New York City Department of Transportation(NYCDOT)	New York, NY	21,507.5	2	112,409.8	2
Port Imperial Ferry Corporation dba NY Waterway	New York, NY	3,720.8	3	14,527.8	6
Crescent City Connection Div. - Louisiana DOT(CCCD)	New Orleans, LA	2,015.5	4	1,007.8	13
Maritime Transportation Authority of Puerto Rico(PRMTA)	San Juan, PR	1,985.4	5	20,919.9	4
Golden Gate Bridge, Highway and Transp. Dist.(GGBHTD)	San Francisco, CA	1,922.1	6	21,208.9	3
BillyBey Ferry Company, LLC	New York, NY	1,667.2	7	3,672.8	10
Port Authority Trans-Hudson Corporation(PATH)	New York, NY	1,440.1	8	4,005.2	8
Massachusetts Bay Transportation Authority(MBTA)	Boston, MA	1,290.6	9	10,203.8	7
Casco Bay Island Transit District(CBITD)	Portland, ME	847.1	10	2,615.8	11
City of Vallejo Transp. Program(Vallejo Transit, Baylink)	Vallejo, CA	577.3	11	15,007.2	5
City of Alameda Ferry Services	San Francisco, CA	568.5	12	3,878.2	9
Chatham Area Transit Authority(CAT)	Savannah, GA	459.5	13	181.2	17
Kitsap Transit	Bremerton, WA	444.3	14	691.0	15
Transportation District Comm. of Hampton Roads(HRT)	Virginia Beach, VA	318.7	15	161.1	18
Pierce County Ferry Operations(Pierce County Ferry)	Seattle, WA	195.9	16	824.3	14
Metro-North Commuter Railroad Company(MTA-MNCR)	New York, NY	174.4	17	650.9	16
King County Ferry District(KCFD)	Seattle, WA	153.6	18	1,536.2	12

Includes only transit agencies reporting to Federal Transit Administration FY 2010 *National Transit Database*. For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration 2010 National Transit Database, see the 2012 *Public Transportation Fact Book, Appendix B: Transit Agency and Urbanized Area Operating Statistics* at [www.apta.com](http://www.apta.com).

## Intercity Passenger Rail

Intercity rail has experienced consistent growth in passenger trips over the past 13 years as shown in Figure 13. These "systemwide" data are for National Railroad Passenger Corporation, better known as Amtrak, intercity trains and exclude any commuter rail service operated the National Railroad Passenger Corporation under contract to transit agencies. Those commuter rail data are reported as part of commuter rail statistics in the earlier sections of the *Fact Book*.

Table 33: Systemwide (a) Intercity Passenger Rail Fiscal Year 2010 and 2011

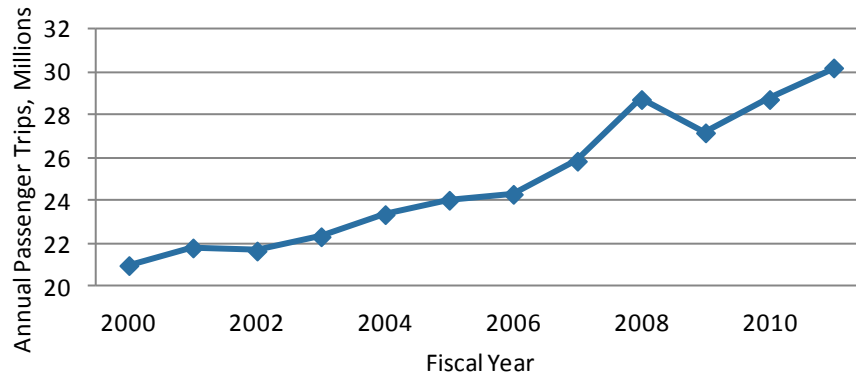
Statistic (a)	2010	2011
Systemwide Intercity Passenger Trips (millions)	28.7	30.2
Systemwide Passenger Miles (millions)	6,332	6,532
Systemwide Route Miles (thousands)	21	---
Train Miles (millions)	37	---
Average Passenger Trip length (miles)	220.6	216.4
Number of Stations	529	---
Number of Employees	20,026	20,156

(a) All data are "systemwide." "Systemwide" includes all National Railroad Passenger Corporation intercity passenger service but does not include any contract commuter rail service.

Source: National Passenger Rail Corporation. Annual Reports,

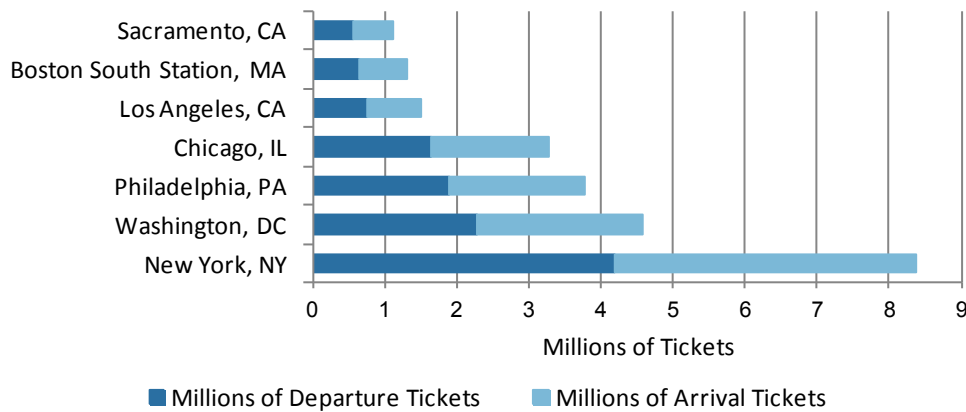
Figure 14 shows intercity rail stations with over 1,000,000 arriving or departing passengers in FY 2010. These are intercity passengers only, any commuter rail passengers using these stations would be additional passengers. New York's Penn Station has the largest number with about 4.2 million arrivals and 4.2 million departures. Intercity rail ridership growth has not only been consistent over time, but across the country. Figure 15 shows the increase in intercity rail ridership for each corridor service used by more than 1 million passengers in FY 2011. Each of them experienced from 3 percent to 9 percent growth in ridership compared to FY 2010.

**Figure 13: Intercity Passenger Rail Ridership Shows Long-Term Growth**



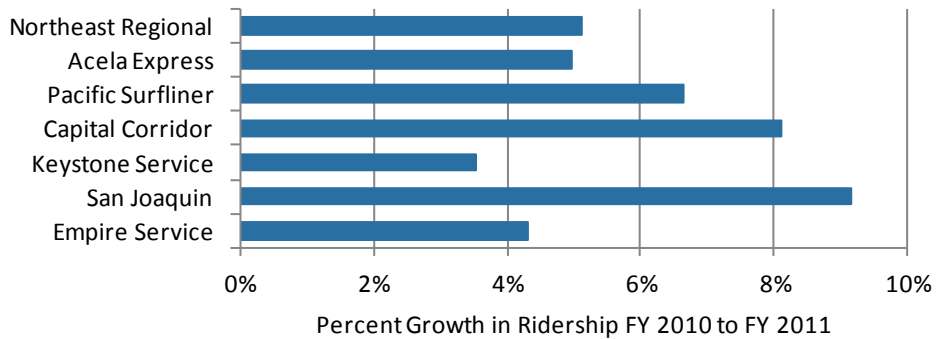
Source: National Passenger Rail Corporation

**Figure 14: Intercity Passenger Rail Stations with Over 1,000,000 Tickets, FY 2010**



Source: National Passenger Rail Corporation *National Fact Sheet: 2010*

**Figure 15: Ridership Growth in Intercity Passenger Rail Corridor Services**



Source: National Passenger Rail Corporation

## Canadian Data

Table 34 provides a summary of Canadian public transportation data as provided by the Canadian Urban Transit Association (CUTA).

**Table 34: Canadian Transit Data Summary**  
(All Dollar Amounts Are Canadian Dollars)  
Report Year 2010

Statistic	Amount	Statistic	Amount
<b>Fixed-Route Transit Services</b>		<b>Fixed-Route Transit Services, continued</b>	
Number of Systems Reporting	106	Direct Operating Expenses (Millions) (c)	\$6,250.8
Vehicle Revenue Miles (Millions)	642.7	Transportation Operations (Millions)	\$2,882.6
Total Vehicle Miles (Millions)	701.3	Fuel (Millions)	\$525.9
Vehicle Revenue Hours (Millions)	46.6	Vehicle Maintenance (Millions)	\$1,247.3
Total Vehicle Hours (Millions)	50.6	Plant Maintenance (Millions)	\$523.9
Regular Service Passengers (a) (Millions)	1,905.7	General and Administration (Millions)	\$851.1
Passenger Boardings (b) (Millions)	2,856.0	Passenger Revenue (Millions)	\$3,291.30
Employees (Full and Part Time)	52,913	Total Operating Revenue Millions	\$3,441.10
Operators	26,310	Total Operating Revenue and Financial Assistance (Millions)	\$7,093.80
Other Transportation Operations	4,630	Passenger Revenue per Passenger Boarding	\$1.15
Vehicle Maintenance	8,240	Adult Cash Fare, Average	\$2.45
Non-Vehicle Maintenance	4,742	Total Capital Expenditures (Millions)	\$4,461.8
General Administration	6,089	<b>Specialized Transit Services</b>	
Total Passenger Vehicles	18,194	Number of Systems Reporting, Dedicated Service	68
Bus(d)	15,171	Passengers Dedicated Service (Millions)	11.0
Commuter Rail	714	Passengers Dedicated and Non-Dedicated Service Total (Millions)	16.8
Heavy Rail	1,434	Total Vehicle Miles, Dedicated Service (Millions)	51.7
Light Rail	764	Total Vehicle Hours, Dedicated Service (Millions)	4.6
Other	6	Non-Government Operating Revenue (Millions)	\$36.0
Peak Period Passenger Vehicles	14,704	Operating Expense (Millions)	\$429.4
Bus(d)	12,112		
Commuter Rail	674		
Heavy Rail	1,204		
Light Rail	639		
Other	5		
Average Bus Age (years)	6.5		
Percent Bus Fleet Accessible	89.8%		

Source: Canadian Urban Transit Association, totals for reporting agencies only.

(a) Regular Service Passenger Trips are similar to linked trips and are not the same measurement as "unlinked passenger trips" reported for United States transit agencies in the *2012 Public Transportation Fact Book*.

(b) Boarding passengers is a similar measure to "unlinked passenger trips" reported for United States transit agencies in the *2012 Public Transportation Fact Book*.

(c) Includes unallocated amounts.

(d) Includes trolleybuses.

Canadian Fixed-Route Data from 1955 through 2010 and Specialized Transit Services Data from 1991 through 2010 can be found in the *2012 Public Transportation Fact Book Appendix A: Historical Tables* at [www.apta.com](http://www.apta.com).

## APTA Statistical Publications

The American Public Transportation Association is a nonprofit international association of more than 1,500 public and private member organizations including public transportation systems; planning, design, construction and finance firms; product and service providers; academic institutions; transit associations; and state departments of transportation. APTA members serve the public interest by providing safe, efficient and economical public transportation services and products. Over 90 percent of persons using public transportation in the United States and Canada are served by APTA members.

The **Public Transportation Fact Book** (formerly the **Transit Fact Book**) was first published in 1943. Available data are expanded by standard statistical methods to estimate U.S. national totals. *All data are for the U.S. only, except for the section on Canada.* Data for Canada were provided by the Canadian Urban Transit Association (CUTA).

This book includes only public transportation data and excludes taxicab, unregulated jitney, school bus, sightseeing service, intercity bus, charter bus, and military transportation services, and services not available to the general public, or segments of the general public (e.g., governmental and corporate shuttles), and special application systems (e.g., amusement parks, airports, and the following types of ferry service: international, rural, rural interstate, and urban park).

Data are based on the annual National Transit Database (NTD) report published by the U.S. Federal Transit Administration (FTA). APTA supplements these data with special surveys. Where applicable, data are calculated based on 2000 U.S. Census Bureau urbanized area population categories. Because data are reported to the NTD based on transit agency fiscal years rather than calendar years, data listed for a particular year are necessarily extrapolations of the sum of data reported for all fiscal years ending in a particular calendar year. All Canadian data are based on calendar years.

**Public Transportation Fact Book** data differ from national total data reported in the NTD in two ways: (1) **Fact Book** data are expanded to include all United States public transportation, while totals reported in the NTD are limited to summation of those systems reporting data in the NTD. Systems not currently included in NTD totals are small transit operators given waivers from NTD reporting requirements, some private operators not contracting with public agencies, and some operators who choose not to participate in the NTD. Data from rural operators in the NTD is limited. (2) The **Fact Book** reports some data collected by APTA surveys and not taken from the NTD. Any such data are noted on tables in this book

The **Public Transportation Fact Book** is published in three parts. This format allows greater detail in statistical content while improving accessibility of information.

This **Public Transportation Fact Book** presents statistics describing the entire United States transit industry for 2010. Also included are definitions of reported data items.

The **Public Transportation Fact Book, Appendix A: Historical Tables** presents primary data items for the entire time period they have been reported in **Fact Books** and other statistical reports prepared by APTA and its predecessor organizations. Many data items are reported for every year beginning in the 1920s, and ridership is reported from 1907. It is available online at [www.apta.com](http://www.apta.com).

The **Public Transportation Fact Book, Appendix B: Transit Agency and Urbanized Area Operating Statistics** presents six operating statistics for each transit agency in size order, totaled for all service modes operated by the agency and in size order for each individual mode. Data are also summed for urbanized areas, both all modes totaled and for individual modes. These lists greatly expand similar data in previous **Fact Books** and allow a simple method to determine comparably sized transit agencies, a difficult task when using existing data sources. It is available online at [www.apta.com](http://www.apta.com).

APTA produces additional data reports that provide detailed information about individual transit agencies that are not available from other sources. These reports or information for obtaining these reports is on the APTA web site at [www.apta.com](http://www.apta.com).

The **Public Transportation Fare Database**, published annually, reports details of individual transit agency fare structures, fare collection practices, and fare collection equipment.

The **Transit Vehicle Database**, published annually, lists all vehicles owned by participating agencies in fleets, that is, groups of identical vehicles manufactured in the same year. Extensive information is included on their propulsion plants, dimensions, and equipment such as communications and passenger amenities.

The **Transit Infrastructure Database**, published in alternating years, lists all fixed-guideways and stations operated by participating transit agencies. The status of fixed guideways not yet open is reported, and the equipment in stations is detailed.

The **Public Transportation Ridership Report**, published quarterly, presents ridership for three months plus quarterly and year-to-date tallies for all

participating transit agencies. The reported data are used to estimate national total ridership that is reported for individual service modes and an aggregate total. This report presents a quick indicator of the state of the transit industry shortly after the close of the period being reported.

The **APTA Primer on Transit Funding** presents a detailed explanation of funding programs in federal laws authorizing funding for the transit industry. Detailed statistics report the federal funds available and the text describes eligible uses for these funds and the methods by which funds are distributed. A new **Primer** is prepared for each surface transportation authorization law, and it is updated

annually to reflect annual appropriations of federal funds for transit.

**A Profile of Public Transportation Passenger Demographics and Travel Characteristics Reported in On-Board Surveys** is an extensive investigation of the demographic characteristics and travel behavior of transit passengers based on transit agency surveys of onboard passengers.

Extensive data for individual transit agencies can be found at the Federal Transit Administration's National Transit Database web site:  
<http://www.ntdprogram.gov/ntdprogram/>.

## Fact Book Methodology

The procedure for estimating total data in the **2012 Public Transportation Fact Book**, and prior issues of the Fact Book, is to expand available data by standard statistical methods to estimate U.S. national totals. It includes only public transportation data and excludes taxicab, unregulated jitney, school bus, sightseeing service, intercity bus, charter bus, military transportation, and services not available to the general public or segments of the general public (e.g., governmental and corporate shuttles), and special application systems (e.g., amusement parks, airports, and the following types of ferry service: international, rural, rural interstate, and urban park).

The Fact Book can be indirectly traced to the Bureau of Census *Report on Transportation in the United States at the Eleventh Census: 1890, Part II - Street Railway Transportation*, published in Washington, DC, by the Government Printing Office in 1895. That volume listed data for individual street railways and aggregate data for the entire street railway industry. The Census was conducted again in 1902, 1907, and 1912, but a report with data for individual railways was not published during World War I. The *Census of Electrical Industries: 1917, Electric Railways*, published by the Government Printing Office in 1920, provided summary data only; no data for individual electric railways were included. Summary data were published by the Census every five years through 1937. The census of transit operations was not published for 1942. In response, the APTA predecessor American Transit Association (ATA) published *The Transit Industry of the United States: Basic Data and Trends, 1942 Edition* in March 1943. The following year the summary of transit data, titled the *Transit Fact Book 1944*, was published and dated for the year in which it was published, which has been continued as the Fact Book dating policy since then.

All data in this Fact Book calculated by APTA and its predecessors are statistical expansions of sample data designed to represent the total activity of all transit agencies. Base data are taken from the Federal Transit Administration's National Transit Database (NTD). These data are supplemented by data from other sources including state departments of transportation and APTA surveys of APTA transit system members. Data are expanded by mode in stratified categories of similar systems based on population and other characteristics. All procedures are adapted to minimize the maximum possible error, a standard statistical procedure.

Because NTD data are collected for "report years," Fact Book data are also calculated for report years. A report year is each transit agency's fiscal year that ends during a calendar year.

All data in the Fact Book are reported for "modes of service." A mode of service is not always identical with a vehicle type of the same name. For example, fixed-route bus service may in specific circumstances be provided by larger van type vehicles and variable origin and destination demand response service may in specific circumstances be provided by bus vehicles.

A description of historical changes in Fact Book data preparation is in the Methodology section of the **Public Transportation Fact Book, Appendix A: Historical Tables**. It is APTA policy to continually seek to improve the quality of data reported in the Fact Book. Data are sought from all available sources and statistical procedures used to verify that the data presented in the Fact Book are improved in order to be as accurate as possible.

## Glossary

Definitions are grouped by topic, consistent with groupings on tables, in the following categories:

- Employee and Labor Definitions
- Energy Use and Vehicle Power Definitions
- Financial - Capital Expense Definitions
- Financial - Operating Expense Definitions
- Financial - Fare Structure Definitions
- Financial - Revenue Definitions
- General Definitions
- Infrastructure Definitions
- Mode of Service Definitions
- Service Consumed Definitions
- Service Supplied Definitions
- Vehicle Characteristic and Amenity Definitions

### EMPLOYEE AND LABOR DEFINITIONS:

**Capital Employee** is an employee whose labor hour cost is reimbursed under a capital grant or is otherwise capitalized.

**Operating Employee** is an employee engaged in the operation of the transit system. Operating employees are classified into the following four categories describing the type work they do:

**General Administration Employee** is an operating employee at any level engaged in general management and administration activities including transit system development, customer services, promotion, market research, injuries and damages, safety, personnel administration, general legal services, general insurance, data processing, finance and accounting, purchasing and stores, general engineering, real estate management, office management and services, general management, and planning.

**Non-Vehicle Maintenance Employee** is an operating employee at any level engaged in non-vehicle maintenance or a person providing maintenance support to such persons for inspecting, cleaning, repairing and replacing all components of vehicle movement control systems; fare collection and counting equipment; roadway and track; structures, tunnels, and subways; passenger stations; communication systems; and garage, shop, operating station, and general administration buildings, grounds and equipment. In addition, it includes support for the operation and maintenance of electric power facilities.

**Vehicle Operations Employee** is an operating employee at any level engaged in vehicle operations or a person providing support in vehicle operations activities, a person engaged in ticketing and fare collection activities, or a person engaged in system security activities.

**Vehicle Maintenance Employee** is an operating employee at any level engaged in vehicle maintenance, a person performing inspection and maintenance, vehicle maintenance of vehicles, performing servicing functions for revenue and service vehicles, and repairing damage to vehicles resulting from vandalism or accidents.

**Number of Employees** is the number of actual persons directly working for a transit agency, regardless of whether the person is full-time or part-time.

**Salaries and Wages** are payments to employees for time actually worked.

**Fringe Benefits** are payments to employees for time not actually worked and the cost of other employee benefits to the transit agency. Payment for time not actually worked includes payments to the employee for vacations, sick leave, holidays, and other paid leave. Other benefits include transit agencies payments to other organizations for retirement plans, social security, workmen's compensation, health insurance, other insurance, and other payments to other organizations for benefits to employees.

**Total Compensation** is the sum of Salaries and Wages and Fringe Benefits.

### ENERGY USE AND VEHICLE POWER DEFINITIONS:

**Alternate Power** is fuel that is substantially not diesel fuel or gasoline.

**Electric Power Consumption** is the amount of electricity used to propel transit vehicles, also called **propulsion power**. It does not include electricity used for lighting, heating, or any use other than propulsion power.

**Fossil Fuel** is any fuel derived from petroleum or other organic sources including diesel fuel, compressed natural gas, gasoline, liquefied natural gas, liquid petroleum gas or propane, and kerosene.

### FINANCIAL - CAPITAL EXPENSE DEFINITIONS:

**Capital Expenses** are expenses related to the purchase of equipment. Equipment means an article of non-expendable tangible personal property having a useful life of more than one year and an acquisition cost which equals the lesser of the capitalization level established by the government unit for financial statement purposes or \$5,000. Capital expenses in the NTD accounting system do not include all expenses which are eligible uses for federal capital

funding assistance; some of those expenses are included with operating expenses in the National Transit Database accounting system used herein.

**Facilities** capital expense includes administration, central/overhaul maintenance facilities, light maintenance and storage facilities, and equipment of any of these items. Categories of Facilities capital expense are:

**Guideway** is capital expense for right-of-way facilities for rail or the exclusive use of buses including the buildings and structures dedicated for the operation of transit vehicles including elevated and subway structures, tunnels, bridges, track and power systems for rail, and paved highway lanes dedicated to bus. Guideway does not include passenger stations and transfer facilities.

**Passenger Stations** is capital expense for passenger boarding and debarking areas with platforms including transportation centers and park-and-ride facilities but excluding transit stops on streets.

**Administration Buildings** is capital expense for buildings which house management and support activities.

**Maintenance Facilities** is capital expense for building used for maintenance activities such as garages and shops.

**Rolling Stock** capital expense is expense for vehicles, including boats, used by transit agencies. Categories of Rolling Stock capital expense are:

**Revenue Vehicles** is capital expense for vehicles used to transport passengers.

**Service Vehicles** is capital expense for vehicles used to support transit activities such as tow trucks, supervisor cars, and police cars

**All Other** capital expense includes furniture, equipment that is not an integral part of buildings and structures, shelters, signs, and passenger amenities (e.g., benches) not in passenger stations. Categories of All Other capital expense are:

**Fare Revenue Collection Equipment** is capital expense for equipment used to collect fares such as fare boxes, turnstiles, and ticket machines.

**Communications and Information Systems** is capital expense for equipment for communicating such as radios and for information management such as computers and software.

**Other** is capital expense that does not fall in the categories defined above.

## FINANCIAL - OPERATING EXPENSE DEFINITIONS:

**Operating Expenses** are the expenses associated with the operation of the transit agency and goods and services purchased for system operation. It is the sum of either the functions or the object classes listed below.

An **Operating Expense Function** is an activity performed or cost center of a transit agency. The four basic functions are:

**Vehicle Operations** includes all activities associated with the subcategories of the vehicle operations function: transportation administration and support; revenue vehicle operation; ticketing and fare collection; and system security.

**Vehicle Maintenance** includes all activities associated with revenue and non-revenue (service) vehicle maintenance, including administration, inspection and maintenance, and servicing (cleaning, fueling, etc.) vehicles.

**Non-Vehicle Maintenance** includes all activities associated with facility maintenance, including: maintenance of vehicle movement control systems; fare collection and counting equipment; structures, tunnels and subways; roadway and track; passenger stations, operating station buildings, grounds and equipment; communication systems; general administration buildings, grounds and equipment; and electric power facilities.

**General Administration** includes all activities associated with the general administration of the transit agency, including transit service development, injuries and damages, safety, personnel administration, legal services, insurance, data processing, finance and accounting, purchasing and stores, engineering, real estate management, office management and services, customer services, promotion, market research and planning.

An **Operating Expense Object Class** is a grouping of expenses on the basis of goods and services purchased. Nine Object Classes are reported as follows:

**Salaries and Wages** are the pay and allowances due employees in exchange for the labor services they render on behalf of the transit agency. The allowances include payments direct to the employee arising from the performance of a piece of work.

**Fringe Benefits** are the payments or accruals to others (insurance companies, governments, etc.) on behalf of an employee and payments and accruals direct to an employee arising from something other than a piece of work.



**Employee Compensation** is the sum of "Salaries and Wages" and "Fringe Benefits."

**Services** include the labor and other work provided by outside organizations for fees and related expenses. Services include management service fees, advertising fees, professional and technical services, temporary help, contract maintenance services, custodial services and security services.

**Materials and Supplies** are the tangible products obtained from outside suppliers or manufactured internally. These materials and supplies include tires, fuel and lubricants. Freight, purchase discounts, cash discounts, sales and excise taxes (except on fuel and lubricants) are included in the cost of the material or supply.

**Utilities** include the payments made to various utilities for utilization of their resources (e.g., electric, gas, water, telephone, etc.). Utilities include propulsion power purchased from an outside utility company and used for propelling electrically driven vehicles, and other utilities such as electrical power for purposes other than for electrically driven vehicles, water and sewer, gas, garbage collection, and telephone.

**Casualty and Liability Costs** are the cost elements covering protection of the transit agency from loss through insurance programs, compensation of others for their losses due to acts for which the transit agency is liable, and recognition of the cost of a miscellaneous category of corporate losses.

**Purchased Transportation** is transportation service provided to a public transit agency or governmental unit from a public or private transportation provider based on a written contract. Purchased transportation does not include franchising, licensing operation, management services, cooperative agreements or private conventional bus service.

**Other Operating Expenses** is the sum of taxes, miscellaneous expenses, and expense transfers:

**Total Operating Expense** is the sum of all the object classes or functions.

#### FINANCIAL - FARE STRUCTURE DEFINITIONS:

**Passenger Fares** are revenue earned from carrying passengers in regularly scheduled and demand response service. Passenger fares include: the base fare; zone premiums; express service premiums; extra cost transfers; and quantity purchase discounts applicable to the passenger's ride.

**Adult Base Cash Fare** is the minimum cash fare paid by an adult for one transit ride; excludes transfer charges, zone or distance charges, express service charges, peak period surcharges, and reduced fares.

**Passenger Fares Received per Unlinked Passenger Trip** is "Passenger Fares" divided by "Unlinked Passenger Trips."

**Peak Period Surcharge** is an extra fee required during peak periods (rush hours).

**Transfer Surcharge** is an extra fee charged for a transfer to use when boarding another transit vehicle to continue a trip.

**Zone or Distance Surcharge** is an extra fee charged for crossing a predetermined boundary.

**Smart Cards** are small cards, usually plastic, with an imbedded computer chip good for one or more trips that is usually altered by a fare collection machine removing some or all of the stored value as each trip is taken.

#### FINANCIAL - REVENUE DEFINITIONS:

**Passenger Fare Revenue** is revenue earned from carrying passengers in regularly scheduled and demand response service. Passenger fares include: the base fare; zone premiums; express service premiums; extra cost transfers; and quantity purchase discounts applicable to the passenger's ride. Passenger Fare Revenue is listed only for operating revenue sources.

**Government Funds, Federal** (also called **Federal Assistance**) is financial assistance from funds that are from the federal government at their original source that are used to assist in paying the operating or capital costs of providing transit service. On tables in the Public Transportation Book, federal financial assistance is counted as either operating or capital funding consistent with accounting practices of the federally mandated National Transit Database reporting system rather than as defined in federal transit funding laws.

**Government Funds, State** (also called **State Assistance**) is financial assistance obtained from a state government(s) to assist with paying the operating and capital costs of providing transit services.

**Government Funds, Local** (also called **Local Assistance**) is financial assistance from local governments (below the state level) to help cover the operating and capital costs of providing transit service. Some local funds are collected in local or regional areas by the state government acting as the

collection agency but are considered local assistance because the decision to collect funds is made locally.

**Directly Generated Funds** are any funds generated by or donated directly to the transit agency, including passenger fare revenues, advertising revenues, concessions, donations, bond proceeds, parking revenues, toll revenues from other sectors of agency operations such as bridges and roads, and taxes imposed by the transit agency as enabled by a state or local government. Some Directly Generated Funds are funds earned by the transit agency such as fare revenues, concessions, and advertising, while other Directly Generated Funds are Financial Assistance such as taxes imposed by the transit agency. Directly Generated Funds are listed in three categories:

**Passenger Fares** which is defined above.

**Transit Agency Funds, Other Earnings** are Directly Generated Funds that do not come from passenger fares or from government funds.

**Government Funds, Directly Generated** are Directly Generated Funds that come from taxes, toll transfers, and bond proceeds.

**Total Government Funds** is the sum of Federal assistance, state assistance, local assistance, and that portion of directly generated funds that accrue from tax collections, toll transfers from other sectors of operations, and bond proceeds.

#### GENERAL DEFINITIONS:

**Public Transportation** (also called **transit**, **public transit**, or **mass transit**) is transportation by a conveyance that provides regular and continuing general or special transportation to the public, but not including school buses, charter buses, or sightseeing service.

**Transit agency** (also called **transit system**) is an entity (public or private) responsible for administering and managing transit activities and services. Transit agencies can directly operate transit service or contract out for all or part of the total transit service provided. When responsibility is with a public entity, it is a **public transit agency**. When more than one mode of service is operated, it is a **multimodal transit agency**.

**Report year** is the year for which data are summed in the Fact Book. The report year data are the sum of the fiscal year data for each U.S. transit agency that ends during a calendar year. For most Fact Book tables it is data for all transit agency fiscal years that end in calendar year 2010.

#### INFRASTRUCTURE DEFINITIONS:

**Directional Route Miles** are the length of the rights-of-way, either rail, roadway including public streets and roads with mixed traffic, or water route, traversed by transit vehicles and measured in both direction for a two-way right-of-way or one direction for a one lane right-of-way. The number of routes operated over a specific section of right-of-way is not significant to the count.

**Lane Miles** are the length of a roadway dedicated to high occupancy vehicles (HOV) multiplied by the number of dedicated traffic lanes, including roadway shoulders if they are legally used during peak hours.

**Maintenance Facility, General Purpose** is a facility used for inspecting, servicing and performing light maintenance work upon revenue vehicles including brake adjustments, engine degreasing, tire work, minor body repairs, and painting.

**Maintenance Facility, Heavy** is a facility used for performing heavy maintenance work on revenue vehicles. Heavy maintenance includes unit rebuilds, engine overhauls, significant body repairs, and other major repairs.

**Passenger Station** is a place for passengers to board or alight from vehicles with a platform. Bus and light rail stops along streets are not considered to be stations even if they have shelters and other amenities.

**Track Miles** are the length of all tracks, measured in one direction only, used by a rail system for operations including mainline tracks, siding tracks, and yard tracks.

#### MODE OF SERVICE DEFINITIONS:

**Mode** is a system for carrying transit passengers described by specific right-of-way, technology, and operational features.

**Aerial Tramway** is an electric system of aerial cables with suspended powerless 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 Transit** (also called **personal rapid transit**, **group rapid transit**, or **people mover**) is an electric railway (single or multi-car trains) of guided transit vehicles operating without an onboard crew. Service may be on a fixed schedule or in response to a passenger activated call button.

**Bus** is a mode of transit service (also called **motor bus**) characterized by roadway vehicles powered by diesel, gasoline, battery, or alternative fuel engines contained within the vehicle. Vehicles operate on streets and roadways in fixed-route or other regular service. Types of bus service include **local service**, where vehicles may stop every block or two along a route several miles long. When limited to a small geographic area or to short-distance trips, local service is often called **circulator**, **feeder**, **neighborhood**, **trolley**, or **shuttle service**. Other types of bus service are **express service**, **limited-stop service**, and **bus rapid transit (BRT)**.

**Bus Rapid Transit** is a type of bus service which offers higher speed and higher capacity service than regular fixed-route buses. These improvements are associated with dedicated rights-of-way, stations, traffic signal priority or pre-emption, low-floor vehicles or level-platform boarding, and separate branding of the service. Data for bus rapid transit is being collected for the 2011 National Transit Database and will be available for the next edition of the *Fact Book*.

**Cable Car** is a railway with individually controlled transit vehicles attached while moving to a moving cable located below the street surface and powered by engines or motors at a central location not on board the vehicle.

**Commuter Bus** is a type of fixed-route bus service that connects outlying areas with central cities with no stops for at least 5 miles after leaving the central city. This service typically uses over-the-road-type buses rather than transit buses and primarily provides peak period commuter service. Data for commuter bus is being collected for the 2011 National Transit Database and will be available for the next edition of the *Fact Book*.

**Commuter Rail** is a mode of transit service (also called **metropolitan rail**, **regional rail**, or **suburban rail**) characterized by an electric or diesel propelled railway for urban passenger train service consisting of local short distance travel operating between a central city and adjacent suburbs. Service must be operated on a regular basis by or under contract with a transit operator for the purpose of transporting passengers within urbanized areas, or between urbanized areas and outlying areas. Such rail service, using either locomotive hauled or self-propelled railroad passenger cars, is generally characterized by multi-trip tickets, specific station to station fares, railroad employment practices and usually only one or two stations in the central business district. Intercity rail service is excluded, except for that portion of such service that is operated by or under contract with a public transit agency for predominantly commuter services. Most service is provided on routes of current or former freight railroads.

**Demand Response** is a mode of transit service (also called **paratransit** or **dial-a-ride**) characterized by the use of passenger automobiles, vans, or small buses operating in response to calls from passengers or their agents to the transit operator, who then dispatches a vehicle to pick up the passengers and transport them to their destinations. The vehicles do not operate over a fixed route or on a fixed schedule. The vehicle may be dispatched to pick up several passengers at different pick-up points before taking them to their respective destinations and may even be interrupted en route to these destinations to pick up other passengers.

**Ferry Boat** is a transit mode comprising vessels carrying passengers and in some cases vehicles over a body of water, and that are generally steam or diesel powered. When at least one terminal is within an urbanized area, it is **urban ferryboat** service. Such service excludes international, rural, rural interstate, island, and urban park ferries.

**Heavy Rail** is a mode of transit service (also called **metro**, **subway**, **rapid transit**, or **rapid rail**) operating on an electric railway with the capacity for a heavy volume of traffic. It is characterized by high speed and rapid acceleration passenger rail cars operating singly or in multi-car trains on fixed rails; separate rights-of-way from which all other vehicular and foot traffic are excluded; sophisticated signaling, and high platform loading.

**Hybrid Rail** is a mode of transit operated on the routes of freight railroads and operating with the characteristics of commuter rail. This service typically operates diesel multiple-unit vehicles with characteristics of light rail vehicles. Hybrid rail vehicles do not meet Federal Railroad Administration standards, and thus are operated with temporal separation from freight rail traffic. Data for hybrid rail is being collected for the 2011 National Transit Database and will be available for the next edition of the *Fact Book*.

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

**Light Rail** is a mode of transit service (also called **streetcar**, **tramway**, or **trolley**) operating passenger rail cars singly (or in short, usually two-car or three-car, trains) on fixed rails in right-of-way that is often separated from other traffic for part or much of the way. Light rail vehicles are typically driven electrically with power being drawn from an overhead electric line via a trolley or a pantograph; driven by an operator on

board the vehicle; and may have either high platform loading or low level boarding using steps.

**Monorail** is an electric railway of guided transit vehicles operating singly or in multi-car trains. The vehicles are suspended from or straddle a guideway formed by a single beam, rail, or tube.

**Streetcar** is a type of light rail service where nearly the entire route is in streets or other roadways. Single-vehicle trains are most common with frequent in-street stops. They normally are used for shorter trips in central or higher density areas. Data for streetcar is being collected for the 2011 National Transit Database and will be available for the next edition of the *Fact Book*.

**Trolleybus** is a mode of transit service (also called **trolley coach**) using vehicles propelled by a motor drawing current from overhead wires via connecting poles called trolley poles from a central power source not on board the vehicle.

**Vanpool** is ridesharing by prearrangement using vans or small buses providing round trip transportation between the participant's prearranged boarding points and a common and regular destination. Data included in this report are the sum of vanpool data reported in the National Transit Database (NTD) and do not include any data for vanpools not listed in the National Transit Database. Vanpool service reported in the NTD must be operated by a public entity, or a public entity must own, purchase, or lease the vehicle(s). Vanpool included in the NTD must also be in compliance with mass transit rules including Americans with Disabilities Act (ADA) provisions, be open to the public and that availability must be made known, and use vehicles with a minimum capacity of 7 persons.

#### SERVICE CONSUMED DEFINITIONS:

**Unlinked Passenger Trips**, also called **boardings**, is the number of times passengers board public transportation vehicles. Passengers are counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination and regardless of whether they pay a fare, use a pass or transfer, ride for free, or pay in some other way.

**Passenger Miles** is the cumulative sum of the distances ridden by each passenger.

**Average Trip Length** is the average distance ridden for an unlinked passenger trip computed as passenger miles divided by unlinked passenger trips.

**Average Passenger Load** is the average number of passengers aboard a vehicle at any one time for its entire time in revenue service including late night and

off-peak hour service as well as peak rush hour service.

#### SERVICE SUPPLIED DEFINITIONS:

**Average Speed** of a vehicle is the miles it operated in revenue service divided by the hours it is operated in revenue service.

**Miles of Track** is a measure of the amount of track operated by rail transit systems where each track is counted separately regardless of the number of tracks on a right-of-way.

**Revenue Service** is the operation of a transit vehicle during the period which passengers can board and ride on the vehicle. Revenue service includes the carriage of passengers who do not pay a cash fare for a specific trip as well as those who do pay a cash fare; the meaning of the phrase does not relate specifically to the collection of revenue.

**Revenue Vehicle** is a vehicle in the transit fleet that is available to operate in revenue service carrying passengers, including spares and vehicles temporarily out of service for routine maintenance and minor repairs. Revenue vehicles do not include service vehicles such as tow trucks, repair vehicles, or automobiles used to transport employees.

**Vehicles Available for Maximum Service** are vehicles that a transit agency has available to operate revenue service regardless of the legal relationship through which they are owned, leased, or otherwise controlled by the transit agency. Also called **revenue vehicles owned or leased**.

**Vehicles Operated Maximum Service** is the largest number of vehicles operated at any one time during the day, normally during the morning or evening rush hour periods.

**Vehicle Total Miles** are all the miles a vehicle travels from the time it pulls out from its garage to go into revenue service to the time it pulls in from revenue service, including "deadhead" miles without passengers to the starting points of routes or returning to the garage. For conventional scheduled services, it includes both revenue miles and deadhead miles.

**Vehicle Revenue Miles** are the miles traveled when the vehicle is in revenue service (i.e., the time when a vehicle is available to the general public and there is an expectation of carrying passengers). Vehicles operated in fare-free service are considered in revenue service. Revenue service excludes school bus service and charter service.

**Vehicle Total Hours** are the hours a vehicle travels from the time it pulls out from its garage to go into

revenue service to the time it pulls in from revenue service, including "deadhead" miles without passengers to the starting points of routes or returning to the garage. For conventional scheduled services, it includes both revenue time and deadhead time.

**Vehicle Revenue Hours** are the hours traveled when the vehicle is in revenue service (i.e., the time when a vehicle is available to the general public and there is an expectation of carrying passengers). Vehicles operated in fare-free service are considered in revenue service. Revenue service excludes school bus service and charter service.

#### VEHICLE CHARACTERISTIC AND AMENITY DEFINITIONS:

**Accessible Vehicles** are transit passenger vehicles that do not restrict access, are usable, and provide allocated space and/or priority seating for individuals who use wheelchairs.

**Alternate Power** transit vehicles are vehicles powered by any fuel except diesel fuel or gasoline.

**Automated Stop Announcement** is an automated system that announces upcoming stops.

**Automatic Vehicle Location or GPS** equipment allows a vehicle to be electronically located or tracked by local sensors or satellites.

**Automatic Passenger Counter** equipment counts passenger boardings/alightings but is not part of the farebox.

**Average Age** of transit vehicles is calculated from the difference between the current year and each vehicle's model year, not from the vehicle's actual date of manufacture or delivery.

**Exterior Bicycle Rack** equipped vehicles can carry bicycles on racks outside of the vehicle such as on the front of a bus or the open deck of a ferry boat.

**Passenger-Operator Intercom** equipped vehicles have an intercom system that allows passengers and the vehicle's or train's operator to communicate with each other.

**Public Address System** equipped transit vehicles have one-way audio announcement system that allows the vehicle operator to communicate with passengers.

**Rehabilitated** transit vehicles are those rebuilt to the original specifications of the manufacturer.

**Restroom** is a restroom on board the transit vehicle and available for passenger use.

**Security or CCTV Type Camera** equipped vehicles have cameras installed inside the vehicle for security purposes.

**Self-propelled** vehicles have motors or engines on the vehicle that supply propulsion for the vehicle. Fuel may be carried on board the vehicle such as diesel fueled buses or supplied from a central source such as overhead wire power for light rail vehicles.

**Traffic Light Preemption** equipped vehicles are able to, either automatically by sensors or as a result of operator action, adjust traffic lights to provide priority or a green light.

**Two-Way Radio** equipped transit vehicles have a two-way radio system that allows the vehicle operator and the operating base or control center to communicate with each other.

**Unpowered** vehicles are those without motors. They are either pulled by self-propelled cars or locomotives or moved by cables such as an inclined plane.



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